CHOUTEAU I-35 TAX INCREMENT FINANCING PLAN

As Proposed by Chouteau I-35 Development, L.L.C.

CERTIFICATION:

We hereby certify that this is a true and corr	ect copy of the Plan approved by the Tax Incremer 2/25,199 8.
Financing Commission of Kansas City, MO, on	<u>2/25</u> ,199 <u>8</u> .
Thywolds barner	4/2-/98
Chairman	Date
	4/15/08
Executive Director	Date

TABLE OF CONTENTS

		Page						
1.	DEFINITIONS							
11.								
	THE THINK THE PROPERTY OF THE							
111.	GENERAL DESCRIPTION OF PLAN AND PROJECTS A. The Plan B. Redevelopment Area C. Project Improvements D. Redevelopment Projects E. Estimated Date of Completion F. Redevelopment Plan Objectives G. Gaming Status H. Advisory Committee	5 6 7 7						
IV.	A. Estimated Redevelopment Project Costs B. Anticipated Sources of Funds C. Payments in Lieu of Taxes D. Economic Activity Taxes E. Anticipated Type and Terms of Obligations F. Public Participation in Plan's Success G. Evidence of Commitments to Finance	8 9						
٧.	MOST RECENT EQUALIZED ASSESSED VALUATION	11						
VI.	ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOP-	11						
VII.	GENERAL LAND USE							
VIII.								
IX.	EXISTING CONDITIONS IN THE REDEVELOPMENT AREA							
X.	"BUT FOR TIF"							
XI.	COST-BENEFIT ANALYSIS							
XII.	ACQUISITION AND DISPOSITION							
XIII.	RELOCATION ASSISTANCE PLAN							
XIV.	ENTERPRISE ZONE							

XV.	PROVISION OF PUBLIC FACILITIES								
XVI.	REDEVELOPER'S PROPOSAL								
XVII.	REDEVELOPMENT AGREEMENT								
EXHIE	BITS								
	Exhibit	1:	A: Redevelopment Area B: Redevelopment Project Areas						
	Exhibit	2:	Site Plans A: On Site Improvements						
	Exhibit	3:	B: Off Site Improvements (Chouteau Parkway) Construction and Employment Information A: Construction Totals by Project Area B: Employment Totals by Project Area						
	Exhibit Exhibit	100	Estimated Redevelopment Schedule Estimated Redevelopment Project Costs A: Projects 1 and 2. B: Off-Site Improvements (Chouteau Parkway)						
	Exhibit Exhibit	10.00	Sources of Funds Estimated Annual Increases in Assessed Value and Resulting						
	Exhibit Exhibit Exhibit 1 Exhibit 1 Exhibit 1 Exhibit 1 Exhibit 1 Exhibit 1	9: 10: 11: 12: 13: 14:	Payments in Lieu of Taxes and Projected Economic Activity Taxes Evidence of "But For" Cost-Benefit Analysis Property Acquisition and Disposition Summary of Redeveloper's Proposal Blight Study Relocation Assistance Plan Statutory Requirements Affidavits and Certificates						

I. <u>DEFINITIONS</u>

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

- A. "Blighted Area." An area which, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of 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 menace to the public health, safety, morals or welfare in its present condition and use.
- B. "Chouteau I-35 Development." The Chouteau I-35 Development, L.L.C., a Missouri limited liability company.
- C. "City." The City of Kansas City, Missouri.
- Commission. The Tax Increment Financing Commission of Kansas City, Missouri.
- E. "Economic Activity Taxes." The total additional revenue from taxes which are imposed by a municipality and other taxing districts, and which are generated by economic activities within a redevelopment area over the amount of such taxes generated by economic activities within such redevelopment area in the calendar year prior to the adoption of the ordinance designating such a redevelopment area, while tax increment financing remains in effect, but excluding personal property taxes, taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessments. redevelopment projects or redevelopment plans approved after [December 23, 1997], if a retail establishment relocates within one year from one facility to another facility within the same county and the governing body of the municipality finds that the relocation is a direct beneficiary of tax increment financing, then for purposes of this definition the economic activity taxes generated by the retail establishment shall equal the total additional revenues from economic activity taxes which are imposed by a municipality or other taxing district over the amount of economic activity taxes generated by the retail establishment in the calendar year prior to its relocation to the redevelopment area.
- F. "Gambling establishment." An excursion gambling boat as defined in section 313.800, RSMo, and any related business facility including any real property improvements which are directly and solely related to such business facility, whose sole purpose is to provide goods or services to an excursion gambling boat and whose majority ownership interest is

held by a person licensed to conduct gambling games on an excursion gambling boat or licensed to operate an excursion gambling boat as provided in sections 313.800 to 313.850, RSMo.

- G. "Obligations." Bonds, loans, debentures, notes, special certificates, or other evidences of indebtedness issued by a municipality to carry out a redevelopment project or to fund outstanding obligations.
- H. "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.
- "Payment in Lieu of Taxes ("PILOTS")." Those estimated revenues from real property in the area selected for a redevelopment project, which revenues according to the redevelopment project or plan are to be used for a private use, which taxing districts would have received had a Municipality not adopted Tax Increment Allocation Financing, and which would result from levies made after the time of the adoption of Tax Increment Allocation Financing during the time the current equalized value of real property in the project area 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 R.S.Mo.
- J. "Project Improvements." Those development activities undertaken within the Redevelopment Area which are intended to accomplish the objectives of the Redevelopment Plan.
- K. "Redevelopment Agreement." An agreement between the City of Kansas City, Missouri, the Tax Increment Financing Commission and Chouteau I-35 Development for the implementation of the Redevelopment Plan entered into pursuant to the approval of this Redevelopment Plan.
- L. "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, a conservation area, an economic development area, an enterprise zone pursuant to sections 135.200 to 135.256, RSMo, or a combination thereof, which area includes only those parcels of real property directly and substantially benefited by the proposed redevelopment project.
- M. "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 Project 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.

- N. "Redevelopment Project." Any development project in furtherance of the objectives of the Redevelopment Plan.
- "Redevelopment Project Area." The area selected for a specific redevelopment project.
- P. "Redevelopment Project Costs." The sum total of all reasonable or necessary costs incurred or estimated to be incurred, any such costs incidental to a Redevelopment Plan and a Redevelopment Project. Such costs include, but are not limited to the following:
 - Costs of studies, surveys, plans and specifications;
 - Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial planning or special services;
 - 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;
 - Costs of rehabilitation, reconstruction, repair or remodeling of existing buildings and fixtures;
 - Cost of construction of public works or improvements;
 - 6. 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;
 - 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;

- 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;
- Payments in lieu of taxes.
- Q. "Special Allocation Fund." The fund of a municipality or its commission which contains at least two separate segregated accounts for each redevelopment plan, maintained by the treasurer of the municipality or the treasurer of the commission into which payments in lieu of taxes are deposited in one account, and economic activity taxes and other revenues are deposited in the other account.
- R. "Tax Increment Financing." Tax increment allocation financing as provided pursuant to Chapter 99.800, et seq. RSMo.
- "Taxing Districts." Any political subdivision of this state having the power to levy taxes.
- T. "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.
- U. "Vacant Land." Any parcel or combination of parcels of real property not used for industrial, commercial, or residential buildings.

II. 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 (the "Act"). The Act enables municipalities to finance Redevelopment Project Costs with the revenue generated from Payments in Lieu of Taxes and Economic Activity Taxes. This Plan shall be filed of record against all properties in approved Redevelopment Areas.

III. GENERAL DESCRIPTION OF PLAN AND PROJECTS

The Plan. The Chouteau I-35 Tax Increment Financing Plan proposes to A. redevelop approximately 26 acres of land located at the intersection of Interstate 35 (I-35) and Chouteau Trafficway in Kansas City, Clay County, Missouri. Approximately 21.6 acres of the Redevelopment Area are located south of I-35 and east of Chouteau Trafficway and is divided into Project Areas 1 and 2. Approximately 4.4 acres are located south of I-35 and west of Chouteau Trafficway and are designated as Project Area 3. In Redevelopment Project Areas 1 and 2, the Redevelopment Plan calls for the construction of a 244,709 square foot retail shopping center with a full service supermarket, a large box retailer, two smaller in-line stores and three retail pad sites and out parcels. Restaurants are planned for at least two pad sites. Redevelopment of Redevelopment Project Area 3 is not contemplated by the applicant at this time and no specific plans have been developed for any change in the current use of this property. Tax increment financing is proposed for costs associated with curing blight on the site, to provide for reconstruction of Chouteau Trafficway between I-35 and 42nd Street Terrace N. into a five-lane boulevard as a portion of the City's planned Centennial Parkway and to improve Winn Road adjacent to the Redevelopment Area and extending to 42nd Street Terrace N. and 42nd Street Terrace N. between Winn Road and Chouteau Trafficway.

The street improvements are proposed to be accomplished in two phases. The first phase involves the reconstruction of Chouteau Trafficway adjacent to the Redevelopment Area. Costs to reconstruct this portion of the Trafficway are estimated to be \$1,602,703. This work will be completed in conjunction with the construction of Project Areas 1 and 2. These costs will be repaid through PILOTS and economic activity taxes captured in the TIF Special Allocation Fund. The second phase involves improving Winn Road between the north boundary of the Redevelopment Area and 42nd Street Terrace N., 42nd Street Terrace N. between Winn Road and Chouteau Trafficway, and Chouteau Trafficway between the south boundary of the Redevelopment Area and 42nd Street Terrace N. Work on the second phase is proposed to begin only after the costs associated with the first phase and with the curing of blight within the Redevelopment Area have been fully reimbursed by the TIF

revenues generated by the Redevelopment Area. The estimated cost to construct the second phase includes \$400,000 for improvements to Winn Road and 42nd Street Terrace N. and \$750,000 for improvements to Chouteau Trafficway between the south boundary of the Redevelopment Area to 42nd Street Terrace N. These costs will be repaid by the PILOTS and economic activity taxes captured in the TIF Special Allocation Fund after all costs associated with the first phase have been repaid from the Special Allocation Fund.

At a later time, to be determined by the Commission, the Commission will consider the reimbursement of costs associated with the reconstruction of Chouteau Trafficway into a five-lane parkway between N.E. 42nd Street Terrace and Missouri Highway 210, as well as possible expansion of the Redevelopment Area to provide for elimination of blighting conditions in the vicinity of Parvin Road and Chouteau Trafficway (said conditions cited in the "Economic Impact Study for the Widening of Chouteau Trafficway 43rd Terrace to Missouri Highway 210, Kansas City, Missouri prepared by Rule & Company, Inc. and dated March 1998). Consideration of any changes to the Plan will include participation by the affected school district, county and other taxing districts as provided for under the Act.

The potential availability of tax increment funding for a portion of the cost of constructing Centennial Parkway is not intended to supplant funding normally available from the State of Missouri for the construction and improvement of roadways, such as Chouteau Trafficway, which are within the state system. In the event this Plan is revised to allow for tax increment financing to improve additional portions of Chouteau Trafficway, the appropriate officials should be authorized to negotiate with the State of Missouri to secure state funding for the project.

- B. Redevelopment Area: The Redevelopment Area includes approximately 26 acres south of I-35 at Chouteau Trafficway in Kansas City, Clay County, Missouri (the City) as described in Exhibit 1A.
- C. Project Improvements: The Project Improvements in Redevelopment Project Areas 1 and 2 will consist of a 244,709 square foot retail shopping center with a full service supermarket, a large box retailer, two smaller in-line stores and three retail pad sites and out-parcels. Restaurants are planned for at least two pad sites. Also included in Redevelopment Projects 1 and 2 is the reconstruction of that portion of Chouteau Trafficway between I-35 and 42nd Street Terrace N. into a five-lane parkway and improvements to 42nd Street Terrace N. and Winn Road. Said improvements, together with all necessary utilities and street improvements, will be constructed as shown on the site plan attached as Exhibit 2.

- D. Redevelopment Projects. The Project Improvements and other redevelopment activities will be undertaken as a series of Redevelopment Projects, each of which will be approved by ordinance in conformance with the Act. The Redevelopment Area are described in Exhibit 1A. The Redevelopment Project Areas are described in Exhibit 1B. Construction and employment information for the Redevelopment Projects is set forth in Exhibit 3.
- E. Estimated Date of Completion. As set forth in the Redevelopment Schedule attached as Exhibit 4, Redevelopment Projects 1 and 2 are expected to be completed in 1999. No Redevelopment Projects are currently proposed for Redevelopment Project Area 3 and the improvements planned for Winn Road between the north boundary of the Redevelopment Area and 42nd Street Terrace N., 42nd Street Terrace N. between Winn Road and Chouteau Trafficway and Chouteau Trafficway between the south boundary of the Redevelopment Area and 42nd Street Terrace N. will be undertaken at a yet to be determined time. The completion of all Redevelopment Projects and retirement of Obligations incurred to finance Redevelopment Project Costs will occur no later than twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project, 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.
- F. Redevelopment Plan Objectives. The objectives of the Redevelopment Plan are:
 - To eliminate adverse conditions which are detrimental to public health, safety, morals, or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof;
 - To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Area to a more beneficial use;
 - To encourage private investment in the surrounding area that will increase employment opportunities and discourage commerce, industry and manufacturing from moving their operations to another state;
 - To increase employment and housing opportunities in the City;
 - To stimulate development which would not occur without Tax Increment Financing assistance;

- G. Gaming Status. The Redevelopment Plan does not include the initial development or redevelopment of any gambling establishment.
- H. Advisory Committee. An advisory committee shall be created to provide advice to the TIF Commission regarding the use and disbursement of funds placed in an account designated for expenses related to public improvements and to serve as liaison with taxing districts, City departments and other parties having an interest in and directly adjacent to the Redevelopment Area. The committee shall be comprised of eight members as follows: Two (2) city council members from the First District; one (1) representative from the Commission; one (1) representative from the City Planning and Development Department; one (1) representative from the KCI/Northland Regional Chamber of Commerce; one (1) of the City's Parks and Recreation Commission; one (1) representative from the North Kansas City, Missouri School District; and one (1) representative from the County of Clay. This committee shall serve in advisory capacity to the TIF Commission.

IV. FINANCING

A. Estimated Redevelopment Project Costs. Redevelopment Project Costs associated with Redevelopment Projects 1 and 2 are estimated to be approximately \$21.4 million, of which approximately \$4.8 million will qualify as reimbursable Project Costs. These amounts are set out in detail in Exhibit 5. The estimated cost of off-site improvements is \$400,000 for the improvements to 42nd Street Terrace N. and Winn Road and \$750,000 for the reconstruction of Chouteau Trafficway between the Redevelopment Project Area and 42nd Street Terrace N., all of which qualifies as reimbursable Project Cost.

The Commission has determined that certain planning and special services expenses of the Commission which are not direct project costs 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 Payments in Lieu of Taxes and Economic Activity Taxes paid annually into the fund.

B. Anticipated Sources of Funds. Fleming Companies, Inc., the developer of the proposed supermarket, is to provide funding for Chouteau I-35 Development's implementation of the Redevelopment Plan. See Exhibit 6. It is anticipated that Obligations will be issued to finance certain Redevelopment Project Costs associated with Redevelopment Project Areas 1 and 2. The Fleming Companies, Inc. intends to either purchase the bonds or provide sufficient credit to ensure the marketability of the bonds. Funds to retire the Obligations will come from the Special

Allocation Fund as Payments in Lieu of Taxes and Economic Activity Taxes become available as set forth in Exhibit 7.

C. Payments in Lieu of Taxes. Calculations of expected proceeds of Payments in Lieu of Taxes 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. Furthermore, it is assumed that assessed valuation will increase at a rate of 2% every other year, with no levy increases. The total Payments in Lieu of Taxes generated by the development over the duration of the Plan is approximately \$4,349,960, as shown in detail on Exhibit 7.

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 available for distribution to the various taxing districts in the Redevelopment Area in the manner provided by the Act.

D. <u>Economic Activity Taxes</u>. The estimated Economic Activity Taxes over the duration of the Plan are approximately \$35,723,684, as shown on Exhibit 7. Approximately \$17,861,842 is anticipated as being eligible for collection under the TIF Act and will be made available upon annual appropriation to pay eligible Redevelopment Project Costs.

Anticipated Economic Activity Taxes payable to the Special Allocation Fund will include 50% of the projected net earnings taxes paid by businesses and employees, 50% of the net corporate profits taxes, 50% of the food & beverage taxes and 50% of the utility taxes, as well as 50% of the City and County net new 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 increase due to job creation and business expansion.

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 available for distribution to the various taxing districts in the Redevelopment Area in the manner provided by the Act.

It is necessary that all affected businesses and property owners be identified and the Commission be provided with documentation regarding payment of Economic Activity Taxes by the Chouteau I-35 Development, its contractors, tenants and assigns. The Commission shall make this information available to the City and County, as applicable. It shall be the obligation and intent of the City to determine the Economic Activity

Taxes and to appropriate such funds into the Special Allocation Fund, no less frequently than yearly and no more frequently than quarterly, in accordance with the Act.

- Anticipated Type and Terms of Obligations. In the event Obligations are E. issued, they must have a first call on the Payments in Lieu of Taxes and Economic Activity Taxes revenue stream. Additionally, it is estimated that available project revenues must equal 125% - 175% of the annual debt service payments required for the retirement of the Obligations. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the Obligations may be used for reserves, sinking funds, reimbursable project costs, to call Obligations in advance of their maturities or declared surplus. Obligations 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 adopting tax increment financing for the redevelopment project, or projects which support such Obligations, 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. The latest date of retirement of the Obligations, if the Ordinance approving the Redevelopment Plan is adopted in 1998, will be 2021.
- F. Public Participation in Plan's Success. Substantial public financing of the Project Improvements is provided for herein to assist in the successful redevelopment of the site which will serve the public purposes set forth herein. The purpose of affording public assistance is to accomplish the stated public purposes and not to subsidize an otherwise economically viable redevelopment project. The exhibits to the Plan demonstrate that these projects would not be undertaken but for the public assistance being provided. It is recognized that the ongoing profitability of the Plan is based upon projections that may or may not be fulfilled. Therefore, in order to ensure that the public assistance being provided does not subsidize an unreasonable level of earnings, the Redevelopment Agreement shall contain provisions whereby the public may participate in the annual cash-on-cash returns in excess of 17 percent. Additionally, in the event that any Project Improvement is refinanced or sold, once all costs of the sale or refinancing have been paid, the private debt retired, the investors' equity investment returned, the public will share in residual proceeds. The annual cash-on-cash and residual sales participation shall be in the same proportion as the proportion of public investment in the completed Project or group of Projects bears to the total cost of all Project Improvements in such Project or group of Projects. The proceeds of such participation shall be used by the Commission in a manner so as to accelerate funding of the TIF

reimbursable expenses. The Redevelopment Agreement shall provide for annual audits by the Commission.

G. Evidence of Commitments to Finance. Unequivocal commitments for any private financing of the Redevelopment Project Costs necessary to complete the Project Improvements for all Projects shall be submitted for approval prior to approval of any such Projects by Ordinance. See Exhibit 11.

V. MOST RECENT EQUALIZED ASSESSED VALUATION

The total initial equalized assessed valuation of the Redevelopment Area according to records at the Clay County Assessor's Office is \$159,720 on land and \$355,170 on improvements. The current combined ad valorem property tax levy is projected to be \$8.80 per \$100 assessed valuation on land and \$8.05 per \$100 assessed valuation on improvements. The annual ad valorem tax revenue from the Redevelopment Area was approximately \$42,647 in 1997.

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. Payments in Lieu of Taxes 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.

VI. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT

When the Project Improvements have been completed, the total assessed valuation of the areas selected for Redevelopment Projects will be reassessed. It is projected that the assessed value of the Redevelopment Area will be approximately \$2.9 million upon completion of the Project Improvements. The resulting increase in assessed valuation and the resulting Payments in Lieu of Taxes are shown on Exhibit 7. When complete and the Redevelopment Plan is terminated, the Redevelopment Area will annually initially yield real property taxes of approximately \$231,000., as shown on Exhibit 7.

VII. GENERAL LAND USE

The proposed general land use for the Redevelopment Area is commercial. The site plan (Exhibit 2), designates the intended predominant land use categories for which tracts in the area will be sold, leased, or otherwise conveyed. The Redevelopment Project shall be subject to the applicable provisions of the City's

Zoning Ordinance as well as other codes and ordinances and amendments as may be adopted.

VIII. CONFORMANCE TO THE COMPREHENSIVE PLAN

The proposed Development Plan conforms to the Briarcliff-Davidson-Antioch Area Plan as approved by the City Council of Kansas City, Missouri with the passage of Committee Substitute for Resolution No. 49550 on September 28, 1978, which calls for Retail Commercial development within the Redevelopment Area. The proposed Redevelopment Plan also conforms to FOCUS, the plan for the development of the City as a whole, in that it specifically will promote the following objectives:

Utilities and Infrastructure

- Encourage development where public facilities (water, sewer, streets) already exist.
- Evaluate future development proposals from the standpoint of maximizing the efficiency of the City's existing utility infrastructure.
- Discourage extensions of utilities that increase fringe development.

Development Patterns

- Make in-fill development, redevelopment or development proposals as a contiguous or logical extension of existing development patterns, more feasible, using direct assistance or development incentives where justified.
- Encourage compact, interconnected development through targeting of incentives to in-fill and contiguous development projects.

Transportation Infrastructure System

 Enhance connections between Kansas City North and South by extension of the parkway boulevard system into the Northland.

IX. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

There is evidence of blight within the Redevelopment Area. It generally consists of undeveloped property that was the bed of a former lake and modest commercial development on either side of Chouteau Trafficway. Within the Redevelopment Area there exists an inadequate street layout, unsanitary and unsafe conditions, deteriorating site improvements, improper subdivision and obsolete platting and narrow, congested roadways which could impede access by emergency services and thus endanger the area to loss by fire or other causes. The above described conditions within the Redevelopment Area preclude any further private development,

retard the provision of housing accommodation and constitute an economic and social liability. Attached as Exhibit 12 is a study setting forth the existing conditions in the Redevelopment Area.

X. "BUT FOR TIF"

The Redevelopment Area has not been subject to growth and development by private enterprise and would not reasonably be anticipated to be redeveloped without the adoption of the Redevelopment Plan. The best and most economically viable use for the property in the Redevelopment Area is as a retail and commercial center. Because of the high cost of site preparation on the former lake bed, the inadequacy of surrounding roadways and, the ongoing deterioration and obsolescence of infrastructure and building stock, the property has not been subject to growth or development in the past. The cost of curing the existing conditions and construction of the improvements contemplated by the Plan is not economically viable, if fully borne by the developer as more fully described in Exhibit 8. The use of Tax Increment Financing makes the Plan feasible and thus attractive to private investment.

Under current conditions in the real estate capital markets, returns on real estate equities range from 12 to 17 percent for well-leased operating properties which are leased to "credit" tenants. Without recapture of the costs associated with the correction of blighting conditions, the proposed redevelopment of Redevelopment Project Areas 1 and 2 does not meet this rate of return. The estimated cash-on-cash returns on equity for these Redevelopment Project Areas is 5.45 percent in Year 1 and 7.7 percent in Year 2. With TIF financing, the estimated cash-on-cash returns on equity for these Redevelopment Project Areas is 7.74 percent in Year 1 and 9.82 percent in Year 2. The projected internal rate of return for Redevelopment Project Areas 1 and 2 without TIF financing is -4.4 percent in Year 1 and -1.6 percent in Year Two. With TIF financing, the internal rate of return is 16.8 percent in Year 1 and 16.18 percent in Year 2.

XI. COST-BENEFIT ANALYSIS

A cost-benefit analysis has been prepared for the Redevelopment Area. This analysis describes (1) impact on the economy of each taxing district if the Plan and project(s) are not built; (2) impact on the economy of each taxing district if the Plan and project(s) are built; (3) fiscal impact study on every affected political subdivision; and (4) sufficient information to determine whether the project as proposed is financially feasible. The cost-benefit analysis is attached as Exhibit 9.

XII. ACQUISITION AND DISPOSITION

The Plan anticipates that it may be necessary to acquire those properties shown on Exhibit 10. In the event it is necessary to acquire property to achieve the redevelopment objectives of this Plan, the Commission may acquire property by purchase, donation, lease or eminent domain in the manner provided for by corporations in Chapter 523, RSMo. The property acquired by 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 Commission may determine that to meet the redevelopment objectives of the Redevelopment Plan, other properties described in Exhibit 10 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 project.

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 effects of clearance activities may be minimized.

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

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 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.

XIII. RELOCATION ASSISTANCE PLAN

Relocation assistance will be available to all eligible displaced occupants of businesses and residences in conformance with the Commission's Relocation Assistance Plan (attached hereto as Exhibit 13) or as may be required by other state or federal laws. Such relocation will be at the expense of the Chouteau I-35 Development.

XIV. ENTERPRISE ZONE

In the event mandatory abatement is sought or received pursuant to Section 135.215, RSMo, 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, RSMo without Commission approval. 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, RSMo.

XV. PROVISION OF PUBLIC FACILITIES

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

XVI. REDEVELOPER'S PROPOSAL

The Commission made a public request for proposals for the redevelopment of the Redevelopment Area. A summary of the Chouteau I-35 Development's proposal, including evidence of commitments for financing, is attached hereto as Exhibit 11. Specific components of the Chouteau I-35 Development's proposal have been integrated into and have become a part of the Plan. The accuracy of the information contained in the proposal and the reasonableness of the assumptions have been certified to by the Chouteau I-35 Development by way of an affidavit attached hereto as Exhibit 15.

XVII. REDEVELOPMENT AGREEMENT

Upon approval of this Plan, the Tax Increment Financing Commission and Chouteau I-35 Development will enter into a Redevelopment Agreement which will include, among other things, provisions relative to the following matters:

- 1. implementation of the Plan;
- reporting of Economic Activity Taxes;
- the Commission's Affirmative Action Policy;
- a design guideline review and approval process;
- 5. the Commission's Relocation Plan;
- approval by Commission of the costs, design of the Project Improvements, Redevelopment Project Costs, certified reimbursable Redevelopment Project Costs, and "but for" test, for each Project or group of Projects separately; and
- public participation in excess returns.

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EXHIBIT 1 LEGAL DESCRIPTIONS

REDEVELOPMENT AREA

LEGAL DESCRIPTIONS

Owner: Phillips 66

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly right of way line of Chouteau Trafficway and the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said Westerly right of way line 160.92 feet; thence South 64 degrees 02 minutes 42 second East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East), a distance of 133.21 feet; thence North 30 degrees 34 minutes 00 seconds East, a distance of 160.00 feet to a point on the Southerly right of way line of said Chouteau Trafficway, Thence North 64 degrees 02 minutes 42 seconds West along said Southerly right of way line of Chouteau Trafficway, 125.00 feet to the point of beginning together with an easement appurtenant to the land above described over a portion of adjacent land as described in the deed recorded in Book 866 at Page 114, as Document B-91177, in the Office of the recorder of Deeds for Clay County, Missouri.

Owner: Rinehart

Commencing at the N.E. Corner of the West 1/2 of the Southeast 1/4, Section 6, Township 50 North, Range 32 West; thence West along the North line of the West 1/2 of the Southeast 1/4 of Section 6, Township 50 North, Range 32 West, a distance of 367/37 feet to a point on the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said right of way a distance of 0.99 feet; thence S. 64° 02' 42" East a distance of 125.0 feet, to the point of beginning, thence continuing along said S. 64° 02' 42" East, a distance of 24.76 feet to a point in the West right of way of Chouteau Trafficway; thence South 46° 13' East along said right of way a distance of 171.65 feet; thence South 0° 12' East, a distance of 233.63 feet; thence North 52° 46' 30" West, a distance of 58.19 feet; thence North 70° 00' West, to a point in the Easterly line of the Kansas City, Clay County and St. Joseph Railroad right of way; which point is the Southeast corner of that tract convayed by deed recorded as Document No. B-91177; thence in a Northeasterly direction along said right of way, a distance of 35 feet; thence S. 61° 19' East, a distance of 31.0 feet; thence North 30° 41' East, a distance of 250.0 feet, to the point of beginning.

Owner: Dickson

All that part of the West half of the Southeast quarter of Section 6, Township 50, Range 32 in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly line of Chouteau Trafficway and the West line of Cleveland Avenue North; thence in a Westerly direction at right angles to Cleveland Avenue

North, a distance of 80 feet; thence at right angles to last described course South to the center line of a creek; thence Easterly following the meanderings of the center line of said creek, to the West line of Cleveland Avenue North; thence North along the West line of Cleveland Avenue North to the point of beginning.

Owner: Dickson

A part of the West half of the Southeast Quarter of Section 6, Township 50, Range 32, described as follows: Beginning at a point of intersection of the North line of 43rd Street Terrace North (platted as Spring Road) with the West line of North Cleveland, thence westerly in the North line of said 43rd Street Terrace North as shown on the plat of Spring Road Addition recorded December 29, 1949 in Book 454 at page 1, in the Office of the Recorder of Deeds of Clay County, to its intersection with the Easterly right of way line of the abandoned right of way of Kansas City, Clay County and St. Joseph Railroad; thence Northerly in the Easterly line of said abandoned right of way to the southwest corner of the tract conveyed by deed filed April 28, 1968 as Document C-33526 and recorded in Book 1015 at page 415; thence Southeasterly in the South line of said tract to the southeast corner thereof and also which point is the southwest corner of the tract conveyed by deed filed November 15, 1961 as Document B-49366 and recorded in Book 732 at page 415; thence continuing southeasterly in the south line of said tract to a point in the west line of Cleveland Avenue, thence south in the West line of Cleveland Avenue to the point of beginning, all in Kansas City, Clay County, Missouri.

Owner: Hillcrest/Inc.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 64 degrees 02 minutes 42 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70 —degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad; thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line 242.29 feet to the point of beginning.

DESCRIPTION:

PROPOSED TRACT:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET; THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET; THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE

N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 10Z.95 FEET; THENCE N49°36'56"E 211.99 FEET; THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E 200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

REDEVELOPMENT PROJECT AREAS

REDEVELOPMENT PROJECT AREA 1

DESCRIPTION:

PROPOSED PROJECT AREA #1:

ALL THAT PART OF BLOCKS 4.5. AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N8917'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARRALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00'38'34"W 971.53 FEET TO THE POINT OF BEGINNING: THENCE S00'38'34"W 538.55 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N8917'22"W 115.03 FEET; THENCE N76'33'13"W 91.46 FEET; THENCE S89"42"23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77"45"17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 0019'34". AND AN ARC LENGTH OF 2.79 FEET: THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE \$77'46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89"7"49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N4579'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE SOO"38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N4519'45"W 240.08 FEET; THENCE N13"43"48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES: ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 0470'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE N49'05'36"E 277.44 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35 S40"54"24"E 54.59 FEET; THENCE S00"38"34"W 241.90 FEET; THENCE S89"21"26"E 331.20 FEET; THENCE 500"38"34"W 11.35 FEET; THENCE S89"21"26"E 419.31 FEET TO THE POINT OF BEGINNING, CONTAINING 574,457 SQUARE FEET OR 13.19 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

REDEVELOPMENT PROJECT AREA 2

DESCRIPTION:

PROPOSED TRACT AREA #2:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N8977'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARRALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00'38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00'38'34"W 557.63 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4; THENCE LEAVING SAID EAST LINE OF SAID BLOCK 4 N89'21'26"W 419.31 FEET; THENCE N00'38'34"E 618.38 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY THENCE N49'14'01"E 172.73 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35 S00'38'34"W 165.00 FEET; THENCE S89'21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 251,990 SQUARE FEET OR 5.78 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

REDEVELOPMENT PROJECT AREA 3

LEGAL DESCRIPTIONS FOR PARCELS COMPRISING REDEVELOPMENT PROJECT AREA 3.

Owner: Phillips 66

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly right of way line of Chouteau Trafficway and the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said Westerly right of way line 160.92 feet; thence South 64 degrees 02 minutes 42 second East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East), a distance of 133.21 feet; thence North 30 degrees 34 minutes 00 seconds East, a distance of 160.00 feet to a point on the Southerly right of way line of said Chouteau Trafficway, Thence North 64 degrees 02 minutes 42 seconds West along said Southerly right of way line of Chouteau Trafficway, 125.00 feet to the point of beginning together with an easement appurtenant to the land above described over a portion of adjacent land as described in the deed recorded in Book 866 at Page 114, as Document B-91177, in the Office of the recorder of Deeds for Clay County, Missouri.

Owner: Rinehart

Commencing at the N.E. Corner of the West 1/2 of the Southeast 1/4, Section 6, Township 50 North, Range 32 West; thence West along the North line of the West 1/2 of the Southeast 1/4 of Section 6, Township 50 North, Range 32 West, a distance of 367/37 feet to a point on the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said right of way a distance of 0.99 feet; thence S. 64 02' 42" East a distance of 125.0 feet, to the point of beginning, thence continuing along said S. 64 02' 42" East, a distance of 24.76 feet to a point in the West right of way of Chouteau Trafficway; thence South 46 13' East along said right of way a distance of 171.65 feet; thence South 0 12' East, a distance of 233.63 feet; thence North 52 46' 30" West, a distance of 58.19 feet; thence North 70 00' West, to a point in the Easterly line of the Kansas City, Clay County and St. Joseph Railroad right of way; which point is the Southeast corner of that tract convayed by deed recorded as Document No. B-91177; thence in a Northeasterly direction along said right of way, a distance of 35 feet; thence S. 61 19' East, a distance of 31.0 feet; thence North 30 41' East, a distance of 250.0 feet, to the point of beginning.

Owner: Dickson

All that part of the West half of the Southeast quarter of Section 6, Township 50, Range 32 in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly line of Chouteau Trafficway and the West line of Cleveland Avenue North; thence in a Westerly direction at right angles to Cleveland Avenue North, a distance of 80 feet; thence at right angles to last described course South to the center line of a creek; thence Easterly following the meanderings of the center line of said creek, to the West line of Cleveland Avenue North; thence North along the West line of Cleveland Avenue North to the point of beginning.

Owner: Dickson

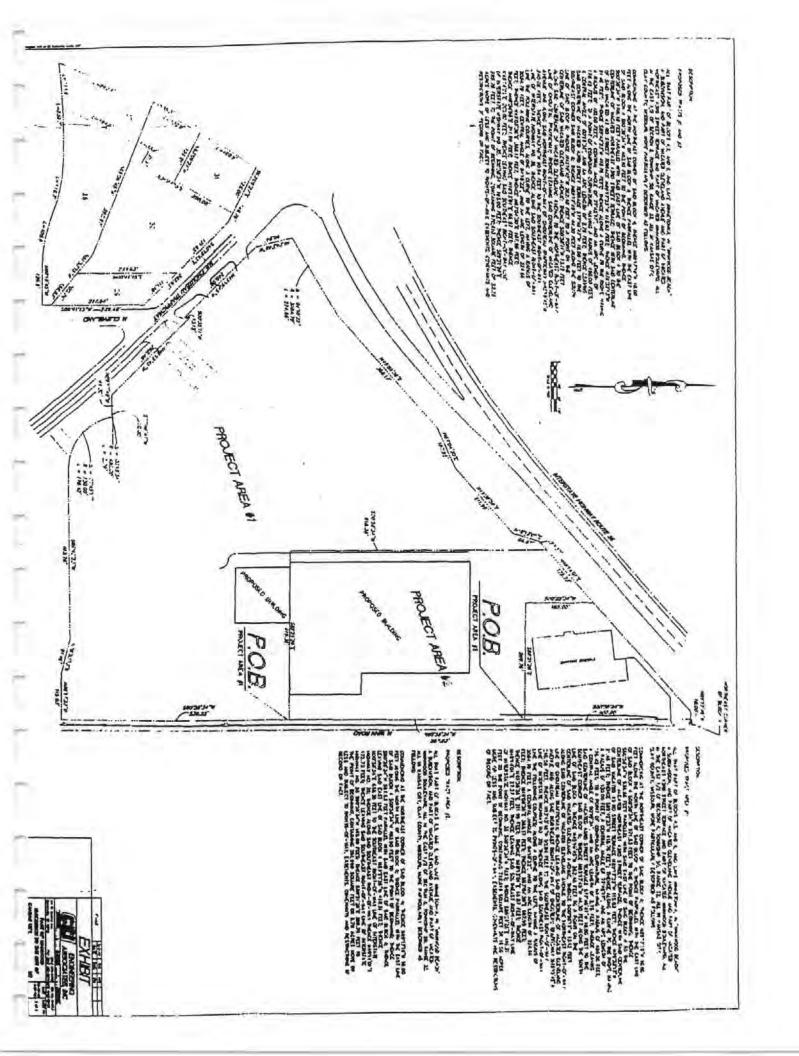
A part of the West half of the Southeast Quarter of Section 6, Township 50, Range 32, described as follows: Beginning at a point of intersection of the North line of 43rd Street Terrace North (platted as Spring Road) with the West line of North Cleveland, thence westerly in the North line of said 43rd Street Terrace North as shown on the plat of Spring Road Addition recorded December 29, 1949 in Book 454 at page 1, in the Office of the Recorder of Deeds of Clay County, to its intersection with the Easterly right of way line of the abandoned right of way of Kansas City, Clay County and St. Joseph Railroad; thence Northerly in the Easterly line of said abandoned right of way to the southwest corner of the tract conveyed by deed filed April 28, 1968 as Document C-33526 and recorded in Book 1015 at page 415; thence Southeasterly in the South line of said tract to the southeast corner thereof and also which point is the southwest corner of the tract conveyed by deed filed November 15, 1961 as Document B-49366 and recorded in Book 732 at page 415; thence continuing southeasterly in the south line of said tract to a point in the west line of Cleveland Avenue, thence south in the West line of Cleveland Avenue to the point of beginning, all in Kansas City, Clay County, Missouri.

Owner: Hillcrest/Inc.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 64 degrees 02 minutes 42 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said

Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70 degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad; thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line of beginning.

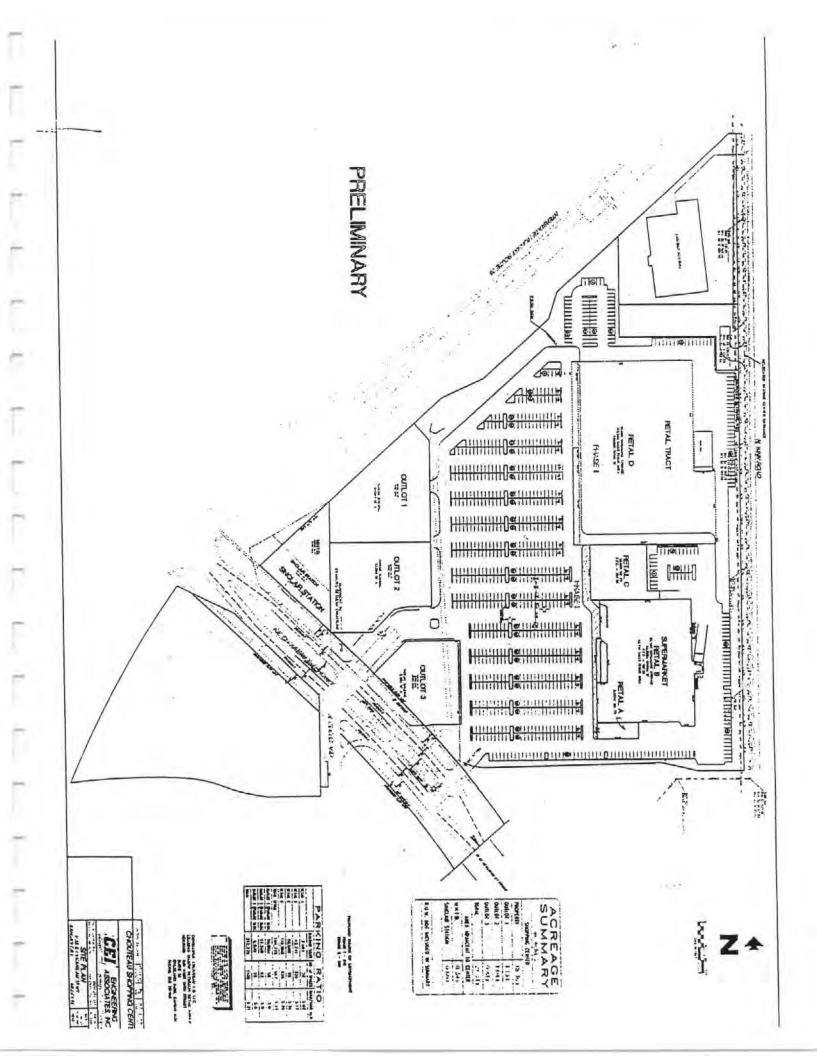
MAP OF REDEVELOPMENT PROJECT AREAS 1 AND 2



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EXHIBIT 2 SITE PLANS

ON SITE IMPROVEMENTS



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EXHIBIT 3 CONSTRUCTION AND EMPLOYMENT INFORMATION

CONSTRUCTION TOTALS BY PROJECT AREA

Project Area No. 1

	New Construction	Existing Structures to Remain As Is	Existing Structures to be Rehabilitated	Total	Existing Structures to be Demolished
Square Feet of OFFICE Space					
Square Feet of RETAIL Space	114,709			114,709	
Square Feet of INSTITUT. Space					
Square Feet of INDUSTRIAL Space					
Total Square Feet	114,709			114,709	
Number of DWELLING UNITS					
Number of HOTEL ROOMS					
Number of PARKING SPACES	1,105			1,105	

Project Area No. 2

	New Construction	Existing Structures to Remain As Is	Existing Structures to be Rehabilitated	Total	Existing Structures to be Demolished
Square Feet of OFFICE Space					
Square Feet of RETAIL Space	130,000			130,000	
Square Feet of INSTITUT. Space					
Square Feet of INDUSTRIAL Space					
Total Square Feet	130,000			130,000	
Number of DWELLING UNITS				4	
Number of HOTEL ROOMS					
Number of PARKING SPACES	0*			0*	

^{*}All parking spaces for Project Area No. 2 will be constructed in conjunction with Project Area No. 1.

Employment Information Project Area Nos. 1 and 2

Permanent jobs to be CREATED in Kansas City	699
Permanent jobs to be RELOCATED to Kansas City	
Permanent jobs to be RETAINED in Kansas City	
TOTAL:	699
Anticipated Annual Payroll	\$10,597,200
Estimated number of construction workers to be hired during construction phase	239

Note: Permanent jobs to be created were estimated based on 2.5 employees per 1,000 square feet except for Fleming store (Building B in Project Area No. 1), which is based on actual projections from Fleming Companies. Construction worker estimates were provided by Walton Construction, the general contractor for the redevelopment project.

EMPLOYMENT TOTALS BY PROJECT AREA

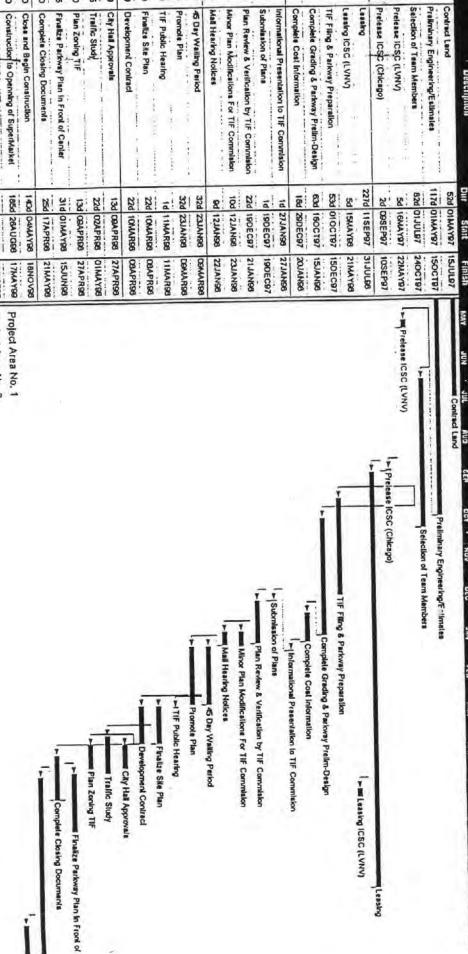
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EXHIBIT 4

ESTIMATED REDEVELOPMENT SCHEDULE

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Project Area No. 2

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October 20, 1997

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EXHIBIT 5 ESTIMATED REDEVELOPMENT PROJECT COSTS

A. PROJECTS 1 AND 2

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2/5/98	Dhace I & II				
TIF-Chouteau Full Buildout - Costs	s Phase i & ii		Normal	T.I.F.	
	I and Area	Cost/SF	Total	Cost	Total
Land 21.34 Acres and Parkway	Land Area	COSVSF	Cost	Cost	Total
Lood Acquision Cost	929,570	\$3.28	\$2,976,829	\$0	\$2,976,829
Land Acquision Cost Land Cost Parkway (Note #1)	(4,544)	(\$3.36)	(\$15,268)	\$300,000	\$284,732
	(4,544)	\$0.00	\$0	\$150,000	\$150,000
Contingency Parkway Net Land Cost @ Closing	925,026	40.00	\$2,961,561	\$450,000	\$3,411,561
Net Land Cost & Closing	020,020		100		38.00
Site Work					
Parkway Improvements (Note #2)		\$0.06	\$52,500	\$1,152,703	\$1,205,203
On-Site Improvements (Note #3)		\$2.12	\$1,970,878	\$1,934,743	\$3,905,621
Contingency		\$0.05	\$50,000	\$250,000	\$300,000
Net Site Work Cost		\$2.23	\$2,073,378	\$3,337,446	\$5,410,824
- Building Construction	Bldg_Area	Cost/SF	Total		
	65,225	\$48.00	\$3,130,800	\$0	\$3,130,800
Grocery-B		\$40.50	\$161,352	\$0	\$161,352
Retail A	3,984		\$810,000	\$0	\$810,000
Retail C	18,000	\$45.00	The second secon	\$0	\$4,290,000
Retail D	130,000	\$33.00	\$4,290,000	\$0	\$562,500
Outparcel Retail Leases	12,500	\$45.00	\$562,500	\$0	\$0
Outparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$300,000
Contingency	211 760	010.00	\$300,000		\$9,254,652
Total Leasable	244,709	\$43.08	\$9,254,652	\$0	\$3,234,032
Small Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500
Small Grop 117 movalise					
T			35.000.000	2.2	*******
Total Bldg Cost			\$9,347,152	\$0	\$9,347,152
T					
Indirect Cost		44.70	6475 000	eas 000	\$200,000
Architectural		\$0.72	\$175,000	\$25,000 \$75,000	\$325,000
Engineering		\$1.02	\$250,000	\$75,000	\$10,500
Marketing & Promotion		\$0.04	\$10,500	\$100,000	\$230,000
Legal		\$0.53	\$130,000		\$15,000
Title Insurance		\$0.06	\$15,000	\$0	\$368,000
Development Fee		\$1.50	\$368,000		\$735,000
Leasing & Sales Commissions		\$3.00	\$735,000	\$0	\$15,000
Leasing Admin.Fee		\$0.04	\$10,000	\$5,000	
Permits/Fees		\$0.10	\$25,000	\$0	\$25,000
Taxes & Insurance		\$0.20	\$50,000	\$0	\$50,000
Contingency		\$0.20	\$50,000	\$25,000	\$75,000 \$7,500
Appraisal		\$0.03	\$7,500	\$0	\$75,000
TIF Prof. Cost		\$0.00	\$0	\$75,000	\$13,000

\$2,131,000

\$305,000

\$1,826,000

\$7.46

Total Indirect Cost

		-		
	\$1.61	\$395,000	\$0	\$395,000
nterest	\$5.65	\$640,000	\$0	\$640,000
	\$0.90	\$220,000	\$0	\$220,000
	\$0.61	\$150,000	\$0	\$150,000
	\$0.00	\$0	\$50,000	\$50,000
	\$0.00	\$0	\$0	\$0
aying	\$0.00	0	\$656,145	\$656,145
	\$5.74	\$1,405,000	\$706,145	\$2,111,145
		\$17,613,091	\$4,798,591	\$22,411,682
65,000	\$9.00	\$600,000	\$0	\$600,000
35,344	\$12.00	\$425,000	\$0	\$425,000
		\$1,025,000	\$0	\$1,025,000
sales		\$16,588,091	\$4,798,591	\$21,386,682
		\$0	(\$4,798,591)	(\$4,798,591)
F Bond				\$16,588,091
	65,000 35,344 sales	\$5,65 \$0,90 \$0,61 \$0,00 \$0,00 \$0,00 \$5,74 \$5,74 \$5,74	\$5.65 \$640,000 \$0.90 \$220,000 \$0.61 \$150,000 \$0.	\$5.65 \$640,000 \$0 \$0.90 \$220,000 \$0 \$0.61 \$150,000 \$0 \$0.00 \$0 \$50,000 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$0 \$0.00 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$0 \$1,025,000 \$0 \$1,025,0

Note: See attached sheets.

Note #1 - Parkway land acquisition costs estimate includes \$250,000 for Sinclair; and \$50,000 for right-of-way on west side of Chouteau Trafficway and Cleveland.

Note #2 - Parkway improvements detail are shown on Walton Construction and Parks estimate which is enclosed.

Note #3 - Onsite improvements are shown in detail on Walton Construction and Damon Purcell estimates which are enclosed.

SUMMARY OF ESTIMATED PLAN COSTS

SUMMARY OF ESTIMATED PLAN COSTS

		AM	OUNT	REIMBURS	SABLE EXPENSES
CC	MMISSION EXPENSES*				
1.	Estimated Reimbursable Costs for Plan II	mple	mentation		
	A. Legal	\$	50,000	\$	50,000
	B. Agenda	\$	2,000	\$	2,000
	C. Staff Time	\$	40,000	\$	40,000
	D. Miscellaneous	\$	4,000	\$	4,000
2.	Final Development Plan Approval Fees			\$	
-	(\$.05 per square foot @ 244,709 s.f.)	\$	12,235	\$	12,235
3.	Plan Administration Expenses	\$	230,000	\$	230,000
	Subtotal Commission Expenses & Fees	\$	338,235	\$	338,235
PF	ROJECTS 1 AND 2				
	Land Acquisition Costs	\$	3,411,561	\$	450,000
	Site Work Costs	\$	5,410,824	\$	3,337,446
	Building Construction Costs	\$	9,347,152	\$	
	Indirect Costs	\$	2,131,000	\$	305,000
	Financing Costs	\$	2,111,145	\$	706,145
	Total Pad Sales	\$	(1,025,000)	\$	94
	Subtotal of Projects 1 and 2 Costs	\$	21,386,682	\$	4,798,591

PROJECT 3

Estimated redevelopment project costs will be sumbitted at the time a developer's proposal is submitted for the project.

	SITE ROADWAY IMPROVEMENTS 42nd Street Terrace N. and Winn Road Improvements	\$ 400,000	\$ 400,000
	Chouteau Trafficway between the south property line and 42nd Street Terrace N.	\$ 750,000	\$ 750,000
	Subtotal of Roadway improvements	\$ 1,150,000	\$ 1,150,000
тот	TAL ESTIMATED COSTS	\$ 22,874,917	\$ 6,286,826

ESTIMATED REDEVELOPMENT PROJECT COSTS - NOTES Additional detail is attached hereto.

In additionThe Commission has determined that certain expenses of the Commission which are not direct project costs 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 Payment in Lieu of Taxes and Economic Activity Taxes paid annually into the fund.

march-16-1998

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EXHIBIT 6 SOURCES OF FUNDS



6301 Waterford Blvd. P.O. Box 26647 Oldahoma City, OK 73126-0647 405/840-7200

CORPORATE STAFF

December 19, 1997

Chairman of the Tax Increment Financing Commission of Kansas City, MO c/o Ms. Laura Whitner, AICP Economic Development Corporation of Kansas City, MO 10 Petticoat Lane, Suite 250 Kansas City, MO 64106-2103

Dear Madam Chairman:

This letter serves to inform you that Fleming Companies, Incorporated intends to provide funding to Chouteau L.L.C., or its successor, as necessary for development of the proposed shopping center at I-35 and Chouteau in Kansas City, MO. Said funding is contingent upon satisfactory economics at the time of development.

Cordially.

Robert W. Smith

Senior Vice President, Retail Development

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EXHIBIT 7

ESTIMATED ANNUAL INCREASES IN ASSESSED VALUE AND RESULTING PAYMENTS IN LIEU OF TAXES AND PROJECTED ECONOMIC ACTIVITY TAXES

SOURCE OF FIGURES USED IN SECTION VI: ESTIMATED ASSESSED VALUATION AFTER REDEVELOPMENT.

The estimated assessed value of the Redevelopment Area upon completion of the Project Improvements was derived from the redeveloper's estimate as found within Exhibit 7, in a table titled Projected Payments in Lieu of Taxes (PILOTS). The annual property tax yield upon termination of the Plan was taken from the table titled Chouteau I-35 Development: Tax Increment Financing Pro Forma.

Chouteau 1-35 Development

Tax Increment Financing Pro Forma

919 202,928 204,988 207,007 209,077 211,168 213,280 215,413 217,567 219,742 221,940 224,158 228,401 228,885 330,951 4,673,846 307,007 209,077 211,168 213,280 14,082 132,888 301,331 203,485 205,660 207,858 210,077 212,319 214,583 218,888 4349,990 37,089 2		4	10		k 9	6	10	10 11	12	52	2	15	16	11		19	20	12	12	23	2,4	3	
197,086 199,198 201,331 203,485 205,660 207,858 210,077 212,319 214,583 218,888 4,349,960 1 668,863 682,240 695,885 709,803 723,999 738,479 753,249 748,313 783,680 799,353 14,651,785 6 27,089 27,089 27,089 27,089 27,089 27,089 27,089 27,089 27,089 610,371 0 0 0 0 0 0 0 0 50,936 51,955 52,994 54,054 55,135 58,238 57,363 58,510 59,680 80,874 1,135,784 1,103,302 22,211,802 98 813,812 829,342 845,388 861,753 878,447 895,474 912,842 930,557 948,626 967,057 17,861,842 77 50,535 51,427 52,336 53,262 54,205 55,167 56,146 57,144 58,150 59,186 1,183,926 22,211,802		1,168 193,0	195,0	10 196,96	0 198,930	14,082	202,928	14,082	207,007	14,082	211,168	213,280	215,413	217,587	219,742		14,082	14,082	228,665		846	203,211	
310 617,928 642,890 655,748 668,863 662,240 695,885 709,803 723,999 738,479 753,240 763,240 763,240 763,240 763,178 763,1785 6 138 27,089<	~	9,086 178,9	97 180,92	182,87	184,848	188,837	188,846	190,878	192,925	194,995	197,086	199,198	201,331	203,485	205,660	207,858	210,077	212,319	214,583	216,869	4.349.960	14,082	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 5 7	,701 559,6 ,089 27,01 736 55,82	75 570,86 89 27,08 31 56,94	58 582,284 19 27,089 8 58,087	27,089 59,249	805,810 27,089 60,434	617,928 27,089 61,642	830,285 27,089 82,875	542,890 27,089 64,133	27,089 65,415	27,089 56,723	682,240 27,089 68,058	27,089	709,803	723,999	738,479	753,249	788,313	783,680	799,353	610,371	637,034	
67 753,715 768,247 783,070 798,190 813,812 829,342 845,388 861,753 878,447 895,474 912,842 930,557 948,628 967,057 17,861,842 7 34 942,581 959,123 975,996 993,185 1,010,698 1,028,540 1,046,718 1,065,238 1,084,107 1,103,332 1,122,919 1,142,875 1,163,209 1,183,926 22,211,802 94 54 7,128 47,956 48,800 49,659 50,535 51,427 52,338 53,262 54,205 55,167 56,146 57,144 58,160 59,198 1,110,600 1,110,6		786 42,62	H 43,47.	4 44,343	45,230	48,135	47,057	47,999		49,938	926,936	51,955	52,994	54,054	55,135	73,668	75,141	78,644	0 0	79,741	1,463,902	63,648	
34 942,581 959,123 975,996 993,185 1,010,698 1,028,540 1,046,718 1,065,238 1,084,107 1,103,332 1,122,919 1,142,875 1,163,209 1,183,926 22,211,802 15 47,128 47,956 48,800 49,659 50,535 51,427 52,336 53,262 54,205 55,187 56,146 57,144 58,160 59,198 1,110,590	-1	312 685,21	6 698,37	9 711,805	725,499	739,467	753,715	768,247 7	7 070,08				845,388	861,753	878,447	895,474	912,842	930,557	948,626	967.057	1,135,784	49,382	
5 47,128 47,956 48,800 49,659 50,535 51,427 52,338 53,262 54,205 55,167 56,145 57,144 58,160 59,198 1,110,590	1.3	398 864,21	4 879,307	894,583	910,347	925,304 5	942,581	959,123 9	75,996 9		10,698 1,0	028,540 1,	046,718 1,	,065,238 1	1 701,480,	,103,332	122,919 1	142,875 1	163,209 1.	183.926.2	278 1100,	7/8,602	
	4.	170 43,21	1 43,965	44,734	45,517	46,315	47,128	47,956		49,659		51,427	52,336	53,262	54,205	55,167	56,145	57,144	58,150	59,196	1,110,590	ייים אליים אלי	

793,111 806,928 821,003 835,342 849,949 864,829 879,989 895,433 911,167 927,196 943,526 960,163 977,113 994,382 1,011,976 1,029,902 1,048,165 1,066,773 1,085,732 1,105,048 1,124,730 21,101,212 vailable data and are not guaranteed predictions of future performance

917,444

PROJECTED ANNUAL ECONOMIC ACTIVITY TAXES PROJECT AREA NO. 1 YEAR 1

SALES TAX REVENUE	DOLLARS
Estimated Annual Sales from Redeveloped Site	\$23,019,100
Less: Estimated Base Year Annual Sales	
2,000 sq.ft. x \$200/sq.ft. =	\$ 400,000
Net New Annual Sales from Redeveloped Site	\$22,619,100
Annual Sales Tax	
City 1.5% \$339,287 County .75% \$169,643 Total Incremental Sales Tax Generated by Redeveloped Site	\$ 508,930
	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 254,465
UTILITY TAX	DOLLARS
Gross Area of Buildings on Redeveloped Site in Square Feet x Average Annual Utility Cost Per Square Foot	
Building B - 65,225 sq.ft. x \$3.00/sq.ft. = \$195,675 Other Bldgs - 49,484 sq.ft. x \$1.95/sq.ft. = \$96.494 Total Annual Utility Cost	\$ 292,169
Annual Utility Tax Charges on Annual Utility Cost (City 10%)	\$ 29,217
Less: Estimated Current Utility Tax Generated On-Site	
2,000 sq.ft. x \$1.95/sq.ft. x 10% =	\$ 390
Total Incremental Utility Tax Generated from Redevelopment Area	\$ 28,827
	x 50%
Amount of Incremental Utility Tax Available for TIF Use	\$ 14,413

- "	EARNINGS TAX	DOL	LARS
Estimated Annual Earnings From	Redevelopment Area		
374 employees x \$15,00	00/yr =	\$ 5,	610,000
Less: Base Year Annual Earning	gs		
5 employees x \$15,000/	yr =	\$	75,000
Net New Earnings From Redeve	loped Site	\$ 5	,535,000
Earnings Tax (City 1%)		\$	55,350
Total Incremental Earnings Tax	Generated by Redeveloped Site	\$	55,350
W.		×	50%
Amount of Incremental	Earnings Tax Available for TIF Use	\$	27,675
	CORPORATE PROFITS TAX	DO	LLARS
Estimated Annual Corporate Pr	ofits From Redevelopment Area	\$_	
Less: Base Year Annual Corpo	rate Profits (1997)	\$_	
Net New Corporate Profits Fro	m Redeveloped Site	\$_	
Corporate Profits Tax (City 1%	5)	\$_	
Total Incremental Corporate Pr by Redeveloped Site	ofits Tax Generated	\$_	
		×	50%
Amount of Incremental for TIF Use	Corporate Profits Tax Available	\$_	

EARNINGS TAX	DOL	LARS
stimated Annual Earnings From Redevelopment Area		
374 employees x \$15,000/yr =	\$ 5,	610,000
ess: Base Year Annual Earnings		
5 employees x \$15,000/yr =	\$	75,000
Net New Earnings From Redeveloped Site	\$ 5	,535,000
Earnings Tax (City 1%)	\$	55,350
Total Incremental Earnings Tax Generated by Redeveloped Site	\$	55,350
	×	50%
Amount of Incremental Earnings Tax Available for TIF Use	\$	27,675
CORPORATE PROFITS TAX	DOI	LLARS
Estimated Annual Corporate Profits From Redevelopment Area	\$	
Less: Base Year Annual Corporate Profits (1997)	\$	
Net New Corporate Profits From Redeveloped Site	\$	
Corporate Profits Tax (City 1%)	\$	
Total Incremental Corporate Profits Tax Generated by Redeveloped Site	\$_	
	×	50%
Amount of Incremental Corporate Profits Tax Available for TIF Use	\$_	

FOOD &	BEVERAGE TAX	DO	LLARS
Estimated Annual Food & Beverage Reven From Redevelopment Area	iues .		
Outlet 1 - 10,000 sq.ft. x \$200/sq Outlet 2 - 12,500 sq.ft. x \$200/sq	이렇게 보다 그 그 그 그 그 그 그 그 가는 가장 없는 것이 없는 것이 없었다. 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그	\$ 4	-,500,000
Less: Base Year Food & Beverage Revenu	ies	\$	0
Net New Food & Beverage Revenues From	n Redeveloped Site	\$ 4	,500,000
Food & Beverage Tax (City 1.75%)		\$	78,750
Total Incremental Food & Beverage Tax G by Redeveloped Site	enerated	\$	78,750
		×	50%
Amount of Incremental Food & Be for TIF Use	verage Tax Available	\$	39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

PROPERTY TAX REVENUE	DO	DLLARS
LAND & IMPROVEMENTS:		
Assessed Value of Land & Improvements of Redeveloped Site		
\$11.91/sq.ft. Assessed Value x 114,709 sq.ft. =	\$	1,366,184
Less: Current Assessed Value of Land & Improvements (1997)	\$	219,010
Incremental Assessed Value Basis for TIF	\$	1,147,174
Tax Rate Basis Per \$100 of Assessed Valuation		100
Real Estate Calculation Basis	\$	11,472
Property Tax Rate Per \$100 of Assessed Valuation (Land & Improvements)	\$	6.43
Amount of Annual Incremental Land & Improvements Property Tax Revenue Available for TIF Use	\$	73,765

SUMMARY OF ANNUALLY AVAILABLE TIF REVENUES

SOURCE	DOLLARS
Sales Tax	\$ 254,465
Utility Tax	\$ 14,413
Earnings Tax	\$ 27,675
Corporate Profits Tax	\$
Food & Beverage Tax	\$ 39,375
Property Tax	\$ 73,765
Grand Total - Annual Incremental Revenue for TIF Financing	\$ 409,693

PROJECTED ANNUAL ECONOMIC ACTIVITY TAXES PROJECT AREA NOS. 1-&-2 YEAR 2

SALES TAX REVENUE	DOLLARS
Estimated Annual Sales from Redeveloped Site	\$47,279,482
Less: Estimated Base Year Annual Sales	
2,000 sq.ft. x \$200/sq.ft. =	\$ 400,000
Net New Annual Sales from Redeveloped Site	\$46,879,482
Annual Sales Tax	
City 1.5% \$703,192 County .75% \$351,596 Total Incremental Sales Tax Generated by Redeveloped Site	\$ 1,054,788
	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 527,394
UTILITY TAX	DOLLARS
Gross Area of Buildings on Redeveloped Site in Square Feet x Average Annual Utility Cost Per Square Foot	
Building B - 65,225 sq.ft. x \$3.00/sq.ft. = \$195,675 Other Bldgs - 179,484 sq.ft. x \$1.95/sq.ft. = \$349,994 Total Annual Utility Cost	\$ 545,669
Annual Utility Tax Charges on Annual Utility Cost (City 10%)	\$ 54,567
Less: Estimated Current Utility Tax Generated On-Site	
2,000 sq.ft. x \$1.95/sq.ft. x 10% =	\$ 390
Total Incremental Utility Tax Generated from Redevelopment Area	\$ 54,177
	× 50%
Amount of Incremental Utility Tax Available for TIF Use	\$ 27,089

			• (
	EARNINGS TAX						
Estimated Annual Earnings From R	edevelopment Area						
699 employees x \$15,000/	yr =	\$10	0,597,200				
Less: Base Year Annual Earnings	00						
5 employees x \$15,000/yr	=	\$	75,000				
Net New Earnings From Redevelop	ed Site	\$10	0,522,200				
Earnings Tax (City 1%)		\$	105,222				
Total Incremental Earnings Tax Ger	\$	105,222					
		×	50%				
Amount of Incremental Earn	nings Tax Available for TIF Use	\$	52,611				
C	ORPORATE PROFITS TAX	DO	LLARS				
Estimated Annual Corporate Profits	s From Redevelopment Area	\$_					
Less: Base Year Annual Corporate	Profits (1997)	\$_					
Net New Corporate Profits From Re	edeveloped Site	\$_					
Corporate Profits Tax (City 1%)	\$_						
Total Incremental Corporate Profits by Redeveloped Site	Tax Generated	\$_					
		×	50%				
Amount of Incremental Cor for TIF Use	porate Profits Tax Available	\$_					

FOOD & BEVERAGE TAX	DO	LLARS
Estimated Annual Food & Beverage Revenues From Redevelopment Area		
Outlet 1 - 10,000 sq.ft. x \$200/sq.ft. = \$2,000,000 Outlet 2 - 12,500 sq.ft. x \$200/sq.ft. = \$2,500,000	\$ 4	,500,000
Less: Base Year Food & Beverage Revenues	\$	0
Net New Food & Beverage Revenues From Redeveloped Site	\$ 4	,500,000
Food & Beverage Tax (City 1.75%)	\$	78,750
Total Incremental Food & Beverage Tax Generated by Redeveloped Site	\$	78,750
	×	50%
Amount of Incremental Food & Beverage Tax Available for TIF Use	\$	39,375

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PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

PROPERTY TAX REVENUE	DC	LLARS
LAND & IMPROVEMENTS:		
Assessed Value of Land & Improvements of Redeveloped Site		
\$11.91/sq.ft. Assessed Value x 244,709 sq.ft. =	\$:	2,914,484
Less: Current Assessed Value of Land & Improvements (1997)	\$	219,010
Incremental Assessed Value Basis for TIF	\$:	2,695,474
Tax Rate Basis Per \$100 of Assessed Valuation		100
Real Estate Calculation Basis	\$	26,955
Property Tax Rate Per \$100 of Assessed Valuation (Land & Improvements)	\$	6.43
Amount of Annual Incremental Land & Improvements Property Tax Revenue Available for TIF Use	\$	173,321

SUMMARY OF ANNUALLY AVAILABLE TIF REVENUES

SOURCE	DOLLARS
Sales Tax	\$ 527,394
Utility Tax	\$ 27,089
Earnings Tax	\$ 52,611
Corporate Profits Tax	\$
Food & Beverage Tax	\$ 39,375
Property Tax	\$ 173,321
Grand Total - Annual Incremental Revenue for TIF Financing	\$ 819,790

ESTIMATED ANNUAL SALES

Sq.Ft.		Sq.Ft.	Sales/Sq.Ft.	Total Sales
Retail	Α	3,984	\$200	\$ 796,800
	В	43,741*	\$300	13,122,300
	C	18,000	\$200	3,600,000
	D	119,000*	\$200	23,800,000
Outlot	1	10,000	\$200	2,000,000
	2	. 12,500	\$200	2,500,000
	3	5,000	\$200	_1,000,000
ТО	TAL			\$ 46,819,100

^{*}Excludes in-store warehouse space.

ESTIMATED TOTAL EMPLOYEES

		Sq.Ft.	Est. Employees
Retail	Α	3,984	10
	В	65,225	250
	C	18,000	45
	D	130,000	325
Outlot	1	10,000	25
04.00	2	12,500	31
	3	5.000	_13
то	TAL	244,709	699

Note: Based on 2.5 employees per 1,000 square feet except Retail B (Fleming Store) which is based on specific projections.

PROPERTY TAX RATES

City		\$1.34
County -	Debt Service	.09
	Handicapped	.12
1.4	Mental Health	.09
-	Health	.10
-	Library	.33
-	Metro, Comm. College	.22
NKC School	ol District	4.14
Sub	total	\$ 6.43
Taxes Exc	luded from TIF	
M&I	M Replacement Tax	1.59
	e Blind Pension Fund	03
TOTAL LE	VY .	\$ 8.05

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EXHIBIT 8

EVIDENCE OF "BUT FOR"

		1/10/98		9:49 PM	Cadleasi	Value
Property N WITHOUT T.I.F	lame F, CHOUT	EAU CLOS	ING PROFO		Cost/SqFt \$131.94	\$15,266,275
					Equity	\$15,266,275
Asking Price		Loan Fees			Loan Amt	\$0
YEAR ONE			% Down		Income	\$942,027
		-	Int.Rate		Other Inc.	\$361,012
Type			Tem/Year	1,000,000		\$39,091
PHASEI		\$0	Pmt/Year		Vacancy	\$431,537
Tot.SqFt			# of Pmt		Expense	\$832,411
115,709			Mo.Pmt	\$0	NOI	\$0
1.010			Ann.Pmt	\$0	Debt Ser	\$832,411
			Dbt Ratio	#DIV/0!	Cash Flow	5.459
					CAP Rate	5.459
Analysis by So	. Ft				Cash/Cash	
Income	\$11.26	Loan	\$0.00	R/E Tax		Max Op SqFt
		Debt Ser	\$0.00	Insurance	\$0.14	82,65
NOI		TotExp		Utility		Max Op %
Cash	\$131.94			MinSqFt	33,058	71.49
Equity	\$131.54	Оргар	,			
e		Actual	Est. as %		Annual	
Expense		Dollars	Income		Expense	
Item	on Evn	Domeire	6.95.47			
Non Operation	ig Exp		3.009	39,09	1 \$39,091	
Vacancy			4.009			
Reserves			7.009		6 \$2,736	i
Commission	-		2.009	5 5-550-2		D.
Management			2.00			
Operating E		265,00	20		0 \$265,000)
Real Estate 7	Tax				0 \$16,199	9
Insurance	4	16,19	1.00		5	
Management		2.0		,,,,,	0 \$3,00	
Acct & Legal		3,0	1.00	% 9,42		
Electric			0.50			0
Gas			0.50			
Water			0.35			
Trash Remo	val					
Maint & Rep	air		1.00			
Lawn Maint	3 ==		1.00		7.7	
Snow Remo	val		1.50	W. C		
Parking Lot			0.50	176 4,7		50
Office Supp	lies		4.50	9,4		
Clean Ser			1.00	1% 8,4		\$0
Contract La	b				-	\$0
Elevator					•	\$0
Pest Cont					-	\$0
Telephone	2.5				7 1	
Miscellaned	ous		1.0	0% 9,	100	\$0
open					-	\$0
open					-	\$0
open					0	\$0
open					0	\$0
open					0	\$0
open					0	
					0	\$0
obeů	4.				\$372,	070
					C377	//M
Total Oper	ration Eyr				\$431,	

EXHIBIT 5-A

	F	1/10/98	P.		9:52 PM	Cost/SqFt	Value
Property Na	me					\$92.99	\$10,759,237
WITH T.I.F. CHO	UTEAU	CLOSING	PROF	ORMA		Ψ32.00	
***************************************						Equity	\$10,759,237
Asking Price	- 3	Loan Fees	Finan	cing	400.000/	Loan Amt	\$0
YEAR ONE			% Do				\$942,027
1 - 40 Sales			Int.Ra			Other Inc.	\$361,012
Type		10	Term			The state of the s	\$39,091
PHASE I		\$0				Vacancy	\$431,537
Tot.SqFt			# of F	mt		Expense	\$832,411
115,709			Mo.P	mt	\$0	NOI	\$0
110,100			Ann.F	2mt	\$0	Debt Ser	\$832,411
			Dbt F	Ratio	#DIV/0!	Cash Flow	7.74%
						CAP Rate	7.74%
Analysis by Sq.	F†					Cash/Cash	
Income	\$11.26	Loan			R/E Tax		Max Op SqFt 82,65
The second secon	\$7.19				Insurance	\$0.14	
NOI	\$7.19			\$3.73	Utility		Max Op % 71.49
Cash Equity	\$92.99	2 min 1 min		\$3.22	MinSqFt	33,05	8. 71.47
Equity	4		-			Annual	
Expense		Actual		. as %		Expense	
Item		Dollars	In	come		Experise	
Non Operating	Exp				20.00	\$39,09	
Vacancy				3.00%			
Reserves				4.00%			
Commission				7.00%	S 200 400	E	
Management I	ee			2.009	6 18,84	\$10,04	
Operating Ex						0 \$265,00	n
Real Estate Ta		265,0	00				
Insurance	31.54	16,1	99		5 21		
Management	Fee			1.009	6 9,4		
Acct & Legal		3,0	00		. 21	0 \$3,00 20 \$9,42	
Electric				1.00			
Gas				0.50	Training and the second	2 2 2	
Water				0.50		17	
Trash Remov	al			0.35			
Maint & Repa				1.00			
Lawn Maint				1.00	Marie In Gill	Sala V	
Snow Remov	al			1.50			10
Parking Lot	-			0.50	1% 4,		\$0
Office Suppl	PS						
Clean Ser				1.00	1% 9,	420 \$9,4	\$0
Contract Lat						0	\$0
Elevator						0	\$0
Pest Cont		_				0	\$0
Telephone				9 5 2		0	
Miscellaneo	is	-5		1.0	0% 9	,420 \$9,	\$0
	4.5					0	
open						0	\$0
open						0	\$0
open						0	\$0
open						0	\$0
open						0	\$0
open						0	\$0
open							
						\$372	A70

1/10/98	100			Extra	
- IF-Chouteau Partial Buildout - Co	osts Phase [Normal	Ordinary	
				Cost	Total
and 20.83 Acres and Parkway	Land Area	Cost/SF	Total	Gust	, 0,44.
			Cost	\$0	\$2,976,829
and Acquision Cost	907,371	\$3.28	\$2,976,829		\$234,732
and Cost Parkway	(4,544)	(\$3,36)	(\$15,268)	\$250,000	The second second
ontingency Parkway		\$0.00	\$0	\$100,000	\$100,000
let Land Cost @ Closing	902,827		\$2,961,561	\$350,000	\$3,311,561
ite Work		en 00	\$52,500	\$1,026,900	\$1,079,400
'arkway Improvements		\$0.06	\$1,161,024	\$1,773,993	\$2,935,017
)n-Site Improvements		\$1.28		\$400,000	\$600,000
contingency		\$0.22	\$200,000	\$3,200,893	\$4,614,417
let Site Work Cost		\$1.56	\$1,413,524	\$3,200,033	94,014,411
Building Construction	Bldg.Area	Cost/SF	Total		
	05 005	\$48.00	\$3,130,800	\$0	\$3,130,800
Brocery-B	65,225	\$40.50	\$161,352	\$0	\$161,352
Retail A	3,984	\$45.00	\$810,000	\$0	\$810,000
— ₹etail C	18,000	***************************************	\$0	\$0	\$0
Retail D	. 0	. \$0,00	\$562,500	\$0	\$582,500
Outparcel Retail Leases	12,500	\$45.00	\$502,500	\$0	\$0
- Dutparcel Retail Sale	15,000	\$0.00		\$0	\$225,000
Contingency		* Coulca	\$225,000	\$0	\$4,889,652
Total Leasable	114,709	\$43.08	\$4,889,652	40	
Small Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500
Total Bldg Cost			\$4,982,152	\$0	\$4,982,152
1	T				
-					
Latinat Cort				1,500.00	6430,000
Indirect Cost		\$0.87	\$100,000	\$20,000	\$120,000
Architectural		\$1.74		\$75,000	\$275,000
Engineering		\$0.09	\$10,500	\$0	\$10,500
Marketing & Promotion		\$1.22	\$140,000	\$100,000	\$240,000
— Legal		\$0.13	2 (1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	\$0	\$15,000
Title Insurance		\$1.74		\$0	\$200,000
Development Fee		\$3.00		\$0	\$344,000
Leasing & Sales Commissions		\$0.09		\$5,000	\$15,000
Leasing Admin.Fee		\$0.22		\$0	\$25,000
Permits/Fees		\$0.44	Control of the Contro	\$0	\$50,000
Taxes & Insurance		\$0.57			\$90,000
Contingency		\$0.07			
Appraisal TIF Prof. Cost		\$0.00			\$75,000
		\$10.17	\$1,167,000	\$300,000	\$1,467,000
Total Indirect Cost				~	

Financing Cost		\$3.05	\$350,000	\$0	\$350,000	
Site Construction Interest		\$5.65	\$540,000	\$0	\$540,000	
Building Construction and Holding Interest		\$1.92	\$220,000	\$0	\$220,000	
Loan Fees		\$1.31	\$150,000	\$0	\$150,000	
Closing Costs		\$0.00	\$0	\$0	\$0	
Open		\$0.00	\$0	\$0	\$0	
Equity Placement Fee Interest Accrual until T.I.F. begins paying		\$0.00	0	\$656,145	\$656,145	
Total Financing Costs		\$10.98	\$1,260,000	\$656,145	\$1,916,145	
Total Development Costs			\$11,784,237	\$4,507,038	\$16,291,275	
_ Pad Sales	65,000	\$9.00	\$800,000	\$0	\$600,000	
Outlot 1	TOTAL COMMISSION	\$12.00	\$425,000	\$0	\$425,000	
Outlot 3 plus Total Pad Sales	35,344	\$12.00	\$1,025,000	\$0	\$1,025,000	
Net Development Costs Less Pad sales			\$10,759,237	\$4,507,038	\$15,266,275	
TIF Bond Riembursement			\$0	(\$4,507,038)	(\$4,507,038)	1
	nid				\$10,759,237	
Total Development Costs Less TIF Bor	1-4					

Note: See attached sheets.

9:32 PM 1/10/98 Value Cost/SqFt Property Name \$21,010,275 WITHOUT T.I.F. CHOUTEAU FULLCLOSING PROFORMA \$85.51 \$21,010,275 Equity Loan Fees Financing Asking Price \$0 100.00% Loan Amt 0.00% % Down YEAR TWO \$1,826,027 0.00% Income so Int.Rate \$773,898 20 Other Inc. 10 Term/Year Type \$77,998 12 Vacancy \$0 Pmt/Year PHASE | & || \$904,308 Expense 240 # of Pmt Tot.SqFt \$1,617,619 NOI \$0 Mo.Pmt 245,709 \$0 Debt Ser \$0 Ann.Pmt \$1,617,619 Cash Flow #DIV/0! Dbt Ratio 7.70% CAP Rate 7.70% Cash/Cash Analysis by Sq.Ft. \$2.29 Max Op SqFt \$0.00 R/E Tax \$10.58 Loan Income 171,043 \$0.14 \$0.00 Insurance \$6.58 Debt Ser NOI \$0.15 Max Op % \$3.68 Utility \$6.58 TotExp Cash 69.6% 74,666 \$3.22 MinSqFt \$85.51 OpExp Equity Annual Est. as % Actual Expense Expense Income Dollars Item Non Operating Exp \$77,998 77,998 3.00% Vacancy \$73,041 73,041 4.00% Reserves \$4,680 4,680 6.00% Commission \$36,521 36,521 2.00% Management Fee Operating Exp \$562,674 0 562,674 Real Estate Tax \$34,399 0 34,399 Insurance \$36,521 2.00% 36,521 Management Fee \$4,000 4,000 Acct & Legal 18,260 \$18,260 1.00% Electric \$9,130 9,130 0.50% Gas \$9,130 9,130 0.50% Water \$6,391 6,391 0.35% Trash Removal \$18,260 18,260 1.00% Maint & Repair \$18,260 18,260 1.00% Lawn Maint \$27,390 1.50% 27,390 Snow Removal 9,130 \$9,130 0.50% Parking Lot \$0 0 Office Supplies \$18,260 18,260 1.00% Clean Ser \$0 0 Contract Lab \$0 0 Elevator \$0 0 Pest Cont \$0 0 Telephone \$18,260 18,260 1.00% Miscellaneous \$0 0 open \$0 0 open

Total Operation Exp Total Annual Expenses \$790,067 \$904,308

EXHIBIT 5-C

		2000		7:20 PM		
20000000		2/5/98		7.20 PM	Cost/SqFt	Value
Property N	ame	I EIII I CLO	SING PROF	ORMA	\$67.06	\$16,478,237
WITH T.I.F. CH	OUTEAU	FULL CLC	SING PROP	J. Mari		E A A COLON
Asking Price		Loan Fees	Financing		Equity	\$16,478,237
YEAR TWO			% Down	100.00%	Loan Amt	\$0
EAR INO			Int.Rate	0.00%	Income	\$1,826,027
T			Term/Year		Other Inc.	\$773,898
Type			Pmt/Year		Vacancy	\$77,998
PHASE I & II		20	# of Pmt		Expense	\$904,308
Tot.SqFt			Mo.Pmt	\$0	NOI	\$1,617,619
245,709			Ann.Pmt	\$0	Debt Ser	\$0
			Dbt Ratio	#DIV/0!	Cash Flow	\$1,617,619
			DUL RAUG	#DI 470;	CAP Rate	9.82%
January Carlos de la	-				Cash/Cash	9.82%
Analysis by Sq.	.Ft.	Last	50.00	R/E Tax		Max Op SqFt
ncome	\$10.58				\$0.14	171,043
NOI		Debt Ser		Insurance		Max Op %
Cash		TotExp		Utility	74,666	
Equity	\$67.06	OpExp	\$3.22	MinSqFt	74,000	19797
		A	Est. as %		Annual	
Expense		Actual			Expense	
Item		Dollars	Income		Exposiso	
Non Operatin	g Exp		2.000	77,99	\$77,998	
Vacancy			3.00%		50.000.00	
Reserves			4.00%		2114	
Commission			6.009		7 226727	
Management I			2.009	6 36,52	1 430,521	
Operating Ex		201.00			0 \$562,674	
Real Estate T	ax	562,67	/** 2 · · · · · · · · · · · · · · · · · ·		0 \$562,674 0 \$34,399	
Insurance		34,39				
Management	Fee	5 445	2.009		0 \$4,000	
Acct & Legal		4,00				
Electric			1.009			
Gas			0.50			
Water			0.50			
Trash Remov	ral		0.35			
Maint & Repa	air		1.00			
Lawn Maint			1.00			
Snow Remov	/al		1.50			
Parking Lot			0.50	% 9,1		
Office Suppli	ies		0.64			
Clean Ser			1.00	% 18,2		
Contract Lab)				0 \$	0
Elevator					1.7	
Pest Cont					- CC	0
Telephone				5	1 Fr Alleria	0
Miscellaneou	us		1.00	18,2		
open					177	50
open						60
ореп						0
open					T .	0
open						50
open					•	\$0
open					0	\$0
open					3202.5	
Total Opera	tion Exp				\$790,0	
					\$904,3	O8 EXP

TIF-Chouteau Full Buildout - Costs Phase I & II Land 21.34 Acres and Parkway Land Area Cost/SF Total Cost So.06 So.06 So.06 So.06 So.000 So.05 So.000 So.05 So.000 So.	2/5/98-	1.00		-		
Land 21.34 Acres and Parkway Land Area Cost/SF Total Cost S2,976,829 S300,000 \$284,732 Contingency Parkway Net Land Cost @ Closing 925,026 S2,961,561 S450,000 S3,411,581 Site Work Parkway Improvements (Note #2) On-Site Improvements (Note #3) Contingency Net Site Work Parkway Improvements (Note #3) Contingency Net Site Work Cost Building Construction Bidg.Area Cost/SF Total Grocery-B Retail A 3,984 S40,000 S40,000 S3,430,800 S52,500 S20,000 S20,000 S3,130,800 Retail C 18,000 S41,000 S41,000 S41,000 S41,000 S42,000 S41,000 S41,000 S42,000 S41,000 S41,000 S52,500 Cutparcel Retail Leases 12,500 S45,000 S562,500 Cutparcel Retail Sale 15,000 S40,000 S562,500 Contingency Total Leasable 244,709 S43,08 S59,347,152 S9,347,152 Total Indirect Cost Architectural Engineering Architectural Engineering S10,02 S250,000 S20,000 S30,000 S90,300,000 S90,300,000 Total Leasable S40,00 S50,000 S50,00		Phase & II				
Land Acquision Cost	119 (and another the control of the			Normal	T.I.F.	
Land Acquision Cost Land Cost Parkway (Note #1) Land Cost Parkway (Note #1) Contingency Parkway Net Land Cost @ Closing Site Work Parkway improvements (Note #2) On-Site Improvements (Note #3) Contingency Net Site Work Sarkway improvements (Note #3) Contingency Net Site Work Sarkway improvements (Note #3) Contingency Net Site Work Sarkway improvements (Note #3) Contingency Net Site Work Cost Subject Subj	Land 21 34 Acres and Parkway	Land Area	Cost/SF	Total	Cost	Total
Land Acquision Cost Land Cost Parkway (Note #1) (4,544) (53,36) (\$15,268) \$300,000 \$284,7302 \$28,7302 \$30,000 \$284,7302 \$150,000 \$150,000 \$150,000 \$150,000 \$3,411,561 \$300,000 \$300,0	Edite 21.017terse and Cartina			Cost		484
Land Cost Parkway (Note #1) (4,544) (\$3.36) (\$15,268) \$300,000 \$284,732 Contingency Parkway Net Land Cost @ Closing 925,026 \$2,961,561 \$450,000 \$15	Land Acquision Cost	929.570	\$3.28		. \$0	\$2,976,829
Cortingency Parkway 925,026 \$0,00 \$0 \$150,000		the same of the sa				
Net Land Cost @ Closing 925,026 \$2,961,561 \$450,000 \$3,411,561	로 크 프리아(IT) (TEXT - 1912 - 1911 - 1911 - 1912 - 19	(.,,=,.,,				
Site Work		925 026	40.00	the same production that the same of the s		
Parkway Improvements (Note #2) \$0.06 \$52.500 \$1,152,703 \$1,205,203 On-Site Improvements (Note #3) \$2.12 \$1,970,878 \$1,934,743 \$3,905,621 Contingency \$0.05 \$50,000 \$250,000 \$30,000 Net Site Work Cost \$2.23 \$2,073,378 \$3,337,446 \$5,410,824 Building Construction Bldg-Area Cost/SF Total Total Grocery-B 65,225 \$48.00 \$3,130,800 \$0 \$3,130,800 Retail A 3,984 \$40.50 \$161,352 \$0 \$161,352 Retail D 130,000 \$45.00 \$810,000 \$0 \$4290,000 Retail D 130,000 \$33.00 \$4,290,000 \$0 \$4290,000 Outparcel Retail Leases 12,500 \$45.00 \$810,000 \$0 \$9 \$420,000 Contingency \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 Total Leasable 244,709 \$43.08 \$9,254,652 \$0 \$9,254	Net Land Cost @ Closing	525,625		42,50.,50	*******	
Parkway Improvements (Note #2) \$0.06 \$2.500 \$1,152,703 \$1,205,203 On-Site Improvements (Note #3) \$2.12 \$1,970,878 \$1,934,743 \$3,905,621 Contingency \$0.05 \$50,000 \$250,000 \$2300,000 Net Site Work Cost \$2.23 \$2,073,378 \$3,337,445 \$5,410,824 Building Construction Bldg-Area Cost/SF Total Total Grocery-B 65,225 \$48.00 \$3,130,800 \$0 \$3,130,800 Retail A 3,984 \$40.50 \$161,352 \$0 \$161,352 Retail D 130,000 \$45.00 \$810,000 \$0 \$810,000 Retail D 130,000 \$33,00 \$4,290,000 \$0 \$4290,000 Outparcel Retail Leases 12,500 \$45.00 \$810,000 \$0	Sit- Mart					
On-Site Improvements (Note #3) \$2.12 \$1,970,878 \$1,934,743 \$3,905,621 \$300,000 \$50,000 \$25			\$0.06	\$52 500	\$1.152.703	\$1,205,203
Contingency S0.05 \$50,000 \$250,000 \$300,000 Net Site Work Cost S2.23 \$2,073,378 \$3,337,445 \$5,410,824 S2,073,378 \$3,337,445 \$5,410,824 S2,073,378 S3,337,445 \$5,410,824 S2,073,378 S3,337,445 \$5,410,824 S2,073,378 S3,337,445 S5,410,824 S2,073,378 S3,130,800 S3,070,900 S3,090,900			1000			
Net Site Work Cost						
Building Construction	The Control of the Co					
Grocery-B	Net Site Work Cost		\$2.20	42,010,010	00,000,1110	V-1
Grocery-B	Building Construction	Bldg Area	Cost/SF	Total		
Retail A 3,984 \$40.50 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000	Building Construction	Didg	003001	1 0 000		
Retail A 3,984 \$40.50 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$161,352 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000 \$0 \$10,000	Company B	65 225	\$48.00	\$3 130 800	\$0	\$3,130,800
Retail C 18,000 \$45.00 \$810,000 \$0 \$810,000 Retail D 130,000 \$33,00 \$4,290,000 \$0 \$4,290,000 Outparcel Retail Leases 12,500 \$45.00 \$562,500 \$0 \$0 Contingency \$0.00 \$0 \$0 \$0 \$0 Contingency \$300,000 \$0 \$300,000 \$0 \$300,000 Total Leasable 244,709 \$43.08 \$9,254,652 \$0 \$9,254,652 Small Shop TI Allowance 18,500 \$5.00 \$92,500 \$0 \$92,500 Total Bldg Cost \$9,347,152 \$0 \$9,347,152 \$0 \$9,347,152 Indirect Cost Architectural \$0.05 \$10,500 \$0 \$325,000 \$0 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$15,000 \$0 \$15,000 Legal \$0.05 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 <			- Karan			
Retail D 130,000 \$33.00 \$4,290,000 \$0 \$4,290,000 Outparcel Retail Leases 12,500 \$45.00 \$562,500 \$0 \$562,500 Outparcel Retail Sale 15,000 \$0.00 \$0 \$0 \$0 Contingency \$300,000 \$0 \$300,000 \$0 \$300,000 Total Leasable 244,709 \$43.08 \$9,254,652 \$0 \$9,254,652 Small Shop TI Allowance 18,500 \$5.00 \$92,500 \$0 \$92,500 Total Bldg Cost \$9,347,152 \$0 \$9,347,152 \$0 \$9,347,152 Indirect Cost \$0.72 \$175,000 \$25,000 \$0 \$92,500 Total Bldg Cost \$0.72 \$175,000 \$25,000 \$0 \$92,500 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td></t<>						
Outparcel Retail Leases 12,500 \$45.00 \$562,500 \$0 \$50 \$0		The second secon				
Outparcel Retail Sale 15,000 \$0.00 \$0 \$0 \$0 \$0 \$0 \$00,000 \$0 \$300,000 \$0 \$300,000 \$0 \$300,000 \$0 \$300,000 \$0 \$300,000 \$0 \$300,000 \$0 \$300,000 \$0 \$9,254,652 \$0 \$0 \$9,254,652 \$0 \$9,254,652 \$0 \$0						
Contingency Total Leasable 244,709 \$43.08 \$9,254,652 \$0 \$9,254,652 Small Shop TI Allowance 18,500 \$5.00 \$92,500 \$0 \$92,500 Total Bldg Cost \$0,72 \$175,000 \$25,000 \$200,000 Architectural Engineering S1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion Legal Title Insurance Development Fee Leasing & Sales Commissions Leasing Admin.Fee Permits/Fees Taxes & Insurance S0.04 \$10,000 \$10,000 \$236,000 S150,000 S16,000 S16,000 S175,000 \$10,000 S16,000 S175,000			The state of the s			
Total Leasable 244,709 \$43.08 \$9,254,652 \$0 \$9,254,652 Small Shop TI Allowance 18,500 \$5.00 \$92,500 \$0 \$92,500 Total Bidg Cost \$9,347,152 \$0 \$9,347,152 Indirect Cost		13,000	40.00			
Small Shop Ti Allowance		744 700	642.08			
Total Bidg Cost	Total Leasable	244,709	\$45.00	\$3,254,052	40	45,257,552
Indirect Cost Architectural Engineering Marketing & Promotion Legal Title Insurance Development Fee Leasing & Sales Commissions Leasing Admin.Fee Permits/Fees Taxes & Insurance Contingency Appraisal TIF Prof. Cost S0.72 \$175,000 \$25,000 \$25,000 \$200,000 \$250,000 \$75,000 \$0 \$10,500 \$0 \$10,500 \$0 \$10,500 \$0 \$10,000 \$230,000 \$10,000 \$230,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$15,000 \$0 \$15,00	Small Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500
Indirect Cost Architectural Engineering Marketing & Promotion Legal Title Insurance Development Fee Leasing & Sales Commissions Leasing Admin.Fee Permits/Fees Taxes & Insurance Contingency Appraisal TIF Prof. Cost S0.72 \$175,000 \$25,000 \$25,000 \$200,000 \$250,000 \$75,000 \$0 \$10,500 \$0 \$10,500 \$0 \$10,500 \$0 \$10,000 \$230,000 \$10,000 \$230,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$15,000 \$0 \$15,00						
Indirect Cost Architectural Engineering Marketing & Promotion Legal Title Insurance Development Fee Leasing & Sales Commissions Leasing Admin.Fee Permits/Fees Taxes & Insurance Contingency Appraisal TIF Prof. Cost S0.72 \$175,000 \$25,000 \$25,000 \$200,000 \$250,000 \$75,000 \$0 \$10,500 \$0 \$10,500 \$0 \$10,500 \$0 \$10,000 \$230,000 \$10,000 \$230,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$0 \$15,000 \$15,000 \$0 \$15,00	A 13 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -			00 047 450	***	en 247 152
Architectural \$0.72 \$175,000 \$25,000 \$200,000 Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000	Total Bidg Cost			\$9,347,152	\$0	\$9,541,152
Architectural \$0.72 \$175,000 \$25,000 \$200,000 Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000	Mark Control of the Control					
Architectural \$0.72 \$175,000 \$25,000 \$200,000 Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000	-					
Architectural \$0.72 \$175,000 \$25,000 \$200,000 Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000						
Architectural \$0.72 \$175,000 \$25,000 \$200,000 Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000	25454.400					
Engineering \$1.02 \$250,000 \$75,000 \$325,000 Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$230,000 \$100,000 \$1			£0.72	\$175,000	\$25,000	\$200,000
Marketing & Promotion \$0.04 \$10,500 \$0 \$10,500 Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$75,000 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000						
Legal \$0.53 \$130,000 \$100,000 \$230,000 Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000 Total Cost \$0.00 \$0 \$75,000 \$75,000 Total Cost \$0.00 \$0 \$75,000 \$7						
Title Insurance \$0.06 \$15,000 \$0 \$15,000 Development Fee \$1.50 \$368,000 \$0 \$368,000 Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000						
Development Fee	-0.7					
Leasing & Sales Commissions \$3.00 \$735,000 \$0 \$735,000 Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000						
Leasing Admin.Fee \$0.04 \$10,000 \$5,000 \$15,000 Permits/Fees \$0.10 \$25,000 \$0 \$25,000 \$0 \$25,000 \$0 \$25,000 \$0 \$0.2						
Permits/Fees \$0.10 \$25,000 \$0 \$25,000 Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$7,500 TIF Prof. Cost \$0.00 \$0 \$75,000						
Taxes & Insurance \$0.20 \$50,000 \$0 \$50,000 Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$75,000 TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000						
Contingency \$0.20 \$50,000 \$25,000 \$75,000 Appraisal \$0.03 \$7,500 \$0 \$7,500 TIF Prof. Cost \$0.00 \$0 \$75,000				the state of the s		
Appraisal \$0.03 \$7,500 \$0 \$7,500 TIF Prof. Cost \$0.00 \$0 \$75,000						
TIF Prof. Cost \$0.00 \$0 \$75,000 \$75,000	7-10 Harris - 10 H					
_ TIF FIGI. Cost						
Total Indirect Cost \$7.46 \$1,826,000 \$305,000 \$2,131,000	TIF Prof. Cost		\$0.00	20	\$75,000	\$13,000
Total Indirect Cost \$7.46 \$1,820,000 \$303,000 \$2,131,000			07.10	64 900 000	eans 000	\$2 131 000
Town Manager	Total Indirect Cost		\$1.40	\$1,020,000	φ505,000	42,101,000

242	CHOUTEAU FULL REA	TROL	- YEAR T	WO AM RATE	\$3,15			
2/5/90		c- D		Rent SqFt	CAM SQFT	Monthly Rent	Mth CAM M	onthly Total
1	Name	Sq.FL		\$7.35	\$3.15	\$39,950,31	\$17,121.56	\$57,071.88
DR B	FLEMING FOODS		65,225	\$12:60	\$3.15	-\$23,083.20	\$5,770.80	\$28,854.00
TASC	SMALL TENANT		21,984		\$3.15	\$15,468.75	\$3,543.75	\$19,012.50
- (OUTPARCEL TWO		13,500	\$13.75		\$73,666.67	\$34,125.00	\$107,791.67
OR D	MAJOR TENANT D		130,000	\$5.80	\$3.15	\$0.00	\$2,625.00	\$2,625.00
9	Outparcel One		10,000	\$0.00	\$3.15		\$1,312.50	\$1,312.50
_	O Outparcel Three		5,000	\$0.00	\$3.15	\$0.00		\$0.00
- 9	O Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	O Open		0	\$0.00	\$0.00	\$0.00	\$0.00	
	0 Open		0	\$0.00	\$0.00	\$0.00	_ \$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open				\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
94	0 Open		0	\$0.00	30.00	Ψ		
	Total Rental Sq Ft		245,709			\$152,168.93	\$64,498.61	\$216,667.54
-				Door Call	CAM SqFt	Annual Rent	Ann CAM	Annual Total
#	Name	Sq.Ft		Rent SqFt	\$3,15	\$479,403.75	\$205,458.75	\$684,862.50
ORB	FLEMING FOODS		65,225	\$7.35		\$276,998.40	\$89,249.60	\$346,248,00
SALC	SMALL TENANT		21,984	\$12.60	\$3.15		\$42,525.00	\$228,150.00
-	O OUTPARCEL TWO		13,500	\$13.75	\$3.15	\$185,625.00	\$409,500.00	\$1,293,500.00
OR D	MAJOR TENANT D		130,000	\$6,80	\$3.15	\$884,000.00		\$31,500.00
	O Outparcel One		10,000	\$0.00	\$3.15	\$0.00	\$31,500.00	\$15,750.00
	O Outparcel Three		5,000	\$0.00	\$3,15	\$0.00	\$15,750.00	The state of the s
mer)	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	. \$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	20.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			0	\$0.00	\$0.00	\$0.00	\$0.00	\$0,00
-	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0,00
	0 Open				\$0.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	20.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00		\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	20.00	\$0.00	\$0.00	\$0.00
	0 Open		0	\$0.00	\$0.00	\$0.00	40.00	
						\$1,826,027.15	\$773,983.35	\$2,600,010.50
:#	Name	Sq.	÷Ł.	Rent SqFt	CAM SQFT	SqFt %	Income %	CC or other
HORE			65,225	\$7.35	\$3,15	26,55%		Vacant space
			21,984		\$3.15	8.95%	13.32%	
2S A8	O OUTPARCEL TWO		13,500	Carlotte Committee	\$3.15	5.49%		Per Cent Vacant
0320			130,000		\$3,15	52.91%	49.75%	
HOR			10,000		\$3.15	4.07%	1.21%	Rent per Sq.Ft.
	0 Outparcel One				\$3.15	2.03%	0.51%	\$10.50
	O Outparcel Three		5,000	22.22	\$0.00	0.00%	A. A	
	0 Open		0	2000	\$0.00	0.00%		Lost Income
_	0 Open		0	737 547		0,00%		
	0 Open		0		\$0.00	0.00%	0/202	
	O Open		0		\$0,00			
	O Open		C		\$0.00	0.00%		
-	0 Open		C		\$0,00	0.009		
	O Open			\$0.00	\$0.00	0.009	(A) A (A) A (A) I	
	0 Open			\$0.00	\$0.00	0.009		
				200	\$0.00	0.009		
-	0 Open					0.009		
	0 Open			\$0.00		0.009		
	0 Open		245,70		0.2072	100.009	6 100,005	6
	Total Rented Sq Ft	-		7				
7	Avg. Rent per Sq Ft	_	1					
	Avg Rent with CAM	per _	1	11			FY	HIBIT 5-C OR I

inancing Cost			*****		£205.000
Site Construction Interest		\$1.61	\$395,000	\$0	\$395,000
_3uilding Construction and Holding Interes	st	\$5.65	\$640,000	\$0	\$640,000
oan Fees		\$0.90	\$220,000	\$0	\$220,000
Closing Costs		\$0.61	\$150,000	\$0	\$150,000
3 ond Fee		\$0.00	\$0	\$50,000	\$50,000
Equity Placement Fee		\$0.00	\$0	\$0	\$0
nterest Accrual until T.I.F. begins paying	I	\$0.00	0	\$656,145	\$656,145
Total Financing Costs		\$5.74	\$1,405,000	\$706,145	\$2,111,145
Total Development Costs			\$17,613,091	\$4,798,591	\$22,411,682
Pad Sales		Section 2			*****
-Dutlot 1	65,000	\$9.00	\$600,000	\$0	\$600,000
Jutlot 3 plus	35,344	\$12.00	\$425,000	\$0	\$425,000
Fotal Pad Sales			\$1,025,000	\$0	\$1,025,000
Net Development Costs Less Pad sale	es		\$16,588,091	\$4,798,591	\$21,386,682
FIF Bond Riembursement			\$0	(\$4,798,591)	(\$4,798,591)
Total Development Costs Less TIF Bo	ond				\$16,588,091

Note: See attached sheets.

Note #1 - Parkway land acquisition costs estimate includes \$250,000 for Sinclair; and \$50,000 for right-of-way on west side of Chouteau Trafficway and Cleveland.

Note #2 - Parkway improvements detail are shown on Walton Construction and Parks estimate which is enclosed.

Note #3 - Onsite improvements are shown in detail on Walton Construction and Damon Purcell estimates which are enclosed.

CHOUTEAU SHOPPING CENTER	PING	品	VIER										
IRR CALCULATION													
WITH TIF										-0			
	-	+											Reversion
Year		+	-	2	4	4	CA	6	7	8	9	10	
Annual income			1,303,039	2,599,925	2,599,975	2,625,925	2,649,853	2,649,853	2649,853	2,649,853	2,649,853	2,672,831	2,672,831
Less Annual Expenses		-	470,628	_	982,307	982,307	982,307	982,307	982,307	962,307	982,307	982,307	982,307
Net Operating Income			832,411	1,617,618	1,617,618	1,643,618	1,667,546	1,667,546	1,667,546	1,667,546	1,667,546	1,690,524	1,690,524
Less Debi Service	8,50% 25	K	773,585	1,254,897	1,254,897	1,254,897	1,254,897	1,254,897	1,254,897	1,254,897	1,254,897	1,254,897	
Cash Flow	1		58,826	362,721	362,721	388,721	412,649	412,649	412,649	412,649	412,649	436,627	
		•											
Project Cost				22,035,275									
Less Pad Sales				1,025,000									1
Less TIF Bonds				4,776,538									
Net Project Cost				16,233,737									1
Loan Amount			80%	12,986,990									1
Down Payment		H		3,245,747									
Going-out Cap Rate			10.0%										
Future Sale Price				16,905,240									
Sales Costs			3.0%	507,157									1
Loan Balance				10,619,535									
Net Sale Proceeds				5,778,548									
Indexed Bade of Return	T			16.80%									

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CHOUTEAU SHOPPING CENTER	PING C	ENTER										
IRR CALCULATION											-	
WITHOUT TIF												
												Reversion
			2	3		7	20	7	8	9	10	11
Year			*									
		-	200000	3600036	38888	2 640 863	2649853	2649.853	2,649,853	2,649,853	2,672,831	2,672,831
Annual Income .		semienc't	C76'66C'7	2,000,000	4,040,040	2007	200 200	207	205.202	987 307	982,307	882,307
Less Annual Expenses		470,628	982,30/	882,307	105,798	304,307	100,200	2001200	A COTAGE	1 897 549	1 600 524	1 690 524
Net Operating Income		832,411	1,817,618	1,617,618	1,643,618	1,66/,546	1,00/,046	1,007,040	1,007,000	BUC USC 1	1 750 309	1
Less Debt Service	8.50% 20	0 1,079,032	1,750,388	1,750,388	1,750,388	1,/50,386	1,/50,360	1,/20,300	1,100,000	100,000	(50 BSA)	
Cash Flow		(246,621)	(132,770)	(132,770)	(106,770)	(82,842)	(82,842)	(25070)	(040,44)	100,000	landan.	
Project Cost			22,035,275									
Less Pad Sales			1,025,000									
Less TIF Bonds												
Net Project Cost			21,010,275									
Loan Amount		80%	16,808,220				0					
Оомп Рауппепі			4,202,055									
							1					
Going-out Cap Kata		20.01	1		1	1						
Future Sale Price		de la company	16,905,240									
Sales Costs		3.0%	Г	08								
Loan Balance			11,764,716									
Net Sale Proceeds			4,633,387									
Internal Rate of Return			-1.60%									

CHOUTEAU SHOPPING CENTER IRR CALCULATION WITH TIF	PING CEI	NTER	7	e)	4	z,	ø	۲	60	Ø	01	
Year Annual Income		1,303,039	2,599,925	2,599,925	2,625,925	2,649,853	2,649,853	2,649,853	2,649,853	2,649,853 982,307	2,672,831	
Less Annual Expenses Net Operating Income		832,411	1,617,618	1,617,618	1,643,618	1,667,546	1,867,546	1,381,971	1,667,546	1,667,546	1,690,524	
Less Debt Service Cash Flow	8.50% 20	(63,952)	235,647	235,647	261,647	285,575	285,575	285,575	285,575	285,575	308,553	
Annual Cash-on-Cash Return	LUM.	-1.93%	7.10%	7.10%	7.89%	8.61%	8.61%	8.61%	8.61%	8.61%	9.30%	
Project Cost Less Pad Sales Less TIF Bonds Net Project Cost Loan Amount	80%		22,411,682 1,025,000 4,798,591 18,588,091 13,270,473 3,317,618									
I drait Equity Contribution										10.0%		
Going-out Capitalization Rate Future Sale Price Sales Costs	late		1 -1-1 -2							3,0%	16,905,240 507,157 9,288,511 7,109,572	
Net Sale Proceeds			. Y ja									
Internal Rate of Return		14.58%										

comesses 1,303,039 2,599,925 2,649,853 2,642,853 2,642,833 2,672,831 2,677,831 <th< th=""><th>CHOUTEAU SHOPPING CENTER IRR CALCULATION</th><th>PING C</th><th>ENTER</th><th>0.56.5</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>Reversion</th></th<>	CHOUTEAU SHOPPING CENTER IRR CALCULATION	PING C	ENTER	0.56.5									Reversion
Annuel Expenses 1,303,039 2,599,925 2,699,925 2,649,853		М	d	-	2 3	4	5	9	7	80	o	10	-
1,50% 20 1,507,618 1,647,518 1,647,546 1,667,546 1,667,546 1,667,546 1,690,524 3,50% 20 2,503 1,781,747 1,781,741,747 1,781,747 1,781,747 1,781,747 1,781,747 1,781,741,747 1,781,747 1,781,747 1,781,747 1,781,747 1,781,741,747 1,781,747 1,781,747 1,781,747 1,781,747 1,781,741,747 1,781,747 1,781,747 1,781,747 1,781,747 1,781,741,747 1,781,747 1,781,747 1,781,747 1,781,747 1,781,74	Annual Income		1,303,03			2,625,925	2,649,853		2,649,853	2,649,853	2,649,853	2,672,831 982,307	2,672,831 982,307
22,411,682 1,025,000 21,386,682 17,109,346 4,277,336	Less Annual Expenses Net Operating Income	6 5080	100	-		1,643,618	1,667,546	1,687,546	1,667,546	1,781,747	1,667,546	1,690,524	1,690,524
-1,50% -3.84% -3.23% -2.67% -2.67% -2.67% -2.67% -2.67% -2.67% -2.67% -0	ess Debt Service	8.00.0				(138,129)	(114,201)	(114,201)	(114,201)	(114,201)	(114,201)	(91,223)	
22,411,682 1,025,000 21,386,682 17,109,346 4,277,336 10.0%	onual Cash-on-Cash Retu	Ę	1.5				-2.67%	-2.67%	-2.67%	-2.67%		-2.13%	
Rate 80% 17,109,346 10.0% 10.0	roject Cost Bass Pad Sales	y k		22,411,68:	2.5								
10.0% 17,109,346 10.0% 1	ess TIF Bonds let Project Cost			21,386,68	la c								
Rate 10.0% 3.0%	coan Amount oral Equity Contribution	80%		4,277,33	ماھ								
3.0%	e R contestisting O to a conte	ate.		e se							10.0%	00000	
	Cuture Sale Price			aem							3.0%	507,157	
	coan Balance											4,422,598	
		×						-					

				i di n	
		and the second			

EXHIBIT 9 COST-BENEFIT ANALYSIS

Chouteau Shopping Center Tax Increment Financing Cost Benefit Analysis

Year	Taxes with TIE	Taxes Without TIF	Benefit of TIF
71	1,396,752	51,145	1,345,607
2	2,892,980	51,801	2,841,179
9	2,929,753	52,470	2,877,284
4	2,971,492	53,152	2,918,339
5	3,014,341	53,848	2,960,492
6	3,058,323	54,558	3,003,765
7	3,139,068	55,283	3,083,786
-8	3,198,950	56,021	3,142,928
g -	3,251,556	56,775	3,194,781
1.0	3,307,326	57,544	3,249,782
11	3,364,346	58,328	3,306,019
12	3,422,643	59,127	3,363,516
13	3,517,848	59,943	3,457,905
14	3,587,251	60,775	3,526,476
-15	3,647,591	61,623	3,585,968
16	3,711,251	62,489	3,648,762
17	3,776,318	63,372	3,712,946
- 18	3,842,822	64,273	3,778,549
19 ·	3,946,398	65,191	3,881,207
20	4,024,339	66,128	3,958,211
21	4,093,389	67,084	4,026,305
-22	4,165,930		4,097,872
23	4,240,058		4,170,548
Totals	78,500,723		77,132,226
		Present Value at 9 percent	29,271,195

Chouteau Shopping Center, Cost Benefit Summary of Real, Personal and Sales Taxes

	Present Value, Taxes with TIE	Present Value, Taxes Without UF	Benefit of TIF
Real Property			
landicap	2,518	2,518	0
letro. Community College	4,616		0
ibrary	6,924	6,924	0
Mental Health	1,888		0
NKC School District	86,864		0
Blind Pension	9,036	629	8,407
City General	28,115		0
nventory Replacement	478,919		445,558
Debt Service	1,888		0
Health	2,098	2,098	0
Personal Property	14,434	127	14,307
Handicap	58,56		58,265
Metro, Community College	39,694		39,345
Library	10,826		10,730
Mental Health	497,983		493,597
NKC School District	3,60		3,577
Blind Pension	161,18		159,763
City General	10,82		10,730
Debt Service	12.02		11,923
Health Sales Tax			
City General	2,484,50	7 44,728	2,439,779
Food & Beverage	4,347,88		4,269,613
Mass Transit	1,242,25	22,364	1,219,889
County	1,863,38	33,546	1,829,834
Bi-State	6,21	1 559	
State	17,910,67	78 178,910	
Earnings Tax	558,94		550,556

Chouteau Shopping Center, Cost Benefit Summary for Real and Personal Property Taxes, By Type of Tax

	Present Value,	Present Value	TO STATE OF THE PARTY OF THE PA
	Taxes With TIF	Taxes Wilhout TIF	Benefit of TIF
Handicap	16,952	2,645	14,307
Metro Community College	63,177	4,912	58,265
Library	46,618	7,273	39,345
Mental Health	12,714	1,984	10,730
NKC School District	584,846	91,249	493,597
Blind Pension -	12,645	661	11,984
City General	189,298	29,535	159,763
Inventory Replacement	478,919	50.50	445,558
	12,714		10,730
Debt Service T	14,127	2.654	11,923

Chouteau Shopping Center, Cost Benefit Analysis Assumptions

- 1444.44	4-2 1-			
Growth Rates				
Annual Growth, Land	1%			
Annual Growth,				
mprovements	1%			
Annual Growth, Sales	2%			
Assessed Values				
FMV, Land	326,094	IEAV Land	104,350	
EFMV, Land	326,094	EAV Land	104,350	
FMV, Improvements	358,312	IEAV Improvements	114,660	
EFMV, Improvements	8,781,668	EAV Improvements	2,810,134	
Levy Rates				
	Real Property Tax Rates	Personal Property Tax Rafes		
Handicap	0.12%	0.12%		
Metro. Community College	0.22%	0.22%		
Library	0.33%	0.33%		
Mental Health	0.09%	0.09%		
Health	0.10%	0.10%		
NKC School District	4.14%	4.14%		
Blind Pension	0.03%	0.03%		
City General	1.34%	1.34%		
Inventory Replacement	1.59%	n/a		
Debt Service	0.09%	0.09%		
			Sales Tax Rates	
Economic Activities			City General	1.00000%
Pre Development	11.067		Food & Beverage	1.75000%
IEAV, Personal Property	11,057		Mass Transit	0.50000%
Jobs	75,000		County	0,75000%
Payroll	400,000		Bi-State	0.00125%
Sales Post Sales	400,000		State	4.00000%
	2,174,783		2.4.0	
EAV, Personal Property*	699		Earnings Tax	1.000000%
Jobs	10,597,200		Harris Harris American	
Payroll	47,279,482			
Sales	41,219,402			

[&]quot;Initial equalized_assessed valuation at full buildout (year 2 for Retail D, year 1 for all other Project Areas).

	Assessed Value of	Assessed value of	Assessed Value of Personal Proberty	Existing Sales	Existing Payroll
Tear	404.250	114 660	11.057	400,000	75,000
	104,350	114 660	11,057	408,000	76,500
4 0	104,350	114 660	11,057	416,160	78,030
,	104,350	114 660	11,057	424,483	79,591
-	056,401	114 660	11,057	432,973	81,182
0 0	104 350	114 660	11,057	441,632	82,806
7 0	104 350	114.660	11,057	450,465	84,462
	104 350	114,660	11,057	459,474	86,151
0	104 350	114,660	11,057	468,664	87,874
,	104.350	114.660	11,057	478,037	89,632
-	104 350	114,660	11,057	487,598	91,425
4.5	104 350	114,660	11,057	497,350	93,253
4 6	104 350	114,660	11,057	507,297	95,118
, ,	104.350	114,660	11,057	517,443	97,020
r u	104 350	114,660	11,057	527,792	98,961
2 8	104.350	114,660	11,057	538,347	100,940
1	104 350	114,660	11,057	549,114	102,959
18	104 350	114,660	11,057	260,097	105,018
0 0	104 350	114,660	11,057	571,298	107,118
200	104 350	114 660	11,057	582,724	109,261
24	104 350	114,660	11,057	594,379	111,446
22	104,350	114,660	11,057	606,267	113,675
23	104.350	114,660	11,057	618,392	115,948

Property		*********		Mental	School	Blind	General	Inventory Replacement	Service	Health
ľax	Handleap 0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	600000	0.0010
Year					1900	ci ci	2 935	3 482	197	219
	263	482	723	181	700'6	99	2,935	3,482	197	219
2	263	482	723	181	2,000	88	2,935	3,482	197	219
3	263	482	723	181	100'6	99	2035	3 482	197	219
4	263	482	723	197	190'6	99	2036	3 482	197	219
2	263	482	723	19/	190'6	00	2035	3.482	197	219
9	263	482	723	19/	/an's	00	2000	2 482	197	219
1	263	482	723	197	/90'6	00	2,833	2,482	197	219
8	263	482	723	197	190'6	000	2000	3,482	197	219
6	263	482	723	197	190'6	000	2,933	3 482	197	219
10	263	482	723	197	190'6	QQ	2,933	2010	107	219
	263	482	723	197	290'6	99	2,935	3,402	107	210
- 0	263	482	723	197	6,067	99	2,935	3,482	181	213
y c	. 000	482	723	197	9.067	99	2,935	3,482	197	213
13	203	405	723	107	9.067	99	2,935	3,482	197	219
14	263	402	123	407	0.087	88	2,935	3,482	197	219
15	263	482	123	181	750.0	99	2 935	3,482	197	219
16	263	482	700	181	0.067	99	2 935	3,482	197	219
17	263	482	(73	161	100,0	88	2,935	3,482	197	219
18	263	482	(23	10	200,0	99	2006	3 482	197	219
19	263	482	723	197	9,007	00	2035	3.482	197	219
20	263	482	723	187	100'6	99	2035	3.482	197	219
21	263	482	723	19/	190'6	000	2000	2 482	197	219
22	263	482	723	197	190'6	00	2,933	204,0	197	219
23	263	482	723	197	290'6		2,933	2,402	101	C. Marketan A
1	7.00 SH	SHARINRY.	16 823	4.534	208,641	1.514	67.499-	60,092	4 004	700.0
Present	4		d çoran						900	·

Cost Benefit Analysis
Without TIF

Personal	Ş	4 C	Thranc	Mental	School Dienet	Blind: Pansion	City General		Frealth
TENERS WINES	12	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0009	0.0010
Year								9	**
-	13	24	36	10	458	3	148	10	11
2	4.30	24	36	10	458	3	148	10	14
4 0	13	24	36	10	458	3	148	10	11
7	13	24	36	10	458	0	148	10	11
t u	7 5	24	36	10	458	3	148	10	11
o u	13	24	36	10	458	3	148	10	11
2	13	24	36	10	458	6	148	10	11
α	13	24	36	10	458	6	148	10	11
0 0	13	24	36	10	458	3	148	10	11
5 0	13	24	36	10	458	6	148	10	11
2 +	13	24	36	10	458	c)	148	10	11
12	13	24	36	10	458	6	148	10	11
1 6	13	24	36	10	458	e	148	10	11
2 7	13	24	36	10	458	6	148	10	11
r v	13	24	36	10	458	6	148	10	Ļ
2 4	13.0	24	36	10	458	3	148	10	=
17	13	24	36	10	458	8	148	10	- 11
18	13	24	36	10	458	3	148	10	1
19	13	24	36	10	458	3	148	10	11
20	13	24	36	10	458	3	148	10	11
21	13	24	36	10	458	3	148	10	11
22	13	.24	36	10	458	3	148	10	=
23	13	482	36	10	458	. 3	148	10	11
Totals		11017	688	229	10,528	76	3,406	528	254

Cost Benefit Analysis
Without TIF

ē	Otty Ganeral	Food & Beverade	Mess	County	County Bi-State	State	Earnings Fax	Total Taxes
	0.0100	0.0175	0.0050	0.0075	0.0001	0,0400	0.0100	
						000	750	54 145
	4,000	000'2	2,000	3,000	20	16,000	130	27.00.42
-	4.080	7,140	2,040	3,060	51	16,320	(0)	100,10
-	4 162	7,283	2,081	3,121	52	16,646	780	52,470
1	4 245	7.428	2,122	3,184	53	16,979	796	53,152
1	4 330	7.577	2,165	3,247	54	17,319	812	53,848
+	4448	7 7 29	2 208	3,312	55	17,665	828	54,558
-	4 505	7 883	2 252	3.378	56	18,019	845	55,283
+	4,505	8 041	7997	3.446	57	18,379	862	56,021
+	4 687	8 202	2.343	3,515	59	18,747	879	56,775
-	1901	8 366	2.390	3.585	09	19,121	896	57,544
+	4 976	8 533	2 438	3.657	61	19,504	914	58,328
+	4 973	8 704	2.487	3,730	62	19,894	933	59,127
1	5,073	8.878	2.536	3,805	63	20,292	951	59,943
+	5,174	9.055	2.587	3,881	65	20,698	970	60,775
+	E 278	920,0	2 639	3.958	99	21,112	066	61,623
-	5 383	9 421	2,692	4,038	67	21,534	1,009	62,489
-	5,001	9,609	2.746	4.118	69	21,965	1,030	63,372
+	5,501	9 802	2,800	4,201	70	22,404	1,050	64,273
-	5,713	9 998	2,856	4,285	- 71	22,852	1,071	65,191
-	5.827	10.198	2.914	4,370	73	23,309	1,093	66,128
+	5 944	10.402	2,972	4,458	74	23,775	1,114	67,084
1	6 063	10,610	3,031	4,547	9/	24,251	1,137	68,058
-	6.184	10,822	3,092	4,638	77	24,736	1,159	69,510
Totals	115,380 III	201,916	1	*	1,442	461,519	21,634	11.368,498
			Possis					

allzed ediValue of	Assassed value of	Equalized Assessed Value of Personal Property	Antiolpated Sales	Anticipaled Payroll
D	Militare Marine	1 574 843	23,019,100	5,610,000
4,350	2,610,134	1 859.814	47,279,482	10,597,200
15,394	2,838,233	1 582 342	48,225,072	10,809,144
16,447	2,866,616	1 25 A BEA	49.189.573	11,025,327
,512	2,895,284	1,304,004	50 173 365	11,245,833
108,587	2,924,237	700 000	51.176,832	11,470,750
19,673	2,953,479	4 262 623	52 200 368	11,700,165
07770	2,983,014	1,205,023	53 244 376	11,934,168
11,877	3,012,844	1,200,124	54 309 263	12,172,852
2,996	3,042,972	000,111,1	55 305 449	12,416,309
14,126	3,073,402	1,008,049	56 503 358	12,664,635
15,267	3,104,136	899,910	57 633 425	12,917,928
16,420	3,135,178	171,167	58 786 093	13,176,286
17,584	3,166,529	D20,022,1	50 081 815	13,439,812
18,760	3,198,195	1,256,124	61 161 051	13,708,608
19,948	3,230,177	1,117,300	62 384 272	13,982,780
21,147	3,262,478	1,000,049	62,631,958	14,262,436
22,359	3,295,103	018,888	64 904 597	14.547,685
23,582	3,328,054	1/1,18/	66 202 689	14 838,638
24.818.	3,361,335	1,233,626	200,202,00	15 135 411
26 066	3,394,948	1,256,124	C+1,02C,10	15 438 119
77.327	3,428,898	1,117,388	68,811,210	16.746 BB2
28 600	3,463,186	1,008,649	70,254,623	12,740,42
200104	0 101 010	899 910	71,659,920	210,100,01

Real				Mental	School	Blind	General	Inventory Replacement	Debt Service	Health
perty Ta	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	0.0009	0.0010
Year				1	1000	47.4	2035	46.340	197	219
-	263	482	723	197	100'6	410	2000	AR BOA	197	219
2	263	482	723	197	190'6	. 883	2,935	+00'04	107	210
	263	482	723	197	6,067	892	2,935	41,212	101	240
2 -	263	482	723	197	190'6	901	2,935	47,744	181	617
4	202	482	723	197	9,067	910	2,935	48,222	197	219
0	703	400	793	197	9 067	919	2,935	48,704	197	219
9	203	705	700	107	9.087	928	2,935	49,191	197	219
7	263	482	700	107	9.067	937	2,935	49,683	197	219
8	263	795	700	107	0.067	947	2,935	50,180	197	219
6	283	482	700	101	290.6	956	2 935	50,682	197	219
10	263	482	700	101	790.0	966	2 935	51,189	197	219
11	263	482	700	101	790.0	975	2 935	51,700	197	219
12	263 ·	482	123	101	1000	200	2035	52 217	197	219
13	263	482	723	181	100'6	200	2000	62 740	197	219
14	263	482	723	197	190'6	CAA	2,933	25,000	101	210
15	263	482	723	197	6,067	1,005	2,935	23,201	101	210
2 2	263	482	723	197	290'6	1,015	2,935	53,800	187	213
2 1	283	CRA	723	197	9.067	1,025	2,935	54,338	197	219
7	263	482	793	197	290'6	1,035	2,935	54,881	197	219
10	202	489	793	197	290'6	1.046	2,935	55,430	197	219
18	507	704	703	197	9 067	1.056	2,935	55,984	197	219
7.0	502	405	723	197	6 067	1.067	2,935	56,544	197	219
21	203	704	707	107	9.067	1 078	2.935	57,109	197	219
22	263	462	723	107	9.067	1.088	2,935	57,681	197	219
23	263	402	- 0	IS!	100'0	REPRINTER	197 490	1 191 701	4 534	203
Totals	6,045	11,00%	0705	4,034	40000	A.A. TOO	2017			
Dragont										

Gerieral 8 0.0134 0 21,103 1 21,203 1 18,289 1 15,375 1 12,461 1 16,832 1 14,973 1 10,602 1 10,602 1 10,602 1 10,602 1 10,602 1 10,602 1 10,602 1 10,631 1 1	12,029	10.826	356,889	996'2'	23,957 (102,008 11,826 497,982	29,957	967,841	58,661		270116
Pension General 0,0003 0.0134 472 21,103 472 21,103 475 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832		019	12,059	270	37,256	810	2,970	1,980		80
Pension Gerreral 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973	1,009	908	13,516	303	41,758	908	3,329	2,219:	2	01
Pension Gerreral 0,0003 0.0134 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 377 16,832 335 14,973 370 16,831 370 16,832 335 14,973 335 14,973 335 14,973 335 14,973 335 14,973 337 16,832 337 16,832 337 16,832	1,117	1,006	14,973	335	46,260	1,006	3,687	2,458	2	41
### BIRTH ####################################	1,256	1,131	16,832	377	52,004	1,131	4,145	2,763	2	-
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 303 13,516 270 12,059 270 12,059 237 10,602 335 14,973 335 14,973 377 16,832 370 12,059 237 10,602 237 10,602 237 10,602 237 10,602 237 10,602 237 10,602 237 10,602 237 10,602	1,234	1,110	16,531	370	51,072	1,110	4,071	2,714	2	30
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 303 13,516 237 10,602 237 10,602 237 16,832 335 14,973 335 14,973 335 14,973 377 16,832	791	712	10,602	237	32,754	712	2,611	1,741	1	6
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,832 335 14,973 303 13,516 270 12,059 270 12,059 270 12,059 277 16,832 335 14,973 335 14,973	006	810	12,059	270	37,256	810	2,970	1,980	5,	
Pension Gerreral 0.0003 0.0134 0.0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 379 16,933 377 16,832 335 14,973 303 13,516 270 12,059 237 10,602 237 16,832 370 16,832	1,009	808	13,516	303	41,758	808	3,329	2,219	2,2	
Pension Gerreral 0.0003 0.0134 0.0003 0.0134 472 21,103 409 18,289 409 18,289 377 16,832 335 14,973 335 14,973 335 12,059 270 12,059 270 12,059 237 10,602 377 16,832 377 16,832 377 16,832 377 16,832 377 16,832 377 16,833	1,11/	1,006	14,973	335	46,260	1,006	3,687	58	2,458	=
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 379 16,933 377 16,832 335 14,973 303 13,518 270 12,059 270 12,059 237 10,602	1,256	1,131	16,832	377	52,004	1,131	4,145	63	2,763	-
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 379 12,461 379 16,933 371 16,832 335 14,973 303 13,516 270 12,059 270 12,059	1,234	1,110	16,531	370	51,072	1,110	4,071	4	2.714	30
Pension General 0.0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 377 16,933 377 16,832 335 14,973	791	712	10,602	237	32,754	712	2,611	41	1.741	H
Pension General 0.0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 279 12,461 379 16,933 377 16,832 335 14,973	006	810	12,059	270	37,256	810	2,970	80	1,980	80
Pension Gerreral 0.0003 0.0134 0.0003 0.0134 472 21,103 475 21,203 409 18,289 344 15,375 279 12,461 279 16,933 375 16,933 335 14,973	1,009	808	13,516	303	41,758	806	3,329	19	2.219	
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 379 16,933	1,117	1,006	14,973	335	46,260	1,006	3,687	89	2.458	1 2
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461 279 12,461	1,256	1,131	16,832	377	52,004	1,131	4,145	33	2.763	100
Pension General 0.0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375 279 12,461	1,264	1,137	16,933	379	52,314	1.137	4.170	30	2.780	200
Pension General 0.0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289 344 15,375	930	837	12,461	279	38,498	837	3.069	8	2 046	+
Pension Gereral 0,0003 0.0134 472 21,103 558 24,922 475 21,203 409 18,289	1,147	1,033	15,375	344	47,502	1,033	3.786	40	2524	17
Pension General 0,0003 0.0134 472 21,103 558 24,922 475 21,203	1,365	1,228	18,289	409	56,505	1,228	4 504	33	3 003	0 00
Pension General 0.0003 0.0134 472 21,103 558 24,922	1,582	1,424	21,203	475	69,509	1,424	5,222	-	3.481	-
Pension General 0.0003 0.0134 472 21,103	1,860	1,674	24,922	558	76,996	1,674	6,137	2	4.092	2
Pension General 0.0003 0.0134	1,575	1,417	21,103	472	65,198	1,417	5.197	55	3 465	1 890 3 46
Pension General	0.0010	0.0009	0.0134	0.0003	0.0414	0.0009	0.0033	22	8	8
	Health	Service	General	Pension	District	Health	Library	9	College	Handlean Colle

1							Programa
1,474,514	47,478,130	18,421	3.284.252 4,926,378	48,284,252	14 494 883	E AKKANKAK	62
80,309	2,594,669	988	268,725	179,150	627.024	358 300	27
78,734	2,543,793	878	263,456	175,637	614 730	261 974	17
161//	2,493,915	861	258,290	172,193	602,676	344 386	24
119'61	2,445,015	844	253,225	168,817	590,859	337 634	00
74,193	2,397,073	828	248,260	165,507	579.274	931 013	0
77,400	2,350,072	811	243,392	162,261	567,915	324 523	18
715,17	2,303,992	795	238,620	159,080	556,780	318 160	17
4 6 6 6 6	2,258,816	780	233,941	155,961	545,862	311 921	48
00,043	2,214,525	765	229,354	152,903	535,159	305,805	15
661,70	2,171,103	750	224,857	149,905	524.666	299 809	14
65,881	2,128,532	735	220,448	146,965	514 378	203 030	43
64,590	2,086,797	720	216,125	144,084	504 292	288 187	- 64
63,323	2,045,879	706	211,888	141,258	494.404	282 517	2 **
280,29	2,005,764	692	207,733	138,489	484 710	770 970	2 5
60,864	1,966,435	679	203,660	135,773	475,206	274 646	0
59,671	1,927,877	999	199,666	133,111	465 888	200,102	- 0
58,501	1,890,076	653	195,751	130,501	456 753	255,004	9 1
57,354	1,853,016	640	191,913	127 942	707 744	100,002	0
56,229	1,816,682	627	188,150	125 433	430,017	046,092	4
55,127	1,781,061	615	184.461	122 974	500 VCV	671,172	
54,046	1,746,138	603	180,844	120 563	413,080	236,397	2
52,986	1,711,900	591	177 29R	37,340	71417	115,096	-
28,050	745.000	288	96 322	073.53			Year
	200	0.0000123	0,00375	0.0025	0.00875	0.0050	
0.0050	0.0400	70000105	350000	11011011	Beyerage	Sales Tax City Deneral	es-Tax
Earnings Tax	State*	El. State		Mass	Foods		

2,892,980 2,929,753 2,971,492 3,014,341 3,058,323 3,198,968 3,198,968 3,251,556 3,307,326 3,307,326 3,587,251 3,587,251 3,587,251 3,711,251

1,396,752

* The sale of food at Project Area Retail B (grocery store) is not subject to state sales tax.

4,240,058

4,093,389

3,842,822

4,024,339

29,813,770

Chouteau Shopping Center, Personal Property Assessed Valuations

	Potell 4	Retall E	Retall C	Retail C Refail D	Ouffet 1	Outlot 2		Dullof 3 Valuation by Year
	25,000	3,000,000	350,000	1,800,000	500,000	550,000	300,000	
200						20000	000 00	474 BA
333	8.333	006'666	116,655	0	166,650	183,315	000,00	A GEO SA
3 000	6 666		93,324		133,320		766'6)	1009,01
31 23	5,833		81,659	479,952	116,655			71007001
3 3	0000		69,993	419,958	066'66			1,304,394
2 10	4 166		58,328	359,964	83,325			
19 69	3 333		46,662	299,970	66,660		39,996	100
2 3	5,416				108,323			
2 2	4 583			389,961	91,658			1,75b,124
2 32	4.166				83,326			
2 3	1750		52,495	299,970	74,993			
2 32	3 433			269,973	66,661			
20 20	2,032			239,976	58,328			
3 3	5.418			Ti-	108,323			
	4 583	1		389,961	91,658	-		
4 7	4 166			329,967	83,326			
2 2	3 750			299,970	74,993			1,00b,049
	1		46,662	269,973	66,661			
					58,328			
28 23					108,323	119,155		1,233,626
n S	A 583				91,658	-		
	4 166				83,326			
100	3.750			299,970	74,993			
900	3 333			269,973	199'99	73,326	39,996	DIA BAD

Personal property fair market values are based on estimated personal property values from similar developments in Clay County, as obtained from the Clay County Assessors Office, These assessed value calculations also assume that one-half of the total personal property for each structure is replaced every 6 years with similar new personal property.

CHOUTEAU & 1.35 10 YEAR OPERATING PROFORMA

	1.0									
DESCRIPITION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
Rental Income CAM Income	942,027 361,012	1,826,027	1,826,027	1,852,027 773,898	1,875,955	773,898	1,875,955 773,898	1,875,955	1,875,955 773,898	1,898,933
Annual Income	1,303,039	2,599,925	2,599,925	2,625,925	2,649,853	2,649,853	2,649,853	2,649,853	2,649,853	2,672,831
Operating Expenses Non Operating Expenses	372,279 98,349	790,067	790,067	790,067 192,240	790,067	790,067	790,067 192,240	790,067	790,067 192,240	790,067 192,240
Annual Expenses	470,628	982,307	982,307	982,307	982,307	982,307	982,307	982,307	982,307	982,307
Net Operating Income	832,411	1,617,618	1,617,618	1,643,618	1,667,546	1,667,546	1,667,546	1,667,546	1,667,546	1,690,524
Debt Service @ 8.5%20	896,363	896,363 1,781,747	1,781,747	1,781,747	1,781,747	1,781,747	1,781,747	1,781,747	1,781,747	1,781,747
Cash Flow	(63,952)	(164,129)	(164,129)	(138,129)	(114,201)	(114,201)	(114,201)	(114,201)	(114,201)	(91,223)
Annual Cash/Cash (1)		53								
Annual T.I.F. Revenues*	0	0	0	0	0	0	0	0	0	0
Annual T.I.F. Debt Service*	0	0	0	0	0	0	0	0	0	0
.(1) Annual Cash/Cash %	-1.50	-3.84	-3.84	-3.23	-2.67	-2.67	-2.67	-2.67	-2.67	

*Note: T.I.F. amount is projected at \$4,798,591 T.I.F. revenues and amount for debt service are based on a 7 year amoritzed eight (8) percent loan, the exact amounts to be determined after EDC provides PILOTS and EATS estimates.

CHOUTEAU & 1-35 10 YEAR OPERATING PROFORMA

DESCRIPITION	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10
Rental Income	942,027	1,826,027	1,826,027	1,852,027	1,875,955	1,875,955	1,875,955	1,875,955	1,875,955	1,898,933
CAM Income	361,012	773,898	773,898	773,898	773,898	773,898	773,898	773,898	773,898	773,898
Annual Income	1,303,039	2,599,925	2,599,925	2,625,925	2,649,853	2,649,853	2,649,853	2,649,853	2,649,853	2,672,831
		ŧ,								
Operating Expenses	372,279	790,067	790,067	790,067	790,067	790,067	790,067	790,067	790,067	790,067
Non Operating Expenses	98,349	192,240	192,240	192,240	192,240	192,240	192,240	192,240	192,240	192,240
Annual Expenses	470,628	982,307	982,307	982,307	982,307	982,307	982,307	982,307	982,307	982,307
		X								-
Net Operating Income	832,411	1,617,618	1,617,618	1,643,618	1,667,546	1,667,546	1,667,546	1,667,546	1,667,546	1,690,524
Debt Service @ 8.5%/20	896,363	1,381,971	1,381,971	1,381,971	1,381,971	1,381,971	1,381,971	1,381,971	1,381,971	1,381,971
Cash Flow	(63,952)	235,647	235,647	261,647	285,575	285,575	285,575	285,575	285,575	308,553
Annual Cash/Cash (1)	,	i e	4							
Annual T.I.F. Revenues*	0	000'006	000'006	000'006	000'006	000'006	900,000	900,000	000'006	000'006
Annual T.I.F. Debt Service*	0	897,502	897,502	897,502	897,502	897,502	897,502	897,502	0	0
(1) Annual Cash/Cash %	-1.93	7.1	1.7	7.89	8.61	8.61	8.61	8.61	8.61	9.3

*Note: T.I.F. amount is projected at \$4,798,591 T.I.F. revenues and amount for debt service are based on a 7 year amortized eight (8) percent loan, the exact amounts to be determined after EDC provides PILOTS and EATS estimates.

TRANSMITTAL LETTER

DATE:

February 25, 1998

TO:

Mike Malyn, Parks & Rec

Dave Frantze, Stinson Mag & Fizzell

Laura Whitner, TIF

Tim Kristl, Mitchell Kristl & Lieber

FROM:

Brock J. Rule, MAI

RE:

Chouteau Economic Impact Study

REC. NO .:

6991

Please find attached a draft Economic Impact Study. Some key points to consider:

- I've only included the impact of new commercial development fronting Chouteau that would not have otherwise occurred.
 - I have not included any indirect benefits such as improved values/taxes to
 existing development. Nor have I included any benefits to the
 neighborhood away from Chouteau (i.e., to the area residences).
 - I have not included any new development in Buckeye Industrial Park. First,
 Pursell has a demonstrated history of industrial absorption with Chouteau
 in its current state. Also, Buckeye is nearly fully absorbed. I have instead
 projected new industrial surrounding Best Tool and to the northwest of
 Buckeye.
 - I have included no e-tax or sales tax on construction, or any personal.
 property tax.
 - The study nets out the negative effects of the right-of-way takings.
- The southeast corner of Chouteau and Parvin is central to economic impact. If it is retail in the near term, then the benefit is substantial—particularly for County sales tax. Unfortunately, I don't believe large retail is feasible in the near term. I like apartments best, particularly low-income housing tax credits. However, I don't think the zoning is politically possible. Industrial is probably economically feasible, but the City Staff is sure to object, wanting to keep industrial south of the creek. The compromise I've gone with for now is retail on the west of the two tracts in Year 10, and apartments in Year 3 east of Jackson.

- The Park Department's current plan is take right-of-way on the east side of Chouteau, including Diamond Joe's. I have not provided for any of the taken land to be put back on the market.
- 4) The computer model that I have built is large and complicated. The model is driven by the County's tax parcelization. The tax maps are attached. The highlighted areas are those included in the model (102 parcels). I considered all of them for redevelopment, but have only selected a few as being likely. You should focus on three reports covering five pages:
 - Study Conclusions (1 page) gives the overall impact
 - Direct Benefit Tax Revenue Summary (2 pages) shows 23 years of net direct benefit for each jurisdiction
 - Parcel Data and Redevelopment Model (2 pages) shows current data for all 102 parcels and shows which are to be redeveloped, when, and with what

The remaining pages are a parcel-by-parcel, year-by-year projection for all taxing jurisdictions.

CHOUTEAU TRAFFICWAY TIF STUDY CONCLUSIONS

STUDY AREA
PROPERTY FOCUS
DIRECT BENEFITS STUDIED
INDIRECT BENEFITS STUDIED

EXISTING TAX REVENUE Real Estate

Economic Activity (estimated) Total Existing Tax Revenue

NEW DEVELOPMENT PROJECTED

Retail Industrial Apartment Total New Development Demolished for Right-of-Way

DIRECT NEW ECONOMIC BENEFIT

Sum Total Tax Revenue Over 23 Years Present Value of Tax Revenue @ 9% Annual Average New Tax Revenue Annual Average New Revenue vs. Existing

Chouteau Trafficway from 43rd Terrace to M-210
Commercial properties fronting Chouteau
New development specifically motivated by improved Chouteau
None

\$306,915 790,870 \$1,097,785 69,000 Sq.Ft. \$5,520,000 Construction Value 247,000 95,000 2,850,000 2,850,000 411,000 Sq.Ft. \$18,250,000

46,572 Sq.Ft. \$423,600 County Appraised Value

\$14,274,739 \$2,952,023 \$620,641 56.5%

> Recap.xds Conclusion 2/25/98 3:18 PM

CHOUTEAU TRAFFICWAY TIF DIRECT BENEFIT TAX REVENUE SUMMARY

County Debt Service	1997	Total		2	m	7	2	9	1	82	61	10		12	13	14
	4,117	78,281	-310	-31	966	1,265	1,545		2,121	2,142	2,569		3,960	4,448	4,492	4,537
Handicapped	5,489	104,376	413	-41	1,328	1,586	2,059		2,828	2,856	3,425		5,279	5,930	5,989	6,049
Mental Health	4,117	78,281	310	5	966	1,265	1,545		2,121	2,142	2,569		3,960	4,448	4,492	4,537
Health	4,574	86,979	344	-34	1,106	1,405	1,716	2,020	2,356	2,380	2,854	4,356	4,399	4,942	4.991	5.041
Library	15,094	287,030	-1,135	.113	3,651	4,537	5,664		7,776	7,854	9,419		14,518	16,308	16,471	16,636
Community College	10,063	191,354	-757	-76	2,434	3,091	3,776		5,184	5,236	6,280		9,679	10,872	10,981	11,090
NKC Schools	189,364	3,600,926	-14,243	-1,423	45,805	58,174	71,052		97,552	98,528	118,170	-	182,137	204,589	206,634	208,701
M&M Replacement	72,727	1,382,964	-5,470	-547	17,592	22,342	27,288		37,466	37,840	45,384		69,951	78.574	79,360	80,153
State Bilnd Pension	1,372	26,094	-103	-10	332	422	515		707	714	856	1,307	1,320	1,483	1.497	1.512
Subtotal County Real Estate	306,915	5,836,282	-23,084	-2,307	74,239	94,287	115,160	135,562	158,110	159,691	191,527	292,281	295,203	331,592	334,908	338,257
City Real Estate	83,757	1,339,476	-5,298	-529	17,038	21,640	26,430	31,113	36,287	36,650	43,957	67,081	67,752	76,103	76,864	77,633
Subtotal Real Estate	390,673	7,176,767	-28,382	-2,836	91,277	115,927	141,590	166,674	194,397	196,341	235,484	359,351	362,955	407,695	411,772	415,889
City Sales (Incl F&B)	131,335	1,014,876	-115,303	-116,456	-34,992	-35,342	-35,695	-36,052	-36,413	-36,777	37,145	100,288	101,291	102,304	103,327	104,360
County Sales	63,360	566,772	-55,344	-55,897	-15,142	-15,294	-15,447	-15,501	15,757	-15,915	-16,074	52,668	53,194	53,726	54,263	54,806
Mass Transit	42,240	377,848	-36,896	-37,265	-10,095	-10,196	-10,298	-10,401	-10,505	-10,610	-10,716	35,112	35,463	35,817	36,175	36,537
BI-State	845	7,567	-738	-745	-202	-204	-206	-208	-210	-212	-214	702	709	716	724	731
State Sales	337,920	3,022,784	-295,168	-298,120	-80,759	-81,567	-82,383	-83,206	-84,038	-84,879	-85,728	280,893	283,702	286,539	289,405	292,299
2012/20	49,556	470,999	-10,855	-8,439	-193	2,278	4,694	7,054	9,672	9.768	13,548	25,047	25,297	29,567	29,862	30,161
Eamings	165,605	1,638,146	-20,990	-11,090	-1,325	8,553	18,212	27,643	38,110	38,491	53,603	80,989	81,799	98,682	699'68	100,666
Subtotal EATS	790,870	7,098,983	-535,284	-528,012	-142,708	-131,771	-121,122	-110,772	-99,141	-100 133	-82,726	575,699	581,456	607,352	613,425	619,560
TOTAL TAXES	1,181,543.	14,274,739	-563,667	-530,848	-51,430	-15,844	20,468	55,902	95,256	96,208	152,759	935,060	944,411	1,015,047	1,025,197	035,449
			911							¥						
PRESENT VALUE	%6	2,952,023 -517,125	-517,125	-446,804	-39,714	-11,224	13,303	33,333	52,108	48 284	70,334	394,980	365,990	360.884	334.397	309 855

CHOUTEAU TRAFFICWAY TIF
DIRECT BENEFIT TAX REVENUE SUMMARY

Tax	1997	Total	15	16	17	18	19	20	21	22	
County Debt Service	4,117	78,281	4,582	4,628	4,674	4,721	4,768	5,279	5,332	5,385	5,43
Handloapped	5,489	104,376	6,110	6,171	6,233	6,295	6,358	7,039	7,109	7,180	7,25
Mental Health	4,117	78,281	4,582	4,628	4.674	4,721	4,768	5,279	5,332	5,385	5,43
Health	. 4,574	86,979	5,091	5,142	5.194	5,246	5,298	5,866	5,924	5,984	6,04
Library	15,094	287,030	16,802	16,970	17,140	17,311	17,484	19,357	18,551	19,746	19,944
Community College	10,063	191,364	11,201	11,313	11,426	11,541	11,656	12,905	13,034	13,164	13,29
NKC Schools	189,364	3,600,926	210,788	212,896	215,025	217,175	219,347	242,844	245,273	247,725	250,20
M&M Replacement	72,727	1.382.964	80,955	81,754	82,582	83,408	84 242	93,266	94,199	95,141	50'96
State Blind Pension	1,372	26,094	1,527	1,543	1,558	1,574	1,589	1,760	1,777	1,795	1,81
Subtotal County Real Estate	306,915	6.836,282	341,639	345,056	348,506	351,991	355,511	393,595	397,531	401,507	405,52
City Real Estate	83,757	1,339,475	78,409	79,193	79,985	80,785	81,593	90,333	91,237	92,149	93,07
Subtotal Real Estate	390,673	7,175,757	420,048	424 249	428,491	432,776	437,104	483,929	488,768	493,556	498,59
City Sales (Incl F&B)	131,335	1,014,876	105,404	106,458	107,523	108,598	109,584	110,781	111,888	113,007	114,13
County Sales	63,360	666,777	55,354	55,808	56,467	57,031	57,502	58,178	58,759	59,347	29,94
Mass Transmit	42,240	377,848	36,903	37,272	37,544	38,021	38,401	38,785	39,173	39,565	39,96
BI-State	845	7,567	738	745	753	760	768	776	783	791	75
State Sales	337,920	3,022,784	295,222	298,174	301,156	304,167	307,209	310,281	313,384	316,518	319,683
Cilibes	49,556	470,389	30,462	30,767	31,075	31,386	31,699	36,486	36,851	37,220	37,58
Eamings	165,605	1,638,146	101,673	102,689	103,716	104,753	105,801	124,739	125,986	127,246	128,519
Subtotal EATS	790,870	7,098,983	625,756	632,013	638,333	644,717	651,164	680,025	686,826	693,694	700,63
TOTAL TAXES	1.181.543	14,274,739	1.045.804	1.056.252	1,066,824	1.077,493	1,088,268	1,163,954	1.175.594	1,187,350	1 199 22

9% [2,352,023 287,113 266,040 246,515 228,422 211,657 207,685 192,442 178,318 165,231

PRESENT VALUE

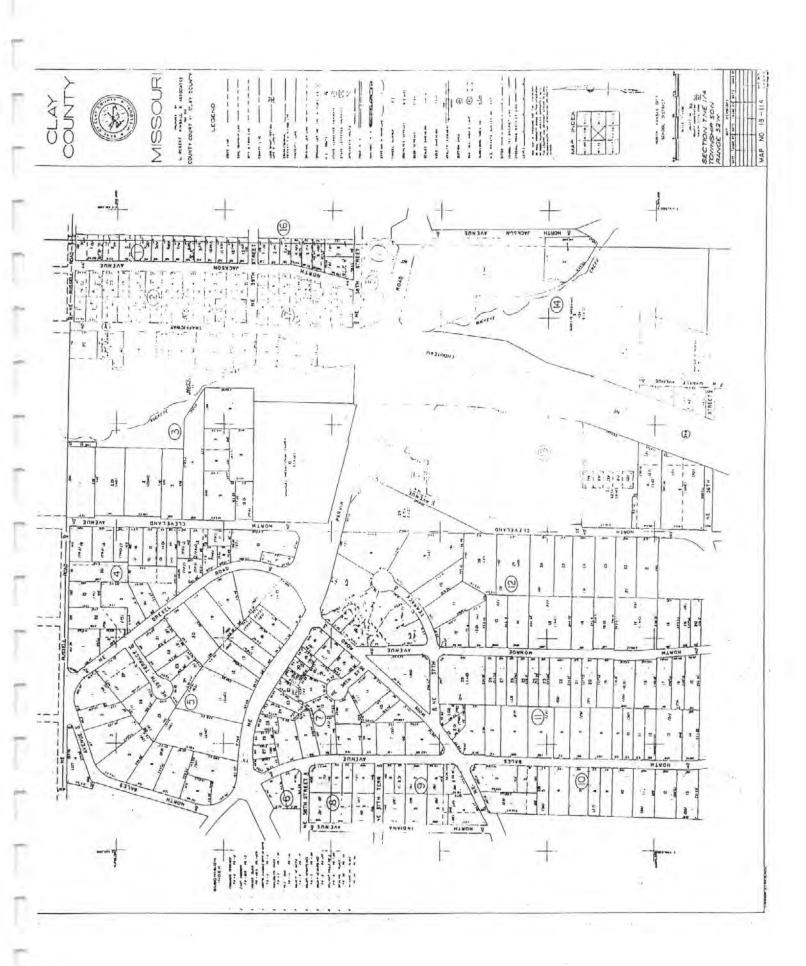
Principal Continues Contin	15 Big General Address Bull Sigh Area Res General 44,400 1,7								*	Classif	Classification	1997	1997 Appraised Value	Н			Rede	21	-	13.00
10 Stage Colorest	Control Cont	- 2	3	Parrel	Name	Address	Bulf	-3	Acres	Res Co	Ato m	Land	Improved	Total	1997 Use	Redevelop?	Year		ACTOR	20.71
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Color Colo	100 London Sanito London London London London London London London Lo	C		018	Gittings Robert (Chiro	4130 NE WINN	1940	704	0.18	32	*	10,300	6,300	18,600	8000	- 3		HIGHE-OF-YVBY	0.00	3
Column C	COD Front, Shields 410 NE Chorden 196 198 11,000 20,00 COD Front, Shields 410 NE Chorden 196 132 0.74 194 195 130 20,00 50,00	0		018	I mais Patricla	NE Chouteau		C	0.07	19%		1,400	a	1.400	Vacant	*	-	HIGH-OF-Way	000	0 6
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Control Cont	COD Chick Review 185 (45 ME Winn) 1864 (45 ME W	2 0		2000	France Farrall	4150 NE Winn	1890	1.382	0 17	*81		10,400	55,000	85,400	1 Family	z			800	0 0
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Conference Con	022 Cole, Roadia 1115 He With 100 Bit State 15 year 15	2		70	Carolin, Carrey	2000	1044	513	0 11	200		8.700	14,300	23,000	1 Family	Z			8	0
Control Cont	ODD Symbol Color Symbol <t< td=""><td>0</td><td></td><td>770</td><td>Cole, Rosella</td><td>CHICAL DISTRICT</td><td>4040</td><td>PAR</td><td>0.11</td><td>70</td><td></td><td>8 300</td><td>15,300</td><td>23,500</td><td>1 Family</td><td>Z</td><td></td><td></td><td>8</td><td>0</td></t<>	0		770	Cole, Rosella	CHICAL DISTRICT	4040	PAR	0.11	70		8 300	15,300	23,500	1 Family	Z			8	0
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OSC OFFICIARIE ALIBORIA CONTRIGORIA CONTRIGORIA<	ODS Choursau Andre Marin 1988 760 751 757 751 7	O	40	8	Helley & McGuire, Inc.	NE Winn	-	0	0.69	200		2,000		2000		>		Demolish		.780
December Application 1900 191	Opp Occurrate Author Marri Construction Author Marri Construction Author Marri Construction Author Marri Construction Author Marris Co	Q	60	88	Choutsey Auto Man	NE Winn	1968	780	011	n.	E	26.	2	2000		->		Demoish		8
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10.00 Marker Ma	Dit Number, Enrice	2 0	0 4	200	Cold at Charles	N lankage		C	0.14	86		7,900	0	2,800	Vacant	>	60	Demolish		0
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13 Price Carrieries 1070 N. Jackson 1947 1874	Distribution Dist	0		012	Matthews, Bert	ACCE N CHECKSON	4 5	250	5 6	200		0000	10 400	06.800	*	1	**	Demolish		SAS
Q1 Horse, Carell Q1 Horse, Carell Q2 Horse, Carell Q2 Horse, Carell Q2 Horse, Carell Q3 Horse, Carell Q3 Horse, Carell Q4 Horse, Carell Q4 Horse, Carell Q5 Horse, Carell<	Digitalismo, Anthony	0	9	913	Price, Katherine	4010 N Jackson	1947	540	2	200		000	200	2000		*	40	Demolish		188
0.02 days (February) (R.4.1 Earth of the control of th	Q24 Link Heinty NEE State of Mark Heinty <th< td=""><td>0</td><td>10</td><td>410</td><td>Hones, Carol</td><td>4012 N Jackson</td><td>1838</td><td>1,051</td><td>0.28</td><td>250</td><td></td><td>1,000</td><td>DON'NO</td><td>20,44</td><td></td><td>. ></td><td></td><td>Pemolish</td><td></td><td></td></th<>	0	10	410	Hones, Carol	4012 N Jackson	1838	1,051	0.28	250		1,000	DON'NO	20,44		. >		Pemolish		
OCT Chanding (Signate) 3655 KE Chouseau 195 Miles (Signate) 195 Mi	Q01 Sangent Keith 3956 NE Chouteau 1830 814 014 1994 9900 39,200 39,200 39,200 39,200 39,200 39,200 39,200 39,200 30,20	C	90	024	Linch, Henry	NE 41st		0	0.10	10%		30/1	0	3	•	-	,		8	
COD Challed Rigglary B 1955 (Elgy Part Schoolseus) 1927 (Schoolseus) 1,100 38,200 1,300 Asizon Schoolseus) 1,000 Asizon Schoolseus)<	002 Gamm, Clifford (Signs b.) 3955 NE Chouteau 1927 1,100 392,00 1,110 394,00 1,100			8	Saroant Keith	3959 NE Chouteau	1830	814	0.14	19%		006'6	19,000	28,900		2	,	Section 2 and	88	
Consistant Auto Mark Spirite Chockway 1655 4435 4435 4436	003 Chlouteau Andro Mari 3947 NE Chouteau 1962 4,435 0.93 32% 41,300 73,800 11,300 008 Milk Jak (Aveant) 3947 NE Chouteau 1962 4,435 0.93 32% 41,300 32,200	0 0		28	Garage Clifford (Since b		1827	1,268	0.30			1,100	38,200	37,300		-		Right-of-Way	2	
Colored Colo	Core Milk July (According) 3921 NE Chouteau 1965 1,539 0.41 32% 32,500 32,200 32,000 32,000 32,000 30,000 3931 NE Chouteau 1965 1,539 0.41 32% 32% 32,000 32,00	9 6		3 8	Choidean Ardo Mad		1982	4.435	0.89	n	*	41,300	73,600	114,900		>	-	RIGHT-Of-Way	90.0	1
Control of the cont	Digitalemen, Anthony 3813 NE Choureau 1885 1875	2 (4 6	38	The Control of the Co	SOUTH Chorden	1985	1.538	0.41	•	*	20,500	32,200	52,700		*	+	Right-of-Way	-041	3
Convention Annitory Stock National Convention Annitory Convention Convention Annitory Convention	Contentions Authory 3900 NE Chourses 1930 1940 1	9		3	MIR July (vacant)	The state of the s	1090	813	0.14		*	8.500	21,700	30,200		>	•	Right-of-Way	11.0	15
Comparation Authority State Choldrens Comparation	Old Digitorann, Anthony Anthony 200 Na Jockson 1930 789 0.28 194 13,500 19,100 31,000	0	2	8	Donut King	Seria Me Chouse	200	2		1 6	1	8 000	0	6,000	Ž	>		Right-of-Way	-0.13	0
Occupation Authority 2000 N Laboration 2	10 Contribution Autor Maria 300 N Lackson 1930 1632 1996	0	C	010	Digitalismo, Anthony	97	2000		1 76.0) 1	700	13.500	19 100	32 800		>		Right-of-Way	-0.25	427
O12 Diginanti Lana State of Landson 1920 1/95 1/95 1/95 1/95 1/95 1/95 1/95 1/95	O12 Digloyannini, Lena, 38000 N Jackson 1910 1910 J. Page 1918 1	0	2	110	Contentione Auto Mart	(4)	000	1700	200	, ,	2	2000	21 000	33 400	*	Z			000	_
Old Margach, Marriado 3940 N Jackson 1940 1,922 1948 1,200 4,910 1,910	013 Mezera, Timodny 3800 N Jackson 1930 1,532 0.26 15% 1,2400 43,700 4	0	C	012	Digiovanni, Lena	3800 N Jackson	7690	001	0 0 0	200		12 400	31 800	44 300		Z			000	7
Oct Pariment, General State Machaer State	Miller, Donald 3912 N Jackson 1930 1,500 1946 1946 1,540	0	2	013	Mercer, Timothy	3808 N Jackson	250	703'	0 0	8 20 2		2000	43 700	58 100	-	z			000	_
Other Miller Donald 3924 N Jackson 1930 1978 125 1945 1100 33,000 1941 1945 19	016 MEElroy, Namol 3924 N Jackson 1930 1978 1978 1978 1970 19	0	C	410	Ferguson, Gerald	3915 N Jackson	282	2000	0.20	R		34.4	2000	2000	*	2			000	
19 Millier Donald 3942 N Jackson 1930 23 1944 24 24 24 24 24 24 24	017 Millier, Donald 394.2 N Jackson 1930 24.36 0.21 19% 11,00 33,000 4 018 Miller, Donald 394.2 N Jackson 1930 2,436 0.21 19% 11,100 33,000 4 020 Russell, Kenneth 394.8 N Jackson 1940 2,316 0.20 19% 11,100 33,000 4 021 Willian, Bradford 396.2 N Jackson 1990 1,296 0.17 19% 11,100 33,000 4 021 Willian, Bradford 396.2 N Jackson 1990 1,296 0.17 19% 11,100 33,000 4 013 Stack's Grill 396.2 N Jackson 1960 1,080 0.47 32% 19,000 18,700 18,700 33,000 4 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700 18,700	-	2	010	McElroy, Namol	3924 N Jackson	1930	1,978	0.28	g. A		84,40	200	2000		2			000	
OTO B Males Donald 3943 N Jackson 1830 2,436 0.21 15% 11,100 35,000 44,100 I Family N 020 Rushall, kenneth 3544 N Jackson 1930 128 0.16 15% 11,100 34,400 45,500 I Family N 021 Bain, Bandord 3552 N Jackson 1930 10,500 1,100 24,600 I Family N N 021 Bain, Bandord 3552 N Jackson 1900 1,200 24,600 1,500 0.00 0.00 021 Bain, Bandord 3552 N Jackson 1900 1,71 190,500 1,610 2,600 1,610 0.00 0	Million Donald 394.3 N Juckson 1930 2,436 0.21 1974 11,100 35,000 4,000 1,000 1,000 1,000 1,000 1,100 1,	0	Z	710	Miller, Donald	3842 N Jackson		0	0,21	100		200	800	20'0	7	2 3			000	
019 Whitebaell, Michael 3644 N Jackson 1920 8.86 0.14 1954 11100 30,500 41,500 1 Family N 0.00 020 Bill, Beadroad 3964 N Jackson 1900 1,236 0.14 194 0.14 0.24 0.14 0.24 0.14 0.24 0.14 0.24 0.14 0.24 0.14 0.24 0.14 0.24 0.14 0.00 0.24 0.00 0.14 <	019 Whitesell, Michael 3944 N Jackson 1930 9.856 0.14 195 11 100 30,500 4 020 Russell, Kenneth 3964 N Jackson 1940 2,316 0.20 195 11,100 34,400 4 021 Woodustell, Kenneth 3964 N Jackson 1930 1296 0.17 194 10,400 33,600 16,100 34,400 4 10,400 33,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 16,100 23,800 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200 18,200<		2	018	Miller. Donald	3843 N Jackson	1930	2,436	0.21	%5:		11.180	33,000	44,100		23			38	
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QZ Nocoly, Henry Cook, Henry Hanry Cook, Henry Cook, He	027 Death, Britanshold 359.2 Moody, Henry 1950 No. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	,	7	200	The state of the s	SOCO IN CASE	4030	1 208	0.18	10%		10.400	33.800	44 200	-	Z			8	
022 Woody, Hanny 3300 N Lackson 1500 N Lackson 46 500 N Retail Y 1 Right-d-Way 0.57 013 Stack's Grill 300 N Echosteau 1965 1,490 0.57 32% 137,00 18,700 46,600 Retail Y 1 Right-d-Way 0.54 013 Stack's Grill 300 N E Chouseau 1960 1,040 0.47 32% 10,000 18,700 36,000 86,000 18,700 36,000 86,000 10,000 0.00 <	072 Woody, Hanny 3980 N Lockson 1950 1470 577 32% 33,400 18,700 48,700	_	12	120	Bain, Bradiord	DECK IN CHECKED	200	070	200	100		10.500	18 100	28 800		Z			800	
Macustoms Motorway 3810 Ne Chouleau 1962 1,629 0 37 32% 19700 19,000 38,400 Restaurant Y Right-of-way 0.40 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	013 McCustoms a Motorway 3810 NE Chouleau 1950 1,443 0.57 3.25 0.57	_	7	23	Woody, Henry		200	010			200	33 400	18 200	AG ROL	a	>	•	Rioht-of-Way	10.57	.1.40
University Standard Sack Net Chourse 1990 1,090 1,	Otal Stand's Grill 392A NE Chouleau 1950 1,080 0.40 3.2% 1970 3.5% 1970 0.5% 1970 0.5% 1970 0.5% 1970 0.5% 1970 0.5% 0	-	12	012			0	504	10.0	3 6	R	20000	200,00	20 400		,	*	Richt-of-Way	040	1.00
Oli	014 Biffs Bart & Grill 3994 NE Choufeau 1955 1,529 0.37 32% 20,300 30,000	-	n	013		3828 NE Chouteau	1960	1,000	0 40	2	4	00/81	8000	2000		. >		Dioke of West	25.0	1.53
Discription Continue Discription Continue Discription Continue Discription Continue Discription Continue Discription D	015 Bathaplia, Arthbony NE Chouteau 0 0.70 32% 32,200 0 016 Chouteau Plaza, Strying Plaza, Strying Bathaplia, Arthbony 0.00 <td< td=""><td>_</td><td>12</td><td>410</td><td>Bill's Bar & Grill</td><td>3934 NE Chouteau</td><td>1955</td><td></td><td>0.37</td><td>m</td><td>KN</td><td>20,000</td><td>35,000</td><td>8</td><td></td><td></td><td>,</td><td>The state of the s</td><td>04.0</td><td></td></td<>	_	12	410	Bill's Bar & Grill	3934 NE Chouteau	1955		0.37	m	KN	20,000	35,000	8			,	The state of the s	04.0	
Discrimination Disc	Diff Choureau Plaza Strip 3920,24,28,30 N 1964 6,610 0.51 32% 24,800 120,100 14	-	23	015		NE Chouteau		0	0.70	2	2%	32,200	0	32,20		- 1	- 1	Aldri-Arabi	200	
Town & Country Marce 3932 NE Choureau 1960 3,315 0.25 3.2% 13,500 44,600 59,300 Retail Y 1 Right-of-Way 0.45	017 Town & Country Marke 3932 NE Chouteau 1960 3,315 0.25 32% 13,500 44,600 5 019 Hamony Halpita, Bays 3944 NE Chouteau 1970 680 0.62 37% 29,500 24,800 5 019 Hamony Halpita, Bays 3946 NE Chouteau 1970 2,69 0.43 37% 22,500 44,800 5 020 Chouteau Motors 3946 NE Chouteau 1955 1,189 0.43 37% 22,500 21,400 24,400	-	2	910		3920.24.28.28.30 N	1964	6,610	0.51	2	2%	24,800	120,100	144,80			-	HIGHI-OF-WEY	100	0.0
Dig	Did KC Consignment Roc 3934 NE Chouteau 1970 680 0.62 37% 28,900 58,900 58,900 59,900 50,900 5	, .	2 5	1			1960	3,315	0.25	3	*2	13,500.	44,800	58,100		>	-	Right-of-Way	200	5.7
019 Notice Harmony Halphia Bapt 348 NE Chouteau 1850 2,850 48,400 70,800 Church Y 1 Right-d-Way 0,43 D20 Obstread Mobris 3958 NE Chouteau 1955 1,183 0,43 32% 15,800 2,1400 400 Y 1 Right-d-Way 0,43 D20 Obstread Mobris 3823 NE Chouteau 1967 1,28 17% 2000 2,150 Apartment N 1 Right-d-Way 0,43 002 Obstread Mobris 3823 NE Chouteau 1967 17% 2000 2,000	19	•	3 5				1970	680	0.62		38	29,500	28,800	59,300		*		RIGH-OLWRY	0.62	8
DOZ Oberling Place Apartm NE Chouteau 1955 1,188 0.43 32% 15,600 21,400 40,200 Auto Y 1 Right-offway 0.43	D20 Choulder Motors D20 Choulder	-	21	0 0			1890	2.669	0.43			22,500	48,400	70,900	-	>	-	Right-of-Way	0.43	.2.8
002_01 Kelly, Mary Jane Apartment NE Chouteau 1987 12% 270,000 2,235,800 2,455,800 Apartment N O0 Apartment N O0 O0 Apartment N O0 O0 Apartment N D O0 O0 Apartment N N Apartment N D O0 O0 Apartment N N Apartment N Apartment N Apartment N N Apartment N Apartment N N Apartment N N Apartment N Apartment N N Apartment N <th< td=""><td>002_01 Cally Mary Jane 3623 NE Chouteau 1987 37% 270,000 2,235,800 2,45 002_01 Kally Mary Jane 3823 NE Chouteau 1987 17% 2,000 0<td>-</td><td>35</td><td>3 8</td><td></td><td></td><td>1955</td><td>1.188</td><td>0.43</td><td>'n.</td><td>*</td><td>16,600</td><td>21,400</td><td>40,200</td><td>E</td><td>></td><td>-</td><td>Right-of-Way</td><td>-043</td><td>1.18</td></td></th<>	002_01 Cally Mary Jane 3623 NE Chouteau 1987 37% 270,000 2,235,800 2,45 002_01 Kally Mary Jane 3823 NE Chouteau 1987 17% 2,000 0 <td>-</td> <td>35</td> <td>3 8</td> <td></td> <td></td> <td>1955</td> <td>1.188</td> <td>0.43</td> <td>'n.</td> <td>*</td> <td>16,600</td> <td>21,400</td> <td>40,200</td> <td>E</td> <td>></td> <td>-</td> <td>Right-of-Way</td> <td>-043</td> <td>1.18</td>	-	35	3 8			1955	1.188	0.43	'n.	*	16,600	21,400	40,200	E	>	-	Right-of-Way	-043	1.18
OO2.01 Collision of Section of Sectio	002.01 Xentrol Frace Apparation 323 NE Chouteau 0 480 19% 12% 2,000 0 001 Xelitycrocke N Jackson 0 4 80 19% 7,100 0 004 Devling, Robert 3909 NE Chouteau 0 2 01 19% 5,500 0 004 OS Southwestern Bell N Myrile 0 0 39 19% 12,800 0 007 Fast Shop 375 NE Chouteau 1978 5,344 0 54 28,500 162,000 007 Jimi's Auto Service 3835 NE Chouteau 1950 1,232 0 41 22% 26,500 26,500		3 5	200		NE Charten	1987		B 35	63	38	220,000	CA	-75.	3	z			800	0
002.01 Kellyh Mary Jane SOZY NE Choursau 0 19% 7,100 0 7,100 Vacant Y 10 Retail 4.80 004 01 Southwestern Bell Nuckson 0 2,01 19% 7,100 0 5,900 Vacant N 10 00 004 01 Southwestern Bell N Myrtis 0 39 19% 12,800 16,200 Industrial N 0.00 001 Fast Shop 3725 NE Choursau 1978 5,34 0 4 32% 16,200 16,200 Industrial N 0.00 002 Kinder Care 3725 NE Choursau 1978 4,234 0 4 32% 28,600 15,200 0.00 0.00 001 Kinder Care 3725 NE Choursau 1978 4,234 0 4 32% 28,600 162,000 162,000 0.00 0.00 002 Kinder Care 3855 NE Choursau 1950 1,232 0.41 32% 20,500 26,500 47,000 Retail Y 1 Right-of-way 0.41	002.01 Kally Mary Jane 362.5 Echoureau 0 4 90 19% 7,100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		2	3		April All Charlen		10	50				0	2,000		z			000	
001 Kellybrooke N Joseph Louisa 0 Joseph Louisa	001 Kellybrocke N Jackson 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		13	002.01	Kelly, Mary Jane	מסלט ואב היוסמוספה			4 80	*0.	N. C.		0	7.10	-	>	10		8.4	42,00
004 Deving, Robert 3909 NE Chourse 0 0.33 19% 1,2800 0 12,800 10 12,800 0 0.00 004.01 Southwestern Bell N Myrtle 0 0.33 19% 128,500 167,000 190,500 Retail N 0.00 001 Fast Shop 3750 N Jackson 1978 4,233 0.54 28,500 162,000 172,200 Office N 100 001 Jin's Auto Service 3835 NE Chouteau 1950 1,232 0.41 32% 20,500 26,500 47,000 Retail Y 1 Right-of-Way 0.41	004 Devilling, Robert 3909 NE Choursau 0 4,01 1978 1,2500 004,01 Southwestern Bell N Myride 0 39 19% 12,800 0 001 Fast Shop 3725 NE Choursau 168,500 162,000		*	8		N Jackson		2 6	200	200		2 900	0	2 80		Z	-		000	0
004.01 Southwestern Bell N Myrtie 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.03 1978 0.04 1978 0.	004.01 Southwestern Bell N Myrtles 001 Fast Shop 3725 NB Choureau 1986 5,344 0 84 001 Fast Shop 3725 NB Choureau 1976 4,233 0 54 32% 28,800 152,000 152 001 Jim's Auto Service 3835 NB Choureau 1950 1,232 0 41 32% 20,500 26,500 4		*	8		3909 NE Chouleau		0 6	5 6	200		13,800		1280	1	z			80	
001 Fast Shop 3725 NE Chouteau 1988 5,334 0 54 22% 26,500 122,200 Office N 1 Right-of-Way 0.41 001 Jim's Auro Service 285.500 47,000 Retail Y 1 Right-of-Way 0.41	001 Fast Shop 3725 NE Chouteau 1986 5,344 0.84 284 284 28550 194,000 Ninder Care 3760 N Jackson 1978 4,233 0,54 32% 28,800 95,400 001 Jim's Auto Service 3855 NE Chouteau 1950 1,232 0,41 32% 20,500 28,500		*	004.01		N Myrtis		3	200	2.0		CON RC	000 04+	100,500		Z			000	,5
002 Kinder Care 3760 N Jackson 1978 4,233 0.54 32% 20,500 26,500 47,000 Retail Y 1 Right-of-Way -0.41	002 Kinder Care 3760 N Jackson 1978 4,233 0.54 3.2% 26,600 95,400 001 Jim's Auto Service 3835 NE Chouteau 1950 1,232 0.41 3.2% 20,500 28,500		15	8		3725 NE Chouteau	1800	5,544	000		-	20,000	200,000	2000		z			000	
DOI JIM's Anto Service 2835 NE Chouteau 1950 1,232 041 32% 20,300 20,500 47,000 Retail	DO1 Jin's Auto Service 3835 NE Chouteau 1950 1,232 0.41 32% 20,500 26,500		15	200	3	3760 N Jackson	1878	4,233	A :	. 7	947	20,040	20 500	126,400		. >	*	Dicht of Way	20.41	22
			17	100	9	3835 NE Chouteau	1950	1,232	0.41	(*)	2%	20,500	20,500	47.00				A SUPPLIED AND A SUPP	-	3

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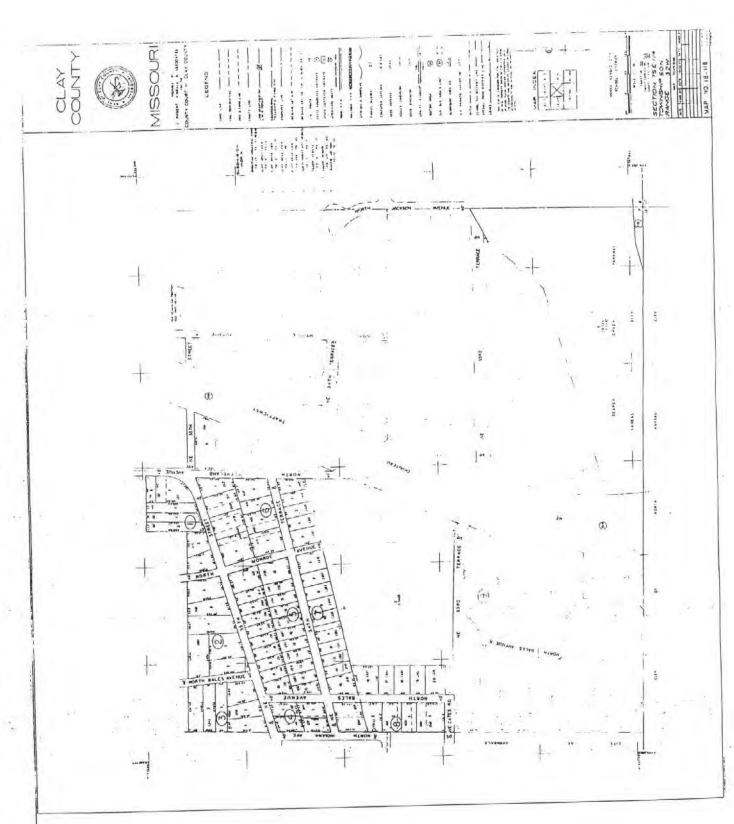
CHOUTEAU TRAFFICWAY TIF
PARCEL DATA AND REDEVELOPMENT MODEL

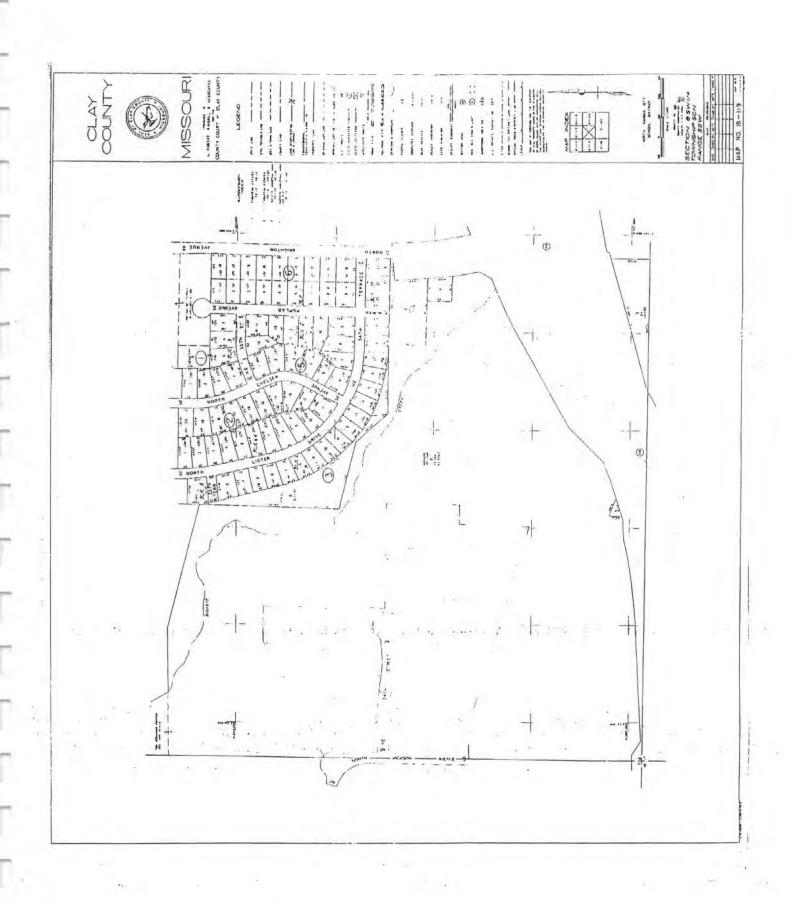
Land Inproved 195									Classi	Classification	1997	1997 Appraised Value	L.			Rede	Redevelopment Model	5.	1
1			1		Address	HILL I		Acres	Res Co	60	Land	Improved	Total	1997 Use	Redevelop?	Year	Redey Use	Acres	200
1	-1		arce!	Name .	See Local	1000	1.	0.50		1.	25 300	119,900	145,200	Restaurant	Y	+	Right-of-Way	-0.52	0,820
17 COS Marcalesta, Langer State & Colora State &		1	002	Diamond Joe s	2913 NE CHONGO	2000	2000	200			14500	60,000	65.400	Retail	A		Right-of-Way	-0.28	88.9
17 COC Municipal Analysis Cocy Cocy		1	8	Brass & Glass	380/ NE Chouteau	200	000	200		2	000	15 800	24 800	Family	2			000	0
17 COOK Ministratia Joseph SMA I Jackson 195 COOK Ministratia Joseph 195 COOK Ministratia Joseph		7	8	Mandacina Joseph	SS10 N Jackson	079	677	200	200		200	2005	22.400	1 Femily	2			000	9
17 COM Numbation, Lorenty State Numbations Company Compa	-	_	8	Mandacina Joseph	3814 N Jackson	256	200	5	4.81		366	2000	000	The same	2			000	
11 COO Mandacine, loops State Loops Coop Coop	_	7	8	Mandacina Joseph	3956 N Jackson		0	0.11	9.A.		200.0	000	000		. 2			000	
17 CORD Campaigl Shipter 2020 N Jackson 1225 1448 Cold Shipter 2020 N Jackson Army Campaigl Shipter 2020 N Jackson Army 2020 N Jackson Army Campaigl Shipter 2020 N Jackson Army Campaigl Shipter 2020 N Jackson Army Campaigl Shipter 2020 N Jackson Army 2020 N	0	1	200	Mandacina Joseph	3822 N Jackson	1925	8	0.28	\$61		7,800	12,600	20,400	I Family	2 7			38	
17 100 Carrowell-Shriper, 2800 Laborator 1523 590 144 154 156 156 14	1		8	Dormen Charles	3826 N Jackson	1825	1.448	0.14	\$81		006.6	30,000	39,900	1 Family	Z			3	
1			3 8	Company Office	2830 N Jackson	1825	098	0.4	1946		006'6	21,200	31,100	1 Family	Z			800	
10 10 10 10 10 10 10 10			3	Campoon, onessy	Social Mileston	400	. DR.	P. 0	7601		0066	22.800	32,700	1 Family	Z			8	
000 Statistic Miles Color Miles		1	010	Allen, Victor	3034 N Jackson	940	5		200	700	000 000	24 000	283 100	Celica	Z			80	
00 Columnia (plane) Columnia (plane) (572) HE Doubles 1725 225,1100 14,100 14,20		90	8	Salvation Army	NE Parke	1878	5,380	7.30		5	000'00	36.45	2000	2000			Anadmente	0.00	8
10 10 10 10 10 10 10 10		9	80	Kellyordoke	4301 NE Parvin		0	9.30		27.	254,100	3	31.67	Vacant		,		88	
Color Colo	-	3	010	Missouri Highway Dep	NE Chouteau	1870	4,725	1.86		80	28,400	44.180	72,500	Industrial	Z	7.7	4000000	3	-
March Marc		3 5	2 8	The state of the s	NIC 33rd Terrace		C	4.30	-	160	148,900	0	148,900	Vacant	>	8	Industrial	4.30	37,8
000 Color Cataphilar Places SST ST RE 20d part 150 250 150 No. 000		2	8	Mayer, Roland	NE SOLD GIRLS	000	36 070	9	è	70	7A7 500	559 000	946 500	Industrial	Z			000	
Dec. Color Desiron Desiron Desiron December December		98	8	Caterpillar Tractor	3012 NE 33rd Ierra	200	200	200	iè		20 00	CAN CHA	BAR 750	Industrial	Z			000	
Column C	-	2	8	Best Tool	3515 NE 33rd Terra	199	62,632	2.00	7	6	00000	200	2	1	. >	•	Indiam's	080	28
Column C		9		×			0	2.80	Fi .	*	31,290	2	21.48	8				000	200
Color Colo		9					0	2.80	3	**	30,210	0	30,210			1	Industrial	7.00	3
Part	- (5 5					c	G1-10	6	**	44.240	0	44,240		>	13	Industrial	4.10	8
25 25 25 25 25 25 25 25		2					0 0	500		*	28 980	0	26 980		Α.	10	Industrial	250	2,8
National Park National Par	-	20			Ť		2 0	200		700	ORO AC	0	ON DAG		٨	10	Industrial	2.50	22,000
December December		8					9	00.7	1 1		000'00		Cer ac		>		Industrial	2 80	23.00
09 Option Date of the control of the	2	80					0	7.00	77	*	20,00	0 1	200					8	
Maryir foliand NE Chouleau 10 15.2 17.00 15.00 17.	,	9	200	Park	NE Chouteau		0	1.10		*	11,870	0	0/9/1		2 :			3 8	
10 001 McCail Elmer 3530 N Myrte 1937 1949 1954 17800 55,500 77,100 Vacant Y P Industrial 150 150 150 1780		9	800	Mayer Roland	NE Chouteau		0	0.52	(r)	5%	5,200	0	5,200		z	9		3	-
10 022 Machine lane N Myrte N Myrte			3 8	Manual Class	STAM N OFFE	1935	1371	0.49	18%		17,800	55,500	73,100	8	*	09	Industrial	0.48	8.8
10		2 1	3 8		N. W. T.		c	3 80	100		27,000	0	27,000	•	*	CO .	Industrial	3.50	30,00
10 00.04 VicipPurpsiel National		0	200	MCCall, Elmer	aniki M		0 0	2 5	. ^	200	A7 000	0	67 900		*	4	Industrial	8	17,000
10 COCK VickPhrusell NE Chouteau 0 32.7 1 30.0 0 1 30.0 victor of the chouteau N 0 <td></td> <td>0</td> <td>8</td> <td>VioloPursell</td> <td>N Myrtee</td> <td></td> <td>0.6</td> <td>2 6</td> <td>3 0</td> <td>200</td> <td>200</td> <td></td> <td>00701</td> <td></td> <td>></td> <td>7</td> <td>Industrial</td> <td>080</td> <td>7.00</td>		0	8	VioloPursell	N Myrtee		0.6	2 6	3 0	200	200		00701		>	7	Industrial	080	7.00
10 0000 VickPurgell NE Chouleau 0 0.30 3.2% 11800 0 11,000 0 10,000 10,000 0 10		10	8	Vick/Pursell	NE Choudeau		0	200	2	*	200	0 (200					8	
10 ODG Winwater Works NE 33d Tennace 0 2 40 37% 84 800 0 1 24,000 Mode with water works NE 33d Tennace 0 2 40 37% 2 41,300 1 016,500 1 237,000 Vacant N 0		0	8	Vick/Pursell	NE Chouteau		0	0.30	5	7.8	11,800	0	000		2 7			3 8	
10 COB.GL VictorPurpell 3999 NE 33rd Terms 1267 AG 527 800 1,018,500 1,257 800 Vacent N 000 10 COB.GL VictorPurpell NE 33rd Terms 1 2 35% 32% 141,300 1,018,500 1,257,800 Vacent N 0.00 10 COB.GL Archellus ball 3457 Tel 33rd Terms 1867 12.2 2 0.00 140,500 245,000 174,000 140,500 140,500 0.00 <		0	900	Winwater Works	NE 33rd Terrace		0	2 40	63	*	84,800		84,800	5	Z			3 3	
10 1006.03 VickPursel NE 33rd Termore 0 3.85 3.2% 4.33,700 0 133,700 4 vacant N 0.00			NA 01	Victorial	3939 NF 33rd Tems	1987	49.200	5.25	(1)	767	241,300	1,018,500	1,257,800	1	Z			30	
10 008.04 Radelius Balkery 3357 NE 3347 Terrar 1990 12.225 2 00 32% 211600 714.05 265.00 140,500 235,500 Industrial N 0.00		2 9	2000	Wat Duran	NE 33rd Terrace		0	3.85	3	2%	133,700	0	133,700		2			8	
10 008.04 Modelliar Etalian Bakery 200 Net San Land San La		2	30.00	VICAC LINE		*00.	300 61	200		394	95,000	140 500	235 500	Ī	z			800	
10 008.00 VicePlurial 3350 Nat Part 190 30,00 Nat Part 190 128 32% 15,00 Nat Part 190 15,00 Nat Part 190 128			008.04 008.04	Rotella's Mallan Baxery		2007	20,263	3 5			241.600	778 400	000 880		Z			000	
10 008.00 VictPurpail 3353 NE 33rd Terms, 1987 36,300 3.27 35,500 175,00 17	_		308.05	Vick/Pursell	4000 NE 33rd lerra	28	20,00	n .	2 0	R	200	200	200		2			000	
10 COB 07 Advanced Drairiage Sy N Jackson 0 128 32% 64,400 57,500 121,000 Industrial in the composition of the composition o	_	10 0	208.00	VickPursell	3353 NE 33rd Terra.	1987	38,300	33	,	9.7	00000	34	924.90					8	
10 COB.08 Satellite Shelters 3370 N Jackson 0 132 32% 64,400 57,000 151,400 Industrial N 10 COS Oursell Holdings 35,000 150,000		0 01	708.07	Advanced Drainage Sy			0	138	2	2%	63,100	27,500	120,600		Z			38	
10 1009 Pursell Holdings N Myrte 0 4.35 32% 150,600 1500 152,100 Vacant N 0.00 0.00 10 1012 Pursell Holdings 3505 N Myrte 0 4.70 32% 19.400 0 19.400 19.400 19.400 19.400 19.400 19.400 19.400 19.400 1		0	908 00	Satellite Shetters			0	1.32	c	2%	64,400	27,000	121,400	7	Z			38	
10 012 Pursell Holdings 3955 N Myrte 0 470 32%, 182,400 0 162,400 Vacant N 0 0 0 0 0 0 0 0 0			000	Duce Heldlook	S Morto		0	4.35	3	2%	150,600	1,500	152,100		z			000	
10 013 Pursell Holdings		2 9	3 6	STORY OF THE PARTY	SANS N. Morte		0	4 70	(7)	2%	162,400	0	162,400		z			8	
10 013 Purpell Holdings N Myrae 200 014 Purpell Holdings N Myrae 200 015 Purpell Holdings N Myrae 200 015 Purpell Holdings N N Myrae 200 015 Purpell Holdings N N N N N N N N N N N N N N N N N N N	_	20	710	Furson roldings	and the second		,				30,000	c	30 000		Z			800	
04 001 Mulghan Mechanical 422 N E add	•	10	013	Pursell Holdings	Wyde	4000	0.00	00.00		78	128 500	OOA COL	519 10		Z			000	
04 001.01 Atta-Pirk Midwest 3401 N Jacksorn 1995 30,800 2.49 3.2% 145,900 400.001.01 Star Frods 420 NE 34th 1997 10,080 3.13 32% 145,900 40,000 331,000 Industrial N 0.00 0.00 0.4 002.01 HR Williams Supply 4221 NE 34th 1997 42,853 485 32% 227,800 712,800 840,800 Industrial N 0.00 0.00 0.4 002.03 SS Financial 4241 NE 34th 1996 72.02 16% 320,900 1,026,200 1,340,100 Industrial N 0.00 0.00 0.4 002.03 SS Financial 4241 NE 34th 1966 72.02 16% 320,900 1,026,200 1,340,100 Industrial N 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0		8	8	Vaughan Mechanical	4220 NE SAU	200	300	2	,		200	2000	200		2			000	
04 001,02 See Faire Foods 4300 NE 34th 1987 10,080 3.13 2.74 140,050 250,000 331,000 Industrial N 0.00 0.00 0.4 002 Weechlerback 4201 NE 34th 1987 422 S 4.65 3.254 2.00 20,000 0.1026,200 1,034,010 Industrial N 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0	0	3	10.100	Alta-Pak Midwest	3401 N Jackson	1895	30,600	7.49	,	27	80.71	000,000	241,000		. 7			000	
04 002 Weechlersback 4201NE34th 1997 42,584 2.60 32% 122,000 209,600 331,600 Industrial N 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0		3	201.02	Sea Fare Foods	4300 NE 34th	1881	10,080	3.13	7	47	145,900	400,500	240,40					88	
04 002.01 HR Williams Supply 4221 NE 34th 1987 42.653 4.65 32% 227,800 712,800 840,800 Industrial N 0.00 0.00 0.4 002.03 GSA Financial 4241 NE 34th 1986 78,006 7.02 16% 320,900 1,028,200 1,349,100 Industrial N 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0			005	Weechtersback	4201 NE 34th		25,984	2.60	63	296	122,000	209,600	331,600		2			3	
04 002.03 GSA Financial 4241 NE 34th 1986 78 006 7.02 16% 320,900 1,028,200 1,349,100 Industrial N 0.00 000 04 002.03 GSA Financial 4241 NE 34th 1986 78 000 11,342,640 18,209,120 Industrial N 3679 3679			10 000	HR Williams Supply	4221 NE 34th		42,853	4.95	es.	2%	227,800	712,800	840,600		Z			800	
585,220 154.25 4,863.480 11,342,640 18,209,120 36.79			200 03	GSA Financial	4241 NE 34th		78 000	7.02	-	9.8	320,900	1,028,200	1,349,100	Ξ.	Z			0.0	
	13						585 220	154.25			4,863,480	11,342,640	16,206,126					86.79	300

MISSOURI COUNTY *** 9:5 1 ž (4) 1 D. S. S. S. S. S.



11004 COUNTY MISSOURI COUNTY COURT IN CLAY COUNTY Mest part of 0 STREET 2 # " " . (3) (C) m:2 1-19 1:





CHOUTEAU TRAFFICWAY TIF GLOBAL ASSUMPTIONS

Inflation

1.0%

				Rates per Sq.Ft	J.Ft.			
(5)	Floor Area	Appraised	Assess	Assessed	Retail	Employees	Utility	Average
Property Type	Ratio	Value	Ratio	Value	Sales	per 1,000	Cost	Salary
1 Family	0.15	60.00	19%	11,40	0.00	00.0	0.40	0
Apartment	0.23	30.00	19%	5.70	0.00	0.05	0.40	18,000
Auto	0.10	70.00	32%	22.40	0.00	3.00	3,00	25,000
Demolish	0.00	00.00	%0	00.00	0.00	0.00	0.00	0
Industrial	0.20	40.00	32%	12.80	0.00	2.00	1.00	20,000
No Change	0.00	0.00	%0	00.0	0.00	00.0	0.00	0
Restaurant	0.17	65.00	32%	20,80	200.00	3.50	3.00	12,000
Retail	0.20	80.00	32%	25,60	200.00	2.50	1.95	15,000
Right-of-Way	0.00	00.00	%0	00.0	0.00	0.00	00'0	0

Real Estate Levies	per \$100	Sales Tax Ratos	
County Debt Service	0.090	Kansas City	1.50%
Handicapped	0.120	Clay County	0.75%
Mental Health	0.090	Food & Bev	1.75%
Health	0.100	Mass Transit	0.50%
Library	0.330	Bi-State	0.01%
Community College	0.220	Missouri	4.00%
NKC Schools	4.140		
M&M Replacement	1.590	Other Tax Rates	
State Blind Pension	0.030	Earnings	1.00%
City Land	2.140	Utilities	10.00%
City Improvements	1.390		
Land Value Ratio	20%		
City Blend	1.540		

NOTE: Floor Area Ratio (FAR) is gross building area divided by land area.

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL IMPROVEMENT SQARE FOOTAGE

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL IMPROVEMENT SQARE FOOTAGE

Talvel																•	•	•		
18-114-17-1	Right-of-Way	1,232	-1,232	a	0	a		0	0	0	a	0	0	0		0	0	0	0	
18-114-17-2	Right-of-Way	6.520	-6.520	a	0	0	-	0	0	0	0	0	0	a		0	0	0	0	
18-114-17-3	Richt-of-Way	5 996	986 9	0	0	d	-	0	0	0	0	0	0	0		0	0	0	0	
18-114-17-4	No Change	1 224	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	
19-114-17-5	No Change	9	C	C	C	C		0	0	0	C	C	0	o		c	0	0	C	
44. 44.	No Orange	9											0 0	0 0			, c		0 0	
011-11-1	District of the	9		0 0	2 6					0 0		0 0	0 0	0 0					0 0	
0-114-1/-/	No Change	8	0	0		, ,			2 1	2 1	0	0	9)	0		0 1		9 1	0	
8-114-17-8	No Change	1 448	0	0	0	d		0	0	0	0	0	0	0		0	0	0	0	
8-114-17-9	No Change	960	0	0	0	3		0	0	0	0	0	0	0		0	0	0	0	
8-114-17-10	No Change	1,064	0	0	0	3	-	0	0	0	0	0	0	0		0	0	0	0	
18-115-9-1	No Change	.5 390	0	0	0	d		. 0	0	0	0	0	o	0		0	0	0	0	
A-115.9.2	Apartments	0	0	0	95 000	0	1	0	0	0	C	0	O	0		0	0	0	0	
8.118.8.10	No Change	\$ 77 E	00	0						0		0	0	0						
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-	in contract	2000	0 0	0 0	9 0			0 0	2 6	2.0	3 0	2.0	3 6	0 0			00	0 0	0 0	
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8-118-10-8.01	No Change	49,200	0	0	0	0	0	0	0	0	C	0	0	0		0	0	0	0	
8-118-10-8.03	No Change	0	0	0	0	0		0	0	0	C	0	0	0		0	0	0	0	
8-118-10-8.04	No Change	12,225	0	0	0	0		0	0	0	C	0	0	0		0	0	0	0	
8-118-10-8:05	No Change	36,300	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	
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6	USII	3,000	P.	0591		5	200	0	5.0.1		2,730	-1./40	2011		1.90	618	130	000	70'1
6	ulsh.	37,600	19%	7,140	0	0	-7,284	-1,356	DEN'1-	-7 504	6/5/1-	-1,655	-1,732		1,887	1,968	-8,046	-8,126	200
6	dish	12,800	19%	2,430	0	0	-2,479	-2,504	-2,529	-2 554	-2,579	-2,605	-2,631		-2,584	-2,711	-2,738	-2,768	-2.78
6	(ISP	9.240	32%	2,960	0	0	-3 019	-3.050	-3.090	-3 111	-3,142	-3.174	-3 205		-3.270	-3.302	-3.335	3383	3.40
6	Ush	41300	35.00	000 81		0	13 4BE	13.621	-13757	112 AG4	14 033	14 174	14315		14 603	-14749	14 897	-15 O48	15.10
6	440	000	7000	5,000			0000	0000	200	2000	200.0	5 247			000	9000	25.0	200	100
10	USIIO	0000	27.50	0,350		0	8500	0000	0.100	777'0-	607'G	0.04	10.0	0,4/0	2000	S	100	9	8
6	USI	36,400	25	078'9		9	BCO /-	-1,130	100		-1,345	514.7	-1,433		1,644	21.72	8	-1,8/6	8
	HSH	7,900	265	1,500	0	0	-1,530	-1,545	1591-	-1.577	-1,592	1,608	-1,624		-1,657	-1,674	089	-1,707	-1.72
8-110-8-11 0-110-8-11	Demolish	49 300	366	9.370	0	0	-9.558	-9.654	-9.750	-9 848	-9.546	-10.046	-10.146		10.350	-10.454	-10.558		107
	dieh	56 000	100	10.460			10 BB0	10 767	10 87A	10 042	11.003	VUC 11	41.218			11 650	11 775	11 803	1001
	1000	200		000	, ,	0 0	200	200 4	5000	200	100	2000	200	2000		6000	2000	200	2000
	USIO	20,000	e i	0.40	2		000	0000	7:00	7	100'0-	000	078'0-			6,103	2	07'9	9
8-110-8-14 Demolish	USU	42,000	20%	0851	0	9	91.40	-8,242	40.004	-8,387	-8.4/	900	-6,641			-8,903	8,992	-9.082	-9.173
8-110-8-24 Demoilsh	lish	1,700	19%	320	0	0	-326	-330	-333	-336	-340	-343	-347			.357	-361	364	98
	No Channe	28 900	*61	5 490	0	0	0	0	0	0	o	0	0			0	0	9	
	DioMod Way	37 300	70.	7,000	7 090	.7 161	2 333	7 305	3 47A	4	7 408	7 801	7.877	7754	7 823	7000	7 000	0000	0 180
	1	3	200	000	200	27.12	200	77.00	200	2000	2000	200		2000	2001	200		9	9
	HIGH-OF-Way		353	20,170	20,10	20.15	20010	101,004	50,700	040	380,85	778'85	71075	E 7'0b-	100	41,023	41,433	A1.848	979
	KIGHT-OF-WRY		300	15,860	10,800	670'71-	251	1/5/1-	Cyc.) !-	-17.720	16971-	-18,0/6	167,81-	-18,440	-18,624	-18,810	-18,998	19.188	19,380
B-114-2-9 Right	Right-of-Way	30,200	32%	9,660	-9,860	-9,757	-9,854	-9,953	-10,052	-10 (53	-10,754	10,357	-10,460	-10,565	10,671	-10,777	-10,885	10,994	11.10
8-(14-2-10 Right	Right-of-Way	6.000	375	1,920	-1,920	-1 939	1,959	-1,978	606,1-	-2018	-2,038	-2.058	-2,079	-2.100	-2.121	-2.142	-2.164	-2.185	-2207
	Rioth-of-Way	32 600	37%	10 430	-10 430	-10 534	-10 640	-10 746	-10.653	C96 01-	-11 072	-11 182	11 294	-11 407	11 521	HE 838	11 763	.11 870	11 999
	No Change	33 400	700	6.350	C	0	0	c	0		c	0				0	0	00	
		000	780	00.7.0						C	2								
	and and	36.44	2	0.450	0 (0 0	2 0	5 0	0 (0 (5 (0 0		0	9 (9 (5 ,	0
	No Change	30.00	2	10,660	0	0	2	0	2	0	0	3	0	0	9	0	5	0	
	No Change	43,500	\$	8,280	0	0	0	o.	a	ō	0	0	0	0	o	0	0	0	
8-114-2-17 NOCH	No Change	000 6	19%	1,710	0	0	0	0	0	0	b	0	0	0	0	0	0	0	
8-114-2-18 No Ch	No Change	44 100	1948	8,380	0	0	0	0	0	0	0	0	0	0	o	0	0	0	
	No Change	41.600	8	7,900	0	a	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	16 500	8	A RED	c	c	0	c	C	0	C	C	c	C	0		0	0	
	00.00	200	200	900		9 6	0 0	0 0	0 0	0 0	2 0	0 0		0 0	0 0	9 6		9 0	
	NO CHANGE	3	200	0.400			0	a	9	0	2	>	2	0	0	0	9	0	
	No Change	26,600	8	5,050	0	0		0	0	0	0		0	0	0	0	0	0	
8-114-3-12 Right	Right-of-Way	49.800	32%	15,870	-15,870	-16,029		-16,351		680	-15,845	-17 015	-17.185	-17.357	-17,530	-17.708	-17.883	-18 062	.182
	Riott-of-Way	38 400	32%	12 290	12 290	413			7100	917		177	-13 30B	-13 441	13 578	-13.712	CF8 61-	13 987	1
	Dight of Way	56 300	276	18 020	00081	8			253	020		000	10512	40.704	1000	20.00	30.306	20,500	
	1000	2000	1	00000	000	2 6	2000	00000	0.1.0	1000		2 2 2 2	200		2000	101 102	500'07-	000'07	
	PROMISSION OF THE PARTY BY	32,00	37.70	0.50	200	3			0	270	-10,934	043	-11,133		-11,3/B	-11,491	20,11	11.72	0.
8-114-3-16 ROM	Right-of-Way	144,900	32%	46,370	-45,370	46.834			253	735	-49,223	715	-50,212	-50,714	-51,221	-51,734	-52,251	-52,773	-53,30
8-114-3-17 RIGHT	Right-of-Way	58,100	32%	18,590	-18,590	76			345	536	-19,734	15.931	-20,130	-20,332	-20,535	-20,740	-20.948	-21.157	-213
8-114-3-18 Richt	Right-of-Way	59.300	32%	18 380	-18.980	170			151	948	-20 148	349	-20 853	-20 758	996 00	21 175	785 16.	108 10	71817
	Richt-of-Way	70 900	*60	0	0	0			0	0	G	0			0	c		C	
	Richt-of-Way	40.200		12 860	038 61		81181	19.050	13 323	-19 516	13851	13 788	30051	14 065	300 11	14 247	10777	303 11	C87 L1
		000 337 6		785 950					0	2	2	-	200		207'5	1	ř	-	14,1
		ŕ	,	000	0 6	0 10	0.0	0 0	2 0	5 6	0 0	0 0	0 0	0 0	0 (0 0	0 0	0 (
0	No Change	2007	17.19	740	2	5	0	D	3	ם	3	0	0	0	0	0	0		0
8-114-14-1 Retail		7.100	286	1,350	0	0	0	0	a	0	0	0	0	174,454 1.	186,198 1	198,060	210,041	222.141	27.36
8-114-14-4 NOCP	No Change	5,900	861	1,120	0	0	0	0	D	0	Ö	0	0	0	0	0	0	0	
10	No Change	12,800	19%	2 430	0	0	0	0	O	0	0	0	0	0	0	0	0	0	
	No Change	190 500	8	0	0	0	0	0	0	0	. 0	o	0	0	0	0		0 0	0 0
	S Change	132,300	274.	30 100	0	, c) (y -C	Y 6	00	3.0	2 6		2 0	5 <		2 0		
	DA NO	707'77	25.75	3		>	2	D.		2.	5	5	2	0		0	2	5	

CHOUTEAU TRAFFICWAY TIF

Parcel	Kedevelop	SCHOOL STATE OF THE SECOND				-	1	-		-			-						-
18-114-17-1	Right-of-Way	47,000	32%	15,040	-15,040	15,190	-15,342	-15,496	15 851	-15,807	-15,965	-16,125	-16,286	-16,449	15,614	-16,780	-16,947	-17,117	.17,288
18-114-17-2	Right-of-Way	145,200	32%	46,460	-46.460	-45,925	47,394	-47,858	-48 346	-48,830	-49,318	-49,811	-50,310	50,813	-51,321	-51,834	-52,352	-52,876	-53,40
18-114-17-3	Right-of-Way	65,400	32%	20,930	-20,930	-21,139	-21,361	-21,564	-21 780	-21,998	-22,218	-22,440	-22,664	-22,891	-23,120	-23,351	-23,584	-23,820	-24.0
18-114-17-4	No Change	24,600	3.6	4,670	0	0	0	0	0	b	0	a	0	0	0	0	0	n	
18-114-17-5	No Change	22:400	86	4,280	0	0	0	0	0	0	0	0	0	0	o	0	0	0	
18-114-17-6	No Change	6,900	*8±	1,310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-7	No Change	20,400	*6	3,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-17-8	No Change	39,900	18%	7,580	0	0	0	0	0	o	0	0	0	0	0	0	0	0	
8-114-17-9	No Change	31,100	*6.	5,910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-17-10	No Change	32,700	19%	6,210	0	0	0	Q	0	0	0	0	0	0	0	0	0	0	
8-115-9-1	No Change	163,400	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-115-9-2	Apartments	254,100	X	30,490	0	0	521,281	526,494	531,759	537,077	542,447	547,872	553,351	558,884	564,473	570,118	575,819	581,577	587,3
8-118-6-10	No Change	72,500	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-1	Industrial	148,900	32%	47,650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-2	No Change	946,500	32%	302,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-3	No Change	846,750	32%	270,960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-90	Industrial	31,290	32%	10,010	0	313,090	318,221	319,383	322 577	325,803	329,061	332,351	335,675	339,031	342,422	345,846	349,304	352,798	3563
3-118-90	Industrial	30,210	-32%	9,670	0	0	0	0	0	ò	315,834	318,992	322,182	325,404	328,658	331,945	335,264	338,617	342 000
8-118-90	Industrial	44,240	32%	14,160	0	0	0	0	0	0	0	0	0	0	0	498,302	503,285	508,318	513,401
8-118-90	Industrial	26,980	32%	8,630	0	a	0	a	0	0	0	0	0	298,543	301,529	304,544	307,589	310,665	313,772
8-118-90	Industrial	26,980	32%	8,630	0	a	0	0	0	285,894	289 763	292,661	785,587	298,543	301,529	304,544	307,589	310,865	313,772
8-118-90	Industrial	28,080	32%	8,980	0	0	0	0	297,009	29,979	302,979	306,009	309,069	312,160	315,281	318,434	321,618	324,835	328,083
8-118-9-7	No Change	11,870	Š	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	
8-118-9-8	No Change	5,200	32%	1,660	0	0	0	0	0	0	0	a	0	0	0	0	0	0	
8-118-10-1	Industrial	73,100	38	13,890	O	0	0	0	0	0	0	0	40,401	40,805	41,213	41,626	42,042	42,462	42,887
8-118-10-2	Industrial	27,000	1	5,130	0	0	0	C	ci.	0	0	0	410,262	414,365	418,508	422,693	428,920	431,189	435,501
8-118-10-3	Industrial	67,900	32%	21,730.	0	0	0	201,805	203,873	205,861	207,920	209,999	212,099	214,220	216,362	218,526	220,711	222,918	225,148
Ĭ	Industrial	19,400	32%	6,210	0	0	0	85,917	86,775	87,644	88,520	89,405	90,299	91,202	92,114	93,036	93,968	94 906	95,855
	No Change	11,800	37	3,710	0	0	0	C	o.	0	0	0.	0	0	0	0	0	0	
	No Change	84,800	32%	27,140	0	0	0	a	0	0	O	a	0	0	0	0	0	0	
	No Change	1,257,800	32%	402,500	0	0	0	a	0	0	0	a	0	0	0	0	0	0	
	No Change	133,700	32%	42,780	0	0	0	0	O.	0	0	0	0	0	0	0	0	0	
3	No Change	235,500	32%	75,360	0	0	0	0	C	0	0	0	0	0	0	0	0	0	
	No Change	986,000	32%	316,160	0	0	0	O	0	0	0	0	0	0	0	0	0	0	
8-118-10-8.08	No Change	924,900	32%	295,970	0	0	Ö	0	0	0	0	0	0	0	0	0	0	0	
P	No Change	120,600	32%	38,590	0	0	0	D	0	0	0	0	0	0	0	0	0	0	
8	No Change	121,400	32%	38,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	152,100	328	48,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ī	No Change	182,400	32%	51,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-13	No Change	30,000	5	5,700	0	0	0	C.	O	O	0	0	0	0	0	0	0	0	
8-118-4-1	No Change	519,100	32%	166,110	0	0	0	a	O	0	0	0	0	0	0	0	0	0	
8-119-4-1.01	No Change	241,000	32%	77,120	0	0	0	a	0	0	0	0	0	0	0	0	0	0	
8-119-4-1.02	No Change	546,400	32%	174,850	0	0	0	a	0	0	0	0	0	a	0	0	0	0	
B-1194-2	No Change	331,600	32%	106,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	No Change	840,600	32%	300,990	0	0	0	0	0	0	D	0	0	0	0	0	0	0	
18-119-4-203	No Change	1,349,100	16%	215,860	0	0	0	0	D	0	0	0	0	C	c	C	o	c	
	The state of the s	-	1	1							-			-	,				1

CHOUTEAU TRAFFIC

19.110.7.15	Dinht-of-Way	77 883	22 113	CAR EC. (27.2.57.6	23 613	DAO AC	COC YC	28.627
8-110-7-16	Right-of-Way	-6.165							
8-110-7-18	Right-of-Way	.313							
8-110-7-19	Right-of-Way	-348							
8-110-7-20	No Change	0		0			0	0	
8-110-7-20.01	3	0		0		0	0	0	
8-110-7-21	No Change			0		0	0	0	
8-110-7-22	No Change	٥	-	0	0	0	0	0	
8-110-7-23	No Change	0	_		0	0	0	0	
8-110-8-1	Retail	792,861	00	d	40	m	8	841,637	850,054
8-110-8-2	Demolish	-1,892		-1,930	-1,950	-1.969	-1,989	-2,008	
8-110-8-3	Cemolish	-8,289	-8,372			-8,526		-8,799	
8-110-8-4	Demolish	-2,821			-2,907	-2,936	Ĺ		7
8-110-8-5	Demolish	-3,436							
8-110-8-6	Demoush	-15,348	•			-15			
8-110-8-8	Demolish	-6.873							
8-110-8-10	Demolish	-8.034							
8-110-8-10 01	15	-1 741							
8-110-8-11	5	-10.878	*						ľ
A.110.4.12	Damellah	CF1 C1-							
8 110 B 12	Pamolish	F 35.							
A. I TO B. TA	Demolish	986.0			0				
A-110.8.74	Damolish	275				,			0000
8-114.2.1	No Change					3			7
2 5 7 7 2 2	Diopt of War	0 220	0 344	1000	0	202.0			
2-7-11-	Cight of Way	10,000			9 5	000.0			
6-7-4-1-0	Cichi of Way	2007				24.477			
9-7-4-1-	RIGHT-OF-WRY	4/0/2							
6-7-411-0	Cichi of Man	27.11	•		•				
01-7-11-0	Kight-of-Way	27.7	1077-		4 5	-2,370	7 .		
11-7-11-	Kignt-or-way	27.7	-17	14,352		12,001	17,77	12,854	8671.
8-114-2-12	No Change	0	0	0	o i	0	0	0	
8-114-2-13	No Change	0"		0	0	0	0	a	
8-114-2-14	No Change	0	0	0	٥	0	0	0	
8-114-2-15	No Change	0	0	0	0,	0	0	0	
8-114-2-17	No Change	0	0	0	0	0	0	0	
8-114-2-18	No Change	0	0	0	P	0	0	C	
8-114-2-19	No Change	0		0	0	0	0	0	
8-114-2-20	No Change	0	0	0	q	0	0	0	
5-114-2-21	No Change	0	0	0	,0	0	0	0	
5-114-2-22	No Change	0	0	0	0	0	0	C	
5-114-3-12	Right-of-Way	-18,425	-18.609	-18 795	-18.983	-19 173	.19 354	.19 558	.19754
5-114-3-13	Right-of-Way	-14.268		-14.555	-14.701	-14 848	.14 996		15 290
6-114-3-14	Right-of-Way	-20 921			27 555	077 16.	21 089		22 430
A-114.3.15	Richt-of-Way	-11 958			12 330	12 444	12 589		10001
2.114.3.16	Dicht of Way	AFR FA.				Se 200			67 7.7
8 484 3 47	Diohe of Way	20 800				070'05			
0. 6. 7. 1. 0	Cichi of Wall	30000			20,230	60000	22 150		2.0
01-2-10	KIGHT-OF-WBY	-44,033	607,44	14,4	-22,703	-24,930	-73,159	186,63	-73,575
8-114-3-19	Right-of-Way	0	0	0	0	0	0	0	
8-114-3-20	Right-of-Way	-14 930	-15,079	-15,230	-15,382	-15,536	-15,692	.15,849	-16,007
	No Change	0	0	0	0	0	0	0	0
8-114-13-2.01	No Change	0	0	0	0	0	0	0	0
8-114-14-1	Retail	1 246 707	1 259 174	1,271,755	1,284,483	1,297,328	1,310,301	1,323,404	1,335,638
8-144-14-4	No Change	0	0	0	0	0	0	0	0
8-114-14-4.01	No Change	0	0	0	0	0	0	0	0
8-114-15-1	No Change	0		C	C			4	
			9	2	0	0	0	0	1
8-114-15-2	No Change	0	0 0	00	00	00	00	00	0.0

CHOUTEAU TRAFFIC INCREMENTAL ASSESSE

- 284886869	y -53,939 y -24,289	54,478	-55,023	-55,573	25,286	-56,690	-57,257	-57,829
		-24,542	-24 787	-25,035	-25,286	.25,539	-25 794	-26,052
a		-				-		
		0	0	0	0	C	0	0
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	0	0	0	0	0	0	0	0
18-115-9-2 Apartments	593,267	599, 199	605.191	611,243	617,356	623,529	629,765	635,062
18-118-6-10 No Change	0	0	0	0	0	0	0	0
18-118-9-1 Industrial	0	0	0	0	514,594	519,740	524,937	530,187
18-118-9-2 No Change	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
	359,889	363,488	367,123	370,794	374,502	378,247	382,029	385,849
18-118-90 Industrial	345,423	348,877	352,366	355,890	359,449	363,043	366,674	370,340
	518,535	523,721	528,958	534,247	539,590	544,986	550,436	555,940
	316,910	320,079	323,280	326,512	329,778	333,075	336,406	339,770
	316,910	320.079	323,280	326,512	329,778	333,075	336,406	339,770
	331,364	334.677	338,024	341.404	344.818	348,257	351,749	355,267
	0	0	0	0	0	0	0	0
	0	0	0	0	0	D	0	0
-	43,316	43,749	44,186	44,628	45,075	45,525	45,981	46,440
~	439,858	444,255	448,697	453,184	457,716	462,293	466,916	471,585
	227,399	229,673	231,970	234,289	236,532	238,999	241,389	243,802
18-116-10-4 Industrial	96,813	97,781	98,759	99,747	100.744	101,752	102,769	103,797
18-118-10-6 No Change	D	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0
	ō	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0
-	0	0	0	0	0	D	0	a
-	0	0	0	0	0	0	0	0
-	0	0	0	0	0	0	0	0
*	0	0	0	0	0	0	0	O
	0	0	0	a	0	0	0	a
	0	0	0	0	0	O	0	0
	c	C	C	0	0	0	0	0
*0	ò	0	0	0	0	C	0	0
	0	0	0	0	0	0	0	0
					0	C		C
10	0	0	0	0	0	D	C	D
	0	0	0	0	0	0	0	O
	5 142 408	5,193,832	5,245,770	5,298,228	5,865,804	5,924,452	5,983,707	6,043,544

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL COUNTY DEBT REAL ESTATE TAXES

No Change 1,240 1,119 1,19	No Change 1,240 1,112 1,114	No Change 2,10 0,24 0	No Change (1.24) (1.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change 12,350 11,12 0 0 No Change 12,350 11,12 0 0 No Change 12,350 11,13 0 0 No Change 4,390 11,13 0 0 No Change 4,370 11,13 0 0 No Change 4,370 133 0 0 No Change 4,370 133 0 0 No Change 4,370 144 0 0 Demolish 2,430 2,19 0 0 Demolish 2,300 135 0 0 Demolish 2,300 135 0 0 Demolish 3,200 135 0 0 <th>## Right-of-Way 1,000 1,119 1,19 1,</th> <th> No Change 12,550 11,17 </th> <th> No Change 12,550 11,17 </th> <th> No Change 12,550 11,17 </th> <th>Additional contraction of the co</th>	## Right-of-Way 1,000 1,119 1,19 1,	No Change 12,550 11,17	No Change 12,550 11,17	No Change 12,550 11,17	Additional contraction of the co
No Change 12,350 11.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change (12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change (12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change (12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change (12,350 11,12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 12,350 11.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 12,350 11.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 12,350 11.12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Of No Change 12,430 1119 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change (2,430 11.19 0 0 0 0 0 Change (2,430 11.19 0 0 0 0 Change (2,430 11.19 0 0 0 0 0 Change (4,370 14.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change 12,430 1119 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20.430 11.19 0 0 0 0 No Change 20.430 11.19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change 12,430 1119 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change 12,430 11.19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Of No Change	Of No Change	Of No Change 12,430 11.19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Oil No Change 12,430 11.19 0 No Change 20,430 11.19 0 No Change 20,430 11.19 0 No Change 4,370 31.33 10 No Change 4,370 31.33 0 No Change 4,370 31.33 0 No Change 4,370 31.33 0 No Change 2,370 31.47 0 No Change 5,370 8,43 0 No Change 6,380 7.74 0 No Change 6,380 7.74 0 No Change 8,380 7.77 7 1 No Change 8,380 7.77 7 1 No Change 8,380 7.77 7 No
No Change 20,430 1839 0 0 0 0 0 Change 4,370 3.93 0 0 0 0 0 0 Change 4,370 7.44 0 0 0 0 0 0 0 0 Change 4,370 7.44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18.39 0 0 0 0 0 Change A370 3.93 18.39 0 0 0 0 0 Change A370 3.93 18.39 0 0 0 0 0 0 Change A430 4.370 3.93 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 1839 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18,39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20,430 18.39 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 20.430 18.39 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change No 3430 1839 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
No Change (4.20) 1.00 Change (4.20) 1.00 Change (4.20) 1.47 Change (4.	No Change 4,197 4.0	No Change	No Change A.30 A.	No Change 8,270 7,44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change No Change A 970 No Change B 970 No Change No Change B 970 No Change B 970 No Change B 970 No Change N	No Change	No Change	No Change	No Change
Retall 8,270 7,44 0 627 633 Demolish 1,630 1,47 0 0 1 2 Demolish 1,630 1,47 0 0 1 2 Demolish 2,430 2,19 0 0 1 2 2 Demolish 1,320 1,190 0 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 3 0 0 1 2 3 3 3 3 3 3 4 3 3 4 3 4 3 4 4 3 4 4	Retail 8,270 7,44 0 627 633 Demolish 7,140 8,43 0 -1 -2 Demolish 2,490 2,19 0 -1 -2 Demolish 2,490 2,19 0 -1 -2 Demolish 3,200 135 0 0 -3 -3 Demolish 6,920 6,33 0 0 -3 -3 Demolish 6,920 6,33 0 0 -3 -3 Demolish 6,920 6,33 0 0 -1 -1 Demolish 6,920 6,33 0	Retall 8,270 7,44 0 627 633 Demolish 1,630 1,47 0 0 1 2 Demolish 2,430 2,19 0 1 2 2 Demolish 2,960 2,56 0 0 1 2 2 Demolish 1,3220 1,150 0 0 1 2 2 Demolish 1,200 1,35 0 0 1 2 2 Demolish 1,500 1,35 0 0 1 1 2 Demolish 1,500 1,35 0 0 1 1 2 2 Demolish 1,500 1,35 0 0 1 1 1 1 1 2	Retail 8,270 7,44 0 627 633 Demolish 1,830 1,47 0 0 -1 -2 Demolish 2,430 2,18 0 0 -7 -7 Demolish 2,920 2,58 0 0 -7 -7 Demolish 3,920 6,23 0 0 -7 -7 Demolish 1,920 1,35 0 0 -7 -7 Demolish 1,0450 941 0 0 -1 -1 Demolish 1,0450 941 0 0 -1 -1 Demolish 1,0450 941 0 0 -1 -1 Demolish 1,0450 941 0 0 0 -1 Demolish 1,0450 941 0 0 0 -1 -1 Demolish 1,0450 941 0 0 0 0 0 0	Retail 6.270 7.44 0 627 633 Demolish 1,630 1,47 0 0 1 2 Demolish 7,490 6,43 0 0 1 2 Demolish 2,430 2,19 0 0 1 2 Demolish 1,3220 1,190 0 0 1 2 Demolish 5,290 5,29 0 0 1 2 2 Demolish 6,920 6,23 0 0 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 3<	Retail 6.270 7.44 0 627 633 Demolish 1,630 1.47 0 0 1 2 2 Demolish 2,430 2.19 0 0 1 2 3 4 3 3 3 3 3 3 3 3 3 </td <td>Rebill 8 270 7.44 0 677 633 Demolish 7,140 147 0 0 -1 -2 Demolish 7,140 147 0 0 -1 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 1,320 1,25 0 0 -2 -2 Demolish 1,630 6,23 0 0 -2 -2 Demolish 1,630 6,23 0 0 -2 -2 Demolish 1,640 9,41 0 0 -2 -2 Demolish 1,640 9,41 0 0 -1 -2 Demolish 1,640 9,41 0 0 0 -1 Demolish 1,640 9,41 0 0 0 0 Demolish 1,640 9,41 0 0 0 0 Demolish 1,620<!--</td--><td>Retail 8,270 7,44 0 627 633 Demolish 7,140 0 0 -1 -2 -2 Demolish 7,140 0 0 -1 -2 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 2,920 135 0 0 -2 -2 Demolish 6,920 6,33 0 0 -2 -2 Demolish 6,920 6,23 0 0 -2 -2 Demolish 1,630 0 0 0 -2 -2 Demolish 1,630 0 0 0 0 -10 Demolish 1,630 0 0 0 0 0 0 Demolish 1,10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Retail 8,270 7,44 0 677 633 Demolish 1,630 1,47 0 0 -1 -2 Demolish 2,430 2,19 0 0 -1 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 1,350 0 0 0 -2 -2 Demolish 1,320 0 0 0 -2 -2 Demolish 1,000 0 0 0 -2 -2 Demolish 1,000 0 0 0 0 -2 -2 Demolish 1,000 0</td><td> Demoish B.270 7.44 0 0 0 0 0 0 0 0 0 </td></td>	Rebill 8 270 7.44 0 677 633 Demolish 7,140 147 0 0 -1 -2 Demolish 7,140 147 0 0 -1 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 1,320 1,25 0 0 -2 -2 Demolish 1,630 6,23 0 0 -2 -2 Demolish 1,630 6,23 0 0 -2 -2 Demolish 1,640 9,41 0 0 -2 -2 Demolish 1,640 9,41 0 0 -1 -2 Demolish 1,640 9,41 0 0 0 -1 Demolish 1,640 9,41 0 0 0 0 Demolish 1,640 9,41 0 0 0 0 Demolish 1,620 </td <td>Retail 8,270 7,44 0 627 633 Demolish 7,140 0 0 -1 -2 -2 Demolish 7,140 0 0 -1 -2 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 2,920 135 0 0 -2 -2 Demolish 6,920 6,33 0 0 -2 -2 Demolish 6,920 6,23 0 0 -2 -2 Demolish 1,630 0 0 0 -2 -2 Demolish 1,630 0 0 0 0 -10 Demolish 1,630 0 0 0 0 0 0 Demolish 1,10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Retail 8,270 7,44 0 677 633 Demolish 1,630 1,47 0 0 -1 -2 Demolish 2,430 2,19 0 0 -1 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 1,350 0 0 0 -2 -2 Demolish 1,320 0 0 0 -2 -2 Demolish 1,000 0 0 0 -2 -2 Demolish 1,000 0 0 0 0 -2 -2 Demolish 1,000 0</td> <td> Demoish B.270 7.44 0 0 0 0 0 0 0 0 0 </td>	Retail 8,270 7,44 0 627 633 Demolish 7,140 0 0 -1 -2 -2 Demolish 7,140 0 0 -1 -2 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 2,920 135 0 0 -2 -2 Demolish 6,920 6,33 0 0 -2 -2 Demolish 6,920 6,23 0 0 -2 -2 Demolish 1,630 0 0 0 -2 -2 Demolish 1,630 0 0 0 0 -10 Demolish 1,630 0 0 0 0 0 0 Demolish 1,10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Retail 8,270 7,44 0 677 633 Demolish 1,630 1,47 0 0 -1 -2 Demolish 2,430 2,19 0 0 -1 -2 Demolish 2,430 2,19 0 0 -2 -2 Demolish 1,350 0 0 0 -2 -2 Demolish 1,320 0 0 0 -2 -2 Demolish 1,000 0 0 0 -2 -2 Demolish 1,000 0 0 0 0 -2 -2 Demolish 1,000 0	Demoish B.270 7.44 0 0 0 0 0 0 0 0 0
Demoish 7,1930 143 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demoish 7,1930 1-191 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demoish 7,190 1,191 1,19	Demolish 1,030 1,24	Demolish 7,1930 1-191 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demoish 7,194 6.19 Demoish 6,920 5.19 Demoish 6,920 5.19 Demoish 6,920 6.23 Demoish 6,920 6.23 Demoish 6,920 6.23 Demoish 6,920 6.23 Demoish 7,199 6.23 Demoish 7,199 6.23 Demoish 7,199 6.23 Demoish 7,199 6.29 Demoish 7,199 6.29 Demoish 7,199 6.39 No Change 7,199 6.39 No Change 8,350 7,11 N	Demolish 7,194 6.43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 7,1930 1-97 Demolish 7,1940 6-19 Demolish 7,1940 6-19 Demolish 1,2220 1-19 Demolish 6,920 6-23 Demolish 7,199 6-94 De	Demoish 7,1930 Demoish 7,1930 Demoish 7,1930 Demoish 7,1930 Demoish 7,1930 Demoish 6,920 Demoish 6,920 Demoish 6,920 Demoish 6,930 Demoish 6,9	Demolish 7,1940 8,49 Demolish 2,430 2,19 Demolish 2,430 2,19 Demolish 2,430 2,19 Demolish 2,430 2,19 Demolish 1,5920 1,29 Demolish 6,920 6,33 Demolish 6,920 6,33 Demolish 1,5920 1,29 Demolish 3,370 8,43 No Change 6,420 1,39 No Change 1,5920 1,79 No Change 1,500 1,70 No Change 1,700 1,70 No Change 1,70 No Change 1,700 1,70 No Change 1
Demoish 2,430 219 0	Demolish 2,430 219 0 0 2 Demolish 3,2950 219 0 0 2 Demolish 3,200 1190 0 0 2 Demolish 5,920 623 0 0 2 Demolish 6,920 623 0 0 2 Demolish 1,500 135 0 0 2 Demolish 1,500 135 0 0 0 2 Demolish 1,500 135 0 0 0 0 0 Demolish 1,5470 4 92 0 0 0 0 0 Demolish 1,5470 4 92 0 0 0 0 0 Demolish 1,5470 4 92 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 0 0 0 0 Demolish 1,5470 1,5470 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,430 219 0 2 3 3 3 3 3 3 3 3 3 3 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Demolish 2,430 2,19 0 2 2 Demolish 1,2960 1,296 0 1,27 1,	Demolish 2,430 219 0 0 2 2 Demolish 3,240 1990 0 0 2 3 4 3 4 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Demolish 2,430 219 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Demolish 12,943 2.19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,430 2,19 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demoish 2,430 219 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2430 219 0 0 0 2 Demolish 3200 1960 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolish 2,960 1,250 0 0 12 12 12 12 12 12 12 12 12 12 12 12 12	Demolish 2,980 1,980 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,960 1,950 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,990 2,550 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,960 2,59 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2,960 259 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 2.960 2.56 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,2950 2,565 0 0 0 12 12 12 12 12 12 12 12 12 12 12 12 12	Demolish 2,990 256 0 0 0 12 0 12 0 12 0 12 0 12 0 12 0 13 0 13	Demolish 3,290 259 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Demolish 1500 135 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Demolish 1,500 1,35 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Demolish 1500 135 0 0 1 1 1 1 1 1 1 1	Demolish 1,500 1,35 0 -1 -1 Demolish 9,370 843 0 -8 -9 -9 Demolish 7,980 7,18 0 -7 -7 -7 Demolish 7,980 7,18 0 0 -7 -7 Demolish 3,20 4,34 0 0 -7 -7 No Change 5,490 4,34 0 0 -7 -7 Right-cf-Way 7,090 6,38 -6 -6 -7 -7 Right-cf-Way 7,090 6,38 -6 -6 -7 -7 Right-cf-Way 16,860 15,17 -15 -15 -16 -16 Right-cf-Way 16,860 15,17 -15 -15 -16 -16 No Change 6,350 5,72 0 0 0 0 0 No Change 1,700 1,54 0 0 0 0	Demolish 1500 135 0 0 1 1 1 1 1 1 1 1	Demolish 1500 135 0 0 0 0 0 0 0 0 0	Demolish 1500 135 0 0 1 1 1 1 1 1 1 1	Demolish 1500 135 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Demolish 1500 1.35 0 0 0 0 0 0 0 0 0	Demolish 1500 1.35 0 0 0 0 0 0 0 0 0
Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9,370 9,450	Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9,370 9,450 9,410 9,450 9,410 9,450 9,410 9,450 9,410 9,420 9,430 9,430 9,430 9,430 9,430 9,430 9,430 9,430 9,430 9,430 9,440	Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 9,370 8,43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 9,370 8 43 0 -9 -9 Demolish 9,370 8 43 0 -9 -9 Demolish 7,980 7,18 0 -7 -7 Demolish 7,980 7,18 0 -7 -7 Demolish 320 0,79 0 0 -7 -7 Demolish 7,980 7,18 0 0 0 0 0 Right-of-Way 7,090 6,38 6 6 -7 -7 -7 Right-of-Way 16,860 15,17 -15 -15 -15 -16 -16 -16 Right-of-Way 16,860 15,17 -15 -15 -15 -16 <	Demolish 9,370 8 43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolish 10,450 941 0 0 10 10 10 10 10 10 10 10 10 10 10 1	10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 10 10 10 10 10 10 10 10 10 10 10 1	10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 10,450 941 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demoish 3470 4 9 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7,980 7,992 6,394 7,595 7,598	Demolish 3470 4 9 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7,980	Demolish 3,940 718 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 320 029 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 320 0.29 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 324 0 29 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 3910 7 3 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Demolish 3-470 4 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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CHOUTEAU TRAFFICWAY TIF INCREMENTAL COUNTY DEBT REAL ESTATE TAXES

18-114-17-1 Right-of-Way 18-114-17-2 Right-of-Way 18-114-17-3 Right-of-Way 18-114-17-5 No Change 18-114-17-5 No Change 18-114-17-6 No Change 18-114-17-9 No Change 18-118-9-1 Industrial 18-118-9-2 No Change 18-118-9-3 Industrial 18-118-9-0 Industrial 18-118-90 Industrial 18-118-90 Industrial	15,040 46,450 4,670 4,670 1,310 1,310 7,580 6,210 6,210 6,210 47,650 30,480 7,280 10,010 14,160 8,630 8,630 8,630	13.54 1.81 3.20 3.83	-14	7.1	-14	7 5	44.	91.	-44	2.	-15	5. 4	. 4 . 4	99	0.4	r 8	9	-
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Right-of-Way No Change Industrial Industri	20,930 4,670 1,310 3,880 7,580 6,210 6,210 7,580 7,580 7,580 10,010 10,010 10,010 10,010 10,010 10,010 10,010 10,010 8,630 8,6	18.84 3.83 1.18		-42	-4.3	77				64.	7	0.5	-					7
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Apertments No Change No Change No Change No Change No Change No Change Industrial Industrial Industrial	30,490 30,490 302,880 270,980 10,010 14,160 14,160 8,630 8,630 8,630 8,980	5 59	U	0	0	0	0	0	D	0	0	0	0	0	0	0	0	
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8-118-10-8 01 No Change	402,500	362,25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-8 03 No Change	42,780	38.50	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	
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8-118-10-12 No Change	51,970	46.77	0	0	0	0	0	0	2	0.1	2 1	0 (0	0	0 (0 (0 0	
8-118-10-13 No Change	5,700	5.13	0	0	O	0	0	0	a	0	0	0	0	0	0	0	0	
8-119-4-1 No Change	166,110	149.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-119-4-1 01 No Change	77,120	89.41	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	
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14.2-18 Right-of-Way -18 -18 -18 -19 -19 -19 14.2-18 Right-of-Way -10 -10 -10 -10 -11 -11 -11 -11 -12 -12 -12 -12 -12 -12	- 1	District Man	30		30	08-	-40	-40	-41	-41
14.2-10 Right-of-Way -10 -10 -10 -11 -11 -11 -11 -11 -11 -11	-	The state of the s	4		8	81	-18	61.	61.	-19
14.2-10 Right-of-way -10 -10 -10 -10 -10 -10 -10 -10 -10 -10	-	HIGH-OI-WAY	0 0		0 0			11.	111	-11
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14-2-11 Right-of-Way -11 -11 -11 -13 -13 -14 -15 -14 -15 -14 -15 -14 -15 -15 -15 -15 -15 -15 -15 -15 -15 -15	=	Right-of-Way	-5		*	7	7	7 :	4 (2.
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14-2-19 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	0		0	0	0	0	0	0
14-2-20 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	·	No Change	0		0	0	0	0	0	0
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14-3-12 Right-of-Way -17 -17 -17 -18 -14 -14 -13 -13 -13 -13 -13 -13 -13 -14 -14 -14 -14 -14 -14 -14 -14 -14 -14		No Chenge	0		0	0	0	0	0	0
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14.3-14 Right-of-Way -19 -19 -20 -20 -20 -20 -20 -20 -20 -20 -21 -11	=	Right-of-Way	-13		7	2	2 6	2 8	. 8	8
14-3-15 Right-of-Way -11 -11 -11 -11 -11 -11 -11 -11 -11 -1	-	Right-of-Way	-19		57	n.	3	3:	7:	27.
14.3-16 Right-of-Way -49 -45 -50 -50 -51	-	Right-of-Way	-11		-11-		-11		-11	71.
14-3-17 Right-of-Way -20 -20 -20 -20 -20 -20 -20 -20 -40 -40 -40 -40 -40 -40 -40 -40 -40 -4	-	Right-of-Way	64-		54-	3	8	-51	15.	-52
14.3-18 Right-of-Way -20 -20 -21	-	Right-of-Way	-30		-30	-20	29	Ŗ	-21	-21
14-3-19 Right-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	Right-of-Way	02-		8	-20	-21	-21	-21	-21
14-13-20 Right-dr.Way -14 -14 -14 -14 -14 -14 -14 -14 -14 -14		Richt-of-Way	0		0	0	0	0	0	0
14-13-2 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Richt-of-Way	1.14		-14	-14	-14	-14	-14	-14
14-13-201 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	C		0	0	0	0	0	0
14-14-1 Rebail 1,133 1,145 1,156 1,168 1,179 1,191 1,14-14-1 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2000	No Change	. 0		0	0	o	0	0	0
14-14-4 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	****	Delair	1 133		145	1156	1,168	1,179	1,191	1,203
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	18-114-15-4	NO CHANGE	,		,		į.	7		

CHOUTEAU TRAFFIC INCREMENTAL COUNTY

R.114-17-1	Right-of-Way	.16	-16	-18	31.	-17	-11	11.
8-114-17-2	Richt-of-Way	49	29	200	2 5	47	.53	65.
41111	Disht of Way	2 6	3 8	25	5 6	. 8	3 2	32
0-114-11-5	KIGHI-OI-WAY	77-	77-	57-	27.	67.	27.	57.
8-114-17-4	No Change	0	0	0	0	0	0	0
8-114-17-5	No Change	0	0	0	0	0	0	0
	No Change	0	0	0	0	0	0	0
8-114-17-7	No Change	0	0	0	0	0	0	Φ
8-114-17-8	No Change	0	0	0	0	0	0	0
8-114-17-9	No Change	0	0	0	0	0	0	0
8-114-17-10	No Change	0	0	0	0	0	0	0
115-9-1	No Change	0	0	0	o	0	0	0
115-9-2	Apartments	539	545	550	556	561	567	572
118-6-10	No Change	0	a	0	0	0	.0	0
118-9-1	Industrial	0	0	0	463	468	472	477
118-9-2	No Change	0	0	0	0	0	0	0
8-118-9-3	No Change	0	0	0	0	0	0	0
8-118-90	Industrial	327	330	334	337	340	344	347
8-118-90	Industrial	314	317	320	324	327	330	333
8-118-90	Industrial	471	476	481	486	490	495	200
8-118-90	Industrial	288	53	284	297	300	303	306
8-118-90	Industrial	288	162	284	297	300	303	306
8-118-90	Industrial	301	8	307	310	313	317	320
8-118-9-7	No Change	0	0	0	0	0	a	0
8-118-9-8	No Change	0	0	0	0	0	0	0
8-118-10-1	Industrial	39	40	40	4.1	41	4.1	42
8-118-10-2	Industrial	400	404	408	472	416	420	424
8-118-10-3	Industrial	202	509	211	213	215	217	219
8-118-10-4	Industrie	88	88	8	6	92	85	93
	No Change	0	0	0	o	0	0	0
8-118-10-8	No Change	0	0	0	0	0	0	0
8-118-10-8.01	No Change	0	0	0	0	0	0	0
8-118-10-8.03	No Change	0	0	0	0	0	0	0
8-118-10-8.04	No Change	0	0	0	0	0	0	D
8-118-10-8.05	No Change	0	0	0	0	0	0	0
8-118-10-8.06	No Change	0	0	0	0	0	0	0
8-118-10-8.07	No Change	0	0	0	0	0	0	0
8-118-10-8.08	No Change	0	0	0	0	0	0	0
8-118-10-9	No Change	0	0	0	Q	0	0	0
8-118-10-12	No Change	0	0	0	0	0	0	0
8-118-10-13	No Change	0	0	O	0	0	0	0
8-119-4-1	No Change	0	0	0	0	0	0	0
8-119-4-1.01	No Change	0	0	0	0	0	0	0
8-119-4-1.02	No Change	0	0	0	0	0	0	0
8-1194-2	No Change	0	0	0	0	0	0	D
8-119-4-2.01	No Change	0	0	0	0	0	0	0
8-119-4-2.03	No Change	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL HANDKAP REAL ESTATE TAXES

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Right-of-Way 270 Right-of-Way 12,350 No Change 12,430 No Change 12,430 No Change 12,430 No Change 12,430 No Change 4,480 Demoish 1,630 Demoish 2,960 Demoish 2,960 Demoish 2,960 Demoish 1,500 No Change 8,430 No Chan	Right-of-Way 270 032 0 0 0 0 0 0 0 0 0									
Right-of-way No Change No	Right of VMay 330 0.35 0.35 0.05		0			0	0		. 0	0
No Change 12.350 No Change 12.430 No Change 12.430 No Change 4.480 No Change 4.480 No Change 4.480 Setal 8.270 Demoish 7.140 No Change 8.420 No Change 8.430	No Change (12.35) (14.82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0		o	
No Change No Cha	No Change					0	0		0	
No Change 20,430 No Change 4,480 Retall 1,530 Demolish 1,140 Demolish 2,960 Demolish 2,960 Demolish 1,500 Demolish 1,500 Demolish 6,920 Demolish 1,500 Demolish 6,920 Demolish 1,500 No Change 8,800 No Change 8,300 No Change 8,400 No Change 8,500 No Change	No Change 20,330 2452 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0		0	
No Change No Cha	No Change 4,370 5,24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0		0	
No Change Retail Retail Retail Demolish D	No Change 4,480 538 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					0	0		0	
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Right-of-way 18,980 Right-of-way 12,860 No Change 785,860 5 No Change 240 Reball 1,350 No Change 1,120	Right-of-Winy 18,980 22,78 23 23 23 23					-25	-25	33		-25
Right-of-Way Right-of-Way Right-of-Way No Change 785,860 s Rebail (350 No Change 1,120	Right-of-www 0 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0					-25	-25	8.		-78
Right-of-Way 12,860 No Change 785,860 Roball 1,350 No Change 1,350 No Change 1,350	Right-d-Way 12.860 15.43 15 16 18 16 No Change					0	0	0		0
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No Chapter 39 100							0 0	0 0		0.0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL HANDICAP REAL ESTATE TAXES

	Sight of Wav		2000	1	4				0		0								2
	The state of the s	15,040	18,05	-18	-18	-18	-19	-19	-19	-19	61.	-20	-50	8	2,	8	-21	-21	-21
	Right-of-Way	45,460	55,75	-56	95.	-57	151	99	-59	65.	09-	09	9	-62	42	B	B	4	99
	Right-of-Way	20,930	25.12	- 52-	52-	-26	-26	92-	-26	12.	17-	-27	-27	-28	-28	-28	83	R.	Ŗ
	No Change	4.670	5.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E	No Change	4,260	5,11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē	No Change	1,310	1.57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	3.880	4.66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-114-17-8	No Change	7.580	9.10		0	0	0	0	o	0	0	0	0	0	0	0	0	0	0
ï	No Change	5,910	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	No Change	6,210	7.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	- 0	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Apartments	30,490	36.59	0	0	826	632	638	644	651	657	299	671	677	684	169	889	706	712
8-118-6-10	No Change	0	000	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0
8-118-9-1	Industrial	47,650	57.18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	302,880	363,46	0	0	0	0	0	a	0	0	0	0	a	0	0	0	0	0
8-118-9-3	No Change	270,960	325,15	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0
	Industrial	10,010	12.01	a	376	379	383	387	391	385	399	403	407	411	415	419	473	428	432
8-118-90	Industrial	9,670	11.60	0	0	0	0	0	0	379	383	387	390	394	398	402	406	410	415
8-118-90	Industrial	14,160	16.99	0	0	0	0	0	a	0	0	0	0	0	598	108	610	816	229
8-118-90	Industrial	8,630	10.36	0	0	0	0	0	0	0	0	0	358	362	386	38	373	377	380
-	Industrial	8,630	-10.36	0	0	0	0	0	344	348	351	355	358	362	385	389	373	377	380
-	Industrial	8,980	10.78	0	0	O	0	358	360	364	357	371	375	378	382	386	390	38	388
	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	No Change	1,660	1.95	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0
Ē	Industriel	13,890	16.67	O	0	0	0	0	0	0	0	48	49	49	8	8	5	5	52
P	Industrial	5,130	6.16	0	0	0	0	0	a	0	0	492	497	205	202	512	215	523	528
	Industrial	21,730	26 08	0	0	0	242	245	247	250	252	255	257	88	262	265	268	270	273
	Industrial	6,210	7.45	0	a	0	103	104	105	901	101	108	108	111	112	113	114	115	116
	No Change	3,710	4.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	27,140	32.57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	402,500	483.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	No Change	42.780	51.34	0	0	0,	0	0	0	0	0	0	0	0	0	0	0	0	0
3	No Change	75,360	90.43	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	316,160	379.39	0	0	0 1	0	0	0	0	0		o	0	0	0	0	0	0
5.	No Change	295,970	355.16	0	0	0	0	0	o	0	0	0	a	0	0	0	0	o	0
-	No Change	38,590	46 31	0	0	0	0	0	0	ö	0	0	0	0	0	0	0	0	0
88	No Change	38,850	46 52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	No Change	48,670	58.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ĭ	No Change	51,970	62.36	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0
3	No Change	5,700	6.84	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0
8-1194-1	No Change	186,110	199,33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	No Change	77,120	92.54	0	a	0	0	0	Ω	0	D	0	0	0	0	0	0	0	0
8-119-4-1.02	No Change	174,850	209.82	0	0	0	0	0	C	0	0	0	0	0	0	0	a	0	0
7	No Change	106,110	127.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	No Change		361.19	0	0	0	0	0	۵	0	0	0	0	0	0	0	0	0	0
8-119-4-2.03	No Change	Ш	259.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	O
otals			5,488.80	-413	-41	1,328	1,586	2,059	2,424	2,828	2,956	3,425	5,227	5,279	6,930	5,989	6,049	6,110	6,17

CHOUTEAU TRAFFIC

18-110-7-15	Right-of-Way Right-of-Way	-28		-28	65.69	8 Ψ.	2 <u>7</u> .	-29	
18-110-7-18	Right-of-Way	0		0	0	0	0		0
18-110-7-19	Right-of-Way	0		0	0	0	0		0
18-110-7-20	-	0		0	0	0	0		0
18-110-7-20	No Change	0 0		0 0	00	0 0	0 0		0 0
18-110-7-22	No Change	0		0 0	0 0	0	0 0		00
18-110-7-23	No Change	0		0	0	0	0		0
18-110-8-1	Retail	196		971	980	066	1,000	1,010	0
18-110-8-2	Demolish	-5		2	-5	-5	-5		4
18-110-8-3	Demolish	-10		-10	9	-10	9	7	_
1000	Cemolish			7	7	4	4		4
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18-110-8-10	Oemolish	. 10		.0.	01.		101	0.5	0 0
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	Demolish	-15		-15	-15	.15	-15	+	10
	Demolish	φ		ďρ	æ	ф	9	7	
18-110-8-14	Demolish	F.		-11	11-	-12	-12	÷	~
18-110-8-24	Demolish	0		0	0	0.	0	0	-
18-114-2-1	No Change	0		0	0	0 -	0	0	L
18-114-2-2	Right-of-Way	-10	**	01-	01.	-10	-10	-10	_
-	Right-of-Way	-52		-52	-53	-53	Š	5.	
-	Right-of-Way	-24		-24	-24	-24	-25	-25	
-	Right-of-Way	7		7	-14	-14	41.	-14	
-	Right-of-Way	ė,		eņ i	ę,	43	ç	ė,	
	Right-of-Way	0		50	-12	-12	15	-15	
71-7-411-01	No Change	0 0		0 0	3 6	00	0 0	0.0	
	No Changa	0	v i	0 0	00	0.0	0 0	0 0	
	No Chance	0		0	00	0	0 0	0 0	
18-414-2-17	No Change	0		0	0	0	0	0	
18-114-2-18	No Change	0		0	0	.0	0	0	
18-114-2-19	No Change	0		0	0	0	0	0	
18-114-2-20	No Change	0		a	0	0	0	0	
18-114-2-21	No Change	0	×	0	0	0	0	0	
18-114-2-22	No Change	O		0	0	0.	0	0	١.
18-114-3-12	Right-of-Way	.23	4.	-23	-23	2	-23	-23	
-	Right-of-Way	11.	,	.11	.18	-18	-18	-18	
-	Right-of-Way	-25		-38	-26	8	-26	-27	
-	Right-of-Way	-14		-15	-15	5	-15	1.	
-	Right-of-Way	-65	,	8	-67	19	-68	-69	
	Right-of-Way	-78		28	-27	-27	-27	-27	3
18-114-3-18	Right-of-Way	-21	,	.27	-27	-28	-28	-28	
18-114-3-19	Right-of-Way	0		0	0	P	0	0.	
B-114-5-10	HIGHI-OL-Way	0		B)-	20	0	67	-19	
18-114-13-2	No Change	0.0		0 0	0 0	0.0	0 (0 0	
7.	No Change				2	0.0	0	0	
	Y BEER	1,0,1	0	8	541	22	1.572	1,588	
10-114-14-4	No Change	9 6		0 0	00	0.0	0	0	
	No Change	0 0		0 0	5 0	9	0 0	0.0	
18114152	No Change	00			5.0	2.0	3	0	
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CHOUTEAU TRAFFICWAY TIF
INCREMENTAL MENTAL HEALTH REAL ESTATE TAXES

CHOUTEAU TRAFFICWAY TIF INCREMENTAL MENTAL HEALTH REAL ESTATE TAXES

14-17-7 Right-of-Way 15 Got 13 54 -14 -14 -14 -14 -14 -17 -17 Right-of-Way 20 990 (18.84 -19 -19 -19 -19 -14 -14 -14 -14 -17 -17 No Change 45 TO 990 (18.84 -19 -19 -19 -19 -19 -14 -14 -17 No Change 1,310 1,18 D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way Right-of-Way Right-of-Way Right-of-Way Right-of-Way No Change Industrial Industri	5.6	13.54 14.20 14.20 14.16 15.55 15.55 16.00	4400	7.75	41.	43	4 4	4 4 4	44.	-15	21.	-15	5. 4	4	-15	-15	9.	
14.17.2 Signification of the state of th	Right-of-Way Right-of-Way No Change Industrial Industr		41.81 13.83 13.48 14.16 14.16 15.32 15.32 15.32 15.32	400	-42	F 97	-43	44	77	-64	-45			44	-47	7	2	0	•
Commany Comm	Right-of-Way No Change Industrial Industri		18.84 4.20 3.48 3.48 5.82 5.53 5.55	ę. 0		2					277		.46		1		4.0	9	
14.77 No Change 450 423 10 10 10 10 10 10 10 1	No Change Industrial		4 6 6 4 5 8 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0	7.	54-	61.	-30	.20	170	000	000	2.	2.0	2.5	ć	7 .	7 8	1 10
14.17-2 No Change 1.786 3.55 1.95	No Change Industrial Industri		25.55 25.55		c	0	0				2 0	2	7	7	17.	17.	17.	7.	
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14.14 No. Change 15.80 15.84	No Change Industrial		55.55		0 0	0 0	0 1	2	0	2	0	0	0	0	0	0	0	0	
14.17-13 (No.Change 6.79	No Change Industrial		5.59	0 1	0 1	3	0	0	0	0	o	0	0	0	0	0	0	0	
14-77-3 MoChange 6210 523 MoChange 6210 6220 MoChange 6210 MoChange	No Change No Change No Change Apartments No Change Industrial No Change Industrial Indus		5.59	0	0	0	0	a	0	0	0	0	0	0	0	0	c	0	
1.5-2.2 Automates 2.10 5.55 1.5	No Change No Change No Change No Change Industrial		0.00	0	0	0	0	0	0	0	0	0	0	0	C	0	0		
15-5-1 No.Change 10-00	No Change Apartments No Change Industrial No Change No Change Industrial		000	0	0	0	0	0	U	0	0	0	0	0	c	0 0			
15-5-7 Advitowinks Model and Model	Apartments No Change Industrial No Change No Change Industrial			0	0	0	0	0	0	0	0	0		0 0			0 0	0 0	
18-5 No Change 47-50 47	No Change Industrial No Change No Change Industrial Industrial Industrial Industrial Industrial No Change No Change No Change Industrial Industrial Industrial Industrial Industrial Industrial Industrial Industrial Industrial		27.44	0	0	469	47.4	479	ARS	0.00	403	900	200	200		2	0	0	
8-9-1 Inclusival 47-60 22-85	Industrial No Change No Change No Change Industrial Industrial Industrial Industrial Industrial No Change No Change No Change No Change Industrial Industrial Industrial Industrial Industrial Industrial		000	0	0	0	0	c	3 0			000	200	200	210	810	679	529	10
8-9.5 No Change 270,545 272,555 Section 270,545 Sect	No Change No Change Industrial		12.89	0	0	c		0 0	0.0	0 0	1 0	0 0	0 0	0 0	0	3	0	0	
18-95 No Change 10 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	No Change Industrial Industrial Industrial Industrial Industrial No Change No Change Industrial Industrial Industrial Industrial		72.59	c	0	0	0	0 0	0 0	0 0	0 0	0 0	0 1	0 (0	0	0	0	
19.50 Industrial 10.00 9.01 0.282 285 287 250 259 25	Industrial Industrial Industrial Industrial Industrial Industrial No Change No Change Industrial Industrial Industrial Industrial Industrial		13.86	0 0	0 0		0 0	00	0 0	0.0	0 0	0 0	0 0	0 (0	0	0	0	
Household September Sept	Industrial Industrial Industrial Industrial Industrial Industrial Industrial No Change No Change Industrial Industrial Industrial Industrial Industrial		100		200	300	202	2	200	200	2	0	0	0	0	0	0	0	
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Second control of the control of t	Industrial Industrial Industrial No Change No Change Industrial Industrial Industrial		24.5	0 0		0 (0 (٥.	2	787	787	280	283	236	585	302	305	308	(1)
Second moderates Second mode	industrial industrial No Changa No Changa Industrial industrial industrial		417	0 0	0 (Ð (0	0	0	0	0	0	0	0	448	463	457	462	4
Controllering Section Section	industrial industrial No Change No Change Industrial Industrial Industrial Industrial		111	0	0	0	0	0	0	0	0	0	569	271	274	277	280	282	0
Industrial 890 8,08 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Industrial No Change No Change Industrial Industrial Industrial Industrial		111	0	0	0	0	0	258	261	263	286	269	271	274	277	280	282	10
No Change 1660 1250 12	No Change No Change Industrial Industrial Industrial		8,08	0	0	0	a	267	270	273	275	278	281	284	287	289	282	1 %	1 8
8-69-8 No Change 1860 1489 C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change Industrial Industrial Industrial	1,660	00'0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	1
8-10-1 Industrial 51369 12550 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Industrial Industrial Industrial		1.49	0	0	0	a	0	0	0	0	0	0	0	0	0	0 0	0	0 0
8-10-2 Industrial 2130 4.62 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Industrial		2.50	0	0	0	0	0	0	0	0	36	37	37	37	8	2	8	
## 1-1-3 Industrial	Industrial	1	4.62	0	0	0	0	0	0	0	0	369	373	377	380	387	288	3 8	. ×
8-10-4 Industrial 6.210 5.59 0 0 0 77 78 79 80 81 82 83 84 8-10-4 Industrial 6.210 5.59 0 0 0 0 77 78 79 80 80 81 82 83 84 8-10-8 No Change 27.140 24.43 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Industrial		9.56	0	0	0	182	183	185	187	189	191	193	195	197	8	36		5 8
8-10-80 No Change	No Change		5.59	0	0	0	77	78	79	80	80	100	82	83	NA.	2 4	98	3 8	4 -
#10-80 No Change 27:140	No Change		3.34	0	0	a	0	0	0	0	0	0	10	3 0	,	3	3 0	8 5	
B-10-8.01 No Change 402.500 362.25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		4.43	0	0	0	0	0	0	0	0	0	0 0	0 0	0 0	0 0	0 0	0 0	
8-10-8.03 No Change 12,780 39.50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		2.25	0	0	0	0	0	0	0	D	0	0	00	0 0		0 0	> 0	
8-10-8.04 No Change 75,350 ,6782 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		8.50	0	0	0	0	0	0	c	0	c	0	0 0	0 0		0 0	> <	
8-10-8.05 No Change 315,169 284-54 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		7 82	0	0	0	0	0	0	0	0	00	0 0	00	0 0	0 0	0 0	2 0	
8-10-8.05 No Change 285,970 265,37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change	4	4.54	0	0	0	0	0	0	0	0	00	0 0	0 0	0 0	5 0	0 0	0 0	
6-10-8.07 No Change 38.590 34.73 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		6.37	0	0	0	O	0	0	0.0	0 0	0.0		0 0	0 0	6	00	3 (
6-10-8.08 No Change 38.650 34.97 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		4.73	0	0	0	0	0		00	0 0	00	0 0	0 0	0 0	0 0	0	0 1	
6-10-9 No Change 48,670 43.80 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		4.97	0	C	0	0	0	0 0	0 0	0 0	0 0	0 0	> 0	0 0	0 (0	0	
8-16-12 No Change 51,970 46,77 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		3.80	0	0	0	0	0		00	0 0	0	0 0	0 0	0 0	0 0	0	0	
8-4-1 No Change 5700 513 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		6.77	0	0	0		0 0	00	00	0 0	5 0	0 0	0 0	0 0	0	0	0	
9-4-1 Na Change 186,110 149,50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		5.13	0	0	0	0	0	0 0	00	0 0	0 0	0 0	2 0	0 0	0 (0	0	
5-4-1.01 No Change 77,128 59.41 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		9.50	0	0	0	a		00	0 0	0 0		0.0	> 0	0 0	0 (0 (0	
8-4-1,02 No Change 174,850 157,37 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change		9.41	0	0	0	o	0	c	G	0.0	00	0 0	0 0	0 0	0	5 (0	
9-4-2 No Change 106,110 95,50 0 · 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	02 No Change		7.37	0	0	0	0	0	0	0	00	0 0	0.0	> 0	0 0	0	5 (0 (
9-4-2.01 No.Change 300,990 270.89 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change	,	5.50	0	0	0	a	0	0	C	00	0 0	0 0	0	0 0	0 (0 1	0	
3-4-203 No-Change 215,850 194.27 0 0 0 0 0 0 0 0 0	No Change		0.89	0	0	0	0	0	0	0 0	0 0	0 0	00	0	0 0	0 (0	0	
	No Change		4.27	0	0	0	0	0 0	0 0		00	o c	0.0	0 0	0 0	0 (0	0	
4,574,000 4,116,60 -310 -31 996 1965 1645 1819 2121 2121				310	18-	966	1 265	1.545	9,8	1010	ľ	0000				0	0	0	

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B-10-7-15 Right-of-Way B-110-7-18 Right-of-Way B-110-7-19 Right-of-Way B-110-7-19 Right-of-Way B-110-7-20 No Change B-110-7-20 No Change B-110-7-21 No Change B-110-7-22 No Change B-110-7-23 No Change B-110-8-1 Demolish B-110-8-2 Right-of-Way B-114-2-2 Right-of-Way B-114-2-3 Right-of-Way B-114-2-1 No Change B-114-2-1 Right-of-Way B-114-2-1 Right-of-Wa		# C 00000008	2 4000000	27.40.0	22.500	22 -22 -69 0 0	
100-7-3 110-7-18 110-7-18 110-7-20 110-7-20 110-8-1 11			<u> </u>	5 40 O	.52	5,500	
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10-7-20 01 110-7-21 110-7-22 110-8-21 110-8-3 110-8-4 110-8-4 110-8-10 110-8-10 110-8-11 110-8-11 110-8-12 110-8-13 110-8-14 110-		.00008446646	000	0	0	c	
1107-21 1107-22 1107-23 1108-1 1108-1 1108-6 1108-6 1108-1 1108-10 1108-10 1108-11 1108-12 1108-13 1108-14 110		000844644	000	0 0	00	9 6	
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108-6 108-10 108-10 108-11 108-13 108-13 108-14 108-14 108-14 14-2-1 14-2-8 14-2-8 14-2-8 14-2-9 14-2-10 14-2-		9 5	? 3	? ;	7 .	7 5	
10-8-10 10-8-10 10-8-11 10-8-14 10-8-14 10-8-14 10-8-14 14-2-1 14-2-8 14-2-8 14-2-8 14-2-9 14-2-10 14-2-10 14-2-10 14-2-10 14-2-10 14-2-10 14-2-10		2 17	7 4		0.	0 1	
108-10 108-11 108-12 108-14 108-24 108-24 14-2-1 14-2-8 14-2-8 14-2-9 14-2-9 14-2-1 14-2-9 14-2-1 14-2-9 14-2-1 14-1 14			pr	0 0		7 0	
108-11 108-12 108-14 108-14 108-14 14-2-1 14-2-5 14-2-5 14-2-6 14-2-1 14-1 14				9 0	9 0	0 0	
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108-14 108-24 14-2-2 14-2-3 14-2-9 14-2-9 14-2-10 14-2					-	-12	7.
14.2-1 14.2-1 14.2-3 14.2-6 14.2-6 14.2-10 14.2-11 14.2-11		P	p c	o o	P	P	
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14.2.9 14.2.10 14.2.11		66-	40	9	-40	-41	7
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14-2-12	/ay	-5	7	9	ç	-5	-5
14.2.43	(a)		-	-11	-	-12	-12
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14-2-14	0	0	0	0	0	0	
01-7-41		0	0	0	0	0	
14-7-11	ò	0	0	0	0	0	0
81-7-10		0	0	0	0	0	9
61-7-41	9	0	0	0	0	0	
4-2-20	0	0	0	0	0	0	
14-2-21	0	0	0	a	0	0	-
77-7-41	0	0	0	0	0	0	_
14-3-12		-17	-17	-17	-17	-18	-18
14-3-13		-13	E -	-13	-13	-14	-14
14-3-14		61.	on T	-20	2	-20	-20
14-3-15	ay .11.	-11	-11-	-11	-11	-11	- 2
14-3-16		64-	ŝ	ş	-51	-61	-52
14-3-17		.30	2	-30	25	-21	-21
14-3-18	-2	29	2.	-21	-21	-21	-21
14-3-19		0	0	0	0	0	0
14-3-20		+14	-14	114	-14	-14	-14
14-13-2		0	0	0	0	0	۵
14-13-2.01		a	0	0	0	0	0
14-14-1	1,13	1,145	1,156	1,168	1,179	1,191	1,203
14-14-4	0	0	0	0	0	0	0
5	0	0	O	0	0	0	0
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8-114-15-2 No Change	0	0	0	0	0	0	2

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	Kight-or-way		0 9	00	0.5	97.	11.		
9-114-11-7	Kight-of-Way	-11	7	8	00.	ō.	ŗ,	-27	
8-114-17-3	Right-of-Way		73	-22	-23	-23	-23	-23	-23
8-114-17-4	No Change		0	0	0	0	0	0	
8-114-17-5	No Change		0	0	0	0	0	0	
8-114-17-6	No Change		0	0	0	0	0	0	
8-114-17-7	No Change		0	0	0	0	0	0	
8-114-17-8	No Change		0	0	0	0	0	0	
8-114-17-9	No Change		0	0	0	0	0	0	
8-114-17-10	No Change		0	0	0	0	0	0	
8-115-9-1	No Change		0	0	0	0	0	0	
8-115-9-2	Apartments		539	545	550	929	198	299	572
8-118-6-10	No Change		0	0	0	0	0	0	
8-118-9-1	Industrial		0	0	0	463	468	472	477
8-118-9-2	No Chance		0	0	0	0	0	o	
8-118-9-3	No Change		0	0	0	0	0	0	
8-118-90	Industrial		327	330	334	337	340	344	347
8-118-90	Industrial		314	-317	320	324	327	330	333
8-118-90	Industrial		471	476	481	486	490	495	200
8-118-90	Industrial		288	162	284	297	300	303	306
8-118-90	Industrial		388	162	284	297	300	303	306
8-118-90	Industrial		301	304	307	310	313	317	320
8-118-9-7	No Change		0	0	0	0	0	0	
8-118-9-8	No Change		0	0	0	0	0	0	
18-10-1	Industrial		39	40	40	4.1	41	41	42
18-10-2	Industrial		400	2	408	412	416	420	424
18-10-3	Industrial		207	508	211	213	215	217	219
18-10-4	Industrial		88	88	8	16	92	92	6
18-10-8	No Change		0	D	0	0	0	0	
18-10-8	No Change		0	o	0	0	0	0	
18-10-8:01	No Change		0	0	0	0	0	0	
18-10-8.03	No Change		0	0	0	0	0	0	
18-10-6.04	No Change		0	0	D	0	0	0	
18-10-6.05	No Change		0	0	0	0	0	0	
18-10-8 06	No Change		0	0	0	0	0	0	
18-10-8.07	No Change		0	0	0	0	0	0	
8-118-10-8.08	No Change		0	0	0	0	0	0	
8-118-10-9	No Change		0	0	0	0	0	0	
8:118-10-12	No Change		0	0	0	0	0	0	
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8-1194-1	No Change		. 0	0	10	0	0	0	
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5	No Change		> 0	00	0 0	0 0	> 0	> 0	
9-119-1-02	No Change		0	0	0	0	0	0	
8-1194-2	No Change		0	0	0	0	0	0	
8-1194-2.01	No Change		0	0	0	0	0	0	
8-119-4-2.03	No Change	Ĭ	0	0	٥	0	0	0	
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CHOUTEAU TRAFFICWAY TIF

Right-of-Way 19,710 19,71 Right-of-Way 270 0.27 Right-of-Way 270 0.27 Right-of-Way 270 0.27 No Change 12,350 12,35 No Change 12,350 12,35 No Change 4,490 4,48 No Change 4,370 4,37 Demolish 1,500 1,50 Demolish 2,950 2,43 Demolish 2,950 1,25 Demolish 1,500 1,20 Demolish 2,950 1,25 Demolish 1,500 1,20 Demolish 2,950 1,25 Demolish 1,500 1,25 Right-of-Way 1,660 1,666 No Change 8,280 1,22 No Change 8,280 1,22 No Change 8,280 1,22 No Change 8,280 1,22 Right-of-Way 1,280 1,28 Right of-Way 1,280 1,	Parcel	Redevelop	97 Assess	97 Taxes			. I	1	4	s	w	7	8	6	10	11	12	13	7	15	16
Bigglet-Grays 200 201	18-110-7-15	Right-of-Way	19,710	19.71	Ŗ	CA.		2	-20	-21	-21	-21	-21	-21	-22	-22	72-	ņ	77:	2.	
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Statistics Sta	8-110-7-18	Right-of-Way	270	0.27	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
No Changes 1,250	8-110-7-19	Right-of-Way	300	0.30	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
Mochange 24430 1244 1245 12	-110-7-20		12,350	12.35	0			0	0	a	0	0	0	0	0	0	0	0	0	0	
Mochange (24,40) 20,43 and	8-110-7-20,01		12,430	12.43	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
Mochanier 4,370 4,480 6,	8-110-7-21	No Change	20,430	20,43	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 4,450 1,450	8-110-7-22	No Change	A.370	4.37	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
Particular 1,500 1,827	110-7-23	No Change	4,480	4.48	0			0	0	0	0	0	0	0	0	0	C	0	c	0	
Democision 7,1460 7,146	110-8-1	Retail	8,270	8.27	0			697	704	711	718	725	732	740	747	754	762	770	111	785	
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Charmina S.470 S.450 S.45 Co.	110011	Cemolish	9,370	777	0			-10	-10	01.	-10	-10	-10	-10	0:-	-10	01-	-11	-11	-11	
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Not changes 5,450 5,544 5,545	110-8-24	Demolish	320	0.32	0			0	0	0	0	O	0	0	0	0	0	0	0	0	
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Pagicockway 1880	114-2-3	Right-of-Way	36,770	36.77	-37			-33	-38	-38	-39	30	39	OPT	.40	141	**	1	2	2	
Right-of-Ways 1800 1864 1800	14-2-8	Right-of-Way	15,860	16.86	-17			-17	-117	.18	80	100	- 18	.18	8	01.	0	0	9		
Paghted Way 1,820 1,822	14-2-9	Right-of-Way	9,660	99'6	-10	-		-10	-10	-10	-10	-10	-10	-10	-	11.	11.	17			
Pagin character 10,430 1	14-2-10	Right-of-Way	1,920	1.92	ç	+				C		, ,	0								
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Right-of-Way 15,870 15,87 -16 -16 -16 -16 -17 -17 -17 -17 -17 -17 -19 -18	14-2-22	No Change	5,050	5.05	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
Right-of-Way 12.20 12.29 -12 -13 -13 -13 -13 -13 -13 -13 -13 -14	14-3-12	Right-of-Way	15,870	15.87	-16	-		-16	-16	11.	-17	-13	-11	417	-17	-18	.18	. 18	-18	-18	
Right-d-Wwy 18.00 18.02 -18 -18 -19 -19 -19 -20	14-3-13	Right-of-Way	12,290	12.29	-12	1		-13	-13	- 13	-13	-13	-13	-13	-13	-14	-14	.14	-14	11.	
Right-d-Way 10,300 10,300 -10 -10 -11 -12 -12 -21	14-3-14	Right-of-Way	18,020	18.02	-18	7		-18	61.	19	61.	-19	61.	-20	-20	2	2	29	.21	.21	
Right-of-Way 46.370 46.37 -46 -47 -48 -49 -49 -50 -50 -50 -51 -51 -52 -53	14-3-15	Right-of-Way	10,300	10.30	-10	+-		-11	-	11.	-11	117	11.	F	-11	1.	-11-	-12		.12	
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Right-of-Way 18,990 18,56 -19 -19 -19 -19 -20 -20 -20 -20 -21 -21 -21 -21 -21 -21 -21 -21 -21 -21	14-3-17	Right-of-Way	18,590	18.59	-19	1-1		-19	-19	57	-20	.20	-20	-20	2,	16.	.2.	.5.	200	36	
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CHOUTEAU TRAFFICWAY TIF INCREMENTAL HEALTH REAL ESTATE TAXES

Right-of-Way 46,460 46.46 -46 -47 -43 -48 Right-of-Way 46,460 46,460 46,460 46,460 46,460 46,460 46,460 46,460 46,460 46,460 46,460 46,460 47,570 46,760 47,570	Right-of-Way	Right-dr-Way	Right-of-Way 46,450 46,450 46,450 47 47 48 AB Right-of-Way 20,390 20,393 21 21 21 21 22 22 No Change 4,280 4570 467 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-May 46,450 46,45 467 467 47 48 48 Right-of-May 20,390 2.29 3 .21 .21 .21 .22 .22 No Change 4,280 4.57 6.45 6.45 6.45 6.45 6.45 6.45 6.45 6.45	46,460 46,46 46 46 47 47 48 48 46,45 46 46 46 47 47 48 48 46,45 46 46,45 46 46,45 46 46,45 46 46,45 46 46,45 46 46,45 46,41 46	2 Right-cl-Way 20,900 46.45 46.45 47 47 47 48 48 48 No Change 4,870 46.45 48 6.45 48 48 48 A No Change 4,870 46.45 48 A No Change 4,870 46.45 48 A A No Change 1,360 13.8	2 Right-ch/Way 20,392 20,393 -31 -31 -31 -48 -48 -48 -48 -47 -47 -47 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48	2 Right-ch/Way 46,450 2654 -46 -47 -47 -48 -48 -48 -48 -48 -47 -47 -48 -48 -48 -48 -48 -47 -47 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48
Right-cf-Way 20,900 20,93 -21	Pight-cf-Way 20,990 20,93 -21 -21 -21 -21 -22 No Change 4,870 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 4,670 6,210	Pight-cf-Way 20,990 20,93 -21 -21 -21 -21 -22 No Change 4,570 467 0 0 0 0 No Change 1,310 1,31 0 0 0 0 0 No Change 1,310 1,31 0 0 0 0 0 0 No Change 5,310 621 0 0 0 0 0 0 0 0 No Change 6,210 621 0 0 0 0 0 0 0 0 0	Right-cf-Way 20,900 20,93 -21	Rightf-cf-Way 20,990 20,93 -21	Significación Significació	Significación Significació	Style="color: blue;">Style="color: blue;">Style="	Style="Color: blue;">Style="Color: blue;">Style="
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CHOUTEAU TRAFFIC

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CHOUTEAU TRAFFICWAY TIF
INCREMENTAL LIBRARY REAL ESTATE TAXES

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CHOUTEAU TRAFFICWAY TIF INCREMENTAL LIBRARY REAL ESTATE TAXES

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7-/1-61	KIGHI-OI-Way	45,460	153 32	-153	-155		156	-158	-160	-161	-163	-164	-166	-158	-169	-171	-173	174		321
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8-114-17-4	No Change	4,670	15,41	0		0	0	0	0	0	0	0	c			•				
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18-114-17-6	No Change	1,310	4.32	0		0	0	0	0	0	0	c	, 0		0 0	9 0	0 0	0 0		0
8-114-17-7	No Change	3,880	12.80	0	03	0	0	0	0	0	0	0		0 0	0 0	0 0	0 0	0.0		0 0
8-114-17-8	No Change	7,580	25.01	0		0	0	0	0	c	C	c		0 0	0 0	0 0	0	0 0		2 (
8-114-17-8	No Change	5,910	19.50	0		0	0	0	C	0	0	0	0.0		00	> 0	0	0 0		0
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18-118-10-1	Industrial	13,890	45.84	0	:	0		0	0	0	0	0	133	135	136	137	139	140		
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8-118-10-3	Industria	21,730	71.71	0		0		999	673	679	666	693	700	707	714	721	778	7.56	7.13	
8-118-10-4	(ndustria)	6,210	20.49	0		0	1	284	286	289	292	285	288	301	304	307	310	3 5	3.5	
8-118-10-6	No Change	3,710	12.24	0		0		0	0	0	0	0	0	0	0	0	0			
8-118-10-8		27,140	89.56	0		0		0	0	0	0	0	0	0	0			0 0	0 0	
6-118-10-8.01	_	402,500	4,328,25	0		0		0	0	0	0	0	0	0	0	0	0	0	0 0	
8-118-10-8.03		42:780	141,17	0		0		0	0	O	0	0	C	c	c			0 0		
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8-118-10-8.08	7	38,850	128.21	0		0	0	0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0	3
8-118-10-9	No Change	48,670	160.61	0			0	0	C	c	0		0 0	0 0	0 0	0 (0	0	0	
8-118-10-12	No Change	51,970	171.50	0	_		0	0	0	0	0	0 0	0	0 0	00	0 0	0 0	0		
8-118-10-13	No Change	5,700	18.81	0		0	0	0	0	0	0 0		0 0	0 0	00	0 0	0 0	0 0		-
8-119-4-1	No Change	166,110	548.15	0	_	0	0	0			0 0	0.0	0	0 0	0 0	0	0	0	0	
8-119-4-1,01	No Change	77.130	254 50	0	-	0	0			0 0	0 0	0 0	0 (0 0	0	0	0	0	0	
8-119-4-1.02	No Change	174,850	577.01	0				0 0	0.0	00	0 0	00	0	0 (0	0	0	0	0	
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CHOUTEAU TRAFFIC INCREMENTAL LIBRARY

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1-71-1-0	Hight-or-Way	7		69,	9	-61	-61	
8-114-11-2	Right-of-Way	-180	182	-183	-185	-187	.189	-191
8-114-17-3	Right-of-Way	18	-82	-63	-83	-84	689	•
8-114-17-4	No Change		0	0	0	0	0	
8-114-17-5	No Change	0	0	0	0	0	0	
8-114-17-5	No Change	-	0	0	0	0	0	
8-114-17-7	No Change	D	0	0	0	0	0	
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8-114-17-10	No Change	0	0	C	c	0	0	
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8-118-90	Industrial	1,200	1,212	1,224	1,236	1,248	1,261	1.27
8-118-90	Industrial	1,151	-	1.174	1,186	1,198	1,210	1,222
8-118-90	Industrial	1,728	1.746	1,763	1,781	1,798	1,815	1,835
8-118-90	Industrial	1,056	1,067	1.077	1,088	1,099	1 110	1.121
8-118-90	Industrial	1,056	1,067	1,077	1,088	1.099	1,110	1.12
8-118-90	Industrial	1,104	1,115	1,127	1,138	1.149	1 161	1 17
8-118-9-7	No Change	0	0	0	0	0	0	
8-118-9-8	No Change	0 .	0	0	0	0	0	
8-118-10-1	Industrial	144	146	147	149	150	152	153
8-118-10-2	Industrial	1,466	1,481	1,496	1,510	1,526	1.541	1 556
8-118-10-3	Industrial	758	166	773	781	789	797	805
8-118-10-4	Industrial	323	326	329	332	336	339	34
8-118-10-6	No Change	0	0	0	0	0	0	
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No Change, 4,379, 985, 985, 985, 985, 985, 985, 985, 98	No Change (437) 881 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-110-7-21	No Change	20,430		0	0	0	0	0	0	o	0	0	0	0	0	0		0
No. Changes	No Change 4,480 1986 0 0 0 1533 1540 1553 1559 1559 1559 1559 1559 1559 1559	18-110-7-22	No Change	4,370		0	0	0	0	o.	0	0	0	0	0	0	0	0 0		0
Anales 1520 1555 1555 1555 1555 1555 1555 1555	Approximation 1,520 18-19 18-1	18-110-7-23	No Change	4,480	15	0	0	0	0	0	0	0	0	0	0	0	0 6	0	,	0 0
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Demolish 2,490 1557 0 0 155 0 15 0 15 0 15 0 15 0 15	Demolish 7,140 1571 0 0 16 16 16 16 16 17 17 17 17 17 17 17 17 17 17 17 17 17	18-110-8-2	Cemolish	1,630			0	4	4	7	4 1	4	4	4 !	7 :	7 5	7 5	1 :		4 0
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Demolish 19320 2006 10 10 10 10 10 10 10 10 10 10 10 10 10	Demolish 13220 28 08 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-110-8-5	Demolish	2,960			0	1.	1-	1.		-	-7	1	1-	1.		1.		
Demolish \$520 1102	Demolish SSOO 15.2C 0 0 15.2 14 14 14 14 14 14 14 14 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	18-110-8-6	Demolish	13,220	ĺ	0	0	-30	-30	18	ē,	.3	.3	-32	-32	-32	e.	Ŗ	7	0
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Demokrish 3,500 2.38 0.0 0 0 2.3 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	Obemolish 9,590 20 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-110-8-10	Demolish	6.920			0	9	-16	-16	-18	91-	-15	-17	-17	21-	-17	-17	7	~
Democisis 19370 20581 0 0 0 27 27 27 27 27 27 27 27 27 27 27 27 27	Operalish 9370 20.61 20 21 21 21 22 22 24 22 22 22 24 22	18-110-8-1001	Demolish	1,500	3.30		D	(r)	5	ė,	7	4	4	7	7	7	7	7		7
Democletic 101459 2239 10 0 123 12 12 12 12 12 12 12 12 12 12 12 12 12	Demolish (1)-6-5 (2.299 (1) 0 1-23 (-24 -24 -24 -24 -24 -13 -13 (-24 -24 -24 -24 -24 -24 -24 -24 -24 -24	18-110-8-11	Demolish	9370	2061		0	-21	-21	-22	.22	:22	-22	-23	-23	Ç.	ż	.33		77
Demochatic S,470 1203 1203 10	Demolish 5470 12.03 0.7 -1.2 -1.3	18-110-8-12	Demolish	10.450		0	0	-24	-24	-24	-24	-25	-25	-25	-25	99	95.	19.		99
Democitive 7890 1756 1756 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Demolish 7,980 17,560 0 70 0 10 10 10 11 11 11 11 11 11 11 11 11	18-110-813	Complish	5.470		0	0	-12	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	•	7
Controller 372 Controller	Demolish 320 070 070 0 0 1 1 1 1 1 1 1	18 110 8.14	Camolish	7 980		0	ن	-10	-18	-18	.19	51.	61.	51-	-19	2	8,	Ŗ		8
No Change 5,860 1206 1	No Change 5,497 1266 12 12 12 12 12 13 14 14 14 14 14 14 14	18-110-8-24	Cemolish	320		0	0	7	7	77	7	-	7	7	7	7	-	7		÷
Applicative 1,550	Applicativity 7,090 1560 -16 -17 -17 -17	107110	No Changa	5 490	•	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Again-claving Signo Sign	Againted-Way S6,770 80.89 81 42 83 84 46 86 87 88 Againted-Way 18,860 21/25 21 22 23 23 23 23 23 24 40		Richt of Way			-16	-16	-16	-16	91-	-11	-17	-17	-17	-17	11.	-18	-18	•	80
Applicatively 18 18 18 18 18 18 18 1	Right-cl/www 16 960 37 09 37 09 38 09 38 09 39 09 40 00		Sohl-of-Way	4.			-82	83	-84	-85	96.	-87	-88	88	-89	8	6	-92	Ů,	23
Againtici-Way 9660 2155 21 22 22 23 23 23 23 24	Right civws 9 660 21,25 -21 -21 -22 -22 -23 -24		Roht-of-Way				.37	-38	-39	-39	.39	-40	-40	-41	-41	7	42	42	7	2
Applic of Way 1,520 4,22 4, 2, 4 4, 4 4, 4 4, 5 5 5 5 5 5 5 5 5 5	Right civway 1,970 4,22 4,2 4, 4, 4 4, 4, 4 4, 4, 4 4, 4, 4 4, 4, 4 4, 4, 4 4, 4 4, 4 4, 4 4, 4 4, 4 4, 4 4, 4 4, 4 4,		Right-of-Way				-21	-22	2.	-22	53	-23	-23	-23	2	-24	-24	-24	17	7.
Again-ch/way (1,450) 22.95 -23 -23 -24 -24 -24 -25	No Change 6,350 1397 22 95 22 23 22 22 22 22 22 2		Right-of-Way				7:	4-	4	4	. 4	ç	Ş	ų,	ń	ų,	'n	ç		40
No Change 1,335 1337 1337 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	No Change 6,350 1397 0		Right-of-Way	9			.33	-24	-24	-24	-24	-25	.25	-25	-52	8	539	9,		9
No Change (1)60 21852 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change B,420 1852 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.2.12	No Change				0	0	O	0	0	0	0	0	0	0	0	0		0
No Change 10 660 2346 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 19,660 2345 19 2	18-114-2-13	No Change	8.420		0	0	0	0	0	0	0	0	0	0	0	0	0		0
No Change 1,170 375 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,170 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-114-2-14	No Change	10,660	9.	0	0	0	0	0	0	0	0	0	0	0	0	0		0
No Change (1710 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,710 376 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-114-2-15	No Change	8,280		0	0	0	0	0	0	0	0	0	0	0	0	0		0
No.Change 8,390 1844 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 8,350 1844 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-114-2-17	No Chande	1,710		0	0	0	0	0	0	0	0	0	0	0	0	0		0
No Change 7,900 1738 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 7,900 17,38 0	18.114.2.18	No Change	8,380		0	0	0	0	O	0	0	0	0	0	0	0	0		0
No Change 8,650 1903 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 8,650 19.03 0	18-114-2-19	No Change	7,900		0	0	0	0	0	0	0	0	0	0	0	0	D		0
No Change 8,400 (18,48) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 8,400 184.8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-114-2-20	No Change	8,650		0	0	0	0	0	0	0	0	0	0	0	0	0		0
No.Change 5,050 11;11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 5,050 11,11 0 0 0 0 0 0 0 0 0	18-114-2-21	No Change	8,400		0	0	0	0	0	0	0	0	0	0	0	0	0		0
Right-cl/way 15,870 34,91 -35 -35 -35 -35 -35 -37 -37 -37 -35 -38 -39 -3	Right-of-Way 15,870 34,91 -35 -36 -36 -36 -37 -37 -37 -38 Right-of-Way 12,230 27,04 -27 -27 -27 -28 -36 -36 -36 -37 -37 -37 -38 Right-of-Way 10,300 22,66 -40 -40 -40 -40 -41 -41 -42 -24 -44	18.114.2.72	No Chance	5,050		0	0	0	0	0	0	0	0	0	0	0	0	0		0
Right-cityway 12,290	Right-of-Way 12,290 27,04 -27 -27 -28 -28 -26 -28 -29 -2	18-114-3-12	Right-of-Way		,	-35	-35	-36	-36	-37	-37	-37	-38	-38	-39	-39	-38	9	-	9
Right-of-way 18,020 39 64 40 40 40 41 41 42 42 43 43 43 44 44 45 45 45	Right-of-Way 18,020 39 64 40 40 41 41 42 42 43 43 43 43 44 40 40 41 41 42 42 43 43 44 44 45 45 42 42 43 43 43 43 43 43	18-114-3-13	Right-of-Way				-27	-28	-26	-28	-29	-29	8,	-30	.30	8	8	-31	.7	=
Right-of-Way 10,300 22,68	Right-of-Way 10,300 22,66 -23 -23 -23 -23 -24 -24 -24 -24 -25 -2	18-114-3-14	Right-of-Way	1			. 40	-41	.41	-42	-42	-43	E9	-43	144	-44	45	45		46
Right-of-way 46,370 102 (0)201 -102 (0)201 -102 (0)201 -102 (0)201 -102 (0)201 -103 (0)201 -104 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -105 (0)201 -116 (0)201 <t< td=""><td>Right-of-Way 46,370 102.01 -102 -103 -104 -105 -105 -106 -107 -108 -110</td><td>18114.2.15</td><td>Right-of-Way</td><td>-</td><td></td><td></td><td>-23</td><td>-23</td><td>24</td><td>-24</td><td>-24</td><td>-24</td><td>-25</td><td>52.</td><td>-25</td><td>-25</td><td>8</td><td>-26</td><td>,</td><td>8</td></t<>	Right-of-Way 46,370 102.01 -102 -103 -104 -105 -105 -106 -107 -108 -110	18114.2.15	Right-of-Way	-			-23	-23	24	-24	-24	-24	-25	52.	-25	-25	8	-26	,	8
Right-of-Way 18,590 40.90 -41 -42 -42 -43 -43 -43 -44 -44 -45 -46 -46 -46 -46 -46 -47 -48 -48 -46 -46 -46 -46 -46 -47 -47 -47 -47 -47 -47 -47 -48 -48 -48 -46 -46 -46 -46 -46 -47 -47 -48 -47 -47 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48 -48	Right-of-Way 18,590 40.90 -41 -42 -42 -43 -43 -43 -44 -44 Right-of-Way 18,590 41,76 -42 -42 -43 -43 -43 -43 -44 -44 Right-of-Way 18,590 41,76 -42 -42 -43 -43 -43 -44 -44 -44 Right-of-Way 10,00 0	18.114.2.16	Right-of-Way	46 370	100		.103	-105	-106	-107	-108	109	-110	-112	-113	-114	-115	-116	7	11
Right-of-Way 8,990 41.76	Right-of-Way 18,990 41.76 -42 -42 -43 -43 -44 -45	18.11.2.17	Right-of-Way	18 590			19-	-42	-43	-43	-43	-44	-44	-45	-45	-46	94	47		47
Right-cl-Way 12,850 28,29 -26 -29 -29 -30 -30 -31 -31 -31 -31 -32 -32 -32 -32 -30 -30 -30 -31 -31 -31 -32 -32 -32 -32 -32 -32 -32 -32 -32 -32	Right-of-Way 12,650 28,29 28 29 29 29 29 30 30 30 31 Right-of-Way 12,650 28,29 28 29 29 29 30 30 30 31 N to Change 13,50 2.97 0	9117.3.18	Picht-of-Way	18 980			.42	.A.3	143	.44	44.	145	45	-46	-46	47	47	48		48
Right-civ/May '12,850 28,29 -26 -29 -30 -30 -31 -31 -31 -31 -32	HighT-cl/Way 12,860 28,29 .28 .29 .29 .29 .29 .30 .30 .30 .31 No Change	18.114.7.19	Richt-of-Way				0	0	O	0	0	0	0	0	0	0	0	0		0
No Change 785,890 1,728.89 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 786,860 1,728.69 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18111230	Richt-of-Way				8	-28	-29	.30	-30	-30	-33	-31	-31	32	-32	-32		33
01 No.Change 240 0.53 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	O1 No Change 240 0.53 0	18 114.12.2	No Change	785 860			0	0	0	0	0	0	0	0	0	0	0	o		0
Retail 1,350 2.97 0 0 0 0 0 0 0 2.584 2,610 2,636 2,689 No Change 2,430 5.35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Result 1,350 2.97 0 <	18 114.12.201	No Chenge	240			0	0	0	a	a	0	0	0	0	0	0	0		0
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01 NoChange 2430 535 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	01 No Change 2430 535 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	B 1 14.14.4	No Change	1120	245	٥	0	0	0	0	0	0	0	0	0	0	0	a		0
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AN CHARGO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 39,100 8602 0 0 0 0 0 0 0 0 0	18.114.15.1	No Change	0		0	0	0	0	0	0	0	0	0	0	0	0	a		0
			No Change	30 +00	4	0	9	0	0	0	D	0	0	0	0	0	0	0		0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL COMMUNITY COLLEGE REAL ESTATE TAXES

Parcel	Comanda	SERVICE IN	2000	-		3		1			,	,	2		71	71	1.5	-	•
18-114-17-1	Right-of-Way	15,040	33.09	-33	-33	-34	-34	-34	.35	-35	.35	36.	38	75.	.27	22	90	200	
18-114-17-2	Right-of-Way	46,460	102.21	-102	-103	-104	-105	-108	-107	601-	-110	111	113	21.5	111	200	8 :	8 :	? :
18-114-17-3	Right-of-Way	20,930	46.05	- 46	-47	-47	-47	87-	48	08.	OF T	9	200	2 4	- 4	200	911-	111-	-
8-114-17-4	No Change	4,670	10 27	0	0	0	0	C	0	0.0		3 0	30	,	0	70-	70-	3	Ċ.
8-114-17-5	No Change	4,260	9.37	0	0	0	0	c	0 0	0 0	0 0	0 0	0 0	0	00	0 0	0	0	
18-114-17-8	No Change	1,310	2 88	0	0	0	0	0	0	0 0	0.0	0 0	0 0	0 0	0.0	3 (0	0	
8-114-17-7	No Change	3,880	8.54	0	0	0	C	0	0 0	0 0	0.0	0 0	0 0	0 0	0 0	0	0	0	
8-114-17-8	No Chance	7.580	16.68	0	C	0	0		0 0	0 0		0	0	0	0	0	0	0	
8-114-17-9	No Change	5 910	13.00	0 0	0	00	0 0		0 0	20	00	0 0	0.0	0	0	a	0	0	
8-114-17-10	No Change	6 210	13 66	0		0 0	0 0	00	0 0	0 0	0 0	0 (0	0	0	0	0	0	7
8-115-9-1	No Change	0	000	0 0	0 0	00	0 0	0.0	0 0	0 0	0 0	0	0	0	0	0	0	0	0
8-115-0-2	Anartmank	00Y.06	87.00		2 0				2	3	0	0	0	0	0	0	0	0	
8-118-6-10	No Change	2	00.00	0 0	0 0	1,14/	1,138	0747	1,182	1,193	1,205	1.217	1,230	1,242	1,254	1,267	1,279	1.292	1,30
R.118.0.1	Industrial	47 650	20.00		0 0	0	0 1	3	0	o	0	0	0	0	0	0	0	0	
2000	No Change	000,74	104.83	0 0	9 .	0	0	0	0	0	0	0	0	0	0	0	0	0	
20010	No Criange	302,090	000 34	0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	
200000	ladination l	005.077	390,11	0 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00 0110	INCUSTINE.	010,01	70.77	0	689	969	703	710	717	724	731	738	746	753	751	768	775	784	79
00 400 00	Industrial	000	17.77	0 0	0	0	0	0	0	695	702	502	716	723	730	738	745	752	7.6
200	Industrial	8	31.15	0	0	C	0	0	0	0	0	0	0	0	1.096	1 107	1 118	2	
95119	Industrial	8,630.	88	0	0	0	0	0	0	0	o	0	657	663	670	577	283	200	. 8
8-118-90	Industrial	8,630	18 99	0	0	0	0	0	631	637	644	850	657	699	670	178	200	38	8 8
8-118-90	Industrial	6,980	19.76	0	0	0	0	653	999	667	673	580	687	769	701	202	32	25	3 5
1-6-21-0	No Change	0	000	0	0	0	0	0	0	0	0	0	0	C	c	30	200	3 0	7
8-118-9-8	No Change	1.560	3,65	0	0	0	0	0	0	0	0	0	0	0	00	0 0	0 0	0 0	
1-01-8-10-1	Industrial	13,890	30.56	0	0	0	a	0	0	0	0	88	6	16	65	6	0 0	0	8
6-118-10-2	industrial	5,130	1.28	0	0	Q	0	0	0	0	0	803	912	921	930	939	940	4 90	6 9
2010-10-3	ndustrial	21,730	47.81	0	0	0	444	448	453	457	462	467	471	476	481	488	1 20	3	8 9
100	Butshoul	6,210	13.66	0	0	0	189	161	193	195	197	199	301	203	302	202	8	210	3.0
9-118-10-6	No Change	3,710	9.16	0	0	o	0	0	0	O	0	0	0	0	0		2		4
8-118-10-8	No Change	27,140	59.71	0	0	0	0	D	0	0	0	0	0	0 0	0 0	0 0	00	0 0	
9-118-10-801	No Change	402,500	865.50	a	0	0	0	o	0	0	0	0	0	0	0		0 0	0 0	
8118-10-803	No Change	42,780	94.12	0	0	0	0	0	0	0	0	0	0	0	00	0 0	,	00	
8-118-10-804	No Change	75,360	165,79	0	0	0	0	0	0	٥	0	0	00	0 0	0 0	00	0 0	0 0	
8-118-10-8:08	No Change	316,160	695,55	0	0	0	0	0	0	0	0	0	00	0 0	0 0	00	0 0	0 0	
8-118-10-8.06	No Change	295,970	651 13	0	0	0	0	0	0	c	0	0	00	0 0	0 0	0 0	0 0	0 (
8-118-10-8.07	No Change	38,590	84 90	0	0	0	0	0	0	C	0	0.0	0 0	0 0	0 0	0 0	0 (0	
8-118-10-8:08	No Change	38,850	85 47	0	0	0	0	0	0	0	0	00	0 0	0 0	0 0	00	0	0	
8-118-10-9	No Change	48,570	107.07	0	0	0	0	d	0	00	2 0	00	0 0	0	0 0	0	0	0	
8-118-10-12	No Change	51,970	114.33	0	0	0	D	0		0.0	0 0	0 0	00	0 0	0 (9	0	0	
8-118-10-13	No Change	5,700	12.54	0	0	0	C	0	0	0 0	0 0	0 0	0 0	0	0	0	0	0	
8-119-4-1	No Change	156,110	365,44	0	0	0	0	0	0	0	0 0	0 0	00	0 0	0	0 0	0	0	
8-119-4-1.01	No Change	77,120	169.65	0	0	0	C	0	C	0	0	0 0	0 0	0	0 1	0	0	0	_
8-119-4-1.02	No Change	174,850	384.67	0	0	0	C	0	0 0	0 0	0.0	0 0	0 0	0 0	0	0	0	0	_
8-119-4-2	No Change	106,110	233.44	0	0	0	c	00	0 0	0 0	0 0	00	0 (0	0	0	0	0	_
8-119-4-201	No Change	300,990	662.16	0	0	0		0 0	0 0	2 6	0 0	0	0 (0	0	0	0	0	7
8-119-4-2 03	No Change	215.860	474 89	c		0 0		2 0	0 0	2 (0 1	9	0	0	0	0	0	0	~
otals	1	1	08 CSO C1	157	10	3			0		0	0	0	0	0	0	0	0	
							100	444											

CHOUTEAU TRAFFIC

	># 22-10-100 Y							
8-110-7-16 8-110-7-18		ç.	Ģ.	70-	70-	-0	50-	40
	Right-of-Way	-14	7	7	-14	-14	-14	-15
	Right-of-Way	•	7.	7	7	+		
ė	Right-of-Way		-4	7	7	7	7	
2000	No Change	0	0	0	0	0	0	
-	No Change	0	0	0	0	0	0	
8-110-7-21	No Change	0	0	0	0	0	a	
110-7-22	No Change	0	0	0	0	0	0	
8-110-7-23	No Change	0	0	0	0	0	0	
8-110-8-1	Retail	1,762	1,779	1,797	1,815	1,833	1,852	1.870
8-110-8-2	Demolish	4	7	7	4	7	4-	
8-110-8-3	Demolish	:18	61.	-19	-19	51-	-19	C
8-110-8-4	Demolish	40	9	9	9-	1.	-7	
=	Demolish	40	407	907	9	97	4	
10	Demolish	-34	75.	-35	.35	-35	.36.	4
4	Demolish	-15	.15	957	-18	-16	18	
	Demolish	-18	-18			5	61.	7
	Demolish	7	7	7	7	4		
110011	Pemolish	10	37	4	4	y.	46	
	Carrollaria	*7.	**	3 5	27.	200	67-	4.0
	Cemolisi	17.	7.	17.	97-	87-	97-	7
-	Demolish	*1.	4		0 :	0	CI.	
	Demolish	7	-21	17.	-21	17.	-27	
•	Demolish	7	7	-	7		7	
	No Change	0	0	0	0	0	0	
8-114-2-2	Right-of-Way	-18	-18	61.	5	61.	-19	91-
8-114-2-3	Right-of-Way	-95	96.	-97	-98	66-	001-	-101-
8-114-2-8	Right-of-Way	43	777	-44	54.	-45	94	-46
8-114-2-9	Right-of-Way	-25	-25	-25	-38	-26	-26	-26
8-114-2-10	Right-of-Way	ų,	÷	.5	'n	Ş	9	
8-114-2-11	Right-of-Way	-27	-27	-27	-28	-28	-28	-2
8-114-2-12	No Change	0	0	0	0	0	0	
8-114-2-13	No Change	0	0	0	0	0	0	
8-114-2-14	No Change	0	0	0	0	0	0	
8-114-2-16	No Change	0	0	0	0	0	0	
8-114-2-17	No Change	0	0	0	0	0	0	
-	No Change	0	0	0	0	0	0	
	No Change	0	0	0		0	0	
	No Change	C	0	0	0	0	0	
	No Change	0	0			00	0	
C.	No Change		0.0	0 0	0	00	0 0	
	Richtofway	7		CA	2	43		2 6
B114.3.13	Richt-of-Way	35	CE.	32	.33	25		
A-114-2-14	Richt of Way	48	-47	47	8	9 9	200	0.
	Dione of West	1.6	20	25	3.5	000	0	1 6
	Dinks of Way			32		175	07.	4 5
-	Dight of War	200	71-	77.	571	671.	071	171.
010000000000000000000000000000000000000	Diete of Way	0	0	7 4	n (8:	2	ē, s
	Charle of Wash		9	3 9	3 0	, ·	0	70
-	Right-ol-Way	0 00	2.0	2 5	2 .	2 6	2 4	
07-5-411-0	KIGHI-OI-YYAY	3	4	?	45.	000	00	5
	No Change	0 (0 (0	0	0	a	
8-114-13-201	No Change	0	0		0	0	0	
	Retail	2,770	2,798	2,826	2,854	2,883	2,911	2,94
8-114-14-4	No Change	0	0	0	0	0	0	
	No Change	0	0	0	0	0	0	
8-114-15-1	No Change	0	0	0	0	0	0	
8-114-15-2	Ala Change							

CHOUTEAU TRAFFIC INCREMENTAL COMMUN

-	Redevelop	17	18	20	20	17	77	77
-Bice								
18-114-17-1	Right-of-Way	-39	-38	-40	07	-40	4	-41
8-114-17-2	Right-of-Way	-120	-121	-122	-123	-125	-126	-127
8-114-17-3	Right-of-Way	5.	-55	-55	-55	95	-57	-57
8-114-17-4	No Change	0	0	0	0	0	0	0
8-114-17-5	No Change	0	0	0	0	0	0	a
8-114-17-6	No Change	0	0	0	0	0	0	0
114-17-7	No Change	0	0	0	0	0	0	0
8-114-17-8	No Change	0	0	0	0	0	0	0
8-114-17-9	No Change	0	0	0	0	0	0	0
8-114-17-10	No Change	0	0	0	0	0	0	0
115-9-1	No Change	0	0	0	0	0	0	0
8-115-9-2	Apartments	1,318	1,331	1,345	1,358	1,372	1,385	1,399
8-118-6-10	No Change	0	0	0	0	0	0	0
8-118-9-1	Industrial	0	0	0	1,132	1,143	1,155	1,166
8-118-9-2	No Change	0	0	0	0	0	0	0
	No Change	0	0	0	0	0	0	0
8-118-90	Industrial	800	. 808	816	824	832	840	849
8-118-90	Industrial	768	775	783	791	799	807	815
8-118-90	industrial	1,152.	1.164	1,175	1,487	1,199	1,211	1,223
-	Industrial	704	711	718	726	733	740	747
118-90	Industrial	704	711	718	726	733	740	747
8-118-90	industrial	736	744	751	759	992	774	782
118-9-7	No Change	0	0	0	0	0	0	0
8-118-9-8	No Change	0	0	0	0	0	0	0
8-118-10-1	Industrial	8	16	98	8	8	101	102
8-118-10-2	Industrial	116	786	266	1,007	1,017	1,027	1,037
8-118-10-3	Industrial	505	510	515	521	526	531	536
8-118-10-4	Industrial	215	217	219	222	224	226	228
8-118-10-6	No Change	0	0	0	0	0	0	0
8-118-10-8	No Change	0	0	0	0	0	0	0
8-118-10-8.01	No Change	0	0	0	0	0	Ó	0
8-118-10-8.03	No Change	0	0	0	٥	0	0	0
8-118-10-8.04	No Change	0	0	0	0	0	0	0
8-118-10-8.05	No Change	0	0	0	0	0	0	0
8-118-10-8.06	No Change	0	0	0	0	0	0	0
8-118-10-8.07	No Change	0	0	0	0	0	0	0
8-118-10-8.08	No Change	0	0	0	0	0	0	0
8-118-10-9	No Change	0	0	0	0 :	0	a	0
6-118-10-12	No Change	0	0	0	0	0	0	0
8-118-10-13	No Change	0	0	0	0	0	0	0
8-119-4-1	No Change	0	0	0	0	0	0	0
8-119-4-101	No Change	0	O,	0	0	0	0	0
8-119-4-1 02	No Change	0	a	0	0	0	0	0
8-119-4-2	No Change	0	o	0	0	0	0	0
8-119-4-201	No Change	0	0	0	0	0	0	0
8-119-4-2 03	No Change	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL SCHOOL REAL ESTATE TAXES

Right-of-Way Right-of-Way Right-of-Way Right-of-Way No Change No Change	01/01	ST I GACS	210	100	.R32	.841	-849	-858	-866	-875	884	-892	106-	-910	-919	926	-938	20.00
	1111			27.70	77.			1	200							20.00		35
5	200	210.23	330	333	200	326	666	-231	733	-236	-238	-240	-243	-245	-248	952-	-253	582
5	OLC O	44.49	111	-	7	173	.12	-12	.42	-12	.12	-12	-12	-12	-13		.13	-13
	200	42.42	- 6	-	7	1 1	12	67		-13	-13	*1.	14	-14	*1.	11.	114	7
	12.250	544.70	10	20	0		0	0	0	0	0	0	0	0	0	0	0	0
200	12,330	51460	0 5	0 0	, 0	0	0	0	0	0	0	0	0	0	0	0	O	0
2	20.750	245.50			C	0	0	0	c	0	0	0	0	0	0	0	0	0
	024,02	20000	0 0			0	0	c	0	G	0	0	0	0	0	0	0	0
	1,370	190.32	2 0	0.0	2 6	3 6	0 0		0 0	0	0	0	0	0	0	0	0	0
-	025.0	343 30	2 6	5 6	CAR RC	20 130	107 54	14.	30.013	30 313	30 616	30 922	31,231	31.544	31.859	32,178	32,499	32,824
	0/7'0	67.70	0 0		9	200	30		-72	-72	.73	-74	.75	-75	.78	11.	-78	-78
	000	07 700	0		200	305	SOF.		-314	317	320	333	-327	-330	-333	338	-340	:343
	0.140	2000	0 0	9 6	103	100	106		101	108	901	-110	1111	-112	-113	-114	911.	-117
	2,430	38			96.	301	130		021	121	133	72.1	.135	181-	-138	139	.141	-142
	200	127.54	00	, .	250	654	570		583	587	583	200	504	119	-617	673	829	635
	13,220	200	0 0		000	252	386		080	263	386	296	.271	.273	.278	976.	.782	-285
	26.6	E0 047	0 0		200	200	800		204	307	310	313	3.5	330	.333	308.	338	333
	0,920	66 097	0	0 0	767	767.	35		5 %	19	4	2 2	250	4	.70	.7.	.71	5.
6	005'1	62.10	21	20	P	40.	9 9		9 5	9	3 6	3 5	200	23	437	1445	446	180
8-110-8-11 Demolish	9,370	387.92	0	0	-396	-400	-404		718-	0	24	474	7	200	7	-	200	3 5
8-110-8-12 Demolish	10,450	432 63	0	0	-44	-146	450		BOY.	404	904-	7	9	250	104	764	1	36
8-110-8-13 Demolish	5,470	226.46	0	0	-231	-233	-236		-240	-243	247	847-	200	200	ect.	007.	2007-	307
8-110-8-14 Demolish	7,980	330 37	0	0	-337	-340	-344		321	905	8	-301	200	200	315	2/5	2	3:
8-110-8-24 Demolish	320	13,25	0	0	41-	14	7		4	-14	.14	114	0	ci.	2	9	0	0
14-2-1 No Change	5,490	227.23	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0
8-114-2-2 Right-of-Way	2,090	293 53	, X	-586	-289	-302	-305		.312	515	-318	-321	-324	-327	.331	2	18.	7
	38,770	1,522,28	-1,522	-1,538	-1,553	-1,568	-1 584		1,516	-1,632	- 548	-1,665	-1,682	1,698	-1,715	-1,732	06/1-	19/1-
8-114-2-8 Right-of-Way	16,860	698 00	888	.705	-712	-719	-726		.741	-7.48	8	-/63	-	6//-	18/-	7	700	9
8-114-2-9 Right-of-Way	9,660	389 92	8	707	-408	-4/2	916		425	429	433	431	442	445	9	9 5	8	4
8-114-2-10 Right-of-Way	1,920	79.49	62.	8	E	-82	-83		84	-83	98.	18-	8	59	3	8 ;	5	76-
8-114-2-11 Right-of-Way	10,430	431.80	-432	-436	-440	-445	644		-458	453	-468	472	1/4-	482	184	7	8	5
8-114-2-12 No Change	6,350	262 89	0	0	0	0	0		0	a +	0 .	0 (0 0	0 (0 0	0.0	0 0	0 0
8-114-2-13 No Change	8,420	348 59	0	0	0	0	0		0	0	0	0	0 1	0 (0 1	9 6	0 0	0 (
8-114-2-14 No Change	10,660	441.32	0	0	0	a	0		0	0	0	0	0	0	0	0	0	0
8-114-2-16 No Change	8,280	342.79	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0
8-114-2-17 No Change	1,710	70.79	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
	8,380	346.93	0	0	0	0	0		0	0	0	0	a	0	0	0	0	
	7,900	327.06	0	0	0	0	0		0	0	a	0	0	0	0	0	0	0
	8,650	358 11	0	0	o	0	C		0	0	0	0	0	0	0	0	0	0
	8.400	347.76	0	0	0	0	0		0	0	0	0	0	0	0	0	0	_
	5.050	209.07	0	0	0	0	0		0	0	0	0	0	0	0	0	0	_
	15.870	657.02	-657	-664	670	-677	684		769-	-704	-711	-719	-726	-733	-740	-748	-755	-76
	12.290	508.81	-509	-514	-519	-574	-529	-535	-540	-546	-551	-556	-562	899	-573	-579	-585	8
	18,020	746.03	-745	-753	1927	-769	-776	-784	-792	-800	-808	-816	-824	-832	841	-848	858	\$
	10,300	426.42	-425	-431	-435	439	-444	-448	-453	-457	-462	991-	-471	476	-481	485	067	\$
	45.370	1,919.72	-1,920	-1.939	-1,958	.1,978	866	-2,018	-2,038	2,058	-2,079	-2,100	-2,121	-2,142	-2,163	-2,185	-2,207	27.72
	18,590	769 63	-770	111-	-785	-793	108-	-809	-617	-825	-833	-842	4850	-859	-867	-876	-885	8
	18,980	785.77	-786	.794	-802	-810	-01B	-826	-634	-842	-851	-859	-968	-877	4865	-834	-903	-91
	0	00'0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	ñ
	12,860	532.40	-532	-538	.543	-549	-554	-560	-565	571	-577	-582	-588	169	9	908	-612	-618
	785,860	32,534.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	. 240	9.94	0	0	0	0	a	a	0	a	0	0	0	0	0	0	0	0
	1,350	55.89	o	0	0	0	0	a	0	a	0	48,622	49,109	49,600	960'09	20,597	51,103	51,614
	1,120	45.37	0	0	D	rs	0	0	0	o	0	0	0	0	0	0	0	
10	2,430	100.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
	0	0000	0	0	0	0	0	0	0	O	0	O	0	0	0	0	0	
Ġ	001 95	161874	0	0	0	0	0	0	a	a	0	o	0	0	0	a	0	
8-114-13-7 INO CHANGE	3	a contain i)	,	2	i	1	1			i	1						

CHOUTEAU TRAFFICWAY TIF INCREMENTAL SCHOOL REAL ESTATE TAXES

8-114-17-5 No. 18-114-17-5 No.	ARAMAN TO THE REAL PROPERTY AND THE PERTY AN	0.000	of laxes	-	7	7	-	0	0	1	20	n	2	=	4		14	10	10
	TO NO MOID	15,040	077.00	- 623	579	000	779-	-648	700	199-	88	-674	-68	-689	932	-702	-709	-716	.723
	Right-Or-Way	45,450	1,823.44	-1,923	1,443	-1,962	-1.982	-2,002	-2,022	-2,042	-2,062	-2,083	-2,104	-2,125	-2,146	-2,167	-2,189	-2,211	-2233
	HIGH-OF-Way	20,930	865.50	-857	-875	-884	-863	-905	116	-620	626	-938	-948	196-	-967	976-	986-	986	-1,006
	No Change	4,670	193.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	4,260	176.36	a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	1,310	54,23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	3,880	160.63	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0
Ī	No Change	7,580	313.81	0	0	0	0	0	0	0	0	0	C	C	0	0	0		
	No Change	5,910	244.67	0	0	0	0	0	0	0	0	0	C	C	0	0 0	00	9 0	
8-114-17-10 No C	No Change	6.210	257.09	C	C	c	0	c	C		0	0 0	0 0	00	0 0	0	00	5.0	0 (
	No Change	0	000	0 0	0 0	00	00	0.0	0.0	200	0 0	0.0	2 0	00	0 0	0	0	0 0	0.0
	Anartmank	30 490	2		0 0	24 804	201 107	35000	300 50	200.00	2000		200	0			0	Ľ	0
	No Chance	000	0000	0 0	00		181.13	610,23	77, 130	156,421	789,77	506.77	13,138	73,369	73,603	23,839	24.077	24,318	24,561
	2		3		0	0	0 1	2	0	0	0	0	0	0	0	0	0	0	0
	Industrial	4/ 550	1.3/2/1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	302,880	12,539,23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	No Change	270,980	11.217.74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Industrial	10,010	414 41	a	12,962	13,092	13,222	13,355	13,488	13,623	13,759	13,897	14,036	14.176	14.318	14.451	14 806	14.752	14 890
8-118-90 Industria	Strial	9,670	400.34	0	0	0	D	0	0	13.076	13,206	13 338	13.472	13.608	13 743	13.880	010	14 160	14 301
8-118-90 Indus	Industria!	14,160	586.22	0	0	0	D	0	0	0	0	o	0	0	20 630	30,836	21 044	21.264	21 467
8-118-90 Industrial	strial	8,630	357.28	0	0	0	0	0	0	9	0	C	12 360	12 483	12 808	12724	12863	10000	
8-118-90 Industrial	strial	8,630	357.28	0	0	0	0	0	11.877	956.11	12 (16	12337	12.360	12 483	12 808	12724	12,002	12 000	2000
8-118-90 Industrial	strial	8,980	371.77	0	0	0	0	12.286	12419	17 543	12,669	12 795	12 923	13063	13 183	13316	17,002	12 583	13,120
8-118-9-7 No C	No Change	0	00.00	0	0	0	0	0	0	0	0	0	0	0	30	2	2	30	0,0
8-118-9-6 No C	No Change	1,680	68.72	0	0	0	0	0	0	O	0	0	0	0	00		0 0	00	0 0
8-118-10-1 Industrial	strial	13,890	575.05	0	0	0	0	0	0	0	0	1 673	1.689	1,706	177	+ 744	4 75.0	2000	100
8-118-10-2 Industrial	strial	5,130	212.38	0	0	0	0	0	0	0	0	15 985	17 155	17.336	17 500	17.674	17 851	2000	2000
8-118-10-3 Industrial	strial	21,730	899.62	0	0	0		8.438	8,523		6.694	8 781	8 869	8 957	2004	251.0		0 321	0.44
	rotal	6,210	257.09	0	0	0	3,557	3,593	3,628	3,655	3,701	3.738	3.776	3.814	3 852	3,890	000	3000	98
	No Change	3,710	153,59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	200
8-118-10-8 No C	No Change	27,140	1,123,60	0	0	0	0	0	0	0	0	0	0	0	0	0	00		0 0
9	No Change	402,500	16,663.50	O	0	0	0	0	0	0	0	0	0	0	00	0	0 0	0 0	0 0
	No Change	42,780	1,771.09	D	0	0	0	0	0	0	0	C	c	0	0		0 0	0 0	
97	No Change	75,360	3,119.90	0	0	0	0	0	0		0	0	00	0 0	00	0 0	2 0	0 0	0 0
-	No Change	316,160	13,089,02	0	0	0	0	0	0	0	0	0	c	0	0			0 0	0.0
=	No Change	295,976	12,253.16	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0	
5	No Change	38,590	1,597,63	0	0	0	0	Q	0	0	0	0	0	0		0	0	0	
8-118-10-8:08 No.C	No Change	38,850	1,608.39	0	0	0	0	0	0	0	0	c	0		0 0	0 0	0	0 0	2 0
8-118-10-9 No.C.	No Change	48,670	2,014,94	0	0	0	0	0	0	C	0	C	c	0	0 0	00	0 0	0 0	0 0
8-118-10-12 No.C.	No Change	51,970	2,151,56	0	0	0	0	0	0	0	0	C	0 0	0 0	0 0	0 0	2 0	0 0	0 6
8-118-10-13 No.C.	No Change	5,700	235,98	0	C.	0	0	0	0	0	G	C		0 0	0 0	00	0 0	0 0	9 6
8-1194-1 No.C.	No Change	168,110	6,876,95	0	0	0	0	0	0	0	0	0	00	0 0	00	0 0	0 0	0 0	0.0
8-119-4-1.01 No.C.	No Change	77,120	3,192.77	0	0	0	0	0	0	0	C	c		0 0	0 0		0 0	0 0	0 0
8-119-4-1.02 No.CI	No Change	174,850	7,238.79	0	0	0	0	0	0	C	C	00	00	0.0	00	0 0	0 0	5 9	0 0
18-119-4-2 No C	No Change	106,110	4.392.95	0	0	0	0	0	0	0	0	000	0 0	00	0 6	00	0 0	0 (3 6
8-119-4-201 No.C.	No Change	300,890	12,460.99	0	0	0	0	0		0	00	00	00	0 0	0 0	00	0 0	0 0	0 1
	No Change		8,936.60	0	0	0	0	0	0	c	0 0	00	00	0.0	0 0	0 0	0 0	0	0.1
	,		189,363.60	-14,243	.1,423	45,805	58,174	71.052	83,640	97 552	98,528	118 170	180.334	182 137	204 589	206 634	208 701	210 788	212 806

CHOUTEAU TRAFFIC INCREMENTAL SCHOOL

Right-of-Way 256 269 256 256 258 271 2	Parcel 19 110 7.15	Redevelop	1796.	886	476	-986	966.	.1006	-1 016
Right-of-Way 13 13 14 14 14 14 14 14	18-110-7-15	Right-of-Way	.258	.280	-263	-265	-268	-271	-274
(67-15) Right-d-Way -15	18-110-7-18	Right-of-Way	-13	-13	E.	-14	41.	-14	71-
No Change		Right-of-Way	.15	:15	57.	-15	5	-15	517
No Change		No Change	0	0	0	0	0	0	0
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	No Change	0	0	0	0	0	0	0
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Demolish -79 -80 -81 -82 -82 -83 -83 -84 -83 -84 -83 -84 -83 -84 -85 -84 -85 -84 -85 -84 -85 -84 -85 -84 -85 -84 -85 -86 -86 -83 -83 -137 -114 -144 -145 -146 -150 -151 -152 -153 -154 -156 -151 -154 -156 -151 -154 -156 -151 -156 -151 -156 -150 -151 -156 -150 -151 -156 -156 -157 -156 -156 -157 -156 -15	-	Retail	33,153	33,484	33,819	34,157	34,499	34,844	35,192
Demolish -347 -350 -354 -357 -361 -354 Demolish -118 -118 -122 -122 -151 Demolish -148 -148 -147 -142 -152 Demolish -287 -384 -265 -661 -668 -674 Demolish -328 -339 -343 -346 -359 -359 Ol Demolish -326 -329 -343 -346 -359 -379 -77 Demolish -365 -369 -444 -75 -78 -77 Demolish -365 -369 -444 -76 -76 -77 Demolish -365 -512 -574 -75 -77 -77 Demolish -365 -512 -574 -75 -78 -77 Demolish -367 -374 -47 -74 -75 -77 -77 -77 -77 -77 -77 -77 -77 </td <td>18-110-8-2</td> <td>Demolish</td> <td>-79</td> <td>08-</td> <td>89</td> <td>-82</td> <td>-82</td> <td>-83</td> <td>-84</td>	18-110-8-2	Demolish	-79	08-	89	-82	-82	-83	-84
Demolish -118 -119 -120 -122 -123 -124 Demolish -144 -144 -146 -146 -146 -156 -151 Demolish -327 -286 -283 -286 -289 -302 Demolish -737 -74 -75 -76 -76 -77 Demolish -757 -77 -77 -77 -77 -77 -77 Demolish -767 -769 -286 -286 -286 -387 -376 -378 -378 -378 -378 -378 -379 -778 -	18-110-8-3	Demolish	-347	.350	-354	-357	-361	-354	-368
Demolish -144 -145 -147 -146 -150 -151 Demolish -242 -248 -641 -681 -681 -688 -674 Demolish -336 -339 -343 -346 -359 -353 Demolish -73 -74 -75 -75 -75 -77 Demolish -365 -369 -343 -346 -359 -353 Demolish -367 -369 -343 -346 -359 -373 Demolish -367 -369 -343 -346 -359 -373 Demolish -367 -369 -347 -374 -75 -77 Demolish -367 -369 -347 -374 -376 -77 Demolish -367 -368 -374 -478 -478 -478 -478 -478 -478 -478 -478 -478 -478 -483 -482 -478 -483 -482	18-110-8-4	Damolish	-118	-119	-120	122	-123	-124	-125
Demolish 642 644 665 661 688 654 Demolish 38 399 343 326 329 Demolish 387 399 343 326 329 330 Demolish 387 399 343 326 329 330 Demolish 387 391 391 392 348 403 403 403 Demolish 387 391 391 395 399 403 403 Demolish 387 391 391 395 399 403 407 Demolish 498 391 391 395 399 403 407 Demolish 498 391 391 391 391 3910 391 Demolish 498 498 498 498 498 498 498 Right-of-Way 469 4770 4778 478 488 483 485 489 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-110-8-5	Demolish	-144	-145	-147	-148	-150	-151	-153
Demolish 287 290 293 296 289 392 Ot Demolish 738 339 433 46 -56 -56 -353 Demolish 73 74 74 74 75 -76 -77 Demolish -455 -458 -458 -464 -469 -473 -478 Demolish -867 -512 -517 -523 -528 -371 -478 -478 -478 -478 -478 -478 -478 -478 -478 -478 -478 -479 -478 -479 -478 -479 -478 -479 -478 -479 -478	18-110-8-5	Demolish	-642	-648	-655	199	-668	-674	-581
Demolish 336 339 343 346 350 353 350 353 Demolish 473 473 474 475 475 478 479 Demolish 600 512 517 623 528 533 Demolish 600 518 624 469 469 473 677 512 517 623 528 533 Demolish 600 518 624 469 624 469 473 678 678 678 678 678 678 678 678 678 678	18-110-8-8	Demolish	-287	-290	-283	-536	662-	-302	-305
Of Demolish -73 -74 -74 -75 -76 -77 Demolish -455 -456 -459 -473 -478 -77 Demolish -455 -456 -459 -473 -478 -573 Demolish -266 -286 -271 -274 -276 -279 Demolish -367 -391 -395 -403 -478 -178 Demolish -16 -16 -16 -16 -16 -16 -16 No Change -1<	18-110-8-10	Demolish	-338	.339	-343	-346	-350	-353	-357
Demolish 455 456 459 473 478 Demolish -807 -812 -517 -574 -778 -478 -478 Demolish -807 -512 -517 -574 -778 -578 -533 -407 Demolish -16 <td< td=""><td>18-110-8-10.01</td><td>Demollsh</td><td>-73</td><td>-74</td><td>-74</td><td>-75</td><td>-76</td><td>11-</td><td>77-</td></td<>	18-110-8-10.01	Demollsh	-73	-74	-74	-75	-76	11-	77-
Demolish -507 -512 -517 -523 -528 -533 Demolish -266 -288 -271 -274 -276 -278 -279 Demolish -266 -288 -271 -274 -276 -278 -279 Demolish -16 -16 -16 -16 -16 -16 -16 -16 -16 -16	18-110-8-11	Demolish	-455	-459	-464	694	-473	-478	-483
Demolish -265 -278 -271 -274 -276 -279 Demolish -387 -391 -395 -403 -407 Demolish -16 -16 -16 -16 -16 No Change -1 -1 -1 -1 -1 Right-of-Way -1,765 -1,803 -1,857 -1,875 -1,875 Right-of-Way -348 -348 -355 -356 -356 Right-of-Way -453 -483 -485 -360 Right-of-Way -33 -483 -485 -362 Right-of-Way -33 -484 -95 -96 -97 -98 Right-of-Way -30 -51 -515 -522 -527 -532 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0 0 No Change 0 <	18-110-8-12	Demolish	-507	-512	-517	-523	-528	-533	-539
Demolish -387 -391 -395 -389 -403 -407 No Change -16	18-110-8-13	Demolish	-266	-258	-271	-274	-276	-279	-282
Demolish -16 -1	18-110-8-14	Demolish	-387	-391	-395	-386	-403	-407	-411
No Change	18-110-8-24	Demolish	91.	-16	-16	-16	-16	-16	-16
Right-of-Way	18.111.2.1	No Change	0	0	0	0	0	0	0
Right-of-Way 1,785 1,803 1,821 1,1839 1,1857 1,1876 1,876 1,803 1,821 1,1839 1,1857 1,1876 1,803 1,821 1,1839 1,1857 1,1876 1,876 1,803 1,821 1,1839 1,1857 1,1876 1,803	18.114.2.2	Right-of-Way	344	.348	351	-355	-358	-362	-365
Right-of-Way 818	18.114.2.3	Right-of-Way	.1 785	.1 803	.1821	-1.839	-1.857	-1.876	-1.895
Right-of-Way -474 -478 -483 -489 -492 Right-of-Way -83 -94 -85 -87 -89 -89 Right-of-Way -86 -51 -516 -522 -527 -532 No Change 0 0 0 0 0 0 No Change 0 0 0 0 0 0 No Change 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 Right-of-Way -251 -274 -2.266 <th< td=""><td>18.114.28</td><td>Right-of-Way</td><td>818</td><td>-827</td><td>-835</td><td>-843</td><td>-852</td><td>-850</td><td>698-</td></th<>	18.114.28	Right-of-Way	818	-827	-835	-843	-852	-850	698-
Right-of-Way -93 -94 -95 -96 -97 -98 -98 -91 -	18 114.2.0	Sight of Way	1	474	-478	-483	-488	-493	498
Right-of-Way Sos Still Sis Soz		Sight-of-Way	65	8	.65	8	16.	-98	8
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Diaht of Wex	95%	.511	-516	.623	.527	-535	.537
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No Change	8	No Change	00	0 0		0 0	00	0 0	00
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No Change		No Change	0.0	0 0	00	0 0		0 6	00
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Right-d-Way	18-114-2-22	No Change	0	0	0	0	0	0	0
Right-d-Way -657 -603 -609 -615 -627 Right-d-Way -657 -603 -609 -615 -520 -556 Right-d-Way -2,251 -2,774 -2,296 -2,319 -2,342 -2,366 Right-d-Way -302 -911 -921 -930 -948 Right-d-Way -624 -631 -631 -643 -650 -566 Right-d-Way -624 -631 -637 -643 -650 -656 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0	18-114-3-12	Right-of-Way	077-	-778	-786	-794	-805	-810	-818
Right-d-Way	18-114-3-13	Right-of-Way	-597	603	609	-615	-621	-527	-633
Right-of-Way	18-114-3-14	Right-of-Way	-875	-884	-892	106	-910	916-	625
Right-of-Way	18-114-3-15	Right-of-Way	-500	-505	-510	-515	-520	-526	-531
Right-di-Way 902 911 921 930 939 948 Right-di-Way 921 931 949 959 968 968 Right-di-Way 921 931 949 959 968 968 Right-di-Way 624 631 637 643 669 66 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Right-of-Way	.2.251	-2.274	-2.296	-2,319	-2,342	-2.366	-2,390
Right-of-Way -921 -931 -940 -949 -959 -968 Right-of-Way -921 -931 -940 -949 -959 -968 Right-of-Way -024 -031 -037 -043 -055 -056 Right-of-Way -024 -031 -037 -03		Right-of-Way	-905	116-	-921	-930	-839	-948	-958
Right-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-114-3-18	Right-of-Way	-921	-931	-940	-949	-959	.968	-978
Right-of-Way 624 -631 -637 -643 -650 -556 No Change 0 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 No Change 0 0 0 0 0 No Change 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0 0	18 114.2.19	Right-of-Way	0	0	0	0	0	0	0
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18114.2.30	Right-of-Way	824	-631	637	-643	-650	959-	-663
01 No Change	18-114-12-2	No Change	0	0	0	0	0	0	0
Reitall 52,130 52,651 53,178 53,709 54,246 54,789 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	G	0	0	0	0	0	0
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5	18-114-14-4	No Change	0 0	9 6	00	0 0	2 6	0 0	0 0
	10-114-14-01	No Coange	0 0		0.0		0.0	0 0	0 0
	18-114-10-1	No Change	3 0	2 6	> 0	> 0	0 0	> <	0 0
	18-114-10-2	No Change	2	2	2	>	2	5	5
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CHOUTEAU TRAFFIC

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18-114-17-1	Right-of-Way	-730	-737	-745	-752	-760	787-	-775
18-114-17-2	Right-of-Way	-2,255	-2,278	-2,301	-2,324	-2 347	-2370	298 6-
18-114-17-3	Right-of-Way	-1,016	-1.026	-1.036	-1,047	1 067	1.068	-1 079
18-114-17-4	No Change	0	D	0	0	0	0	
18-114-17-5	No Change	0	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0	0
18-114-17-7	No Change	0	0	0	0	0	0	0
18-114-17-8	No Change	0	0	0	0	0	0	0
18-114-17-9	No Change	0	0	0	0	0	0	0
18-114-17-10	No Change	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0	0	0	0	0	0
18-115-9-2	Apartments	24,807	25,055	25,305	25,559	25.814	26 072	26 333
18-118-6-10	No Change	0	0	0	0	0	0	0
18-118-9-1	Industral	0	0	0	21,304	21.517	21 732	21.950
18-118-9-2	No Change	0	0	0	0	0	0	0
18-118-9-3	No Change	0	0	0	0	0	0	0
18-118-90	Industrial	15,048	15,199	15,351	15,504	15,659	15,816	15.974
18-118-90	Industrial	14,444	14,588	14,734	14,881	15,030	15,180	15,332
18-118-90	Industrial	21,682	21,899	22,118	22,339	22,562	22,788	23.016
18-118-90	Industrial	13,251	13,384	13.518	13,653	13,789	13,927	14,066
18-118-90	Industrial	13,251	13,384	13,518	13,653	13,789	13,927	14,066
18-118-90	Industrial	13,856	13,994	14,134	14,275	14,418	14,562	14,708
18-118-9-7	No Change	0	0	0	0	0	0	0
18-118-9-8	No Change	0	0	0	0	0	0	0
18-118-10-1	Industrial	1.811	1,829	1,848	1,866	1,885	1,904	1,923
18-118-10-2	Industrial	18,392	18,576	18,752	18,949	19,139	19,330	19,524
18-118-10-3	Industrial	9,508	9,604	9,700	9,797	9,895	9.993	10,093
19-116-10-4	Industrial	4.048	4,089	4,130	4,171	4,213	4.255	4.297
18-118-10-6	No Change	0	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0	0
18-118-10-8.01	No Change	0	0	0	o	0	0	0
18-118-10-8.03	No Change	0	0	0	0	0	0	0
18-118-10-8.04	No Change	0	o	0	0	0	0	0
18-118-10-8.05	No Change	0	0	0	0	0	0	0
18-118-10-8.06	No Change	0	0	0	C	0	0	0 0
18-118-10-8.07	No Change	0	0	0	C	C		0
18-118-10-8:08	No Change	0	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0		0 0
18-118-10-12	No Change	0	0	0	0	0	0 0	00
18-118-10-13	No Change	0	0	0	0	0	00	0 0
18-118-4-1	No Change	0	0	0	0	0	00	0 0
18-119-4-1.01	No Change	0	0	0	0.	C	0	
18-119-4-1.02	No Change	0	0	0	0	0	00	0
18-119-4-2	No Change	0	0	0	0	0	0	0
18-119-4-2.01	No Change	0.	0	0	0	0	0	0
18-119-4-2.03	No Change	0	0	0	0	0	0	0
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Choulestucks MAM 2725/96 1:39 PM

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL M&M REPLACEMENT REAL ESTATE TAXES

Right-of-Way 19,710 313.39 -313 Right-of-Way 270 477 473 -4 Right-of-Way 270 196.37 0 0 0 Change 12,430 1976.4 0 0 0 Change 12,430 1976.4 0 0 0 Change 12,430 1976.4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Parcel	Redevelop	97 Assess	97 Taxes	-	2		4	2	9	1	8	6	10	11	12	13	11	15	-
March Marc	18-110-7-15	Right-of-Way	19,710	313.39	-313	-317		-323	-326	-329	-333	-336	-339	-343	346	-350	-353	-367	380	36
Michael Mich	18-110-7-16	Right-of-Way		84 43	487	-85		-87	-88	-89	8	-91	16,	-92	-93	76	8	8	76.	3
Michael Mich	18-110-7-18	Right-of-Way		4.73	4	7		4-	Y	ń	ń	40	45	Ą,	5	4	47		, 4	
No Change 1,2500 1953 1953 1953 1950	18-110-7-19	Right-of-Way		4.77	ιņ	ŝ		.5	47	ç	κņ	ķ	w?	40	ń	, rc	. 4	, 4		7
No Change 2,520 35,45 10 10 10 10 10 10 10 1	18-110-7-20		12,350	196.37	0	0		0	0	0	a	0	0	0	0	0		2 6	? <	
No Changes 4,317 534.4	18-110-7-20.0		12,430	197.64	0	O		0	0	0	a	0	0	0	0	0	0 0	0 0	0 0	9.0
Montanies 4,370 153,5 and 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-110-7-21	No Change	20,430	324.84	O	0		0	0	0	o	0	0	0	0	G			0 0	
No. Charage 4.248 7.128	18-110-7-22	No Change	4.370	69.48	0	0		0	0	9	0	0	0	0	0		0 0	0 0	0 0	
Demokrative 1500 131-45 to 10,000 140-40 140 140 140 140 140 140 140 140 140 1	8-110-7-23	No Change	4,480	71.23	0	0		0	0	0	0	0	0 0	0.0	0 0	0 0	00	> 0	0 0	
Demonstration 1, 150 1135 10 0 1-15 11 113 11 11 113 11 11 113 11 113 11 11	8-110-8-1	Retail	8,270	131.49	0	0		11,188	11 299	11 412	11 527	11 642	11 768	11 876	500 17	13 116	12,00	0366	2000	5
Demonster 7,104 1435 143 143 14 143 14 14 14 14 14 14 14 14 14 14 14 14 14	8-110-8-2	Demolish	1,630	25.92	0	0	-26	-27	.27	-27	.2A	.28	.2R	200	200	200	007/7	2,300	78671	20,21
Demonstry 2, 25,90 3,854 10 10 10 10 10 10 10 10 10 10 10 10 10	8-110-8-3	Oemolish	7,140	113.53	D	0	-116	-117	118	911.	121	133	133	100	901	200	7	9 9	3	7
Demicisis 1,320 10,70 10 10 10 10 11 11 11 11 11 11 11 11 11	8-110-8-4	Demolish	2,430	38.64	0	C	39	097	90	18.	11	771	22	471-	2	171.	971-	3 :	30	-13
Demoisis 13270 1923 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8-110-8-5	Demoilsh	2.960	47.06		0	89	949	0.0		2		76.	74.	7	7 1	7	7	7	7
Demolish	A-110-8-6	Demolish	13 220	21030		0 0	25.6	242		0	200	3 5	5	0	70-	-53	.53	Ņ	Ż,	ó
Demokish 1500 1218	8 110 8 8	Perceion	6000	07.70	0 0	0	17-	117.	617-	77-	-723	C.7.	-728	-230	-232	-735	-237	-238	-242	-24
Demonstration 1970: 128 of the control of the contr	0. 0.01	Demolish	0,000	200	0 0	0 0	9 :	7	D.	50	8	101.	-102	-103	200	105	108	-107	-108	-10
Demonstration (2.70) (4.58 pt.) (0.000	-	078'0	2000	5 (0 1	-112		-114	-116	2117	-118	-119	-120	77	-123	-124	-125	126	-12
Democration 10,450 148 99 0 0 1 152 1155 1155 1156 1150 1151 1151 1151 1151	0010011		300	73 85	0	0	-24	-25	-25	-25	-25	-26	92.	-38	-26	-27	-27	-27	-27	
Democrise 1, 54 (20) (1861) 6 0 0 1 169 - 171 - 172 - 175 - 175 - 179 - 189 -	110-011	Demoish	9,370	148 98	0	0	-152	-153	-155	-157	-158	91-	191-	-163	-165	-166	-168	.170	171.	71.
Demonstration 1, 1470 (1985) 1, 1588 (1) 0 1, 149 (1) 1	7110-6-12	Demolish	10,450	186 16	0	0	-169	171-	-173	175	921-	-178	-180	-182	181	-185	-187	-189	181	
Participation 780 178 180	210011	Cemolish	0.470	86.97	0	0	689	06-	16-	15	92	.93	-94	-85	96-	-87	-98	8	100	-10
No Change 1,500 1,510	110011	Demolish	086	126 88	0	0	120	-131	.132	-133	-135	-136	-137	-139	-140	-142	-143	-144	.146	7
Not change 1,500 17,73 1,544 1,541	-110-6-24	Demolish	320	000	0	0	ιά	ņ	ż	ç	ιņ	40	φ	φ	φ	49	49	49	49	
High claviny 16, 7000 112, 21 and 14 a 115	-114-2-1	No Change	0.450	87.29	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	
Right-chwwy Septent Chwwy Septent Ch	-114-2-2	Right-of-Way	7,090	112.73	717	-114	-15	-116	-117	-118	-120	-121	-122	-123	-125	-126	-127	128	130	
Higher-Nava 16860 (2880) (288	-114-2-3	Right-of-Way	36,770	584.64	-585	-590	-596	-602	-608	-614	-621	-627	-633	-639	-646	-652	-859	888	573	2
Application of the color of t	114-2-8	Right-of-Way	16,860	268.07	-268	-271	-273	-275	-279	-282	-285	-287	-280	.283	-286	-789	302	305	308	34
National color 1970 345.5 345.	114-2-8	Right-of-Way	9,660	153.59	154	-155	-157	-158	-160	-161	-163	-165	-166	-168	-170	-171	-173	.175	177	. 178
No Change (3.35) 1958 1 195 1	-114-2-10	Hight-of-Way	1,920	30.53	-31	-31	-31	÷	-32	-32	-32	-33	-33	8	34	-34	S.	18	35	
No Change 1,540 10,547	11-2-11	HIGH-OF-Way	10,430	165.84	-168	-167	-169	-171	-173	-174	9/1-	-178	-180	-181	-183	-185	-187	-189	161-	
No Change 1845 13388 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	71-7-11	No Change	6,350	100.97	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 10,664 1954	-114-2-13	No Change	8,470	133.88	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Change (170) (2719)	114-2-14	No Change	10,660	169.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 3,360 13714 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	114-2-16	No Change	8,280	131.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 8,380 135 24 0 0 0 0 0 0 0 0 0	114-2-17	No Change	1,710	51 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
No Change 7,900 125 61 10 10 10 10 10 10 10	114-2-18	No Change	8,380	133.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change & 650 13754 0	114-2-19	No Change	2,900	125.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Change 8 400 133.55 0	114-2-20	No Change	8,650	37.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
No Change 5,050 80,30 0 0 0 0 0 0 0 0 0	114-2-21	No Change	8.400	133.56	0	0	0	0	0	0	0	0	0	0	0	0		00	0 0	
Right-of-Way 15,870 222.33 2.55 2.	114-2-22	No Change	5,050	80,30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	
Right-cityway 12,280 1954 -195 -197 -199 -201 -203 -205 -207 -214 -216 -216 -216 -226 -225 -22	114-3-12	Right-of-Way	15,870	252,33			-257	-280	-263	-265	-268	-277:	-273	-276	-279	-282	-284	787	8	R
Right-of-Way 18,020 286.52 -287 -289 -295 -296 -301 -304 -397 -313 -316 -320 -325 -326	114-3-13	Right-of-Way	12,290	195.41			861.	-201	-203	-205	-207	-210	-212	-214	216	218	320	2	3 %	3 8
Right-of-Way 10,300 183.77 164 165 167 169 170 172 174 176 177 179 181 183 185	114-3-14	Right-of-Way	18,020	286.52	-287	-289	-282	-295	-298	-301	-304	-307	-310	-313	-316	330	32	3.5	330	1 2
Right-of-Way 16,370 737.28 737 745 752 750 757 775 7783 790 798 965 814 823 831 839 847 878 87	114-3-15	Right-of-Way	10,300	153.77	-164	-165	.167	-169	-170	-172	174	-176	111	-179	181	183	186	186	600	3 5
Right-of-Way 18,590 296.53 -296 -239 -307 -305 -309 -311 -314 -317 -327 -327 -329 -327 -329 -329 -329 -349 -347 -340 -343 -347	114-3-16	Right-of-Way	46,370	737.28	-737	-745	-752	-760	.787	-775	-783	2790	7.98	ROS	244	3.5	36	200	8 5	
Right-of-Way 18,960 301.78 -302 -305 -306 -311 -314 -317 -326 -327 -330 -331 -337 -340 -343 -347 -340 -343 -347 -340 -343 -347 -340 -342 -345 -340 -343 -347 -340 -343 -347 -340 -343 -347 -340 -343 -345 -342 -342 -342 -342 -342 -342 -342 -342 -342 -342 -342 -342	114-3-17	Right-of-Way	18,590	296.58	-296	-289	-302	-305	-308	311	-314	-317	.320	-323	327	330	333	336	9 5	9
Right-cl/Way 1,865 204.47 -204 -207 -208 -211 -213 -215 -217 -219 -224 -226 -228 -230 -233 -235 -23	114-3-18	Right-of-Way	18,980	301.78	-302	-305	-308	1167	-314	-317	-320	324	327	330	333	137	350	200	240	4
Right-de-Way 12,860 204,47 -204 -207 -209 -211 -215 -217 -219 -224 -226 -228 -220 -233 -235 -2	114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	000	30	3	2	3	3	ġ.
No Change 755,860 12,495,17 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	114-3-20	Right-of-Way		204.47	-204	-207	-208	-211	-213	-215	-217	-219	.221	-324	300	308	330	300	2 2	
No Change 240 382 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	114-13-2	No Change		12,495,17	0	0	0	0	a	0	0	0	0	0	1	-	3	3 -	3	3
Hefull 1,350 2147 0 0 0 0 0 0 0 0 18,674 18,881 19,049 19,240 19,432 19,625 19,	-114-13-201	No Change	240	3.82	0	0	0	a	0	0	0	0	0	0	0	0 0	0 0	0 0	0 0	9 6
No Change 1,120 1781 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	114-14-1	Retall	1,350	21 47	0	0	0	0	a	0	0	0	0	18 674	18 851	19000	40.040	10 133	9000	2000
No Change 2,430 38.64 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	1,120	17.81	0	0	0	0	0	0	0	a	0	0	3	0	0,440	3,436	00'6	19,623
No Change 39,100, 521.59 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	114-14-01	No Change	2,430	38.64	0	O	a	0	0	0	0	0	0	0	0	0	0 0	00	0 0	3 (
No Change 39,100, 521.69 0 0 0 0 0 0 0 0 0 0 0 0 0	114-13-1	No Change	0	8	0	O	0	0	0	0	O	0	0	0	0	0	0	0 0	ò	0 0
	114-15-2	No Change	39,100	621.69	0	0	a	o	0	0	0	0	0	0	0	0	0	0		
			1													-				

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL MAM REPLACEMENT REAL ESTATE TAXES

18-114-17-1 18-114-17-2 18-114-17-3 18-114-17-4 18-114-17-5 18-114-17-5	Right-of-Way	Washing /	SI axes	-	7			0	000	-	0	260	200	-364	-267	050	*	200	-
	AIDHI-OI-Way	000		-								176		197	197-				-
		2,0,0	239.14	-239	-242		-740	-249	(67-	-254	967-	607-	797-			507-	7/7-	-5/2	-278
	Right-of-Way	46,460	738.71	-739	-746		-761	.769	-776	-784	-792	-800	-808	-816	-824	-832	149	-849	88
	Right-of-Way	. 20,930	332.79	-333	-336	-338	-343	-346	-350	-353	-357	-360	-364	-368	-371	-375	-379	.383	-386
43556	No Change	4,670	74.25	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	
	No Change	4,260	67.73	0	0	0	0	0	0	0	0	0	٥	0	0	0	0	a	_
	No Change	1,310	20.83	a	0	0	0	0	0	0	0	0	o	0	0	0	0	0	_
	No Change	3,880	61.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-17-8	No Change	7,580	120.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-17-9	No Change	5,910	93.97	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	3
8-114-17-10	No Change	6,210	98.74	٥	0	0	0	0	0	C	0	0	0	0	0	0	0	0	3
8-115-9-1	No Change	0	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Apartments	30,490	484.79	a	0	8,288	8.371	8,455	8,540	8,625	8,711	8,798	8,896	8.975	9,065	8 156	9,247	9.340	9.43
0	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
í	Industrial	47,650	757.64	0	0	a	0	0	0	C	0	0	0	0	0	0	0	0	3
	No Change	302,880	4.815.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	270 960	4 308 26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Industrial	10.010	159.16	0	4.978	5.028	5.078	5.129	5 180	5 232	5 284	5 337	5 391	5 445	5 499	5 554	5,609	5666	577
Ē	Industrial	9,670	153.75	0	0			0	0	5,022	5.072	5,123	5.174	5 226	5,278	5.331	5 384	5 438	5.49
	Industrial	14.160	225.14	0	0	0	0 -	0	0	0	0	0	0	0	7,923	8 002	8.082	8 163	8 24
-	ndustrial	8,630	137.22	0	0	0	0	0	0	0	,0	0	4.747	4.794	4,842	4 891	4.940	4,989	5.03
-	Industrial	8,630	137.22	0	0	0	0	0	4,562	4,607	4,653	4,700	4,747	4,794	4.842	4.891	4.940	4.989	5.03
8-118-90	Industrial	8,980	142.78	0	0	0	0	4,722	A,770	4,817	4,866	4,914	4,963	5,013	5,063	5,114	5,165	5,217	5,266
18-118-9-7	No Change	0	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	1,660	26.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Industrial	13,890	220.85	0	0	0	0	0	0	0	0	642	648	999	667	899	675	682	88
	Industrial	5,130	81.57	0	0	0	0	0	0	0	0	6,523	6,588	6,654	6,721	6,788	6,856	6,924	6,99
	Industrial	21,730	345,51	0	0	0	3,209	3,241	3,273	3,306	3,338	3,372	3,406	3,440	3,475	9,509	3,544	3,580	3,61
	Industrial	6,210	98.74	0	0	0	1,366	1,360	1,394	1,407	1,422	1,435	1,450	1,465	1,479	184	1,509	1,524	53
3	No Change	3,710	58.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	27,140	431.53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	No Change	402,500	6,389.75	0	0	0	0	0	0	0	Q	0	0	0	0	0	0	0	
78	No Change	42,780	680.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8	No Change	75,360	1, 198.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ξ.	No Change	316,160	5,026.94	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	
æ	No Change	295,970	4,705.92	0	0	0	0	0	0	0	o	0	O	0	0	0	0	0	
5	No Change	38,590	613.58	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	
8	No Change	38,850	617.72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-118-10-9 A	No Change	48,670	773.85	0	0	0	0	٥	0	o	0	ó	0	0	0	0	0	0	
18-118-10-12 N	No Change	51,970	826.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	No Change	. 5,700	90.63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	166,110	-2,641.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	No Change	77,120	1,226,21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05	No Change	174,850	2,780:12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	106,110	1,687.15	0	0	0	0	0	O	0	0	o	0	0	0	0	0	0	
ō	No Change	300,990	4,785.74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-119-4-203 N	No Change	215,860	3,432,17	0	0	0	- 1	0	- 1	0	0	0	0	0	0	0	0	0	
Totals		4,574,000	72,726.60	-5,470	-547	17,592	22,342	27,288	32,123	37,466	37,840	45,384	69,259	69,951	78.574	79,360	80,153	90,955	81.78

CHOUTEAU TRAFFIC INCREMENTAL M&M REP

Parcel	Coleveron							
18-110-7-15	Right-of-Way	-367	-371	-375	-379	-382	-386	-330
18-110-7-16	Right-of-Way	86	-100	-101	-102	-103	-104	-105
8-1-10-7-18	Right-of-Way	ų,	40	'n	ç	5	'n	7
8-110-7-19	Right-of-Way	9	φ	φ	φ	4	9	4
8-110-7-20	No Change	0	0	0	0	0	0	_
8-110-7-20.01	No Change	0	0	0	0	0	0	
8-110-7-21	No Change	0	0	0	0	0	0	
8-110-7-22	No Change	0	0	0	0	0	0	
8-110-7-23	No Change	0	0	0	0	0	0	0
8-110-8-1	Retail	12,733	12,860	12,988	13,118	13,250	13,382	13.516
8-110-8-2	Demolish	30	-31	-31	-3+	-32	.32	-32
8-110-8-3	Demolish	-133	-134	-136	-137	-139	-140	-141
8-110-8-4	Demolish	45	-46	-46	47	14.	-48	48
8-110-8-5	Demolish	-55	95	95	-57	-57	-58	65-
8-110-8-6	Demolish	-246	-249	-251	-254	-256	-259	-262
8-110-8-8	Demolish	-110	-1111	-113	-114	-115	-116	-117
8-110-8-10	Demolish	128	-130	-132	-133	13	-136	-137
8-110-8-10.01	Demolish	-28	-28	8,	8	8	.38	-30
8-110-8-11	Demolish	.175	-175	-178	-180	-182	-184	-185
8-110-8-12	Demolish	-195	-197	-198	102	-203	-205	-207
8-110-8-13	Demolish	-102	-103	104	-106	90-	-107	-108
8-110-6-14	Demolish	-149	.150	.152	-153	-155	-158	-158
8-110-8-24	Demolish	φ	φ	49	φ	φ	ф	9
8-114-2-1	No Change	0	0	0	0	0	0	0
8-114-2-2	Right-of-Way	-132	-134	-135	-136	-138	-139	-140
8-114-2-3	Right-of-Way	-686	-692	669	-706	-713	-721	-728
8-114-2-8	Right-of-Way	-314	-317	-321	-324	-327	-330	-334
-	Right-of-Way	-180	-182	-184	-186	-187	-189	-191
	Right-of-Way	-36	98.	-37	.37	-37	38	-38
-	Right-of-Way	194	961.	-158	-200	-202	-204	-206
	No Change	0	0	0	0	0	0	0
	No Change	0' 0	0	0	0	0	0	0
	No Change	0		0	01	0	0	0
01-7-11-0	No Change	0 0	0 0	0 0	p.	0 1	0	0
11-7-41	No Change	0 0	0	0 (0	0	0	0
	No Change	0 0	0	0	0	0	0	0
B - 7 - 7 - 1 B	No Change	0 0		0 0	0 0	0 0	0	0
22.41.0	BOILD ON	0 0	00	0 0	0 (3 (0	0
2 4 4 4 7 7 7	No Change	0 0		0 0	0 0	0 0	0	0 1
7	District of the second	3	2	0 000	0	0	0	0
0 - 1 - 2 - 1 - 2	Kigni-or-way	200	200	-305	900	-308	311	-314
21.5.1.0	Dioh: o' way	225	157	43.	967-	-738	-241	-243
8114.216	Dight of Way	000	200	240	340	200	500	35/
200	Charles of the say	781-	The state of the s	8	8	-500	-202	40Z-
0-7-4-1-0	Right-of-way	600	-8/3	-882	-893	006-	606-	-918
	Hight-of-way	3	955	900	357	-361	-364	-358
	HIGHT-OI-Way	400	100	361	365	-368	-372	-376
0114-1-10	KIGHT-OI-WBY	0 !	0	0	٥	0	0	0
14-3-0	KIGHT-OI-Way	-240	-242	-245	-247	-249	-252	-255
8-114-13-2	No Change	0	0	0	o.	0	0	0
	No Change	0	0	0	0	0	0	C
	Retail	20.021	20,221	20,423	20,628	20,834	21,042	21,253
14-14-4	No Change	0	0	0	0	0	0	0
B-114-14-4.01	No Change	0	0	0	0	0	0	0
8-114-15-1	No Change	0	0	0				
			,	>	0	0	0	0

CHOUTEAU TRAFFIC

+ + 1 + 1 + 1	Dialet of Man							
	Child-way	-285	-283	-286	-289	-282	-295	-298
8-114-17-2	Right-of-Way	998-	-875	-884	-892	-901	-910	919
8-114-17-3	Right-of-Way	-390	-394	-398	-402	408	-410	-414
8-114-17-4	No Change	0	0	0	0	0	0	0
8-114-17-5	No Change	0	0	0	0	0	0	0
8-114-17-6	No Change	0	P	0	0	0	0	0
8-114-17-7	No Change	0	0	0	0	0	0	0
8-114-17-8	No Change	0	0	0	0	0	0	0
8-114-17-9	No Change	0	0	0	0	0	0	0
8-114-17-10	No Change	0	0	a	0	0	0	0
8-115-9-1	No Change	0	0	0	0	0	0	0
8-115-9-2	Apertments	9.527	9,623	9,719	9,816	9.914	10,013	10,113
8-118-6-10	No Change	9	0	0	0 .	0	0	0
8-118-9-1	Industrial	0	0	0	8,182	8,264	8,347	8,430
8-118-9-2	No Change	0	0	0	0	0	0	D
8-118-9-3	No Change	0	0	0	0	0	0	0
8-118-90	Industrial	5,779	5.837	5,896	5.955	6.014	6.074	6.135
8-118-90	Industrial	5,547	5,603	5,659	5,715	5,772	5,830	5,888
8-118-90	Industrial	8,327	8,410	8,495	8.579	8,665	8,752	8,839
8-118-90	Industrial	5,089	5,140	5,192	5,243	5,296	5,349	5,402
8-118-90	Industrial	5,089	5,140	5,192	5,243	5,296	5 349	5,402
8-118-90	Industrial	5,321	5,375	5,428	5,483	5,537	5 593	5,649
8-118-9-7	No Change	0	0	0	0	0	0	0
8-118-9-8	No Change	o	0	0	0	0	0	0
8-118-10-1	Industrial	969	202	710	717	724	731	738
8-118-10-2	Industrial	7,064	7,134	7,206	7,278	7,350	7,424	7,498
8-118-10-3	Industrial	3,652	3,688	3,725	3,762	3,800	3,838	3,876
8-118-101	Industrial	1,555	1,570	1,586	1,602	1,618	1,634	1,650
	No Change	0	0	0	0	0	0	0
8-118-10-8	No Change	0	0	0	0	0	0	0
8-118-10-8.01	No Change	0	0	0	0	0	0	0
8-118-10-8:03	No Change	0	0	0	0	0	0	0
8-118-10-8.04	No Change	0	0	0	0	0	0	0
8-118-10-8.05	No Change	0	0	0	0	0	0	0
8-118-10-8.06	No Change	0	a	0	0	0	0	0
8-118-10-8.07	No Change	0	0	0	0	0	0	0
8-118-10-8.08	No Change	0	0	0	0	0	0	0
8-118-10-9	No Change	0	0	0	0	0	0	0
8-118-10-12	No Change	0	0	0	0	0	0	0
8-118-10-13	No Change	0	0	0	0	0	0	0
8-119-4-1	No Change	0	0	0	0	0	0	0
8-119-1-01	No Change	0	0	0	Q	0	0	0
8-119-4-1.02	No Change	0	0	0	0	0	0	0
8-119-4-2	No Change	0	0	0	0	0	O	0
8-119-4-2.01	No Change	0	0	0	0	0	0	0
8-119-4-2 03	No Change	0	0	0	0	0	0	0

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CHOUTEAU TRAFFICWAY TIF
INCREMENTAL STATE BLIND PENSION REAL ESTATE TAXES

97 Agrees 97 Tares 1	1,000 1,00	97 Assess 97 Taxes 1 19,70		
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CHOUTEAU TRAFFICWAY TIF.
INCREMENTAL STATE BLIND PENSION REAL ESTATE TAXES

4-17-1 Right-cf-Way 4-17-2 Right-cf-Way 4-17-1 No Change 4-17-6 No Change 4-17-6 No Change 4-17-6 No Change 4-17-10 No Change 6-9-1 No Change 6-9-1 Industrial 6-9-0 Indust	Parcel	Zeceve on																				•
Physical Colorage (1994) (1994	17.17.1	Dishing Was	16 040	151	¥	1	4	a,	4	Y	4		2	4	4	A	4	4	4	u	4	-
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Reference Refe	14-1/-7	RIGHT-OF-Way	46,460	49.5	4		14	-14	- 4	0	0		20	0	9	0	-10	91-	-16	-16	-16	-
No Change 4500 14	14-17-3	Right-of-Way	20,930	6.28	φ		ç	φ	ģ	1.	1-1		.7	1-	1-	1.	1.	1-	7-	1-	1.	•
He Change 1300 1318 0 1318 0 1 131 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14-17-4	No Change	4,570	1.40	a		a	0	0	0	0		0	0	0	0	0	0	0	0	0	
Ne Change 1300 (135) (13	14-17-5	No Change	1 260	1.28	0		0	0	0	0	0		0	0	0	0	o	0	0	0	0	
No Change	14-17-6	No Chance	1310	039	0		0	0	0	0	0	3	0	0	0	0	0	0	c	0	0	
No Change 550 177 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-17-7	No Chance	3.880	1.16	0		0	0	0	0	C		0	0	0	0	C	0	0	0	0	
No. Change 5,510 177 170 1	14.17.8	No Change	7 880	202	0	+		0	0	C	C		0		0							
MacChange 6,270 1,55 1	11.17.0	No Change	2000	+ 77				0,0	0	0						0 0	0 0	0 0	0 0	0 0	0 0	
Contange 5/20 100	211.41	No Change	200	2.1	0		2 4	0 (0 (0	2 1		2 1	0	2	0	0	0	0	2	0	
Machine Mach	14-17-10	No Change	6,210	1.85	0		0	0	0	0			0	0	0	0	0	0	0	0	0	
Approximate 20,450 915 0 105 105 105 105 105 105 105 105 105	15-9-1	No Change	0	0.00	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
No. Changes 302,800 9058 1430 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15-8-2	Apartments	30,490	9.15	0		0	156	158	28	161		63	164	166	168	169	171	173	174	176	17
Hockstrial (1569) 200.880 and 88 and	18-6-10	No Change	0	000	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Acchanges 200,886 9,688 10 10 10 10 10 10 10 10 10 10 10 10 10	18-8-1	Industrial	47,650	14.30	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Machement 10,000 20,000	18.9.2	No Change	302 880	90 88	C		0	C	0	C	C		0	c	0			0				
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Industrial (14.150 A.25)	18-50	Industrial	0/9/6	7.90	0		5	9	0	0	3		200	38	10	8	8	8	101	102	8	=
Industrial 8,630 259 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-90	Industrial	8.18	4.25	0		0	0	0	0	0		0	0	0	0	0	149	151	152	20	4.
Industrial 8,850 2,65	18-90	Industrial	8,630	2.59	D		0	o	0	0	0		0	0	0	8	8	16	35	93	R	3
Industrial 8,990 265 0	18-90	Industrial	8,630	2.59	0		0	o	0	0	98		87	88	88	8	8	16	92	93	8	0.
No Change 1 680 4179 128 4178	18-90	Industrial	8,990	2.69	0		0	0	0	88	06		91	92	93	94	98	8	8	16	3	0,
No Change 1,680 0.56 0.56 0.5	18-9-7	No Change	0	000	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
Industrial 13,830 417 10 10 10 10 10 12 12 12	18-9-8	No Change	1,650	0.50	0		ن	0	0	0	0		0	0	0	0	0	0	0	o	C	
Industrial 5,130 1,54 0 0 0 0 0 0 0 123 124 126 127 128 12	18-10-1	Industrial	13,890	4.17	0		0	0	0	0	0		0	0	12	12	12	12	13		-	
Industrial 51/730 55.2 0 0 0 0 0 0 0 0 0	18-10-2	Industrial	5,130	1.54	0		0	0	0	0	0		0	0	123	124	136	127	128	120	131	133
Inclustrial 6,240 1,86	18-10-3	Industrial	21,730	6.52	0		0	0	61	19	62		29	63	B	64	98	8	8	150	2	
No Change	18-10-4	Industrial	6,210	1.86	0		0	0	26	92	28		27	27	27	27	28	28	28	28	8	
No Change 27,140	18-10-6	No Change	3,710	111	0		0	0	0	0	0		D	0	0	0	0	0	0	0	0	
No Change 402,500 120.75 12.83 10 10 10 10 10 10 10 1	18-10-8	No Change	27,140	8.14	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
No Change 42.750 12.83 13.83	18-10-8.01	No Change	402,500	120.75	0		0	0	0	0	0		0	0	0	0	0	o	0	0	0	
H No Change 75,360 22.61 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	18-10-8-03	No Change	42.780	12.83	0		0	0	0	0	0		0	0	C	0	0		c	0	0	
Sh ochange 315,160 94,85 0	18-10-8.04	No Change	75,360	22.61	0		0	0	0	0	0		0	0	0	0	0	0	00	0	0	
6 No Change 295,970 88.79 0	18-10-8.05	No Change	315,160	94.85	0		0	0	0	C	0		0	0	0	0	0	c	0	0		
7. No Change 38,590 11.58 0	18-10-8 06	No Change	295,970	88.79	0		0	0	0	0	0		0	0	0	0	0	0		00	0	
No Change 38,850 - 11,66	18-10-8 07	No Change	38 590	11.58	0		0	0	0	C	C		0		0	0				0		
No Change 48,670 14,60 0	18-10-8 08	No Change	38 850	9811	0		0	0	0	0	C		0		c	0	0	00	00	00	0	
No Change 5/700 171 0	18-10-9	No Change	48.670	14 80	00		0	0	0	0			0	00	00	00	0 0	0 0	00	9 0	9 0	
No Change 5700 171 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 10.12	No Change	61 970	15.50	0			00	0	00			0 0	2 0	0 0	00	0 0	00	0.0	0 0	0	
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Nochange 77,720 2314 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ï	of the contract of the contrac	2000	70.00	0 0			0 (0 (0 1	0 (0 1	0	2	0	0	9	0	0	0	
No Change 174 BSO 5246 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3	No Change	21.12	73.14	0		0	0	0	0	0		0	0	0	0	0	0	a	0	0	
No Change 106,110 3183 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.5	No Change	174,850	52.46	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
No Change 300,990 9030 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F	No Change	106,110	31.83	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
-4-203 No Change 215,880 64.75 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ũ	No Change	300,990	90.30	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
4.574.000 1372.20 -103 -10 332 422 515 806 707 714 855 1307 1330 1483 1407 1512 1	Ξ	No Change	215,860	64.76	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	
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CHOUTEAU TRAFFIC INCREMENTAL STATE BL

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5 6	ph-of-Way	400000000000000000000000000000000000000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	400000000000000000000000000000000000000	400000008-4-4444-4440004	40000008444464446006	40000000 X + 4 + 4 4 4 4 4 4 4 4 0 0 0 0	400000008-4-4-464-44600005444
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10-7-19 10-7-20 10-7-21 10-7-21 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1 10-8-1	int-of-Way Change Change Change Change Change Change Change Molish	- - 	000000\$±±±±±±000±04	00000082-4-4444-444004-44	0000008-4-4-4044-4440004	00000084444444444	000000 00000000000000000000000000000000	0000008-4-464444460006444
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10-7-23 10-8-1 10-8-2 10-8-3 10-8-3 10-8-3 10-8-5 10-8-6 10-8-10 10-8-10 10-8-10 10-8-11 10-8-	Change molish for molish molis	68-64-4444-4446004 6 4	o \$ - & & 4 4 4 4 4 6 0 0 0 0 5 4	0 # - 4 4 4 4 4 4 4 4 0 0 0 4 5 4 4	0 \$ - 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	08.44.44444444	000-444444440000	0.8 - 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
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10-8-2 10-8-4 10-8-6 10-8-6 10-8-10-01 10-8-10-01	molish	-64444-6446004 6 4		- n n d d - n 4 d d d d d d d d			- 4 4 4 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	-44-4-4-4-6-6-4-4-
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114-2-8	Right-of-Way	7	,	ņ	φ.	φ	9	4 .
	Right-of-Way	ņ	ņ		4	7	4	
0	Right-of-Way	5	5		7	7	+	7
14-2-11	Right-of-Way	4	4	7	7	7	4	4
14-2-12	No Change	0	0	0	0	0	0	0
114-2-13 No	Vo Change	0	0	0	0	0	0	0
14-2-14 No	Change	0	0	0	0	0	0	0
14-2-15 No	No Change	0 0	0 0	00	00	00	0 0	0 0
14-7-11 NO	Cuange	0		0 0	0	0	0 0	0 0
14-Z-18 NO	Change	0	0	0	0	0	0	0
14-2-19 No	Change	00	0 0	0 0	0 0	0 0	0	0 (
14-2-20 No	Change	0 0	0 0	0 0	0	0 0	0 0	0
4-2-21 No	Change	0 0	0 0	0 0	0 0	0 0	0 0	0
4.2.22	No Change	0 0	0 0	0	0	0	0	0
4-3-12	KIGHI-OF-Way	9	φ	P	·P	φ	io.	φ
4-3-13	Right-of-Way	7	4	7	7	7	ņ	ņ
14-3-14	Kight-of-Way	P	φ	ф	1-	-1	1-	1-
14-3-15	Right-of-Way	4	4	7	7	7	4-	7
14-3-18	Right-of-Way	-16	-16	-17	-11	-17	-17	-12
14-3-17	Right-of-Way	1.	1.	5	1.	-7	-1-	E
14-3-18	Right-of-Way	1.	1-	1.	1-	15	1-	25
14-3-19	Right-of-Way	0	0	0	0	0	0	0
14-3-20	Right-of-Way	ņ	ņ	ņ	9	5	-5	ų,
4-13-2	No Change	0	0	0	0	0	0	O
4-13-201	No Change	0	0	0	0	0	0	0
14-14-1	Dil.	378	382	385	389	393	397	401
14-14-4	No Change	0	0	0	0	0	0	0
14-14-4.01	Vo Change	0	0	0	0	0	0	0
ï	No Change	0	0	0	0	0	0	0
18-114-15-2 No	No Change	0	0	0	Q	0	0	0

CHOUTEAU TRAFFIC INCREMENTAL STATE BL

4-17-1 Right-d-Way -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5 -5	Dennel			2			-		
17.3 Significant and a continuous process		Clark of War	u	4	4	4	4	4	
17.2 Right-Griving 1.5 1.7	1-11-11-1	Kigni-ol-way	? :	? :	? .	7	7	2.5	1
117.3 Right-of-Way	114-17-2	KIGHT-OF-WAY	01.	-11	11-	11-	/1-	11.	
117-7.4 No Change	-114-17-3	Right-of-Way	1-	-7	æ	00	ap	ep.	
117.5 No Change	114-17-4	No Change	0	0	0	0	0	0	
1.17-6 No Change	114-17-5	No Change	0	0	0	0	0	0	
117.7 No Change	114-17-6	No Change	0	0	0	0	0	a	
1-17-8 No Change	114-17-7	No Change	0	0	0	0	0	0	
1-17-9 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	0	0	0	0	0	0	
1-17-10 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		No Change	0	0	0	0	0	0	
19-2-1 No Change	114-17-10	No Change	0	0	0	0	0	0	
19-2 Apartments 180 182 183 187 189 19-1 No Change 0	115.91	No Change	0	0	0	0	0	0	
16-10 No Change	115.9.2	Acertments	180	182	183	185	187	189	4
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Page	2000	to Chartel		0 0	0 0	15.4	156	157	159
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Honoustrial Se 97 98 59 100 101 102 103 104 106 105	118-90	Industrial	8	26	96	66	8	101	102
House the control of	118-90	Industrial	æ	97	96	8	8	101	13,
19-37 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	118-90	Industrial	100	101	102	103	104	901	10
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10-2 Industrial 13 13 13 14 14 14 14 14	118-9-8	No Change	0	0	0	0	0	0	
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H10-8. No Change	118-10-6	No Change	0	0	0	0	0	0	
H10-8.01 No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	119-10-8	No Change	0	0	0	0	0	0	
H10-8,CR No Change	118-10-801	No Change	0	0	0	0	0	0	
H10-8.C4 No Change	118.10.8 03	No Changa	0	0	0	0	0	0	
110-8.06 No Change 1-10-8.06 No Change 1-10-8.06 No Change 1-10-8.06 No Change 1-10-8.06 No Change 1-10-9.06 No Change 1-10-11 No Change 1-10-12 No Change 1-10-13 No Change 1-10-13 No Change 1-10-13 No Change 1-10-14 No Change 1-10-15 No Change 1-10-16 No Change 1-10-17 No Change	118.10.80	No Changa	0	0	0	0	0	0	
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1.558 1.574 1.589 1.780 1.777 1.295 1	1194.203	No Change	0	0	0	0	0	0	
20.									

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CHOUTEAU TRAFFICWAY TIF-INCREMENTAL CITY REAL ESTATE TAXES

Register/www 43.88 2015 58.56 42. 43. 43. 44. 44. 44. 44. 44. 44. 44. 44	Particology 338 170 180 180 180 180 180 180 180 180 180 18	Marchester Mar	18-110-7-15	Right-of-Way	97 Land AV	97 Imp AV 5,504	380.56	-304	.307	d	-313	-316	.319	-322	-325	625	-392	1336	12	5 CAS.	14 AAS	- 1
Register, with the colored by the	Charles	Colorage	18-110-7-16	Right-of-Way	3.286	2,016	98.86	-82	-83		-84	-85	98	-87	889	68-	58	8.	6.	-92	8	
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No. Change	Company Comp	Company Comp	200	AIGH CI-WAY	710	0 000	8 22	ņ	o a		رم	ę,	w?	ų,	ç	'n	ņ	ç	ķņ	ķ	ų,	
No. Change 2,556 1/144 1,550 1,510	Company 256.00 17.14 18.00 19.00 1	Company Comp	200	o Cliento	201,4	00000	350.35	0 0	0 (0	Q	0	0	0	0	0	0	0	0	0	
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Damoistin 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,056 4,057 4,07 4	Chamelian 2,866 161 162 162 163 16	Demolity 1,000 (e.g. 1) 1,000 (e.g.	500	Cemolish	3,520	8,512	193.64	0	0		-113	4114	-116	-1117	-118	-119	.120	-121	123	.124	.125	
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Demolish 544 0 1154 0 0 5 <	Decimination State Color State Color State	No. Changes 1544 100 12,231 10 10 10 11 11 11 11	4-14	Demolish	3,712	9,728	214.86	0	0		-127	128	-129	-130	-132	-133	-134	.136	137	-138	-140	1
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Right-of-way 352 11 54 168 55 -109 -111	Patrick Way 3.55 1.1564 1.664	Pagin-channer 13.56 10.56 10.66 10.66 10.67 10.6	1-5-1	No Change	3.158	6,080	152.31	0	0		0	0	0	0	c	0	0		, <	9 0	9 0	
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Right-of-Way 1,500 0.41/2 177.40 -161 -152 -153 -158 <td> Right colving 1,500 0,514 0,51</td> <td> National Column 1,350</td> <td>20</td> <td>Doll of Way</td> <td>2730</td> <td>200</td> <td>15.675</td> <td>200</td> <td>707.</td> <td></td> <td>007-</td> <td>0/7-</td> <td>-7/3</td> <td>-7/70</td> <td>8/7-</td> <td>-281</td> <td>-284</td> <td>-287</td> <td>280</td> <td>8</td> <td>-382</td> <td>-</td>	Right colving 1,500 0,514 0,51	National Column 1,350	20	Doll of Way	2730	200	15.675	200	707.		007-	0/7-	-7/3	-7/70	8/7-	-281	-284	-287	280	8	-382	-
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No Change 3,552 11,008 228,022 0 <td>No Change 3 552 10,1058 22,156 0<td>No Change 3 352 1 1,000 2 28402 0<td>81-7-</td><td>No Change</td><td>2,307</td><td>20, 2</td><td>20</td><td>0</td><td>0</td><td></td><td>a</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></td></td>	No Change 3 552 10,1058 22,156 0 <td>No Change 3 352 1 1,000 2 28402 0<td>81-7-</td><td>No Change</td><td>2,307</td><td>20, 2</td><td>20</td><td>0</td><td>0</td><td></td><td>a</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></td>	No Change 3 352 1 1,000 2 28402 0 <td>81-7-</td> <td>No Change</td> <td>2,307</td> <td>20, 2</td> <td>20</td> <td>0</td> <td>0</td> <td></td> <td>a</td> <td>0</td> <td></td>	81-7-	No Change	2,307	20, 2	20	0	0		a	0	0	0	0	0	0	0	0	0	0	
No Change 3328 10,815 221,56 0	NO Change 3338 10,815 221,56 0	No Change 3328 10,815 27,156 0	2-7-	No Change	3,552	11,008	228.02	0	0		ò	0	0	O	0	0	0	C	C	0	c	
No Change 3,380 5,152 143.52 0	No Change 3,860 5,152 143.52 0	No Change 3.86 5.152 143.52 0	-2-21	No Change	3 328	10,815	221.56	0	0		0	0	0	C	0	c	0	0 0		0 0	0 0	
Right-of-Way 10,688 5,164 300,78 -244 -247 -249 -252 -254 -257 -259 -262 Right-of-Way 6,304 5,864 218.08 -189 -191 -193 -195 -257 -259 -262 Right-of-Way 10,504 10,520 299,14 -278 -278 -276 -197 -199 -201 -203 Right-of-Way 10,504 20,514 -771 -778 -776 -195 -276 -	Right-of-Way 6,584 5,164 300,78 -244 -247 -249 -252 -254 -257 -259 -262 -265 -267 -267 -270 -271 -271 Right-of-Way 6,304 5,984 218.08 -189 -191 -195 -197 -199 -201 -203 -207 -203 -271 -272 -270 -271 -272	Pight-of-Way 10,688 5,164 300,78 244 247 249 252 254 257 259 262 265 265 267 270 273 275 278	-2-22	No Change	3,360	5.152	143.52	0	0		c	0			0 0	0 0	0 0	0 0	2 (3 1	0	
Right-of-Way 6,334 5,984 218,08 -189 -181 -133 -195 -197 -201 -203 Right-of-Way 6,496 11,520 229,14 -278 -280 -283 -195 -197 -193 -201 -203 Right-of-Way 10,304 0 220,51 -159 -160 -183 -195 -197 -193 -201 -203 Right-of-Way 10,304 0 220,51 -159 -160 -163 -165 -163 -195 -197 -193 -203 -204 -203 -204 -203 -204 -203 -204 -203 -204 -203 -204 -203 -204	Right-of-Way 6.304 \$584 218.08 -189 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -191 -193 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203 -201 -203	Fight-of-way 6.304 5,984 218.08 -189 -191 -193 -195 -195 -201 -202 -205 -207 -2	-3-12	Right-of-Way	10.588	5.184	300 78	246	247		25.0	24.4	255	000	9	2	2	9	2	0	0	
Right-of-way 6,486 11,520 299.14 -278 -280 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -283 -286 -787 -283 -286 -787 -283 -286 -787 -283 -286 -787 -783 -786 -786 -773 -786 -786 -776 -783 -776 -783 -786 -776 -778 <td> Fight-of-Way 6,496 11,520 299,14 278 289 289 299 </td> <td> Fight-of-Way 6,96 11,570 259.34 278 289 289 289 289 292 296 299 291 299 291 299 291 299 291 299 291 299 291 299 291 299 291 299 291 </td> <td>3.13</td> <td>Right-of-Way</td> <td>6 30A</td> <td>5 984</td> <td>218 08</td> <td>00</td> <td>.0.</td> <td></td> <td>307</td> <td>100</td> <td>100</td> <td>200</td> <td>707-</td> <td>ce.</td> <td>19</td> <td>-270</td> <td>-273</td> <td>-275</td> <td>-278</td> <td></td>	Fight-of-Way 6,496 11,520 299,14 278 289 289 299	Fight-of-Way 6,96 11,570 259.34 278 289 289 289 289 292 296 299 291 299 291 299 291 299 291 299 291 299 291 299 291 299 291 299 291	3.13	Right-of-Way	6 30A	5 984	218 08	00	.0.		307	100	100	200	707-	ce.	19	-270	-273	-275	-278	
Printic-Tiving 10, 1936 11, 1940 1289 1289 1292 1298 1298 1298 1298 1298	Project-Way 1,344 1,345 1,445	Pright-of-Way 1,340 2205.1 -154 -157 -158 -1		7 440	200	200	2000	601-	n :		0	181-	581-	-20:	-203	-205	-201	-208	-211	-213	-215	
Night-G-Way 10,304 220,51 -159 -160 -162 -163 -165 -167 -168 -170 Night-G-Way 10,304 38,437 704,04 -114 -724 -726 -743 -756 -750 -750 -750 -750	High curvay 1,354 1,520 1,520 1,550	High colvinary 10,304 1,200 1,500 1,		Right-Cr-yvay	0	0.50	4	-718	-280		-286	-289	-292	-795	-298	-301	-304	-307	-310	-313	318	
Right-of-way 7.836 38.432 704.04 714 -721 -728 -736 -743 -751 -758 -756	Right-of-Way 7,836 36,432 704,04 -714 -721 -726 -743 -751 -758 -756 -773 -773 -781 -789 -787 -805 Right-of-Way 4,320 15,22 234,57 -226 -226 -738 -751 -781 -781 -781 -805 Right-of-Way 4,320 15,422 334,57 -226 -226 -226 -738 -301 -304 -307 -310 -313 -316 -319 -328 Right-of-Way 7,200 15,408 369,36 0	Propher-Way 7,936 38,422 704,04 -714 -721 -728 -728 -736 -743 -758 -773 -781 -789 -789 -995 -813 -995 -813 -995 -9	9	Hight-of-Way	10,304	0	220.51	-159	-160		-163	-165	-167	-158	-170	-172	-173	-175	"	170	.0.	
Right-of-Way 4,320 14,272 290.83 286 -289 -292 -295 -301 -304 -307 Right-of-Way 7,200 15,486 334.57 -32 -295 -295 -301 -304 -307 -310 Right-of-Way 5,016 95.36 33.457 -32 -295 -296 -301 -304 -307 -310 -313 Right-of-Way 5,016 9.486 23.53 -198 -70 0	Pight-of-Way 4,320 14,272 290.83 296 -289 -299 -299 -299 -304 -307 -304 -307 -313 -316 -319 -318 -318 -329 -3	High-of-Way 4,320 14,272 2500.83 286 289 292 299 291 304 307 310 313 315 313	3.16	Right-of-Way	7,936	38,432	704.04	-714	-721		-736	-743	.751	-75R	-756	773	784	780	202	200	100	
Right-of-Way 9,440 9,536 334.57 -22 -295 -296 -301 -304 -313	Right-of-Wey B 440 9 536 334 S7 -225 -296 -301 -304 -307 -317 -319 -319 -318 -345	Right-of-Way 9,440 9,536 334 S7 -295 -296 -304 -307 -319 -319 -326 -327 -326	-3-17	Right-of-Way	4,320	14.272	280.83	-286	-289		-295	-29B	301	304	202		250	3 5	100	9 1	919	2.0
Right-of-Way 7,200 15.488 369.36 0 </td <td>Right-of-Way 7,200 15,488 369.36 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Right-of-Way 7,200 15,486 369 36 0<!--</td--><td>-3-18</td><td>Right-of-Way</td><td>9.440</td><td>9 536</td><td>334 57</td><td>.753</td><td>296</td><td></td><td>301</td><td>200</td><td>200</td><td>2.0</td><td>200</td><td>200</td><td>000</td><td>2</td><td>200</td><td>-353</td><td>-376</td><td>•</td></td>	Right-of-Way 7,200 15,488 369.36 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 7,200 15,486 369 36 0 </td <td>-3-18</td> <td>Right-of-Way</td> <td>9.440</td> <td>9 536</td> <td>334 57</td> <td>.753</td> <td>296</td> <td></td> <td>301</td> <td>200</td> <td>200</td> <td>2.0</td> <td>200</td> <td>200</td> <td>000</td> <td>2</td> <td>200</td> <td>-353</td> <td>-376</td> <td>•</td>	-3-18	Right-of-Way	9.440	9 536	334 57	.753	296		301	200	200	2.0	200	200	000	2	200	-353	-376	•
Right-of-Way 6,016 6,846 223,93 -198 -220 -202 -204 -206 -210 -212 No Change 640 715,456 11,451,40 <	Right-of-Way 6,016 6.848 223.93 -198 -200 -202 -204 -206 -209 -210 -212 -214 -217 -219 -221 -223 No Change 640 0 13,70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 6,016 6,848 223.93 -198 -220 -202 -204 -206 -209 -210 -212 -214 -217 -219 -223 -225 No Change 64.0 64.0 715,456 11,451 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-3-19	Right-of-Way	7 200	15 488	36 36					3	000	0.00	200	17	250	-323	-326	000	-333	٠
No Change 70,400 715,456 11,451,40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 70,400 715,456 11,451,40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 640 715.45 1, 651 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3.20	Right-of-Way	5016	E BAB	20101	196	2000		200	3 46	200	> 0	200	2	0	0	0	0	0	
No Change 4,095 51,840 515.74 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 6.372 0 48.52 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 643 19.54 19.55 19.52 19.5	12.3	No Change	20.400	THE ARE	UF 131 11	3	777		607.	-200	907	017-	717.	-214	-217	-219	-221	-223	:225	
No Change 1,888 0 40.40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,888 0 40 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 8575 30,528 607.87 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.201	No Change	0.00	200	04.64	0	2 1	0 (0 (0	0	0	0	0	0	o	0	0	0	
No Change 1,888 0 40,40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,277 U 48 52 C C C C C C C C C C C C C C C C C C	No Change 8,575 30,528 607.87 0 0 0 0 0 0 0 0 16,087 18,267 18,450 18,635 18,821 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Daniel Control		> 1	2/2	0,	0	7	0	0	0	0	0	0	0	0	0	0	0	
No Change 1,888 0 40,40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,888 C 40,40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,888 C 4040 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1-14-1	Helmi	2,272	0	48.52	a	U	0	o	0	0	0	0	0	18 087	18.787	027	I FIRE	+08 83	0
No Change 9,120 51,840 91574 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	01 No Change 4,095 0 87,65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	01 No Change 4,095 0 87,65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-14-4	No Change	1,888	0	40.40	0	0	a	D	0	0	0	0	0		0			0,04	n
No Change 9,120 51,840 915.74 0 0 0 0 0 0 0 0	No Change 9,120 51,840 915.74 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No.Change 9,120 51,840 915.74 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-14-01	No Change	4,096	0	87.65	0	0	0	D	0	C	. 0	0	0	2 6	5 0	5 6	> 6	5 0	
	No Change 8.576 30,528 607.87 0 0 0 0 0 0 0	No Change 8,576 30,528 607.87 0 0 0 0 0 0 0 0 0 0 0	1-12-1	No Change	9,120	51.840	915.74	0	0	0			5 0	> 0	2 0	5 0	2 4	5 0	21	0 1	0	
No Chanda # 578 30 529 607 87			-15.2	No Change	R 578	9C 5 OF	F07 87		10	1 5) c	2 0	3 0	> 0	> 0	5	9	٥	9	0	0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				affinish ou	2.2.5	1000	Opt. or	2 .)	د	D	a	0	0	0	0	0	0	0	0	D	

CHOUTEAU TRAFFICWAY TIF INCREMENTAL CITY REAL ESTATE TAXES

	2000			1000															
18-114-17-1	Right-of-Way	6,560.	8,480	258.26	-232	-234	-236	-239	-241	-243	-246	-248	-251	-253	-256	852-	-38	3.	997
18-114-17-2	Right-of-Way	8,096	38,368	706.57	-715	.723	-730	-737	-745	-752	-760	-767	-775	-783	-790	-798	908	-814	82
8-114-17-3	Right-of-Way	4,640	16,288	325.70	-322	-326	-329	-332	-335	-339	-342	-346	349	-353	-356	980	-363	.367	.37
8-114-17-4	No Change	2,816	5,056	130.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
8-114-17-5	No Change	2,208	4,960	116.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
8-114-17-5	No Change	1,792	416	44.13	a	O	0	0	0	0	0	0	0	0	0	0	0	0	_
8-114-17-7	No Change	2,496	4,032	109.46	0	0	0	0	0	0	o	0	0	0	٥	0	0	0	
8-114-17-8	No Change	3,168	9,600	201.24	0	0	0	0	a	0	0	0	0	0	0	0	0	0	
8-114-17-9	No Change	3,168	6,784	162.09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-17-10	No Change	3,168	7,296	189.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-115-9-1	No Change	34,720	17,568	987.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-115-9-2	Apentments	81,312	0	1,740.08	0	0	8,028	8,103	8,189	3,271	8,354	8,437	8,522	8,607	8,693	8,780	8.868	956.8	906
6-118-6-10	No Change	9,088	14,112	390 64	0	0	0	a	0	0	0	0	0	0	0	0	0	0	
8-118-9-1	Industrial	47,648	0	1,019.67	C	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-2	No Change	124,000	178,880	5,140.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-3	No Change	12,432	258,528	3,859.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-90	Industrial	10,013	0	214.27	0	4,822	4,870	4,918	4,968	5,017	5,068	5,118	5,169	5.221	5,273	5,326	5,379	5,433	5.48
8-118-90	Industrial	1996	0	206.88	0	0	0	0	0	0	4,864	4.912	4,962	5.011	5,061	5,112	5,163	5,215	5.26
8-118-90	Industrial	14,157	0	302.96	0	O	0	0	0	0	0	0	0	0	0	7.874	1,751	7,828	7.906
8-118-90	Industrial	8,634	0	184.76	0	0	0	0	0	0	0	0	0	4,598	4,644	989	4,737	4.784	4.83
8-118-90	Industrial	8,634	0	184,76	0	0	0	0	0	4,418	4,462	4,507	4,552	4,598	4.644	4,630	4,737	4.784	4.83
8-116-90	Industrial	8,979	0	192.15	0	0	0	0	4,574	4,620	4,866	4,713	4,760	4,807	4,855	4,904	4,953	5,002	505
8-118-9-7	No Change	3,798	0	81.28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-9-8	No Change	1,664	a	35.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-1	Industrial	5,632	17,780	367.39	0	0	0	0	0	0	0	0	622	628	636	2	647	854	8
18-118-10-2	Industrial	8,640	0	184.90	0	0	0	0	0	0		0	6,318	6,381	6,445	6,509	6,575	6,640	6,70
18-118-10-3	Industrial	21,728	0	464.98	0	0	0	3,108	3,139	3,170	3,202	3,234	3,266	3,289	3,332	3,365	3,389	3,433	3,467
18-118-10-	Industrial	6,208	0	132.85	0	0	0	1,323	1,336	1,350	1,363	1,377	1,391	1,405	1,419	1,433	1.447	1,462	1.47
8-118-10-6	No Change	3,712	0	79.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-8	No Change	27,136	0	580.71	0	0	0	0	0	a	0	0	0	0	0	0	0	0	
8-118-10-8.01	No Change	77,216	325,280	6,173,81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-8.03	No Change	42,784	0	915.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-118-10-8.04	No Change	30,400	44,960	1,275.50	0	0	0	0	0	a	0	0	0	0	0	0	0	0	
8-118-10-8.05	No Change	67,712	248,448	4,902.45	0	0	o o	0	0	a	0	0	0	0	0	0	0	0	
8-118-10-8:06	No Change	49,120	246,848	4,482,38	0	0	a	0	O	n	0	0	0	0	0	0	0	0	
8-118-10-8.07	No Change	20,192	18,400	687.87	0	0	0	0	0	a	o	0	0	0	0	0	0	0	
8-118-10-8 08	No Change	20,608	18,240	694,55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-118-10-9	No Change	48,182	490	1,037,98	0	0	a	0	a	a	0	0	0	0	0	0	0	0	
	No Change	51,968	٥	1,112.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13	No Change	9,600	0	205,44	0	n	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-1	No Change	40,480	125,632	2,612.56	0	0	0	0	o	n	0	0	0	0	0	0	a	0	
18-119-1-01	No Change	37,472	39,648	1,353.01	0	0	0	0	a	0	0	0	0	0	0	0	0	0	
18-118-4-1.02	No Change	46,688	128,160	2,780.55	0	0	0	a	0	a	0	0	0	0	0	0	0	0	
	No Change	39,040	67,072	1,767,76	0	0	0	0	0	a	0	0	0	0	0	0	0	0	
	No Change	72,896	228,096	4,730,51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-2.03	No Change	102,688	329,024	6,770,96	0	0	0		- 1	0		0	0	0	0	0	0	0	
		4 EEE 242	300000	23 757 17	800.5	620	12000	24 640	000	24 4 2	500 00	20000	2000	27 804	27 750		1 1 1 1	-	0.00

CHOUTEAU TRAFFIC INCREMENTAL CITY REA

					1			7.1.5	7.7
18-110-7-15	Right-of-Way	-352	-356	-359	-363	-357	3/0	4/2	010
18-110-7-16	Right-of-Way	95	98	16.	85	8, 1	8	101	107
18-110-7-18	Right-of-Way	ç	40	ş	5.	ý	5.	ņ	ç
18-110-7-19	Right-of-Way	5	Š	Ş	4	φ	ıφ	ę	9
18-110-7-20	No Change	0	0	0	0	0	0	0	0
18-110-7-2001	No Change	0	0	0	0	0	0.	0	0
18-110-7-21	No Change	0	0	0	0	0	0	o	0
18-110-7-22	No Change	0	0	0	0	0	0	a	0
18-110-7-73	No Change	0	0.	0	0.	0	0	0	0
18-110-8-1	Retail	12,210	12,332	12,455	12,580	12,706	12,833	12,961	13,091
18-110-8-2	Demolish	8	8,	-30	-30	-30	-31	-31	.3
18-110-8-3	Demolish	-128	-129	.130	-132	-133	-134	-136	-137
8-110-8-1	Demolish	43	-44	-44	45	A5	-46	-46	-47
18-110-8-5	Demolish	-53	-53	-54	.65	-65	98,	95	.57
18-110-8-6	Demoilsh	-236	-239	-241	.244	-246	-248	-251	-253
	Demoish	901-	-107	-108	60.	-110	-111	-112	-113
	Demolish	-124	-125	-126	-127	-129	-130	-131	-133
	Demolish	-27	-27	-27	-28	-28	-28	.28	-23
13-110-8-11	Demolish	.168	-169	-171	-173	-174	971-	-178	-180
	Demoish	-187	-189	191-	-192	194	961	-198	-200
	Cemolish	86.	8	180	101	-102	-103	-104	105
18-110-8-14	Demolish	-143	-144	-146	-147	-148	-150	151-	-153
	Demolish	40	49	9	9	40	9	φ	9
8-114-2-1	No Change	0	0	0	0	0	0	0	0
8-114-2-2	Right-of-Way	-127	-128	-129	-131	-132	-133	-135	.136
18-114-2-3	Right-of-Way	-657	-684	-671	-677	-684	169.	-698	-705
18-114-2-8	Right-of-Way	-301	-304	-307	-311	-314	-317	-320	-323
18-114-2-9	Right-of-Way	.173	-174	-176	-178	-180	-182	-183	-185
18-114-2-10	Right-of-Way	7	38	-35	Ş.	35	8	-35	-37
19-114-2-11	Right-of-Way	.186	-188	190	-192	-194	8	-198	-200
18-114-2-12	No Change	0	0	0	0	0	0	0	0 1
18-114-2-13	No Change	0	0	0	0	0	0	0	0 (
18-114-2-14	No Change	O	0	0	0	0	0	0	0
18-114-2-18	No Change	0	0	0	0	01	5 (0 1	0 0
18-114-2-17	No Change	0	0	0	0	0	5	0	0 1
18-114-2-18	No Change	0	0	0	0	0	0	0	0.
18-114-2-19	No Change	0	0	0	0	0	0	0	0
18-114-2-20	No Change	0	0	0	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-284	-287	-289	-282	-285	-298	-301	-304
18-114-3-13	Right-of-Way	-220	-222	-224	97	-229	.231	-233	-236
18-114-3-14	Right-of-Way	-322	-325	-329	-332	-335	.339	-342	-345
18-114-3-15	Right-of-Way	-184	-186	-138	198	-192	194	-195	197
18-114-3-16	Right-of-Way	-828	-837	-846	-854 458	-863	-871	-880	-889
18-114-3-17	Right-of-Way	-332	.336	-339	-342	-346	349	.353	-356
18-114-3-18	Right-of-Way	-338	.343	-346	-350	-353	.357	.360	-364
18-114-3-19	Right-of-Way	9	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-230	-232	-235	-237	-239	-242	-244	-241
18-114-13-2	No Change	0	0	0	0	0	b	0	2
18-114-13-201	No Change	0	0	0	0	0	0	0	0
18-114-14-1	Retail	19,199	19,391	19,585	19,781	19,979	20,179	20 380	20,584
18-114-14-4	No Change	0	0	0	0,0	0	0	0 0	0.5
18-114-14-4.0	No Change	0	0,1	0 (0 1	0 0	0 0	00	
18-114-15-1	ALO CHADON	c							
	2000000	2	3	>	3		9	>	

CHOUTEAU TRAFFIC INCREMENTAL CITY REA

ai cel	20.00		-	0	0			44	-	
18-114-17-1	Right-of-Way	-269	-272	-274	-277	-280	-283	-285	-288	
18-114-17-2	Right-of-Way	-831	-839	-847	-856	-854	-873	-882	-891	
18-114-17-3	Right-of-Way	-374	-378	-382	-386	-389	-393	-397	-401	
18-114-17-4	No Change	0	0	0	0	0	0	0	0	
18-114-17-5	No Change	0	0	0	0	0	0	0	0	
18-114-17-6	No Change	0	0	0	0	0	0	0	0	
18-114-17-7	No Change	0	0	0	0	0	0	0	0	
18-114-17-8	No Change	0	0	0	0	0	0	0	0	
18-114-17-9	No Change	0	0	0	0	0	0	a	0	
18-114-17-10	No Change	0	0	0	0	0	0	0	0	
18-115-9-1	No Change	0	0	0	0	0	0	0	0	
18-115-9-2	Apartments	9,136	9 228	9,320	9,413	9,507	9,602	9,698	9,795	
18-118-6-10	No Change	C	0	0	0	0	0	0	0	
18-118-9-1	Industrial	0	0	0	0	7,925	8,004	8,084	8,165	
18-118-9-2	No Change	0	0	0	0	0	0	0	0	
18-118-9-3	No Change	0	0	0	0	0	0	0	0	
18:118-90	Industrial	5,542	5,598	5,654	5,710	5,767	5,825	5,883	5,942	
18-118-90	Industrial	5,320	5,373	5,426	5,481	5,536	5,591	5,647	5,703	
18-118-90	Industrial	7,985	8,065	8,146	8,227	8,310	8,393	8,477	8,561	
18-118-90	Industrial	4,880	4,929	4.979	5,028	5,079	5,129	5,181	5,232	
18-118-90	Industrial	4,880	4,929	4,979	5,028	5,079	5,129	5,181	5,232	
18-118-90	Industrial	5,103	5,154	5,206	5,258	5,310	5,363	5,417	5,471	
18-118-9-7	No Change	o.	0	0	0	0	0	0	0	
18-118-9-8	No Change	0	0	0	0	0	0	0	0	
18-118-10-1	Industrial	199	674	680	687	694	701	708	715	
18-118-10-2	Industrial	6,774	6,842	6,910	6,979	7,049	7,119	7,191	7,262	
18-118-10-3	Industrial	3,502	3,537	3,572	3,608	3,644	3,681	3,717	3,755	
18-118-101	Industrial	1.481	906,	1,521	1,536	1,55,1	1,587	1,583	1,598	
18-118-10-6	No Change	0	a	0	0	0	0	0	0	
18-118-10-8	No Change	0	0	0	0	0	0	0	0	
18-118-10-8.01	No Change	0	0	0	0	0	0	0	0	
18-118-10-8:03	No Change	0	0	0	0	0	0	0	a	
18-118-10-8:04	No Change	0	0	0	0	0	0	0	0	
18-118-10-8.05	No Change	0	0	0	0	0	0	0	0	
18-118-10-8.06	No Change	0	0	0	0	0	0	0	a	
18-118-10-8.07	No Change	9	0	0	0	0	0	0	0	
18-118-10-8.08	No Change	0	0	0	0	0	0	0	0	
18-118-10-9	No Change	0	0	0	0	0	0	0	0	
18-118-10-12	No Change	0	0	0	0	0	0	0	0	
18-118-10-13	No Change	o	0	0	Q	0	0	0	0	
18-119-4-1	No Change	0	0	0	0	0	0	0	0	
18-119-4-1.01	No Change	0	o	0	0	0	0	0	0	
18-119-4-1.02	No Change	a	0	0	0	0	0	0	0	
18-119-4-2	No Change	Q	0	0	0	0	0	0	0	
18-119-4-201	No Change	0	0	0	0	o	0	0	0	
18-119-4-203	No Change	0	0	0	0	0	0	C	0	

Chouleau on County Sales 2/25/08 1:39 PM

CHOUTEAU TRAFFICWAY TIF INCREMENTAL COUNTY SALES TAX

18-110-7-15	Right-of-Way	5 084	5 084 1 012 800	7.598	.7.596		7.749	.7.828	1,904	-7.983	-6 003	20 0	577.0	8 308	175.6	8475	555	645 -8	1	810	207	200	A .0 177	2
8.110.7.18	Right-of-Way	704	C	0	0		0	0		0		0	0	0										
8-110-7-18	Right-of-Way	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	00	0 0			
10-7-19	Right-of-Way	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	00			
18-110-7-20	No Change	1.456	O	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8-110-7-20.01	No Change	1.362	0	0	0		0	0	0	0	0	9	U	0	0	0	0	0		0	0.0			
8-110-7-21	No Change	1.828	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	. 0				
8-110-7-22	No Change	512	C	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	
6110-7-23	No Change	860	D	o	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
6-110-6-1	Retall	1.054	0	0	0	٥	41314	41,727	42.144	42.588	42.992	43.421	43 856 4	14 294 4	4 737 4	5 185 4	5.636 46	093 48	554 17	010 47	449 47	NA 48 44	4 48 000	40.4
8-110-8-2	Demolish	0	0	0	0	3	0	0	O	0	0	0	0	0	0	0	0	0	0					
6-110-8-3	Demoilsh	2.844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8-110-6-4	Demolish	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0		0 0	0	00	0 0			
A-110.8.5	Damolish	780	0	0	0.0				0	0 0	0 0	0	. 6	0		0 0	0 0	0 0	0 0	00				
	Campillary .	200			0 0				0 0	3 6	0 6	0 0	9 6	0 0		0	0	0 0	0 0	0	0 0			
000	Demolish .	0	9 6		0 0	2 6	2 0	2 0	3.6	0 0	0 0		0 0	0 0	2 0	0	0 0	0 0	0 0	0 0	0 1	0 1	0 1	
000110	Cemoiso	2	21	0 1	0 (5 (2 1	0 1	9	0	5	5	0	0	0	0	0	0	0	0	0	
6110-010	Cemonso	460	5	0	0		2	0	2	0	0	9	3	0	0	0	0	0	0	0	0	0	0	
8-110-8-10.01	Demolish	0	o	0	0	0	0	0	0	0	0	U	0	0	0	0	0	0	0	0	0	0	0	
8110-8-11	Demolish	1,248	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ĺ
8110-8-12	Demolish	1,238	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-110-8-13	Demolish	546	0	0	0	0	0	0	0	0	0	d	C	C	0	c	c	c	0	c	0	c		
8-110-8-14	Demolish	1001	0	0	0	-	0	0	0	0	0	0	0	0	c	c	0	0	0					
8110824	Demolish	0	0	0	0		0	0	0	C	0	C	C	0	c	c		c						
A1142.1	No Chance	814	0	0	0			0	0	. 0	0	0	0	0	0 0			0 0	0					
4111.22	Dinter of Way	388	263 300	1 800	1 800	4 018	4 037	1 057	4 678	1 000	9000	9000	9000	2077	000		200		200		,	200		
K 111 2 3	Dish of Way	4.435	200	000	000		100.1	0	0 0	000	007	2000	2007	200	020'7		7 0617	101	3	7. 00	7. 177	77- 647	27.	-43
2000	Dieta L Man	200	שייי ביייב	200	2000		2260	2000	2 200	2	2		2	2000	2	200	2	0	0	0	0	0	0	1
0.7-4-1-0	Diete divisit		200	, S. S.	200.3		2,03	6,0,4	0000	776'7	0 14.4	0000	Tr -	2007	0007	0/07	7- 0407	7. 770	7- 040	7- 0/9	707 -7	777. 67	5	.7.8
47.	Signiforway	* 0	104,400	00	0171		767	607'1	100	007'1-	1,493	306	615	1,332	340	. 358	1,372	386	.1.	414	428 -1,	142 -1,45	7 -1.47	4
0.7-1-0	Alguera Land	200	2 50			7	950	000	000	0 0	0 0	0 1	0	9	0	0	0	0	0	0	0	0	0	
11.7-11-0	Kight-or-way	178	99,50	040	70	9	500-	760-	8	0,0	090	200	460-	10/	80/-	5/12	-177	. 87	. 8	744	121	29 -76	-17	-72
21.7.4.1.0	No Change	08/		0 0	0 0	2 6		3 6	00	0 0	20	0 0	0 0	2 (0 0	0 0	0 0	0 0	0 0	0	0 (0	0	
21.7-1-1-0	District of the second	700	0 0	0 0	0 0			9 0	> 0	0 0	0 0	9 1	2 (,	0	0	0	0	0	0	0	0	0	
	No Change	200	0 0	0 0	0 0		3 6	3 0	0 0	0 0	0 0	0 0	i t	9 (0	0 1	0	0	0	0	0	0	0	
01.7-11-0	No Change	0/4/	0 0	0 0	0	3 6	0 0	0 0	0 0	0 6	0 0	9 1	2 (3 (0	0	0	0	0	0	0	0	0	
0-114-4:11	No Change		0 (0	0	3 1	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	a	j
8-114-2-10	No Change	84.4	0 0	0 (0 (9 1	0 (0 1	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	j
8-114-2-18	No Change	900	0	D	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Š
8-114-2-20	No Change	2,316	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	į
8-114-2-21	No Change	1,298	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	0	
8-114-2-22	No Change	878	0	0	0		0	0	0	0	0	0	٥	0	0	0	a	0	0	0	0	0	0	
8-1143-12	Right-of-Way	1,408		2,114	-2,114		-2,158	-2,178	-2,199	-2.221	-2,244	-2,268	-2,289	2,312	2,335	2,358	2,382 -2	406 -2	128 -2	*	1	G	8 .255	.2.
6-114-3-13	Right-of-Way	1.080		1,620	1,820		-1.653	-1,689	-1,686	-1,703	-1,720	-1,737	1,754	1,772	1,789	1.807	7	844 .1.	862 -1,1	1. 188	1. 900 -1.	1,83	8 .1.95	
8-114-3-14	Right-of-Way	1,529	305,800	2,294	-2,284	-2,318	-2,340	-2,363	.2,387	-2.410	.2,435	-2,459	-2,484	2,508	2,533		2.584 -2	.2	c	8		716 -27	2	270
6-114-3-15	Right-of-Way	0	0	0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8114310	Right-of-Way	0.610 1	322,000	9,815		유		-10,215	-10,318	10,421	10,525	0.630	10,737 -1	0,844 -1	0,952 -1	1,062 -1	1172 -11	284 -11	397 -11.	511 -11	628 -11	142 -11.8	79.11.07	120
8114317	Right-of-Way	3,315	663,000	4,873	4,973	-5,022	-5,072	-5,123	-5,174	-5,226	-5.278	-5,331	5,385		5,483	5,548	5, 609 .5	659 .5	716 .5	773 -5	831 5	989 5 9	8 800	9
8-114-3-18	Right-of-Way	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	D	0	
8-114-3-19	Right-of-Way	2,669	٥	0	0	0	0	0	D	0	0	0	a	0	0	0	0	0	0	0	0	0	0	2
81143.20	Right-of-Way	1,188	0	0	0	0	0	0	0	0	0	0	n	0	0	0	a	0	0	0	0	0	0	
8-114-13-2	No Change	0	a	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	a	0	0	
8114-13-201	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0.0	8,902 8	9,591 7	0,287 7	17 098,0	700 72	417 73	141 73,	672 74,	611 75,3	7 78.11	76.87
8-114-14-4	No Change	0	0	0	0	0	0	0	0	a	0	0	0	0	O	0	0	0	0	0	0	0	0	
8-114-14-01	No Change	0.	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-15-1	No Change	5,344	068,80	8,016	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	Ġ
	No Change		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-1	Right-of-Way	1,232	232 246,400	1.848	1,848	-1,886		1,904	.1,923	-1,942	-1.862	1.981	2,001	2.021	2.041	2 062	7.082 -2	103 -2	24 .2	145 .2	187 .2	RG 233	2000	-22
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CHOUTEAU TRAFFICWAY TIF INCREMENTAL COUNTY SALES TAX

16.114-7-3 regines-vray 16.114-7-4 No Change 16-114-7-5 No Change 16-114-7-7 No Change 16-114-7-7 No Change 16-114-7-7 No Change 16-114-7-7 No Change						- 36 - 5 - 5 - 5					-			200				5	3	-	1	-	1	-
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8-118-8-2 No Change		75,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-8-3 No Change		62,632	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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18-118-9-7 No Change	900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3-116-8-8 No Change	400	0	0	0	0	0	0	0	0	0	0	0	0	a	0	a	0	0	0	0	0	0	0	0
8-116-10-1 Industrial		1,371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	a	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	9	0.	G	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0
	90	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0
	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10		49.200	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6		12,225	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
77		38,300	0	0	0	0	0	a	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0
-		36,300	0	0	0	0	0	0	D	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0
95		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0
=	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	90	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē	90	0	0	0	o	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7		009	0	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10		30,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0
C		10,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8		25,984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10		42 853	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	a	0	0
		70,000			0	0		C	0	c	0	c	0	0	-	c	o	c	0	c	0	0		0
	1	0	2	000		20000	2000	1000						1	1	1		000	1	18	1		2000	200

NOTE 1997 Sales and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL COUNTY

2	Way	0	0
8	Way	0	0
2	Way	0	0 0
8	9 6	0 0	0
8	95	.0	0
No. Charles	900	0	0
Parish P	900	40 012	50 411
Part		0	0
Part	E	0.0	0
Paralle Para	4	0	0
Paragraph Para	-	0	0
Pemodia Pemodi	r.	0	0
Pendelle Pen		0	0
Paragraph Para	E.	0	0
Pemolis Pemoli		0	0
Pemodia Pemodi	4	0	0
Pomogus Named State of State o	5	0	0
Pomogo Popularia		0	0
No Chair No Cha	r.	0	0
8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4	0	0
8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	950		0
8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	-Way	-2.340	-2,364
Right of Right of State of Sta	-Way	0	
8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	-Way	-2,839	-2,868
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	-Way	8	1,518
Right of Rig	Way.	0	0 !
8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	-Way	.789	187.
8 6 C G G G G G G G G G G G G G G G G G G	9001	0.0	0 0
2	980	0.0	0 0
8 C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C B R C C C B R C C C B R C C C C	900	00	0 0
No Charles Right of Replace Re	900	0.0	0 0
20 C C C C C C C C C C C C C C C C C C C	500	0 0	0 0
No Charles A Cha	2 5	0,0	,
No Charles Right of Report	2 6	00	0
Right of Rig	200	0 0	0 0
Regard State of Control of Contro	900	0	0 0
A STANDARD OF STAN	, W.	2000	2 831
RESERVED ON THE STATE OF STATE	W.		2018
Right-d Right-d Right-d No Cha	Way	2,826	.2,855
Right of Right of State of Sta	-Way	0	0
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-Way	12,219	12,341
R Right of State of S	-Way	-6,128	-6,189
N S S S S S S S S S S S S S S S S S S S	-Way	0	Ò
No Charles	-Way	0	0
5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	-Way	0	0
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	uge	P	0
= 5 1	960	0	0
114-14-4 No Char		77.841	78,417
ĺ	ange	0 0	00
3	ange	0 (0 0
114-15-1 No Chang	900	00	36
114-15-2 No Cha	- Was	2377	2300
114-1/-1 Right-of	1-VVBy	177738	12.380
114-11-2 Right-of	1-44 M	. 14,430	200

CHOUTEAU TRAFFIC INCREMENTAL COUNTY

18-114-17-3	****		
7 6+ 7 + 0 +	Right-of-Way	11,084	-11,195
1	No Change	0	0
18-114-17-5	No Change	0	0
18-114-17-8	No Change	0	0
18-114-17-7	No Change	0	0
18-114-17-8	No Change	0	0
18-114-17-9	No Change	0	0
18-114-17-10	No Change	0	0
18-115-9-1	No Change	0	0
18-115-9-2	Apartments	0	0
18-118-5-10	No Change	0	0
18-116-9-1	Industrial	0	0
18-118-9-2	No Change	0	0
18-118-9-3	No Change	0	0
18-118-90	Industrial	0	0
18-118-90	Industrial	0	0
18-118-90	Industrial	0	ø
18-118-90	Industrial	0	0
13-118-90	Industrial	0	0
18-118-90	Industrial	0	0
18-118-8-7	No Change	0	0
18-118-8-8	No Change	0	0
18-118-10-1	Industrial	0	0
18-118-10-2	Industrial	0	0
18-118-10-3	Industrial	0	a
16-116-10-4	Industrial	0	a
18-118-10-8	No Change	0	0
18-118-10-8	No Change	0	0
18-118-10-8:01	No Change	0	0
18-118-10-8:03	No Change	0	0
18-118-10-8:04	No Change	0	0
18-118-10-8:05	No Change	0	0
18-118-10-8.06	No Change	0	0
18-118-10-8:07	No Change	0	0
18-118-10-8:08	No Change	0	0
18-118-10-9	No Change	Ö	Ó
18-118-10-12	No Change	0	0
18-118-10-13	No Change	0	0
19-119-4-1	No Change	0	0
18-119-4-1.01	No Change	0	0
18-119-4-1.02	No Change	0	0
18-1184-2	No Change	0	0
18-119-4-2.01	No Change	0	o'
18-119-4-203	No Change	0	0

NOTE: 1997 Sales and tax reve

CHOUTEAU TRAFFICWAY TIF INCREMENTAL CITY SALES TAX

18-110-7-16 Right 18-110-7-18 Right 18-110-7-19 Right 18-110-7-20 No. Co. No.	T-M.Wav	5 064 1	5 064 1 012 800	15 192	15 192	.15.344 .	15.497	5.652 -15	808 .15	967 -18	127 -16.7	88 -18.4	51 -18.6	15 .18.7	11 .16 94	811.71- 8	-17,290	-17,483	17 837	17.814	7 982	8.172	8.35
č	Dieta of Wash	707	200					200		0							0	0			0		
č	N-OL-VARY	5	0.0	0 0	0 0	2 0	0 0	> 0	2 6	0 0	2	5 6			0 0		0 0	0 0	0 0	0 0	0 0	0	
7	Right-of-Way	0	0	0	0	0	0 1	0	2 4	0		0 1	0 0) (0 0	0			> 0	
	Right-of-Way	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	
	No Change	1,458	0	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	
	No Change	1,382	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	1,826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	512	0	0	0	0	0	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	698	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7	1.054	0	0	0	0	82,628	13,454 84	289 85	132 85	963 85,6	143 87,7	11 88,5	89 89,4	4 80.36	8 81,273	92,186	93,107	823.2	84,878	95,929	988	77.85
	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
	Damolish	2844	0	C	c	0	0	C	c	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
	Total or a	100		0 0	0	0 0				, 0													
	Demonso	0		0	5,		9 (0 1	2 4		0 0	> 0		3 (9 6		0 0	> 0	0 0	
	Demolish	780	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	
8-110-8-6 Dem	Demolish	951	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	٥	0	0	0	0	
9	Damolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	The state of the s	1 800					0	C	c	0	c	c	0	c	0	0	0	c	c	0	c	0	
	Della	n o		0 0	9	0 0	0 6	0 0	9	000		20				, ,					0 0		
5	Demolish	0	0	0	0 1	0	9 1	0 1	> 1	0 0		5 0			0 0			0 0	0 (0	0 0		
8-110-8-11 Den	Demolish	1,248	0	0	0	0	D	0	0	0	5	0	0	0	0	0	9	0	0	0	0	0	
8-110-8-12 Den	Demolish	1,236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-110-8-13 Derr	Demolish	546	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Demolish	1001	0	0	0	0	0	0	0	0	0	0	ó	0	0	0	0	0	0	0	0	0	
	Demolish	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	814			c				0	0		c									0	0	
			200 000	2 700	2 700	9000	2.074	2000	050	Y C00	2 650	173		EA A 41	50 1 30	7 4 380	ac.	4 300	1 100	4 453	9077	1 5.13	-
	H-Ol-Way		20,000	000	200	2000	200								-		7	200		1		3	r
	HIGHLON-Way		0	9	0	2	2										•		200				,
	Hight-of-Way		37,700	4,608	P.004	400'4	5,70	4.140	on cal	243	200	7	ņ	9 1	PL'0	791'0- 1	547'C-	187'0	0000	0,400	2,45/	7100	?
	Right-of-Way		182,400	2,436	-2,436	2,460	-2,485		535	.7	7				•	8 -2,745	-2,772	-2,800	-2,828	7,856	7,885	7.814	7
8-114-2-10 Righ	Right-of-Way	0	.0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
8-114-2-11 Righ	Right-of-Way	427	85,400	1,281	-1,281	1,294	-1,307	1,320	333 -1	346 -1.	360 -1.3	373	57 .1.4	D1 -1.4	15 .1,42	9 -1,443	-1,458	-1,472	-1,487	1,502	1.517	1,532	5
8-114-2-12 No C	No Change	798	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	1,632	0	O	0	0	0	0	o	0	0	o	0	0	0	0	0	0	0	0	0	0	
	No Change	1.560	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	1 975	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	
	No Change		0	C	0	0	C	C	C	c	0	0	0	0	0	0	0	0	0	C	0	C	
	1	2 424		0 0			0																
	No Change	200		0 0	0 0		0 0	0 0						,			0 0	0 0	0 0	0	0		
	No Change	000		0 0	0	2 0	0 0	,	> 0	0 0			5 0	> 0			9 (0 0	0 0			
	No Change	2,310	0 (0 0	0	0 0	0 0	> 0	0 6	0 0	5 (3 (0 0	5 0			0 0	0	> 0	0 0	0	> 0	
	No Change	. 280	0	0	0 1	9 1	0 1	0	0 1	0 0		0 1	0 1	0			0	0	9	0 1	0	0	
	No Change	676	0	0	0	0	0	0	0	0		٥		0	0	0			0	0			
8-114-3-12 Righ	Right-of-Way		281,800	4.227	4,227	4,200	4,312	355	386	4	*	7		4	4	7	7	7	8	7.888	2,000	9000	9
8-114-3-13 Righ	Right-of-Way	1,080	216,000	3,790	-3,780	-3,818	-3,858	3,895 -3	933 -3	3 .4	3 .4	4	7	134 .4.1	4	4	4,302	1345	4 388	4,432	4,477	4,521	18
8-114-3-14 Righ	Right-of-Way	1,529	305,800	5,352	-5,352	5,405	-5,459	514	5.69	824 .5,	681 .5,	38 .5		Š	911 -5,970	000'9- 0	P	9	6,213	-8,275	-8,338	-8,401	0
8-114-3-15 Righ	Right-of-Way	0		0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right-of-Way	6.610 1	1,322,000	19,830	19.830	-20,028 -	20,229	90,431 -20	835 -20	542 .21	050 -21	260 -21,4	73 -21	885 -21,9	905 -22.1	4 -22.34	-22,588	-22.784	23 022	-73.252	23.485	027.83	23 85
	Right-of-Way			9.945		-10.044 ·	10 145	0.246 -10	349 -10	452 .10	5	682 .10	99 -10	7 -10	35 -11,095	5 -11.20	-11 318	-11 432		11 661	11 778	1 898	
	Richt-of Way		0	0	0	0	0	0		0	0	0	0		0	0		0	0	0		0	
	Dicht of Was	2 880			C		0	0	0	0	c									0	0		
	(8,4	0 0	0 0	0 0		0 0	9	0 0		0 0	0 0	,	0 0	0 0		00	0 0		3 (0	0 0	
	KIGHEOT-VVAY	000		9	9 (0 1	0 1	2 1	2 1	5		0	3 1	0			2	0	0	2	2	0	
	No Change	0	0	0	9	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
8-114-13-2.01 No C	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	a	
8-114-14-1 Retail	=	0	0	o	0	0	0	0	0	0	0	0	0 137,6	604 139,1	92 140,5	4 141 98	143,400	144,834	148,282	147,745	49,222 1	50,715	52,2
8-114-14-4 No	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8-114-14-101 No	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a	
8-114-15-1 No	No Change	5,344 1	1,088,800	16,032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a	
	No Change	4.233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right-of-Way		246.400	3.696	-3.896	-3.733	-3.770	3.808	846 -3	885 -3	923 3	963 .4	002 -4	042 -4.0	83 .4.1	4 16	1208	₼ 248	1 291	1334	4377	4 421	7
	Right-of-Way			23 170	44		23 638	13 872 .24	111 -24	AC. CSE	595 -24	1 25	36. 0	341 .255	34 .25 8	28 108	28 370	.24 B33	28 000	27 180	27 440	7715	27.5
	1											-					-	-				4	ï

CHOUTEAU TRAFFICWAY TIF

1811417-3 R 1811417-4 N 1811417-6 N 1811417-6 N 1811417-8 N 1811417-9 N 1811417-9 N	Right-of-Way	2000			1		. 0000		0						00000	DAC OF	AL ALL	7/4/1	7. 800	Des	SALO CAR	7.	731
0			1,199,200	17,988	-17,938	-18,158 -1	6,350 -18	233 -18,	D6 01 - 81		4	0 0	0,0,0	0.000	20,03	607'07	4 4 4	1	-				
	No Chance	1,224	0	0	0	0	0	0	0	0	0	0	0	o .	0	0	0	0	0		,		9 (
	No Change	096	O	O	0	0	0	0	0	2	0	0	0	0	0	0	0	b	0	0	0	0	0
	2000		C	C	0	0	0	0	0	2	0	0	0	٥	0	0	0	0	0	0	0	0	0
	o Change	0	0,0	0 0	0 0	0 0	0 0	0			O	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	8		0	5 6	0 0	0 0) (,					0	6	c	c	c	o	o	0	0	0
	No Change	1,448	0	0	0	0 1	0	0 0			0.0	0.0	0 0	0 0			0 0		0		c	0	C
	No Change	960	0	0	0	0	0	0	0		2 1	3 (0 (9 (0	0 0	0 0	0 0	0 0			, c	
	No Change	1,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (0	0 (5 6	0 0	0 0
	No Change	5.390	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	2	0	2 1
	Anemment	C	0	0	0	0	0	0	0	9 6	0	0	0	0	0	0	0	0	0	0	0	0	0
	Date in the last	. 470		0 0				C	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0
0	No Change	4,725	0	0	0	0	0.0	0 (0 0		0.0	0	0 0						c			C	-
8-118-9-1	ndustrial	0	0	0	0	0	0	0	0			3 (0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0			, .
F	No Change	75.800	Ó	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9	3 4	,
	No Change	62 632	0	0	D	0	0	. 0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
1	indi-etrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			C	0	c	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	industrial	0	2	5 (0 (0 (0 0	0 0				0 0	0					0	c	C	.0	0	
18-118-90 Ir	ndustrial	0	0	0	0	0	0	0	2	2		0 (0 (0 0	0 0	0 0	0 0	0 0	0			0 0	
8-116-90 1	Industrial	0	0	0	0	0	0	0	0		0	0	0	0	0 1	0	0 (0 (0 (0 0	> 0	
_	No Change	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0 1	0	0	0 (
ĺ	No Change	0	0	0	0	0	0	0	0		0	O	0	0	0	0	0	0	0	0	0	0	
	Industrial	1371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ų	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	nduetrie	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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-	No Change	12,225	0	9		0 (0 0	0 0		,		00	0 0		0			0			•	0	
S.	No Change	36,300	0	0	0	0	0	0		0 1	2 0	0 0	0 0	0	0 0	0 0	0	9 6	0 0	0 0	, ,	0 0	
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8-118-10-8.07 N	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	٠,	٠ د	0	
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7	No Change	42,653	0	0	2	0	0 1	0 1	0			9 0	0 0	0 0	0 0	0	0 0					0 0	
18-119-4-203 1	No Change	79,008	79,006 0 0	0	0	0	0	0	0	0	0	3	0	0	0		0		200	1	000	-1	1000

NOTE: Food & Beverage tax of 1,75% is collected on iestaurant sales. General rate of 1% is collected on all else 1997 Sales and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL CITY SAL

24,156 5,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Diake of the	10 627	40 700	000000
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14.722 No Change 14.2 Retail 14.2 Demolish 14.2 Demolish 15.2 Demolish 15.2 Demolish 16.4 Demolish 16.5	No Change	3	3	9
14.2.2 No Change 2.2.1 Right-of-Way 2.2.2 No Change 2.2.1 Right-of-Way 2.2.2 Right-of-Way 2.2.3 Right-of-Way 2.2.3 Right-of-Way 2.2.4 No Change 2.2.5 No Change 2.2.6 Right-of-Way 2.2.7 No Change 2.2.7 No Change 2.2.8 Right-of-Way 2.2.9 Right-of-Way 2.2.1 Right-of-Way 2.2.1 Right-of-Way 2.2.2 No Change 2.2.1 No Change 2.2.2 No Change 2.2.3 No Change 2.2.4 No Change 2.2.5 No Change 2.2.6 No Change 2.2.7 No Change 2.2.7 No Change 2.2.8 Right-of-Way 2.2.9 Right-of-Way 2.2.9 No Change 2.2.1 Right-of-Way 2.2.1 Right-of-Way 2.2.2 No Change 2.2.3 No Change 2.2.4 No Change 2.2.5 Right-of-Way 2.2.6 Right-of-Way 2.2.7 Right-of-Way 2.2.7 Right-of-Way 2.2.7 Right-of-Way 2.2.8 Right-of-Way 2.2.9 Right-of-Way 2.2.9 Right-of-Way 2.2.1 Right-of-Way 2.2.2 Right-of-Way 2.2.3 Right-of-Way 2.2.3 Right-of-Way 2.3 Right-of-Way 2.3 Right-of-Way 2.3 Right-of-Way 2.4 Right 2.5 Right-of-Way 2.5 Righ	No Change	0	0	0
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Right-of-Way 2, 5723 - 5,879 Right-of-Way 2,972 - 5,879 Right-of-Way 2,972 - 5,879 Right-of-Way 2,972 - 5,879 Right-of-Way 1,583 - 1,579 No Change 0 0 0 Right-of-Way 4,1812 - 3,520 Right-of-Way 4,1812 - 3,520 Right-of-Way 0 0 0 0 No Change 0 0 0		7.00	8	4.727
Right-of-Way 5 5223 - 5,879 Right-of-Way 2,972 - 3,002 Right-of-Way 1,543 - 1,579 No Change 0 0 0 Right-of-Way 5,155 - 5,209 Right-of-Way 4,182 - 4,635 Right-of-Way 0 0 0 Right-of-Way 0 0 0 0 No Change 0 0 0 No Change 0 0 0 No Change 0 0 0			0	
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Right-of-Way Right-of-Way Right-of-Way No Change Right-of-Way Right-of-W	Right-of-Way			-3,032
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Right-of-Way 4,612 4,656 Right-of-Way 6,530 6,565 Right-of-Way 12,136 12,256 Right-of-Way 12,135 12,256 Right-of-Way 0 0 0 Right-of-Way 0 0 0 Right-of-Way 0 0 0 Right-of-Way 0 0 0 No Change 0 0 0 0 No Change 0 0 0	Right-of-Way	5,158	.5,209	-5,261
Right-of-Way - 6.530 - 6.565 - 6.565 - 6.565 - 6.565 - 6.567 - 6.530 - 6.565 - 6.567 - 6.530 - 6.565 - 6.567 -	P	4.812	4,658	4,705
Right-of-Way 24,198 24,428 28 18ght-of-Way 12,135 12,536 118ght-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ক	-6.530	-8.595	-6 881
Right-of-Way -24,196 -24,436 -2 Right-of-Way -24,196 -12,256 -1 Right-of-Way -0 0 Right-of-Way 0 0 Right-of-Way 0 0 Right-of-Way 0 0 0 Rehalf 153,744 155,281 15 No Change 0 0 Right-of-Way -4,510 -4,555 -1 Right-of-Way -4,510 -4,555		0		
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200'1	Right-of-Way	4,510	4,555	4,600
14-17-2		No Change Demolish No Change	No Change Demolish No Change	No Change Demolish Demo

CHOUTEAU TRAFFIC INCREMENTAL CITY SAL

22 390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0 0	0	0	0	a	0 0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
.22.168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	9	0 0	o c	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-21.949	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 0	0	0	0	0	0	0 0	0 0	0 0	a	0	0	0	0	0	0.	0	0	0	0	0	0
Right-of-Way	No Change	5	No Change	Apartments	No Change	Industrial	No Change	No Change	Industrial	Industrial	Industria	Industria	Industrial	ustria	No Change		Industrial	Industrial	Industrial	No Change	5	No Change	-	5	No Change		No Change	No Change	No Change												
							0																				5 8	3 3	8	8	6	8						8		10	

NOTE: Food & Beverage tax of 1997 Sales and tax reven

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL MASS TRANSIT SALES TAX

18-110-7-15			***				4000	5000	2000	2000	4	7 3 007	64 4		A PARTY.	W. 17. W.		A MARIA	200	-			
		5,064 1,012,800	,012,800	5,064	5,084	5,115	5.166	5,21/	- 0/7'6	3,322 6	0/0	50 575	50,00	5000	000'9	00'0	20,0	700	2 000	2	-		
	Right-of-Way	704	0	0	0	0	0	0	0	0	0 0	20	0 0	00	0	0 0	0 0	0 0	> 0	20			
	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0 (0 0	0 0	0 0	o c	0 0	9 0	0			
	Right-of-Way	6	0	0	0	0	0	0	0	0	0	0 (0 1	0 0	0 (0 0	0	0		0 0			1
-	No Change	1.458	0	0	0	0	0	0	0	9 (٥,	2 (0 0	0 0	0 0	0 0	9 0	0 0	0 0	0 0		
5	No Change	1,362	0	0	0	0	0	0	0	0	5	0 ,	0 (0 0	0 0	0 0	0 0	0 0	2 0	0			
	No Change	1,826	0	0	0	0	0	0	0	0	٥ ،	0 0	0 0	00	0 0	0 0	9 0	9 0	0 0	0 0	0 0		
	No Change	512	0	0	0	0	0	0	0	0	0 .	0 0	0 (0 0	0 0	0 0	0 0	0	0 0	0 0			
8-110-7-23	No Change	.860	0	0	O		0	0	0	0	0	0	0	0	0	3	0	9		2	0	0	-
8-110-8-1	Retail	1.054	0	0	0		27 543 2	7,818 2	8,096 2	3,377 28	961 28	948 29.2	37 29,53	0 29,825	30,123	30,424	87/06	900	340	200	27.7	27.0	34.4
Ī	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9 (0	> <	5 9	0 0	0 0	0 0	
5	Demolish	2,844	0	0	0	0	0	0	0	0	0	0	0	0	0 1	0 (,	0 0	0 0	0 0	5 6		
7	Demolish	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Demolish	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Damolish	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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31	Cemolish	560	0	3 (9 () (0 0	3 0	0 0	2 5	0 0		,			9				c	c		
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Ē	Demolish	1,248	0	0	0	0	0	a	0	0	0	0	,	0 1	3 (0 1	0 0	0 0	0 0			
8-110-8-12	Demolish	1,236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	
Ē	Demolish	546	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Demolish	1904		C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Persolish.			C	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
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30	Right-of-Way		0	0	0	0	0	0	200		1	1	*		* ***	. 470	17.0	4 700	. 202	, , , ,		33 + 8	
	Right-of-Way	1,536		1,536	7,538	1,551	8	. 583	960	1,014		18	0 1	200	17.14	2 6	200	200	200	2 6		36	0 8
8-114-2-9	Right-of-Way	812	182,400	812	-812	820	928	-837	-845	-853	-862	1187	189 FE	60	3.	CLA:	b78-	559	2	700	70		
8-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0		0	9	9	9	9	9	0	0		
81142.11	Right-of-Way	427	88,400	427	-427	¥31	-43B	140	1444	-449	-453	458	82 .46	17 -472	476	1881	486	481	8	5	8	9	9
	No Change	788	0	0	0	0	0	D	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0
8	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-114-2-14	No Change	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Ē	No Change	1.978	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ē	No Change	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	Right-of-Way	1.409	781.97		804	674.1.	154.1	755	000.	100	000		000	7	4 200	200			136.	246	370	300	
	Right-of-Way	1,080	216,000		080	65.	701.1	2112	971.		091'	1. DC1	10	90'1	7	1 77.	877	674	344	2007		787	
	Right-of-Way	1,529	305.800	1.528	87C'-	-1,544	000	0/0'	1861	100'	1. 620'	51- 550	10'1- 000	00'1- 7	8,1	27.1.	047	3.	2	200			,
	Right-of-Way	0	٥	0	0	0	0	0	0	0	0 !!	0	0 0	0	2000	0 9	0	200		2	,		
Ē	Right-of-Way		1,322,000	6.810	6,610	8,678	-6,743	6.810	6,878	8,947	1,017	780	27.	730	6/6/	1,448	676'/-	000'/-	1,0/4	10/	0	087- 108	0,0
8-114-3-17	Right-of-Way	3,315	683,000	3,315	-3,315	-3,348	-3,382	3,415	3,450	3,484	3,519 -3	554 -3	3.6	28 .3,662	3,696	3,735	3,773	3,811	3,848	3,587	28	920'1 99	9
3	Right-of-Way	980	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1	0	0	0 (0 0	0 1	0	0 1
8-114-3-10	Right-of-Way	2,869	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-114-3-20	Right-of-Way	1,188	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.	0	0	0	0 (0	0
8114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	o'	0	0	0	0	0	0	0	0	0	0	
8114-14-1	Retail	0	0.	0	0	D	0	0	0	0	0	0	0 45,8	35 48,394	48,658	47,327	47,800	48,278	8,781	8,248 48	741 50.	38 50,7	51,2
	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	5,344	5,344 1,068,800	5,344	0	0	0	0	O	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	4,233	0	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right-of-Way	1,232	1,232 248,400	1 232	1,232	1,244	1,257	1,269	1,282	1,295	1.308	321 .1.	134 1.34	17 .1.361	1,375	-1,388	-1,402	-1,418	1,430	1.445	459 -1.4	74 .1 4	61.
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CHOUTEAU TRAFFICWAY TIF INCREMENTAL MASS TRANSIT SALES TAX

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No Change 49,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	0	0	0	0	0	0	0	0	0	0
No Change 12.25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	0	0	0	0	0	0	0	0	0	0
No Change 12,225	0 0	0	0 0	0	0	0	0	0	0	0	0	0
No Change 39,300 No Change No Change 9,900 No Change No	0 0	0	0	0	0	0	0	0	0	0	0	0
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No Change 9,600 0 0 0 0	0 0	0	0 0	0	0	0	0	0	0	0	0	0
01 No Change 30,800 . 0 0 0	0 0	0 0	0 0	0	0	0	0	0	0	0	0	0
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No Change 42,653 . U U U				0 0	0.0		0.0	0 0	0 0	0	0 0	, ,
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NOTE 1997 Sales and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL MASS T

of-Way	8 241	0,00
Right-of-Way	0	0
Right-of-Way	00	o o
Chen	0	0
50	00	00
To Change	00	00
Retail 3	3,275	33,607
Demolish	00	00
Demolish	0	D
Demolish	0	0
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Demolish	0 0	0 0
Jemolish	0 0	
Demolish	0	a
No Change	0	0
Right-of-Way	280	1,578
Sight-of-Way	1 893	.1912
Right-of-Way	100	-1,011
Right-of-Way	0 9	0 .53
Signification and	070	2
Vo Change	0	0
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No Change	00	0.0
No Change	0 0	0 0
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	0	0 (
No Change	0,0	0 1
Right-of-Way	2	
Sight-of-Way	1 884	506
Right-of-Way	0	0
Right-of-Way	8,148	-8,228
Right-of-Way	4,085	4,128
Right-ol-Way	0 1	0 (
Right-of-Way	00	0 0
No Change	0,0	0 0
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Retall 5	1,780	52,278
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SUCCESSION OF THE PERSON OF TH	2	9
No Change	. 540	4 533

CHOUTEAU TRAFFIC

18-114-17-3	Right-of-Way	7,389	.7,483
18-114-17-4	No Change	0	0
18-114-17-5	No Change	0	0
18-114-17-8	No Change	0	0
18-114-17-7	No Change	a	0
8-114-17-8	No Change	0	ó
8-114-17-9	No Change	0	0
8-114-17-10	No Change	0	0
8-115-9-1	No Change	0	0
8-115-9-2	Apartments	0	0
8-118-6-10	No Change	0	0
8-118-9-1	Industrial	0	0
8-118-9-2	No Change	0	0
8-118-9-3	No Change	0	0
8-118-90	Industrial	0	0
8-118-90	Industrial	0	0
8-115-90	Industrial	0	0
8-118-90	Industrial	0	0
8-118-90	Industrial	0	0
8-118-90	Industrial	0	0.
8-118-8-7	No Change	0	0
8-118-9-8	No Change	0	0
8-118-10-1	Industrial	0	0
8-118-10-2	Industrial	0	ò
8-118-10-3	Industrial	0	0
8-118-10-4	Industrial	0	0
8-118-10-8	No Change	0	0
8-118-10-8	No Change	0	0
6-118-10-8.01		0	0
8-118-10-8.03	No Change	0	0
8-118-10-8:04	No Change	0	0
8-118-10-8:05	No Change	0	0
8-118-10-8.06	No Change	0	0
8-116-10-8.07	No Change	0	0
5-115-10-8.08	No Change	0	0
8-115-10-9	No Change	0	0
8-118-10-12	No Change	0	0
8-118-10-13	No Change	0	0
8-119-4-1	No Change	0	0
8-119-4-1.01	No Change	0	ó
8-119-4-1.02	No Change	0	o
8-119-42	No Change	0	0
3-119-4-201	No Change	0	0
8119-4-2 03		0	. 0

NOTE: 1987 Sales and tax reve

Right-of-Way No Change Retail No Change Retail No Change No Change Right-of-Way Demolish Right-of-Way	Right-of-Way No Change 1,458 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-tway No Change No	Right-of-Way No Change No	Right-of-Way 1,458	No Change 1,336 0 0 0 0 0 0 0 0 0	Right of-Way 1488 1489	Right of Way 1, 1458	Right of-Way No Change No Change 1,362 No Change 1,362 No Change 1,362 No Change 1,243 Demolish
Ne Change 1489 0 0 0 0 0 0 0 0 0	No Change 1,458 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,458 0 0 0 No Change 1,392 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,458 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,459 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,459 0 0 0 0 0 0 0 0 0	No Change 1,459 0 0 1,480 0 0 1,480 0 0 1,480 0 0 1,480 0 0 1,480 0 0 0 0 0 0 0 0 0	No Change 1488 0 0 0 0 0 0 0 0 0	No Change 1,455 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
1.00 No Change 1,352 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,352 0 0 0 0 0 0 0 0 0	No Change 1,352 0 0 0 0 0 0 0 0 0	No Change 1,352 0 0 0 0 0 0 0 0 0	No Change 1,332 C C C C C C C C C	No Change 1362 0 0 0 0 0 0 0 0 0	No Change 1362 0 0 0 0 0 0 0 0 0	No Change 1362 0 0 0 0 0 0 0 0 0	No Change 1,362 0 0 0 0 0 0 0 0 0
No Change 1,024 0 0 0 0 0 0 0 0 0	No Change 1,525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,520 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,525 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,226 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 1,220 1,000	No Change 1,220 1,000	No Change 1,024 0 0 0 0 0 0 0 0 0	No Change
No Change 880 0 0 0 0 0 0 0 0	No Change 860 0 0 0 0 0 0 0 0 0	No Change 860 0 0 0 0 0 0 0 0 0	No Change 860 0 0 0 0 0 0 0 0 0	No Change 880 0 0 0 0 0 0 0 0	No Change 880 0 0 0 0 0 0 0 0	No Change 880 0 0 0 0 0 0 0 0	Ne Change 880 0 0 0 0 0 0 0 0	No Change
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Demolish 1,689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,989 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,899 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,099 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolish	Demolish 1,248	Or Demollah (1,248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,248	Demolish 1,248	Demolish	Demolish	Demolish	Demolish 1248 0 0 0 0 0 0 0 0 0
Demolish 1,248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,236 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,236 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,246	Demolish 1,246	Demolish 1,246	Demolish 1,248 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demoilah 1,234 0 0 0 0 0 0 0 0 0	1,234 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,234 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,236	Demolish 1,234 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demoilah 1,234 0 0 0 0 0 0 0 0 0	Demolish 1,234 0 0 0 0 0 0 0 0 0	Demoilah 1,234 0 0 0 0 0 0 0 0 0	Demolish 1238 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolish 546	546. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	546. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	546 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 546 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 546	Demolish 546	Demolish 546	Demolish 546 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolish 1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish 1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolish	Demolish	Demolish	Demolish 1,051 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Demolar Demolar Demolar Demolar	1,286 253,200 25 .25 .26 .26 .26 .26 .26 .26 .26 .26 .26 .26	1,286 253,200 25 .25 .26 .26 .26 .26 .26 .26 .26 .26 .26 .26	1,286 253,200 25 .25 .26 .26 .26 .26 .26 .26 .26 .26 .26 .26	Demolish No Change 114 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Demolar Demo	Demolah D	Demolah D	Demolish Dem
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Right-dr.way 1,286 253,200 25 25 26 26 Right-dr.way 1,586 207,200 31 31 31 31 31 32 Right-dr.way 1,586 307,200 31 31 31 31 31 32 Right-dr.way 1,586 307,200 16 16 16 17 17 17 Right-dr.way 1,586 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,536 253,200 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	1,336 307,200 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	1,536 503,200 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26	Right-d-Way 1,286 253,000 25 25 25 26 26 Right-d-Way 1,586 207,200 31 31 31 31 31 32 Right-d-Way 1,586 307,200 31 31 31 31 31 32 Right-d-Way 1,586 307,200 16 16 16 17 17 17 Right-d-Way 12 192,400 16 16 16 17 17 17 Right-d-Way 12 192,400 16 16 16 16 17 17 17 Right-d-Way 1,586 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-ci-way 1,286 253,200 25 25 26 26 28 Right-ci-way 1,586 207,200 31 31 31 31 31 31 31 80 Change 1,586 307,200 16 16 16 17 17 17 80 Change 1,580 307,200 16 16 16 17 17 17 80 Change 1,580 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-ci-way 1,286 253,200 25 25 26 26 28 Right-ci-way 1,586 207,200 31 31 31 31 31 32 8 Right-ci-way 1,586 307,200 16 16 16 17 17 17 Right-ci-way 1,586 307,200 16 16 16 17 17 17 Right-ci-way 1,586 307,200 16 16 16 17 17 17 Right-ci-way 1,586 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-ci-way 1,285 253,200 25 25 26 26 28 Right-ci-way 1,585 307,200 31 31 31 31 31 31 32 Right-ci-way 1,585 307,200 31 31 31 31 31 31 32 Right-ci-way 1,585 307,200 31 31 31 31 31 31 32 Right-ci-way 1,585 307,200 31 31 31 31 31 31 32 Right-ci-way 1,585 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Public of Change 1,536 307,200 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26
Right-d-Way 1,435 307,200 16 178 178 179 179 179 179 179 179 179 179 179 179	1,539 30,700 30 30 30 30 30 30 30	4.3.53 4.12 4.12 4.12 4.12 4.12 4.12 4.12 4.12 4.12 4.12 4.13	1,538 307 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-G-Way (4.45) Right-G-Way (1.53) Right-G-Way (1.52) Right-G-Way (1.53) Right-G-Way (1.53) Right-G-Way (1.54) Right-G-Way (1.54) Right-G-Way (1.55) Right-G-Way (Right-G-Way (4.35) 307.200 16 -18 -19 -19 -19 -19 -19 -19 -19 -19 -19 -19	Right-G-Way (4.35) 307.200 16 -18 -19 -19 -19 -19 -19 -19 -19 -19 -19 -19	Right-Griving (4.35) Right-Gri	Right-of-Way 1,535 37,700 31 -31 -31 -32 Right-of-Way 1,535 37,700 15 -10 -0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Right-d-Way 1,538 307,200 31 31 31 31 33 32 80 Milkh-d-Way 1,538 307,200 16 16 16 16 17 17 17 80 Milkh-d-Way 1,538 307,200 16 16 16 16 17 17 17 80 Milkh-d-Way 1,538 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,536 307,200 31 -31 -31 -31 -31 -32 -32 -32 -32 -33 -33 -33 -33 -33 -33	1,536 307,200 31 -31 -31 -31 -31 -32 -31 -32 -31 -31 -31 -31 -31 -31 -31 -31 -31 -31	1,538 307,200 31 -31 -31 -31 -31 -32 -31 -32 -31 -31 -31 -31 -31 -31 -31 -31 -31 -31	Right-of-Way 1,556 307,500 31 31 31 31 31 32 80 80 80 80 80 80 80 80 80 80 80 80 80	Right-d-Way 1,538 307,200 31 31 31 31 32 80 80 80 80 80 80 80 80 80 80 80 80 80	Night-civing 1,536 307,200 31 31 31 31 33 33 33 33 33 33 33 33 33	Right-civing 1,536 307,200 31 31 31 31 32 31 31 31 31 31 31 31 31 31 31 31 31 31	Night of Way 1,335 207,200 31 -31 -31 -31 -31 Night of Way 1,335 207,200 16 -16 -16 -17 Night of Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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1,529 305,600 31 31 31 32 32 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1,529 305,600 31 -31 -31 -32 -22 -22 -22 -22 -22 -22 -22 -22 -22	1,529 305,600 31 -31 -31 -32 -22 -22 -22 -22 -22 -22 -22 -22 -22	1,528 305,600 12 - 22 - 22 - 22 - 22 - 22 - 22 - 22	1,528 305,000 12 -22 -22 -22 -22 -22 -22 -22 -22 -22	Right-of-Way 1,529 20,500 31 31 31 31 32 32 Right-of-Way 1,529 20,500 31 31 31 31 31 32 Right-of-Way 1,529 20,500 132 134 135 136 Right-of-Way 3,315 893,000 88 88 88 Right-of-Way 2,589 0 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 1,529 305,000 12 12 12 12 12 12 12 12 12 12 12 12 12	Right-of-Way 1,529 305,000 12 12 12 12 12 12 12 12 12 12 12 12 12	Right-of-Way 1,529 305,000 12, 12, 12, 12, 12, 12, 13, 13, 13, 13, 13, 13, 13, 13, 13, 13
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9,810,132,000 132 132 134 135 136 3,315 863,000 66 -67 -67 -88 -68	9,610,132,000 132 134 135 136 3,315 693,000 66 -67 -67 -68 -68 69 0 0 0 0 0	5,010,1322,000 132 132 134 135 136 3,315 903,000 66 -06 -07 -07 -08 88 689 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5(510, 1322,000 132 134 135 136 136 3,315 9630 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way Ri
6,010,1,322,000 132 -132 -134 -135 -136	5,410,1,322,000 132 -132 -134 -135 -136 3,315 693,000 66 -66 -67 -68 -68	9,610,1,322,000 132 132 134 135 136 3,315 963,000 66 -67 -67 -68 68 980 0 0 0 0 0 0	8,610 1,322,000 132 134 135 136 3,315 693,000 66 66 67 68 68 68 680 0 0 0 0 0 0 0 0 0 0 0 0 0	9,010,1,322,000 132 134 135 136 3,13	Right-of-Way 9,010 1,322,000 132 134 135 136 136 Right-of-Way 8,315 693,000 66 66 67 68 68 Right-of-Way 2,669 0 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 9,010 1,322,000 132 134 135 136 136 Right-of-Way 8,315 693,000 66 66 67 68 68 Right-of-Way 2,669 0 0 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 9,010,1,322,000 132 -134 -135 -136 Right-of-Way 3,315 963,000 66 -67 -68 -68 Right-of-Way 683 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0	Right-of-Way 9,810 / 1,322,000 132 -134 -135 -136 Right-of-Way 3,315 993,000 66 -66 -67 -68 -68 Right-of-Way 2,669 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 No Change 0 0 0 0 0 0 0 0
The same of the sa	3,315 863,000 66 -66 -67 -68 -68	3,315 063,000 66 -96 -47 -68 -68	3,315 893,000 66 -67 -68 -63 850 0 0 0 0 0 0	3,315 893,000 66 -67 -68 -67 -68 -83 2,069 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way, 3,315 993,000 66 -67 -68 -68 Right-of-Way 680 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 3,315 693,000 66 -67 -68 -68 Right-of-Way 689 0 0 0 0 0 0 0 Right-of-Way 1,188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 3.315 693.000 66 -67 -68 -68 Right-of-Way 680 0 0 0 0 0 0 0 Right-of-Way 1.188 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Right-of-Way 3,315 993,000 66 -67 -68 -68 Right-of-Way 8,315 993,000 66 -67 -68 -68 Right-of-Way 2,669 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Right-of-Way 0850 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Naghicat-vary 2,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change	No Change	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 5,344 1,098,800 107 0 0 0	No Change 5,344 1,088,800 107 0 0 0 0	
Right-ci-Vwy 0850 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Natural Change	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.01 No Change 5,344 1,088,800 107 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 5,344 1,068,600 107 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 4,233 0 0 0 0 0 0 0 0

20.00

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL BI-STATE SALES TAX

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	95,48	0	0	0	0		0	0	0	-	-	,	0	0	0	0	0	C	0	0	0	•	0	
18-114-17-7 No Change	9008	980	0	0	0			0	0	_	-	2	0	0	C	C	c	0	c	0			0 0	•
18-114-17-8 No Change		1,448	0	0	0		, (1	0		-	-	0	0	0	0	0		0		0 0		0 0	,
18-114-17-9 No Change		960	0	0	0		2	0	C	-					0 0					0.0	0 0	0 0	0 0	
15-114-17-10 No Change		1,084	0	0	0		1	0	C			-		0 0	0.0	0 0	0 0	0 0				0 0	0	
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18-118-90 Industrial	da!	0	0	0	0	0	,	0	0	0	7	2	0	G	0	0	c	0						
18-118-90 Industrial	rie)	0	0	0	0	0	2	0	0	0	2	2	0	C	c	0						0	0 0	
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	ange	0	0	0	0	0	5	0		3) 8	7	0	0	0	0	0	0	0	0	0	0	0	
18-118-9-8 No Change		0	0	0	0	0	9	0		0	7	0	0	0	0	0	0	0	0		0	0	0	
		1.371	0	0	0	0	9	0		0)	0	0	0	0	0	0	0	0 0	0		0 0	0 0	
18-118-10-2 Industrial		0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0 0	0 0	0 0	0 0	0 0	00	,
15-115-10-3 Industrial	fal	0	0	0	0		0	0		0	3	0	0	C	0	0	0 0	0 0	0 0	0 0		0 0	0	,
18-118-10-4 Industrial	Tal.	0	0	0	0	0	0	0		0	3	0	0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-
	9008	0	0	0	0			0					2 6	0 0	9 0	0 0	0	0 0	0 0	0 0	0	0 (0	-
	9009	0						0 0						0 0	0 0	0	0	9 1	0	0	0	0	0	_
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9		12,225	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0				
18-118-10-8:05 No Change		36,300	0	0	0	0		0	0	0	0	0	0	C	9	c	0			0		, ,	0	
18-118-10-8:06 No Change		36,300	0	0	0	0	0	0	0	C	0	. 0		0 0	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	
18-118-10-8-07 No Change		0	0	Q	0	C		0						, ,	2 6	0 0	0 0	0 0	0	0	> 0		0	
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935				0	9 6	0.0		2 6	0 0	2 (, .	2 (0 1	0	9	0	0	0	0	a	0	0	0	
				9 0	2 (0 0	0 1	31	3	4	0	0	0	0	0	0	0	0	0	0	0	
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ā		30,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	
8	Ì	10,080	0	0	0	0	7	0	0	0	0	0	0	0	0	0	c				0 0		0 0	
7		984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0 0			0	, ,
Ē		42,653	0	0	0	0	0	0	0	0		0	0	0	0	0	c	0	0 0	, ,		, ,	0 0	2 (
18-119-4-2.03 No Change		900	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0 0	0 0	0 0	0 0	9 0	0 0	> 0
Totale	200	THE REAL PROPERTY.																						

NOTE: 1997 Sales and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL BI-STAT

16-110-7-18			
	Right-of-Way	0	9,0
18-110-7-18	W-10	0	0
18-110-7-19	Right-of-Way	0	0
18-110-7-20	No Change	0	.0
18-110-7-20.01	No Change	0	0
18-110-7-21	No Change	0	0
8-110-7-22	Š.	0	0
8110-7-23	No Change	AAR	0 679
841082	Demoi!	3	2
A110.8.3	Denoting	00	00
A110.A.	Demoish	00	0 0
8-110-8-5	Demolish	0	0.0
18-110-8-6	Demoish	0	00
18-110-8-8	Demolish	0	0
18-110-6-10	Demolish	0	0
18-110-8-10.01	Demolish	0	0
18-110-6-11	Demolish	0	0
18-110-6-12	Demolish	0	0
16-110-6-13	Demolish	0	0
16-110-8-14	Demolish	a	0
6-110-8-24	Demolish	0	0
8-114-2-1	No Change	0	0
8-114-2-2	Right-of-Way	5	-32
6-114-2-3	Right-of-Way	0	0
8-114-2-8	Right-of-Way	38	-38
8-114-2-9	Right-of-Way	Ŗ	8
8-114-2-10	Right-of-Way	0.	o
8-114-2-11	Right-of-Way	÷	÷
8-114-2-12	No Change	0	0
6-114-2-13	No Change	0	0
5-114-2-14	0	0	0
21.7-11-0	No Change	0 0	0 0
A114.2.18	No Change	0 0	0 0
A-114-2-19		0 0	0
8-114-2-20		0	0
8-114-2-21	5	0	0
8-114-2-22		0	0
8-114-3-12	Right-of-Way	38	.35
8-114-3-13	Right-of-Way	-27	-27
8-114-3-14	Right-of-Way	38	88
8-114-3-15	Right-of-Way	0	0
0114-5-10	A GILLOT-Way	200	501.
214 2 11	A SOUTH OF WAY	9	200
01441	ANGIN OF WAY	0 0	0 0
8114.3.30	Sinhe of Wash	0 0	0 0
A114132	No Change	0 0	00
8-114-13-2 01			0
3-114-14-1	7	1,035	1.046
8-114-14-4	No Change	0	0
8-114-14-01	S.	0	0
8-114-15-1	5	0	0
8-114-15-2	No Change	0	0
8-114-17-1	Right-of-Way	8	-31

CHOUTEAU TRAFFIC INCREMENTAL BI-STAT

18-114-17-3			
	Right-of-Way	-148	.149
18-114-17-4	No Change	0	0
18-114-17-5	No Change	0	0
18-114-17-6	No Change	0	0
18-114-17-7	No Change	0	0
18-114-17-8	No Change	0	0
18-114-17-9	No Change	0	0
18-114-17-10	No Change	0	0
18-115-9-1	No Change	0	0
18-115-9-2	Apartments	0	0
18-118-6-10	No Change	0	0
18-118-9-1	Industrial	0	0
18-118-9-2	No Change	0	0
18-118-9-3	No Change	0	0
18-118-90	Industrial	0	0
18-118-90	Industrial	0	0
18-115-90	Industrial	0	0
18-118-80	Industrial	0	0
18-118-90	Industrial	0	0
16-116-90	Industrial	0	0
18-116-0-7	No Change	0	0
18-118-8-8	No Change	0	0
18-118-10-1	Industrial	0	0
18-116-10-2	Industrial	0	0
18-118-10-3	Industrial	0	0
18-118-10-4	Industrial	0	Q.
18:118:10-6	No Change	0	0
18-116-10-8	No Change	0	0
18-118-10-8.01	No Change	0	0
18-118-10-8.03		0	0
18-118-10-8.04	No Change	0	0
18-118-10-8.05	No Change	0	0
18-118-10-8.06	No Change	0	0
18-118-10-8.07	No Change	0	0
18-118-10-8.08	No Change	0	0
18-118-10-9	No Change	0	0
18-118-10-12	No Change	0	0.
18-118-10-13	No Change	0	0
16-119-4-1	No Change	0	0
8-119-4-1.01	No Change	0	0
18-119-4-1.02	No Change	0	
8-119-4-2	No Change	0	0
8-119-4-2.01	No Change	0	0
E 440 4 2 PM	No Change	0	
37.		0	3

NOTE: 1997 Sales and tax reve

A . . .

CHOUTEAU TRAFFICWAY TIF INCREMENTAL STATE SALES TAX

Parcel	dollarana				41.4																
18-110-7-15	Right of Way	2000	1012.B	40,512	7.0	118,04	075.14	0 0	751.7	8 6 C .	9,004	434 43,	008 44,30	06/44	961,03	45,650	40,100	1000	677	78.74	40,4
8 440 7 48	Disk of Maria	5 -	0.0		0 0	0 0	0 0	0		0 0	0 0	0 0	0 0			0 0	0 0	0 0			
01.7-10	Kight-of-way	0 () (0 0	,	> 0	0 0	2.0	3 ×		2 6	2,1	2 4	0 (0 (0 1	0 0			
6-110-7-19	KIGHT-OF-Way	0	3	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0	
8-110-7-20		1,456	0	0	0.	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	
8-110-7-20 01		1,382	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-21	No Change	1,828	0	0	0	c):	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10-7-22	No Change	512	0	0	a	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	
8-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
6-110-8-1	Retail	1.054	0	a	٥	0	220,342 2	22 545 2	24,770 22	7,018 22	29,288 231	581 233,8	597 236,23	5 238,598	240,984	243,394 2	45,828 24	8,286,250	789 253.2	77 255.81	2583
6-110-8-2	Demolish	0	0	0	a	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0		
6110.83	Demolish	2 844	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
. 410.8	Demolish	0	0			0	C		0	9	c					0	0	0 0	0 0		
2 0 0 0 0		780	0 0	0 0		0	0 0		0 15	0	0 0	0 0	0.0		000	0 0	0	0 0	0 0	0 0	
700	Carrier of	33	7	0 0		0 (0	9.5	0 0	9 0	0 0	9 (0.0	0 (0 0	> 0	0 (> 1	
9-110-0-0	Cemolish	100	2 1	3 1	9	0	2 1	> 1	D 1	0 (5 1	5 .1	3 (0	0	0	9	9	0	0	
5-110-8-8	Demoish	O	D	0	ò	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	_
8-110-6-10		1,899	0	a	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	
8-110-8-10.01	Demolish	0	a	a	a	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	
A.110.4.11		1 248	0	0	g	0	0	0	0	0	0	0	0	0	c	0	0	0	c	0	
K110.K12	Demolish	1 238	0	D	·C	0	0	0	0	0	c	0	0	0	C	c	C	c			
		272							0 6							0 0	0.0				
2000	Cemonan			0 0	0 0	0	0 0	9 0	9 0	9 0		2 0	0 0	30	2.0	0 (0 0	0 (0 1	
9-110-0-14	Cemoins	5		2	9	0	0	0	9	0 1	5	0	0	9	0	0	0	0	0	0	
8-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0
8-114-2-1	No Change	814		0	0	0	0	0		0	0		0	0	0	0	0	0	ō	0	
5-114-2-2	Right-of-Way	1,288.	253,200	10,128	-10,128	-10,229	-10,332	10,435	0.539	0.845 -1	0.751 -10	859 -10	70'11- 786	7 -11,188	-11.299	-11,412	11.527 -1	1.842 -11	758 -11.87	76 -11 98	5 -12
8-114-2-3	Right-of-Way	4.435		0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	
8-114-2-8	Right-of-Way	1.536	367,200	12.288		-12.411	-12 535	12 860	787	915 -1	3.044 -13	174 .13	306 -13 439	13 57	.13.70	.13 848	13 985 -1	11. 25. 14	-	400 -14 553	10
8.414.7.0	Plant of Way	813	180 400	8 408		5	A 827	A 803	A 780	7	ROA	7 280	1					7 487	-		
A 444.2 40	Dicht of Way		2	000	0	3		200	3 6		000				***	0,000	200	100			
*****	Dish of Way	107	96 400		2 418	3 460	3 486	2 530	2 555	2 600	aca a		275	+	2 0 4	0	0000	2000			,
11.7	KAN DOLLAR	145	20,00		0.00	800	204,5	070'5	0000		070'0	700	C1'C- 860	27.73	110'5-	2007	0007	3,841	D'Y 008	3	•
6-114-2-12	No Change	2	0	3.	5	0	0	0	0.1	0	0	0		0	0	0	0	0	0	0	0
8-114-2-13	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-114-2-14	No Change	1,580	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6-114-2-16	No Change	1,978	0	0	0	0	0	0	0	0	o	0	a	0	0	0	0	0	0	0	
8-114-2-17	No Change	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	٥	o	0
6-114-2-18	No Change	2,438	0	o	0	0	o	0	o	0	0	Ö	0	0	0	0	0	0	ò	0	0
6.114.2.19	No Change	9,858	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	c	
81142.30	No Change	2318	0 .	0	0	0	0	0	U	0	c	C	0	0		0	0	c			
A 114.2.21	No Change	1 208	0	C	0	0	c	C								, ,	0	0 0	0 0		
2000	The state of the s	978		000			00	2 <	> <	2 6	0 0	0 0	00		0 0	0 0	0 0	5 0	0 0		
77.74	Di Curuda	0/0		,		2000	200	2				2			2				0	0	
71-411-0	Kight-Or-way			11,2/4		200	694	1,014	130	04/		7 - 000	7	0 -12	7	-12,702		7	086 -13,	17 -13	
8-114-3-13	Right-of-Way	1,080	218,000	8,840		-8,726		-8,902	186		172	283 -8	-9,44	6.5	œ,		-0,833	9,831 -10,	031 -10,	131 -10,232	
8-114-3-14	Right-of-Way	1,529	305,800		-12,232,	-12,354	.12478	12,603	2,728	956	12,985 -13	114 13	246 -13,37	8 -13,512	-13,647	-13,783	13,821	4,060 -14	201 -14	343 -14,486	A1. 8
8-114-3-15	Right-of-Way	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-114-3-16	Right-of-Way	6,610 1		52,880		-53 400	-53,943	54,482	5,027 .5	55,577 .5	10	695 57		4 -58,412	-58,997	-58,587	BO,182 B	0,784 -51	392 -52.0	008 -62,626	8
8114317	Right-of-Way	3,315	863,000	26,520	-26,520	-28,785	-27,053	27,324	7,587 .2	7.873 .2	3 152 .28	433 -28	717 -29,005	.38	-29,588	-28,883	30,182 -3	0.484 -30	789 31 0	097 -31 40	31
8-114-3-18	Right-of-Way	080	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	c	
8-114-3-19	Right-of-Way	2,669	0	0	0	0	0	0	0	0	0	0	0			C	c	0	0		
A114.2.30	Right-of-Way	1 188	0	0	0	G	0	0	0	0	0					0	0		0 0	0 0	
8114132	No Change	30	0	00	0 0	0.0	0	0		0		200	0 0	0.0	0 0	9 6	0 0	3 0		0 0	
A 114.13.2 DI			9	0	0	0	. 0	0	, 0			5 C	10			0 0	> <	9 6	> 4	5 (
		, 0	00) (> 0	0 0	> 0	2 0	7.0	2 0	2 0	3 6	2 202 1		24.00		2000	7	0	0	
	No Change	0 0	0 0	0 0	0.0) C	20	0 0	2.0	3 6	2 0	5 0	16,100.0	6 311,153	3/4,865	3/8,513 3	82,389 38	8,443 384	933,9	88 38/ 87	9 401,900
8-114-14-4		5 0		0 0	3 1	2 0	0 0	0 0	J (0 1	0 1	2 1	0	0	0	0	0	0	0	0	
8-114-14-4.01		0		0	0	0	0	0	0,	0	0	0	0	0	٥	0	0	0	0	0	0
8-(14-15-1	No Change	5,344		42 752	0	0	0	0	0	0	0	n	0	0	a	0	0	0	0	0	0
16-114-15-2	No Change	4,233		0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	
18-114-17-1	Right-of-Way	1,232	1,232 248,400	9.886	9388	9.855	.10.054	10.155	0.256	0350	01. 682	587 .40 A	173 10 77	CBB C+ D	40000	44.40	11 217 .4	4 900 44	445 44 6	E7 44 R7	111
	The state of the s					100		2017					1	2	-10,890	81.	11,611	11. 476'	0.1.	20'11.	

CHOUTEAU TRAFFICWAY TIF INCREMENTAL STATE SALES TAX.

	Colevene	1000		ı		ı	-			ŀ				*	4000					4	0	200	
18-114-17-3	Right-of-Way	5,998 1	5,998 1,199,200	47,968	-47,988	68 48.4	448 48	3,932 -41	1,427 -45	916 -50	415 -50	918 -51	428 -51	942 -5	2,462 -5.	2,887 -5	53,516 -5	4,052 6	387 35	000	200 88	20,00	15.15
	No Change	1,224	O	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	8	C	0		0	0	0	a	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Ma Change		5			C	0	C	C	C	0	0	0	0	0	0	0	0	0	0	0	0	
	DATE OF THE PARTY	9	, .					0		0 0	0	0	0	0	0	C	0	0	0	0	0	0	
	No Change	2				0 0		0 0	0 0	0 0	0 0	0 0	0			0 0							
7	No Change	.1.448	0			0.	0	0	0	9	0	0	0	0	0	9 1	0						
6-114-17-9	No Change	986	0			D	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2	
18-114-17-10	No Change	1,084	o	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No Change	5 300	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	200	0						c	C	0	0	0	c	0	0	0	0	0	0	0	0	0	0
7	Aparenents	0						> 4	0 1	0 (0 0				0 0	0	0 0						
8-118-6-10	No Change	4,725	0	0		0	0	0	D	0	0	0	0	0	0	0	0	,	0	0	0	0	
	Industrial	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	0
	ALO CRESCO	75 870	C	0		c	c	C	C	0	0	0	0	0	0	0	0	a	0	0	0	0	0
	2	200							0			c	c	0	C	c	c	c	C	C	0	0	0
	No Change	04,032	3			•	0	0	0	0		0.0) (0 0		0 6	0-0				
8-118-90	Industrial	0	0			b	0	0	0	0	5	0	0	0	0	0	0	0		5			
8-118-90	Industrial	0	0	0		0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0
	Industrial	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	o	0	a	a	0	0	0
	lochistical	0	0	0		0	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0
										0	c	c	C	c		c	c	c	C	0	0	0	0
	Industrial	0					0	5 4	0 (0	0 0	,			0 0	,				
8-118-90	Industrial	0	0			9	0	0	0	0	0	2	0	0	0	0	3	0	0	,	0	0	
18-118-8-7	No Change	0	9	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-118-8-8	No Change	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Industrial	1.371	0	0		.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Industrial	0	G	0		ò	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	la disella					0	c	C	C	o	c	C	C	C	0	0	0	0	0	0	0	0	0
		9 0	0,0							, c								0	6		0	0	
Ò	incustorie.	0	3 (0 1		0 0	,	0 0	5 0	0 0	0 0	0	0 0		0 0	0 0			00		
18-118-10-6	No Change	0	0		ì	0	0	0	0	0	0	2	0	3	0	2	0	0	0	5	0		
8-118-10-8	No Change	0	0	0		0	0	0	0	0	0	0	0	ó	0	0	0	0	0	a	0	0	0
8-118-10-8.01	No Change	49,200	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8-118-10-8:00	No Change	0	0	0		0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0
ATTATOR OF	No Change	12 225		0		0	0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0
20 00 00 00	No Change	000						C	c	c	c	c	C	C	c	C	0	0	0	0	c	0	0
300	District Call	3						0 0	0	0.0	0 0	0 0	0 0	9									
8-118-10-6.08	No Change	36,35	0		7	o e	3	0 1	0	0	0 0	9 (0 (> 0	0 0	2 (3 (0 0	0 0	0 0	0 0		
_	No Change	0	0			0	7	0	0	0	0	ò	0	0	0	0	0	0	0	0	0	0	0
8-118-10-8.08	No Change	0		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F	No Change	0	0	0	2	0	0	0	0	0	D	0	0	ė	0	0	0	0	0	0	0	0	0
	No Change	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ü	No Change	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	of the contract of the contrac	O ACC	0			0	0	c	0	c	0	C	0	0	0	C	C	c	c	c	0	c	0
	2	200	0 0			0																	
	No Change	20,00) (0.0		0 0	0 6	0 0	0 0	0 0	0		0 0	0 0	00				0 0		
2	No Change	10,000	0	0		5	0	0	0	0	0	0	0	5	0	0	0	0	0		,	2	0
6-119-4-2	No Change	25,984	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	42,653	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No Change	79 006		0		ó	0	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0
	200																	-	-				

NOTE: 1907 Sales and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL STATES

20 440 7 45	Redevelop	20	24 04	100 01	23	
107.10	Right-of-Way	C 40.04-		70'84	074'0	
8-110-7-18	Right-of-Way	0	0	0	0	
8-110-7-19	Right-of-Way	0	0	0	0	
10-7-20	No Change	0	0	0	0	
10-7-20.01	No Change	0	0	0	0	
10-7-21	No Change	0	0.	0	0	
10-7-22	No Change	0	0	0	0	
10-7-23	No Change					
108-1	Retail	260,852	263,561	286,197	288,859	
10-8-2	Demolish	0	0	0	0	
10.8.3	Demolish	0	0	0	0	
10-8-4	Demolish	0	0	0	0	
10-8-5	Demolish	0	0	0	0	1
10-8-0	Demolish	0		0	0	
10-8-8	Demolish	C	0	0	0	
10-8-10	Demolish	0	0	0	0	
8-110-8-10.01	Demolish	0		0	0	
10-8-11	Demolish	0	0	0	0	
10-6-12	Demolish	0	0	0	0	
10-8-13	Demolish	0	0	0	0	
10-8-14	Demoiish	0	0	0	0	
10-8-24	Demolish	0	0	0	0	
14-2-1	No Change	0	0.	0	0	
14-2-2	Right-of-Way	-12,236	-12,358	-12,482	-12,608	
14-2-3	Right-of-Way	0	0	0	0	
14-2-8	Right-of-Way	-14,845	-14,894	-15,144	-15,295	
14-2-9	Right-of-Way	-7.848	.7.82B	-8,008	-8,088	
14-2-10	Right of Way	0	0	0		
14-2-11	RIGHLOLWRY	77.7	4,168	4,210	4,252	
14-2-12	No Change	0 0	00	0.0	00	
21.7-41	No Change	0 0	0 0	0.0	0 0	
47.74	No Charge	0 0	0 0	00	0.0	
14.2.17	No Change	0	0	0	0	
14-2-18	No Change	0	0	0	0	
14-2-19	No Change	0	0	0	0	
14-2-20	No Change	0	0	0	0	
14-2-21	No Change	0	0	0	0	
14-2-22	No Change	0	0	0	0	
143-12	Right-of-Way	-13.018	13,754	-13,892	14,030	
21.0	Right-of-Way	10,430	70.04	-10,646	+c/\n-	
****	Diet of Way		079'6	000	077'51-	
4.2.18	Right-of-Way	-83 845	-84 524	85.189	-65 821	
143-17	Right-of-Way	-32,039	-32,359	-32,683	.33,010	
14.3.18	Right-of-Way			0	0	
143-19	Right-of-Way	0	0	0	0	
14-3-20	Right-of-Way	0		0	0	
14-13-2	No Change	0 (0 1	0 (0 0	
14-13-203	No Change	300 301	0 000	444 084	3118 775	
7717	No Change	CAN'COL	D	100	0	
.0 7717	No Changa				00	
14-15-1	No Change	0	0	0	0	
14-15-2	No Change	0	0	0	0	
14-17-1	Right-of-Way	-11,907	.12,026	-12,146	-12,268	
4444	Diake of Man	A2 081	ACA AN	CBC 20		

CHOUTEAU TRAFFIC

8-114-17-3	Right-of-Way	57.851	-58,530	-69,115	59,707
8-114-17-4	No Change	0	0 .	0	0
8-114-17-5	No Change	0	0	0	0
8-114-17-8	No Change	0	0	0	0
8-114-17-7	No Change	0	0	0	0
8-114-17-8	No Change	0	0	0	0
8-114-17-9	No Change	0	0	0	0
8-114-17-10	No Change	0	0	0	0
8-115-8-1	No Change	0	0.	0	0
8-115-9-2	Apartments	0	0	0	0
8-118-8-10	No Change	0	0	0	a
8-118-9-1	Industrial	0	0	0	0
18-118-B-2	No Change	0	0	0	0
8-118-9-3	No Change	0	0	0	0
18-118-90	Industria	0	0	0	0
18-118-00	Industria	0	0	0	0
18-116-80	Industrial	0	0	0	0
18-118-90	Industrial	0	0	0	0
18-116-00	Industrial	0	0	0	0
18-118-90	Industrial	0	0	0	a
18-118-9-7	No Change	0	0	0	0
8-118-9-8	No Change	0	0	0	0
18-118-10-1	Industrial	0	0	0	0
8-118-10-2	Industrial	0	0	0	0
18-116-10-3	Industrial	0	0	0	0
18-118-10-4	Industrial	0	0	0	0
18-118-10-6	No Change	0	0	0	0
8-118-10-8	No Change	0	0	0	0
18-118-10-8:01	No Change	0	0	0	0
18-118-10-8.03	No Change	0	0	0	0
18-118-10-8.04	No Change	0	0	0	0
8-118-10-8:05	No Change	0	0	0	0
18-118-10-8.00	No Change	0	0	0	0
18-118-10-8:07	No Change	0	0	0	0
8-118-10-8.08	No Change	0	0	0	0
18-118-10-9	No Change	0	0	0	0
8-116-10-12	No Change	0	0	0	0
18-118-10-13	No Change	0	0	0	0
6-118-4-1	No Change	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0
8-119-4-2	No Change	0	0	0	0
8-119-4-2.01	No Change	0	0	0	0
*** * * * * * * * * * * * * * * * * * *	ALL PROPERTY	0	c	0	0

NOTE: 1997 Sales and tax reve

CHOUTEAU TRAFFICWAY TIF

		-		401 10		7	,	•			-			-	-		1	1	300			7	
1	- 1	97 Sq.Ft. 97 Utilities	- 1	200	100	100	4 000	1 717	4 COR	1 038	1 048	1 059	690	080	150	102	113 .1	124	3	140	ř.	7	,
18-110-7-15 Rig	Right-of-Way	5,064	9.875	1981	186	194	30	1	070'	30							0	0	0	0			
	Right-of-Way	704	0	ò	0	0	0		0 0	3 (3 0	5 0	2 0				, 0	0	0	0			
	M-Of-Way	0	0	0	0	0	0		0	0	0	0 0						0 0	0 0				
	Right-of-Way	0	0	o	0	0	0		0	0	0	0	и.					0 0					
	No Change	1,456	582	58	0	0	0		0	0	0	0			0 0		00	0 0		, 0	0 0		0
10	No Change	1,362	545	7	0	0	0		0	0.1	0	0 0					0 0						
	No Change	1,828	730	73	0	0	0		0	0	0	0							0 6	0 0			
	No Change	512	502	2	0	0	0		0	0	0	0					0 0			, 0			
	No Change	680	344	34	0	0	0		0	0	0	0				- 1			,			9	
	100	1.054	. 422	42	0	0	5,328	w	5,435	5,489	5,544	5,600				•	5000	44	3	8		3	
	Demolish	o	0	0	0	0	0		0	0	0	0							2	,			
	Pemolish	2 844	1 058	106	0	0	-108		-110	1111	113	113					0	2	77	571.			
	THOUSE		2		b	0	0		0	0	0	0					0	0	0	0			
	Cemolish	9	0,000	30	0,0		230		.244	.246	.248	.251					20.	-286	887	-272			
	Demolish	2	2,040	500	0 0		30.		707	300	303	308					-321	325	-328	434			
	Demolish	951	2,853	202	9	0 0	i Ay-		107	3	3						0	0	0				
8-110-8-8 De	Demolish	0	0	0	0	0	0		,	5 2	2	2 6					1.	11.	.78				
8-110-6-10 De	Demolish	1,699	089	68	0	0	100				7/-							c	c				
5	Demolish	0	0	0	0	0	0		0	0	0	9							2				
	Demolish	1.248	499	8	0	0	5		.52	-52	.53	50					8:	? :	7 5				
	Though the	1 236	494	49	0	0	S		-51	-52	-52	-53					8	8	7				
	Damolish	SAR	218	22	0	0	ņ		-23	+23	-23	-23					.75	c7.	Q :				
	The link	1 061	130	42	ò	0	F.4.3		-44	44	-45	.45					4	48	4				
	Cemonen	3	200				C		0	0	0	0					0	0	0				
*	Сетопал	1	2	2 6	00	0 0	0 0		0	0	0	0					0	0	0				
	No Change	814	2	200		,	200		757	030	280	285					.278	.281	-284				
	Right-of-Way	1,268	2,469	24/		847-	707.		200	200	4 443	AC. +					1 490	1514	1 529			٠.	0
P	Right-of-Way	4,435	13,305	1,331	- 10		2	0	2001	200	240	320					33.0	17.	344				
	Right-of-Way	1,536	2,986	300		3	300		715.	200	000	140					178	001	-182				
8	Right-of-Way	812	1.583	158	-158	8	791-		100	0	00.	2 6						0					
8-114-2-10 Rig	Right-of-Way	0	0	0	0	0	0		0	2 9	2 .	2 6					70	8	8				
8-114-2-11 Rig	Right-of-Way	427	833	83	-83	Ž,	9		· ·	9	90	p c											
8-114-2-12 No	No Chenge	798	318	32	0	0	0		5 0	0 (0 0	0 0											
8-114-2-13 No	No Change	1,632	853	92	0	0	0		0		0 0	5 0											
	No Change	1,580	824	62	o	0	0		0	0	0	0 (0 0	0 0	0 0				
	No Change	1,878	781	78	0	0	0		0	0	0	0 4					0.0	2 6					
Ī	No Change	0	0	0	0	0	a		0	0	0	0					0 (9 0					
	No Change	2,438	874	28	0	0	0		0	0	0	0					2 (9 6	0				
	No Chance	8 856	3.842	394	0	0	0		0	0	0	0					0	0	0				
	No Chance	2318	956	83	0	0	0		0	0	0	0					0	0	0				
	No Change	1 298	519	52	0	0	0		0	0	00	0					0	0	0				
	No Change	RZA	270	27	0	0	0		0	0	0	0					0	0	0				
	Diont of Way	1 400	2748	275	.275	-278	.280		-288	-289	-282	-295					-310	-313	310				
	Picht of Way	1 080	3.240	324	.324	-327	.331		-337	.341	.344	-347					-385	-360	372				
	Dicht of Way	1 529	4 587	459	.458	-463	488		-477	482	487	497					-517	-522	-527				
	Diete of Way	0	0	0	0	0	0		0	0	0	0					0	0	0			0	
	A		12 800	1 280	2	-1 300	- 1		1.341	1.355	-1,388	-1,382					1,452	1.467	1,482			1,527	
	RIGHT-OF-WAY	2000	4 484	248		453			-873	.679	-886	-883					-728	-738	.743			-766	
	RIGHT-OL-WAY	000	0000		200	300	.208		.212	-214	.217	219					.230	-232	.23			-242	
	Right-or-way	2000	T00.8		801	808	.817		.833	-842	.850	-858					-905	-811	-920			948	
	Algu-or-way	900	2 684		836	380	38.4		.371	-375	-378	.382					402	100	710			423	
	Kigm-or-way	200				0	0		0	0	0	0					0	0	0			0	
2	The Contract of the Contract o	0 0		0			0		0	0	0	0					0	0	0			0	
5	No Catalogo			0 0	0	0	0		0	0	0	0					9,229	9,321	8,414			666	
ì						0	C		0	0	0	0					0	0	0			0	
	No Change	0 0	2 6	9 6		, 0	,	0	0	0	0	0					0	0	0	0		0	
5	No Change		20.474	1 040	0 0	00	0		0	0	0	0		0	0		0	0	0	0	0	0	0
	No Change	2,344	10.421	1	0 0			0	0	0	0	0		0	0	0	0	0	0	0		0	
	No Change	262,4	0000														100	272	920	200	200	200	202
	ANA CITY				1.0000	24.4			.250	.252	-255	.258		-263	592	200	1/7-	217	0/7.	017-	707-	207	
	The state of the s	1,232	7,402	240	-240	243	2 036	.248	250	.252	-255	.2 129	-260	-263	2 184	-2.216	-2,238	2,260	2,283	2,300	2.329	2,362	2,376 .2,399

CHOUTEAU TRAFFICWAY TIF

Majoriany Majo					ı	1		1	1				1	1	1	1	-					-	-		
No Change No Cha	18-114-17-3	Right-of-Way	5,996	11,692	1,169	-1,169	1.181	1,193	502	1,217	1,229	1,241	1,254	-1,268	-1,279	1,292	1,304	1,318	1,331	1,344	1,357	1,371	1,385	1,380	4.
No Change	14-17-4	No Change	1,224	480	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change	14-17-5	No Change	098	384	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Changes 144 135 136 139 100 10 10 10 10 10 10 10 10 10 10 10 10	4-17-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	
Sectionary 1448 549 59	4-17-7	No Change	096	384	38	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0	
Observation 1064 334 335 0 0 0 0 0 0 0 0 0	4-17-8	No Change	1,448	825	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 1304 473	4-17-9	No Change	98	384	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Changes 6 380 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	417-10	No Change	1,064	428	43	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	
Aparthemistry 10 1 10 10 10 10 10 10 10 10 10 10 10 1	5-9-1	No Change	5,390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Noticity 1,725 1	5-8-2	Apartments	0	0	0	0	0	3,876	3,915	3,954	3,894	4,034	4.074	4,115	4.158	4.188	4.240	4.282	4.325	4.368	4.412	4.456	4 500	4.545	15
No Change 75 600	8-6-10	No Change	4 725	4,725	473	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 1,550	8.01	Industrial	0	0	0	d	0	0	0	0	0	0	0	0	0	0	C	0			0		0 0		7
No. Change 12,222 12,223 12,233 12,223 12,233		1	1000	45.000	1			0 0	0				0	0 0	0 0	0 0	0	0	0 0	0	0		5 (9 (
Mounthing 25 at 2 a	740	No Change	300	0000	200	0		9	0	0	> .	9	0	0	0	0	0	0	0	0	0	0	0	0	
Industrial 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	70-0	No Change	62,632	62,632	8,283	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	0	0	
Industrial 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8-80	Industrial	0	0	0	0	2,525	2,550	2,576	2,802	2,628	2,654	2,680	2,707	2,734	2,782	2,789	2,817	2,845	2.874	2,902	2.831	2.961	2 890	3.0
Industrial 1	08-80	Industrial	0	0	0	0	0	0	0	0	0	2 548	2573	2 509	2825	2 851	2 878	2704	2731	2759	2784	2814	CARC	2 R74	2 8
Industrial	800	Industrial	0	0	c	0	0	C	c	0	0	0	c	0			*010	150	4 007	1 128	4170	133	1 202	2	
Industrial 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Indiana de											0		900	0000	200	25.00	100	3	2000	100	700	2	2 4
Industrial	200	in Denoul			0			0	0	0	0	9	0	0	2,40	2,430	K,434	Z'418	A'C'Y	4.50.7	400'Y	7997	2,00	7,037	4.0
No Change 1,371 1,000	8-80	Industrial	0	0	0	0	0	0	0	0	2,312	2,335	2,359	2,382	2,408	2,430	2,454	2,478	2,504	2,529	2,554	2,580	2,805	2,632	2,6
No Change	8-80	Industrial	0	0	0	0	0	0	0	2,383	2,417	2,441	2,468	2,491	2,515	2,541	2,586	2,592	2,618	2,644	2,670	2,697	2,724	2,751	27
No Change 1,371 1,0 1,	8-8-7	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	
Industrial 1,377 0 0 0 0 0 0 0 0 0 0 0 433 437 442 446 451 455 469 464 409 Industrial In	8-9-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	0	-	
Industrial 1	410.1	Industrial	1 371	0	0	C	0	0	0	C	0	0		433	437	CNY	448	151	166	140	141	140	17.	170	•
Industrial 0 0 0 0 1,752 1,766 1,787 1,605 1,623 1,817 1,918 1,817 1,918 1,917 1,918 1,917 1,918 1,917 1,918	410.2	Indisetrial		c	0	0			0	0	0			3 240	1361	3 214	23.17	3 380	27.76	3.4.6	2 403	20.00	2 563	000	
Mo Change 1,225			0 0		00	00			200	200	1 707	900		2,440	2,40	2000	100	2000		0	204.0	2,010	2000	900	0,0
MoChange MoChan	3	INCOME IN	0 0		0 (0		0 0	70,	80/	101	8	079	1,041	000	0/0'	199	018	2	Š	*/8	SAG.	2,013	2,003	70
No Change	100	Industrial	0	0	9	9	0	0	17	128	33	743	8	200	200	173	781	188	181	808	813	821	829	22	0
No Change 49,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	200	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 No Change 49,200 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2-10-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	
3 No Change	5-10-8.01	-	49,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4 No Change 12,225 12,225 1,223 0° 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$-10-8.03	~	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6 No Change 39,300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$-10-8.04	No Change	12,225	12,225	1,223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 No Change 30,300 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$-10-8.05	37	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 No Change	110.806		36300	0	0	0	0	0	C	0	0	0	0	c	0	0	C				0 0			0 0	
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	A 10 R OT	-	0	C	C	C		0		0								0	0		0 0			0 0	
No Change 10,000 10,000 0 0 0 0 0 0 0 0 0 0 0 0 0					,				0 0			, 0	0.0	0 0		0	0 0	0.0	0 0	0 0	0 0	0 6		9 6	
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	200	7	0 0	0 (0				> 0	9 4		0	0 1	0	0	0		0	0	0	0	0	0	
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	200	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	a	0	0	
No Change 9,000 9,00 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5-10-12	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 9,600 9,600 990 0 0 0 0 No Change 30,800 9,600 990 0 0 0 0 No Change 10,000 10,000 1,000 0 0 0 No Change 25,604 25,694 2,598 0 0 0 0 No Change 79,000 7,901 0 0 0	6-10-13	No Change	0		0	0	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	0	
No Change 30,800 30,800 3,060 0 0 0 0 No Change 10,060 10,090 1,008 0 0 0 0 No Change 25,944 25,948 0 0 0 0 No Change 79,000 7,901 0 0 0	7	No Change	009'6	009'6	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	o	0	0	0	0	
No Change 10,060 10,060 1,008 0 0 0 No Change 25,64 25,94 2,58 0 0 0 No Change 25,65 4,25 3,425 0 0 0 No Change 75,000 7,901 0 0 0	101	No Change	30,800	30,800	3,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Change 25,984 25,984 2,598 0 0 0 No Change 42,853 4,285 0 0 0 No Change 79,000 79,000 7,901 0 0	04100	No Change	10,080	10,080	1,008	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	C	
No Change 42,653 42,653 4,295 0 0 0 0 No Change 79,006 79,008 7,901 0 0 0	24.2	No Change	25,984	25 984	2.598	0	0	0	0	0	0	0	0	0	O	C	0	0	c	0	0	0			
No Change 79,006 . 79,006 7,901 0 0 0	1007	No Change	42 853	. 42 AS3	1 285	C	0	C	0	0	0		d	0					0			0 6	3 6	3 0	
Contraction of the contraction o	200	No Change	20.00	20000	1000	0 0				0 0	0 0	> <	0 0			0 0	0 0	5 0	0 0	0 (0	0	0 1	9	
	577	No Change	000/8/	М	100	0	0	0		9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	

NOTE: 1997 Utility cost and tax revenue are estimated (see Global Assumptions).

CHOUTEAU TRAFFIC INCREMENTAL UTILITY

Parcel	Redevelop		4 947	1,000
18-110-7-15	Right-of-Way	00,1	0	877'1.
4440748	Diahe of Way		0 0	0 0
10110740	Diahe of Way	0 0	0 0	
181107.20	No Change	0	C	0
	No Changa	0	0	0
1	No Change	0	0	0
18-110-7-22	No Change	0	0	0
P	No Change	0	0	0
18-110-8-1	Retail	6.373	6,437	6,501
18-110-8-2	Demolish	0	0	0
18-110-6-3	Demolish	128	-130	-132
18-110-8-4	Demolish	0	0	0
18-110-8-5	Demolish	-286	-288	-281
18-110-8-8	Demolish	-348	.362	-355
18-110-8-8	Demolish	0	0	0
18-110-8-10	Demolish	83	Ą	-85
18-110-8-10,01	Demolish	0	0	0
18-110-8-11	Demolish	10	\$	95
18-110-8-12	Demolish	8	6	62
18-110-8-13	Demolish	.27	-27	-27
18-110-8-14	Demolish	-51	.52	-52
18-110-8-24	Demolish	0	0	0
18-114-2-1	No Change	0	0	0
18-114-2-2	Right-of-Way	-301	30	-307
18-114-2-3	Right-of-Way	-1,823	1.840	1,656
18-114-2-8	Right-of-Way	.385	368	.373
18-114-2-9	Right-of-Way	-183	185	181
18-114-2-10	Right-of-Way	0	0	0
18-114-2-11	Right-of-Way	-102	200	200
18-114-2-12	No Change	0 0	0 0	0 0
16-114-2-13	No Change	0 0	0 0	0 0
16-114-2-14		0 0		0 0
0.7-11-01	No Change	0 0	0 0	0 0
10-114-7-10	No Change	0 0	0.0	0 0
18 114.2.10	No Change	0 0	0	0
18114.2.20	No Change	0	0	0
18-114-2-21	No Change	0	0	0
18-114-2-22	No Change	0	0	0
18-1943-12	Right-of-Way	-335	338	342
18-114-3-13	Right-of-Way	-395	386	403
18-114-3-14	Right-of-Way	-580	585	.571
18-114-3-15	Right-of-Way	0	0	0
18-114-3-18	Right-of-Way	1.573	8	90
18-114-3-17	Right-of-Way	-786	181-	9
18-114-3-18	Right-of-Way	E 170	200	8 6
200	Colore of Man	136	02.7	444
20114-1-01	Ma Change	3	0	-
10-114-13-20	No Change	0 0	0	00
18 114.14.1	Betail	0 003	10 083.	10 184
18.114.144	No Changa			0
181141440	No Change	0	0	0
18-114-15-1	No Change	Ó	0	0
18-114-15-2	No Change	0	q	0
18-174-17-1	Right-of-Way	.283	-288	588

CHOUTEAU TRAFFIC INCREMENTAL UTILITY

	Right-of-Way	.1.427	.1.441	-1,455
-114-17-4	No Change	0	0	0
114-17-5	No Change	0	0	0
114-17-8	No Change	0	0	0
-114-17-7	No Change	0	0	0
-114-17-8	No Change	0	0	0
-114-17-9	No Change	0	0	0
-114-17-10	No Change	0	0	0
-115-9-1	No Change	0	0	0
-115-9-2	Apartments	4,637	4,683	4,730
118-5-10	No Change	0	Q	0
-118-9-1	Industrial	4,515	4,580	4,605
118-9-2	No Change	0	0	
118.8.3	No Change	0	0	0
-118-90	Industrial	3,050	3,081	3,112
116-90	Industrial	2,928	2,958	2,987
118-90	Industrial	4,383	4,437	4.48
-118-90	Industrial	2,684	2,711	2,738
118-90	Industrial	2.684	2,711	2,738
118-90	Industrial	2,806	2,835	2,863
118.9.7	No Change	0	0	0
416-9-6		0		0
118-10-1	Industrial	488	493	498
118-10-2	Industrial	3.861	3.697	3.734
118-10-3	Industrial	2.074	2.095	2,118
-118-10-4	Industrial	854	863	871
118-10-6	No Change	0	0	0
116-10-6	No Change	0	0	0
118-10-801	No Change	0	0	0
116-10-8.03	No Change	0	0	0
118-10-8-04	No Change	0	0	0
118-10-8 05	No Change	0	0	0
118-10-6 06	No Change	0	0	0
118-10-8 07	No Change	0	0	0
118-10-8-08	No Change	0	0	0
118-10-9	Cha	0	0	0
118-10-12	5	0	0	0
118-10-13	~	0	0	0
1194-1		0	0	
101-101	-	0	0	0
1104-100		0	0	0
1104.2		0	0	0
1194-201		0	0	0
1194.203	No Change	0	0	0

NOTE: 1997 Utility cost and tax

Charteeusts Elax 2/25/96 1:39 PM

CHOUTEAU TRAFFICWAY TIF INCREMENTAL EARNINGS TAX

Right-ckwwy 7054 189 200 1889 1895 1916 1937 1937 1937 1936 2016 2016 2018 2018 2018 2018 2018 2018 2018 2018	Particularies 154 1850 1850 1850 1850 1850 1850 1850 1850	Parcel	Redevelop	97 Sq.Ft.	97 Salary	97	-		3	*	2			1	6	10	11	12	5	14		16	11	80
Charge C	Company 1456 Comp	\$110-7-15	Right-of-Way	5,064	189,900	1,899	-1,899	-1.918	-1,937	1.957	- 976,1-					2- 110	098 -2	Ç		ç		4	CA.	
Company Comp	No. Company 150 15	-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0					0	0							
Note 1.5	Charactery 1.55 Char	-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0					0	a							
No. Changes 1855	No. Charges 1555 1	110-7-19	Right-of-Way	0	0	0	0	0	0	0	0					0	0							
No. Changes 1885	No. Changes 1885	-110-7-20	-	1.456	0	o	0	0	0	0	0					0	0							
No. company	Maintaine 154	110-7-20 01	34	1.362	0	0	0	0	0	0	0					0	0							
Charactery Cha	Particulary	110-7-21	No Change	979	01	0	0	0 1	0 1	0 (5 6					0 1	0							
Demokration 1544	Particular 154	77.011	No Change	710	0	0 0		0 0	0 0	0 0	50					0 0	0 0							
Demonstration of the control of the	Demokration 1544	110-1-23	No Change	200	0.0	0 0	0 0	0 0	0000	200	0 000	-		,		-				3	1	-	3	3
Demonstration 1544 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Demonstration 1244	1000	Kerail	-	0.0	2 0		3 0	10,323	10,432	0550	7		-			=	=		-		-		-
Demonstry 124	Demonstration of the control of the	70-07	Demolish	2 2 2 2		0 0	00	2 0	0 0	0 0						0 0								
Demonstration 1919 1919 1919 1919 1919 1919 1919 19	Demonstration 1919 1919 1919 1919 1919 1919 1919 19	1000	Pemplish		9 6	0 0	0.0	0 0	0 0	0 0	00					9 0								
Demonsists 156 1132 114 114 114 114 114 114 114 114 114 11	Demonstry 1959 171925 773 174 175 175 175 175 175 175 175 175 175 175	2000	Pemolleh	700	20 670			0 0	507	6/3	000					200	970							
Demonsists 1569 15 10 10 10 10 10 10 10 10 10 10 10 10 10	Demonstration 1544 1248 154 154 154 154 154 154 154 154 154 154	2000	Camplish	200	300.00			0 0	100	736	242					200	200							
Demonstration (124) (124	Demonstration (124) (124	0000	Complish	0	076'11		0.0	0 0	07/	200	34/-					80	9							
Demonth 128	Demonsis 1, 248	0000	Demolish	9 89		0 0	0 0	2 0	0 0	9 6	0 0					0 0								
December 1244 124	Decimination 1244	2000	Cemolish	1,099		0 0	0 0	0 0	0 0	5 0	0 0					> 0		0 0	2 0					
Demontry 1,555 1	Demonstration 1,289 1,28	1000	Demolish Company	070		0 0	00	0 0	0 0	5 0	0 0					0 0		5 0	9 0					
Manufactors 1,544 1,164	Manual	2000	Periolish	350	2 6			0 6	0 0	0 0						0 0		0 0	0 0					
Character 155 156	Company Comp	2000	Translation of the state of the	007		0.0		0 0	0 0	0 0	0 0	0 0				0 0			2 0					
Character Char	Company Comp	200	dell'otted	. 064	0 0	0 0	0 0	0 0	0 0	2 6		0 0				0 0		> 0	0 0					
Notice browning 15 st 15	Particularity 158 178	10.8.24	Demolish	0		0 0	0 0	0 0	0 0	0		0 0				0 0		00	0 0					
National columns	National Part	14.2.1	No Chance	41.6	0	0		0	0	0								00						
Hight-channy (4.55 \$77,607 \$6.5 \$6.5 \$6.5 \$6.5 \$6.5 \$6.5 \$6.5 \$6.5	High columny 1,555 13,75	14-2-2	Right-of-Way	1,266	47,475		475	479	-484	489														
	High-colvey 1588 1580	14-2-3	Right-of-Way	4,435	332,625		-3,326	-3,360	-3,393	-3,427	*7			**			4			e,		27		- 7
High color with with with with with with with with	Fight-colours Figure-colours Figure-colo	14-2-8	Right-of-Way	1,536	57,600		-576	-582	-588	-593														
Notified High High High High High High High High	National Mathematical Mathema	14-2-9	Right-of-Way		30,450		305	-308	÷	-314														
Notice continue 427 180	Notice continue 1,552 1,50 1,	14-2-10	Right-of-Way		0		0	0	0	0														
No Change 158	No Change 798 No Change 1560 No Change	14-2-11	Right-of-Way		16,013		99-	162	-163	-165	4													
Columbin 1592 1592 199	No Change 1582 No Change	14-2-12	No Change	798			0 0	0	0	0														
No Change 1375 19 19 19 19 19 19 19 1	No Change 1,392 1,392 No Change 1,392 1,392 No Change 1,392 1,392	6-2-13	No Change	1,632		0.0	0 0	0 0	0	0 0						0 1	0 (
No Change 1378 No Change	No Change 1378 No Change	\$1.7-4	No Change	000,				0 0	0 0	00						0 (0 0							
No Change 2456 10 10 10 10 10 10 10 1	No Change 3.456 No No No No No No No N	1000	No Change	0 0				0 0	00	0 0						> 0	0 0							
No Change 9855 10 10 10 10 10 10 10	No Change 9855 1	4.2.18	S Change	2.436	0 0		0 0	00	00	00						00	0 0							000
No Change 1,39	No Change 2316 10 10 10 10 10 10 10	4.2.19	No Change	9886	0		0	0	00	0						0 0								
No Change 1398 1080 1398 1080 1398 1598 1289 12	No Change (138) (138) (139) (1	4-2-20	No Change	2316	0		0	0	0	0						0								0 0
No Change 675	No Change 675 676	4-2-21	No Change	1.298	0	0		0	0	0	9													
Right-or/Way 1,409 52,836 52.8 -534 -539 -544 -556 -561 -572 -572 -578 -584 -589 -587 -584 -589 -587 -691 -597 -573 -574 -574 -573 -574	Pight-of-Way 1,409 52,838 528 528 528 539 544 550 555 561 568 572 578 589 58	1.2.22	No Change	675	0	0	0	0	0	0														0 0
Right-of-Way 1,080 45,380 454 454 458 467 477 477 487 489	Right-of-Way 1,080 45,380 454 454 455 457 486 481 496 -501 508 -511 -516 -527 -532 -532 -537 Right-of-Way 1,528 64,216 454 454 456 451 -716 -716 -716 -717 -731 -738 -753	4-3-12	Right-of-Way	1,409	52,838			-534	-539	-544														
Right-of-Way 1,529 64,218 642 -649 -656 -689 -689 -589 -702 -702 -718 -718 -713 -734 -734 -734 -734 -734 -739 -746 -753 -750 -700 0 </td <td> Right-of-Way 5236 64,218 642 645 645 645 662 686 675 689 689 689 7702 7702 7703 7713 773 </td> <td>4-3-13</td> <td>Right-of-Way</td> <td>1,080</td> <td>45,360</td> <td></td> <td></td> <td>458</td> <td>-463</td> <td>194</td> <td></td>	Right-of-Way 5236 64,218 642 645 645 645 662 686 675 689 689 689 7702 7702 7703 7713 773	4-3-13	Right-of-Way	1,080	45,360			458	-463	194														
Right-of-Way 0 <t< td=""><td>Right-of-Way 0 <t< td=""><td>4-3-14</td><td>Right-of-Way</td><td>1,529</td><td>64,218</td><td></td><td></td><td>-649</td><td>-655</td><td>-662</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<></td></t<>	Right-of-Way 0 <t< td=""><td>4-3-14</td><td>Right-of-Way</td><td>1,529</td><td>64,218</td><td></td><td></td><td>-649</td><td>-655</td><td>-662</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	4-3-14	Right-of-Way	1,529	64,218			-649	-655	-662														
Right-of-Way 6,610 24,815 2,479 -2,479 -2,529 -2,529 -2,654 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,659 -2,699 -2,793 -2,699 -2,793 -2,	Right-of-Way 6.610 247.875 2.479 -2.47	4-3-15	Right-of-Way	0	0			0	0	0														
Right-of-Way 3.315 124.313 1,243 -1,246 -1,246 -1,326 -1,326 -1,326 -1,326 -1,326 -1,317 -1,326 -1,317 -1,326 -1,317 -1,326 -1,317 -1,326 -1,326 -1,326 -1,326 -1,326 -1,327 -1,326 -1,327 -1,326 -1,327 -1,326 -1,327 -1,326 -1,327 -1,326 -1,327 -1	Right-of-Way 3,315 124,313 1,243 -1,246 -1,246 -1,246 -1,346 -1,346 -1,346 -1,346 -1,347 -1,347 -1,348 -1,346 -1,346 -1,346 -1,346 -1,346 -1,346 -1,347 -1,347 -1,348 -1,346 -1,448 -1	14-3-16	Right-of-Way	6,610	247,875	7		-2.504	-2,529	-2,554						-								
Right-of-Way E8Q \$1,000 \$10 \$15 \$25 \$31 \$52 \$53 \$56 \$65 \$65 \$65 \$68 \$69 \$69 \$69 \$69 \$60	High-of-Way B8Q 51,000 510 515 520 525 531 536 541 557 558 563	4-3-17	Right-of-Way	3,315	124,313	-		758	-1,268	1,281		0	7			٩,					0			
Right-c-Wway 2.689 2.0175 2.022 -2.022 -2.042 -2.125 -2.146 -2.168 -2.168 -2.169 -2.168 -2.169 -2.169 -2.169 -2.169 -2.169 -2.169 -2.169 -2.169 -2.176 -2.377 -2.	High-of-Way 2,899 200,175 2,002 -2,002 -2,002 -2,003 -2,104 -2,125 -2,146 -2,168 -2,189 -2,211 -2,233 -2,278 -2,371 -2,37	4-3-18	Right-of-Way	980	21,000			-515	-520	-525														
No Change 5.344 200.400 2.004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 5 4 233 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4-3-19	Right-of-Way	7,869	200,175		-2,002	-2,022	-2,042	-2,062		0			9	_								
No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	N-3-70	HIGH-OF-Way	1.188	88,100	500	188	900	200	919								1						
No Change 5,544 200,400 2,004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 5,344 200,400 2,004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-13-2	No Change	0.0	90	0 0		0 0	0 0	00	0 0			00	0 0							0 4	0 1	
Northing	No Change 5,344 200,400 2,004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-13-201	NO CHBRIDGE	0	00	00	9.0	0 0	2 0	50	0 0			0 0	0	- 3			-1	ŕ	1	0	0	3
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No Change 5,344 200,400 2,004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 4,233 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-14-4	No Change	0 8		0 0	0	0 6	0 0	5 0	0	0	0	0	0	0	0				0	0	0	0
Na Change 5,344 200,400 2,004 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 4,233 4,233 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-14-4.01	No Change	0	0		0 0	0 0	0 0	0 1	0 1	0	0	0	0	0	0	0	0	0	0	0	0	0
No Chânge 4,233 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No Change 4,255 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14-13-1	No Change	5,344	200,400	2.83	0	0 0	0 (0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		14-15-2	No Change	4,233	0	0	0 .	0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF

Right-of-Way Right-of-Way Right-of-Way No Change	e N	and the state of t	2,748 452 452 452 503 30,246 60 60 60 60 60 60 60 60 60 60 60 60 60	25 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2.2.00 2.2.00 0 0 0 0 0 0 0 0 0 0 0 0 0	294 00000	317	340	2922 -2,9 2,922 -2,9 2,363 -2,3	.951 -2,981 1,951 -2,981 1,387 -2,411	95 -500 81 -3,011 11 -2,435 0 0	3,04	-510 -3,071 -2,484	-515 -3,102 -2,509	-521 -3,133 -2,534	-526 -3,164 -2,559	-3,196	3,228	3,280	3,283	55
Right-G-Way Right-G-Way Right-G-Way No Change Industrial Industr	m'rd				.,,,	6400000	317 5	340	4, 4,	17.17	i, i,	-3,04	-2,484	-3,102	-3,133	-3,164		3,228	92.53		+
Agght-de-way Right-de-way No Change	61.04	All of the state of the Williams .				2400000	34.	900		. 17	i,	-2,45	-2,484	-2,508	-2,534	-2,559		2,610	Ġ		326
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8-115-9-8 No Change	0	0	0	0	0	0	0	0	0	0			ď		0	,		200	0.00	2	3
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Industrial	0	0	0	0	0	0	0		*		7	_	=	13,388	13,522	13,657	13,794	13,832	14,071	717	4,00
	0	0	0	0	0		7,006,7	076 7	1 747	218 7,2	7,291 7,36			7,587	7,682	7,730	7,816	7.895	7,974	83	
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2.12	No Change	0	0	0	0
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2-14	No Change	0	0	0	0
2-18	No Change	0	0	0	0
2-17	No Change	0	0	0	0
2-18	No Chance	0	0	0	0
2-19		0	0	0	0
2-30	No Change	0	0	0	0
2-21	No Change	0	0	0	0
2.22	No Change	0	0	0	0
3-12	Right-of-Way	-638	-645	199	-658
3-13	Right-of-Way	-548	-553	-559	-585
3-14	Right-of-Way	-776	.784	-781	798
3-15	Right-of-Way	0	0	0	0
3-16	Right-of-Way	-2,995	-3,025	-3,055	-3,085
3-17	Right-of-Way	1,502	1,517	-1,532	1,547
3-18	Right-of-Way	615	-622		636
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18-114-1/4	NO Change	0	0	0	0
18-114-17-5	No Change	0	0	0	0
18-114-17-6	No Change	0	0	0	0
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18-118-8-10	No Change	0	0	0	0
18-118-9-1	Industrial	17,880	18,059	18,239	18,422
18-118-9-2	No Change	0	0	0	0
18-118-9-3	No Change	0	0	0	0
18-118-90	Industrial	12,081	12 202	12.324	12447
18-118-90	Industrial	11.598	11 714	11.831	11 949
18-118-90	Industrial	17 397	17.571	17 748	17 974
18-118-90	Industrial	10.631	10.738	10.845	10 953
8-118-90	Industrial	10.631	10 738	10.845	10 043
18-118-90	Industrial	11.115		11 338	11 451
18-118-9-7	No Chance	0	0	0	0
8-118-9-8	No Change	0	0	0	0
8-118-10-1	Industrial	1,933	1,952	1.972	1.892
8-118-10-2	Industrial	14.497	14.642	14 789	14 837
8-118-10-3	Industrial	8,215	8,297	8 380	8.484
8-118-10-4	Industrial	3.383			3.485
8-118-10-6	No Change	0	0	0	
8-118-10-8	No Change	0	0	0	0
8-118-10-8.01	No Change	0	0	0	0
8-118-10-8.03	No Change	0	0	0	0
8-118-10-8.04	No Change	0	0	0	0
8-118-10-8.05	No Chance	0	0	0	0
8-116-10-8.05	No Change	0	0	0	0
8-118-10-8.07	No Change	0	0	0	0
8-118-10-8.06	No Change	0	0	0	0
8-118-10-9	No Change	0	0	0	0
8-118-10-12	No Change	0	0	0	0
8-118-10-13	No Change	0	0	0	0
6-118-4-1	No Change	0	0	0	0
8-119-4-1.01	No Change	0	0	0	0
10-119-4-1.02	No Change	0	0	0	0
8-119-4-2	No Change	0	0	0	0
8-119-4-201	No Change	0	0	0	
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EXHIBIT 10 PROPERTY ACQUISITION AND DISPOSITION

It may be necessary to acquire all property within the Redevelopment Area, as set forth in the following site plan and legal descriptions. As of Feb. 7, 1998, the know property owners included:

Project Area Nos. 1 and 2:

Merrion Trust Partners, L.P.

Gary S. Jenkins and David H. Johnson Sinclair Marketing, Inc.

State of Missouri

Project Area No. 3:
Hillcrest, Inc.
Phillips 66 Co.
Fred J. & Catherine P. Rinehart, Trustees
Stuart & Zola H. Dickson

LEGAL DESCRIPTIONS

Owner: Phillips 66

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly right of way line of Chouteau Trafficway and the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said Westerly right of way line 160.92 feet; thence South 64 degrees 02 minutes 42 second East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East), a distance of 133.21 feet; thence North 30 degrees 34 minutes 00 seconds East, a distance of 160.00 feet to a point on the Southerly right of way line of said Chouteau Trafficway, Thence North 64 degrees 02 minutes 42 seconds West along said Southerly right of way line of Chouteau Trafficway, 125.00 feet to the point of beginning together with an easement appurtenant to the land above described over a portion of adjacent land as described in the deed recorded in Book 866 at Page 114, as Document B-91177, in the Office of the recorder of Deeds for Clay County, Missouri.

Owner: Rinehart

Commencing at the N.E. Corner of the West 1/2 of the Southeast 1/4, Section 6, Township 50 North, Range 32 West; thence West along the North line of the West 1/2 of the Southeast 1/4 of Section 6, Township 50 North, Range 32 West, a distance of 367/37 feet to a point on the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said right of way a distance of 0.99 feet; thence S. 64° 02' 42" East a distance of 125.0 feet, to the point of beginning, thence continuing along said S. 64° 02' 42" East, a distance of 24.76 feet to a point in the West right of way of Chouteau Trafficway; thence South 46° 13' East along said right of way a distance of 171.65 feet; thence South 0° 12' East, a distance of 233.63 feet; thence North 52° 46' 30" West, a distance of 58.19 feet; thence North 70° 00' West, to a point in the Easterly line of the Kansas City, Clay County and St. Joseph Railroad right of way; which point is the Southeast corner of that tract convayed by deed recorded as Document No. B-91177; thence in a Northeasterly direction along said right of way, a distance of 35 feet; thence S. 61° 19' East, a distance of 31.0 feet; thence North 30° 41' East, a distance of 250.0 feet, to the point of beginning.

Owner: Dickson

All that part of the West half of the Southeast quarter of Section 6, Township 50, Range 32 in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly line of Chouteau Trafficway and the West line of Cleveland Avenue North; thence in a Westerly direction at right angles to Cleveland Avenue

North, a distance of 80 feet; thence at right angles to last described course South to the center line of a creek; thence Easterly following the meanderings of the center line of said creek, to the West line of Cleveland Avenue North; thence North along the West line of Cleveland Avenue North to the point of beginning.

Owner: Dickson

A part of the West half of the Southeast Quarter of Section 6, Township 50, Range 32, described as follows: Beginning at a point of intersection of the North line of 43rd Street Terrace North (platted as Spring Road) with the West line of North Cleveland, thence westerly in the North line of said 43rd Street Terrace North as shown on the plat of Spring Road Addition recorded December 29, 1949 in Book 454 at page 1, in the Office of the Recorder of Deeds of Clay County, to its intersection with the Easterly right of way line of the abandoned right of way of Kansas City, Clay County and St. Joseph Railroad; thence Northerly in the Easterly line of said abandoned right of way to the southwest corner of the tract conveyed by deed filed April 28, 1968 as Document C-33526 and recorded in Book 1015 at page 415; thence Southeasterly in the South line of said tract to the southeast corner thereof and also which point is the southwest corner of the tract conveyed by deed filed November 15, 1961 as Document B-49366 and recorded in Book 732 at page 415; thence continuing southeasterly in the south line of said tract to a point in the west line of Cleveland Avenue, thence south in the West line of Cleveland Avenue to the point of beginning, all in Kansas City, Clay County, Missouri.

Owner: Hillcrest/Inc.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 64 degrees 02 minutes 42 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70 degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad; thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line 242.29 feet to the point of beginning.

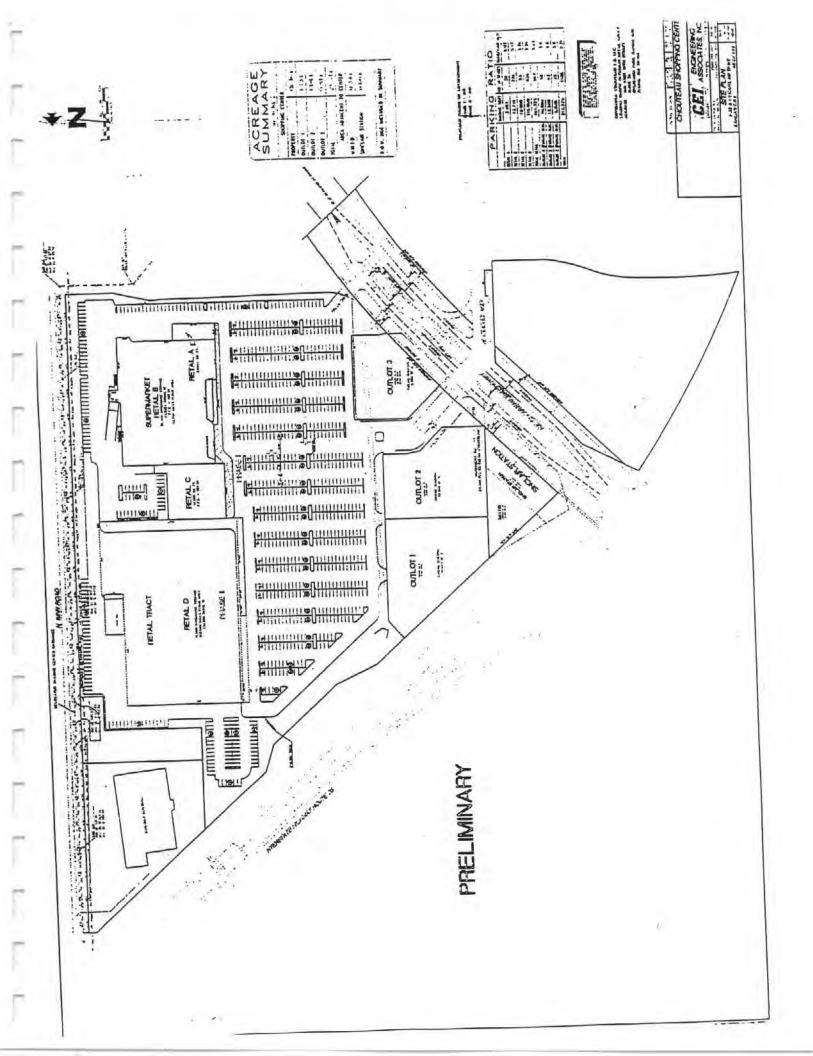
DESCRIPTION:

PROPOSED TRACT:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET; THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET; THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE

N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 107.95 FEET; THENCE N49°36'56"E 211.99 FEET; THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E 200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.



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EXHIBIT 11

SUMMARY OF REDEVELOPER'S PROPOSAL

FOR EDC USE ONLY

NAME OF PLAN CHOUTEAU - I-35 REDEVELOPMENT PLAN

1. APPLICANT INFORMATION

Applicant Name: Chouteau I-35 Development L.L.C.

Contact Person Jeff Peterson Business Phone: 345-9818 Fax 345-9166

Business Address: 8600 W. 110th Street, Overland Park, Kansas 66210

Representative authorized to sign/execute documents: Jeff Peterson

Address: 8600 W. 110th Street, Overland Park, Kansas 66210

Phone: 345-9818 Fax: 345-9166

General Contractor: Walton Construction Company

Previous Development Projects or Experience of the Organization: Principals have been involved in development of over 50 supermarkets and other large-box retailers, including site location and site development work for Target stores and various free-standing restaurants. Specific development projects include Crossroads Shopping Center, (Wal-Mart, Home Quarters, etc.), Independence, Missouri; Arrowhead Shopping Center, Independence, Missouri; Wal-Mart, Blue Springs, Missouri; Wal-Mart, Wichita, Kansas.

2 LOCATION OF REDEVELOPMENT AREA

General Boundaries: Redevelopment area is located at the southeast corner of the intersection of Interstate 35 and Chouteau Trafficway. It is bounded by the north by I-35, east by N. Winn Road, west by Parks Department property containing Chaumiere Lake to the west of Chouteau Trafficway, and south by Chouteau Park.

County: Clay Council District: 1st Total Acreage: 26.01

Please attach on a separate sheet of paper a Legal Description of the Redevelopment Area and a map indicating the location of the Redevelopment Area. Also include a 3 ½" diskette containing the Legal Description in ASCII format.

See Exhibit 1

DESCRIPTIVE SUMMARY OF PLAN AND PROJECTS:

The Redevelopment Area consists of approximately 26 acres of land located at the intersection of Interstate 35 and Chouteau Trafficway in Kansas City, Clay County, Missouri. Approximately 21.6 acres of the Redevelopment Area are located east of Chouteau Trafficway. The remaining 4.4 acres of the Redevelopment Area are located west of Chouteau Trafficway. The Redevelopment Area is divided into three project areas. Project Area Nos. 1 and 2 comprise the property located east of Chouteau. The property located west of Chouteau is designated as Project Area No. 3.

Plans for redevelopment of the site are to develop Project Area Nos. 1 and 2 into a 244,709 square foot retail shopping center with a full service supermarket, a large box retailer, two smaller in-line stores, and three retail pad sites and out parcels, at least two of which are planned to be developed as restaurants. Redevelopment of Project Area No. 3 is not contemplated by applicant at this time. As a result, no specific plans have been developed for any change from the current use of this property.

Use of TIF assistance for redevelopment of the area is necessary to cure blight related to numerous site constraints including: large areas of unstable fill consisting of construction materials and debris buried up to 15-20 feet deep, the presence of an abandoned and drained lake bed covering a significant portion of the site, and the existence of extraordinary stormwater problems related to dumping of runoff from

3

areas north of I-35 onto the Redevelopment Area. TIF funding is proposed to be used for costs associated with curing the blight on the site and to provide for improvements to the streets serving the site including reconstruction of Chouteau Trafficway adjacent to the Redevelopment Area into a five-lane boulevard as a portion of the City's planned Centennial Parkway and improvements to Northeast Winn Road adjacent to the Redevelopment Area and Northeast 42nd Street Terrace from Winn Road to Chouteau Trafficway located to the south of the Redevelopment Area. The street improvements are proposed to be accomplished in two phases. The first phase involves construction of the Parkway adjacent to the Redevelopment Area. Costs to construct this portion of the Parkway are estimated to be \$1,602,703. This work will be completed in conjunction with the construction of Project Area Nos. 1 and 2. These costs will be repaid through PILOTS and EATS captured in the TIF Special Allocation Fund. The second phase involves construction of the improvements to Northeast Winn Road adjacent to the Redevelopment Area and to Northeast 42nd Street Terrace from Winn Road to Chouteau Trafficway located to the south of the Redevelopment Area. Work on the second phase is proposed to begin only after the costs associated the first phase and with curing of the blight on the site have been fully repaid by the TIF revenues generated by the redevelopment area. The estimated cost to construct the second phase is \$400,000. These costs will be repaid by the EATS-captured in the TIF Special Allocation Fund after all costs associated with the first phase have been repaid from the Special Allocation Fund. and PILOTS

The general objectives of the Redevelopment Plan are:

- To eliminate adverse conditions which are detrimental to public health, safety, morals, or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof;
- 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 commerce, industry, and manufacturing from moving their operations to another state;

- 3. To increase employment and housing opportunities in the City; and
- To stimulate development which would not occur without TIF
 assistance.

In addition, redevelopment of the Redevelopment Area as proposed is appropriate in that it is consistent with and helps further the accomplishment of the City's goals outlined in the FOCUS Kansas City Plan and, in particular, the Northland Plan.

More specifically, the redevelopment will promote the following FOCUS Kansas City Plan objectives:

Utilities and Infrastructure

- Encourage development where public facilities (water, sewer, streets) already exist.
- Evaluate future development proposals from the standpoint of maximizing the
 efficiency of the city's existing utility infrastructure.
- Discourage extensions of utilities that increase fringe development.

Development Patterns

- Make infill development, redevelopment, or development proposed as a contiguous
 or logical extension of existing development patterns, more feasible, using direct
 assistance or development incentives where justified.
- Encourage compact, interconnected development through targeting of incentives to infill and contiguous development projects.

Transportation Infrastructure System

 Enhance connections between Kansas City north and south by extension of the parkway and boulevard system into the Northland.

PROJECT DESCRIPTION

For each Project Area within the Redevelopment Area, please attach the following:

A map showing the boundaries of each Project Area within the Redevelopment
 Area;

See Exhibit 1.

Project Area No. 1 is designated as Phase I on the site plan attached as Exhibit 1. It includes redevelopment of all of the property in the Redevelopment Area located east of Chouteau Trafficway except for that portion designated as Phase II on the site plan.

Project Area No. 2 is designated as Phase II on the site plan and consists of Building D as shown on the plan.

Project Area No. 3 includes all of the property located to the west of Chouteau Trafficway.

- Legal Descriptions of each Project Area (also to be included on diskette);
 See Exhibit 1 and attached diskette.
- Current land use and zoning for each Project Area, and a map indicating such;
 See Exhibit 2.

Project Area No. 1: The land in this area is currently vacant except for an existing Sinclair Gas Station located at the northwest corner of the area. Current zoning is CP2 for all of the area except the Sinclair Gas Station site, which is CP1.

Project Area No. 2: The land in this area is currently vacant. Current zoning is CP2.

Project Area No. 3: Current land uses in this area are a Phillips 66

Service Station, a commercial building, an office building, and vacant property. Current zoning is CP1, CP2, and R2B.

Proposed land use and zoning for each Project Area, and a map indicating such;
 See Exhibit 3.

Project Area Nos. 1 and 2: Proposed land use is a retail shopping center. The existing CP2 zoning will remain in place. A plan amendment will be required.

Project Area No. 3: Existing land use and zoning will remain until such time as a specific redevelopment project is identified for this area, at which time rezoning may be required.

Off site public improvements to be made in each Project Area (i.e. infrastructure, streetscaping, signalization, etc.);

See Exhibit 3.

Project Area Nos. 1 and 2: Reconstruction of Chouteau Trafficway adjacent to the redevelopment area into a 5-lane boulevard as a part of the City's Centennial Parkway, including traffic control, site grading, storm sewer, utility relocations (water main, sanitary sewer, electrical, natural gas), asphalt paving, curb and gutters, sidewalks, street lights, landscaping, striping, and traffic signals. Construction of improvements to Northeast Winn Road adjacent to the Redevelopment Area and to Northeast 42nd Street from Winn Road to Chouteau Trafficway located to the south of the Redevelopment Area is proposed to begin only after the costs associated with construction of the Parkway adjacent to the Redevelopment Area and

- state of Sand souther

with curing of the blight on the site have been fully repaid by the TIF revenues generated by the redevelopment area.

Project Area No. 3: No additional off site improvements are anticipated in conjunction with redevelopment of this project area.

 A development schedule for the Plan, including when each Project Area will be developed;

See Exhibit 4.

Project Area No. 1: Construction on this area and the Phase I off site improvements to Chouteau Trafficway are expected to begin in May 1998 and to be completed in May 1999.

Project Area No. 2: Construction on this area is expected to begin in February 1999 and to be completed in October 1999.

A list of any nationally or locally historical properties and/or districts within each
 Project Area (call Lisa Briscoe at the City Landmarks Commission, 274-2555, for information regarding local and national historical properties).

Not Applicable

Design plans for each Project Area (including site plans & elevations)

See Exhibit 3.

Building elevations will be provided prior to the TIF Commission Hearing.

Evidence of the TIF Commission's statutory requirement of Blight, Conservation
 Area or Economic Development Area and "But For" (see TAB 4)

Evidence of Blight: A Blight Study prepared by Rule & Company is attached as Exhibit 10.

"But For TIF": Under current conditions in real estate capital markets, returns on real estate equities range from 12 to 17 percent for well-leased operating properties which are leased to "credit" tenants. As set forth in Exhibit 5, without the recapture of the extra ordinary costs (TIF reimbursable costs), the proposed redevelopment Project Area Nos. 1 and 2 do not meet this rate of return. The estimated cash on cash returns on equity for these Project Areas is 5.45% in Year 1 and 7.70% in Year 2. In addition, the Internal Rate of Return (IRR) without the capture of the TIF revenues is -4.4% at the end of the first 10 years of operation. These returns are not sufficient to attract private investment capital. However, as set forth in the project proformas in Exhibit 5, with the TIF revenues requested, the estimated returns are 9.82% in Year 2 of operation and there is a positive cash flow for each year that the projects are in operation. As a result, the returns are sufficient for the Developer to undertake the Project.

PROJECT BUDGET

For each Project Area, please attach the following:

A complete development pro forma indicating total development costs by Project;
 See Exhibit 5.

Exhibit 5-A indicates costs for development of Project Area No. 1 without TIF.

Exhibit 5-B indicates costs for development of Project Area No. 1 with TIF, including TIF reimbursible expenses, which are shown as "extraordinary costs." Exhibit 5-C indicates costs for both Project Area Nos. 1 and 2 without TIF.

Exhibit 5-D indicates costs for both Project Area Nos. 1 and 2 with TIF, including TIF reimbursible expenses.

 An operating pro forma indicating expected revenue and expenses over a 10-year period;

See Exhibit 6.

The annual cash on cash return on investment shown on Exhibit 6 includes loan costs.

Amount and source of equity to be provided;

Estimated Amount of Reimbursable Costs from Economic Activity Taxes and PILOTS within Redevelopment

Project Area

Project Area No. 1 \$ 4,798,591

Project Area No. 2 \$ 0

Estimated Private Investment and Other Sources within Proposed Redevelopment Project Area

Project Area No. 1 \$10,759,237 Project Area No. 2 \$ 5,828,854

TOTAL

Project Area Nos. 1 & 2

\$21,386,682

- Amount and terms of private financing;
- Name of Lender(s);
- A copy of the Developer's Loan Application provided to lender(s);
- Evidence of commitment to provide funds from the lending institution (signed by the lender and noting conditions and contingencies, if any);

See Exhibit 7.

Project financing for Project Area No. 1 and all extraordinary costs (TIF reimbursible expenses) will be provided by Fleming Companies, developer of the proposed supermarket (Building B) through available lines of credit for a construction loan and existing available funds. The precise amounts of equity and funds to be provided by a construction loan have not yet been determined. The applicant

requests that bonds be issued to be repaid using the pay-as-you-go method. Fleming Companies will either purchase the bonds or provide sufficient credit to ensure that the bonds are marketable.

Itemized sources and uses of any public assistance to be used.

Not Applicable

11

CONSTRUCTION TOTALS BY PROJECT AREA*

Please complete the following chart for each Project Area. Reproduce this chart for each Project Area.

Project Area No. 1

	New Construction	Existing Structures to Remain As Is	Existing Structures to be Rehabilitated	Total	Existing Structures to be Demolished
Square Feet of OFFICE Space					
Square Feet of RETAIL Space	114,709			114,709	
Square Feet of INSTITUT. Space					
Square Feet of INDUSTRIAL Space					
Total Square Feet	114,709		1	114,709	
Number of DWELLING UNITS					
Number of HOTEL ROOMS					
Number of PARKING SPACES	1,105			1,105	

^{*}A Project Area is defined as a specific geographical area within the overall Plan Area that is developed during a specific time frame.

Project Area No. 2

	New Construction	Existing Structures to Remain As Is	Existing Structures to be Rehabilitated	Total	Existing Structures to be Demolished
Square Feet of OFFICE Space					
Square Feet of RETAIL Space	130,000			130,000	
Square Feet of INSTITUT. Space				1	
Square Feet of INDUSTRIAL Space					
Total Square Feet	130,000			130,000	
Number of DWELLING UNITS				V %	
Number of HOTEL ROOMS					
Number of PARKING SPACES	0*			0*	

^{*}All parking spaces for Project Area No. 2 will be constructed in conjunction with Project Area No. 1.

13

Employment Information

Project Area Nos. 1 and 2

Permanent jobs to be CREATED in Kansas City	699
Permanent jobs to be RELOCATED to Kansas City	
Permanent jobs to be RETAINED in Kansas City	
TOTAL:	699
Anticipated Annual Payroll	\$10,597,200
Estimated number of construction workers to be hired during construction phase	239

Note: Permanent jobs to be created were estimated based on 2.5 employees per 1,000 square feet except for Fleming store (Building B in Project Area No. 1), which is based on actual projections from Fleming Companies. Construction worker estimates were provided by Walton Construction, the general contractor for the redevelopment project.

ECONOMIC IMPACT

For each Project Area, please provide the following:

- Existing Economic Activity Taxes (EATS) (i.e. utilities, food & beverages, sales, hotel rooms, use, corporate profits, and individual earnings taxes);
- Anticipated EATS;
- Anticipated Payments in Lieu of Taxes (PILOTS), which are 100% of the revenues derived from an increase in assessed value.

See Exhibit 8.

Assessed valuations for real property are assumed to increase at the rate of 2% every other year (shown on the tables as 1% per year), with no levy increases. Net earnings, sales tax, and food and beverage

tax revenues are assumed to increase due to inflation at a rate of 2% per year.

CONTROL OF PROPERTY

If the Applicant owns the project site, indicate:

Date of purchase: Not Applicable Mortgage(s): Not Applicable

Balance of existing Mortgage(s): Not Applicable

Submit copies of promissory note(s), deed(s) of trust and deed(s) for each mortgage.

If the Applicant has a contract or option to purchase the project site, indicate:

Date purchase/option contract signed: Merrion Trust Partners, L.P.: July 9,

1997; Gary S. Jenkins and David H. Johnson: May 10, 1997.

Closing/expiration date: Merrion Trust Partners, L.P.: Original closing date August 22, 1997 (45 day rollover extension provision until July 7, 1998, at a cost of \$1,706.25 per extension); Gary S. Jenkins and David H. Johnson: Original closing date July 31, 1997; successive 45 day extensions until June 1, 1998; any extensions after December 31, 1997 require deposit of additional earnest money in the amount of \$5,000 per extension.

Submit a copy of purchase/option contract(s).

See Exhibit 9.

If the Applicant will lease the project site, indicate:

Legal Name of Owner: Not Applicable

Owner's Address: Not Applicable

Owner of land upon completion of the Project: Chouteau I-35 Develoment, L.L.C.

10. LAND ACQUISITION

For each project area, please provide the following:

- A map showing all parcels to be acquired
 See Exhibit 1.
- Addresses of all parcels to be acquired;
 Address unknown for vacant land.
- Current owners of all parcels to be acquired;

Project Area Nos. 1 and 2:

Merrion Trust Partners, L.P.

Gary S. Jenkins and David H. Johnson

Sinclair Marketing, Inc.

State of Missouri

Project Area No. 3:

Hillcrest, Inc.

Phillips 66 Co.

Fred J. & Catherine P. Rinehart, Trustees

Stuart & Zola H. Dickson

Is the use of eminent domain anticipated? May be required for acquisition of Sinclair Gas Station site included in Project Area No. 1 and all tracts in Project Area No. 3 if applicant is unable to acquire tracts through good faith negotiations with property owners. Applicant requests authority be granted in conjunction with approval of the Redevelopment Plan for use of eminent domain to acquire these tracts, if necessary. Property owned by State of Missouri located in Project Area No. 1 is expected to be acquired through negotiations with the Missouri Department of Transportation. Use of eminent domain is not anticipated for acquisition of this property.

11. TAX ABATEMENT

For any property for which tax abatement is requested, please provide the following:

- Current or past tax abatement provided for the subject property;
- The purchase price of the land;
- Current assessed value of the land and improvements;
- Projected assessed value of the land and improvements upon completion of the project.

Not Applicable.

12. PLEASE SUBMIT EVIDENCE OF COMPLIANCE TO THE AFFIRMATIVE ACTION POLICY FOUND UNDER TAB 5.

Although the Applicant has not yet retained all consultants for professional services and subcontractors for construction services to be used in conjunction with the project, the Applicant and its General Contractor are aware of the TIF Commission's Affirmative Action Policy and will comply with the goals established in the Policy for the participation of Minority Business Enterprises (MBE) and Women's Business Enterprises (WBE).

Legal Description and Map of Redevelopment Area and Project Area

EXHIBIT 1 A. REDEVELOPMENT AREA

LEGAL DESCRIPTIONS

Owner: Phillips 66

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly right of way line of Chouteau Trafficway and the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said Westerly right of way line 160.92 feet; thence South 64 degrees 02 minutes 42 second East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East), a distance of 133.21 feet; thence North 30 degrees 34 minutes 00 seconds East, a distance of 160.00 feet to a point on the Southerly right of way line of said Chouteau Trafficway, Thence North 64 degrees 02 minutes 42 seconds West along said Southerly right of way line of Chouteau Trafficway, 125.00 feet to the point of beginning together with an easement appurtenant to the land above described over a portion of adjacent land as described in the deed recorded in Book 866 at Page 114, as Document B-91177, in the Office of the recorder of Deeds for Clay County, Missouri.

Owner: Rinehart

Commencing at the N.E. Corner of the West 1/2 of the Southeast 1/4, Section 6, Township 50 North, Range 32 West; thence West along the North line of the West 1/2 of the Southeast 1/4 of Section 6, Township 50 North, Range 32 West, a distance of 367/37 feet to a point on the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said right of way a distance of 0.99 feet; thence S. 64° 02' 42" East a distance of 125.0 feet, to the point of beginning, thence continuing along said S. 64° 02' 42" East, a distance of 24.76 feet to a point in the West right of way of Chouteau Trafficway; thence South 46° 13' East along said right of way a distance of 171.65 feet; thence South 0° 12' East, a distance of 233.63 feet; thence North 52° 46' 30" West, a distance of 58.19 feet; thence North 70° 00' West, to a point in the Easterly line of the Kansas City, Clay County and St. Joseph Railroad right of way; which point is the Southeast corner of that tract convayed by deed recorded as Document No. B-91177; thence in a Northeasterly direction along said right of way, a distance of 35 feet; thence S. 61° 19' East, a distance of 31.0 feet; thence North 30° 41' East, a distance of 250.0 feet, to the point of beginning.

Owner: Dickson

All that part of the West half of the Southeast quarter of Section 6, Township 50, Range 32 in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly line of Chouteau Trafficway and the West line of Cleveland Avenue North; thence in a Westerly direction at right angles to Cleveland Avenue

North, a distance of 80 feet; thence at right angles to last described course South to the center line of a creek; thence Easterly following the meanderings of the center line of said creek, to the West line of Cleveland Avenue North; thence North along the West line of Cleveland Avenue North to the point of beginning.

Owner: Dickson

A part of the West half of the Southeast Quarter of Section 6, Township 50, Range 32, described as follows: Beginning at a point of intersection of the North line of 43rd Street Terrace North (platted as Spring Road) with the West line of North Cleveland, thence westerly in the North line of said 43rd Street Terrace North as shown on the plat of Spring Road Addition recorded December 29, 1949 in Book 454 at page 1, in the Office of the Recorder of Deeds of Clay County, to its intersection with the Easterly right of way line of the abandoned right of way of Kansas City, Clay County and St. Joseph Railroad; thence Northerly in the Easterly line of said abandoned right of way to the southwest corner of the tract conveyed by deed filed April 28, 1968 as Document C-33526 and recorded in Book 1015 at page 415; thence Southeasterly in the South line of said tract to the southeast corner thereof and also which point is the southwest corner of the tract conveyed by deed filed November 15, 1961 as Document B-49366 and recorded in Book 732 at page 415; thence continuing southeasterly in the south line of said tract to a point in the west line of Cleveland Avenue, thence south in the West line of Cleveland Avenue to the point of beginning, all in Kansas City, Clay County, Missouri.

Owner: Hillcrest/Inc.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 64 degrees 02 minutes 42 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70

degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad; thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line 242.29 feet to the point of beginning.

DESCRIPTION:

PROPOSED TRACT:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET; THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET; THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 107.95 FEET; THENCE N49°36'56"E 211.99 FEET; THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E 200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

LEGAL DESCRIPTIONS

B. REDEVELOPMENT PROJECT AREA

DESCRIPTION:

PROPOSED TRACT:

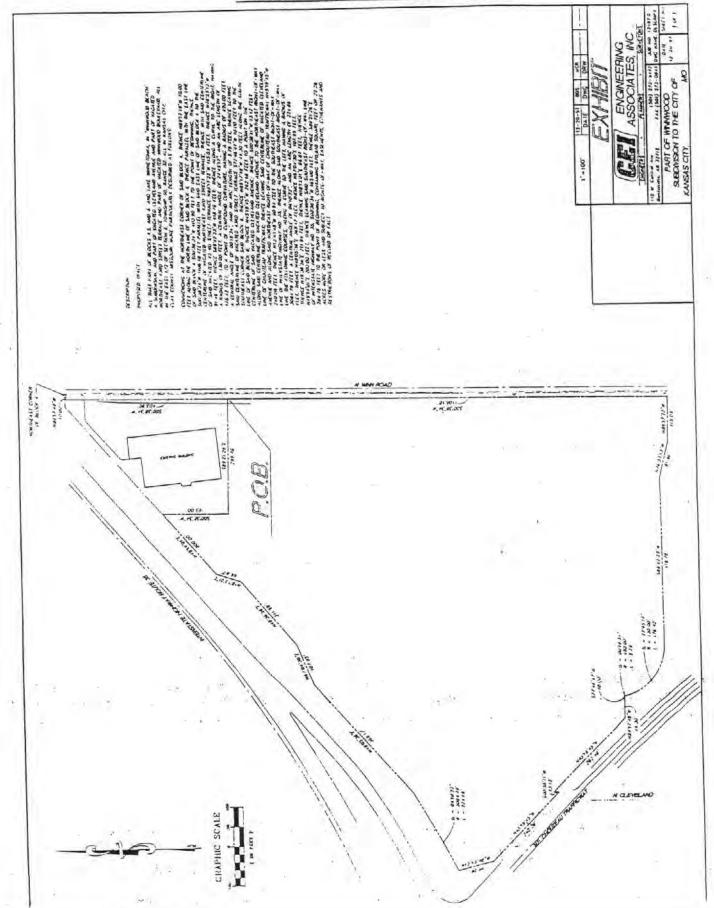
ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET: THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET: THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 107.95 FEET; THENCE N49°36'56"E 211.99 FEET; THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E 200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

EXHIBIT I

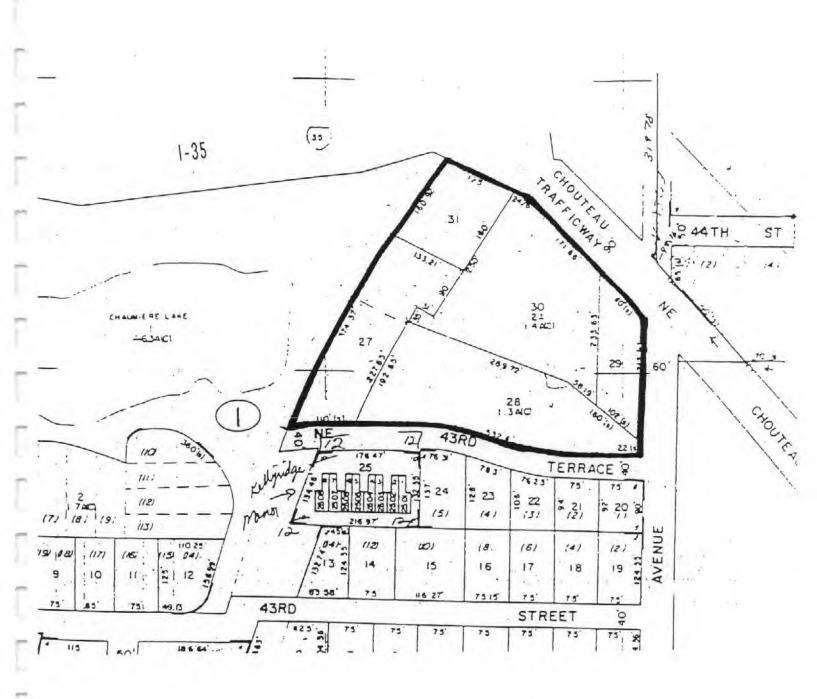
SURVEYORS DRAWING OF LEGAL DESCRIPTIONS

C. REDEVELOPMENT PROJECT AREA

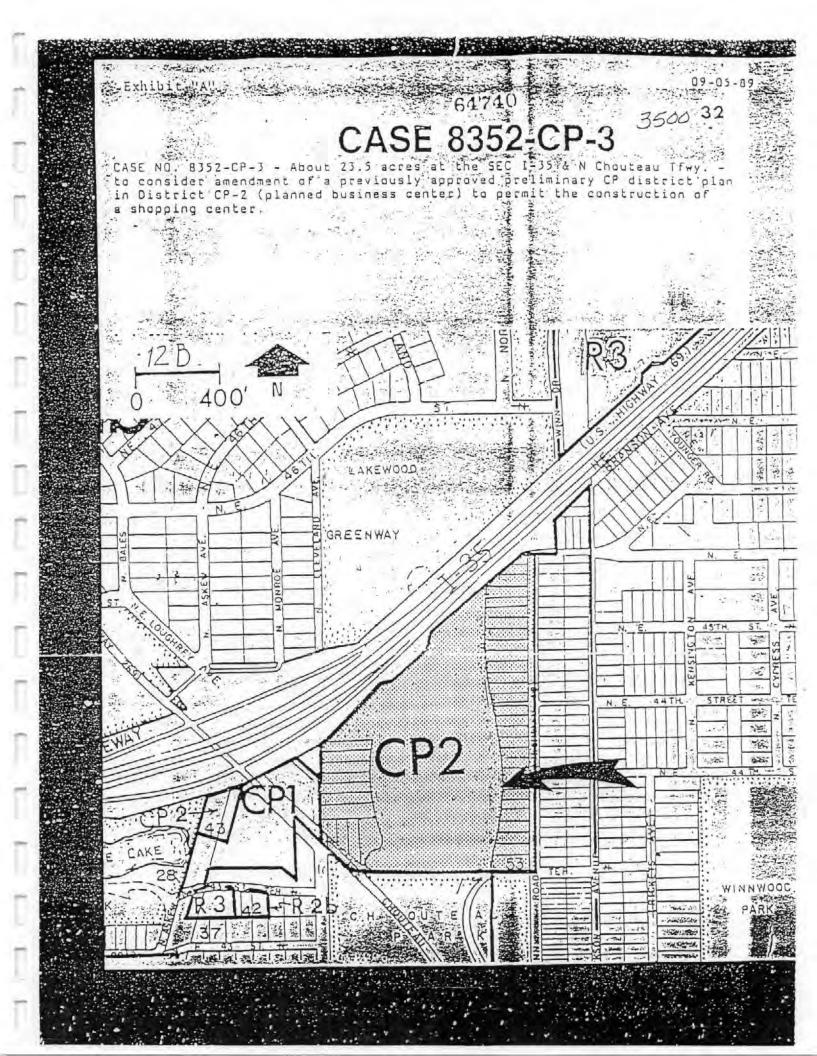


TAX PLAT DRAWING OF LEGAL DESCRIPTIONS

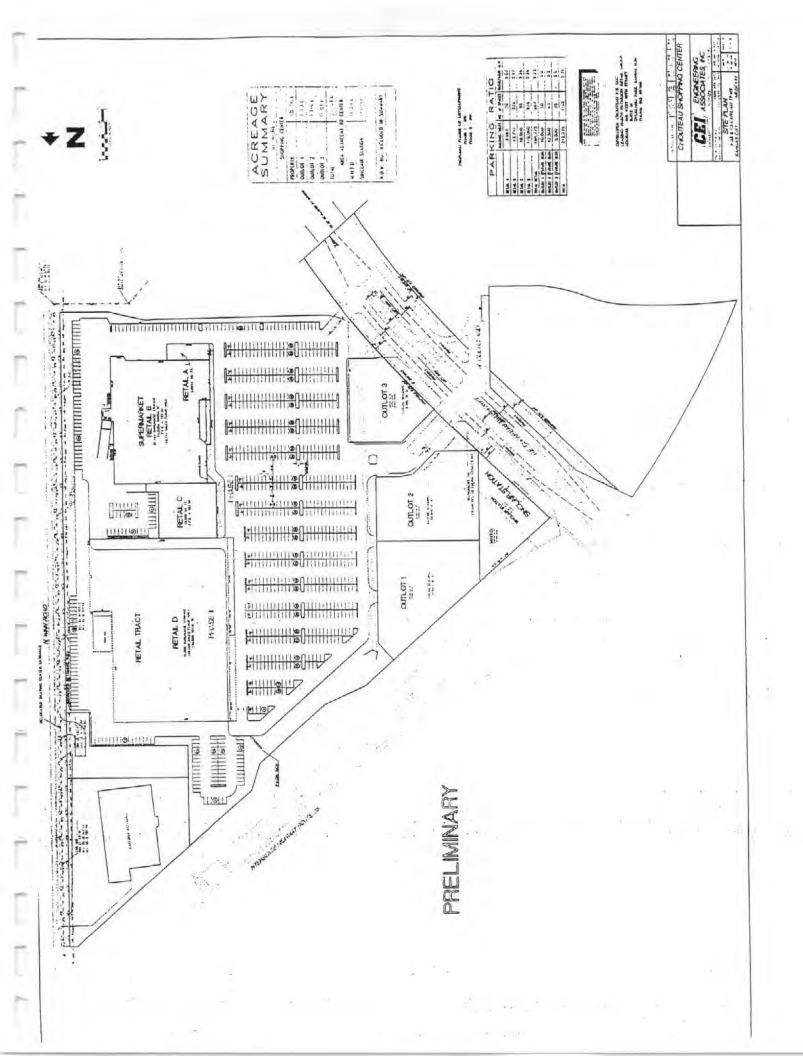
D. REDEVELOPMENT AREA NOT PART OF PROJECT AREA (OUTLINED IN BOLD)



Current Land Use and Zoning of Project Area

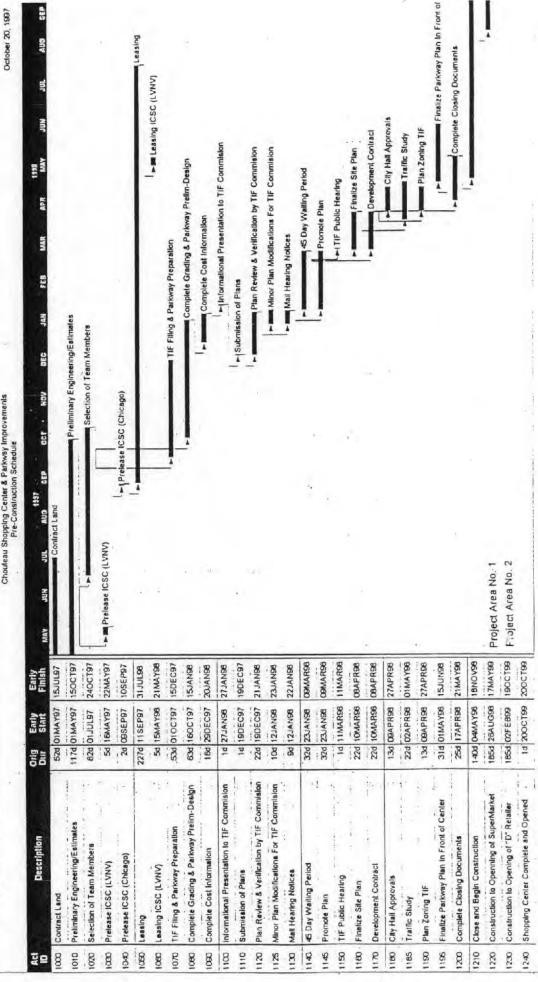


Map of Proposed Land Use



Development Schedule for Redevelopment Plan

Chouleau Shopping Center & Parkway Improvements Pre-Construction Schedule



October 20, 1997 I ►1 Shopping Center Complete and Opened Construction to Opening of "D" Retailer Chouleau Shopping Center & Parkway Improvements Pre-Construction Schedule Construction to Openning of SuperMarket 1899 Close and Begin Construction Center

Development Pro Forma for Project

Development Proforma for Project

This project will be built in two phases. Phase I will be anchored by a Supermarket and built in year one. It is anticipated that Phase II will be anchored by a 130,000 square foot major anchor. The proforma options do not include debt service, which will be necessary to develop the center, and are shown by stage of completion with associated costs and income:

Exhibit 5-A: Partial closing proforma - year 1
Phase I - without TIF

Cash/cash return 5.45%

Exhibit 5-B: Partial closing proforma - year 1

Phase I - with TIF Cash/cash return 7.74%

Exhibit 5-C: Full closing proforma - year 2 -

Phase I & II - complete center - without TIF

Cash/cash return 7.70%

Exhibit 5-D: Full closing proforma - year 2

Phase I & II complete center - with TIF

Cash/cash return 9.83%

		1/10/98		9:49 PM	CodiSaEt	Value
Property WITHOUT T.I.	Name .F. CHOU	TEAU CLOS	ING PROF	RMA	Cost/SqFt \$131.94	\$15,266,275
Antides Dates		Lass Engr	Einanoina		Equity	\$15,266,275
Asking Price		Loan Fees	THE RESERVE THE PROPERTY OF THE PERSON NAMED IN	100.009/	Principle of the Princi	\$0
YEAR ONE			% Down		Loan Amt	\$942,027
- 1			Int.Rate		Income	\$361,012
Type			Tem/Year		Other Inc.	
PHASE I		\$0	Pmt/Year		Vacancy	\$39,091
Tot.SqFt			# of Pmt		Expense	\$431,537
115,709			Mo.Pmt	\$0	NOI	\$832,411 \$0
			Ann.Pmt	\$0	Debt Ser	27 L 27 L 1 L 2000
			Dbt Ratio	#DIV/0!	Cash Flow	\$832,411 5.45%
2-17-19-0-12	201				CAP Rate	
Analysis by So		4300	42.22	المادووو	Cash/Cash	5.45%
Income	\$11.26	Loan		R/E Tax		Max Op SqFt
NOI	\$7.19	Debt Ser	\$0.00	Insurance	\$0.14	82,651
Cash	\$7.19	TotExp	\$3.73	the state of the s		Max Op %
Equity	\$131.94	OpExp	\$3.22	MinSqFt	33,058	71.4%
Evenes		Actual	Est. as %		Annual	Ŧ
Expense		Dollars	Income	3	Expense	
Item		Dollars	moonie		Ефенос	
Non Operation	ig Exp		3.00%	39,091	\$39,091	
Vacancy						
Reserves			4.00%			
Commission	200		7.00%			
Management			.2.00%	18,841	\$18,841	
Operating Ex					E005 000	
Real Estate T	ax	265,000		0		
Insurance		16,199		0		
Management	Fee	V	1.00%	+		
Acct & Legal		3,000		0		
Electric			1.00%			
Gas			0.50%			
Water			0.50%			
Trash Remov			0.35%			
Maint & Repa	ir		1.00%			
Lawn Maint			1.00%			4
Snow Remov	al		1.50%			
Parking Lot			0.50%			
Office Suppli	es		2.2.2.2		\$0	
Clean Ser			1.00%	9,420		
Contract Lab					\$0	
Elevator			1		50	
Pest Cont					\$0	
Telephone			8 5.75		0, \$0	
Miscellaneou	S		1.00%			
open		To-			0 \$0	
open					0 \$0	
open					0 \$0	
open					0 \$0	
open					0 \$0	
open					0 \$0	
open				110	0 \$0)
					\$372,279	
Total Operati				42	\$431,537	
Total Annual	Expense	•			4.5.,50	

EXHIBIT 5-A

			1/10/98		9:52 PM	0-40-5	Value
	Property N	ame	LOLOGINO	DDOCODA		Cost/SqFt \$92.99	Value \$10,759,237
	WITH T.I.F. CH	OUTEAL	CLOSING	PROFORMA		\$92.99	\$10,755,257
	Asking Price		Loan Fees	Financing		Equity	\$10,759,237
	YEAR ONE		0.00%	% Down	100.00%	Loan Amt	\$0
	1 - 111, -11-			Int.Rate	0.00%	Income	\$942,027
	Туре	7,00		Term/Year	20	Other Inc.	\$361,012
	PHASE I			Pmt/Year	E - 17- (7-1)	Vacancy	\$39,091
			40	# of Pmt	2.71	Expense	\$431,537
	Tot.SqFt			Mo.Pmt	250,000	NOI	\$832,411
	115,709			Ann.Pmt	T. C. I.	Debt Ser	\$0
				Dbt Ratio	#DIV/0!	Cash Flow	\$832,411
				DDI Ratio	#010/01	CAP Rate	7.74%
							7.74%
	Analysis by Sq.			14.52	222	Cash/Cash	
	Income	\$11.26		C. C. CARCONAL CO.	R/E Tax		Max Op SqFt
	NOI	\$7.19	Debt Ser		Insurance	\$0.14	82,651
	Cash	\$7.19	TotExp	\$3.73			Max Op %
	Equity	\$92.99	OpExp	\$3.22	MinSqFt	33,058	71.4%
	_		Actual	Est. as %		Annual	
	Expense					Expense	
	Item	2.50	Dollars	Income		Expense	
	Non Operating	Exp		0.000	20 004	620,001	
	Vacancy			3.00%			
	Reserves			4.00%			
	Commission			7.00%			
	Management F	ee		2.00%	18,841	\$18,841	
	Operating Exp	1					
9,	Real Estate Ta		265,000)	0	\$265,000	
	Insurance		16,199	9	0	\$16,199	
	Management F	ee		1.00%	9,420	\$9,420	
	Acct & Legal		3,000			\$3,000	
	Electric		22,000	1.00%	9,420	\$9,420	
	Gas			0.50%			
	Water			0.50%			
				0.35%			
	Trash Remova			1.00%			
	Maint & Repair			1.00%			
	Lawn Maint			1.50%			
٠	Snow Remova	1 -			A STATE OF THE PARTY OF THE PAR		
	Parking Lot			0.50%		-	
	Office Supplie	S				P)	
	Clean Ser			1.009			
	Contract Lab					0 \$0	
	Elevator	-				0 50	
	Pest Cont	7			9	0 \$0	
	Telephone	- 1		30 2	4 4 4	0 \$0	
	Miscellaneous			1.009	6 9,42	0 \$9,420)
	open					0 \$0	1
	open					0 \$0)
						0 \$0)
	open					0 50)
	open					0 \$0	
	open					0 \$0	
	open					0 . \$(
	open					•	
	Total Operation	on Exp	1			\$372,27	
	Total Annual		•			\$431,53	7
	TOTAL ATTITUDE		3				

EXHIBIT 5-B

	1/10/98					
_	Chouteau Partial Buildout - C	Costs Phase I			Extra	
	-11	256 25 4 1 2 2 2 2		Normal	Ordinary	
	nd 20.83 Acres and Parkway	Land Area	Cost/SF	Total	Cost	Total
	na 20.00 Acces and I antivary			Cost		
П	nd Acquision Cost	907,371	\$3.28	\$2,976,829	\$0	\$2,976,829
	nd Cost Parkway	(4,544)	(\$3.36)	(\$15,268)	\$250,000	\$234,732
	ntingency Parkway	(4,544)	\$0.00	\$0	\$100,000	\$100,000
	t Land Cost @ Closing	902,827	40.00	\$2,961,561	\$350,000	\$3,311,561
	t Land Cost @ Closing	302,021		\$2,501,001	***************************************	V =10.11,000.
	e Work		41.24		** ***	64 070 400
	rkway Improvements		\$0.06	\$52,500	\$1,026,900	\$1,079,400
	-Site Improvements		\$1.28	\$1,161,024	\$1,773,993	\$2,935,017
	ntingency		\$0.22	\$200,000	\$400,000	\$600,000
	t Site Work Cost		\$1.56	\$1,413,524	\$3,200,893	\$4,614,417
	ilding Construction	Bldg.Area	Cost/SF	Total		
F	noon, B	65,225	\$48.00	\$3,130,800	\$0	\$3,130,800
	ocery-B	3,984	\$40.50	\$161,352	\$0	\$161,352
	rtail C	18,000	\$45.00	\$810,000	\$0	\$810,000
М		0,000	\$0.00	\$0	\$0	\$0
	rtall D rtparcel Retail Leases	12,500	\$45.00	\$562,500	\$0	\$562,500
	rtparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
п	A CONTRACTOR OF THE PROPERTY O	13,000	40.00	\$225,000	\$0	\$225,000
	intingency	114,709	\$43.08	\$4,889,652	\$0	\$4,889,652
	tal Leasable	114,709	945.00	\$4,000,002		
	nall Shop Ti Allowance	18,500	\$5,00	\$92,500	\$0	\$92,500
	otal Bldg Cost			\$4,982,152	\$0	\$4,982,152
_						
	direct Cost		1,575	4000 000	202202	*100.000
r	chitectural		\$0.87	\$100,000	\$20,000	\$120,000
	ngineering		\$1.74	\$200,000	\$75,000	\$275,000
	arketing & Promotion		\$0.09	\$10,500	\$0	\$10,500
_	egal .		\$1.22	\$140,000	\$100,000	\$240,000
	tle Insurance		\$0.13	\$15,000	- \$0	\$15,000
	evelopment Fee		\$1.74	\$200,000	\$0	\$200,000
_	easing & Sales Commissions	44 0 1 4	\$3.00	\$344,000	\$0	\$344,000
	easing Admin.Fee		\$0.09	\$10,000	\$5,000	\$15,000
	ermits/Fees		\$0.22	\$25,000	- \$0	\$25,000
	axes & Insurance		\$0.44	\$50,000	\$0	\$50,000
П	ontingency		\$0.57	\$65,000	\$25,000	\$90,000
	ppraisal		\$0.07	\$7,500	\$0	\$7,500
	IF Prof. Cost		\$0.00	\$0	\$75,000	\$75,000
	otal Indirect Cost		\$10.17	\$1,167,000	\$300,000	\$1,467,000

	Financing Cost					
	Site Construction Interest		\$3.05	\$350,000	\$0	\$350,000
_	Building Construction and Holding Interest		\$5.65	\$540,000	\$0	\$540,000
	_oan Fees		\$1.92	\$220,000	\$0	\$220,000
	Closing Costs		\$1.31	\$150,000	\$0	\$150,000
	Open		\$0.00	\$0	\$0	\$0
٦	Equity Placement Fee		\$0.00	\$0	\$0	\$0
	nterest Accrual until T.I.F. begins paying		\$0.00	0	\$656,145	\$656,145
	Total Financing Costs		\$10.98	\$1,260,000	\$656,145	\$1,916,145
	Total Development Costs			\$11,784,237	\$4,507,038	\$16,291,275
	Pad Sales					
-	Outlot 1	65,000	\$9.00	\$600,000	\$0	\$600,000
	Outlot 3 plus	35,344	\$12.00	\$425,000	\$0	\$425,000
	Total Pad Sales			\$1,025,000	\$0	\$1,025,000
-	Net Development Costs Less Pad sales			\$10,759,237	\$4,507,038	\$15,266,275
	TIF Bond Riembursement		· ·	\$0	(\$4,507,038)	(\$4,507,038)
	Total Development Costs Less TIF Bond	d				\$10,759,237
	or and a to a to know any and particle, and the					

Note: See attached sheets.

		CHOUSE ALL DADTIAL S	DENT	OIL VE	BANE				
		CHOUTEAU PARTIAL	KENIR		AM RATE	\$3.12			
-	10/98	Maria .	C- EL	C	Rent SqFI	CAM-SqFt	Monthly Rent	Mth CAM	Monthly Total
#		Name	Sq.FL	CC 200	\$7.35	\$3.12	\$39,950.31	\$16,958.50	\$56,908.81
OF		FLEMING FOODS		65,225			\$23,083,20	\$5,715.84	\$28,799.04
SA		SMALL TENANT		21,984	\$12.60	\$3,12	\$15,468.75	\$3,510.00	\$18,978.75
		DR THRU DRUG STOR		13,500	\$13.75	\$3.12		\$0.00	
OF	Q S	MAJOR TENANT D		0	\$6,80	\$3.12	\$0.00		\$0.00
	0	Outparcel One		10,000	\$0.00	\$3.12	\$0.00	\$2,600.00	\$2,600.00
	O	Outparcel Three		5,000	\$0.00	\$3.12	\$0.00	\$1,300.00	\$1,300.00
	0	Open		0	\$0.00	\$0.00	\$0.00	\$0,00	\$0,00
	0	Ореп		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0,00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
				0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0		\$0.00	\$0.00	\$0.00	\$0.00
		Open			\$0.00	2,010,00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00		\$0.00	\$0.00
	0	Open		0	\$0.00	\$0.00	\$0.00	\$0.00	30.00
		Total Rental Sq Ft		115,709			\$78,502.26	\$30,084.34	\$108,586.60
#		Name	Sq.Ft.		Rent SqFt	CAM SqFt	Annual Rent	Ann CAM	Annual Total
	RB	FLEMING FOODS	-4	65,225	\$7.35	\$3.12	\$479,403.75	\$203,502.00	\$682,905.75
	A&C	SMALL TENANT		21,984	\$12.60	\$3.12	\$276,998.40	\$68,590.08	\$345,588.48
0		The second secon	-		\$13.75	\$3.12	\$185,625.00	\$42,120.00	\$227,745.00
٠.		DR THRU DRUG STOR	-	13,500			\$0.00	\$0.00	\$0.00
O	RD	MAJOR TENANT D		0	\$6.80	\$3.12	\$0.00	\$31,200.00	
		Outparcel One		10,000	\$0.00	\$3.12			\$15,600.00
		Outparcel Three		5,000	\$0.00	\$3.12	\$0.00	\$15,600.00	
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0	Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0	Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open .		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open		0	\$0.00	\$0:00	\$0.00	\$0.00	. \$0.00
				. 0	\$0.00	\$0.00	\$0.00	\$0.00	
		Open		0	\$0.00	\$0.00	\$0.00	\$0.00	
		Open		3		\$0.00	\$0.00	\$0.00	
	C	Ореп		0	\$0,00	30.00	3 0,00	40.00	
		- F1			160		\$942,027.15	\$361,012.08	\$1,303,039.23
#		Name	Sq.Ft		Rent SqFt	CAM SqFt	SqFt %	Income %	
	RB	FLEMING FOODS		65,225	\$7.35	\$3,12	56.37%		6 Vacant space
	A&C			21,984	\$12.60	\$3.12	19.00%	26.529	6
-		DR THRU DRUG STO	F	13,500	\$13.75	\$3.12	11.67%	17.489	6 Per Cent Vacant
10	RD	MAJOR TENANT D		0	\$6.80	\$3.12	0.00%	0.009	6 0.00%
,0				10,000	\$0.00	\$3.12	8.64%		6 Rent per Sq.Ft.
		O Outparcel One.	-8	5,000	\$0.00	\$3.12	4.32%	1.209	
1		Outparcel Three			\$0.00	\$0.00	0.00%	0.00	
		O Open	0	. 0		\$0.00	0.00%		6 Lost Income
10		O Open		0	\$0.00		0.00%	0.00	
		O Open		0	\$0.00	\$0.00	0.00%	0.00	
		0 Open		0	\$0.00	\$0.00		0.00	
		0 Open		0	\$0.00	\$0.00	0.00%		
		0 Open		0	\$0.00	\$0.00	0.00%	0.00	
		S. S. B. 7777		0	\$0.00	\$0.00	0.00%	0.00	
		0 Open			en m	\$0,00	0.00%	0.00	
		0 Open		0	\$0.00				
		O Open O Open		0	\$0.00	\$0.00	0.00%	0.00	
	10	0 Open 0 Open 0 Open		0	\$0.00		0.00%	0.00	
		O Open O Open O Open O Open		0	\$0.00	\$0.00 \$0.00			%
		O Open O Open O Open O Open O Open		0	\$0.00	\$0.00	0.00% %00.0	0.00	% %
		O Open O Open O Open O Open		0	\$0.00	\$0.00 \$0.00	0.00%	0.00	% %

9:32 PM 1/10/98 Cost/SqFt Value Property Name \$21,010,275 WITHOUT T.I.F. CHOUTEAU FULLCLOSING PROFORMA \$85.51 \$21,010,275 Loan Fees Financing Equity Asking Price \$0 100.00% Loan Amt 0.00% % Down YEAR TWO \$1,826,027 0.00% Income \$0 Int.Rate 10 Term/Year 20 Other Inc. \$773,898 Type \$77,998 12 Vacancy \$0 Pmt/Year PHASE | & || \$904,308 # of Pmt 240 Expense Tot.SqFt \$0 NOI \$1,617,619 Mo.Pmt 245,709 \$0 \$0 Debt Ser Ann.Pmt \$1,617,619 **Dbt Ratio** #DIV/0! Cash Flow CAP Rate 7.70% 7.70% Cash/Cash Analysis by Sq.Ft. \$2.29 Max Op SqFt \$0.00 R/E Tax Income \$10.58 Loan 171,043 \$0.00 Insurance \$0.14 NOI \$6.58 Debt Ser \$0.15 Max Op % \$3.68 Utility Cash \$6.58 TotExp 74,666 69.6% \$3.22 MinSqFt Equity \$85.51 OpExp Actual Est. as % Annual Expense Expense Dollars Income Item Non Operating Exp \$7.7,998 3.00% 77,998 Vacancy 4.00% 73,041 \$73,041 Reserves 6.00% 4,680 \$4,680 Commission 2.00% 36,521 \$36,521 Management Fee Operating Exp 0 \$562,674 562,674 Real Estate Tax 0 \$34,399 34,399 Insurance \$36,521 36,521 2.00% Management Fee \$4,000 4,000 0 Acct & Legal 1.00% 18,260 \$18,260 Electric 0.50% 9,130 \$9,130 Gas \$9,130 0.50% 9,130 Water \$6,391 0.35% 6,391 Trash Removal 18,260 \$18,260 1.00% Maint & Repair 1.00% 18,260 \$18,260 Lawn Maint \$27,390 1.50% 27,390 Snow Removal \$9,130 9,130 0.50% Parking Lot \$0 Office Supplies 1.00% 18,260 \$18,260 Clean Ser 0 \$0 Contract Lab \$0 0 Elevator 0 \$0 Pest Cont \$0 0 Telephone 18,260 \$18,260 1.00% Miscellaneous \$0 0 open \$0 0 open \$0 0 open 0 \$0 open \$0 0 open 0 \$0 open 0 \$0 open

Total Operation Exp Total Annual Expenses \$790,067 \$904,308

EXHIBIT 5-C

		2/5/98		7:20 PM	5 A Jan 5 4	450.7
Property N			n .		Cost/SqFt	Value
WITH T.I.F. CH		U FULL CLO	SING PROF	FORMA	\$67.06	\$16,478,237
Asking Price		Loan Fees	Financing		Equity	\$16,478,237
YEAR TWO			% Down	100.00%	Loan Amt	\$0
7.1.1			Int.Rate	0.00%	Income	\$1,826,027
Туре			Tem/Year	60000 3000	Other Inc.	\$773,898
PHASE I & II			Pmt/Year	100	Vacancy	\$77,998
Tot.SqFt		-	# of Pmt		Expense	\$904,308
			Mo.Pmt	\$0	No. of the last of	\$1,617,619
245,709			Ann.Pmt		Debt Ser	\$0
			Dbt Ratio	#DIV/0!	Cash Flow	\$1,617,619
			DDI Ratio	#DIVIU:	CAP Rate	9.829
entropy and an					Personal and the Control of the Cont	9,829
Analysis by Sq.		J. 365			Cash/Cash	
Income	\$10.58		200			Max Op SqFt
NOI	\$6.58		\$0.00	Insurance	\$0.14	171,04
Cash		TotExp	\$3.68	Utility		Max Op %
Equity	\$67.06	OpExp	\$3.22	MinSqFt	74,666	69.69
Expense		Actual	Est, as %		Annual	
Item	Y	Dollars	Income		Expense	
Non Operating	Fro	-4.46.4	31120100			
Vacancy	Lob		3.00%	77,998	\$77,998	
			4.00%			
Reserves			6.00%	- 0.0		
Commission	53					
Management F			2.00%	30,321	330,321	
Operating Exp		500 574		0	#F60 674	
Real Estate Ta	X	562,674		0		
Insurance		34,399		0	7.7	
Management F	ee		2.00%		\$36,521	
Acct & Legal		4,000		0		
Electric			1.00%	A.3. 4 T. G. V.		
Gas			0.50%			
Water			0.50%			
Trash Remova	1		0.35%			
Maint & Repair			1.00%			
Lawn Maint			1.00%			1
Snow Remova	1		1.50%	27,390	\$27,390	
Parking Lot			0.50%	9,130	\$9,130	
Office Supplies	S			0	\$0	
Clean Ser			1.00%	18,260	\$18,260	
Contract Lab						
Elevator					\$0	
Pest Cont						
Telephone					14	THE RESERVE
Miscellaneous	= 11		1.00%		- X Y - X	The state of the s
Actual Control of the		**	1.007		\$0	
open					\$0	
open					\$0	
open					\$0	
open						
open						
open					\$0	
				(\$0	
open						
	n Exp				\$790,067 \$904,308	

EXHIBIT 5-D

2/5/98

ą	TF-Chouteau Full Buildout - Costs	Phase &				
				Normal	T.I.F.	
	and 21.34 Acres and Parkway	Land Area	Cost/SF	Total	Cost	Total
4	THE STATE OF THE S			Cost		
	and Acquision Cost	929,570	\$3.28	\$2,976,829	\$0	\$2,976,829
	and Cost Parkway (Note #1)	(4,544)	(\$3.36)	(\$15,268)	\$300,000	\$284,732
	Contingency Parkway		\$0.00	\$0	\$150,000	\$150,000
Ī	let Land Cost @ Closing	925,026		\$2,961,561	\$450,000	\$3,411,561
	Site Work					
7	'arkway Improvements (Note #2)		\$0.06	\$52,500	\$1,152,703	\$1,205,203
	On-Site Improvements (Note #3)		\$2.12	\$1,970,878	\$1,934,743	\$3,905,621
	Contingency		\$0.05	\$50,000	\$250,000	\$300,000
1	let Site Work Cost		\$2.23	\$2,073,378	\$3,337,446	\$5,410,824
	Building Construction	Bldg.Area	Cost/SF	Total		
	Grocery-B	65,225	\$48.00	\$3,130,800	\$0	\$3,130,800
	Retail A	3,984	\$40.50	\$161,352	\$0	\$161,352
_	Retail C	18,000	\$45.00	\$810,000	\$0	\$810,000
	Retail D	130,000	\$33.00	\$4,290,000	\$0	\$4,290,000
	Outparcel Retail Leases	12,500	\$45.00	\$562,500	\$0	\$562,500
_	Jutparcel Retail Sale	15,000	\$0.00	\$0	\$0	-\$0
ř	Contingency			\$300,000	\$0	\$300,000
	fotal Leasable	244,709	\$43.08	\$9,254,652	\$0	\$9,254,652
	Small Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500
4	Fotal Bldg Cost			\$9,347,152	\$0	\$9,347,152
	Total blug bost			*71******		7-45-11 11-2
	ndirect Cost		\$0.72	\$175,000	\$25,000	\$200,000
-	Architectural		\$1.02	\$250,000	\$75,000	\$325,000
	Engineering		\$0.04	\$10,500	\$75,000	\$10,500
	Marketing & Promotion		\$0.53	\$130,000	\$100,000	\$230,000
-	_egal Title Insurance		\$0.06	\$15,000	\$0	\$15,000
	Development Fee		\$1.50	\$368,000	\$0	\$368,000
	Leasing & Sales Commissions		\$3.00	\$735,000	\$0	\$735,000
7	Leasing Admin.Fee		\$0.04	\$10,000	\$5,000	\$15,000
	Permits/Fees		\$0.10	\$25,000	\$0	\$25,000
	Taxes & Insurance		\$0.20	\$50,000	\$0	\$50,000
-	Contingency		\$0.20	\$50,000	\$25,000	\$75,000
	Appraisal		\$0.03	\$7,500	\$0	\$7,500
	TIF Prof. Cost		\$0.00	\$0	\$75,000	\$75,000
1	Total Indirect Cost		\$7.46	\$1,826,000	\$305,000	. \$2,131,000
	Transmit Mean North Programme		400			

inancing Cost					
ite Construction Interest		\$1.61	\$395,000	\$0	\$395,000
luilding Construction and Holdin	g Interest	\$5.65	\$640,000	\$0	\$640,000
oan Fees		\$0.90	\$220,000	\$0	\$220,000
losing Costs		\$0.61	\$150,000	\$0	\$150,000
lond Fee		\$0.00	\$0	\$50,000	\$50,000
quity Placement Fee		\$0.00	\$0	\$0	\$0
nterest Accrual until T.I.F. begin	s paying	\$0.00	0	\$656,145	\$656,145
otal Financing Costs		\$5.74	\$1,405,000	\$706,145	\$2,111,145
otal Development Costs			\$17,613,091	\$4,798,591	\$22,411,682
'ad Sales					
Outlot 1	65,000	\$9.00	\$600,000	\$0	\$600,000
outlot 3 plus	35,344	\$12.00	\$425,000	\$0	\$425,000
otal Pad Sales			\$1,025,000	\$0	\$1,025,000
let Development Costs Less F	Pad sales		\$16,588,091	\$4,798,591	\$21,386,682
IF Bond Riembursement			\$0	(\$4,798,591)	(\$4,798,591)
otal Development Costs Less	TIF Bond				\$16,588,091

lote: See attached sheets.

- lote #1 Parkway land acquisition costs estimate includes \$250,000 for Sinclair; and \$50,000 for right-of-way on west side of Chouteau Trafficway and Cleveland.
- lote #2 Parkway improvements detail are shown on Walton Construction and Parks estimate which is enclosed.
- lote #3 Onsite improvements are shown in detail on Walton Construction and Damon Purcell estimates which are enclosed.

		CHOUTEAU FULL REI	NT ROLL - YEAR T	wo	077564			
÷	2/5/98	20,000,000,000		AM RATE	\$3.15	ACHE NE - A		may Take
	-4.12	Name	Sq.Ft.	Rent SqFt	CAM SQFt	Monthly Rent		onthly Total
		FLEMING FOODS	65,225	\$7.35	\$3.15	\$39,950.31	\$17,121.56	\$57,071.88
	75.00	SMALL TENANT	21,984	\$12.60	\$3.15	\$23,083.20	\$5,770.80	\$28,854.00
-	A C. 197	OUTPARCEL TWO	13,500	\$13.75	\$3.15	\$15,468.75	\$3,543.75	\$19,012.50
	DR D	MAJOR TENANT D	130,000	\$6.80	\$3.15	\$73,666.67	\$34,125.00	\$107,791.57
			10,000	\$0.00	\$3.15	\$0.00	\$2,625.00	\$2,625.00
		Outparcel One	5,000	\$0.00	\$3.15	\$0.00	\$1,312.50	\$1,312.50
٩		Outparcel Three	0,000	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open			\$0.00	\$0.00	\$0.00	\$0.00
	0	Open	0	\$0.00		\$0.00	\$0.00	\$0.00
	0	Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0	Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
	0	Open	0	\$0.00	\$0.00		\$0.00	\$0.00
	0	Open	0	\$0.00	\$0.00	\$0.00		\$0.00
7	0	Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Open	0	\$0.00	\$0.00	\$0.00	\$0.00	
		Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
d		Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		Оран						
		Total Rental Sq Ft	245,709			\$152,168,93	\$64,498.61	\$216,667.54
			1500	E 3 E C	CALLCAEL	Annual Rent	Ann CAM	Annual Total
7	#	Name	Sq.Ft.	Rent SqFt	CAM SqFt	\$479,403.75	\$205,458.75	\$684,862.50
	OR B	FLEMING FOODS	65,225	\$7.35	\$3.15		\$69,249.60	\$346,248.00
	S A&C	SMALL TENANT	21,964	\$12.60	\$3.15	\$276,998.40	\$42,525.00	\$228,150.00
ä		OUTPARCEL TWO	13,500	\$13.75	\$3.15	\$185,625.00		\$1,293,500.00
	ORD	MAJOR TENANT D	130,000	\$6,80	\$3.15	\$884,000.00	\$409,500.00	\$31,500.00
	(Outparcel One	10,000	\$0.00	\$3.15	\$0.00	\$31,500.00	\$15,750.00
		Outparcel Three	5,000	\$0.00	\$3.15	\$0.00	\$15,750.00	\$0.00
-		O Open	0	\$0.00	\$0,00	\$0.00	\$0.00	
		O Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		O Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		O Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
-		0 Open	0	\$0.00	\$0.00	\$0.00	\$0.00	20,00
		0 Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		0 Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
		0 Open	o		\$0.00	\$0.00	\$0.00	\$0.00
		0 Open . –	0		\$0.00	\$0.00	\$0.00	\$0.00
		0 Open	0		\$0.00	\$0.00	\$0.00	30.00
~		0 Open	0	40,00	40.00			
						\$1,826,027.15	\$773,983.36	\$2,600,010,50
		Manage	Sq.Ft.	Rent SqFt	CAM SqFt	SqFt %	Income %	
	:#	Name FLEMING FOODS	65,225		\$3.15	26.55%	26.34%	Vacant space
	IOR B		21,984	2.72	\$3.15	8.95%	13.32%	0
	'S A&C		13,500		\$3.15	5.49%	8.77%	Per Cent Vacant
		O OUTPARCEL TWO	130,000		\$3.15	52.91%	49.75%	0.00%
	IOR D				\$3.15	4.07%	1.21%	Rent per Sq.Ft
П		O Outparcel One	10,000		\$3.15	2.03%	0.61%	\$10.50
		O Outparcel Three	5,000		\$0.00	0.00%	0.00%	
		0 Open			\$0.00	0.00%	0.00%	Lost Income
_		0 Open	0		\$0.00	0.00%		\$0.00
		0 Open			\$0.00	0.00%		
		0 Open	(0.00%		
		0 Open		\$0.00	20.00	0.00%		
-		0 Open		\$0.00	\$0,00	0.00%		
		0 Open		\$0,00	\$0.00	0.00%		
		0 Open		\$0.00	\$0.00	0.00%	12.00	
		0 Open		\$0.00	\$0.00		W 2000	
		0 Open	9	\$0.00	\$0.00	0.00%	7.00	
		0 Open		\$0.00	\$0.00	0.00%		
		Total Rented Sq Ft	245,70	9		100.00%	100.00%	
		Avg. Rent per Sq Ft		7				
F		Avg Rent with CAM		1			A Market	حاجات لا للمناس
							. FXI	HIBIT 5-C OR D

Loan Balance Net Sale Proceeds Going-out Cap Rate Future Sale Price Net Project Cost Cash Flow Net Operating Income Less Debt Service WITH TIF Sales Costs Down Payment Project Cost Less Annual Expenses Year CHOUTEAU SHOPPING CENTER Internal Rate of Return Less TIF Bonds Less Pad Sales Annual Income IRR CALCULATION Dan Amount 8,50% 20 1,303,009 470,628 832,411 833,722 10.0% 3.0% 80% 1,025,000 16,905,240 507,157 9,090,090 12,986,990 16,233,737 1,617,618 1,362,449 265,169 2,599,925 4,776,538 3,246,747 7,307,992 16.18% 1,617,618 2,599,825 265,169 1,543,618 2,625,925 291,169 982,307 1,667,546 2,649,853 315,097 982,307 1,667,548 1,352,449 315,097 2,649,853 982,307 1,867,546 2,849,853 982,307 315,097 1,687,546 1,352,449 2,649,853 315,097 982,307 2,849,853 982,307 1,687,546 1,362,449 315,097 2,672,831 982,307 1,690,524 1,352,449 338,075 2,672,831 1,690,524 Reversion

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Year IRR CALCULATION Net Operating Income Less Debl Service CHOUTEAU SHOPPING CENTER Going-out Cap Rate Future Sale Price Cash Flow Less Annual Expenses Annual income Nel Project Cost Project Cost Net Sale Proceeds Salves Costs Down Payment Less Pad Sales Less TIF Bonds Internal Rate of Return Loan Amount Loan Balance 8.50% 中以 1,303,039 470,628 832,411 773,585 58,826 10.0% 3.0% 80% 12,986,990 2,599,925 2,599,925 982,307 982,307 1,617,618 1,617,618 16,905,240 507,157 10,619,535 5,778,548 1,025,000 4,776,538 1,254,897 1,254,897 362,721 362,721 16.80% 2,625,925 982,307 1,643,618 1,254,897 388,721 1,567,546 1,254,897 412,649 2,649,853 2,649,853 982,307 1,667,546 1,254,897 412,649 2,649,853 982,307 1,567,546 1,254,897 412,649 1,867,546 2,649,853 412,649 1,254,897 2,649,853 412,649 1,690,524 2,672,831 435,627 ô 2,672,831 1,690,524 Reversion

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1 2 1,303,039 2,599,925 470,628 982,307 832,411 1,617,618 1,079,032 1,750,388 (246,621)) (132,770)	11 2	2,599,925 2,599,	2,599,925 2,599,925 2,625,925 2,6 982,307 982,307 982,307 9 1,617,618 1,643,618 1,6 1,750,388 1,750,388 1,7	2 3 4 5 2,599,925 2,599,925 2,625,925 2,649,853 2,649,85 982,307 982,307 982,307 982,30 1,617,618 1,617,518 1,667,546 1,667,546 1,750,388 1,750,388 1,750,388 1,750,388	2,599,925 2,599,925 2,625,925 2,649,853 2,649,
	2,589,925 982,307 1,617,618 1,750,388 (132,770)		2,625,925 2,649,85 982,307 982,30 1,643,618 1,667,544 1,750,388 1,750,38	2,625,925 2,649,853 2,649,85 982,307 982,307 982,30 1,643,618 1,667,546 1,667,54 1,750,388 1,750,388 1,750,38	2,625,925 2,649,853 2,649,853 2,6 982,307 982,307 982,307 9 1,1543,618 1,667,546 1,667,546 1,6 1,750,388 1,750,388 1,750,388 1,7 1,750,388 1,750,3
2,649,853 2,649,853 2 982,307 982,307 1,667,546 1,667,546 1 1,750,388 1,750,388 1 (82,842) (82,842)	2,649,853 2,649,853 2,6 982,307 982,307 9 1,667,546 1,667,546 1,6 1,750,388 1,750,388 1,7	6 7 9 2,649,853 2,6 9 1,667,546 1,6 3 1,750,388 1,7	1,199	2,649,853 982,307 1,667,546 1,750,388	
2,649,853 2,649,853 2,649,853 2,6 982,307 982,307 982,307 9 1,667,546 1,667,546 1,6 1,750,388 1,750,388 1,7 1,82,842) (82,842) (82,842)	2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,867,546 1,667,546 1,667,546 1,750,388 1,	6 7 8 2,649,853 2,649,859,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649,850 2,649	2,649,853 2,1 982,307 1,1,667,546 1,1,750,388 1,1,769,842)	22	9 2,649,853 982,307 1,687,546 1,750,388 (82,842)
2,649,853 2,649,	2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 1,667,546 1,667,546 1,667,546 1,667,546 1,667,546 1,750,388 1,750,	6 7 8 9 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,853 2,649,867,546 1,667,546 1,667,546 1,750,388 1,75	2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,653 2,649,642)	2,649,853 2,0 982,307 1,1,687,546 1,1,750,386 1,1	11, 22

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	Internal Rade of Return	Net Sale Proceeds	Loan Balance	Sales Costs	Future Sale: Price	Going-out Cap Rate	Down Payment	Loan Amount	Net Project Cost	Less TIF Bonds	Less Pad Sales	Project Cost			8.50% 25	Net Operating Income	Less Annual Expenses	Annual Income	Year		WILHOUT III	IRR CALCULATION	CHOUTEAU SHOPPING CENTER
				3.0%		10 0%		80%						(168,790)	1,001,201	832,411	470,628	1,303,039	-				NTER
	4.40%	2,653,907	13,744,176	507,157	16,905,240		4,202,065	16,808,220	21,010,275	3	1,025,000	22,035,275		(6,514)	1,624,132	1,617,618	982,307	2,589,975	2				
														(6,514)	1,624,132	1,617,618	982,307	2,599,975	3				
					-					0.40			П		1.624.132	1,643,618	982,307	2,625,925	4				
														43,414	1,624,132	1,667,546	982,307	2,649,853	5				
														43,414	1,624,132	1,667,546	982,307	2,649,853	9				
										9				43,414	1,624,132	1,667,546	982,307	2,649,853	7				
														43,414		-	982,307	2,649,853	8				
e e				ğ							1			43,414	1,624,132	1,867,546	982,307	2,649,853	9				
				-						5					1,624,132	1,690,524		2,672,831	10				
																1,690,524	982,307	2,672,831	11	Reversion			

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December 1, 1997

Rick Foster Walton Construction Company 3252 Roanoke Road Kansas City, MO 64111

Jeffrey L. Peterson Chouteau I-35 Development, LLC 8600 West 110th Street, Suite 201 Overland Park, KS 66210

Re: Chouteau Shopping Center

Dear Rick and Jeff,

Please find enclosed our pricing for the above referenced project. Our prices are based upon CEI's Grading Plan dated 11-18-97 and Woodward Clyde's Geotechnical Investigation dated 6-17-88

Due to the poor quality of the existing fills, the soils report suggests removal of the existing fill under the building pads, partial removal under the parking lots and replacement with engineered fill. I've figured removing all of the fill under the building pads and one and a half feet below the parking lot's finish grade. Because I don't have any information as to the quality of soil in the large excavation areas (the Outlots and Highway R/W) I have included the cost to haul in all of the fill and backfill beneath the building pads. As the parking lots are not as critical, I have assumed that there will be enough suitable onsite materials for the final one foot of clean fill beneath them.

The soils report suggests preloading portions of the retail shops with a temporary earth surcharge. I have included the cost to place and remove a four foot high surcharge, with one to one side slopes, over all of the building pads. Because of the large area of building pads and parking lots and the small landscape areas the project will have excess topsoil. I have included the price to haul that material off site and dispose of it in a legal manner. Due to the required haul in fill under the Building Pads the project has excess excavation. I have included the cost of hauling off the excess excavation.

PRICING

We hereby propose to furnish material and labor complete in accordance with above plans, exclusions and conditions for the sum of:

One Million One Hundred Fifteen Thousand Seven Hundred Fifty Six Dollars \$1,115,756,00

The cost of the work that would is required due to the existing unsuitable materials is the sum of Seven Hundred Twenty Five Thousand and Fifty Hundreds Dollars \$725,000.50

Should you have any questions or comments please contact me.

Sincerely,

DAMON PURSELL CONSTRUCTION COMPANY, INC.

Gary Sheumaker



CHOUTEAU SHOPPING CENTER SCOPE OF WORK

No.	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	EXTENSION
1	Clear trees and brush, dispose off site	10,00	Acres	4,500.00	45,000.00
2	Strip vegetation and stockpile on site	12,580.00	Cubic Yards	1.25	15,725.00
3	Cut & Fill Site to subgrade	120,300.00	Cubic Yards	1.75	210,525.00
4	*Undercut Existing Fill, Bldgs A, B & C	13,520.00	Cubic Yards	2.50	33,800.00
5	*Undercut Existing Fill, Bldg D	12.670.00	Cubic Yards	2.50	31,675.00
6	*Undercut Parking Lot A, B & C 1' below subgrade	10,220.00	Cubic Yards	2.50	25,550.00
7	*Undercut Parking Lot D 1' below subgrade	5,720.00	Cubic Yards	2.50	14,300.00
8 -	*Haul in Fill, Bldgs A, B & C	22,120.00	Cubic Yards	7.00	154,840.00
9	*Haul in Fill, Bldg D	26,170.00	Cubic Yards	7.00	183,190.00
10	*Surcharge Bldg pads A,B & C 4' high	12,270.00	Cubic Yards	1 65	20,245.50
1.1	*Surcharge Bldg pads D 4' high	15,200.00	Cubic Yards	1.65	25,080.00
12	*Haul off Excess Excavation Bldg A,B & C	10,570.00	Cubic Yards	6.00	63,420.00
13	*Haul off Excess Excavation Bldg D	17,150.00	Cubic Yards	6.00	102,900.00
14	*Allowance for Removal of Contaminated Materials	1.00	Lump Sum	70,000.00	70,000.00
15	Finish grade Building Pads	24,470,00	Square Yards	0.55	13,458.50
16	Cut and backfill Curbs Bldg A,B & C	3,590.00	Linear Feet	1.00	3,590.00
17	Cut and backfill Curbs Bldg D	1,420.00	Linear Feet	1.00	1,420.00
18	Finish grade Pavement and Walks Bldgs A,B & C	30,650.00	Square Yards	0.70	21,455.00
19	Finish grade Pavement and Walks Bldg D	17,160.00	Square Yards	0.70	12,012.00
20	Spread on site topsoil 6" deep	3,650.00	Cubic Yards	3.80	13,870.00
21	Haul off excess topsoil	8,950.00	Cubic Yards	6.00	53,700.00
	GRAND TOTAL				1,115,756.00

^{*}Work required due to the existing unsuitable materials.

EXCLUSIONS

- 1. Layout, bonds, permits, testing and traffic control.
- 2. Hand excavation, hand back fill and hand compaction.
- 3. Pavement sawing, repair and patching.
- 4. Seeding, sodding and erosion control.
- 5. Clean up, haul off or disposal of spoil material generated by others.
- 6. Compaction of materials placed by others.
- 7. Foundation excavation and backfill.
- 8. Locating, uncovering or relocating existing utilities.
- 9. Rock excavation.
- 10. Slope stabilization.

Chouteau Center		5-30-97
I-35 & Chouteau Trwy	REV	2/5/98
Kansas City, Mo		

Preliminary budget estiamte

TIF COST

Estimator, R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	TIF Cost
a de la companya de l						
General Conditions On Sitework						
Project staff (incl labor burden, insur, taxes)						
project manager	6	mas	58,300.00	\$49,800.00	\$49,800.00	
project clerk	3	mos	53,000.00	00.000,62	00.000,92	
superintendant sitework	6	mos	\$7,400.00	\$44,400.00	\$44,400.00	
superintendant buildings	0	mos	\$7,400.00	\$0.00	not included	
assist super, carpenter foreman	-6	mos	26,000.00	\$36,000.00	536,000.00	
construction staking	1	ls	\$45,000.00	\$45,000.00	\$45,000.00	
dumpsters	15	ca	\$425.00	\$6,375.00	\$6,375.00	
general cleanup	520	prz	\$30.00	\$15,600.00	\$15,600.00	
final building cleanup	0	sft	\$0.11	\$0.00	not included	
temporary field office	6	mo	\$500.00	\$3,000.00	00.000,62	
storage trailors	Q	mo	\$0.00	\$0.00	\$0.00	
hookup temporary utilities	1	Is	00.000,12	\$1,000.00	\$1,000.00	
temporary electric	6	mo	00.0082	\$4,800.00	\$4,800.00	
temporary toilets	6	mo	\$150.00	\$900.00	\$900.00	
temporary phone, fax	6	mo	\$250.00	\$1,500.00	\$1,500.00	
temporary water	6	mo	\$50.00	2300.00	\$300.00	
office supplies	6	mo	\$200.00	\$1,200.00	\$1,200.00	
misc office supplies, furniture & equip	t	ls	00.000,12	\$1,000.00	\$1,000.00	
truck & auto expenses	6	mo	21,000.00	\$6,000.00	\$6,000.00	
small tools expense	1	ls	54,000.00	\$4,000.00	\$4,000.00	
equipment expense	111	ls	58,000.00	28,000.00	00.000,82	
blueprints, copies	1	Is	54,000.00	\$4,000.00	\$4,000.00	
mail, fed x, delivery expenses	1	ls	\$750.00	\$750.00	\$750.00	
drayage,	- T	ls	5500.00	\$500.00	2500.00	
temporary fencing	Y	Is	\$0.00	00.02	none	
dewatering expenses	-1	Is	\$1,000.00	\$1,000.00	00.000,12	
construction signs	1	ls	\$500.00	\$500.00	\$500.00	S.
progress photos	6	mo	\$40.00	\$240.00	\$240.00	
general liability insurance	T	ls	\$9,000.00	59,000.00	00.000,92	
performance & payment bonds	0	ls	- 50.00	20.00	not included	
builders risk insurance	0	ls	50.00	\$0.00	not included	
KCMO permits	0	ls	50.00	\$0.00	not included	
General Conditions Total				\$253,865.00	\$167,550.90	\$86,314
Sitework						
Demolition						
Clear Trees and Brush, Dispose off site	10	acre	\$4,500.00	\$45,000.00		\$45,000
Strip Vegetation and Stockpile on site	12580	cyd		\$15,725.00	\$15,725.00	1
Drain Pond	1	Is	\$15,000.00	\$15,000.00		\$15,000
Stabilize bottom of pond	20000	syd	\$2.00	\$40,000.00		\$40,000
Earthwork						
Cut & Fill Site to Subgrade	120300	cyd	\$1.75	\$210,525.00	\$210,525.00	
Undercut Existing Fill Bldg A,B & C	13520	cyd	\$2.50	\$33,800.00		233,800
Undercut Existing Fill Bldg D	12670	cyd	52.50	\$31,675.00		\$31,675
Undercut Parking Lot A,B & C I' below subgrade	10220	cyd	52.50	\$25,550.00		\$25,550
Under Cut Parking Lot D 1' below subgrade	5720	cyd	\$2.50	\$14,300.00		\$14,300
Haul-in Fill Bldgs A, B & C	22120	cyd	\$7.00	\$154,840.00		\$154,840
Haul-in Fill Bldg D	26170	cyd	57.00	\$183,190.00		\$183,190
Trans III Till Grag C						
Surcharge building pads A, B & C 4' high Surcharge building pad D 4' high	12270	cyd	51.65	\$20,245.50		\$20,245

Chouteau Center		5-30-97
I-35 & Chouteau Trwy	REV.	2/5/98
Kansas City, Mo		

Preliminary budget estiamte TIF COST Estimator: R. Foster

						Normal	TIF
	Description	Quan	Unit	Unit Price	Total	Cost	Cost
-	Haul off Excess Excavation Bldg A, B & C	10570	cyd	\$6.00	\$63,420.00		\$63,420.00
	Haul off Excess Excavation Bldg D	17150	cyd	\$6.00	\$102,900.00		5102,900.00
	Allowance for Removal of Contaminated Material	1	lpsm	570,000.00	\$70,000.00		\$70,000.00
	Finish grade building pads	24470	syd	\$0.55	\$13,458.50	\$13,458.50	
		3590	16	\$1.00	\$3,590.00	\$3,590.00	
	Cut and Backfill curbs Bldg A, B & C	1420	16	\$1.00	\$1,420.00	51,420.00	
	Cut and Backfill curbs Bldg D	30650	syd	\$0.70	\$21,455.00	\$21,455.00	
	Finish grade pavement and walks Bldgs A,B & C	17160	syd	\$0.70	\$12,012.00	\$12,012.00	
	Finish grade pavement and walks Bldg D			\$3.80	\$13,870.00	\$13,870.00	
	Spread on site topsoil 6" deep	3650	cyd	\$6.00	\$53,700.00	313,010.00	\$53,700.00
	Haul-off excess topsoil	8950	cyd	\$2.20	592,272.40		592,272.40
	fly ash stabilize paving subgrade Ph I	41942	fit				\$16,093.00
	fly ash stabilize paving subgrade Ph II	7315	fit	52,20	\$16,093.00	612 750 00	\$22,750.00
	Soils testing	- 3	ls	\$35,000.00	\$35,000.00	\$12,250.00	322,730.00
	Asphalt Paving				Chill control	Vivo Viennika a	
	heavy dury 4.5" & 1.5" @ phase ["	14913	syd	59.00	\$134,235.00	\$134,235.00	
	light dury 3.5" & 1.5" @ phase [27027	syd	57.50	\$202,702.50	5202,702.50	
	temporary asphalt curb	1010	16	25.00	\$5,050.00	\$5,050.00	
	heavy duty4. 5" & 1.5" @ phase II	4555	syd	\$9.00	\$40,995.00	\$40,995.00	
	light duty 3.5" & 1.5" @ phase II	2760	syd	\$7.50	\$20,700.00	\$20,700.00	
	lot striping Phase I	1	ls	\$5,000.00	\$5,000.00	\$5,000.00	
	lot striping Phase II	-	is	\$500.00	\$500.00	00.002	
	site signage phase I	1	Is	56,000.00	\$6,000.00	\$6,000.00	
	site signage phase II	Ĭ	is	\$500.00	5500.00	\$500.00	
	Asphalt testing	I	ts	\$10,000.00	\$10,000.00	00.000,012	
	Site Concrete						
	concrete paving 6" @ entrances Phase I	2925	sft	\$2.85	\$8,336.25	\$8,336.25	
		320	1ft		\$2,640.00	\$2,640.00	
	ourbs @ entry drive island Phase I	3010	Ift	\$8.25	\$24,832.50	\$24,832.50	
	curb & gutter @ perimeter Phase I	3710	18		\$30,607.50	\$30,607.50	
	curb & gutter @ interior islands Phase I	1807	16		\$14,907.75	\$14,907.75	
	curb & gutter @ perimeter Phase II	20	ea		\$7,000.00	\$7,000.00	
	pipe bollards				\$0.00	\$0.00	
	flag pole base	0	ea		\$5,000.00	25,000.00	
	concrete testing	1	15	\$5,000.00	33,000.00	33,000.00	
	Site Utiliites						
	Storm Sewer				SAST COST		**** *** ***
	Twin 72* RCP	790	Ift		\$300,200.00	0.0000000	\$300,200.00
+	36" RCP	130 .	1ft		\$7,800.00	\$7,800.00	3.
	30* RCP	440	Ift		\$20,240.00	\$20,240.00	
	24" RCP	15,5	Ift		\$5,270.00	\$5,270.00	
	18" RCP	. 270	Ift		\$7,560.00	\$7,560.00	1000
	15" RCP	150	Ift	527.00	\$4,050.00	\$4,050.00	
	12" RCP	1123	Ift	\$26.00	\$29,198.00	\$29,198.00	25000000
	Underground Detention StoragePipes 48"	610	10	\$78.00	\$47,580.00		\$47,580.00
	curb inlets, drop inlets	8	ea	51,800.00	\$14,400.00	\$14,400.00	
	Detention Boxes	4	ea	53,600.00	514,400.00		\$14,400.00
	72" head wall end sections	1	ea	\$22,500.00	\$22,500.00		\$22,500.00
	Rip rap ditch	3800	syd	\$35.00	\$133,000.00		\$133,000.00
)	Sanitary Sewer			435.54	23,7825	222 602 20	
	sanitary sewer 8"pvc pipe Phasel	850	Iff		\$25,500.00	\$25,500.00	
	sanitary sewer tap fee allowance	1	ls		54,000.00	\$4,000.00	
	sanitary sewer 8"pvc pipe Phasell	260	1ft	230.00	\$7,800.00	\$7,800.00	
	manholes phase [3	ea	\$2,500.00	\$7,500.00	\$7,500.00	
	memory business		40		A		

Chouteau Center		5-30-97
I-35 & Chouteau Trwy	REV.	2/5/98
Kansas City, Mo		

Preliminary budget estiamte TIF COST

Estimator: R. Foster

_	Description	Quan	Unit	Unit Price	Total	Cost	TIF
	Description	1	èa	\$2,500.00	\$2,500.00	\$2,500.00	
	manholes phase II	175	161	\$30.00	\$5,250.00	\$5,250.00	
	sanitary sewer service to Fleming	210	lft	\$30.00	\$6,300.00	\$6,300.00	
	sanitary sewer service to shops	30	lft	\$30.00	\$900.00	2900.00	
	sanitary sewer service to Lowes	0	cyd	50.00	00.02	Not Included	
	rock excavation @ sanitary sewer lines	· ·	cyd	30.00	30.00	1101 111010000	
,	Water lines	1920	1ft	\$30.00	\$57,600.00	\$57,600.00	
	8" water main Phase I	1380		\$30.00	\$41,400.00	\$41,400.00	
	8" water main Phase II	44.74	ea	52,500.00	\$25,000.00	\$25,000.00	
	fire hydrants Phase I	10	ea	52,500.00	\$25,000.00	\$25,000.00	
	fire hydrants Phase II	10	ea.	\$2,300.00	\$2,700.00	\$2,700.00	
	2" domestice service to Flemings	135					
1	8" fire service line to Flemings	135	ift	\$30.00	\$4,050.00	54,050.00	
	2" domestice service to shops	200	lit	\$20.00	\$4,000.00	\$4,000.00	
	8" fire service line to shops	200	lit	\$30.00	26,000.00	26,000.00	
	2" domestice service to Retail D	80	in	\$20.00	\$1,600.00	21,600.00	
	8" fire service line to Retail D	80	1ft	\$30.00	\$2,400.00	\$2,400.00	
	water meter pit/ meter/backflow Flem	ı	ea	\$5,000.00	\$5,000.00	\$5,000.00	-
	water meter pid meter/backflow Shops	4	ea	\$5,000.00	\$5,000.00	\$5,000.00	
	water meter pit/ meter/backflow Retail D	1	ea	\$5,000.00	\$5,000.00	\$5,000.00	
	utility inspection/tap connection fees	1	ls	\$5,000.00	\$5,000.00	\$5,000.00	
	Rock excavation @ water lines	D	cyd	50.00	Not Included	Not Included	
	Rock excavation @ water lines		2,4	30.00	1313111=20		
1	Site electrical	495	lfi	\$18.00	\$8,910.00		\$8,910.00
	primary electrical service	495	lft	518.00	\$8,910.00		00.019,82
	telephone conduit	0	1ft	\$0.00	50.00	\$0.00	20,710.00
	primary electrical wire & telephone wire	.3		\$0.00	20.00	\$0.00	
	transformer	3	ea		\$0.00	\$0.00	
	secondary elec service to Flemings	- 1	ls	\$0.00	\$0.00	\$0.00	
	secondary elec service to shops		ls	20.00		\$0.00	
	secondary elec service to Lowes		ls	00.02	00.02		
	parking lot lighting phase 1	24	Pole	54,200.00	\$100,800.00	5100,800.00	
	light pole bases phase I	24	en	\$500.00	\$12,000.00	512,000.00	
	parking lot lighting phase [I	3	Pale	\$4,200.00	\$12,600.00	\$12,600.00	
-	light pole bases phase II	1	ea	\$500.00	\$1,500.00	\$1,500.00	*** *** ***
)	Site Fencing	1020	16		\$22,440.00		\$22,440.00
	Pylon Sign	1	ls	\$50,000.00	\$50,000.00	\$50,000.00	525055.72
)	Monument sign	1	ls	\$50,000.00	\$50,000.00		\$50,000.00
)	Landscaping allowance	42	ls	\$105,000.00	\$105,000.00	\$75,000.00	\$30,000.00
)	Irrigation allowance	1	ls	\$55,000.00	\$55,000.00	\$40,000.00	\$15,000.00
)	Miscellaneous Site Work					,	
	retaining wall @ North Winn Road	3600	sft	\$24.00	\$86,400.00		586,400.00
2	Sitework Sub-Total	per en en en			\$3,710,115.90	\$1,874,645.90	\$1,835,470.00
	Contingency				\$200,000.00	\$50,000.00	\$150,000.00
	Sitework Total				\$3,910,115.90	\$1,924,645.90	\$1,985,470.00
	Overhead & Fee				\$195,505,80	\$96,232.30	\$99,273.50
	Total On-Sitework				\$4,105,621.70	52,020,878.20	\$2,084,743.50
2	Sitework (Off Site) N.E. Chouteau Trafficway						
00	General Conditions	1	ls	\$85,000.00	\$85,000.00	\$8,500.00	\$76,500.00
15	Traffic Control	Ĩ	Is	\$25,000.00	\$25,000.00	\$2,500.00	\$22,500.00
0	Site grading						
*	Removals & grading N.E. Chouteau Trafficway	1800	11	\$125.00	\$225,000.00	\$10,250.00	\$214,750.00
	Demolition of gas station	ĭ	Is		\$0.00		20.00

Chouteau Center		5-30-97
I-35 & Chouteau Trwy	REV.	2/5/98
Kansas City, Mo		

Preliminary budget estiamte TIF COST : Estimator: R. Foster

						Normal	TIF
	Description	Quan	Unit	Unit Price	Total	Cost	Cost
	Erosion Control		15	\$10,000.00	\$10,000.00		\$10,000.00
	Site Utilites						1
	Box Culvert Extension	90	16	\$400.00	\$36,000.00		536,000.00
	Box Culvert Extension Head Wall	Y	ea	\$10,500.00	\$10,500.00		\$10,500.00
	Grouted Rip Rap	20	sy	\$35.00	\$700.00		\$700.00
	Storm Sewer 24" RCP	1800	If	\$55.00	\$99,000.00	\$7,380.00	591,620.00
	Curb Inlets	6	ea	\$1.500.00	\$9,000.00		\$9,000.00
	Water Main Relocation	200	1f	\$60.00	\$12,000.00		\$12,000.00
	Sanitary Sewer	200	1f	\$40.00	00.000,82		00.000.82
	Electrical	900	1f	\$45.00	\$40,500.00		\$40,500.00
	Gas	900	1f	\$25.00	\$22,500.00		\$22,500.00
	Asphalt Paving						
	Asphalt Paving 11"	3200	syd	516.50	\$135,300.00		\$135,300.00
	Concrete Paving	12000	140	212.00	651 000 00	60 070 00	£44 070 00
	Curb & Gutters	3660	lf	\$15.00	\$54,900.00	\$8.870.00	\$46,030.00
	Sidewalks	4430	sqft	\$3.50	\$15.505.00		\$15,505.00
	Bike Path	8820	sqft	\$3.50	\$30,870.00	612 500 00	\$30,870.00
	Approaches	750	sqyd	\$34.00	\$25,500.00	\$12,500.00	00.000,612
	Misc off site improvmetus						
	Street lights	16	ea	54,000.00	\$64,000.00		264,000.00
	Landscaping & Irrigation	1	Is	\$38,775.00	\$38,775.00		\$38,775.00
	Striping	1	Is	\$15,000.00	\$15,000.00		\$15,000.00
	Signage	1	ls	\$5,000.00	\$5,000.00		00.000,22
	Traffic Signals	1	Is	\$150,000.00	\$150,000.00		\$150,000.00
	Additional Parkway Requirements Under Design	1	ls	\$25,000.00	\$25,000.00		\$25,000.00
_	Off Site Sub-Total				\$1.143,050.00	\$50,000.00	\$1,093,050.00
	Contingency				\$100,000.00	0.940,000,000	\$100,000.00
	Off Site Sub-Total			-	\$1,243,050.00	\$50,000.00	\$1,193,050.00
	Overhead & Fee				\$62,152.50	\$2,500.00	\$59,652.50
	Total Off-Sitework				\$1,305,202.50	\$52,500.00	\$1,252,702.50
	Total On & Off Sitework				\$5,410,824.20	\$2,073,378.20	\$3,337,446.00
	Building Budgets	65225	sft	\$48.00	\$3,130,800.00	\$3,130,800.00	
	Fleming Foods	18000	sft	\$45.00	00.000,0182	\$810,000.00	
	Retail shops "C" White Box					\$161,352.00	3
	Retail shops "A" White Box	130000	sft.	\$40.50 \$33.00	\$161,352.00	\$4,290,000.00	
	Major "D" Retailer		sft		\$562,500.00	\$562,500.00	
	Out Parcel Contingency	12500	sñ Is	\$45.00	\$400,000.00	\$400,000.00	
	Building Totals				59,354,652.00	59,354,652.00	\$0.00
	Project Totals				\$14,765,476.20	\$11,428,030.20	\$3,337,446.00
	A STATE OF THE STA						

EXHIBIT 6

Operating Pro Forma for 10-Year Period

CHOUTEAU & 1-35 10 YEAR OPERATING PROFORMA

DESCRIPITION Rental Income CAM Income Annual Income Operating Expenses Non Operating Expenses	YEAR 1 942,027 361,012 1,303,039 372,279 98,349	YEAR 2 1,826,027 773,898 2,599,925 790,067 192,240	YEAR 3 1,826,027 773,898 2,599,925 790,067 192,240	YEAR 4 1,852,027 773,898 2,625,925 790,067 192,240	YEAR 5 1,875,955 773,898 2,649,853 2790,067 192,240	YEAR 6 1,875,955 773,898 2,649,853 790,067 192,240	YEAR 7 1,875,955 773,898 2,649,853 790,067 192,240	YEAR 8 1,875,955 773,898 2,649,853 790,067 192,240	YEAR 9 1,875,955 773,898 2,649,853 790,067 192,240	YEAR 10 1,898,933 773,898 2,672,831 790,067 192,240
Annual Income	1,303,039	2,599,925	2,599,925	2,625,925	2,649,853	2,649,853	2,649,853	2,649,853	2,6	49,853
Operating Expenses Non Operating Expenses	372,279 98,349	790,067 192,240	790,067 192,240	790,067 192,240	.790,067 192,240	790,067 192,240	790,067 192,240	790,067 192,240	79	30,067 32,240
Annual Expenses	470,628	982,307	982,307	982,307	982,307	982,307	982,307	982,307	98	982,307
Net Operating Income	832,411	1,617,618	1,617,618	1,643,618	1,667,546	1,667,546	1,667,546	1,667,546	1,66	1,667,546
Debt Service	950,111	1,541,254	1,541,254	1,541,254	1,541,254	1,541,254	1,541,254	1,541,254 -1,541,254	1,54	1,254
Cash Flow	(117,700)	76,364	76,364	102,364	126,292	126,292	126,292	126,292	12	126,292
Annual Cash/Cash	(-6.06)	3.65	3.65	4,46	5.08	5.08	5.08	5.08		5.08
Annual T.I.F. Revenues*	0	900,000	900,000	900,000	900,000	900,000	900,000	900,000	90	900,000
Annual T.I.F. Debt Service*	0	852,324	852,324	852,324	B52,324	852,324	852,324	852,324		0

Note: T.I.F. amount is projected at \$4,798,591. The T.I.F. revenues and amount for debt service are based on a 7 year amoritized eight (8) percent loan, the exact amounts to be determined after EDC provides PILOTS and EATS estimates.

EXHIBIT 7

Project Financing Commitment



6301 Waterlord Blvd. P.O. Box 26647 Oklahoma City, OK 73126-0647 405/840-7200

CORPORATE STAFF

December 19, 1997

Chairman of the Tax Increment Financing Commission of Kansas City, MO c/o Ms. Laura Whitner, AICP
Economic Development Corporation of Kansas City, MO
10 Petticoat Lane, Suite 250
Kansas City, MO 64106-2103

Dear Madam Chairman:

This letter serves to inform you that Fleming Companies, Incorporated intends to provide funding to Chouteau L.L.C., or its successor, as necessary for development of the proposed shopping center at I-35 and Chouteau in Kansas City, MO. Said funding is contingent upon satisfactory economics at the time of development.

Cordially.

Robert W. Smith

Senior Vice President, Retail Development

EXHIBIT 8

EATS and PILOTS Spreadsheet

Tax Increment Financing Pro Forma

xes From Redevelopment Area	4	N	Lu .	4	Cs.	On.	7	Co.	9	10	1	12	13	1
al Property Taxes (R.P.)	87,846	187,401	189,275	191,168	193,079	195,010	196,960	187,401 189,275 191,168 193,079 195,010 196,960 198,930 200,919 202,928	200,919	202,928	204,958 207,007	207,007	209,077	
ss existing R.P. Taxes)	14,082	14,082	14,082	14,082 14,082 14,082 14,082 14,082 14,082	14.082	14,082	14,082	14,082 14,082 14,082 14,082 14,082 14,082	14,082	14,082	14,082	14,082	14,082	14,082
t Additional R. P. Taxes	73,764	173,319	175,193	177,086	178,997	180,928	182,878	73,764 173,319 175,193 177,086 178,997 180,928 182,878 184,848	186,837	186,837 188,846	190,876 192,925 194,995	192,925	194,995	197,086
% New Sales Taxes	254,465	527,394	537,942	254,465 527,394 537,942 548,701 559,675	559,675	570,868	582,286	593,931 605,810 617,926	605,810	617,926	630,285 642,890 655,748	642,890	655,748	668,863
% New Utilities Taxes	14,413	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089
% New Earnings Taxes	27,675	52,611	53,663	54,736	55,831	56,948	58,087	59,249	60,434	61,642	62,875	64,133	65,415	66,723
% New Earnings & Profits Taxes	0	0	0	0	0	0	0	0	0	0	0	0	0	
% New Food & Beverage Taxes	39,375	40,163	40,966	41,786		42,621 43,474		44,343 45,230	46,135	47,057	47,999	47,999 48,958	49,938	50,936
onomic Activity Taxes	335,928	647,257	659,660	672,312	685,216	698,379	711,805	335,928 647,257 659,660 672,312 685,216 698,379 711,805 725,499 739,467 753,715	739,467	753,715	758,247	783,070	758,247 783,070_798,190	813,612
b-Totals	409,692	820,576	834,853	849,398	864,214	879,307	894,683	910,347	926,304	942,561	959,123	975,996	409,692 820,576 834,853 849,398 864,214 879,307 894,583 910,347 925,304 942,561 959,123 975,996 993,185 1,010,698	0
ss 5% TIF Administration	20,485	41,029	20,485 41,029 41,743	42,470		43,211 43,965	44,734	44,734 45,517	46,315	47,128	47,956	48,800	49,659	50,535
l Available to Service Debt	389,207	779,547	793,111	806,928	821,003	835,342	849,949	864,829	879,989	395,433	911,167	927,196	389,207 779,547 793,111 806,928 821,003 835,342 849,949 864,829 879,989 395,433 911,167 927,196 943,526 960,163	9
					(Z									

ote: All Figures are projections based upon best currently available data and are not guaranteed predictions of future performance

PROJECTED ANNUAL ECONOMIC ACTIVITY TAXES PROJECT AREA NO. 1 YEAR 1

SALES TAX REVENUE	DOLLARS
Estimated Annual Sales from Redeveloped Site	\$23,019,100
Less: Estimated Base Year Annual Sales	
2,000 sq.ft. x \$200/sq.ft. =	\$ 400,000
Net New Annual Sales from Redeveloped Site	\$22,619,100
Annual Sales Tax	
City 1.5% \$339,287. County .75% \$169,643 Total Incremental Sales Tax Generated by Redeveloped Site	\$ 508,930
w.,	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 254,465
UTILITY TAX	DOLLARS
Gross Area of Buildings on Redeveloped Site in Square Feet x Average Annual Utility Cost Per Square Foot	
Building B - 65,225 sq.ft. x \$3.00/sq.ft. = \$195,675 Other Bldgs - 49,484 sq.ft. x \$1.95/sq.ft. = \$96,494 Total Annual Utility Cost	\$ 292,169
Annual Utility Tax Charges on Annual Utility Cost (City 10%)	\$ 29,217
Less: Estimated Current Utility Tax Generated On-Site	
2,000 sq.ft. x \$1.95/sq.ft. x 10% =	\$ 390
Total Incremental Utility Tax Generated from Redevelopment Area	\$ 28,827
	× 50%
Amount of Incremental Utility Tax Available for TIF Use	\$ 14,413

EARNINGS TAX	DOLLARS
Estimated Annual Earnings From Redevelopment Area	
374 employees x \$15,000/yr =	\$ 5,610,000
Less: Base Year Annual Earnings	
5 employees x \$15,000/yr =	\$ 75,000
Net New Earnings From Redeveloped Site	\$ 5,535,000
Earnings Tax (City 1%)	\$ 55,350
Total Incremental Earnings Tax Generated by Redeveloped Site	\$ 55,350
· · · · · · · · · · · · · · · · · · ·	x 50%
Amount of Incremental Earnings Tax Available for TIF Use	\$ 27,675
CORPORATE PROFITS TAX	DOLLARS
Estimated Annual Corporate Profits From Redevelopment Area	\$
Less: Base Year Annual Corporate Profits (1997)	\$
Net New Corporate Profits From Redeveloped Site	\$
Corporate Profits Tax (City 1%)	\$
Total Incremental Corporate Profits Tax Generated by Redeveloped Site	\$
	x 50%
Amount of Incremental Corporate Profits Tax Available for TIF Use	\$
	1

FOOD & BEVERAGE TAX		DOL	LARS
Estimated Annual Food & Beverage Revenues From Redevelopment Area			
Outlet 1 - 10,000 sq.ft. x \$200/sq.ft. = \$2,000,000 Outlet 2 - 12,500 sq.ft. x \$200/sq.ft. = \$2,500,000		\$ 4	,500,000
Less: Base Year Food & Beverage Revenues		\$	0
Net New Food & Beverage Revenues From Redeveloped Site		\$ 4	,500,000
Food & Beverage Tax (City 1.75%)		\$	78,750
Total Incremental Food & Beverage Tax Generated by Redeveloped Site		\$	78,750
	J. 1	x	50%
Amount of Incremental Food & Beverage Tax Available for TIF Use		\$	39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

PROPERTY TAX REVENUE	D	OLLARS
LAND & IMPROVEMENTS:		
Assessed Value of Land & Improvements of Redeveloped Site		
\$11.91/sq.ft. Assessed Value x 114,709 sq.ft. =	\$	1,366,184
Less: Current Assessed Value of Land & Improvements (1997)	\$	219,010
Incremental Assessed Value Basis for TIF	\$	1,147,174
Tax Rate Basis Per \$100 of Assessed Valuation		100
Real Estate Calculation Basis	\$	11,472
Property Tax Rate Per \$100 of Assessed Valuation (Land & Improvements)	\$	6.43
Amount of Annual Incremental Land & Improvements Property Tax Revenue Available for TIF Use	\$	73,765

SUMMARY OF ANNUALLY AVAILABLE TIF REVENUES

SOURCE	DOLLARS
Sales Tax	\$ 254,465
Utility Tax	\$ 14,413
Earnings Tax	\$ 27,675
Corporate Profits Tax	\$
Food & Beverage Tax	\$ 39,375
Property Tax	\$ 73,765
Grand Total - Annual Incremental Revenue for TIF Financing	\$ 409,693

PROJECTED ANNUAL ECONOMIC ACTIVITY TAXES PROJECT AREA NOS. 1 & 2 YEAR 2

			-
	SALES TAX REVENUE	DO	LLARS
Estima	ted Annual Sales from Redeveloped Site	\$4	7,279,482
Less: E	Stimated Base Year Annual Sales		
	2,000 sq.ft. x \$200/sq.ft. =	\$	400,000
Net Ne	w Annual Sales from Redeveloped Site	\$4	6,879,482
Annua	I Sales Tax		
	City 1.5% \$703,192 County .75% \$351,596 Total Incremental Sales Tax Generated by Redeveloped Site	\$	1,054,788
		×	50%
	Amount of Incremental Sales Tax Available for TIF Use	\$	527,394
	UTILITY TAX	DC	DLLARS
	Area of Buildings on Redeveloped Site in Square Feet x ge Annual Utility Cost Per Square Foot		
,	Building B - 65,225 sq.ft. x \$3.00/sq.ft. = \$195,675 Other Bldgs - 179,484 sq.it. x \$1.95/sq.ft. = \$349,994 Total Annual Utility Cost	\$	545,669
Annua	al Utility Tax Charges on Annual Utility Cost (City 10%)	\$	54,567
Less:	Estimated Current Utility Tax Generated On-Site		
÷	2,000 sq.ft. x \$1.95/sq.ft. x 10% =	\$	390
Total	Incremental Utility Tax Generated from Redevelopment Area	\$	54,177
		×	50%
	Amount of Incremental Utility Tax Available for TIF Use	\$	27,089

EARNINGS TAX	D	OLLARS
Estimated Annual Earnings From Redevelopment Area		
699 employees x \$15,000/yr =	\$	10,597,200
Less: Base Year Annual Earnings		
$5 \text{ employees } \times \$15,000/\text{yr} =$	\$	75,000
Net New Earnings From Redeveloped Site	\$	10,522,200
Earnings Tax (City 1%)	\$	105,222
Total Incremental Earnings Tax Generated by Redeveloped Site	\$	105,222
	×	50%
Amount of Incremental Earnings Tax Available for TIF Use	\$	52,611
CORPORATE PROFITS TAX	1	DOLLARS
Estimated Annual Corporate Profits From Redevelopment Area	5	\$
Less: Base Year Annual Corporate Profits (1997)		\$
Net New Corporate Profits From Redeveloped Site	9	\$
Corporate Profits Tax (City 1%)		\$
Total Incremental Corporate Profits Tax Generated by Redeveloped Site		\$
	10	x 50%
Amount of Incremental Corporate Profits Tax Available for TIF Use		\$

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FOOD & BEVERAGE TAX	1	DOLLARS
Estimated Annual Food & Beverage Revenues From Redevelopment Area		
Outlet 1 - 10,000 sq.ft. x \$200/sq.ft. = \$2,000,000 Outlet 2 - 12,500 sq.ft. x \$200/sq.ft. = \$2,500,000		\$ 4,500,000
Less: Base Year Food & Beverage Revenues		\$ 0
Net New Food & Beverage Revenues From Redeveloped Site		\$ 4,500,000
Food & Beverage Tax (City 1.75%)		\$ 78,750
Total Incremental Food & Beverage Tax Generated by Redeveloped Site		\$ 78,750
		× 50%
Amount of Incremental Food & Beverage Tax Available for TIF Use		\$ 39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

PROPERTY TAX REVENUE	DC	DLLARS
LAND & IMPROVEMENTS:		
Assessed Value of Land & Improvements of Redeveloped Site		
\$11.91/sq.ft. Assessed Value x 244,709 sq.ft. =	\$	2,914,484
Less: Current Assessed Value of Land & Improvements (1997)	\$	219,010
Incremental Assessed Value Basis for TIF	\$	2,695,474
Tax Rate Basis Per \$100 of Assessed Valuation		100
Real Estate Calculation Basis	\$	26,955
Property Tax Rate Per \$100 of Assessed Valuation (Land & Improvements)	\$	6.43
Amount of Annual Incremental Land & Improvements Property Tax Revenue Available for TIF Use	\$	173,321

SUMMARY OF ANNUALLY AVAILABLE TIF REVENUES

SOURCE	DOLLARS
Sales Tax	\$ 527,394
Utility Tax	\$ 27,089
Earnings Tax	\$ 52,611
Corporate Profits Tax	\$
Food & Beverage Tax	\$ 39,375
Property Tax	\$ 173,321
Grand Total - Annual Incremental Revenue for TIF Financing	\$ 819,790

ESTIMATED ANNUAL SALES

		Sq.Ft.	Sales/Sq.Ft.	Total Sales
Retail	Α	3,984	\$200	\$ 796,800
	В	43,741*	\$300	13,122,300
	C	18,000	\$200	3,600,000
	D	119,000*	\$200	23,800,000
Outlot	1	10,000	\$200	2,000,000
	2	12,500	\$200	2,500,000
	3	5,000	\$200	1,000,000
ТО	TAL			\$ 46,819,100

^{*}Excludes in-store warehouse space.

ESTIMATED TOTAL EMPLOYEES

		Sq.Ft.	Est. Employees
Retail	Α	3,984	10
	В	65,225	250
	C	18,000	45
	D	130,000	325
Outlot	1	10,000	25
	2	12,500	31
	3	5,000	_13
ТО	TAL	244,709	699

Note: Based on 2.5 employees per 1,000 square feet except Retail B (Fleming Store) which is based on specific projections.

PROPERTY TAX RATES

City			\$1.34
County		Debt Service	.09
	4	Handicapped	.12
		Mental Health	.09
	-	Health	.10
	_	Library	.33
	-	Metro. Comm. College	.22
NKC S	chool	District	4.14
	Subto	tal	\$ 6.43
Taxes	Exclu	ded from TIF	
	M&M	Replacement Tax	1.59
	State	Blind Pension Fund	03
TOTAL	LEV	Y .	\$ 8.05

EXHIBIT 9

Purchase and Option Contracts

REAL ESTATE SALE AGREEMENT

THIS AGREEMENT entered into between Gary S. Jenkins and David H. Johnson, the "Owner", and Chouteau I-35 Development, L.L.C., a Missouri Limited Liability Company, the "Buyer".

WITNESSETH:

WHEREAS, Owner is the owner in fee simple of a certain parcel of land containing 19.94 acres, more or less, situated in Clay County, hereinafter referred to as the "Subject Property" and described in EXHIBIT "A" and as depicted on EXHIBIT "B" attached hereto and made a part hereof, and

WHEREAS, Buyer desires to purchase the Property for the price and upon the terms and conditions herein after set forth, and Owner is able and willing to sell the same.

NOW, THEREFORE, in consideration of the premises, the promises and covenants hereinafter set forth, and the mutual advantages and benefits accruing hereunder, Owner agrees to sell to Buyer, the Subject Property for the consideration and subject to the terms and condition hereinafter set forth:

- Purchase Price. The purchase price of the Subject Property is set forth in Paragraph Four (4) hereof, in cash, or exchange real property, or cash and exchange real property, as more fully set forth in paragraph Seven (7) hereof, at closing. In consideration of this contract, Buyer agrees to pay an earnest money deposit, in the sum of Seven thousand Five Hundred dollars, (\$7,500.00) heremather called "Earnest Money", to be held by the Title Company, in escrow, to be disbursed as in accordance with this contract.
 - Closing. This contract shall be closed on or before harded, 1997.
- Extension of Contract. The closing may be extended for one or more successive periods of forty-five (45) days (provided, however, the closing date may not be extended beyond May 1, 1998) by notice of such extension(s) given by Buyer to Owner prior to the expiration of this contract, as extended from time to time, provided the following conditions precedent have been satisfied on or before the request for extension:
 - (a) First extension. The "First Extension" is the first extension of this contract from the original closing date of July 29, 1997. The first extension will be granted provided the Buyer.
 - (1) has filed the appropriate documentation, paid applicable application fees, and funded all necessary experts and professionals to obtain Tax Increment Financing approval for development of the subject property, and

has prepared and filed with the appropriate zoning agencies and departments of the City of Kansas City, Missouri all appropriate documents to finalize the master

plan for development and platting of the subject property, and

Pays additional earnest money deposit of Five Thousand Dollars (\$5,000.00), which sum shall be held in escrow by the Title Company, to be credited toward the purchase price if this contract is closed, otherwise this sum of Five Thousand Dollars (\$5,000.00) together those additional earnest money deposits received for extensions of the closing of this contract prior to December 31, 1997, shall be first disbursed upon conclusion, whether successful or unsuccessful, of the Tax Increment Financing application in payment of final billing of costs actually incurred by buyer in the prosecution of the Tax Increment Financing application, any balance remaining to be distributed along with the balance of earnest monies securing this contract.

Subsequent extensions. The "Subsequent Extensions" are those extensions following (b) the expiration of the original term of this real estate sales contract, as extended pursuant to sub paragraph (a) hereof. Subsequent extensions, not to extend the closing beyond May I, 1998, shall be granted provided all deadlines and timetables established by state statute and city ordinance have been met in timely prosecuting the Tax Increment Financing application with the City of Kansas City and all appropriate government agencies, as more fully set forth in Paragraph 2 hereof, and for extensions prior to December 31, 1997, the Buyer pays additional earnest money deposit of Five Thousand Dollars (\$5,000.00) for each extension as provided in Paragraph 2(a)(3) hereof. For extensions after December 31, 1997, the Buyer shall pay additional earnest money deposit of Five Thousand Dollars (\$5,000.00) for each extension, which sum shall be held as earnest money as provided in paragraph 1 hereof.

Notice and presentment of proof of satisfaction of conditions precedent shall be deemed timely if postmarked on or before the expiration of the then current option period.

- Price and Terms of Payment. The price to be paid and accepted for the Property is Two Million Seven Hundred Seventy-six Thousand Eight Hundred Twenty-eight Dollars and 55/100 (\$2,776,828.55) payable in cash at the closing. If the square footage of the Property conveyed by Buyer to Seller at closing is more or less than Eight hundred sixty-eight thousand eight hundred seventy-one square feet, then the purchase price shall be increased or reduced proportionately at the rate of \$3.20 per square foot. At closing, Buyer shall receive credit to be applied against the purchase price for the earnest money deposit.
- Effective Date, " Effective date" as used in this agreement is the last date that this agreement was signed by any signatory hereto.
- Time and Place of Closing. The purchase and sale of the Property shall be consummated on July 31, 1997, or upon such date within the term of this contract, (as same may be extended from time to time pursuant to paragraph 3 hereof), at such time as Buyer may designate in written notice to Owner. Closing shall take place at Old Republic Title Company of Kansas City, Inc.

1300 Baltimore, Kansas City, Missouri, referred to herein as "Title Company" or at such other place as the parties hereto may agree in writing.

Closing. At the closing:

- (a) It is the intention of the parties hereto that the Property the subject of this contract, designated in this paragraph the "Original Property", be purchased and sold through an exchange of real property in accordance with Section 1031 of the Internal Revenue Code. In order to effect such an exchange, the Buyer agrees to acquire one or more properties designated by Owner and to convey such properties to the Owner in exchange for the Property. Buyer agrees to cooperate with the Owner by executing all documents required to effect such exchange. If the Owner fails to designate an exchange property to be acquired simultaneously with the closing, then the parties shall enter into the Deferred Exchange Agreement marked EXHIBIT "D" and attached to this Contract and such Agreement shall thereafter govern their obligations concerning an exchange. At the closing of the Original Property, the Buyer shall deliver to the title company designated in subparagraph (b) hereof, a certified check or wire transfer for the amount of the purchase price less the option payment provided in paragraph 1 hereof.
- (b) Owner shall execute and deliver to Buyer a general warranty deed in the form generally in use in the State of Missouri conveying fee simple, marketable title to the Property, free and clear of all liens and encumbrances except those set forth in EXHIBIT "C" attached hereto and made a part hereof, together with an owner's title insurance policy (ALTA FORM-B), to be paid for by Owner, in the amount of the purchase price, issued by Title Company Old Republic Title Company of Kansas City, Inc. There shall be substituted for the description of the Property set forth in EXHIBIT "A" a legal description based upon a current survey prepared by a licensed engineer or land surveyor as hereinafter provided.
- (c) Real estate taxes shall be prorated between Owner and Buyer as of the date of closing. In the event of a partial closing, the real estate taxes shall be prorated upon the square rootage sold and the square footage retained..
 - (d) Each party shall pay its own attorney's fees.
 - Other Covenants and Conditions. It is further agreed as follows:
 - (a) Owner represents that Owner is the owner in fee simple of the Property, that Owner has full power and absolute authority to sell the same as herein set forth, and that the Property will be transferred at closing clear, unrestricted, free and unencumbered except for those matters set forth on EXHIBIT "C" hereto. Owner further agrees and covenants that owner will not sell, lease, convey or mortgage the Property during the term of this agreement or any extension thereof.
 - (b) There are no restrictions which prohibit the construction and operation of a retail shopping center on the Property.

- (c) Upon execution of this agreement, Buyer may at Buyer's sole expense, make application to complete the rezoning of the Property so as to permit the use of said Property for a retail shopping center. Owner and Buyer shall cooperate with each other in order that all efforts to zone or rezone the property shall be successfully concluded.
- (d) Buyer agrees to complete the engineering for replatting of the property in accordance with Exhibit "B" hereof at Buyer's cost and expense. Owner and Buyer shall cooperate with each other in order that said subdivision shall be successfully concluded, although the plat shall not be filed until after closing, and in the event of partial closing, shall be filed only as to that portion of the property purchased by Buyer.
- (e) Owner will be solely responsible and liable for a six (6%) percent real estate commission equally divided one-half (1/2) to J.L. Peterson, Inc., Commercial Real Estate and one-half (1/2) to Noble H. Johnson Broker/Partners, and payable as a consequence of the sale and purchase of the Property pursuant to this contract.
- Within forty-five (45) days from the effective date, Owner will furnish Buyer, (1) at owner's sole expense, with a title commitment issued by Old Republic Title Company of Kansas City, Inc. ("Commitment"), together with any topographic boundary survey and legal description of the Property as owner may have. Buyer shall notify Owner within thirty (30) days after receipt of the Commitment of any objections to title. If Owner is unable to resolve all objections to the reasonable satisfaction of Buyer within ninety (90) days following the giving of notice of such objections, Buyer, within thirty (30) days of Owner's notification to Buyer of the final condition of title, shall notify Owner of Buyer's election to either (i) cure those items which can be cured and which Owner shall not have cured, deducting the costs for said curing of objections to title from the purchase price, (ii) accept such title as Owner is able to deliver, in which event this Agreement shall continue in full force and effect, or (iii) terminate this Agreement by written notice to Owner, in which event the parties shall have no further rights or obligations hereunder and Owner shall immediately return the Earnest Money to Buyer.
- (g) If, at the time of closing or prior thereto--
 - (i) The property is not zoned so as to permit the filing of a final site plan for operation of retail shopping center thereon; or
 - (ii) Water, gas, electric power, telephone service, and public storm sewer mains adequate to serve Buyer's needs are not available at the property line of the Property, (sanitary sewer is available on the west side of Chouteau), or
 - (iii) Condemnation proceedings or proceedings in the nature of condemnation shall have been instituted or threatened; or

- (iv) Owner is unable to grant to Buyer good and marketable fee simple title as herein contemplated (subject to the permitted exceptions set forth in Exhibit C) and/or Buyer is unable to obtain an owner's ALTA Form title insurance policy from Old Republic Title company of Kansas City, Inc.; or
- (v) The Boundary line of the Property shall not come together in such a manner as to form a single tract of land without gaps, gores, or strips, such tract being essential to the proper development of the Property,

then in any of said events, Buyer may, at its election and upon giving notice in the manner herein provided, (i) terminate this contract, in which event the earnest moneys paid pursuant to paragraph 1 and 3 hereof shall be forthwith refunded by Owner to Buyer, or (ii) close the purchase as hereinabove provided.

Owner represents and warrants that to the best of Owner's knowledge and belief there are no "hazardous substances", contaminants, pollutants, or toxic substances (as those terms are defined under any Federal, State or local law or regulation, or common law, pertaining to health, safety or environmental protection, as from time to time amended, referred hereto in the aggregate as "hazardous substance laws") stored or located in, on, or under the Property, nor has the Property been used during ownership by Owner for manufacturing, storing, using, treating, or disposing of any such "hazardous substances", contaminants, pollutants, or toxic substances". Anything in this Agreement to the contrary notwithstanding, it is agreed that Buyer does not assume or agree to be responsible, and Owner agrees to defend, indemnify and hold Buyer harmless from all loss, damage, expense, fees, claims, costs, fines, penalties and liabilities including but not limited to response costs, cleanup costs, remedial and monitoring costs, damages to the environment, attorneys fees and cost of litigation based upon or arising out of the presence of any "hazardous substances", contaminants, pollutants, or toxic substances" located in, on, or under the Property ansing or resulting from the Owner's use of said property during the tenure of Owner's ownership of property.

In the event studies, to be performed by Buyer's agents during the Contract Period, show that any of the above hazardous substances exist, then (i) Owner will either pursue the removal and proper clean-up and treatment/disposal of such hazardous substances at Owner's expense, or (ii) this Agreement shall become null and void and all Earnest Money shall be returned to Buyer.

(i) Tax Identification Number. Under penalties of perjury, Owner and Buyer hereby represent and warrant each to the other that the Social Security Numbers or Federal Tax Identification Numbers of Owners and Buyer set forth below Owner's and Buyer's signatures on this Agreement are true and correct. Owner and Buyer hereby agree to indemnify, defend and hold the other harmless from any loss, costs, expenses and damages, including reasonable attorneys' fees which may incur if said numbers are inaccurate or are omitted. The obligation of Owner and Buyer to

indemnify and hold the other harmless set forth in this subsection shall survive the expiration or termination of this Agreement or the closing hereunder, as the case may be.

- (j) Subsurface Rights. Owner is the owner of all rights to oil, gas and/or mineral deposits in, on or beneath the surface of the Property, and shall transfer all rights to Buyer at closing.
- (k) Cross-easements. Owner and Buyer agree to execute cross-easements for ingress and egress over the parking lot and entrance to Winn Road on the property designated "Lot 3" on Exhibit B, and ingress and egress to Chouteau Trafficway across from Lot 1 and to meet all parking requirements of the zoning ordinances of Kansas City, Missouri for Lot 3.
- (I) Construction and improvement of cross-easement access, parking and grading plan. The Buyer shall install at its cost all drives, parking and other improvements on roller skating property (Lot 3) needed to accommodate Buyer's site plan. Buyer shall pay all costs of repaying or improving roller rink parking and drive to accommodate Buyer's anticipated traffic.
- (m) Sanitary sewer hook-up. Buyer shall provide sanitary sewer hook-up without charge, for the use of the roller skating rink located immediately north and east of the property the subject of this contract, without cost therefore, provided, however, roller rink shall pay all costs of installation of line from roller rink to the sanitary sewer line installed by Buyer.
- Tax Increment Financing. Buyer shall at it's sole expense take all steps necessary to obtain Tax Increment Financing approval from the City of Kansas City to help defray the cost of off-site improvements and infrastructure for the development of the property the subject of this contract. An application was filed to rezone the property for commercial retail purposes, and received approval, subject to final plan submission and city council approval. A Planting process was initiated, survey work completed, and plat drawn, and is awaiting submission to the City. Owner shall sign an application for TLF and to have the Property plot plan approved and rezoned for commercial retail purposes. Owner shall cooperate with Buyer in securing any needed rezoning, plan approval or permits, and in processing to completion the application and all documents relating thereto. The application shall be made in the name of Owner and Buyer or as otherwise required under the applicable governing ordinance or regulation. Buyer shall select subject to Owner's approval, which shall not unreasonably be witheld, the attorney, land planner, engineer, architect and/or other representative or expert to prepare and present the zoning plan and building permit application and Tax Increment Financing Application for approval. All expenses, fees and costs to secure such zoning platting and Tax Increment Financing shall be paid by Buyer, except that the earnest money deposit held by Owner shall be expended by Owner to the extent needed to pay final billing

upon completion of Tax Increment Financing application for professional fees actually incurred by Buyer in the prosecution of the Tax Increment Financing application. Both Owner and Buyer agree that the Buyer's attorney may represent both parties for such hearings.

- (o) Easements. Buyer shall have thirty (30) working days from effective date of this contract to accept or reject the easements identified in Exhibit C_hereof. Seller shall deliver copies of said easements to Buyer within Seven days of the effective date of this contract. Buyer shall notify Seller within this thirty day inspection period of its election to accept or reject the easements. If Buyer elects to reject the easements, this contract shall be deemed canceled and all earnest money deposit by Buyer shall be returned to Buyer.
- 9. Rights Upon Default. (a) In the event Buyer shall not close this contract in accordance with the terms of this Agreement, Owner shall be entitled to retain all Earnest Moneys paid hereunder as liquidated damages and in full satisfaction of any and all claims which Owner may have arising in any manner whatsoever out of this transaction, it being agreed that in no event shall Buyer's liability for failure to close be in excess of the Earnest Moneys paid hereunder. The parties recognize that in view of the fluctuating real estate market, and in view of the fact that the Owner will be required to remove the Property from the open market during the period when this Agreement is in effect, it is impossible to ascertain in advance the damage which Owner will suffer in the event of default by Buyer. Accordingly, the parties have agreed that the amount of the Earnest Moneys paid hereunder has been arrived at by Owner and Buyer in good faith and in an effort to establish agreed upon liquidated damages which Owner will suffer in the event of default by Buyer.
- (b) In the event Owner shall fail or refuse to close the purchase of the Property in accordance with the terms of this Agreement, or shall otherwise fail or refuse to observe and keep the terms of this Agreement, Buyer shall have the right (i) to elect to declare this Agreement canceled, in which event all Earnest Moneys paid hereunder shall be refunded by Owner to Buyer forthwith, or (ii) to elect to affirm this Agreement and enforce its specific performance or recover for its breach.

Nine and five one-hundredth's (9.05) acres. Buyer shall bear all costs of site development for the entire subject property including but not limited to off-site improvements required by the City of Kansas City as condition precedent to zoning approval; utility line extensions and/or improvements; widening of Chouteau Trafficway, Winn Road, if required, excavation and balancing of dirt on the site; installation of box culverts for storm water drainage across the site from I-35 to Chouteau, and final dirt work, landscaping and reinstallation of fencing of Interstate I-35 right-of-way following removal of overburden on the south side of the northbound on ramp from Chouteau Trafficway to I-35. Buyer shall obtain Owner's consent to all such improvements and site development expenses. Owner agrees that upon subsequent sale by owner of the balance of Owner's property not sold to Buyer, Buyer shall receive reimbursement for pro rata share of the hard costs of theabove identified site development costs, from the proceeds of such sale, provided however, such costs shall not exceed \$1.25 per square foot of said remaining property. No interest shall accrue on such reimbursement.

No reimbursement will be given to Buyer for site development costs for which credit or reimbursement or tax relief, abatement, or deferral is granted pursuant to any Tax Increment Financing or other governmental development or redevelopment incentive program.

Owners agree that in the event of such partial closing, the price to be paid for the 9.05 acres so purchased (as shown on and described as Lot 1 in Exhibit B) is \$3.03 per square foot. The parties agree that the reduced price reflects the hard and soft costs incurred by Buyer in developing the entire tract the subject of this contract, and that the intrinsic market value of the remaining property is increased due to such development work by Buyer, accruing to Owners benefit. Parties agree that at closing the property conveyed by Owner to Buyer shall be subject to a cross-easement, providing ingress and egress to Chouteau Trafficway for Owners, and Owners heirs and assigns, for the benefit of the land of Owner not sold pursuant to such closing, and the Roller Rink on Lot 3 as shown on Exhibit B hereof

Owners agree that for a period of one year following the closing of a partial purchase of the subject property, Buyer shall have the right to purchase the remaining property upon the terms and conditions of this contract, provided, however, in such event, the price for the property so sold shall be adjusted to reflect a per square foot price of \$3.37 for a closing on or before May 1, 1998, a per square foot price of \$3.67 for a closing of the remaining property after May 1, 1998 but on or before December 31, 1998, or the price for the property so sold shall be adjusted to reflect a per square foot price of \$4.02 for a closing occurring after December 31, 1998.

The provisions of this paragraph shall survive closing.

- Use of Property During Contract Term. During the term of this contract, or any extension thereof, Buyer shall have the right to go upon the Property for the purpose of making surveys, engineering studies, test boring, environmental studies and subsurface inspections, and the right to erect signs upon the Property advertising the development proposed thereon; provided, however, in the exercise of the rights herein given, Buyer shall not unreasonably interfere with the use by Owner of the Property. Owner covenants and agrees that during the term of this contract or any extension thereof, Owner will not without Buyer's prior written consent, engage in or permit others to engage in any activity on the Property which would affect Buyer's use of the Property.
- in any proceeding by public authority, or any other body vested with the power of eminent domain, by condemnation or otherwise, or shall be acquired for public or quasi-public purpose, or condemnation proceedings therefore shall have been threatened or instituted, then Buyer shall have the right and election of canceling this Agreement, said election to be exercised by Buyer by giving Owner notice to such effect in accordance with Section 8 hereof. In the event Buyer elects to cancel this Agreement, both parties shall be relieved and released from all liability hereunder, and Owner shall return all Earnest Money to Buyer. Unless this Agreement is so canceled, it shall remain in full force and effect. If this contract is closed, then at the election of Buyer, Owner shall either (a) assign, transfer and set over to Buyer all of its right, title and interest in and to any award that may be made for such taking, in which event the purchase price of the Property shall remain unchanged, or (b) retain

the award, in which event the purchase price of the Property shall be reduced by the amount of such award.

- 13. Assignment. This Agreement shall not be assigned to another party without the consent of Owner, which shall be not unreasonably withheld. However, no consent shall be required in the event Buyer assigns this Agreement to an affiliated entity of Buyer, of which Buyer shall be a General or Limited Partner thereof, or to a major tenant who will purchase Lot 1.
- 14. Notices. Any notice by either party hereto shall be in writing and shall be sent by United States Certified Mail, postage prepaid, or by overnight mail service keeping the records of its deliveries, addressed to the party being notified at the address given below, or at any other address which a party may from time to time hereinafter designate to the other in writing.

TO THE OWNER:

David H. Johnson c/o LOUGHLIN, JOHNSON & CAMPBELL 1209 Penntower Office Center 3100 Broadway Kansas City, Missouri 64111

Gary S. Jenkins 5004 N. Monroe Kansas City, MO 64119

w/copy to:

Noble H. Johnson, Broker/Partner 405 N.E. 70th Gladstone, MO 64118

To the Buyer:

Chouteau I-35 Development L.L.C. c/o Mr. J.L. Peterson 8600 W. 110th Street Suite 201 Overland Park, Kansas 66210

with copy to:

Mr. Bryon Constance, Esq. 501 W. Lexington Independence, MO 64050

- 15. Parties Bound. This contract shall be binding upon and inure to the benefit of the parties hereto, their heirs, successors and assigns.
- 16. Agency Disclosure. The Owner and Buyer understand and agree that Noble H. Johnson Broker/Partner and J.L. Peterson, Inc. Jeffrey L. Peterson, Broker represent the Owner and Buyer respectively and that they and other associates of their firms have or will have an ownership interest.

This offer shall terminate if not executed by Owner within three (3) business days of execution by Buyer.

IN WITNESS WHEREOF, Owner has executed this Agreement in four parts this day of April, 1997.

GARY S. JENKINS

GARÝ S. JEXKINS

DAVID H. JOHNSON

DEVID H. JOHNSON

Spouses of Owners execute this contract for the sole purpose of acknowleging marital rights, if any, in and to the subject property, and are not otherwise parties to this contract.

SHEILA JENKINS

KAREN JOHNSON

by Karen Thason

IN WITNESS WHEREOF, Buyer has executed this Agreement this ______ day of April, 1997.

Mai

Chouteau I-35 Development L.L.C.

Buyer: by

Jeffrey L Peterson Managing Principle

UEVKIOHMOPTION.AGR

GRATE TO ATA ALL THAT PART OF THE EAST 1/2 OF THE NORTHEAST 1/4 AND ALL OF BLOCKS 4 AND 5, BOTH INCLUSIVE, "WINNWOOD BEACH", A SUBDIVISION OF LAND, ALL IN SECTION 6, TOWNSHIP 50, RANGE 12, IN KANSAS CITY, CLAY COUNTY, MISSOURI, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID BLOCK 1, SAID POINT BEING ON THE WEST RIGH-OF-WAY LINE OF NOTH WINN ROAD (MISSOURI STATE HIGHWAY ROUTE NO. 10), AS NOW ESTABLISHED: THENCE SOUTH O DEGREES-J6'J6" WEST ALONG SAID WEST RIGHT-OF-WAY LINE AND ALONG THE EAST LINE OF SAID BLOCK 4, A DISTANCE OF 1485.08 FEET TO THE POINT OF INTERSECITON OF SAID WEST RIGHT-OF-WAY LINE WITH THE NORTH RIGHT-OF-WAY LINE OF NORTHEAST 43RD STREET TERRACE AS NOW ESTABLISHED AND THE SOUTHEAST CORNER OF SAID BLOCK 4; THENCE NORTH 89 DEGREES-19'19" WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE AND ALONG THE SOUTH LINE OF SAID BLOCK R, A DISTANCE OF 174.50 FEET TO THE SOUTHWEST CORNER OF SAID BLOCK 4; THENCE NORTH 01 DEGREES-56'55" WEST, CONTINUING ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 40.22 FEET; THENCE SOUTH 89 DEGREES-40'25" WEST, CONTINUING ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 418.77 FEET; THENCE CONTINUING ALONG SAID NORTH RIGHT-OF-WAY, ALONG A CURVE TO THE RIGHT TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 120.00 FEET, A CENTRAL ANGLE OF 77 DEGREES-44'-50", AN ARC DISTANCE OF 162.83 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY, ALONG A CURVE TO THE RIGHT, HAVING A COMMON TANGENT WITH THE LAST DESCRIBED CURVE, HAVING A RADIUS OF 480.00 FEET, A CENTRAL ANGLE OF 15 DEGREES 07'-53", AN ARC DISTANCE OF 126.77 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE, ALONG A CURVE TO THE RIGHT HAVING A COMMON TANGENT WITH THE LAST DESCRIBED CURVE HAVING A RADIUS OF 26.15 FEET, A CENTRAL ANGLE OF 44 DEGREES 14'50" AN ARC DISTANCE OF 20.19 FEET; THENCE CONTINUING ALONG SAID RIGHT-OF-WAY LINE, ALONG A CURVE TO THE LEFT HAVING A COMMON TANGENT WITH THE LAST DESCRIPED CURVE, HAVING A RADIUS OF 59.51 FEET, A GENTRAL ANGLE OF 136 DEGREES 07'-46", AN ARC DISTANCE OF 141.40 FEET TO A POINT ON THE SCUTH LINE OF SAID BLOCK 5; THENCE NORTH B9 DEGREES 19'-47" WEST, CONTINUING ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 182.65 FEET TO THE INTERSECTION OF SAID NORTH RIGHT -OF-WAY LINE WITH THE EAST RIGHT-OF-WAY LINE OF NORTH GLEVELAND AVENUE, AS NOW ESTABLISHED SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID BLOCK 5; THENCE NORTH O DEGREES 16'11" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE AND ALONG THE WEST LINE OF SAID BLOCK 5, A DISTANCE OF JO7.56 FEET TO THE POINT OF INTERSECTION OF SAID EAST RIGHT-OF-WAY LINE WITH THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY ROUTE NO. 35, AS NOW ESTABLISHED; THENCE NORTH 49 DEGREES 03'38" EAST, ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 335.71 FEET TO AN ANGLE POINT THEREIN; THENCE NORTH 67 DEGREES 02'-33" EAST, CONTINUING ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 107.95 FEET TO AN ANGLE POINT THEREIN; THENCE NORTH 49 DEGREES 14'-59" EAST, CONTINUING ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY, A DISTANCE OF 21.99 FEET TO AN ANGLE POINT THEREIN; THENCE NORTH 18 DEGREES 11'04" EAST, CONTINUING ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 66.87 FEET TO AN ANGLE POINT THEREIN; THENCE NORTH 49 DEGREES 12'-03" EAST, CONTINUING ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 561.24 FEET TO A POINT ON THE NORTH LINE OF AFORESAID BLOCK; THENCE SOUTH B9 DEGREES 19'-17" EAST ALONG LAST SAID MORTH LINE, A DISTANCE OF 28.83 FEE TO THE POINT OF DEGINNING. CONTAINING 966,858 SQUARE FEET OR 22.20 ACRES, MORE OR LESS. EXCEPT LOTS 3 AND 4 AS DEPICTED ON THE WINN-WOOD SHOPPING CENTER PLAT ATTACHED AS EXHIBIT B.

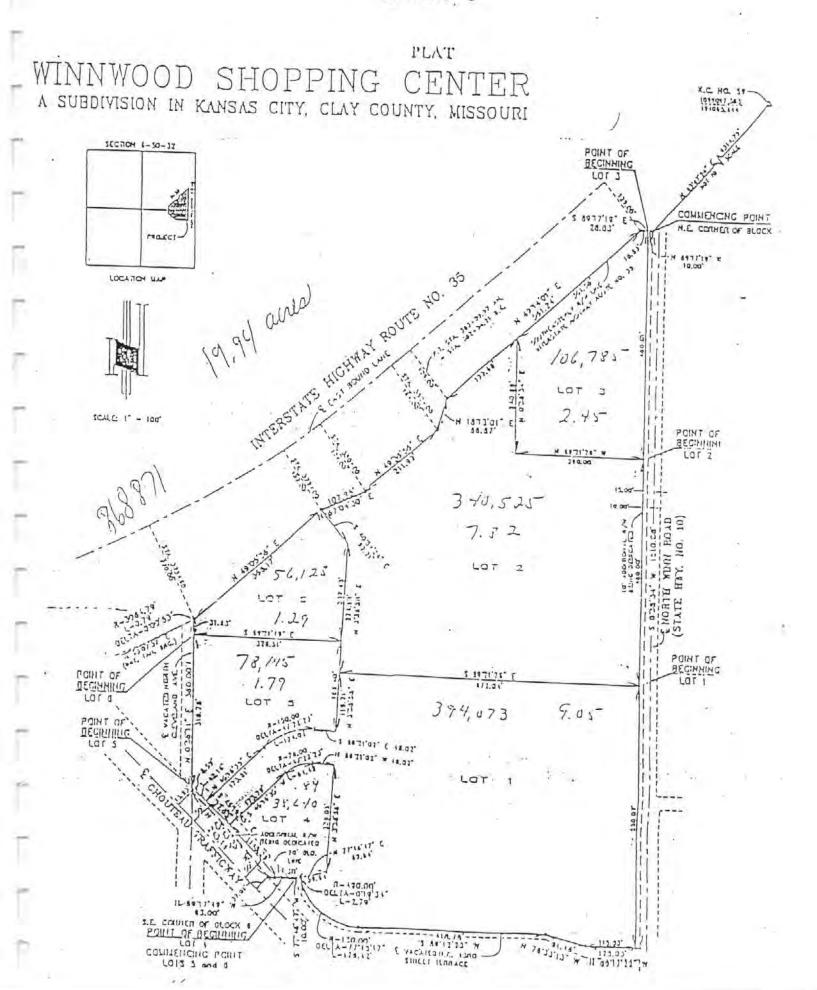


EXHIBIT C PERMITTED EXCEPTIONS

- Lack of right of access for ingress and egress to Highway No. Route U.S. 69 (now interstate Route I-35) from the premises in question, said right of access having been granted to the State of Missouri by deed filed October 29, 1954, under Document No. A-55457 in Book 535 at Page 174. (Affects Tract I)
- Right-of-way for highway Route U.S. 69 (now Interstate Route I-35) granted to the State
 of Missouri as set forth in instrument filed November 26, 1954, in Book 534 at Page 291
 over part of the premises in question. (Affects Tract I)
- 3. Sewer Easement granted to the City of Kansas City as set forth in instrument file d April 24, 1957, under Document No. A-80609 in Book 573 at page 546, over part of the premises in question. (Affects Tract 1)
- Server Easement granted to the City of Kansas City as set forth in instrument filed April 24, 1957, under Document No. A-80610 in Book 580 at page 131, over part of the premises in question. (Affects Tract I)
- 5. Sewer Easement granted to the City of Kansas City as set forth in instrument filed July 14, 1938, under Document No. B-10957 in Book 611 at page 462, over part of the premises in question. (Affects Tract 1)
- 5. Right-of-Way for highway Route U.S. 69 (now Interstate Route I-35) granted to the State of Missouri as set forth in instrument filed September 28, 1954, in Book 335 at Page 34 over part of the premises in question. (Affects Tract II)

Lack of right of access for ingress and egress to Highway No. Route U.S. 69 (now Interstate Route I-35) from the premises in question, said right of access having been granted to the State of Missouri by deed filed Suptember 28, 1954, in Book 555 at Page 54. (Affects Tract II)

Restrictions, but deleting any racial restrictions, set forth in the deeds filed in Book 183 at Page 174, Book 185 at page 182, Book 185 at page 183, and Book 185 at Page 191, and others, as affected by instrument filed May 14, 1953, in Book 475 at page 373, and by instrument filed June 4, 1969, in Book 1017 at Page 820. (Affects Tracts I, II, III, IV and V)

Easement granted to Kansas City Power and Light Company as set forth in instrument filed September 18, 1972, under Document No. C-73895 in Book 1102 at page 614, over part of the premises in question: (Affects Tract IV)

Utility easements in that part of the premises in question in the vacated Northwest 43rd Terrace herein described, reserved in Ordinance No. 63287, of the City of Kansas City,

filed for record August 7, 1989, under Document No. G-44787 in Book 1925 at page 670. (Tracts I and V)

- Utility easements in that part of the premises in question in the vacated Winnwood Boulevard and alley herein described, reserved in Ordinance No. 63288, of the City of Kansas City, filed for record August 7, 1989, under Document No. G-44790 in Book 1925 at page 677. (Tract I)
- Utility easements in that part of the premises in question in the vacated North Cleveland Avenue herein described, reserved in Ordinance No. 63286, of the City of Kansas City, filed for record August 7, 1989, under Document No. G-44790 in Book 1925 at Page 683. (Tracts II, III, IV and V)

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EXHIBIT D

DEFERRED EXCHANGE AGREEMENT

THIS DEFERRED EXCHANGE AGREEMENT ("Agreement") is made and entered into this _____ day of April, 1997, by and between Winnwood Development, L.P., a Missouri limited partnership. the ("Sellers"), and Chouteau I-35 Development. L.L.C., a Missouri Limited Liability Company, (collectively "Buyer").

WHEREAS, Seller and buyer entered into a certain Real Estate Option Agreement (the "Original Contract") whereby Seller granted to Buyer an option to buy the real property (the "Original Property") located at the southeast corner of 1-35 and Chouteau Trafficway in Kansas City, Clay County, Missouri;

WHEREAS, under the Original Contract, Buyer agreed to cooperate with Seller in order to effect a like-kind exchange meeting the requirements of Section 1031 of the Internal Revenue Code; and.

WHEREAS, Seller and Buyer desire to set forth their agreements concerning completion of a like-kind exchange of property following the closing of the sale of the Original Property to Buyer.

NOW THEREFORE, in consideration of the premises and the mutual promises set forth below, the parties agree as follows:

- 1. The foregoing recitals are hereby incorporated by reference.
- 2. Any cash balance due to Seller from Buyer at the closing of the sale of the Driginal Property shall be deposited with the title company selected by Owner to issue the title insurance pursuant to said real estate Option Agreement as escrow agent ("Agent"). Agent shall invest such funds (the "escrow account") in an interest-bearing demand account in a manner so

that funds will be available in accordance with the terms of this Agreement. Agent shall hold said funds and disburse the same pursuant to the provisions of this Agreement, and Agent shall have no liability to Seller or Buyer with respect to the escrow account other than its obligation and duty to act strictly in accordance with this Agreement.

- Property to Buyer. Seller designates a property ("Exchange Property") that Buyer is to acquire and convey to Seller in satisfaction of Buyer's obligation to cooperate with Seller in effecting a like-kind exchange, Buyer shall execute a contract ("Exchange Contract") for purchase of the Exchange Property within five (5) days after Buyer's receipt thereof. Such Exchange Contract shall be subject to such standard contingencies as are acceptable to Buyer and Buyer's obligations thereunder shall, at Buyer's option, be conditioned upon Seller being prepared to acquire the Exchange Property from Buyer promptly after the closing of the Exchange Contract. The parties will reasonably cooperate with each other to effect the exchange with the intention that the conveyance of the Exchange Property to Seller will occur before the earlier of (i) one hundred eighty (180) days following the closing of the sale of the Original Property, or (ii) the due date, an determined by taking into account allowable extensions, of Seller's tax returns for the tax year in which the Option Agreement using the subject property is closed.
- 4. (a) The balance contained in the escrow account, including any interest earned thereon, shall be applied against the cash balance due at the closing of the Exchange Contract. Any funds remaining in the escrow account after the closing of the Exchange Contract and the payment of Agent's fee shall be paid to Seller immediately upon the conveyance of the Exchange Property to Seller.

- (b) Buyer agrees to execute and deliver notes, mortgages, and other forms of indebtedness and security ("Loan Documents"), in such form and with such lender ("Lender") as are approved by Seller, necessary to fund and complete the acquisition of the Exchange Property; provided, however, that any such Loan Documents shall either be non-recourse as to Buyer or provide for the release of Buyer upon conveyance of the Exchange Property to Seller and Seller's assumption of the liability under the Loan Documents. Seller agrees to assume the liability under the Loan Documents as may be necessary to permit Buyer's release thereunder.
- 5. (a) In the event (i) Seiler has failed to designate an Exchange Property within forty-five (45) days following the closing of the sale of the Original Property to Buyer, Seller's election to do so shall automatically terminate pursuant to the provisions of Section 1031, and Agent shall deliver the balance of the escrow account and all interest earned thereon to the Seller, and Buyer and Agent shall have no further liability to Seller.
- (b) If the acquisition of the Exchange Property does not occur within the time period specified in paragraph 3 above, then the escrow account and all interest earned thereon shall be paid by Agent to Seller, and neither Buyer no Agent shall have any further liability to Seller.
- 6. Seller shall have no control over the escrow account, nor any right to receive the same except at such time as an Exchange Property is not selected with the forty-five (45) day period described in paragraph 5 hereof, or if the purchase of the Exchange Property fails to timely close, it being the intention of the Seller to effect an exchange of like-kind property.
- 7. Notwithstanding any other provision of this Agreement to the contrary, neither Buyer nor Agent shall have any liability for the interpretation of the time periods affecting Seller's right to complete a tax-free exchange of property, and Seller's designation of such dates

shall be binding upon Buyer and Agent. In addition, it is expressly understood and agreed that neither Buyer nor Agent has any responsibility or liability to protect Seller's interest under any documents or instruments to be executed for the purchase and conveyance to Seller of the Exchange Property. Buyer agrees that any documents or instruments required to be executed by it which contain obligations to be assigned to or assumed by Seller shall be provided to Seller for review and approval prior to execution and delivery by Buyer.

- 3. Notices required to be given hereunder shall be addressed to the last known address of the parties and hand delivered or mailed by certified mail, return receipt requested. Any notices shall be deemed given the date of receipt. This Agreement shall be interpreted in accordance with and governed by the laws of the State of Missouri and shall be binding upon the parties hereto and their respective legal representatives, heirs, successors and assigns.
- 9. The obligations and liabilities of the parties hereunder, each to the other, shall cease and be of no further force and effect upon the release of the escrow account to Seller or upon the conveyance of the Exchange. Property to Seller, whichever first occurs, except for any subsequent claim arising as a result of an alleged act of gross negligence on the part of any party hereunder.

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OPTION FOR SALE OF REAL ESTATE

THIS OPTION AGREEMENT is made as of the 9th day of July, 1997 by and between MERRION TRUST PARTNERS L.P., (the "Owners") and CHOUTEAU [-35 DEVELOPMENT, L.L.C.. A MISSOURI COMPANY, (the "Optionee").

FOR GOOD AND VALUABLE CONSIDERATION, including a cash payment of One Thousand Seven Hundred Six Dollars and .25/100 (\$1,706.25), with Old Republic Title Company (the "Title Company"), within five days of full contract execution, the Owner hereby grants to the Optionee and the assigns of the Optionee until 5:00 p.m. on August 22, 1997 an exclusive and irrevocable right and option to purchase marketable fee simple title to the real estate, together with all improvements and appurtenances, commonly known as the SEC of I-35 and Chouteau Trafficway, Clay County, Kansas City, MO and described by the legal description contained on Exhibit A attached hereto and made a part thereof (the "Property"), pursuant to the following terms and conditions.

- 1. PURCHASE PRICE AND TERMS OF PAYMENT. The purchase price of the property is One Hundred Ninety Thousand Dollars and no/100 (\$190,000.00) which shall be paid as follows if this option is exercised:
- a. In the event this option is not exercised and the conditions specified in Paragraph 6 of this contract have been met, the amount paid as consideration for this option may be retained by the Owner, and the Optionee shall have no further right, title or interest in the Property.
- b. In the event the conditions of Paragraph 6.i. Marketable Title and 6.v. Possession are not met, the option consideration shall be returned to Optionee.

The above purchase price is based upon the actual amount of land purchased pursuant to this contract, which is generally contained with the red boundary as depicted on Exhibit A. The purchase price shall be increased or decreased at closing if the survey referred to in this contract determines square footage above or below 38.500 square feet. The exact purchase price shall be the sum of Five Dollars and Seven Cents (\$5.07) per square foot as shown by the survey.

Owner grants to the Optionee and its agents the right to enter upon the Property at any reasonable time for any lawful purpose, including but not limited to making land surveys, engineering studies, environmental tests, soil tests and any other test, study or inspection at the sole cost and expense of Optionee in connection with the proposed commercial development of the Property. Such right of entry shall be exercised in a reasonable manner, and the Optionee hereby agrees to indemnify and hold Owner harmless from all costs, expenses and damages, by reason of such entry. Any existing survey in Owner's possession shall be furnished to Optionee within ten (10) days of the signing of this contract.

The Optionee may conduct a survey or update any Owner's survey. The survey must be made by a duly licensed engineer or land surveyor satisfactory to the Title Company so that the ALTA survey exception is deleted from the Title Policy. In addition, the survey shall:

- Include a metes and bounds legal description of the Property;
- Show the location of all existing improvements, alleys, streets, roadways, rights-of-way, wetlands and easements on or adjacent to the Property;
 - Show all encroachments, if any, or certify there are no encroachments;

d. Contain the surveyor's certification as to the number of gross square feet contained within the perimeter boundaries of the Property.

The Optionee shall pay the cost of the survey.

- JONING/TIF. This agreement is expressly conditioned upon zoning, platting plan approval and Tax Increment Financing Approval (TIF) of the Property for commercial retail purposes satisfactory to the Optionee. An application was filed to rezone the property for commercial retail purposes, and received tentative approval, final approval requires a final plan submission and city council approval. A Platting process was initiated, survey work completed, and plat drawn, and is awaiting submission to the City. Owner shall sign an application for TIF and to have the Property plan approved and rezoned for commercial retail purposes. Owner shall cooperate with Optionee in securing any needed rezoning, plan approval or permits, and in processing to completion the application and all documents relating thereto. The application shall be made in the name of Owner and Optionee or as otherwise required under the applicable governing ordinance or regulation. Optionee shall select the attorney, land planner, engineer, architect or other representative to prepare and present the zoning plan and building permit application and to present the same at all hearings. All expenses, fees and costs to secure such zoning shall be paid by Optionee. Both Owner and Optionee agree that the Optionee's attorney may represent both parties for such zoning hearings.
- TERM OF OPTION AND EXTENSIONS. The term of this option commences the 2nd day of July, 1997 and will terminate on the 22nd day of August, 1997 at 5:00 p.m., unless extended as provided herein: on or before the expiration of the initial option. Optionee must give written notice to Owner of his interests to continue the option on a forty-five (45) day exclusive and irrevocable right and option to purchase marketable fee simple title to the real estate, together with all improvements and appurtenances, commonly known as the SEC of I-35 and Chouteau, Trafficway, Clay County, Kansas City, Missouri and described by the legal description contained on Exhibit "A" attached hereto and made a part hereof (the "Property") commencing on the 16th day of August, 1997 and continuing thereafter every 45 days for a period not to exceed twelve (12) months. The forty-five day option price shall be One Thousand Seven Hundred Six Dollars and .25/100 Dollars (\$1,706.25) per 45 days payable in advance on the first day of every option period for which the option is desired by Optionee for a neriod not to exceed twelve (12) months. The cash payment made at the signing of this option in June will be applied toward the August 16, 1997 payment. For purpose of this contract each month shall be considered to have thirty (30) days. Optionee may renew the option for an additional 120 days by paying Owner Six Thousand Dollars (\$6,000.00) prior to the end of the original option through the title company. After mutual execution of this option. Optionee will file applications as necessary per paragraph 3 "Zoning/TIF" with the City of Kansas City, Missouri within one hundred ninety (190) days or this option will be considered null and void.
- 5. NOTICE EXERCISING OPTION. Optionee may exercise this option or any extension hereof by sending written notice to the Owner by registered or certified mail at the following address or by personal delivery on or before its expiration:

Bill Merrion Merrion Trust Partners L.P. P.O. Box 7871 Shawnee Mission, KS 66207 A copy of the notice shall be mailed to the Title Company. The written notice shall designate the date and place of closing which shall not be less than ten (10) days nor more than ninety (90) days from the date of the notice, unless said closing is extended by written agreement of Owner and Optionee. The closing shall be at the office of the Title Company. At closing. Owner shall deliver the deed and any other assignments, bills of sale or documents required to transfer the Property. Any rents, utilities and deposits applicable to the property shall be prorated at closing.

CONDITIONS PRIOR TO CLOSING.

- a. In the event this option or any extension thereof is exercised by Optionee, the following shall be conditions precedent to the obligation of Optionee to close and to pay the purchase price:
- i. <u>Marketable Title</u>. Marketable fee simple title must be conveyed by general warranty deed to Optionee at closing.
- ii. Zoning. The Property must be zoned commercial, plan approved and building permit must be available to construct the proposed commercial improvements satisfactory to Optionee.
- iii. <u>Tax Increment Financing (TIF)</u>. The property and plan to develop the property must be approved by a fundable TIF by the Kansas City Missouri City Council as allowed by Missouri statue.
- iv. Major Tenant. Optionee has obtained an executed lease with one major tenant in excess of 50,000 square feet for the proposed shopping center.
- v. <u>Possession</u>. Possession of the Property at closing must be delivered free of leases and all right, title and interest of Owner or any other person or entity.
- vi. Concurrent Closing. This option is subject to the closing of the adjacent parcel owned by Jenkins and Johnson.
- b. The Owner must deliver to Optionee a satisfactory preliminary title insurance commitment to be issued by the Title Company, or such other title insurance company selected by Optionee, and an owner's title insurance policy at closing to insure in Optionee merchantable fee simple title free and clear of liens, charges, encumbrances or exceptions, in the amount of the purchase price, subject only to:
- i. Easements and restrictions of record that in Optionee's sole opinion would not prohibit the intended use of the Property for commercial development in accordance with plans and specifications satisfactory to Optionee;
- ii. Encumbrances, if any, created by Optionee to secure funds for payment of the purchase price at closing.

The policy shall contain such affirmative endorsements as Optionee may require.

Owner. Upon receipt of the preliminary owner's title insurance commitment. Optionee shall have thirty (30) days to examine the same and return the same to Owner with any written objections concerning the title or the same shall be deemed waived. The Owner shall have a reasonable time, not to exceed thirty (30) days, after receipt of written objections to correct any objection to the title. If such objections cannot be cured by Owner within thirty (30) days, Optionee may elect to terminate this agreement and all option money shall be returned to Optionee.

- 7. REAL ESTATE COMMISSION. The Owner and Optionee agree that no real estate commission shall be paid. The parties acknowledge that some employees and associates of Optionee are real estate brokers and agents and participating in the development.
- 8. REAL ESTATE TAXES AND ASSESSMENTS. All real estate taxes levied and assessed on the Property and all special assessments, if any, against the Property, will be paid in full by the Owner. All real estate taxes levied and assessed for the year in which this agreement is closed shall be prorated between the parties as of the date of closing, said proration to be computed on the basis of a three hundred sixty-five (365) day calendar year, which proration shall be paid on the basis of taxes for the then current year, if known, and otherwise, upon the basis of those for the immediately preceding year.
- 9. TAX FREE EXCHANGE. Seller has the right to complete an exchange transaction which qualifies as an exchange of like kind property in accordance with the applicable provision of the Internal Revenue Service Code, as long as both Purchaser and Seller agree that such does not compromise or delay the timely fulfillment of the requirements of this agreement, time being of the essence under all the terms and conditions hereof.
- 10. REPRESENTATIONS. WARRANTIES AND COVENANTS. The representations, warranties and covenants contained on the attached Exhibit B are incorporated herein by reference and shall survive closing.
- 11. ADDITIONAL INSTRUMENTS. The parties hereto agree to execute, acknowledge and deliver any and all further written instruments and documents, if any, which may reasonably be required to give force and effect to the provision of this agreement.
- 12. ENTIRE AGREEMENT: MODIFICATIONS AND WARRANTIES. This agreement contains the entire agreement of the parties. There are no representations, warranties, or agreements other than those expressly set forth herein. No other agreement, representation or warranty and no modification or waiver thereof shall be binding unless reduced to writing and signed by both parties.
- 13. AGENCY DISCLOSURE/LICENSEE'S INTEREST IN TRANSACTION. Jeffrey L. Peterson, Broker for J.L. Peterson, Inc. Commercial Real Estate is acting on behalf of the Optionee only, and has an affiliate relationship with Chouteau 1-35 Development LLC, the Optionee. No real estate commission is due Jeffrey L. Peterson, Broker or his associates in connection with this contract.
- 14. DEFAULT; SPECIFIC PERFORMANCE. Time is of the essence of this agreement. Except as otherwise provided herein, in the event of default, this agreement may be specifically enforced against the Owner or the Optionee.
- 15. BINDING EFFECT. This agreement shall be binding upon the parties hereto, their heirs, executors, administrators, successors and assigns.

IN WITNESS WHEREOF, the parties have executed this agreement

MERRION TRUST PARTNERS L.P.

BY: Gladstone Care Center, Inc. a Missouri Corporation,

General Partner

BY: Will

Bill Merrion, President

CHOUTEAU 1-35 DEVELOPMENT L.L.C.

Heffrey L. Peterson, Managing Partner

A Licensed Missouri R.E. Broker 8600 W. 110th Street, Suite 201

Overland Park, KS 66210

"OWNER"

"OPTIONEE"

STATE OF KANSA ()
COUNTY OF SHUSSA!
Now, on the GH day of TUCY, 1997, before me, a Notary Public, personally appeared WILLIAM MERRION, to me personally known, who being by me duly swom did say that he is the President of Gladstone Care Center, Inc., A Missouri Corporation, General Partner of MERRION TRUST PARTNERS, L.P., a Kansas limited partnership, and that said instrument was signed on behalf of said limited partnership by authority of its General Partner, and said WILLIAM MERRION acknowledged said instrument to be the free act and deed of said limited partnership. IN WITNESS WHEREOF, I have hereunto set my hand and seal on the date last above written.
My appointment expires:
STATE OF KANSAS) COUNTY OF JOHNSON)
Now, on this 974 day of JULY . 1997, before me, the undersigned, a Notary Public appeared JEFFREY L. PETERSON, to me personally known, who being by me duly sworn did say that he is an officer of CHOUTEAU I - 35 DEVELOPMENT, L.L.C., a, and that said instrument was signed on behalf of said corporation by authority of its Board of Directors, and said JEFFREY L. PETERSON
acknowledged said instrument to be the free act and deed of said corporation.
IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, the day and year last above written. Notary Public
My appointment expires:

EXHIBIT A

LEGAL DESCRIPTION

FOR PROPERTY LOCATED SOUTH OF INTERSTATE 35 AND ADJACENT TO AND - EAST OF CHOUTEAU TRAFFICWAY IN KANSAS CITY, MISSOURI

Optionee Owner

EXHIBIT B

WARRANTIES AND COVENANTS

- A. Owner represents, covenants and warrants that:
- 1. There are, and will be at time of closing, no leases, tenancies, contracts or agreements in effect with respect to the Property.
- 2. To the best of Owner's knowledge and belief, there are no condemnation proceedings pending or contemplated which would affect all or any portion of the Property.
- To the best of Owner's knowledge the Property complies with all applicable zoning, building, environmental or health ordinances of municipalities or other governments with jurisdiction over the Property.
- 4. To the best of the Owner's knowledge, the Property has never been used to generate, manufacture, refine, transport, treat, produce, store, handle, transfer, process, transport or dispose of "Hazardous Material or Substances" or "Hazardous Waste" or "Substances Hazardous to the Environment" as such terms are defined in the U.S.C. Section 9601 et seq., or other applicable state or federal laws or regulations other than gasoline, oil and related products used by a service station previously located upon the Property. The Property has never been used as a landfill, dumping ground nor like repository. There are no underground storage tanks on the Property.
- 5. No part of the property is or is eligible to be designated as a flood plan or wetland under the Environmental Conservation Law or any other applicable law, ordinance or regulation, except the Southwestern most point of the property, at the location of the box culvert under Chouteau Traffic way, where a small portion of the property is included in the 100 year flood plan.
- 6. To the best of Owner's knowledge, the Property and the improvements thereon are serviced by and have either on-site access or access available across adjacent streets to (1) municipal water, sanitary sewer and drainage systems and (2) electrical service from a public utility.
- 7. To the best of Owner's knowledge the Property has open and unobstructed legal access through approved curb cuts at grade level over land owned in fee to and from Chouteau Trafficway on the west for vehicular ingress and egress.

Optionee

MM_Owner

Corporation Warranty Leed

This Indenture, Had on the 25th

day of April

1. D. Om

Thousand Nine Hundred and Hinety Seven by and benuse

FIRST TITLE, INC., A MISSOURI CORPORATION, AS QUALIFIED INTERMEDIARY a corporation duly organized under the lower of the State of Hissourt

. of the County

Clay

, party of the first part, and

HILLCREST, INC.

Clay

of the County of

. State of Hissouri

(Mailing midres of said first named grantes is 6000 H. Oak Triy., Gladstone, No. 64118 WITHESSETH: THAT SAID PARTY OF THE FIRST PART, in consideration of the sum of

TEN DOLLARS AND OTHER VALUABLE CONSIDERATION

to it in hand pold by the sold party of the second part, the receipt of which is hereby acknowledged, does by these presents, CRANT, BARGAIN AND SELL CONVEY AND CONFIRM, unto the said of the second part, the successions and suigns, the following described loss traces or percels of fund lying, being and risuals in the County of Clay and State of

Missourt lowers All

SEE ATTACHMENT

Subject to easements, restrictions, reservations and covenants of record.

TO UAVE AND TO HOLD. The premises eforestick with all and singular the rights, privileges, appurtenences and immunities thereto belonging or in anywise appearaining, unto the said part y al the second part and unto ics successors

party of the first part hereby commanting that it is lawfully seized of an indefensible essess in fee in the pramises herein conveyed; that it has good right to convey the same; that the said pramities are free and clear from any incumbrance done or suffered by it or those under whom it claims; and that party of the first part

will content and defend the title of the said premises unto the said part y of the second part and unto its successful fixed and assigns forever, against the inefall daims and demands of all persons

IN WITNESS WHEREOF, The said party of the first part has caused those presents to be signed by its President and estacted by its Secretary, and the corporate seal to be hereto attached, the day and year /line above written.

TIRST TITLE, INC.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence south 64 degrees 02 minutes 42

seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70 degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad; thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line 242.29 feet to the point of beginning.

18-110-1-27

EXHIBIT 10

Blight Study

Chouteau Shopping Center Tax Increment Financing Cost Benefit Analysis

Year	Taxes with TIF	Taxes Without TIF	Benefit of TIF
1	1,396,752	51,145	1,345,607
2	2,892,980	51,801	2,841,179
3	2,929,753	52,470	2,877,284
4	2,971,492	53,152	2,918,339
5	3,014,341	53,848	2,960,492
6	3,058,323	54,558	3,003,765
-7	3,139,068	55,283	3,083,786
8	3,198,950	56,021	3,142,928
g	3,251,556	56,775	3,194,781
-10	3,307,326	57,544	3,249,782
11	3,364,346	58,328	3,306,019
12.	3,422,643	59,127	3,363,516
13	3,517,848	59,943	3,457,905
1.4	3,587,251	60,775	3,526,476
«15 °	3,647,591	61,623	3,585,968
16	3,711,251	62,489	3,648,762
17	3,776,318	63,372	3,712,946
1.8	3,842,822	64,273	3,778,549
19	3,946,398	65,191	3,881,207
20	4,024,339	66,128	3,958,211
21	4,093,389		4,026,305
22	4,165,930	68,058	4,097,872
23	4,240,058		4,170,548
Totals	78,500,723		77,132,226
		Preser Value at 9 percent	29,271,195

Chouteau Shopping Center, Cost Benefit Summary of Real, Personal and Sales Taxes

	Present Value, Taxes With TIE	Present Value, Taxes Without TIF	Benefit of TIF
Real Property			
Handicap	2,518	2,518	0
Metro. Community Callege	4,616	4,616	0
Library	6,924	6,924	0
Mental Health	1,888	1,888	0
NKC School District	86,864	86,864	0
Blind Pension	9,036	629	8,407
City General	28,115	28,115	0
Inventory Replacement	478,919		445,558
Debt Service	1,888	1,888	0
Health	2,098	2,098	0
Personal Property		407	14.207
Handicap	14,434		14,307
Metro. Community College	58,561		58,265
Library	39,694		39,345
Mental Health	10,826		10,730
NKC School District	497,982	1	493,597
Blind Pension	3,609		3,577
City General	161,183		159,763
Debt Service	10,826		10,730
Health	12,029	106	11,923
Sales Tax			
City General	2,484,507	44,728	2,439,779
Food & Beverage	4,347,886	78,273	4,269,613
Mass Transit	1,242,253	22,364	1,219,889
County	1,863,380	33,546	1,829,834
Bi-State	6,211		5,652
State	17,910,678	178,910	17,731,767
Earnings Tax	558,943		550,556

Chouteau Shopping Center, Cost Benefit Summary for Real and Personal Property Taxes, By Type of Tax

	Brogget Value	Present Value,	
	ar not all the same of the contract of the con	Taxes Wilhout TIF	Benefit of TIF
Handicap	16,952	2,645	14,307
Metra: Community Callege	63,177	4,912	58,265
Library	46,618	7,273	39,345
Mental Health	12,714	1,984	10,730
NKC School District	584,846	91,249	493,597
Blind Pension	12,645	661	11,984
City General	189,298	29,535	159,763
Inventory Replacement	478,919	33,361	445,558
Debt Service	12,714	1,984	10,730
Health	14,127	2,204	11,923

Chouteau Shopping Center, Cost Benefit Analysis Assumptions

Growth Rates			1-1	
Annual Growth, Land	1%			
Annual Growth,				
mprovements	1%			
Annual Growth, Sales	2%			
Assessed Values				
FMV, Land	326,094	IEAV Land	104,350	
EFMV, Land	326,094	EAV Land	104,350	
IFMV, Improvements	358,312	IEAV Improvements	114,660	
EFMV, Improvements	8,781,668	EAV Improvements	2,810,134	
Levy Rates				
-	Real Property Tax			
((Contract	Rates 0.12%	Tax Rafes 0.12%		
Handicap	0.12%	0.12%		
Metro. Community College		0.33%		
Library	0.33%	0.09%		
Mental Health	0.09%			
Health	0.10%	- 0.10%	-	
NKC School District	4.14%	4.14%		
Blind Pension	0.03%	0.03%		
City General	1.34%	1.34%		
Inventory Replacement	1.59%	n/a		
Debt Service	0.09%	0.09%	1	
Economic Activities			Sales Tax Rates	-
Pre-Development			City General	1.00000%
IEAV, Personal Property	11,057		Food & Beverage	1.75000%
Jobs	5		Mass Transit	0.50000%
Payroll	75,000		County	0.75000%
Sales	400,000		Bi-State	0.00125%
Post Sales	100,000		State	4.000000%
EAV, Personal Property*	2,174,783			1
Jobs	699		Earnings Tax	1.000009
Payroll	10,597,200	14		
Sales	47,279,482			

^{*}Initial equalized_assessed valuation at full buildout (year 2 for Retail D, year 1 for all other Project Areas).

Chouteau Shopping Center, Cost Benefit Analysis Without TIF

Exieting Bayroll	75,000	76,500	78,030	79,591	81,182	82,806	84,462	86,151	87,874	89,632	91,425	93,253	95,118	97,020	98,961	100,940	102,959	105,018	107,118	109,261	111,446	113,675	115,948
Existing Sales	400,000	408,000	416,160	424,483	432,973	441,632	450,465	459,474	468,664	478,037	487,598	497,350	507,297	517,443	527,792	538,347	549,114	260,097	571,298	582,724	594,379	606,267	618,392
Initial Equalized Assessed Value of Parconal Property	11.057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057	11,057
Assessed Value of	114 660	114.660	114 660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114,660	114 660	114,660	114,660	114,660	114,660	114,660
Intital Equalized Assessed Value of	104 350	104 350	104,350	104.350	104 350	104 350	104 350	104 350	104.350	104 350	104 350	104 350	104.350	104 350	104 350	104 350	104.350	104 350	104,350	104 350	104 350	104.350	104 350
	Year	- 0	7 6	2 ×	t u	2 00	2	- 00	0 0	100	11	12	13	14	4	2 4	47	0	0 0	000	24	22	23

Chouteau Shopping Center, Cost Benefit Analysis Without TIF

0,000	0,000,0				197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219	197 219			197 219			197 219	197 219	197 219	4,534 16,037	1,688 2,098
Replacement Service	\vdash	1			3,482	3,482	3,482	3,482	3,482	3,482	3,482	3,482	3,482	3,482	3,482	3,482	3.482	3.482	3.482	3.482	3.482	3.482	3.482	3,482	3,482		361
General	0.0134		2,935	2,935	2,935	2.935	2,935	2,935	2,935	2,935	2,935	2,935	2,935	2,935	2,935	2 935	2 935	2,935	2 935	2 935	2035	2035	2 935	2 935	2.935	67.499.	
Penslon	0.0003		99	99	99	99	99	99	99	99	99	99	66	99	99	RR	99	86	88	99	99	98	99	99	. 99	1 F 4 4	928
School	0.0414		6,067	290.6	9 067	9.067	9.067	9 067	9 067	9 067	9.067	9.067	9.067	29067	9.067	0.067	790.0	0.067	7900	790,0	750.0	100,0	0.087	0,007	9.067	TA BUS	86,854
Mental	0.0009		197	197	197	107	107	197	107	197	107	107	107	107	107	107	101	200	197	197	181	181	181	101	101	151	1,668
- Therapi	0.0033		723	723	753	703	793	723	707	793	703	793	700	163	793	700	700	123	123	123	123	623	173	1700	700	123	9.924
	0.0022		482	482	704	407	482	402	704	704	407	705	704	482	482	705	482	482	482	482	482	482	482	482	482	794	4.816
2000000	0.0012	1000	282	500	203	263	263	263	503	507	203	263	507	263	263	203	263	263	263	263	263	263	263	263	263	263	2.618
Property		Vaar	,	- 0	7	67	4	2	0 1	,	80	6	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Totals Present Value

Chouteau Shopping Center, Cost Benefit Analysis Without TIF

Year 13 24 36 10 Year 13 24 36 10 2 13 24 36 10 3 13 24 36 10 4 13 24 36 10 5 13 24 36 10 6 13 24 36 10 7 13 24 36 10 9 13 24 36 10 9 13 24 36 10 10 13 24 36 10 11 13 24 36 10 12 13 24 36 10 13 24 36 10 14 13 24 36 10 15 13 24 36 10 16 13 24 36 10 15 13 </th <th>458 458 458 458 458 458 458 458 458 458</th> <th>3 148 3 148 3 148 3 148 3 148 3 148</th> <th>0,0009 10 10 10 10 10</th> <th>0.0010</th>	458 458 458 458 458 458 458 458 458 458	3 148 3 148 3 148 3 148 3 148 3 148	0,0009 10 10 10 10 10	0.0010
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13 24 36		3 148	10	11
13 24 36		3 148	10	11
20		3 148	10	7
49 24		3 148	10	11
24 36		3 148	10	11
20 6		3 148	10	11
13 24 36			10	11
25 42	458	3 148	10	11
38	458	3 148	10	11
20E (1017 229	10.528	76 3,408	229	754
			Ü	Ç

-	Food & Beverage	Mass Transit	Gounty 0,0075	Bi-State 0,0001	State 0.0400	Earnings Tax 0.0100	Total Taxe
	2						27.7.7.2
7,000	00	2,000	3,000	20	16,000	05/	54,004
7,140	40	2,040	3,060	51	16,320	765	108,16
7,283	83	2,08:1	3,121	52	16,646	780	52,470
7,428	28	2,122	3,184	53	16,979	796	53,152
7.577	77	2,165	3,247	54	17,319	812	53,848
7.729	29	2,208	3,312	55	17,665	828	54,558
7.883	83	2,252	3,378	56	18,019	845	55,283
8.041	4.1	2,297	3,446	57	18,379	862	56,021
8,202	02	2,343	3,515	59	18,747	879	56,775
8.366	99	2,390	3,585	09	19,121	896	57,544
8.533	33	2,438	3,657।	61	19,504	914	58,328
8,704	04	2,487	3,730	62	19,894	933	59,127
8,878	18	2,536	3,805	63	20,292	951	59,943
9,055	55	2,587	3,881	65	20,698	970	60,775
9,236	36	2,639	3,958	99	21,112	066	61,623
9.421	21	2,692	4,038	67	21,534	1,009	62,489
9.6	9.609	2,746	4,118	69	21,965	1,030	63,372
9.	9,802	2,800	4,201	70	22,404	1,050	64,273
6	866'6	2,856	4,285	71	22,852	1,071	65,191
10	10.198	2,914	4,370	73	23,309	1,093	66,128
10	10.402	2,972	4,458	74	23,775	1,114	67,084
10	10,610	3.031	4,547	9/	24,251	1,137	68,058
9	10,822	3,092	4,638	11	24,736	1,159	69,510
201	201 915	57,690	86,535	1,442	461,519	21,634	368 49
				7.0.0		980.0	y (1)
78 973	AND AND PROPERTY OF THE PARTY O	CONTROL STORY STORY STORY STORY			Control of the last of the las	CONTRACTOR OF THE PROPERTY OF	The same and the s

	Equalized	Equalized	Equalized Assessed Value of Personal		Anticipated
	Pure Passanger	Improvements	Property	Anticipated Sales	Payroll
Lea	104 350	2 810.134	1,574,843	23,019,100	5,610,000
- 0	105,304	2 838 235	1,859,814	47,279,482	10,597,200
4 0	108.447	2 866 618	1,582,342	48,225,072	10,809,144
2 4	107,412	2 895 284	1,364,864	49,189,573	11,025,327
+ 4	108 587	2 924 237	1,147,385	50,173,365	11,245,833
2 0	100,001	2 953,479	929,907	51,176,832	11,470,750
2	140 770	2 983 014	1,263,623	52,200,368	11,700,165
a	111 877	3 012 844	1,256,124	53,244,376	11,934,168
0	112 996	3.042.972	1,117,388	54,309,263	12,172,852
40	114 126	3.073,402	1,008,649	55,395,449	12,416,309
7	115 267	3.104,136	899,910	56,503,358	12,664,635
40	116 420	3.135.178	791,171	57,633,425	12,917,928
12	117 584	3 166,529	1,233,626	58,786,093	13,176,286
2 4	118 760	3 198 195	1,256,124	59,961,815	13,439,812
17	119 948	3,230,177	1,117,388	61,161,051	13,708,608
2 4	121 147	3,262,478	1,008,649	62,384,272	13,982,780
17	122.359	3,295,103	899,910	63,631,958	14,262,436
18	123,582	3,328,054	791,171	64,904,597	14,547,685
200	124.818	3 361 335	1,233,626	.66,202,689	14,838,638
200	126,066	3,394,948	1,256,124	67,526,743	15,135,411
24	107 307	3.428.898	1,117,388	68,877,278	15,438,119
25	128 600	3,463,186	1,008,649	70,254,823	15,746,882
23	129 886	3.497.818	899,910	71,659,920	16,061,819

2,098				9.036	16.864		F 4074	30		e e
5.03/	4,534	1,191,701	67,499	22.485	208,541	4,534	16,623	333	11 082	
219	197	57,681	2,935	1,088	190'6	100	723		482	263 482
219	197	57,109	2,935	1,078	290'6	197	723		482	
219	197	56,544	2,935	1,067	290'6	197	723		482	+
219	197	55,984	2,935	1,056	9,067	197	723	_	402	203 402
219	197	55,430	2,935	1,046	9.067	197	793	+	482	1
219	197	54,881	2,935	1,035	9,067	197	723	-	482	
219	197	54,338	2,935	1,025	190'6	197	723	_	482	4
219	187	53,800	2,935	1,015	190'6	197	723		482	
219	197	53,267	2,935	1,005	290'6	197	723		482	263 482
617	197	52,740	2,935	995	6,067	197	723		482	
219	197	52,217	2,935	985	9,067	197	723		482	
219	197	51,700	2,935	975	6,067	197	723	L	482	
219	197	51,189	2,935	996	9,067	197	723	L	482	
219	197	50,682	2,935	956	290'6	197	723	L	482	-
219	197	50,180	2,935	947	290'6	197	723		482	263 482
219	197	49,683	2,935	937	190'6	197	723		482	
219	197	49,191	2,935	928	9,067	197	723		482	1
219	197	48,704	2,935	919	9,067	197	723		482	205 402
219	197	48,222	2,935	910	290.6	101	793		482	1
219	197	47,744	2,935	901	9 067	197	793	1	407	1
219	197	47,272	2,935	892	9,067	197	723		482	
219	197	46,804	2,935	883	190'6	197	753		402	
219	197	46,340	2,935	874	9 067	197	723		COY	1
0.00.0	0.0009	0.0159	0.0134	0.0003	0.0414	0.0009	0.0033			0.0022
Health	Service	Replacement	City	Blind	School District	Mental Health	Library	(ZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZZ	College	

26,519	43,957	889,888	7,986	1,102,009	73,957	67.84	55 561	1,942
900	810	12,059	270	37,256		2,970	1,980	
1,009	908	13,516	303	41,758	808	3,329	2,219	
1,117	1,006	14,973	335	46,260	1,006	3,687	2,458	
1,256	1,131	16,832	377	52,004	1,131	4,145	2,763	
1,234	1,110	16,531	370	51,072	1,110	4,071	2,714	
791	712	10,602	237	32,754	712	2,611	1,741	
006	810	12,059	270	37,256	810	2,970	1,980	
1,009	806	13,516	303	41,758	808	3,329	2,219	1,210
1,117	1,006	14,973	335	46,260	1,006	3,687	2,458	
1,256	1,131	16,832	377	52,004	1,131	4,145	2,763	
1,234	1,110	16,531	370	51,072	1,110	4,071	2,714	1,480
791	712	10,602	237	32,754	712	2,611	1,741	
006	810	12,059	270	37,256	810	2,970	1,980	
1,009	908	13,516	303	41,758	808	3,329	2,219	1,210
1,117	1,006	14,973	335	46,260	1,006	3,687	2,458	
1,256	1,131	16,832	377	52,004	1,131	4,145	2,763	1,507
1,264	1,137	16,933	379	52,314	1,137	4,170	2,780	
930	837	12,461	279	38,498	837	3,069	2,046	
1,147	1,033	15,375	344	47,502	1,033	3,786	2,524	
1,365	1,228	18,289	409	56,505	1,228	4,504	3,003	538
1,582	1,424	21,203	475	62,509	1,424	5,222	3,481	989
1,860	1,674	24,922	558	966'92	1,674	6,137	4,092	2,232
1,575	1,417	21,103	472	65,198	1,417	5,197	3,465	990
1								
0.0010	600000	0.0134	0.0003	0.0414	60000'0	0.0033	0.0022	012
Health	Service	General	Pensian	School	Mental Health	Líbrary	College	dicap

otal Taxes

2,929,753

1,396,752 2,892,980

78, 80, 81,47	878 2,543,793 896 2,594,669 3,421 47,478,130 6,214 17,010,678	878 896 16,421 6,211	175,637 263,456 179,150 268,725 3,264,252 4,926,376 1,242,253 1,863,380	175,637 179,150 3,284,252 1,242,253	614,730 627,024 11.494.863	344,360 351,274 358,300 6,568,503 2,484,307
80	2,543,793	878	263,456	175,637	614,730	
77	2,493,915	861	258,290	172,193	602,676	1
75,	2,445,015	844	253,225	168,817	590,859	-
74,	2,397,073	828	248,260	.85.507	ATC 972	
72	2 350 072	211	243 302	139,000	555,780	
71	2 303 992	795	239,941	109,001	545,852	
69	2,258,816	780	140 522	152,903	535,159	
68	2,171,103	765	224,857	149,905	524,666	
60	2,128,532	735	220,448	146,965	514,378	
64	2,086,797	720	216,125	144,084	504,292	
63	2,045,879	706	211,888	141,258	494,404	
62,	2,005,764	692	207,733	138,489	484,710	
09	1,966,435	679	203,660	135,773	475,206	
29	1,927,877	999	199,666	133,111	465,888	
58,	1,890,076	653	195,751	130,501	456,753	
57	1,853,016	640	191,913	127,942	447,797	
56	1,816,682	627	188,150	125,433	439,017	
55,	1,781,061	615	184,461	122,974	430,409	
54	1,746,138	603	180,844	120,563	421,969	
52,	1,711,900	591	177,298	118,199	413,695	
28,0	745,000	288	86,322	57,548	201,417	
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2,594,669	988	268,725	179,150	627,024	358,300
2,543,793	878	263,456	175,637	614,730	351,274
2,493,915	861	258,290	172,193	602,676	344,386
2,445,015	844	253,225	168,817	590,859	337,634
2,397,073	828	248,260	1,65,507	579,274	331,013
2,350,072	811	243,392	162,261	567,915	324,523
2,303,992	795	238,620	159,080	556,780	318,160
2,258,816	780	233,941	155,961	545,862	311,921
2,214,525	765	229,354	152,903	535,159	305,805
2,171,103	750	224,857	149,905	524,666	299,809
2,128,532	735	220,448	146,965	514,378	293,930
2,086,797	720	216,125	144,084	504,292	288,167
2,045,879	706	211,888	141,258	494,404	282,517
2,005,764	692	207,733	138,489	484,710	276,977
1,966,435	629	203,660	135,773	475,206	271,546
1,927,877	999	199,666	133,111	465,888	266,222
1,890,076	653	195,751	130,501	456,753	261,002
1,853,016	640	191,913	127,942	447,797	255,884
1,816,682	627	188,150	125,433	439,017	250,867
1,781,061	615	184,461	122,974	430,409	245,948
1,746,138	603	180,844	120,563	421,969	241,125
1,711,900	591	177,298	118,199	413,695	236,397
745,000	288	86,322	57,548	201,417	115,098
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Stafe*	Bi-State	County	Transit	Beverage	K City General
	State* 0.0400 745,000 1,711,900 1,746,138 1,781,061 1,816,682 1,816,682 1,853,016 1,927,877 1,966,435 2,005,764 2,005,764 2,005,764 2,005,764 2,045,613 2,258,816 2,397,073 2,397,073 2,445,015 2,445,015 2,543,793 2,543,793 2,543,793 2,543,793 2,544,669	22 S2 S	603 288 288 591 603 615 627 627 640 653 666 679 679 679 720 720 720 720 720 720 720 720	County Bi-State 0.00375 0.0000125 0.00375 0.0000125 86,322 288 177,298 591 180,844 603 180,844 603 181,913 640 191,913 640 195,751 653 203,660 679 207,733 692 207,733 692 211,888 706 220,448 735 220,448 750 220,448 750 224,857 765 224,857 765 224,857 765 224,857 765 224,857 765 224,857 765 223,941 785 243,260 828 243,260 861 253,225 844 253,226 848 263,456 896 268,726 896 268,726 896	Transit County Bi-State 0.0025 0.00375 0.0000125 57,548 86,322 288 118,199 177,298 591 120,563 180,844 603 122,974 184,461 615 122,974 184,461 615 127,942 191,913 640 127,942 191,913 640 130,501 195,751 653 133,111 199,666 666 133,111 199,666 666 133,111 199,666 679 144,084 207,733 692 144,084 211,888 706 144,084 216,125 750 146,965 220,487 750 146,965 220,487 765 152,903 229,354 765 159,080 238,620 795 162,261 243,392 841 168,817 253,225 844 172,193 258,290

3,251,556 3,307,326 3,364,346 3,422,643

3,139,068

3,058,323 3,014,341

3,517,848 3,587,251 3,647,591 3,711,251 3,776,318 3,842,822 3,946,398

* The sale of food at Project Area Retail B (grocery store) is not subject to state sales tax

29,813,770

4,165,930

4,093,389 4,024,339

78,500,723

Chouteau Shopping Center, Personal Property Assessed Valuations

Petall A	Retail B	Retail C	Retail C Retail D Outlot 1	Outlat 1	Ourflot 2	Duffot 3	Valuation by Year
25,000	3,000,000	350,000	1,800,000	200,000	550,000	300,000	
				00000	240 004	000 00	DAG ATE
8,333	006'666	116,655	0	166,650	163,315	066'66	
9999	799,920	93,324	599,940	133,320	146,652	79,992	
5 833	699,930	81,659	479,952	116,655	128,321	69,993	
5 000		69,993	419,958	066'66	109,989		1,364,854
4,166	499,950	58,328	359,964	83,325	91,658		
3 333		46,662	299,970	099'99	73,326		
5 416		75,826	239,976	108,323	119,155		
4.583		64,160	389,961	91,658	100,823		* 1,256 124
4.166	499,950				91,657		
3 750			299,970	74,993	82,492		
3 333		46,662	i.	66,661	73,326		
2 917		40,829	239,976	58,328		34,996	
5.418		75,826		108,323	180	64,993	1833,626
4 583			389,961	91,658	100,823	54,994	
4 166		58,327	329,967	83,326	91,657		
3 750			299,970	74,993	82,492		
3 333		46,662	269,973	66,661	73,326		
2 917		40,829	239,976	58,328	64,160	34,996	i d
5.41B			209,979	108,323	119,155	64,993	
4 583					100,823	54,994	1,256,124
4 166	10		329,967	83,326	91,657	49,995	
3 750				74,993	82,492		
3 333			269,973	66,661	73,326	39,996	889,910

* Personal property fair market values are based on estimated personal property values from These assessed value calculations also assume that one-half of the total personal property similar developments in Clay County, as obtained from the Clay County Assessors Office. for each structure is replaced every 6 years with similar new personal property.

:F

4.0			

EXHIBIT 12

BLIGHT STUDY

BLIGHT ANALYSIS FOR THE CHOUTEAU - I-35 REDEVELOPMENT AREA

RECORD No. 6954

RULE & COMPANY, INC.
Kansas City, Missouri

RULE & COMPANY

Thomas M. Ruie, MAI Brock J. Ruie, MAI Boott J. Belke, MAI Michael F. Bossert, CFA Daniel M. Merak Mark L. Visconti

Measurement of Real Estate Values

January 30, 1998

Mr. Dave Frantze Stinson, Mag & Fizzell 1201 Walnut Street Kansas City, Missouri 64106-2150

Dear Mr. Frantze:

Per our agreement dated December 3, 1997, we are pleased to herewith submit our Blight Analysis for the Chouteau - I-35 Redevelopment Area located in the south quadrants of Chouteau Trafficway and Interstate 35 in Kansas City, Missouri Careful inspections of the property were made on December 12, 1997 and January 9, 1998.

After the foregoing inspection and after a careful study of all pertinent factors, it is our considered opinion that the redevelopment area is a "blighted area" according to the definition provided in Missouri's Tax Increment Financing statutes (Section 99.805(1) R.S. Mo.).

The major components of blight result from the abandoned and drained lake bed dominating the property, as well as the poor design of the interstate interchange, and the existing old and obsolete improvements. The complete analysis employed to reach this determination are contained in the attached report.

It has been a distinct pleasure to serve you in this assignment.

Very truly yours,

RULE & COMPANY, INC.

Brock J. Rule, MAI

Senior Vice President Missouri State Certified General Real Estate Appraiser (Certificate No. RA 001130)

Kansas Certified General Real Property Appraiser (Certificate No. G-1008)

TABLE OF CONTENTS

Letter of Transmittal	
Table of Contents	
Redevelopment Area Photographs	
Introduction	
Property Data	
City Data	1
County Data	
The Neighborhood	.,
Neighborhood Photographs	2
Blight Analysis	2
Certificate	
Assumptions & Limiting Conditions	

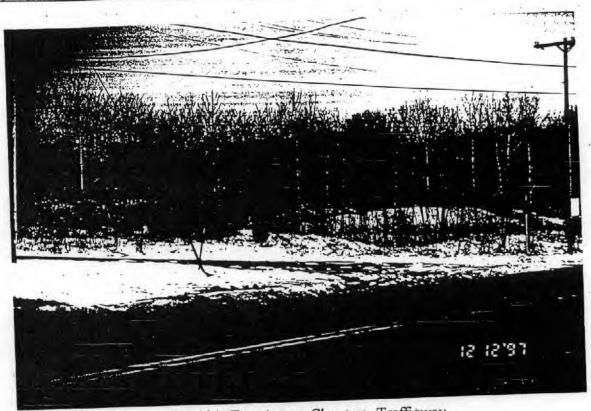
Addenda

Damon Pursell Construction Company Estimate of Extraordinary Costs

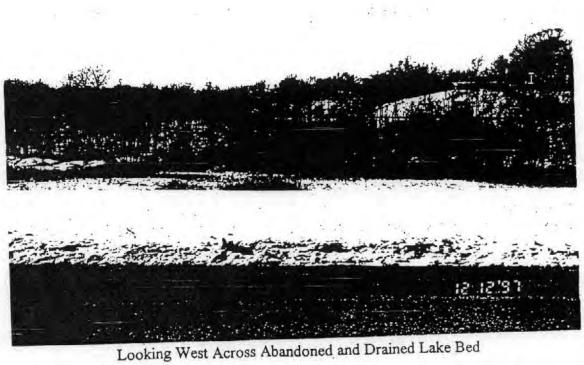
Demographic Data

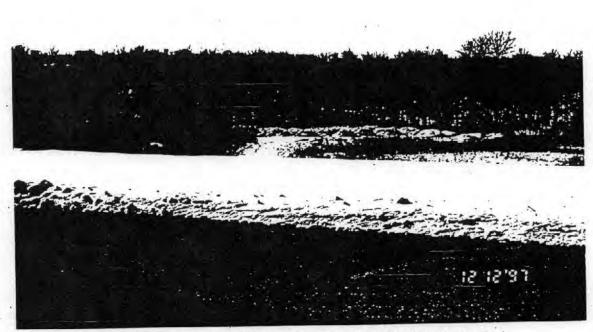
Qualifications of Brock J. Rule, MAI

Company Profile

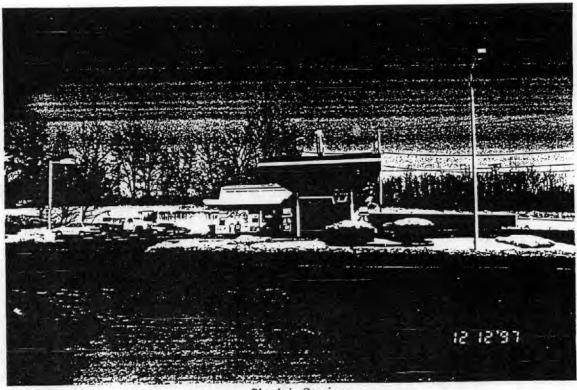


Looking East Across Chouteau Trafficway Toward Abandoned and Drained Lake Bed





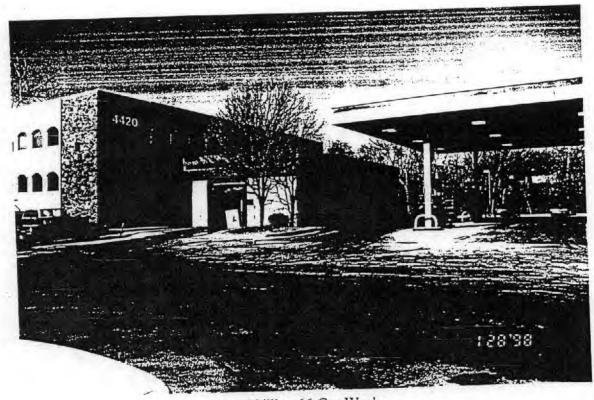
Looking Southwest Across Abandoned and Drained Lake Bed



Sinclair Station



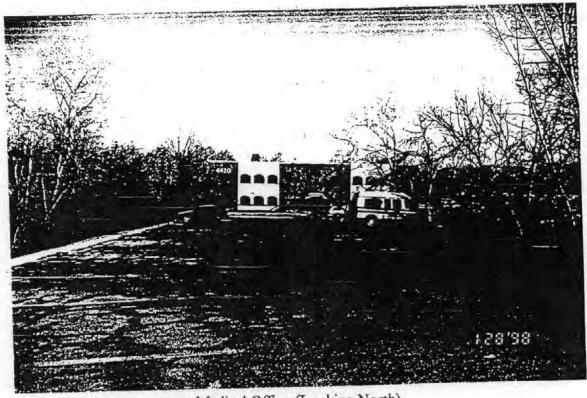
Phillips 66 Station



Phillips 66 Car Wash



Medical Office (Looking Southwest)



Medical Office (Looking North)



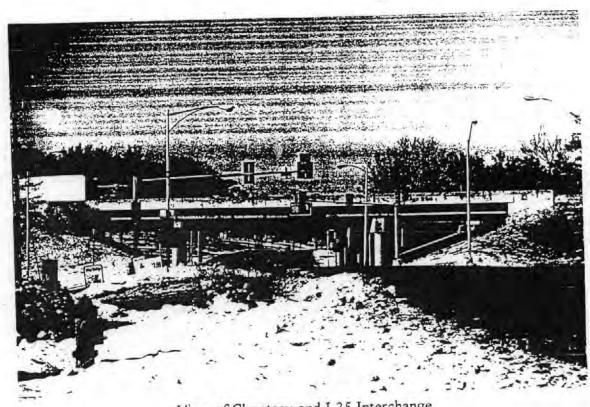
Retail Buildings



View of Topography Surrounding Buckeye Creek (from Retail Parking Lot)



Looking East from Medical Office Parking Lot



View of Chouteau and I-35 Interchange (Looking North)

INTRODUCTION

Purpose

The purpose of this analysis is to determine if the proposed Chouteau - I-35 Redevelopment Area evidences blight according to Missouri's Tax Increment Financing statutes.

The main feature of the proposed redevelopment area is an abandoned and drained lake bed. The redevelopment area comprises 26.01 acres of land located in the southwest and southeast quadrants of Interstate 35 and Chouteau Trafficway in Kansas City, Clay County, Missouri. The portion of the redevelopment area located in the southeast quadrant covers 21.64 acres, while the properties in the southwest quadrant comprise 4.37 acres.

NOTE: All directions discussed herein assume that Chouteau Trafficway runs north and south and that 1-35 runs east and west. In fact, Chouteau and 1-35 run on a diagonal.

Blight Defined

Section 99.805(1) R.S. Mo. of Missouri's Tax Increment Financing Statute defines a "blighted area" as follows:

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 plating, 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.

Experience

Rule and Company, Inc. has prepared a number of blight and conservation analyses as enumerated below:

- The Galleria Crosstown Redevelopment Project, Downtown Kansas City, Missouri
- Crosstown Addition Crosstown Redevelopment Project, Downtown Kansas City, Missouri
- Schnucks I-70 & Lee's Summit, Missouri
- Traders Bank Downtown, Kansas City, Missouri
- Ward/Roanoke Country Club Plaza, Kansas City, Missouri

Legal Description

The lengthy metes and bounds legal description(s) are contained in the Addenda.

Ownership

According to the records at the Clay County Courthouse, the land parcels have the following ownership:

County Parcel No.	Owner
18-106-00-17-001	Sinclair Marketing
18-106-00-17-002	Jenkins/
18-106-00-17-006	Jenkins/
18-110-00-07-001	Jenkins /
18-110-00-01-027	Hillcrest, Inc.
18-110-00-01-028	Dickson
18-110-00-01-029	Dickson
18-110-00-01-030	Rinehart
18-110-00-01-031	Phillips 66

PROPERTY DATA

Location

The redevelopment area is located in the southwest and southeast quadrants of Interstate 35 and Chouteau Trafficway in Kansas City, Missouri. The site lies approximately six miles north of the CBD of Kansas City, Missouri.

Access

Chouteau Trafficway is a four-lane road from the redevelopment area northward but reduces to two lanes south of the site. Chouteau Trafficway has a full diamond interchange with I-35. Interstate 35 provides excellent access to most metro locations. The redevelopment area has acceptable to good visibility from Interstate 35.

The Chouteau and I-35 interchange is very small and inadequate by modern standards. The interstate overpass is too short to permit Chouteau to be more than two lanes wide plus a center turn lane. The ramps are too close to the interstate and each other to permit adequate stacking on Chouteau. Additional access to the redevelopment area is provided by Winn Road and 43rd Terrace. However, both roads are poorly designed and very narrow.

Therefore, the redevelopment area has only fair access.

Land Area

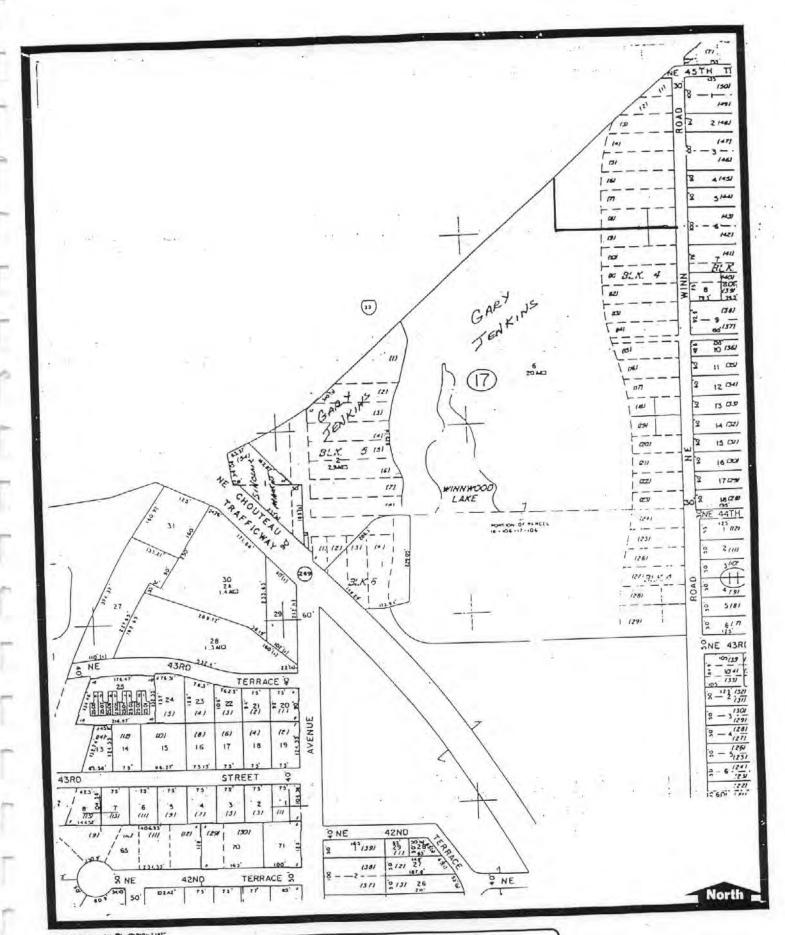
According to the Clay County records and information provided by the client, the redevelopment area contains 26.01 acres. The portion located in the southeast quadrant occupies 21.64 acres, while the parcels located in the southwest quadrant total 4.37 acres.

The land in the southeast quadrant is irregular and has 1,510.06 feet of frontage on the west side of North Winn Road along with an additional 514.83 feet of frontage on the east side of Chouteau. The land in the southwest quadrant contains 431.42 feet of frontage on Chouteau and about 234 frontage feet on the west side of Cleveland Avenue. The land area in the southwest quadrant also has 642.4 feet of frontage on the north side of 43rd Terrace.

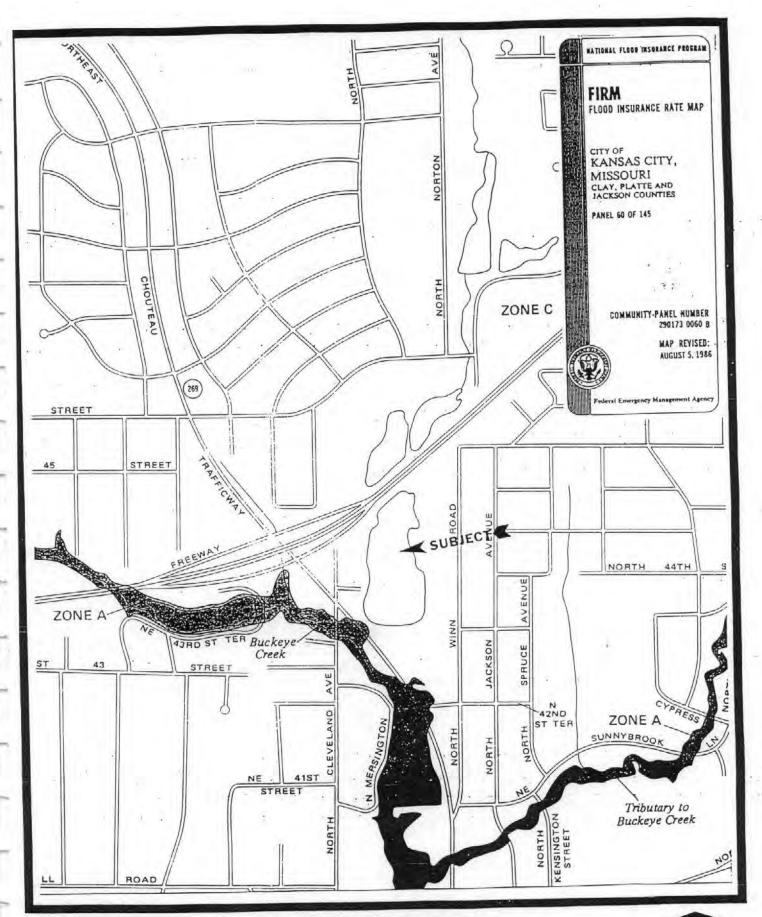
Topography

The southeast quadrant is notably below the grade of Winn Road. The southeast quadrant was formerly a lake and has a sharply rolling terrain. The hilly terrain results from partially complete grading activities. Ponding frequently occurs due to the rapidly changing slopes.

Buckeye Creek runs through the middle of the southwest quadrant of the interchange and impacts the utility of all of the tracts located there. The vacant parcel fronting 43rd Terrace is perhaps only 50% developable because of the creek bed. The parking lot for the medical building is bridges the creek. According to FIRM Community Panel 290173 0060B (dated 5-Aug-86), part of the tracts in the southeast quadrant are inside the 100-year flood plain. The consultants believe that the lower levels of the medical office building have flooded with some regularity

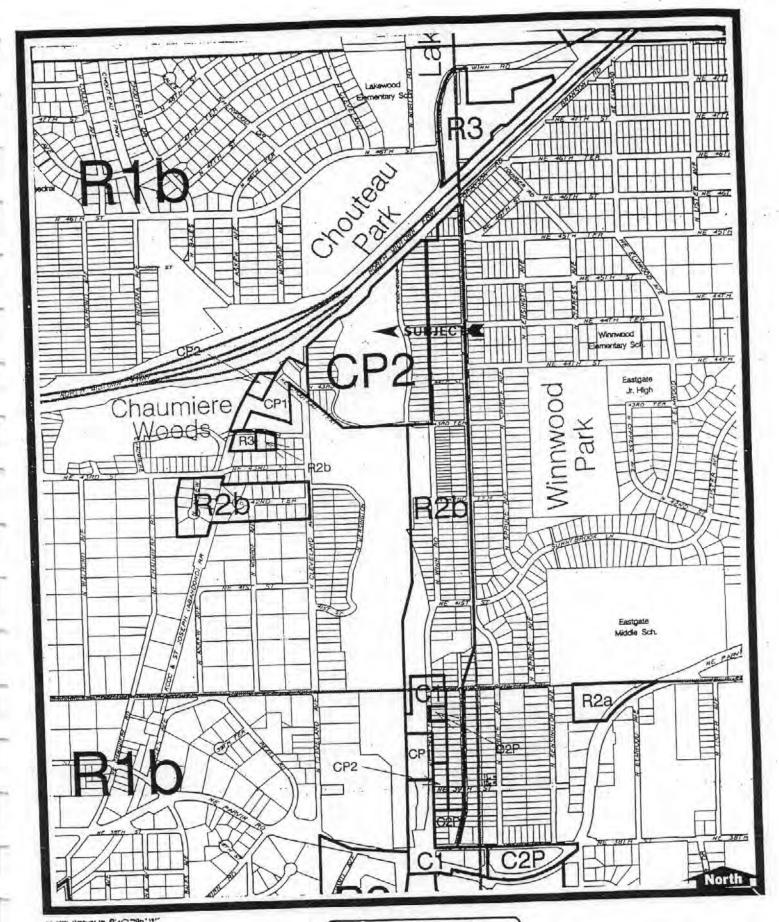


Tax Map Location



Flood Plain Map

North



Zoning Map

Utilities

All utilities are available to the redevelopment area including water, sewers and natural gas.

Zoning

The redevelopment area is zoned for retail and residential use. The abandoned and drained lake bed is zoned CP-2, Planned Local Retail Business. The planned district which was last amended in 1989 (Case Number 8352 at the City of Kansas City, Missouri). The project contemplated in 1989 failed for a number of physical and financial reasons. The Phillips 66 is also zoned CP-2.

The retail and office buildings are zoned CP-1, Planned Neighborhood Retail Business. The unimproved parcels located in the southwest quadrant are zoned R-1b.

Soils

The redevelopment area is dominated by a drained and abandoned lake bed. The soil in the lake bed has poor load-bearing capacity and has hindered development in the past. More discussion of the subject's soils will be presented later in this report.

Real Estate Taxes

The assessed values and real estate taxes generated by the redevelopment area in 1997 are summarized below.

County Tax Parcel Number	Owner	Assessed Valuation	County Taxes	City Taxes	Total Taxes
	Sinclair	\$22,980	\$1,541.95	\$354.73	\$1,896.68
18-106-00-17-001	Jenkins	32,510	2,336.55	679.46	3,015.95
18-106-00-17-002	Jenkins	149,280	10,278.13	2,418.93	13,147.06
18-106-00-17-006	Jenkins	9,790	656.92	204.62	861.54
18-110-00-07-001	A. A. S.	171,910	12,788.44	2.407.77	15,196.12
18-110-00-01-027	Hillcrest, Inc.	4,140	205.76	86.53	292.29
18-110-00-01-028	Dickson	20,320	1,363.48	333.04	1,696.52
18-110-00-01-029	Dickson	The second secon	3,347.63	831.73	4,179.36
18-110-00-01-030	Rinehart	49,890	3,897.49	778.76	4,658.25
18-110-00-01-031	Phillips 66	53,980			\$44,943.77
Total		\$514,800	\$36,416.35	\$8,095.57	ф т т, 343.77

Hillcrest, Inc., owner of the medical office building, has delinquent taxes dating back to 1993. The majority of the redevelopment area is vacant land. Thus, it is reasonable to assume if the area was redeveloped to the highest and best use, significantly higher taxes would be generated.

Real Estate Improvements

Most of the southeast quadrant is vacant land. However, the redevelopment area now houses the following improvements: a Sinclair service station is located at the southeast corner of I-35 and Chouteau; a Phillips 66 station is at the southwest corner; a 3-story office building is located in the southwest quadrant; and two retail buildings housing 6 tenants is located in the southwest quadrant.

The two retail buildings are one story and can house six-tenant design. The structures contains total of 5,400 square feet according to the Clay County records. The buildings were constructed in 1964. The property includes 13,800 square feet of asphalt parking. Because the striping on the asphalt area is fading, the analysts approximate the number of parking spaces for the retail building at 20 for a ratio of 3.7 per 1,000 square feet of building area. The two buildings are in an "L" configuration. The building to the south has poor visibility from Chouteau. Overall, the improvements appear to be tired.

The Sinclair station contains 1,311 square feet according to the Clay County records. Asphalt paving covers the entire site. The station includes a four-island dual dispensing pump system complete with digital readout. The dispensers do not include the pay-at-the-pump capability that is an attractive feature in modern facilities. The bays are covered by a metal canopy containing approximately 980 square feet. The facility also includes a two-bay service center that is used for automobile repair. The improvements were constructed in 1958. The portion of the building housing the c-store does not allocate enough room to the retail items. In addition, the configuration of the site does not allow for easy expansion. Due to the stacking requirements of the traffic signalization at I-35 and Chouteau, access to the site is challenging.

The Phillips 66 station contains 880 square feet according to the Clay County records. Asphalt paving covers the entire site. The station includes a four-island dual dispensing pump system complete with digital readout and the ability to pay at the pump. The bays are covered by a metal canopy containing approximately 5,000 square feet. The property includes a car wash containing 1,175 square feet. The car wash lacks a "brushless feature" which is becoming a firm market demand. The c-store was constructed in 1985. The car wash was constructed in 1986. Due to the stacking requirements of the traffic signalization at I-35 and Chouteau, access to the Phillips site is challenging, even more than the Sinclair.

The 3-story office building contains 18,900 square feet. The floor plates are 6,300 square feet according to the Clay County records. The facility is used as a medical building and houses primarily dentists. The interior includes a stairway and an elevator that can access all floors. The property has a surface parking lot west of the building, which has structure in order to cross the creek. The total parking area allocated to the building is 58 spaces, or 3.07 per 1,000 square feet of building. The interior finish generally consists of painted gyp walls, carpeted floors and a dropped 2' x 4' ceiling with recessed fluorescent fixtures and ceiling fans. The floor is covered primarily with commercial grade carpeting. The property was constructed in 1972. A general visual inspection suggests the interior to be of fair quality finish in fair condition. Access to the main parking area is poor.

Conclusion

The redevelopment area site has a visible location at an interstate interchange. Unfortunately, access is only fair because of the congested interchange. The redevelopment area is dominated by an abandoned and drained lake bed. The site is zoned for commercial activity but the majority of the land area is undeveloped. The redevelopment area produces modest real estate taxes at the present time.

KANSAS CITY METROPOLITAN AREA

Introduction

Located near the geographical and population centers of the United States, Kansas City is aptly named The Heart Of America. The Kansas City Metropolitan Statistical Area (MSA) is presently composed of ten counties, six in Missouri and four in Kansas. Miami and Leavenworth Counties in Kansas as well as Lafayette County in Missouri were added after the 1980 Census.

The following page contains a table depicting relative economic and demographic data for the Kansas City MSA, the United States, and four mid-continent metropolitan areas. The other metropolitan areas were chosen for comparison as they are the closest major cities and offer principal economic competition. (Sources: Population - Census Bureau, Effective Buying Income - 1997 Survey of Buying Power, Sales & Marketing Management; Employment - Bureau of Labor Statistics, Unemployment - Ibid.; Wholesale Trade - Census Bureau, Housing Construction - Census Bureau; Retail Sales - 1997 Survey of Buying Power.)

Social Forces

Population

The 1990 census of the Kansas City MSA was 1,566,280. Sales & Marketing Management (S&MM) estimates the metro's January 1, 1997 population to have been 1,698,800, which is a 1.2% annual compound increase from the 1990 census. Kansas City is the 29th largest metropolitan area in the nation (S&MM). S&MM projects population growth between 1997 and 2002 to be 0.8% per year compounded. Such growth is characterized as slow but steady. The median age for the Kansas City MSA as of January 1, 1997 was 34.8 years, mirroring the national median (S&MM).

Income

Growth of Effective Buying Income (EBI) in Kansas City (S&MM) is lower than the national average as well as the competitive cities (except Minneapolis). Income per capita, however, is above the national average and two of the four competing cities. The metro's income is magnified by a modest cost of living. Kansas City had the lowest middle-management cost of living between 1989 and 1992 for cities over 1.5 million in population (ACCRA Cost of Living Index). As of 2Q '97 Kansas City had a cost of living 4.2% below the national average, having the second best ranking. A 1996 survey by the National Association of Home Builders found Kansas City to have the most affordable housing of any city with population greater than 1 million.

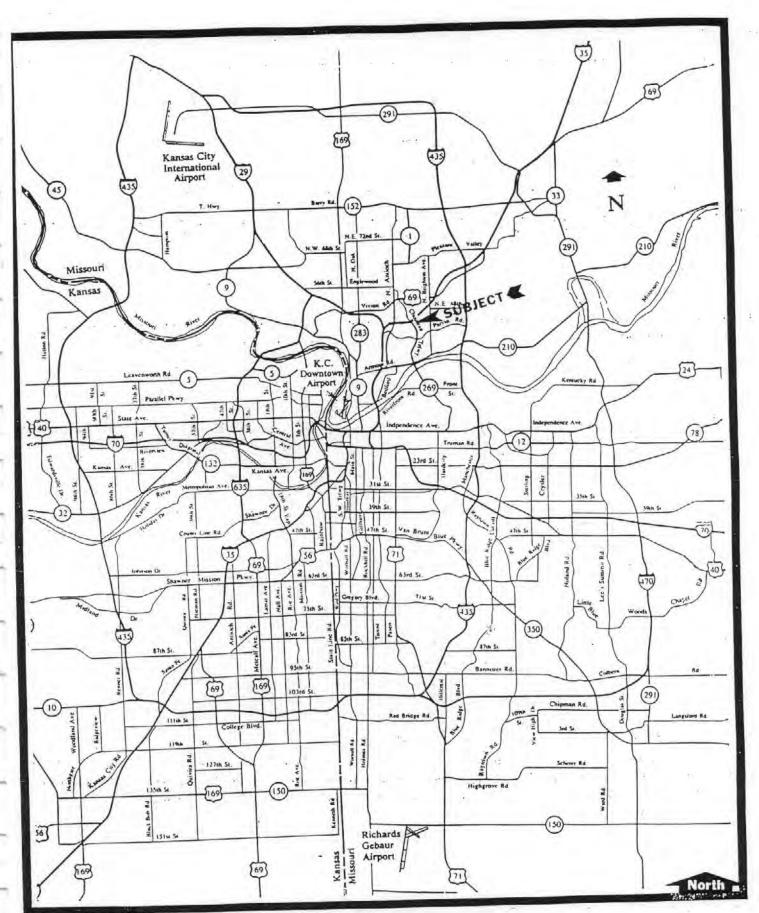
Recreational Activities

A key attribute of Kansas City is a desirable quality of life. The city is clean and offers the best of Midwestern living. Kansas City is often referred to as The City of Fountains. The fountains are a focal point of a park system that is among the best and largest in the nation. Kansas City is one of the smallest markets to enjoy professional baseball and football franchises. The Chiefs football club lead the league in attendance in 1995 and 1996 (780,000 tickets). The baseball Royals have attendance of near 1.4 million annually, down from a peak of 2 million in the early 1990s.

A major new addition to the local scene is riverboat gaming. Five casinos were built between 1994 and 1997 at a combined cost of about \$750 million. The casinos have attendance of about

COMPARABLE METROPOLITAN STATISTICS

	Kaneae City	St. Fouis	Denver- Boulder	Dallas-Ft. Worth	Minneapolis- St. Paul	United States
Population Persons, 30-Apr-90 Census Persons, 01-Jan-97 S&MM Change, 70-80 Change, 80-90	1,536,280	2,444,099	1,848,319	2,914,500	2,662,800	248,709,873
	1,698,800	2,551,300	2,292,900	4,633,700	2,782,400	267,540,600
	4.50%	-2.30%	30.70%	25.10%	8.20%	11.60%
	17.50%	3.60%	12.10%	28.50%	15.80%	8.80%
	8.46%	4.39%	24.05%	58.99%	4.49%	7.57%
Effective Buying Income Per Capita, 01-Jan-97 Per Capita, 31-Dec-89 Change, 90-97	\$16,963	\$16,860	\$17,606	\$17,941	\$17,829	\$15,555
	\$14,401	\$13,952	\$14,594	\$14,124	\$15,567	\$13,158
	17.79%	20.84%	20.64%	27.02%	14.53%	18.21%
Total Employment Pvt. Non-Ag. Employed, 95 Pvt. Non-Ag. Employed, 96 Change (absolute), 95-96 Change (relative), 95-96 Unemployed, 96	861,000 878,600 17,600 2.0% 4.1%	1,244,100 1,268,500 24,400 2.0% 4.5%	1,126,900 1,158,100 31,200 2.8% 3.8%	2,251,800 2,338,800 87,000 3.9% 4.0%	1,547,000 1,579,100 32,100 2.1%	117,191,000 119,523,000 2,332,000 2.0% 5.4%
Wholesale Trade Per Capita, 1987 Per Capita, 1992 Change, 87-92	\$16,804	\$11,377	\$12,656	\$19,291	\$19,122	\$10,271
	\$23,271	\$15,258	\$20,030	\$22,935	\$21,870	\$12,657
	38,48%	34.12%	58.27%	18.89%	14.37%	23.23%
Retail Sales Per Capita, 01-Jan-97 Per Capita, 31-Dec-89 Change, 90-97	\$10,389	\$9,406	\$10,243	\$9,817	\$10,513	\$9,214
	\$7,459	\$6,932	\$7,312	\$8,734	\$8,323	\$6,893
	39.27%	35.68%	40.09%	12.40%	26.31%	33.68%
Housing Construction Residential Permits, 96 per 10,000 population, 96 Multifamily Share, 96	12,344	12,666	21,531	38,808	18,206	1,425,600
	73	50	94	84	65	53
	21.46%	16.81%	25.97%	34.24%	16.52%	24.98%



15 million persons per year and revenue (net casino win) approaching \$425 million. Despite such impressive numbers, casino space appears to be overbuilt and some consolidation is possible.

Cultural Activities

Kansas City enjoys a wide variety of cultural amenities. The arts are adequately supported and of considerable prestige. Particularly well respected is the Nelson-Atkins Museum of Art which houses one of the world's finest Oriental collections.

Education

Education has, unfortunately, been the most significant impediment to progress in the region. The colleges and universities serving the area, while numerous, are not considered national leaders. The well-regarded University of Kansas, located about 20 miles from the southwestern suburbs, is now being recognized as part of the metropolitan education mix. The Kansas City Missouri Public School System, which serves mostly inner-city areas, is mired in a long-standing desegregation suit. The lawsuit, however, resulted in a massive construction campaign that was completed in 1996. The lawsuit was settled/dismissed in 1997 and State funding is likely to be reduced dramatically. Missouri schools are hampered by a four-sevenths (57%) requirement for passage of levies. (A two-thirds majority was required until 1987.) Kansas schools are well supported and are judged to be of high quality.

Economic Forces

Employment

The Kansas City metro area created 29,000 jobs in 1996 and 39,100 in 1997, according to the Greater Kansas City Chamber of Commerce. Such rates of job creation are historical highs. The 1996 rate was 1.8% and accelerated to 3.5% in 1997. The forecast for year end 1998 is for a total of 1,170,672 jobs, which implies an increase of 29,900 jobs (a rate of 2.6%). The largest employment sectors in Kansas City are services (31.6% of total in 4Q,97) and retail trade (16.5%). The 1998 forecast calls for 14,700 new jobs in services and 5,100 in retail.

The Kansas City unemployment rate of 3.5% (Nov-96) is lower than those of Missouri (4.0%) and the nation (5.0%).

Wholesale Trade

Wholesale trade is an important Kansas City industry. Per capita volume is extraordinary at 184% of the national average. The Census of Wholesale Trade is taken once every five years (1997 data available May-98). A key factor in Kansas City's wholesale trade is the nearby agricultural states.

Retail Sales

Kansas City's position for retail sales (both growth and volume) is near the top of the competing MSAs. The amount of shopping center space has been growing at pace even exceeding that of retail sales. Some softness in retail real estate is expected.

Governmental Forces

The Kansas City metropolitan area has a very fractured governmental structure. According to MARC, over 150 political subdivisions exist in the seven-county region. Virtually no organizations, public nor private, have regional power nor authority. The Missouri/Kansas state line is the most divisive boundary. Generally, Kansas is considered more progressive in providing public services, chiefly because of the relative ease in which taxes can be raised for new

infrastructure. Missouri, on the other hand, with a rural dominated legislature has a conservative revenue posture with nearly every fee or tax requiring a public vote. Missouri has the benefit of a low tax burden, but suffers from lack of services.

The City of Kansas City, Missouri represents about a third of the region's population and has a mayor-council form of government. However, the mayor has no veto power and is little more than a councilman with enhanced media access. Kansas City, Missouri's weak mayoral office is considered by many to be a damper on regional growth as it thwarts strong leadership. The end result is most new development in the region has occurred in Kansas because of well-financed schools, streets, and sewers. A positive development for Kansas City, Missouri is the emergence of an excellent tax increment financing (TIF) program. TIF is a powerful (re)development tool that has spurred a high level of construction, particularly in the urban core.

Environmental Forces

Location and Transportation

Kansas City is located in the very center of the country and has excellent transportation linkages. The metro area's role as a transportation center has historically been one of its greatest strengths. Kansas City International Airport is relatively modern and has ample room and funds for expansion. However, the close proximity of major airports such as DFW, Lambert, O'Hare and Stapleton make hub operations at KCI difficult. TWA, Eastern and Braniff had all attempted to hub at KCI and retreated. Nevertheless, service from KCI is good and, since Southwest has the largest market share, fares are reasonable. A high point in aviation for Kansas City has typically been TWA's overhaul base and operational headquarters. TWA employs about 4,500 people in Kansas City, but has recently been experiencing layoffs. The future of TWA is seriously in doubt.

Climate and Topography

The climate in the region is moderate in the average but experiences both extremes. Temperatures range from below 0°F to over 100°F. In the real estate market, Kansas City's climate is a neutral factor. For visitors, the region's topography is surprisingly varied as the river bluffs provide many picturesque hills. No physical barriers prohibit the region's growth. In fact, the area can be said to be land poor and is rather sprawling. Kansas City, Missouri one of the nation's largest city as measured by land area.

Conclusion

The regional trend is upward. The chief attribute of Kansas City has been slow, steady growth. The economy is well diversified and has avoided major swings. However, 1996 and 1997 have seen rather rapid growth. Gross Regional Product (GRP) increased 3.03% in 1996 and 4.54% in 1997. The Chamber of Commerce GRP forecast for 1998 is for growth of 3%, which is still above the historic trend line.

THE NEIGHBORHOOD

Location & Access

The redevelopment area is part of the Chouteau Trafficway corridor that extends from Antioch Road on the north to Missouri Highway 210 on the south. The dominant development in the neighborhood is the Antioch Mall, a 700,000-square foot enclosed shopping center located at the intersection of Antioch Road, Chouteau Trafficway, and Vivion Road. The neighborhood encompasses a small area but draws from all parts of the Northland (Clay & Platte Counties) because of the Antioch Mall and good road linkages.

Chouteau Trafficway extends south from Antioch Road to south of the Missouri River in Jackson County. Chouteau Trafficway is a four-lane road with curbs gutters and sidewalks north of I-35 but then drops down to two lanes until a short four-lane stretch starts again near M-210.

Interstates 35 has an interchange serving the area just northwest of the redevelopment area. In addition, major roadways in the neighborhood include Missouri 210 Highway (east-west), Vivion Road (east-west), Chouteau Trafficway (north-south) and Antioch Road (north-south). Downtown, Kansas City, Missouri is approximately 6 miles to the south.

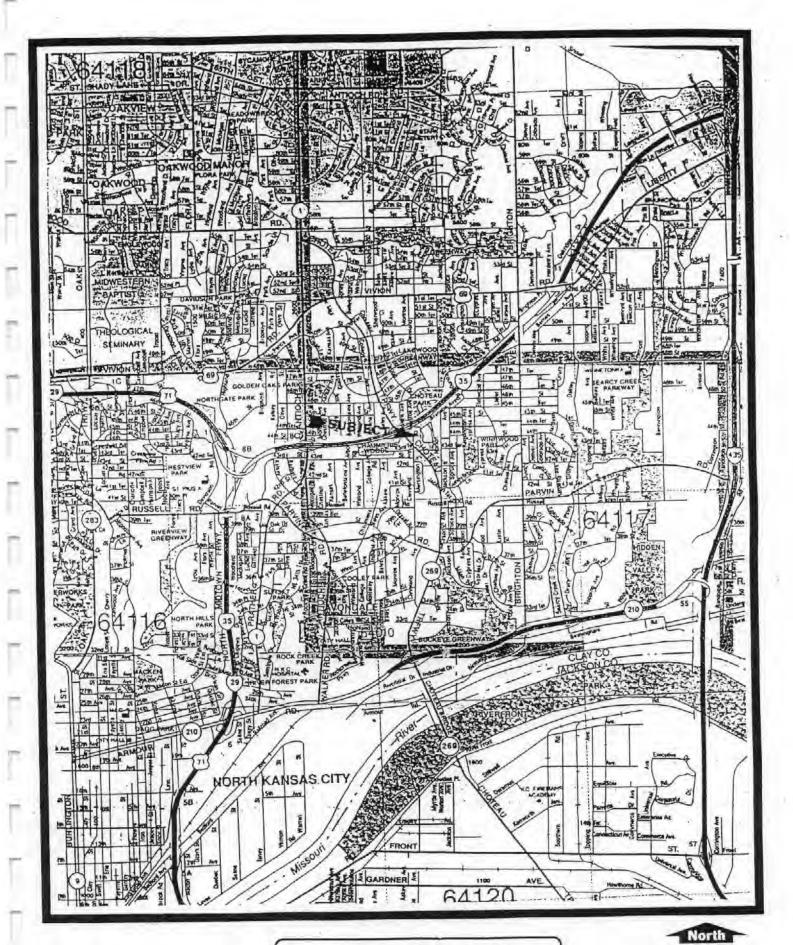
A major benefit to the neighborhood, particularly the southern portion, is commencement of the reconstruction of the Chouteau Bridge. The Chouteau Bridge is an old, narrow metal structure that had recently been closed to truck traffic. At the south foot of the bridge is one of the largest industrial developments in the metro area—the 1,200-acre Executive Park. The closure of the bridge to truck traffic was a significant blow to the economics of the area. A new bridge is now being built for \$30,000,000.

Area Development

Commercial uses are widespread with concentrations along main traffic arteries. Antioch Road has intense commercial development anchored by the Antioch Mall. The mall was originally built as an open-air facility in the 1950s, but was enclosed in the 1970s. The exterior was rehabilitated in 1993 and activity has steadily increased. Walgreen's is constructing a free-standing building southwest of the Antioch Mall. The Antioch Annex lies west of the Antioch Mall and contains slightly less than 100,000 square feet of retail and entertainment space.

Development along the Chouteau corridor takes a noticeable decline south of I-35. The corridor is lined with a number of small, poorly-planned commercial developments. The residences have a similar market position—small, poorly planned, and in poor to fair condition. At the corner with Parvin Road is Diamond Joe's, an adult entertainment use. Some parts of the corridor exhibit physical blight. The full benefit of the Chouteau Bridge reconstruction may not be realized in the neighborhood because of the two-lane configuration of Chouteau between I-35 and M-210

A positive aspect of the southern part of the corridor is the Buckeye Greenway, a city park. The best development in the area is the Buckeye Industrial Park located at the northeast corner of Chouteau and 210 Highway. Buckeye Industrial Park contains several new industrial developments of average to good quality.



The area is well established with little vacant land available for new development. The neighborhood's vacant land is primarily along the south part of the corridor. The subject is one of the few large tracts along I-35 that is undeveloped.

Adjoining Development

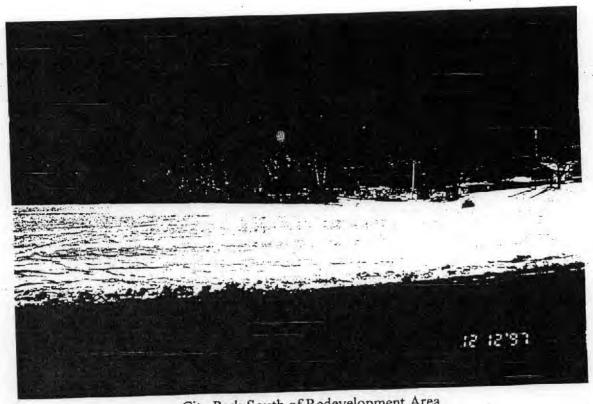
The development to the east, west and south of the subject is best characterized as tired, low to average quality, single-family homes. The residences north of I35 on Chouteau are 30 or more years older, but are generally well-maintained.

Conclusion

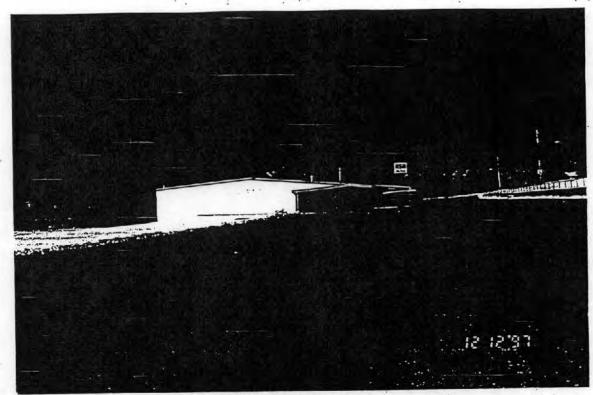
The neighborhood is a mixture of commercial and residential development. The neighborhood encompasses a small area but draws from all parts of the Northland (Clay & Platte Counties) because of the Antioch Mall and good road linkages. The south part of the neighborhood (between of I-35 and M-210) is characterized by poorer quality development.



Looking South on Chouteau from Entrance to Retail Buildings



City Park South of Redevelopment Area



Winwood Skate Center (Looking North)



Single-Family East of Redevelopment Area (Fronts Winn Road)



Residential Development West of Redevelopment Area (Fronts 43rd Terrace)

BLIGHT ANALYSIS

Blight Defined

Section 99.805(1) R.S. Mo. of Missouri's Tax Increment Financing Statute defines a "blighted area" as follows:

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 plating, 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.

The various components of the definition serve as the basis for further discussion concerning whether Schnucks Redevelopment Area is blighted.

Component 1: Inadequate Street Layout

The proposed redevelopment area lies at the interchange of Interstate 35 and Chouteau Trafficway. The interchange is a full-diamond design and Chouteau Trafficway is a four-lane road along the redevelopment area, before reducing to two-lanes south of the site. The turn lanes that provide access to I-35 have inadequate stacking on Chouteau and the current signalization is poorly designed. The access for much of the subject's development fronting Chouteau is uncontrolled. The surrounding road infrastructure is inadequate and most certainly would not support a large retail development that is logical for an interstate corner.

The west side of the redevelopment area includes 43rd Terrace, which is very narrow street. The small width of 43rd Terrace is exaggerated by the high volume of traffic that can sometimes be generated by the lake on the west and the medical office building. The residents on the south side of the street often park in the right-of-way, as do overflow parkers from the lake.

Component 2: Insanitary Or Unsafe Conditions

According to a boring report completed by Terra Venture, Inc. (WCC project 88C7052), the site was previously occupied by a lake. The lake has been drained and abandoned for many years. Over time some haphazard efforts have occurred to reclaim the lake by filling it with large quantities of imported materials. A large portion of the fill includes rock fragments and concrete rubble. The topography of the tract includes steep grades (which are unstable) caused by the improper filling and the resulting settling.

Ponding has occurred on the property due to the fill. Such bodies of stagnant water can breed mosquitoes and other unsafe conditions. Erosion due to the topography along with improper fill can cause sedimentation downstream. The large unlighted open space at an interstate interchange also poses danger of unlawful activities during evening hours.

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The various components of the definition serve as the basis for further discussion concerning whether Chouteau - I-35 Redevelopment Area is blighted.

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The proposed redevelopment area lies at the interchange of Interstate 35 and Chouteau Trafficway. The interchange is a full-diamond design and Chouteau Trafficway is a four-lane road along the redevelopment area, before reducing to two-lanes south of the site. The turn lanes that provide access to I-35 have inadequate stacking on Chouteau and the current signalization is poorly designed. The access for much of the subject's development fronting Chouteau is uncontrolled. The surrounding road infrastructure is inadequate and most certainly would not support a large retail development that is logical for an interstate corner.

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The redevelopment area is currently platted with single family lots along Winn Road that have an obsolete width of 50 feet. The property will need to be properly platted/subdivided before development can take place and the redevelopment area can be put to its highest and best use.

Component 5: Endangerment By Fire Or Other Causes

The redevelopment area is conveniently located for police and fire service. However, the narrow width of 43rd Terrace and the congestion resulting from on-street parking could prohibit proper access to the medical office for emergency services.

Component 6: Hindrance to Housing Accommodation

The intent of this component of the blight definition appears to deal with the naturally process of growth and development of a neighborhood. The interchange of Interstate 35 and Chouteau Trafficway is an important interchange within Clay County and has been open for several decades, yet little development has occurred since the interchange was completed.

As discussed previously, intense development has occurred to the north along both Antioch and Vivion Road. The challenging topography, traffic issues and fill problems associated with redevelopment area have hindered development surrounding this prominent interstate interchange. Construction of a quality project at the redevelopment area will create the neighborhood support systems and desirable commercial amenities necessary to attract future residential growth.

Population figures for the redevelopment area were provided by *Claritas*, a nationally recognized demographic service. The redevelopment area property is most proximate to two census tracts (205.00 and 206.04).

Tract	1980	1990	1997e	2002p
205	6,109	6,171	6,959	7,527
206.04	4.812	4,500	5,464	6,093
Total	10,921	10,671	12,423	13,620

The sample shows a modest increase in population. The redevelopment area site is located in Tract 206.04, which suffered declining population during the 1980s. The decline in population in the subject tract was 6.48% between 1980 and 1990. Blighted conditions at the subject redevelopment area may have contributed to the decline of population in the neighborhood.

Component 7: Economic And Social Liabilities

The Missouri Supreme Court has determined that "the concept of urban redevelopment has gone far beyond 'slum clearance' and the concept of economic underutilization is a valid one." Previously in the report it was shown that the present condition of the redevelopment area site generates less than \$40,000 annually in real estate taxes.

The former discussion did not address the further financial and economic implications of the sales, personal property, employment and utility taxes generated by the development of the subject. The property is well situated to be a shopping center. The subject is an infill site containing one of few land tracts along I-35 in the urbanized portion of Clay County that has not been developed. A

shopping center redevelopment would generate significant employment opportunities for the area (including development, construction and permanent retail employees). All of these economic benefits are foregone because of the insurmountable topographic hindrances to the development of the tract.

It is very difficult to feasibly develop a tract of land with multiple phases and structures. Because most of the development costs are usually incurred in the early years of the absorption period. The difficulty is selling sites fast enough to overcome the "front-loaded" development costs. In the case of the redevelopment area the initial (estimated) site work development cost creates an insurmountable barrier to development. This difficulty is evidenced by other Northland shopping centers that have failed, in part, due to the high initial costs incurred for topographic issues (Tremont Square, Creekwood Commons, Boardwalk Square, Crossroads of Olathe).

Conclusion

The analysis above indicates that several components of the TIF blight definition are present at the redevelopment area. Notable blighting conditions include improper fill in a drained and abandoned lake bed that has many negative facets (precipitous grades, instability, ponding, potential sink holes, inadequate load bearing capabilities). The financial hurdles associated with curing the soil issues and grading the property are an onerous economic burden. Excluding government subsidy to relieve the front-loaded costs of the negative blighting features, it is unlikely that the redevelopment area can be put to profitable use.

The improvements that do exist in the redevelopment area have many dysfunctional items. Some of the improvements are flood-prone and are nearer the end of their economic lives.

Underutilization of the site is also a contributing factor. Development of the subject's infill site will promote the general health, safety and welfare of the citizens. The full positive impact of the Chouteau Bridge reconstruction may not be felt as far north of the subject because of the poor status of Chouteau Trafficway. The surrounding road infrastructure is inadequate, perhaps even for the existing development.

Therefore, the consultants have determined that the Chouteau - I-35 Redevelopment Area, located in the south quadrants of Interstate 35 and Chouteau Trafficway in Kansas City, Missouri, as of January 9, 1998, is a "blighted area" according to the definition provided in Missouri's Tax Increment Financing statutes (Section 99.805(1) R.S. Mo.).

CERTIFICATE

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

- 1) The statements of fact contained in this report are true and correct.
- The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
- 3) I have no present nor prospective future interest in the property that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- 4) My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- Engagement of the appraisal assignment was not contingent upon a requested minimum valuation, a specific valuation, nor approval of a loan.
- 6) My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Uniform Standards of Professional Appraisal Practice.
- 7) The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, Brock J. Rule, MAI has completed the requirements of the continuing education program of The Appraisal Institute.

o one provided significant professional assistance to the persons signing this report.

Brock I Rule, MAI

Did Inspect

Did Not Inspect

State Certified General Real Estate Appraiser in Missouri (Certificate No. RA 001130)

Kansas Certified General Real Property Appraiser (Certificate No. G-1008)

GENERAL ASSUMPTIONS & LIMITING CONDITIONS

This appraisal is subject to the following assumptions and limiting conditions:

- 1) Title to the property is assumed to be good and marketable and the legal description correct.
- No responsibility for legal matters is assumed. All existing liens, mortgages or other encumbrances have been disregarded and the property is appraised as though free and clear, under responsible management and competent marketing unless otherwise stated.
- All sketches in this report are intended to be visual aids and should not be construed as surveys or engineering reports.
- 4) The information in this report has been obtained from reliable sources. The appraiser cannot, however, guarantee or be responsible for the accuracy of information furnished by others.
- 5) The comparable market data relied upon in this appraisal is believed to be from reliable sources; however, it was not possible to rely on information furnished by others. Therefore, the value conclusions are subject to the correctness and verification of said data.
- 6) This opinion of value applies to land and improvements only. The value of trade fixtures, furnishings and other equipment has not been included with the value of the real estate, unless specifically stated otherwise.
- Subsurface rights (minerals, oil, etc.) were not considered in making this appraisal, unless specifically stated otherwise.
- 8) The appraiser is not required to give testimony or attendance in court by reason of this appraisal, unless prior agreements have been made in writing.
- 9) The distribution of the total valuation in this report between land and improvements applies only to the existing utilization. The separate valuations for land and building must not be used in conjunction with any other appraisal and are invalid if so used.
- 10) The land, and particularly the soil, of the area under appraisement appears firm and solid. Subsidence in the area is unknown or uncommon, but the appraiser does not warrant against this condition or occurrence.
- 11) The appraiser very carefully inspected the building involved in this appraisal report and damage, if any, by termites, dry rot, or other infestations was reported as a matter of information and no guarantee of the amount or degree of damage, if any, is implied.
- 12) The appraiser has inspected, as far as possible, by observation, the land and the improvements thereon. However, it was not possible to personally observe conditions beneath the soil or hidden structural components within the improvements. Therefore, no representations are made herein as to these matters and unless specifically considered in the report. The value estimate is subject to any such conditions that could cause a loss in value. Condition of

heating, cooling, ventilating, electrical and plumbing equipment is considered to be commensurate with the condition of the balance of the improvements unless otherwise stated.

- 13) Possession of this report or a copy thereof, does not imply the right of publication or use for any purpose by any other than the addressee, without the written consent of the appraiser.
- 14) Neither all nor any part of the contents of this report, especially any conclusions as to value, the identity of the appraiser or the firm with which he is connected, or any reference to the Appraisal Institute or to the MAI designation shall be disseminated to the public through advertising media, public relations media, news media, sales media or any other public means of communication without the prior written consent and approval of the undersigned.
- 15) Disclosure of the contents of this appraisal report is governed by the By-Laws and Regulations of the Appraisal Institute.
- 16) Unless otherwise stated in this report, the existence of hazardous conditions, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such conditions on or in the property. The appraiser, however, is not qualified to detect such circumstances. The presence of such conditions including without limitation, asbestos, polychlorinated biphenyls, leaking petrochemicals, ureaformaldehyde foam insulation, electromagnetic fields or other potentially hazardous items may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property which would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge to discover them. The client is urged to retain an expert in this field, if desired.
- 17) The owner of the subject property may be subject to additional financial expenditures in accordance with the American's With Disabilities Act (ADA), a federal law codified at 42 USC Section 12101 ET SEQ. While numerous requirements of the ADA would affect the subject property, Title III of ADA requires owners and tenants of "public accommodations" to remove barriers to access by disabled persons and provide auxiliary aids and services for hearing, vision or speech impair persons by January 26, 1992. The regulations under Title III of ADA are codified at 28 CFR Part 36. The appraiser is not a qualified expert as to the subject's compliance or noncompliance under ADA. In recognition of the law's recent enactment, some of the requirements may be subject to interpretation. The client is strongly urged to retain the services of a qualified independent expert and, if necessary, receive legal assistance in understanding its contents and in determining the subject's compliance. The value estimates reported herein are subject to revision should it be determined that additional expenditures are required for conformance to ADA.

Brock J. Rule, MAI

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ADDENDA

EXHIBIT 1

A. REDEVELOPMENT AREA

LEGAL DESCRIPTIONS

Owner: Phillips 66

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly right of way line of Chouteau Trafficway and the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said Westerly right of way line 160.92 feet; thence South 64 degrees 02 minutes 42 second East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East), a distance of 133.21 feet; thence North 30 degrees 34 minutes 00 seconds East, a distance of 160.00 feet to a point on the Southerly right of way line of said Chouteau Trafficway, Thence North 64 degrees 02 minutes 42 seconds West along said Southerly right of way line of Chouteau Trafficway, 125.00 feet to the point of beginning together with an easement appurtenant to the land above described over a portion of adjacent land as described in the deed recorded in Book 866 at Page 114, as Document B-91177, in the Office of the recorder of Deeds for Clay County, Missouri.

Owner: Rinehart

Commencing at the N.E. Corner of the West 1/2 of the Southeast 1/4, Section 6, Township 50 North, Range 32 West; thence West along the North line of the West 1/2 of the Southeast 1/4 of Section 6, Township 50 North, Range 32 West, a distance of 367/37 feet to a point on the Westerly right of way line of the abandoned Kansas City, Clay County and St. Joseph Railroad; thence Southwesterly along said right of way a distance of 0.99 feet; thence S. 64° 02' 42" East a distance of 125.0 feet, to the point of beginning, thence continuing along said S. 64° 02' 42" East, a distance of 24.76 feet to a point in the West right of way of Chouteau Trafficway; thence South 46° 13' East along said right of way a distance of 171.65 feet; thence South 0° 12' East, a distance of 233.63 feet; thence North 52° 46' 30" West, a distance of 58.19 feet; thence North 70° 00' West, to a point in the Easterly line of the Kansas City, Clay County and St. Joseph Railroad right of way; which point is the Southeast corner of that tract convayed by deed recorded as Document No. B-91177; thence in a Northeasterly direction along said right of way, a distance of 35 feet; thence S. 61° 19' East, a distance of 31.0 feet; thence North 30° 41' East, a distance of 250.0 feet, to the point of beginning.

Owner: Dickson

All that part of the West half of the Southeast quarter of Section 6, Township 50, Range 32 in Kansas City, Clay County, Missouri, described as follows:

Beginning at the intersection of the Southerly line of Chouteau Trafficway and the West line of Cleveland Avenue North; thence in a Westerly direction at right angles to Cleveland Avenue

North, a distance of 80 feet; thence at right angles to last described course South to the center line of a creek; thence Easterly following the meanderings of the center line of said creek, to the West line of Cleveland Avenue North; thence North along the West line of Cleveland Avenue North to the point of beginning.

Owner: Dickson

A part of the West half of the Southeast Quarter of Section 6, Township 50, Range 32, described as follows: Beginning at a point of intersection of the North line of 43rd Street Terrace North (platted as Spring Road) with the West line of North Cleveland, thence westerly in the North line of said 43rd Street Terrace North as shown on the plat of Spring Road Addition recorded December 29, 1949 in Book 454 at page 1, in the Office of the Recorder of Deeds of Clay County, to its intersection with the Easterly right of way line of the abandoned right of way of Kansas City, Clay County and St. Joseph Railroad; thence Northerly in the Easterly line of said abandoned right of way to the southwest corner of the tract conveyed by deed filed April 28, 1968 as Document C-33526 and recorded in Book 1015 at page 415; thence Southeasterly in the South line of said tract to the southeast corner thereof and also which point is the southwest corner of the tract conveyed by deed filed November 15, 1961 as Document B-49366 and recorded in Book 732 at page 415; thence continuing southeasterly in the south line of said tract to a point in the west line of Cleveland Avenue, thence south in the West line of Cleveland Avenue to the point of beginning, all in Kansas City, Clay County, Missouri.

Owner: Hillcrest/Inc.

All that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 160.92 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 64 degrees 02 minutes 42 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 133.21 feet; thence South 30 degrees 34 minutes 00 seconds West, a distance of 90.0 feet; thence North 61 degrees 19 minutes 00 seconds West, a distance of 31.87 feet to a point on the Easterly Right-of-Way of said abandoned Railroad; thence Southwesterly along said Easterly line of said abandoned Railroad, a distance of 33.19 feet; thence North 70 degrees 00 minutes 00 seconds West, a distance of 100.86 feet to a point on the Westerly Right-of-Way of said abandoned Railroad, said point being 132.08 feet Southwesterly from the point of beginning, as measured along said Right-of-Way line; thence Northeasterly along said Right-of-Way line to the point of beginning. Also, all that part of the West 1/2 of the Southeast 1/4 of Section 6, Township 50, Range 32, in Kansas City, Clay County. Missouri described as follows: Beginning at a point on the Westerly Right-of-Way line of the abandoned Kansas City, Clay County and St. Joseph Railroad, 293.0 feet Southwesterly of the intersection of said Westerly Right-of-Way line with the Southerly Right-of-Way line of the Chouteau Trafficway, as measured along said Westerly Right-of-Way line; thence South 70 degrees 00 minutes 00 seconds East, (this and subsequent bearings referring to the North line of said 1/2 1/4 Section as having a bearing of South 89 degrees 57 minutes 00 seconds East) a distance of 100.86 feet to a point on the Easterly Right-of-Way line of said abandoned Railroad, thence Southwesterly along last said Easterly Right-of-Way line; a distance of 194.46 feet to a point on the North Right-of-Way line of 43rd Street Terrace North, (formerly known as Spring Street); thence Westerly along said Northerly Right-of-Way line, a distance of 111.88 feet to the Westerly Right-of-Way line of said abandoned Railroad; thence Northeasterly along said last Westerly Right-of-Way line 242.29 feet to the point of beginning.

DESCRIPTION:

PROPOSED TRACT:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4, THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET; THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE; THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY, THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET; THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 107.95 FEET; THENCE N49°36'56"E 211.99 FEET; THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E-200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

EXHIBIT 1

LEGAL DESCRIPTIONS

B. REDEVELOPMENT PROJECT AREA

DESCRIPTION:

PROPOSED TRACT:

ALL THAT PART OF BLOCKS 4,5, AND 6, AND LAKE WINNETONKA, IN "WINNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WINNWOOD BOULEVARD, ALL IN THE EAST 1/2 OF SECTION 6, TOWNSHIP 50, RANGE 32, ALL IN KANSAS CITY, CLAY COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 4; THENCE N89°17'19"W 10.00 FEET ALONG THE NORTH LINE OF SAID BLOCK 4; THENCE PARALLEL WITH THE EAST LINE OF SAID BLOCK 4 S00°38'34"W. 403.90 FEET TO THE POINT OF BEGINNING; THENCE S00°38'34"W 1106.18 FEET PARALLEL WITH SAID EAST LINE OF SAID BLOCK 4 TO THE CENTERLINE OF VACATED NORTHEAST 43RD STREET TERRACE; THENCE WITH SAID CENTERLINE OF SAID VACATED 43 RD STREET TERRACE N89°17'22"W 115.03 FEET; THENCE N76°33'13"W 91.46 FEET; THENCE S89°42'23"W 418.76 FEET; THENCE ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 130.00 FEET, A CENTRAL ANGLE OF 77°45'17", AND AN ARC LENGTH OF 176.42 FEET; TO A POINT OF COMPOUND CURVATURE, HAVING A RADIUS OF 490.00 FEET, A CENTRAL ANGLE OF 00°19'34", AND AN ARC LENGTH OF 2.79 FEET; THENCE LEAVING SAID CENTERLINE OF VACATED 43RD STREET TERRACE S77°46'47"W 10.00 FEET TO THE SOUTHEAST CORNER SAID BLOCK 6; THENCE N89°17'49"W 44.30 FEET ALONG THE SOUTH LINE OF SAID BLOCK 6; THENCE N45°19'45"W 262.48 FEET TO A POINT ON THE CENTERLINE OF SAID VACATED CLEVELAND AVENUE, THENCE S00°38'11"W 13.12 FEET ALONG SAID CENTERLINE OF VACATED CLEVELAND AVENUE TO THE NORTHEAST RIGHT-OF-WAY LINE OF CHOUTEAU TRAFFICWAY; THENCE LEAVING SAID CENTERLINE OF VACATED CLEVELAND AVENUE AND ALONG SAID NORTHEAST RIGHT-OF-WAY OF CHOUTEAU TRAFFICWAY N45°19'45"W 240.08 FEET; THENCE N13°43'48"W 90.94 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35; THENCE ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE THE FOLLOWING COURSES; ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 3084.79 FEET, A CENTRAL ANGLE OF 04°10'22", AND AN ARC LENGTH OF 224.66 FEET; THENCE N49°05'36"E 368.17 FEET; THENCE N67°04'30"E 107.95 FEET; THENCE N49°36'56"E 211.99 FEET: THENCE N18°13'01"E 66.87 FEET; THENCE N49°14'01"E 200.00 FEET; THENCE LEAVING SAID SOUTHEAST RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 35, S00°38'34"W 165.00 FEET; THENCE S89°21'26"E 289.76 FEET TO THE POINT OF BEGINNING, CONTAINING 970,610 SQUARE FEET OR 22.28 ACRES MORE OR LESS AND SUBJECT TO RIGHTS-OF-WAY, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD OR FACT.

EXHIBIT 1

SURVEYORS DRAWING OF LEGAL DESCRIPTIONS

C. REDEVELOPMENT PROJECT AREA

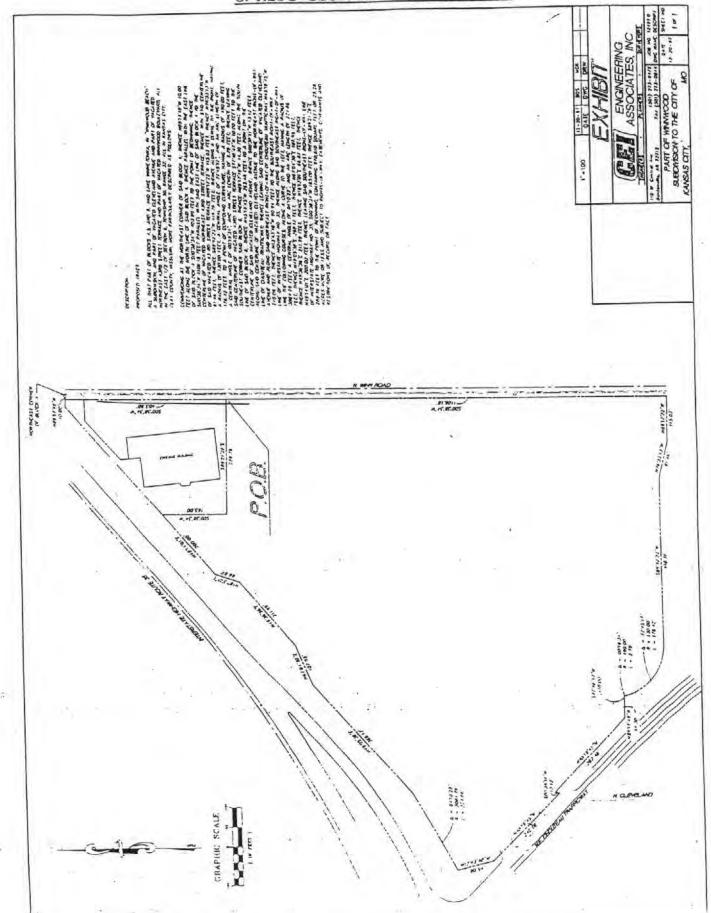
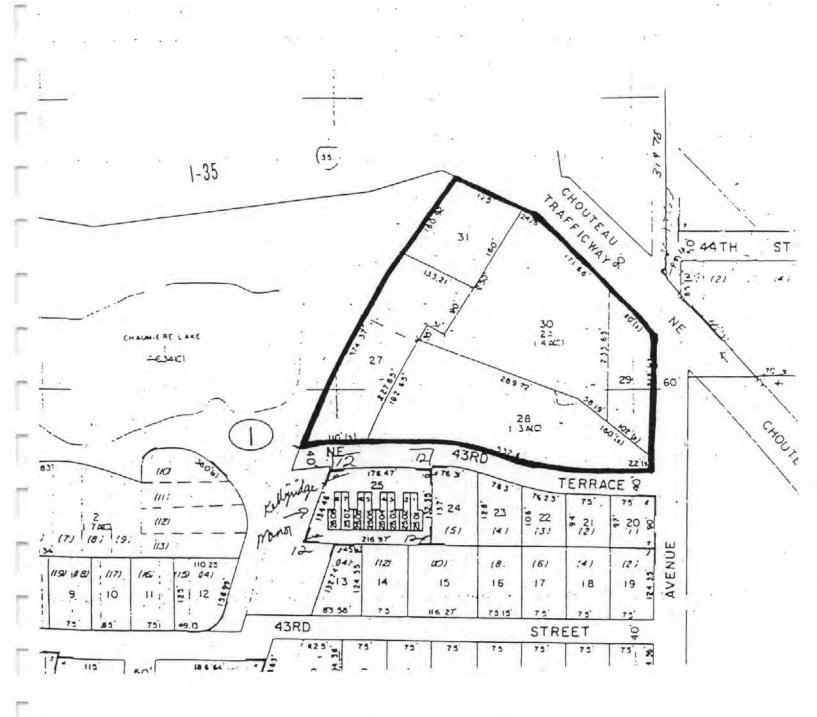


EXHIBIT 1

TAX PLAT DRAWING OF LEGAL DESCRIPTIONS

D. REDEVELOPMENT AREA NOT PART OF PROJECT AREA (OUTLINED IN BOLD)





December 12, 1997

Rick Foster Walton Construction Company 3252 Roanoke Road Kansas City, MO 64111

Jeffrey L. Peterson Chouteau I-35 Development, LLC 8600 West 110th Street, Suite 201 Overland Park, KS 66210

Re: Chouteau Shopping Center Site Work

Dear Rick and Jeff,

Please find enclosed our pricing for the above referenced project. Our prices are based upon CEI's Grading Plan dated 11-18-97 and Woodward Clyde's Geotechnical Investigation dated 6-17-88

Due to the poor quality of the existing fills, the soils report suggests removal of the existing fill under the building pads, partial removal under the parking lots and replacement with engineered fill. I've figured removing all of the fill under the building pads and one and a half feet below the parking lot's finish grade. Because I don't have any information as to the quality of soil in the large excavation areas (the Outlots and Highway R/W) I have included the cost to haul in all of the fill and backfill beneath the building pads. As the parking lots are not as critical, I have assumed that there will be enough suitable onsite materials for the final one foot of clean fill beneath them.

The soils report suggests preloading portions of the retail shops with a temporary earth surcharge. I have included the cost to place and remove a four foot high surcharge, with one to one side slopes, over all of the building pads. Because of the large area of building pads and parking lots and the small landscape areas the project will have excess topsoil. I have included the price to haul that material off site and dispose of it in a legal manner. Due to the required haul in fill under the Building Pads the project has excess excavation. I have included the cost of hauling off the excess excavation.

PRICING

We hereby propose to furnish material and labor complete in accordance with above plans, exclusions and conditions for the sum of:

One Million One Hundred Fifteen Thousand Seven Hundred Fifty Six Dollars \$1,115,756,00

The cost of the work that would is required due to the existing unsuitable materials is the sum of Seven Hundred Twenty Five Thousand and Fifty Hundreds Dollars \$725,000.50

Should you have any questions or comments please contact me.

Sincerely, DAMON PURSELL CONSTRUCTION COMPANY, INC.

Gary Sheumaker



CHOUTEAU SHOPPING CENTER SITE WORK SCOPE OF WORK

-	DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	EXTENSION
No.	DESCRIPTION	10.00	Acres	4,500.00	-45,000.00
1	Clear trees and brush, dispose off site	12,580.00	Cubic Yards	1.25	15,725.00
2	Strip vegetation and stockpile on site	120,300.00	Cubic Yards	1.75	210,525.00
3	Cut & Fill Site to subgrade	The same of the same	Cubic Yards	2.50	33,800.00
4	*Undercut Existing Fill, Bldgs A, B & C	13,520.00		2.50	31,675.00
5	*Undercut Existing Fill, Bldg D	12,670.00	Cubic Yards	2.50	25,550.00
6	*Undercut Parking Lot A, B & C 1' below subgrade	10,220.00	Cubic Yards		14,300.00
7	*Undercut Parking Lot D 1' below subgrade	5,720.00	Cubic Yards	2.50	
8	*Haul in Fill, Bldgs A, B & C	22,120.00	Cubic Yards	7.00	154,840.00
	*Haul in Fill, Bldg D	26,170.00	Cubic Yards	7.00	183,190.00
9	*Surcharge Bldg pads A,B & C 4' high	12,270.00	Cubic Yards	1.65	20,245.50
10	*Surcharge Bldg pads D 4' high	15,200.00	Cubic Yards	1.65	25,080.00
11	*Haul off Excess Excavation Bldg A,B & C	10,570.00	Cubic Yards	6.00	63,420.00
12		17,150.00	Cubic Yards	6.00	102,900.00
13	*Haul off Excess Excavation Bldg D *Allowance for Removal of Contaminated Materials	1.00	Lump Sum	70,000.00	70,000.0
14		24,470.00	Square Yards	0.55	13,458.5
15	Finish grade Building Pads	3,590.00	Linear Feet	1.00	3,590.0
16	Cut and backfill Curbs Bldg A,B & C	1,420.00	Linear Feet	1.00	1,420.0
17	Cut and backfill Curbs Bldg D	30,650.00	Square Yards	0.70	21,455.0
18	Finish grade Pavement and Walks Bldgs A,B & C		Square Yards		Toronous V
19		17,160.00	Cubic Yards	3.80	
20	Spread on site topsoil 6" deep	3,650.00			7
21	Haul off excess topsoil	8,950.00	Cubic Yards	0.0	1,115,756.0
	GRAND TOTAL				1,110,100.0

*Work required due to the existing unsuitable materials.

EXCLUSIONS

- 1. Layout, bonds, permits, testing and traffic control.
- 2. Hand excavation, hand back fill and hand compaction.
- Pavement sawing, repair and patching.
- 4. Seeding, sodding and erosion control.
- 5. Clean up, haul off or disposal of spoil material generated by others.
- 6. Compaction of materials placed by others.
- 7. Foundation excavation and backfill.
- Locating, uncovering or relocating existing utilities.
- 9. Rock excavation.
- 10. Slope stabilization.

Cot to a Contac		5-30-97
Chouteau Center	REV.	12/12/97
I-29 & Chouteau Trwy	KEV.	12 125
Kansas City, Mo		

Preliminary budget estiamte

TIF COST

7.65							
Estin	mator: R. Foster						Extra
					A 2	Normal	Ordinary
-	ar vacan	Quan	Unit	Unit Price	Total	Cost	Cost.
	scription .	Quan	9		- >		
	eral Conditions On Sitework						
	ect staff (incl labor burden, insur, taxes)	6	mos	8300.00	49,800	49,800	
	ect manager	3	mos	1000.00	9,000	9,000	
	ect clerk	6	mas	7400.00	44,400	44,400	
	rintendant sitework	0	mos	7400.00	0	not included	
	erintendant buildings	6	mos	6000.00	36,000	36,000	
	st super, carpenter foreman	1.	ls -	45000.00	45,000	45,000	
	struction staking -	15	ea	425.00	6,375	6,375	
	psters	520	hrs	30.00	15,600	15,600	
-	eral cleanup	0	sft	0.11	0	not included	
	building cleanup	6	mo	500.00	3,000	3,000	
	porary field office	0	mo	0.00	0	0	
	age trailors	1	ls	1000.00	1,000	1,000	*
	kup temporary utilities	6	mo	800,00	4,800	4,800	
	porary electric	6	mo	150.00	900	900	
	porary toilets	6	mo	250.00	1,500	1,500	
	porary phone.fax	6	- mo	50.00	300	300	
	aporary water	6	mo	200.00	1,200	1,200	
	ice supplies	i	ls	1000.00	1,000	1,000	
	se office supplies, furniture & equip	6	mo	1000.00	6,000	6,000	
	ck & auto expenses	i	Is	4000.00	4,000	4,000	
	all tools expense	i	ls	8000.00	8,000	8,000	
	inpment expense	1	Is	4000.00	4,000	4,000	
	reprints, copies	T	ls	750.00	750	750	
	il. fed x, delivery expenses	1	ls	500.00	500	500	
	iyaye.	i	ls	0.00	0	none	
	inporary fencing	1	İs	1000.00	000,1	1,000	
	watering expenses	1	ls	500.00	500	500	
	nstruction signs	6	mo	40.00	240	240	
	ngress photos	1	ls	9000.00	9,000	9,000	
	meral liability insurance	. 0	Is	0.00	0	not included	
pe	riormance & payment bonds	. 0	Is	0.00	0	not included	
	ilders risk insurance	0	ls	0.00	0	not included	
K	CMO permits						****
1 0	eneral Conditions Total				\$253,865	\$167,551	\$86,314
	itework						45000
	Demolition Tlear Trees and Brush, Dispose off site	10	acre	4500.00	45,000		43000
	trip Vegetation and Stockpile on site	12580	cyd	1.25	15,725	15,725	15000
		1	1s	15000.00	15,000	0	40000
-	Desin Pond	20000	syd	2.00	40,000		40000
	tabilize bottom of pond					0.0022	
	Earthwork	120300	cyd	1.75	210,525	210,525	3380
	Tut & Fill Site to Subgrade	13520	cyd	2.50	33,800		3167
	Indereut Existing Fill Bldg A,B & C	12670	cyd	2.50	31,675		2555
1	intercut Existing Fill Bldg D	10220	cyd	2.50	25,550		1430
1	indercut Parking Lot A,B & C I' below subgrade	5720	cyd	2.50	14,300		15484
	Limler Cut Parking Lot D 1' below subgrade	22120	cyd	7.00	154,840		18319
	Haul-in Fill Bldgs A. B & C	26170	cyd	7.00	183,190		
	Haut-in Fill Bldg D	12270	cyd	1.65	20,246	4.5	2024
	Surcharge building pads A, B & C 4' high	15200	cyd	1.65	25,080		2508 6342
	Surcharge building pad D 4' high	10570	cyd		63,420		
	Haul off Excess Excavation Bldg A, B & C Haul off Excess Excavation Bldg D	17150	cyd		102,900		10290
	Have all by case by cavalion filed if						

Chouteau Center		5-30-97
I-29 & Chouteau Trwy	REV.	12/12/97
Kansas City, Mo		

Preliminary budget estiamte TIF COST

Estimator: R. Foster

			9		81	Normal	Extra Ordinary
	Description	Quan	Unit	Unit Price	Total	Cost	Cost
_	Allowance for Removal of Contaminated Material	1	lpsm	70000.00	70,000		70000
	Finish grade building pads	24470	syd	0.55	13,459	13,459	10000
		3590	If	1.00	3,590	3,590	
	Cur and Backfill curbs Bldg A, B & C	1420	16	1.00	1,420	1,420	
	Cut and Backfill curbs Bldg D			23.00			
	Finish grade pavement and walks Bldgs A,B & C	30650	syd	0.70	21,455	21,455	
	Finish grade pavement and walks Bldg D	17160	syd	0.70	12,012	12,012	
	Spread on site topsoil 6" deep	3650	cyd	3.80	13,870	13,870	
	Haul-off excess topsoil	8950	cyd,	6.00	53,700		53700
	fly ash stabilize paving subgrade Ph I	41942	sft	2.20	92,272		92272
	fly ash stabilize paving subgrade Ph II	7315	sft	2.20	16,093	9 80 -	16093
	Sails testing	1	Is	35000.00	35,000	12,250	22750
	Asphalt Paying						
	heavy duty 4.5" & 1.5" @ phase I	14915	syd	9.00	134,235	134,235	
	light duty 3.5" & 1.5" @ phase [27027	syd	7.50	202,703	202,703	
	temporary asphalt curb	1010	Ift	5.00	5,050	5,050	
	heavy duty4. 5" & 1.5" @ phase II	4555	syd	9.00	40,995	40,995	
	light duty 3.5" & 1.5" @ phase II	2760	syd	7.50	20,700	20,700	
	lot striping Phase I	1	1s	5000.00	5,000	5,000	
	lot striping Phase II	1	ls	500.00	500	500	
	site signage phase I	1	ls	6000.00	6,000	6,000	
	site signage phase II	1	1s	500.00	500	500	
	Asphalt testing	1	ls	10000.00	10,000	10,000	
	Site Concrete						
	concrete paving 6" @ entrances Phase I	2925	sft	2.85	8,336	8,336	
	curbs @ entry drive island Phase I	320	Ift	8.25	2,640	2,640	
	curb & gutter @ perimeter Phase I	3010	in	8.25	24,833	24,833	
	curb & gutter @ interior islands Phase I	3710 .	Ift	8.25	30,608	30,608	
	curb & gutter @ perimeter Phase II	1807	in	8.25	14,908	14,908	
		20			10.23		
	pipe bollards		ca	350.00	7,000	7,000	
	flag pole base	0	ea	2202.52	0	- 0	
	concrete testing	1	ls	5000.00	5,000	5,000	
	Site Utiliites					. ""	
	Storm Sewer						
	Twin 72" RCP	790	18	380.00	300,200		300200
	36" RCP	130	Ift	60.00	7,800	7,800	
	30" RCP	440	1ft	46.00	20,240	20,240	
	24" RCP	155	1ft	34.00	5,270	5,270	
	IX" RCP	270	1ft	28.00	7,560	7,560	
	15* RCP	150	· Ift	27.00	4,050	4,050	
	12" RCP.	1123	.18	26.00	29,198	29,198	-4
	Underground Detention StoragePipes 48"	610	18	78.00	47,580	-circa	47,580
	- 100 ()(T), ()(1) () ()()()()()()()()()()()(14 400	
	curb inlets, drop inlets	8	ca	1800.00	14,400	14,400	14400
	Detention Boxes	4	ca	3600.00	14,400		14400
	72" head wall end sections	1	ea	22500.00	22,500		22500
	Rip rap ditch	3800	syd	35.00	133,000		133000
	Sanitary Sewer						
	sanitary sewer 8"pvc pipe Phase!	850	10	30.00	25,500	25,500	
	sanitary sewer tap fee allowance	1	ls	4000.00	4,000	4,000	
	sanitary sewer tap fee allowance	260	ift.	30.00	7,800	7,800	
						7,500	
	manholes phase !	. 3	ea	2500.00	7,500		
	manholes phase II	Į.	ca	2500.00	2,500	2,500	
	sanitary sewer service to Fleming	175	Ift	30.00	5,250	5,250	
	sanitary server service to shops	210	10.	30.00	6,300	6,300	

Chouteau Center		5-30-97
I-29 & Chouteau Trwy	REV.	12/12/97
Kansas City, Mo		

Preliminary budget estiamte TIF COST

Estimator: R. Foster

	Estimator. A. Poster						Extra
						Normal	Ordinary
	Description .	Quan	Unit	Unit Price	Total	Cost	Cost
	sanitary sewer service to Lowes	30	Ift	30.00	900	900	-7
	rock excavation @ sanitary sewer lines	0	cyd	0.00	0	Not Included	
	Water lines						
	X" water main Phase I	1920	Ift	30.00	57,600	57,600	
	8" water main Phase II	1380	ea	30.00	41,400	41,400	
	fire hydrants Phase I	10	ea	2500.00	25,000	25,000	
	fire hydrants Phase II	10	ea	2500.00	25,000	25,000	
	2" domestice service to Flemings	135	· 1ft	20.00	2,700	2,700	
	N", fire service line to Flemings	135	IR	30.00	4,050	4,050	
		200	IR.	20.00	4,000	4,000	
	2" domestice service to shops			30.00	6,000	6,000	
	X" fire service line to shops	200	Ift				
	2" domestice service to Retail D	80	100	20.00	1,600	1,600	
	8" fire service line to Retail D	80	111	30.00	2,400	2,400	
	water meter pit/ meter/backflow Flem	1	ea	5000.00	5,000	5.000	
	water meter piv meter/backflow Shops	- 1	ca	5000.00	5,000	5,000	
	water meter pit/ meter/backflow Retail D	1	ca	5000.00	5,000	5,000	
	utility inspection/tap connection fees	1	ls	5000.00	5,000	5,000	
	Rock excavation @ water lines	0	cyd	0.00	Not Included	Not Included	
	Site electrical			1. 1.			
	primary electrical service	495	Ift	18.00	8,910		8910
	telephone conduit	495	Ift	18.00	8,910		8910
	primary electrical wire & telephone wire	0	Ift	0.00	0	0	
	transformer	3	ca	0.00	0	0	
	secondary elec service to Flemings	T.	Is	0.00	0	0	
	secondary elec service to shops	i	ls	0.00	0	0	
	secondary elec service to Snops	T.	ls	0.00	0	0	
		24	Pole	4200.00	100,800	100,800	
	parking lot lighting phase I	24	ca	500.00	12,000	12,000	
	light pole bases phase I	3	Pole	4200.00	12,600	12,600	
	parking for lighting phase II	3		500.00	1,500	1,500	
	light pole bases phase II		ea If	22.00	22,440	1,500	22440
	Site Fencing	1020				50,000	22110
	Pylon Sign	1	ls	50000.00	50,000	30,000	50000
	Monument sign	5.	ls	50000.00	50,000	124 000	16000
	Landscaping allowance	- 1	ls	140000.00	140,000	124,000	12452
	Irrigation allowance	.1	ls	80000.00	80,000	67,548	12432
	Miscellaneous Site Work	Ass. Sec.	-2	140.47	44.44		86400
	retaining wall @ North Winn Road	3600	sft	24.00	86,400		80400
-	Sitework Sub-Total				3,262,386	1,529,778	1,732,608
	Contingency				163,119		163,119
	Sitework Total				3,425,505	1,529,778	1,895,727
			7	8	· *5	111 2	
	Sitework (Off Site) N.E. Chouteau Trafficway						(Jases)
	General Conditions	1	Is	85000.00	85,000	8,500	76500
	Traffic Control	t.	Ls	25000.00	25,000	2,500	22500
	Site grading						
	Removals & grading N.E. Chouteau Trafficway	820	If	125.00	102,500	10,250	92250
	Site Utilites						
	Storm Sewer	820	10	90.00	73,800	7,380	66420
	SHOULD SETTED		10	55.00 -	45,100		45100
	Water Main	820					
	Water Main	820 820		100		,	32800
	Water Main Sanitary Sewer Electrical	820 820 820	If	40.00 25.00	32,800 20,500	,	32800 20500

		5-30-97
Chouteau Center	REV.	12/12/97
I-29 & Chouteau Trwy	KEV.	
Kansas City, Mo		

Preliminary budget estiamte

TIF COST

Estimator: R. Foster	Over	Unit	Unit Price	· Total	Normal Cost	Extra Ordinary Cost
Description	· Quan	Offic ,				
Asphalt Paving Asphalt Paving 12"	5467	syd	22.00	120,267		120267
Concrete Paving Curb & Gutters Sidewalks Approaches	1640 6560 750	If sqft sqyd	8.50 2.85 34.00	13,940 18,696 25,500	8,870 12,500	5070 18696 13000
	12 1 1 1	ea ls ls	5000.00 30000.00 15000.00 150000.00	60,000 30,000 15,000 150,000		60000 30000 15000 150000
Off Site Sub-Total Contingency Off Site Totals				\$834,503 \$41,725 \$876,228	\$50,000	\$784,503 \$41,725 \$826,228
Subtotal GC's, Site & Off Site Overhead & Fee				4,555,598 227,780 4,783,378	1,747,329 87,366 1,834,695	2,808,269 140,413 2,948,683
Sitework Total Building Budgets Fleming Foods Retail shops "C" White Box	65225 18000	sft sft	55.00 40.00	3,587,375 720,000 0	3,587,375 720,000 0	
Building Totals				\$4,307,375	\$4,307,375	\$0 \$2,948,683
Project Totals	+			\$9,090,753	\$6,142,070	32,940,003

4		Census Tract 206.04
POPULATION	2002 Projection	6,093
TOTOLKHOM	1997 Estimate	5,464
	1990 Census	4,500
	1980 Census	4,812
	% Change, 1990-1997	21.4%
-41	% Change, 1980-1990	-6.5%
r* - r *	· In group quarters, 1997	0.0%
HOUSEHOLDS	2002 Projection	2,236
	1997 Estimate	2,003
	1990 Census	1,656
	1980 Census	1,642
	% Change, 1990-1997	21.0%
	% Change, 1980-1990	0.9%
FAMILIES	1997 Estimate	1,510
RACE 1997	White	96.0%
RACE 1997	Black	0.8%
	American Indian	0.6%
	Asian or Pacific Islander	1.2%
	Other	1.4%
HISPANIC ORIGIN	N 1997	4.3%
AGE 1997	0-4	8.1%
AGE 1331	5-13	12.8%
	14-17	5.2%
	18-20	3.6%
***	21-24	4.5%
	25-34	16.2%
	35-44	16.3%
	45-54	13.0%
	55-64	9.1%
	65-74	7.0%
*		3.5%
	75-84	0.7%
	85+	
	Median Age	34.7
	Male .	34.5
(4)	Female	35.0
HOUSEHOLD	1 Person	19.6%
SIZE 1997	2 Persons	31.5%
JILL 1991	3-4 Persons	37.9%
	5+ Persons	11.0%
TENUDE 1007	Owner-Occupied Households	78.8%
TENURE 1997		21.2%
	Renter-Occupied Households	21.270

Census	Tract	206.04	

AGGREGATE	Total (\$ Millions)	\$93
INCOME 1997	Per Capita	\$16,982
		0.444
HOUSEHOLDS	Total	2,003
1997.	Average Household Size	2.73
HOUSEHOLD	Under \$5,000	1.3%
INCOME	\$5,000-\$9,999	3.3%
1997	\$10,000-\$14,999	3.9%
1557	\$15,000-\$19,999	5.6%
	\$20,000-\$24,999	10.1%
	\$25,000-\$29,999	6.5%
	\$30,000-\$34,999	9.6%
	\$35,000-\$39,999	7.6%
	\$40,000-\$49,999	14.1%
	\$50,000-\$74,999	28.3%
	\$75,000-\$99,999	7.1%
	\$100,000-\$124,999	2.0%
	\$125,000-\$149,999	0.0%
	Over \$150,000	0.3%
	Median Household Income	\$41,365
	Average Household Income	\$46,324
FAMILIES	Total	1,510
1997	Average Family Size	3.16
FAMILY HH	Under \$5,000	1.1%
INCOME 1997	\$5,000-\$9,999	1.3%
moonia iga	\$10,000-\$14,999	1.5%
	\$15,000-\$19,999	5.0%
	\$20,000-\$24,999	7.5%
	\$25,000-\$29,999	6.6%
	\$30,000-\$34,999	7.2%
	\$35,000-\$39,999	7.5%
	\$40,000-\$49,999	16.2%
	\$50,000-\$74,999	33.5%
	\$75,000-\$99,999	9.3%
	\$100,000-\$124,999	2.7%
1.0	\$125,000-\$149,999	0.0%
	Over \$150,000	0.5%
	Median Family HH Income	\$47,551
	Average Family HH Income	\$51,599

		Census Tract 206.04
OTHER SHEET	Total Units	1,732
HOUSING UNITS	Owner Occupied	75.1%
1990	Renter Occupied	20.6%
	Vacant Year-Round	4.2%
	Vacant Seasonally	0.2%
	Condominiums	0.0%
	Mobile Homes	0.1%
ar ar s		65.9%
	Stability (5 Year)	14.5%
	Tumover (1 Year)	
	Median Dwelling Value (1990)	\$55,430
	Median Rent (1990)	\$361
		93.6%
UNITS PER	1 Unit, Detached	1.1%
STRUCTURE	1 Unit, Attached	4.6%
1990	2 Units	0.7%
	3-4 Units	0.0%
	5-19 Units	0.0%
	20-49 Units	0.0%
	50+ Units	0.1%
	Mobile Home/Trailer	0.174
UNITS BY	1989-March 1990	0.0%
YEAR BUILT	1985-1988	3.3%
1990	1980-1984	1.5%
1000	1970-1979	14.5%
	1960-1969	27.8%
	1950-1959	41.1%
	Before 1950	12.0%
SEX &	Males ,	2,216
MARITAL	Never Married (Age 15+)	22.3%
STATUS 1990	Females	2,284
31A103 1030	Never Married (Age 15+)	16.7%
	Decidation Age 25+	2,894
EDUCATION	Population Age 25+ No High School Diploma	15.7%
1990	High School Only	43.7%
	College 1-3 Years	31.0%
	College 4+ Years	11.2%
	College 41 Todis	
FAMILIES	Total	. 1,265
1990	With Children	52.3%
1000	Married Couples	83.3%
	Married With Children	42.1%

BENCHMARK: POPULATION PROFILE Clay County, MO: Census Tract 206,04

		Census Tract 206.04		
LABOR FORCE	Males 16+ Years	1,684		
1990	In Labor Force	81.5%		
	Females 16+ Years	1,722		
	In Labor Force	64.4%		
	Unemployed	6.0%		
INDUSTRY	Agriculture/Forestry/Fishing	1.5%	¥n	110 110
1990	Mining	0.0%		
	Construction	5.8%		
	Manufacturing: Non-Durable Goods	9.1%		
	Manufacturing: Durable Goods	9.5%		
	Transportation	9.5%		
	Communciations / Public Utilities	2.3%		
	Wholesale Trade	8.5%		
	Retail Trade	17.3%		
	Finance, Insurance, and Real Estate	6.7%		
	Business/Repair Services	4.9%		
	Personal Services	5.4%		
	Entertainment and Recreation	2.3%		
	Professional and Related Services	13.3%		
	Public Administration	3.9%		
OCCUPATION	Managerial/Executive	10.3%		
1990	Professional	5.8%		
	Technical	3.7%		
	Clerical	23.5%		
	Sales	9.1%		
	Total: White Collar	52.4%		
	Craftsmen	15.9%		
	Operatives	12.1%		
	Services	13.6%		
	Laborers	4.3%		
	Farming/Forestry/Fishing	1.0%		
0.	Total: Blue Collar	47.6%		
WORKERS	0	10.8%		
PER FAMILY	1	22.4%		
1990	2	47.0%		
	3+	19.8%		
CLASS OF	Private For Profit	82.6%		
WORKER	Private Not For Profit	4.3%		
1990	Local Government	7.1%		
	State Government	0.7%		
	Federal Government	3.4%		
	Self-Employed	3.6%		
	Unpaid Family Workers	0.3%		

Census	Tract	206.04	

WORKERS 1990	Total, 16+ Years	2,283
TRANSPORT TO WORK 1990	Car, Truck, or Van Drove Alone Carpooled Public Transit Bus or Trolley Bus Streetcar/Trolley Subway/Elevated Railroad Ferryboat Taxicab Motorcycle Bicycle Walked Other Means Worked At Home	94.7% 79.4% 15.3% 1.3% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0
TRAVEL TIME TO WORK 1990	< 5 Minutes 5-9 Minutes 10-19 Minutes 20-29 Minutes 30-59 Minutes 60-89 Minutes 90+ Minutes Work At Home Average Travel Time (Minutes)	1.8% 9.7% 44.0% 20.3% 18.1% 1.6% 3.0%
VEHICLES AVAILABLE 1990	None 1 2 3-4 5+ Total Vehicles Average Vehicles Per Household	3.3% 31.0% 45.9% 19.3% 0.7% 3,143

NDS DATA SERVICES FACSIMILE TRANSMISSION

From:

NDS Data Services

5375 Mira Sorrento Place Suite 400

San Diego, CA 92121

VOICE: (800) 866-6510 FAX: (619) 550-5820

(816) 421-7862

To:

DAN MARAK

RULE AND CO

911 MAIN ST SUITE 2230 KANSAS CITY, MO 64105

(816) 421-7853

RE:

Order #473821

Date:

January 6, 1998

Details:

Clay County, MO; Census Tract 205; ; CPNX XP5

Questions and Problems

NOW WITH UPDATED 1997 CLARITAS DATA

This NDS report has been updated with 1997 Claritas demographic estimates. Some differences will exist between this and similar reports received prior to June 16, 1997, which contained 1996 UDS demographic estimates.""

^{*} If you have questions please contact your sales representative named above.

:XECUTIVE SUMMARY lay County, MO: Census Tract 205 lensus Tract 205

POPULATION

* population growth will be strong during the 1990's

* population growth was slight during the past decade

* this area has a slightly younger population than the nation as a whole

* a well-above average percentage of the adult population did not complete high school

HOUSEHOLDS

* household size is smaller than the national average

INCOME

* average income is below national levels

EMPLOYMENT

* unemployment rates are at average levels

* female labor force participation rates are high

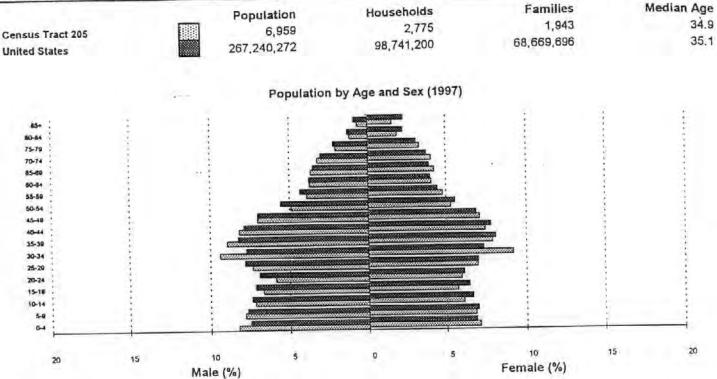
HOUSING

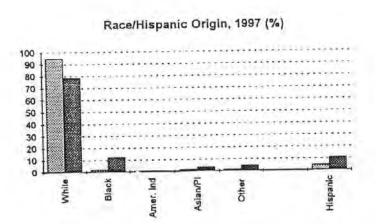
* a majority of housing units are owner occupied

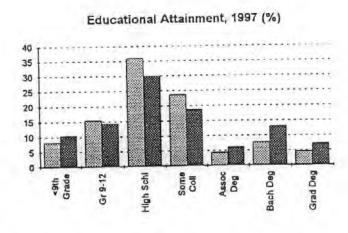
* above average residential turnover

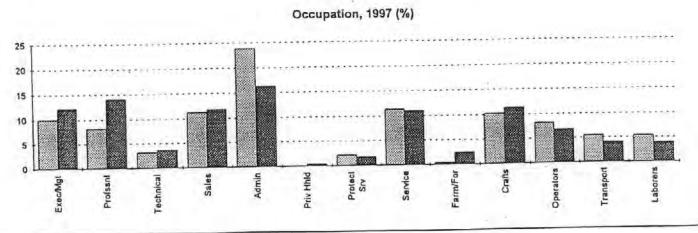
NOTE: This report is intended as a brief snapshot of the selected area. Only those key characteristics which are considerably different from national average values are reported. There may be other unique features of this area that are not reported. Use this report only in conjunction with a thorough review of the actual report figures.











		Census Tract 205
POPULATION	2002 Projection	7,527 6,959
	1997 Estimate	6,171
	1990 Census	6,109
	1980 Census	12.8%
	% Change, 1990-1997	1.0%
	% Change, 1980-1990	1.076
	In group quarters, 1997	0.1%
HOUSEHOLDS	2002 Projection	3,004
HOUGEHOLD	1997 Estimate	2,775
	1990 Census	2,469
	1980 Census	2,333
	% Change, 1990-1997	12.4%
	% Change, 1980-1990	5.8%
FAMILIES	1997 Estimate	1,943
DAGE 4007	White	94.7%
RACE 1997	Black	2.0%
	American Indian	0.6%
	Asian or Pacific Islander	1.5%
	Other	1.2%
HISPANIC ORIGIN	N 1997	4.3%
AGE 1997	0-4	7.7%
AGE 1997	5-13	12.6%
	14-17	5.3%
	18-20	3.3%
	21-24	4.8%
	25-34	16.4%
	35-44	16.2%
	45-54	- 12.2%
	55-64	8.3%
	65-74	7.7%
	75-84	4.3%
	85+	1.2%
	Median Age	34.9
	Male	33.7
	Female	36.2
HOUSEHOLD	1 Person	23.3%
SIZE 1997	2 Persons	36.5%
OILL 1997	3-4 Persons	31.7%
	5+ Persons	8.4%
TENURE 1997	Owner-Occupied Households	61.2%
I ENOICE 1991	Amile Asserting	38.8%

		Census Tract 205
AGGREGATE	Total (\$ Millions)	\$103
INCOME 1997		\$14,756
HOUSEHOLDS		2,775
1997	Average Household Size	2.50
HOUSEHOLD	Under \$5,000	3.6%
INCOME	\$5,000-\$9,999	6.5%
1997	\$10,000-\$14,999	5.5%
1	\$15,000-\$19,999	8.5%
	\$20,000-\$24,999	10.1%
	\$25,000-\$29,999	12.3%
	\$30,000-\$34,999	9.8%
	\$35,000-\$39,999	7.1%
	\$40,000-\$49,999	13.8%
	\$50,000-\$74,999	16.1%
	\$75,000-\$99,999	5.2%
	\$100,000-\$124,999	1.3%
	\$125,000-\$149,999	0.2%
	Over \$150,000	0.0%
	Median Household Income	\$31,762
	Average Household Income	\$36,795
FAMILIES	Total	1,943
1997	Average Family Size	3.01
	Average Falling Cl20	0.01
FAMILY HH	Under \$5,000	3.1%
INCOME 1997	\$5,000-\$9,999	1.7%
	\$10,000-\$14,999	3.3%
	\$15,000-\$19,999	6.2%
	\$20,000-\$24,999	8.6%
	\$25,000-\$29,999	13.2%
	\$30,000-\$34,999	11.3%
	\$35,000-\$39,999	7.9%
	\$40,000-\$49,999	15.4%
	\$50,000-\$74,999	20.6%
	\$75,000-\$99,999	6.6%
	\$100,000-\$124,999	1.7%
	\$125,000-\$149,999	0.1%
	Over \$150,000	0.0%
	Median Family HH Income	\$36,542
	Average Family HH Income	\$41,018
	the second secon	

		Census Tract 205
	L. Correction	
HOUSING UNITS	Total Units	2,601
1990	Owner Occupied	57.3%
	Renter Occupied	37.6%
	Vacant Year-Round	4.9%
	Vacant Seasonally	0.2%
	Condominiums	2.8%
	Mobile Homes	0.0%
	Stability (5 Year)	50.0%
	Turnover (1 Year)	23.5%
	Median Dwelling Value (1990)	\$55,270
	Median Rent (1990)	\$354
UNITS PER	1 Unit, Detached	65.7%
STRUCTURE	1 Unit, Attached	7.4%
1990	2 Units	1.8%
	3-4 Units	7.7%
	5-19 Units	16.1%
	20-49 Units	1.2%
	50+ Units	0.0%
	Mobile Home/Trailer	0.0%
UNITS BY	1989-March 1990	0.8%
YEAR BUILT	1985-1988	7.0%
1990	1980-1984	2.2%
	1970-1979	19.8%
	1960-1969	26.6%
	1950-1959	21.5%
	Before 1950	22.1%
SEX &	Males	2,906
MARITAL	Never Married (Age 15+)	24.0%
STATUS 1990	Females	3,265
	Never Married (Age 15+)	18.3%
EDUCATION	Population Age 25+	4,024
1990	No High School Diploma	23.5%
3757	High School Only	36.1%
	College 1-3 Years	28.3%
	College 4+ Years	12.3%
FAMILIES	Total	1,752
1990	With Children	49.3%
1353	Married Couples	75.9%
	Married With Children	33.8%

Page 4 of 5

		Census Tract 205	
LABOR FORCE	Males 16+ Years	2,185	
1990	In Labor Force	79.2%	
1550	Females 16+ Years	2,567	
	In Labor Force	64.1%	
	Unemployed	5.3%	
INDUSTRY	Agriculture/Forestry/Fishing	0.3%	
1990	Mining	0.0%	
	Construction	3.9%	
	Manufacturing: Non-Durable Goods	11.5%	
	Manufacturing: Durable Goods	6.5%	
	Transportation	9.4%	
	Communciations / Public Utilities	3.6%	
	Wholesale Trade	7.5%	
	Retail Trade	16.6%	
	Finance, Insurance, and Real Estate	8.5%	
	Business/Repair Services	5.3%	
	Personal Services	2.5%	
	Entertainment and Recreation	0.7%	
	Professional and Related Services	19.8%	
	Public Administration	3.9%	
OCCUPATION	Managerial/Executive	9.9%	
1990	Professional	8.0%	
	Technical	3.2%	
	Clerical	24.1%	
	Sales	11.3%	
	Total: White Collar	56.5%	
	Craftsmen	10.0%	
	Operatives	13.8%	
	Services	13.7%	
	Laborers	5.6%	
	Farming/Forestry/Fishing	0.4%	
	Total: Blue Collar	43.5%	
WORKERS	0	13.7%	
PER FAMILY	1	26.2%	
1990	2	48.8%	
	3+	11.3%	
CLASS OF	Private For Profit	80.1%	
WORKER	Private Not For Profit	5.7%	
1990	Local Government	5.9%	
	State Government	1.9%	
	Federal Government	3.9%	
	Self-Employed	4.4%	
	Unpaid Family Workers	0.0%	

		Census Tract 205
WORKERS	Total, 16+ Years	3,135
1330		
TRANSPORT	Car, Truck, or Van	95.5%
TO WORK	Drove Alone	81.2%
1990	Carpooled	14.4%
5757	Public Transit	0.8%
	Bus or Trolley Bus	0.8%
	Streetcar/Trolley	0.0%
	Subway/Elevated	0.0%
	Railroad	0.0%
	Ferryboat	0.0%
	Taxicab	0.0%
	Motorcycle	0.0%
	Bicycle	0.3%
	Walked	1.2%
	Other Means	0.6%
	Worked At Home	1.7%
TRAVEL TIME	< 5 Minutes	2.4%
TO WORK	5-9 Minutes	9.8%
1990	10-19 Minutes	47.7%
	20-29 Minutes	20.3%
	30-59 Minutes	15.9%
	60-89 Minutes	1.7%
	90+ Minutes	0.6%
	Work At Home	1.7%
	Average Travel Time (Minutes)	18.0
VEHICLES	None	4.5%
AVAILABLE	1	38.1%
1990	2	42.4%
	3-4	14.5%
	5+	0.4%
	Total Vehicles	4,212
	Average Vehicles Per Household	1.7
	VACIARE ACINCIES LOLLINGSCHOOL	4.0

QUALIFICATIONS OF BROCK J. RULE, MAI

Education

Rose-Hulman Institute of Technology, Terre Haute, Indiana, Bachelor of Science, Chemical Engineering (1977 to 1981), cum laude

The Appraisal Institute

Designation

Brock obtained the MAI designation in 1991 (No. 8810). Brock was a Regional Representative for 1994-95. He is now serving on the Board of Directors of the local Appraisal Institute Chapter.

Continuing Education

Feasibility Analysis and HBU: Nonres (1989) Rates, Ratios and Reasonableness (1989) Comprehensive Examination Workshop (1990) Income Property Demo Appraisal (1990) Experience Review Training Session (1991) Reviewing Appraisals (1992) Condemnation Appraising & Mock Trial (1992) Tax Increment Financing (Realtors, 1992) Maximizing the Value of an App Practice (1994) Stds of Professional App Practice, Part A (1994) Limited Appraisals & Reporting Options: (1994) Appraisal Institute Annual Symposium (1994) The Internet: How to as a Business Tool (1995) Assessor's Forum (1995) Developer's Tax Credit Conference (1995) Developing on the Info Super Highway (1995) Stds of Professional App Practice, Part B (1996) Appraisal of Retail Properties (1996) Affordable Housing Valuation (1997) Introduction to Business Valuation, Part I (1997)

Employment

Dow Chemical, U.S.A., Granville, Ohio (1981-1984), Research & Development Atlantic Richfield Chemical, Philadelphia, Pennsylvania (1984-1985), Corporate Marketing Rule & Company, Inc., Kansas City, Missouri (1985-present)

Affiliations

Certified General Real Estate Appraiser in Missouri since 1991 (Certificate No. RA 001130) Certified General Real Property Appraiser in Kansas since 1991 (Certificate No. G-1008) Who's Who in Kansas City Real Estate 1995, Kansas City Business Journal Urban Land Institute, Associate Member (1993-present), Co-Chair Programs (1994-1996) Harvesters-The Community Food Network, Board Of Dir. (1988-1995), President (1991-1993) Greater Kansas City Day Steering Committee (1988-present) Mark Twain Bank Kansas City, Business Advisory Council (1993-1995) Bernard Powell Memorial Award for "Extraordinary Community Leadership and Action" (1994)

COMPANY PROFILE

COMPANY PROFILE

Rule & Company, Inc. is a commercial real estate appraisal and consulting firm. Our property experience is very broad. Special expertise exists with airport properties, leasehold valuations, secondary use of limestone caves, LIHC apartments, and lodging properties. Geographic coverage is national with emphasis on the Midwest. Our home territory is all of the states of Missouri, Kansas, Nebraska and Iowa. In the last two years we have performed appraisals in more than 20 other states.

Rule & Company, Inc. is quality and customer driven. We strive to provide responsive service, insightful analysis, and detailed market data. Following is a partial list of our recent clientele:

INSTITUTIONS

American General

Balcor

Farm Bureau Life Insurance

Fidelity Mgmt & Research

GE Investments

The Guardian

GNA

John Alden Life

MetLife Capital

Mutual of Omaha

Penn Mutual

Phoenix Mutual

Principal Financial

Sentinel Real Estate

MIJMI

Woodmen of the World

BANKS

Banc One

Bank of Kansas

Bank of New York

Citicorp

Commerce Bank

Dickinson Financial

Equibank/Integra

First Bank

First National Bank of Olathe

First Service Corporation

First Union

Hibernia National Bank

Hillcrest Bank

Johnson County Bank

Key Bank

Mark Twain Bank

Mercantile Bank

MNC Financial

NationsBank

Norwest

Oak Park Bank

Union Bank

United Missouri Bank

Valley View Bank

Wells Fargo

MORTGAGE

BANKERS

Charter American Mortgage

Northland Financial

Investors Commercial

Thellman Financial

Triad Mortgage

United Missouri Mortgage

FNMA DUS, etc.

AMI Capital

Berkshire Financial

Freddie Mac

Midland Mortgage Investment

Multifamily Capital Markets

Paramount Financial

Patrician Financial

PW Funding

Washington Mortgage

ATTORNEYS

Armstrong Teasdale

Craft Fridkin & Rhyne

Gage & Tucker

King, Hershey Koch & Stone

Lewis Rice Fingersh

Morrison & Hecker

Polsinelli, White

Shugart Thomson & Kilroy

Williams & Barzee

DEVELOPERS

John Brown & Company

Corporate Woods

The Garney Companies

HBE Corporation

Medical Plaza Partners

J.C. Nichols Company

The Perot Group

J.A. Peterson Company

Price Properties

Mel Simon & Assoc.

Tower Properties

VT Asset Management

SECURITIZATION

and REITS

Column Financial

Donalson, Lufkin, Jenrette

Fidelity Investments

ridenty myesund

Heller Financial

Lehman Brothers

Midland Asset Management

Nomura

Ryland Acceptance

Value Line Mortgage

GOVERNMENTS

City of Kansas City, Missouri

City of Gladstone, Missouri

City of North Kansas City, MO

City of San Jose, California

FDIC

General Services Admin.

TITO

HUD Platte County, Missouri

Clay County, Missouri

U.S. Army Corps of Engineers

U.S. Post Office

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EXHIBIT 13 RELOCATION ASSISTANCE PLAN

R E S O L U T I O N ADOPTING A STANDARDIZED RELOCATION POLICY

WHEREAS, the Tax Increment Financing Commission of Kansas City, Missouri (the "Commission") has the power to prepare plans and provide reasonable assistance for the relocation of families displaced from a Tax Increment Project Area, to the extent essential for acquiring possession of and clearing or renewing the area or parts thereof; and

WHEREAS, the Commission desires to adopt a standardized relocation policy to be included henceforth in all Tax Increment Financing plans.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE TAX INCREMENT FINANCING COMMISSION OF KANSAS CITY, MISSOURI, as follows:

1. Henceforth, all Tax Increment Finance plans approved by the Commission shall contain the following provisions:

Relocation Plan.

- (a) <u>Definitions</u>. The following terms, whenever used or referred to herein, shall have the following meanings:
 - (i) <u>Designated Occupants</u>. "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) <u>Displaced Business</u>. "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 Pinance Commission pursuant to RSMo. 99.800 et. seq., as amended.
 - (iii) <u>Displaced Occupant</u>. "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 othopedically 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) <u>Plan Requirement</u>. 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 Finance plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.
- (c) <u>Contents of Plan</u>. 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 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 designated 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 occupant:
 - (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) <u>Handicapped Displaced Occupant Allowance</u>. 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 accessability 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.

This Resolution shall take effect immediately.

ADOPTED this __ 26d day of May, 1988.

E. J. Bolland, Jr., Chairman

ATTEST:

Brian H. Collins, Secretary

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EXHIBIT 14 STATUTORY REQUIREMENTS

EXHIBIT 14

STATUTORY REQUIREMENTS

Section 99.810 of the Act sets forth nine minimum requirements for information that must be included in any tax increment financing plan. The following is a list of those requirements, followed by citations to the sections of the Plan containing information in compliance with each:

- A general description of the program to be undertaken to accomplish the objectives of the Plan. Section III (A)
- B. The estimated Redevelopment Project costs. Section IV (A); Exhibit 5
- C. The anticipated sources of funds to pay the costs. Section IV (B); Exhibit 7
- D. Evidence of the commitments to finance the project costs. Section IV (F); Exhibit 11
- E. Anticipated type and term of the sources of funds to pay costs. Section IV (B); Exhibit
- F. Anticipated type and terms of the obligations to be issued. Section IV (E)
- G. The most recent equalized assessed valuation of the property within the Redevelopment Area which is to be subjected to payments in lieu of taxes and economic activity taxes. Section V
- H. The estimated equalized assessed valuation after redevelopment is completed. Section VI; Exhibit 7
- I. The general land uses to apply in the Redevelopment Area. Section VII; Exhibit 2

In addition, Section 99.810 sets forth certain findings that must be made by the city as a prerequisite to adoption of the Plan. Those required findings are set forth below, along with the sections of the Plan whereby information can be found to support such findings:

- The redevelopment area on the whole is a blighted area, a conservation area, or an
 economic development area, and has not been subject to growth and development through
 investment by private enterprise and would not reasonably be anticipated to be developed
 without the adoption of the redevelopment plan. Section IX; Exhibit 12
 - The redevelopment plan conforms to the comprehensive plan for the development of the municipality as a whole. Section VIII
 - The estimated dates, which shall not be more than twenty-three years from the adoption
 of the ordinance approving a redevelopment project within a redevelopment area, of

completion of any redevelopment project and retirement of obligations incurred to finance redevelopment project costs have been stated. Section IV (E)

- A plan has been developed for relocation assistance for businesses and residences.
 Section XIII; Exhibit 13
- 5. The Cost-Benefit Analysis must show: (1) impact on the economy of each taxing district if the Plan and Project are not built; (2) impact on the economy of each taxing district if the Plan and Project are built; (3) fiscal impact study on every affected political subdivision; and (4) sufficient information to determine whether the Project as proposed is financially feasible. Section XI; Exhibit 9.
- The proposed Redevelopment Plan does not include the initial development or redevelopment of any gambling establishment. Section III (G).

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EXHIBIT 15 AFFIDAVITS AND CERTIFICATES

AFFIDAVIT

STATE OF MISSOURI)	
)	SS
COUNTY OF JACKSON)	

I, Jeffrey L. Peterson, Managing Member of Chouteau I-35, L.L.C. being first duly sworn, state and depose upon oath as follows:

- The redevelopment area consists of approximately 26.01 acres located at the interchange of Interstate 35 and Chouteau Trafficway in Kansas City, Clay County, Missouri.
- 2. The portion of the redevelopment area located east of Chouteau Trafficway consists of approximately 21.64 acres and is vacant except for a 40 year old Sinclair gas station facility, which is approaching the end of its economic life expectancy. The Sinclair station is functionally inadequate due to its small retail area, which inhibits its profitability.
- 3. A significant portion of the redevelopment area located east of Chouteau was previously occupied by a lake that has been drained and abandoned for many years. The areas in and around the former lake area have been filled haphazardly over time with large quantities of imported materials, including rock fragments and concrete rubble, in an effort to reclaim the property. This improper fill work and associated settling has resulted in unstable, steep grades, potential sink holes, and inadequate load bearing capabilities. In addition the improper fill and accompanying topography has resulted in ponding on the site resulting in stagnant water and erosion on the site.
- 4. The portion of the redevelopment area located west of Chouteau consists of approximately 4.37 acres. It includes a 34 year old retail building which is poorly configured on the site and suffers from a narrow setback and inadequate parking. The property also includes a 26 year old medical office building that is near the 100-year floodplain passing through the redevelopment area and which has resulted in flooding of the building in the past. In addition, the medical office building lacks sufficient parking.
- 5. The street layout and access to the property in the redevelopment area is inadequate. The interchange of I-35 and Chouteau Trafficway suffers from turn lanes with inadequate stacking areas for vehicles. The surrounding road infrastructure is inadequate to support a large retail development that is logical for an interstate corner. The property to the west of Chouteau includes 43rd Terrace, which is very narrow and carries a high volume of traffic, with vehicles of residents on the south side of the street often being parked in the right-of-way along the street, creating an unsafe condition and resulting in congestion which could hamper emergency vehicle access.

- 6. The redevelopment area suffers from improper subdivision and obsolete platting. Multiple ownerships, in particular on the west side of Chouteau, complicates redevelopment activities and inhibits the development of modern functional structures. The property on the east side of Chouteau is platted with single family lots with an obsolete width of 50 feet along Winn Road, which does not allow the property to be utilized for its highest and best use.
 - 7. The redevelopment area is located at a prominent interchange but has remained undeveloped for several decades, in particular on the east side of Chouteau, while intense development has occurred along Antioch and Vivion Roads to the north, where topography, traffic issues, and improper fill such as that affecting the redevelopment area, has not hindered development. These conditions have resulted in economic underutilization of the redevelopment and the accompanying low level of taxes that are generated by the property.
 - 8. The topographic hindrances and other problems with the redevelopment area have created an insurmountable barrier to development of the property, as evidenced by the lack of development on this large tract at a prominent interchange for several decades. The property cannot be redeveloped to its highest and best use as a retail shopping center without financial assistance to cure the blighted conditions of the property.
 - 9. The proposed redevelopment of the area as a retail shopping center will require an investment of \$21,010,275, of which \$4,798,591 financial assistance through tax increment financing is necessary to cure the blighted conditions of the property, in order to generate an acceptable return on investment to attract private investment.
 - 10. Without the benefit of tax increment financing, the return on investment to the Developer is 5.45% in year one (1) and 7.70% in year two (2). These returns are not sufficient to attract private investment capital. With tax increment financing assistance, the return is 9.82% in year two (2) and there is a positive cash flow for each year that the projects are in operation.
 - 11. Based upon the factors set forth above, it is my opinion that the redevelopment area: (a) as a whole is a blighted area, (b) has not been subject to growth and development through investment by private enterprise, (c) the costs of curing the existing conditions and construction of the improvements are not economically viable if fully borne by Chouteau I-35, L.L.C. and (d) will not be reasonably anticipated to be developed without the adoption of tax increment financing.

THE ABOVE STATEMENTS REPRESENT TRUE AND ACCURATE ASSESSMENTS TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

FURTHER, AFFIANT SA	ATH NAUGHT.
De .	By: Managing Member
Subscribed in my pr February, A.D., 199	resence and sworn to before me this day of 8.
My Commission Expires:	Notary Public 11-21-02
	JONNALEE K. HOLMES STATE OF KANSAS My Appt. Exp. 11/21/10 2

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