

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 correct copy of the Plan approved by the Tax Increment Financing Commission of Kansas City, MO, on 3/25, 1998.

Kay Weldon Barnes
Chairman

JC
Executive Director

4/15/98
Date

4/15/98
Date

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I. DEFINITIONS

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.
- D. "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. For redevelopment projects or redevelopment plans approved after [December 23, 1997], if a retail establishment relocates within one year from one facility to another facility within the same county and the governing body of the municipality finds that the relocation is a direct beneficiary of tax increment financing, then for purposes of this definition the economic activity taxes generated by the retail establishment shall equal the total additional revenues from economic activity taxes which are imposed by a municipality or other taxing district over the amount of economic activity taxes generated by the retail establishment in the calendar year prior to its relocation to the redevelopment area.
- 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.
- I. "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.
- O. "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:
 - 1. Costs of studies, surveys, plans and specifications;
 - 2. Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial planning or special services;
 - 3. Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
 - 4. Costs of rehabilitation, reconstruction, repair or remodeling of existing buildings and fixtures;
 - 5. 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;
 - 7. 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;

- 8. 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;
- 9. 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.
- S. "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

- A. The Plan. The Chouteau I-35 Tax Increment Financing Plan proposes to 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:
1. 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;
 2. To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Area to a more beneficial use;
 3. 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;
 4. To increase employment and housing opportunities in the City;
 5. 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. Economic Activity Taxes. 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.

- E. Anticipated Type and Terms of Obligations. In the event Obligations are 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;
2. reporting of Economic Activity Taxes;
3. the Commission's Affirmative Action Policy;
4. a design guideline review and approval process;
5. the Commission's Relocation Plan;
6. 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
7. public participation in excess returns.

EXHIBIT 1
LEGAL DESCRIPTIONS

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 conveyed 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.

B.

REDEVELOPMENT PROJECT AREAS

REDEVELOPMENT PROJECT AREA 1

DESCRIPTION:

PROPOSED PROJECT AREA #1:

ALL THAT PART OF BLOCKS 4, 5, AND 6, AND LAKE WNNETONKA, IN "WNNWOOD BEACH" A SUBDIVISION, AND PART OF VACATED CLEVELAND AVENUE AND PART OF VACATED NORTHEAST 43RD STREET TERRACE AND PART OF VACATED WNNWOOD 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 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 PARRALLEL 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 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 S00°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 N89°17'19"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 567.63 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 conveyed 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.

C.

MAP OF REDEVELOPMENT PROJECT AREAS 1 AND 2

EXHIBIT 2

SITE PLANS

A.

ON SITE IMPROVEMENTS

PRELIMINARY

RETAIL TRACT

RETAIL D

RETAIL C

RETAIL B

RETAIL A

OUTLOT 1

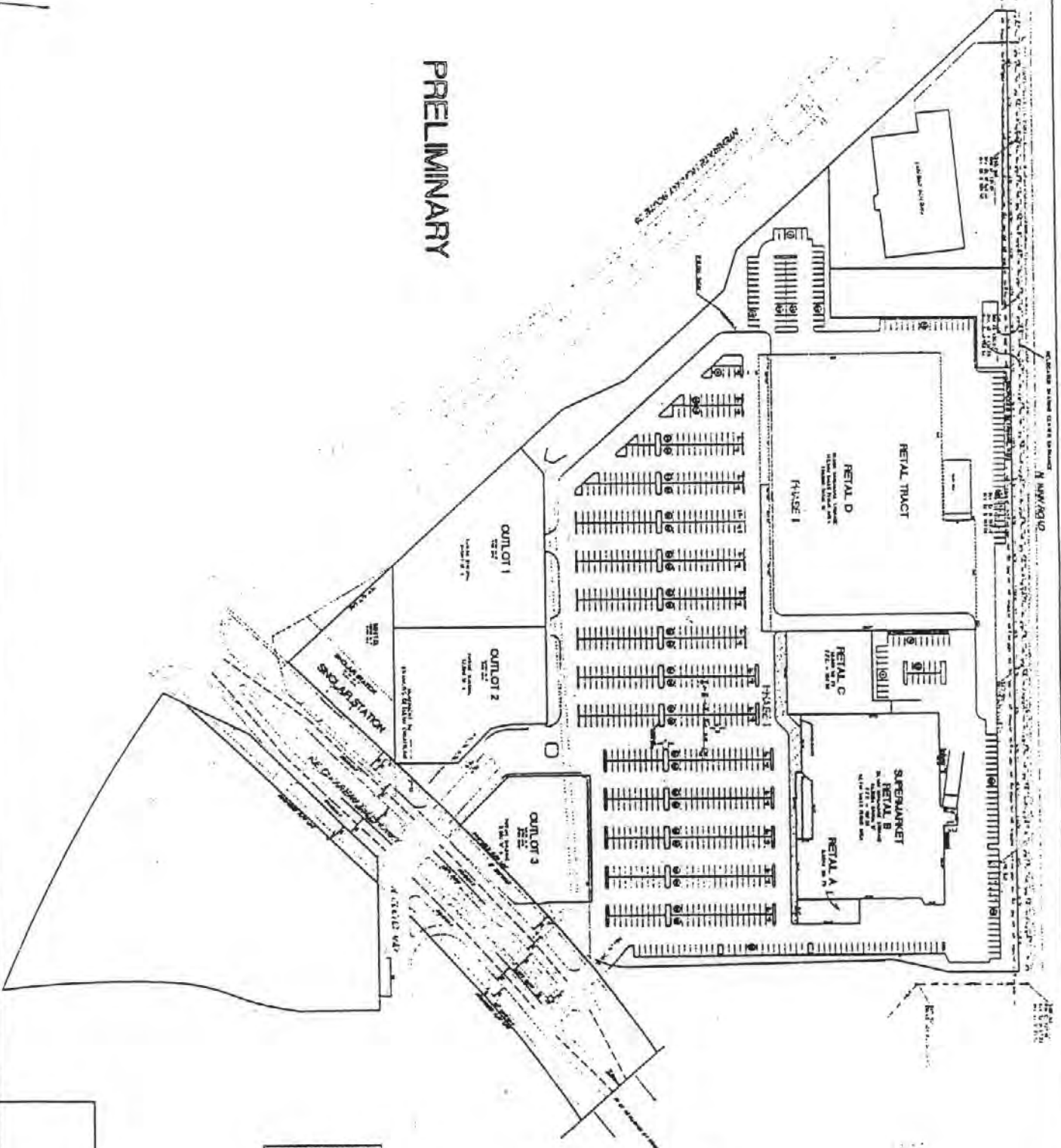
OUTLOT 2

OUTLOT 3

STATION

ROAD

PARKING LOT



ACREAGE SUMMARY	
SHEPHERD, David	
PROPERTY	15.5
Outlet 1	1.51
Outlet 2	1.04
Outlet 3	0.43
Total	18.48
AREA ACQUIRED TO DATE	
WATER	0.51
Landless Strips	1.00

8.0 W. 1st St. & 1st W. St. NW, Shepherds

[illegible][illegible]

EXHIBIT 3

CONSTRUCTION AND EMPLOYMENT INFORMATION

A.

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					
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.

B.

EMPLOYMENT TOTALS BY PROJECT AREA

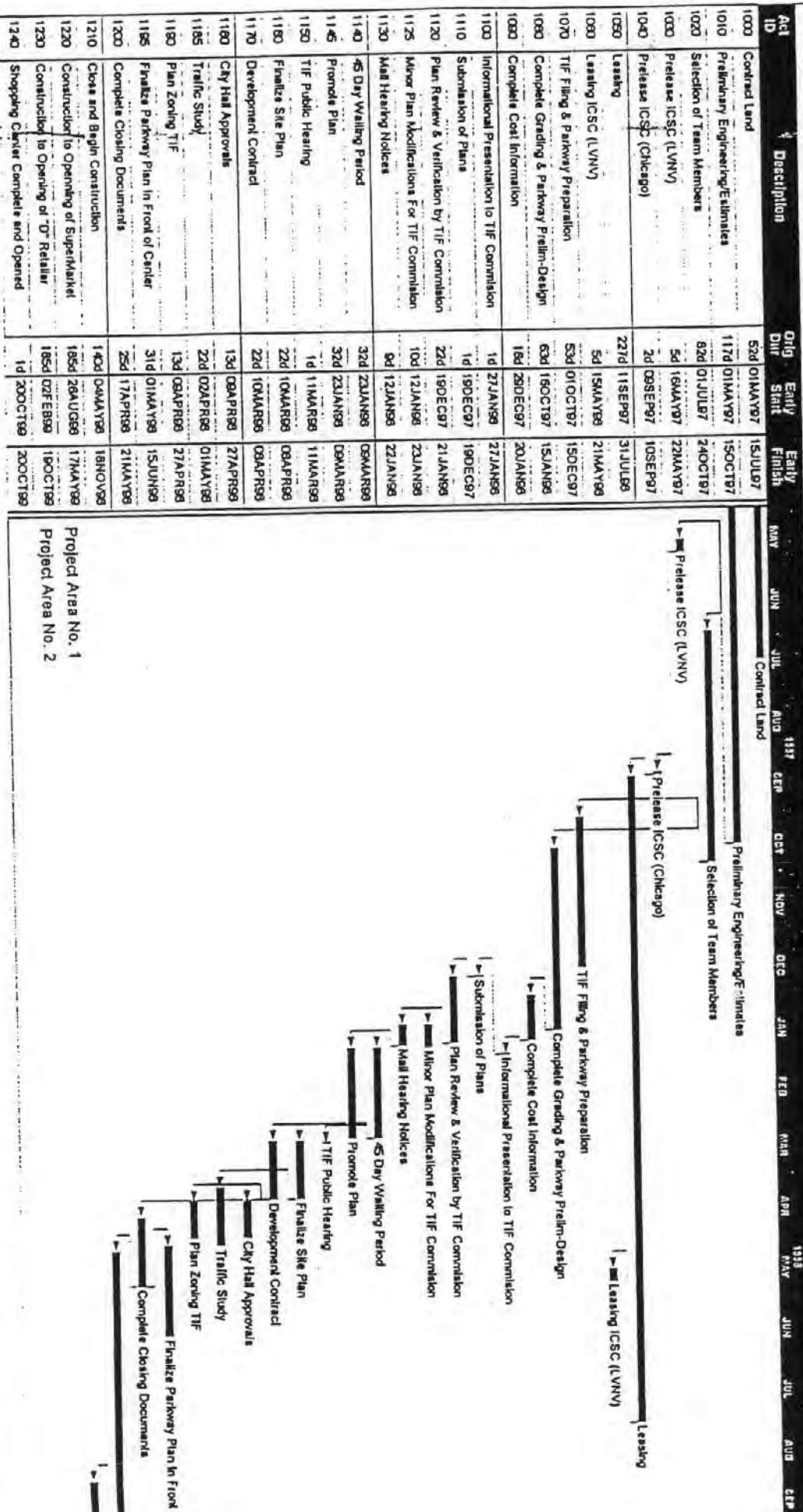


EXHIBIT 4

ESTIMATED REDEVELOPMENT SCHEDULE

Chouteau Shopping Center & Parkway Improvements Pre-Construction Schedule

October 20, 1997



Project Area No. 1
Project Area No. 2

Choulesau Shopping Center & Parkway Improvements Pre-Construction Schedule

October 20, 1997

SEP	OCT	1998	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
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Center

Close and Begin Construction

Construction to Opening of SuperMarket

Construction to Opening of "D" Retailer

Shopping Center Complete and Opened

EXHIBIT 5

ESTIMATED REDEVELOPMENT PROJECT COSTS

A.

PROJECTS 1 AND 2

2/5/98

TIF-Chouteau Full Buildout - Costs Phase I & II

Land 21.34 Acres and Parkway	Land Area	Cost/SF	Normal Total Cost	T.I.F. Cost	Total
Land Acquisition Cost	929,570	\$3.28	\$2,976,829	\$0	\$2,976,829
Land Cost Parkway (Note #1)	(4,544)	(\$3.36)	(\$15,268)	\$300,000	\$284,732
Contingency Parkway		\$0.00	\$0	\$150,000	\$150,000
Net Land Cost @ Closing	925,026		\$2,961,561	\$450,000	\$3,411,561
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		
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
Outparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
Contingency			\$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
Indirect Cost					
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	\$7,500
TIF Prof. Cost		\$0.00	\$0	\$75,000	\$75,000
Total Indirect Cost		\$7.46	\$1,826,000	\$305,000	\$2,131,000

Financing Cost				
Site Construction Interest	\$1.61	\$395,000	\$0	\$395,000
Building Construction and Holding Interest	\$5.65	\$640,000	\$0	\$640,000
Loan Fees	\$0.90	\$220,000	\$0	\$220,000
Closing Costs	\$0.61	\$150,000	\$0	\$150,000
Bond Fee	\$0.00	\$0	\$50,000	\$50,000
Equity Placement Fee	\$0.00	\$0	\$0	\$0
Interest Accrual until T.I.F. begins paying	\$0.00	0	\$656,145	\$656,145

Total Financing Costs	\$5.74	\$1,405,000	\$706,145	\$2,111,145
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Total Development Costs		\$17,613,091	\$4,798,591	\$22,411,682
--------------------------------	--	---------------------	--------------------	---------------------

Pad Sales				
Outlot 1	65,000	\$9.00	\$600,000	\$0
Outlot 3 plus	35,344	\$12.00	\$425,000	\$0
Total Pad Sales			\$1,025,000	\$0

Net Development Costs Less Pad sales		\$16,588,091	\$4,798,591	\$21,386,682
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TIF Bond Reimbursement		\$0	(\$4,798,591)	(\$4,798,591)
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Total Development Costs Less TIF Bond				\$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.

B

SUMMARY OF ESTIMATED PLAN COSTS

SUMMARY OF ESTIMATED PLAN COSTS

	AMOUNT	REIMBURSABLE EXPENSES
COMMISSION EXPENSES*		
1. Estimated Reimbursable Costs for Plan Implementation		
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
PROJECTS 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)	\$ -
Subtotal of Projects 1 and 2 Costs	\$ 21,386,682	\$ 4,798,591
PROJECT 3		
Estimated redevelopment project costs will be submitted at the time a developer's proposal is submitted for the project.		
OFF 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
TOTAL ESTIMATED COSTS	\$ 22,874,917	\$ 6,286,826

ESTIMATED REDEVELOPMENT PROJECT COSTS – NOTES

Additional detail is attached hereto.

In addition The 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-18-1998

EXHIBIT 6
SOURCES OF FUNDS

Fleming Companies, Inc.

CORPORATE STAFF

5301 Waterford Blvd.
P.O. Box 28647
Oklahoma City, OK 73126-0647
405/840-7200

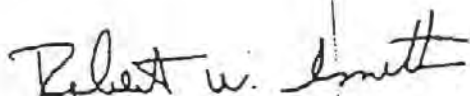
December 19, 1997

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 Perticoat 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 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 I-35 Development

1/15/98

Tax Increment Financing Pro Forma

	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	23 Yr. Avg.	
1	189,275	191,168	193,079	195,010	196,960	198,930	200,919	202,928	204,958	207,007	209,077	211,168	213,280	215,413	217,567	219,742	221,940	224,159	226,401	228,665	230,951	4,673,848	203,211
2	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	323,886	14,082
9	175,193	177,086	178,997	180,928	182,878	184,848	186,837	188,846	190,878	192,925	194,995	197,088	199,198	201,331	203,485	205,660	207,858	210,077	212,319	214,583	216,869	4,349,960	189,129
4	537,942	548,701	559,675	570,868	582,288	593,931	605,810	617,928	630,285	642,890	655,748	668,863	682,240	695,885	709,803	723,999	738,479	753,240	768,313	783,680	799,353	14,651,785	537,034
5	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	27,089	27,089	27,089	27,089	27,089	27,089	27,089	27,089	610,371	26,538
53,663	54,736	55,831	56,948	58,087	59,249	60,434	61,642	62,875	64,133	65,415	66,723	68,058	69,419	70,807	72,224	73,668	75,141	76,644	78,177	79,741	1,463,902	63,848	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
40,966	41,786	42,621	43,474	44,343	45,230	46,135	47,057	47,999	48,958	49,938	50,938	51,955	52,984	54,054	55,135	56,238	57,363	58,510	59,680	60,874	1,135,784	49,382	
659,660	672,312	685,216	698,379	711,805	725,499	739,467	753,715	768,247	783,070	798,190	813,612	829,342	845,388	861,753	878,447	895,474	912,842	930,557	948,626	967,057	17,861,842	776,802	
834,853	849,398	864,214	879,307	894,583	910,347	926,304	942,581	959,123	975,966	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	965,731	
41,743	42,470	43,211	43,965	44,734	45,517	46,315	47,128	47,956	48,800	49,659	50,535	51,427	52,336	53,262	54,205	55,167	56,146	57,144	58,160	59,198	1,110,590	48,287	
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	917,444	

Available data and are not guaranteed predictions of future performance

Available data and are not guaranteed predictions of future performance

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

<u>SALES TAX REVENUE</u>		<u>DOLLARS</u>
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%	<u>\$169,643</u>	
Total Incremental Sales Tax Generated by Redeveloped Site		\$ 508,930
		x 50%
Amount of Incremental Sales Tax Available for TIF Use		\$ 254,465

<u>UTILITY TAX</u>		<u>DOLLARS</u>
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. =	<u>\$ 96,494</u>	
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

<u>EARNINGS TAX</u>	<u>DOLLARS</u>
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

<u>CORPORATE PROFITS TAX</u>	<u>DOLLARS</u>
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	\$ _____

<u>EARNINGS TAX</u>	<u>DOLLARS</u>
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

<u>CORPORATE PROFITS TAX</u>	<u>DOLLARS</u>
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	\$ _____

FOOD & BEVERAGE TAX

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

x 50%

Amount of Incremental Food & Beverage Tax Available
for TIF Use

\$ 39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

<u>PROPERTY TAX REVENUE</u>	<u>DOLLARS</u>
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

<u>SALES TAX REVENUE</u>	<u>DOLLARS</u>
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% <u>\$351,596</u>	
Total Incremental Sales Tax Generated by Redeveloped Site	\$ 1,054,788
	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 527,394

<u>UTILITY TAX</u>	<u>DOLLARS</u>
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. = <u>\$349,994</u>	
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
	x 50%
Amount of Incremental Utility Tax Available for TIF Use	\$ 27,089

EARNINGS TAXDOLLARS

Estimated Annual Earnings From Redevelopment Area

699 employees x \$15,000/yr = \$10,597,200

Less: Base Year Annual Earnings

5 employees x \$15,000/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

x 50%

Amount of Incremental Earnings Tax Available for TIF Use \$ 52,611

CORPORATE PROFITS TAXDOLLARS

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 \$ _____

FOOD & BEVERAGE TAX

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

x 50%

Amount of Incremental Food & Beverage Tax Available
for TIF Use

\$ 39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

<u>PROPERTY TAX REVENUE</u>	<u>DOLLARS</u>
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

		<u>Sq.Ft.</u>	<u>Sales/Sq.Ft.</u>	<u>Total Sales</u>
Retail	A	3,984	\$200	\$ 796,800
	B	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	<u>1,000,000</u>
TOTAL				\$ 46,819,100

*Excludes in-store warehouse space.

ESTIMATED TOTAL EMPLOYEES

		<u>Sq.Ft.</u>	<u>Est. Employees</u>
Retail	A	3,984	10
	B	65,225	250
	C	18,000	45
	D	130,000	325
Outlot	1	10,000	25
	2	12,500	31
	3	<u>5,000</u>	<u>13</u>
	TOTAL	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
-	Mental Health	.09
-	Health	.10
-	Library	.33
-	Metro. Comm. College	.22
NKC School District		<u>4.14</u>
Subtotal		\$ 6.43
Taxes Excluded from TIF		
	M&M Replacement Tax	1.59
	State Blind Pension Fund	<u>.03</u>
TOTAL LEVY		\$ 8.05

EXHIBIT 8
EVIDENCE OF "BUT FOR"

1/10/98

9:49 PM

Property Name
WITHOUT T.I.F. CHOUTEAU CLOSING PROFORMA

Cost/SqFt

\$131.94

Value

\$15,266,275

Asking Price
YEAR ONE

Loan Fees Financing
0.00% % Down 100.00%
\$0 Int.Rate 0.00%
10 Term/Year 20
\$0 Pmt/Year 12
of Pmt 240
Mo.Pmt \$0
Ann.Pmt \$0
Dbt Ratio #DIV/0!

Type
PHASE I
Tot.SqFt
115,709

Equity	\$15,266,275
Loan Amt	\$0
Income	\$942,027
Other Inc.	\$361,012
Vacancy	\$39,091
Expense	\$431,537
NOI	\$832,411
Debt Ser	\$0
Cash Flow	\$832,411
CAP Rate	5.45%
Cash/Cash	5.45%

Analysis by Sq.Ft.

Income	\$11.26	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$7.19	Debt Ser	\$0.00	Insurance	\$0.14	82,651
Cash	\$7.19	TotExp	\$3.73	Utility	\$0.16	Max Op %
Equity	\$131.94	OpExp	\$3.22	MinSqFt	33,058	71.4%

Expense Item	Actual Dollars	Est. as % Income		Annual Expense
Non Operating Exp				
Vacancy		3.00%	39,091	\$39,091
Reserves		4.00%	37,681	\$37,681
Commission		7.00%	2,736	\$2,736
Management Fee		2.00%	18,841	\$18,841
Operating Exp				
Real Estate Tax	265,000		0	\$265,000
Insurance	16,199		0	\$16,199
Management Fee		1.00%	9,420	\$9,420
Acct & Legal	3,000		0	\$3,000
Electric		1.00%	9,420	\$9,420
Gas		0.50%	4,710	\$4,710
Water		0.50%	4,710	\$4,710
Trash Removal		0.35%	3,297	\$3,297
Maint & Repair		1.00%	9,420	\$9,420
Lawn Maint		1.00%	9,420	\$9,420
Snow Removal		1.50%	14,130	\$14,130
Parking Lot		0.50%	4,710	\$4,710
Office Supplies			0	\$0
Clean Ser		1.00%	9,420	\$9,420
Contract Lab			0	\$0
Elevator			0	\$0
Pest Cont			0	\$0
Telephone			0	\$0
Miscellaneous		1.00%	9,420	\$9,420
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0

\$372,279

Total Operation Exp
Total Annual Expenses

\$431,537

EXHIBIT 5-A

1/10/98

9:52 PM

Property Name
WITH T.I.F. CHOUTEAU CLOSING PROFORMA

Cost/SqFt Value
\$92.99 \$10,759,237

Asking Price
YEAR ONE

Type
PHASE I
Tot.SqFt
115,709

Loan Fees Financing
0.00% % Down 100.00%
\$0 Int.Rate 0.00%
10 Term/Year 20
\$0 Pmt/Year 12
of Pmt 240
Mo.Pmt \$0
Ann.Pmt \$0
Dbt Ratio #DIV/0!

Equity	\$10,759,237
Loan Amt	\$0
Income	\$942,027
Other Inc.	\$361,012
Vacancy	\$39,091
Expense	\$431,537
NOI	\$832,411
Debt Ser	\$0
Cash Flow	\$832,411
CAP Rate	7.74%
Cash/Cash	7.74%

Analysis by Sq.Ft.

Income	\$11.26	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt	
NOI	\$7.19	Debt Ser	\$0.00	Insurance	\$0.14	82,651	
Cash	\$7.19	TotExp	\$3.73	Utility	\$0.16	Max Op %	
Equity	\$92.99	OpExp	\$3.22	MinSqFt	33,058	71.4%	

Expense Item	Actual Dollars	Est. as % Income		Annual Expense
Non Operating Exp				
Vacancy		3.00%	39,091	\$39,091
Reserves		4.00%	37,681	\$37,681
Commission		7.00%	2,736	\$2,736
Management Fee		2.00%	18,841	\$18,841
Operating Exp				
Real Estate Tax	265,000		0	\$265,000
Insurance	16,199		0	\$16,199
Management Fee		1.00%	9,420	\$9,420
Acct & Legal	3,000		0	\$3,000
Electric		1.00%	9,420	\$9,420
Gas		0.50%	4,710	\$4,710
Water		0.50%	4,710	\$4,710
Trash Removal		0.35%	3,297	\$3,297
Maint & Repair		1.00%	9,420	\$9,420
Lawn Maint		1.00%	9,420	\$9,420
Snow Removal		1.50%	14,130	\$14,130
Parking Lot		0.50%	4,710	\$4,710
Office Supplies			0	\$0
Clean Ser		1.00%	9,420	\$9,420
Contract Lab			0	\$0
Elevator			0	\$0
Pest Cont			0	\$0
Telephone			0	\$0
Miscellaneous		1.00%	9,420	\$9,420
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0

Total Operation Exp
Total Annual Expenses

\$372,279
\$431,537

EXHIBIT 5-B

1/10/98

IF-Chouteau Partial Buildout - Costs Phase I

	Land Area	Cost/SF	Normal Total Cost	Extra Ordinary Cost	Total
and 20.83 Acres and Parkway					
and Acquisition Cost	907,371	\$3.28	\$2,976,829	\$0	\$2,976,829
and Cost Parkway	(4,544)	(\$3.36)	(\$15,268)	\$250,000	\$234,732
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					
arkway Improvements		\$0.06	\$52,500	\$1,026,900	\$1,079,400
On-Site Improvements		\$1.28	\$1,161,024	\$1,773,993	\$2,935,017
ontingency		\$0.22	\$200,000	\$400,000	\$600,000
let Site Work Cost		\$1.56	\$1,413,524	\$3,200,893	\$4,614,417

Building Construction	Bldg.Area	Cost/SF	Total		
Brocery-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	0	\$0.00	\$0	\$0	\$0
Outparcel Retail Leases	12,500	\$45.00	\$562,500	\$0	\$562,500
Outparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
Contingency			\$225,000	\$0	\$225,000
Total Leasable	114,709	\$43.08	\$4,889,652	\$0	\$4,889,652
Small Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500

Total Bldg Cost			\$4,982,152	\$0	\$4,982,152
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Indirect Cost	\$0.87	\$100,000	\$20,000	\$120,000
Architectural	\$1.74	\$200,000	\$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	\$15,000	\$0	\$15,000
Title Insurance	\$1.74	\$200,000	\$0	\$200,000
Development Fee	\$3.00	\$344,000	\$0	\$344,000
Leasing & Sales Commissions	\$0.09	\$10,000	\$5,000	\$15,000
Leasing Admin.Fee	\$0.22	\$25,000	\$0	\$25,000
Permits/Fees	\$0.44	\$50,000	\$0	\$50,000
Taxes & Insurance	\$0.57	\$65,000	\$25,000	\$90,000
Contingency	\$0.07	\$7,500	\$0	\$7,500
Appraisal	\$0.00	\$0	\$75,000	\$75,000
TIF Prof. Cost				
Total 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	
Loan Fees	\$1.92	\$220,000	\$0	\$220,000	
Closing Costs	\$1.31	\$150,000	\$0	\$150,000	
Open	\$0.00	\$0	\$0	\$0	
Equity Placement Fee	\$0.00	\$0	\$0	\$0	
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					
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 R reimbursement			\$0	(\$4,507,038)	(\$4,507,038)
Total Development Costs Less TIF Bond					\$10,759,237
Note: See attached sheets.					

1/10/98

9:32 PM

Property Name
WITHOUT T.I.F. CHOUTEAU FULLCLOSING PROFORMA

Cost/SqFt

\$85.51

Value

\$21,010,275

Asking Price
YEAR TWO

Loan Fees Financing

0.00% % Down

100.00%

\$0 Int.Rate

0.00%

10 Term/Year

20

\$0 Pmt/Year

12

of Pmt

240

Mo.Pmt

\$0

Ann.Pmt

\$0

Dbt Ratio

#DIV/0!

Type
PHASE I & II
Tot.SqFt
245,709

Equity	\$21,010,275
Loan Amt	\$0
Income	\$1,826,027
Other Inc.	\$773,898
Vacancy	\$77,998
Expense	\$904,308
NOI	\$1,617,619
Debt Ser	\$0
Cash Flow	\$1,617,619
CAP Rate	7.70%
Cash/Cash	7.70%

Analysis by Sq.Ft.

Income	\$10.58	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$6.58	Debt Ser	\$0.00	Insurance	\$0.14	171,043
Cash	\$6.58	TotExp	\$3.68	Utility	\$0.15	Max Op %
Equity	\$85.51	OpExp	\$3.22	MinSqFt	74,666	69.6%

Expense Item	Actual Dollars	Est. as % Income		Annual Expense
Non Operating Exp				
Vacancy		3.00%	77,998	\$77,998
Reserves		4.00%	73,041	\$73,041
Commission		6.00%	4,680	\$4,680
Management Fee		2.00%	36,521	\$36,521
Operating Exp				
Real Estate Tax	562,674		0	\$562,674
Insurance	34,399		0	\$34,399
Management Fee		2.00%	36,521	\$36,521
Acct & Legal	4,000		0	\$4,000
Electric		1.00%	18,260	\$18,260
Gas		0.50%	9,130	\$9,130
Water		0.50%	9,130	\$9,130
Trash Removal		0.35%	6,391	\$6,391
Maint & Repair		1.00%	18,260	\$18,260
Lawn Maint		1.00%	18,260	\$18,260
Snow Removal		1.50%	27,390	\$27,390
Parking Lot		0.50%	9,130	\$9,130
Office Supplies			0	\$0
Clean Ser		1.00%	18,260	\$18,260
Contract Lab			0	\$0
Elevator			0	\$0
Pest Cont			0	\$0
Telephone			0	\$0
Miscellaneous		1.00%	18,260	\$18,260
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0

Total Operation Exp
Total Annual Expenses

\$790,067
\$904,308

EXHIBIT S-C

2/5/98

7:20 PM

Property Name
WITH T.I.F. CHOUTEAU FULL CLOSING PROFORMA

Cost/SqFt

\$67.06

Value

\$16,478,237

Asking Price
YEAR TWO

Loan Fees Financing

0.00% % Down

100.00%

\$0 Int.Rate

0.00%

Type

10 Term/Year

20

PHASE I & II

\$0 Pmt/Year

12

Tot.SqFt

of Pmt

240

245,709

Mo.Pmt

\$0

Ann.Pmt

\$0

Dbt Ratio

#DIV/0!

Equity	\$16,478,237
Loan Amt	\$0
Income	\$1,826,027
Other Inc.	\$773,898
Vacancy	\$77,998
Expense	\$904,308
NOI	\$1,617,619
Debt Ser	\$0
Cash Flow	\$1,617,619
CAP Rate	9.82%
Cash/Cash	9.82%

Analysis by Sq.Ft.

Income	\$10.58	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$6.58	Debt Ser	\$0.00	Insurance	\$0.14	171,043
Cash	\$6.58	TotExp	\$3.68	Utility	\$0.15	Max Op %
Equity	\$67.06	OpExp	\$3.22	MinSqFt	74,666	69.6%

Expense Item	Actual Dollars	Est. as % Income		Annual Expense
Non Operating Exp				
Vacancy		3.00%	77,998	\$77,998
Reserves		4.00%	73,041	\$73,041
Commission		6.00%	4,680	\$4,680
Management Fee		2.00%	36,521	\$36,521
Operating Exp				
Real Estate Tax	562,674		0	\$562,674
Insurance	34,399		0	\$34,399
Management Fee		2.00%	36,521	\$36,521
Acct & Legal	4,000		0	\$4,000
Electric		1.00%	18,260	\$18,260
Gas		0.50%	9,130	\$9,130
Water		0.50%	9,130	\$9,130
Trash Removal		0.35%	6,391	\$6,391
Maint & Repair		1.00%	18,260	\$18,260
Lawn Maint		1.00%	18,260	\$18,260
Snow Removal		1.50%	27,390	\$27,390
Parking Lot		0.50%	9,130	\$9,130
Office Supplies			0	\$0
Clean Ser		1.00%	18,260	\$18,260
Contract Lab			0	\$0
Elevator			0	\$0
Pest Cont			0	\$0
Telephone			0	\$0
Miscellaneous		1.00%	18,260	\$18,260
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0

Total Operation Exp
Total Annual Expenses

\$790,067
\$904,308

EXHIBIT 5-D

2/5/98

TIF-Chouteau Full Buildout - Costs Phase I & II

Land 21.34 Acres and Parkway	Land Area	Cost/SF	Normal Total Cost	T.I.F. Cost	Total
Land Acquisition Cost	929,570	\$3.28	\$2,976,829	\$0	\$2,976,829
Land Cost Parkway (Note #1)	(4,544)	(\$3.36)	(\$15,268)	\$300,000	\$284,732
Contingency Parkway		\$0.00	\$0	\$150,000	\$150,000
Net Land Cost @ Closing	925,026		\$2,961,561	\$450,000	\$3,411,561

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		
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
Outparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
Contingency			\$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
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Total Bldg Cost			\$9,347,152	\$0	\$9,347,152
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Indirect Cost					
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	\$7,500
TIF Prof. Cost		\$0.00	\$0	\$75,000	\$75,000
Total Indirect Cost		\$7.46	\$1,826,000	\$305,000	\$2,131,000

	Name	Sq.FL	Rent SqFt	CAM RATE \$3.15	Monthly Rent	Mth CAM	Monthly Total
B	FLEMING FOODS	65,225	\$7.35	\$3.15	\$39,980.31	\$17,121.56	\$57,071.88
A&C	SMALL TENANT	21,984	\$12.60	\$3.15	- \$23,083.20	\$5,770.80	\$28,854.00
O	OUTPARCEL TWO	13,500	\$13.75	\$3.15	\$15,468.75	\$3,543.75	\$19,012.50
D	MAJOR TENANT D	130,000	\$6.80	\$3.15	\$73,666.67	\$34,125.00	\$107,791.67
O	Outparcel One	10,000	\$0.00	\$3.15	\$0.00	\$2,625.00	\$2,625.00
O	Outparcel Three	5,000	\$0.00	\$3.15	\$0.00	\$1,312.50	\$1,312.50
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
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
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
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
O	Open	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Rental Sq Ft		245,709			\$152,168.93	\$64,486.61	\$216,667.54

[illegible]

#	Name	Sq.Ft.	Rent SqFt	CAM SqFl	\$1,826,027.15 SqFl %	\$773,983.35 Income %	\$2,600,010.50
HOR B	FLEMING FOODS	65,225	\$7.35	\$3.15	26.55%	26.34% Vacant space	0
P S A&C	SMALL TENANT	21,984	\$12.60	\$3.15	8.95%	13.32%	
O	OUTPARCEL TWO	13,500	\$13.75	\$3.15	5.49%	8.77% Per Cent Vacant	
HOR D	MAJOR TENANT D	130,000	\$6.80	\$3.15	52.91%	49.75%	0.00%
O	Outparcel One	10,000	\$0.00	\$3.15	4.07%	1.21% Rent per Sq.Fl.	
O	Outparcel Three	5,000	\$0.00	\$3.15	2.03%	0.61%	\$10.50
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00% Lost Income	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	\$0.00
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	- 0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
O	Open	0	\$0.00	\$0.00	0.00%	0.00%	
Total Rented Sq Ft		245,709			100.00%	100.00%	
Avg. Rent per Sq Ft		7					
Avg Rent with CAM per		11					

Financing Cost				
Site Construction Interest	\$1.61	\$395,000	\$0	\$395,000
Building Construction and Holding Interest	\$5.65	\$640,000	\$0	\$640,000
Loan Fees	\$0.90	\$220,000	\$0	\$220,000
Closing Costs	\$0.61	\$150,000	\$0	\$150,000
Bond Fee	\$0.00	\$0	\$50,000	\$50,000
Equity Placement Fee	\$0.00	\$0	\$0	\$0
Interest Accrual until T.I.F. begins paying	\$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				
Outlot 1	65,000	\$9.00	\$600,000	\$0
Outlot 3 plus	35,344	\$12.00	\$425,000	\$0
Total Pad Sales			\$1,025,000	\$0
Net Development Costs Less Pad sales		\$16,588,091	\$4,798,591	\$21,386,682
TIF Bond Reimbursement			\$0	(\$4,798,591)
Total Development Costs Less TIF Bond				\$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										
IRR CALCULATION										
WITHOUT TIF										
Year										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										Reversion
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	2,672,831	2,672,831
Less 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	1,690,524	1,690,524
Less Debt Service	8.50% 20	1,079,032	1,750,388	1,750,388	1,750,388	1,750,388	1,750,388	1,750,388	1,750,388	1,750,388
Cash Flow		(246,621)	(132,770)	(132,770)	(106,770)	(82,842)	(82,842)	(82,842)	(82,842)	(59,854)
Project Cost										
Less Paid Sales										
Less TIF Bonds										
Net Project Cost										
Loan Amount										
Down Payment										
Going-out Cap Rate										
Future Sale Price										
Sales Costs										
Loan Balance										
Net Sale Proceeds										
Internal Rate of Return										

IRR CALCULATION WITH TIF

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-1.93%

-1.93% 7.10%

22,411,682

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4,798,591

18,588,091

13,270,473

3 317.618

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14.58%

10.0%	16,905,240
3.0%	507,157
	<u>9,288,511</u>
	7,109,572

EXHIBIT 9
COST-BENEFIT ANALYSIS

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
9	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
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	68,058	4,097,872
23	4,240,058	69,510	4,170,548
Totals	78,500,723	1,368,498	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 TIF	Present Value, Taxes Without TIF	Benefit of TIF
Real Property			
Handicap	2,518	2,518	0
Metro. Community College	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	33,361	445,558
Debt Service	1,888	1,888	0
Health	2,098	2,098	0
Personal Property			
Handicap	14,434	127	14,307
Metro. Community College	58,561	296	58,265
Library	39,694	350	39,345
Mental Health	10,826	95	10,730
NKC School District	497,982	4,385	493,597
Blind Pension	3,609	32	3,577
City General	161,183	1,419	159,763
Debt Service	10,826	95	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	559	5,652
State	17,910,678	178,910	17,731,767
Earnings Tax	558,943	8,386	550,556

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

	Present Value, Taxes With TIF	Present Value, Taxes Without 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	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				
Annual Growth, Land		1%		
Annual Growth, Improvements		1%		
Annual Growth, Sales		2%		
Assessed Values				
IFMV, 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 Rates	Personal Property Tax Rates		
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%		
Economic Activities				
Pre-Development			Sales Tax Rates	
IEAV, Personal Property	11,057		City General	1.00000%
Jobs	5		Food & Beverage	1.75000%
Payroll	75,000		Mass Transit	0.50000%
Sales	400,000		County	0.75000%
Post Sales			Bi-State	0.00125%
EAV, Personal Property*	2,174,783		State	4.00000%
Jobs	699		Earnings Tax	
Payroll	10,597,200			1.00000%
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

Year	Initial Equalized Assessed Value of Land	Initial Equalized Assessed Value of Improvements	Initial Equalized Assessed Value of Personal Property	Existing Sales	Existing Payroll
1	104,350	114,660	11,057	400,000	75,000
2	104,350	114,660	11,057	408,000	76,500
3	104,350	114,660	11,057	416,160	78,030
4	104,350	114,660	11,057	424,483	79,591
5	104,350	114,660	11,057	432,973	81,182
6	104,350	114,660	11,057	441,632	82,806
7	104,350	114,660	11,057	450,465	84,462
8	104,350	114,660	11,057	459,474	86,151
9	104,350	114,660	11,057	468,664	87,874
10	104,350	114,660	11,057	478,037	89,632
11	104,350	114,660	11,057	487,598	91,425
12	104,350	114,660	11,057	497,350	93,253
13	104,350	114,660	11,057	507,297	95,118
14	104,350	114,660	11,057	517,443	97,020
15	104,350	114,660	11,057	527,792	98,961
16	104,350	114,660	11,057	538,347	100,940
17	104,350	114,660	11,057	549,114	102,959
18	104,350	114,660	11,057	560,097	105,018
19	104,350	114,660	11,057	571,298	107,118
20	104,350	114,660	11,057	582,724	109,261
21	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

Chouteau Shopping Center,
Cost Benefit Analysis
Without TIF

Real Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Inventory Replacement	Debt Service	Health
Year	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	0.0009	0.0010
1	263	482	723	197	9,067	66	2,935	3,482	197	219
2	263	482	723	197	9,067	66	2,935	3,482	197	219
3	263	482	723	197	9,067	66	2,935	3,482	197	219
4	263	482	723	197	9,067	66	2,935	3,482	197	219
5	263	482	723	197	9,067	66	2,935	3,482	197	219
6	263	482	723	197	9,067	66	2,935	3,482	197	219
7	263	482	723	197	9,067	66	2,935	3,482	197	219
8	263	482	723	197	9,067	66	2,935	3,482	197	219
9	263	482	723	197	9,067	66	2,935	3,482	197	219
10	263	482	723	197	9,067	66	2,935	3,482	197	219
11	263	482	723	197	9,067	66	2,935	3,482	197	219
12	263	482	723	197	9,067	66	2,935	3,482	197	219
13	263	482	723	197	9,067	66	2,935	3,482	197	219
14	263	482	723	197	9,067	66	2,935	3,482	197	219
15	263	482	723	197	9,067	66	2,935	3,482	197	219
16	263	482	723	197	9,067	66	2,935	3,482	197	219
17	263	482	723	197	9,067	66	2,935	3,482	197	219
18	263	482	723	197	9,067	66	2,935	3,482	197	219
19	263	482	723	197	9,067	66	2,935	3,482	197	219
20	263	482	723	197	9,067	66	2,935	3,482	197	219
21	263	482	723	197	9,067	66	2,935	3,482	197	219
22	263	482	723	197	9,067	66	2,935	3,482	197	219
23	263	482	723	197	9,067	66	2,935	3,482	197	219
Totals	8,045	11,082	15,828	4,534	206,641	511	67,499	80,992	4,684	15,037
Present Value	26,115	4,616	6,924	1,858	86,864	629	26,115	33,361	1,888	2,998

Chouteau Shopping Center,
Cost Benefit Analysis
Without TIF

Personal Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Debt Service	Health
	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0009	0.0010
Year									
1	13	24	36	10	458	3	148	10	11
2	13	24	36	10	458	3	148	10	11
3	13	24	36	10	458	3	148	10	11
4	13	24	36	10	458	3	148	10	11
5	13	24	36	10	458	3	148	10	11
6	13	24	36	10	458	3	148	10	11
7	13	24	36	10	458	3	148	10	11
8	13	24	36	10	458	3	148	10	11
9	13	24	36	10	458	3	148	10	11
10	13	24	36	10	458	3	148	10	11
11	13	24	36	10	458	3	148	10	11
12	13	24	36	10	458	3	148	10	11
13	13	24	36	10	458	3	148	10	11
14	13	24	36	10	458	3	148	10	11
15	13	24	36	10	458	3	148	10	11
16	13	24	36	10	458	3	148	10	11
17	13	24	36	10	458	3	148	10	11
18	13	24	36	10	458	3	148	10	11
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	11
23	13	482	36	10	458	3	148	10	11
Totals	305	1017	659	229	10526	76	3408	229	254
Present Value	27	296	350	95	4385	32	1119	95	106

Cost Benefit Analysis
Without TIF

Sales Tax	City General	Food & Beverage	Mass Transit	County	BI State	State
	0.0100	0.0175	0.0050	0.0075	0.0001	0.0400
Year						
1	4,000	7,000	2,000	3,000	50	16,000
2	4,080	7,140	2,040	3,060	51	16,320
3	4,162	7,283	2,081	3,121	52	16,646
4	4,245	7,428	2,122	3,184	53	16,979
5	4,330	7,577	2,165	3,247	54	17,319
6	4,416	7,729	2,208	3,312	55	17,665
7	4,505	7,883	2,252	3,378	56	18,019
8	4,595	8,041	2,297	3,446	57	18,379
9	4,687	8,202	2,343	3,515	59	18,747
10	4,780	8,366	2,390	3,585	60	19,121
11	4,876	8,533	2,438	3,657	61	19,504
12	4,973	8,704	2,487	3,730	62	19,894
13	5,073	8,878	2,536	3,805	63	20,292
14	5,174	9,055	2,587	3,881	65	20,698
15	5,278	9,236	2,639	3,958	66	21,112
16	5,383	9,421	2,692	4,038	67	21,534
17	5,491	9,609	2,746	4,118	69	21,965
18	5,601	9,802	2,800	4,201	70	22,404
19	5,713	9,998	2,856	4,285	71	22,852
20	5,827	10,198	2,914	4,370	73	23,309
21	5,944	10,402	2,972	4,458	74	23,775
22	6,063	10,610	3,031	4,547	76	24,251
23	6,184	10,822	3,092	4,638	77	24,736
Total	115,380	201,915	57,690	86,535	1,442	461,519
Present Value	41,728	78,273	22,361	33,646	559	178,910

Earnings Tax
0.0100
750
765
780
796
812
828
845
862
879
896
914
933
951
970
990
1,009
1,030
1,050
1,071
1,093
1,114
1,137
1,159
21,634
8,066

Total Taxes
51,145
51,801
52,470
53,152
53,848
54,558
55,283
56,021
56,775
57,544
58,328
59,127
59,943
60,775
61,623
62,489
63,372
64,273
65,191
66,128
67,084
68,058
69,510
1,368,498
542,574

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Year	Equalized Assessed Value of Land	Equalized Assessed Value of Improvements	Equalized Assessed Value of Personal Property	Anticipated Sales	Anticipated Payroll
1	104,350	2,810,134	1,574,843	23,019,100	5,610,000
2	105,394	2,838,235	1,859,814	47,279,482	10,597,200
3	106,447	2,866,618	1,582,342	48,225,072	10,809,144
4	107,512	2,895,284	1,364,864	49,189,573	11,025,327
5	108,587	2,924,237	1,147,385	50,173,365	11,245,833
6	109,673	2,953,479	929,907	51,176,832	11,470,750
7	110,770	2,983,014	1,263,623	52,200,368	11,700,165
8	111,877	3,012,844	1,256,124	53,244,376	11,934,168
9	112,996	3,042,972	1,117,388	54,309,263	12,172,852
10	114,126	3,073,402	1,008,649	55,395,449	12,416,309
11	115,267	3,104,136	899,910	56,503,358	12,664,635
12	116,420	3,135,178	791,171	57,633,425	12,917,928
13	117,584	3,166,529	1,233,626	58,786,093	13,176,288
14	118,760	3,198,195	1,256,124	59,961,815	13,439,812
15	119,948	3,230,177	1,117,388	61,161,051	13,708,608
16	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
19	124,818	3,361,335	1,233,626	66,202,689	14,838,638
20	126,066	3,394,948	1,256,124	67,526,743	15,135,411
21	127,327	3,428,898	1,117,388	68,877,278	15,438,119
22	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

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Real Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Inventory Replacement	Dept Service	Health
	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	0.0009	0.0010
Year										
1	263	482	723	197	9,067	874	2,935	46,340	197	219
2	263	482	723	197	9,067	883	2,935	46,804	197	219
3	263	482	723	197	9,067	892	2,935	47,272	197	219
4	263	482	723	197	9,067	901	2,935	47,744	197	219
5	263	482	723	197	9,067	910	2,935	48,222	197	219
6	263	482	723	197	9,067	919	2,935	48,704	197	219
7	263	482	723	197	9,067	928	2,935	49,191	197	219
8	263	482	723	197	9,067	937	2,935	49,683	197	219
9	263	482	723	197	9,067	947	2,935	50,180	197	219
10	263	482	723	197	9,067	956	2,935	50,682	197	219
11	263	482	723	197	9,067	966	2,935	51,189	197	219
12	263	482	723	197	9,067	975	2,935	51,700	197	219
13	263	482	723	197	9,067	985	2,935	52,217	197	219
14	263	482	723	197	9,067	995	2,935	52,740	197	219
15	263	482	723	197	9,067	1,005	2,935	53,267	197	219
16	263	482	723	197	9,067	1,015	2,935	53,800	197	219
17	263	482	723	197	9,067	1,025	2,935	54,338	197	219
18	263	482	723	197	9,067	1,035	2,935	54,881	197	219
19	263	482	723	197	9,067	1,046	2,935	55,430	197	219
20	263	482	723	197	9,067	1,056	2,935	55,984	197	219
21	263	482	723	197	9,067	1,067	2,935	56,544	197	219
22	263	482	723	197	9,067	1,078	2,935	57,109	197	219
23	263	482	723	197	9,067	1,088	2,935	57,681	197	219
Totals	6,045	11,062	15,623	4,534	208,641	22,485	67,499	1,191,701	4,534	5,937
Present Value	2,510	4,616	6,924	1,888	86,864	9,036	28,115	475,919	1,888	2,098

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Personal Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Debt Service	Health
Year	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0009	0.0010
1	1,890	3,465	5,197	1,417	65,198	472	21,103	1,417	1,575
2	2,232	4,092	6,137	1,674	76,996	558	24,922	1,674	1,860
3	1,899	3,481	5,222	1,424	65,509	475	21,203	1,424	1,582
4	1,638	3,003	4,504	1,228	56,505	409	18,289	1,228	1,365
5	1,377	2,524	3,786	1,033	47,502	344	15,375	1,033	1,147
6	1,116	2,046	3,069	837	38,498	279	12,461	837	930
7	1,516	2,780	4,170	1,137	52,314	379	16,933	1,137	1,264
8	1,507	2,763	4,145	1,131	52,004	377	16,832	1,131	1,256
9	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
10	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
11	1,080	1,980	2,970	810	37,256	270	12,059	810	900
12	949	1,741	2,611	712	32,754	237	10,602	712	791
13	1,480	2,714	4,071	1,110	51,072	370	16,531	1,110	1,234
14	1,507	2,763	4,145	1,131	52,004	377	16,832	1,131	1,256
15	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
16	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
17	1,080	1,980	2,970	810	37,256	270	12,059	810	900
18	949	1,741	2,611	712	32,754	237	10,602	712	791
19	1,480	2,714	4,071	1,110	51,072	370	16,531	1,110	1,234
20	1,507	2,763	4,145	1,131	52,004	377	16,832	1,131	1,256
21	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
22	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
23	1,080	1,980	2,970	810	37,256	270	12,059	810	900
Totals	31,942	58,661	87,841	23,957	1,102,009	7,986	356,689	23,957	26,619
Present Value	11,454	25,493	39,694	10,826	497,952	3,609	161,183	10,826	12,029

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Sales Tax City/General	Food & Beverage	Mass Transit	County	St. State	State*
0.0050	0.00875	0.0025	0.00375	0.0000125	0.0400
Year					
1	115,096	201,417	57,548	86,322	288
2	236,397	413,695	118,199	177,298	591
3	241,125	421,969	120,563	180,844	603
4	245,948	430,409	122,974	184,461	615
5	250,867	439,017	125,433	188,150	627
6	255,884	447,797	127,942	191,913	640
7	261,002	456,753	130,501	195,751	653
8	266,222	465,888	133,111	199,666	666
9	271,546	475,206	135,773	203,660	679
10	276,977	484,710	138,489	207,733	692
11	282,517	494,404	141,258	211,888	706
12	288,167	504,292	144,084	216,125	720
13	293,930	514,378	146,965	220,448	735
14	299,809	524,666	149,905	224,857	750
15	305,805	535,159	152,903	229,354	765
16	311,921	545,862	155,961	233,941	780
17	318,160	556,780	159,080	238,620	795
18	324,523	567,915	162,261	243,392	811
19	331,013	579,274	165,507	248,260	828
20	337,634	590,859	168,817	253,225	844
21	344,386	602,676	172,193	258,290	861
22	351,274	614,730	175,637	263,456	878
23	358,300	627,024	179,150	268,725	896
Total	6,568,503	11,494,085	3,287,252	4,926,378	15,421
Present Value	2,494,507	4,347,886	1,242,253	1,963,380	6,241
Earnings Tax					
0.0050					
28,050					745,000
52,986					1,711,900
54,046					1,746,138
55,127					1,781,061
56,229					1,816,882
57,354					1,853,016
58,501					1,890,076
59,671					1,927,877
60,864					1,966,435
62,082					2,005,764
63,323					2,045,879
64,590					2,086,797
65,881					2,128,532
67,199					2,171,103
68,543					2,214,525
69,914					2,258,816
71,312					2,303,992
72,738					2,350,072
74,193					2,397,073
75,677					2,445,015
77,191					2,493,915
78,734					2,543,793
80,309					2,594,669
1,147,4514					47,478,130
558,949					17,910,878
Total Taxes					
1,396,752					
2,892,980					
2,929,753					
2,971,492					
3,014,341					
3,058,323					
3,139,068					
3,198,950					
3,251,556					
3,307,326					
3,364,346					
3,422,643					
3,517,848					
3,587,251					
3,647,591					
3,711,251					
3,776,318					
3,842,822					
3,946,398					
4,024,339					
4,093,389					
4,165,930					
4,240,058					
78,500,723					
29,813,770					

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

Chouteau Shopping Center, Personal Property Assessed Valuations

Personal Property Value	Retail A	Retail B	Retail C	Retail D	Outlet 1	Outlet 2	Outlet 3	Total Assessed Valuation by Year
25,000	3,000,000	350,000	1,800,000	500,000	550,000	300,000		
Year								
1	8,333	999,900	116,655	0	166,650	183,315	99,990	1,374,843
2	6,666	799,920	93,324	599,940	133,320	146,652	79,992	1,859,814
3	5,833	699,930	81,659	479,952	116,655	120,321	69,993	1,582,342
4	5,000	599,940	69,993	419,958	99,990	109,989	59,994	1,364,864
5	4,166	499,950	58,328	359,964	83,325	91,658	49,995	1,147,385
6	3,333	399,960	46,662	299,970	66,660	73,326	39,996	929,907
7	5,416	649,935	75,826	239,976	100,323	119,155	64,993	1,263,623
8	4,583	549,945	64,160	389,961	91,658	100,823	54,994	1,256,124
9	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,117,988
10	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
11	3,333	399,960	46,662	269,973	66,661	73,326	39,996	899,910
12	2,917	349,965	40,829	239,976	58,328	64,160	34,996	791,171
13	5,416	649,935	75,826	209,979	108,323	119,155	64,993	1,233,626
14	4,583	549,945	64,160	389,961	91,658	100,823	54,994	1,256,124
15	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,117,988
16	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
17	3,333	399,960	46,662	269,973	66,661	73,326	39,996	899,910
18	2,917	349,965	40,829	239,976	58,328	64,160	34,996	791,171
19	5,416	649,935	75,826	209,979	108,323	119,155	64,993	1,233,626
20	4,583	549,945	64,160	389,961	91,658	100,823	54,994	1,256,124
21	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,117,988
22	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
23	3,333	399,960	46,662	269,973	66,661	73,326	39,996	899,910

* 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.

Exhibit 9 - Supplement

CHOUTEAU & I-35 10 YEAR OPERATING PROFORMA

DESCRIPTION	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
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
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	1,781,747	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)										
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	-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 amortized eight (8) percent loan, the exact amounts to be determined after EDC provides PILOTS and EATS estimates.

Exhibit 9 - Supplement

5-Feb-98

CHOUTEAU & 1-35 10 YEAR OPERATING PROFORMA

DESCRIPTION	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
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
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)										
Annual T.I.F. Revenues*	0	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
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	7.1	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:

- 1) 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.
- 2) 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.

- 3) 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

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

EXISTING TAX REVENUE

Real Estate
Economic Activity (estimated)
Total Existing Tax Revenue

\$306,915
790,870
\$1,097,785

NEW DEVELOPMENT PROJECTED

Retail
Industrial
Apartment
Total New Development

69,000 Sq.Ft. \$5,520,000 Construction Value
247,000 9,880,000
95,000 2,850,000
411,000 Sq.Ft. \$18,250,000

Demolished for Right-of-Way

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

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

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

CHOUTEAU TRAFFICWAY TIF DIRECT BENEFIT TAX REVENUE SUMMARY

Tax	1997	1	2	3	4	5	6	7	8	9	10	11	12	13	14
County Debt Service	4,117	-310	-31	996	1,265	1,545	1,818	2,121	2,142	2,569	3,920	3,860	4,448	4,492	4,537
Handicapped	5,489	-413	-41	1,328	1,666	2,059	2,424	2,828	2,856	3,425	5,227	5,279	5,930	5,989	6,049
Mental Health	4,117	-310	-31	996	1,265	1,545	1,818	2,121	2,142	2,569	3,920	3,860	4,448	4,492	4,537
Health	4,574	-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	-1,135	-113	3,651	4,637	5,664	6,667	7,776	7,854	9,419	14,374	14,518	16,308	16,471	16,636
Community College	10,063	-757	-76	2,434	3,091	3,776	4,445	5,184	5,236	6,280	9,583	9,679	10,872	10,981	11,090
NKC Schools	189,364	-14,243	-1,423	45,805	59,174	71,052	83,640	97,552	98,528	118,170	180,334	182,137	204,589	206,634	208,701
M&M Replacement	72,727	-5,470	-547	17,592	22,342	27,288	32,123	37,465	37,840	45,384	69,259	69,951	78,574	79,360	80,153
State Blind Pension	1,372	-103	-10	332	422	515	606	707	714	856	1,307	1,320	1,483	1,497	1,512
Subtotal County Real Estate	306,915	-23,084	-2,307	74,239	94,267	115,160	135,562	158,110	159,691	191,527	282,281	295,203	331,592	334,908	338,257
City Real Estate	83,757	-5,293	-529	17,036	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	-28,377	-2,836	91,275	115,907	141,590	166,674	194,397	196,341	235,484	359,361	362,955	407,695	411,772	415,890
City Sales (incl F&B)	131,335	-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	83,360	-55,344	-55,897	-15,142	-15,294	-15,447	-15,601	-15,757	-15,915	-16,074	52,668	53,194	53,726	54,263	54,806
Mass Transit	42,240	-36,896	-37,265	-10,095	-10,156	-10,298	-10,401	-10,505	-10,610	-10,716	35,112	35,463	35,817	36,175	36,537
Bi-State	845	-738	-745	-202	-204	-206	-208	-210	-212	-214	702	709	716	724	731
State Sales	337,920	-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
Utilities	48,566	-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
Earnings	165,605	-20,890	-11,090	-1,325	8,553	18,212	27,643	36,110	36,491	53,603	80,989	81,799	98,982	99,669	100,666
Subtotal EATS	790,870	-535,284	-528,012	-142,708	-131,771	-121,122	-110,772	-99,141	-100,133	-82,728	575,699	581,456	607,352	613,426	619,560
TOTAL TAXES	1,181,543	-563,667	-530,948	-51,430	-15,844	20,468	55,902	95,256	96,208	152,759	935,050	944,411	1,015,047	1,025,197	1,035,449
PRESENT VALUE	9%	-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	23
County Debt Service	4,117	78,281	4,582	4,628	4,674	4,721	4,768	5,279	5,332	5,385	5,439
Handicapped	5,489	104,376	6,110	6,171	6,233	6,295	6,358	7,039	7,109	7,180	7,252
Mental Health	4,117	78,281	4,582	4,628	4,674	4,721	4,768	5,279	5,332	5,385	5,439
Health	4,574	86,979	5,091	5,142	5,194	5,246	5,298	5,865	5,924	5,984	6,044
Library	15,094	287,030	16,802	16,970	17,140	17,311	17,484	19,357	19,551	19,748	19,944
Community College	10,063	191,364	11,201	11,313	11,426	11,541	11,656	12,905	13,034	13,164	13,296
NKC Schools	189,364	3,800,925	210,788	212,896	215,025	217,175	219,347	242,844	245,273	247,725	250,203
M&M Replacement	72,727	1,382,964	80,955	81,764	82,582	83,408	84,242	93,265	94,199	95,141	96,082
State Blind Pension	1,372	26,094	1,527	1,543	1,558	1,574	1,589	1,760	1,777	1,795	1,813
Subtotal County Real Estate	306,915	5,835,282	341,639	345,056	348,506	351,991	355,511	393,595	397,531	401,507	405,522
City Real Estate	83,757	1,339,476	78,409	79,193	79,985	80,785	81,593	90,333	91,237	92,149	93,071
Subtotal Real Estate	390,673	7,175,757	420,048	424,249	428,491	432,776	437,104	483,929	488,768	493,656	498,592
City Sales (incl F&B)	131,335	1,014,876	105,404	106,458	107,523	108,598	109,684	110,781	111,888	113,007	114,137
County Sales	53,360	656,772	55,854	56,908	57,967	59,031	60,104	67,178	68,265	69,357	70,451
Mass Transit	42,240	377,848	36,903	37,272	37,644	38,021	38,401	43,785	44,173	44,565	44,959
BI-State	845	7,667	738	745	753	760	768	775	783	791	799
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
Utilities	49,566	470,999	30,462	30,767	31,075	31,386	31,699	36,486	36,851	37,220	37,592
Earnings	185,605	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	7,098,963	625,756	632,013	638,333	644,717	651,164	680,025	686,826	693,694	700,631
TOTAL TAXES	1,181,543	14,274,739	1,045,804	1,056,262	1,066,824	1,077,493	1,088,268	1,163,954	1,175,594	1,187,350	1,199,223
PRESENT VALUE	9%	2,952,023	287,113	266,040	246,515	228,422	211,657	207,685	192,442	178,318	165,231

CHOUTEAU TRAFFICWAY TIF PARCEL DATA AND REDEVELOPMENT MODEL

Map	Block	Parcel	Name	Address	Built	Sq.Ft.	Acres	Classification		1997 Appraised Value		1997 Use	Redevelop?	Redevelopment Model			
								Res	Com	Land	Improved			Year	Redev Use	Sq.Ft.	
18-110	07	015	Strip Center	4120, 22, 24 NE Winn	1940	5,064	0.94	32%		44,400	17,200	61,600	Office	Y	1	Right-of-Way	-0.94
18-110	07	016	Gitting, Robert (Chiro)	4130 NE Winn	1940	704	0.10	32%		10,300	6,300	16,600	Office	Y	1	Right-of-Way	-0.16
18-110	07	018	Levins, Patricia	NE Chouteau			0	19%		1,400	0	1,400	Vacant	Y	1	Right-of-Way	-0.07
18-110	07	019	Levins, Patricia	4140 NE Chouteau			0	19%		1,600	0	1,600	Vacant	Y	1	Right-of-Way	-0.09
18-110	07	020	Frank, Shirley	4144 NE Winn	1945	1,458	0.34	19%		13,000	52,000	65,000	1 Family	N			0
18-110	07	021	Ewens, Farrell	4150 NE Winn	1990	1,362	0.31	19%		10,400	55,000	65,400	1 Family	N			0
18-110	07	022	Oxson, Dewey	4154 NE Winn	1995	1,828	0.42	19%		8,300	98,200	106,500	1 Family	N			0
18-110	07	023	Cole, Rosella	4160 NE Winn	1944	512	0.11	19%		8,700	14,300	23,000	1 Family	N			0
18-110	07	024	Cole, Rosella	4115 NE Winn	1940	880	0.20	19%		8,300	15,300	23,600	1 Family	N			0
18-110	08	001	Ryan, John	4021 NE Winn	1985	1,054	0.24	19%		13,100	30,400	43,500	1 Family	Y	3	Retail	27,000
18-110	08	002	Ryan, John	NE Winn			0	19%		8,600	0	8,600	Vacant	Y	3	Demolish	0
18-110	08	003	Shank, Virginia	4017 NE Winn	1944	2,644	0.69	19%		11,000	26,800	37,800	1 Family	Y	3	Demolish	-2,644
18-110	08	004	Hefley & McGuire, Inc.	NE Winn			0	32%		12,800	0	12,800	Vacant	Y	3	Demolish	0
18-110	08	005	Chouteau Auto Mart	NE Winn	1988	780	0.18	32%		7,800	1,440	9,240	Auto	Y	3	Demolish	-780
18-110	08	006	Chouteau Auto Mart	4009 NE Chouteau	1930	951	0.22	32%		11,900	26,400	38,300	Auto	Y	3	Demolish	-951
18-110	08	007	Hefley & McGuire, Inc.	NE Chouteau			0	32%		16,500	2,000	18,500	1 Family	Y	3	Demolish	-1,600
18-110	08	008	Hefley & McGuire, Inc.	4000 N Jackson	1945	1,899	0.43	19%		9,400	27,000	36,400	1 Family	Y	3	Demolish	0
18-110	08	009	Quigley, Stephen	N Jackson			0	19%		7,900	0	7,900	Vacant	Y	3	Demolish	-1,248
18-110	08	010	Quigley, Stephen	4004 N Jackson	1963	1,248	0.29	19%		9,900	39,400	49,300	1 Family	Y	3	Demolish	-1,248
18-110	08	011	Rucker, Eunice	4008 N Jackson	1964	1,238	0.28	19%		9,900	45,100	55,000	1 Family	Y	3	Demolish	-1,248
18-110	08	012	Matthews, Bert	4010 N Jackson	1947	546	0.13	19%		9,400	19,400	28,800	1 Family	Y	3	Demolish	-546
18-110	08	013	Pice, Katherine	4012 N Jackson	1938	1,051	0.24	19%		11,800	30,400	42,200	1 Family	Y	3	Demolish	-1,051
18-110	08	014	Hence, Carol	NE 41st			0	19%		1,700	0	1,700	Vacant	Y	3	Demolish	0
18-110	08	015	Lynch, Henry	3959 NE Chouteau	1930	814	0.19	19%		9,900	19,000	28,900	1 Family	N			0
18-110	08	016	Sargent, Kath	3955 NE Chouteau	1927	1,268	0.29	19%		1,100	38,200	39,300	Retail	Y	1	Right-of-Way	-0.20
18-110	08	017	Gann, Clifford (Signs b)	3947 NE Chouteau	1962	4,435	0.89	32%		41,300	73,600	114,900	Auto	Y	1	Right-of-Way	-0.89
18-110	08	018	Wilk Jug (vacant)	3921 NE Chouteau	1965	1,538	0.35	32%		20,500	32,200	52,700	Retail	Y	1	Right-of-Way	-0.41
18-110	08	019	Donut King	3913 NE Chouteau	1980	812	0.19	32%		8,500	21,700	30,200	Retail	Y	1	Right-of-Way	-0.19
18-110	08	020	Digital, Anthony	3809 NE Chouteau	1985	427	0.10	32%		8,000	0	8,000	Vacant	Y	1	Right-of-Way	-0.10
18-110	08	021	Conventino Auto Mart	3805 NE Chouteau	1930	798	0.18	19%		13,500	19,100	32,600	Retail	Y	1	Right-of-Way	-0.25
18-110	08	022	Digiovanni, Lena	3800 N Jackson	1930	1,832	0.42	19%		12,400	21,000	33,400	1 Family	N			0
18-110	08	023	Mercer, Timothy	3808 N Jackson	1930	1,832	0.42	19%		12,400	31,800	44,200	1 Family	N			0
18-110	08	024	Ferguson, Gerald	3819 N Jackson	1950	1,580	0.36	19%		12,400	43,700	56,100	1 Family	N			0
18-110	08	025	McElroy, Nemo	3824 N Jackson	1930	1,978	0.45	19%		12,400	31,200	43,600	1 Family	N			0
18-110	08	026	Miller, Donald	3842 N Jackson			0	19%		8,900	100	9,000	1 Family	N			0
18-110	08	027	Miller, Donald	3843 N Jackson	1930	2,436	0.56	19%		11,100	33,000	44,100	1 Family	N			0
18-110	08	028	Whitesell, Michael	3844 N Jackson	1930	858	0.20	19%		11,100	30,500	41,600	1 Family	N			0
18-110	08	029	Russell, Kenneth	3848 N Jackson	1940	2,316	0.53	19%		11,100	34,400	45,500	1 Family	N			0
18-110	08	030	Bain, Bradford	3852 N Jackson	1930	1,298	0.30	19%		10,400	33,600	44,000	1 Family	N			0
18-110	08	031	Woody, Henry	3858 N Jackson	1930	876	0.20	19%		10,500	16,100	26,600	1 Family	N			0
18-110	08	032	McCustom's Motorway	3810 NE Chouteau	1955	1,409	0.32	32%		33,400	18,700	52,100	Retail	Y	1	Right-of-Way	-0.57
18-110	08	033	Stack's Grill	3828 NE Chouteau	1960	1,080	0.25	32%		20,300	36,000	56,300	Restaurant	Y	1	Right-of-Way	-0.40
18-110	08	034	Bill's Bar & Grill	3904 NE Chouteau	1955	1,529	0.35	32%		32,200	0	32,200	Vacant	Y	1	Right-of-Way	-0.37
18-110	08	035	Buttaglia, Anthony	NE Chouteau	1964	6,610	1.51	32%		24,800	120,100	144,900	Retail	Y	1	Right-of-Way	-0.70
18-110	08	036	Chouteau Plaza Strip	3920, 24, 26, 28, 30 N	1960	3,315	0.76	32%		13,500	44,600	58,100	Retail	Y	1	Right-of-Way	-0.51
18-110	08	037	Town & Country Market	3932 NE Chouteau	1970	660	0.15	32%		29,500	29,800	59,300	Auto	Y	1	Right-of-Way	-0.25
18-110	08	038	KC Conignment, Rod	3934 NE Chouteau	1960	2,669	0.61	32%		32,500	48,400	80,900	Church	Y	1	Right-of-Way	-0.62
18-110	08	039	Harmony Heights Bapt	3948 NE Chouteau	1955	1,183	0.27	32%		18,600	21,400	40,000	Auto	Y	1	Right-of-Way	-0.43
18-110	08	040	Chouteau Motors	3956 NE Chouteau	1955	1,183	0.27	32%		220,000	2,235,800	2,455,800	Apartment	Y	1	Right-of-Way	-0.43
18-110	13	001	Devling Plaza Aptm	NE Chouteau	1987		0	32%		2,000	0	2,000	Vacant	N			0
18-110	13	002	Kelly, Mary Jane	3823 NE Chouteau			0	19%		7,100	0	7,100	Vacant	Y	10	Retail	4,800
18-110	14	001	Kellybrooke	N Jackson			0	19%		5,900	0	5,900	Vacant	N			0
18-110	14	002	Devling, Robert	3809 NE Chouteau			0	19%		12,800	0	12,800	Industrial	N			0
18-110	14	003	Southwestern Bell	N Myrtle			0	19%		28,500	162,500	191,000	Retail	N			0
18-110	14	004	Fast Shop	3725 NE Chouteau	1988	5,344	1.23	32%		26,800	95,400	122,200	Office	N			0
18-110	15	001	Kinder Care	3760 N Jackson	1978	4,233	0.97	32%		20,500	26,500	47,000	Retail	Y	1	Right-of-Way	-0.41
18-110	15	002	Jim's Auto Service	3835 NE Chouteau	1950	1,232	0.28	32%									

CHOUTEAU TRAFFICWAY TIF
PARCEL DATA AND REDEVELOPMENT MODEL

Map	Block	Parcel	Name	Address	Built	Sq. Ft.	Acres	Classification		1997 Appraised Value		1997 Use	Redevelop?	Redevelopment Model		Sq. Ft.
								Res	Com	Land	Improved			Year	Redev Use	
18-114	17	002	Diamond Joe's	3815 NE Chouteau	1950	6,620	0.32	32%		25,300	119,900	145,200	Y	1	Right-of-Way	-0.32
18-114	17	003	Brass & Glass	3807 NE Chouteau	1920	5,968	0.28	32%		14,500	50,900	65,400	Y	1	Right-of-Way	-0.28
18-114	17	004	Mandacina, Joseph	3810 N Jackson	1920	1,224	0.23	19%		8,800	15,800	24,600	N			0.00
18-114	17	005	Mandacina, Joseph	3814 N Jackson	1920	960	0.09	19%		6,900	15,500	22,400	N			0.00
18-114	17	006	Mandacina, Joseph	3958 N Jackson	1920	0	0.11	19%		5,800	1,300	7,100	N			0.00
18-114	17	007	Mandacina, Joseph	3822 N Jackson	1925	960	0.28	19%		7,800	12,600	20,400	N			0.00
18-114	17	008	Dorman, Charles	3828 N Jackson	1925	1,448	0.14	19%		9,800	30,000	39,800	N			0.00
18-114	17	009	Campbell, Shirley	3830 N Jackson	1925	960	0.14	19%		9,900	21,200	31,100	N			0.00
18-114	17	010	Allen, Victor	3834 N Jackson	1928	1,064	0.14	19%		9,900	22,800	32,700	N			0.00
18-115	09	001	Salvation Army	NE Parvin	1978	5,390	2.30	0%		108,500	54,000	162,500	N			0.00
18-115	09	002	Kellycooke	4301 NE Parvin		0	9.30	12%		254,100	0	254,100	Y	3	Apartment	9.30
18-116	06	010	Missouri Highway Dep	NE Chouteau	1970	4,725	1.86	0%		28,400	44,100	72,500	N			0.00
18-116	06	001	Mayer, Roland	NE 33rd Terrace		0	4.30	32%		148,900	0	148,900	Y	20	Industrial	4.30
18-116	06	002	Caterpillar Tractor	3512 NE 33rd Terra	1980	75,600	8.60	32%		387,500	558,000	946,500	N			0.00
18-116	06	003	Best Tool	3515 NE 33rd Terra	1984	82,632	3.60	32%		38,850	807,800	846,750	N			0.00
18-116	06					0	2.80	32%		31,290	0	31,290	Y	2	Industrial	2.80
18-116	06					0	2.80	32%		30,210	0	30,210	Y	7	Industrial	2.80
18-116	06					0	4.10	32%		44,240	0	44,240	Y	12	Industrial	4.10
18-116	06					0	2.50	32%		26,890	0	26,890	Y	10	Industrial	2.50
18-116	06					0	2.50	32%		28,980	0	28,980	Y	6	Industrial	2.50
18-116	06					0	2.60	32%		28,090	0	28,090	Y	5	Industrial	2.60
18-116	06					0	1.10	0%		11,870	0	11,870	N			0.00
18-116	06	007	Park	NE Chouteau		0	0.52	32%		5,200	0	5,200	N			0.00
18-116	06	008	Mayer, Roland	NE Chouteau		0	0.52	32%		17,800	55,500	73,300	Y	9	Industrial	0.48
18-116	10	001	McCall, Elmer	3530 N Myrtle	1935	1,371	0.49	19%		27,000	0	27,000	Y	8	Industrial	3.50
18-116	10	002	McCall, Elmer	N Myrtle		0	3.50	19%		87,900	0	87,900	Y	4	Industrial	1.90
18-116	10	003	Vick/Pursell	N Myrtle		0	1.90	32%		19,400	0	19,400	Y	4	Industrial	0.80
18-116	10	004	Vick/Pursell	NE Chouteau		0	0.80	32%		11,800	0	11,800	N			0.00
18-116	10	005	Vick/Pursell	NE Chouteau		0	0.30	32%		84,800	0	84,800	N			0.00
18-116	10	006	Winwater Works	NE 33rd Terrace		0	2.40	32%		241,300	1,018,500	1,259,800	N			0.00
18-116	10	006.01	Vick/Pursell	3939 NE 33rd Terra	1987	49,200	5.25	32%		133,700	0	133,700	N			0.00
18-116	10	006.02	Vick/Pursell	NE 33rd Terrace		0	3.85	32%		95,000	140,500	235,500	N			0.00
18-116	10	006.03	Vick/Pursell	3357 NE 33rd Terra	1996	12,225	2.00	32%		211,600	778,400	989,000	N			0.00
18-116	10	006.04	Rotelli's Italian Bakery	4000 NE 33rd Terra	1990	36,300	4.58	32%		153,500	771,400	924,900	N			0.00
18-116	10	006.05	Vick/Pursell	3353 NE 33rd Terra	1987	38,300	3.30	32%		63,100	57,500	120,600	N			0.00
18-116	10	006.06	Vick/Pursell	N Jackson		0	1.26	32%		84,400	57,000	141,400	N			0.00
18-116	10	006.07	Advanced Driftage Sy	3370 N Jackson		0	1.32	32%		150,600	1,500	152,100	N			0.00
18-116	10	006.08	Satellite Shelters	N Myrtle		0	4.35	32%		182,400	0	182,400	N			0.00
18-116	10	009	Pursell Holdings	3505 N Myrtle		0	4.70	32%		30,000	0	30,000	N			0.00
18-116	10	012	Pursell Holdings	N Myrtle		0	6.66	19%		128,500	382,800	511,300	N			0.00
18-116	10	013	Pursell Holdings	4220 NE 34th	1997	9,600	2.70	32%		117,100	123,900	241,000	N			0.00
18-119	04	001	Alta Pak Midwest	3401 N Jackson	1995	30,800	2.48	32%		145,900	400,500	546,400	N			0.00
18-119	04	001.01	See Fare Foods	4300 NE 34th	1997	10,080	3.13	32%		122,000	208,800	331,800	N			0.00
18-119	04	001.02	Waechterbeck	4201 NE 34th	1992	25,984	2.80	32%		227,800	712,800	940,600	N			0.00
18-119	04	002	HR Williams Supply	4221 NE 34th	1997	42,853	4.85	32%		320,900	1,028,200	1,349,100	N			0.00
18-119	04	002.01	GSA Financial	4241 NE 34th	1996	78,006	7.02	16%		4,883,480	11,342,640	16,226,120	N			0.00
18-119	04	002.03				585,220	154.25									36.79

102 Parcels

MISSOURI

[illegible]

LEGEND

[illegible]

MAP INDEX

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$$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$$

SECTION 6 SE 1/4
TOWNSHIP 50 N
RANGE 32 W

map no 18-10



CLAY COUNTY



MISSOURI

L. ROBERT FARMER & ASSOCIATES
COUNTY COURT #1, CLAY COUNTY

LEGEND

1. 1/4 Section	2. 1/2 Section	3. 3/4 Section	4. 1/4 Section	5. 1/2 Section	6. 3/4 Section	7. 1/4 Section	8. 1/2 Section	9. 3/4 Section	10. 1/4 Section	11. 1/2 Section	12. 3/4 Section	13. 1/4 Section	14. 1/2 Section	15. 3/4 Section	16. 1/4 Section	17. 1/2 Section	18. 3/4 Section	19. 1/4 Section	20. 1/2 Section	21. 3/4 Section	22. 1/4 Section	23. 1/2 Section	24. 3/4 Section	25. 1/4 Section	26. 1/2 Section	27. 3/4 Section	28. 1/4 Section	29. 1/2 Section	30. 3/4 Section	31. 1/4 Section	32. 1/2 Section	33. 3/4 Section	34. 1/4 Section	35. 1/2 Section	36. 3/4 Section	37. 1/4 Section	38. 1/2 Section	39. 3/4 Section	40. 1/4 Section	41. 1/2 Section	42. 3/4 Section	43. 1/4 Section	44. 1/2 Section	45. 3/4 Section	46. 1/4 Section	47. 1/2 Section	48. 3/4 Section	49. 1/4 Section	50. 1/2 Section	51. 3/4 Section	52. 1/4 Section	53. 1/2 Section	54. 3/4 Section	55. 1/4 Section	56. 1/2 Section	57. 3/4 Section	58. 1/4 Section	59. 1/2 Section	60. 3/4 Section	61. 1/4 Section	62. 1/2 Section	63. 3/4 Section	64. 1/4 Section	65. 1/2 Section	66. 3/4 Section	67. 1/4 Section	68. 1/2 Section	69. 3/4 Section	70. 1/4 Section	71. 1/2 Section	72. 3/4 Section	73. 1/4 Section	74. 1/2 Section	75. 3/4 Section	76. 1/4 Section	77. 1/2 Section	78. 3/4 Section	79. 1/4 Section	80. 1/2 Section	81. 3/4 Section	82. 1/4 Section	83. 1/2 Section	84. 3/4 Section	85. 1/4 Section	86. 1/2 Section	87. 3/4 Section	88. 1/4 Section	89. 1/2 Section	90. 3/4 Section	91. 1/4 Section	92. 1/2 Section	93. 3/4 Section	94. 1/4 Section	95. 1/2 Section	96. 3/4 Section	97. 1/4 Section	98. 1/2 Section	99. 3/4 Section	100. 1/4 Section	101. 1/2 Section	102. 3/4 Section	103. 1/4 Section	104. 1/2 Section	105. 3/4 Section	106. 1/4 Section	107. 1/2 Section	108. 3/4 Section	109. 1/4 Section	110. 1/2 Section	111. 3/4 Section	112. 1/4 Section	113. 1/2 Section	114. 3/4 Section	115. 1/4 Section	116. 1/2 Section	117. 3/4 Section	118. 1/4 Section	119. 1/2 Section	120. 3/4 Section	121. 1/4 Section	122. 1/2 Section	123. 3/4 Section	124. 1/4 Section	125. 1/2 Section	126. 3/4 Section	127. 1/4 Section	128. 1/2 Section	129. 3/4 Section	130. 1/4 Section	131. 1/2 Section	132. 3/4 Section	133. 1/4 Section	134. 1/2 Section	135. 3/4 Section	136. 1/4 Section	137. 1/2 Section	138. 3/4 Section	139. 1/4 Section	140. 1/2 Section	141. 3/4 Section	142. 1/4 Section	143. 1/2 Section	144. 3/4 Section	145. 1/4 Section	146. 1/2 Section	147. 3/4 Section	148. 1/4 Section	149. 1/2 Section	150. 3/4 Section	151. 1/4 Section	152. 1/2 Section	153. 3/4 Section	154. 1/4 Section	155. 1/2 Section	156. 3/4 Section	157. 1/4 Section	158. 1/2 Section	159. 3/4 Section	160. 1/4 Section	161. 1/2 Section	162. 3/4 Section	163. 1/4 Section	164. 1/2 Section	165. 3/4 Section	166. 1/4 Section	167. 1/2 Section	168. 3/4 Section	169. 1/4 Section	170. 1/2 Section	171. 3/4 Section	172. 1/4 Section	173. 1/2 Section	174. 3/4 Section	175. 1/4 Section	176. 1/2 Section	177. 3/4 Section	178. 1/4 Section	179. 1/2 Section	180. 3/4 Section	181. 1/4 Section	182. 1/2 Section	183. 3/4 Section	184. 1/4 Section	185. 1/2 Section	186. 3/4 Section	187. 1/4 Section	188. 1/2 Section	189. 3/4 Section	190. 1/4 Section	191. 1/2 Section	192. 3/4 Section	193. 1/4 Section	194. 1/2 Section	195. 3/4 Section	196. 1/4 Section	197. 1/2 Section	198. 3/4 Section	199. 1/4 Section	200. 1/2 Section	201. 3/4 Section	202. 1/4 Section	203. 1/2 Section	204. 3/4 Section	205. 1/4 Section	206. 1/2 Section	207. 3/4 Section	208. 1/4 Section	209. 1/2 Section	210. 3/4 Section	211. 1/4 Section	212. 1/2 Section	213. 3/4 Section	214. 1/4 Section	215. 1/2 Section	216. 3/4 Section	217. 1/4 Section	218. 1/2 Section	219. 3/4 Section	220. 1/4 Section	221. 1/2 Section	222. 3/4 Section	223. 1/4 Section	224. 1/2 Section	225. 3/4 Section	226. 1/4 Section	227. 1/2 Section	228. 3/4 Section	229. 1/4 Section	230. 1/2 Section	231. 3/4 Section	232. 1/4 Section	233. 1/2 Section	234. 3/4 Section	235. 1/4 Section	236. 1/2 Section	237. 3/4 Section	238. 1/4 Section	239. 1/2 Section	240. 3/4 Section	241. 1/4 Section	242. 1/2 Section	243. 3/4 Section	244. 1/4 Section	245. 1/2 Section	246. 3/4 Section	247. 1/4 Section	248. 1/2 Section	249. 3/4 Section	250. 1/4 Section	251. 1/2 Section	252. 3/4 Section	253. 1/4 Section	254. 1/2 Section	255. 3/4 Section	256. 1/4 Section	257. 1/2 Section	258. 3/4 Section	259. 1/4 Section	260. 1/2 Section	261. 3/4 Section	262. 1/4 Section	263. 1/2 Section	264. 3/4 Section	265. 1/4 Section	266. 1/2 Section	267. 3/4 Section	268. 1/4 Section	269. 1/2 Section	270. 3/4 Section	271. 1/4 Section	272. 1/2 Section	273. 3/4 Section	274. 1/4 Section	275. 1/2 Section	276. 3/4 Section	277. 1/4 Section	278. 1/2 Section	279. 3/4 Section	280. 1/4 Section	281. 1/2 Section	282. 3/4 Section	283. 1/4 Section	284. 1/2 Section	285. 3/4 Section	286. 1/4 Section	287. 1/2 Section	288. 3/4 Section	289. 1/4 Section	290. 1/2 Section	291. 3/4 Section	292. 1/4 Section	293. 1/2 Section	294. 3/4 Section	295. 1/4 Section	296. 1/2 Section	297. 3/4 Section	298. 1/4 Section	299. 1/2 Section	300. 3/4 Section
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SECTION 14, TOWNSHIP 33 N, RANGE 52 W
MAP NO 13-114





6. ADJUTANT GENERAL, 8 ASSOCIATES
COUNTY COURT IN CLAY COUNTY

LEGEND

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Abstract

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Year	Number of cases
1990	10
1991	15
1992	20
1993	25
1994	30
1995	35
1996	40
1997	45
1998	50
1999	55
2000	60
2001	65
2002	70
2003	75
2004	80
2005	85
2006	90
2007	95
2008	100
2009	105
2010	110
2011	115
2012	120
2013	125
2014	130
2015	135
2016	140
2017	145
2018	150
2019	155
2020	160
2021	165
2022	170
2023	175
2024	180
2025	185
2026	190
2027	195
2028	200
2029	205
2030	210
2031	215
2032	220
2033	225
2034	230
2035	235
2036	240
2037	245
2038	250
2039	255
2040	260
2041	265
2042	270
2043	275
2044	280
2045	285
2046	290
2047	295
2048	300
2049	305
2050	310
2051	315
2052	320
2053	325
2054	330
2055	335
2056	340
2057	345
2058	350
2059	355
2060	360
2061	365
2062	370
2063	375
2064	380
2065	385
2066	390
2067	395
2068	400
2069	405
2070	410
2071	415
2072	420
2073	425
2074	430
2075	435
2076	440
2077	445
2078	450
2079	455
2080	460
2081	465
2082	470
2083	475
2084	480
2085	485
2086	490
2087	495
2088	500
2089	505
2090	510
2091	515
2092	520
2093	525
2094	530
2095	535
2096	540
2097	545
2098	550
2099	555
2100	560

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61-18-119

CHOUTEAU TRAFFICWAY TIF GLOBAL ASSUMPTIONS

Inflation

1.0%

Property Type	Floor Area Ratio	Rates per Sq.Ft.					Average Salary
		Appraised Value	Assess Ratio	Assessed Value	Retail Sales	Employees per 1,000	Utility Cost
1 Family	0.15	60.00	19%	11.40	0.00	0.00	0.40
Apartment	0.23	30.00	19%	5.70	0.00	0.05	0.40
Auto	0.10	70.00	32%	22.40	0.00	3.00	3.00
Demolish	0.00	0.00	0%	0.00	0.00	0.00	0.00
Industrial	0.20	40.00	32%	12.80	0.00	2.00	1.00
No Change	0.00	0.00	0%	0.00	0.00	0.00	0.00
Restaurant	0.17	65.00	32%	20.80	200.00	3.50	3.00
Retail	0.20	80.00	32%	25.60	200.00	2.50	1.95
Right-of-Way	0.00	0.00	0%	0.00	0.00	0.00	0.00

Real Estate Levies		per \$100	Sales Tax Rates	
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		Other Tax Rates	
M&M Replacement	1.590		Earnings	1.00%
State Blind Pension	0.030		Utilities	10.00%
City Land	2.140			
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 SQUARE FOOTAGE

Parcel	Redevelop	97 Sq Ft	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	5,064	-5,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-16	Right-of-Way	704	-704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	512	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	0	27,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,644	0	-2,644	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	780	0	-780	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-6	Demolish	951	0	-951	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-9	Demolish	1,699	0	-1,699	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,248	0	-1,248	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-12	Demolish	1,236	0	-1,236	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-13	Demolish	546	0	-546	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-14	Demolish	1,051	0	-1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,266	-1,266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-3	Right-of-Way	4,435	-4,435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-8	Right-of-Way	1,536	-1,536	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-8	Right-of-Way	812	-812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	-427	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-12	No Change	798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	1,978	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	9,856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	2,316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	1,298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	676	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	1,409	-1,409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-13	Right-of-Way	1,080	-1,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-14	Right-of-Way	1,529	-1,529	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	6,610	-6,610	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-17	Right-of-Way	3,315	-3,315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-18	Right-of-Way	680	-680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-19	Right-of-Way	2,669	-2,669	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	1,188	-1,188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	42,000	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	5,344	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	4,233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL IMPROVEMENT SQUARE FOOTAGE

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CHOUTEAU TRAFFIC INCREMENTAL IMPROVE

Parcel	17	18	19	20	21	22	23
18-110-7-15	0	0	0	0	0	0	0
18-110-7-16	0	0	0	0	0	0	0
18-110-7-18	0	0	0	0	0	0	0
18-110-7-19	0	0	0	0	0	0	0
18-110-7-20	0	0	0	0	0	0	0
18-110-7-20.01	0	0	0	0	0	0	0
18-110-7-21	0	0	0	0	0	0	0
18-110-7-22	0	0	0	0	0	0	0
18-110-7-23	0	0	0	0	0	0	0
18-110-8-1	0	0	0	0	0	0	0
18-110-8-2	0	0	0	0	0	0	0
18-110-8-3	0	0	0	0	0	0	0
18-110-8-4	0	0	0	0	0	0	0
18-110-8-5	0	0	0	0	0	0	0
18-110-8-6	0	0	0	0	0	0	0
18-110-8-8	0	0	0	0	0	0	0
18-110-8-10	0	0	0	0	0	0	0
18-110-8-10.01	0	0	0	0	0	0	0
18-110-8-11	0	0	0	0	0	0	0
18-110-8-12	0	0	0	0	0	0	0
18-110-8-13	0	0	0	0	0	0	0
18-110-8-14	0	0	0	0	0	0	0
18-110-8-24	0	0	0	0	0	0	0
18-114-2-1	0	0	0	0	0	0	0
18-114-2-2	0	0	0	0	0	0	0
18-114-2-3	0	0	0	0	0	0	0
18-114-2-8	0	0	0	0	0	0	0
18-114-2-9	0	0	0	0	0	0	0
18-114-2-10	0	0	0	0	0	0	0
18-114-2-11	0	0	0	0	0	0	0
18-114-2-12	0	0	0	0	0	0	0
18-114-2-13	0	0	0	0	0	0	0
18-114-2-14	0	0	0	0	0	0	0
18-114-2-16	0	0	0	0	0	0	0
18-114-2-17	0	0	0	0	0	0	0
18-114-2-18	0	0	0	0	0	0	0
18-114-2-19	0	0	0	0	0	0	0
18-114-2-20	0	0	0	0	0	0	0
18-114-2-21	0	0	0	0	0	0	0
18-114-2-22	0	0	0	0	0	0	0
18-114-3-12	0	0	0	0	0	0	0
18-114-3-13	0	0	0	0	0	0	0
18-114-3-14	0	0	0	0	0	0	0
18-114-3-15	0	0	0	0	0	0	0
18-114-3-16	0	0	0	0	0	0	0
18-114-3-17	0	0	0	0	0	0	0
18-114-3-18	0	0	0	0	0	0	0
18-114-3-19	0	0	0	0	0	0	0
18-114-3-20	0	0	0	0	0	0	0
18-114-13-2	0	0	0	0	0	0	0
18-114-13-2.01	0	0	0	0	0	0	0
18-114-14-1	0	0	0	0	0	0	0
18-114-14-4	0	0	0	0	0	0	0
18-114-14-4.01	0	0	0	0	0	0	0
18-114-15-1	0	0	0	0	0	0	0
18-114-15-2	0	0	0	0	0	0	0

	Parcel	Redevelop	17	18	19	20	21	22	23
	18-114-17-1	Right-of-Way	0	0	0	0	0	0	0
	18-114-17-2	Right-of-Way	0	0	0	0	0	0	0
	18-114-17-3	Right-of-Way	0	0	0	0	0	0	0
	18-114-17-4	No Change	0	0	0	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	0	0	0	0	0	0	0
	18-116-6-10	No Change	0	0	0	0	0	0	0
	18-118-9-1	Industrial	-0	0	37,000	0	0	0	0
	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	0	0	0	0	0	0	0
	18-118-90	Industrial	0	0	0	0	0	0	0
	18-118-90	Industrial	0	0	0	0	0	0	0
	18-118-90	Industrial	0	0	0	0	0	0	0
	18-118-90	Industrial	0	0	0	0	0	0	0
	18-118-97	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	0	0	0	0	0	0	0
	18-118-10-2	Industrial	0	0	0	0	0	0	0
	18-118-10-3	Industrial	0	0	0	0	0	0	0
	18-118-10-4	Industrial	0	0	0	0	0	0	0
	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	0	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	0	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	0	0	0	0
	18-118-10-8.07	No Change	0	0	0	0	0	0	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
	18-118-10-13	No Change	0	0	0	0	0	0	0
	18-119-4-1	No Change	0	0	0	0	0	0	0
	18-119-4-1.01	No Change	0	0	0	0	0	0	0
	18-119-4-1.02	No Change	0	0	0	0	0	0	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
Totals:			0	0	37,000	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL ASSESSED VALUE

Parcel	Redevelop	97 Appraisal	Ratio	97 Assess	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18-110-7-15	Right-of-Way	61,800	32%	19,710	-19,710	-19,907	-20,106	-20,307	-20,510	-20,715	-20,923	-21,132	-21,343	-21,557	-21,772	-21,990	-22,210	-22,432	-22,656
18-110-7-16	Right-of-Way	16,800	32%	5,310	-5,310	-5,363	-5,417	-5,471	-5,525	-5,581	-5,637	-5,693	-5,750	-5,807	-5,866	-5,924	-5,983	-6,043	-6,104
18-110-7-18	Right-of-Way	1,400	19%	270	-270	-273	-275	-276	-278	-284	-289	-295	-301	-307	-314	-321	-328	-335	-341
18-110-7-19	Right-of-Way	1,800	19%	300	-300	-303	-306	-309	-312	-315	-318	-322	-325	-328	-331	-335	-338	-341	-345
18-110-7-20	No Change	65,000	19%	12,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	65,000	19%	12,430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	107,500	19%	20,430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	23,000	19%	4,370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	23,800	19%	4,460	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	43,500	19%	8,270	0	696,657	703,623	710,600	717,666	724,844	732,193	739,515	746,910	754,380	761,923	769,543	777,238	785,010	792,856
18-110-8-2	Demolish	8,800	19%	1,630	0	-1,663	-1,679	-1,695	-1,713	-1,730	-1,748	-1,765	-1,783	-1,801	-1,819	-1,837	-1,855	-1,874	-1,892
18-110-8-3	Demolish	37,800	19%	7,140	0	-7,264	-7,356	-7,450	-7,546	-7,643	-7,741	-7,840	-7,940	-8,040	-8,141	-8,242	-8,344	-8,446	-8,548
18-110-8-4	Demolish	12,800	19%	2,430	0	-2,479	-2,504	-2,529	-2,554	-2,579	-2,605	-2,631	-2,658	-2,684	-2,711	-2,738	-2,765	-2,793	-2,820
18-110-8-5	Demolish	9,240	32%	2,860	0	-3,018	-3,050	-3,082	-3,114	-3,146	-3,178	-3,210	-3,242	-3,274	-3,306	-3,338	-3,370	-3,402	-3,434
18-110-8-6	Demolish	41,300	32%	13,220	0	-13,486	-13,621	-13,757	-13,894	-14,033	-14,174	-14,315	-14,459	-14,603	-14,749	-14,897	-15,046	-15,196	-15,346
18-110-8-8	Demolish	18,500	32%	5,920	0	-6,039	-6,099	-6,160	-6,222	-6,284	-6,347	-6,411	-6,475	-6,539	-6,605	-6,671	-6,738	-6,805	-6,872
18-110-8-10	Demolish	36,400	19%	6,920	0	-7,059	-7,130	-7,201	-7,273	-7,346	-7,419	-7,493	-7,568	-7,644	-7,720	-7,798	-7,876	-7,954	-8,032
18-110-8-10.01	Demolish	7,900	19%	1,500	0	-1,530	-1,545	-1,561	-1,577	-1,592	-1,608	-1,624	-1,641	-1,657	-1,674	-1,690	-1,707	-1,724	-1,741
18-110-8-11	Demolish	49,300	19%	9,370	0	-9,568	-9,664	-9,760	-9,856	-9,954	-10,052	-10,150	-10,248	-10,348	-10,448	-10,548	-10,648	-10,748	-10,848
18-110-8-12	Demolish	55,000	19%	10,450	0	-10,660	-10,767	-10,874	-10,983	-11,093	-11,204	-11,316	-11,429	-11,543	-11,659	-11,775	-11,893	-12,012	-12,132
18-110-8-13	Demolish	28,800	19%	5,470	0	-5,580	-5,636	-5,692	-5,749	-5,807	-5,865	-5,923	-5,982	-6,042	-6,103	-6,164	-6,225	-6,286	-6,348
18-110-8-14	Demolish	42,000	19%	7,960	0	-8,140	-8,222	-8,304	-8,387	-8,471	-8,556	-8,641	-8,728	-8,815	-8,903	-8,992	-9,082	-9,173	-9,264
18-110-8-24	Demolish	1,700	19%	320	0	-326	-330	-336	-343	-350	-357	-364	-371	-378	-385	-392	-399	-406	-413
18-114-2-1	No Change	28,900	19%	5,490	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	37,300	19%	7,050	-7,050	-7,161	-7,233	-7,305	-7,378	-7,452	-7,526	-7,601	-7,677	-7,754	-7,832	-7,910	-7,989	-8,069	-8,150
18-114-2-3	Right-of-Way	114,900	32%	35,770	-35,770	-37,133	-37,509	-37,884	-38,263	-38,646	-39,032	-39,421	-39,812	-40,205	-40,601	-41,000	-41,403	-41,808	-42,216
18-114-2-8	Right-of-Way	52,700	32%	16,860	-16,860	-17,079	-17,199	-17,371	-17,545	-17,720	-17,897	-18,076	-18,257	-18,440	-18,624	-18,810	-18,998	-19,188	-19,380
18-114-2-9	Right-of-Way	30,200	32%	9,860	-9,860	-9,957	-9,954	-9,953	-10,052	-10,153	-10,254	-10,357	-10,462	-10,568	-10,675	-10,783	-10,893	-11,004	-11,116
18-114-2-10	Right-of-Way	6,000	32%	1,920	-1,920	-1,939	-1,959	-1,973	-1,994	-2,018	-2,038	-2,058	-2,079	-2,100	-2,121	-2,142	-2,164	-2,185	-2,207
18-114-2-11	Right-of-Way	32,800	32%	10,430	-10,430	-10,534	-10,640	-10,746	-10,853	-10,962	-11,072	-11,182	-11,294	-11,407	-11,521	-11,638	-11,753	-11,870	-11,989
18-114-2-12	No Change	33,400	19%	6,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	44,300	19%	8,420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	56,100	19%	10,660	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	43,900	19%	8,280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	9,000	19%	1,710	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	44,100	19%	8,380	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	41,800	19%	7,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	45,500	19%	8,650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	44,200	19%	8,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	26,800	19%	5,050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	49,800	32%	15,870	-15,870	-16,029	-16,189	-16,351	-16,514	-16,680	-16,846	-17,015	-17,185	-17,357	-17,530	-17,706	-17,883	-18,062	-18,242
18-114-3-13	Right-of-Way	38,400	32%	12,290	-12,290	-12,413	-12,537	-12,662	-12,789	-12,917	-13,046	-13,177	-13,308	-13,441	-13,578	-13,712	-13,849	-13,987	-14,127
18-114-3-14	Right-of-Way	56,300	32%	18,020	-18,020	-18,200	-18,382	-18,566	-18,752	-18,939	-19,129	-19,320	-19,513	-19,708	-19,905	-20,104	-20,305	-20,508	-20,714
18-114-3-15	Right-of-Way	32,200	32%	10,300	-10,300	-10,403	-10,507	-10,612	-10,718	-10,825	-10,934	-11,043	-11,153	-11,265	-11,378	-11,491	-11,608	-11,722	-11,840
18-114-3-16	Right-of-Way	144,900	32%	46,370	-46,370	-46,834	-47,302	-47,775	-48,253	-48,735	-49,223	-49,715	-50,212	-50,714	-51,221	-51,734	-52,251	-52,773	-53,301
18-114-3-17	Right-of-Way	58,100	32%	18,590	-18,590	-18,776	-18,964	-19,153	-19,345	-19,538	-19,734	-19,931	-20,130	-20,332	-20,535	-20,740	-20,948	-21,157	-21,369
18-114-3-18	Right-of-Way	59,300	32%	18,980	-18,980	-19,170	-19,361	-19,555	-19,751	-19,948	-20,148	-20,349	-20,553	-20,758	-20,968	-21,175	-21,387	-21,601	-21,817
18-114-3-19	Right-of-Way	70,900	32%	22,860	-22,860	-23,069	-23,280	-23,492	-23,706	-23,922	-24,139	-24,358	-24,578	-24,799	-25,021	-25,244	-25,468	-25,693	-25,919
18-114-3-20	Right-of-Way	40,200	32%	12,860	-12,860	-13,089	-13,320	-13,552	-13,786	-14,022	-14,259	-14,498	-14,738	-14,979	-15,221	-15,464	-15,708	-15,953	-16,199
18-114-13-2	No Change	2,455,800	32%	785,960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	2,000	12%	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	7,100	19%	1,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	5,900	19%	1,120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	12,800	19%	2,430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	190,500	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	122,200	32%	38,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL ASSESSED VALUE

Parcel	Redevelop	97 Appraise	Ratio	97 Assess	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18-114-17-1	Right-of-Way	47,000	32%	15,040	-15,040	-15,190	-15,342	-15,496	-15,651	-15,807	-15,965	-16,125	-16,285	-16,449	-16,614	-16,780	-16,947	-17,117	-17,288
18-114-17-2	Right-of-Way	145,200	32%	46,460	-46,460	-46,925	-47,394	-47,868	-48,345	-48,830	-49,318	-49,811	-50,310	-50,813	-51,321	-51,834	-52,352	-52,876	-53,405
18-114-17-3	Right-of-Way	65,400	32%	20,930	-20,930	-21,139	-21,351	-21,564	-21,780	-21,998	-22,218	-22,440	-22,664	-22,891	-23,120	-23,351	-23,584	-23,820	-24,058
18-114-17-4	No Change	24,600	19%	4,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	22,400	19%	4,280	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	6,900	19%	1,310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	20,400	19%	3,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	39,900	19%	7,580	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	31,100	19%	5,910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	32,700	19%	6,210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	163,400	10%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	254,100	12%	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	587,393
18-118-6-10	No Change	72,500	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-1	Industrial	148,900	32%	47,650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	846,500	32%	302,880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	846,750	32%	270,950	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	30,210	32%	9,670	0	313,090	316,221	319,383	322,577	325,803	329,061	332,351	335,675	339,031	342,422	345,846	349,304	352,798	356,326
18-118-9-0	Industrial	44,240	32%	14,150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	26,980	32%	8,630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	26,980	32%	8,630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	28,060	32%	8,980	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-7	No Change	11,870	0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-8	No Change	5,200	32%	1,660	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	73,100	19%	13,890	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-2	Industrial	27,000	19%	5,130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-3	Industrial	67,900	32%	21,730	0	0	0	201,805	203,823	205,861	207,920	209,999	212,099	214,220	216,362	218,526	220,711	222,918	225,146
18-118-10-4	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
18-118-10-6	No Change	11,800	32%	3,710	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	84,900	32%	27,140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.01	No Change	1,257,800	32%	402,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.03	No Change	133,700	32%	42,780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.04	No Change	235,500	32%	75,360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.05	No Change	988,000	32%	316,160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.06	No Change	924,900	32%	295,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.07	No Change	120,600	32%	38,580	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.08	No Change	121,400	32%	38,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-9	No Change	152,100	32%	48,670	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	182,400	32%	51,970	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	30,000	19%	5,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-4-1	No Change	519,100	32%	166,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	241,000	32%	77,120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	546,400	32%	174,850	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	331,600	32%	106,110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	940,600	32%	300,990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	1,349,100	16%	215,860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		16,206,120		4,574,000	-344,030	-34,380	1,106,390	1,405,175	1,716,237	2,020,294	2,356,331	2,379,894	2,854,356	4,355,897	4,389,456	4,941,753	4,991,170	5,041,082	5,091,493

CHOUTEAU TRAFFIC INCREMENTAL ASSESSE

Parcel	16	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-22,883	-23,112	-23,343	-23,576	-23,812	-24,050	-24,290
18-110-7-16	Right-of-Way	-6,165	-6,226	-6,289	-6,352	-6,415	-6,479	-6,544
18-110-7-18	Right-of-Way	-313	-317	-320	-323	-326	-329	-333
18-110-7-19	Right-of-Way	-348	-352	-355	-359	-362	-366	-370
18-110-7-20	No Change	0	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0	0
18-110-8-1	Retail	792,861	800,789	808,797	816,885	825,054	833,304	841,637
18-110-8-2	Demolish	-1,892	-1,911	-1,930	-1,950	-1,969	-1,989	-2,009
18-110-8-3	Demolish	-8,289	-8,372	-8,456	-8,540	-8,626	-8,712	-8,799
18-110-8-4	Demolish	-2,821	-2,849	-2,878	-2,907	-2,936	-2,965	-2,995
18-110-8-5	Demolish	-3,438	-3,471	-3,506	-3,541	-3,576	-3,612	-3,648
18-110-8-6	Demolish	-15,348	-15,501	-15,657	-15,813	-15,971	-16,131	-16,292
18-110-8-8	Demolish	-8,873	-8,942	-9,011	-9,081	-9,152	-9,224	-9,296
18-110-8-10	Demolish	-8,034	-8,114	-8,195	-8,277	-8,360	-8,444	-8,528
18-110-8-10.01	Demolish	-1,741	-1,759	-1,776	-1,794	-1,812	-1,830	-1,849
18-110-8-11	Demolish	-10,878	-10,987	-11,097	-11,208	-11,320	-11,433	-11,548
18-110-8-12	Demolish	-12,132	-12,253	-12,376	-12,500	-12,625	-12,751	-12,878
18-110-8-13	Demolish	-6,351	-6,414	-6,478	-6,543	-6,608	-6,674	-6,741
18-110-8-14	Demolish	-9,265	-9,357	-9,451	-9,545	-9,641	-9,737	-9,834
18-110-8-24	Demolish	-372	-375	-379	-383	-387	-390	-394
18-114-2-1	No Change	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-8,231	-8,314	-8,397	-8,481	-8,565	-8,651	-8,738
18-114-2-3	Right-of-Way	-42,869	-43,116	-43,547	-43,982	-44,422	-44,866	-45,315
18-114-2-8	Right-of-Way	-19,574	-19,770	-19,967	-20,167	-20,369	-20,572	-20,778
18-114-2-9	Right-of-Way	-11,215	-11,327	-11,440	-11,556	-11,670	-11,787	-11,905
18-114-2-10	Right-of-Way	-2,229	-2,251	-2,274	-2,297	-2,320	-2,343	-2,366
18-114-2-11	Right-of-Way	-12,109	-12,230	-12,352	-12,476	-12,601	-12,727	-12,854
18-114-2-12	No Change	0	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0	0
18-114-2-15	No Change	0	0	0	0	0	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0
18-114-2-18	No Change	0	0	0	0	0	0	0
18-114-2-19	No Change	0	0	0	0	0	0	0
18-114-2-20	No Change	0	0	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-18,425	-18,609	-18,795	-18,983	-19,173	-19,364	-19,558
18-114-3-13	Right-of-Way	-14,268	-14,411	-14,555	-14,701	-14,848	-14,996	-15,146
18-114-3-14	Right-of-Way	-20,921	-21,130	-21,341	-21,555	-21,770	-21,988	-22,208
18-114-3-15	Right-of-Way	-11,958	-12,078	-12,198	-12,320	-12,444	-12,568	-12,694
18-114-3-16	Right-of-Way	-63,834	-64,372	-64,916	-65,465	-66,020	-66,580	-67,146
18-114-3-17	Right-of-Way	-21,582	-21,788	-22,016	-22,238	-22,469	-22,693	-22,910
18-114-3-18	Right-of-Way	-22,035	-22,256	-22,478	-22,703	-22,930	-23,159	-23,391
18-114-3-19	Right-of-Way	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-14,930	-15,079	-15,230	-15,382	-15,536	-15,692	-15,849
18-114-13-2	No Change	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0
18-114-14-1	Retail	1,246,707	1,259,174	1,271,765	1,284,483	1,297,326	1,310,301	1,323,404
18-114-14-4	No Change	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL ASSESSE

Parcel	16	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-17,461	-17,636	-17,812	-17,989	-18,170	-18,352	-18,535
18-114-17-2	Right-of-Way	-59,939	-54,478	-55,023	-55,573	-56,129	-56,690	-57,257
18-114-17-3	Right-of-Way	-24,299	-24,542	-24,787	-25,035	-25,286	-25,539	-25,794
18-114-17-4	No Change	0	0	0	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	Apartment	593,267	599,199	605,191	611,243	617,356	623,529	629,765
18-118-6-10	No Change	0	0	0	0	0	0	0
18-118-9-1	Industrial	0	0	0	0	514,594	519,740	524,937
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
18-118-9-4	Industrial	359,889	363,488	367,123	370,794	374,502	378,247	382,029
18-118-9-5	Industrial	345,423	348,877	352,366	355,890	359,449	363,043	366,674
18-118-9-6	Industrial	518,535	523,721	528,958	534,247	539,590	544,988	550,436
18-118-9-7	Industrial	316,910	320,079	323,280	326,512	329,778	333,075	336,406
18-118-9-8	Industrial	316,910	320,079	323,280	326,512	329,778	333,075	336,406
18-118-9-9	Industrial	331,364	334,677	338,024	341,404	344,818	348,267	351,749
18-118-9-10	No Change	0	0	0	0	0	0	0
18-118-9-11	No Change	0	0	0	0	0	0	0
18-118-9-12	Industrial	43,316	43,749	44,186	44,628	45,075	45,525	45,981
18-118-10-1	Industrial	439,856	444,255	448,697	453,184	457,716	462,293	466,915
18-118-10-2	Industrial	227,399	229,673	231,970	234,289	236,632	238,998	241,389
18-118-10-3	Industrial	96,813	97,781	98,759	99,747	100,744	101,752	102,769
18-118-10-4	No Change	0	0	0	0	0	0	0
18-118-10-5	No Change	0	0	0	0	0	0	0
18-118-10-6	No Change	0	0	0	0	0	0	0
18-118-10-7	No Change	0	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0	0	0
18-118-10-10	No Change	0	0	0	0	0	0	0
18-118-10-11	No Change	0	0	0	0	0	0	0
18-118-10-12	No Change	0	0	0	0	0	0	0
18-118-10-13	No Change	0	0	0	0	0	0	0
18-119-4-1	No Change	0	0	0	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0	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
Totals		5,142,408	5,193,632	5,245,770	5,298,228	5,351,804	5,405,462	5,460,207

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL COUNTY/DEBT REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	17.74	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-20	685	693	700	707	714
18-110-7-16	Right-of-Way	5,310	4.78	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-7-18	Right-of-Way	270	0.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	300	0.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	12,350	11.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	11.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	18.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	3.93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,490	4.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	7.44	0	0	627	633	640	646	652	659	665	672	679	685	693	700	707	714
18-110-8-2	Demolish	1,630	1.47	0	0	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	7,140	6.43	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-8-4	Demolish	2,430	2.19	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-5	Demolish	2,960	2.66	0	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-6	Demolish	13,220	11.90	0	0	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14
18-110-8-8	Demolish	5,920	5.33	0	0	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-110-8-10	Demolish	6,920	6.23	0	0	-6	-6	-6	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-8-10.01	Demolish	1,500	1.35	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-11	Demolish	9,370	8.43	0	0	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-110-8-12	Demolish	10,450	9.41	0	0	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
18-110-8-13	Demolish	5,470	4.92	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-8-14	Demolish	7,980	7.18	0	0	-7	-7	-7	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
18-110-8-24	Demolish	320	0.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	5,490	4.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	6.38	-6	-6	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-114-2-3	Right-of-Way	36,770	33.09	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-37	-37	-37	-38	-38	-38
18-114-2-8	Right-of-Way	16,860	15.17	-15	-15	-15	-15	-16	-16	-16	-16	-17	-17	-17	-17	-17	-17	-17	-17
18-114-2-9	Right-of-Way	9,690	8.89	-9	-9	-9	-9	-9	-9	-9	-9	-9	-10	-10	-10	-10	-10	-10	-10
18-114-2-10	Right-of-Way	1,920	1.73	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-114-2-11	Right-of-Way	10,430	9.39	-9	-9	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-11	-11	-11	-11
18-114-2-12	No Change	6,350	5.72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	7.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	9.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,280	7.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	1.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,380	7.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	7.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	7.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	7.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	4.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	14.28	-14	-14	-15	-15	-15	-15	-15	-15	-15	-16	-16	-16	-16	-16	-16	-16
18-114-3-13	Right-of-Way	12,290	11.06	-11	-11	-11	-11	-12	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13
18-114-3-14	Right-of-Way	18,020	16.22	-16	-16	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-18	-18	-18
18-114-3-15	Right-of-Way	10,300	9.27	-9	-9	-9	-9	-10	-10	-10	-10	-10	-10	-10	-10	-10	-11	-11	-11
18-114-3-16	Right-of-Way	46,370	41.73	-42	-42	-43	-43	-43	-44	-44	-45	-45	-46	-46	-47	-47	-47	-48	-48
18-114-3-17	Right-of-Way	16,590	16.73	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-18	-18	-19	-19	-19	-19
18-114-3-18	Right-of-Way	17,080	17.08	-17	-17	-17	-17	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-20	-20
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	11.57	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13
18-114-13-2	No Change	785,860	707.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	1.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	1.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	2.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	35.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL COUNTY DEBT REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	13.84	-14	-14	-14	-14	-14	-14	-14	-15	-15	-15	-15	-15	-15	-15	-16	-16
18-114-17-2	Right-of-Way	48,480	41.81	-42	-42	-43	-43	-44	-44	-44	-45	-45	-46	-46	-47	-47	-48	-48	-49
18-114-17-3	Right-of-Way	20,930	18.84	-19	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22
18-114-17-4	No Change	4,670	4.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,280	3.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	1.18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,880	3.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	6.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	5.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	5.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	30,490	27.44	0	0	469	474	479	483	488	493	498	503	508	513	518	523	529	534
18-116-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-8-1	Industrial	47,650	42.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-2	No Change	307,890	272.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-3	No Change	270,960	243.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-4	Industrial	10,010	9.01	0	282	285	287	290	293	296	299	302	305	308	311	314	318	321	324
18-116-9-5	Industrial	9,670	8.70	0	0	0	0	0	0	284	287	290	293	296	299	302	305	308	311
18-116-9-6	Industrial	14,160	12.74	0	0	0	0	0	0	0	0	0	0	0	448	453	457	462	467
18-116-9-7	Industrial	8,630	7.77	0	0	0	0	0	0	0	0	0	0	269	271	274	277	280	283
18-116-9-8	Industrial	8,630	7.77	0	0	0	0	0	258	261	263	266	269	271	274	277	280	282	285
18-116-9-9	Industrial	8,980	8.08	0	0	0	0	267	270	273	275	278	281	284	287	289	292	295	298
18-116-9-10	Industrial	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-11	No Change	1,660	1.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-12	No Change	13,890	12.50	0	0	0	0	0	0	0	0	36	37	37	37	38	38	39	39
18-116-10-1	Industrial	5,130	4.62	0	0	0	0	0	0	0	0	369	373	377	380	384	388	392	396
18-116-10-2	Industrial	21,730	19.56	0	0	0	182	183	185	187	189	191	193	195	197	198	201	203	205
18-116-10-3	Industrial	6,210	5.59	0	0	0	77	78	79	80	80	81	82	83	84	85	85	86	87
18-116-10-4	Industrial	3,710	3.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-5	No Change	27,140	24.43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-6	No Change	402,500	362.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-7	No Change	42,760	38.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-8	No Change	75,360	67.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-9	No Change	316,160	284.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-10	No Change	295,970	265.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-11	No Change	38,590	34.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-12	No Change	38,590	34.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-13	No Change	48,670	43.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-14	No Change	51,970	46.77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-15	No Change	5,700	5.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-16	No Change	166,110	149.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-17	No Change	77,120	69.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-18	No Change	174,650	157.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-19	No Change	106,110	95.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-20	No Change	300,990	270.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-21	No Change	215,860	194.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-22	No Change	4,574,000	4,116.60	-310	-31	996	1,265	1,545	1,819	2,121	2,142	2,569	3,820	3,960	4,448	4,492	4,537	4,582	4,628
Totals																			

CHOUTEAU TRAFFIC INCREMENTAL COUNTY

Parcel	17	18	19	20	21	22	23
18-110-7-15	-21	-21	-21	-21	-22	-22	-22
18-110-7-16	-6	-6	-6	-6	-6	-6	-6
18-110-7-18	0	0	0	0	0	0	0
18-110-7-19	0	0	0	0	0	0	0
18-110-7-20	0	0	0	0	0	0	0
18-110-7-20.01	0	0	0	0	0	0	0
18-110-7-21	0	0	0	0	0	0	0
18-110-7-22	0	0	0	0	0	0	0
18-110-7-23	0	0	0	0	0	0	0
18-110-8-1	721	728	735	743	750	757	765
18-110-8-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	-8	-8	-8	-8	-8	-8	-8
18-110-8-4	-3	-3	-3	-3	-3	-3	-3
18-110-8-5	-3	-3	-3	-3	-3	-3	-3
18-110-8-6	-14	-14	-14	-14	-15	-15	-15
18-110-8-8	-6	-6	-6	-6	-7	-7	-7
18-110-8-9	-7	-7	-7	-7	-8	-8	-8
18-110-8-10	-2	-2	-2	-2	-2	-2	-2
18-110-8-10.01	-10	-10	-10	-10	-10	-10	-10
18-110-8-11	-11	-11	-11	-11	-11	-12	-12
18-110-8-12	-6	-6	-6	-6	-6	-6	-6
18-110-8-13	-8	-8	-8	-8	-9	-9	-9
18-110-8-14	0	0	0	0	0	0	0
18-110-8-24	0	0	0	0	0	0	0
18-114-2-1	0	0	0	0	0	0	0
18-114-2-2	-7	-8	-8	-8	-8	-8	-8
18-114-2-3	-39	-39	-40	-40	-40	-41	-41
18-114-2-8	-18	-18	-18	-18	-19	-19	-19
18-114-2-9	-10	-10	-10	-11	-11	-11	-11
18-114-2-10	-2	-2	-2	-2	-2	-2	-2
18-114-2-11	-11	-11	-11	-11	-11	-12	-12
18-114-2-12	0	0	0	0	0	0	0
18-114-2-13	0	0	0	0	0	0	0
18-114-2-14	0	0	0	0	0	0	0
18-114-2-16	0	0	0	0	0	0	0
18-114-2-17	0	0	0	0	0	0	0
18-114-2-18	0	0	0	0	0	0	0
18-114-2-19	0	0	0	0	0	0	0
18-114-2-20	0	0	0	0	0	0	0
18-114-2-21	0	0	0	0	0	0	0
18-114-2-22	0	0	0	0	0	0	0
18-114-3-12	-17	-17	-17	-17	-17	-18	-18
18-114-3-13	-13	-13	-13	-13	-13	-14	-14
18-114-3-14	-19	-19	-19	-20	-20	-20	-20
18-114-3-15	-11	-11	-11	-11	-11	-11	-12
18-114-3-16	-49	-49	-50	-50	-51	-51	-52
18-114-3-17	-20	-20	-20	-20	-21	-21	-21
18-114-3-18	-20	-20	-20	-21	-21	-21	-21
18-114-3-19	0	0	0	0	0	0	0
18-114-3-20	-14	-14	-14	-14	-14	-14	-14
18-114-13-2	0	0	0	0	0	0	0
18-114-13-2.01	0	0	0	0	0	0	0
18-114-14-1	1,133	1,145	1,156	1,168	1,179	1,191	1,203
18-114-14-4	0	0	0	0	0	0	0
18-114-14-01	0	0	0	0	0	0	0
18-114-15-1	0	0	0	0	0	0	0
18-114-15-2	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL COUNTY

Parcel	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-16	-16	-16	-17	-17	-17
18-114-17-2	Right-of-Way	-49	-50	-51	-51	-52	-52
18-114-17-3	Right-of-Way	-22	-22	-23	-23	-23	-23
18-114-17-4	No Change	0	0	0	0	0	0
18-114-17-5	No Change	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0
18-114-17-7	No Change	0	0	0	0	0	0
18-114-17-8	No Change	0	0	0	0	0	0
18-114-17-9	No Change	0	0	0	0	0	0
18-114-17-10	No Change	0	0	0	0	0	0
18-115-9-1	No Change	0	0	0	0	0	0
18-115-9-2	Apartment	539	545	550	561	567	572
18-116-6-10	No Change	0	0	0	0	0	0
18-118-9-1	Industrial	0	0	0	463	472	477
18-118-9-2	No Change	0	0	0	0	0	0
18-118-9-3	No Change	0	0	0	0	0	0
18-118-9-3	Industrial	327	330	334	337	340	344
18-118-90	Industrial	314	317	320	324	327	330
18-118-90	Industrial	471	476	481	486	490	495
18-118-90	Industrial	288	291	294	297	300	303
18-118-90	Industrial	288	291	294	297	300	303
18-118-90	Industrial	301	304	307	310	313	317
18-118-9-7	No Change	0	0	0	0	0	0
18-118-9-8	No Change	0	0	0	0	0	0
18-118-10-1	Industrial	39	40	40	41	41	42
18-118-10-2	Industrial	400	404	408	412	416	420
18-118-10-3	Industrial	207	209	211	213	215	217
18-118-10-4	Industrial	88	89	90	91	92	93
18-118-10-5	No Change	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0
18-118-10-8.01	No Change	0	0	0	0	0	0
18-118-10-8.03	No Change	0	0	0	0	0	0
18-118-10-8.04	No Change	0	0	0	0	0	0
18-118-10-8.05	No Change	0	0	0	0	0	0
18-118-10-8.06	No Change	0	0	0	0	0	0
18-118-10-8.07	No Change	0	0	0	0	0	0
18-118-10-8.08	No Change	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0	0
18-118-10-12	No Change	0	0	0	0	0	0
18-118-10-13	No Change	0	0	0	0	0	0
18-119-4-1	No Change	0	0	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0
18-119-4-2	No Change	0	0	0	0	0	0
18-119-4-2.01	No Change	0	0	0	0	0	0
18-119-4-2.03	No Change	0	0	0	0	0	0
Totals	4,674	4,721	4,768	5,279	5,332	5,385	5,439

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL HANDICAP REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	23.65	-24	-24	-24	-24	-25	-25	-25	-25	-25	-26	-26	-26	-27	-27	-27	-27
18-110-7-16	Right-of-Way	5,310	6.37	-6	-6	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-7-18	Right-of-Way	270	0.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	300	0.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	12,360	14.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	14.92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	24.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	5.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	5.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Reliab	8,270	9.92	0	0	836	844	853	861	870	879	887	896	905	914	923	933	942	951
18-110-8-2	Demolish	1,530	1.96	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	7,140	8.57	0	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-110-8-4	Demolish	2,430	2.92	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-5	Demolish	2,960	3.55	0	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4
18-110-8-6	Demolish	13,220	15.86	0	-16	-16	-16	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-18
18-110-8-8	Demolish	5,920	7.10	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-8	-8	-8	-8	-8	-8
18-110-8-10	Demolish	6,920	8.30	0	-8	-8	-8	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-110-8-10.01	Demolish	1,500	1.80	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-11	Demolish	9,370	11.24	0	-11	-11	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13	-13	-13
18-110-8-12	Demolish	10,450	12.54	0	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14	-14	-15
18-110-8-13	Demolish	5,470	6.56	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-8	-8
18-110-8-14	Demolish	7,980	9.58	0	-10	-10	-10	-10	-10	-10	-10	-10	-10	-11	-11	-11	-11	-11	-11
18-110-8-24	Demolish	320	0.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	5,490	6.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	8.51	-8	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-114-2-3	Right-of-Way	36,770	44.12	-44	-45	-45	-45	-46	-46	-47	-47	-48	-48	-49	-49	-50	-50	-51	-51
18-114-2-8	Right-of-Way	16,860	20.23	-20	-21	-21	-21	-21	-22	-22	-22	-22	-22	-22	-22	-23	-23	-23	-23
18-114-2-9	Right-of-Way	9,680	11.59	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13
18-114-2-10	Right-of-Way	1,920	2.30	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-3	-3	-3	-3	-3	-3
18-114-2-11	Right-of-Way	10,430	12.52	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14	-14	-15
18-114-2-12	No Change	6,350	7.62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	10.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	12.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-15	No Change	8,280	9.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	2.05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,380	10.06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	9.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	10.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	10.08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	6.06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	19.04	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22	-22
18-114-3-13	Right-of-Way	12,290	14.75	-15	-15	-15	-15	-15	-16	-16	-16	-16	-16	-16	-16	-17	-17	-17	-17
18-114-3-14	Right-of-Way	18,020	21.62	-22	-22	-22	-22	-23	-23	-23	-23	-23	-24	-24	-24	-24	-25	-25	-25
18-114-3-15	Right-of-Way	10,300	12.36	-12	-12	-12	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14	-14
18-114-3-16	Right-of-Way	45,370	55.64	-56	-56	-56	-57	-58	-58	-59	-60	-60	-61	-61	-62	-63	-63	-64	-65
18-114-3-17	Right-of-Way	18,590	22.31	-22	-23	-23	-23	-23	-24	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26
18-114-3-18	Right-of-Way	18,580	22.78	-23	-23	-23	-23	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	15.43	-15	-16	-16	-16	-16	-17	-17	-17	-17	-17	-17	-17	-17	-18	-18	-18
18-114-13-2	No Change	785,860	943.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Reliab	1,350	1.62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	1.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	2.92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	46.92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF

Totals	4,574,000	5,488.80	-413	104,375
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CHOUTEAU TRAFFIC INCREMENTAL HANDICA

Parcel	Redevelop	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-28	-28	-28	-29	-29	-29	-29
18-110-7-16	Right-of-Way	-7	-8	-8	-8	-8	-8	-8
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0
18-110-7-20	No Change	0	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0	0
18-110-8-1	Retail	961	971	980	990	1,000	1,010	1,020
18-110-8-2	Demolish	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	-10	-10	-10	-10	-10	-11	-11
18-110-8-4	Demolish	-3	-3	-3	-4	-4	-4	-4
18-110-8-5	Demolish	-4	-4	-4	-4	-4	-4	-4
18-110-8-6	Demolish	-19	-19	-19	-19	-19	-20	-20
18-110-8-6	Demolish	-8	-8	-8	-9	-9	-9	-9
18-110-8-10	Demolish	-10	-10	-10	-10	-10	-10	-10
18-110-8-10.01	Demolish	-2	-2	-2	-2	-2	-2	-2
18-110-8-11	Demolish	-13	-13	-13	-14	-14	-14	-14
18-110-8-12	Demolish	-15	-15	-15	-15	-15	-15	-16
18-110-8-13	Demolish	-8	-8	-8	-8	-8	-8	-8
18-110-8-14	Demolish	-11	-11	-11	-12	-12	-12	-12
18-110-8-24	Demolish	0	0	0	0	0	0	0
18-114-2-1	No Change	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-10	-10	-10	-10	-10	-10	-11
18-114-2-3	Right-of-Way	-52	-52	-53	-53	-54	-54	-55
18-114-2-8	Right-of-Way	-24	-24	-24	-24	-25	-25	-25
18-114-2-9	Right-of-Way	-14	-14	-14	-14	-14	-14	-14
18-114-2-10	Right-of-Way	-3	-3	-3	-3	-3	-3	-3
18-114-2-11	Right-of-Way	-15	-15	-15	-15	-15	-15	-16
18-114-2-12	No Change	0	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0
18-114-2-18	No Change	0	0	0	0	0	0	0
18-114-2-19	No Change	0	0	0	0	0	0	0
18-114-2-20	No Change	0	0	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-22	-23	-23	-23	-23	-23	-24
18-114-3-13	Right-of-Way	-17	-17	-18	-18	-18	-18	-18
18-114-3-14	Right-of-Way	-25	-26	-26	-26	-26	-27	-27
18-114-3-15	Right-of-Way	-14	-15	-15	-15	-15	-15	-15
18-114-3-16	Right-of-Way	-63	-66	-67	-67	-68	-69	-69
18-114-3-17	Right-of-Way	-26	-26	-27	-27	-27	-27	-28
18-114-3-18	Right-of-Way	-27	-27	-27	-28	-28	-28	-28
18-114-3-19	Right-of-Way	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-18	-18	-18	-19	-19	-19	-19
18-114-13-2	No Change	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0
18-114-14-1	Retail	1,511	1,526	1,541	1,557	1,572	1,588	1,604
18-114-14-4	No Change	0	0	0	0	0	0	0
18-114-14-01	No Change	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL HANDICA

Parcel	17	18	19	20	21	22	23
18-114-17-1	-21	-21	-22	-22	-22	-22	-22
18-114-17-2	-65	-66	-67	-67	-68	-69	-69
18-114-17-3	-29	-30	-30	-30	-31	-31	-31
18-114-17-4	0	0	0	0	0	0	0
18-114-17-5	0	0	0	0	0	0	0
18-114-17-6	0	0	0	0	0	0	0
18-114-17-7	0	0	0	0	0	0	0
18-114-17-8	0	0	0	0	0	0	0
18-114-17-9	0	0	0	0	0	0	0
18-114-17-10	0	0	0	0	0	0	0
18-115-9-1	0	0	0	0	0	0	0
18-115-9-2	719	726	733	741	748	756	763
18-118-6-10	0	0	0	0	0	0	0
18-118-9-1	0	0	0	618	624	630	636
18-118-9-2	0	0	0	0	0	0	0
18-118-9-3	0	0	0	0	0	0	0
18-118-9-4	436	441	445	449	454	458	463
18-118-9-5	419	423	427	431	435	440	444
18-118-9-6	528	535	541	548	554	561	567
18-118-9-7	384	388	392	396	400	404	408
18-118-9-8	384	388	392	396	400	404	408
18-118-9-9	402	406	410	414	418	422	426
18-118-9-10	0	0	0	0	0	0	0
18-118-9-11	0	0	0	0	0	0	0
18-118-9-12	52	53	54	54	55	55	56
18-118-10-1	533	538	544	549	555	560	566
18-118-10-2	276	278	281	284	287	290	293
18-118-10-3	117	119	120	121	122	123	125
18-118-10-4	0	0	0	0	0	0	0
18-118-10-5	0	0	0	0	0	0	0
18-118-10-6	0	0	0	0	0	0	0
18-118-10-7	0	0	0	0	0	0	0
18-118-10-8	0	0	0	0	0	0	0
18-118-10-9	0	0	0	0	0	0	0
18-118-10-10	0	0	0	0	0	0	0
18-118-10-11	0	0	0	0	0	0	0
18-118-10-12	0	0	0	0	0	0	0
18-118-10-13	0	0	0	0	0	0	0
18-119-4-1	0	0	0	0	0	0	0
18-119-4-1.01	0	0	0	0	0	0	0
18-119-4-1.02	0	0	0	0	0	0	0
18-119-4-2	0	0	0	0	0	0	0
18-119-4-2.01	0	0	0	0	0	0	0
18-119-4-2.03	0	0	0	0	0	0	0
Totals	6,233	6,295	6,358	7,039	7,109	7,180	7,252

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL MENTAL HEALTH REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	17,74	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-20	-20	-20	-20	-20	-21
18-110-7-16	Right-of-Way	5,310	4,78	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-6
18-110-7-18	Right-of-Way	270	0.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	300	0.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	12,350	11.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	11.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	18.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	3.93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,490	4.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	7.44	0	0	67	63	840	645	652	659	665	672	679	686	693	700	707	714
18-110-8-2	Demolish	1,630	1.47	0	0	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	7,140	6.43	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-8-4	Demolish	2,430	2.19	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-5	Demolish	2,960	2.65	0	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-6	Demolish	13,220	11.90	0	0	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14
18-110-8-8	Demolish	5,920	5.33	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-8-10	Demolish	6,920	6.23	0	0	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-110-8-10.01	Demolish	1,500	1.35	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-11	Demolish	9,370	8.43	0	0	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-110-8-12	Demolish	10,450	9.41	0	0	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
18-110-8-13	Demolish	5,470	4.92	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-8-14	Demolish	7,980	7.18	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-8-24	Demolish	320	0.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	5,490	4.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	6.38	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-114-2-3	Right-of-Way	36,770	33.09	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-37	-37	-37	-38	-38	-38
18-114-2-8	Right-of-Way	16,960	15.17	-15	-15	-15	-16	-16	-16	-16	-16	-16	-16	-17	-17	-17	-17	-17	-18
18-114-2-9	Right-of-Way	9,660	8.69	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-10	-10	-10	-10	-10	-10
18-114-2-10	Right-of-Way	1,920	1.73	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-114-2-11	Right-of-Way	10,430	9.39	-9	-9	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-11	-11	-11	-11
18-114-2-12	No Change	6,350	5.72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	7.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	9.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,280	7.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	1.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,360	7.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	7.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	7.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	7.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	4.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	14.28	-14	-14	-15	-15	-15	-15	-15	-15	-15	-15	-16	-16	-16	-16	-16	-17
18-114-3-13	Right-of-Way	12,290	11.06	-11	-11	-11	-11	-11	-12	-12	-12	-12	-12	-12	-12	-12	-12	-12	-13
18-114-3-14	Right-of-Way	18,020	16.22	-16	-16	-17	-17	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-19
18-114-3-15	Right-of-Way	10,300	9.27	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-10	-10	-10	-10	-10	-11
18-114-3-16	Right-of-Way	46,370	41.73	-42	-42	-43	-43	-43	-44	-44	-44	-45	-45	-46	-46	-47	-47	-48	-48
18-114-3-17	Right-of-Way	18,580	16.73	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-19
18-114-3-18	Right-of-Way	18,980	17.08	-17	-17	-17	-16	-16	-16	-16	-16	-16	-16	-16	-16	-16	-16	-16	-16
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	11.57	-12	-12	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13	-13	-13	-13
18-114-13-2	No Change	765,860	707.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	1.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	1.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	2.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	35.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF INCREMENTAL MENTAL HEALTH REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	13.54	-14	-14	-14	-14	-14	-14	-14	-15	-15	-15	-15	-15	-15	-15	-16	-16
18-114-17-2	Right-of-Way	46,460	41.81	-42	-42	-43	-43	-44	-44	-44	-45	-45	-46	-46	-47	-47	-48	-48	-49
18-114-17-3	Right-of-Way	20,930	18.84	-19	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22
18-114-17-4	No Change	4,570	4.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,260	3.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	1.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,880	3.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	6.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	5.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	5.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	30,480	27.44	0	0	469	474	479	483	488	493	498	503	508	513	518	523	529	534
18-118-8-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-1	Industrial	47,650	42.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	302,880	272.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	270,960	243.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	10,010	9.01	0	282	285	287	290	293	296	299	302	305	308	311	314	318	321	324
18-118-9-0	Industrial	9,670	8.70	0	0	0	0	0	0	284	287	290	293	296	299	302	305	308	311
18-118-9-0	Industrial	14,160	12.74	0	0	0	0	0	0	0	0	0	0	0	448	453	457	462	467
18-118-9-0	Industrial	8,630	7.77	0	0	0	0	0	0	0	0	0	0	269	274	277	280	282	285
18-118-9-0	Industrial	8,630	7.77	0	0	0	0	0	0	0	263	266	269	271	274	277	280	282	285
18-118-9-0	Industrial	8,980	8.08	0	0	0	0	267	270	273	275	278	281	284	287	289	292	295	298
18-118-9-7	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-8	No Change	1,860	1.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	13,890	12.50	0	0	0	0	0	0	0	0	36	37	37	37	38	38	39	39
18-118-10-2	Industrial	5,130	4.62	0	0	0	0	0	0	0	0	369	373	377	380	384	388	392	396
18-118-10-3	Industrial	21,730	19.56	0	0	182	183	183	185	187	189	191	193	195	197	199	201	203	205
18-118-10-4	Industrial	6,210	5.59	0	0	77	78	78	79	80	80	81	82	83	84	85	85	86	87
18-118-10-6	No Change	3,710	3.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	27,140	24.43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-01	No Change	402,500	362.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-03	No Change	42,780	38.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-04	No Change	75,360	67.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-05	No Change	316,180	284.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-06	No Change	295,970	266.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-07	No Change	38,590	34.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8-08	No Change	38,850	34.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-9	No Change	48,670	43.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	51,970	46.77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	5,700	5.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1	No Change	186,110	149.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1-01	No Change	77,128	69.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1-02	No Change	174,850	157.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	106,110	95.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2-01	No Change	300,990	270.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2-03	No Change	215,890	194.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4,574,000	4,116.60	-310	-31	996	1,265	1,545	1,816	2,121	2,142	2,589	3,920	3,960	4,448	4,492	4,537	4,582	4,628
		78,261																	

CHOUTEAU TRAFFIC
INCREMENTAL MENTAL

Parcel	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-21	-21	-21	-22	-22	-22
18-110-7-16	Right-of-Way	-6	-6	-6	-6	-6	-6
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	No Change	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0
18-110-8-1	Retail	721	728	735	743	750	757
18-110-8-2	Demolish	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	-8	-8	-8	-8	-8	-8
18-110-8-4	Demolish	-3	-3	-3	-3	-3	-3
18-110-8-5	Demolish	-3	-3	-3	-3	-3	-3
18-110-8-6	Demolish	-14	-14	-14	-14	-15	-15
18-110-8-8	Demolish	-7	-7	-7	-7	-7	-7
18-110-8-10	Demolish	-2	-2	-2	-2	-2	-2
18-110-8-11	Demolish	-10	-10	-10	-10	-10	-10
18-110-8-12	Demolish	-11	-11	-11	-11	-12	-12
18-110-8-13	Demolish	-5	-5	-5	-5	-5	-5
18-110-8-14	Demolish	-8	-8	-8	-8	-9	-9
18-110-8-24	Demolish	0	0	0	0	0	0
18-114-2-1	No Change	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-7	-8	-8	-8	-8	-8
18-114-2-3	Right-of-Way	-39	-39	-40	-40	-41	-41
18-114-2-6	Right-of-Way	-18	-18	-18	-19	-19	-19
18-114-2-8	Right-of-Way	-10	-10	-10	-11	-11	-11
18-114-2-10	Right-of-Way	-2	-2	-2	-2	-2	-2
18-114-2-11	Right-of-Way	-11	-11	-11	-11	-12	-12
18-114-2-12	No Change	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0
18-114-2-17	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	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-17	-17	-17	-17	-18	-18
18-114-3-13	Right-of-Way	-13	-13	-13	-13	-14	-14
18-114-3-14	Right-of-Way	-19	-19	-20	-20	-20	-20
18-114-3-15	Right-of-Way	-11	-11	-11	-11	-11	-12
18-114-3-16	Right-of-Way	-49	-49	-50	-51	-51	-52
18-114-3-17	Right-of-Way	-20	-20	-20	-21	-21	-21
18-114-3-18	Right-of-Way	-20	-20	-21	-21	-21	-21
18-114-3-19	Right-of-Way	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-14	-14	-14	-14	-14	-14
18-114-13-2	No Change	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0
18-114-14-1	Retail	1,133	1,145	1,156	1,168	1,179	1,191
18-114-14-4	No Change	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0

CHOUTEAU TRAFFIC INCREMENTAL MENTAL

Parcel	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-16	-16	-16	-17	-17	-17
18-114-17-2	Right-of-Way	-48	-50	-51	-51	-52	-52
18-114-17-3	Right-of-Way	-22	-23	-23	-23	-23	-23
18-114-17-4	No Change	0	0	0	0	0	0
18-114-17-5	No Change	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0
18-114-17-7	No Change	0	0	0	0	0	0
18-114-17-8	No Change	0	0	0	0	0	0
18-114-17-9	No Change	0	0	0	0	0	0
18-114-17-10	No Change	0	0	0	0	0	0
18-115-9-1	No Change	0	0	0	0	0	0
18-115-9-2	Apartment	539	545	556	561	567	572
18-116-6-10	No Change	0	0	0	0	0	0
18-116-9-1	Industrial	0	0	453	468	472	477
18-116-9-2	No Change	0	0	0	0	0	0
18-116-9-3	No Change	0	0	0	0	0	0
18-116-9-4	Industrial	327	330	334	337	340	347
18-116-9-5	Industrial	314	317	320	324	327	330
18-116-9-6	Industrial	471	476	481	486	490	495
18-116-9-7	Industrial	288	291	294	297	300	303
18-116-9-8	Industrial	288	291	294	297	300	303
18-116-9-9	Industrial	301	304	307	310	313	317
18-116-9-10	No Change	0	0	0	0	0	0
18-116-9-11	No Change	0	0	0	0	0	0
18-116-9-12	Industrial	39	40	40	41	41	42
18-116-9-13	Industrial	400	404	408	412	416	420
18-116-9-14	Industrial	207	209	211	213	215	217
18-116-9-15	Industrial	88	89	90	91	92	93
18-116-9-16	No Change	0	0	0	0	0	0
18-116-9-17	No Change	0	0	0	0	0	0
18-116-9-18	No Change	0	0	0	0	0	0
18-116-9-19	No Change	0	0	0	0	0	0
18-116-9-20	No Change	0	0	0	0	0	0
18-116-9-21	No Change	0	0	0	0	0	0
18-116-9-22	No Change	0	0	0	0	0	0
18-116-9-23	No Change	0	0	0	0	0	0
18-116-9-24	No Change	0	0	0	0	0	0
18-116-9-25	No Change	0	0	0	0	0	0
18-116-9-26	No Change	0	0	0	0	0	0
18-116-9-27	No Change	0	0	0	0	0	0
18-116-9-28	No Change	0	0	0	0	0	0
18-116-9-29	No Change	0	0	0	0	0	0
18-116-9-30	No Change	0	0	0	0	0	0
18-116-9-31	No Change	0	0	0	0	0	0
18-116-9-32	No Change	0	0	0	0	0	0
18-116-9-33	No Change	0	0	0	0	0	0
18-116-9-34	No Change	0	0	0	0	0	0
18-116-9-35	No Change	0	0	0	0	0	0
18-116-9-36	No Change	0	0	0	0	0	0
18-116-9-37	No Change	0	0	0	0	0	0
18-116-9-38	No Change	0	0	0	0	0	0
18-116-9-39	No Change	0	0	0	0	0	0
18-116-9-40	No Change	0	0	0	0	0	0
18-116-9-41	No Change	0	0	0	0	0	0
18-116-9-42	No Change	0	0	0	0	0	0
18-116-9-43	No Change	0	0	0	0	0	0
18-116-9-44	No Change	0	0	0	0	0	0
18-116-9-45	No Change	0	0	0	0	0	0
18-116-9-46	No Change	0	0	0	0	0	0
18-116-9-47	No Change	0	0	0	0	0	0
18-116-9-48	No Change	0	0	0	0	0	0
18-116-9-49	No Change	0	0	0	0	0	0
18-116-9-50	No Change	0	0	0	0	0	0
Totals		4,674	4,721	4,768	5,279	5,332	5,365
							5,439

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL HEALTH REAL ESTATE TAXES

Parcel	Redevelop	37 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	19,71	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22	-22	-22	-22	-23	-23
18-110-7-16	Right-of-Way	5,310	5,31	-5	-5	-5	-5	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-110-7-18	Right-of-Way	270	0,27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	300	0,30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	12,350	12,35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	12,43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	20,43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	4,37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,490	4,48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	8,27	0	0	697	704	711	718	725	732	740	747	754	762	770	777	785	793
18-110-8-2	Demolish	1,630	1,63	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	7,140	7,14	0	0	-7	-7	-7	-7	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
18-110-8-4	Demolish	2,430	2,43	0	0	-2	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-5	Demolish	2,960	2,96	0	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-6	Demolish	13,220	13,22	0	0	-13	-14	-14	-14	-14	-14	-14	-14	-15	-15	-15	-15	-15	-15
18-110-8-8	Demolish	5,920	5,92	0	0	-6	-6	-6	-6	-6	-6	-6	-6	-7	-7	-7	-7	-7	-7
18-110-8-10	Demolish	6,920	6,92	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-8	-8	-8	-8	-8	-8
18-110-8-10.01	Demolish	1,500	1,50	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-11	Demolish	9,370	9,37	0	0	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
18-110-8-12	Demolish	10,450	10,45	0	0	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11
18-110-8-13	Demolish	5,470	5,47	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-8-14	Demolish	7,980	7,98	0	0	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
18-110-8-24	Demolish	320	0,32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	5,490	5,49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	7,09	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-114-2-3	Right-of-Way	36,770	36,77	-37	-37	-33	-36	-38	-39	-39	-39	-40	-40	-41	-41	-41	-42	-42	-43
18-114-2-8	Right-of-Way	15,860	15,86	-17	-17	-17	-18	-18	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-20
18-114-2-9	Right-of-Way	9,860	9,86	-10	-10	-10	-10	-10	-10	-10	-10	-10	-11	-11	-11	-11	-11	-11	-11
18-114-2-10	Right-of-Way	1,920	1,92	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-114-2-11	Right-of-Way	10,430	10,43	-10	-11	-11	-11	-11	-11	-11	-11	-11	-11	-12	-12	-12	-12	-12	-12
18-114-2-12	No Change	6,350	6,35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	8,42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,860	10,86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,280	8,28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	1,71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,380	8,38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	7,90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	8,65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	8,40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	5,05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	15,87	-16	-15	-16	-16	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-18
18-114-3-13	Right-of-Way	12,290	12,29	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14
18-114-3-14	Right-of-Way	18,020	18,02	-18	-18	-18	-19	-19	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21
18-114-3-15	Right-of-Way	10,300	10,30	-10	-10	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-11	-12	-12	-12
18-114-3-16	Right-of-Way	46,370	46,37	-46	-47	-47	-48	-48	-49	-49	-50	-50	-51	-51	-51	-52	-52	-53	-54
18-114-3-17	Right-of-Way	18,590	18,59	-19	-19	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22
18-114-3-18	Right-of-Way	18,580	18,58	-19	-19	-19	-20	-20	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22	-22
18-114-3-19	Right-of-Way	0	0,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	12,86	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14	-14	-14	-15	-15	-15
18-114-13-2	No Change	785,860	785,86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0,24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	1,35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	1,12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	2,43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0,00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	39,10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL HEALTH REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	15.04	-15	-15	-15	-15	-16	-16	-15	-16	-15	-16	-17	-17	-17	-17	-17	-17
18-114-17-2	Right-of-Way	46,460	46.46	-46	-47	-47	-48	-48	-49	-49	-50	-50	-51	-51	-52	-52	-53	-53	-54
18-114-17-3	Right-of-Way	20,930	20.93	-21	-21	-21	-22	-22	-22	-22	-22	-23	-23	-23	-23	-24	-24	-24	-24
18-114-17-4	No Change	4,670	4.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,280	4.28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	1.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,880	3.88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	7.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	5.91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	6.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartments	30,490	30.49	0	0	521	526	532	537	542	548	553	559	564	570	576	582	587	593
18-116-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-1	Industrial	47,650	47.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	302,880	302.88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	270,960	270.96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	10,010	10.01	0	313	316	319	323	326	329	332	336	339	342	346	349	353	356	360
18-118-9-0	Industrial	9,670	9.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	14,160	14.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	8,630	8.63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	8,630	8.63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	8,980	8.98	0	0	0	0	297	300	303	306	309	312	315	318	322	325	328	331
18-118-9-7	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-8	No Change	1,660	1.66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	13,890	13.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-2	Industrial	5,130	5.13	0	0	0	0	0	0	0	0	40	41	41	42	42	42	43	43
18-118-10-3	Industrial	21,730	21.73	0	0	0	202	204	206	208	210	212	214	216	219	221	223	225	227
18-118-10-4	Industrial	6,210	6.21	0	0	0	86	87	88	89	89	90	91	92	93	94	95	96	97
18-118-10-6	No Change	3,710	3.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	27,140	27.14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.01	No Change	402,500	402.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.03	No Change	42,760	42.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.04	No Change	75,360	75.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.05	No Change	316,160	316.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.06	No Change	295,970	295.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.07	No Change	38,590	38.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.08	No Change	38,850	38.85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-9	No Change	48,670	48.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	51,970	51.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	5,700	5.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1	No Change	166,110	166.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	77,120	77.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	174,850	174.85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	106,110	106.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	300,990	300.99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	215,860	215.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4,574,000	4,574.00	-344	-34	1,106	1,406	1,716	2,020	2,356	2,360	2,854	4,356	4,369	4,942	4,981	5,041	5,091	5,142
				86,979															

CHOUTEAU TRAFFIC INCREMENTAL HEALTH

Parcel	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-23	-24	-24	-24	-24	-25
18-110-7-16	Right-of-Way	-6	-6	-6	-6	-7	-7
18-110-7-17	Right-of-Way	0	0	0	0	0	0
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	No Change	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0
18-110-8-1	Retail	801	809	817	825	833	850
18-110-8-2	Demolish	-2	-2	-2	-2	-2	-2
18-110-8-3	Demolish	-8	-8	-9	-9	-9	-9
18-110-8-4	Demolish	-3	-3	-3	-3	-3	-3
18-110-8-5	Demolish	-3	-4	-4	-4	-4	-4
18-110-8-6	Demolish	-16	-16	-16	-16	-16	-16
18-110-8-8	Demolish	-7	-7	-7	-7	-7	-7
18-110-8-10	Demolish	-8	-8	-8	-8	-9	-9
18-110-8-10.01	Demolish	-2	-2	-2	-2	-2	-2
18-110-8-11	Demolish	-11	-11	-11	-11	-12	-12
18-110-8-12	Demolish	-12	-12	-12	-13	-13	-13
18-110-8-13	Demolish	-6	-6	-7	-7	-7	-7
18-110-8-14	Demolish	-9	-9	-10	-10	-10	-10
18-110-8-24	Demolish	0	0	0	0	0	0
18-114-2-1	No Change	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-8	-8	-8	-8	-9	-9
18-114-2-3	Right-of-Way	-43	-44	-44	-44	-45	-46
18-114-2-8	Right-of-Way	-20	-20	-20	-20	-21	-21
18-114-2-9	Right-of-Way	-11	-11	-12	-12	-12	-12
18-114-2-10	Right-of-Way	-2	-2	-2	-2	-2	-2
18-114-2-11	Right-of-Way	-12	-12	-12	-13	-13	-13
18-114-2-12	No Change	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0
18-114-2-17	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	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-19	-19	-19	-19	-20	-20
18-114-3-13	Right-of-Way	-14	-15	-15	-15	-15	-15
18-114-3-14	Right-of-Way	-21	-21	-22	-22	-22	-22
18-114-3-15	Right-of-Way	-12	-12	-12	-13	-13	-13
18-114-3-16	Right-of-Way	-54	-55	-55	-56	-57	-58
18-114-3-17	Right-of-Way	-22	-22	-22	-22	-23	-23
18-114-3-18	Right-of-Way	-22	-22	-23	-23	-23	-24
18-114-3-19	Right-of-Way	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-15	-15	-16	-16	-16	-16
18-114-13-2	No Change	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0
18-114-14-1	Retail	1,259	1,272	1,284	1,297	1,310	1,323
18-114-14-4	No Change	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0

CHOUTEAU TRAFFIC INCREMENTAL HEALTH

Parcel	Redevelop	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-18	-18	-18	-18	-18	-19	-19
18-114-17-2	Right-of-Way	-54	-55	-56	-56	-57	-57	-58
18-114-17-3	Right-of-Way	-25	-25	-25	-25	-25	-26	-26
18-114-17-4	No Change	0	0	0	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	Apartment	599	605	611	617	624	630	636
18-118-6-10	No Change	0	0	0	0	0	0	0
18-118-9-1	Industrial	0	0	0	0	0	0	0
18-118-9-2	No Change	0	0	0	515	520	525	530
18-118-9-3	No Change	0	0	0	0	0	0	0
18-118-90	Industrial	363	367	371	375	378	382	386
18-118-90	Industrial	349	352	356	359	363	367	370
18-118-90	Industrial	524	526	534	540	545	550	556
18-118-90	Industrial	320	323	327	330	333	336	340
18-118-90	Industrial	320	323	327	330	333	336	340
18-118-90	Industrial	335	338	341	345	348	352	355
18-118-97	No Change	0	0	0	0	0	0	0
18-118-98	No Change	0	0	0	0	0	0	0
18-118-10-1	Industrial	44	44	45	45	46	46	46
18-118-10-2	Industrial	444	449	453	458	462	467	472
18-118-10-3	Industrial	230	232	234	237	239	241	244
18-118-10-4	Industrial	98	99	100	101	102	103	104
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	0	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	0	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	0	0	0	0
18-118-10-8.07	No Change	0	0	0	0	0	0	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
18-118-10-13	No Change	0	0	0	0	0	0	0
18-119-4-1	No Change	0	0	0	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0	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
Totals		5,194	5,246	5,299	5,866	5,924	5,984	6,042

CHOUTEAU TRAFFICWAY TIF INCREMENTAL LIBRARY REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	65.04	-65	-68	-66	-67	-68	-68	-69	-70	-70	-71	-72	-73	-73	-74	-75	-76
18-110-7-16	Right-of-Way	5,310	17.52	-18	-18	-18	-18	-18	-18	-19	-19	-19	-19	-19	-20	-20	-20	-20	-20
18-110-7-18	Right-of-Way	270	0.89	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-7-19	Right-of-Way	300	0.99	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-7-20	No Change	12,350	40.78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	41.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	67.42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	14.42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	14.78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	27.29	0	0	2,298	2,322	2,345	2,369	2,392	2,415	2,440	2,465	2,489	2,514	2,539	2,565	2,591	2,616
18-110-8-2	Demolish	1,630	5.38	0	0	-5	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-110-8-3	Demolish	7,140	23.56	0	0	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26	-27	-27	-27	-27
18-110-8-4	Demolish	2,430	8.02	0	0	-8	-8	-8	-8	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9
18-110-8-5	Demolish	2,960	9.77	0	0	-10	-10	-10	-10	-10	-10	-11	-11	-11	-11	-11	-11	-11	-11
18-110-8-6	Demolish	13,220	43.63	0	0	-45	-45	-45	-45	-46	-47	-47	-48	-48	-49	-49	-50	-50	-51
18-110-8-8	Demolish	5,920	19.54	0	0	-20	-20	-20	-21	-21	-21	-21	-21	-22	-22	-22	-22	-22	-23
18-110-8-10	Demolish	6,920	22.84	0	0	-23	-24	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-27
18-110-8-10.01	Demolish	1,500	4.95	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-6
18-110-8-11	Demolish	9,370	30.92	0	0	-32	-32	-32	-32	-33	-33	-33	-34	-34	-34	-35	-35	-36	-36
18-110-8-12	Demolish	10,450	34.49	0	0	-35	-36	-36	-36	-37	-37	-37	-38	-38	-38	-39	-39	-40	-40
18-110-8-13	Demolish	5,470	18.05	0	0	-18	-19	-19	-19	-19	-19	-20	-20	-20	-20	-21	-21	-21	-21
18-110-8-14	Demolish	7,960	26.33	0	0	-27	-27	-27	-28	-28	-28	-29	-29	-29	-29	-30	-30	-30	-31
18-110-8-24	Demolish	3,320	1.06	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-114-2-1	No Change	5,490	18.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	23.40	-23	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26	-27	-27	-27
18-114-2-3	Right-of-Way	36,770	121.34	-121	-123	-124	-125	-125	-128	-129	-130	-131	-133	-134	-135	-137	-138	-139	-141
18-114-2-8	Right-of-Way	16,650	55.64	-56	-56	-57	-57	-58	-58	-59	-60	-60	-61	-61	-62	-63	-63	-64	-65
18-114-2-9	Right-of-Way	9,660	31.88	-32	-32	-33	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-36	-37	-37
18-114-2-10	Right-of-Way	1,920	6.34	-6	-6	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-114-2-11	Right-of-Way	10,430	34.42	-34	-35	-35	-35	-36	-36	-37	-37	-37	-38	-38	-38	-39	-39	-40	-40
18-114-2-12	No Change	6,350	20.96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	27.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	35.18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	5,260	17.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	5.64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,380	27.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	26.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,850	28.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	27.72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	16.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	52.37	-52	-53	-53	-54	-54	-55	-56	-56	-57	-57	-58	-58	-59	-60	-61	-61
18-114-3-13	Right-of-Way	12,290	40.56	-41	-41	-41	-42	-42	-43	-43	-43	-44	-44	-45	-45	-46	-46	-47	-47
18-114-3-14	Right-of-Way	18,020	58.47	-59	-60	-61	-61	-62	-62	-63	-64	-64	-65	-66	-66	-67	-68	-68	-69
18-114-3-15	Right-of-Way	10,300	33.99	-34	-34	-35	-35	-35	-36	-36	-36	-37	-37	-38	-38	-38	-39	-39	-39
18-114-3-16	Right-of-Way	46,370	153.02	-153	-155	-156	-156	-159	-161	-162	-164	-166	-167	-169	-171	-171	-174	-176	-178
18-114-3-17	Right-of-Way	18,590	51.35	-61	-62	-63	-63	-64	-64	-65	-66	-66	-67	-68	-68	-69	-70	-71	-71
18-114-3-18	Right-of-Way	18,980	62.63	-63	-63	-64	-65	-65	-66	-66	-67	-68	-69	-69	-70	-71	-71	-72	-73
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	42.44	-42	-43	-43	-44	-44	-45	-45	-45	-46	-46	-47	-47	-48	-48	-49	-49
18-114-13-2	No Change	785,860	2,593.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	4.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	3.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	8.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	129.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL LIBRARY REAL ESTATE TAXES

Parcel	Redevelop	87 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	13,040	49.63	-50	-50	-51	-51	-52	-52	-53	-53	-54	-54	-55	-55	-56	-56	-57	-58
18-114-17-2	Right-of-Way	48,460	153.32	-153	-153	-155	-155	-160	-161	-163	-164	-166	-166	-169	-171	-173	-174	-178	-178
18-114-17-3	Right-of-Way	20,930	69.07	-69	-70	-70	-71	-72	-73	-73	-74	-75	-75	-76	-77	-78	-79	-79	-80
18-114-17-4	No Change	4,670	15.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,260	14.06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	4.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,880	12.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	25.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	19.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	20.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-8-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-8-2	Apartments	30,490	100.62	0	0	1,720	1,737	1,755	1,772	1,790	1,808	1,828	1,844	1,863	1,881	1,900	1,919	1,938	1,958
18-118-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-1	Industrial	47,850	157.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	302,880	999.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	270,960	894.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-90	Industrial	10,010	33.03	0	1,033	1,044	1,054	1,065	1,075	1,086	1,097	1,108	1,119	1,130	1,141	1,153	1,164	1,175	1,188
18-118-90	Industrial	9,670	31.91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-90	Industrial	14,160	46.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-90	Industrial	8,630	28.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-90	Industrial	8,630	28.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-90	Industrial	8,890	29.53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-97	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-8	No Change	1,560	5.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	13,890	45.84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-2	Industrial	5,130	16.93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-3	Industrial	21,730	71.71	0	0	0	866	873	879	885	893	900	907	914	921	928	936	943	952
18-118-10-4	Industrial	8,210	20.49	0	0	0	284	286	289	292	295	298	301	304	307	310	313	316	319
18-118-10-6	No Change	3,710	12.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	27,140	89.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.01	No Change	402,500	1,328.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.03	No Change	42,780	141.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.04	No Change	75,360	248.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.05	No Change	316,160	1,043.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.06	No Change	295,970	976.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.07	No Change	38,590	127.35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.08	No Change	38,850	128.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	48,670	160.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	51,970	171.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	5,700	18.81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1	No Change	166,110	548.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	77,120	254.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	174,850	577.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	106,110	350.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	300,990	993.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	215,860	712.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4,574,000	15,094.20	-1,135	-113	3,651	4,537	5,664	6,667	7,776	7,854	9,419	14,374	14,518	16,308	16,471	16,638	16,802	16,970
				287,030															

CHOUTEAU TRAFFIC INCREMENTAL LIBRARY

Parcel	Redevelop	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-78	-77	-78	-79	-79	-80	-81
18-110-7-16	Right-of-Way	-21	-21	-21	-21	-21	-22	-22
18-110-7-18	Right-of-Way	-1	-1	-1	-1	-1	-1	-1
18-110-7-19	Right-of-Way	-1	-1	-1	-1	-1	-1	-1
18-110-7-20	No Change	0	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0	0
18-110-8-1	Retail	2,643	2,689	2,696	2,723	2,750	2,777	2,805
18-110-8-2	Demolish	-6	-6	-6	-6	-7	-7	-7
18-110-8-3	Demolish	-28	-28	-28	-28	-29	-29	-29
18-110-8-4	Demolish	-9	-9	-10	-10	-10	-10	-10
18-110-8-5	Demolish	-11	-12	-12	-12	-12	-12	-12
18-110-8-6	Demolish	-51	-52	-52	-53	-53	-54	-54
18-110-8-8	Demolish	-23	-23	-23	-24	-24	-24	-24
18-110-8-10	Demolish	-27	-27	-27	-28	-28	-28	-28
18-110-8-10.01	Demolish	-6	-6	-6	-6	-6	-6	-6
18-110-8-11	Demolish	-36	-37	-37	-37	-38	-38	-38
18-110-8-12	Demolish	-40	-41	-41	-42	-42	-42	-42
18-110-8-13	Demolish	-21	-21	-22	-22	-22	-22	-22
18-110-8-14	Demolish	-31	-31	-31	-32	-32	-32	-32
18-110-8-24	Demolish	-1	-1	-1	-1	-1	-1	-1
18-114-2-1	No Change	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-27	-28	-28	-28	-29	-29	-29
18-114-2-3	Right-of-Way	-142	-144	-145	-147	-148	-150	-151
18-114-2-8	Right-of-Way	-65	-66	-67	-67	-68	-69	-69
18-114-2-9	Right-of-Way	-37	-38	-38	-39	-39	-39	-40
18-114-2-10	Right-of-Way	-7	-8	-8	-8	-8	-8	-8
18-114-2-11	Right-of-Way	-40	-41	-41	-42	-42	-42	-43
18-114-2-12	No Change	0	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0
18-114-2-18	No Change	0	0	0	0	0	0	0
18-114-2-19	No Change	0	0	0	0	0	0	0
18-114-2-20	No Change	0	0	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-61	-62	-63	-63	-64	-65	-65
18-114-3-13	Right-of-Way	-48	-48	-49	-49	-49	-50	-50
18-114-3-14	Right-of-Way	-70	-70	-71	-72	-73	-73	-74
18-114-3-15	Right-of-Way	-40	-40	-41	-41	-41	-42	-42
18-114-3-16	Right-of-Way	-179	-181	-183	-185	-187	-189	-190
18-114-3-17	Right-of-Way	-72	-73	-73	-74	-75	-76	-76
18-114-3-18	Right-of-Way	-73	-74	-75	-76	-76	-77	-78
18-114-3-19	Right-of-Way	0	0	0	-0	0	0	0
18-114-3-20	Right-of-Way	-50	-50	-51	-51	-52	-52	-53
18-114-13-2	No Change	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0
18-114-14-1	Retail	4,155	4,197	4,239	4,281	4,324	4,367	4,411
18-114-14-4	No Change	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC INCREMENTAL LIBRARY

Parcel	17	18	19	20	21	22	23
18-114-17-1	Redevelop	-58	-59	-60	-61	-61	-62
18-114-17-2	Right-of-Way	-180	-182	-185	-187	-189	-191
18-114-17-3	Right-of-Way	-81	-82	-83	-84	-85	-86
18-114-17-4	No Change	0	0	0	0	0	0
18-114-17-5	No Change	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0
18-114-17-7	No Change	0	0	0	0	0	0
18-114-17-8	No Change	0	0	0	0	0	0
18-114-17-9	No Change	0	0	0	0	0	0
18-114-17-10	No Change	0	0	0	0	0	0
18-115-9-1	No Change	0	0	0	0	0	0
18-115-9-2	Apartment	1,977	2,017	2,037	2,058	2,078	2,099
18-115-9-10	No Change	0	0	0	0	0	0
18-118-9-1	Industrial	0	0	1,858	1,715	1,732	1,750
18-118-9-2	No Change	0	0	0	0	0	0
18-118-9-3	No Change	0	0	0	0	0	0
18-118-9-4	Industrial	1,200	1,212	1,224	1,236	1,248	1,273
18-118-9-5	Industrial	1,151	1,163	1,174	1,186	1,198	1,210
18-118-9-6	Industrial	1,728	1,746	1,763	1,781	1,798	1,835
18-118-9-7	Industrial	1,056	1,067	1,077	1,088	1,099	1,121
18-118-9-8	Industrial	1,066	1,067	1,077	1,088	1,099	1,121
18-118-9-9	Industrial	1,104	1,115	1,127	1,138	1,149	1,172
18-118-9-10	No Change	0	0	0	0	0	0
18-118-9-11	No Change	0	0	0	0	0	0
18-118-10-1	Industrial	144	145	147	149	150	153
18-118-10-2	Industrial	1,466	1,481	1,496	1,510	1,525	1,556
18-118-10-3	Industrial	758	766	773	781	789	805
18-118-10-4	Industrial	323	326	329	332	336	343
18-118-10-5	No Change	0	0	0	0	0	0
18-118-10-6	No Change	0	0	0	0	0	0
18-118-10-7	No Change	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0	0
18-118-10-10	No Change	0	0	0	0	0	0
18-118-10-11	No Change	0	0	0	0	0	0
18-118-10-12	No Change	0	0	0	0	0	0
18-118-10-13	No Change	0	0	0	0	0	0
18-119-4-1	No Change	0	0	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0
18-119-4-2	No Change	0	0	0	0	0	0
18-119-4-2.01	No Change	0	0	0	0	0	0
18-119-4-2.03	No Change	0	0	0	0	0	0
Totals		17,140	17,311	17,484	19,357	19,551	19,746
							19,944

CHOUTEAU TRAFFICWAY TIF INCREMENTAL COMMUNITY COLLEGE REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	43.36	-43	-44	-44	-45	-45	-46	-46	-46	-47	-47	-48	-48	-49	-49	-50	-50
18-110-7-16	Right-of-Way	5,310	11.68	-12	-12	-12	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-13	-13	-14
18-110-7-18	Right-of-Way	270	0.59	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-7-19	Right-of-Way	300	0.66	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-7-20	No Change	12,350	27.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	27.35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	44.95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	9.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	9.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retain	8,270	18.19	0	0	1,533	1,548	1,563	1,579	1,595	1,611	1,627	1,643	1,660	1,676	1,693	1,710	1,727	1,744
18-110-8-2	Demolish	1,630	3.59	0	0	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4
18-110-8-3	Demolish	7,140	15.71	0	0	-16	-16	-16	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18
18-110-8-4	Demolish	2,430	5.35	0	0	-5	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-110-8-5	Demolish	2,960	6.51	0	0	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7	-7
18-110-8-6	Demolish	13,220	29.08	0	0	-30	-30	-30	-31	-31	-31	-31	-32	-32	-32	-33	-33	-33	-34
18-110-8-6	Demolish	5,920	13.02	0	0	-16	-16	-16	-16	-16	-16	-16	-17	-17	-17	-17	-17	-17	-18
18-110-8-10	Demolish	3,300	7.30	0	0	-3	-3	-3	-3	-3	-3	-3	-4	-4	-4	-4	-4	-4	-4
18-110-8-10.01	Demolish	1,500	3.30	0	0	-21	-21	-21	-22	-22	-22	-22	-23	-23	-23	-23	-23	-23	-24
18-110-8-11	Demolish	9,370	20.61	0	0	-23	-24	-24	-24	-24	-25	-25	-25	-25	-25	-26	-26	-26	-27
18-110-8-12	Demolish	10,450	22.99	0	0	-12	-12	-12	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14
18-110-8-13	Demolish	5,470	12.03	0	0	-18	-18	-18	-18	-18	-19	-19	-19	-19	-20	-20	-20	-20	-20
18-110-8-14	Demolish	7,980	17.56	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-24	Demolish	320	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	No Change	5,490	12.06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	Right-of-Way	7,090	15.60	-16	-16	-16	-16	-16	-16	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18
18-114-2-2	Right-of-Way	36,770	80.89	-81	-82	-83	-83	-84	-85	-86	-87	-88	-89	-90	-90	-91	-92	-93	-94
18-114-2-3	Right-of-Way	19,860	37.09	-37	-37	-38	-38	-39	-39	-39	-40	-40	-41	-41	-41	-42	-42	-43	-43
18-114-2-8	Right-of-Way	9,660	21.25	-21	-21	-22	-22	-22	-22	-23	-23	-23	-23	-23	-24	-24	-24	-24	-25
18-114-2-10	Right-of-Way	1,920	4.22	-4	-4	-4	-4	-4	-4	-4	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-2-11	Right-of-Way	10,430	22.95	-23	-23	-23	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26	-27
18-114-2-11	No Change	5,350	13.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-12	No Change	8,420	18.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	10,660	23.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	8,260	18.22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	3.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,390	18.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	17.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	19.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	18.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	11.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	34.91	-35	-35	-36	-36	-36	-37	-37	-37	-38	-38	-39	-39	-39	-40	-40	-41
18-114-3-13	Right-of-Way	12,290	27.04	-27	-27	-28	-28	-28	-28	-29	-29	-29	-30	-30	-30	-30	-31	-31	-31
18-114-3-14	Right-of-Way	18,020	39.64	-40	-40	-40	-41	-41	-42	-42	-43	-43	-44	-44	-44	-45	-45	-46	-46
18-114-3-15	Right-of-Way	10,300	22.68	-23	-23	-23	-23	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26
18-114-3-16	Right-of-Way	46,370	102.01	-102	-103	-104	-105	-106	-107	-108	-109	-110	-112	-113	-114	-115	-116	-117	-118
18-114-3-17	Right-of-Way	18,590	40.90	-41	-41	-42	-42	-43	-43	-44	-44	-45	-46	-46	-46	-47	-47	-47	-47
18-114-3-18	Right-of-Way	18,980	41.76	-42	-42	-43	-43	-44	-44	-44	-45	-45	-46	-46	-47	-47	-48	-48	-48
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,850	28.29	-28	-29	-29	-29	-29	-30	-30	-30	-31	-31	-31	-32	-32	-32	-33	-33
18-114-13-2	No Change	785,890	1,728.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retain	1,350	2.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	2.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	5.35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	86.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF INCREMENTAL COMMUNITY COLLEGE REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	33.03	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-37	-37	-37	-38	-38	-38
18-114-17-2	Right-of-Way	48,460	102.21	-102	-103	-104	-105	-105	-107	-109	-110	-111	-112	-113	-114	-115	-116	-117	-119
18-114-17-3	Right-of-Way	20,930	46.05	-46	-47	-47	-47	-48	-48	-49	-49	-50	-50	-51	-51	-52	-52	-53	-53
18-114-17-4	No Change	4,670	10.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,260	9.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	2.88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,880	8.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	16.68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	13.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	13.66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	30,490	67.08	0	0	1,147	1,158	1,170	1,182	1,193	1,205	1,217	1,230	1,242	1,254	1,267	1,279	1,292	1,305
18-118-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-1	Industrial	47,650	104.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	302,880	666.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	270,960	596.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-0	Industrial	10,010	22.02	0	869	696	703	710	717	724	731	738	746	753	761	768	775	784	792
18-118-9-0	Industrial	9,670	21.27	0	0	0	0	0	0	695	702	709	716	723	730	738	745	752	760
18-118-9-0	Industrial	14,160	31.15	0	0	0	0	0	0	0	0	0	0	0	1,096	1,107	1,118	1,129	1,141
18-118-9-0	Industrial	8,630	18.99	0	0	0	0	0	0	0	0	0	657	663	670	677	683	690	697
18-118-9-0	Industrial	8,630	18.99	0	0	0	0	0	0	0	0	0	657	663	670	677	683	690	697
18-118-9-0	Industrial	8,980	19.76	0	0	0	0	653	660	667	673	680	687	694	701	708	715	722	729
18-118-9-7	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-8	No Change	1,860	3.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	13,890	30.56	0	0	0	0	0	0	0	0	85	90	91	92	92	93	94	95
18-118-10-2	Industrial	5,130	11.29	0	0	0	0	0	0	0	0	903	912	921	930	939	949	958	968
18-118-10-3	Industrial	21,730	47.81	0	0	0	444	448	453	457	462	467	471	476	481	486	490	495	500
18-118-10-4	Industrial	6,210	13.66	0	0	0	189	191	193	195	197	199	201	203	205	207	209	211	213
18-118-10-6	No Change	3,710	8.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	27,140	59.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.01	No Change	402,500	885.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.03	No Change	42,780	94.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.04	No Change	75,360	165.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.05	No Change	315,160	695.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.06	No Change	295,870	651.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.07	No Change	38,590	84.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.08	No Change	38,850	85.47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-9	No Change	48,670	107.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	51,970	114.33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	5,700	12.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1	No Change	166,110	365.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	77,120	169.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	174,850	384.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	106,110	233.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	300,990	662.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	215,680	474.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4,574,000	10,062.80	-757	-76	2,434	3,091	3,776	4,445	5,184	5,235	6,280	9,583	9,678	10,872	10,981	11,090	11,201	11,313
				191,354															

CHOUTEAU TRAFFIC INCREMENTAL COMMUN

Parcel	17	18	19	20	21	22	23
18-110-7-15	-51	-51	-52	-52	-53	-53	-54
18-110-7-16	-14	-14	-14	-14	-14	-14	-15
18-110-7-18	-1	-1	-1	-1	-1	-1	-1
18-110-7-19	-1	-1	-1	-1	-1	-1	-1
18-110-7-20	0	0	0	0	0	0	0
18-110-7-20.01	0	0	0	0	0	0	0
18-110-7-21	0	0	0	0	0	0	0
18-110-7-22	0	0	0	0	0	0	0
18-110-7-23	0	0	0	0	0	0	0
18-110-8-1	1,762	1,779	1,797	1,815	1,833	1,852	1,870
18-110-8-2	-4	-4	-4	-4	-4	-4	-4
18-110-8-3	-18	-19	-19	-19	-19	-19	-20
18-110-8-4	-6	-6	-6	-6	-6	-6	-7
18-110-8-5	-8	-8	-8	-8	-8	-8	-8
18-110-8-6	-34	-34	-35	-35	-35	-35	-36
18-110-8-8	-15	-15	-16	-16	-16	-16	-16
18-110-8-10	-18	-18	-18	-18	-19	-19	-19
18-110-8-10.01	-4	-4	-4	-4	-4	-4	-4
18-110-8-11	-24	-24	-25	-25	-25	-25	-26
18-110-8-12	-27	-27	-27	-28	-28	-28	-28
18-110-8-13	-14	-14	-14	-15	-15	-15	-15
18-110-8-14	-21	-21	-21	-21	-21	-22	-22
18-110-8-24	-1	-1	-1	-1	-1	-1	-1
18-114-2-1	0	0	0	0	0	0	0
18-114-2-2	-18	-18	-19	-19	-19	-19	-19
18-114-2-3	-85	-86	-87	-88	-89	-90	-91
18-114-2-8	-43	-44	-44	-45	-45	-46	-46
18-114-2-9	-25	-25	-25	-26	-26	-26	-26
18-114-2-10	-5	-5	-5	-5	-5	-5	-5
18-114-2-11	-27	-27	-27	-28	-28	-28	-29
18-114-2-12	0	0	0	0	0	0	0
18-114-2-13	0	0	0	0	0	0	0
18-114-2-14	0	0	0	0	0	0	0
18-114-2-16	0	0	0	0	0	0	0
18-114-2-17	0	0	0	0	0	0	0
18-114-2-18	0	0	0	0	0	0	0
18-114-2-19	0	0	0	0	0	0	0
18-114-2-20	0	0	0	0	0	0	0
18-114-2-21	0	0	0	0	0	0	0
18-114-2-22	0	0	0	0	0	0	0
18-114-3-12	-41	-41	-42	-42	-43	-43	-43
18-114-3-13	-32	-32	-32	-33	-33	-33	-34
18-114-3-14	-46	-47	-47	-48	-48	-49	-49
18-114-3-15	-27	-27	-27	-27	-27	-28	-28
18-114-3-16	-120	-121	-122	-123	-124	-126	-127
18-114-3-17	-48	-48	-49	-49	-50	-50	-51
18-114-3-18	-49	-49	-50	-50	-51	-51	-52
18-114-3-19	0	0	0	0	0	0	0
18-114-3-20	-33	-34	-34	-34	-35	-35	-35
18-114-13-2	0	0	0	0	0	0	0
18-114-13-2.01	0	0	0	0	0	0	0
18-114-14-1	2,770	2,798	2,826	2,854	2,883	2,911	2,941
18-114-14-4	0	0	0	0	0	0	0
18-114-14-4.01	0	0	0	0	0	0	0
18-114-15-1	0	0	0	0	0	0	0
18-114-15-2	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL COMMUN

Parcel	17	18	19	20	21	22	23
18-114-17-1	-39	-39	-40	-40	-40	-41	-41
18-114-17-2	-120	-121	-122	-123	-125	-126	-127
18-114-17-3	-54	-55	-55	-56	-56	-57	-57
18-114-17-4	0	0	0	0	0	0	0
18-114-17-5	0	0	0	0	0	0	0
18-114-17-6	0	0	0	0	0	0	0
18-114-17-7	0	0	0	0	0	0	0
18-114-17-8	0	0	0	0	0	0	0
18-114-17-9	0	0	0	0	0	0	0
18-114-17-10	0	0	0	0	0	0	0
18-115-9-1	0	0	0	0	0	0	0
18-115-9-2	1,318	1,331	1,345	1,358	1,372	1,385	1,399
18-118-6-10	0	0	0	0	0	0	0
18-118-9-1	0	0	0	1,132	1,143	1,155	1,166
18-118-9-2	0	0	0	0	0	0	0
18-118-9-3	0	0	0	0	0	0	0
18-118-9-4	800	808	816	824	832	840	849
18-118-9-5	768	775	783	791	799	807	815
18-118-9-6	1,152	1,164	1,175	1,187	1,199	1,211	1,223
18-118-9-7	704	711	718	726	733	740	747
18-118-9-8	704	711	718	726	733	740	747
18-118-9-9	736	744	751	759	766	774	782
18-118-9-10	0	0	0	0	0	0	0
18-118-9-11	0	0	0	0	0	0	0
18-118-10-1	96	97	98	99	100	101	102
18-118-10-2	977	987	997	1,007	1,017	1,027	1,037
18-118-10-3	505	510	515	521	526	531	536
18-118-10-4	215	217	219	222	224	226	228
18-118-10-5	0	0	0	0	0	0	0
18-118-10-6	0	0	0	0	0	0	0
18-118-10-7	0	0	0	0	0	0	0
18-118-10-8	0	0	0	0	0	0	0
18-118-10-9	0	0	0	0	0	0	0
18-118-10-10	0	0	0	0	0	0	0
18-118-10-11	0	0	0	0	0	0	0
18-118-10-12	0	0	0	0	0	0	0
18-118-10-13	0	0	0	0	0	0	0
18-119-4-1	0	0	0	0	0	0	0
18-119-4-1.01	0	0	0	0	0	0	0
18-119-4-1.02	0	0	0	0	0	0	0
18-119-4-2	0	0	0	0	0	0	0
18-119-4-2.01	0	0	0	0	0	0	0
18-119-4-2.03	0	0	0	0	0	0	0
Totals	11,426	11,541	11,656	12,905	13,034	13,154	13,296

CHOUTEAU TRAFFICWAY TIF INCREMENTAL SCHOOL REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	615.99	-816	-824	-832	-941	-849	-858	-955	-875	-884	-892	-901	-910	-919	-929	-938	-947
18-110-7-16	Right-of-Way	5,310	219.83	-220	-222	-224	-226	-229	-231	-233	-236	-238	-240	-243	-245	-248	-250	-253	-256
18-110-7-18	Right-of-Way	270	11.18	-11	-11	-11	-12	-12	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13
18-110-7-19	Right-of-Way	300	12.42	-12	-13	-13	-13	-13	-13	-13	-13	-13	-14	-14	-14	-14	-14	-14	-14
18-110-7-20	No Change	12,350	511.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	514.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	845.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	180.92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	185.47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	342.38	0	0	28,842	29,130	29,421	29,716	30,013	30,313	30,616	30,922	31,231	31,544	31,859	32,178	32,499	32,824
18-110-8-2	Demolish	1,630	67.48	0	0	-69	-70	-70	-71	-72	-72	-73	-74	-75	-75	-76	-77	-78	-78
18-110-8-3	Demolish	7,140	296.60	0	0	-302	-305	-308	-311	-314	-317	-320	-323	-327	-330	-333	-336	-340	-343
18-110-8-4	Demolish	2,430	100.60	0	0	-103	-104	-105	-106	-107	-108	-109	-110	-111	-112	-113	-114	-116	-117
18-110-8-5	Demolish	2,960	122.54	0	0	-125	-126	-128	-129	-130	-131	-133	-134	-135	-137	-138	-139	-141	-142
18-110-8-6	Demolish	13,220	547.31	0	0	-558	-564	-570	-575	-581	-587	-593	-599	-605	-611	-617	-623	-629	-635
18-110-8-8	Demolish	5,920	245.09	0	0	-250	-253	-255	-258	-260	-263	-265	-268	-271	-273	-276	-279	-282	-285
18-110-8-10	Demolish	8,920	286.49	0	0	-292	-295	-298	-301	-304	-307	-310	-313	-316	-320	-323	-326	-329	-333
18-110-8-10.01	Demolish	1,500	62.10	0	0	-63	-64	-65	-65	-66	-67	-67	-68	-69	-69	-70	-71	-71	-72
18-110-8-11	Demolish	9,370	387.92	0	0	-396	-400	-404	-408	-412	-415	-420	-424	-429	-433	-437	-441	-446	-450
18-110-8-12	Demolish	10,450	432.63	0	0	-441	-446	-450	-455	-459	-464	-468	-473	-478	-483	-487	-492	-497	-502
18-110-8-13	Demolish	5,470	226.46	0	0	-231	-233	-236	-238	-240	-243	-245	-248	-250	-253	-255	-258	-260	-263
18-110-8-14	Demolish	7,980	330.37	0	0	-337	-340	-344	-347	-351	-354	-358	-361	-365	-369	-372	-376	-380	-384
18-110-8-24	Demolish	320	13.25	0	0	-14	-14	-14	-14	-14	-14	-14	-14	-15	-15	-15	-15	-15	-15
18-114-2-1	No Change	5,490	227.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	293.53	-294	-296	-299	-302	-305	-308	-312	-315	-318	-321	-324	-327	-331	-334	-337	-341
18-114-2-3	Right-of-Way	38,770	1,522.28	-1,522	-1,538	-1,553	-1,568	-1,584	-1,600	-1,616	-1,632	-1,648	-1,665	-1,682	-1,698	-1,715	-1,732	-1,750	-1,767
18-114-2-6	Right-of-Way	18,860	698.90	-698	-705	-712	-719	-726	-734	-741	-748	-756	-763	-771	-779	-787	-794	-802	-810
18-114-2-9	Right-of-Way	9,660	399.92	-400	-404	-408	-412	-416	-420	-425	-429	-433	-437	-442	-446	-451	-455	-460	-464
18-114-2-10	Right-of-Way	1,920	79.49	-79	-80	-81	-82	-83	-84	-84	-85	-86	-87	-88	-89	-90	-90	-91	-92
18-114-2-11	Right-of-Way	10,430	431.80	-432	-436	-440	-445	-449	-454	-458	-463	-468	-472	-477	-482	-487	-491	-496	-501
18-114-2-12	No Change	6,350	262.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	346.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	441.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,280	342.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	70.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,380	346.93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	327.06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	358.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	347.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	209.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	657.02	-657	-664	-670	-677	-684	-691	-697	-704	-711	-719	-726	-733	-740	-748	-755	-763
18-114-3-13	Right-of-Way	12,290	508.81	-509	-514	-519	-524	-529	-535	-540	-546	-551	-556	-562	-568	-573	-579	-585	-591
18-114-3-14	Right-of-Way	18,020	746.03	-745	-753	-759	-769	-776	-784	-792	-800	-808	-816	-824	-832	-841	-849	-858	-866
18-114-3-15	Right-of-Way	10,300	426.42	-425	-431	-435	-439	-444	-448	-453	-457	-462	-466	-471	-476	-481	-485	-490	-495
18-114-3-16	Right-of-Way	46,370	1,919.72	-1,920	-1,939	-1,958	-1,978	-1,998	-2,018	-2,038	-2,058	-2,078	-2,100	-2,121	-2,142	-2,163	-2,185	-2,207	-2,229
18-114-3-17	Right-of-Way	18,590	769.63	-770	-777	-785	-793	-801	-809	-817	-825	-833	-842	-850	-859	-867	-876	-885	-894
18-114-3-18	Right-of-Way	18,980	785.77	-786	-794	-802	-810	-818	-826	-834	-842	-851	-859	-868	-877	-885	-894	-903	-912
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	532.40	-532	-538	-543	-549	-554	-560	-565	-571	-577	-582	-588	-594	-600	-606	-612	-618
18-114-13-2	No Change	785,660	32,534.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	9.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	55.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	46.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	100.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	1,618.74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL SCHOOL REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	622.66	-623	-629	-635	-642	-648	-654	-661	-668	-674	-681	-688	-695	-702	-709	-716	-723
18-114-17-2	Right-of-Way	46,460	1,923.44	-1,923	-1,943	-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	-2,233
18-114-17-3	Right-of-Way	20,930	868.50	-867	-875	-884	-893	-902	-911	-920	-929	-938	-948	-957	-967	-976	-986	-996	-1,006
18-114-17-4	No Change	4,670	193.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,260	176.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	54.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,860	160.63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,580	313.81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	244.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	5,210	257.09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	30,490	1,262.29	0	0	21,561	21,797	22,015	22,235	22,457	22,682	22,909	23,138	23,369	23,603	23,839	24,077	24,318	24,561
18-116-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-1	Industrial	47,850	1,972.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-2	No Change	302,890	12,539.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-3	No Change	270,960	11,217.74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-4	Industrial	10,010	414.41	0	12,962	13,082	13,222	13,355	13,488	13,623	13,759	13,897	14,036	14,176	14,318	14,461	14,606	14,752	14,899
18-116-9-5	Industrial	9,670	400.34	0	0	0	0	0	0	13,076	13,205	13,338	13,472	13,606	13,743	13,880	14,019	14,159	14,301
18-116-9-6	Industrial	14,160	566.22	0	0	0	0	0	0	0	0	0	0	0	20,630	20,836	21,044	21,255	21,467
18-116-9-7	Industrial	8,630	357.28	0	0	0	0	0	0	0	0	0	12,360	12,483	12,608	12,734	12,862	12,990	13,120
18-116-9-8	Industrial	8,630	357.28	0	0	0	0	0	11,877	11,996	12,115	12,237	12,360	12,483	12,608	12,734	12,862	12,990	13,120
18-116-9-9	Industrial	8,990	371.77	0	0	0	0	12,296	12,419	12,543	12,669	12,795	12,923	13,053	13,183	13,315	13,448	13,583	13,718
18-116-9-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-11	No Change	1,660	68.72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-12	Industrial	13,890	575.05	0	0	0	0	0	0	0	0	1,673	1,689	1,706	1,723	1,741	1,758	1,776	1,793
18-116-10-1	Industrial	5,130	212.38	0	0	0	0	0	0	0	0	16,985	17,155	17,326	17,500	17,674	17,851	18,030	18,210
18-116-10-2	Industrial	21,730	898.62	0	0	0	0	0	0	0	0	8,781	8,969	9,157	9,347	9,537	9,729	9,921	10,114
18-116-10-3	Industrial	6,210	257.09	0	0	0	0	8,355	8,523	8,694	8,869	9,047	9,228	9,409	9,592	9,776	9,961	10,147	10,334
18-116-10-4	Industrial	3,710	153.59	0	0	0	0	3,557	3,628	3,699	3,770	3,841	3,912	3,983	4,054	4,125	4,196	4,267	4,338
18-116-10-5	No Change	27,140	1,123.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-6	No Change	402,500	16,663.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-7	No Change	42,760	1,771.09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-8	No Change	75,360	3,119.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-9	No Change	316,160	13,089.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-10	No Change	295,970	12,253.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-11	No Change	38,590	1,597.63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-12	No Change	38,850	1,606.38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-13	No Change	48,870	2,014.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-14	No Change	51,970	2,151.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-15	No Change	5,700	235.98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-16	No Change	168,110	6,876.95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-17	No Change	77,120	3,192.77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-18	No Change	174,850	7,238.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-19	No Change	106,110	4,392.95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-20	No Change	300,990	12,480.99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-21	No Change	215,660	8,936.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-22	No Change	4,574,000	169,363.60	-1,243	-1,423	45,805	58,174	71,052	83,640	97,552	98,528	116,170	180,334	182,137	204,589	206,634	208,701	210,788	212,896
Totals				-1,243	-1,423	45,805	58,174	71,052	83,640	97,552	98,528	116,170	180,334	182,137	204,589	206,634	208,701	210,788	212,896

CHOUTEAU TRAFFIC INCREMENTAL SCHOOL

Parcel	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-966	-976	-985	-996	-1,005	-1,016
18-110-7-16	Right-of-Way	-260	-263	-266	-268	-271	-274
18-110-7-18	Right-of-Way	-13	-13	-14	-14	-14	-14
18-110-7-19	Right-of-Way	-15	-15	-15	-15	-15	-15
18-110-7-20	No Change	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0
18-110-8-1	Retail	33,153	33,819	34,157	34,499	34,844	35,192
18-110-8-2	Demolish	-79	-80	-81	-82	-83	-84
18-110-8-3	Demolish	-347	-350	-354	-357	-361	-364
18-110-8-4	Demolish	-118	-119	-120	-122	-123	-125
18-110-8-5	Demolish	-144	-145	-147	-148	-150	-151
18-110-8-6	Demolish	-642	-648	-655	-661	-668	-674
18-110-8-8	Demolish	-287	-290	-293	-296	-299	-302
18-110-8-10	Demolish	-336	-339	-343	-346	-350	-353
18-110-8-10.01	Demolish	-73	-74	-74	-75	-76	-77
18-110-8-11	Demolish	-455	-459	-464	-469	-473	-478
18-110-8-12	Demolish	-507	-512	-517	-523	-528	-533
18-110-8-13	Demolish	-265	-268	-271	-274	-278	-282
18-110-8-14	Demolish	-387	-391	-395	-399	-403	-407
18-110-8-24	Demolish	-16	-16	-16	-16	-16	-16
18-114-2-1	No Change	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-344	-348	-351	-355	-358	-362
18-114-2-3	Right-of-Way	-1,785	-1,803	-1,821	-1,839	-1,857	-1,875
18-114-2-8	Right-of-Way	-818	-827	-835	-843	-852	-860
18-114-2-9	Right-of-Way	-469	-474	-478	-483	-488	-493
18-114-2-10	Right-of-Way	-93	-94	-95	-96	-97	-98
18-114-2-11	Right-of-Way	-506	-511	-516	-522	-527	-532
18-114-2-12	No Change	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0
18-114-2-17	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	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-770	-778	-786	-794	-802	-810
18-114-3-13	Right-of-Way	-597	-603	-609	-615	-621	-627
18-114-3-14	Right-of-Way	-875	-884	-892	-901	-910	-919
18-114-3-15	Right-of-Way	-500	-505	-510	-515	-520	-526
18-114-3-16	Right-of-Way	-2,251	-2,274	-2,296	-2,319	-2,342	-2,366
18-114-3-17	Right-of-Way	-902	-911	-921	-930	-939	-948
18-114-3-18	Right-of-Way	-921	-931	-940	-949	-959	-968
18-114-3-19	Right-of-Way	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-624	-631	-637	-643	-650	-656
18-114-13-2	No Change	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0
18-114-14-1	Retail	52,130	52,651	53,179	53,709	54,245	54,789
18-114-14-4	No Change	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL SCHOOL

Parcel	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-730	-737	-745	-752	-760	-767
18-114-17-2	Right-of-Way	-2,255	-2,278	-2,301	-2,324	-2,347	-2,370
18-114-17-3	Right-of-Way	-1,018	-1,026	-1,036	-1,047	-1,057	-1,068
18-114-17-4	No Change	0	0	0	0	0	0
18-114-17-5	No Change	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0
18-114-17-7	No Change	0	0	0	0	0	0
18-114-17-8	No Change	0	0	0	0	0	0
18-114-17-9	No Change	0	0	0	0	0	0
18-114-17-10	No Change	0	0	0	0	0	0
18-115-9-1	No Change	0	0	0	0	0	0
18-115-9-2	Apartments	24,807	25,055	25,305	25,559	25,814	26,072
18-116-6-10	No Change	0	0	0	0	0	0
18-116-9-1	Industrial	0	0	0	21,304	21,517	21,732
18-116-9-2	No Change	0	0	0	0	0	0
18-116-9-3	No Change	0	0	0	0	0	0
18-116-90	Industrial	15,048	15,199	15,351	15,504	15,659	15,816
18-116-90	Industrial	14,444	14,588	14,734	14,881	15,030	15,180
18-116-90	Industrial	21,662	21,899	22,116	22,339	22,562	22,788
18-116-90	Industrial	13,251	13,384	13,518	13,653	13,789	13,927
18-116-90	Industrial	13,251	13,384	13,518	13,653	13,789	13,927
18-116-90	Industrial	13,856	13,994	14,134	14,275	14,416	14,562
18-116-9-7	No Change	0	0	0	0	0	0
18-116-9-8	No Change	0	0	0	0	0	0
18-116-10-1	Industrial	1,811	1,829	1,848	1,868	1,885	1,904
18-116-10-2	Industrial	18,392	18,576	18,762	18,949	19,139	19,330
18-116-10-3	Industrial	9,508	9,604	9,700	9,797	9,895	9,993
18-116-10-4	Industrial	4,048	4,089	4,130	4,171	4,213	4,255
18-116-10-5	No Change	0	0	0	0	0	0
18-116-10-6	No Change	0	0	0	0	0	0
18-116-10-8	No Change	0	0	0	0	0	0
18-116-10-8.01	No Change	0	0	0	0	0	0
18-116-10-8.03	No Change	0	0	0	0	0	0
18-116-10-8.04	No Change	0	0	0	0	0	0
18-116-10-8.05	No Change	0	0	0	0	0	0
18-116-10-8.06	No Change	0	0	0	0	0	0
18-116-10-8.07	No Change	0	0	0	0	0	0
18-116-10-8.08	No Change	0	0	0	0	0	0
18-116-10-9	No Change	0	0	0	0	0	0
18-116-10-12	No Change	0	0	0	0	0	0
18-116-10-13	No Change	0	0	0	0	0	0
18-116-4-1	No Change	0	0	0	0	0	0
18-116-4-1.01	No Change	0	0	0	0	0	0
18-116-4-1.02	No Change	0	0	0	0	0	0
18-116-4-2	No Change	0	0	0	0	0	0
18-116-4-2.01	No Change	0	0	0	0	0	0
18-116-4-2.03	No Change	0	0	0	0	0	0
Totals		215,025	217,175	219,347	242,844	245,273	247,725
							250,203

INCREMENTAL M&M REPLACEMENT REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	313.39	-313	-317	-320	-323	-326	-329	-333	-336	-339	-343	-345	-350	-353	-357	-360	-363
18-110-7-16	Right-of-Way	5,310	84.43	-84	-85	-86	-87	-88	-89	-90	-91	-91	-92	-93	-94	-95	-96	-97	-98
18-110-7-18	Right-of-Way	270	4.29	-4	-4	-4	-4	-4	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-7-19	Right-of-Way	3,300	4.77	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-7-20	No Change	12,350	196.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	197.64	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	89.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	71.23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	131.49	0	0	11,077	11,168	11,299	11,412	11,527	11,642	11,758	11,875	11,995	12,115	12,236	12,358	12,482	12,606
18-110-8-2	Demolish	1,630	25.92	0	0	-26	-27	-27	-27	-28	-28	-28	-28	-29	-29	-29	-29	-30	-30
18-110-8-3	Demolish	7,140	113.53	0	0	-116	-117	-118	-119	-121	-122	-123	-124	-125	-127	-128	-129	-130	-132
18-110-8-4	Demolish	2,430	38.64	0	0	-39	-40	-40	-41	-41	-42	-43	-44	-45	-45	-45	-45	-45	-45
18-110-8-5	Demolish	2,960	47.06	0	0	-48	-48	-49	-49	-50	-50	-51	-51	-52	-53	-53	-54	-54	-55
18-110-8-6	Demolish	13,220	210.20	0	0	-214	-217	-219	-221	-223	-225	-228	-230	-232	-235	-237	-239	-242	-244
18-110-8-8	Demolish	5,920	94.13	0	0	-96	-97	-98	-99	-100	-101	-102	-103	-104	-105	-106	-107	-108	-109
18-110-8-10	Demolish	5,920	110.03	0	0	-112	-113	-114	-115	-117	-118	-119	-120	-122	-123	-124	-125	-126	-128
18-110-8-10.01	Demolish	1,500	23.85	0	0	-24	-25	-25	-25	-25	-26	-26	-26	-26	-27	-27	-27	-27	-28
18-110-8-11	Demolish	9,370	148.98	0	0	-152	-153	-155	-157	-158	-160	-161	-163	-165	-166	-168	-170	-171	-173
18-110-8-12	Demolish	10,450	166.16	0	0	-169	-171	-173	-175	-176	-178	-180	-182	-184	-185	-187	-189	-191	-193
18-110-8-13	Demolish	5,470	86.97	0	0	-89	-90	-91	-91	-92	-93	-94	-95	-96	-97	-98	-99	-100	-101
18-110-8-14	Demolish	7,980	126.88	0	0	-129	-131	-132	-133	-135	-136	-137	-139	-140	-142	-143	-144	-146	-147
18-110-8-24	Demolish	320	5.09	0	0	-5	-5	-5	-5	-5	-5	-5	-6	-6	-6	-6	-6	-6	-6
18-114-2-1	No Change	5,490	87.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	112.73	-113	-114	-115	-116	-117	-118	-120	-121	-122	-123	-125	-126	-127	-128	-130	-131
18-114-2-3	Right-of-Way	36,770	584.64	-585	-590	-596	-602	-608	-614	-621	-627	-633	-639	-645	-652	-659	-665	-672	-679
18-114-2-8	Right-of-Way	16,860	258.07	-268	-271	-273	-275	-279	-282	-285	-287	-290	-293	-296	-299	-302	-305	-308	-311
18-114-2-9	Right-of-Way	9,660	153.59	-154	-155	-157	-158	-160	-161	-163	-165	-166	-168	-170	-171	-173	-175	-177	-178
18-114-2-10	Right-of-Way	1,920	30.53	-31	-31	-31	-31	-32	-32	-32	-33	-33	-33	-34	-34	-34	-35	-35	-35
18-114-2-11	Right-of-Way	10,430	165.84	-166	-167	-169	-171	-173	-174	-176	-178	-180	-181	-183	-185	-187	-189	-191	-193
18-114-2-12	No Change	8,350	100.97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	133.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	169.49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,260	131.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	27.19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	8,360	133.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	125.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	137.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	133.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	80.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	252.33	-262	-265	-267	-269	-273	-275	-277	-279	-281	-284	-287	-290	-292	-295	-298	-301
18-114-3-13	Right-of-Way	12,290	195.41	-195	-197	-199	-201	-203	-205	-207	-210	-212	-214	-216	-218	-220	-222	-225	-227
18-114-3-14	Right-of-Way	18,020	286.52	-287	-289	-292	-295	-298	-301	-304	-307	-310	-313	-316	-320	-323	-326	-329	-333
18-114-3-15	Right-of-Way	10,300	163.77	-164	-165	-167	-169	-170	-172	-174	-176	-177	-179	-181	-183	-185	-186	-188	-190
18-114-3-16	Right-of-Way	46,370	737.25	-737	-745	-752	-760	-767	-775	-783	-790	-798	-805	-814	-823	-831	-839	-847	-856
18-114-3-17	Right-of-Way	18,590	295.58	-296	-299	-302	-305	-308	-311	-314	-317	-320	-323	-327	-330	-333	-336	-340	-343
18-114-3-18	Right-of-Way	18,960	301.78	-302	-305	-308	-311	-314	-317	-320	-324	-327	-330	-333	-337	-340	-343	-347	-350
18-114-3-19	Right-of-Way	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	204.47	-204	-207	-209	-211	-213	-215	-217	-219	-221	-224	-226	-228	-230	-233	-235	-237
18-114-13-2	No Change	785,660	12,495.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	3.82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	21.47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	17.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	38.64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	521.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF

[illegible]

CHOUTEAU TRAFFIC INCREMENTAL MSM REP

Parcel	17	18	19	20	21	22	23
18-110-7-15	Right-of-Way	-367	-371	-375	-379	-382	-386
18-110-7-16	Right-of-Way	-98	-100	-101	-102	-103	-104
18-110-7-18	Right-of-Way	-5	-5	-5	-5	-5	-5
18-110-7-19	Right-of-Way	-6	-6	-6	-6	-6	-6
18-110-7-20	No Change	0	0	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0	0	0
18-110-7-21	No Change	0	0	0	0	0	0
18-110-7-22	No Change	0	0	0	0	0	0
18-110-7-23	No Change	0	0	0	0	0	0
18-110-8-1	Retail	12,733	12,860	12,968	13,118	13,250	13,382
18-110-8-2	Demolish	-30	-31	-31	-32	-32	-32
18-110-8-3	Demolish	-133	-134	-136	-137	-139	-140
18-110-8-4	Demolish	-45	-46	-46	-47	-47	-48
18-110-8-5	Demolish	-55	-56	-56	-57	-57	-58
18-110-8-6	Demolish	-246	-249	-251	-254	-256	-259
18-110-8-8	Demolish	-110	-111	-113	-114	-115	-116
18-110-8-10	Demolish	-129	-130	-132	-133	-134	-137
18-110-8-10.01	Demolish	-28	-28	-29	-29	-29	-30
18-110-8-11	Demolish	-175	-176	-178	-180	-182	-185
18-110-8-12	Demolish	-195	-197	-199	-201	-203	-205
18-110-8-13	Demolish	-102	-103	-104	-105	-106	-107
18-110-8-14	Demolish	-149	-150	-152	-153	-155	-158
18-110-8-24	Demolish	-6	-6	-6	-6	-6	-6
18-114-2-1	No Change	0	0	0	0	0	0
18-114-2-2	Right-of-Way	-132	-134	-135	-136	-138	-140
18-114-2-3	Right-of-Way	-886	-892	-899	-906	-913	-921
18-114-2-8	Right-of-Way	-314	-317	-321	-324	-327	-330
18-114-2-9	Right-of-Way	-180	-182	-184	-185	-187	-189
18-114-2-10	Right-of-Way	-35	-36	-37	-37	-37	-38
18-114-2-11	Right-of-Way	-194	-196	-198	-200	-202	-204
18-114-2-12	No Change	0	0	0	0	0	0
18-114-2-13	No Change	0	0	0	0	0	0
18-114-2-14	No Change	0	0	0	0	0	0
18-114-2-16	No Change	0	0	0	0	0	0
18-114-2-17	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	0	0	0	0	0
18-114-2-21	No Change	0	0	0	0	0	0
18-114-2-22	No Change	0	0	0	0	0	0
18-114-3-12	Right-of-Way	-296	-299	-302	-305	-308	-311
18-114-3-13	Right-of-Way	-229	-231	-234	-236	-241	-243
18-114-3-14	Right-of-Way	-336	-339	-343	-346	-350	-353
18-114-3-15	Right-of-Way	-192	-194	-196	-198	-200	-202
18-114-3-16	Right-of-Way	-865	-873	-882	-893	-900	-909
18-114-3-17	Right-of-Way	-347	-350	-354	-357	-361	-364
18-114-3-18	Right-of-Way	-354	-357	-361	-365	-368	-372
18-114-3-19	Right-of-Way	0	0	0	0	0	0
18-114-3-20	Right-of-Way	-240	-242	-245	-247	-249	-252
18-114-13-2	No Change	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0
18-114-14-1	Retail	20,021	20,221	20,423	20,628	20,834	21,042
18-114-14-4	No Change	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0
18-114-15-1	No Change	0	0	0	0	0	0
18-114-15-2	No Change	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL M&M REP

Parcel	Redevelop	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-280	-283	-286	-289	-292	-295	-298
18-114-17-2	Right-of-Way	-866	-875	-884	-892	-901	-910	-919
18-114-17-3	Right-of-Way	-390	-394	-398	-402	-406	-410	-414
18-114-17-4	No Change	0	0	0	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	Apartment	9,527	9,623	9,719	9,816	9,914	10,013	10,113
18-116-8-10	No Change	0	0	0	0	0	0	0
18-116-9-1	Industrial	0	0	0	8,182	8,264	8,347	8,430
18-116-9-2	No Change	0	0	0	0	0	0	0
18-116-9-3	No Change	0	0	0	0	0	0	0
18-116-9-9	Industrial	5,779	5,837	5,896	5,955	6,014	6,074	6,135
18-116-9-10	Industrial	5,547	5,603	5,659	5,715	5,772	5,830	5,888
18-116-9-11	Industrial	8,327	8,410	8,495	8,579	8,665	8,752	8,839
18-116-9-12	Industrial	5,089	5,140	5,192	5,243	5,296	5,349	5,402
18-116-9-13	Industrial	5,089	5,140	5,192	5,243	5,296	5,349	5,402
18-116-9-14	Industrial	5,321	5,375	5,428	5,483	5,537	5,593	5,649
18-116-9-15	No Change	0	0	0	0	0	0	0
18-116-9-16	No Change	0	0	0	0	0	0	0
18-116-10-1	Industrial	696	703	710	717	724	731	738
18-116-10-2	Industrial	7,064	7,134	7,206	7,278	7,350	7,424	7,498
18-116-10-3	Industrial	3,652	3,688	3,725	3,762	3,800	3,838	3,876
18-116-10-4	Industrial	1,555	1,570	1,586	1,602	1,618	1,634	1,650
18-116-10-5	No Change	0	0	0	0	0	0	0
18-116-10-6	No Change	0	0	0	0	0	0	0
18-116-10-7	No Change	0	0	0	0	0	0	0
18-116-10-8	No Change	0	0	0	0	0	0	0
18-116-10-9	No Change	0	0	0	0	0	0	0
18-116-10-10	No Change	0	0	0	0	0	0	0
18-116-10-11	No Change	0	0	0	0	0	0	0
18-116-10-12	No Change	0	0	0	0	0	0	0
18-116-10-13	No Change	0	0	0	0	0	0	0
18-116-10-14	No Change	0	0	0	0	0	0	0
18-116-10-15	No Change	0	0	0	0	0	0	0
18-116-10-16	No Change	0	0	0	0	0	0	0
18-116-10-17	No Change	0	0	0	0	0	0	0
18-116-10-18	No Change	0	0	0	0	0	0	0
18-116-10-19	No Change	0	0	0	0	0	0	0
18-116-10-20	No Change	0	0	0	0	0	0	0
18-116-10-21	No Change	0	0	0	0	0	0	0
18-116-10-22	No Change	0	0	0	0	0	0	0
18-116-10-23	No Change	0	0	0	0	0	0	0
Totals		82,582	83,408	84,242	85,076	85,910	86,744	87,578

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL STATE BLIND PENSION REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-110-7-15	Right-of-Way	19,710	5.91	-6	-6	-6	-6	-6	-6	-5	-6	-6	-6	-7	-7	-7	-7	-7	-7
18-110-7-16	Right-of-Way	5,310	1.59	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-7-18	Right-of-Way	270	0.08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	300	0.09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	12,350	3.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	12,430	3.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	20,430	6.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	4,370	1.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	4,480	1.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	8,270	2.48	0	0	209	211	213	215	217	220	222	224	228	228	231	233	236	238
18-110-8-2	Demolish	1,530	0.49	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-3	Demolish	7,140	2.14	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-4	Demolish	2,430	0.73	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-5	Demolish	2,960	0.89	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-110-8-6	Demolish	13,220	3.97	0	0	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4
18-110-8-8	Demolish	5,920	1.78	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-10	Demolish	6,920	2.08	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-10.01	Demolish	1,500	0.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	9,370	2.81	0	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-12	Demolish	10,450	3.14	0	0	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-13	Demolish	5,470	1.64	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-14	Demolish	7,980	2.39	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-110-8-24	Demolish	320	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	5,490	1.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	7,090	2.13	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
18-114-2-3	Right-of-Way	39,770	11.03	-11	-11	-11	-11	-11	-12	-12	-12	-12	-12	-12	-12	-12	-13	-13	-13
18-114-2-8	Right-of-Way	16,860	5.06	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-2-9	Right-of-Way	9,660	2.90	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-114-2-10	Right-of-Way	1,920	0.58	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
18-114-2-11	Right-of-Way	10,430	3.13	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-114-2-12	No Change	6,350	1.91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	8,420	2.53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	10,660	3.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	8,280	2.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	1,710	0.51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	9,360	2.51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	7,900	2.37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	8,650	2.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	8,400	2.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	5,050	1.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	15,870	4.76	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-3-13	Right-of-Way	12,290	3.69	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4
18-114-3-14	Right-of-Way	18,020	5.41	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-3-15	Right-of-Way	10,300	3.09	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3	-3
18-114-3-16	Right-of-Way	46,370	13.91	-14	-14	-14	-14	-14	-15	-15	-15	-15	-15	-15	-15	-16	-16	-16	-16
18-114-3-17	Right-of-Way	18,590	5.58	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-114-3-18	Right-of-Way	18,960	5.69	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-114-3-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	12,860	3.86	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4
18-114-13-2	No Change	785,860	235.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	240	0.07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	1,350	0.41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,120	0.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	2,430	0.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	39,100	11.73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL STATE BLIND PENSION REAL ESTATE TAXES

Parcel	Redevelop	97 Assess	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
18-114-17-1	Right-of-Way	15,040	4.51	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-17-2	Right-of-Way	46,460	13.94	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14	-14
18-114-17-3	Right-of-Way	20,930	6.28	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6	-6
18-114-17-4	No Change	4,570	1.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	4,260	1.28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,310	0.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	3,890	1.16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	7,590	2.27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	5,910	1.77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	6,210	1.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	30,490	9.15	0	0	156	153	150	161	163	164	166	168	169	171	173	174	176	178
18-116-6-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-1	Industrial	47,850	14.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-2	No Change	302,890	90.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-3	No Change	270,960	81.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-4	Industrial	10,010	3.00	0	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108
18-116-9-5	Industrial	9,670	2.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-6	Industrial	14,190	4.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-7	Industrial	8,630	2.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-8	Industrial	8,630	2.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-9	Industrial	8,990	2.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-10	No Change	0	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-9-11	No Change	1,680	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-1	Industrial	13,890	4.17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-2	Industrial	5,130	1.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-3	Industrial	21,730	6.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-4	Industrial	6,210	1.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-5	No Change	3,710	1.11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-6	No Change	27,140	8.14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-7	No Change	402,500	120.75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-8	No Change	42,760	12.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-9	No Change	75,360	22.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-10	No Change	318,160	94.85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-11	No Change	295,970	88.79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-12	No Change	38,590	11.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-13	No Change	38,650	11.66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-14	No Change	48,670	14.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-15	No Change	51,970	15.59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-16	No Change	5,700	1.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-17	No Change	166,110	49.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-18	No Change	77,120	23.14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-19	No Change	174,850	52.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-20	No Change	106,110	31.83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-21	No Change	300,990	90.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-116-10-22	No Change	215,860	64.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4,574,000	1,372.20	-103	-10	332	422	515	606	707	714	856	1,307	1,320	1,483	1,497	1,512	1,527	1,543

CHOUTEAU TRAFFIC
INCREMENTAL STATE BL

Parcel	17	18	19	20	21	22	23
18-110-7-15	-7	-7	-7	-7	-7	-7	-7
18-110-7-16	-2	-2	-2	-2	-2	-2	-2
18-110-7-17	0	0	0	0	0	0	0
18-110-7-18	0	0	0	0	0	0	0
18-110-7-19	0	0	0	0	0	0	0
18-110-7-20	0	0	0	0	0	0	0
18-110-7-20.01	0	0	0	0	0	0	0
18-110-7-21	0	0	0	0	0	0	0
18-110-7-22	0	0	0	0	0	0	0
18-110-7-23	0	0	0	0	0	0	0
18-110-8-1	240	243	245	248	250	252	255
18-110-8-2	-1	-1	-1	-1	-1	-1	-1
18-110-8-3	-3	-3	-3	-3	-3	-3	-3
18-110-8-4	-1	-1	-1	-1	-1	-1	-1
18-110-8-5	-1	-1	-1	-1	-1	-1	-1
18-110-8-6	-5	-5	-5	-5	-5	-5	-5
18-110-8-7	-2	-2	-2	-2	-2	-2	-2
18-110-8-8	-2	-2	-2	-2	-2	-2	-2
18-110-8-9	-2	-2	-2	-2	-2	-2	-2
18-110-8-10	-1	-1	-1	-1	-1	-1	-1
18-110-8-11	-3	-3	-3	-3	-3	-3	-3
18-110-8-12	-4	-4	-4	-4	-4	-4	-4
18-110-8-13	-2	-2	-2	-2	-2	-2	-2
18-110-8-14	-3	-3	-3	-3	-3	-3	-3
18-110-8-24	0	0	0	0	0	0	0
18-114-2-1	0	0	0	0	0	0	0
18-114-2-2	-2	-3	-3	-3	-3	-3	-3
18-114-2-3	-13	-13	-13	-13	-13	-13	-14
18-114-2-8	-6	-6	-6	-6	-6	-6	-6
18-114-2-9	-3	-3	-3	-4	-4	-4	-4
18-114-2-10	-1	-1	-1	-1	-1	-1	-1
18-114-2-11	-4	-4	-4	-4	-4	-4	-4
18-114-2-12	0	0	0	0	0	0	0
18-114-2-13	0	0	0	0	0	0	0
18-114-2-14	0	0	0	0	0	0	0
18-114-2-15	0	0	0	0	0	0	0
18-114-2-16	0	0	0	0	0	0	0
18-114-2-17	0	0	0	0	0	0	0
18-114-2-18	0	0	0	0	0	0	0
18-114-2-19	0	0	0	0	0	0	0
18-114-2-20	0	0	0	0	0	0	0
18-114-2-21	0	0	0	0	0	0	0
18-114-2-22	0	0	0	0	0	0	0
18-114-3-12	-6	-6	-6	-6	-6	-6	-6
18-114-3-13	-4	-4	-4	-4	-4	-4	-5
18-114-3-14	-6	-6	-6	-7	-7	-7	-7
18-114-3-15	-4	-4	-4	-4	-4	-4	-4
18-114-3-16	-16	-16	-17	-17	-17	-17	-17
18-114-3-17	-7	-7	-7	-7	-7	-7	-7
18-114-3-18	-7	-7	-7	-7	-7	-7	-7
18-114-3-19	0	0	0	0	0	0	0
18-114-3-20	-5	-5	-5	-5	-5	-5	-5
18-114-13-2	0	0	0	0	0	0	0
18-114-13-20.1	0	0	0	0	0	0	0
18-114-14-1	378	382	385	389	393	397	401
18-114-14-4	0	0	0	0	0	0	0
18-114-14-4.01	0	0	0	0	0	0	0
18-114-15-1	0	0	0	0	0	0	0
18-114-15-2	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL STATE BL

Parcel	Redevelop	17	18	19	20	21	22	23
18-114-17-1	Right-of-Way	-5	-5	-5	-5	-6	-6	-6
18-114-17-2	Right-of-Way	-16	-17	-17	-17	-17	-17	-17
18-114-17-3	Right-of-Way	-7	-7	-8	-8	-8	-8	-8
18-114-17-4	No Change	0	0	0	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	180	182	183	185	187	189	191
18-118-6-10	No Change	0	0	0	0	0	0	0
18-118-9-1	Industrial	0	0	0	154	156	157	159
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
18-118-9-4	Industrial	109	110	111	112	113	115	116
18-118-9-5	Industrial	105	106	107	108	109	110	111
18-118-9-6	Industrial	157	158	160	162	163	165	167
18-118-9-7	Industrial	96	97	98	99	100	101	102
18-118-9-8	Industrial	96	97	98	99	100	101	102
18-118-9-9	Industrial	100	101	102	103	104	106	107
18-118-9-10	No Change	0	0	0	0	0	0	0
18-118-9-11	No Change	0	0	0	0	0	0	0
18-118-10-1	Industrial	13	13	13	14	14	14	14
18-118-10-2	Industrial	133	135	136	137	138	140	141
18-118-10-3	Industrial	69	70	70	71	72	72	73
18-118-10-4	Industrial	29	30	30	30	31	31	31
18-118-10-5	No Change	0	0	0	0	0	0	0
18-118-10-6	No Change	0	0	0	0	0	0	0
18-118-10-7	No Change	0	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0	0	0
18-118-10-10	No Change	0	0	0	0	0	0	0
18-118-10-11	No Change	0	0	0	0	0	0	0
18-118-10-12	No Change	0	0	0	0	0	0	0
18-118-10-13	No Change	0	0	0	0	0	0	0
18-119-4-1	No Change	0	0	0	0	0	0	0
18-119-4-1.01	No Change	0	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0	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
Totals		1,558	1,574	1,589	1,760	1,777	1,795	1,813

CHOUTEAU TRAFFICWAY TIF INCREMENTAL CITY REAL ESTATE TAXES

Parcel	Redevelop	97 Land AV	97 Imp AV	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18-110-7-15	Right-of-Way	14,208	5,504	360.56	-304	-307	-310	-313	-316	-319	-322	-325	-329	-332	-335	-339	-342	-345	-349
18-110-7-16	Right-of-Way	3,296	2,016	98.56	-82	-83	-83	-84	-85	-85	-87	-88	-89	-89	-90	-91	-92	-93	-94
18-110-7-18	Right-of-Way	448	0	9.59	-4	-4	-4	-4	-4	-4	-4	-4	-4	-4	-5	-5	-5	-5	-5
18-110-7-19	Right-of-Way	512	0	10.96	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-110-7-20.01	No Change	4,192	16,640	320.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	3,328	17,600	315.86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	2,656	31,744	498.08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	2,784	4,576	123.18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	2,656	4,896	124.89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	4,192	9,728	224.93	0	0	10,729	10,838	10,944	11,054	11,164	11,276	11,389	11,502	11,617	11,734	11,851	11,968	12,089
18-110-8-2	Demolish	2,752	0	58.89	0	0	-26	-26	-26	-26	-27	-27	-27	-27	-28	-28	-28	-28	-29
18-110-8-3	Demolish	3,520	8,512	193.64	0	0	-112	-113	-114	-116	-117	-118	-119	-120	-121	-123	-124	-125	-126
18-110-8-4	Demolish	4,096	0	87.65	0	0	-38	-39	-39	-39	-40	-40	-41	-41	-41	-42	-43	-43	-43
18-110-8-5	Demolish	2,496	461	59.82	0	0	-47	-47	-47	-47	-48	-48	-49	-49	-50	-51	-52	-52	-52
18-110-8-6	Demolish	3,808	9,408	212.26	0	0	-208	-210	-212	-214	-215	-218	-220	-223	-225	-227	-229	-232	-234
18-110-8-8	Demolish	5,280	640	121.83	0	0	-93	-94	-95	-96	-97	-98	-99	-100	-101	-102	-103	-104	-105
18-110-8-10	Demolish	3,008	8,640	184.47	0	0	-109	-110	-111	-112	-113	-114	-115	-117	-118	-119	-120	-121	-122
18-110-8-10.01	Demolish	2,528	0	54.10	0	0	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26	-27
18-110-8-11	Demolish	3,168	12,608	243.05	0	0	-147	-149	-150	-152	-153	-155	-156	-158	-159	-161	-163	-164	-166
18-110-8-12	Demolish	3,168	14,432	268.40	0	0	-164	-166	-167	-169	-171	-173	-174	-176	-178	-180	-181	-183	-185
18-110-8-13	Demolish	3,008	6,208	150.68	0	0	-85	-86	-87	-88	-89	-90	-91	-92	-93	-94	-95	-96	-97
18-110-8-14	Demolish	3,712	9,728	214.66	0	0	-125	-127	-128	-129	-130	-132	-133	-134	-136	-137	-138	-140	-141
18-110-8-24	Demolish	544	0	11.64	0	0	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5	-5
18-114-2-1	No Change	3,168	6,080	152.31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	352	11,584	168.55	-109	-110	-111	-112	-114	-115	-116	-117	-118	-119	-121	-122	-123	-124	-126
18-114-2-3	Right-of-Way	13,216	23,552	610.20	-566	-572	-578	-583	-586	-595	-601	-607	-613	-619	-626	-632	-638	-644	-651
18-114-2-8	Right-of-Way	6,560	10,304	283.61	-260	-262	-265	-268	-270	-273	-276	-281	-284	-287	-290	-293	-295	-298	-298
18-114-2-9	Right-of-Way	1,720	6,944	154.73	-149	-150	-152	-153	-155	-156	-158	-159	-161	-163	-164	-166	-168	-169	-171
18-114-2-10	Right-of-Way	2,920	0	41.09	-30	-30	-30	-30	-31	-31	-31	-32	-32	-32	-33	-33	-34	-34	-34
18-114-2-11	Right-of-Way	4,320	6,112	177.40	-161	-162	-164	-165	-167	-169	-171	-172	-174	-176	-177	-179	-181	-183	-185
18-114-2-12	No Change	3,968	6,720	178.32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	3,968	10,208	226.81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	3,968	13,984	279.29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	3,968	9,984	223.69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	2,848	32	61.39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	3,552	10,560	222.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	3,552	9,760	211.68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-20	No Change	3,552	11,008	229.02	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	3,328	10,816	221.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	3,360	5,152	143.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	10,688	5,164	300.78	-244	-247	-249	-252	-254	-257	-259	-262	-265	-267	-270	-273	-275	-278	-281
18-114-3-13	Right-of-Way	6,304	5,984	218.08	-189	-191	-193	-195	-197	-199	-201	-203	-205	-207	-209	-211	-213	-215	-218
18-114-3-14	Right-of-Way	6,496	11,520	269.14	-278	-280	-283	-286	-289	-292	-295	-298	-301	-304	-307	-310	-313	-316	-319
18-114-3-15	Right-of-Way	10,304	0	220.51	-159	-160	-162	-163	-165	-167	-168	-170	-172	-174	-175	-177	-179	-181	-182
18-114-3-16	Right-of-Way	7,936	38,432	704.04	-714	-721	-728	-736	-743	-751	-758	-766	-773	-781	-789	-797	-806	-813	-821
18-114-3-17	Right-of-Way	4,320	14,272	290.83	-286	-289	-292	-295	-298	-301	-304	-307	-310	-313	-316	-319	-323	-326	-329
18-114-3-18	Right-of-Way	9,440	9,536	334.57	-292	-295	-298	-301	-304	-307	-310	-313	-317	-320	-323	-326	-329	-333	-336
18-114-3-19	Right-of-Way	7,200	15,488	369.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	6,016	6,948	223.93	-196	-200	-202	-204	-206	-208	-210	-212	-214	-217	-219	-221	-223	-225	-228
18-114-13-2	No Change	70,400	715,456	11,451.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	640	0	13.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	2,272	0	48.52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	1,898	0	40.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	4,096	0	87.65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	9,120	51,840	915.74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	8,576	30,528	607.87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					16,087	18,267	18,450	18,635	18,821	19,009	19,196	19,383	19,570	19,757	19,944	20,131	20,318	20,505	20,692

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL CITY REAL ESTATE TAXES

Parcel	Redevelop	97 Land AV	97 Imp AV	97 Taxes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18-114-17-1	Right-of-Way	6,560	8,480	258.26	-232	-234	-236	-239	-241	-243	-246	-248	-251	-253	-256	-258	-261	-264	-268
18-114-17-2	Right-of-Way	8,086	38,368	706.57	-715	-723	-730	-737	-745	-752	-760	-767	-775	-783	-790	-798	-806	-814	-822
18-114-17-3	Right-of-Way	4,840	16,288	325.70	-322	-326	-329	-332	-335	-339	-342	-346	-349	-353	-356	-360	-363	-367	-371
18-114-17-4	No Change	2,816	5,056	130.54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	2,208	4,960	116.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	1,792	416	44.13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	2,496	4,032	106.46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	3,168	9,600	201.24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	3,168	6,784	152.09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	3,168	7,296	189.21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	No Change	34,720	17,568	987.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	Apartment	81,312	0	1,740.08	0	0	8,026	8,108	8,199	8,271	8,354	8,437	8,522	8,607	8,693	8,780	8,868	8,956	9,048
18-118-6-10	No Change	9,088	14,112	390.64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-6-11	Industrial	47,648	0	1,019.67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-2	No Change	124,000	178,880	5,140.03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-3	No Change	12,432	258,528	3,859.56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-10	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	5,487
18-118-9-11	Industrial	9,667	0	206.88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-12	Industrial	14,157	0	302.96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-13	Industrial	8,634	0	184.76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-14	Industrial	8,634	0	194.75	0	0	0	0	0	4,419	4,462	4,507	4,552	4,598	4,644	4,690	4,737	4,784	4,832
18-118-9-15	Industrial	8,634	0	194.75	0	0	0	0	0	4,620	4,666	4,713	4,760	4,807	4,855	4,904	4,953	5,002	5,052
18-118-9-16	Industrial	8,634	0	192.15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-17	No Change	3,799	0	91.28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-9-18	No Change	1,664	0	35.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	5,632	17,750	367.39	0	0	0	0	0	0	0	0	0	0	622	635	647	654	660
18-118-10-2	Industrial	8,640	0	194.90	0	0	0	0	0	0	0	0	0	0	6,318	6,445	6,509	6,540	6,707
18-118-10-3	Industrial	21,728	0	454.98	0	0	0	3,108	3,139	3,170	3,202	3,234	3,266	3,299	3,332	3,365	3,399	3,433	3,467
18-118-10-4	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	1,476
18-118-10-6	No Change	3,712	0	79.44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8	No Change	27,136	0	580.71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.01	No Change	77,216	325,290	6,173.81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.03	No Change	42,784	0	915.58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.04	No Change	30,400	44,960	1,275.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.05	No Change	67,712	248,448	4,902.45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.06	No Change	49,120	246,848	4,482.36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.07	No Change	20,152	18,400	687.87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-8.08	No Change	20,608	18,240	694.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-9	No Change	48,192	480	1,037.98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-12	No Change	51,968	0	1,112.12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-118-10-13	No Change	9,600	0	205.44	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	37,472	39,648	1,363.01	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	46,888	128,160	2,760.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	39,040	67,072	1,767.78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	72,896	228,096	4,730.51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	102,888	329,024	6,770.96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		1,556,313	3,629,645	83,757.17	-5,298	-529	17,038	21,640	26,430	31,113	36,287	36,850	43,957	67,081	67,752	76,103	76,864	77,633	78,409
					1,339,475														

CHOUTEAU TRAFFIC
INCREMENTAL CITY AREA

Parcel	16	17	18	19	20	21	22	23
18-110-7-15	352	356	359	363	367	370	374	378
18-110-7-16	-95	-96	-97	-98	-99	-100	-101	-102
18-110-7-18	-5	-5	-5	-5	-5	-5	-5	-5
18-110-7-19	-5	-5	-5	-6	-6	-6	-6	-6
18-110-7-20	0	0	0	0	0	0	0	0
18-110-7-20.01	0	0	0	0	0	0	0	0
18-110-7-21	0	0	0	0	0	0	0	0
18-110-7-22	0	0	0	0	0	0	0	0
18-110-7-23	0	0	0	0	0	0	0	0
18-110-8-1	12,210	12,332	12,455	12,580	12,706	12,833	12,961	13,091
18-110-8-2	-29	-29	-30	-30	-30	-31	-31	-31
18-110-8-3	-128	-129	-130	-132	-133	-134	-136	-137
18-110-8-4	-43	-44	-44	-45	-45	-46	-46	-47
18-110-8-5	-53	-53	-54	-55	-55	-56	-56	-57
18-110-8-6	-236	-239	-241	-244	-246	-248	-251	-253
18-110-8-8	-106	-107	-108	-109	-110	-111	-112	-113
18-110-8-10	-124	-125	-126	-127	-129	-130	-131	-133
18-110-8-10.01	-27	-27	-27	-28	-28	-28	-28	-29
18-110-8-11	-168	-169	-171	-173	-174	-176	-178	-180
18-110-8-12	-187	-189	-191	-192	-194	-196	-198	-200
18-110-8-13	-98	-99	-100	-101	-102	-103	-104	-105
18-110-8-14	-143	-144	-146	-147	-148	-150	-151	-153
18-110-8-24	-5	-6	-6	-6	-6	-6	-6	-6
18-114-2-1	0	0	0	0	0	0	0	0
18-114-2-2	-127	-128	-129	-131	-132	-133	-135	-136
18-114-2-3	-657	-664	-671	-677	-684	-691	-698	-705
18-114-2-6	-301	-304	-307	-311	-314	-317	-320	-323
18-114-2-9	-173	-174	-176	-178	-180	-182	-183	-185
18-114-2-10	-34	-35	-35	-35	-36	-36	-36	-37
18-114-2-11	-186	-188	-190	-192	-194	-196	-198	-200
18-114-2-12	0	0	0	0	0	0	0	0
18-114-2-13	0	0	0	0	0	0	0	0
18-114-2-14	0	0	0	0	0	0	0	0
18-114-2-16	0	0	0	0	0	0	0	0
18-114-2-17	0	0	0	0	0	0	0	0
18-114-2-18	0	0	0	0	0	0	0	0
18-114-2-19	0	0	0	0	0	0	0	0
18-114-2-20	0	0	0	0	0	0	0	0
18-114-2-21	0	0	0	0	0	0	0	0
18-114-2-22	0	0	0	0	0	0	0	0
18-114-3-12	-284	-287	-289	-292	-295	-298	-301	-304
18-114-3-13	-220	-222	-224	-226	-229	-231	-233	-236
18-114-3-14	-322	-325	-329	-332	-335	-339	-342	-345
18-114-3-15	-184	-186	-188	-190	-192	-194	-195	-197
18-114-3-16	-829	-837	-846	-854	-863	-871	-880	-889
18-114-3-17	-332	-336	-339	-342	-346	-349	-353	-356
18-114-3-18	-338	-343	-346	-350	-353	-357	-360	-364
18-114-3-19	0	0	0	0	0	0	0	0
18-114-3-20	-230	-232	-235	-237	-239	-242	-244	-247
18-114-13-2	0	0	0	0	0	0	0	0
18-114-13-2.01	0	0	0	0	0	0	0	0
18-114-14-1	19,199	19,351	19,505	19,761	19,979	20,179	20,380	20,594
18-114-14-4	0	0	0	0	0	0	0	0
18-114-14-4.01	0	0	0	0	0	0	0	0
18-114-15-1	0	0	0	0	0	0	0	0
18-114-15-2	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFIC
INCREMENTAL CITY REA

Parcel	Redevelop	16	17	18	19	20	21	22	23
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	-866	-864	-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	0	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	Apartment	9,136	9,228	9,320	9,413	9,507	9,602	9,698	9,795
18-118-6-10	No Change	0	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
18-118-9-4	No Change	0	0	0	0	0	0	0	0
18-118-9-5	Industrial	5,542	5,598	5,654	5,710	5,767	5,825	5,883	5,942
18-118-9-6	Industrial	5,320	5,373	5,426	5,481	5,536	5,591	5,647	5,703
18-118-9-7	Industrial	7,985	8,065	8,146	8,227	8,310	8,393	8,477	8,561
18-118-9-8	Industrial	4,880	4,929	4,979	5,028	5,079	5,129	5,181	5,232
18-118-9-9	Industrial	4,880	4,929	4,979	5,028	5,079	5,129	5,181	5,232
18-118-9-10	Industrial	5,103	5,154	5,206	5,258	5,310	5,363	5,417	5,471
18-118-9-11	No Change	0	0	0	0	0	0	0	0
18-118-9-12	No Change	0	0	0	0	0	0	0	0
18-118-10-1	Industrial	667	674	680	687	694	701	706	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
18-118-10-4	Industrial	1,491	1,506	1,521	1,536	1,551	1,567	1,583	1,598
18-118-10-5	No Change	0	0	0	0	0	0	0	0
18-118-10-6	No Change	0	0	0	0	0	0	0	0
18-118-10-7	No Change	0	0	0	0	0	0	0	0
18-118-10-8	No Change	0	0	0	0	0	0	0	0
18-118-10-9	No Change	0	0	0	0	0	0	0	0
18-118-10-10	No Change	0	0	0	0	0	0	0	0
18-118-10-11	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	0	0	0	0	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	0	0	0	0	0	0	0
18-119-4-1.02	No Change	0	0	0	0	0	0	0	0
18-119-4-2	No Change	0	0	0	0	0	0	0	0
18-119-4-2.01	No Change	0	0	0	0	0	0	0	0
18-119-4-2.03	No Change	0	0	0	0	0	0	0	0
Totals		79,193	79,985	80,785	81,593	82,393	83,193	83,993	84,793

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL COUNTY SALES TAX

Parcel	Redevelop	97 Sq Ft	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
18-110-7-15	Right-of-Way	5,064	1,012,800	7,598	-7,598	-7,572	-7,749	-7,628	-7,904	-7,983	-8,063	-8,144	-8,225	-8,308	-8,391	-8,475	-8,556	-8,645	-8,731	-8,819	-8,907	-8,996	-9,086	-9,177	-9,268
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,626	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	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
18-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	0	0	0	0	41,314	41,727	42,144	42,566	42,992	43,421	43,856	44,294	44,737	45,185	45,636	46,093	46,554	47,019	47,489	47,964	48,444	48,928	49,415
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,644	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-6	Demolish	951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	1,699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-12	Demolish	1,238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-13	Demolish	549	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-14	Demolish	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,266	253,200	1,899	-1,899	-1,918	-1,937	-1,957	-1,976	-1,996	-2,016	-2,036	-2,056	-2,077	-2,098	-2,119	-2,140	-2,161	-2,183	-2,205	-2,227	-2,249	-2,271	-2,294	-2,317
18-114-2-3	Right-of-Way	4,435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-6	Right-of-Way	1,538	307,200	2,304	-2,304	-2,327	-2,350	-2,374	-2,398	-2,422	-2,446	-2,470	-2,495	-2,520	-2,545	-2,570	-2,596	-2,622	-2,648	-2,675	-2,702	-2,729	-2,756	-2,783	-2,811
18-114-2-9	Right-of-Way	812	162,400	1,218	-1,218	-1,230	-1,242	-1,255	-1,267	-1,280	-1,293	-1,306	-1,319	-1,332	-1,345	-1,359	-1,372	-1,386	-1,400	-1,414	-1,428	-1,442	-1,457	-1,471	-1,486
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	85,400	641	-641	-647	-653	-660	-667	-673	-680	-687	-694	-701	-708	-715	-722	-729	-736	-744	-751	-759	-766	-774	-782
18-114-2-12	No Change	786	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,832	0	0	0	0	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	1,960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	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	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	9,856	0	0	0	0	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	2,316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	1,298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	676	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	1,408	281,600	2,114	-2,114	-2,135	-2,156	-2,176	-2,196	-2,217	-2,244	-2,268	-2,289	-2,312	-2,335	-2,358	-2,382	-2,405	-2,428	-2,454	-2,478	-2,503	-2,528	-2,553	-2,578
18-114-3-13	Right-of-Way	1,080	218,000	1,620	-1,620	-1,636	-1,653	-1,669	-1,686	-1,703	-1,720	-1,737	-1,754	-1,772	-1,789	-1,807	-1,825	-1,844	-1,862	-1,881	-1,900	-1,919	-1,938	-1,957	-1,977
18-114-3-14	Right-of-Way	1,529	305,800	2,284	-2,284	-2,316	-2,340	-2,363	-2,387	-2,410	-2,435	-2,459	-2,484	-2,508	-2,533	-2,559	-2,584	-2,610	-2,636	-2,663	-2,689	-2,716	-2,743	-2,771	-2,798
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	6,610	1,322,000	9,615	-9,615	-10,014	-10,114	-10,215	-10,318	-10,421	-10,525	-10,630	-10,737	-10,844	-10,952	-11,062	-11,172	-11,284	-11,387	-11,511	-11,628	-11,742	-11,860	-11,978	-12,098
18-114-3-17	Right-of-Way	3,315	663,000	4,973	-4,973	-5,022	-5,072	-5,123	-5,174	-5,226	-5,278	-5,331	-5,385	-5,438	-5,483	-5,548	-5,603	-5,656	-5,716	-5,773	-5,831	-5,889	-5,948	-6,007	-6,067
18-114-3-18	Right-of-Way	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-19	Right-of-Way	2,698	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	1,188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	4,233	0	0	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	246,400	1,846	-1,846	-1,868	-1,885	-1,904	-1,923	-1,942	-1,962	-1,981	-2,001	-2,021	-2,041	-2,062	-2,082	-2,103	-2,124	-2,145	-2,167	-2,189	-2,210	-2,233	-2,255
18-114-17-2	Right-of-Way	6,620	1,322,000	9,930	-9,930	-10,029	-10,130	-10,231	-10,333	-10,437	-10,541	-10,646	-10,753	-10,860	-10,969	-11,078	-11,189	-11,301	-11,414	-11,528	-11,644	-11,760	-11,878	-11,997	-12,115

CHOUTEAU TRAFFICWAY TIF INCREMENTAL COUNTY SALES TAX

Parcel	Redevelop	97 Sq Ft	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
18-114-17-3	Right-of-Way	5,996	1,199,200	5,994	-8,994	-9,004	-8,175	-9,267	-9,359	-9,453	-9,547	-9,643	-9,739	-9,837	-9,935	-10,034	-10,135	-10,238	-10,338	-10,442	-10,546	-10,652	-10,758	-10,866	-10,974
18-114-17-4	No Change	1,224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-5	No Change	990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-7	No Change	990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-8	No Change	1,448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-9	No Change	990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-17-10	No Change	1,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	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	0	0
18-115-9-2	Apartments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-10	No Change	4,725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-1	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-2	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	0
18-115-9-3	No Change	92,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-7	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-9-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-1	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
18-115-10-2	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-3	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-5	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6	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
18-115-10-6.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.03	No Change	12,225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.04	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.05	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.06	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.07	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-6.08	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-9	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-12	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-115-10-13	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1	No Change	9,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.01	No Change	30,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-1.02	No Change	10,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-119-4-2	No Change	25,984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0
18-119-4-2.03	No Change	79,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		585,220	8,448,000	83,360	-55,344	-55,897	-15,142	-15,294	-15,447	-15,601	-15,757	-15,915	-16,074	-16,232	-16,391	-16,550	-16,709	-16,868	-17,027	-17,186	-17,345	-17,504	-17,663	-17,822	-17,981
					585,772																				

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

CHOUTEAU TRAFFIC
INCREMENTAL COUNTY

Parcel	Redevelop	22	23
18-110-7-15	Right-of-Way	-9,361	-9,455
18-110-7-16	Right-of-Way	0	0
18-110-7-18	Right-of-Way	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
18-110-7-22	No Change	0	0
18-110-7-23	No Change	0	0
18-110-8-1	Retail	49,912	50,411
18-110-8-2	Demolish	0	0
18-110-8-3	Demolish	0	0
18-110-8-4	Demolish	0	0
18-110-8-5	Demolish	0	0
18-110-8-6	Demolish	0	0
18-110-8-8	Demolish	0	0
18-110-8-10	Demolish	0	0
18-110-8-10.01	Demolish	0	0
18-110-8-11	Demolish	0	0
18-110-8-12	Demolish	0	0
18-110-8-13	Demolish	0	0
18-110-8-14	Demolish	0	0
18-110-8-24	Demolish	0	0
18-114-2-1	No Change	0	0
18-114-2-2	Right-of-Way	-2,340	-2,364
18-114-2-3	Right-of-Way	0	0
18-114-2-8	Right-of-Way	-2,839	-2,868
18-114-2-9	Right-of-Way	-1,501	-1,518
18-114-2-10	Right-of-Way	0	0
18-114-2-11	Right-of-Way	-789	-797
18-114-2-12	No Change	0	0
18-114-2-13	No Change	0	0
18-114-2-14	No Change	0	0
18-114-2-16	No Change	0	0
18-114-2-17	No Change	0	0
18-114-2-18	No Change	0	0
18-114-2-19	No Change	0	0
18-114-2-20	No Change	0	0
18-114-2-21	No Change	0	0
18-114-2-22	No Change	0	0
18-114-3-12	Right-of-Way	-2,605	-2,631
18-114-3-13	Right-of-Way	-1,998	-2,016
18-114-3-14	Right-of-Way	-2,826	-2,855
18-114-3-15	Right-of-Way	0	0
18-114-3-16	Right-of-Way	-12,219	-12,341
18-114-3-17	Right-of-Way	-4,128	-4,180
18-114-3-18	Right-of-Way	0	0
18-114-3-19	Right-of-Way	0	0
18-114-3-20	Right-of-Way	0	0
18-114-13-2	No Change	0	0
18-114-13-2.01	No Change	0	0
18-114-14-1	Retail	77,841	78,417
18-114-14-4	No Change	0	0
18-114-14-4.01	No Change	0	0
18-114-15-1	No Change	0	0
18-114-15-2	No Change	0	0
18-114-17-1	Right-of-Way	-2,277	-2,300
18-114-17-2	Right-of-Way	-12,238	-12,380

CHOUTEAU TRAFFIC INCREMENTAL COUNTY

Parcel	Redevelop	22	23
18-114-17-3	Right-of-Way	-11,084	-11,195
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	Apartment	0	0
18-115-9-3	No Change	0	0
18-115-9-4	No Change	0	0
18-115-9-5	Industrial	0	0
18-115-9-6	Industrial	0	0
18-115-9-7	Industrial	0	0
18-115-9-8	Industrial	0	0
18-115-9-9	Industrial	0	0
18-115-9-10	Industrial	0	0
18-115-9-11	Industrial	0	0
18-115-9-12	Industrial	0	0
18-115-9-13	Industrial	0	0
18-115-9-14	Industrial	0	0
18-115-9-15	Industrial	0	0
18-115-9-16	Industrial	0	0
18-115-9-17	Industrial	0	0
18-115-9-18	Industrial	0	0
18-115-9-19	Industrial	0	0
18-115-9-20	Industrial	0	0
18-115-9-21	Industrial	0	0
18-115-9-22	Industrial	0	0
18-115-9-23	Industrial	0	0
18-115-9-24	Industrial	0	0
18-115-9-25	Industrial	0	0
18-115-9-26	Industrial	0	0
18-115-9-27	Industrial	0	0
18-115-9-28	Industrial	0	0
18-115-9-29	Industrial	0	0
18-115-9-30	Industrial	0	0
18-115-9-31	Industrial	0	0
18-115-9-32	Industrial	0	0
18-115-9-33	Industrial	0	0
18-115-9-34	Industrial	0	0
18-115-9-35	Industrial	0	0
18-115-9-36	Industrial	0	0
18-115-9-37	Industrial	0	0
18-115-9-38	Industrial	0	0
18-115-9-39	Industrial	0	0
18-115-9-40	Industrial	0	0
18-115-9-41	Industrial	0	0
18-115-9-42	Industrial	0	0
18-115-9-43	Industrial	0	0
18-115-9-44	Industrial	0	0
18-115-9-45	Industrial	0	0
18-115-9-46	Industrial	0	0
18-115-9-47	Industrial	0	0
18-115-9-48	Industrial	0	0
18-115-9-49	Industrial	0	0
18-115-9-50	Industrial	0	0
18-115-9-51	Industrial	0	0
18-115-9-52	Industrial	0	0
18-115-9-53	Industrial	0	0
18-115-9-54	Industrial	0	0
18-115-9-55	Industrial	0	0
18-115-9-56	Industrial	0	0
18-115-9-57	Industrial	0	0
18-115-9-58	Industrial	0	0
18-115-9-59	Industrial	0	0
18-115-9-60	Industrial	0	0
18-115-9-61	Industrial	0	0
18-115-9-62	Industrial	0	0
18-115-9-63	Industrial	0	0
18-115-9-64	Industrial	0	0
18-115-9-65	Industrial	0	0
18-115-9-66	Industrial	0	0
18-115-9-67	Industrial	0	0
18-115-9-68	Industrial	0	0
18-115-9-69	Industrial	0	0
18-115-9-70	Industrial	0	0
18-115-9-71	Industrial	0	0
18-115-9-72	Industrial	0	0
18-115-9-73	Industrial	0	0
18-115-9-74	Industrial	0	0
18-115-9-75	Industrial	0	0
18-115-9-76	Industrial	0	0
18-115-9-77	Industrial	0	0
18-115-9-78	Industrial	0	0
18-115-9-79	Industrial	0	0
18-115-9-80	Industrial	0	0
18-115-9-81	Industrial	0	0
18-115-9-82	Industrial	0	0
18-115-9-83	Industrial	0	0
18-115-9-84	Industrial	0	0
18-115-9-85	Industrial	0	0
18-115-9-86	Industrial	0	0
18-115-9-87	Industrial	0	0
18-115-9-88	Industrial	0	0
18-115-9-89	Industrial	0	0
18-115-9-90	Industrial	0	0
18-115-9-91	Industrial	0	0
18-115-9-92	Industrial	0	0
18-115-9-93	Industrial	0	0
18-115-9-94	Industrial	0	0
18-115-9-95	Industrial	0	0
18-115-9-96	Industrial	0	0
18-115-9-97	Industrial	0	0
18-115-9-98	Industrial	0	0
18-115-9-99	Industrial	0	0
18-115-9-100	Industrial	0	0
Totals		59,347	59,941

NOTE: 1997 Sales and Tax Revs

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL CITY SALES TAX

Parcel	Redevelop	97 Sq Ft	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
18-110-7-15	Right-of-Way	5,064	1,012,800	15,192	-15,192	-15,344	-15,497	-15,652	-15,808	-15,967	-16,127	-16,288	-16,451	-16,615	-16,781	-16,949	-17,119	-17,290	-17,463	-17,637	-17,814	-17,992	-18,172
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-20	No Change	1,456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-20-01	No Change	1,382	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-21	No Change	1,826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-22	No Change	512	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-1	Retail	1,054	0	0	0	82,628	83,454	84,298	85,132	85,963	86,843	87,711	88,589	89,474	90,369	91,273	92,186	93,107	94,038	94,979	95,929	96,888	
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-3	Demolish	2,644	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-5	Demolish	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-6	Demolish	951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-10	Demolish	1,699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-10-01	Demolish	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-11	Demolish	1,245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-12	Demolish	1,239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-13	Demolish	545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-14	Demolish	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-2	Right-of-Way	1,265	253,200	3,798	-3,798	-3,838	-3,874	-3,913	-3,952	-3,992	-4,032	-4,072	-4,113	-4,154	-4,195	-4,237	-4,280	-4,322	-4,366	-4,409	-4,453	-4,543	
18-114-2-3	Right-of-Way	4,435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-8	Right-of-Way	1,536	307,200	4,638	-4,638	-4,654	-4,701	-4,748	-4,795	-4,843	-4,891	-4,940	-4,989	-5,040	-5,090	-5,141	-5,192	-5,244	-5,297	-5,350	-5,403	-5,457	
18-114-2-9	Right-of-Way	812	162,400	2,436	-2,436	-2,460	-2,485	-2,510	-2,535	-2,560	-2,586	-2,612	-2,638	-2,664	-2,691	-2,718	-2,745	-2,772	-2,800	-2,828	-2,856	-2,914	
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-11	Right-of-Way	427	85,400	1,281	-1,281	-1,294	-1,307	-1,320	-1,333	-1,346	-1,360	-1,373	-1,387	-1,401	-1,415	-1,429	-1,443	-1,458	-1,472	-1,487	-1,502	-1,517	
18-114-2-12	No Change	788	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-13	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-14	No Change	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-16	No Change	1,976	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-18	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-19	No Change	9,656	0	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	2,316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-21	No Change	1,268	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-2-22	No Change	676	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-3-12	Right-of-Way	1,409	281,800	4,227	-4,227	-4,269	-4,312	-4,355	-4,399	-4,443	-4,487	-4,532	-4,577	-4,623	-4,669	-4,716	-4,763	-4,811	-4,859	-4,907	-4,956	-5,006	
18-114-3-13	Right-of-Way	1,080	216,000	3,790	-3,790	-3,818	-3,856	-3,895	-3,933	-3,973	-4,013	-4,053	-4,093	-4,134	-4,175	-4,217	-4,259	-4,302	-4,345	-4,388	-4,432	-4,477	
18-114-3-14	Right-of-Way	1,529	305,800	5,352	-5,352	-5,405	-5,459	-5,514	-5,569	-5,624	-5,681	-5,738	-5,795	-5,853	-5,911	-5,970	-6,030	-6,091	-6,151	-6,213	-6,275	-6,338	
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-3-16	Right-of-Way	6,810	1,322,000	18,830	-18,830	-20,028	-20,229	-20,431	-20,635	-20,842	-21,050	-21,260	-21,473	-21,688	-21,905	-22,124	-22,345	-22,568	-22,794	-23,022	-23,252	-23,485	
18-114-3-17	Right-of-Way	3,315	663,000	9,945	-9,945	-10,044	-10,145	-10,246	-10,349	-10,452	-10,557	-10,662	-10,769	-10,877	-10,985	-11,095	-11,206	-11,318	-11,432	-11,546	-11,661	-11,778	
18-114-3-18	Right-of-Way	880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-3-19	Right-of-Way	2,868	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-3-20	Right-of-Way	1,186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-13-2-01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-14-4-01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-15-1	No Change	5,344	1,068,800	16,032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-15-1	No Change	4,233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-15-2	No Change	1,232	246,400	3,696	-3,696	-3,733	-3,770	-3,808	-3,846	-3,885	-3,923	-3,963	-4,002	-4,042	-4,083	-4,124	-4,165	-4,206	-4,248	-4,291	-4,334	-4,377	
18-114-17-1	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-2	Right-of-Way	8,623	1,324,000	23,170	-23,170	-23,402	-23,638	-23,872	-24,111	-24,352	-24,595	-24,841	-25,090	-25,341	-25,594	-25,850	-26,106	-26,370	-26,633	-26,900	-27,168	-27,440	

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL CITY SALES TAX

Parcel	Redevelop	'97 Sq.Ft.	'97 Sales	'97 Tax		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
18-114-17-3	Right-of-Way	5,996	1,199,200	17,988	-17,988	-18,188	-16,350	-15,533	-18,718	-18,906	-19,065	-19,286	-19,478	-19,673	-19,870	-20,069	-20,269	-20,472	-20,677	-20,884	-21,082	-21,303	-21,518	-21,731	
18-114-17-4	No Change	1,224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-5	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-7	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-8	No Change	1,448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-9	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-10	No Change	1,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-1	No Change	5,360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-2	Apartments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-3	No Change	4,725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-5	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	
18-115-P-6	No Change	62,832	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-7	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-8	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-9	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-10	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-11	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-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	0	
18-115-P-13	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-14	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	
18-115-P-15	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-16	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-17	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-18	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-19	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-20	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-21	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-22	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-23	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-24	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-25	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-26	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-27	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-28	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-29	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-30	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-31	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-32	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-33	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-34	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-35	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-36	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-37	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-38	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-39	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-40	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-41	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-42	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-43	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-44	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-45	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-46	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-47	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-48	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-49	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-50	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-51	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-52	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-53	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-54	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-55	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-56	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-57	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-58	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-59	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-60	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-61	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-P-62	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

NOTE: Food & Beverage tax of 1.75% is collected on restaurant sales. General rate of 1% is collected on all else.
1987 Sales and tax revenue are estimated (see Global Assumptions)

CHOUTEAU TRAFFIC INCREMENTAL CITY SAL

Parcel	Redevelop	21	22	23
18-110-7-15	Right-of-Way	-18,537	-18,722	-18,910
18-110-7-16	Right-of-Way	0	0	0
18-110-7-18	Right-of-Way	0	0	0
18-110-7-19	Right-of-Way	0	0	0
18-110-7-20	No Change	0	0	0
18-110-7-20.01	No Change	0	0	0
18-110-7-21	No Change	0	0	0
18-110-7-22	No Change	0	0	0
18-110-7-23	No Change	0	0	0
18-110-8-1	Retail	98,835	98,824	100,822
18-110-8-2	Demolish	0	0	0
18-110-8-3	Demolish	0	0	0
18-110-8-4	Demolish	0	0	0
18-110-8-5	Demolish	0	0	0
18-110-8-6	Demolish	0	0	0
18-110-8-8	Demolish	0	0	0
18-110-8-10	Demolish	0	0	0
18-110-8-10.01	Demolish	0	0	0
18-110-8-11	Demolish	0	0	0
18-110-8-12	Demolish	0	0	0
18-110-8-13	Demolish	0	0	0
18-110-8-14	Demolish	0	0	0
18-110-8-24	Demolish	0	0	0
18-114-2-1	No Change	0	0	0
18-114-2-2	Right-of-Way	-4,834	-4,861	-4,727
18-114-2-3	Right-of-Way	0	0	0
18-114-2-6	Right-of-Way	-5,823	-5,879	-5,736
18-114-2-9	Right-of-Way	-2,972	-3,002	-3,032
18-114-2-10	Right-of-Way	0	0	0
18-114-2-11	Right-of-Way	-1,563	-1,579	-1,594
18-114-2-12	No Change	0	0	0
18-114-2-13	No Change	0	0	0
18-114-2-14	No Change	0	0	0
18-114-2-16	No Change	0	0	0
18-114-2-17	No Change	0	0	0
18-114-2-18	No Change	0	0	0
18-114-2-19	No Change	0	0	0
18-114-2-20	No Change	0	0	0
18-114-2-21	No Change	0	0	0
18-114-2-22	No Change	0	0	0
18-114-3-12	Right-of-Way	-5,158	-5,209	-5,261
18-114-3-13	Right-of-Way	-4,612	-4,658	-4,705
18-114-3-14	Right-of-Way	-6,530	-6,585	-6,661
18-114-3-15	Right-of-Way	0	0	0
18-114-3-16	Right-of-Way	-24,196	-24,438	-24,883
18-114-3-17	Right-of-Way	-12,135	-12,256	-12,376
18-114-3-18	Right-of-Way	0	0	0
18-114-3-19	Right-of-Way	0	0	0
18-114-3-20	Right-of-Way	0	0	0
18-114-13-2	No Change	0	0	0
18-114-13-2.01	No Change	0	0	0
18-114-14-1	Retail	153,744	155,281	158,834
18-114-14-4	No Change	0	0	0
18-114-14-4.01	No Change	0	0	0
18-114-15-1	No Change	0	0	0
18-114-15-2	No Change	0	0	0
18-114-17-1	Right-of-Way	-4,510	-4,555	-4,600
18-114-17-2	Right-of-Way	-28,272	-28,555	-28,840

CHOUTEAU TRAFFIC
INCREMENTAL CITY SAL

Parcel	Redevelop	21	22	23
18-114-17-3	Right-of-Way	-21,948	-22,168	-22,390
18-114-17-4	No Change	0	0	0
18-114-17-5	No Change	0	0	0
18-114-17-6	No Change	0	0	0
18-114-17-7	No Change	0	0	0
18-114-17-8	No Change	0	0	0
18-114-17-9	No Change	0	0	0
18-114-17-10	No Change	0	0	0
18-115-9-1	No Change	0	0	0
18-115-9-2	Apartment	0	0	0
18-115-9-10	No Change	0	0	0
18-115-9-1	Industrial	0	0	0
18-115-9-2	No Change	0	0	0
18-115-9-3	No Change	0	0	0
18-115-9-0	Industrial	0	0	0
18-115-9-0	Industrial	0	0	0
18-115-9-0	Industrial	0	0	0
18-115-9-0	Industrial	0	0	0
18-115-9-7	No Change	0	0	0
18-115-9-8	No Change	0	0	0
18-115-10-1	Industrial	0	0	0
18-115-10-2	Industrial	0	0	0
18-115-10-3	Industrial	0	0	0
18-115-10-4	Industrial	0	0	0
18-115-10-5	No Change	0	0	0
18-115-10-5	No Change	0	0	0
18-115-10-5.01	No Change	0	0	0
18-115-10-5.03	No Change	0	0	0
18-115-10-5.04	No Change	0	0	0
18-115-10-5.05	No Change	0	0	0
18-115-10-5.06	No Change	0	0	0
18-115-10-5.07	No Change	0	0	0
18-115-10-5.08	No Change	0	0	0
18-115-10-9	No Change	0	0	0
18-115-10-12	No Change	0	0	0
18-115-10-13	No Change	0	0	0
18-119-4-1	No Change	0	0	0
18-119-4-1.01	No Change	0	0	0
18-119-4-1.02	No Change	0	0	0
18-119-4-2	No Change	0	0	0
18-119-4-2.01	No Change	0	0	0
18-119-4-2.03	No Change	0	0	0
Totals		111,888	113,007	114,137

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

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL MASS TRANSIT SALES TAX

Parcel	Redevelop	97 Sq. Ft.	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
15-114-17-3	Right-of-Way	5,996	1,199,200	5,996	-5,996	-8,056	-8,117	-8,178	-8,239	-8,302	-8,365	-8,428	-8,493	-8,558	-8,623	-8,689	-8,756	-8,824	-8,892	-8,961	-7,031	-7,101	-7,172	-7,244	-7,316
15-114-17-4	No Change	1,224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-5	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-7	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-8	No Change	1,448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-9	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-114-17-10	No Change	1,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-1	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	0	0
15-115-9-2	Apartments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-3	No Change	4,725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-5	No Change	75,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-6	No Change	82,832	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-7	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-9-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-1	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
15-115-10-2	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-3	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-5	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-7	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-8	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
15-115-10-9	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-10	No Change	12,225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-11	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-12	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-13	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-14	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-15	No Change	9,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-16	No Change	30,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-17	No Change	10,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-18	No Change	25,984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-19	No Change	42,653	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-115-10-20	No Change	79,008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		585,220	8,448,000	42,240	-36,895	-37,285	-10,085	-10,188	-10,288	-10,401	-10,505	-10,610	-10,716	-10,822	-10,928	-11,034	-11,140	-11,246	-11,352	-11,458	-11,564	-11,670	-11,776	-11,882	-11,988

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

CHOUTEAU TRAFFIC INCREMENTAL MASS T

Parcel	Redevelop	22	23
18-110-7-15	Right-of-Way	-8,241	-8,303
18-110-7-16	Right-of-Way	0	0
18-110-7-18	Right-of-Way	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
18-110-7-22	No Change	0	0
18-110-7-23	No Change	0	0
18-110-8-1	Retail	33,275	33,807
18-110-8-2	Demolish	0	0
18-110-8-3	Demolish	0	0
18-110-8-4	Demolish	0	0
18-110-8-5	Demolish	0	0
18-110-8-6	Demolish	0	0
18-110-8-8	Demolish	0	0
18-110-8-10	Demolish	0	0
18-110-8-10.01	Demolish	0	0
18-110-8-11	Demolish	0	0
18-110-8-12	Demolish	0	0
18-110-8-13	Demolish	0	0
18-110-8-14	Demolish	0	0
18-110-8-24	Demolish	0	0
18-114-2-1	No Change	0	0
18-114-2-2	Right-of-Way	-1,560	-1,578
18-114-2-3	Right-of-Way	0	0
18-114-2-8	Right-of-Way	-1,893	-1,912
18-114-2-9	Right-of-Way	-1,001	-1,011
18-114-2-10	Right-of-Way	0	0
18-114-2-11	Right-of-Way	-528	-531
18-114-2-12	No Change	0	0
18-114-2-13	No Change	0	0
18-114-2-14	No Change	0	0
18-114-2-16	No Change	0	0
18-114-2-17	No Change	0	0
18-114-2-18	No Change	0	0
18-114-2-19	No Change	0	0
18-114-2-20	No Change	0	0
18-114-2-21	No Change	0	0
18-114-2-22	No Change	0	0
18-114-3-12	Right-of-Way	-1,738	-1,754
18-114-3-13	Right-of-Way	-1,331	-1,344
18-114-3-14	Right-of-Way	-1,884	-1,903
18-114-3-15	Right-of-Way	0	0
18-114-3-16	Right-of-Way	-8,148	-8,228
18-114-3-17	Right-of-Way	-4,085	-4,128
18-114-3-18	Right-of-Way	0	0
18-114-3-19	Right-of-Way	0	0
18-114-3-20	Right-of-Way	0	0
18-114-13-2	No Change	0	0
18-114-13-2.01	No Change	0	0
18-114-14-1	Retail	51,760	52,278
18-114-14-4	No Change	0	0
18-114-14-4.01	No Change	0	0
18-114-15-1	No Change	0	0
18-114-15-2	No Change	0	0
18-114-17-1	Right-of-Way	-1,518	-1,533
18-114-17-2	Right-of-Way	-8,158	-8,240

CHOUTEAU TRAFFIC INCREMENTAL MASS T

Parcel	Redevelop	22	23
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
18-114-17-6	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
18-115-9-10	No Change	0	0
18-115-9-1	Industrial	0	0
18-115-9-2	No Change	0	0
18-115-9-3	No Change	0	0
18-115-9-0	Industrial	0	0
18-115-9-0	Industrial	0	0
18-115-9-0	Industrial	0	0
18-115-9-0	Industrial	0	0
18-115-9-0	Industrial	0	0
18-115-9-7	No Change	0	0
18-115-9-8	No Change	0	0
18-116-10-1	Industrial	0	0
18-116-10-2	Industrial	0	0
18-116-10-3	Industrial	0	0
18-116-10-4	Industrial	0	0
18-116-10-5	No Change	0	0
18-116-10-5	No Change	0	0
18-116-10-6.01	No Change	0	0
18-116-10-6.03	No Change	0	0
18-116-10-6.04	No Change	0	0
18-116-10-6.05	No Change	0	0
18-116-10-6.06	No Change	0	0
18-116-10-6.07	No Change	0	0
18-116-10-6.06	No Change	0	0
18-116-10-9	No Change	0	0
18-116-10-12	No Change	0	0
18-116-10-13	No Change	0	0
18-119-4-1	No Change	0	0
18-119-4-1.01	No Change	0	0
18-119-4-1.02	No Change	0	0
18-119-4-2	No Change	0	0
18-119-4-2.01	No Change	0	0
18-119-4-2.03	No Change	0	0
Totals		39,565	39,560

NOTE: 1997 Sales and tax revs

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL BI-STATE SALES TAX

Parcel	Redevelop	97 Sq.Ft.	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
18-110-7-15	Right-of-Way	5,084	1,012,800	101	-101	-102	-103	-104	-105	-106	-108	-109	-110	-111	-112	-113	-114	-115	-116	-118	-119	-120	-121	-122	-124
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,458	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,829	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	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
18-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	0	0	551	556	562	568	573	579	585	591	596	602	608	615	621	627	633	640	646	652	658	664	669
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-6	Demolish	951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	1,699	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-12	Demolish	1,238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-13	Demolish	548	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-14	Demolish	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,298	253,200	25	-25	-26	-26	-26	-27	-27	-27	-27	-27	-28	-28	-28	-28	-29	-29	-29	-30	-30	-31	-31	-31
18-114-2-3	Right-of-Way	4,435	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-6	Right-of-Way	1,538	307,200	31	-31	-31	-31	-32	-32	-32	-33	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-37	-37	-37	-37
18-114-2-9	Right-of-Way	812	162,400	18	-18	-18	-17	-17	-17	-17	-17	-17	-18	-18	-18	-18	-18	-19	-19	-19	-19	-20	-20	-20	-20
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	85,400	9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-9	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
18-114-2-12	No Change	793	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,832	0	0	0	0	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	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	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	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	9,856	0	0	0	0	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	2,316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	1,298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	676	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	1,408	281,800	28	-28	-28	-28	-29	-29	-30	-30	-30	-31	-31	-31	-32	-32	-32	-32	-33	-33	-33	-34	-34	-34
18-114-3-13	Right-of-Way	1,080	216,000	22	-22	-22	-22	-22	-22	-23	-23	-23	-24	-24	-24	-24	-24	-25	-25	-25	-25	-26	-26	-26	-26
18-114-3-14	Right-of-Way	1,528	305,600	31	-31	-31	-31	-32	-32	-32	-32	-33	-33	-33	-34	-34	-34	-35	-35	-35	-36	-36	-37	-37	-37
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	5,810	1,322,000	132	-132	-134	-135	-136	-136	-136	-140	-142	-143	-145	-146	-147	-148	-150	-152	-153	-155	-157	-158	-160	-161
18-114-3-17	Right-of-Way	3,315	863,000	66	-66	-67	-68	-68	-69	-70	-70	-71	-72	-73	-73	-74	-75	-75	-76	-77	-78	-79	-80	-81	-81
18-114-3-18	Right-of-Way	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-19	Right-of-Way	2,669	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-20	Right-of-Way	1,188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	5,344	1,068,800	107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107	-107
18-114-15-2	No Change	4,233	0	0	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	246,400	25	-25	-25	-25	-25	-26	-26	-26	-26	-27	-27	-27	-27	-28	-28	-28	-28	-29	-29	-29	-30	-30
18-114-17-2	Right-of-Way	5,020	1,324,000	132	-132	-134	-135	-136	-136	-139	-141	-142	-143	-145	-146	-148	-149	-151	-152	-154	-155	-157	-158	-160	-162

CHOUTEAU TRAFFICWAY TIF INCREMENTAL BI-STATE SALES TAX

Parcel	Redevelop	97 Sq Ft	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
18-114-17-3	Right-of-Way	5,998	1,199,200	120	-120	-121	-122	-124	-125	-126	-127	-129	-130	-131	-132	-134	-135	-136	-138	-139	-141	-142	-143	-145	-146
18-114-17-4	No Change	1,224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-5	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-7	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-8	No Change	1,448	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-9	No Change	960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-114-17-10	No Change	1,064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-115-9-1	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	0	
18-115-9-2	Apartments	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-6-10	No Change	4,725	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-1	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-2	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	
18-116-9-3	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	0	
18-116-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-0	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-7	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-9-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-1	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	
18-116-10-2	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-3	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.01	No Change	49,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.03	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.04	No Change	12,225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.05	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.06	No Change	36,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.07	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-8.08	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-9	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-12	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-116-10-13	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-1	No Change	9,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-1.01	No Change	30,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-1.02	No Change	10,080	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-2	No Change	25,884	0	0	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	42,853	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18-119-4-2.03	No Change	79,006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		585,220	8,448,000	845	-736	-745	-745	-204	-206	-208	-210	-212	-214	-702	-709	-716	-724	-731	-738	-745	-753	-760	-768	-778	-786

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

CHOUTEAU TRAFFIC INCREMENTAL BILSTAT

Parcel	Redevelop	22	23
18-110-7-15	Right-of-Way	-125	-126
18-110-7-16	Right-of-Way	0	0
18-110-7-18	Right-of-Way	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
18-110-7-22	No Change	0	0
18-110-7-23	No Change	0	0
18-110-8-1	Retail	665	672
18-110-8-2	Demolish	0	0
18-110-8-3	Demolish	0	0
18-110-8-4	Demolish	0	0
18-110-8-5	Demolish	0	0
18-110-8-6	Demolish	0	0
18-110-8-8	Demolish	0	0
18-110-8-10	Demolish	0	0
18-110-8-10.01	Demolish	0	0
18-110-8-11	Demolish	0	0
18-110-8-12	Demolish	0	0
18-110-8-13	Demolish	0	0
18-110-8-14	Demolish	0	0
18-110-8-24	Demolish	0	0
18-114-2-1	No Change	0	0
18-114-2-2	Right-of-Way	-31	-32
18-114-2-3	Right-of-Way	0	0
18-114-2-6	Right-of-Way	-38	-38
18-114-2-9	Right-of-Way	-20	-20
18-114-2-10	Right-of-Way	-0	-0
18-114-2-11	Right-of-Way	-11	-11
18-114-2-12	No Change	0	0
18-114-2-13	No Change	0	0
18-114-2-14	No Change	0	0
18-114-2-16	No Change	0	0
18-114-2-17	No Change	0	0
18-114-2-18	No Change	0	0
18-114-2-19	No Change	0	0
18-114-2-20	No Change	0	0
18-114-2-21	No Change	0	0
18-114-2-22	No Change	0	0
18-114-3-12	Right-of-Way	-35	-35
18-114-3-13	Right-of-Way	-27	-27
18-114-3-14	Right-of-Way	-38	-38
18-114-3-15	Right-of-Way	0	0
18-114-3-16	Right-of-Way	-163	-165
18-114-3-17	Right-of-Way	-82	-83
18-114-3-18	Right-of-Way	0	0
18-114-3-19	Right-of-Way	0	0
18-114-3-20	Right-of-Way	0	0
18-114-13-2	No Change	0	0
18-114-13-2.01	No Change	0	0
18-114-14-1	Retail	1,035	1,046
18-114-14-4	No Change	0	0
18-114-14-4.01	No Change	0	0
18-114-15-1	No Change	0	0
18-114-15-2	No Change	0	0
18-114-17-1	Right-of-Way	-30	-31
18-114-17-2	Right-of-Way	-183	-165

CHOUTEAU TRAFFIC INCREMENTAL BI-STAT

Parcel	Redevelop	22	23
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	Apartment	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
18-118-9-0	Industrial	0	0
18-118-9-0	Industrial	0	0
18-118-9-0	Industrial	0	0
18-118-9-0	Industrial	0	0
18-118-9-7	No Change	0	0
18-118-9-8	No Change	0	0
18-118-10-1	Industrial	0	0
18-118-10-2	Industrial	0	0
18-118-10-3	Industrial	0	0
18-118-10-4	Industrial	0	0
18-118-10-5	No Change	0	0
18-118-10-6	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	0	0
18-118-10-12	No Change	0	0
18-118-10-13	No Change	0	0
18-119-4-1	No Change	0	0
18-119-4-1.01	No Change	0	0
18-119-4-1.02	No Change	0	0
18-119-4-2	No Change	0	0
18-119-4-2.01	No Change	0	0
18-119-4-2.03	No Change	0	0
Totals		791	799

NOTE: 1997 Sales and tax reve

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL STATE SALES TAX

Parcel	Redevelop	97 Sq.Ft.	97 Sales	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
18-110-7-15	Right-of-Way	5,064	1,012,800	40,512	-40,512	-40,917	-41,326	-41,740	-42,157	-42,579	-43,004	-43,434	-43,869	-44,307	-44,750	-45,198	-45,650	-46,108	-46,567	-47,033	-47,504	-47,978	-48,458
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	512	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-6	Demolish	951	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	1,899	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-12	Demolish	1,236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-13	Demolish	546	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-14	Demolish	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,266	253,200	10,128	-10,128	-10,229	-10,332	-10,435	-10,539	-10,645	-10,751	-10,859	-10,967	-11,077	-11,188	-11,299	-11,412	-11,527	-11,642	-11,758	-11,876	-11,995	-12,115
18-114-2-3	Right-of-Way	4,335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-5	Right-of-Way	1,536	397,200	12,288	-12,288	-12,411	-12,535	-12,660	-12,787	-12,915	-13,044	-13,174	-13,306	-13,439	-13,574	-13,709	-13,846	-13,985	-14,125	-14,269	-14,409	-14,553	-14,698
18-114-2-8	Right-of-Way	812	162,400	6,496	-6,496	-6,591	-6,687	-6,783	-6,880	-6,978	-7,076	-7,175	-7,274	-7,373	-7,473	-7,573	-7,673	-7,773	-7,873	-7,973	-8,073	-8,173	-8,273
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	85,400	3,418	-3,418	-3,450	-3,485	-3,520	-3,555	-3,590	-3,625	-3,660	-3,695	-3,730	-3,773	-3,811	-3,849	-3,888	-3,927	-3,966	-4,005	-4,045	-4,086
18-114-2-12	No Change	768	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	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
18-114-2-17	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	9,656	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	2,318	0	0	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	1,298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	678	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	1,409	281,800	11,272	-11,272	-11,385	-11,499	-11,614	-11,730	-11,847	-11,965	-12,085	-12,206	-12,328	-12,451	-12,578	-12,702	-12,829	-12,957	-13,086	-13,217	-13,349	-13,483
18-114-3-13	Right-of-Way	1,080	218,000	8,640	-8,640	-8,726	-8,814	-8,902	-8,991	-9,081	-9,172	-9,263	-9,356	-9,449	-9,544	-9,639	-9,736	-9,833	-9,931	-10,031	-10,131	-10,232	-10,335
18-114-3-14	Right-of-Way	1,529	305,800	12,232	-12,232	-12,354	-12,478	-12,603	-12,728	-12,856	-12,985	-13,114	-13,246	-13,378	-13,512	-13,647	-13,783	-13,921	-14,060	-14,201	-14,343	-14,486	-14,631
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	6,610	1,322,000	52,880	-52,880	-53,408	-53,943	-54,482	-55,027	-55,577	-56,133	-56,695	-57,261	-57,834	-58,412	-58,997	-59,587	-60,182	-60,784	-61,392	-62,006	-62,626	-63,252
18-114-3-17	Right-of-Way	3,315	663,000	26,520	-26,520	-26,785	-27,053	-27,324	-27,597	-27,873	-28,152	-28,433	-28,717	-29,005	-29,295	-29,588	-29,883	-30,182	-30,484	-30,789	-31,097	-31,408	-31,722
18-114-3-18	Right-of-Way	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-19	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
18-114-3-20	Right-of-Way	1,188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	5,344	1,068,800	42,752	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	4,233	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	246,400	9,856	-9,856	-9,965	-10,064	-10,155	-10,256	-10,359	-10,462	-10,567	-10,673	-10,779	-10,887	-10,998	-11,106	-11,217	-11,329	-11,443	-11,557	-11,673	-11,789
18-114-17-2	Right-of-Way	9,820	1,324,000	52,960	-52,960	-53,480	-54,024	-54,585	-55,110	-55,651	-56,218	-56,780	-57,348	-57,922	-58,501	-59,088	-59,677	-60,273	-60,876	-61,485	-62,100	-62,721	-63,348

[illegible]

Choulesu.30s State Sales
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CHOUTEAU TRAFFIC INCREMENTAL STATES

Parcel	Redevelop	20	21	22	23
18-110-7-15	Right-of-Way	-48,943	-49,927	-50,426	
18-110-7-16	Right-of-Way	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0
18-110-7-20	No Change	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0
18-110-7-21	No Change	0	0	0	0
18-110-7-22	No Change	0	0	0	0
18-110-7-23	No Change	0	0	0	0
18-110-8-1	Retail	260,852	263,551	266,197	268,659
18-110-8-2	Demolish	0	0	0	0
18-110-8-3	Demolish	0	0	0	0
18-110-8-4	Demolish	0	0	0	0
18-110-8-5	Demolish	0	0	0	0
18-110-8-6	Demolish	0	0	0	0
18-110-8-8	Demolish	0	0	0	0
18-110-8-10	Demolish	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0
18-110-8-11	Demolish	0	0	0	0
18-110-8-12	Demolish	0	0	0	0
18-110-8-13	Demolish	0	0	0	0
18-110-8-14	Demolish	0	0	0	0
18-110-8-24	Demolish	0	0	0	0
18-114-2-1	No Change	0	0	0	0
18-114-2-2	Right-of-Way	-12,236	-12,358	-12,462	-12,608
18-114-2-3	Right-of-Way	0	0	0	0
18-114-2-8	Right-of-Way	-14,845	-14,994	-15,144	-15,295
18-114-2-9	Right-of-Way	-7,848	-7,928	-8,008	-8,088
18-114-2-10	Right-of-Way	0	0	0	0
18-114-2-11	Right-of-Way	-4,127	-4,168	-4,210	-4,252
18-114-2-12	No Change	0	0	0	0
18-114-2-13	No Change	0	0	0	0
18-114-2-14	No Change	0	0	0	0
18-114-2-16	No Change	0	0	0	0
18-114-2-17	No Change	0	0	0	0
18-114-2-18	No Change	0	0	0	0
18-114-2-19	No Change	0	0	0	0
18-114-2-20	No Change	0	0	0	0
18-114-2-21	No Change	0	0	0	0
18-114-2-22	No Change	0	0	0	0
18-114-3-12	Right-of-Way	-13,618	-13,754	-13,892	-14,030
18-114-3-13	Right-of-Way	-10,436	-10,542	-10,648	-10,754
18-114-3-14	Right-of-Way	-14,778	-14,825	-15,075	-15,225
18-114-3-15	Right-of-Way	0	0	0	0
18-114-3-16	Right-of-Way	-83,885	-84,524	-85,169	-85,821
18-114-3-17	Right-of-Way	-32,036	-32,359	-32,683	-33,010
18-114-3-18	Right-of-Way	0	0	0	0
18-114-3-19	Right-of-Way	0	0	0	0
18-114-3-20	Right-of-Way	0	0	0	0
18-114-13-2	No Change	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0
18-114-14-1	Retail	405,925	406,984	414,084	418,225
18-114-14-4	No Change	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0
18-114-15-1	No Change	0	0	0	0
18-114-15-2	No Change	0	0	0	0
18-114-17-1	Right-of-Way	-11,907	-12,026	-12,146	-12,268
18-114-17-2	Right-of-Way	-83,981	-84,821	-85,287	-85,920

CHOUTEAU TRAFFIC INCREMENTAL STATE S

Parcel	Redevelop	20	21	22	23
18-114-17-3	Right-of-Way	-57,951	-58,530	-59,115	-59,707
18-114-17-4	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
18-114-17-7	No Change	0	0	0	0
18-114-17-8	No Change	0	0	0	0
18-114-17-9	No Change	0	0	0	0
18-114-17-10	No Change	0	0	0	0
18-115-9-1	No Change	0	0	0	0
18-115-9-2	Apartments	0	0	0	0
18-118-6-10	No Change	0	0	0	0
18-118-9-1	Industrial	0	0	0	0
18-118-9-2	No Change	0	0	0	0
18-118-9-3	No Change	0	0	0	0
18-118-9-0	Industrial	0	0	0	0
18-118-9-0	Industrial	0	0	0	0
18-118-9-0	Industrial	0	0	0	0
18-118-9-0	Industrial	0	0	0	0
18-118-9-7	No Change	0	0	0	0
18-118-9-8	No Change	0	0	0	0
18-118-10-1	Industrial	0	0	0	0
18-118-10-2	Industrial	0	0	0	0
18-118-10-3	Industrial	0	0	0	0
18-118-10-4	Industrial	0	0	0	0
18-118-10-6	No Change	0	0	0	0
18-118-10-8	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
18-118-10-8.05	No Change	0	0	0	0
18-118-10-8.06	No Change	0	0	0	0
18-118-10-8.07	No Change	0	0	0	0
18-118-10-8.08	No Change	0	0	0	0
18-118-10-9	No Change	0	0	0	0
18-118-10-12	No Change	0	0	0	0
18-118-10-13	No Change	0	0	0	0
18-119-4-1	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
18-119-4-2	No Change	0	0	0	0
18-119-4-2.01	No Change	0	0	0	0
18-119-4-2.03	No Change	0	0	0	0
Totals		310,281	313,384	316,518	319,683

NOTE: 1997 Sales and tax reve

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL UTILITY TAX

Parcel	Redevelop	97 Sq Ft	97 Utilities	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
18-110-7-15	Right-of-Way	5,084	8,875	867	-987	-987	-1,007	-1,017	-1,028	-1,038	-1,048	-1,059	-1,069	-1,080	-1,091	-1,102	-1,113	-1,124	-1,135	-1,146	-1,156	-1,169	-1,181	-1,193
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,458	582	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,382	545	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,826	730	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	512	205	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	880	344	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	880	344	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	422	42	0	0	0	5,328	5,381	5,435	5,489	5,544	5,600	5,655	5,712	5,769	5,827	5,885	5,944	6,004	6,064	6,124	6,185	6,247
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,844	1,068	106	0	0	0	-108	-109	-110	-111	-112	-113	-115	-118	-117	-118	-120	-122	-123	-124	-125	-127	-128
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	780	234	23	0	0	0	-239	-241	-244	-246	-248	-251	-253	-258	-258	-261	-264	-269	-272	-274	-277	-280	-283
18-110-8-6	Demolish	951	285	28	0	0	0	-291	-294	-297	-300	-303	-306	-308	-312	-315	-318	-321	-325	-328	-331	-335	-341	-345
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	1,899	688	68	0	0	0	-88	-70	-71	-71	-72	-73	-74	-74	-75	-76	-77	-77	-78	-79	-80	-81	-82
18-110-8-10	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,248	498	50	0	0	0	-51	-51	-52	-52	-53	-54	-54	-55	-55	-56	-56	-57	-58	-59	-59	-60	-60
18-110-8-12	Demolish	1,236	484	48	0	0	0	-50	-51	-51	-52	-53	-54	-54	-55	-55	-56	-56	-57	-58	-59	-59	-60	-60
18-110-8-13	Demolish	546	218	22	0	0	0	-22	-23	-23	-23	-23	-24	-24	-24	-24	-24	-25	-25	-25	-26	-26	-26	-26
18-110-8-14	Demolish	1,051	420	42	0	0	0	-43	-43	-44	-44	-45	-46	-46	-47	-47	-47	-48	-48	-49	-49	-50	-50	-51
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	326	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,288	2,498	247	-247	-249	-252	-254	-257	-259	-262	-265	-267	-270	-273	-275	-278	-281	-284	-287	-289	-292	-295	-298
18-114-2-3	Right-of-Way	4,435	13,305	1,331	-1,331	-1,344	-1,357	-1,371	-1,385	-1,398	-1,412	-1,426	-1,441	-1,455	-1,470	-1,484	-1,498	-1,514	-1,529	-1,545	-1,560	-1,575	-1,591	-1,607
18-114-2-6	Right-of-Way	1,538	2,995	300	-300	-303	-306	-309	-312	-315	-318	-321	-324	-328	-331	-334	-338	-341	-344	-348	-351	-355	-358	-362
18-114-2-8	Right-of-Way	812	1,583	158	-158	-160	-162	-163	-165	-168	-169	-170	-171	-173	-175	-177	-178	-180	-182	-184	-186	-188	-189	-191
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	833	83	-83	-84	-85	-86	-87	-88	-88	-89	-90	-91	-92	-93	-94	-95	-96	-97	-98	-99	-100	-101
18-114-2-12	No Change	798	319	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,632	853	85	0	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	1,560	824	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	No Change	1,978	781	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	2,436	874	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	9,858	3,942	394	0	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	2,316	926	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	1,288	519	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	878	270	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	1,406	2,748	275	-275	-278	-280	-283	-288	-289	-292	-295	-298	-300	-304	-307	-310	-313	-316	-319	-322	-325	-329	-332
18-114-3-13	Right-of-Way	1,080	3,240	324	-324	-327	-331	-334	-337	-341	-344	-347	-351	-354	-358	-361	-365	-368	-372	-376	-380	-384	-388	-391
18-114-3-14	Right-of-Way	1,526	4,587	459	-459	-463	-468	-473	-477	-482	-487	-492	-497	-502	-507	-512	-517	-522	-527	-533	-538	-543	-549	-554
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	8,610	12,890	1,289	-1,289	-1,302	-1,315	-1,328	-1,341	-1,355	-1,368	-1,382	-1,396	-1,410	-1,424	-1,438	-1,452	-1,467	-1,482	-1,496	-1,511	-1,527	-1,542	-1,557
18-114-3-17	Right-of-Way	3,315	8,484	845	-845	-853	-858	-868	-873	-879	-886	-893	-900	-907	-914	-921	-928	-935	-943	-950	-958	-966	-973	-981
18-114-3-18	Right-of-Way	2,040	2,040	204	-204	-208	-208	-210	-212	-214	-217	-219	-221	-223	-225	-228	-230	-232	-234	-237	-239	-242	-244	-246
18-114-3-19	Right-of-Way	2,869	8,007	801	-801	-806	-808	-817	-825	-833	-842	-850	-858	-867	-876	-884	-893	-902	-911	-920	-930	-939	-948	-957
18-114-3-20	Right-of-Way	1,168	3,584	358	-358	-360	-364	-367	-371	-375	-378	-382	-386	-390	-394	-398	-402	-406	-410	-414	-418	-422	-426	-431
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	No Change	5,344	10,421	1,042	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-2	No Change	4,233	0	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	2,402	240	-240	-243	-245	-248	-250	-252	-255	-258	-260	-263	-265	-268	-271	-273	-276	-278	-282	-285	-287	-290
18-114-17-2	Right-of-Way	8,620	19,860	1,986	-1,986	-2,008	-2,028	-2,048	-2,067	-2,087	-2,108	-2,129	-2,151	-2,172	-2,194	-2,216	-2,238	-2,260	-2,283	-2,306	-2,329	-2,352	-2,376	-2,399

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL UTILITY TAX

	Parcel	Redevelop	97 Sq.Ft.	97 Utilities	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	18-114-17.3	Right-of-Way	5,998	11,892	1,189	-1,169	-1,181	-1,193	-1,205	-1,217	-1,229	-1,241	-1,254	-1,266	-1,279	-1,292	-1,304	-1,318	-1,331	-1,344	-1,357	-1,371	-1,385	-1,399	-1,413
	18-114-17.4	No Change	1,224	490	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.5	No Change	980	384	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.6	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.7	No Change	980	384	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.8	No Change	3,448	579	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.9	No Change	980	384	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-114-17.10	No Change	1,084	428	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-115-9.1	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	0
	18-115-9.2	Apartments	0	0	0	0	0	3,878	3,915	3,954	3,994	4,034	4,074	4,115	4,156	4,198	4,240	4,282	4,325	4,368	4,412	4,456	4,500	4,545	4,591
	18-116-5-10	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	0
	18-118-9-1	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-2	No Change	75,900	75,900	7,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-3	No Change	62,832	62,832	8,293	0	0	2,525	2,576	2,602	2,628	2,654	2,680	2,707	2,734	2,762	2,789	2,817	2,845	2,874	2,902	2,931	2,961	2,990	3,020
	18-118-9-4	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-5	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-6	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-7	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-8	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-9-9	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18-118-10-1	Industrial	1,371	0	0	0	0	0	0	0	0	0	0	433	437	442	446	451	455	460	464	469	474	478	4

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

CHOUTEAU TRAFFIC INCREMENTAL UTILITY

Parcel	Redevelop	21	22	23
18-110-7-15	Right-of-Way	-1,205	-1,217	-1,229
18-110-7-16	Right-of-Way	0	0	0
18-110-7-18	Right-of-Way	0	0	0
18-110-7-19	Right-of-Way	0	0	0
18-110-7-20	No Change	0	0	0
18-110-7-20.01	No Change	0	0	0
18-110-7-21	No Change	0	0	0
18-110-7-22	No Change	0	0	0
18-110-7-23	No Change	0	0	0
18-110-8-1	Rebail	6,373	6,437	6,501
18-110-8-2	Demolish	0	0	0
18-110-8-3	Demolish	-128	-130	-132
18-110-8-4	Demolish	0	0	0
18-110-8-5	Demolish	-286	-288	-291
18-110-8-6	Demolish	-348	-352	-355
18-110-8-8	Demolish	0	0	0
18-110-8-10	Demolish	-83	-84	-85
18-110-8-10.01	Demolish	0	0	0
18-110-8-11	Demolish	-81	-82	-82
18-110-8-12	Demolish	-80	-81	-82
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	-304	-307
18-114-2-3	Right-of-Way	-1,823	-1,840	-1,858
18-114-2-5	Right-of-Way	-365	-369	-373
18-114-2-9	Right-of-Way	-193	-195	-197
18-114-2-10	Right-of-Way	0	0	0
18-114-2-11	Right-of-Way	-102	-103	-104
18-114-2-12	No Change	0	0	0
18-114-2-13	No Change	0	0	0
18-114-2-14	No Change	0	0	0
18-114-2-16	No Change	0	0	0
18-114-2-17	No Change	0	0	0
18-114-2-18	No Change	0	0	0
18-114-2-19	No Change	0	0	0
18-114-2-20	No Change	0	0	0
18-114-2-21	No Change	0	0	0
18-114-2-22	No Change	0	0	0
18-114-3-12	Right-of-Way	-335	-339	-342
18-114-3-13	Right-of-Way	-395	-399	-403
18-114-3-14	Right-of-Way	-560	-565	-571
18-114-3-15	Right-of-Way	0	0	0
18-114-3-16	Right-of-Way	-1,573	-1,586	-1,604
18-114-3-17	Right-of-Way	-786	-787	-805
18-114-3-18	Right-of-Way	-246	-251	-254
18-114-3-19	Right-of-Way	-977	-987	-997
18-114-3-20	Right-of-Way	-435	-439	-444
18-114-13-2	No Change	0	0	0
18-114-13-2.01	No Change	0	0	0
18-114-14-1	Rebail	9,993	10,063	10,194
18-114-14-1	No Change	0	0	0
18-114-14-1.01	No Change	0	0	0
18-114-15-1	No Change	0	0	0
18-114-15-2	No Change	0	0	0
18-114-17-1	Right-of-Way	-263	-268	-269
18-114-17-2	Right-of-Way	-2,423	-2,448	-2,472

CHOUTEAU TRAFFIC INCREMENTAL UTILITY

Parcel	Redevelop	21	22	23
16-114-17-3	Right-of-Way	-1,427	-1,441	-1,455
16-114-17-4	No Change	0	0	0
16-114-17-5	No Change	0	0	0
16-114-17-6	No Change	0	0	0
16-114-17-7	No Change	0	0	0
16-114-17-8	No Change	0	0	0
16-114-17-9	No Change	0	0	0
16-114-17-10	No Change	0	0	0
16-115-9-1	No Change	0	0	0
16-115-9-2	Apartments	4,837	4,883	4,730
16-116-5-10	No Change	0	0	0
16-116-9-1	Industrial	4,515	4,560	4,605
16-116-9-2	No Change	0	0	0
16-116-9-3	No Change	0	0	0
16-116-9-0	Industrial	3,050	3,081	3,112
16-116-9-0	Industrial	2,928	2,958	2,987
16-116-9-0	Industrial	4,393	4,437	4,481
16-116-9-0	Industrial	2,684	2,711	2,738
16-116-9-0	Industrial	2,684	2,711	2,738
16-116-9-0	Industrial	2,806	2,835	2,863
16-116-9-7	No Change	0	0	0
16-116-9-8	No Change	0	0	0
16-116-10-1	Industrial	488	493	488
16-116-10-2	Industrial	3,881	3,887	3,734
16-116-10-3	Industrial	2,074	2,095	2,118
16-116-10-4	Industrial	854	863	871
16-116-10-6	No Change	0	0	0
16-116-10-8	No Change	0	0	0
16-116-10-8.01	No Change	0	0	0
16-116-10-8.03	No Change	0	0	0
16-116-10-8.04	No Change	0	0	0
16-116-10-8.05	No Change	0	0	0
16-116-10-8.06	No Change	0	0	0
16-116-10-8.07	No Change	0	0	0
16-116-10-8.08	No Change	0	0	0
16-116-10-9	No Change	0	0	0
16-116-10-12	No Change	0	0	0
16-116-10-13	No Change	0	0	0
16-119-4-1	No Change	0	0	0
16-119-4-1.01	No Change	0	0	0
16-119-4-1.02	No Change	0	0	0
16-119-4-2	No Change	0	0	0
16-119-4-2.01	No Change	0	0	0
16-119-4-2.03	No Change	0	0	0
Totals		36,651	37,220	37,592

NOTE: 1997 Utility cost and tax

CHOUTEAU TRAFFICWAY TIF INCREMENTAL EARNINGS TAX

Parcel	Redevelop	97 Sq Ft	97 Salary	97 Tax	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
18-110-7-15	Right-of-Way	5,064	189,900	1,899	-1,999	-1,918	-1,937	-1,957	-1,975	-1,996	-2,016	-2,036	-2,056	-2,077	-2,098	-2,119	-2,140	-2,161	-2,183	-2,205	-2,227	-2,249	-2,271
18-110-7-16	Right-of-Way	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20	No Change	1,456	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-20.01	No Change	1,362	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-21	No Change	1,826	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-22	No Change	512	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-7-23	No Change	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-1	Retail	1,054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-2	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-3	Demolish	2,544	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-4	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-5	Demolish	780	58,500	585	0	0	-597	-603	-609	-615	-621	-627	-633	-640	-646	-653	-659	-666	-672	-679	-686	-693	-700
18-110-8-6	Demolish	951	71,325	713	0	0	-728	-735	-742	-750	-757	-765	-772	-780	-788	-796	-804	-812	-820	-828	-836	-845	-853
18-110-8-8	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10	Demolish	1,689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-11	Demolish	1,248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-12	Demolish	1,236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-13	Demolish	546	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-14	Demolish	1,051	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-110-8-24	Demolish	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-1	No Change	814	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-2	Right-of-Way	1,266	47,475	475	-475	-479	-484	-489	-494	-499	-504	-509	-514	-519	-524	-530	-535	-540	-546	-551	-557	-562	-568
18-114-2-3	Right-of-Way	4,435	332,625	3,326	-3,326	-3,360	-3,393	-3,427	-3,461	-3,496	-3,531	-3,566	-3,602	-3,638	-3,674	-3,711	-3,748	-3,786	-3,823	-3,862	-3,900	-3,939	-3,979
18-114-2-5	Right-of-Way	1,536	57,600	576	-576	-582	-588	-593	-599	-605	-611	-618	-624	-630	-636	-643	-649	-656	-662	-669	-675	-682	-689
18-114-2-9	Right-of-Way	812	30,450	305	-305	-308	-311	-314	-317	-320	-323	-326	-330	-333	-336	-340	-343	-347	-350	-354	-357	-361	-364
18-114-2-10	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-11	Right-of-Way	427	16,013	160	-160	-162	-163	-165	-167	-168	-170	-172	-173	-175	-177	-179	-180	-182	-184	-186	-188	-190	-192
18-114-2-12	No Change	798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-13	No Change	1,632	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-14	No Change	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-16	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
18-114-2-17	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-18	No Change	2,436	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-19	No Change	9,856	0	0	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	2,316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-21	No Change	1,298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-2-22	No Change	678	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-12	Right-of-Way	1,408	52,838	528	-528	-534	-539	-544	-550	-555	-561	-566	-572	-578	-584	-589	-595	-601	-607	-613	-620	-626	-632
18-114-3-13	Right-of-Way	1,080	45,360	454	-454	-458	-463	-467	-472	-477	-482	-486	-491	-496	-501	-506	-511	-516	-521	-527	-532	-537	-543
18-114-3-14	Right-of-Way	1,529	64,218	642	-642	-649	-655	-662	-668	-675	-682	-689	-695	-702	-709	-716	-724	-731	-738	-745	-753	-761	-768
18-114-3-15	Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-3-16	Right-of-Way	6,610	247,875	2,479	-2,479	-2,504	-2,529	-2,554	-2,579	-2,605	-2,631	-2,658	-2,684	-2,711	-2,738	-2,765	-2,793	-2,821	-2,849	-2,878	-2,907	-2,936	-2,965
18-114-3-17	Right-of-Way	3,315	124,313	1,243	-1,243	-1,256	-1,268	-1,281	-1,294	-1,307	-1,320	-1,333	-1,346	-1,360	-1,373	-1,387	-1,401	-1,415	-1,429	-1,443	-1,458	-1,472	-1,487
18-114-3-18	Right-of-Way	860	51,000	510	-510	-515	-520	-525	-531	-536	-541	-547	-552	-558	-563	-569	-575	-580	-586	-592	-598	-604	-610
18-114-3-19	Right-of-Way	2,869	200,175	2,002	-2,002	-2,022	-2,042	-2,062	-2,083	-2,104	-2,125	-2,146	-2,168	-2,189	-2,211	-2,233	-2,256	-2,278	-2,301	-2,324	-2,347	-2,371	-2,394
18-114-3-20	Right-of-Way	1,188	89,100	891	-891	-900	-909	-918	-927	-936	-945	-955	-965	-974	-984	-994	-1,004	-1,014	-1,024	-1,034	-1,045	-1,055	-1,066
18-114-13-2	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-1	Retail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-14-4.01	No Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18-114-15-1	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	0
18-114-15-2	No Change	4,233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CHOUTEAU TRAFFICWAY TIF
INCREMENTAL EARNINGS TAX

[illegible]

CHOUTEAU TRAFFIC INCREMENTAL EARNING

Parcel	Redevelop	20	21	22	23
18-110-7-15	Right-of-Way	-2,294	-2,317	-2,340	-2,364
18-110-7-16	Right-of-Way	0	0	0	0
18-110-7-18	Right-of-Way	0	0	0	0
18-110-7-19	Right-of-Way	0	0	0	0
18-110-7-20	No Change	0	0	0	0
18-110-7-20.01	No Change	0	0	0	0
18-110-7-21	No Change	0	0	0	0
18-110-7-22	No Change	0	0	0	0
18-110-7-23	No Change	0	0	0	0
18-110-8-1	Retail	12,232	12,354	12,478	12,603
18-110-8-2	Demolish	0	0	0	0
18-110-8-3	Demolish	0	0	0	0
18-110-8-4	Demolish	0	0	0	0
18-110-8-5	Demolish	-707	-714	-721	-728
18-110-8-6	Demolish	-862	-870	-879	-888
18-110-8-8	Demolish	0	0	0	0
18-110-8-10	Demolish	0	0	0	0
18-110-8-10.01	Demolish	0	0	0	0
18-110-8-11	Demolish	0	0	0	0
18-110-8-12	Demolish	0	0	0	0
18-110-8-13	Demolish	0	0	0	0
18-110-8-14	Demolish	0	0	0	0
18-110-8-24	Demolish	0	0	0	0
18-114-2-1	No Change	0	0	0	0
18-114-2-2	Right-of-Way	-574	-579	-585	-591
18-114-2-3	Right-of-Way	-4,018	-4,059	-4,099	-4,140
18-114-2-8	Right-of-Way	-696	-703	-710	-717
18-114-2-9	Right-of-Way	-368	-372	-375	-379
18-114-2-10	Right-of-Way	0	0	0	0
18-114-2-11	Right-of-Way	-193	-195	-197	-199
18-114-2-12	No Change	0	0	0	0
18-114-2-13	No Change	0	0	0	0
18-114-2-14	No Change	0	0	0	0
18-114-2-16	No Change	0	0	0	0
18-114-2-17	No Change	0	0	0	0
18-114-2-18	No Change	0	0	0	0
18-114-2-19	No Change	0	0	0	0
18-114-2-20	No Change	0	0	0	0
18-114-2-21	No Change	0	0	0	0
18-114-2-22	No Change	0	0	0	0
18-114-3-12	Right-of-Way	-636	-645	-651	-658
18-114-3-13	Right-of-Way	-548	-553	-559	-565
18-114-3-14	Right-of-Way	-776	-784	-791	-798
18-114-3-15	Right-of-Way	0	0	0	0
18-114-3-16	Right-of-Way	-2,995	-3,025	-3,055	-3,085
18-114-3-17	Right-of-Way	-1,502	-1,517	-1,532	-1,547
18-114-3-18	Right-of-Way	-618	-622	-629	-636
18-114-3-19	Right-of-Way	-2,418	-2,443	-2,467	-2,492
18-114-3-20	Right-of-Way	-1,078	-1,087	-1,098	-1,109
18-114-13-2	No Change	0	0	0	0
18-114-13-2.01	No Change	0	0	0	0
18-114-14-1	Retail	19,028	19,218	19,410	19,604
18-114-14-4	No Change	0	0	0	0
18-114-14-01	No Change	0	0	0	0
18-114-15-1	No Change	0	0	0	0
18-114-15-2	No Change	0	0	0	0

CHOUTEAU TRAFFIC INCREMENTAL EARNING

Parcel	Redevelop	20	21	22	23
18-114-17-1	Right-of-Way	-553	-564	-569	-575
18-114-17-2	Right-of-Way	-3,359	-3,393	-3,427	-3,461
18-114-17-3	Right-of-Way	-2,718	-2,744	-2,771	-2,789
18-114-17-4	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
18-114-17-7	No Change	0	0	0	0
18-114-17-8	No Change	0	0	0	0
18-114-17-9	No Change	0	0	0	0
18-114-17-10	No Change	0	0	0	0
18-115-9-1	No Change	0	0	0	0
18-115-9-2	Apartments	1,033	1,043	1,054	1,064
18-118-6-10	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
18-118-9-4	Industrial	12,081	12,202	12,324	12,447
18-118-9-5	Industrial	11,598	11,714	11,831	11,949
18-118-9-6	Industrial	17,397	17,571	17,746	17,924
18-118-9-7	Industrial	10,831	10,738	10,845	10,953
18-118-9-8	Industrial	10,831	10,738	10,845	10,953
18-118-9-9	Industrial	11,115	11,226	11,338	11,451
18-118-9-10	No Change	0	0	0	0
18-118-9-11	No Change	0	0	0	0
18-118-9-12	Industrial	1,933	1,952	1,972	1,992
18-118-10-1	Industrial	14,497	14,642	14,789	14,937
18-118-10-2	Industrial	8,215	8,297	8,380	8,464
18-118-10-3	Industrial	3,383	3,417	3,451	3,485
18-118-10-4	No Change	0	0	0	0
18-118-10-5	No Change	0	0	0	0
18-118-10-6	No Change	0	0	0	0
18-118-10-7	No Change	0	0	0	0
18-118-10-8	No Change	0	0	0	0
18-118-10-9	No Change	0	0	0	0
18-118-10-10	No Change	0	0	0	0
18-118-10-11	No Change	0	0	0	0
18-118-10-12	No Change	0	0	0	0
18-118-10-13	No Change	0	0	0	0
18-118-10-14	No Change	0	0	0	0
18-118-10-15	No Change	0	0	0	0
18-118-10-16	No Change	0	0	0	0
18-118-10-17	No Change	0	0	0	0
18-118-10-18	No Change	0	0	0	0
18-118-10-19	No Change	0	0	0	0
18-118-10-20	No Change	0	0	0	0
18-118-10-21	No Change	0	0	0	0
18-118-10-22	No Change	0	0	0	0
18-118-10-23	No Change	0	0	0	0
18-118-10-24	No Change	0	0	0	0
18-118-10-25	No Change	0	0	0	0
18-118-10-26	No Change	0	0	0	0
18-118-10-27	No Change	0	0	0	0
18-118-10-28	No Change	0	0	0	0
18-118-10-29	No Change	0	0	0	0
18-118-10-30	No Change	0	0	0	0
18-118-10-31	No Change	0	0	0	0
18-118-10-32	No Change	0	0	0	0
18-118-10-33	No Change	0	0	0	0
18-118-10-34	No Change	0	0	0	0
18-118-10-35	No Change	0	0	0	0
18-118-10-36	No Change	0	0	0	0
18-118-10-37	No Change	0	0	0	0
18-118-10-38	No Change	0	0	0	0
18-118-10-39	No Change	0	0	0	0
18-118-10-40	No Change	0	0	0	0
18-118-10-41	No Change	0	0	0	0
18-118-10-42	No Change	0	0	0	0
18-118-10-43	No Change	0	0	0	0
18-118-10-44	No Change	0	0	0	0
18-118-10-45	No Change	0	0	0	0
18-118-10-46	No Change	0	0	0	0
18-118-10-47	No Change	0	0	0	0
18-118-10-48	No Change	0	0	0	0
18-118-10-49	No Change	0	0	0	0
18-118-10-50	No Change	0	0	0	0
18-118-10-51	No Change	0	0	0	0
18-118-10-52	No Change	0	0	0	0
18-118-10-53	No Change	0	0	0	0
18-118-10-54	No Change	0	0	0	0
18-118-10-55	No Change	0	0	0	0
18-118-10-56	No Change	0	0	0	0
18-118-10-57	No Change	0	0	0	0
18-118-10-58	No Change	0	0	0	0
18-118-10-59	No Change	0	0	0	0
18-118-10-60	No Change	0	0	0	0
18-118-10-61	No Change	0	0	0	0
18-118-10-62	No Change	0	0	0	0
18-118-10-63	No Change	0	0	0	0
18-118-10-64	No Change	0	0	0	0
18-118-10-65	No Change	0	0	0	0
18-118-10-66	No Change	0	0	0	0
18-118-10-67	No Change	0	0	0	0
18-118-10-68	No Change	0	0	0	0
18-118-10-69	No Change	0	0	0	0
18-118-10-70	No Change	0	0	0	0
18-118-10-71	No Change	0	0	0	0
18-118-10-72	No Change	0	0	0	0
18-118-10-73	No Change	0	0	0	0
18-118-10-74	No Change	0	0	0	0
18-118-10-75	No Change	0	0	0	0
18-118-10-76	No Change	0	0	0	0
18-118-10-77	No Change	0	0	0	0
18-118-10-78	No Change	0	0	0	0
18-118-10-79	No Change	0	0	0	0
18-118-10-80	No Change	0	0	0	0
18-118-10-81	No Change	0	0	0	0
18-118-10-82	No Change	0	0	0	0
18-118-10-83	No Change	0	0	0	0
18-118-10-84	No Change	0	0	0	0
18-118-10-85	No Change	0	0	0	0
18-118-10-86	No Change	0	0	0	0
18-118-10-87	No Change	0	0	0	0
18-118-10-88	No Change	0	0	0	0
18-118-10-89	No Change	0	0	0	0
18-118-10-90	No Change	0	0	0	0
18-118-10-91	No Change	0	0	0	0
18-118-10-92	No Change	0	0	0	0
18-118-10-93	No Change	0	0	0	0
18-118-10-94	No Change	0	0	0	0
18-118-10-95	No Change	0	0	0	0
18-118-10-96	No Change	0	0	0	0
18-118-10-97	No Change	0	0	0	0
18-118-10-98	No Change	0	0	0	0
18-118-10-99	No Change	0	0	0	0
18-118-10-100	No Change	0	0	0	0
Totals		124,739	125,966	127,246	128,518

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 conveyed 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.

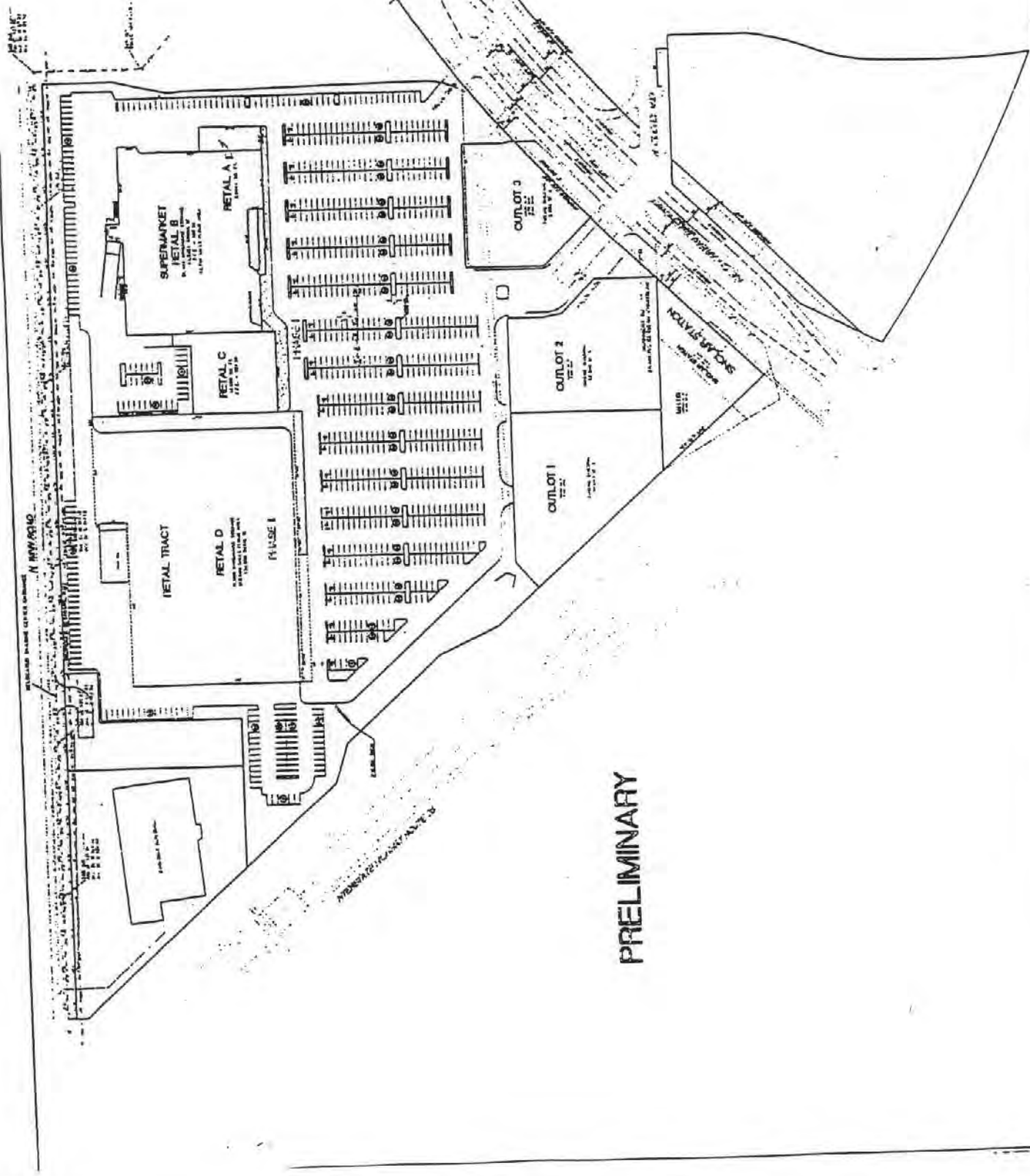
DESCRIPTION:

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.



PRELIMINARY

ACREAGE SUMMARY

PROPERTY	ACRES
OUTLOT 1	1.131
OUTLOT 2	1.141
OUTLOT 3	1.141
TOTAL	3.413
AREA ADJACENT TO CENTER	1.141
AREA ADJACENT TO PHASE I	1.141
AREA ADJACENT TO PHASE II	1.141
TOTAL	3.413

PARKING RATIO

TYPE OF USE	PER 1,000 SQ. FT.	TOTAL SQ. FT.	TOTAL SPACES
RETAIL	1.0	100,000	100
OFFICE	1.0	100,000	100
INDUSTRIAL	1.0	100,000	100
RESIDENTIAL	1.0	100,000	100
SCHOOL	1.0	100,000	100
CHURCH	1.0	100,000	100
THEATER	1.0	100,000	100
RESTAURANT	1.0	100,000	100
BAR	1.0	100,000	100
CLUB	1.0	100,000	100
GOLF COURSE	1.0	100,000	100
AMUSEMENT PARK	1.0	100,000	100
STADIUM	1.0	100,000	100
CONVENTION CENTER	1.0	100,000	100
OTHER	1.0	100,000	100
TOTAL	1.0	100,000	100

PREPARED BY
CEI ENGINEERING ASSOCIATES, INC.

DESIGNED BY
CEI ENGINEERING ASSOCIATES, INC.

CHOUTEAU SHOPPING CENTER

NO.	DATE	DESCRIPTION
1	10/1/77	PRELIMINARY SITE PLAN
2	10/1/77	PRELIMINARY SITE PLAN
3	10/1/77	PRELIMINARY SITE PLAN
4	10/1/77	PRELIMINARY SITE PLAN
5	10/1/77	PRELIMINARY SITE PLAN
6	10/1/77	PRELIMINARY SITE PLAN
7	10/1/77	PRELIMINARY SITE PLAN
8	10/1/77	PRELIMINARY SITE PLAN
9	10/1/77	PRELIMINARY SITE PLAN
10	10/1/77	PRELIMINARY SITE PLAN

EXHIBIT 11

SUMMARY OF REDEVELOPER'S PROPOSAL

FOR EDC USE ONLY

NAME OF PLAN CHOUTEAU - I-35 REDEVELOPMENT PLAN

PLAN APPLICATION FORM

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 1/2" diskette containing the Legal Description in ASCII format.

See Exhibit 1

PLAN APPLICATION FORM

3. 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

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:

1. 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;
2. To enhance the tax base of the City and the other taxing districts by developing the Redevelopment Area to its highest and best use,

encouraging private investment in the surrounding area, increasing employment opportunities, and to discourage commerce, industry, and manufacturing from moving their operations to another state;

3. To increase employment and housing opportunities in the City; and
4. 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.

REDEVELOPMENT PROJECT AREAS

4. 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

PHOTOS
delivered
sample

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 extraordinary 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.

5. 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 reimbursable 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
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- 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

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			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					
Square Feet of INDUSTRIAL Space					
Total Square Feet	130,000			130,000	
Number of DWELLING UNITS					
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.

8. 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.

9. 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 Development, 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).

EXHIBIT 1

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 conveyed 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.

C. REDEVELOPMENT PROJECT AREA

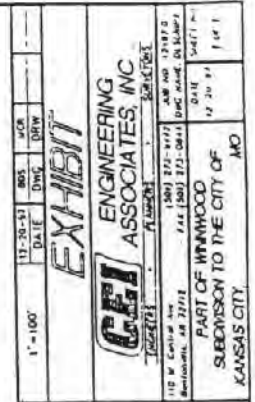


EXHIBIT 1

TAX PLAT DRAWING OF LEGAL DESCRIPTIONS

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



EXHIBIT 2

Current Land Use and Zoning of Project Area

64740

3500 32

CASE 8352-CP-3

CASE NO. 8352-CP-3 - About 23.5 acres at the SEC 1-35 & N Chouteau Tfwy. - to consider amendment of a previously approved preliminary CP district plan in District CP-2 (planned business center) to permit the construction of a shopping center.

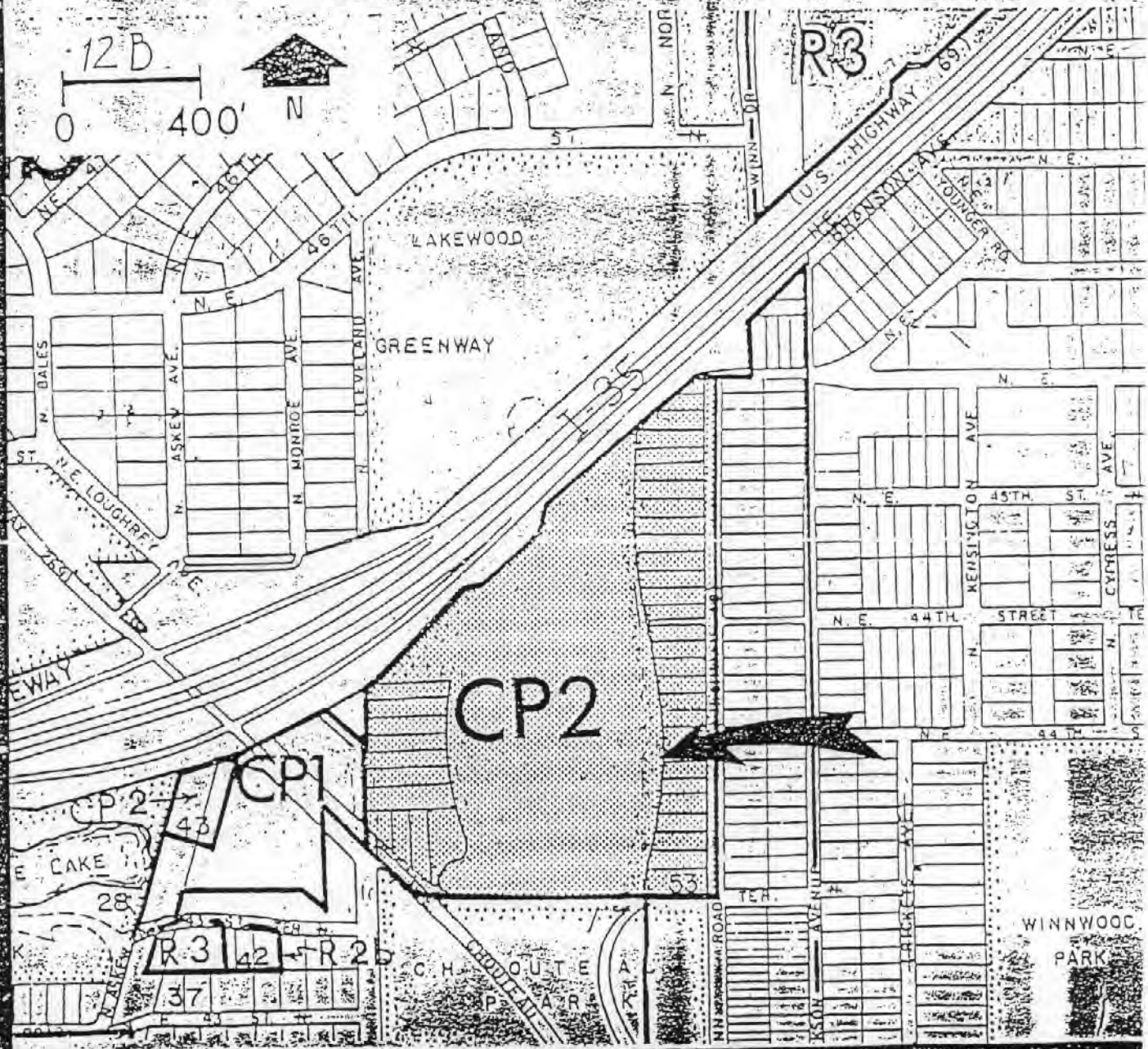
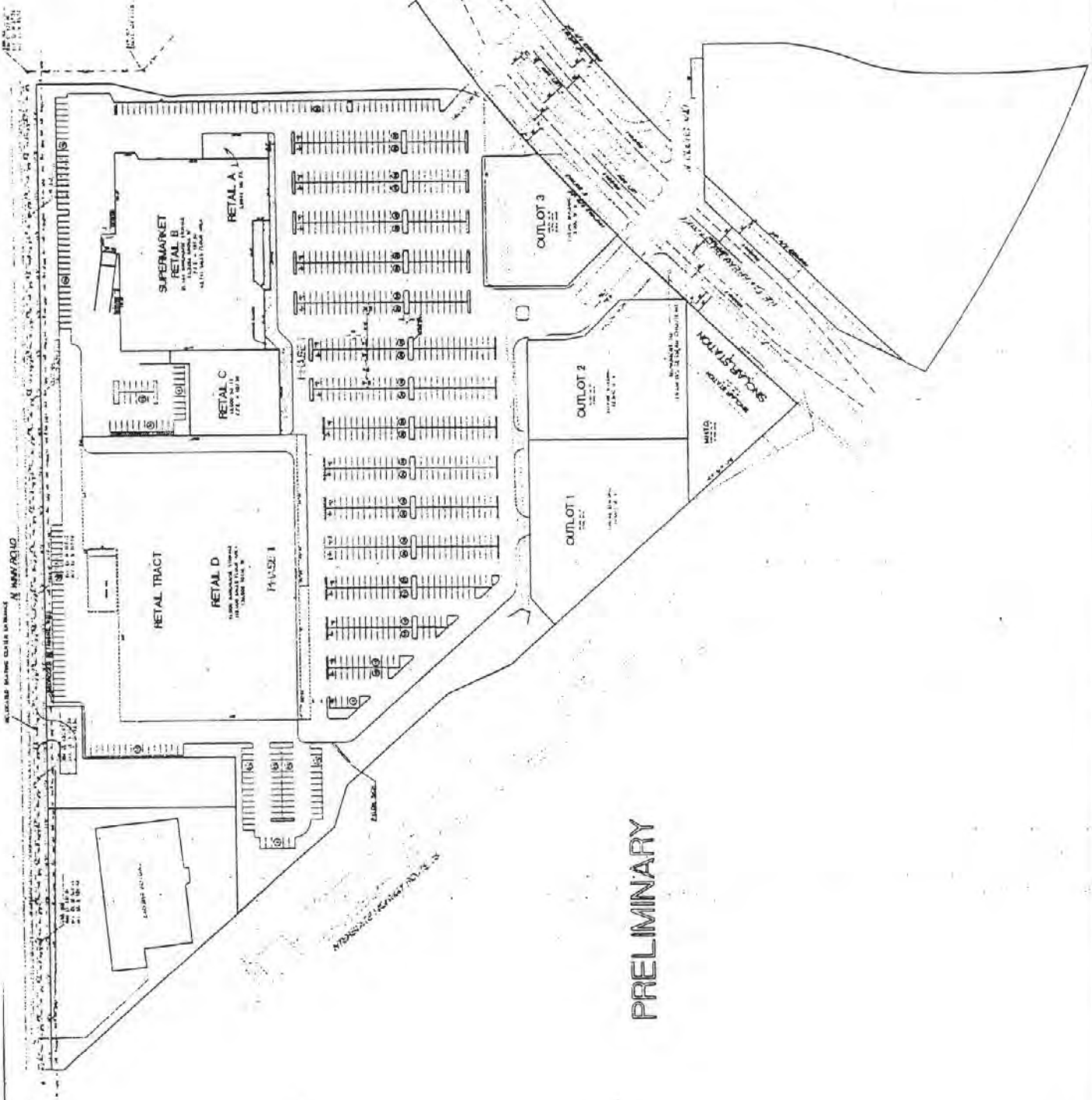


EXHIBIT 3

Map of Proposed Land Use



ACREAGE SUMMARY

PROPERTY	ACRES	% TOTAL
OUTLOT 1	1.14	1.14
OUTLOT 2	1.14	1.14
OUTLOT 3	1.14	1.14
TOTAL	3.42	3.42
AREA ADJACENT TO CENTER	1.14	1.14
ADJUT	1.14	1.14
SHOULDER STRADA	1.14	1.14
TOTAL ACRES RECLAMED IN SUBURBAN	1.14	1.14

PRELIMINARY PLANS OF DEVELOPMENT
 SHEET NO. 1
 DATE: 10/1/77

PARKING RATIO

AREA	TYPE	AREA (SQ. FT.)	PARKING SPACES	RATIO
RETAIL A	RETAIL	10,000	100	1.00
RETAIL B	RETAIL	10,000	100	1.00
RETAIL C	RETAIL	10,000	100	1.00
RETAIL D	RETAIL	10,000	100	1.00
OUTLOT 1	PARKING	10,000	100	1.00
OUTLOT 2	PARKING	10,000	100	1.00
OUTLOT 3	PARKING	10,000	100	1.00
TOTAL		60,000	600	1.00



CEI ENGINEERING ASSOCIATES, INC.
 1000 N. 10TH AVE., SUITE 100
 DENVER, CO 80202
 (303) 733-1111

CITEAU SHOPPING CENTER

CEI ENGINEERING ASSOCIATES, INC.

SITE PLAN

10/1/77

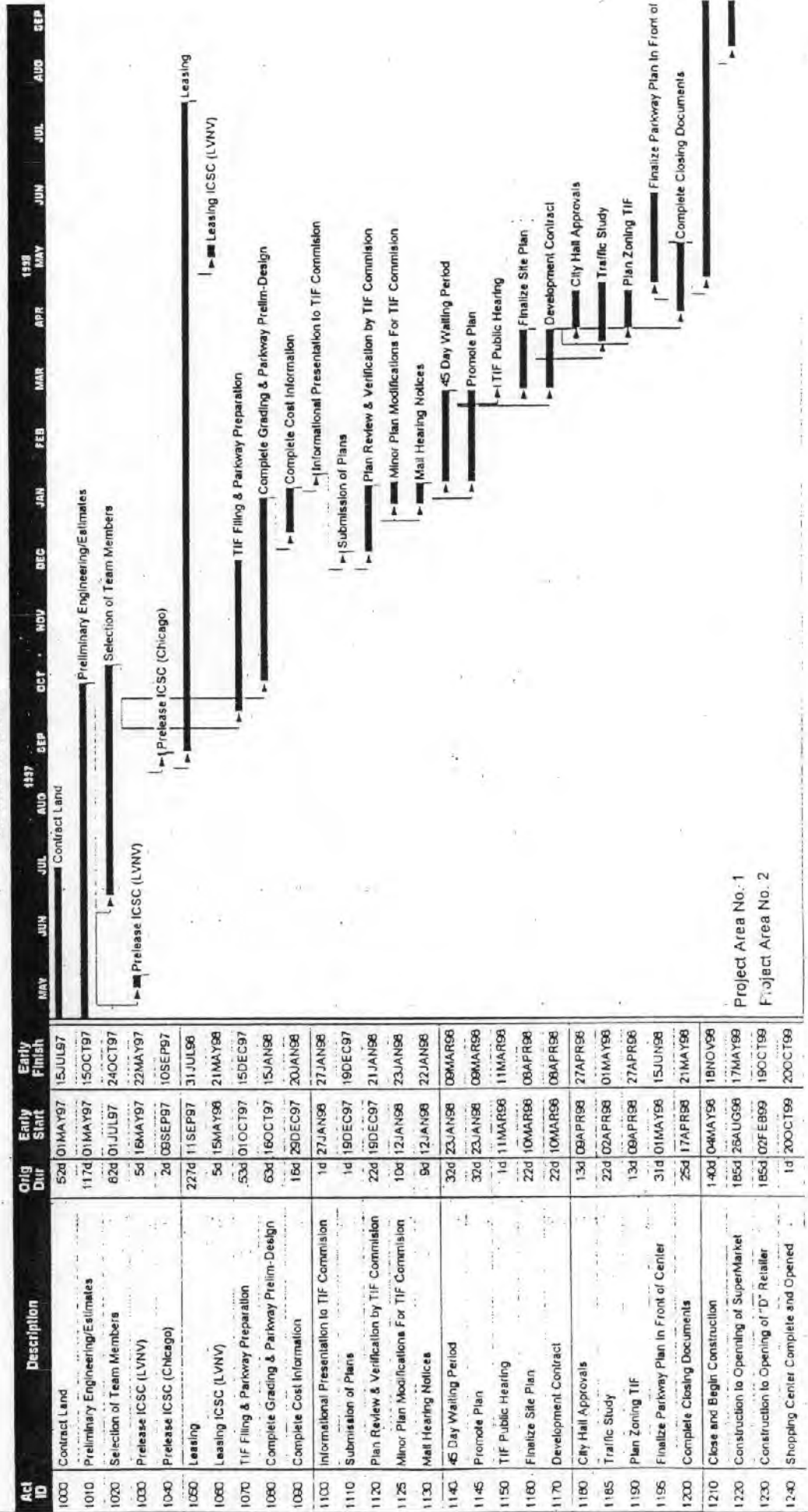
PRELIMINARY

EXHIBIT 4

Development Schedule for Redevelopment Plan

Choueau Shopping Center & Parkway Improvements
Pre-Construction Schedule

October 20, 1997



Choultau Shopping Center & Parkway Improvements Pre-Construction Schedule

October 20, 1997



Center

Close and Begin Construction

Construction to Opening of SuperMarket

Construction to Opening of "D" Retailer
Shopping Center Complete and Opened

EXHIBIT 5

Development Pro Forma for Project

EXHIBIT 5

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

Property Name
WITHOUT T.I.F. CHOUTEAU CLOSING PROFORMA

Cost/SqFt

\$131.94

Value

\$15,266,275

Asking Price	Loan Fees	Financing	Equity	\$15,266,275
YEAR ONE	0.00%	% Down 100.00%	Loan Amt	\$0
	\$0	Int. Rate 0.00%	Income	\$942,027
Type	10	Term/Year 20	Other Inc.	\$361,012
PHASE I	\$0	Pmt/Year 12	Vacancy	\$39,091
Tot. SqFt		# of Pmt 240	Expense	\$431,537
115,709		Mo. Pmt \$0	NOI	\$832,411
		Ann. Pmt \$0	Debt Ser	\$0
		Dbt Ratio #DIV/0!	Cash Flow	\$832,411
			CAP Rate	5.45%
			Cash/Cash	5.45%

Analysis by Sq.Ft.

Income	\$11.26	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$7.19	Debt Ser	\$0.00	Insurance	\$0.14	82,651
Cash	\$7.19	TotExp	\$3.73	Utility	\$0.16	Max Op %
Equity	\$131.94	OpExp	\$3.22	MinSqFt	33,058	71.4%

Expense Item	Actual Dollars	Est. as % Income	Annual Expense
Non Operating Exp			
Vacancy		3.00%	39,091 \$39,091
Reserves		4.00%	37,681 \$37,681
Commission		7.00%	2,736 \$2,736
Management Fee		2.00%	18,841 \$18,841
Operating Exp			
Real Estate Tax	265,000		0 \$265,000
Insurance	16,199		0 \$16,199
Management Fee		1.00%	9,420 \$9,420
Acct & Legal	3,000		0 \$3,000
Electric		1.00%	9,420 \$9,420
Gas		0.50%	4,710 \$4,710
Water		0.50%	4,710 \$4,710
Trash Removal		0.35%	3,297 \$3,297
Maint & Repair		1.00%	9,420 \$9,420
Lawn Maint		1.00%	9,420 \$9,420
Snow Removal		1.50%	14,130 \$14,130
Parking Lot		0.50%	4,710 \$4,710
Office Supplies			0 \$0
Clean Ser		1.00%	9,420 \$9,420
Contract Lab			0 \$0
Elevator			0 \$0
Pest Cont			0 \$0
Telephone			0 \$0
Miscellaneous		1.00%	9,420 \$9,420
open			0 \$0
open			0 \$0
open			0 \$0
open			0 \$0
open			0 \$0
open			0 \$0
open			0 \$0

Total Operation Exp
Total Annual Expenses

\$372,279
\$431,537

EXHIBIT 5-A

1/10/98

9:52 PM

Property Name
WITH T.I.F. CHOUTEAU CLOSING PROFORMA

Cost/SqFt Value
\$92.99 \$10,759,237

Asking Price	Loan Fees	Financing	Equity	\$10,759,237		
YEAR ONE	0.00%	% Down	100.00%	Loan Amt	\$0	
	\$0	Int.Rate	0.00%	Income	\$942,027	
Type	10	Term/Year	20	Other Inc.	\$361,012	
PHASE I	\$0	Pmt/Year	12	Vacancy	\$39,091	
Tot.SqFt		# of Pmt	240	Expense	\$431,537	
115,709		Mo.Pmt	\$0	NOI	\$832,411	
		Ann.Pmt	\$0	Debt Ser	\$0	
		Dbt Ratio	#DIV/0!	Cash Flow	\$832,411	
				CAP Rate	7.74%	
				Cash/Cash	7.74%	
Analysis by Sq.Ft.						
Income	\$11.26	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$7.19	Debt Ser	\$0.00	Insurance	\$0.14	82,651
Cash	\$7.19	TotExp	\$3.73	Utility	\$0.16	Max Op %
Equity	\$92.99	OpExp	\$3.22	MinSqFt	33,058	71.4%

Expense Item	Actual Dollars	Est. as % Income	Annual Expense
Non Operating Exp			
Vacancy		3.00%	39,091
Reserves		4.00%	37,681
Commission		7.00%	2,736
Management Fee		2.00%	18,841
Operating Exp			
Real Estate Tax	265,000		0
Insurance	16,199		0
Management Fee		1.00%	9,420
Acct & Legal	3,000		0
Electric		1.00%	9,420
Gas		0.50%	4,710
Water		0.50%	4,710
Trash Removal		0.35%	3,297
Maint & Repair		1.00%	9,420
Lawn Maint		1.00%	9,420
Snow Removal		1.50%	14,130
Parking Lot		0.50%	4,710
Office Supplies			0
Clean Ser		1.00%	9,420
Contract Lab			0
Elevator			0
Pest Cont			0
Telephone			0
Miscellaneous		1.00%	9,420
open			0
open			0
open			0
open			0
open			0
open			0
open			0

Total Operation Exp
Total Annual Expenses

\$372,279
\$431,537

EXHIBIT 5-B

1/10/98

Chouteau Partial Buildout - Costs Phase I

			Normal	Extra	
			Total	Ordinary	Total
nd 20.83 Acres and Parkway	Land Area	Cost/SF	Cost	Cost	
nd Acquisition 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		\$0.00	\$0	\$100,000	\$100,000
t Land Cost @ Closing	902,827		\$2,961,561	\$350,000	\$3,311,561
e Work					
rkway Improvements		\$0.06	\$52,500	\$1,026,900	\$1,079,400
i-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		
ocery-B	65,225	\$48.00	\$3,130,800	\$0	\$3,130,800
tail A	3,984	\$40.50	\$161,352	\$0	\$161,352
tail C	18,000	\$45.00	\$810,000	\$0	\$810,000
tail D	0	\$0.00	\$0	\$0	\$0
rtparcel Retail Leases	12,500	\$45.00	\$562,500	\$0	\$562,500
rtparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
ntingency			\$225,000	\$0	\$225,000
otal Leasable	114,709	\$43.08	\$4,889,652	\$0	\$4,889,652
nall Shop TI Allowance	18,500	\$5.00	\$92,500	\$0	\$92,500
otal Bldg Cost			\$4,982,152	\$0	\$4,982,152
irect Cost					
rchitectural		\$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
velopment Fee		\$1.74	\$200,000	\$0	\$200,000
asing & Sales Commissions		\$3.00	\$344,000	\$0	\$344,000
asing 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
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
Loan Fees	\$1.92	\$220,000	\$0	\$220,000
Closing Costs	\$1.31	\$150,000	\$0	\$150,000
Open	\$0.00	\$0	\$0	\$0
Equity Placement Fee	\$0.00	\$0	\$0	\$0
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				
Outlot 1	65,000	\$9.00	\$600,000	\$0
Outlot 3 plus	35,344	\$12.00	\$425,000	\$0
Total Pad Sales			\$1,025,000	\$0
Net Development Costs Less Pad sales		\$10,759,237	\$4,507,038	\$15,266,275
TIF Bond Reimbursement		\$0	(\$4,507,038)	(\$4,507,038)
Total Development Costs Less TIF Bond				\$10,759,237
Note: See attached sheets.				

1/10/98

[illegible]

\$942,027.15	\$361,012.08	\$1,303,039.23
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EXHIBIT 5-A OR B

1/10/98

9:32 PM

Property Name
WITHOUT T.I.F. CHOUTEAU FULLCLOSING PROFORMA

Cost/SqFt
\$85.51

Value
\$21,010,275

Asking Price
YEAR TWO

Loan Fees Financing
0.00% % Down 100.00%

\$0 Int.Rate 0.00%

Type
PHASE I & II

Tot.SqFt
245,709

10 Term/Year 20

\$0 Pmt/Year 12

of Pmt 240

Mo.Pmt \$0

Ann.Pmt \$0

Dbt Ratio #DIV/0!

Equity	\$21,010,275
Loan Amt	\$0
Income	\$1,826,027
Other Inc.	\$773,898
Vacancy	\$77,998
Expense	\$904,308
NOI	\$1,617,619
Debt Ser	\$0
Cash Flow	\$1,617,619
CAP Rate	7.70%
Cash/Cash	7.70%

Analysis by Sq.Ft.

Income	\$10.58	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$6.58	Debt Ser	\$0.00	Insurance	\$0.14	171,043
Cash	\$6.58	TotExp	\$3.68	Utility	\$0.15	Max Op %
Equity	\$85.51	OpExp	\$3.22	MinSqFt	74,666	69.6%

Expense Item	Actual Dollars	Est. as % Income	Annual Expense
Non Operating Exp			
Vacancy		3.00%	77,998
Reserves		4.00%	73,041
Commission		6.00%	4,680
Management Fee		2.00%	36,521
Operating Exp			
Real Estate Tax	562,674		0
Insurance	34,399		0
Management Fee		2.00%	36,521
Acct & Legal	4,000		0
Electric		1.00%	18,260
Gas		0.50%	9,130
Water		0.50%	9,130
Trash Removal		0.35%	6,391
Maint & Repair		1.00%	18,260
Lawn Maint		1.00%	18,260
Snow Removal		1.50%	27,390
Parking Lot		0.50%	9,130
Office Supplies			0
Clean Ser		1.00%	18,260
Contract Lab			0
Elevator			0
Pest Cont			0
Telephone			0
Miscellaneous		1.00%	18,260
open			0
open			0
open			0
open			0
open			0
open			0
open			0
open			0

Total Operation Exp
Total Annual Expenses

\$790,067
\$904,308

EXHIBIT 5-C

2/5/98

7:20 PM

Property Name
WITH T.I.F. CHOUTEAU FULL CLOSING PROFORMA

Cost/SqFt
\$67.06

Value
\$16,478,237

Asking Price
YEAR TWO

Loan Fees Financing

0.00% % Down

100.00%

\$0 Int.Rate

0.00%

Type

10 Term/Year

20

PHASE I & II

\$0 Pmt/Year

12

Tot.SqFt

of Pmt

240

245,709

Mo.Pmt

\$0

Ann.Pmt

\$0

Dbt Ratio

#DIV/0!

Equity	\$16,478,237
Loan Amt	\$0
Income	\$1,826,027
Other Inc.	\$773,898
Vacancy	\$77,998
Expense	\$904,308
NOI	\$1,617,619
Debt Ser	\$0
Cash Flow	\$1,617,619
CAP Rate	9.82%
Cash/Cash	9.82%

Analysis by Sq.Ft.

Income	\$10.58	Loan	\$0.00	R/E Tax	\$2.29	Max Op SqFt
NOI	\$6.58	Debt Ser	\$0.00	Insurance	\$0.14	171,043
Cash	\$6.58	TotExp	\$3.68	Utility	\$0.15	Max Op %
Equity	\$67.06	OpExp	\$3.22	MinSqFt	74,666	69.6%

Expense Item	Actual Dollars	Est. as % Income		Annual Expense
Non Operating Exp				
Vacancy		3.00%	77,998	\$77,998
Reserves		4.00%	73,041	\$73,041
Commission		6.00%	4,680	\$4,680
Management Fee		2.00%	36,521	\$36,521
Operating Exp				
Real Estate Tax	562,674		0	\$562,674
Insurance	34,399		0	\$34,399
Management Fee		2.00%	36,521	\$36,521
Acct & Legal	4,000		0	\$4,000
Electric		1.00%	18,260	\$18,260
Gas		0.50%	9,130	\$9,130
Water		0.50%	9,130	\$9,130
Trash Removal		0.35%	6,391	\$6,391
Maint & Repair		1.00%	18,260	\$18,260
Lawn Maint		1.00%	18,260	\$18,260
Snow Removal		1.50%	27,390	\$27,390
Parking Lot		0.50%	9,130	\$9,130
Office Supplies			0	\$0
Clean Ser		1.00%	18,260	\$18,260
Contract Lab			0	\$0
Elevator			0	\$0
Pest Cont			0	\$0
Telephone			0	\$0
Miscellaneous		1.00%	18,260	\$18,260
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0
open			0	\$0

Total Operation Exp

\$790,067

Total Annual Expenses

\$904,308

EXHIBIT 5-D

2/5/98

TIF-Chouteau Full Buildout - Costs Phase I & II

Land 21.34 Acres and Parkway	Land Area	Cost/SF	Normal Total Cost	T.I.F. Cost	Total
Land Acquisition Cost	929,570	\$3.28	\$2,976,829	\$0	\$2,976,829
Land Cost Parkway (Note #1)	(4,544)	(\$3.36)	(\$15,268)	\$300,000	\$284,732
Contingency Parkway		\$0.00	\$0	\$150,000	\$150,000
Net Land Cost @ Closing	925,026		\$2,961,561	\$450,000	\$3,411,561

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		
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
Outparcel Retail Sale	15,000	\$0.00	\$0	\$0	\$0
Contingency			\$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
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Total Bldg Cost			\$9,347,152	\$0	\$9,347,152
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Indirect Cost					
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	\$7,500
TIF Prof. Cost		\$0.00	\$0	\$75,000	\$75,000
Total Indirect Cost		\$7.48	\$1,826,000	\$305,000	\$2,131,000

Financing Cost				
Site Construction Interest	\$1.61	\$395,000	\$0	\$395,000
Building Construction and Holding Interest	\$5.65	\$640,000	\$0	\$640,000
Loan Fees	\$0.90	\$220,000	\$0	\$220,000
Closing Costs	\$0.61	\$150,000	\$0	\$150,000
Bond Fee	\$0.00	\$0	\$50,000	\$50,000
Equity Placement Fee	\$0.00	\$0	\$0	\$0
Interest Accrual until T.I.F. begins paying	\$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
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Pad Sales				
Plot 1	65,000	\$9.00	\$600,000	\$0
Plot 3 plus	35,344	\$12.00	\$425,000	\$0
Total Pad Sales			\$1,025,000	\$0

Net Development Costs Less Pad sales		\$16,588,091	\$4,798,591	\$21,386,682
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TIF Bond Reimbursement		\$0	(\$4,798,591)	(\$4,798,591)
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Total Development Costs Less TIF Bond				\$16,588,091
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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.

2598

Total Rental Sq Ft

\$1,826,027.15	\$773,983.35	\$2,600,010.50
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Total Rented Sq Ft

Avg. Rent per Sq Ft

Avg Rent with CAM per

CHOUTEAU SHOPPING CENTER

IRR CALCULATION

WITH THE

[illegible]

[illegible]

CHOUTEAU SHOPPING CENTER										
IRR CALCULATION										
WITHOUT TIF										
Year										Reversion
										11
Annual Income		1,303,039	2,599,975	2,599,975	2,625,975	2,649,853	2,649,853	2,649,853	2,649,853	2,672,831
Less Annual Expenses		470,628	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	1,690,524
Less Debt Service	8.50%	25	1,001,201	1,624,132	1,624,132	1,624,132	1,624,132	1,624,132	1,624,132	1,624,132
Cash Flow			(168,790)	(6,514)	(6,514)	19,486	43,414	43,414	43,414	66,392
Project Cost			22,035,275							
Less Paid Sales			1,025,000							
Less TIF Bonds										
Net Project Cost			21,010,275							
Loan Amount			16,806,220							
Down Payment			4,202,055							
Going-out Cap Rate		10.0%								
Future Sale Price			16,905,240							
Sales Costs		3.0%	507,157							
Loan Balance			13,744,176							
Net Sale Proceeds			2,653,907							
Internal Rate of Return			-4.40%							



DAMON PURSELL CONSTRUCTION CO.

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 be 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



**DAMON
PURSELL
CONSTRUCTION CO.**

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
11	*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.

Walton Construction Company

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

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	TIF Cost
1 General Conditions On Sitework						
0 Project staff (incl labor burden, insur, taxes)						
0 project manager	6	mos	\$8,300.00	\$49,800.00	\$49,800.00	
0 project clerk	3	mos	\$3,000.00	\$9,000.00	\$9,000.00	
0 superintendant sitework	6	mos	\$7,400.00	\$44,400.00	\$44,400.00	
0 superintendant buildings	0	mos	\$7,400.00	\$0.00	not included	
0 assist super, carpenter foreman	6	mos	\$6,000.00	\$36,000.00	\$36,000.00	
0 construction staking	1	ls	\$45,000.00	\$45,000.00	\$45,000.00	
0 dumpsters	15	ea	\$425.00	\$6,375.00	\$6,375.00	
0 general cleanup	520	hrs	\$30.00	\$15,600.00	\$15,600.00	
0 final building cleanup	0	sft	\$0.11	\$0.00	not included	
0 temporary field office	6	mo	\$500.00	\$3,000.00	\$3,000.00	
0 storage trailers	0	mo	\$0.00	\$0.00	\$0.00	
0 hookup temporary utilities	1	ls	\$1,000.00	\$1,000.00	\$1,000.00	
0 temporary electric	6	mo	\$800.00	\$4,800.00	\$4,800.00	
0 temporary toilets	6	mo	\$150.00	\$900.00	\$900.00	
0 temporary phone, fax	6	mo	\$250.00	\$1,500.00	\$1,500.00	
0 temporary water	6	mo	\$50.00	\$300.00	\$300.00	
0 office supplies	6	mo	\$200.00	\$1,200.00	\$1,200.00	
0 misc office supplies, furniture & equip	1	ls	\$1,000.00	\$1,000.00	\$1,000.00	
0 truck & auto expenses	6	mo	\$1,000.00	\$6,000.00	\$6,000.00	
0 small tools expense	1	ls	\$4,000.00	\$4,000.00	\$4,000.00	
0 equipment expense	1	ls	\$8,000.00	\$8,000.00	\$8,000.00	
0 blueprints, copies	1	ls	\$4,000.00	\$4,000.00	\$4,000.00	
0 mail, fed x, delivery expenses	1	ls	\$750.00	\$750.00	\$750.00	
0 drayage,	1	ls	\$500.00	\$500.00	\$500.00	
0 temporary fencing	1	ls	\$0.00	\$0.00	none	
0 dewatering expenses	1	ls	\$1,000.00	\$1,000.00	\$1,000.00	
0 construction signs	1	ls	\$500.00	\$500.00	\$500.00	
0 progress photos	6	mo	\$40.00	\$240.00	\$240.00	
0 general liability insurance	1	ls	\$9,000.00	\$9,000.00	\$9,000.00	
0 performance & payment bonds	0	ls	\$0.00	\$0.00	not included	
0 builders risk insurance	0	ls	\$0.00	\$0.00	not included	
0 KCMO permits	0	ls	\$0.00	\$0.00	not included	
1 General Conditions Total				\$253,865.00	\$167,550.90	\$86,314.10
Sitework						
Demolition						
Clear Trees and Brush, Dispose off site	10	acre	\$4,500.00	\$45,000.00		\$45,000.00
Strip Vegetation and Stockpile on site	12580	cyd	\$1.25	\$15,725.00	\$15,725.00	
Drain Pond	1	ls	\$15,000.00	\$15,000.00		\$15,000.00
Stabilize bottom of pond	20000	syd	\$2.00	\$40,000.00		\$40,000.00
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		\$33,800.00
Undercut Existing Fill Bldg D	12670	cyd	\$2.50	\$31,675.00		\$31,675.00
Undercut Parking Lot A, B & C 1' below subgrade	10220	cyd	\$2.50	\$25,550.00		\$25,550.00
Under Cut Parking Lot D 1' below subgrade	5720	cyd	\$2.50	\$14,300.00		\$14,300.00
Haul-in Fill Bldgs A, B & C	22120	cyd	\$7.00	\$154,840.00		\$154,840.00
Haul-in Fill Bldg D	26170	cyd	\$7.00	\$183,190.00		\$183,190.00
Surcharge building pads A, B & C 4' high	12270	cyd	\$1.65	\$20,245.50		\$20,245.50
Surcharge building pad D 4' high	15200	cyd	\$1.65	\$25,080.00		\$25,080.00

Walton Construction Company

Chouteau Center
I-35 & Chouteau Trwy
Kansas City, Mo

5-30-97
REV 2/5/98

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	TIF 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		\$102,900.00
Allowance for Removal of Contaminated Material	1	lpsm	\$70,000.00	\$70,000.00		\$70,000.00
Finish grade building pads	24470	syd	\$0.55	\$13,458.50	\$13,458.50	
Cut and Backfill curbs Bldg A, B & C	3590	lf	\$1.00	\$3,590.00	\$3,590.00	
Cut and Backfill curbs Bldg D	1420	lf	\$1.00	\$1,420.00	\$1,420.00	
Finish grade pavement and walks Bldgs A,B & C	30650	syd	\$0.70	\$21,455.00	\$21,455.00	
Finish grade pavement and walks Bldg D	17160	syd	\$0.70	\$12,012.00	\$12,012.00	
Spread on site topsoil 6" deep	3650	cyd	\$3.80	\$13,870.00	\$13,870.00	
Haul-off excess topsoil	8950	cyd	\$6.00	\$53,700.00		\$53,700.00
fly ash stabilize paving subgrade Ph I	41942	sft	\$2.20	\$92,272.40		\$92,272.40
fly ash stabilize paving subgrade Ph II	7315	sft	\$2.20	\$16,093.00		\$16,093.00
Soils testing	1	ls	\$35,000.00	\$35,000.00	\$12,250.00	\$22,750.00
Asphalt Paving						
heavy duty 4.5" & 1.5" @ phase I	14915	syd	\$9.00	\$134,235.00	\$134,235.00	
light duty 3.5" & 1.5" @ phase I	27027	syd	\$7.50	\$202,702.50	\$202,702.50	
temporary asphalt curb	1010	lft	\$5.00	\$5,050.00	\$5,050.00	
heavy duty 4.5" & 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	1	ls	\$500.00	\$500.00	\$500.00	
site signage phase I	1	ls	\$6,000.00	\$6,000.00	\$6,000.00	
site signage phase II	1	ls	\$500.00	\$500.00	\$500.00	
Asphalt testing	1	ls	\$10,000.00	\$10,000.00	\$10,000.00	
Site Concrete						
concrete paving 6" @ entrances Phase I	2925	sft	\$2.85	\$8,336.25	\$8,336.25	
curbs @ entry drive island Phase I	320	lft	\$8.25	\$2,640.00	\$2,640.00	
curb & gutter @ perimeter Phase I	3010	lft	\$8.25	\$24,832.50	\$24,832.50	
curb & gutter @ interior islands Phase I	3710	lft	\$8.25	\$30,607.50	\$30,607.50	
curb & gutter @ perimeter Phase II	1807	lft	\$8.25	\$14,907.75	\$14,907.75	
pipe bollards	20	ea	\$350.00	\$7,000.00	\$7,000.00	
flag pole base	0	ea		\$0.00	\$0.00	
concrete testing	1	ls	\$5,000.00	\$5,000.00	\$5,000.00	
Site Utilities						
Storm Sewer						
Twin 72" RCP	790	lft	\$380.00	\$300,200.00		\$300,200.00
36" RCP	130	lft	\$60.00	\$7,800.00	\$7,800.00	
30" RCP	440	lft	\$46.00	\$20,240.00	\$20,240.00	
24" RCP	155	lft	\$34.00	\$5,270.00	\$5,270.00	
18" RCP	270	lft	\$28.00	\$7,560.00	\$7,560.00	
15" RCP	150	lft	\$27.00	\$4,050.00	\$4,050.00	
12" RCP	1123	lft	\$26.00	\$29,198.00	\$29,198.00	
Underground Detention Storage Pipes 48"	610	lft	\$78.00	\$47,580.00		\$47,580.00
curb inlets, drop inlets	8	ea	\$1,800.00	\$14,400.00	\$14,400.00	
Detention Boxes	4	ea	\$3,600.00	\$14,400.00		\$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						
sanitary sewer 8" pvc pipe Phase I	850	lft	\$30.00	\$25,500.00	\$25,500.00	
sanitary sewer tap fee allowance	1	ls	\$4,000.00	\$4,000.00	\$4,000.00	
sanitary sewer 8" pvc pipe Phase II	260	lft	\$30.00	\$7,800.00	\$7,800.00	
manholes phase I	3	ea	\$2,500.00	\$7,500.00	\$7,500.00	

Walton Construction Company

Chouteau Center
I-35 & Chouteau Trwy
Kansas City, Mo

5-30-97

REV. 2/5/98

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	TIF Cost
manholes phase II	1	ea	\$2,500.00	\$2,500.00	\$2,500.00	
sanitary sewer service to Fleming	175	lft	\$30.00	\$5,250.00	\$5,250.00	
sanitary sewer service to shops	210	lft	\$30.00	\$6,300.00	\$6,300.00	
sanitary sewer service to Lowes	30	lft	\$30.00	\$900.00	\$900.00	
rock excavation @ sanitary sewer lines	0	cyd	\$0.00	\$0.00	Not Included	
Water lines						
8" water main Phase I	1920	lft	\$30.00	\$57,600.00	\$57,600.00	
8" water main Phase II	1380	ea	\$30.00	\$41,400.00	\$41,400.00	
fire hydrants Phase I	10	ea	\$2,500.00	\$25,000.00	\$25,000.00	
fire hydrants Phase II	10	ea	\$2,500.00	\$25,000.00	\$25,000.00	
2" domestic service to Flemings	135	lft	\$20.00	\$2,700.00	\$2,700.00	
8" fire service line to Flemings	135	lft	\$30.00	\$4,050.00	\$4,050.00	
2" domestic service to shops	200	lft	\$20.00	\$4,000.00	\$4,000.00	
8" fire service line to shops	200	lft	\$30.00	\$6,000.00	\$6,000.00	
2" domestic service to Retail D	80	lft	\$20.00	\$1,600.00	\$1,600.00	
8" fire service line to Retail D	80	lft	\$30.00	\$2,400.00	\$2,400.00	
water meter pit/ meter/backflow Flem	1	ea	\$5,000.00	\$5,000.00	\$5,000.00	
water meter pit/ meter/backflow Shops	1	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	0	cyd	\$0.00	Not Included	Not Included	
Site electrical						
primary electrical service	495	lft	\$18.00	\$8,910.00		\$8,910.00
telephone conduit	495	lft	\$18.00	\$8,910.00		\$8,910.00
primary electrical wire & telephone wire	0	lft	\$0.00	\$0.00	\$0.00	
transformer	3	ea	\$0.00	\$0.00	\$0.00	
secondary elec service to Flemings	1	ls	\$0.00	\$0.00	\$0.00	
secondary elec service to shops	1	ls	\$0.00	\$0.00	\$0.00	
secondary elec service to Lowes	1	ls	\$0.00	\$0.00	\$0.00	
parking lot lighting phase I	24	Pole	\$4,200.00	\$100,800.00	\$100,800.00	
light pole bases phase I	24	ea	\$500.00	\$12,000.00	\$12,000.00	
parking lot lighting phase II	3	Pole	\$4,200.00	\$12,600.00	\$12,600.00	
light pole bases phase II	3	ea	\$500.00	\$1,500.00	\$1,500.00	
Site Fencing	1020	lf	\$22.00	\$22,440.00		\$22,440.00
Pylon Sign	1	ls	\$50,000.00	\$50,000.00	\$50,000.00	
Monument sign	1	ls	\$50,000.00	\$50,000.00		\$50,000.00
Landscaping allowance	1	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		\$86,400.00
2 Sitework Sub-Total				\$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	\$2,020,878.20	\$2,084,743.50
2 Sitework (Off Site) N.E. Chouteau Trafficway						
General Conditions	1	ls	\$85,000.00	\$85,000.00	\$8,500.00	\$76,500.00
Traffic Control	1	ls	\$25,000.00	\$25,000.00	\$2,500.00	\$22,500.00
0 Site grading						
Removals & grading N.E. Chouteau Trafficway	1800	lf	\$125.00	\$225,000.00	\$10,250.00	\$214,750.00
Demolition of gas station	1	ls	By Others	\$0.00		\$0.00

Tif

Walton Construction Company

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

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	TIF Cost
Erosion Control	1	ls	\$10,000.00	\$10,000.00		\$10,000.00
Site Utilities						
Box Culvert Extension	90	lf	\$400.00	\$36,000.00		\$36,000.00
Box Culvert Extension Head Wall	1	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	lf	\$55.00	\$99,000.00	\$7,380.00	\$91,620.00
Curb Inlets	6	ea	\$1,500.00	\$9,000.00		\$9,000.00
Water Main Relocation	200	lf	\$60.00	\$12,000.00		\$12,000.00
Sanitary Sewer	200	lf	\$40.00	\$8,000.00		\$8,000.00
Electrical	900	lf	\$45.00	\$40,500.00		\$40,500.00
Gas	900	lf	\$25.00	\$22,500.00		\$22,500.00
Asphalt Paving						
Asphalt Paving 11"	8200	syd	\$16.50	\$135,300.00		\$135,300.00
Concrete Paving						
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		\$30,870.00
Approaches	750	sqyd	\$34.00	\$25,500.00	\$12,500.00	\$13,000.00
Misc off site improvements						
Street lights	16	ea	\$4,000.00	\$64,000.00		\$64,000.00
Landscaping & Irrigation	1	ls	\$38,775.00	\$38,775.00		\$38,775.00
Striping	1	ls	\$15,000.00	\$15,000.00		\$15,000.00
Signage	1	ls	\$5,000.00	\$5,000.00		\$5,000.00
Traffic Signals	1	ls	\$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
1 Off Site Sub-Total				\$1,143,050.00	\$50,000.00	\$1,093,050.00
Contingency				\$100,000.00		\$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
2 Total On & Off Sitework				\$5,410,824.20	\$2,073,378.20	\$3,337,446.00
3 Building Budgets						
Fleming Foods	65225	sft	\$48.00	\$3,130,800.00	\$3,130,800.00	
Retail shops "C" White Box	18000	sft	\$45.00	\$810,000.00	\$810,000.00	
Retail shops "A" White Box	3984	sft	\$40.50	\$161,352.00	\$161,352.00	
Major "D" Retailer	130000	sft	\$33.00	\$4,290,000.00	\$4,290,000.00	
Out Parcel	12500	sft	\$45.00	\$562,500.00	\$562,500.00	
Contingency	1	ls	\$400,000.00	\$400,000.00	\$400,000.00	
3 Building Totals				\$9,354,652.00	\$9,354,652.00	\$0.00
4 Project Totals				\$14,765,476.20	\$11,428,030.20	\$3,337,446.00

EXHIBIT 6

Operating Pro Forma for 10-Year Period

12-Jan-98

CHOUTEAU & I-35 10 YEAR OPERATING PROFORMA

DESCRIPTION	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
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
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	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	1,541,254
Cash Flow	(117,700)	76,364	76,364	102,364	126,292	126,292	126,292	126,292	126,292	149,270
Annual Cash/Cash	(-6.06)	3.65	3.65	4.46	5.08	5.08	5.08	5.08	5.08	5.63
Annual T.I.F. Revenues*	0	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
Annual T.I.F. Debt Service*	0	852,324	852,324	852,324	852,324	852,324	852,324	852,324	852,324	0

Note: T.I.F. amount is projected at \$4,798,581. The 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.

EXHIBIT 7

Project Financing Commitment

Fleming
Companies, Inc.

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

CORPORATE STAFF

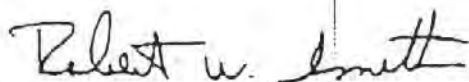
December 19, 1997

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 Peticcoat 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

3:20 PM

Chouteau I-35 Development

Tax Increment Financing Pro Forma

Area	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Area From Redevelopment														
a/ Property Taxes (R.P.)	87,846	187,401	189,275	191,168	193,079	195,010	196,960	198,930	200,919	202,928	204,958	207,007	209,077	211,168
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
t Additional R. P. Taxes	73,764	173,319	175,193	177,086	178,997	180,928	182,878	184,848	186,837	188,846	190,876	192,925	194,995	197,086
% New Sales Taxes	254,465	527,394	537,942	548,701	559,675	570,868	582,286	593,931	605,810	617,926	630,285	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	27,875	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	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	48,958	49,938	50,936
onomic Activity Taxes	335,928	647,257	659,660	672,312	685,216	698,379	711,805	725,499	739,467	753,715	768,247	783,070	798,190	813,612
b-Totals	409,692	820,576	834,853	849,398	864,214	879,307	894,583	910,347	926,304	942,561	959,123	975,996	993,185	1,010,698
ss 5% TIF Administration	20,485	41,029	41,743	42,470	43,211	43,965	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	895,433	911,187	927,196	943,526	960,163

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

<u>SALES TAX REVENUE</u>	<u>DOLLARS</u>
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% <u>\$169,643</u>	
Total Incremental Sales Tax Generated by Redeveloped Site	\$ 508,930
	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 254,465

<u>UTILITY TAX</u>	<u>DOLLARS</u>
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. =	<u>\$ 96,494</u>
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

<u>EARNINGS TAX</u>	<u>DOLLARS</u>
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

<u>CORPORATE PROFITS TAX</u>	<u>DOLLARS</u>
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	\$ _____

FOOD & BEVERAGE TAXDOLLARSEstimated 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

x 50%

Amount of Incremental Food & Beverage Tax Available
for TIF Use

\$ 39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

<u>PROPERTY TAX REVENUE</u>	<u>DOLLARS</u>
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

<u>SALES TAX REVENUE</u>	<u>DOLLARS</u>
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% <u>\$351,596</u>	
Total Incremental Sales Tax Generated by Redeveloped Site	\$ 1,054,788
	x 50%
Amount of Incremental Sales Tax Available for TIF Use	\$ 527,394

<u>UTILITY TAX</u>	<u>DOLLARS</u>
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. = <u>\$349,994</u>	
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
	x 50%
Amount of Incremental Utility Tax Available for TIF Use	\$ 27,089

<u>EARNINGS TAX</u>	<u>DOLLARS</u>
Estimated Annual Earnings From Redevelopment Area	
699 employees x \$15,000/yr =	\$10,597,200
Less: Base Year Annual Earnings	
5 employees x \$15,000/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
	x 50%
Amount of Incremental Earnings Tax Available for TIF Use	\$ 52,611

<u>CORPORATE PROFITS TAX</u>	<u>DOLLARS</u>
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	\$ _____

FOOD & BEVERAGE TAX

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

x 50%

Amount of Incremental Food & Beverage Tax Available
for TIF Use

\$ 39,375

PROJECTED PAYMENTS IN LIEU OF TAXES (PILOTS)

<u>PROPERTY TAX REVENUE</u>	<u>DOLLARS</u>
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

		<u>Sq.Ft.</u>	<u>Sales/Sq.Ft.</u>	<u>Total Sales</u>
Retail	A	3,984	\$200	\$ 796,800
	B	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	<u>1,000,000</u>
TOTAL				\$ 46,819,100

*Excludes in-store warehouse space.

ESTIMATED TOTAL EMPLOYEES

		<u>Sq.Ft.</u>	<u>Est. Employees</u>
Retail	A	3,984	10
	B	65,225	250
	C	18,000	45
	D	130,000	325
Outlot	1	10,000	25
	2	12,500	31
	3	<u>5,000</u>	<u>13</u>
	TOTAL	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
-	Mental Health	.09
-	Health	.10
-	Library	.33
-	Metro. Comm. College	.22
NKC School District		<u>4.14</u>
Subtotal		\$ 6.43
Taxes Excluded from TIF		
	M&M Replacement Tax	1.59
	State Blind Pension Fund	<u>.03</u>
TOTAL LEVY		\$ 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".

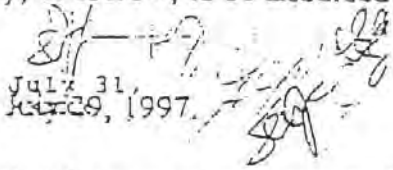
WITNESSETH:

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:

1. 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) hereinafter called "Earnest Money", to be held by the Title Company, in escrow, to be disbursed as in accordance with this contract..

2. Closing. This contract shall be closed on or before ^{July 31} ~~August 9~~, 1997. 

3. 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

- (2) 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
- (3) 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.

(b) Subsequent extensions. The "Subsequent Extensions" are those extensions following 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 1, 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.

4. - **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.

5. **Effective Date.** "Effective date" as used in this agreement is the last date that this agreement was signed by any signatory hereto.

6. **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.

7. 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 footage sold and the square footage retained..

(d) Each party shall pay its own attorney's fees.

8. 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.

(f) Within forty-five (45) days from the effective date, Owner will furnish Buyer, 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.

(h) 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 arising 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.

(l) 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 repaving 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.

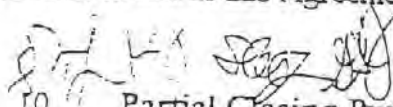
(n) Tax Increment Financing. Buyer shall at its sole expense take all steps necessary to obtain Tax Increment Financing approval from the City of Kansas City to help defray the cost of off-site improvements and infrastructure for the development of the property the subject of this contract. An application was filed to rezone the property for commercial retail purposes, and received approval, subject to final plan submission and city council approval. A 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 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 withheld, 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.


10. Partial Closing Provision. Buyer may close on Lot 1, consisting of approximately 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 the above 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.

11. **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.

12. **Condemnation.** If prior to the closing all or any part of the Property shall be taken 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 10th day of April, 1997.

GARY S. JENKINS

by [Signature]
GARY S. JENKINS

DAVID H. JOHNSON

by [Signature]
DAVID H. JOHNSON

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

SHEILA JENKINS

by [Signature]

KAREN JOHNSON

by Karen Johnson

IN WITNESS WHEREOF, Buyer has executed this Agreement this 9th day
of ~~April~~, 1997.
MAY

Chouteau I-35 Development L.L.C.

Buyer: by Jeffrey L Peterson
Jeffrey L Peterson
Managing Principle

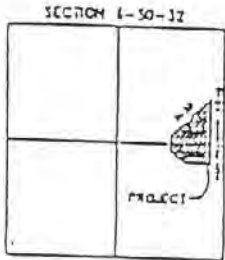
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LEGAL DESCRIPTION

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 4, SAID POINT BEING ON THE WEST RIGHT-OF-WAY LINE OF NORTH WINN ROAD (MISSOURI STATE HIGHWAY ROUTE NO. 10), AS NOW ESTABLISHED: THENCE SOUTH 0 DEGREES-36'16" 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 INTERSECTION 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 4, A DISTANCE OF 174.50 FEET TO THE SOUTHWEST CORNER OF SAID BLOCK 4; THENCE NORTH 81 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 DESCRIBED CURVE, HAVING A RADIUS OF 59.51 FEET, A CENTRAL ANGLE OF 136 DEGREES 07'-46", AN ARC DISTANCE OF 141.40 FEET TO A POINT ON THE SOUTH LINE OF SAID BLOCK 5; THENCE NORTH 89 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 CLEVELAND AVENUE, AS NOW ESTABLISHED SAID POINT ALSO BEING THE SOUTHWEST CORNER OF SAID BLOCK 5; THENCE NORTH 0 DEGREES 36'13" EAST, ALONG SAID EAST RIGHT-OF-WAY LINE AND ALONG THE WEST LINE OF SAID BLOCK 5, A DISTANCE OF 307.56 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 34'-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 89 DEGREES 19'-17" EAST ALONG LAST SAID NORTH LINE, A DISTANCE OF 28.83 FEET TO THE POINT OF BEGINNING. CONTAINING 966,858 SQUARE FEET OR 22.20 ACRES, MORE OR LESS. EXCEPT LOTS 3 AND 4 AS DEPICTED ON THE WINNWOOD SHOPPING CENTER PLAT ATTACHED AS EXHIBIT B.

EXHIBIT "B"

PLAT WINNWOOD SHOPPING CENTER A SUBDIVISION IN KANSAS CITY, CLAY COUNTY, MISSOURI



LOCATION MAP



SCALE 1" = 100'

19.94 acres

K.C. NO. 39
1911017, 242
1910452, 114

POINT OF BEGINNING LOT 3

COMMENCING POINT N.E. CORNER OF BLOCK

N 89°17'19" E 10.00'

106,785-

LOT 3

2.45

POINT OF BEGINNING LOT 2

340,525-

7.52

LOT 2

POINT OF BEGINNING LOT 1

394,073

9.05

LOT 1

LOT 4

1.29

78,115

1.79

LOT 5

LOT 6

38,410

LOT 7

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EXHIBIT C
PERMITTED EXCEPTIONS

1. 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)
2. 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 filed April 24, 1957, under Document No. A-80609 in Book 573 at page 546, over part of the premises in question. (Affects Tract I)
4. Sewer 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, 1958, under Document No. B-10957 in Book 611 at page 462, over part of the premises in question. (Affects Tract I)
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 535 at Page 54 over part of the premises in question. (Affects Tract II)
6. 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 September 28, 1954, in Book 535 at Page 54. (Affects Tract II)
7. 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)
8. Easement granted to Kansas City Power and Light Company as set forth in instrument filed September 18, 1972, under Document No. C-75895 in Book 1102 at page 614, over part of the premises in question. (Affects Tract IV)
9. 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)

11. Utility easements in that part of the premises in question in the vacated Winnwood Boulevard and alley herein described, reserved in Ordinance No. 63283, 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)
12. 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)

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 I-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 Original 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.

3. If within forty-five (45) days following the closing of the sale of the Original 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, as 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) Seller 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 nor 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 within 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.

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 I-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 within 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.

2. SURVEY; RIGHT OF ENTRY, ENGINEERING AND SOIL TESTS. The 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:

- a. Include a metes and bounds legal description of the Property;
- b. Show the location of all existing improvements, alleys, streets, roadways, rights-of-way, wetlands and easements on or adjacent to the Property;
- c. 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.

3. ZONING/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.

4. 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 period 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 Merriam
Merriam 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.

6. **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. Marketable Title. 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. Tax Increment Financing (TIF). 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 statute.

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. Possession. 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.

c. The premium for the owner's policy of title insurance shall be paid by the 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 I-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:

William D. Merrion
Bill Merrion, President

CHOUTEAU I-35 DEVELOPMENT L.L.C.

BY:

Jeffrey L. Peterson
Jeffrey L. Peterson, Managing Partner
A Licensed Missouri R.E. Broker
8600 W. 110th Street, Suite 201
Overland Park, KS 66210

"OWNER"

"OPTIONEE"

STATE OF KANSAS)
)
COUNTY OF JOHNSON)

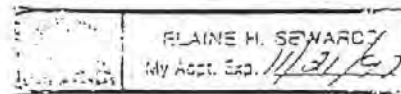
Now, on the 9TH day of JULY, 1997, before me, a Notary Public, personally appeared WILLIAM MERRION, to me personally known, who being by me duly sworn did say that he is the President of Gladstone Care Center, Inc., A Missouri Corporation, General Partner of MERRION TRUST PARTNERS, L.P., a Kansas limited 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:

11/21/97


Notary Public



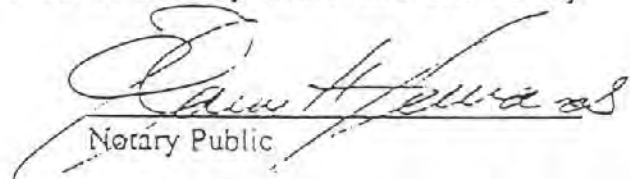
STATE OF KANSAS)
)
COUNTY OF JOHNSON)

Now, on this 9TH 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.

My appointment expires:

11/21/97


Notary Public

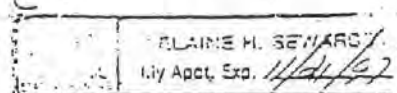



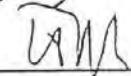
EXHIBIT A

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.



3. 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 plain 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
 Owner

N 40010

APR 29 1997

DE MORTIS INC. Adams Co., Mo.

Corporation Warranty Deed

This Indenture, Made on the 25th day of April A. D. One

Thousand Nine Hundred and Ninety Seven by and between

FIRST TITLE, INC., A MISSOURI CORPORATION, AS QUALIFIED INTERMEDIARY

a corporation duly organized under the laws of the State of Missouri, of the County

of Clay, State of Missouri, party of the first part, and

HILLCREST, INC.

of the County of Clay, State of Missouri, party of the second part,

(Mailing address of said first named grantee is 6000 N. Oak Trfy., Gladstone, Mo. 64118).

WITNESSETH: THAT SAID PARTY OF THE FIRST PART, in consideration of the sum of

TEN DOLLARS AND OTHER VALUABLE CONSIDERATION

to it in hand paid by the said party of the second part, the receipt of which is hereby acknowledged,

does by these presents, GRANT, BARGAIN AND SELL, CONVEY AND CONFIRM, unto the said

party of the second part, its successors, heirs and assigns, the following described lots, tracts or

parcels of land, lying, being and situate in the County of Clay and State of

Missouri to-wit: All

SEE ATTACHMENT

By First Title, Inc.
Kipichy

APR 29 1997
9 02 06
157

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

TO HAVE AND TO HOLD, The premises aforesaid, with all and singular the rights, privileges, appurtenances and immunities thereto belonging or in anywise appertaining, unto the said party of the second part and unto its successors, heirs and assigns forever, the said

party of the first part

hereby covenanting that it is lawfully seized of an indefeasible estate in fee in the premises herein conveyed; that it has good right to convey the same; that the said premises 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 warrant and defend the title of the said premises unto the said party of the second part and unto its successors, heirs and assigns forever, against the lawful claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, The said party of the first part has caused these presents to be signed by its President and attested by its Secretary, and the corporate seal to be hereon attached, the day and year first above written.

FIRST TITLE, INC.

By *Steven P. Shutt*
STEVEN P. SHUTT President

Secretary.

Parcel 27
4420 CHATEAU

Box 2674 ing 138

27

BOOK 2674 PAGE 140

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
9	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
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	68,058	4,097,872
23	4,240,058	69,510	4,170,548
Totals	78,500,723	1,368,498	77,132,226
		Preserve Value at 9 percent	29,271,195

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

	Present Value, Taxes with TIF	Present Value, Taxes Without TIF	Benefit of TIF
Real Property			
Handicap	2,518	2,518	0
Metro. Community College	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	33,361	445,558
Debt Service	1,888	1,888	0
Health	2,098	2,098	0
Personal Property			
Handicap	14,434	127	14,307
Metro. Community College	58,561	296	58,265
Library	39,694	350	39,345
Mental Health	10,826	95	10,730
NKC School District	497,982	4,385	493,597
Blind Pension	3,609	32	3,577
City General	161,183	1,419	159,763
Debt Service	10,826	95	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	559	5,652
State	17,910,678	178,910	17,731,767
Earnings Tax	558,943	8,386	550,556

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

	Present Value, Taxes With TIF	Present Value, Taxes Without 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	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				
Annual Growth, Land	1%			
Annual Growth, Improvements	1%			
Annual Growth, Sales	2%			
Assessed Values				
IFMV, 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 Rates	Personal Property Tax Rates		
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%		
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			State	4.00000%
EAV, Personal Property*	2,174,783			
Jobs	699		Earnings Tax	1.00000%
Payroll	10,597,200			
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

Year	Initial Equalized Assessed Value of Land	Initial Equalized Assessed Value of Improvements	Initial Equalized Assessed Value of Personal Property	Existing Sales	Existing Payroll
1	104,350	114,660	11,057	400,000	75,000
2	104,350	114,660	11,057	408,000	76,500
3	104,350	114,660	11,057	416,160	78,030
4	104,350	114,660	11,057	424,483	79,591
5	104,350	114,660	11,057	432,973	81,182
6	104,350	114,660	11,057	441,632	82,806
7	104,350	114,660	11,057	450,465	84,462
8	104,350	114,660	11,057	459,474	86,151
9	104,350	114,660	11,057	468,664	87,874
10	104,350	114,660	11,057	478,037	89,632
11	104,350	114,660	11,057	487,598	91,425
12	104,350	114,660	11,057	497,350	93,253
13	104,350	114,660	11,057	507,297	95,118
14	104,350	114,660	11,057	517,443	97,020
15	104,350	114,660	11,057	527,792	98,961
16	104,350	114,660	11,057	538,347	100,940
17	104,350	114,660	11,057	549,114	102,959
18	104,350	114,660	11,057	560,097	105,018
19	104,350	114,660	11,057	571,298	107,118
20	104,350	114,660	11,057	582,724	109,261
21	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

Chouteau Shopping Center,
Cost Benefit Analysis
Without TIF

Real Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Inventory Replacement	Debt Service	Health
	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	0.0009	0.0010
Year										
1	263	482	723	197	9,067	66	2,935	3,482	197	219
2	263	482	723	197	9,067	66	2,935	3,482	197	219
3	263	482	723	197	9,067	66	2,935	3,482	197	219
4	263	482	723	197	9,067	66	2,935	3,482	197	219
5	263	482	723	197	9,067	66	2,935	3,482	197	219
6	263	482	723	197	9,067	66	2,935	3,482	197	219
7	263	482	723	197	9,067	66	2,935	3,482	197	219
8	263	482	723	197	9,067	66	2,935	3,482	197	219
9	263	482	723	197	9,067	66	2,935	3,482	197	219
10	263	482	723	197	9,067	66	2,935	3,482	197	219
11	263	482	723	197	9,067	66	2,935	3,482	197	219
12	263	482	723	197	9,067	66	2,935	3,482	197	219
13	263	482	723	197	9,067	66	2,935	3,482	197	219
14	263	482	723	197	9,067	66	2,935	3,482	197	219
15	263	482	723	197	9,067	66	2,935	3,482	197	219
16	263	482	723	197	9,067	66	2,935	3,482	197	219
17	263	482	723	197	9,067	66	2,935	3,482	197	219
18	263	482	723	197	9,067	66	2,935	3,482	197	219
19	263	482	723	197	9,067	66	2,935	3,482	197	219
20	263	482	723	197	9,067	66	2,935	3,482	197	219
21	263	482	723	197	9,067	66	2,935	3,482	197	219
22	263	482	723	197	9,067	66	2,935	3,482	197	219
23	263	482	723	197	9,067	66	2,935	3,482	197	219
Totals	6,045	11,082	16,623	4,534	208,541	1,511	67,499	80,092	4,534	6,037
Present Value	2,518	4,616	6,924	1,888	86,864	629	28,115	33,361	1,888	2,098

Chouteau Shopping Center,
Cost Benefit Analysis
Without TIF

Personal Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Debt Service	Health
	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0009	0.0010
Year									
1	13	24	36	10	458	3	148	10	11
2	13	24	36	10	458	3	148	10	11
3	13	24	36	10	458	3	148	10	11
4	13	24	36	10	458	3	148	10	11
5	13	24	36	10	458	3	148	10	11
6	13	24	36	10	458	3	148	10	11
7	13	24	36	10	458	3	148	10	11
8	13	24	36	10	458	3	148	10	11
9	13	24	36	10	458	3	148	10	11
10	13	24	36	10	458	3	148	10	11
11	13	24	36	10	458	3	148	10	11
12	13	24	36	10	458	3	148	10	11
13	13	24	36	10	458	3	148	10	11
14	13	24	36	10	458	3	148	10	11
15	13	24	36	10	458	3	148	10	11
16	13	24	36	10	458	3	148	10	11
17	13	24	36	10	458	3	148	10	11
18	13	24	36	10	458	3	148	10	11
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	11
23	13	482	36	10	458	3	148	10	11
Totals	305	1017	839	229	10,528	76	3,408	229	254
Present Value	127	296	350	95	4,386	32	1,419	95	108

Chouteau Shopping Center,
Cost Benefit Analysis
Without TIF

Sales Tax	City General	Food & Beverage	Mass Transit	County	Bi-State	State	Earnings Tax	Total Taxes
	0.0100	0.0175	0.0050	0.0075	0.0001	0.0400	0.0100	
Year								
1	4,000	7,000	2,000	3,000	50	16,000	750	51,145
2	4,080	7,140	2,040	3,060	51	16,320	765	51,801
3	4,162	7,283	2,081	3,121	52	16,646	780	52,470
4	4,245	7,428	2,122	3,184	53	16,979	796	53,152
5	4,330	7,577	2,165	3,247	54	17,319	812	53,848
6	4,416	7,729	2,208	3,312	55	17,665	828	54,558
7	4,505	7,883	2,252	3,378	56	18,019	845	55,283
8	4,595	8,041	2,297	3,446	57	18,379	862	56,021
9	4,687	8,202	2,343	3,515	59	18,747	879	56,775
10	4,780	8,366	2,390	3,585	60	19,121	896	57,544
11	4,876	8,533	2,438	3,657	61	19,504	914	58,328
12	4,973	8,704	2,487	3,730	62	19,894	933	59,127
13	5,073	8,878	2,536	3,805	63	20,292	951	59,943
14	5,174	9,055	2,587	3,881	65	20,698	970	60,775
15	5,278	9,236	2,639	3,958	66	21,112	990	61,623
16	5,383	9,421	2,692	4,038	67	21,534	1,009	62,489
17	5,491	9,609	2,746	4,118	69	21,965	1,030	63,372
18	5,601	9,802	2,800	4,201	70	22,404	1,050	64,273
19	5,713	9,998	2,856	4,285	71	22,852	1,071	65,191
20	5,827	10,198	2,914	4,370	73	23,309	1,093	66,128
21	5,944	10,402	2,972	4,458	74	23,775	1,114	67,084
22	6,063	10,610	3,031	4,547	76	24,251	1,137	68,058
23	6,184	10,822	3,092	4,638	77	24,736	1,159	69,510
Total	115,380	201,915	57,890	85,535	1,442	461,519	21,634	1,388,498
Present Value	44,726	78,273	22,364	33,546	559	178,910	8,986	542,574

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Year	Equalized Assessed Value of Land	Equalized Assessed Value of Improvements	Equalized Assessed Value of Personal Property	Anticipated Sales	Anticipated Payroll
1	104,350	2,810,134	1,574,843	23,019,100	5,610,000
2	105,394	2,838,235	1,859,814	47,279,482	10,597,200
3	106,447	2,866,618	1,582,342	48,225,072	10,809,144
4	107,512	2,895,284	1,364,864	49,189,573	11,025,327
5	108,587	2,924,237	1,147,385	50,173,365	11,245,833
6	109,673	2,953,479	929,907	51,176,832	11,470,750
7	110,770	2,983,014	1,263,623	52,200,368	11,700,165
8	111,877	3,012,844	1,256,124	53,244,376	11,934,168
9	112,996	3,042,972	1,117,388	54,309,263	12,172,852
10	114,126	3,073,402	1,008,649	55,395,449	12,416,309
11	115,267	3,104,136	899,910	56,503,358	12,664,635
12	116,420	3,135,178	791,171	57,633,425	12,917,928
13	117,584	3,166,529	1,233,626	58,786,093	13,176,286
14	118,760	3,198,195	1,256,124	59,961,815	13,439,812
15	119,948	3,230,177	1,117,388	61,161,051	13,708,608
16	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
19	124,818	3,361,335	1,233,626	66,202,689	14,838,638
20	126,066	3,394,948	1,256,124	67,526,743	15,135,411
21	127,327	3,428,898	1,117,388	68,877,278	15,438,119
22	128,600	3,463,186	1,008,649	70,254,623	15,746,882
23	129,886	3,497,818	899,910	71,659,920	16,061,819

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Real Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Inventory Replacement	Debt Service	Health
	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0159	0.0009	0.0010
Year										
1	263	482	723	197	9,067	874	2,935	46,340	197	219
2	263	482	723	197	9,067	883	2,935	46,804	197	219
3	263	482	723	197	9,067	892	2,935	47,272	197	219
4	263	482	723	197	9,067	901	2,935	47,744	197	219
5	263	482	723	197	9,067	910	2,935	48,222	197	219
6	263	482	723	197	9,067	919	2,935	48,704	197	219
7	263	482	723	197	9,067	928	2,935	49,191	197	219
8	263	482	723	197	9,067	937	2,935	49,683	197	219
9	263	482	723	197	9,067	947	2,935	50,180	197	219
10	263	482	723	197	9,067	956	2,935	50,682	197	219
11	263	482	723	197	9,067	966	2,935	51,189	197	219
12	263	482	723	197	9,067	975	2,935	51,700	197	219
13	263	482	723	197	9,067	985	2,935	52,217	197	219
14	263	482	723	197	9,067	995	2,935	52,740	197	219
15	263	482	723	197	9,067	1,005	2,935	53,267	197	219
16	263	482	723	197	9,067	1,015	2,935	53,800	197	219
17	263	482	723	197	9,067	1,025	2,935	54,338	197	219
18	263	482	723	197	9,067	1,035	2,935	54,881	197	219
19	263	482	723	197	9,067	1,046	2,935	55,430	197	219
20	263	482	723	197	9,067	1,056	2,935	55,984	197	219
21	263	482	723	197	9,067	1,067	2,935	56,544	197	219
22	263	482	723	197	9,067	1,078	2,935	57,109	197	219
23	263	482	723	197	9,067	1,088	2,935	57,681	197	219
Totals	6,045	11,052	16,623	4,534	208,541	22,485	67,499	1,191,701	4,534	5,937
Present Value	2,510	4,616	6,924	1,988	86,864	9,036	28,115	476,919	1,888	2,098

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Personal Property Tax	Handicap	College	Library	Mental Health	School District	Blind Pension	City General	Debt Service	Health
Year	0.0012	0.0022	0.0033	0.0009	0.0414	0.0003	0.0134	0.0009	0.0010
1	1,890	3,465	5,197	1,417	65,198	472	21,103	1,417	1,575
2	2,232	4,092	6,137	1,674	76,996	558	24,922	1,674	1,860
3	1,899	3,481	5,222	1,424	65,509	475	21,203	1,424	1,582
4	1,638	3,003	4,504	1,228	56,505	409	18,289	1,228	1,365
5	1,377	2,524	3,786	1,033	47,502	344	15,375	1,033	1,147
6	1,116	2,046	3,069	837	38,498	279	12,461	837	930
7	1,516	2,780	4,170	1,137	52,314	379	18,933	1,137	1,264
8	1,507	2,763	4,145	1,131	52,004	377	18,832	1,131	1,256
9	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
10	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
11	1,080	1,980	2,970	810	37,256	270	12,059	810	900
12	949	1,741	2,611	712	32,754	237	10,602	712	791
13	1,480	2,714	4,071	1,110	51,072	370	16,531	1,110	1,234
14	1,507	2,763	4,145	1,131	52,004	377	16,832	1,131	1,256
15	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
16	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
17	1,080	1,980	2,970	810	37,256	270	12,059	810	900
18	949	1,741	2,611	712	32,754	237	10,602	712	791
19	1,480	2,714	4,071	1,110	51,072	370	16,531	1,110	1,234
20	1,507	2,763	4,145	1,131	52,004	377	16,832	1,131	1,256
21	1,341	2,458	3,687	1,006	46,260	335	14,973	1,006	1,117
22	1,210	2,219	3,329	908	41,758	303	13,516	908	1,009
23	1,080	1,980	2,970	810	37,256	270	12,059	810	900
Totals	31,942	58,561	87,841	23,997	1,102,009	7,986	350,689	23,997	26,519
Present Value	14,454	25,483	39,694	10,826	497,932	3,609	161,183	10,826	12,029

Chouteau Shopping Center,
Cost Benefit Analysis
With TIF

Sales Tax	City General	Food & Beverage	Mass Transit	County	Bi-State	State*
	0.0050	0.00875	0.0025	0.00375	0.0000125	0.0400
Year						
1	115,098	201,417	57,548	86,322	288	745,000
2	236,397	413,695	118,199	177,298	591	1,711,900
3	241,125	421,969	120,563	180,844	603	1,746,138
4	245,948	430,409	122,974	184,461	615	1,781,061
5	250,867	439,017	125,433	188,150	627	1,816,682
6	255,884	447,797	127,942	191,913	640	1,853,016
7	261,002	456,753	130,501	195,751	653	1,890,076
8	266,222	465,888	133,111	199,666	666	1,927,877
9	271,546	475,206	135,773	203,660	679	1,966,435
10	276,977	484,710	138,489	207,733	692	2,005,764
11	282,517	494,404	141,258	211,888	706	2,045,879
12	288,167	504,292	144,084	216,125	720	2,086,797
13	293,930	514,378	146,965	220,448	735	2,128,532
14	299,809	524,666	149,905	224,857	750	2,171,103
15	305,805	535,159	152,903	229,354	765	2,214,525
16	311,921	545,862	155,961	233,941	780	2,258,816
17	318,160	556,780	159,080	238,620	795	2,303,992
18	324,523	567,915	162,261	243,392	811	2,350,072
19	331,013	579,274	165,507	248,260	828	2,397,073
20	337,634	590,859	168,817	253,225	844	2,445,015
21	344,386	602,676	172,193	258,290	861	2,493,915
22	351,274	614,730	175,637	263,456	878	2,543,793
23	358,300	627,024	179,150	268,725	896	2,594,669
Totals	6,569,505	11,494,863	3,284,252	4,926,376	16,421	47,478,130
Present Value	2,394,507	4,347,886	1,242,253	1,863,380	6,211	17,810,878

Earnings Tax
0.0050
28,050
52,986
54,046
55,127
56,229
57,354
58,501
59,671
60,864
62,082
63,323
64,590
65,881
67,199
68,543
69,914
71,312
72,738
74,193
75,677
77,191
78,734
80,309
1,474,514
558,943

Total Taxes
1,396,752
2,892,980
2,929,753
2,971,492
3,014,341
3,058,323
3,139,068
3,198,950
3,251,556
3,307,326
3,364,346
3,422,643
3,517,848
3,587,251
3,647,591
3,711,251
3,776,318
3,842,822
3,946,398
4,024,339
4,093,389
4,165,930
4,240,058
79,500,723
29,813,770

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

**Chouteau Shopping Center,
Personal Property Assessed Valuations**

	Retail A	Retail B	Retail C	Retail D	Outlet 1	Outlet 2	Outlet 3	Total Assessed Valuation by Year
Personal Property PMV	25,000	3,000,000	350,000	1,800,000	500,000	550,000	300,000	
Year								
1	8,333	999,900	116,655	0	166,650	183,315	99,990	574,843
2	6,666	799,920	93,324	599,940	133,320	146,652	79,992	859,814
3	5,833	699,930	81,659	479,952	116,655	128,321	69,993	583,342
4	5,000	599,940	69,993	419,958	99,990	109,989	59,994	1,364,864
5	4,166	499,950	58,328	359,964	83,325	91,658	49,995	1,147,986
6	3,333	399,960	46,662	299,970	66,660	73,326	39,996	929,907
7	5,416	649,935	75,826	239,976	108,323	119,155	64,993	1,263,623
8	4,583	549,945	64,160	389,981	91,658	100,823	54,994	1,256,124
9	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,173,988
10	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
11	3,333	399,960	46,662	269,973	66,661	73,326	39,996	898,910
12	2,917	349,965	40,829	239,976	58,328	64,160	34,996	791,171
13	5,416	649,935	75,826	209,979	108,323	119,155	64,993	1,233,626
14	4,583	549,945	64,160	389,961	91,658	100,823	54,994	1,256,124
15	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,173,988
16	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
17	3,333	399,960	46,662	269,973	66,661	73,326	39,996	898,910
18	2,917	349,965	40,829	239,976	58,328	64,160	34,996	791,171
19	5,416	649,935	75,826	209,979	108,323	119,155	64,993	1,233,626
20	4,583	549,945	64,160	389,961	91,658	100,823	54,994	1,256,124
21	4,166	499,950	58,327	329,967	83,326	91,657	49,995	1,173,988
22	3,750	449,955	52,495	299,970	74,993	82,492	44,995	1,008,649
23	3,333	399,960	46,662	269,973	66,661	73,326	39,996	898,910

* 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.

EXHIBIT 12

BLIGHT STUDY

**BLIGHT ANALYSIS
FOR THE
CHOUTEAU - I-35
REDEVELOPMENT AREA**

RECORD NO. 6954

**RULE & COMPANY, INC.
Kansas City, Missouri**

Thomas M. Rule, MAI
Brock J. Rule, MAI
Scott J. Belke, MAI
Michael F. Bossert, CFA
Daniel M. Marak
Mark L. Vlasconi

RULE & COMPANY

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.



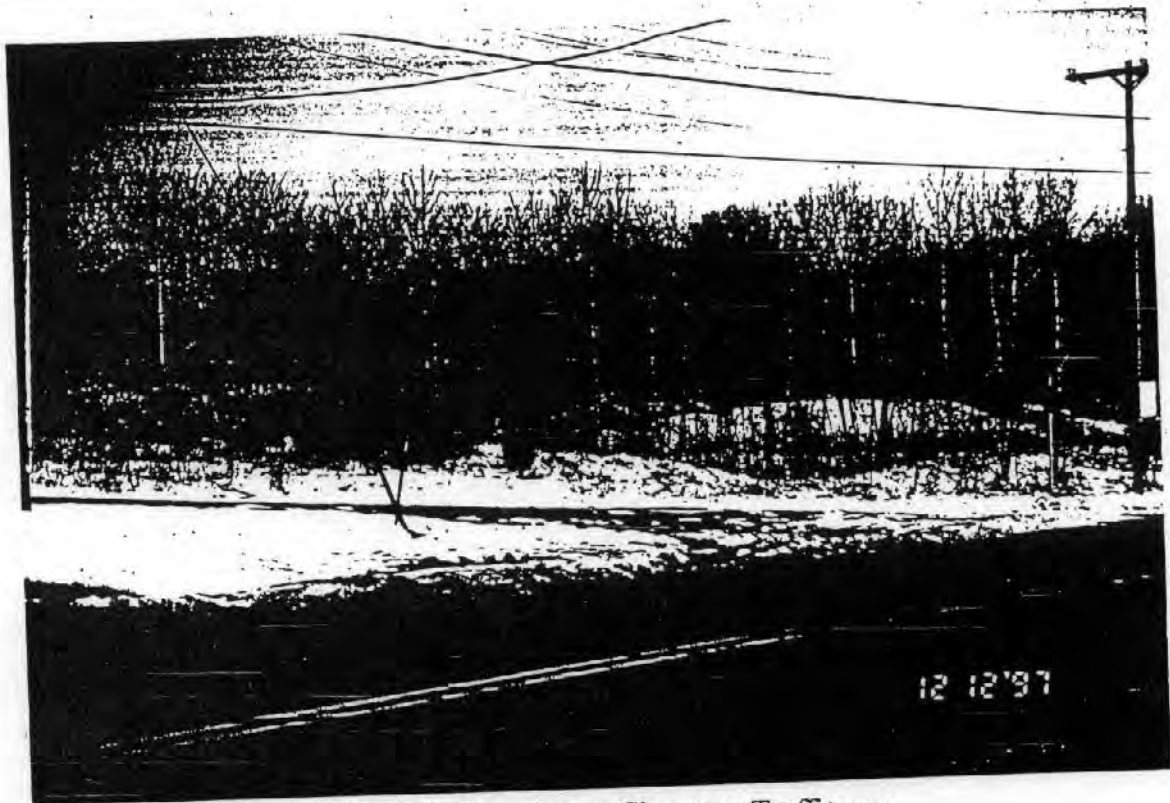
Brock J. Rule, MAI
Senior Vice President
Missouri State Certified General Real Estate Appraiser (Certificate No. RA 001130)
Kansas Certified General Real Property Appraiser (Certificate No. G-1008)

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Addenda

Damon Pursell Construction Company Estimate of Extraordinary Costs
Demographic Data
Qualifications of Brock J. Rule, MAI
Company Profile



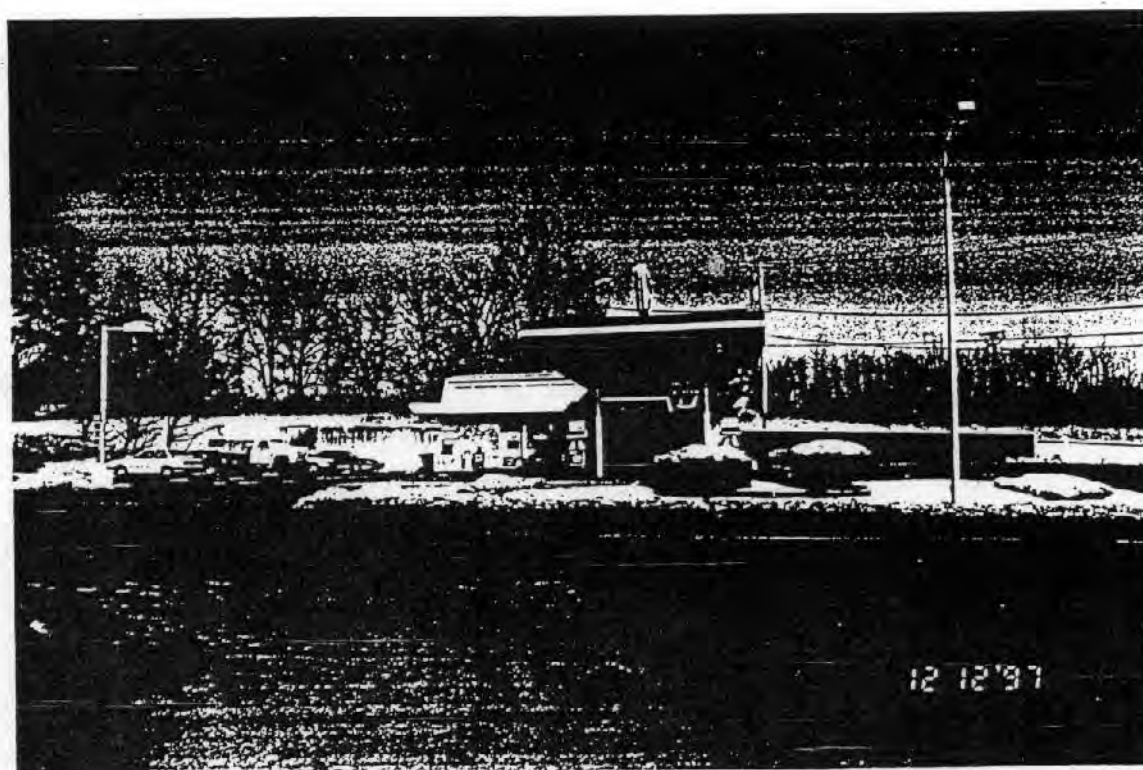
Looking East Across Chouteau Trafficway
Toward Abandoned and Drained Lake Bed



Looking West Across Abandoned and Drained Lake Bed



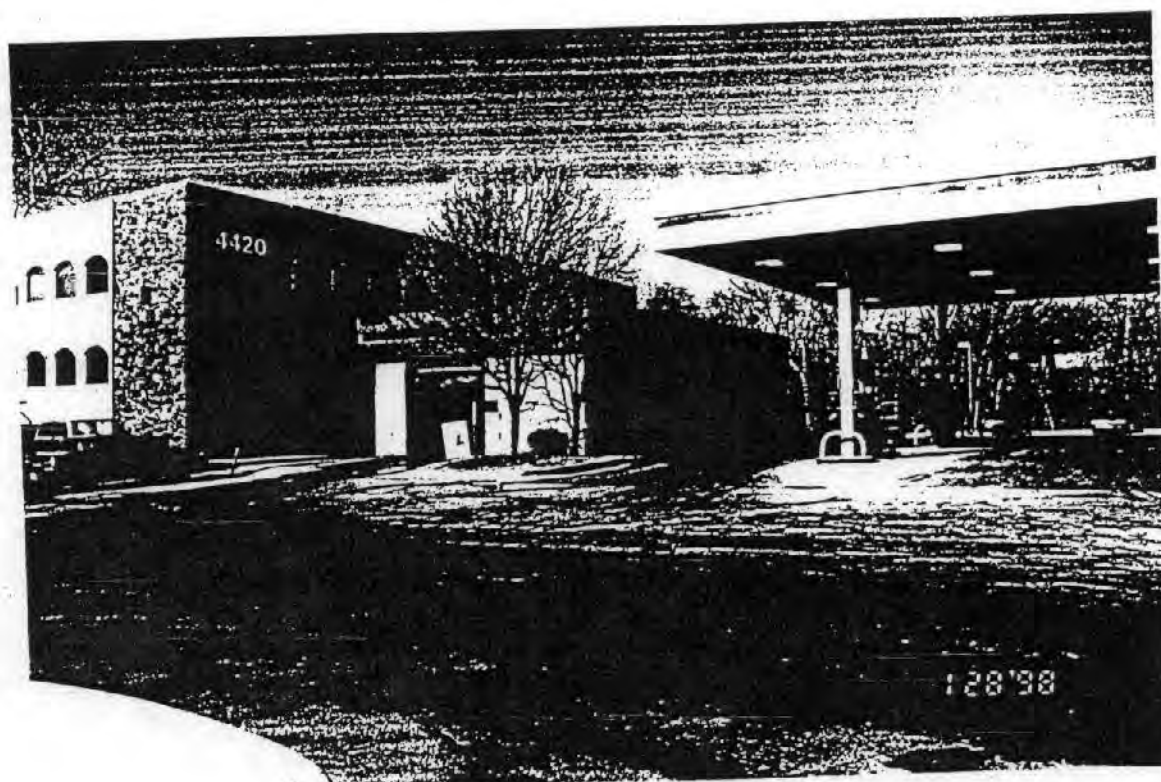
Looking Southwest Across Abandoned and Drained Lake Bed



Sinclair Station



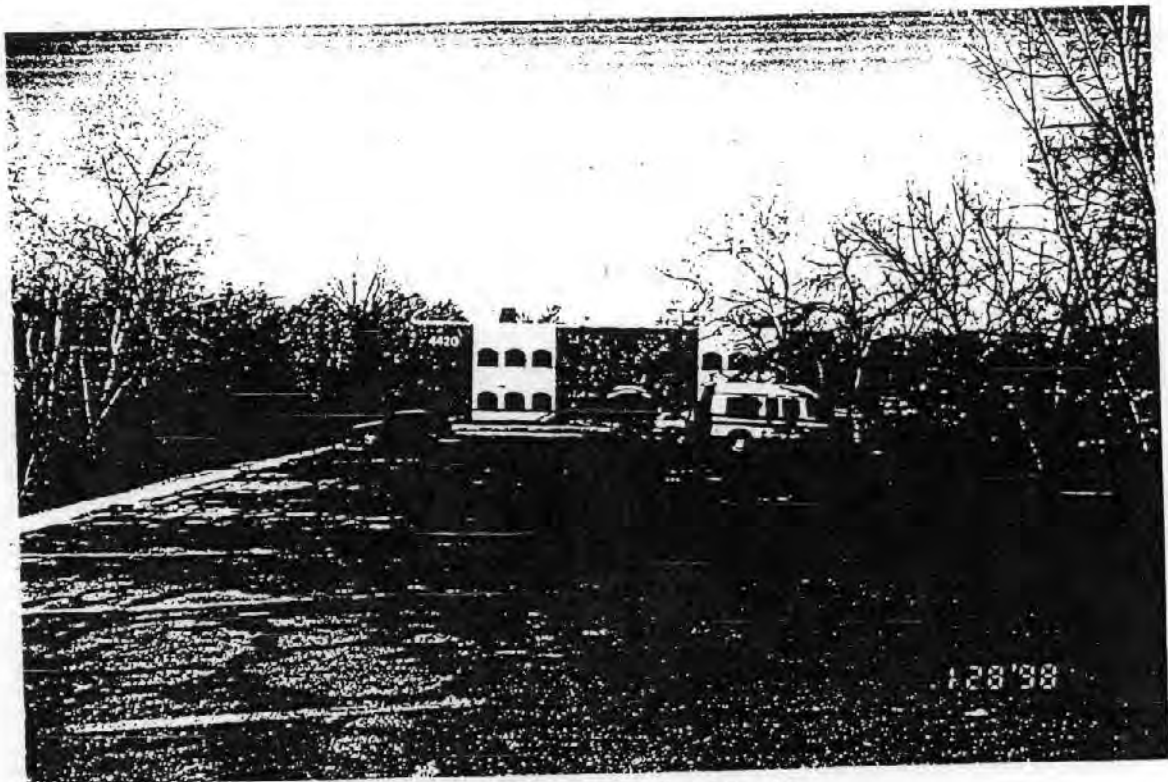
Phillips 66 Station



Phillips 66 Car Wash



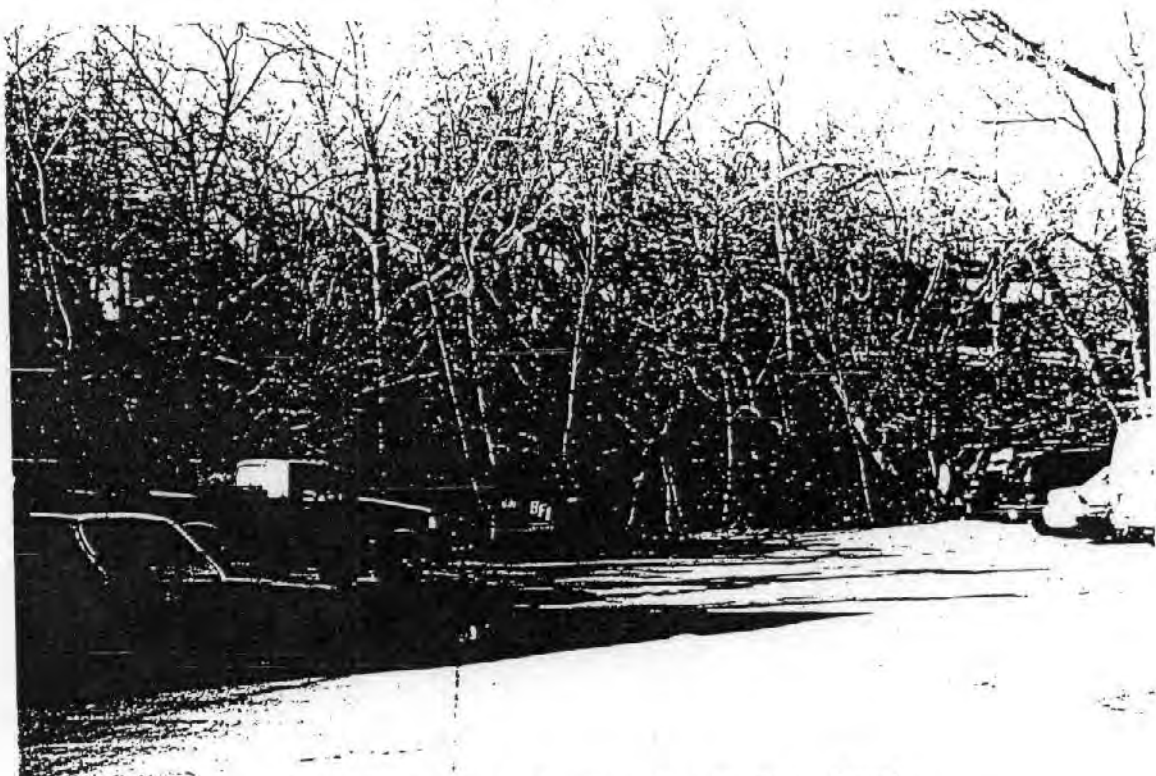
Medical Office (Looking Southwest)



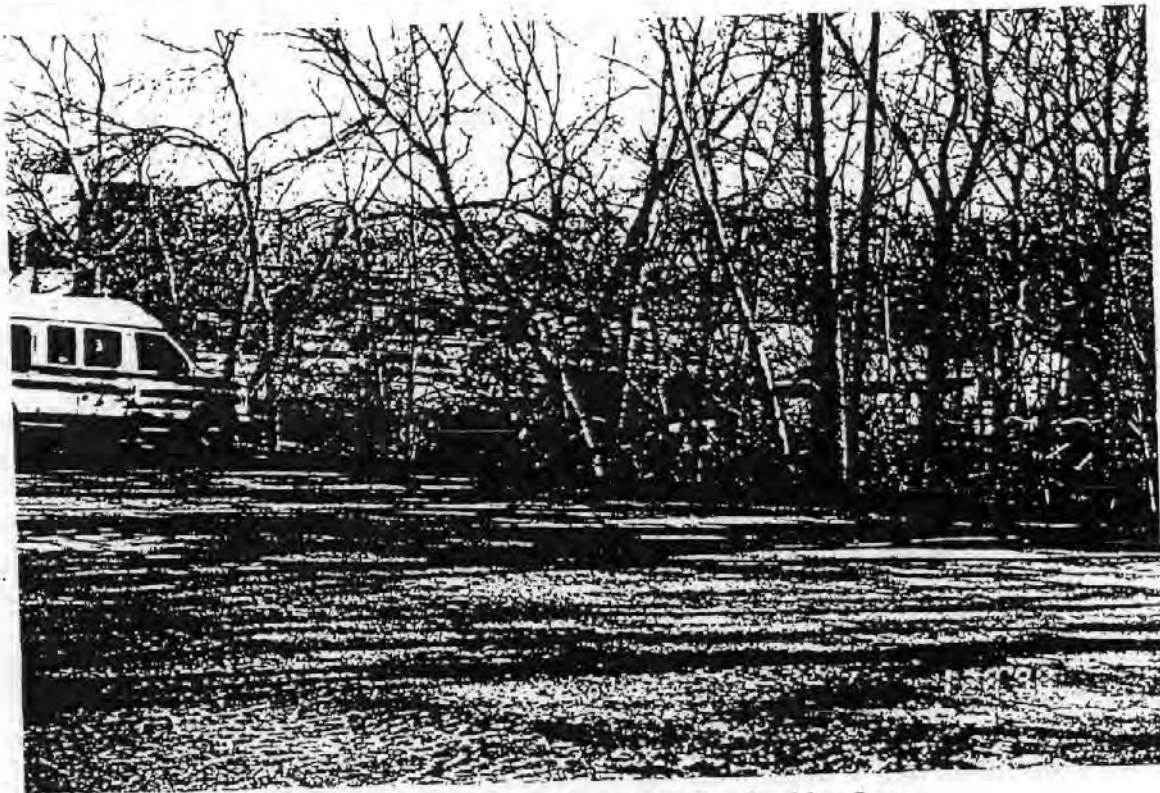
Medical Office (Looking North)



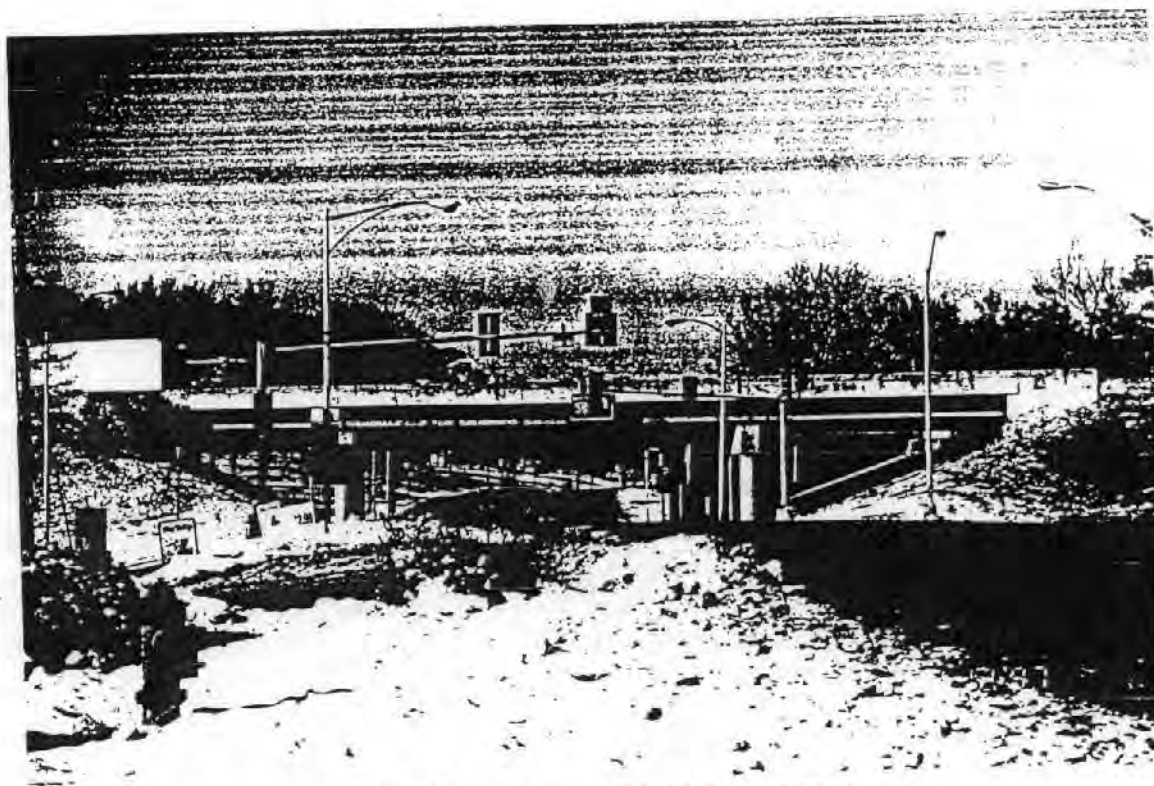
Retail Buildings



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 I-35 runs east and west. In fact, Chouteau and I-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

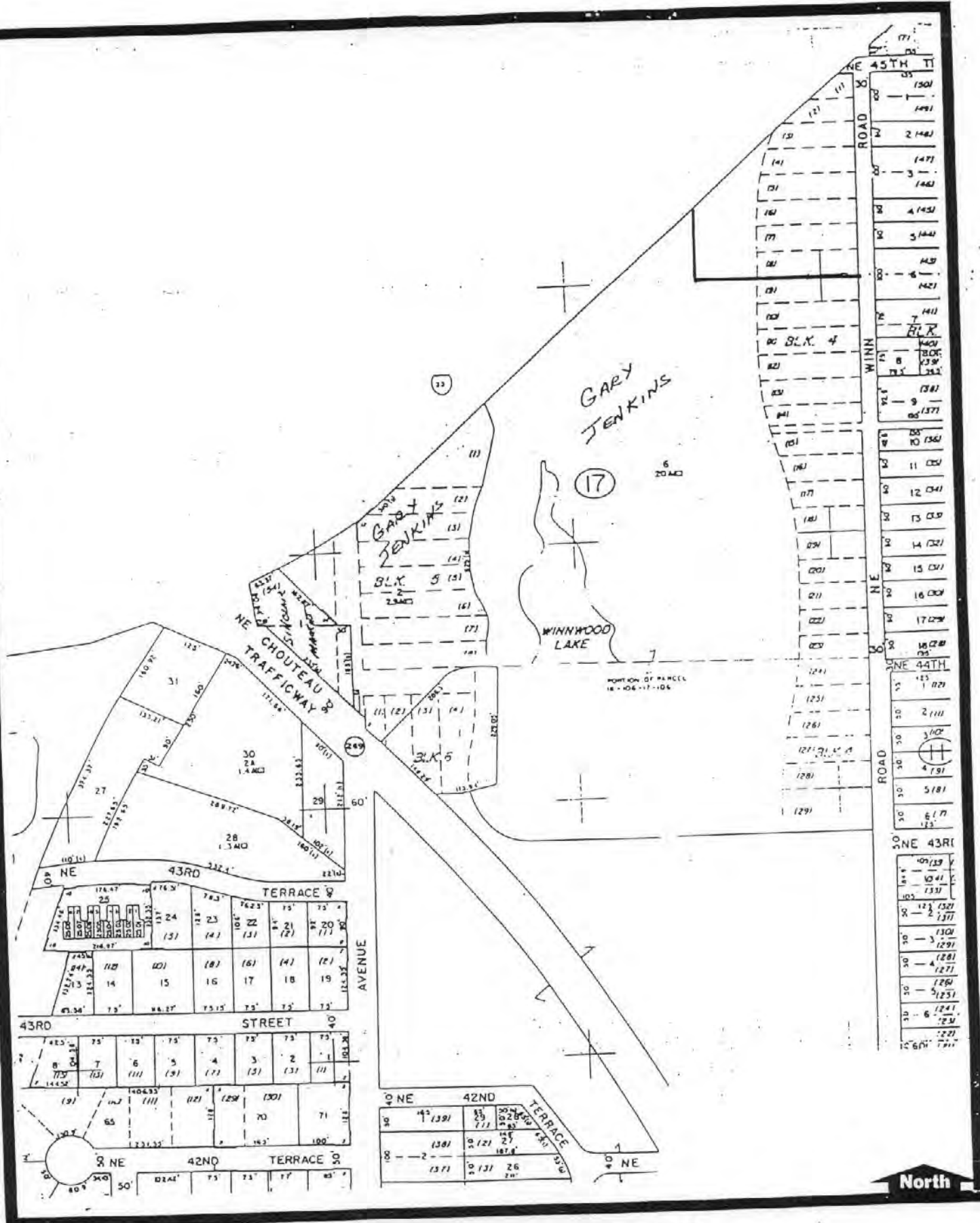
According to the Clay County records and information provided by the client, the redevelopment area contains 26.01 acres. The portion located in the southeast quadrant occupies 21.64 acres, while the parcels located in the southwest quadrant total 4.37 acres.

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.

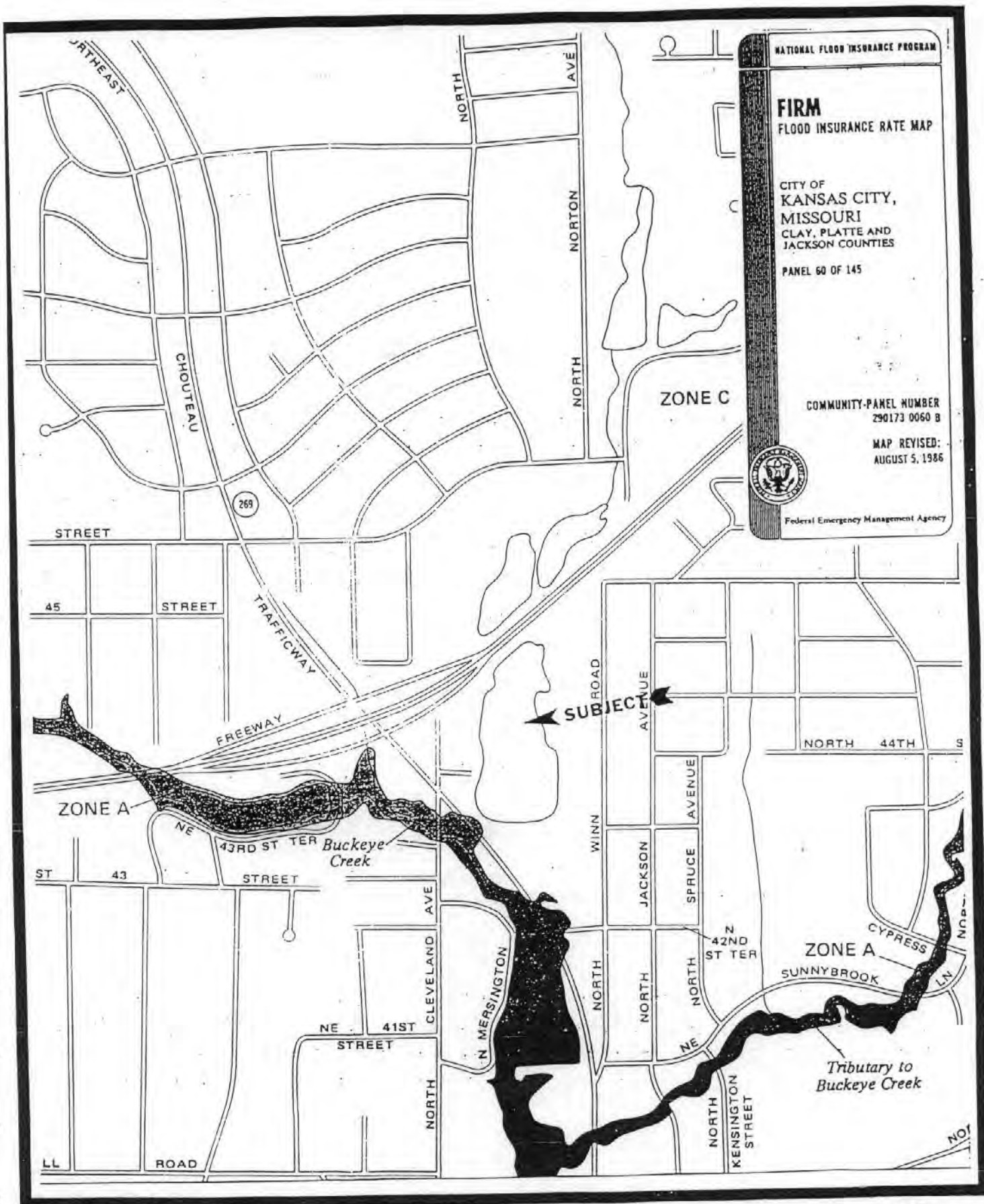
Topography

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.

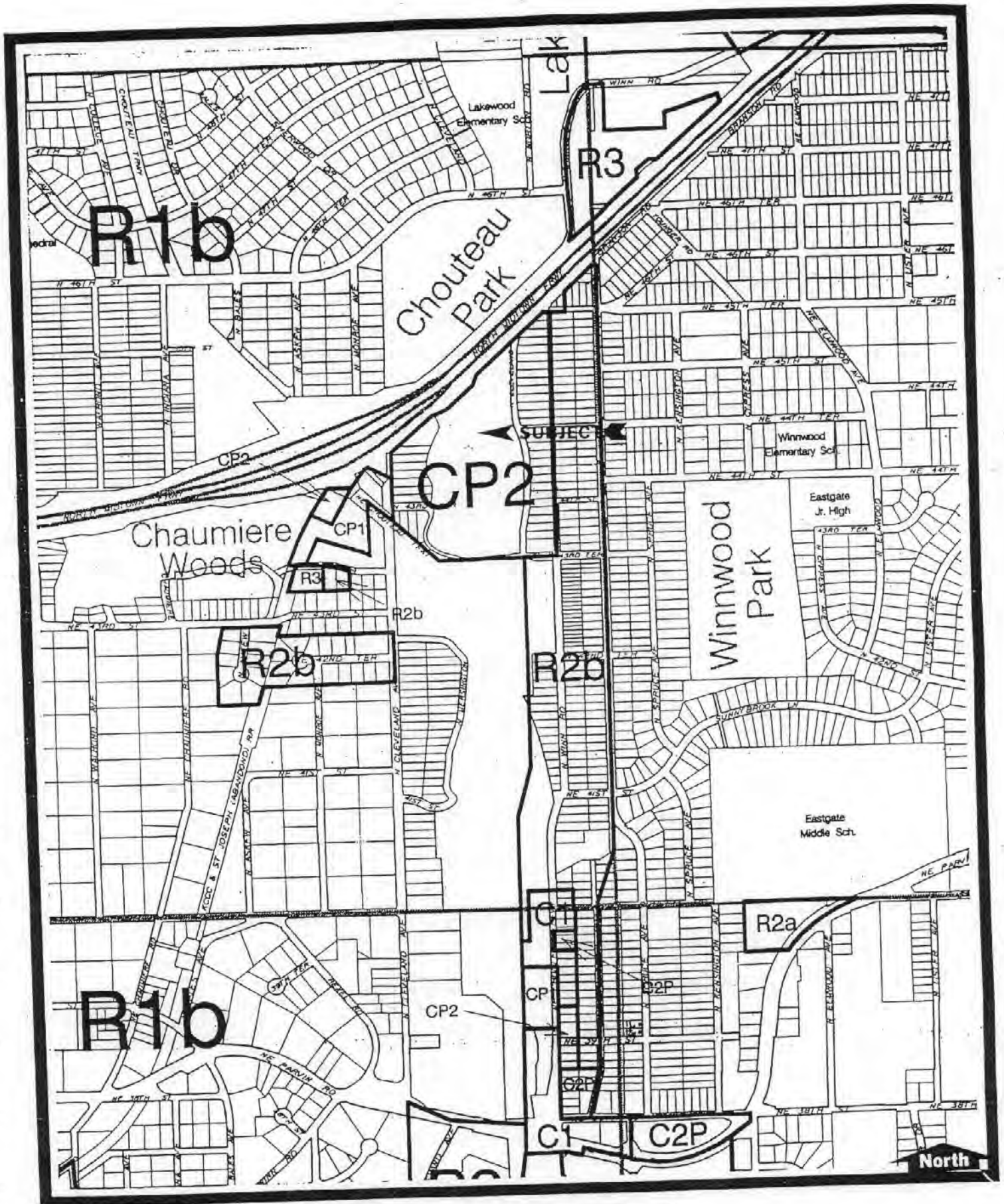


Tax Map Location



Flood Plain Map





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
18-106-00-17-001	Sinclair	\$22,980	\$1,541.95	\$354.73	\$1,896.68
18-106-00-17-002	Jenkins	32,510	2,336.55	679.46	3,015.95
18-106-00-17-006	Jenkins	149,280	10,278.13	2,418.93	13,147.06
18-110-00-07-001	Jenkins	9,790	656.92	204.62	861.54
18-110-00-01-027	Hillcrest, Inc.	171,910	12,788.44	2,407.77	15,196.12
18-110-00-01-028	Dickson	4,140	205.76	86.53	292.29
18-110-00-01-029	Dickson	20,320	1,363.48	333.04	1,696.52
18-110-00-01-030	Rinehart	49,890	3,347.63	831.73	4,179.36
18-110-00-01-031	Phillips 66	53,980	3,897.49	778.76	4,658.25
Total		\$514,800	\$36,416.35	\$8,095.57	\$44,943.77

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.

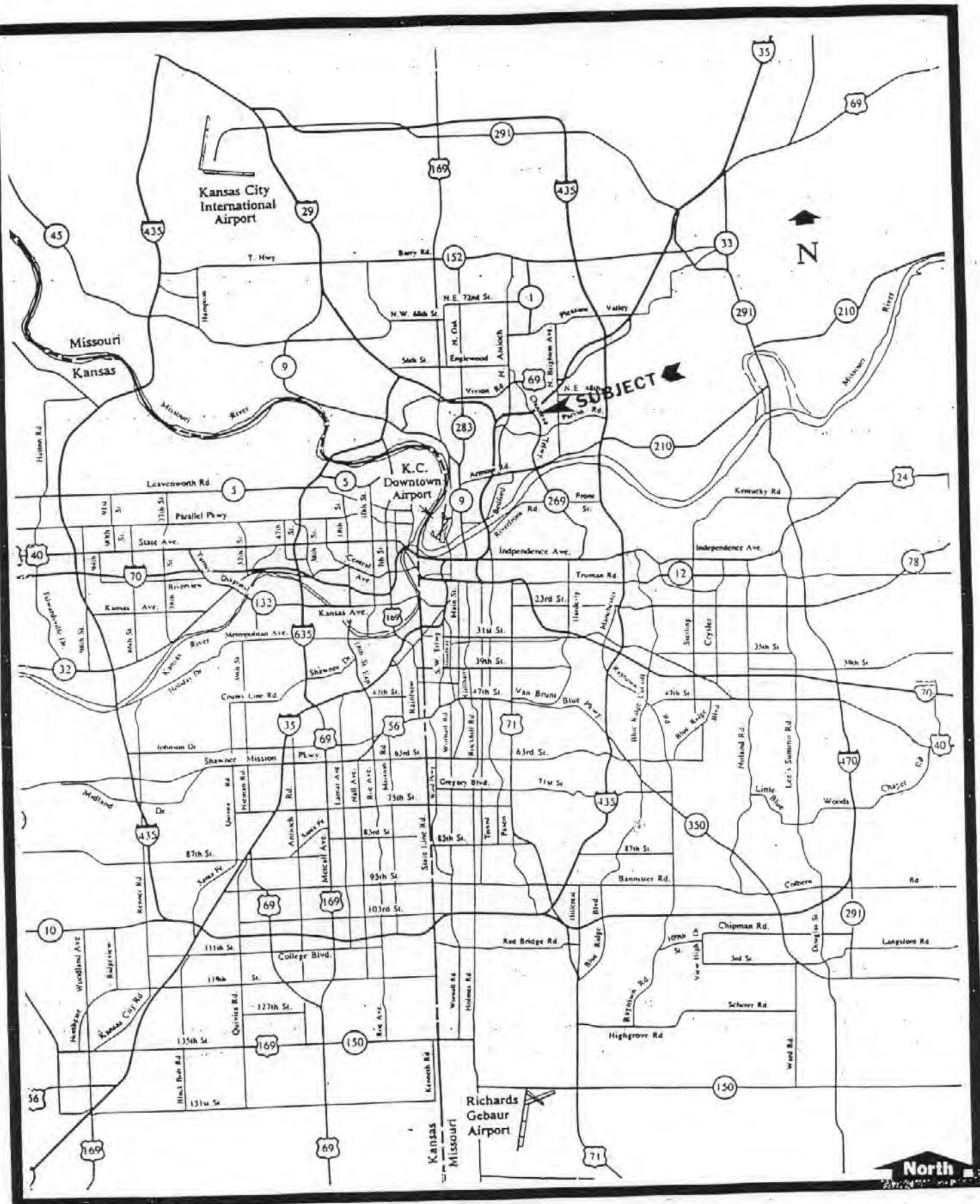
Recreational Activities

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

	Kansas City	St. Louis	Denver- Boulder	Dallas-Ft. Worth	Minneapolis- St. Paul	United States
Population						
Persons, 30-Apr-90 Census	1,536,280	2,444,099	1,848,319	2,914,500	2,662,800	248,709,873
Persons, 01-Jan-97 S&MM	1,698,800	2,551,300	2,292,900	4,633,700	2,782,400	267,540,600
Change, 70-80	4.50%	-2.30%	30.70%	25.10%	8.20%	11.60%
Change, 80-90	17.50%	3.60%	12.10%	28.50%	15.80%	8.80%
Change, 90-97	8.46%	4.39%	24.05%	58.99%	4.49%	7.57%
Effective Buying Income						
Per Capita, 01-Jan-97	\$16,963	\$16,860	\$17,606	\$17,941	\$17,829	\$15,555
Per Capita, 31-Dec-89	\$14,401	\$13,952	\$14,594	\$14,124	\$15,567	\$13,158
Change, 90-97	17.79%	20.84%	20.64%	27.02%	14.53%	18.21%
Total Employment						
Pvt. Non-Ag. Employed, 95	861,000	1,244,100	1,126,900	2,251,800	1,547,000	117,191,000
Pvt. Non-Ag. Employed, 96	878,600	1,268,500	1,158,100	2,338,800	1,579,100	119,523,000
Change (absolute), 95-96	17,600	24,400	31,200	87,000	32,100	2,332,000
Change (relative), 95-96	2.0%	2.0%	2.8%	3.9%	2.1%	2.0%
Unemployed, 96	4.1%	4.5%	3.8%	4.0%	3.1%	5.4%
Wholesale Trade						
Per Capita, 1987	\$16,804	\$11,377	\$12,656	\$19,291	\$19,122	\$10,271
Per Capita, 1992	\$23,271	\$15,258	\$20,030	\$22,935	\$21,870	\$12,657
Change, 87-92	38.48%	34.12%	58.27%	18.89%	14.37%	23.23%
Retail Sales						
Per Capita, 01-Jan-97	\$10,389	\$9,406	\$10,243	\$9,817	\$10,513	\$9,214
Per Capita, 31-Dec-89	\$7,459	\$6,932	\$7,312	\$8,734	\$8,323	\$6,893
Change, 90-97	39.27%	35.68%	40.09%	12.40%	26.31%	33.68%
Housing Construction						
Residential Permits, 96	12,344	12,666	21,531	38,808	18,206	1,425,600
per 10,000 population, 96	73	50	94	84	65	53
Multifamily Share, 96	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.



Neighborhood Map

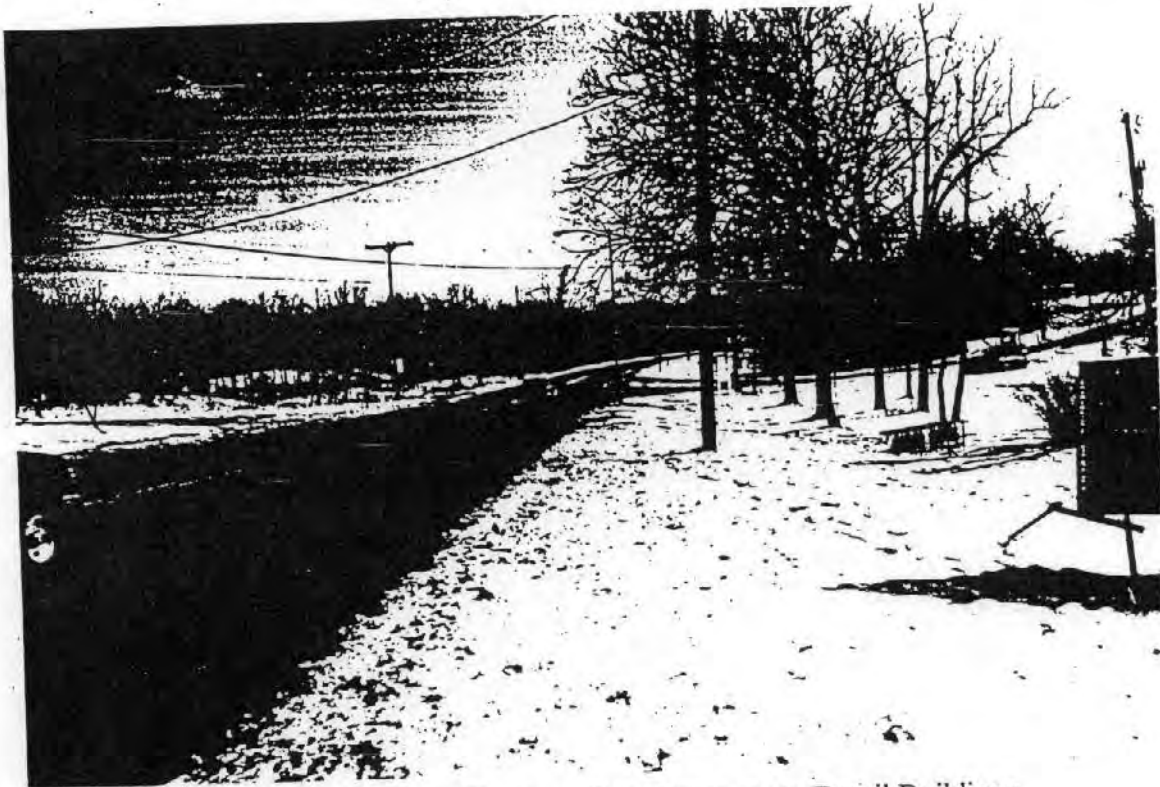
The area is well established with little vacant land available for new development. The neighborhood's vacant land is primarily along the south part of the corridor. The subject is one of the few large tracts along I-35 that is undeveloped.

Adjoining Development

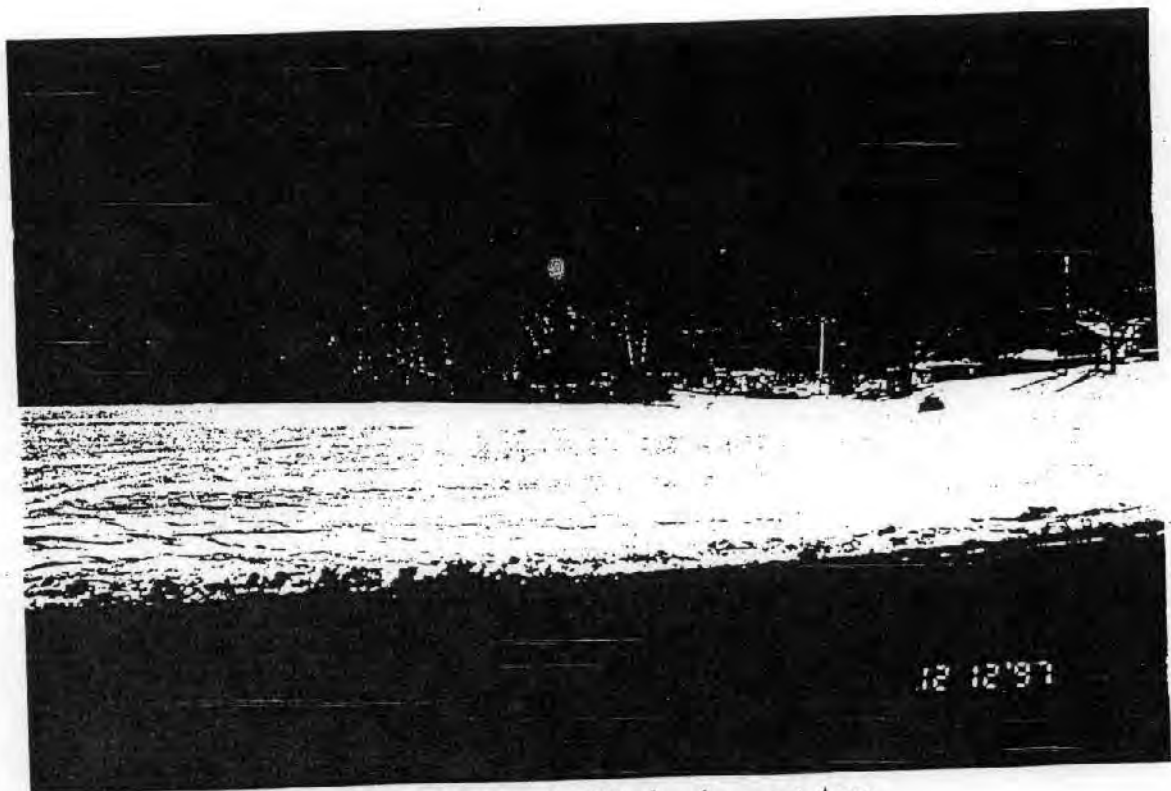
The development to the east, west and south of the subject is best characterized as tired, low to average quality, single-family homes. The residences north of I35 on Chouteau are 30 or more years older, but are generally well-maintained.

Conclusion

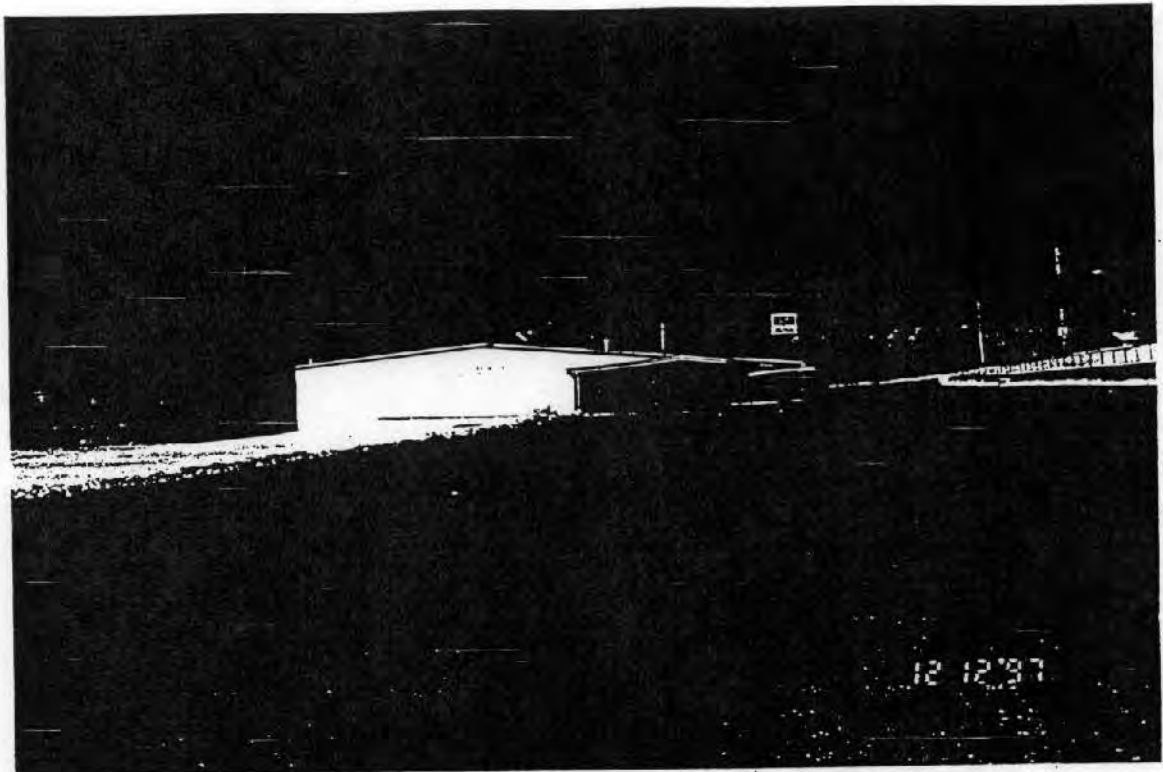
The neighborhood is a mixture of commercial and residential development. The neighborhood encompasses a small area but draws from all parts of the Northland (Clay & Platte Counties) because of the Antioch Mall and good road linkages. The south part of the neighborhood (between of I-35 and M-210) is characterized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

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 Chouteau - I-35 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.

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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.

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.
- 2) 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.
- 5) 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.
- 8) As of the date of this report, Brock J. Rule, MAI has completed the requirements of the continuing education program of The Appraisal Institute.
- 9) No one provided significant professional assistance to the persons signing this report.



Brock J. 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.
- 2) 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.
- 3) 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.
- 7) 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, urea-formaldehyde 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

RULE & COMPANY, INC.

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 conveyed 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

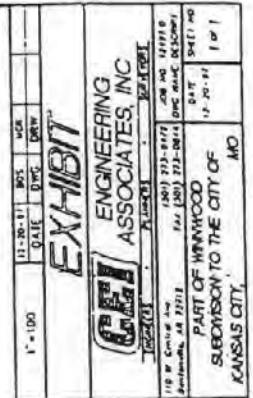
DESCRIPTION:

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.

C. REDEVELOPMENT PROJECT AREA



TAX PLAT DRAWING OF LEGAL DESCRIPTIONS

1-35

CHAMIERE LAKE

CHOUTEAU TRAFFICWAY

CHOUTEAU AVENUE

43RD STREET

44TH ST

NE

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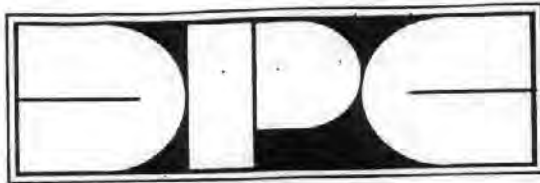
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DAMON PURSELL CONSTRUCTION CO.

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 be 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



**DAMON
PURSELL
CONSTRUCTION CO.**

CHOUTEAU SHOPPING CENTER SITE WORK 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
11	*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.

Walton Construction Company

Chouteau Center
1-29 & Chouteau Trwy
Kansas City, Mo

5-30-97
REV. 12/12/97

Preliminary budget estimate

TIF COST

Estimator: R. Foster

					Normal	Extra
					Cost	Ordinary
					Cost	Cost.
Description	Quan	Unit	Unit Price	Total		
General Conditions On Sitework						
(1) Project staff (incl labor burden, insur, taxes)	6	mos	8300.00	49,800	49,800	
(1) project manager	3	mos	1000.00	9,000	9,000	
project clerk	6	mos	7400.00	44,400	44,400	
(1) superintendant sitework	0	mos	7400.00	0	not included	
superintendant buildings	6	mos	6000.00	36,000	36,000	
assist super. carpenter foreman	1	ls	45000.00	45,000	45,000	
(1) construction staking	15	ea	425.00	6,375	6,375	
(1) dumpsters	520	hrs	30.00	15,600	15,600	
general cleanup	0	sft	0.11	0	not included	
final building cleanup	6	mo	500.00	3,000	3,000	
(1) temporary field office	0	mo	0.00	0	0	
storage trailers	1	ls	1000.00	1,000	1,000	
hookup temporary utilities	6	mo	800.00	4,800	4,800	
(1) temporary electric	6	mo	150.00	900	900	
temporary toilets	6	mo	250.00	1,500	1,500	
temporary phone, fax	6	mo	50.00	300	300	
temporary water	6	mo	200.00	1,200	1,200	
office supplies	1	ls	1000.00	1,000	1,000	
misc office supplies, furniture & equip	6	mo	1000.00	6,000	6,000	
(1) truck & auto expenses	1	ls	4000.00	4,000	4,000	
(1) small tools expense	1	ls	8000.00	8,000	8,000	
(1) equipment expense	1	ls	4000.00	4,000	4,000	
(1) blueprints, copies	1	ls	750.00	750	750	
mail, fed x, delivery expenses	1	ls	500.00	500	500	
drayage	1	ls	0.00	0	none	
temporary fencing	1	ls	1000.00	1,000	1,000	
dewatering expenses	1	ls	500.00	500	500	
construction signs	6	mo	40.00	240	240	
progress photos	1	ls	9000.00	9,000	9,000	
general liability insurance	0	ls	0.00	0	not included	
performance & payment bonds	0	ls	0.00	0	not included	
builders risk insurance	0	ls	0.00	0	not included	
KCMO permits						
1 General Conditions Total				\$253,865	\$167,551	\$86,314
Sitework						
(1) Demolition	10	acre	4500.00	45,000		45000
Clear Trees and Brush, Dispose off site	12580	cyd	1.25	15,725	15,725	
Strip Vegetation and Stockpile on site	1	ls	15000.00	15,000		15000
Drain Pond	20000	syd	2.00	40,000		40000
Stabilize bottom of pond						
(1) Earthwork	120300	cyd	1.75	210,525	210,525	
Cut & Fill Site to Subgrade	13520	cyd	2.50	33,800		33800
Undercut Existing Fill Bldg A,B & C	12670	cyd	2.50	31,675		31675
Undercut Existing Fill Bldg D	10220	cyd	2.50	25,550		25550
Undercut Parking Lot A,B & C 1' below subgrade	5720	cyd	2.50	14,300		14300
Under Cut Parking Lot D 1' below subgrade	22120	cyd	7.00	154,840		154840
Haul-in Fill Bldgs A, B & C	26170	cyd	7.00	183,190		183190
Haul-in Fill Bldg D	12270	cyd	1.65	20,246		20246
Surcharge building pads A, B & C 4' high	15200	cyd	1.65	25,080		25080
Surcharge building pad D 4' high	10570	cyd	6.00	63,420		63420
Haul off Excess Excavation Bldg A, B & C	17150	cyd	6.00	102,900		102900
Haul off Excess Excavation Bldg D						

Walton Construction Company

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

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	Extra Ordinary 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	
Cut and Backfill curbs Bldg A, B & C	3590	lf	1.00	3,590	3,590	
Cut and Backfill curbs Bldg D	1420	lf	1.00	1,420	1,420	
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		16093
Soils testing	1	ls	35000.00	35,000	12,250	22750
Asphalt Paving						
heavy duty 4.5" & 1.5" @ phase I	14915	syd	9.00	134,235	134,235	
light duty 3.5" & 1.5" @ phase I	27027	syd	7.50	202,703	202,703	
temporary asphalt curb	1010	lft	5.00	5,050	5,050	
heavy duty 4.5" & 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	ls	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	ls	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	lft	8.25	2,640	2,640	
curb & gutter @ perimeter Phase I	3010	lft	8.25	24,833	24,833	
curb & gutter @ interior islands Phase I	3710	lft	8.25	30,608	30,608	
curb & gutter @ perimeter Phase II	1807	lft	8.25	14,908	14,908	
pipe bollards	20	ea	350.00	7,000	7,000	
flag pole base	0	ea		0	0	
concrete testing	1	ls	5000.00	5,000	5,000	
Site Utilities						
Storm Sewer						
Twin 72" RCP	790	lft	380.00	300,200		300200
36" RCP	130	lft	60.00	7,800	7,800	
30" RCP	440	lft	46.00	20,240	20,240	
24" RCP	155	lft	34.00	5,270	5,270	
18" RCP	270	lft	28.00	7,560	7,560	
15" RCP	150	lft	27.00	4,050	4,050	
12" RCP	1123	lft	26.00	29,198	29,198	
Underground Detention Storage Pipes 48"	610	lft	78.00	47,580		47,580
curb inlets, drop inlets	8	ea	1800.00	14,400	14,400	
Detention Boxes	4	ea	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 I	850	lft	30.00	25,500	25,500	
sanitary sewer tap fee allowance	1	ls	4000.00	4,000	4,000	
sanitary sewer 8" pvc pipe Phase II	260	lft	30.00	7,800	7,800	
manholes phase I	3	ea	2500.00	7,500	7,500	
manholes phase II	1	ea	2500.00	2,500	2,500	
sanitary sewer service to Fleming	175	lft	30.00	5,250	5,250	
sanitary sewer service to shops	210	lft	30.00	6,300	6,300	

Walton Construction Company

Chouteau Center
I-29 & Chouteau Trwy
Kansas City, Mo

5-30-97
REV. 12/12/97

Preliminary budget estimate

TIF COST

Estimator: R. Foster

Description	Quan	Unit	Unit Price	Total	Normal Cost	Extra Ordinary Cost
sanitary sewer service to Lowes	30	lft	30.00	900	900	
rock excavation @ sanitary sewer lines	0	cyd	0.00	0	Not Included	
Water lines						
8" water main Phase I	1920	lft	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" domestic service to Flemings	135	lft	20.00	2,700	2,700	
8" fire service line to Flemings	135	lft	30.00	4,050	4,050	
2" domestic service to shops	200	lft	20.00	4,000	4,000	
8" fire service line to shops	200	lft	30.00	6,000	6,000	
2" domestic service to Retail D	80	lft	20.00	1,600	1,600	
8" fire service line to Retail D	80	lft	30.00	2,400	2,400	
water meter pit/ meter/backflow Flem	1	ea	5000.00	5,000	5,000	
water meter pit/ meter/backflow Shops	1	ea	5000.00	5,000	5,000	
water meter pit/ meter/backflow Retail D	1	ea	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						
primary electrical service	495	lft	18.00	8,910		8910
telephone conduit	495	lft	18.00	8,910		8910
primary electrical wire & telephone wire	0	lft	0.00	0	0	
transformer	3	ea	0.00	0	0	
secondary elec service to Flemings	1	ls	0.00	0	0	
secondary elec service to shops	1	ls	0.00	0	0	
secondary elec service to Lowes	1	ls	0.00	0	0	
parking lot lighting phase I	24	Pole	4200.00	100,800	100,800	
light pole bases phase I	24	ea	500.00	12,000	12,000	
parking lot lighting phase II	3	Pole	4200.00	12,600	12,600	
light pole bases phase II	3	ea	500.00	1,500	1,500	
Site Fencing	1020	lf	22.00	22,440		22440
Pylon Sign	1	ls	50000.00	50,000	50,000	
Monument sign	1	ls	50000.00	50,000		50000
Landscaping allowance	1	ls	140000.00	140,000	124,000	16000
Irrigation allowance	1	ls	80000.00	80,000	67,548	12452
Miscellaneous Site Work						
retaining wall @ North Winn Road	3600	sft	24.00	86,400		86400
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
Sitework (Off Site) N.E. Chouteau Trafficway						
General Conditions	1	ls	85000.00	85,000	8,500	76500
Traffic Control	1	ls	25000.00	25,000	2,500	22500
Site grading						
Removals & grading N.E. Chouteau Trafficway	820	lf	125.00	102,500	10,250	92250
Site Utilities						
Storm Sewer	820	lf	90.00	73,800	7,380	66420
Water Main	820	lf	55.00	45,100		45100
Sanitary Sewer	820	lf	40.00	32,800		32800
Electrical	820	lf	25.00	20,500		20500
Gas	820	lf	20.00	16,400		16400

Walton Construction Company

Chouteau Center
I-29 & Chouteau Trwy
Kansas City, Mo

5-30-97
REV. 12/12/97

Preliminary budget estimate

TIF COST

Estimator: R. Foster

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

Census Tract 206.04

POPULATION	2002 Projection	6,093
	1997 Estimate	5,464
	1990 Census	4,500
	1980 Census	4,812
	% Change, 1990-1997	21.4%
	% Change, 1980-1990	-6.5%
	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%
	Black	0.8%
	American Indian	0.6%
	Asian or Pacific Islander	1.2%
	Other	1.4%
HISPANIC ORIGIN 1997		4.3%
AGE 1997	0-4	8.1%
	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%
	75-84	3.5%
	85+	0.7%
	Median Age	34.7
	Male	34.5
	Female	35.0
HOUSEHOLD SIZE 1997	1 Person	19.6%
	2 Persons	31.5%
	3-4 Persons	37.9%
	5+ Persons	11.0%
TENURE 1997	Owner-Occupied Households	78.8%
	Renter-Occupied Households	21.2%

Census Tract 206.04

AGGREGATE INCOME 1997	Total (\$ Millions)	\$93
	Per Capita	\$16,982
HOUSEHOLDS 1997	Total	2,003
	Average Household Size	2.73
HOUSEHOLD INCOME 1997	Under \$5,000	1.3%
	\$5,000-\$9,999	3.3%
	\$10,000-\$14,999	3.9%
	\$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 1997	Total	1,510
	Average Family Size	3.16
FAMILY HH INCOME 1997	Under \$5,000	1.1%
	\$5,000-\$9,999	1.3%
	\$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%
	\$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

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

Census Tract 206.04

LABOR FORCE 1990	Males 16+ Years	1,684
	In Labor Force	81.5%
	Females 16+ Years	1,722
	In Labor Force	64.4%
	Unemployed	6.0%
INDUSTRY 1990	Agriculture/Forestry/Fishing	1.5%
	Mining	0.0%
	Construction	5.8%
	Manufacturing: Non-Durable Goods	9.1%
	Manufacturing: Durable Goods	9.5%
	Transportation	9.5%
	Communications / 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 1990	Managerial/Executive	10.3%
	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	4.9%
	Farming/Forestry/Fishing	1.0%
	Total: Blue Collar	47.6%
WORKERS PER FAMILY 1990	0	10.8%
	1	22.4%
	2	47.0%
	3+	19.8%
CLASS OF WORKER 1990	Private For Profit	82.6%
	Private Not For Profit	4.3%
	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	94.7%
	Drove Alone	79.4%
	Carpooled	15.3%
	Public Transit	1.3%
	Bus or Trolley Bus	1.3%
	Streetcar/Trolley	0.0%
	Subway/Elevated	0.0%
	Railroad	0.0%
	Ferryboat	0.0%
	Taxicab	0.0%
	Motorcycle	0.0%
	Bicycle	0.0%
	Walked	0.3%
	Other Means	0.7%
	Worked At Home	3.0%
TRAVEL TIME TO WORK 1990	< 5 Minutes	1.8%
	5-9 Minutes	9.7%
	10-19 Minutes	44.0%
	20-29 Minutes	20.3%
	30-59 Minutes	18.1%
	60-89 Minutes	1.6%
	90+ Minutes	1.6%
	Work At Home	3.0%
	Average Travel Time (Minutes)	19.3
VEHICLES AVAILABLE 1990	None	3.3%
	1	31.0%
	2	45.9%
	3-4	19.3%
	5+	0.7%
	Total Vehicles	3,143
	Average Vehicles Per Household	1.9

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

To:

DAN MARAK
RULE AND CO
911 MAIN ST SUITE 2230
KANSAS CITY, MO 64105
(816) 421-7853

(816) 421-7862

RE:

Order #473821

Date:

January 6, 1998

Details:

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

Questions and Problems

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

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.""

EXECUTIVE SUMMARY

Way County, MO: Census Tract 205
Census Tract 205


NDS/UDS Data Services
01/06/1998

POPULATION	<ul style="list-style-type: none">* 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	<ul style="list-style-type: none">* household size is smaller than the national average
INCOME	<ul style="list-style-type: none">* average income is below national levels
EMPLOYMENT	<ul style="list-style-type: none">* unemployment rates are at average levels* female labor force participation rates are high
HOUSING	<ul style="list-style-type: none">* a majority of housing units are owner occupied* above average residential turnover

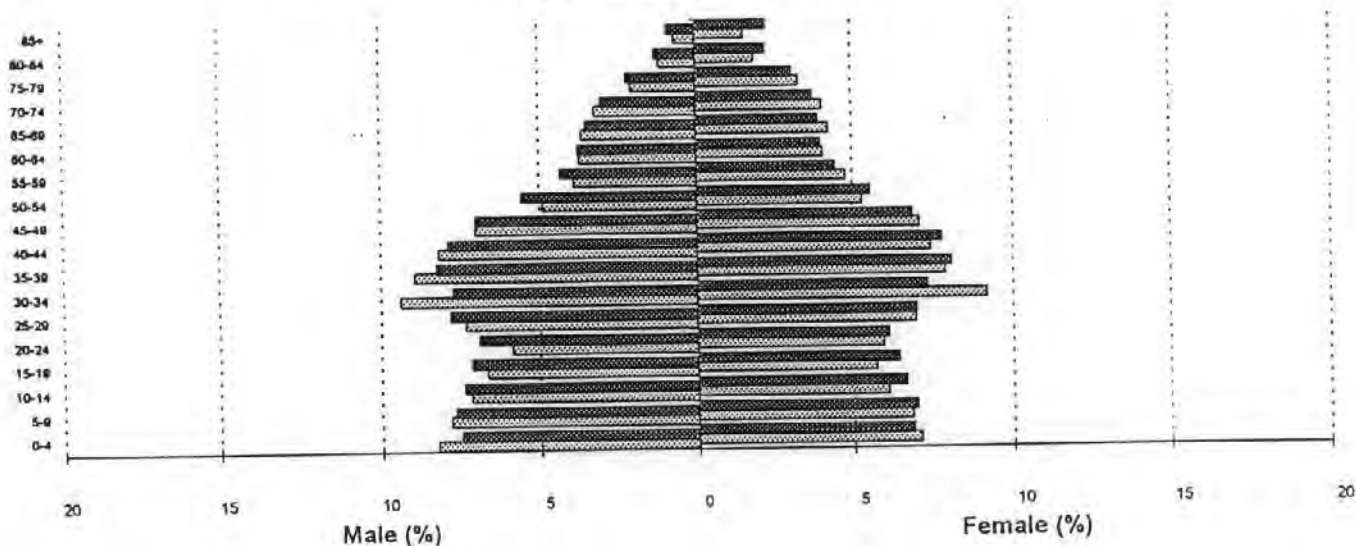
NOTE: This report is intended as a brief snapshot of the selected area. Only those key characteristics which are considerably different from national average values are reported. There may be other unique features of this area that are not reported. Use this report only in conjunction with a thorough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

Population+Graphics (National Base)
Clay County, MO: Census Tract 205
Census Tract 205

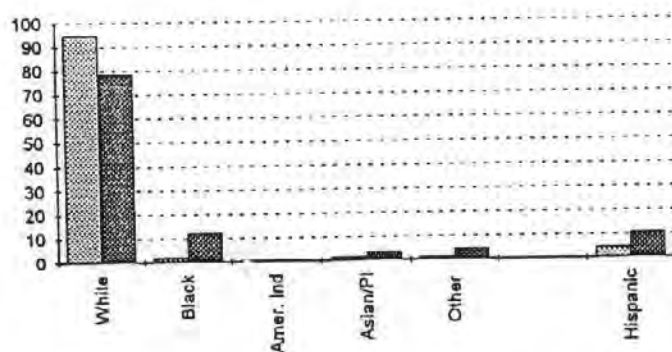
NDS/UDS Data Services
01/06/98

		Population	Households	Families	Median Age
Census Tract 205		6,959	2,775	1,943	34.9
United States		267,240,272	98,741,200	68,669,696	35.1

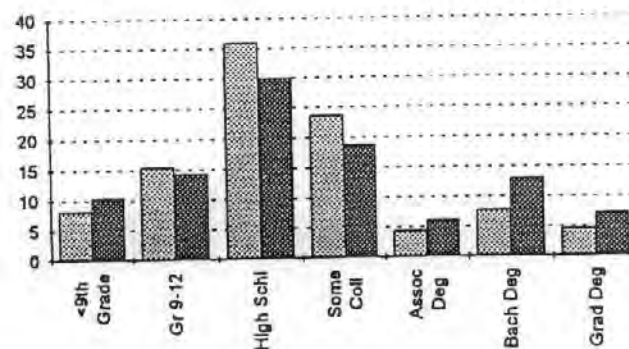
Population by Age and Sex (1997)



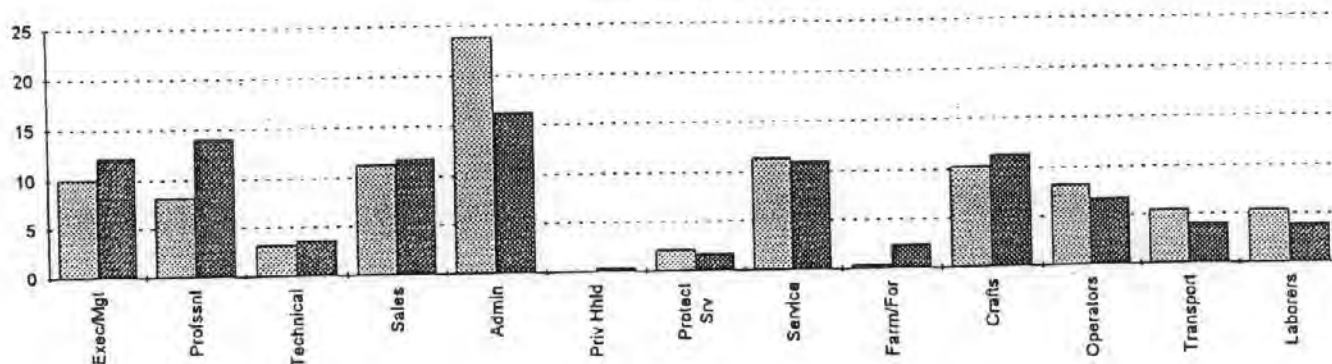
Race/Hispanic Origin, 1997 (%)



Educational Attainment, 1997 (%)



Occupation, 1997 (%)



Census Tract 205

POPULATION	2002 Projection	7,527
	1997 Estimate	6,959
	1990 Census	6,171
	1980 Census	6,109
	% Change, 1990-1997	12.8%
	% Change, 1980-1990	1.0%
	In group quarters, 1997	0.1%
HOUSEHOLDS	2002 Projection	3,004
	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
RACE 1997	White	94.7%
	Black	2.0%
	American Indian	0.6%
	Asian or Pacific Islander	1.5%
	Other	1.2%
HISPANIC ORIGIN 1997		4.3%
AGE 1997	0-4	7.7%
	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
HOUSEHOLD SIZE 1997	Male	33.7
	Female	36.2
	1 Person	23.3%
	2 Persons	36.5%
	3-4 Persons	31.7%
	5+ Persons	8.4%
TENURE 1997	Owner-Occupied Households	61.2%
	Renter-Occupied Households	38.8%

Census Tract 205

AGGREGATE INCOME 1997	Total (\$ Millions)	\$103
	Per Capita	\$14,756
HOUSEHOLDS 1997	Total	2,775
	Average Household Size	2.50
HOUSEHOLD INCOME 1997	Under \$5,000	3.6%
	\$5,000-\$9,999	6.5%
	\$10,000-\$14,999	5.5%
	\$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 1997	Total	1,943
	Average Family Size	3.01
FAMILY HH INCOME 1997	Under \$5,000	3.1%
	\$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

Census Tract 205

HOUSING UNITS 1990	Total Units	2,601
	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 STRUCTURE 1990	1 Unit, Detached	65.7%
	1 Unit, Attached	7.4%
	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 YEAR BUILT 1990	1989-March 1990	0.8%
	1985-1988	7.0%
	1980-1984	2.2%
	1970-1979	19.8%
	1960-1969	26.6%
	1950-1959	21.5%
	Before 1950	22.1%
SEX & MARITAL STATUS 1990	Males	2,906
	Never Married (Age 15+)	24.0%
	Females	3,265
	Never Married (Age 15+)	18.3%
EDUCATION 1990	Population Age 25+	4,024
	No High School Diploma	23.5%
	High School Only	36.1%
	College 1-3 Years	28.3%
	College 4+ Years	12.3%
FAMILIES 1990	Total	1,752
	With Children	49.3%
	Married Couples	75.9%
	Married With Children	33.8%

BENCHMARK: POPULATION PROFILE
Clay County, MO: Census Tract 205

NDS/UDS Data Services

1/6/98

Page 4 of 5

Census Tract 205

LABOR FORCE 1990	Males 16+ Years	2,185
	In Labor Force	79.2%
	Females 16+ Years	2,567
	In Labor Force	64.1%
	Unemployed	5.3%
INDUSTRY 1990	Agriculture/Forestry/Fishing	0.3%
	Mining	0.0%
	Construction	3.9%
	Manufacturing: Non-Durable Goods	11.5%
	Manufacturing: Durable Goods	6.5%
	Transportation	9.4%
	Communications / 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 1990	Managerial/Executive	9.9%
	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 PER FAMILY 1990	0	13.7%
	1	26.2%
	2	48.8%
	3+	11.3%
CLASS OF WORKER 1990	Private For Profit	80.1%
	Private Not For Profit	5.7%
	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 1990	Total, 16+ Years	3,135
TRANSPORT TO WORK 1990	Car, Truck, or Van	95.5%
	Drove Alone	81.2%
	Carpooled	14.4%
	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 TO WORK 1990	< 5 Minutes	2.4%
	5-9 Minutes	9.8%
	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 AVAILABLE 1990	None	4.5%
	1	38.1%
	2	42.4%
	3-4	14.5%
	5+	0.4%
	Total Vehicles	4,212
	Average Vehicles Per Household	1.7

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)
Std's of Professional App Practice, Part A (1994)

Limited Appraisals & Reporting Options: (1994)
Appraisal Institute Annual Symposium (1994)
The Internet: How to use as a Business Tool (1995)
Assessor's Forum (1995)
Developer's Tax Credit Conference (1995)
Developing on the Info Super Highway (1995)
Std's 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

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
UNUM
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
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.
HUD
Platte County, Missouri
Clay County, Missouri
U.S. Army Corps of Engineers
U.S. Post Office

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

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

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

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

the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.

(iv) Handicapped Occupant. "Handicapped Occupant" shall mean any occupant who is deaf, legally blind, or 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) Plan Requirement. Every person approved by the Commission as a developer of property subject to be acquired by the Tax Increment Financing Commission if furtherance of a Tax Increment Finance plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.

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

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

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

(iii) Program for referrals of displaced occupants and displaced businesses with provisions for a minimum of three (3) suitable referral sites, a minimum of ninety (90) days 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) Handicapped Displaced Occupant Allowance. In addition to the payments provided in subsection (d) hereof, an additional relocation payment shall be provided to handicapped displaced occupants which shall equal the amount, if any, necessary to adapt a replacement dwelling to substantially conform with the accessibility and usability of such occupant's prior residence, such amount not to exceed Four Hundred Dollars (\$400.00).

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

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

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

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

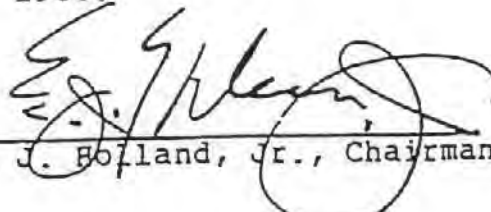
(h) Notice of Relocation Benefits. All occupants and businesses eligible for relocation benefits hereunder shall be notified in writing of the availability of such relocation payments and assistance, such notice to be given concurrent with the notice of referral sites required by subsection (c)(iii)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

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

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

3. This Resolution shall take effect immediately.

ADOPTED this 26th day of May, 1988.


E. J. Holland, Jr., Chairman

ATTEST:


Brian H. Collins, Secretary

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. 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 7
- 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:

- 1. 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
- 2. The redevelopment plan conforms to the comprehensive plan for the development of the municipality as a whole. Section VIII
- 3. 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)

4. 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.
6. The proposed Redevelopment Plan does not include the initial development or redevelopment of any gambling establishment. Section III (G).

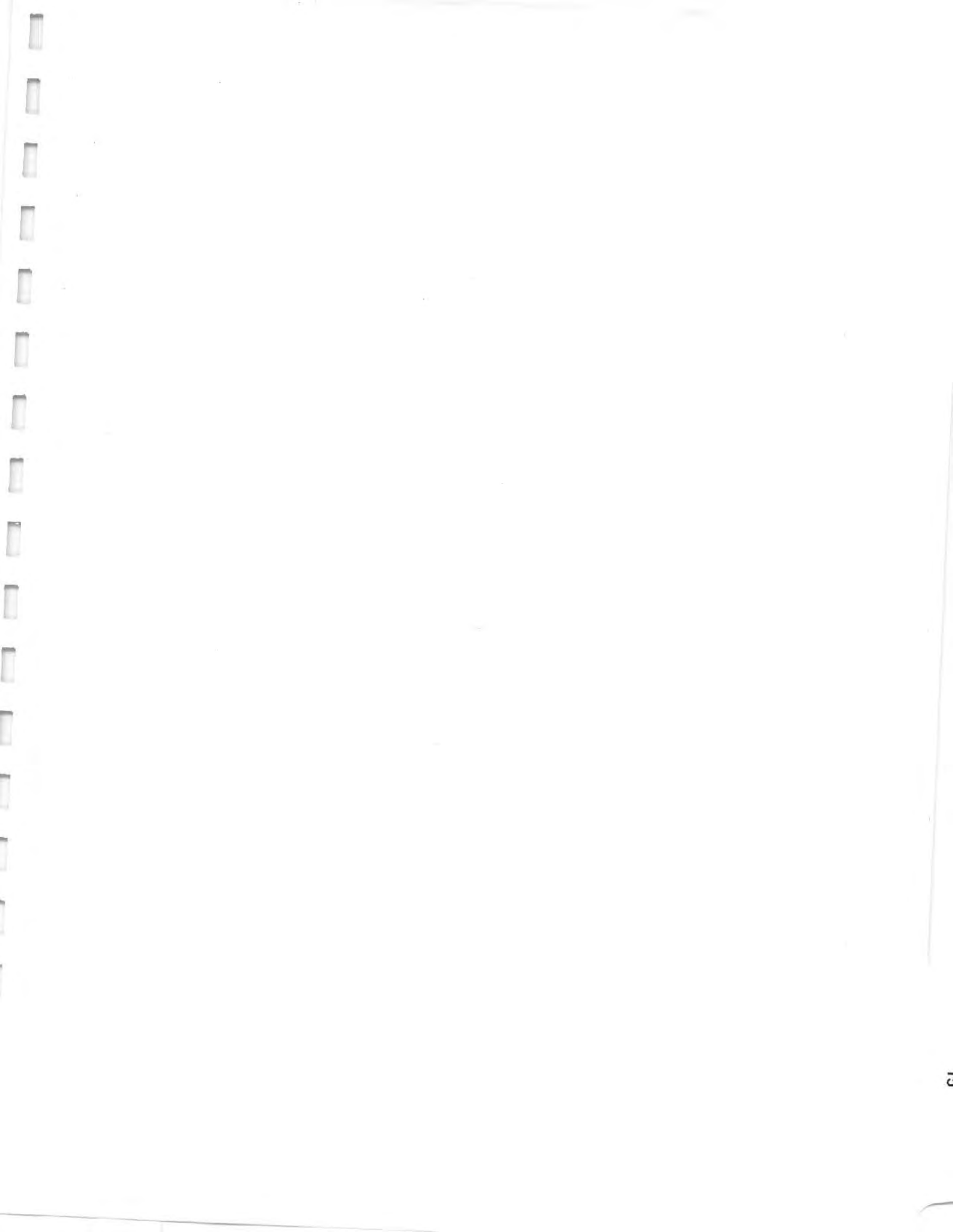


EXHIBIT 15

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:

1. 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 SAITH NAUGHT.

CHOUTEAU I-35 L.L.C.

By: *Jeffrey L. Peterson*

Jeffrey L. Peterson
Managing Member

Subscribed in my presence and sworn to before me this 7 day of
February , A.D., 1998.

Jonnalee K. Holmes
Notary Public

My Commission Expires: 11-21-02

