PARVIN ROAD CORRIDOR

TAX INCREMENT FINANCING PLAN

TAX INCREMENT FINANCING COMMISSION OF KANSAS CITY, MISSOURI

CORPORATE SEAL

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 November 8, 2000

Peter L. Gilardi — 11/15/00

CHAIRMAN — DATE

Laura Whitener — 11/15/00

~~EXECUTIVE~~ Asst. DIRECTOR — DATE

KC-722489-1

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I. DEFINITIONS

As used in this Application, the following terms shall have the following meanings:

A. "City," the City of Kansas City, Missouri.

B. "Commission," the Tax Increment Financing Commission of Kansas City, Missouri.

C. "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.

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

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

E. "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.

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

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

H. "Payment in Lieu of Taxes," those estimated revenues from real property in the area selected for a redevelopment project, which revenues according to the redevelopment project or plan are to be used for a 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.

I. "Project Improvements," those development activities undertaken within the Redevelopment Area intended to accomplish the objectives of the Redevelopment Plan.

J. "Redeveloper," the business organization or other entity selected by the Commission to implement the Redevelopment Plan.

K. "Redevelopment Agreement," the agreement between the City of Kansas City, Missouri, the Tax Increment Financing Commission and Redeveloper for the implementation of the 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, or a combination thereof, and which 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 a blighted area, conservation area, economic development 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 within a Redevelopment Area 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" include 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. Except the reasonable costs incurred by the commission established in section 99.820 for the administration of sections 99.800 to 99.865, such costs shall be allowed only as an initial expense which, to be recoverable, shall be included in the costs of a redevelopment plan or project;

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 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 Missouri having the power to levy taxes.

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 Redevelopment Plan shall be filed of record against all real property in the approved Redevelopment Project Area.

III. GENERAL DESCRIPTION OF PLAN AND PROJECT.

A. The Redevelopment Plan. The Parvin Road Corridor Tax Increment Financing Redevelopment Plan (the "Redevelopment Plan") proposes to expand and improve the public infrastructure within the Redevelopment Area, as necessary, to accommodate an expansion of the existing above-ground industrial park and its underground industrial and commercial complex known as the Subtropolis, together with all appurtenances necessary to adequately address the existing conditions qualifying the Redevelopment Area as an Economic Development Area. The proposed infrastructure improvements include constructing and/or improving roadways, curbing, traffic signals, storm sewers, water lines, utilities and related items necessary to adequately serve the expansion of the development complex.

B. Redevelopment Area. The Redevelopment Area is an irregularly shaped area containing approximately 1,334 gross acres of surface area and approximately 507 acres of subsurface area. The Redevelopment Area is generally bound by N.E. 48th Street, Parvin Road and the Kansas City city limits on the north, the Kansas City city limits and the railroad tracks on the east, Missouri Route No. 210 and the railroad tracks on the south and North Bennington Avenue on the west in Kansas City, Clay County, Missouri (the "City") as legally described in Exhibit 1A.

C. Project Improvements. The Project Improvements include constructing and/or improving roadways, curbing, traffic signals, storm sewers, water lines, utilities and related items necessary to adequately serve the expansion of the existing development complex and surrounding properties.

D. Redevelopment Project. The Project Improvements within the Redevelopment Area will be undertaken as a series of four redevelopment project areas which may be further subdivided into sub projects or phases (the "Redevelopment Projects"), each of which will be approved by ordinance in conformance with the Act. The Redevelopment Project Areas and the Project Improvements contemplated for each Project are described in Exhibit 1B and on the site plan attached as Exhibit 2. Construction and employment information for the Redevelopment Projects is set forth in Exhibit 4.

E. Estimated Date of Completion. As set forth in the Redevelopment Schedule attached as Exhibit 6, construction of all the Project Improvements is expected to be completed by the year 2011. In any event, the completion of any redevelopment project will occur no later than twenty-three (23) years from the adoption of the ordinance approving the Redevelopment Project within the Redevelopment Area, provided that no ordinance approving a Redevelopment Project shall be adopted later than ten (10) years from the adoption of the ordinance approving this Redevelopment Plan.

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

1. To eliminate conditions which cause the Redevelopment Area to be designated as an Economic Development Area and to encourage the provision and expansion of basic infrastructure;

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

3. To increase employment and housing opportunities in the City as a whole;

4. To stimulate construction and development and generate tax revenues, which would not occur without Tax Increment Financing assistance.

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

IV. FINANCING

A. Estimated Redevelopment Project Costs. Redevelopment Project Costs are estimated to be approximately $93,238,219 over the life of the Plan. The Plan proposes that approximately $66,624,695 in Redevelopment Project Costs be reimbursable from the Special Allocation Fund. These costs, along with the estimated Project Costs, are set forth in Exhibit 5.

The Commission has determined that certain planning and special services expenses of the Commission which are not direct Redevelopment Project costs are nonetheless reasonable and necessary for the operation of the Commission and are incidental costs to the Redevelopment 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. Anticipated sources and amounts of funds to pay Redevelopment Project Costs and amounts to be available from those sources are shown on Exhibit 7. The expected source of funds to be used to reimburse eligible expenses include Payments in Lieu of Taxes and Economic Activity Tax proceeds. If bonds are issued, bond proceeds will be deposited in a special construction fund for use in payment of Reimbursable Project Costs.

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 and anticipated property tax rates, both of which are subject to change due to many factors, including 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 the assessed valuation of real property will 2% every other year, with no levy increases. The estimated total Payments in Lieu of Taxes generated by the development over the duration of the Plan is $107,597,383 and is shown in detail on Exhibit 8.

It is anticipated that all of the available Payments in Lieu of Taxes will be used to reimburse the Redeveloper for eligible Redevelopment Project Costs. However, any Payments in Lieu of Taxes that exceed the amount necessary for such reimbursement shall be declared surplus and be available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

D. Economic Activity Taxes. Over the life of the Plan, the total Economic Activity Tax revenues are estimated to be approximately $40,791,926. Fifty percent (50%) of the total local Economic Activity Taxes, or approximately $20,395,963 will be made available for deposit into the Special Allocation Fund in conformance with the TIF Act and will be made available upon annual appropriation to pay eligible Redevelopment Project Costs. Those Economic Activity Taxes available to pay project costs are shown in Exhibit 8.

Anticipated Economic Activity Taxes will include 50% of the net earnings taxes paid by businesses and employees, 50% of the net food & beverage taxes, 50% of the net utility taxes, as well as 50% of the City and County net new sales tax, exclusive of that portion of the sales tax designated for the Bi-State and Liberty Memorial fund. It is assumed that net earnings and sales tax revenues will increase due to inflation in conjunction with 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, if any, 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 Redeveloper, 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. It is not anticipated that any Obligations will be issued as a result of the Redevelopment Project. In the event Obligations are issued, they must have a first call on the 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.

F. Evidence of Commitments to Finance Commitments for any private financing of Redevelopment Project Costs necessary to complete Project Improvements for all Projects shall be submitted for approval prior to the approval of any such Projects by Ordinance.

G. Annual Payments to Taxing Districts This Plan requires that annual payments be made each year from the Special Allocation Fund to all affected taxing districts in an amount which, after taking into account and including any Payments in Lieu of Taxes and Economic Activity Taxes that otherwise are paid to or received by such taxing districts with respect to such year, is sufficient to pay to the North Kansas City School District the sum of $150,000. Such annual payments are required in order to defray the anticipated costs which the North Kansas City School District will incur to provide educational services to students who are anticipated to reside in the residential housing development designated as Project Area 1B-2 in this Plan and/or the Exhibits attached hereto. The Redevelopment Agreement between the Tax Increment Financing Commission and the Redeveloper identified in Section XVI of this Plan shall contain appropriate provisions requiring such payments.

V. MOST RECENT EQUALIZED ASSESSED VALUATION

The total initial equalized assessed valuation of the Redevelopment Area according to current records at the Clay County Assessor's Office is $27,810,481.80 ($6,924,933 on land and $20,885,548.80 on improvements). The current combined ad valorem property tax levy is projected to be $7.34 (including 1989 M & M replacement taxes) per $100 assessed valuation on land and $6.59 (including 1989 M & M replacement taxes) per $100 assessed valuation on improvements for the residential phases of the Plan and $8.93 (including 1989 M & M replacement taxes) per $100 assessed valuation on land and $8.18 (including 1989 M & M replacement taxes) per $100 assessed valuation on improvements for the commercial phases of the Plan. The current tax revenue from the Redevelopment Area is $2,321,832.

The Total Initial Equalized Assessed Valuation of the Redevelopment Area will be determined prior to the individual Redevelopment Project is approved by ordinance. 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 payment of Redevelopment Projects Costs as defined herein.

VI. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT

When the Project Improvements have been completed, the total assessed valuation of the Redevelopment Area will be determined. The estimated increase in assessed valuation and the resulting Payments in Lieu of Taxes are shown in Exhibit 8. When complete and the Redevelopment Plan is terminated, the Redevelopment Area will annually initially yield the estimated real property taxes as indicated in Exhibit 8.

VII. GENERAL LAND USE

The property within the Redevelopment Area currently consists of the above-ground commercial industrial park and its underground industrial and commercial complex known as the SubTropolis, the Great Midwest Industrial Park District II, and the Bennington Ridge Apartment Complex. The proposed general land use for the Redevelopment Area is envisioned to be a mixture of uses including light industrial, commercial and residential uses. The Zoning Map, attached hereto as part of Exhibit 2, the Site Plan, designates the intended predominant land use categories for the Redevelopment Area. The Redevelopment Project shall be subject to the applicable provisions of the City's Zoning Ordinance as well as other codes and ordinances as may be amended from time to time.

VIII. CONFORMANCE TO THE COMPREHENSIVE PLAN

The proposed Plan is generally consistent with the City's Comprehensive Plan. Specifically, the improvements proposed for the Redevelopment Area are consistent with the City Planning and Development Department's Area Plan for Area Number 37, the Winwood Area, and Area Number 38, the Birmingham Area. The proposed infrastructure improvements and road extensions for the Redevelopment Area also conform to the City Development Department's Major Street Plan as approved in 1991. Finally, this Plan is consistent with the

principles contained in the City's FOCUS Plan for the Northland. The Plan specifically conforms to the following FOCUS recommendation for transportation and infrastructure improvements in the Northland:

- Efficient infrastructure that supports existing neighborhoods and fosters cost-effective public facilities and services.

According to FOCUS, the "Northland has historically lacked the complete roadway and utility systems needed to fully support existing and new development." The Parvin Road Corridor TIF Plan helps to resolve this problem by providing efficient infrastructure in the form of traffic signals, new and expanded roadways needed to serve both new and existing residential, commercial, and industrial development.

IX. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA.

The Redevelopment Area, including the Redevelopment Projects contained therein, qualifies as an "Economic Development Area" under Missouri's Tax Increment Financing Statute. There is a lack of major roadways within the Redevelopment Area, which are necessary for development. In addition, due to the rugged topography (steep slopes, valleys, cliffs, etc.) that is found on much of the land in the Redevelopment Area, the provision of adequate public infrastructure will be costly. TIF assistance is necessary to permit development of this economically underutilized ground.

Such an area does not meet the requirements of a blighted area or a conservation area, but the redevelopment of the area is in the public interest because it will discourage commerce, industry or manufacturing from moving their operations to another state; result in increased employment in the municipality; or will result in the preservation or enhancement of the City's tax base. The Redevelopment Plan would accomplish the following objectives consistent with this definition of an "Economic Development Area":

i.) The new public roadways and related infrastructure will allow better access to and from the existing businesses located in the Redevelopment Area. As a result, such businesses will be less likely to move their operations to another location.

ii.) The Redevelopment Plan's proposed new public roadways will result in new businesses within the Redevelopment Area and the employment within the area, and in this area of Kansas City in general, will be significantly increased.

iii.) The Redevelopment Plan will enhance the tax base of Kansas City and other taxing districts by developing the Redevelopment Area to its highest and best use, which would not occur without the use of tax increment financing.

Attached as Exhibit 12 is an existing conditions study setting forth the existing conditions in the Redevelopment Area.

X. "BUT FOR TIF"

The Plan provides for the expansion of the area available for industrial use within the Redevelopment Area and the expansion of the leaseable area in the underground complex within the Redevelopment Area. In order to make such expansion feasible and marketable, there must be expansion of the public roadways and related infrastructure within the Redevelopment Area, as described herein, in order to provide access for commercial and other vehicles that will need to access the area. However, the City does not presently have available funds to install such public roadways and related infrastructure. Because of significant costs of improving and constructing these roadways relative to the projected development revenues, no single developer will proceed with the proposed expansion without the assistance of Tax Increment Financing.

The use of Tax Increment Financing makes this Plan feasible and thus attractive to private investment. See attached Exhibit 10 for a full description of the "But For" analysis performed for the Plan.

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 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. 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 the three maps attached as Exhibit 13. In the event it is necessary to acquire property to achieve the redevelopment objectives of this Plan, property may be acquired by purchase, donation, lease or eminent domain in the manner provided for by corporations in Chapter 523, RSMo, by the Commission. 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 Plan, other properties than those listed on said map an not scheduled for acquisition should be acquired or certain property currently listed for acquisition should not be acquired. The Redeveloper anticipates that the use of eminent domain may be necessary if the Redeveloper is unable to privately acquire those parcels of land indicated on the maps. 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 project 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 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

As set forth in Section XII above and on Exhibit 13 attached, the Plan anticipates that it will be necessary to acquire approximately 14 properties (of which 6 are residential properties) in the area of Kansas City, Missouri generally known as "Minneville." The Redeveloper recognizes that, because of the low assessed values and estimated fair market values of the properties to be acquired, it will be necessary to exceed the benefits presently offered by the Commission's Relocation Assistance Plan as set forth in Exhibit 14 attached hereto. Attached as Exhibit 14A is a summary of the residential assistance payments and benefits, including relocation assistance, that the Redeveloper shall offer to all eligible, displaced occupants of businesses and residences. All relocation assistance shall be at the expense of the Redeveloper. However, in no event shall the relocation assistance to be provided by the Redeveloper fall below that required by the Commission's Relocation Assistance Plan. The Redevelopment Agreement between the Tax Increment Financing Commission and the Redeveloper identified in Section XVI of this Plan shall contain appropriate provisions requiring the Redeveloper to offer the relocation assistance payments and benefits set forth in the summary thereof attached as Exhibit 14A.

XIV. ENTERPRISE ZONE

In the event mandatory abatement is sought or received pursuant to Section 135.215, R.S.Mo., as amended, such abatement shall not serve to reduce payments in lieu of taxes that would otherwise have been available pursuant to Section 99.845, R.S.Mo. 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, R.S.Mo.

XV. PROVISION OF PUBLIC FACILITIES

Redeveloper will provide and maintain all necessary public facilities and utilities to service the Redevelopment Area.

XVI. REDEVELOPMENT AGREEMENT

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

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, if any;
6. approval by Commission of the costs, design of the Project Improvements, Redevelopment Project Costs, certified reimbursable Redevelopment Project Costs; and
7. public participation in excess return.

Exhibit 1

Legal Description of Redevelopment Area

Hunt Midwest Enterprises, Inc.
T.I.F. Master Plan
Job #99296
August 12, 2000

LEGAL DESCRIPTION:
Overall

All that part of Sections 1, 2, 3, 9 and 10 and 11, Township 50, Range 32, including all or part of Lindeman Addition, Phister Place, Hiltons Addition, Great Midwest Industrial Park District 2 all being in Kansas City, Clay County, Missouri, being described as follows: Beginning at the Southwest corner of the Southeast Quarter of said Section 2; thence North 0°39'53" East, along the West line of said Southeast Quarter, 30.00 feet; thence South 89°16'30" East, 190.00 feet; thence North 0°39'53" East, 210.50 feet; thence South 89°16'30" East, 140.00 feet; thence North 0°39'53" East, 23.50 feet; thence South 89°16'30" East, 82.50 feet; thence South 0°39'53" West, 264.00 feet to a point on the South line of the Southeast Quarter of said Section 2; thence South 89°16'30" East, along said South line, 82.50 feet; thence North 0°39'53" East, 528.00 feet; thence North 89°16'30" West, 165.00 feet; thence North 0°39'53" East, 793.00 feet; thence South 89°16'30" East, 984.72 feet; thence South 0°34'55" West, 686.00 feet; thence South 89°16'30" East, 105.00 feet; thence South 0°34'55" West, 268.00 feet; thence South 89°16'30" East, 218.40 feet; thence North 0°34'55" East, 218.00 feet; thence South 89°16'30" East, 72.60 feet; thence South 0°34'55" West, 236.30 feet; thence North 43°51'10" East, 460.00 feet; thence North 55°51'10" East, 256.00 feet; thence North 1°38'00" East, 172.00 feet; thence South 25°35'49" East, 99.57 feet; thence South 78°10'10" East, 123.10 feet; thence North 78°20'20" East, 226.58 feet to the East line of the Southeast Quarter of said Section 2; thence North 0°28'03" East, along said East line, 1698.86 feet to the Southwest corner of the Northwest Quarter of said Section 1; thence South 89°19'19" East, along the South line of said Northwest Quarter, 2026.89 feet; thence North 20°13'16" East, 18.19 feet; thence Northerly, along a curve to the left, having a radius of 1628.40 feet, an arc distance of 791.86 feet; thence North 16°26'47" West, 544.12 feet; thence Northerly, along a curve to the right, tangent to the last described course, having a radius of 4429.07 feet, an arc distance of 351.84 feet; thence Northerly and Northwesterly, along a curve to the left, having a common tangent with the last described course, a radius of 741.04 feet, an arc distance of 197.42 feet; thence South 90°00'00" West, 1938.00 feet; thence South 70°33'00" West, 60.00 feet; thence Southerly, along a curve to the right, having an initial tangent bearing of South 19°27'00" East, a radius of 1170.00 feet, an arc distance of 424.00 feet; thence South 1°18'48" West, 92.95 feet; thence North 88°41'12" West, 1045.89 feet; thence South 1°18'48" West, 767.32 feet; thence South 69°56'38" West, 161.07 feet; thence South 78°56'50" West, 614.25 feet; thence North 88°41'15" West, 2108.10 feet; thence North 11°43'48" West, 70.30 feet; thence South 78°16'12" West, 455.33 feet; thence South 26°36'29" East, 167.80 feet; thence South 63°23'31" East, 269.54 feet; thence North 26°36'29" West, 192.24 feet; thence South 60°10'24" West, 956.90 feet; thence South 29°49'36" West, 231.44 feet; thence South 66°45'36" East, 565.87 feet; thence North 89°19'10" West, 424.62 feet;

thence South 0°40'50" West, 1072.71 feet to a point on the Northerly right-of-way line of Northeast Parvin Road, as now established; thence Westerly, along said Northerly right-of-way line, on a curve to the right, having an initial tangent bearing of South 86°08'58" West, a radius of 780.00 feet, an arc distance of 56.95 feet; thence North 89°40'04" West, 3082.35 feet; thence Westerly, along a curve to the left, tangent to the last described course, having a radius of 1145.00 feet, an arc distance of 47.94 feet to a point on the Easterly right-of-way line of Interstate Route 435, as now established; thence South 1°02'56" West, along said Easterly right-of-way line, 114.00 feet; thence South 20°08'51" West, along said Westerly right-of-way line, 137.79 feet; thence South 28°20'34" West, along said Easterly right-of-way line, 243.08 feet; thence South 51°24'14" West, along said Easterly right-of-way line, 485.42 feet; thence South 29°51'52" West, along said Westerly right-of-way line, 121.64 feet; thence South 16°38'31" West, along said Easterly right-of-way line, 374.02 feet; thence Southerly along said Easterly right-of-way line, on a curve to the right, having an initial tangent bearing of South 5°10'25" West, a radius of 984.93 feet, an arc distance of 266.48 feet; thence South 20°40'32" West, along said Easterly right-of-way line, 762.65 feet; thence South 89°21'01" East, along said Easterly right-of-way line, 300.50 feet; thence South 0°21'20" West, along said Easterly right-of-way line, 709.17 feet to a point the Northerly right-of-way line of Missouri Route 210, as now established; thence Easterly, along said Northerly right-of-way line, on a curve to the right, having an initial tangent bearing of North 78°49'19" East, a radius of 2035.09 feet, an arc distance of 238.86 feet; thence North 77°05'48" East, 333.60 feet; thence Southeasterly, along said North right-of-way line, on a curve to the right, having an initial tangent bearing of South 85°27'19" East, a radius of 2110.07 feet, an arc distance of 1063.52 feet; thence South 54°41'24" East, along said Northerly right-of-way line 656.81 feet to a point on the South line of the Northwest Quarter of said Section 10; thence South 89°29'10" East, along said South line, 505.77 feet to the Northwest corner of the Southeast Quarter of said Section 10; thence South 0°24'25" West, along the West line of said Southeast Quarter, 292.62 feet to a point on the aforementioned Northerly right-of-way line of Missouri Route 210; thence South 54°54'10" East, along said Northerly right-of-way line, 200.00 feet; thence South 32°46'10" East, along said Northerly right-of-way line, 107.71 feet; thence South 54°54'10" East, along said Northerly right-of-way line, 500.81 feet; thence South 33°30'00" East, along said Northerly right-of-way line 250.00 feet; thence Easterly, along said Northerly right-of-way line, on a curve to the left, having an initial tangent bearing of South 61°20'38" East, a radius of 1557.90 feet, an arc distance of 751.99 feet; thence South 89°00'00" East, along said Northerly right-of-way line, 340.78 feet; thence North 89°39'25" East, along said Northerly right-of-way line, 290.40 feet; thence South 88°42'39" East, along said Northerly right-of-way line, 400.00 feet; thence North 87°00'00" East, 601.68 feet; thence South 88°42'39" East, along said Northerly right-of-way line, 583.62 feet to a point on the Northwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence North 45°41'42" East, along said Northwesterly right-of-way line, 1890.32 feet to a point on the West line of the Northeast Quarter of said Section 11; thence North 1°13'34" East, along said West line, 551.75 feet to a point on the Northerly right-of-way line of the Burlington Northern Railroad; thence Northeasterly, along said Northerly right-of-way line, on a curve to the left, having an initial tangent bearing of North 60°50'42" East, a radius of 2814.93 feet, an arc distance of 519.10 feet; thence North 49°12'51" East, along said Northerly right-of-way line, 1026.57 feet; thence North 41°26'08" West, 560.00 feet; thence South 48°33'52" West, 25.00 feet; thence North 41°26'08" West, 195.00 feet;

thence South 48°33'52" West, 252.00 feet; thence South 41°26'08" East, 195.00 feet; thence South 48°33'52" West, 26.40 feet; thence North 89°16'30" West, 155.07 feet; thence North 0°13'34" East, 125.00 feet; thence North 89°16'30" West, 145.00 feet; thence South 0°13'34" West, 125.00 feet; thence North 89°16'30" West, 302.00 feet to a point on the West line of the Northeast Quarter of said Section 11; thence North 0°13'34" East, along said West line, 525.00 feet; thence South 89°16'30" East, 145.00 feet; thence North 0°13'34" East, 290.00 feet, to a point on the North line of said Northeast Quarter; thence North 89°16'30" West, along said North line, 145.00 feet to the Point of Beginning. Containing 1148.95 acres, more or less. Except that part conveyed by Document Number E 66951, in Book 1523 at Page 75 and except that part condemned by Wabash Railroad Company in Case Number 27694 in the Circuit Court of Clay County, Missouri, a certified copy of the Commissioners Report being filed as Document B-45434 and of Record in Book 720 at Page 224 in said Recorders Office. And all that part of the Southeast Quarter of Section 4, the Northeast Quarter and the Southeast Quarter of Section 9, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Northwest corner of the Northeast Quarter of said Section 9; thence South 0°33'39" West, along the West line of said Northeast Quarter, 237.92 feet to the Southwest corner of Bennington Crest, a subdivision of land in Kansas City, Clay County, Missouri, said point being the True Point of Beginning of the tract to be herein described; thence South 89°24'53" East, along the South line of said Bennington Crest, 655.64 feet; thence North 68°19'32" East, along said South line, 400.00 feet; thence North 22°28'40" West, along the Easterly line of said Bennington Crest, 425.00 feet; thence North 04°58'25" West, along said Easterly line, 553.12 feet; thence North 35°12'20" East, along said Easterly line, 72.27 feet; thence North 70°02'12" West, along the Southerly line of Block 1, said Bennington Crest, 459.30 feet; thence North 80°21'23" East, along said South line, 394.53 feet; thence North 0°32'10" East, 395.22 feet; thence Easterly, along the Southerly right-of-way line of Parvin Road, on a curve to the right, having an initial tangent bearing of South 85°24'30" East, a radius of 2806.79 feet, an arc distance of 945.81 feet; thence South 66°06'04" East, along said Southerly right-of-way line, 1003.08 feet; thence Easterly, along said Southerly right-of-way line and the Northerly line of Waffle House at Parvin Road, a subdivision of land in Kansas City, Clay County, Missouri, on a curve to the left, tangent to the last described course, having a radius of 1490.40 feet, an arc distance of 281.89 feet; thence South 10°52'48" West, along said Northerly line, 17.00 feet; thence South 62°51'37" East, along said Northerly line, 148.27 feet; thence South 01°09'45" West, along the Westerly right-of-way line of Interstate Route 435, as now established, and the Easterly line of said Waffle House at Parvin Road, 276.59 feet; thence South 21°38'54" West, along said Westerly right-of-way line, 215.06 feet; thence South 16°35'33" East, along said Westerly right-of-way line, 168.35 feet; thence South 05°29'40" West, along said Westerly right-of-way line, 155.24 feet; thence South 20°25'33" West, along said Westerly right-of-way line, 900.00 feet; thence South 27°40'45" West, along said Westerly right-of-way line 277.22 feet; thence South 67°37'43" West, along said Westerly right-of-way line, 183.98 feet; thence South 20°25'33" West, along said Westerly right-of-way line, 82.65 feet; thence North 89°21'01" West, 344.00 feet; thence South 0°28'20" West, 994.81 feet to its intersection with said Westerly right-of-way line; thence South 49°25'24" West, along said Westerly right-of-way line, 676.24 feet; thence South 69°09'25" West, along said Westerly right-of-way line, 333.25 feet; thence South 41°21'46" West, along said Westerly right-of-way line, 694.19 feet to its intersection with the West line of the East one-half of said

Section 9; thence North 0°33'39" East, along said West line, 3174.88 feet to the True Point of Beginning. Containing 143.41 acres, more or less. And all that part of the Northeast Quarter and all that part of the Southeast Quarter of Section 4, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Northeast Quarter of the Southeast Quarter of said Section 4; thence South 0°45'46" West, along the East line of Great Midwest Commerce Center-District 1, a subdivision of land in Kansas City, Clay County, Missouri, 1806.17 feet to the Southeast corner thereof; thence South 88°56'07" West, along the Southerly line of said Great Midwest Commerce Center-District 1, 103.78 feet; thence Northwesterly, along said Southerly line, on a curve to the right, tangent to the last described course, having a radius of 1432.40 feet, an arc distance of 625.00 feet; thence North 66°03'53" West, along said Southerly line, 317.78 feet; thence North 23°56'07" East, along the Westerly line of Lot 3, said Great Midwest Commerce Center-District 1 and its Southerly prolongation, 408.00 feet to the Northwest corner thereof; thence South 75°31'37" East, along the Northerly line of said Lot 3, 298.18 feet to its intersection with the Westerly right-of-way line of N. Corrington Avenue, as now established; thence North 22°58'45" East, along said Westerly right-of-way line, 342.19 feet; thence Northerly, along a curve to the left, tangent to the last described course, having a radius of 210.00 feet, an arc distance of 81.43 feet; thence North 0°45'46" East, along said Westerly right-of-way line, 853.62 feet; thence North 89°14'14" West, 340.00 feet; thence North 0°44'34" East, 1336.43 feet to a point on the North line of the Southeast Quarter of said Northeast Quarter; thence South 89°28'36" East, 750.01 feet to a point on the East line of said Northeast Quarter; thence South 0°44'34" West, along said East line, 1324.18 feet to the Point of Beginning. Containing 46.28 acres, more or less. Except that portion on the East and South being used for road right-of-way. And all that part of Section 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, lying above the Winterset Ledge of limestone rock, being described as follows: Commencing at the Southeast corner of the Southeast Quarter of said Section 10; thence North 89°38'39" West, along the South line of said Southeast Quarter, 107.05 feet to a point on the Northwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, said point being the True Point of Beginning of the tract to be herein described; thence continuing North 89°38'39" West, along said South line, 335.08 feet; thence North 0°21'21" East, 975.23 feet to its intersection with the Southerly right-of way line of Missouri Route No. 210, as now established; thence South 88°43'07" East, along said Southerly right-of-way line, 25.07 feet; thence North 39°57'03" East, along said Southerly right-of-way line, 160.07 feet; thence South 88°42'39" East, along said Southerly right-of-way line, 1296.68 feet to its intersection with the Northwesterly line of the aforementioned Chicago, Milwaukee, St. Paul and Pacific Railroad; thence South 45°39'33" West, along said Northerly right-of-way line, 1531.31 feet to the True Point of Beginning. Containing 21.90 acres, more or less.

Hunt Midwest Enterprises, Inc.
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LEGAL DESCRIPTION:
Project Area 1A

All that part of the Northeast Quarter and all that part of the Southeast Quarter of Section 4, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Northeast Quarter of the Southeast Quarter of said Section 4; thence South 0°45'46" West, along the East line of Great Midwest Commerce Center-District 1, a subdivision of land in Kansas City, Clay County, Missouri, 1806.17 feet to the Southeast corner thereof; thence South 88°56'07" West, along the Southerly line of said Great Midwest Commerce Center-District 1, 103.78 feet; thence Northwesterly, along said Southerly line, on a curve to the right, tangent to the last described course, having a radius of 1432.40 feet, an arc distance of 625.00 feet; thence North 66°03'53" West, along said Southerly line, 317.78 feet; thence North 23°56'07" East, along the Westerly line of Lot 3, said Great Midwest Commerce Center-District 1 and its Southerly prolongation, 408.00 feet to the Northwest corner thereof; thence South 75°31'37" East, along the Northerly line of said Lot 3, 298.18 feet to its intersection with the Westerly right-of-way line of N. Corrington Avenue, as now established; thence North 22°58'45" East, along said Westerly right-of-way line, 342.19 feet; thence Northerly, along a curve to the left, tangent to the last described course, having a radius of 210.00 feet, an arc distance of 81.43 feet; thence North 0°45'46" East, along said Westerly right-of-way line, 853.62 feet; thence North 89°14'14" West, 340.00 feet; thence North 0°44'34" East, 1336.43 feet to a point on the North line of the Southeast Quarter of said Northeast Quarter; thence South 89°28'36" East, 750.01 feet to a point on the East line of said Northeast Quarter; thence South 0°44'34" West, along said East line, 1324.18 feet to the Point of Beginning. Containing 46.28 acres, more or less. Except that portion on the East and South being used for road right-of-way.

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LEGAL DESCRIPTION:
Project Area 1B, 1B-1, 1B-2

All that part of the Southeast Quarter of Section 4, the Northeast Quarter and the Southeast Quarter of Section 9, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Northwest corner of the Northeast Quarter of said Section 9; thence South 0°33'39" West, along the West line of said Northeast Quarter, 237.92 feet to the Southwest corner of Bennington Crest, a subdivision of land in Kansas City, Clay County, Missouri, said point being the True Point of Beginning of the tract to be herein described; thence South 89°24'53" East, along the South line of said Bennington Crest, 655.64 feet; thence North 68°19'32" East, along said South line, 400.00 feet; thence North 22°28'40" West, along the Easterly line of said Bennington Crest, 425.00 feet; thence North 04°58'25" West, along said Easterly line, 553.12 feet; thence North 35°12'20" East, along said Easterly line, 72.27 feet; thence North 70°02'12" West, along the Southerly line of Block 1, said Bennington Crest, 459.30 feet; thence North 80°21'23" East, along said South line, 394.53 feet; thence North 0°32'10" East, 395.22 feet; thence Easterly, along the Southerly right-of-way line of Parvin Road, on a curve to the right, having an initial tangent bearing of South 85°24'30" East, a radius of 2806.79 feet, an arc distance of 945.81 feet; thence South 66°06'04" East, along said Southerly right-of-way line, 1003.08 feet; thence Easterly, along said Southerly right-of-way line and the Northerly line of Waffle House at Parvin Road, a subdivision of land in Kansas City, Clay County, Missouri, on a curve to the left, tangent to the last described course, having a radius of 1490.40 feet, an arc distance of 281.89 feet; thence South 10°52'48" West, along said Northerly line, 17.00 feet; thence South 62°51'37" East, along said Northerly line, 148.27 feet; thence South 01°09'45" West, along the Westerly right-of-way line of Interstate Route 435, as now established, and the Easterly line of said Waffle House at Parvin Road, 276.59 feet; thence South 21°38'54" West, along said Westerly right-of-way line, 215.06 feet; thence South 16°35'33" East, along said Westerly right-of-way line, 168.35 feet; thence South 05°29'40" West, along said Westerly right-of-way line, 155.24 feet; thence South 20°25'33" West, along said Westerly right-of-way line, 900.00 feet; thence South 27°40'45" West, along said Westerly right-of-way line 277.22 feet; thence South 67°37'43" West, along said Westerly right-of-way line, 183.98 feet; thence South 20°25'33" West, along said Westerly right-of-way line, 82.65 feet; thence North 89°21'01" West, 344.00 feet; thence South 0°28'20" West, 994.81 feet to its intersection with said Westerly right-of-way line; thence South 49°25'24" West, along said Westerly right-of-way line, 676.24 feet; thence South 69°09'25" West, along said Westerly right-of-way line, 333.25 feet; thence South 41°21'46" West, along said Westerly right-of-way line, 694.19 feet to its intersection with the West line of the East one-half of said Section 9; thence North 0°33'39" East, along said West line, 3174.88 feet to the True Point of Beginning. Containing 143.41 acres, more or less.

of 56.95 feet; thence South 0°40'50" West, 80.23 feet; thence Northeasterly, along a curve to the left, having an initial tangent bearing of North 88°33'19" East, a radius of 861.33 feet, an arc distance of 588.66 feet; thence North 47°19'21" East, 884.14 feet; thence Northeasterly, along a curve to the left, tangent to the last described course, having a radius of 2825.99 feet, an arc distance of 171.36 feet to its intersection with the East line of the Northeast Quarter of said Section 3; thence South 0°40'50" West, along said East line, 1772.08 feet to the Point of Beginning. Containing 418.47 acres, more or less.

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LEGAL DESCRIPTION:
Project Area 1C

All that part of Sections 3, 9, and 10, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Beginning at the Northeast corner of the Northeast Quarter of said Section 10; thence South 0°27'11" West, along the East line of said Northeast Quarter, 2632.30 feet to a point on the Northerly right-of-way line of Burlington Northern Railroad; thence South 74°57'24" West, along said Northerly right-of-way line, 2290.36 feet to a point on the Northerly right-of-way line of Missouri Route 210 Highway, as now established; thence North 54°54'10" West, along said Northerly right-of-way line, 207.11 feet; thence North 32°46'10" West, along said Northerly right-of-way line, 107.71 feet; thence North 54°54'10" West, along said Northerly right-of-way line, 200.00 feet to a point on the West line of the Southeast Quarter of said Section 10; thence North 0°24'25" East, along said West line, 292.62 feet to the Northwest corner of said Southeast Quarter; thence North 89°29'10" West, along the South line of the Northwest Quarter of said Section 10, 505.77 feet to its intersection with the Northerly right-of-way line of the aforementioned Missouri Route 210 Highway; thence North 54°41'24" West, along said Northerly right-of-way line, 856.81 feet; thence Northwesterly, along said Northerly right-of-way line, on a curve to the left, having an initial tangent bearing of North 56°34'38" West, a radius of 2110.07 feet, an arc distance of 1063.52 feet; thence South 77°05'48" West, along said Northerly right-of-way line, 333.60 feet; thence Westerly, along said Northerly right-of-way, on a curve to the right, having an initial tangent bearing of South 85°32'51" West, a radius of 2035.09 feet, an arc distance of 238.86 feet to its intersection with the Easterly right-of-way line of Interstate Route 435, as now established; thence North 0°21'20" East, along said Easterly right-of-way line, 709.17 feet; thence North 89°21'01" West, along said Easterly right-of-way line, 300.50 feet; thence North 20°42'32" East, along said Easterly right-of-way line, 762.65 feet; thence Northerly, along said Easterly right-of-way line, on a curve to the left, having an initial tangent bearing of North 20°38'58" East, a radius of 984.93 feet, an arc distance of 266.48 feet; thence North 16°38'31" East, along said Easterly right-of-way line, 374.02 feet; thence North 29°51'52" East, along said Easterly right-of-way line, 121.64; thence North 51°24'14" East, along said Easterly right-of-way line, 485.42 feet; thence North 28°20'34" East, along said Easterly right-of-way line, 243.08 feet; thence North 20°08'51" East, along said Easterly right-of-way line, 137.79 feet; thence North 01°02'56" West, along said Easterly right-of-way line, 114.00 feet to its intersection with the Northerly right-of-way line of NE Parvin Road, as now established; thence Easterly, along said Northerly right-of-way line, on a curve to the right, having an initial tangent bearing of North 87°55'59" East, a radius of 1145.00 feet, an arc distance of 47.94 feet; thence South 89°40'04" East, along said Northerly right-of-way line, 3082.35 feet; thence Easterly, along said Northerly right-of-way line, on a curve to the left, tangent to the last described course, having a radius of 780.00 feet, an arc distance

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LEGAL DESCRIPTION:
Project Area 1D

All that part of Section 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Northwest corner of the Southwest Quarter of said Section 11; thence South 0°21'21" West, along the West line of said Southwest Quarter, 415.09 feet to a point on the Northerly right-of-way line of the Burlington Northern Railroad, said point being the True Point of Beginning of the tract to be herein described; thence Easterly, along said Northerly right-of-way line, on a curve to the left, having an initial tangent bearing of North 74°04'03" East, a radius of 5679.65 feet, an arc distance of 506.34 feet; thence North 68°57'35" East, 1909.34 feet; thence Northeasterly, along said Northerly right-of-way line, along a curve to the left, tangent to the last described course, having a radius of 2814.93 feet, an arc distance of 398.68 feet to a point on the East line of the Northwest Quarter of said Section 11; thence South 0°13'54" West, along said East line, 635.28 feet to a point on the Northwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence South 45°41'42" West, along said Northerly right-of-way line, 1890.32 feet to a point on the Northerly right-of-way line of Missouri Route 210, as now established; thence North 88°42'39" West, along said Northerly right-of-way line, 583.62 feet; thence South 87°00'00" West, along said Northerly right-of-way line, 601.68 feet; thence North 88°42'39" West, along said Northerly right-of-way line, 400.00 feet; thence South 89°39'25" West, along said Northerly right-of-way line, 290.40 feet; thence North 89°00'00" West, along said Northerly right-of-way line, 340.78 feet; thence Westerly, along a curve to the right, tangent to the last described course, having a radius of 1557.90 feet, an arc distance of 751.99 feet; thence North 33°30'00" West, along said Northerly right-of-way line, 250.00 feet; thence North 54°54'10" West, along said Northerly right-of-way line, 173.03 feet to its intersection with the Northerly right-of-way line of the aforementioned Burlington Northern Railroad; thence North 80°25'45" East, along said Northerly right-of-way line, 1350.99 feet; thence Northeasterly, along said Northerly right-of-way line, on a curve to the left, tangent to the last described course, having a radius of 5679.65 feet, an arc distance of 630.61 feet to the True Point of Beginning. Containing 86.55 acres, more or less.

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LEGAL DESCRIPTION:
Project Area 1E

All that part of Section 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southeast corner of the Southeast Quarter of said Section 10; thence North 89°38'39" West, along the South line of said Southeast Quarter, 107.05 feet to a point on the Northwesterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, said point being the True Point of Beginning of the tract to be herein described; thence continuing North 89°38'39" West, along said South line, 335.08 feet; thence North 0°21'21" East, 975.23 feet to its intersection with the Southerly right-of way line of Missouri Route No. 210, as now established; thence South 88°43'07" East, along said Southerly right-of-way line, 25.07 feet; thence North 39°57'03" East, along said Southerly right-of-way line, 160.07 feet; thence South 88°42'39" East, along said Southerly right-of-way line, 1296.68 feet to its intersection with the Northwesterly line of the aforementioned Chicago, Milwaukee, St. Paul and Pacific Railroad; thence South 45°39'33" West, along said Northerly right-of-way line, 1531.31 feet to the True Point of Beginning. Containing 21.90 acres, more or less.

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Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 1F-1 Existing Underground Entrance

All that part of Section 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Beginning at the Southwest corner of the Northwest Quarter of said Section 11; thence North 0°27'11" East, along the West line of the Northwest Quarter of said Section 11, 647.32 feet; thence South 89°32'49" East, 1138.70 feet; thence South 21°02'25" East, 490.88 feet; thence North 68°57'35" East, 1186.09 feet; thence South 0°27'11" West, 104.72 feet to a point on the Northerly right-of-way line of the Burlington Northern Railroad; thence Southwesterly along said Northerly right-of-way line, on a curve to the right, having an initial tangent bearing of South 65°16'35" West, a radius of 2814.93 feet, an arc distance of 180.96 feet; thence South 68°57'35" West, along said Northerly right-of-way line, 1909.34 feet; thence Southwesterly, along said Northerly right-of-way line, on a curve to the right, tangent to the last described course, having a radius of 5679.65 feet, an arc distance of 1136.95 feet; thence South 80°25'45" West, along said Northerly right-of-way line, 1350.99 feet; thence North 54°54'10" West, 320.67 feet; thence North 74°57'24" East, 2290.36 feet to the Point of Beginning. Containing 43.17 acres, more or less.

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Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 2

All that part of Section 2 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being more particularly described as follows: Beginning at the Southwest corner of the Southwest Quarter of said Section 2; thence North 0°40'50" East, along the West line of said Southwest Quarter 1772.08 feet; thence Northeasterly, along a curve to the right, having an initial tangent bearing of North 50°48'46" East, a radius of 2825.99 feet, an arc distance of 1224.28 feet; thence South 0°35'53" West, 3095.31 feet; thence South 89°24'30" East, 435.93 feet; thence South 0°27'11" West, 847.94 feet; thence South 68°57'35" West, 361.10 feet; thence North 21°02'25" West, 108.41 feet; thence North 89°32'49" West, 1138.70 feet to a point on the West line of the Northwest Quarter of said Section 11; thence North 0°27'11" East, along said West line, 1984.98 feet to the Point of Beginning. Containing 110.35 acres, more or less.

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Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 3A

All that part of Section 2 and 3, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southwest corner of the Northeast Quarter of said Section 2; thence North 0°39'15" East, along the West line of said Northeast Quarter, 361.23 feet to the True Point of Beginning of the tract to be herein described; thence South 88°41'15" East, 561.27 feet; thence North 78°56'50" East, 614.25 feet; thence South 01°18'48" West, 536.91 feet; thence South 20°03'22" East, 80.00 feet; thence South 69°56'38" West, 31.30 feet; thence South 01°18'48" West, 588.72 feet; thence North 65°47'29" East, 181.73 feet; thence South 0°34'55" West, 660.10 feet; thence North 89°16'30" West, 984.72 feet; thence South 0°36'06" West, 630.50 feet; thence North 89°16'30" West, 487.33 feet; thence North 05°23'07" West, 630.43 feet; thence North 05°56'14" West, 317.17 feet; thence North 31°34'30" West, 341.21 feet; thence North 88°41'15" West, 328.79 feet; thence North 01°18'45" East, 67.33 feet; thence North 89°24'07" West, 758.96 feet; thence North 0°35'53" East, 337.13 feet; thence Southwesterly, along a curve to the left, having an initial tangent bearing of South 75°38'04" West, a radius of 2825.99 feet, an arc distance of 1224.28 feet; thence South 47°19'21" West, 884.14 feet; thence Southwesterly, along a curve to the right, tangent to the last described course, having a radius of 861.33 feet, an arc distance of 588.66 feet; thence North 0°40'50" East, 1152.54 feet; thence South 89°19'10" East, 424.62 feet; thence North 65°45'36" East, 565.87 feet; thence North 29°49'36" West, 231.44 feet; thence North 60°10'24" East, 956.90 feet; thence South 26°36'29" East, 192.24 feet; thence North 63°23'31" East, 269.54 feet; thence North 26°36'29" West, 167.80 feet; thence North 78°16'12" East, 455.33 feet; thence South 11°43'48" East, 70.30 feet; thence South 88°41'15" East, 1546.83 feet to the True Point of Beginning. Containing 144.82 acres, more or less.

Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 3B-1 Proposed Underground Entrance

All that part of Section 2, Township 50, Range 32, Kansas City, Clay County, Missouri, being more particularly described as follows: Beginning at the Northwest corner of the Southeast Quarter of said Section 2; thence South 89°16'30" East, along the North line of said Southeast Quarter, 145.01 feet; thence South 0°13'34" West, 290.01 feet; thence North 89°16'30" West, 145.01 feet to a point on the West line of said Southeast Quarter; thence South 0°13'34" West, along said West line, 525.02 feet; thence South 33°48'15" West, 342.95 feet; thence North 89°24'30" West, 1343.69 feet; thence North 0°35'53" East, 3095.31 feet; thence South 89°24'07" East, 758.96 feet; thence South 1°18'45" West, 67.33 feet; thence South 88°41'15" East, 328.79 feet; thence South 31°34'30" East, 341.21 feet; thence South 05°56'14" East, 317.17 feet; thence South 05°23'07" East, 630.43 feet; thence South 89°16'30" East, 487.33 feet; thence South 0°54'35" West, 86.00 feet; thence South 89°16'30" East, 165.00 feet; thence South 0°39'53" West, 528.00 feet; thence North 89°16'30 West, 82.50 feet; thence North 0°39'53" East, 264.00 feet; thence North 89°16'30" West, 82.50 feet; thence South 0°39'53" West, 23.50 feet; thence North 89°16'30" West, 140.00 feet; thence South 0°39'53" West, 210.50 feet; thence North 89°16'30" West, 190.00 feet to a point on the West line of the Northeast Quarter of said Section 2; thence South 0°39'53" West, along said West line, 30.00 feet to the Point of Beginning. Except all that part of Section 2 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, lying above the Winterset Ledge of limestone rock, being described as follows: Commencing at the Southwest corner of the Southwest Quarter of said Section 2; thence South 89°24'30" East, along the South line of said Southwest Quarter, 1355.12 feet to the True Point of Beginning of the tract to be herein described; thence North 01°15'51" West, 508.68 feet; thence North 73°09'34" East, 218.63 feet; thence North 0°00'00" East, 228.71 feet; thence North 45°00'00" East, 76.33 feet; thence North 0°00'00" East, 334.76 feet; thence North 90°00'00" East, 607.33 feet; thence South 11°11'33" East, 483.97 feet; thence South 59°43'23" East, 238.77 feet; thence South 89°05'25" East, 430.18 feet; thence South 0°54'35" West, 76.50 feet; thence South 89°16'30" East, 165.00 feet; thence South 0°39'53" West, 148.55 feet; thence North 88°41'12" West, 525.49 feet; thence North 75°48'26" West, 239.64 feet; thence South 49°40'29" West, 302.12 feet; thence South 0°36'22" West, 968.39 feet; thence North 89°34'17" West, 737.38 feet; thence North 01°15'51" West, 727.47 feet to the True Point of Beginning. Containing 69.47 acres, more or less.

Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 3B-2 Underground Access/Staging Area

All that part of Section 2 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southwest corner of the Southwest Quarter of said Section 2; thence South 89°24'30" East, along the South line of said Southwest Quarter, 1355.12 feet to the True Point of Beginning of the tract to be herein described; thence North 01°15'51" West, 508.68 feet; thence North 73°09'34" East, 218.63 feet; thence North 0°00'00" East, 228.71 feet; thence North 45°00'00" East, 76.33 feet; thence North 0°00'00" East, 334.76 feet; thence North 90°00'00" East, 607.33 feet; thence South 11°11'33" East, 483.97 feet; thence South 59°43'23" East, 238.77 feet; thence South 89°05'25" East, 430.18 feet; thence South 0°54'35" West, 76.50 feet; thence South 89°16'30" East, 165.00 feet; thence South 0°39'53" West, 148.55 feet; thence North 88°41'12" West, 525.49 feet; thence North 75°48'26" West, 239.64 feet; thence South 49°40'29" West, 302.12 feet; thence South 0°36'22" West, 968.39 feet; thence North 89°34'17" West, 737.38 feet; thence North 01°15'51" West, 727.47 feet to the True Point of Beginning. Containing 37.25 acres, more or less.

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Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 3D

All that part of the Northeast and Northwest Quarter of Section 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southeast corner of the Northwest Quarter of said Section 11; thence North 0°13'34" East, along the East line of said Northwest Quarter, 635.28 feet to a point on the Northerly right-of-way line of the Burlington Northern Railroad, said point being the True Point of Beginning of the tract to be herein described; thence Southwesterly, along said Northerly right-of-way line, on a curve to the right, having an initial tangent bearing of South 60°50'42" West, a radius of 2814.93 feet, an arc distance of 217.72 feet; thence North 0°27'11" East, 1004.07 feet; thence North 33°48'15" East, 342.95 feet; thence South 89°16'30" East, 302.01 feet; thence North 0°13'34" East, 125.00 feet; thence South 89°16'30" East, 145.01 feet; thence South 0°13'34" West, 125.00 feet; thence South 89°16'30" East, 155.07 feet; thence North 41°26'08" West, 195.00 feet; thence North 48°33'52" East, 252.00 feet; thence South 41°26'08" East, 195.00 feet; thence North 48°33'52" East, 25.00 feet; thence South 41°26'08" East, 560.00 feet to a point on the Northerly right-of-way line of the aforementioned Burlington Northern Railroad; thence South 49°12'51" West, along said Northerly right-of-way line, 1026.57 feet; thence Southwesterly, along said Northerly right-of-way line, on a curve to the right, tangent to the last described course, having a radius of 2814.93 feet, an arc distance of 519.10 feet to the True Point of Beginning. Containing 26.96 acres, more or less.

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Hunt Midwest Enterprises, Inc.
TIF Master Plan
Job #99296
August 14, 2000

LEGAL DESCRIPTION:
Project Area 4

All that part of Sections 1 and 2, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Beginning at the Southwest corner of the Northwest Quarter of said Section 1; thence South 89°19'19" East, along the South line of said Northwest Quarter, 2026.89 feet; thence North 20°13'16" East, 18.19 feet; thence Northerly, along a curve to the left, having an initial tangent bearing of North 11°24'55" East, having a radius of 1628.40 feet, an arc distance of 791.86 feet: thence North 16°26'47" West, 544.12 feet; thence Northerly, along a curve to the right, tangent to the last described course, a radius of 4429.07 feet, an arc distance of 351.84 feet; thence Northwesterly, along curve to the left, having a common tangent with the last described course, a radius of 741.04 feet, an arc distance of 197.42 feet; thence North 90°00'00" West, 1938.00 feet; thence South 70°33'00" West, 60.00 feet; thence Southerly, along a curve to the right, having an initial tangent bearing of South 19°27'00" East, a radius of 1170.00 feet, an arc distance of 424.00 feet; thence South 01°18'48" West, 92.95 feet; thence North 88°41'12" West, 1045.89 feet; thence South 01°18'48" West, 767.32 feet; thence South 69°56'38" West, 161.07 feet; thence South 01°18'48" West, 536.91 feet; thence South 20°03'22" East, 80.00 feet; thence South 69°56'38" West, 31.30 feet; thence South 1°18'48" West, 588.72 feet; thence North 65°47'29" East, 181.73 feet; thence South 0°34'55" West, 1346.10 feet; thence South 89°16'30" East, 105.00 feet; thence South 0°34'55" West, 268.00 feet; thence South 89°16'30" East, 218.40 feet; thence North 0°34'55" East, 218.00 feet; thence South 89°16'30" East, 72.60 feet; thence South 0°34'55" West, 236.30 feet; thence North 43°51'10" East, 460.00 feet; thence North 55°51'10" East, 256.00 feet; thence North 01°38'00" East, 172.00 feet; thence South 25°35'49" East, 99.57 feet; thence South 78°10'10" East, 123.10 feet; thence North 78°20'20" East, 226.58 feet to a point on the East line of the Southeast Quarter of said Section 2; thence North 0°28'03" East, along said East line, 1698.86 feet to the Point of Beginning. Containing 186.92 acres, more or less.

Hunt Midwest Enterprises
TIF Master Plan
Job # 99296
September 6, 2000

LEGAL DESCRIPTION:
Overall Underground

All that part of Sections 2 and 3, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows; Commencing at the Southeast corner of the Southwest Quarter of said Section 2; thence North 89°54'16" West, along the South line of said Southwest Quarter, 806.82 feet; thence North 0°52'34" East, 651.44 feet to the True Point of Beginning of the Tract to be herein described; thence Continuing North 0°52'34" East, 2164.55 feet; thence South 89°17'04" East, 4542.93 feet; thence South 0°19'04" West, 2094.72 feet; thence South 89°30'59" East, 419.44 feet; thence South 0°00'00" East, 51.40 feet; thence North 89°30'59" West, 4983.66 feet to the True Point of Beginning. Containing 225.79 acres, 33.79 acres column area, 192 acres gross area and All that part of Sections 2, 3, 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southeast corner of the Southwest Quarter of said Section 3; thence North 89°54'16" West, along the South line of said Southwest Quarter, 806.82 feet to the True Point of Beginning of the tract to be herein described; thence North 0°52'34" East, 651.44 feet; thence South 89°30'59" East, 4983.66 feet; thence South 0°52'34" West, 59.90 feet; thence North 89°07'26" West, 771.50 feet; thence South 0°52'34" West, 890.25 feet; thence North 89°07'26" West, 253.24 feet; thence South 0°52'34" West, 270.99 feet; thence North 89°07'26" West, 275.26 feet; thence South 0°52'34" West, 252.30 feet; thence South 89°07'26" East, 486.67 feet; thence South 51°28'47" East, 432.38 feet; thence South 0°52'34" West, 624.83 feet; thence South 89°07'26" East, 54.72 feet; thence South 0°52'34" West, 205.95 feet; thence South 89°07'26" East, 56.71 feet; thence South 0°52'34" West, 137.72 feet; thence North 89°07'26" West, 204.76 feet; thence South 0°52'34" West, 336.00 feet; thence North 89°07'26" West, 366.45 feet; thence South 0°52'34" West,295.77 feet; thence South 69°17'50" West, 1015.76 feet; thence South 75°39'03" West, 739.35 feet; thence South 80°26'24" West, 1167.99 feet; thence North 89°07'26" West, 505.61 feet; thence North 0°52'34" East, 822.84 feet; thence South 35°26'08" West, 798.46 feet; thence North 89°07'26" West, 202.05 feet; thence North 0°52'34" East, 507.02 feet; thence North 89°07'26" West, 85.58 feet; thence North 0°52'34" East, 2759.21 feet to the True Point of Beginning. Containing 370.40 acres, 55.66 acres column area, 314.84 acres gross area.

Hunt Midwest Enterprises
TIF Master Plan
Job # 99296
August 22, 2000

LEGAL DESCRIPTION:
Project Area 1F-2 Existing Underground

All that part of Sections 2, 3, 10 and 11, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows: Commencing at the Southeast corner of the Southwest Quarter of said Section 3; thence North 89°54'16" West, along the South line of said Southwest Quarter, 806.82 feet to the True Point of Beginning of the tract to be herein described; thence North 0°52'34" East, 651.44 feet; thence South 89°30'59" East, 4983.66 feet; thence South 0°52'34" West, 59.90 feet; thence North 89°07'26" West, 771.50 feet; thence South 0°52'34" West, 890.25 feet; thence North 89°07'26" West, 253.24 feet; thence South 0°52'34" West, 270.99 feet; thence North 89°07'26" West, 275.26 feet; thence South 0°52'34" West, 252.30 feet; thence South 89°07'26" East, 486.67 feet; thence South 51°28'47" East, 432.38 feet; thence South 0°52'34" West, 624.83 feet; thence South 89°07'26" East, 54.72 feet; thence South 0°52'34" West, 205.95 feet; thence South 89°07'26" East, 56.71 feet; thence South 0°52'34" West, 137.72 feet; thence North 89°07'26" West, 204.76 feet; thence South 0°52'34" West, 336.00 feet; thence North 89°07'26" West, 366.45 feet; thence South 0°52'34" West,295.77 feet; thence South 69°17'50" West, 1015.76 feet; thence South 75°39'03" West, 739.35 feet; thence South 80°26'24" West, 1167.99 feet; thence North 89°07'26" West, 505.61 feet; thence North 0°52'34" East, 822.84 feet; thence South 35°26'08" West, 798.46 feet; thence North 89°07'26" West, 202.05 feet; thence North 0°52'34" East, 507.02 feet; thence North 89°07'26" West, 85.58 feet; thence North 0°52'34" East, 2759.21 feet to the True Point of Beginning. Containing 370.40 acres, 55.66 acres column area, 314.84 acres gross area.

Hunt Midwest Enterprises
TIF Master Plan
Job # 99296
August 22, 2000

LEGAL DESCRIPTION:
Proposed TIF-Underground

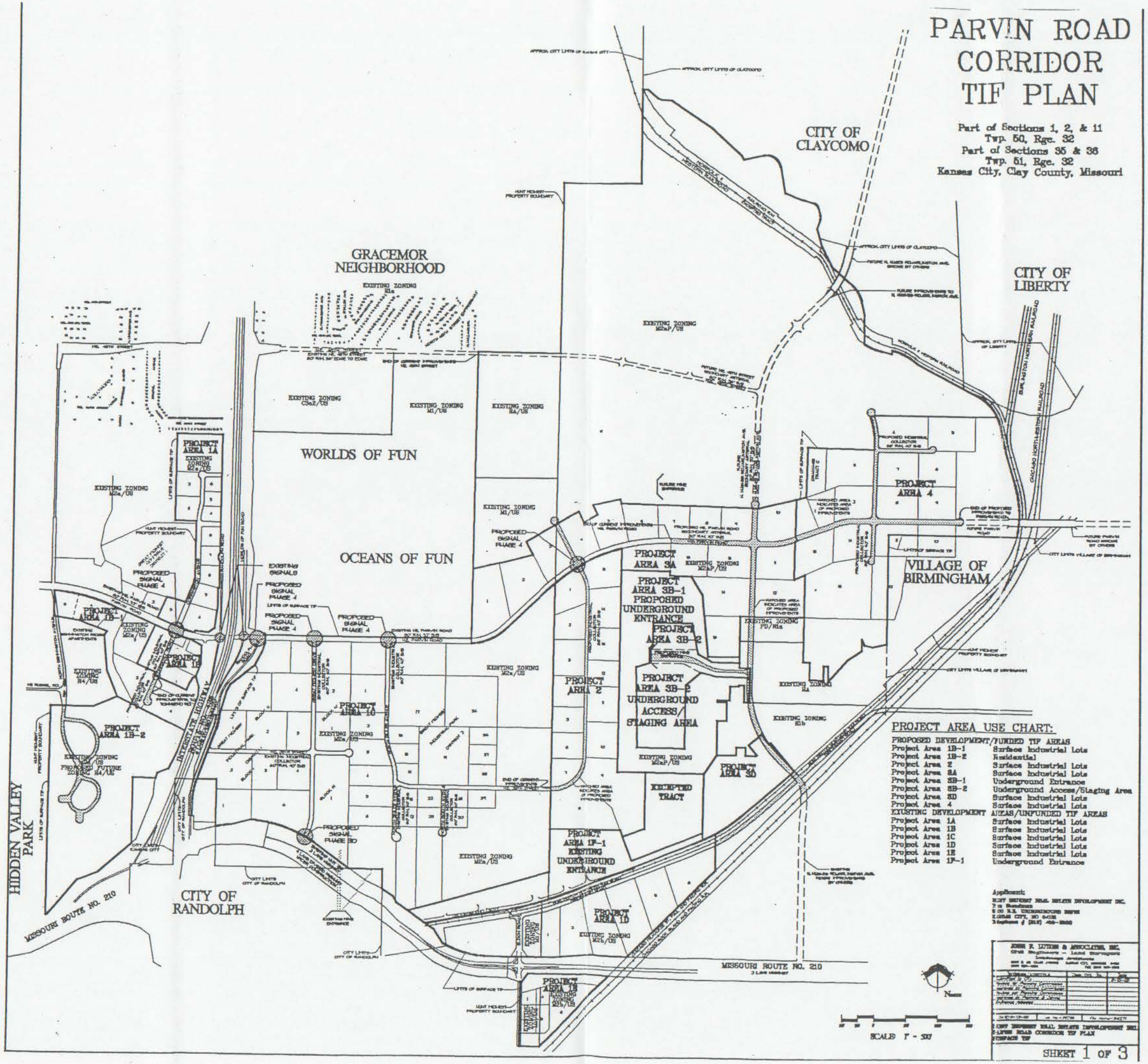
All that part of Sections 2 and 3, Township 50, Range 32, Kansas City, Clay County, Missouri, being described as follows; Commencing at the Southeast corner of the Southwest Quarter of said Section 2; thence North 89°54'16" West, along the South line of said Southwest Quarter, 806.82 feet; thence North 0°52'34" East, 651.44 feet to the True Point of Beginning of the Tract to be herein described; thence Continuing North 0°52'34" East, 2164.55 feet; thence South 89°17'04" East, 4542.93 feet; thence South 0°19'04" West, 2094.72 feet; thence South 89°30'59" East, 419.44 feet; thence South 0°00'00" East, 51.40 feet; thence North 89°30'59" West, 4983.66 feet to the True Point of Beginning. Containing 225.79 acres, 33.79 acres column area, 192 acres gross area.

Exhibit 2

A. Site Plan
B. Zoning Map

PARVIN ROAD CORRIDOR TIF PLAN

Part of Sections 1, 2, & 11
Twp. 50, Rge. 32
Part of Sections 35 & 36
Twp. 51, Rge. 32
Kansas City, Clay County, Missouri



PROJECT AREA USE CHART:

PROPOSED DEVELOPMENT/FUNDED TIF AREAS	
Project Area 1B-1	Surface Industrial Lots
Project Area 1B-2	Residential
Project Area 2	Surface Industrial Lots
Project Area 3A	Surface Industrial Lots
Project Area 3B-1	Underground Entrance
Project Area 3B-2	Underground Access/Staging Area
Project Area 3D	Surface Industrial Lots
Project Area 4	Surface Industrial Lots
EXISTING DEVELOPMENT AREAS/UNFUNDED TIF AREAS	
Project Area 1A	Surface Industrial Lots
Project Area 1B	Surface Industrial Lots
Project Area 1C	Surface Industrial Lots
Project Area 1D	Surface Industrial Lots
Project Area 1E	Surface Industrial Lots
Project Area 1F-1	Underground Entrance

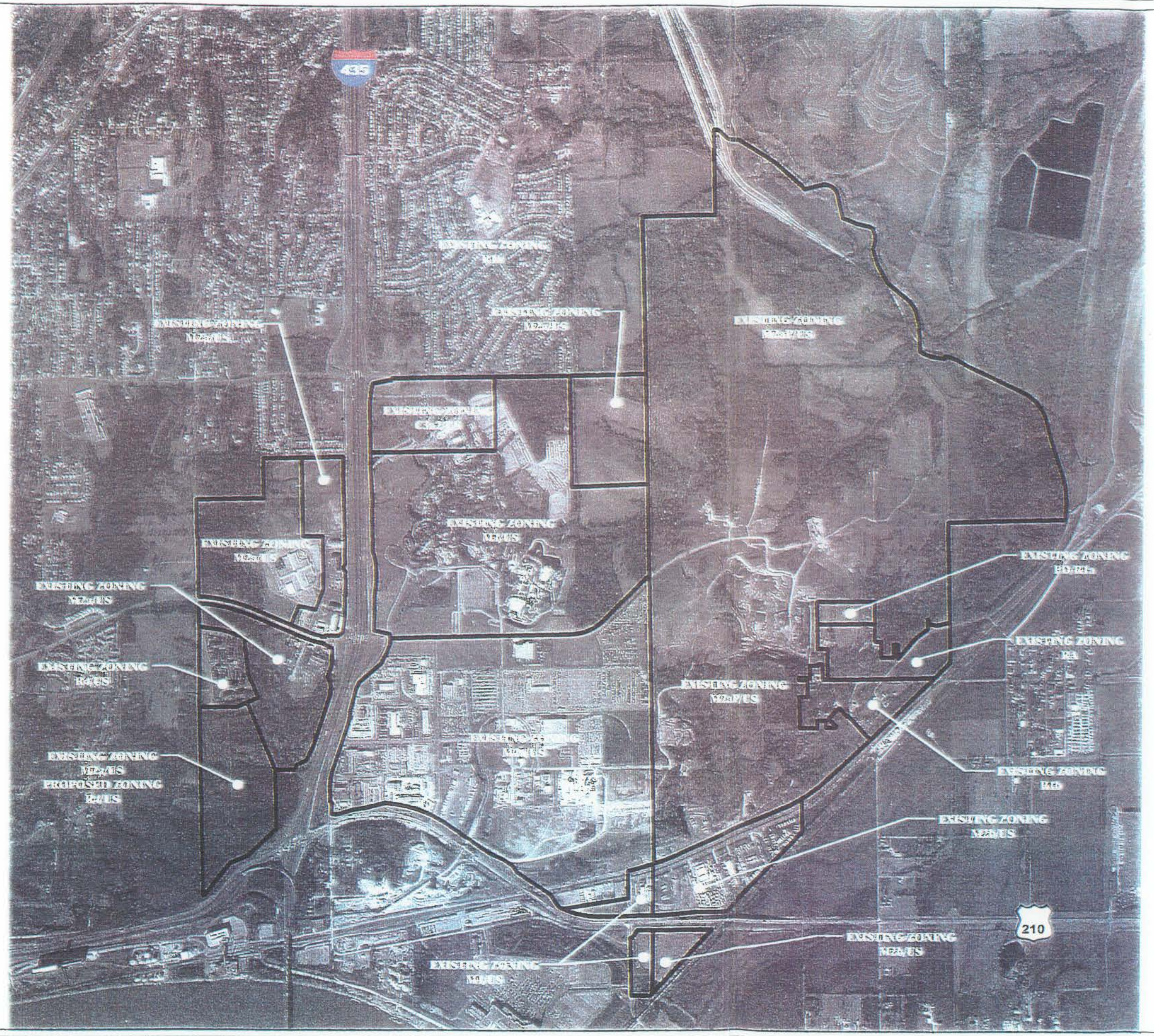
Applicant:
EAST DEVELOPMENT REAL ESTATE DEVELOPMENT INC.
7 [illegible]
[illegible] U.S. UNDERGROUND [illegible]
[illegible] CITY, MO 64108
Telephone # (816) 483-[illegible]

JOHN R. LUTHER & ASSOCIATES, INC.
Civil Engineers — Land Surveyors
Landscape Architects
[illegible]

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

1-EAST DEVELOPMENT REAL ESTATE DEVELOPMENT INC.
2-PARVIN ROAD CORRIDOR TIF PLAN
3-SURFACE TIF

SHEET 1 OF 3



PARVIN ROAD CORRIDOR TIF PLAN EXHIBIT #1 ZONING MAP

Zoning Boundary

North

0 2000 Feet

Date: 08-31-00
Drawn: JRW
Project No: 99296
D:\planning\HMWOF\ZONING MAP

HUNT MIDWEST
REAL ESTATE DEVELOPMENT

John F. Lutjen & Associates, Inc.
Civil Engineers - Land Surveyors
Landscape Architects
9350 N. St. Clair Avenue • Kansas City, Missouri 64151
Voice (816) 587-1320 • Fax (816) 587-1393

PARVIN ROAD CORRIDOR TIF PLAN EXHIBIT #2 MAJOR STREET PLAN

City Limits
Property Boundary
TIF Boundary
Existing Roads
Proposed Roads
Future Roads
Existing Road
Future Improvements

North
0 2000 Feet

Date: 08-31-00
Drawn: JRW
Project No: 99296
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HUNT MIDWEST
REAL ESTATE DEVELOPMENT

John F. Lutjen & Associates, Inc.
Civil Engineers - Land Surveyors
Landscape Architects
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Voice (816) 587-1320 • Fax (816) 587-1393

PARVIN ROAD CORRIDOR TIF PLAN EXHIBIT #3 SURFACE DEVELOPMENT & TIF PLAN

Existing Roads
Proposed Roads
Future Roads
Phase Line
Existing Road
Future Improvements

North

0 2000 Feet

Date: 08-31-00
Drawn: JRW
Project No: 99296
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HUNT MIDWEST
REAL ESTATE DEVELOPMENT

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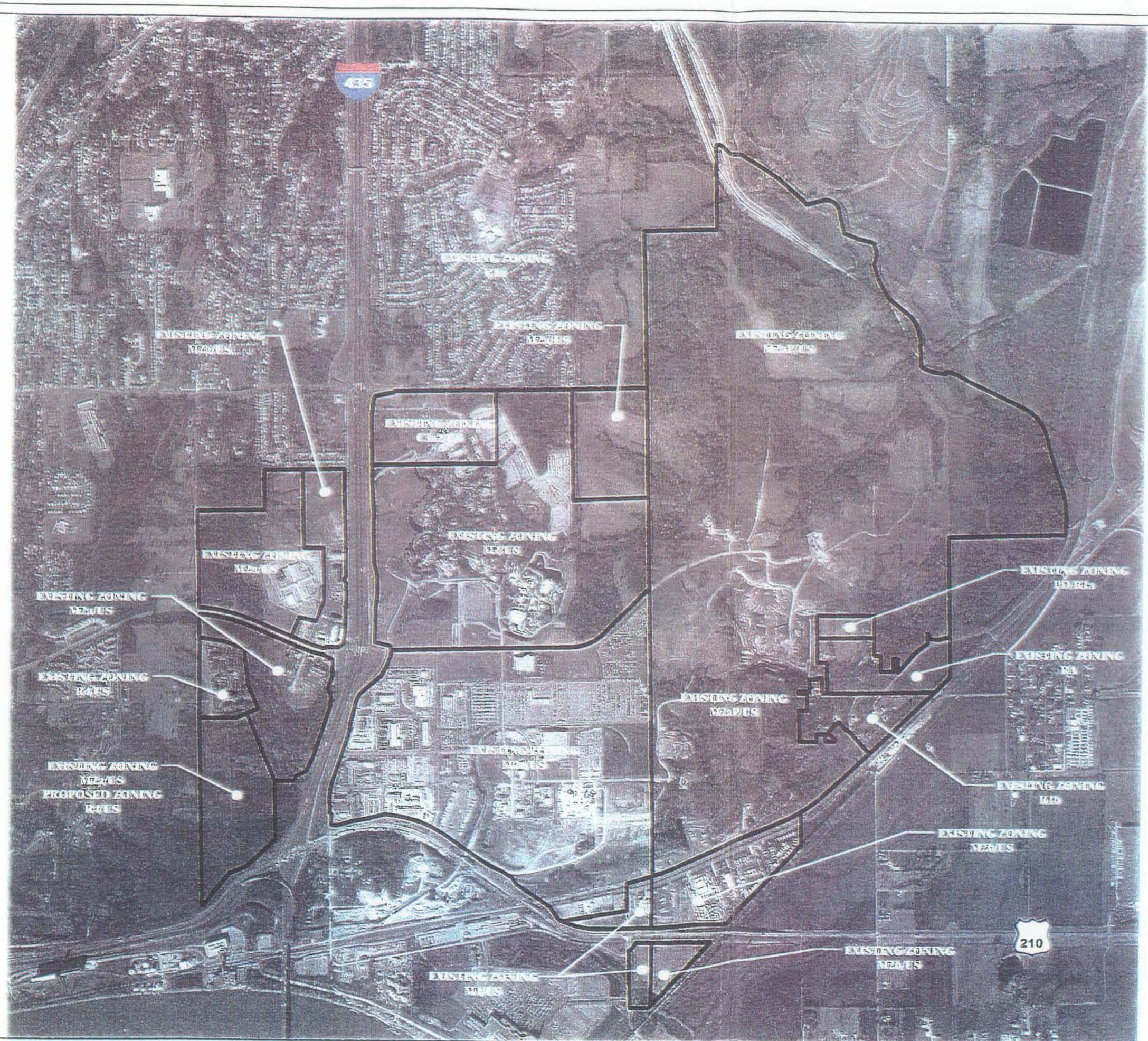

PARVIN ROAD CORRIDOR TIF PLAN EXHIBIT #1 ZONING MAP

Zoning Boundary

North

0 2000 Feet

Date: 08-31-00
Drawn: JRW
Project No: 99296
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HUNT MIDWEST
REAL ESTATE DEVELOPMENT

John F. Lutjen & ASSOCIATES, INC.
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Landscape Architects
8350 N. St. Clair Avenue • Kansas City, Missouri 64151
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Parvin Road Corridor TIF Plan

Project Areas	Lots/Units	Gross Area S.F.	Gross Area Acres	Streets Parking/Docks Railroads	Detention	Slope Area	Net Area	Net Acres	Land Use Description
Proposed Development/Funded TIF Areas									
1B-1	10	1,628,783	37	30,346		261,850	1,336,587	31	Surface Industrial Lots
1B-2	300	4,008,826	92	576,206		2,133,597	1,299,023	30	Residential
2	15	4,806,727	110	210,000			4,596,727	106	Surface Industrial Lots
3A	17	6,308,561	145	452,800			5,855,761	134	Surface Industrial Lots
3B-1		3,026,113	69	49,600			2,976,513	68	Underground Entrance
3B-2		1,622,534	37				1,622,534	37	Underground Access/Staging Area
3C		8,360,263	192	4,180,131			4,180,132	96	Underground
3D		1,174,479	27	111,600		418,837	644,042	15	Surface Industrial Lots
4	15	8,142,321	187	396,000	209,918	2,315,788	5,220,615	120	Surface Industrial Lots
Sub - Total		39,078,607	896	6,006,683	209,918	5,130,072	27,731,934	637	
Existing Development Areas/Unfunded TIF Areas									
1A		2,015,957	46	360,703			1,655,254	38	Surface Industrial Lots
1B		609,545	14	50,130			559,415	13	Surface Industrial Lots
1C		18,228,514	418	951,730			17,276,784	397	Surface Industrial Lots
1D		3,769,716	87	533,364			3,236,352	74	Surface Industrial Lots
1E		954,096	22	203,867			750,229	17	Surface Industrial Lots
1F1		1,880,485	43			1,880,485	-	-	Underground Entrance
1F2		13,714,506	315	6,857,253			6,857,253	157	Underground
Excepted Tract		1,088,937	25						
Sub - Total		42,261,756	970	8,957,047	-	1,880,485	30,335,287	696.40	
Total		81,340,363	1,866	14,963,730	209,918	7,010,557	58,067,221	1,333	

Exhibit 3

Specific Objectives

Exhibit 3

Specific Objectives

1. To provide improved public infrastructure to serve approximately 1,334 acres of surface area and approximately 507 acres of subsurface area.

2. To create an additional 7,367 jobs and retain 4,793 jobs with a total anticipated annual payroll of $243,165,000.

3. Create investment of greater than $93,000,000 in the Northland.

4. Anticipate PILOTS totaling $114,578,788 over life of plan.

5. Anticipate new Economic Activity Taxes totaling $41,050,602 over life of plan.

6. To provide efficient infrastructure that supports existing neighborhoods and businesses and fosters cost-effective public facilities and services.

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

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

9. To provide business opportunities in the Redevelopment Area and Kansas City.

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

PROJECT AREA 1

Project Area 1 includes the areas identified on Exhibit B as Project Areas 1A, 1B, 1B-1, 1B-2, 1C, 1D, 1E, 1F-1 & 1F-2. All development will occur in Project Areas 1B-1 and 1B-2, as Project Areas 1A, 1B, 1C, 1D, 1E, 1F-1 or 1F-2, are already developed or will be developed at some other time.

Project Area 1B-1 envisions the development of an industrial and commercial area consisting of approximately 37 total acres (approximately 31 usable acres).

Project Area 1B-2 envisions the development of approximately 92 total acres (approximately 30 usable acres) of residential area south of N.E. Parvin Road and immediately south of the existing Bennington Ridge Apartment complex. This area, when developed, would most likely be sold to a developer for the purpose of constructing a multifamily apartment project, town homes, villas or other maintenance free residential products.

Project Area 1 includes the following public infrastructure items for which TIF revenues are requested:

(1) The addition of a traffic signal at the intersection of N.E. Parvin Road and Corrington Avenue (to the north) and Townsend Avenue (to the south). Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(2) The addition of a traffic signal at the intersection of N.E. Parvin Road and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(3) The addition of a traffic signal at the intersection of N.E. Parvin Road and Randolph Road. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(4) The addition of a traffic signal at the intersection of N.E. Parvin Road and North Skiles Avenue. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $139,500 (construction costs only in current dollars).

(5) The addition of a traffic signal at the intersection of Highway 210 (2 lane) and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 3D. The projected cost of this traffic signal is estimated at approximately $145,323 (construction costs only in current dollars).

(6) The continuation of the current Townsend Road straight southwest from its current end by approximately 400 feet ending in a cul-de-sac. The projected cost of this roadway extension is estimated at approximately $1,562,396 (construction costs only in current dollars).

(7) The continuation of the current North Bennington Avenue south from its current end consisting of approximately 3,800 feet and forming two (2) loops as indicated on the attached Exhibit B.

The projected cost of this roadway extension is estimated at approximately $1,182,626 (construction costs only in current dollars).

PROJECT AREA 2

Project Area 2 includes the development of an industrial area immediately to the east of the existing Great Midwest Industrial Park District II consisting of approximately 15 industrial sites on approximately 110 total acres (approximately 106 usable acres) as identified on Exhibit B.

Project Area 2 includes the following public infrastructure items for which TIF revenues are requested:

(1) The continuation of the current N.E. 38th Street by approximately 4,620 feet to the east and north through the intersection with N.E. Parvin Road and ending in a cul-de-sac. The projected cost of this roadway extension is estimated at approximately $1,719,134 (construction costs only in current dollars).

(2) The addition of a traffic signal at the intersection of N.E. Parvin Road and the proposed extended N.E. 38th Street. Although this traffic signal is located in Project Area 2, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $139,500 (construction costs only in current dollars).

PROJECT AREA 3

Project Area 3 includes the development of five (5) areas identified on Exhibit B as Project Areas 3A, 3B-1, 3B-2, 3C & 3D.

Project Area 3A envisions the development of an industrial area in the general vicinity of N.E. Parvin Road and Hughes/Arlington Road as more specifically identified on Exhibit B consisting of approximately 145 total acres (approximately 134 usable acres).

Project Area 3B-1 includes the construction of a new public roadway entrance to the Developer's underground complex consisting of a total of approximately 69 total acres (approximately 68 usable acres). This new entrance will provide additional access for emergency and safety needs related to the additional underground space to be developed as set forth in the description of Project Area 3C and as a rear exit from the complex.

Project Area 3B-2 envisions the construction of an access area/parking lot for the new entrance to the Developer's underground complex. The area of development consists of approximately 37 total acres (approximately 37 usable acres).

Project Area 3C includes the expansion of the Developer's existing underground complex, with such development consisting of approximately 192 total acres (approximately 96 usable acres). The new space in the underground complex will be used for industrial/commercial business.

Project Area 3D envisions the development an industrial area consisting of approximately 27 total acres (approximately 15 usable acres).

Project Area 3 includes the following public infrastructure items for which TIF revenues are requested:

(1) The widening and expansion of the existing Arlington Road commencing at Birmingham road from the south and continuing north to the intersection of the proposed mine entrance. The projected cost of this extension and improvement of Arlington Road is estimated at approximately $1,666,874.

(2) The extension of the existing N.E. Parvin Road from its current end east past the intersection of the proposed extension of Arlington Road to the east border of Project Area 3 consisting of approximately 1,900 feet and the extension of Arlington Road to the north limit of Project Area 3 approximately 500 feet and south to the proposed mine entrance of approximately 1,900 feet. The projected cost of the extension and improvement of N.E. Parvin Road to the east border of Project Area 3 and this extension of Arlington Road is estimated at approximately $3,987,253.

(3) Construction of a new public roadway entrance to the Developer's underground complex. The projected cost of this roadway and related items is estimated at approximately $1,280,286.

PROJECT AREA 4

Project Area 4 includes the development of an industrial area along the proposed extension of N.E. Parvin Road consisting of approximately 187 total acres (approximately 120 usable acres) as identified on Exhibit B.

Project Area 4 includes the following public infrastructure items for which TIF revenues are requested:

(1) The extension of N.E. Parvin Road from the east border of Project Area 3 and continuing east and ending in a cul-de-sac consisting of approximately 2,550 feet. There will be collector roads built off the extended N.E. Parvin Road as indicated on the attached Exhibit B. The projected cost of the extension and improvement of N.E. Parvin Road and the collector roads within Project Area 4 is estimated at approximately $3,459,545.

-------REDEVELOPMENT PROJECT AREAS-------

Exhibit 4

Construction and Employment Information

A. Construction Totals by Project Area
B. Employment Totals by Project Area

Exhibit 4A: Construction Totals by Project Area

PROJECT AREA 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	N/A	N/A	N/A	N/A	N/A
Square feet of RETAIL Space	50,000	10,000	N/A	60,000	N/A
Square feet of INSTITUTIONAL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INDUSTRIAL Space	517,000	934,279 Surface 3,854,147 Under	N/A	5,255,426	N/A
Total Square Feet	567,000	4,798,426	N/A	5,315,426	N/A
Number of DWELLING UNITS	300*	N/A	N/A	300	N/A
Number of HOTEL ROOMS	N/A	540	N/A	540	N/A
Number of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

*The Developer intends to develop the land immediately south of the existing Bennington Ridge Apartment building and offer the land for sale as multi-family apartments, town homes, etc.

PROJECT AREA 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	N/A	N/A	N/A	N/A	N/A
Square feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INSTITUTIONAL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INDUSTRIAL	689,000	N/A	N/A	689,000	N/A

Space					
Total Square Feet	689,000	N/A	N/A	689,000	N/A
Number of DWELLING UNITS	N/A	N/A	N/A	N/A	N/A
Number of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
Number of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

PROJECT AREA 3

	New CONSTRUCTION	**Existing Structures to REMAIN AS IS**	**Existing Structures to be REHABILI TATED**	**TOTAL**	**Existing Structur es to be DEMOL ISHED**
Square feet of OFFICE Space	N/A	N/A	N/A	N/A	N/A
Square feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INSTITUTIONAL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INDUSTRIAL Space	968,000 Surface 3,900,000 Under	9,370 Surface 3,854,147 Under	N/A	8,731,517	N/A
Total Square Feet	4,868,000	3,863,517	N/A	8,731,517	N/A
Number of DWELLING UNITS	N/A	N/A	N/A	N/A	8*
Number of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
Number of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

*Eight (8) homes on land owned by private owners in the area known as Minaville, as further described on Exhibit 11, will have to be acquired and demolished in order to allow for the proposed improvement/extension of Arlington Road.

PROJECT AREA 4

	New CONSTRUCTION	**Existing Structures to REMAIN AS IS**	**Existing Structures to be REHABILI TATED**	**TOTAL**	**Existing Structur es to be DEMOL ISHED**
Square feet of	N/A	N/A	N/A	N/A	N/A

OFFICE Space					
Square feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INSTITUTIONAL Space	N/A	N/A	N/A	N/A	N/A
Square feet of INDUSTRIAL Space	780,000	N/A	N/A	780,000	N/A
Total Square Feet	780,000	N/A	N/A	780,000	N/A
Number of DWELLING UNITS	N/A	N/A	N/A	N/A	N/A
Number of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
Number of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

EXHIBIT 4B: Employment Totals by Project Area

PROJECT AREA 1

Permanent jobs to be CREATED IN Kansas City	1,427
Permanent jobs to be RELOCATED TO Kansas City	700
Permanent jobs to be RETAINED IN Kansas City	4,700
TOTAL	6,827
Anticipated Annual Payroll	$136,540,000
Estimated number of construction workers to be hired during construction phase	Public Improvements only 89

PROJECT AREA 2

Permanent jobs to be CREATED IN Kansas City	806
Permanent jobs to be RELOCATED TO Kansas City	400
Permanent jobs to be RETAINED IN Kansas City	N/A
TOTAL	1,206
Anticipated Annual Payroll	$30,150,000
Estimated number of construction workers to be hired during construction phase	Public Improvements only 63

PROJECT AREA 3

Permanent jobs to be CREATED IN Kansas City	1,594
Permanent jobs to be RELOCATED TO Kansas City	1,075
Permanent jobs to be RETAINED IN Kansas City	93
TOTAL	2,669
Anticipated Annual Payroll	$42,350,000
Estimated number of construction workers to be hired during construction phase	Public Improvements; Private Road 402

PROJECT AREA 4

Permanent jobs to be CREATED IN Kansas City	865
Permanent jobs to be RELOCATED TO Kansas City	500
Permanent jobs to be RETAINED IN Kansas City	N/A
TOTAL	1,365
Anticipated Annual Payroll	$34,125,000
Estimated number of construction workers to be hired during construction phase	Public Improvements only 135

Exhibit 5

Estimated Redevelopment Costs

EXHIBIT 5
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.	Plan Administration Expenses	$330,000	$330,000
	Subtotal Commission Expenses & Fees	$426,000	$426,000
DEVELOPER EXPENSES			
	Projects 1B-1, 1B-2, 2, 3A, 3B-1, 3D, and 4	$66,624,695	$66,624,695
	Projects 3B-2, and 3C	$26,613,525	
	Subtotal Developer Expenses	$93,238,220	$66,624,695
TOTAL ESTIMATED COSTS		**$93,664,220**	**$67,050,695**

ESTIMATED REDEVELOPMENT PROJECT COSTS – NOTES

Detailed redeveloper costs are 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 Economic Activity Taxes paid annually into the fund. This amount will be figured prior to allocation of any other reimbursable costs.

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

PARVIN ROAD CORRIDOR TIF PLAN
ESTIMATED COSTS

Description	Project 1B-1, 1B-2	Project 2	Project 3A	Project 3B-1	Project 3D	Project 4	Total Cost Reimbursable	Project 3B-2*	Project 3C*	Total Cost Non Reimbursable	Total Cost
Project Year	1	1	3	4	5	9		4	4		
REIMBURSABLE COST	REIMBURSABLE COST							NON REIMBURSABLE COST			
Estimated Construction Cost	$ 2,745,022	$ 1,719,134	$ 3,987,253	$ 1,280,286	$ 1,666,874	$ 3,459,545	$ 14,858,114	$ 1,887,600	$ 3,887,436	$ 5,775,036	$ 20,633,150
Signals/Intersection Improvements	$ -	$ -	$ -	$ -	$ 145,323	$ 765,000	$ 910,323	$ -	$ -	$ -	
Infrastructure Relocation Contingency 10%	$ 274,502	$ 171,913	$ 398,725	$ 128,029	$ 166,687	$ 345,955	$ 1,485,811	$ -	$ -	$ -	
Construction Contingency 15%	$ 411,753	$ 257,870	$ 598,088	$ 192,043	$ 271,830	$ 633,682	$ 2,365,266	$ 283,140	$ 583,115	$ 866,255	
TOTAL REIMBURSABLE CONSTRUCTION COST	$ 3,431,278	$ 2,148,918	$ 4,984,066	$ 1,600,358	$ 2,250,714	$ 5,204,181	$ 19,619,514	$ 2,170,740	$ 4,470,551	$ 6,641,291	$ 26,260,805
Right Of Way Acquisition Cost	$ -	$ -	$ -	$ -	$ 411,000	$ -	$ 411,000	$ -	$ -	$ -	
TOTAL REIMBURSABLE PROPERTY ACQUISITION COST	$ -	$ -	$ -	$ -	$ 411,000	$ -	$ 411,000	$ -	$ -	$ -	$ 411,000
Engineering/Surveying Fees 10%	$ 343,128	$ 214,892	$ 498,407	$ 160,036	$ 225,071	$ 520,418	$ 1,961,951	$ 217,074	$ 447,055	$ 664,129	
Project Management 4%	$ 137,251	$ 85,957	$ 199,363	$ 64,014	$ 90,029	$ 208,167	$ 784,781	$ 86,830	$ 178,822	$ 265,652	
Professional Services (Initial/Ongoing 4%)	$ 225,000	$ 85,957	$ 199,363	$ 64,014	$ 106,469	$ 208,167	$ 888,969	$ 86,830	$ 178,822	$ 265,652	
TOTAL REIMBURSABLE PROFESSIONAL SERVICES COST	$ 705,379	$ 386,805	$ 897,132	$ 288,064	$ 421,569	$ 936,753	$ 3,635,701	$ 390,733	$ 804,699	$ 1,195,432	$ 4,831,134
TIF Administration Cost (Initial)	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ -	$ -	
TIF Administration Cost (Ongoing)	$ -	$ -	$ -	$ -	$ -	$ -	$ -				
TOTAL REIMBURSABLE ADMINISTRATIVE COST	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ 150,000	$ -	$ -	$ -	$ 150,000
TOTAL REIMBURSABLE COST	$ 4,286,656	$ 2,535,723	$ 5,881,198	$ 1,888,422	$ 3,083,282	$ 6,140,934	$ 23,816,215				
REIMBURSABLE COST AT 3% INFLATION	$ 4,415,256	$ 2,611,794	$ 6,426,544	$ 2,125,435	$ 3,574,369	$ 8,012,526	$ 27,165,925				
REIMBURSABLE INTEREST COST	$ 2,414,541	$ 2,955,262	$ 8,957,104	$ 3,890,900	$ 7,179,043	$ 13,549,024	$ 38,945,874				
REIMBURSABLE FINANCING COST	$ 132,458	$ 78,354	$ 96,398	$ 31,882	$ 53,616	$ 120,188	$ 512,896				
TOTAL REIMBURSABLE COST(INFLATION/INTERST/FINANCING)	$ 6,962,255	$ 5,645,410	$ 15,480,046	$ 6,048,217	$ 10,807,028	$ 21,681,738	$ 66,624,695				
NON REIMBURSABLE COST											
Grading/Compaction Of Fills*	$ 1,304,300	$ 2,303,558	$ 3,543,942	$ -	$ -	$ 2,786,000	$ 9,937,800	$ -	$ -	$ -	$ 9,937,800
Land Cost (Current $5,663/ac) inflated to development date	$ 754,903	$ 643,643	$ 896,191	$ 442,785	$ 177,007	$ 1,381,153	$ 4,295,682	$ 237,411	$ 1,223,285	$ 1,460,696	$ 5,756,378
TOTAL NON REIMBURSABLE COST	$ 2,059,203	$ 2,947,201	$ 4,440,133	$ 442,785	$ 177,007	$ 4,167,153	$ 14,233,482	$ 2,798,884	$ 6,498,536	$ 9,297,420	$ 23,530,902
TOTAL NON REIMBURSABLE COST AT 3% INFLATION	$ 2,120,979	$ 3,035,617	$ 4,851,853	$ 498,358	$ 205,200	$ 5,437,189	$ 16,149,197	$ 3,150,169	$ 7,314,159	$ 10,464,328	$ 26,613,525
TOTAL NON REIMBURSABLE PROJECT COST	$ 2,120,979	$ 3,035,617	$ 4,851,853	$ 498,358	$ 205,200	$ 5,437,189	$ 16,149,197	$ 3,150,169	$ 7,314,159	$ 10,464,328	$ 26,613,525
GRAND TOTAL PROJECT COST	$ 9,083,234	$ 8,681,027	$ 20,331,899	$ 6,546,576	$ 11,012,228	$ 27,118,927	$ 82,773,891	$ 3,150,169	$ 7,314,159	$ 10,464,328	$ 93,238,219

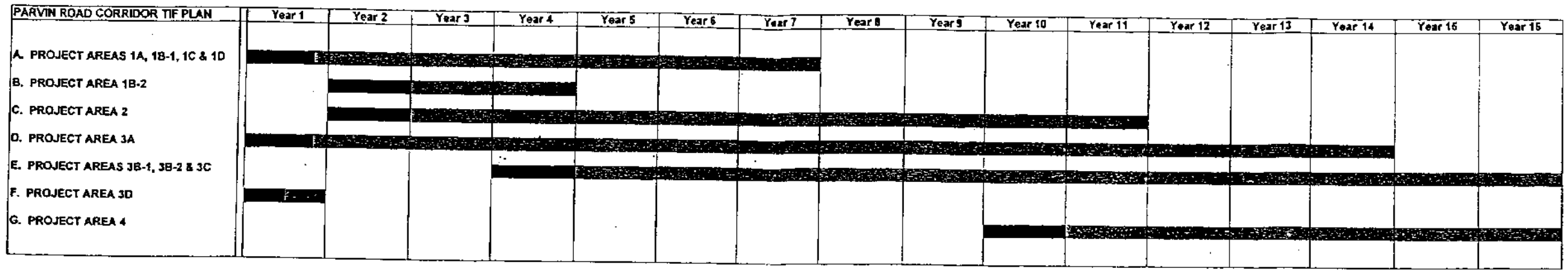
1. *Indicates Non Reimbursable TIF Cost

Construction Cost Sept 14 2000 rev2
PARVIN ROAD CORRIDOR TIF
John F. Lutjen & Associates, Inc.

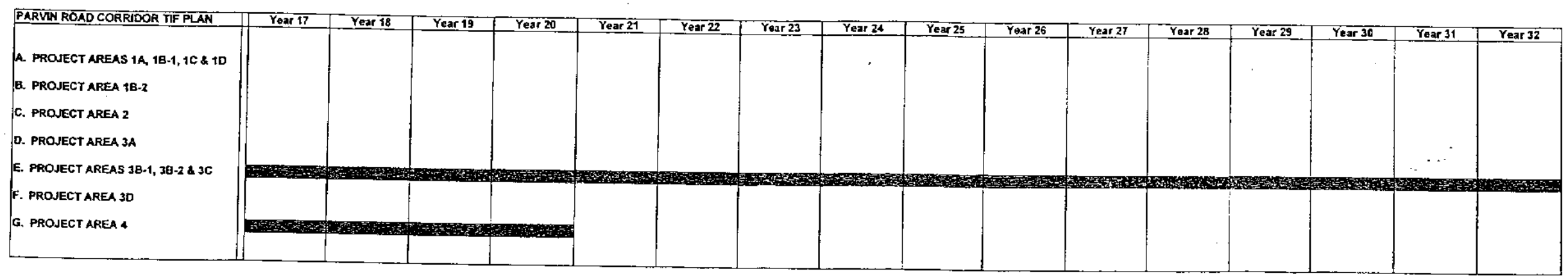
Exhibit 6

Estimated Redevelopment Schedule

PARVIN ROAD CORRIDOR TIF PLAN
DEVELOPMENT SCHEDULE



PARVIN ROAD CORRIDOR TIF PLAN
DEVELOPMENT SCHEDULE



DEVELOPMENT

ABSORPTION

Exhibit 7

Sources and Uses of Funds

Exhibit 7

Sources and Uses of Funds

A. SOURCE OF FUNDS FOR ALL
ESTIMATED REDEVELOPMENT PROJECT COSTS

1. Estimated Amount of Reimbursable Costs from PILOTS and Operation and Activity Taxes within proposed Redevelopment Project Areas	$ 67,050,695
2. Estimated Private Investment and other Sources within proposed Redevelopment Project Areas	$ 26,613,525
TOTAL	**$93,664,220**

B. BONDS

The total estimated amount of PILOTS and Economic Activity Taxes over twenty-three years available to reimburse project costs under the Act is approximately $135,104,089. The Commission may dedicate part or all of this amount to help support the issuance of bonds to defray the cost of the projects.

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Exhibit 8

Estimated Annual Increases in Assessed Value and Resulting Payments in Lieu of Taxes and Projected Economic Activity Taxes

EXHIBIT N-1
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW & EXISTING DEVELOPMENT

	NEW DEVELOPMENT			EXISTING DEVELOPMENT			TOTAL	TOTAL	TOTAL
YEAR	PILOTs	EATs	TOTAL	PILOTs	EATs	TOTAL	PILOTs	EATs	TIF REVENUES
1	$ 268,159	$ 48,157	$ 316,315	$ 39,219	$ 59,339	$ 98,558	$ 307,378	$ 107,495	$ 414,873
2	514,451	88,765	603,215	39,219	75,685	114,904	553,669	164,450	718,119
3	950,210	127,476	1,077,686	79,222	92,292	171,515	1,029,432	219,769	1,249,201
4	1,382,650	170,248	1,552,899	79,222	106,233	185,455	1,461,873	276,481	1,738,354
5	1,722,133	224,153	1,946,286	120,026	120,474	240,499	1,842,158	344,627	2,186,785
6	1,927,793	255,755	2,183,549	120,026	135,022	255,048	2,047,819	390,778	2,438,597
7	2,279,353	304,919	2,584,272	161,645	149,886	311,531	2,440,998	454,805	2,895,803
8	2,488,835	338,814	2,827,648	161,645	165,070	326,715	2,650,480	503,884	3,154,364
9	2,735,156	373,706	3,108,862	204,097	180,583	384,680	2,939,253	554,289	3,493,542
10	2,948,459	409,596	3,358,055	204,097	196,432	400,529	3,152,556	606,029	3,758,585
11	3,206,244	446,485	3,652,729	247,398	212,625	460,023	3,453,642	659,110	4,112,751
12	3,423,367	484,372	3,907,739	247,398	229,168	476,566	3,670,765	713,540	4,384,305
13	3,692,615	523,257	4,215,872	291,565	246,071	537,635	3,984,180	769,328	4,753,507
14	3,913,560	563,140	4,476,700	291,565	263,340	554,905	4,205,124	826,480	5,031,605
15	4,194,270	604,022	4,798,292	336,615	280,984	617,599	4,530,885	885,006	5,415,891
16	4,419,036	645,902	5,064,937	336,615	299,012	635,627	4,755,651	944,914	5,700,564
17	4,711,209	688,780	5,399,989	382,566	317,432	699,998	5,093,775	1,006,211	6,099,987
18	4,939,796	732,656	5,672,452	382,566	336,253	718,819	5,322,362	1,068,908	6,391,270
19	5,243,432	777,530	6,020,962	429,436	355,483	784,920	5,672,868	1,133,013	6,805,882
20	5,475,840	823,403	6,299,242	429,436	375,133	804,569	5,905,276	1,198,536	7,103,812
21	5,611,399	842,666	6,454,066	477,244	395,211	872,455	6,088,643	1,237,878	7,326,521
22	5,668,088	862,139	6,530,227	477,244	415,727	892,971	6,145,332	1,277,867	7,423,199
23	5,806,133	881,822	6,687,955	526,008	436,692	962,699	6,332,141	1,318,514	7,650,655
24	4,858,601	692,707	5,551,308	-	-	-	4,858,601	692,707	5,551,308
25	4,557,479	709,946	5,267,425	-	-	-	4,557,479	709,946	5,267,425
26	3,625,576	570,624	4,196,200	-	-	-	3,625,576	570,624	4,196,200
27	3,736,257	586,191	4,322,449	-	-	-	3,736,257	586,191	4,322,449
28	1,272,488	204,983	1,477,471	-	-	-	1,272,488	204,983	1,477,471
29	1,292,686	207,645	1,500,331	-	-	-	1,292,686	207,645	1,500,331
30	1,149,055	186,940	1,335,994	-	-	-	1,149,055	186,940	1,335,994
31	1,167,009	189,306	1,356,315	-	-	-	1,167,009	189,306	1,356,315
32	1,167,009	191,672	1,358,681	-	-	-	1,167,009	191,672	1,358,681
33	1,184,963	194,039	1,379,001	-	-	-	1,184,963	194,039	1,379,001
	$ 101,533,310	**$ 14,951,816**	**$ 116,485,126**	**$ 6,064,073**	**$ 5,444,147**	**$ 11,508,220**	**$ 107,597,383**	**$ 20,395,963**	**$ 127,993,346**
NPV									
9.5%	***$ 24,328,713***	***$ 3,478,588***	***$ 27,807,301***	***$ 1,681,137***	***$ 1,609,061***	***$ 3,290,198***	***$ 26,009,851***	***$ 5,087,648***	***$ 31,097,499***

EXHIBIT N-2

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE			UNDERGROUND			TOTAL	TOTAL	TOTAL
YEAR	PILOTs	EATs	TOTAL	PILOTs	EATs	TOTAL	PILOTs	EATs	TIF REVENUES
1	$ 268,159	$ 48,157	$ 316,315	$ -	$ -	$ -	$ 268,159	$ 48,157	$ 316,315
2	514,451	88,765	603,215	-	-	-	514,451	88,765	603,215
3	950,210	127,476	1,077,686	-	-	-	950,210	127,476	1,077,686
4	1,382,650	170,248	1,552,899	-	-	-	1,382,650	170,248	1,552,899
5	1,679,043	218,499	1,897,542	43,090	5,655	48,744	1,722,133	224,153	1,946,286
6	1,841,614	244,236	2,085,850	86,179	11,519	97,698	1,927,793	255,755	2,183,549
7	2,147,598	287,327	2,434,925	131,755	17,593	149,347	2,279,353	304,919	2,584,272
8	2,313,162	314,938	2,628,100	175,673	23,876	199,549	2,488,835	338,814	2,827,648
9	2,511,422	343,337	2,854,760	223,734	30,368	254,103	2,735,156	373,706	3,108,862
10	2,679,978	372,526	3,052,504	268,481	37,070	305,551	2,948,459	409,596	3,358,055
11	2,887,215	402,503	3,289,718	319,028	43,982	363,010	3,206,244	446,485	3,652,729
12	3,058,764	433,269	3,492,033	364,604	51,103	415,707	3,423,367	484,372	3,907,739
13	3,274,978	464,824	3,739,802	417,637	58,433	476,070	3,692,615	523,257	4,215,872
14	3,449,518	497,167	3,946,686	464,041	65,973	530,014	3,913,560	563,140	4,476,700
15	3,674,710	530,300	4,205,009	519,560	73,722	593,282	4,194,270	604,022	4,798,292
16	3,852,243	564,221	4,416,463	566,793	81,681	648,474	4,419,036	645,902	5,064,937
17	4,086,411	598,931	4,685,342	624,798	89,849	714,647	4,711,209	688,780	5,399,989
18	4,266,936	634,429	4,901,365	672,860	98,226	771,086	4,939,796	732,656	5,672,452
19	4,510,081	670,717	5,180,798	733,351	106,813	840,164	5,243,432	777,530	6,020,962
20	4,693,599	707,793	5,401,392	782,241	115,610	897,850	5,475,840	823,403	6,299,242
21	4,766,181	718,051	5,484,232	845,218	124,615	969,833	5,611,399	842,666	6,454,066
22	4,773,151	728,309	5,501,460	894,937	133,831	1,028,767	5,668,088	862,139	6,530,227
23	4,845,734	738,567	5,584,300	960,400	143,255	1,103,655	5,806,133	881,822	6,687,955
24	3,847,654	539,818	4,387,472	1,010,947	152,889	1,163,836	4,858,601	692,707	5,551,308
25	3,478,583	547,213	4,025,796	1,078,896	162,733	1,241,629	4,557,479	709,946	5,267,425
26	2,495,304	397,838	2,893,142	1,130,272	172,786	1,303,058	3,625,576	570,624	4,196,200
27	2,535,550	403,143	2,938,693	1,200,707	183,048	1,383,755	3,736,257	586,191	4,322,449
28	1,272,488	204,983	1,477,471	-	-	-	1,272,488	204,983	1,477,471
29	1,292,686	207,645	1,500,331	-	-	-	1,292,686	207,645	1,500,331
30	1,149,055	186,940	1,335,994	-	-	-	1,149,055	186,940	1,335,994
31	1,167,009	189,306	1,356,315	-	-	-	1,167,009	189,306	1,356,315
32	1,167,009	191,672	1,358,681	-	-	-	1,167,009	191,672	1,358,681
33	1,184,963	194,039	1,379,001	-	-	-	1,184,963	194,039	1,379,001
	$ 88,018,108	$ 12,967,186	$ 100,985,294	$ 13,515,202	$ 1,984,630	$ 15,499,832	$ 101,533,310	$ 14,951,816	$ 116,485,126
NPV									
9.5%	*$ 21,798,853*	*$ 3,114,187*	*$ 24,913,040*	*$ 2,529,860*	*$ 364,401*	*$ 2,894,261*	*$ 24,328,713*	*$ 3,478,588*	*$ 27,807,301*

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECTS 1A & 1B-1--Commercial							SURFACE--PROJECT 1B-2--Residential			TOTAL
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTs	TOTAL	PILOTs	EATs	TOTAL	
1	$ 8,297	$ 22,500	$ 1,500	$ 6,000	$ 38,297	$ 193,351	$ 231,647	$ -	$ -	$ -	$ 231,647
2	12,694	34,425	2,295	9,180	58,594	290,026	348,620	174,253	267	174,520	523,140
3	13,806	46,800	3,120	12,480	76,206	394,435	470,641	355,476	545	356,021	826,662
4	17,589	59,625	3,975	15,900	97,089	493,044	590,133	355,476	556	356,032	946,165
5	22,222	75,330	5,022	20,088	122,662	623,362	746,024	362,446	566	363,012	1,109,037
6	22,634	76,725	5,115	20,460	124,934	623,362	748,296	362,446	577	363,023	1,111,319
7	23,045	78,120	5,208	20,832	127,205	635,350	762,555	369,416	587	370,003	1,132,558
8	23,457	79,515	5,301	21,204	129,477	635,350	764,827	369,416	598	370,014	1,134,840
9	23,868	80,910	5,394	21,576	131,748	647,338	779,086	376,386	608	376,994	1,156,080
10	24,280	82,305	5,487	21,948	134,020	647,338	781,358	376,386	619	377,005	1,158,362
11	24,692	83,700	5,580	22,320	136,292	659,325	795,617	383,356	629	383,985	1,179,602
12	25,103	85,095	5,673	22,692	138,563	659,325	797,888	383,356	640	383,996	1,181,884
13	25,515	86,490	5,766	23,064	140,835	671,313	812,148	390,326	650	390,976	1,203,124
14	25,926	87,885	5,859	23,436	143,106	671,313	814,419	390,326	661	390,987	1,205,406
15	26,338	89,280	5,952	23,808	145,378	683,301	828,678	397,296	671	397,968	1,226,646
16	26,749	90,675	6,045	24,180	147,649	683,301	830,950	397,296	682	397,978	1,228,928
17	27,161	92,070	6,138	24,552	149,921	695,288	845,209	404,267	692	404,959	1,250,168
18	27,572	93,465	6,231	24,924	152,192	695,288	847,481	404,267	702	404,969	1,252,450
19	27,984	94,860	6,324	25,296	154,464	707,276	861,740	411,237	713	411,950	1,273,690
20	28,395	96,255	6,417	25,668	156,735	707,276	864,011	411,237	723	411,960	1,275,972
21	28,807	97,650	6,510	26,040	159,007	719,264	878,271	418,207	734	418,941	1,297,211
22	29,218	99,045	6,603	26,412	161,278	719,264	880,542	418,207	744	418,951	1,299,494
23	29,630	100,440	6,696	26,784	163,550	731,252	894,801	425,177	755	425,932	1,320,733
24	-	-	-	-	-	-	-	-	-	-	-
25	-	-	-	-	-	-	-	-	-	-	-
26	-	-	-	-	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-	-	-	-	-
28	-	-	-	-	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-	-	-	-	-
	$ 544,982	$ 1,833,165	$ 122,211	$ 488,844	$ 2,989,202	$ 14,185,742	$ 17,174,943	$ 8,336,256	$ 13,919	$ 8,350,175	$ 25,525,118
NPV											
9.5%	*$ 190,468*	*$ 633,340*	*$ 42,223*	*$ 168,891*	*$ 1,034,921*	*$ 5,026,305*	*$ 6,061,227*	*$ 2,968,430*	*$ 4,835*	*$ 2,973,266*	*$ 9,034,492*

EHIBIT N-2
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECTS 1C & 1D						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTS	TOTAL
1	$ 719	$ 7,109	$ 406	$ 1,625	$ 9,860	$ 74,808	$ 84,668
2	2,200	21,755	1,243	4,973	30,171	224,425	254,595
3	2,243	22,181	1,268	5,070	30,762	228,913	259,675
4	2,287	22,608	1,292	5,168	31,354	228,913	260,267
5	2,330	23,034	1,316	5,265	31,945	233,402	265,347
6	2,373	23,461	1,341	5,363	32,537	233,402	265,939
7	2,416	23,888	1,365	5,460	33,129	237,890	271,019
8	2,459	24,314	1,389	5,558	33,720	237,890	271,610
9	2,502	24,741	1,414	5,655	34,312	242,379	276,690
10	2,545	25,167	1,438	5,753	34,903	242,379	277,282
11	2,589	25,594	1,463	5,850	35,495	246,867	282,362
12	2,632	26,020	1,487	5,948	36,086	246,867	282,954
13	2,675	26,447	1,511	6,045	36,678	251,356	288,034
14	2,718	26,873	1,536	6,143	37,270	251,356	288,625
15	2,761	27,300	1,560	6,240	37,861	255,844	293,705
16	2,804	27,727	1,584	6,338	38,453	255,844	294,297
17	2,847	28,153	1,609	6,435	39,044	260,333	299,377
18	2,891	28,580	1,633	6,533	39,636	260,333	299,969
19	2,934	29,006	1,658	6,630	40,228	264,821	305,049
20	2,977	29,433	1,682	6,728	40,819	264,821	305,640
21	3,020	29,859	1,706	6,825	41,411	269,310	310,720
22	3,063	30,286	1,731	6,923	42,002	269,310	311,312
23	3,106	30,713	1,755	7,020	42,594	273,798	316,392
24	-	-	-	-	-	-	-
25	-	-	-	-	-	-	-
26	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-
28	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-
	$ 59,093	**$ 584,248**	**$ 33,386**	**$ 133,543**	**$ 810,269**	**$ 5,555,260**	**$ 6,365,529**
NPV							
9.5%	***$ 21,470***	***$ 212,275***	***$ 12,130***	***$ 48,520***	***$ 294,395***	***$ 2,073,463***	***$ 2,367,858***

EHIBIT N-2

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECT 2						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTs	TOTAL
1	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	-	-	-	-	-	-	-
3	1,496	14,788	845	3,380	20,508	152,609	173,117
4	3,049	30,144	1,723	6,890	41,805	305,218	347,023
5	3,883	38,391	2,194	8,775	53,242	389,003	442,245
6	4,746	46,922	2,681	10,725	65,074	466,803	531,877
7	5,637	55,738	3,185	12,740	77,300	555,077	632,377
8	6,558	64,838	3,705	14,820	89,920	634,374	724,294
9	7,507	74,222	4,241	16,965	102,935	727,136	830,071
10	8,485	83,891	4,794	19,175	116,344	807,929	924,273
11	9,146	90,431	5,168	20,670	125,415	872,264	997,679
12	9,299	91,938	5,254	21,015	127,505	872,264	999,770
13	9,451	93,446	5,340	21,359	129,596	888,123	1,017,719
14	9,604	94,953	5,426	21,704	131,686	888,123	1,019,809
15	9,756	96,460	5,512	22,048	133,776	903,983	1,037,759
16	9,909	97,967	5,598	22,393	135,866	903,983	1,039,849
17	10,061	99,474	5,684	22,737	137,957	919,842	1,057,799
18	10,214	100,982	5,770	23,082	140,047	919,842	1,059,889
19	10,366	102,489	5,857	23,426	142,137	935,701	1,077,839
20	10,518	103,996	5,943	23,771	144,228	935,701	1,079,929
21	10,671	105,503	6,029	24,115	146,318	951,561	1,097,879
22	10,823	107,010	6,115	24,460	148,408	951,561	1,099,969
23	10,976	108,518	6,201	24,804	150,498	967,420	1,117,918
24	11,128	110,025	6,287	25,149	152,589	967,420	1,120,009
25	11,281	111,532	6,373	25,493	154,679	983,280	1,137,958
26	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-
28	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-
	$ 194,564	**$ 1,923,655**	**$ 109,923**	**$ 439,693**	**$ 2,667,834**	**$ 17,899,218**	**$ 20,567,052**
NPV							
9.5%	***$ 52,851***	***$ 522,535***	***$ 29,859***	***$ 119,437***	***$ 724,681***	***$ 4,972,624***	***$ 5,697,305***

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECT 3A						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTs	TOTAL
1	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	777	7,678	439	1,755	10,648	77,801	88,449
6	1,582	15,641	894	3,575	21,691	155,601	177,292
7	2,416	23,888	1,365	5,460	33,129	237,890	271,019
8	3,279	32,419	1,853	7,410	44,960	317,187	362,147
9	4,171	41,234	2,356	9,425	57,186	403,964	461,151
10	5,091	50,334	2,876	11,505	69,807	484,757	554,564
11	6,040	59,719	3,413	13,650	82,821	576,023	658,845
12	7,018	69,388	3,965	15,860	96,231	658,313	754,543
13	8,025	79,341	4,534	18,135	110,034	754,067	864,101
14	9,060	89,578	5,119	20,475	124,232	837,852	962,084
15	10,124	100,100	5,720	22,880	138,824	938,095	1,076,920
16	11,217	110,906	6,338	25,350	153,811	1,023,377	1,177,188
17	12,339	121,997	6,971	27,885	169,192	1,128,108	1,297,300
18	12,911	127,656	7,295	29,179	177,041	1,162,819	1,339,860
19	13,104	129,561	7,404	29,614	179,683	1,182,868	1,362,551
20	13,297	131,467	7,512	30,050	182,325	1,182,868	1,365,193
21	13,490	133,372	7,621	30,485	184,968	1,202,916	1,387,884
22	13,682	135,277	7,730	30,921	187,610	1,202,916	1,390,527
23	13,875	137,183	7,839	31,356	190,253	1,222,965	1,413,218
24	14,068	139,088	7,948	31,792	192,895	1,222,965	1,415,860
25	14,260	140,993	8,057	32,227	195,537	1,243,014	1,438,551
26	14,453	142,898	8,166	32,663	198,180	1,243,014	1,441,193
27	14,646	144,804	8,275	33,098	200,822	1,263,062	1,463,884
28	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-
	$ 218,926	**$ 2,164,520**	**$ 123,687**	**$ 494,748**	**$ 3,001,880**	**$ 19,722,444**	**$ 22,724,325**
NPV 9.5%	***$ 43,934***	***$ 434,372***	***$ 24,821***	***$ 99,285***	***$ 602,412***	***$ 4,033,025***	***$ 4,635,437***

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECT 3D						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTs	TOTAL
1	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	1,208	11,944	683	2,730	16,564	118,945	135,509
8	1,230	12,157	695	2,779	16,860	118,945	135,805
9	1,251	12,370	707	2,828	17,156	121,189	138,345
10	1,273	12,584	719	2,876	17,452	121,189	138,641
11	1,294	12,797	731	2,925	17,747	123,434	141,181
12	1,316	13,010	743	2,974	18,043	123,434	141,477
13	1,337	13,223	756	3,023	18,339	125,678	144,017
14	1,359	13,437	768	3,071	18,635	125,678	144,313
15	1,381	13,650	780	3,120	18,931	127,922	146,853
16	1,402	13,863	792	3,169	19,226	127,922	147,148
17	1,424	14,077	804	3,218	19,522	130,166	149,689
18	1,445	14,290	817	3,266	19,818	130,166	149,984
19	1,467	14,503	829	3,315	20,114	132,411	152,524
20	1,488	14,716	841	3,364	20,410	132,411	152,820
21	1,510	14,930	853	3,413	20,705	134,655	155,360
22	1,532	15,143	865	3,461	21,001	134,655	155,656
23	1,553	15,356	878	3,510	21,297	136,899	158,196
24	1,575	15,570	890	3,559	21,593	136,899	158,492
25	1,596	15,783	902	3,608	21,889	139,143	161,032
26	1,618	15,996	914	3,656	22,184	139,143	161,328
27	1,639	16,209	926	3,705	22,480	141,388	163,868
28	1,661	16,423	938	3,754	22,776	141,388	164,163
29	1,683	16,636	951	3,803	23,072	143,632	166,703
30	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-
	$ 33,242	$ 328,666	$ 18,781	$ 75,124	$ 455,813	$ 3,007,291	$ 3,463,105
NPV							
9.5%	*$ 7,301*	*$ 72,184*	*$ 4,125*	*$ 16,499*	*$ 100,109*	*$ 677,072*	*$ 777,181*

EHIBIT N-2
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE--PROJECT 4						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTS	TOTAL
1	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-
11	345	3,413	195	780	4,733	32,916	37,648
12	1,228	12,143	694	2,776	16,840	115,205	132,045
13	2,140	21,158	1,209	4,836	29,342	201,085	230,427
14	3,080	30,457	1,740	6,962	42,239	284,870	327,109
15	4,050	40,040	2,288	9,152	55,530	375,238	430,768
16	5,048	49,908	2,852	11,408	69,215	460,520	529,735
17	6,075	60,060	3,432	13,728	83,295	555,376	638,671
18	7,708	76,213	4,355	17,420	105,696	694,220	799,916
19	9,779	96,688	5,525	22,100	134,092	882,737	1,016,829
20	11,908	117,731	6,728	26,910	163,276	1,059,285	1,222,561
21	12,080	119,438	6,825	27,300	165,643	1,077,239	1,242,881
22	12,253	121,144	6,923	27,690	168,009	1,077,239	1,245,248
23	12,425	122,850	7,020	28,080	170,375	1,095,193	1,265,568
24	12,598	124,556	7,118	28,470	172,742	1,095,193	1,267,934
25	12,771	126,263	7,215	28,860	175,108	1,113,147	1,288,255
26	12,943	127,969	7,313	29,250	177,474	1,113,147	1,290,621
27	13,116	129,675	7,410	29,640	179,841	1,131,101	1,310,941
28	13,288	131,381	7,508	30,030	182,207	1,131,101	1,313,308
29	13,461	133,088	7,605	30,420	184,573	1,149,055	1,333,628
30	13,633	134,794	7,703	30,810	186,940	1,149,055	1,335,994
31	13,806	136,500	7,800	31,200	189,306	1,167,009	1,356,315
32	13,979	138,206	7,898	31,590	191,672	1,167,009	1,358,681
33	14,151	139,913	7,995	31,980	194,039	1,184,963	1,379,001
	$ 221,865	**$ 2,193,583**	**$ 125,348**	**$ 501,391**	**$ 3,042,187**	**$ 19,311,897**	**$ 22,354,084**
NPV							
9.5%	***$ 26,085***	***$ 257,899***	***$ 14,737***	***$ 58,948***	***$ 357,669***	***$ 2,305,469***	***$ 2,663,137***

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	UNDERGROUND--PROJECTS 3B-1, 3B-2 & 3C						
YEAR	Sales	Earnings	Phone	Energy	TOTAL EATs	PILOTs	TOTAL
1	$ -	$ -	$ -	$ -	$ -	$ -	$ -
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	896	2,531	1,013	1,215	5,655	43,090	48,744
6	1,825	5,156	2,063	2,475	11,519	86,179	97,698
7	2,788	7,875	3,150	3,780	17,593	131,755	149,347
8	3,783	10,688	4,275	5,130	23,876	175,673	199,549
9	4,812	13,594	5,438	6,525	30,368	223,734	254,103
10	5,874	16,594	6,638	7,965	37,070	268,481	305,551
11	6,969	19,688	7,875	9,450	43,982	319,028	363,010
12	8,098	22,875	9,150	10,980	51,103	364,604	415,707
13	9,259	26,156	10,463	12,555	58,433	417,637	476,070
14	10,454	29,531	11,813	14,175	65,973	464,041	530,014
15	11,682	33,000	13,200	15,840	73,722	519,560	593,282
16	12,943	36,563	14,625	17,550	81,681	566,793	648,474
17	14,237	40,219	16,088	19,305	89,849	624,798	714,647
18	15,565	43,969	17,588	21,105	98,226	672,860	771,086
19	16,926	47,813	19,125	22,950	106,813	733,351	840,164
20	18,320	51,750	20,700	24,840	115,610	782,241	897,850
21	19,747	55,781	22,313	26,775	124,615	845,218	969,833
22	21,207	59,906	23,963	28,755	133,831	894,937	1,028,767
23	22,700	64,125	25,650	30,780	143,255	960,400	1,103,655
24	24,227	68,438	27,375	32,850	152,889	1,010,947	1,163,836
25	25,787	72,844	29,138	34,965	162,733	1,078,896	1,241,629
26	27,380	77,344	30,938	37,125	172,786	1,130,272	1,303,058
27	29,006	81,938	32,775	39,330	183,048	1,200,707	1,383,755
28	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-
	$ 314,485	**$ 888,375**	**$ 355,350**	**$ 426,420**	**$ 1,984,630**	**$ 13,515,202**	**$ 15,499,832**
NPV							
9.5%	***$ 57,743***	***$ 163,116***	***$ 65,246***	***$ 78,296***	***$ 364,401***	***$ 2,529,860***	***$ 2,894,261***

EHIBIT N-2
PARVIN ROAD CORRIDOR TIF PLAN

BUSINES DEVELOPMENT ASSUMPTIONS-NEW DEVELOPMENT

	SURFACE---ACRES to be BUILT-OUT (BY PROJECT AREA)								UNDERGROUND---LEASABLE SQ. FT.
YEAR	1A & 1B-1	1B-2	1C & 1D	2	3A	3D	4	Total	3B-1, 3B-2 & 3C
1	10	-	10	-	-	-	-	20	-
2	15	15	30	-	-	-	-	60	-
3	20	30	30	20	-	-	-	100	-
4	25	30	30	40	-	-	-	125	-
5	31	30	30	50	10	-	-	151	150,000
6	31	30	30	60	20	-	-	171	300,000
7	31	30	30	70	30	15	-	206	450,000
8	31	30	30	80	40	15	-	226	600,000
9	31	30	30	90	50	15	-	246	750,000
10	31	30	30	100	60	15	-	266	900,000
11	31	30	30	106	70	15	4	286	1,050,000
12	31	30	30	106	80	15	14	306	1,200,000
13	31	30	30	106	90	15	24	326	1,350,000
14	31	30	30	106	100	15	34	346	1,500,000
15	31	30	30	106	110	15	44	366	1,650,000
16	31	30	30	106	120	15	54	386	1,800,000
17	31	30	30	106	130	15	64	406	1,950,000
18	31	30	30	106	134	15	80	426	2,100,000
19	31	30	30	106	134	15	100	446	2,250,000
20	31	30	30	106	134	15	120	466	2,400,000
21	31	30	30	106	134	15	120	466	2,550,000
22	31	30	30	106	134	15	120	466	2,700,000
23	31	30	30	106	134	15	120	466	2,850,000
24	31	30	30	106	134	15	120	466	3,000,000
25	31	30	30	106	134	15	120	466	3,150,000
26	31	30	30	106	134	15	120	466	3,300,000
27	31	30	30	106	134	15	120	466	3,450,000
28	31	30	30	106	134	15	120	466	3,600,000
29	31	30	30	106	134	15	120	466	3,750,000
30	31	30	30	106	134	15	120	466	3,900,000
31	31	30	30	106	134	15	120	466	3,900,000
32	31	30	30	106	134	15	120	466	3,900,000
33	31	30	30	106	134	15	120	466	3,900,000

PARVIN ROAD CORRIDOR TIF PLAN

BUSINESS DEVELOPMENT ASSUMPTIONS-NEW DEVELOPMENT

	SURFACE PROJECT AREAS							UNDERGROUND
	1A & 1B-1	1B-2	1C & 1D	2	3A	3D	4	3B, 3B-2 & 3C
Leasable Sq. Ft. per Acre	12,000	n/a	6,500	6,500	6,500	6,500	6,500	n/a
Real Prop.-FMV-per S. F.	$ 70.00	n/a	$ 50.00	$ 50.00	$ 50.00	$ 50.00	$ 50.00	$ 12.00
Pers.Prop.-FMV-per S. F.	$ 13.00	n/a	$ 13.00	$ 13.00	$ 13.00	$ 13.00	$ 13.00	$ 13.00
Gross Sales per S. F.	$ 5.00	n/a	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 1.00
Sales Growth/Inflation Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Employees per 1000 S. F.	2.5	n/a	1.75	1.75	1.75	1.75	1.75	0.25
Avrg. Annual Salary	$ 15,000	15,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Salary Growth/Inflation Rate	2%	2%	2%	2%	2%	2%	2%	2%
Phone Expense per S.F.	0.25	n/a	0.25	0.25	0.25	0.25	0.25	0.25
Phone Growth/Inflation Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Energy Expense per S. F.	$ 1.00	n/a	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 0.30
Energy Exp. Growth/Infl. Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Residential Units per Acre	n/a	10.0	n/a	n/a	n/a	n/a	n/a	n/a
Employees per Acre	n/a	0.233	n/a	n/a	n/a	n/a	n/a	n/a
Real Prop.-FMV-per Unit	n/a	$ 85,000	n/a	n/a	n/a	n/a	n/a	n/a
Pers.Prop.-FMV-per Unit.	n/a	$ 10,000	n/a	n/a	n/a	n/a	n/a	n/a

PARVIN ROAD CORRIDOR TIF PLAN

TAX RATE ASSUMPTIONS

Ad Valorem Levy Rates Subject to TIF		
Taxing District	*Rate*	*% Share*
City General	1.3200%	18.35%
Handicap	0.1200%	1.67%
Junior College	0.2300%	3.20%
Library	0.3300%	4.59%
Mental Health	0.0900%	1.25%
School District (NKC)	4.4031%	61.21%
Health	0.1000%	1.39%
County (Debt)	0.6000%	8.34%
Total	**7.1931%**	**100.00%**

Ad Valorem Levy Rates NOT Subject to TIF		
Tax	*Rate*	*% Share*
Blind Pension	0.030%	1.852%
Replacement Tax	1.590%	98.148%
	1.620%	**100.000%**

Replacement Tax % Share Per Taxing District	
City General	0.022312%
Handicap	0.020057%
Junior College	0.043886%
Library	0.059668%
Mental Health	0.021207%
School District	0.437324%
Health	0.021207%
County General	0.002103%
County Road & Bridge	0.073777%
Blind Pension	0.006334%

Personal Property Levy Rates		
Taxing District	*Rate*	*% Share*
City General	1.320%	18.27%
Handicap	0.120%	1.66%
Junior College	0.230%	3.18%
Library	0.330%	4.57%
Mental Health	0.090%	1.25%
School District (NKC)	4.403%	60.96%
Health	0.100%	1.38%
County (Debt)	0.600%	8.31%
Blind Pension	0.030%	0.42%
Total	**7.223%**	**100.00%**

Personal Property Depreciation	
Year 1	n/a
Year 2	100%
Year 3	90%
Year 4	80%
Year 5	70%
Year 6	60%
Year 7	50%
Year 8	40%
Year 9	30%
Year 10	30%
Year 11	30%

Ad Valorem Assessment Ratio	
Commercial Property	32%
Residential Property	19%
Annual Growth/Inflation Rate	
with reassessment in odd years	1%

GENERAL SALES TAX*		
Taxing District	*Rate*	*% Share*
City		
General	1.0000%	45.20%
Transportation**	0.4625%	20.90%
County	0.0000%	0.00%
General	0.6250%	28.25%
Law Enforcement	0.1250%	5.65%
	2.2125%	**100.00%**

**50% is subject to TIF*
***Effective rate eliminating ATA share*

OTHER CITY ECONOMIC ACTIVITY TAXES*	
Type of Tax	*Rate*
Food & Beverage	1.75%
Earnings Tax	1.00%
Utilities Tax	10.00%

**50% is subject to TIF*

Economic Activity Tax not Subject to TIF	
Bi-State (applies to sales)	0.125%
Hotel/Motel Tax	6.500%

Projection of TIF Revenues-Existing Development

	Sales Taxes			Utility Taxes			Earnings Taxes			Total	Total	TOTAL
Year	Total	Base Year	EATs	Total	Base Year	EATs	Total	Base Year	EATs	EATs	PILOTs	EATs & PILOTs
1	$ 280,922	$ 216,011	$ 32,456	$ 628,964	$ 591,308	$ 18,828	$ 344,535	$ 328,425	$ 8,055	$ 59,339	$ 39,219	$ 98,558
2	293,041	216,011	38,515	642,588	591,308	25,640	351,484	328,425	11,529	75,685	39,219	114,904
3	305,327	216,011	44,658	656,458	591,308	32,575	358,543	328,425	15,059	92,292	79,222	171,515
4	312,669	216,011	48,329	669,794	591,308	39,243	365,745	328,425	18,660	106,233	79,222	185,455
5	320,195	216,011	52,092	683,404	591,308	46,048	373,092	328,425	22,334	120,474	120,026	240,499
6	327,909	216,011	55,949	697,292	591,308	52,992	380,587	328,425	26,081	135,022	120,026	255,048
7	335,817	216,011	59,903	711,465	591,308	60,078	388,233	328,425	29,904	149,886	161,645	311,531
8	343,924	216,011	63,957	725,927	591,308	67,310	396,032	328,425	33,804	165,070	161,645	326,715
9	352,235	216,011	68,112	740,687	591,308	74,689	403,989	328,425	37,782	180,583	204,097	384,680
10	360,755	216,011	72,372	755,748	591,308	82,220	412,105	328,425	41,840	196,432	204,097	400,529
11	369,489	216,011	76,739	771,118	591,308	89,905	420,386	328,425	45,980	212,625	247,398	460,023
12	378,444	216,011	81,217	786,803	591,308	97,748	428,833	328,425	50,204	229,168	247,398	476,566
13	387,625	216,011	85,807	802,810	591,308	105,751	437,450	328,425	54,512	246,071	291,565	537,635
14	397,038	216,011	90,514	819,145	591,308	113,919	446,240	328,425	58,908	263,340	291,565	554,905
15	406,689	216,011	95,339	835,815	591,308	122,254	455,208	328,425	63,392	280,984	336,615	617,599
16	416,584	216,011	100,287	852,827	591,308	130,760	464,356	328,425	67,966	299,012	336,615	635,627
17	426,730	216,011	105,360	870,188	591,308	139,440	473,689	328,425	72,632	317,432	382,566	699,998
18	437,133	216,011	110,561	887,906	591,308	148,299	483,210	328,425	77,392	336,253	382,566	718,819
19	447,801	216,011	115,895	905,987	591,308	157,340	492,922	328,425	82,249	355,483	429,436	784,920
20	458,739	216,011	121,364	924,440	591,308	166,566	502,830	328,425	87,203	375,133	429,436	804,569
21	469,956	216,011	126,973	943,272	591,308	175,982	512,938	328,425	92,257	395,211	477,244	872,455
22	481,458	216,011	132,724	962,490	591,308	185,591	523,250	328,425	97,412	415,727	477,244	892,971
23	493,254	216,011	138,622	982,104	591,308	195,398	533,769	328,425	102,672	436,692	526,008	962,699
24	505,350	216,011	-	1,002,121	591,308	-	544,501	328,425	-	-	-	-
25	517,755	216,011	-	1,022,549	591,308	-	555,448	328,425	-	-	-	-
26	530,478	216,011	-	1,043,397	591,308	-	566,617	328,425	-	-	-	-
27	543,526	216,011	-	1,064,675	591,308	-	578,010	328,425	-	-	-	-
28	556,907	216,011	-	1,086,390	591,308	-	589,633	328,425	-	-	-	-
29	570,632	216,011	-	1,108,552	591,308	-	601,491	328,425	-	-	-	-
30	584,709	216,011	-	1,131,170	591,308	-	613,588	328,425	-	-	-	-
31	599,148	216,011	-	1,154,255	591,308	-	625,928	328,425	-	-	-	-
32	613,957	216,011	-	1,177,814	591,308	-	638,518	328,425	-	-	-	-
33	629,148	216,011	-	1,201,860	591,308	-	651,361	328,425	-	-	-	-
	$ 14,455,345	$ 7,128,349	$ 1,917,745	$ 29,250,016	$ 19,513,160	$ 2,328,578	$ 15,914,523	$ 10,838,025	$ 1,197,826	$ 5,444,147	$ 6,064,073	$ 11,508,220
NPV 9.5%			*$ 610,847*			*$ 663,237*			*$ 334,977*	*$ 1,609,061*	*$ 1,681,137*	*$ 3,290,198*

Development Assumptions - Existing Development

HOTEL DEVELOPMENT			
Hotel Franchise	Country Inn & Suites	Crossland Econ. Studios	Comfort Inn
No. of Rooms	86	133	86
Avg. Room Rate			
1999	$ 57.00	$ 33.00	$ 57.00
2000	$ 60.00	$ 35.00	$ 60.00
2001	$ 63.00	$ 36.75	$ 63.00
2002	$ 65.50	$ 38.25	$ 65.50
2003	$ 68.00	$ 39.75	$ 68.00
2004+ (Inflation Rate)	3%	3%	3%
Occupancy Rates			
1999	50%	50%	50%
2000	58%	58%	58%
2001	60%	60%	60%
2002	63%	63%	63%
2003	66%	66%	66%
2004+	68%	68%	68%
Energy Expense (% of Sales)	3.5%	3.5%	3.5%

210 Truck Plaza	
1999 Sales (half year)	$ 1,000,000
Growth/Inflation	
2000	10%
2001	7%
2002	5%
2003	4%
2004+	3%
Energy Expense (% of Sales)	5%

Retail/Hotel Employment	
No. Employed	20
Avg. Salary	$ 13,000
Growth/Inflation	
2000	6%
2001	5%
2002	4%
2003+	3%

Industrial (1999-Half Year)	Gelco	J.B. Hunt
Square Feet	45,500	65,000
Sales Per Square Foot	$ -	$ 5.00
Sales Growth/Infl. Rate	2%	2%
Energy Expense Per Square Foot	$ 1.00	$ 1.00
Energy Growth/Infl. Rate	2%	2%
No. of Employees	10	12
Avg. Salary	$ 25,000	$ 25,000
Salary Growth/Infl. Rate	2%	2%

OTHER SURFACE COMMERCIAL/INDUSTRIAL DEVELOPMENT (Full Year) Based on 1999 Numbers	
Total Leaseable Square Feet	4,800,000
Gross Sales per S. F.	$ 0.25
Sales Growth/Inflation Rate	2%
Employees per 1000 S. F.	0.25
Avrg. Annual Salary	$ 15,000
Salary Growth/Inflation Rate	2%
Energy Expense per S. F.	$ 1.00
Energy Exp. Growth/Infl. Rate	2%

UNDERGROUND DEVELOPMENT (Full Year) Based on 1999 Numbers	
Total Leaseable Square Feet	3,850,000
Gross Sales per S. F.	$ 0.05
Sales Growth/Inflation Rate	2%
Employees per 1000 S. F.	0.25
Avrg. Annual Salary	$ 15,000
Salary Growth/Inflation Rate	2%
Energy Expense per S. F.	$ 0.25
Energy Exp. Growth/Infl. Rate	2%

Existing Development
TAX RATE ASSUMPTIONS

Ad Valorem Levy Rates Subject to TIF		
Taxing District	*Rate*	*% Share*
City General	1.3200%	18.351%
Handicap	0.1200%	1.668%
Junior College	0.2300%	3.198%
Library	0.3300%	4.588%
Mental Health	0.0900%	1.251%
School District (NKC)	4.4031%	61.213%
Health	0.1000%	1.390%
County (Debt)	0.6000%	8.341%
Total	7.1931%	100.000%

Ad Valorem Levy Rates NOT Subject to TIF		
Tax	*Rate*	*% Share*
Blind Pension	0.030%	1.852%
Replacement Tax	1.590%	98.148%
	1.620%	100.000%

Replacement Tax % Share Per Taxing District	
City General	0.022312%
Handicap	0.020057%
Junior College	0.043886%
Library	0.059668%
Mental Health	0.021207%
School District	0.437324%
Health	0.021207%
County General	0.002103%
County Road & Bridge	0.073777%
Blind Pension	0.006334%

Personal Property Levy Rates		
Taxing District	*Rate*	*% Share*
City General	1.320%	18.275%
Handicap	0.120%	1.661%
Junior College	0.230%	3.184%
Library	0.330%	4.569%
Mental Health	0.090%	1.246%
School District (NKC)	4.403%	60.959%
Health	0.100%	1.384%
County (Debt)	0.600%	8.307%
Blind Pension	0.030%	0.415%
Total	7.223%	100.000%

Personal Property Depreciation	
Year 1	n/a
Year 2	100%
Year 3	90%
Year 4	80%
Year 5	70%
Year 6	60%
Year 7	50%
Year 8	40%
Year 9	30%
Year 10	30%
Year 11	30%

Ad Valorem Assessment Ratio	
Commercial Property	32%
Residential Property	19%
Annual Growth/Inflation Rate with reassessment in odd years	1%

1999 Assessed Value of Existing Development	
$	27,261,495

*GENERAL SALES TAX**		
Taxing District	*Rate*	*% Share*
City		
General	1.0000%	45.20%
Transportation**	0.4625%	20.90%
County		
General	0.6250%	28.25%
Law Enforcement	0.1250%	5.65%
	2.2125%	100.00%

*50% is subject to TIF

**Effective rate eliminating ATA share

OTHER CITY ECONOMIC ACTIVITY TAXES*	
Type of Tax	*Rate*
Food & Beverage	1.75%
Earnings Tax	1.00%
Utilities Tax	10.00%

*50% is subject to TIF

Economic Activity Tax not Subject to TIF	
Bi-State (applies to sales)	0.125%
Hotel/Motel Tax	6.500%

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	SURFACE			UNDERGROUND			EXISTING DEVELOPMENT			TOTAL	TOTAL	
YEAR	REAL & PERS PROPERTY	ECONOMIC ACTIVITY	TOTAL	REAL & PERS PROPERTY	ECONOMIC ACTIVITY	TOTAL	REAL PROPERTY	ECONOMIC ACTIVITY	TOTAL	REAL & PERS PROPERTY	ECONOMIC ACTIVITY	TOTAL
1	$ 117,720	$ 60,117	$ 177,836	$ -	$ -	$ -	$ 8,833	$ 64,151	$ 72,984	$ 117,720	$ 124,268	$ 241,988
2	307,063	123,928	430,991	-	-	-	8,833	83,212	92,045	307,063	207,141	514,203
3	455,291	186,354	641,645	-	-	-	17,842	100,302	118,144	455,291	286,655	741,947
4	555,764	254,023	809,787	-	-	-	17,842	114,756	132,598	555,764	368,780	924,543
5	643,398	328,149	971,547	56,185	12,609	68,794	27,032	129,518	156,550	699,583	470,276	1,169,859
6	671,849	380,167	1,052,016	103,074	25,685	128,759	27,032	144,315	171,347	774,923	550,167	1,325,090
7	910,151	468,937	1,379,089	141,227	39,229	180,455	36,405	159,433	195,838	1,051,378	667,599	1,718,977
8	928,198	524,923	1,453,121	169,710	53,239	222,949	36,405	174,880	211,285	1,097,908	753,042	1,850,950
9	948,691	582,579	1,531,270	189,830	67,716	257,546	45,966	190,663	236,629	1,138,522	840,958	1,979,479
10	999,639	641,905	1,641,544	311,462	82,660	394,122	45,966	206,789	252,755	1,311,100	931,355	2,242,455
11	1,213,688	702,903	1,916,590	332,142	98,071	430,213	55,718	223,267	278,984	1,545,829	1,024,241	2,570,070
12	1,216,969	765,570	1,982,539	342,406	113,950	456,356	55,718	240,103	295,821	1,559,375	1,119,623	2,678,998
13	1,225,393	829,909	2,055,301	345,054	130,295	475,349	65,665	257,307	322,972	1,570,447	1,217,510	2,787,957
14	1,293,801	895,918	2,189,719	522,835	147,107	669,942	65,665	274,886	340,551	1,816,636	1,317,911	3,134,547
15	1,453,294	963,597	2,416,892	526,043	164,386	690,429	75,811	292,849	368,660	1,979,337	1,420,832	3,400,170
16	1,441,810	1,032,947	2,474,758	518,088	182,132	700,221	75,811	311,204	387,015	1,959,899	1,526,284	3,486,183
17	1,512,877	1,103,968	2,616,845	503,264	200,346	703,609	86,160	329,961	416,121	2,016,140	1,634,275	3,650,415
18	1,595,121	1,176,659	2,771,780	737,195	219,026	956,221	86,160	349,128	435,288	2,332,315	1,744,813	4,077,129
19	1,770,092	1,251,021	3,021,113	722,930	238,173	961,103	96,716	368,715	465,431	2,493,022	1,857,909	4,350,931
20	1,791,965	1,327,054	3,119,019	696,756	257,787	954,544	96,716	388,731	485,447	2,488,721	1,973,572	4,462,293
21	1,738,234	1,346,286	3,084,520	664,459	277,869	942,328	107,483	409,186	516,669	2,402,693	2,033,341	4,436,033
22	1,757,468	1,365,519	3,122,987	954,540	298,417	1,252,957	107,483	430,089	537,572	2,712,009	2,094,025	4,806,034
23	1,916,523	1,384,752	3,301,274	922,803	319,432	1,242,235	118,465	451,452	569,917	2,839,326	2,155,636	4,994,961
24	1,844,874	1,524,333	3,369,208	878,410	340,915	1,219,325	118,465	931,398	1,049,863	2,723,285	2,796,646	5,519,930
25	1,762,539	1,682,855	3,445,394	828,641	362,864	1,191,504	129,667	975,600	1,105,268	2,591,180	3,021,319	5,612,499
26	1,770,247	2,033,425	3,803,672	1,174,872	385,280	1,560,152	129,667	1,020,773	1,150,440	2,945,119	3,439,478	6,384,597
27	2,004,013	2,060,538	4,064,551	1,125,662	408,163	1,533,826	141,093	1,066,937	1,208,030	3,129,676	3,535,638	6,665,313
28	1,903,762	2,513,127	4,416,889	1,063,050	852,286	1,915,336	141,093	1,114,115	1,255,209	2,966,812	4,479,529	7,446,341
29	1,876,988	2,545,765	4,422,753	995,808	899,328	1,895,136	152,748	1,162,331	1,315,079	2,872,796	4,607,424	7,480,220
30	1,829,134	2,627,268	4,456,402	1,398,190	947,292	2,345,481	152,748	1,211,608	1,364,356	3,227,324	4,786,168	8,013,492
31	1,965,134	2,660,525	4,625,659	1,282,192	959,283	2,241,475	164,636	1,261,969	1,426,605	3,247,326	4,881,777	8,129,103
32	1,939,595	2,693,781	4,633,376	1,161,342	971,274	2,132,616	164,636	1,313,441	1,478,076	3,100,937	4,978,496	8,079,433
33	1,857,260	2,727,038	4,584,298	1,045,345	983,265	2,028,610	176,761	1,366,047	1,542,808	2,902,605	5,076,350	7,978,955
	$ 45,218,543	$ 40,765,841	$ 85,984,384	$ 19,713,516	$ 10,038,079	$ 29,751,596	$ 2,837,240	$ 17,119,116	$ 19,956,357	$ 64,932,059	$ 67,923,036	$ 132,855,096

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL REPLACEMENT TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECTS	EXISTING DEV	TOTAL
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		
1	$ 42,739	$ 16,536	$ -	$ -	$ -	$ -	$ 59,275	$ -	$ 8,669	$ 67,944
2	102,627	49,608	-	-	-	-	152,235	-	8,669	160,904
3	165,764	50,600	33,733	-	-	-	250,098	-	17,512	267,609
4	187,561	50,600	67,467	-	-	-	305,628	-	17,512	323,140
5	217,908	51,592	85,987	17,197	-	-	372,685	9,525	26,531	408,741
6	217,908	51,592	103,185	34,395	-	-	407,080	19,049	26,531	452,660
7	222,099	52,584	122,697	52,584	26,292	-	476,257	29,124	35,731	541,112
8	222,099	52,584	140,225	70,113	26,292	-	511,313	38,832	35,731	585,876
9	226,289	53,577	160,730	89,294	26,788	-	556,678	49,455	45,115	651,248
10	226,289	53,577	178,589	107,153	26,788	-	592,396	59,346	45,115	696,857
11	230,480	54,569	192,810	127,327	27,284	7,276	639,746	70,520	54,686	764,951
12	230,480	54,569	192,810	145,517	27,284	25,465	676,125	80,594	54,686	811,405
13	234,670	55,561	196,315	166,683	27,780	44,449	725,459	92,317	64,449	882,224
14	234,670	55,561	196,315	185,203	27,780	62,969	762,499	102,574	64,449	929,522
15	238,861	56,553	199,821	207,361	28,277	82,945	813,818	114,846	74,407	1,003,071
16	238,861	56,553	199,821	226,212	28,277	101,796	851,520	125,287	74,407	1,051,214
17	243,051	57,545	203,327	249,363	28,773	122,763	904,822	138,109	84,564	1,127,495
18	243,051	57,545	203,327	257,036	28,773	153,454	943,186	148,732	84,564	1,176,482
19	247,242	58,537	206,832	261,467	29,269	195,125	998,472	162,104	94,925	1,255,501
20	247,242	58,537	206,832	261,467	29,269	234,150	1,037,497	172,911	94,925	1,305,333
21	251,432	59,530	210,338	265,899	29,765	238,118	1,055,082	186,831	105,492	1,347,406
22	251,432	59,530	210,338	265,899	29,765	238,118	1,055,082	197,821	105,492	1,358,396
23	255,623	60,522	213,844	270,331	30,261	242,087	1,072,667	212,292	116,271	1,401,230
24	255,623	60,522	213,844	270,331	30,261	242,087	1,072,667	223,465	116,271	1,412,403
25	259,814	61,514	217,349	274,762	30,757	246,056	1,090,251	238,485	127,266	1,456,002
26	259,814	61,514	217,349	274,762	30,757	246,056	1,090,251	249,841	127,266	1,467,359
27	264,004	62,506	220,855	279,194	31,253	250,024	1,107,836	265,410	138,481	1,511,727
28	264,004	62,506	220,855	279,194	31,253	250,024	1,107,836	276,950	138,481	1,523,267
29	268,195	63,498	224,360	283,625	31,749	253,993	1,125,421	293,069	149,919	1,568,409
30	268,195	63,498	224,360	283,625	31,749	253,993	1,125,421	304,792	149,919	1,580,132
31	272,385	64,490	227,866	288,057	32,245	257,962	1,143,006	309,554	161,587	1,614,146
32	272,385	64,490	227,866	288,057	32,245	257,962	1,143,006	309,554	161,587	1,614,146
33	276,576	65,483	231,372	292,489	32,741	261,930	1,160,590	314,316	173,488	1,648,394
	$ 7,639,372	$ 1,857,985	$ 5,751,419	$ 6,074,599	$ 793,728	$ 4,268,801	$ 26,385,904	$ 4,795,705	$ 2,784,699	$ 33,966,308

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL BLIND PENSION TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECT	EXISITING DEV	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		TOTAL
1	$ 806	$ 312	$ -	$ -	$ -	$ -	$ 1,118	$ -	$ 164	$ 1,282
2	1,936	936	-	-	-	-	2,872	-	164	3,036
3	3,128	955	636	-	-	-	4,719	-	330	5,049
4	3,539	955	1,273	-	-	-	5,767	-	330	6,097
5	4,111	973	1,622	324	-	-	7,032	180	501	7,712
6	4,111	973	1,947	649	-	-	7,681	359	501	8,541
7	4,191	992	2,315	992	496	-	8,986	550	674	10,210
8	4,191	992	2,646	1,323	496	-	9,647	733	674	11,054
9	4,270	1,011	3,033	1,685	505	-	10,503	933	851	12,288
10	4,270	1,011	3,370	2,022	505	-	11,177	1,120	851	13,148
11	4,349	1,030	3,638	2,402	515	137	12,071	1,331	1,032	14,433
12	4,349	1,030	3,638	2,746	515	480	12,757	1,521	1,032	15,310
13	4,428	1,048	3,704	3,145	524	839	13,688	1,742	1,216	16,646
14	4,428	1,048	3,704	3,494	524	1,188	14,387	1,935	1,216	17,538
15	4,507	1,067	3,770	3,912	534	1,565	15,355	2,167	1,404	18,926
16	4,507	1,067	3,770	4,268	534	1,921	16,066	2,364	1,404	19,834
17	4,586	1,086	3,836	4,705	543	2,316	17,072	2,606	1,596	21,273
18	4,586	1,086	3,836	4,850	543	2,895	17,796	2,806	1,596	22,198
19	4,665	1,104	3,902	4,933	552	3,682	18,839	3,059	1,791	23,689
20	4,665	1,104	3,902	4,933	552	4,418	19,575	3,262	1,791	24,629
21	4,744	1,123	3,969	5,017	562	4,493	19,907	3,525	1,990	25,423
22	4,744	1,123	3,969	5,017	562	4,493	19,907	3,732	1,990	25,630
23	4,823	1,142	4,035	5,101	571	4,568	20,239	4,006	2,194	26,438
24	4,823	1,142	4,035	5,101	571	4,568	20,239	4,216	2,194	26,649
25	4,902	1,161	4,101	5,184	580	4,643	20,571	4,500	2,401	27,472
26	4,902	1,161	4,101	5,184	580	4,643	20,571	4,714	2,401	27,686
27	4,981	1,179	4,167	5,268	590	4,717	20,903	5,008	2,613	28,523
28	4,981	1,179	4,167	5,268	590	4,717	20,903	5,225	2,613	28,741
29	5,060	1,198	4,233	5,351	599	4,792	21,234	5,530	2,829	29,593
30	5,060	1,198	4,233	5,351	599	4,792	21,234	5,751	2,829	29,814
31	5,139	1,217	4,299	5,435	608	4,867	21,566	5,841	3,049	30,456
32	5,139	1,217	4,299	5,435	608	4,867	21,566	5,841	3,049	30,456
33	5,218	1,236	4,366	5,519	618	4,942	21,898	5,930	3,273	31,102
	$ 144,139	$ 35,056	$ 108,517	$ 114,615	$ 14,976	$ 80,543	$ 497,847	$ 90,485	$ 52,541	$ 640,874

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL PERSONAL PROPERTY TAX								
	SURFACE PROJECTS							UNDERGROUND PROJECTS	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C	TOTAL
1	$ 37,185	$ 20,142	$ -	$ -	$ -	$ -	$ 57,326	$ -	$ 57,326
2	91,531	60,425	-	-	-	-	151,956	-	151,956
3	109,837	54,382	36,255	-	-	-	200,475	-	200,475
4	131,576	48,340	64,453	-	-	-	244,369	-	244,369
5	130,746	42,297	70,496	20,142	-	-	263,681	46,481	310,162
6	112,068	36,255	72,510	36,255	-	-	257,088	83,665	340,753
7	168,103	54,382	126,892	48,340	27,191	-	424,908	111,554	536,462
8	149,425	48,340	128,906	56,397	24,170	-	407,237	130,146	537,383
9	130,746	42,297	126,892	60,425	21,149	-	381,510	139,442	520,952
10	112,068	36,255	120,850	108,765	18,127	-	396,065	250,996	647,061
11	168,103	54,382	192,151	112,793	27,191	7,251	561,871	260,292	822,163
12	149,425	48,340	170,801	112,793	24,170	22,559	528,087	260,292	788,379
13	130,746	42,297	149,451	108,765	21,149	33,838	486,246	250,996	737,241
14	112,068	36,255	128,101	181,275	18,127	41,089	516,915	418,326	935,241
15	93,390	54,382	192,151	177,246	27,191	79,761	624,122	409,030	1,033,152
16	74,712	48,340	170,801	169,190	24,170	87,012	574,224	390,437	964,662
17	130,746	42,297	149,451	157,105	21,149	90,234	590,982	362,549	953,531
18	112,068	36,255	128,101	242,908	18,127	96,680	634,139	585,656	1,219,795
19	81,863	54,382	192,151	215,918	27,191	181,275	752,780	557,768	1,310,548
20	109,294	48,340	170,801	188,928	24,170	193,359	734,892	520,583	1,255,476
21	119,219	42,297	149,451	161,939	21,149	169,190	663,244	474,103	1,137,347
22	112,068	36,255	128,101	242,908	18,127	145,020	682,479	752,987	1,435,465
23	116,445	54,382	192,151	215,918	27,191	217,529	823,617	706,506	1,530,123
24	126,370	48,340	170,801	188,928	24,170	193,359	751,969	650,729	1,402,698
25	107,692	42,297	149,451	161,939	21,149	169,190	651,717	585,656	1,237,373
26	89,014	36,255	128,101	242,908	18,127	145,020	659,425	920,317	1,579,741
27	168,103	54,382	192,151	215,918	27,191	217,529	875,275	855,244	1,730,519
28	149,425	48,340	170,801	188,928	24,170	193,359	775,023	780,875	1,555,898
29	137,182	47,736	168,666	161,939	23,868	190,943	730,333	697,210	1,427,542
30	112,068	36,255	128,101	242,908	18,127	145,020	682,479	1,087,647	1,770,126
31	93,390	54,382	192,151	215,918	27,191	217,529	800,562	966,797	1,767,360
32	149,425	48,340	170,801	188,928	24,170	193,359	775,023	845,948	1,620,971
33	130,746	42,297	149,451	161,939	21,149	169,190	674,771	725,098	1,399,870
	$ 3,946,851	$ 1,499,946	$ 4,481,388	$ 4,588,260	$ 619,053	$ 3,199,294	$ 18,334,791	$ 14,827,327	$ 33,162,118

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL BI-STATE TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECTS	EXISTING DEV	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		TOTAL
1	$ 938	$ 264	$ -	$ -	$ -	$ -	$ 1,202	$ -	$ 4,813	$ 6,014
2	1,434	808	-	-	-	-	2,242	-	7,528	9,770
3	1,560	824	549	-	-	-	2,933	-	8,009	10,942
4	1,988	840	1,120	-	-	-	3,947	-	8,524	12,470
5	2,511	856	1,426	285	-	-	5,078	314	9,044	14,436
6	2,558	871	1,743	581	-	-	5,753	639	9,292	15,685
7	2,604	887	2,070	887	444	-	6,892	977	9,548	17,416
8	2,651	903	2,408	1,204	452	-	7,618	1,325	9,810	18,753
9	2,697	919	2,757	1,532	459	-	8,364	1,686	10,079	20,129
10	2,744	935	3,116	1,870	467	-	9,131	2,058	10,357	21,545
11	2,790	951	3,359	2,218	475	127	9,920	2,441	10,642	23,003
12	2,837	966	3,415	2,577	483	451	10,729	2,837	10,935	24,501
13	2,883	982	3,471	2,947	491	786	11,560	3,243	11,236	26,040
14	2,930	998	3,527	3,327	499	1,131	12,412	3,662	11,546	27,620
15	2,976	1,014	3,583	3,718	507	1,487	13,285	4,092	11,865	29,242
16	3,023	1,030	3,639	4,119	515	1,854	14,179	4,534	12,192	30,905
17	3,069	1,046	3,695	4,531	523	2,231	15,094	4,987	12,529	32,611
18	3,116	1,062	3,751	4,742	531	2,831	16,031	5,452	12,875	34,358
19	3,162	1,077	3,807	4,812	539	3,591	16,988	5,929	13,232	36,149
20	3,209	1,093	3,863	4,883	547	4,373	17,967	6,417	13,598	37,982
21	3,255	1,109	3,919	4,954	555	4,436	18,227	6,917	13,975	39,119
22	3,302	1,125	3,975	5,025	562	4,500	18,488	7,428	14,362	40,278
23	3,348	1,141	4,031	5,095	570	4,563	18,748	7,952	14,760	41,460
24	3,395	1,157	4,087	5,166	578	4,626	19,009	8,486	15,170	42,665
25	3,441	1,172	4,143	5,237	586	4,690	19,269	9,033	15,591	43,893
26	3,488	1,188	4,199	5,308	594	4,753	19,529	9,591	16,024	45,144
27	3,534	1,204	4,255	5,378	602	4,817	19,790	10,160	16,470	46,420
28	3,581	1,220	4,311	5,449	610	4,880	20,050	10,742	16,928	47,720
29	3,627	1,236	4,367	5,520	618	4,943	20,310	11,334	17,399	49,044
30	3,674	1,252	4,423	5,591	626	5,007	20,571	11,939	17,884	50,394
31	3,720	1,268	4,479	5,662	634	5,070	20,831	12,090	18,382	51,303
32	3,767	1,283	4,534	5,732	642	5,133	21,092	12,241	18,895	52,228
33	3,813	1,299	4,590	5,803	650	5,197	21,352	12,392	19,422	53,166
	$ 97,617	$ 33,980	$ 106,606	$ 114,153	$ 14,758	$ 81,476	$ 448,591	$ 180,897	$ 422,915	$ 1,052,403

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL SALES TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECTS	EXISTING DEV	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		TOTAL
1	$ 8,297	$ 2,337	$ -	$ -	$ -	$ -	$ 10,634	$ -	$ 32,456	$ 43,089
2	12,694	7,151	-	-	-	-	19,845	-	38,515	58,360
3	13,806	7,291	4,861	-	-	-	25,958	-	44,658	70,616
4	17,589	7,432	9,909	-	-	-	34,930	-	48,329	83,259
5	22,222	7,572	12,620	2,524	-	-	44,938	2,778	52,092	99,807
6	22,634	7,712	15,424	5,141	-	-	50,911	5,658	55,949	112,519
7	23,045	7,852	18,322	7,852	3,926	-	60,998	8,642	59,903	129,543
8	23,457	7,992	21,313	10,657	3,996	-	67,415	11,728	63,957	143,100
9	23,868	8,133	24,398	13,554	4,066	-	74,019	14,918	68,112	157,049
10	24,280	8,273	27,576	16,546	4,136	-	80,811	18,210	72,372	171,393
11	24,692	8,413	29,726	19,630	4,207	1,122	87,789	21,605	76,739	186,134
12	25,103	8,553	30,221	22,809	4,277	3,992	94,955	25,103	81,217	201,274
13	25,515	8,693	30,717	26,080	4,347	6,955	102,307	28,704	85,807	216,818
14	25,926	8,834	31,212	29,446	4,417	10,012	109,846	32,408	90,514	232,767
15	26,338	8,974	31,708	32,904	4,487	13,162	117,572	36,214	95,339	249,126
16	26,749	9,114	32,203	36,456	4,557	16,405	125,485	40,124	100,267	265,896
17	27,161	9,254	32,699	40,102	4,627	19,743	133,585	44,136	105,360	283,081
18	27,572	9,395	33,194	41,962	4,697	25,052	141,873	48,251	110,561	300,685
19	27,984	9,535	33,690	42,589	4,767	31,783	150,347	52,469	115,895	318,711
20	28,395	9,675	34,185	43,215	4,837	38,700	159,008	56,790	121,364	337,162
21	28,807	9,815	34,680	43,841	4,908	39,261	161,312	61,214	126,973	349,499
22	29,218	9,955	35,176	44,468	4,978	39,822	163,616	65,741	132,724	362,081
23	29,630	10,096	35,671	45,094	5,048	40,383	165,921	70,371	138,622	374,913
24	60,083	20,472	36,167	45,720	5,118	40,943	208,503	75,103	289,340	572,945
25	60,906	20,752	36,662	46,346	5,188	41,504	211,359	79,939	301,745	593,042
26	61,729	21,033	74,315	46,973	5,258	42,065	251,372	84,877	314,467	650,717
27	62,552	21,313	75,306	47,599	5,328	42,626	254,724	89,918	327,515	672,157
28	63,375	21,593	76,297	96,451	5,398	43,187	306,301	190,125	340,897	837,323
29	64,198	21,874	77,288	97,703	5,468	43,748	310,279	200,618	354,622	865,519
30	65,021	22,154	78,279	98,956	11,077	44,309	319,796	211,318	368,699	899,812
31	65,844	22,435	79,269	100,209	11,217	44,870	323,844	213,993	383,137	920,974
32	66,667	22,715	80,260	101,461	11,358	45,430	327,892	216,668	397,947	942,506
33	67,490	22,996	81,251	102,714	11,498	45,991	331,940	219,343	413,137	964,420
	$ 1,182,846	$ 409,387	$ 1,254,598	$ 1,309,002	$ 153,187	$ 721,062	$ 5,030,083	$ 2,226,968	$ 5,409,251	$ 12,666,301

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL EARNINGS TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECTS	EXISTING DEV	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		TOTAL
1	$ 22,500	$ 14,219	$ -	$ -	$ -	$ -	$ 36,719	$ -	$ 8,055	$ 44,774
2	34,425	43,509	-	-	-	-	77,934	-	11,529	89,464
3	46,800	44,363	29,575	-	-	-	120,738	-	15,059	135,797
4	59,625	45,216	60,288	-	-	-	165,128	-	18,660	183,788
5	75,330	46,069	76,781	15,356	-	-	213,536	5,063	22,334	240,932
6	76,725	46,922	93,844	31,281	-	-	248,772	10,313	26,081	285,165
7	78,120	47,775	111,475	47,775	23,888	-	309,033	15,750	29,904	354,686
8	79,515	48,628	129,675	64,838	24,314	-	346,970	21,375	33,804	402,148
9	80,910	49,481	148,444	82,469	24,741	-	386,044	27,188	37,782	451,014
10	82,305	50,334	167,781	100,669	25,167	-	426,257	33,188	41,840	501,284
11	83,700	51,188	180,863	119,438	25,594	6,825	467,606	39,375	45,980	552,962
12	85,095	52,041	183,877	138,775	26,020	24,286	510,093	45,750	50,204	606,047
13	86,490	52,894	186,891	158,681	26,447	42,315	553,718	52,313	54,512	660,543
14	87,885	53,747	189,906	179,156	26,873	60,913	598,480	59,063	58,908	716,451
15	89,280	54,600	192,920	200,200	27,300	80,080	644,380	66,000	63,392	773,772
16	90,675	55,453	195,934	221,813	27,727	99,816	691,417	73,125	67,966	832,508
17	92,070	56,306	198,949	243,994	28,153	120,120	739,592	80,438	72,632	892,661
18	93,465	57,159	201,963	255,312	28,580	152,425	788,904	87,938	77,392	954,234
19	94,860	58,013	204,978	259,123	29,006	193,375	839,354	95,625	82,249	1,017,227
20	96,255	58,866	207,992	262,933	29,433	235,463	890,941	103,500	87,203	1,081,644
21	97,650	59,719	211,006	266,744	29,859	238,875	903,853	111,563	92,257	1,107,672
22	99,045	60,572	214,021	270,554	30,286	242,288	916,765	119,813	97,412	1,133,990
23	100,440	61,425	217,035	274,365	30,713	245,700	929,678	128,250	102,672	1,160,600
24	101,835	124,556	220,049	278,176	31,139	249,113	1,004,868	136,875	216,076	1,357,818
25	206,460	126,263	223,064	281,986	31,566	252,525	1,121,863	145,688	227,023	1,494,574
26	209,250	127,969	452,156	285,797	31,992	255,938	1,363,102	154,688	238,192	1,755,981
27	212,040	129,675	458,185	289,608	32,419	259,350	1,381,276	163,875	249,585	1,794,736
28	214,830	131,381	464,214	586,836	32,845	262,763	1,692,869	346,500	261,208	2,300,577
29	217,620	133,088	470,243	594,458	33,272	266,175	1,714,854	365,625	273,066	2,353,545
30	220,410	134,794	476,271	602,079	67,397	269,588	1,770,538	385,125	285,163	2,440,826
31	223,200	136,500	482,300	609,700	68,250	273,000	1,792,950	390,000	297,503	2,480,453
32	225,990	138,206	488,329	617,321	69,103	276,413	1,815,362	394,875	310,093	2,520,330
33	228,780	139,913	494,358	624,943	69,956	279,825	1,837,774	399,750	322,936	2,560,460
	$ 3,893,580	$ 2,490,841	$ 7,633,364	$ 7,964,377	$ 932,039	$ 4,387,167	$ 27,301,368	$ 4,058,625	$ 3,878,671	$ 35,238,664

EXHIBIT N-4
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF NON-TIF REVENUES--NEW & EXISTING DEVELOPMENT

	INCREMENTAL PHONE TAX								
	SURFACE PROJECTS							UNDERGROUND PROJECTS	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C	TOTAL
1	1,500	$ 813	$ -	$ -	$ -	$ -	$ 2,313	$ -	$ 2,313
2	2,295	2,486	-	-	-	-	4,781	-	4,781
3	3,120	2,535	1,690	-	-	-	7,345	-	7,345
4	3,975	2,584	3,445	-	-	-	10,004	-	10,004
5	5,022	2,633	4,388	878	-	-	12,920	2,025	14,945
6	5,115	2,681	5,363	1,788	-	-	14,946	4,125	19,071
7	5,208	2,730	6,370	2,730	1,365	-	18,403	6,300	24,703
8	5,301	2,779	7,410	3,705	1,389	-	20,584	8,550	29,134
9	5,394	2,828	8,463	4,713	1,414	-	22,830	10,875	33,705
10	5,487	2,876	9,588	5,753	1,438	-	25,141	13,275	38,416
11	5,580	2,925	10,335	6,825	1,463	390	27,518	15,750	43,268
12	5,673	2,974	10,507	7,930	1,487	1,388	29,959	18,300	48,259
13	5,766	3,023	10,680	9,068	1,511	2,418	32,465	20,925	53,390
14	5,859	3,071	10,852	10,238	1,536	3,481	35,036	23,625	58,661
15	5,952	3,120	11,024	11,440	1,560	4,576	37,672	26,400	64,072
16	6,045	3,169	11,196	12,675	1,584	5,704	40,373	29,250	69,623
17	6,138	3,218	11,369	13,943	1,609	6,864	43,139	32,175	75,314
18	6,231	3,266	11,541	14,589	1,633	8,710	45,970	35,175	81,145
19	6,324	3,315	11,713	14,807	1,658	11,050	48,867	38,250	87,117
20	6,417	3,364	11,885	15,025	1,682	13,455	51,828	41,400	93,228
21	6,510	3,413	12,058	15,243	1,706	13,650	52,579	44,625	97,204
22	6,603	3,461	12,230	15,460	1,731	13,845	53,330	47,925	101,255
23	6,696	3,510	12,402	15,678	1,755	14,040	54,081	51,300	105,381
24	6,789	7,118	12,574	15,896	1,779	14,235	58,391	54,750	113,141
25	13,764	7,215	12,747	16,114	1,804	14,430	66,073	58,275	124,348
26	13,950	7,313	25,838	16,331	1,828	14,625	79,884	61,875	141,759
27	14,136	7,410	26,182	16,549	1,853	14,820	80,950	65,550	146,500
28	14,322	7,508	26,527	33,534	1,877	15,015	98,781	138,600	237,381
29	14,508	7,605	26,871	33,969	1,901	15,210	100,064	146,250	246,314
30	14,694	7,703	27,216	34,405	3,851	15,405	103,273	154,050	257,323
31	14,880	7,800	27,560	34,840	3,900	15,600	104,580	156,000	260,580
32	15,066	7,898	27,905	35,276	3,949	15,795	105,887	157,950	263,837
33	15,252	7,995	28,249	35,711	3,998	15,990	107,195	159,900	267,095
	$ 259,572	$ 142,334	$ 436,192	$ 455,107	$ 53,259	$ 250,695	$ 1,597,160	$ 1,623,450	$ 3,220,610

EXHIBIT N-4

PARVIN ROAD CORRIDOR TIF PLAN
Development Assumptions

	INCREMENTAL ENERGY TAX									
	SURFACE PROJECTS							UNDERGROUND PROJECTS	EXISITING DEV	
YEAR	1A, 1B-1 &1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B-2 & 3C		TOTAL
1	$ 6,000	$ 3,250	$ -	$ -	$ -	$ -	$ 9,250	$ -	$ 18,828	$ 28,078
2	9,160	9,945	-	-	-	-	19,125	-	25,640	44,765
3	12,480	10,140	6,760	-	-	-	29,380	-	32,575	61,955
4	15,900	10,335	13,780	-	-	-	40,015	-	39,243	79,258
5	20,088	10,530	17,550	3,510	-	-	51,678	2,430	46,048	100,156
6	20,460	10,725	21,450	7,150	-	-	59,785	4,950	52,992	117,727
7	20,832	10,920	25,480	10,920	5,460	-	73,612	7,560	60,078	141,250
8	21,204	11,115	29,640	14,820	5,558	-	82,337	10,260	67,310	159,906
9	21,576	11,310	33,930	18,650	5,655	-	91,321	13,050	74,689	179,060
10	21,948	11,505	38,350	23,010	5,753	-	100,566	15,930	82,220	198,716
11	22,320	11,700	41,340	27,300	5,850	1,560	110,070	18,900	89,905	218,875
12	22,692	11,895	42,029	31,720	5,948	5,551	119,835	21,960	97,748	239,542
13	23,064	12,090	42,718	36,270	6,045	9,672	129,859	25,110	105,751	260,720
14	23,436	12,285	43,407	40,950	6,143	13,923	140,144	28,350	113,919	282,412
15	23,808	12,480	44,096	45,760	6,240	18,304	150,688	31,680	122,254	304,622
16	24,180	12,675	44,785	50,700	6,338	22,815	161,493	35,100	130,760	327,352
17	24,552	12,870	45,474	55,770	6,435	27,456	172,557	38,610	139,440	350,607
18	24,924	13,065	46,163	58,357	6,533	34,840	183,882	42,210	148,299	374,391
19	25,296	13,260	46,852	59,228	6,630	44,200	195,466	45,900	157,340	398,706
20	25,668	13,455	47,541	60,099	6,728	53,820	207,311	49,680	166,566	423,556
21	26,040	13,650	48,230	60,970	6,825	54,600	210,315	53,550	175,982	439,847
22	26,412	13,845	48,919	61,841	6,923	55,380	213,320	57,510	185,591	456,421
23	26,784	14,040	49,608	62,712	7,020	56,160	216,324	61,560	195,398	473,282
24	27,156	28,470	50,297	63,583	7,118	56,940	233,564	65,700	410,813	710,076
25	55,056	28,860	50,986	64,454	7,215	57,720	264,291	69,930	431,241	765,462
26	55,800	29,250	103,350	65,325	7,313	58,500	319,538	74,250	452,089	845,877
27	56,544	29,640	104,728	66,196	7,410	59,280	323,798	78,660	473,367	875,825
28	57,288	30,030	106,106	134,134	7,508	60,060	395,126	166,320	495,082	1,056,528
29	58,032	30,420	107,484	135,876	7,605	60,840	400,257	175,500	517,244	1,093,001
30	58,776	30,810	108,862	137,618	15,405	61,620	413,091	184,860	539,863	1,137,814
31	59,520	31,200	110,240	139,360	15,600	62,400	418,320	187,200	562,947	1,168,467
32	60,264	31,590	111,618	141,102	15,795	63,180	423,549	189,540	586,507	1,199,596
33	61,008	31,980	112,996	142,844	15,990	63,960	428,778	191,880	610,552	1,231,210
	$ 1,038,288	$ 569,335	$ 1,744,769	$ 1,820,429	$ 213,038	$ 1,002,781	$ 6,388,640	$ 1,948,140	$ 7,408,279	$ 15,745,059

EXHIBIT N-4

PARVIN ROAD CORRIDOR TIF PLAN

BUSINES DEVELOPMENT ASSUMPTIONS-NEW DEVELOPMENT

	SURFACE---DEVELOPED ACRES BY PROJECT AREA								UNDERGROUND---LEASABLE SQ. FT.
YEAR	1A & 1B-1	1B-2	1C & 1D	2	3A	3D	4	Total	3B, 3B2 & 3C
1	10	-	10	-	-	-	-	20	-
2	15	15	30	-	-	-	-	60	-
3	20	30	30	20	-	-	-	100	-
4	25	30	30	40	-	-	-	125	-
5	31	30	30	50	10	-	-	151	150,000
6	31	30	30	60	20	-	-	171	300,000
7	31	30	30	70	30	15	-	206	450,000
8	31	30	30	80	40	15	-	226	600,000
9	31	30	30	90	50	15	-	246	750,000
10	31	30	30	100	60	15	-	266	900,000
11	31	30	30	106	70	15	4	286	1,050,000
12	31	30	30	106	80	15	14	306	1,200,000
13	31	30	30	106	90	15	24	326	1,350,000
14	31	30	30	106	100	15	34	346	1,500,000
15	31	30	30	106	110	15	44	366	1,650,000
16	31	30	30	106	120	15	54	386	1,800,000
17	31	30	30	106	130	15	64	406	1,950,000
18	31	30	30	106	134	15	80	426	2,100,000
19	31	30	30	106	134	15	100	446	2,250,000
20	31	30	30	106	134	15	120	466	2,400,000
21	31	30	30	106	134	15	120	466	2,550,000
22	31	30	30	106	134	15	120	466	2,700,000
23	31	30	30	106	134	15	120	466	2,850,000
24	31	30	30	106	134	15	120	466	3,000,000
25	31	30	30	106	134	15	120	466	3,150,000
26	31	30	30	106	134	15	120	466	3,300,000
27	31	30	30	106	134	15	120	466	3,450,000
28	31	30	30	106	134	15	120	466	3,600,000
29	31	30	30	106	134	15	120	466	3,750,000
30	31	30	30	106	134	15	120	466	3,900,000
31	31	30	30	106	134	15	120	466	3,900,000
32	31	30	30	106	134	15	120	466	3,900,000
33	31	30	30	106	134	15	120	466	3,900,000

EXHIBIT N-4

PARVIN ROAD CORRIDOR TIF PLAN

BUSINESS DEVELOPMENT ASSUMPTIONS-NEW DEVELOPMENT

	SURFACE PROJECT AREAS							UNDERGROUND PROJECT AREAS
	1A & 1B-1	1B-2	1C & 1D	2	3A	3D	4	3B, 3B-2 & 3C
Leasable Sq. Ft. per Acre	12,000	n/a	6,500	6,500	6,500	6,500	6,500	n/a
Real Prop.-FMV-per S. F.	$ 70.00	n/a	$ 50.00	$ 50.00	$ 50.00	$ 50.00	$ 50.00	$ 12.00
Pers.Prop.-FMV-per S. F.	$ 13.00	n/a	$ 13.00	$ 13.00	$ 13.00	$ 13.00	$ 13.00	$ 13.00
Gross Sales per S. F.	$ 5.00	n/a	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 2.00	$ 1.00
Sales Growth/Inflation Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Employees per 1000 S. F.	2.50	n/a	1.75	1.75	1.75	1.75	1.75	0.25
Avrg. Annual Salary	$ 15,000	$ 15,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000	$ 25,000
Salary Growth/Inflation Rate	2%	2%	2%	2%	2%	2%	2%	2%
Phone Expense per S.F.	0.25	n/a	0.25	0.25	0.25	0.25	0.25	0.25
Phone Growth/Inflation Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Energy Expense per S. F.	$ 1.00	n/a	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 1.00	$ 0.30
Energy Exp. Growth/Infl. Rate	2%	n/a	2%	2%	2%	2%	2%	2%
Residential Units per Acre	n/a	10	n/a	n/a	n/a	n/a	n/a	n/a
Employees per Acre	n/a	0.233	n/a	n/a	n/a	n/a	n/a	n/a
Real Prop.-FMV-per Unit	n/a	$ 85,000	n/a	n/a	n/a	n/a	n/a	n/a
Pers.Prop.-FMV-per Unit.	n/a	$ 10,000	n/a	n/a	n/a	n/a	n/a	n/a

PARVIN ROAD CORRIDOR TIF PLAN

TAX RATE ASSUMPTIONS

Ad Valorem Levy Rates Subject to TIF		
Taxing District	*Rate*	*% Share*
City General	1.320%	18.35%
Handicap	0.120%	1.67%
Junior College	0.230%	3.20%
Library	0.330%	4.59%
Mental Health	0.090%	1.25%
School District (NKC)	4.403%	61.21%
Health	0.100%	1.39%
County (Debt)	0.600%	8.34%
Total	7.193%	100.00%

Ad Valorem Levy Rates NOT Subject to TIF		
Tax	*Rate*	*% Share*
Blind Pension	0.030%	1.852%
Replacement Tax	1.590%	98.148%
	1.620%	100.000%

Replacement Tax % Share Per Taxing District	
City General	0.022312%
Handicap	0.020057%
Junior College	0.043886%
Library	0.059668%
Mental Health	0.021207%
School District	0.437324%
Health	0.021207%
County General	0.002103%
County Road & Bridge	0.073777%
Blind Pension	0.006334%

Personal Property Levy Rates		
Taxing District	*Rate*	*% Share*
City General	1.320%	18.27%
Handicap	0.120%	1.66%
Junior College	0.230%	3.18%
Library	0.330%	4.57%
Mental Health	0.090%	1.25%
School District (NKC)	4.403%	60.96%
Health	0.100%	1.38%
County (Debt)	0.600%	8.31%
Blind Pension	0.030%	0.42%
Total	7.223%	100.00%

Personal Property Depreciation	
Year 1	n/a
Year 2	100%
Year 3	90%
Year 4	80%
Year 5	70%
Year 6	60%
Year 7	50%
Year 8	40%
Year 9	30%
Year 10	30%
Year 11	30%

Ad Valorem Assessment Ratio	
Commercial Property	32%
Residential Property	19%
Annual Growth/Inflation Rate	
with reassessment in odd years	1%

GENERAL SALES TAX*		
Taxing District	*Rate*	*% Share*
City		
General	1.0000%	45.20%
Transportation**	0.4625%	20.90%
County		
General	0.6250%	28.25%
Law Enforcement	0.1250%	5.65%
	2.2125%	100.00%

**50% is subject to TIF*

***Effective rate eliminating ATA share*

OTHER CITY ECONOMIC ACTIVITY TAXES*	
Type of Tax	*Rate*
Food & Beverage	1.75%
Earnings Tax	1.00%
Utilities Tax	10.00%

**50% is subject to TIF*

Economic Activity Tax not Subject to TIF	
Bi-State (applies to sales)	0.125%
Hotel/Motel Tax	6.500%

PROJECTED REIMBURSEMENT SCHEDULE

All Projects

	Project 1B-1, 1B-2	Project 2	Project 3A	Project 3B-1	Project 3D	Project 4	All Projects
Project Cost	$ 4,415,256	$ 2,611,794	$ 6,426,544	$ 2,125,435	$ 3,574,369	$ 8,012,526	$ 27,165,924
Financing Cost	132,458	78,354	96,398	31,882	53,616	120,188	512,895
Total	$ 4,547,714	$ 2,690,148	$ 6,522,942	$ 2,157,317	$ 3,627,985	$ 8,132,714	$ 27,678,819
Total Interest	1,869,290	2,232,208	6,389,956	2,673,774	4,940,190	8,527,671	26,633,088
Total Reimbursement	$ 6,417,004	$ 4,922,356	$ 12,912,898	$ 4,831,090	$ 8,568,174	$ 16,660,384	$ 54,311,907

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ 7,237,862	$ (293,467)	$ 687,597	$ 394,129	$ 414,873	$ 20,744	$ -	$ 394,129	$ -
2	7,531,329	(33,263)	715,476	682,213	718,119	35,906	-	682,213	-
3	14,087,535	(151,575)	1,338,316	1,186,741	1,249,201	62,460	-	1,186,741	-
4	16,396,426	93,775	1,557,660	1,651,436	1,738,354	86,918	-	1,651,436	-
5	19,930,635	184,036	1,893,410	2,077,446	2,186,785	109,339	-	2,077,446	-
6	19,746,600	440,740	1,875,927	2,316,667	2,438,597	121,930	-	2,316,667	-
7	19,305,860	916,956	1,834,057	2,751,013	2,895,803	144,790	-	2,751,013	-
8	18,388,904	1,249,700	1,746,946	2,996,645	3,154,364	157,718	-	2,996,645	-
9	25,271,918	918,033	2,400,832	3,318,865	3,493,542	174,677	-	3,318,865	-
10	24,353,885	1,257,036	2,313,619	3,570,655	3,758,585	187,929	-	3,570,655	-
11	23,096,849	1,712,913	2,194,201	3,907,114	4,112,751	205,638	-	3,907,114	-
12	21,383,935	2,133,616	2,031,474	4,165,090	4,384,305	219,215	-	4,165,090	-
13	19,250,319	2,687,052	1,828,780	4,515,832	4,753,507	237,675	-	4,515,832	-
14	16,563,268	3,206,514	1,573,510	4,780,024	5,031,605	251,580	-	4,780,024	-
15	13,356,754	3,876,205	1,268,892	5,145,096	5,415,891	270,795	-	5,145,096	-
16	9,480,549	4,514,884	900,652	5,415,536	5,700,564	285,028	-	5,415,536	-
17	4,965,665	4,965,665	471,738	5,437,403	6,099,987	304,999	-	5,794,987	357,584
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 27,678,819**	**$ 26,633,088**	**$ 54,311,907**	**$ 127,993,346**	**$ 2,877,342**	**$ -**	**$ 125,116,004**	**$ 70,804,098**

EXHIBIT N-3

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 1B-1, 1B-2

Interest Rate		9.5%
Project Cost	$	4,415,256
Financing Cost		132,458
Total	$	4,547,714
Total Interest		1,869,290
Total Reimbursement	$	6,417,004

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ 4,547,714	$ (37,903)	$ 432,033	$ 394,129	$ 414,873	$ 20,744	$ -	$ 394,129	$ -
2	4,585,617	246,579	435,634	682,213	718,119	35,906	-	682,213	-
3	4,339,038	774,532	412,209	1,186,741	1,249,201	62,460	-	1,186,741	-
4	3,564,505	1,312,808	338,628	1,651,436	1,738,354	86,918	-	1,651,436	-
5	2,251,698	1,863,535	213,911	2,077,446	2,186,785	109,339	-	2,077,446	-
6	388,163	388,163	36,875	425,038	2,438,597	121,930	-	2,316,667	1,891,628
7	-	-	-	-	2,895,803	-	-	2,895,803	2,895,803
8	-	-	-	-	3,154,364	-	-	3,154,364	3,154,364
9	-	-	-	-	3,493,542	-	-	3,493,542	3,493,542
10	-	-	-	-	3,758,585	-	-	3,758,585	3,758,585
11	-	-	-	-	4,112,751	-	-	4,112,751	4,112,751
12	-	-	-	-	4,384,305	-	-	4,384,305	4,384,305
13	-	-	-	-	4,753,507	-	-	4,753,507	4,753,507
14	-	-	-	-	5,031,605	-	-	5,031,605	5,031,605
15	-	-	-	-	5,415,891	-	-	5,415,891	5,415,891
16	-	-	-	-	5,700,564	-	-	5,700,564	5,700,564
17	-	-	-	-	6,099,987	-	-	6,099,987	6,099,987
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 4,547,714**	**$ 1,869,290**	**$ 6,417,004**	**$ 127,993,346**	**$ 437,296**	**$ -**	**$ 127,556,050**	**$ 121,139,046**

EXHIBIT N-5

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 2

Interest Rate	9.5%
Project Cost	$ 2,611,794
Financing Cost	78,354
Total	$ 2,690,148
Total Interest	2,232,208
Total Reimbursement	$ 4,922,356

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ 2,690,148	$ (255,564)	$ 255,564	$ -	$ 414,873	$ 20,744	$ 394,129	$ -	$ -
2	2,945,712	(279,843)	279,843	-	718,119	35,906	682,213	-	-
3	3,225,555	(306,428)	306,428	-	1,249,201	62,460	1,186,741	-	-
4	3,531,982	(335,538)	335,538	-	1,738,354	86,918	1,651,436	-	-
5	3,867,521	(367,414)	367,414	-	2,186,785	109,339	2,077,446	-	-
6	4,234,935	1,489,310	402,319	1,891,628	2,438,597	121,930	425,038	1,891,628	-
7	2,745,625	2,490,179	260,834	2,751,013	2,895,803	144,790	-	2,751,013	-
8	255,447	255,447	24,267	279,714	3,154,364	157,718	-	2,996,645	2,716,931
9	-	-	-	-	3,493,542	-	-	3,493,542	3,493,542
10	-	-	-	-	3,758,585	-	-	3,758,585	3,758,585
11	-	-	-	-	4,112,751	-	-	4,112,751	4,112,751
12	-	-	-	-	4,384,305	-	-	4,384,305	4,384,305
13	-	-	-	-	4,753,507	-	-	4,753,507	4,753,507
14	-	-	-	-	5,031,605	-	-	5,031,605	5,031,605
15	-	-	-	-	5,415,891	-	-	5,415,891	5,415,891
16	-	-	-	-	5,700,564	-	-	5,700,564	5,700,564
17	-	-	-	-	6,099,987	-	-	6,099,987	6,099,987
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 2,690,148**	**$ 2,232,208**	**$ 4,922,356**	**$ 127,993,346**	**$ 739,805**	**$ 6,417,004**	**$ 120,836,538**	**$ 115,914,182**

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 3A

Interest Rate		9.5%
Project Cost	$	6,426,544
Financing Cost		96,398
Total	$	6,522,942
Total Interest		6,389,956
Total Reimbursement	$	12,912,898

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ -	$ -	$ -	$ -	$ 414,873	$ 20,744	$ 394,129	$ -	$ -
2	-	-	-	-	718,119	35,906	682,213	-	-
3	6,522,942	(619,680)	619,680	-	1,249,201	62,460	1,186,741	-	-
4	7,142,622	(678,549)	678,549	-	1,738,354	86,918	1,651,436	-	-
5	7,821,171	(743,011)	743,011	-	2,186,785	109,339	2,077,446	-	-
6	8,564,182	(813,597)	813,597	-	2,438,597	121,930	2,316,667	-	-
7	9,377,779	(890,889)	890,889	-	2,895,803	144,790	2,751,013	-	-
8	10,268,668	1,741,408	975,523	2,716,931	3,154,364	157,718	279,714	2,716,931	-
9	8,527,261	2,508,776	810,090	3,318,865	3,493,542	174,677	-	3,318,865	-
10	6,018,485	2,998,899	571,756	3,570,655	3,758,585	187,929	-	3,570,655	-
11	3,019,586	3,019,586	286,861	3,306,447	4,112,751	205,638	-	3,907,114	600,667
12	-	-	-	-	4,384,305	-	-	4,384,305	4,384,305
13	-	-	-	-	4,753,507	-	-	4,753,507	4,753,507
14	-	-	-	-	5,031,605	-	-	5,031,605	5,031,605
15	-	-	-	-	5,415,891	-	-	5,415,891	5,415,891
16	-	-	-	-	5,700,564	-	-	5,700,564	5,700,564
17	-	-	-	-	6,099,987	-	-	6,099,987	6,099,987
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		$ 6,522,942	$ 6,389,956	$ 12,912,898	$ 127,993,346	$ 1,308,049	$ 11,339,359	$ 115,345,938	$ 102,433,040

EXHIBIT N-5
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 3B-1

Interest Rate		9.5%
Project Cost	$	2,125,435
Financing Cost		31,882
Total	$	2,157,317
Total Interest		2,673,774
Total Reimbursement	$	4,831,090

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ -	$ -	$ -	$ -	$ 414,873	$ 20,744	$ 394,129	$ -	$ -
2	-	-	-	-	718,119	35,906	682,213	-	-
3	-	-	-	-	1,249,201	62,460	1,186,741	-	-
4	2,157,317	(204,945)	204,945	-	1,738,354	86,918	1,651,436	-	-
5	2,362,262	(224,415)	224,415	-	2,186,785	109,339	2,077,446	-	-
6	2,586,677	(245,734)	245,734	-	2,438,597	121,930	2,316,667	-	-
7	2,832,411	(269,079)	269,079	-	2,895,803	144,790	2,751,013	-	-
8	3,101,490	(294,642)	294,642	-	3,154,364	157,718	2,996,645	-	-
9	3,396,131	(322,632)	322,632	-	3,493,542	174,677	3,318,865	-	-
10	3,718,764	(353,283)	353,283	-	3,758,585	187,929	3,570,655	-	-
11	4,072,046	213,823	386,844	600,667	4,112,751	205,638	3,306,447	600,667	-
12	3,858,224	3,798,559	366,531	4,165,090	4,384,305	219,215	-	4,165,090	-
13	59,665	59,665	5,668	65,333	4,753,507	237,675	-	4,515,832	4,450,499
14	-	-	-	-	5,031,605	-	-	5,031,605	5,031,605
15	-	-	-	-	5,415,891	-	-	5,415,891	5,415,891
16	-	-	-	-	5,700,564	-	-	5,700,564	5,700,564
17	-	-	-	-	6,099,987	-	-	6,099,987	6,099,987
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 2,157,317**	**$ 2,673,774**	**$ 4,831,090**	**$ 127,993,346**	**$ 1,764,939**	**$ 24,252,258**	**$ 101,976,149**	**$ 97,145,059**

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 3D

Interest Rate		9.5%
Project Cost	$	3,574,369
Financing Cost		53,616
Total	$	3,627,985
Total Interest		4,940,190
Total Reimbursement	$	8,568,174

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ -	$ -	$ -	$ -	$ 414,873	$ 20,744	$ 394,129	$ -	$ -
2	-	-	-	-	718,119	35,906	682,213	-	-
3	-	-	-	-	1,249,201	62,460	1,186,741	-	-
4	-	-	-	-	1,738,354	86,918	1,651,436	-	-
5	3,627,985	(344,659)	344,659	-	2,186,785	109,339	2,077,446	-	-
6	3,972,643	(377,401)	377,401	-	2,438,597	121,930	2,316,667	-	-
7	4,350,044	(413,254)	413,254	-	2,895,803	144,790	2,751,013	-	-
8	4,763,298	(452,513)	452,513	-	3,154,364	157,718	2,996,645	-	-
9	5,215,812	(495,502)	495,502	-	3,493,542	174,677	3,318,865	-	-
10	5,711,314	(542,575)	542,575	-	3,758,585	187,929	3,570,655	-	-
11	6,253,889	(594,119)	594,119	-	4,112,751	205,638	3,907,114	-	-
12	6,848,008	(650,561)	650,561	-	4,384,305	219,215	4,165,090	-	-
13	7,498,569	3,738,135	712,364	4,450,499	4,753,507	237,675	65,333	4,450,499	-
14	3,760,434	3,760,434	357,241	4,117,675	5,031,605	251,580	-	4,780,024	662,349
15	-	-	-	-	5,415,891	-	-	5,415,891	5,415,891
16	-	-	-	-	5,700,564	-	-	5,700,564	5,700,564
17	-	-	-	-	6,099,987	-	-	6,099,987	6,099,987
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 3,627,985**	**$ 4,940,190**	**$ 8,568,174**	**$ 127,993,346**	**$ 2,016,520**	**$ 29,083,348**	**$ 96,893,478**	**$ 88,325,304**

EXHIBIT N-3

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTED REIMBURSEMENT SCHEDULE

Project 4

Interest Rate	9.5%
Project Cost	$ 8,012,526
Financing Cost	120,188
Total	$ 8,132,714
Total Interest	8,527,671
Total Reimbursement	$ 16,660,384

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS PRINCIPAL	REIMBURSEMENTS INTEREST	REIMBURSEMENTS TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ -	$ -	$ -	$ -	$ 414,873	$ 20,744	$ 394,129	$ -	$ -
2	-	-	-	-	718,119	35,906	682,213	-	-
3	-	-	-	-	1,249,201	62,460	1,186,741	-	-
4	-	-	-	-	1,738,354	86,918	1,651,436	-	-
5	-	-	-	-	2,186,785	109,339	2,077,446	-	-
6	-	-	-	-	2,438,597	121,930	2,316,667	-	-
7	-	-	-	-	2,895,803	144,790	2,751,013	-	-
8	-	-	-	-	3,154,364	157,718	2,996,645	-	-
9	8,132,714	(772,608)	772,608	-	3,493,542	174,677	3,318,865	-	-
10	8,905,322	(846,006)	846,006	-	3,758,585	187,929	3,570,655	-	-
11	9,751,327	(926,376)	926,376	-	4,112,751	205,638	3,907,114	-	-
12	10,677,703	(1,014,382)	1,014,382	-	4,384,305	219,215	4,165,090	-	-
13	11,692,085	(1,110,748)	1,110,748	-	4,753,507	237,675	4,515,832	-	-
14	12,802,833	(553,920)	1,216,269	662,349	5,031,605	251,580	4,117,675	662,349	-
15	13,356,754	3,876,205	1,268,892	5,145,096	5,415,891	270,795	-	5,145,096	-
16	9,480,549	4,514,884	900,652	5,415,536	5,700,564	285,028	-	5,415,536	-
17	4,965,665	4,965,665	471,738	5,437,403	6,099,987	304,999	-	5,794,987	357,584
18	-	-	-	-	6,391,270	-	-	6,391,270	6,391,270
19	-	-	-	-	6,805,882	-	-	6,805,882	6,805,882
20	-	-	-	-	7,103,812	-	-	7,103,812	7,103,812
21	-	-	-	-	7,326,521	-	-	7,326,521	7,326,521
22	-	-	-	-	7,423,199	-	-	7,423,199	7,423,199
23	-	-	-	-	7,650,655	-	-	7,650,655	7,650,655
24	-	-	-	-	5,551,308	-	-	5,551,308	5,551,308
25	-	-	-	-	5,267,425	-	-	5,267,425	5,267,425
26	-	-	-	-	4,196,200	-	-	4,196,200	4,196,200
27	-	-	-	-	4,322,449	-	-	4,322,449	4,322,449
28	-	-	-	-	1,477,471	-	-	1,477,471	1,477,471
29	-	-	-	-	1,500,331	-	-	1,500,331	1,500,331
30	-	-	-	-	1,335,994	-	-	1,335,994	1,335,994
31	-	-	-	-	1,356,315	-	-	1,356,315	1,356,315
32	-	-	-	-	1,358,681	-	-	1,358,681	1,358,681
33	-	-	-	-	1,379,001	-	-	1,379,001	1,379,001
TOTALS		**$ 8,132,714**	**$ 8,527,671**	**$ 16,660,384**	**$ 127,993,346**	**$ 2,877,342**	**$ 37,651,522**	**$ 87,464,482**	**$ 70,804,098**

Exhibit 9

Cost-Benefit Analysis

DIRECT TAX IMPACT ANALYSIS-ALL TAXING DISTRICTS

	INCREMENTAL TAXES RETAINED								
	REAL PROPERTY TAXES			PERSONAL	SALES	BI-STATE	UTILITIES	EARNINGS	TOTAL
YEAR	Replace	Blind Pen	Total	PROP TAX	TAXES	TAXES	TAXES	TAXES	NON-TIF REV
1	$ 67,944	$ 1,282	$ 69,226	$ 57,326	$ 43,089	$ 6,014	$ 30,391	$ 44,774	$ 250,821
2	160,904	3,036	163,940	151,956	58,360	9,770	49,546	89,464	523,036
3	267,609	5,049	272,659	200,475	70,616	10,942	69,300	135,797	759,789
4	323,140	6,097	329,237	244,369	83,259	12,470	89,262	183,788	942,385
5	408,741	7,712	416,453	310,162	99,807	14,436	115,101	240,932	1,196,891
6	452,660	8,541	461,201	340,753	112,519	15,685	136,798	285,165	1,352,122
7	541,112	10,210	551,321	536,462	129,543	17,416	165,953	354,686	1,755,382
8	585,876	11,054	596,930	537,383	143,100	18,753	189,040	402,148	1,887,355
9	651,248	12,288	663,536	520,952	157,049	20,129	212,766	451,014	2,025,445
10	696,857	13,148	710,006	647,061	171,393	21,545	237,132	501,284	2,288,421
11	764,951	14,433	779,385	822,163	186,134	23,003	262,143	552,962	2,625,788
12	811,405	15,310	826,714	788,379	201,274	24,501	287,801	606,047	2,734,716
13	882,224	16,646	898,870	737,241	216,818	26,040	314,110	660,543	2,853,622
14	929,522	17,538	947,061	935,241	232,767	27,620	341,073	716,451	3,200,212
15	1,003,071	18,926	1,021,997	1,033,152	249,126	29,242	368,694	773,772	3,475,981
16	1,051,214	19,834	1,071,048	964,662	265,896	30,905	396,975	832,508	3,561,994
17	1,127,495	21,273	1,148,769	953,531	283,081	32,611	425,921	892,661	3,736,575
18	1,176,482	22,198	1,198,680	1,219,795	300,685	34,358	455,536	954,234	4,163,289
19	1,255,501	23,689	1,279,190	1,310,548	318,711	36,149	485,822	1,017,227	4,447,647
20	1,305,333	24,629	1,329,962	1,255,476	337,162	37,982	516,784	1,081,644	4,559,009
21	1,347,406	25,423	1,372,829	1,137,347	349,499	39,119	537,051	1,107,672	4,543,516
22	1,358,396	25,630	1,384,026	1,435,465	362,081	40,278	557,676	1,133,990	4,913,517
23	1,401,230	26,438	1,427,668	1,530,123	374,913	41,460	578,663	1,160,600	5,113,427
24	1,412,403	26,649	1,439,052	1,402,698	572,945	42,665	823,217	1,357,818	5,638,396
25	1,456,002	27,472	1,483,474	1,237,373	593,042	43,893	889,810	1,494,574	5,742,166
26	1,467,359	27,686	1,495,045	1,579,741	650,717	45,144	987,636	1,755,981	6,514,264
27	1,511,727	28,523	1,540,250	1,730,519	672,157	46,420	1,022,324	1,794,736	6,806,407
28	1,523,267	28,741	1,552,008	1,555,898	837,323	47,720	1,293,909	2,300,577	7,587,434
29	1,568,409	29,593	1,598,002	1,427,542	865,519	49,044	1,339,315	2,353,545	7,632,968
30	1,580,132	29,814	1,609,946	1,770,126	899,812	50,394	1,395,136	2,440,826	8,166,240
31	1,614,146	30,456	1,644,602	1,767,360	920,974	51,303	1,429,047	2,480,453	8,293,739
32	1,614,146	30,456	1,644,602	1,620,971	942,506	52,228	1,463,433	2,520,330	8,244,069
33	1,648,394	31,102	1,679,496	1,399,870	964,420	53,166	1,498,304	2,560,460	8,155,716
	$ 33,966,308	**$ 640,874**	**$ 34,607,182**	**$ 33,162,118**	**$ 12,666,301**	**$ 1,052,403**	**$ 18,965,669**	**$ 35,238,664**	**$ 135,692,336**
NPV									
6.5%	***$ 10,162,595***	***$ 191,747***	***$ 10,354,342***	***$ 9,650,829***	***$ 3,241,150***	***$ 322,869***	***$ 4,662,515***	***$ 9,004,289***	***$ 37,235,994***

The current assessed value of the Redevelopment Area is $27,810,482 which generates approximately $2,272,116 per year in real property taxes.

DIRECT TAX IMPACT ANALYSIS-ALL TAXING DISTRICTS

YEAR	EXCESS TIF REVENUES		
	PILOTs	EATs	TOTAL
1	$ -	$ -	$ -
2	-	-	-
3	-	-	-
4	-	-	-
5	-	-	-
6	-	-	-
7	-	-	-
8	-	-	-
9	-	-	-
10	-	-	-
11	-	-	-
12	-	-	-
13	-	-	-
14	-	-	-
15	-	-	-
16	-	-	-
17	-	357,584	357,584
18	5,322,362	1,068,908	6,391,270
19	5,672,868	1,133,013	6,805,882
20	5,905,276	1,198,536	7,103,812
21	6,088,643	1,237,878	7,326,521
22	6,145,332	1,277,867	7,423,199
23	6,332,141	1,318,514	7,650,655
24	4,858,601	692,707	5,551,308
25	4,557,479	709,946	5,267,425
26	3,625,576	570,624	4,196,200
27	3,736,257	586,191	4,322,449
28	1,272,488	204,983	1,477,471
29	1,292,686	207,645	1,500,331
30	1,149,055	186,940	1,335,994
31	1,167,009	189,306	1,356,315
32	1,167,009	191,672	1,358,681
33	1,184,963	194,039	1,379,001
	$ 59,477,745	**$ 11,326,353**	**$ 70,804,098**
NPV			
6.5%	***$ 14,224,434***	***$ 2,800,079***	***$ 17,024,513***

DIRECT TAX IMPACT ANALYSIS-CITY

33-Year Total Without TIF: $ 47,283,966
33-Year Total With TIF: $ 149,043,098

	EXCESS TIF			INCREMENTAL TAXES RETAINED								
				SALES TAXES								
YEAR	PILOTs	EATs	TOTAL	GENERAL	TRANS	TOTAL	UTILITIES TAXES	EARNINGS TAXES	PERSONAL PROP TAXES	REAL PROP TX	TOTAL	TOTAL
1	$ -	$ -	$ -	$ 19,475	$ 9,007	$ 28,483	$ 30,391	$ 44,774	$ 10,476	$ 15	$ 85,656	$ 114,139
2	-	-	-	26,378	12,200	38,577	49,546	89,464	27,770	36	217,592	256,170
3	-	-	-	31,917	14,762	46,679	69,300	135,797	36,636	60	303,233	349,911
4	-	-	-	37,631	17,404	55,035	89,262	183,788	44,658	72	390,220	445,255
5	-	-	-	45,111	20,864	65,974	115,101	240,932	56,681	91	499,643	565,618
6	-	-	-	50,856	23,521	74,377	136,798	285,165	62,272	101	582,234	656,611
7	-	-	-	58,550	27,080	85,630	165,953	354,686	98,037	121	731,507	817,137
8	-	-	-	64,678	29,914	94,592	189,040	402,148	98,205	131	814,030	908,622
9	-	-	-	70,983	32,830	103,812	212,766	451,014	95,202	145	895,769	999,581
10	-	-	-	77,466	35,828	113,294	237,132	501,284	118,248	155	1,005,942	1,119,235
11	-	-	-	84,128	38,909	123,038	262,143	552,962	150,248	171	1,127,470	1,250,507
12	-	-	-	90,971	42,074	133,046	287,801	606,047	144,074	181	1,213,223	1,346,269
13	-	-	-	97,997	45,324	143,320	314,110	660,543	134,729	197	1,298,222	1,441,542
14	-	-	-	105,206	48,658	153,863	341,073	716,451	170,912	207	1,431,164	1,585,027
15	-	-	-	112,599	52,077	164,676	368,694	773,772	188,805	224	1,548,248	1,712,924
16	-	-	-	120,179	55,583	175,762	396,975	832,508	176,289	235	1,637,351	1,813,113
17	-	935,952	935,952	127,946	59,175	187,121	425,921	892,661	174,255	252	1,739,386	2,862,459
18	976,702	994,597	1,971,299	135,903	62,855	198,758	455,536	954,234	222,914	262	1,894,559	4,064,616
19	1,041,024	1,054,553	2,095,576	144,050	66,623	210,673	485,822	1,017,227	239,499	280	2,020,125	4,326,375
20	1,083,672	1,115,827	2,199,500	152,390	70,480	222,870	516,784	1,081,644	229,434	291	2,121,504	4,543,873
21	1,117,322	1,151,504	2,268,826	157,966	73,059	231,025	537,051	1,107,672	207,847	301	2,156,954	4,656,805
22	1,127,725	1,187,746	2,315,471	163,653	75,689	239,342	557,676	1,133,990	262,327	303	2,269,327	4,824,140
23	1,162,006	1,224,564	2,386,570	169,452	78,372	247,824	578,663	1,160,600	279,625	313	2,345,396	4,979,790
24	891,598	655,135	1,546,733	258,958	119,768	378,727	823,217	1,357,818	256,339	315	2,936,184	4,861,644
25	836,339	670,631	1,506,970	268,042	123,969	392,011	889,810	1,494,574	226,126	325	3,126,815	5,025,796
26	665,326	533,409	1,198,736	294,109	136,026	430,135	987,636	1,755,981	288,693	327	3,598,798	5,227,668
27	685,638	547,219	1,232,857	303,800	140,507	444,307	1,022,324	1,794,736	316,247	337	3,718,460	5,395,624
28	233,513	199,915	433,429	378,451	175,034	553,484	1,293,909	2,300,577	284,336	340	4,607,680	5,594,593
29	237,220	202,512	439,731	391,195	180,928	572,123	1,339,315	2,353,545	260,879	350	4,707,140	5,718,995
30	210,862	182,318	393,180	406,695	188,096	594,791	1,395,136	2,440,826	323,485	353	4,942,688	5,930,659
31	214,157	184,626	398,783	416,259	192,520	608,779	1,429,047	2,480,453	322,980	360	5,034,139	6,041,701
32	214,157	186,934	401,091	425,992	197,021	623,013	1,463,433	2,520,330	296,228	360	5,100,384	6,124,487
33	217,452	189,242	406,693	435,896	201,602	637,498	1,498,304	2,560,460	255,822	368	5,154,054	6,198,245
	$ 10,914,713	$ 11,216,682	$ 22,131,395	$ 5,724,882	$ 2,647,758	$ 8,372,640	$ 18,965,669	$ 35,238,664	$ 6,060,278	$ 7,579	$ 71,255,097	$ 101,759,132
NPV												
6.5%	*$ 2,610,314*	*$ 2,824,527*	*$ 5,434,842*	*$ 1,464,926*	*$ 677,528*	*$ 2,142,455*	*$ 4,662,515*	*$ 9,004,289*	*$ 1,763,660*	*$ 2,267*	*$ 18,217,513*	*$ 25,794,810*

DIRECT TAX IMPACT ANALYSIS-COUNTY

33-Year Total Without TIF: $ 6,316,676
33-Year Total With TIF: $ 23,168,874

	EXCESS TIF			INCREMENTAL TAXES RETAINED						
				SALES TAXES			PERSONAL	REAL		
YEAR	PILOTs	EATs	TOTAL	GENERAL	LAW ENFORCE	TOTAL	PROP TAX	PROP TAX	TOTAL	TOTAL
1	$ -	$ -	$ -	$ 12,172	$ 2,434	$ 14,607	$ 4,762	$ 52	$ 19,420	$ 34,027
2	-	-	-	16,486	3,297	19,783	12,623	122	32,528	52,311
3	-	-	-	19,948	3,990	23,938	16,653	203	40,794	64,731
4	-	-	-	23,519	4,704	28,223	20,299	245	48,767	76,991
5	-	-	-	28,194	5,639	33,833	25,764	310	59,907	93,740
6	-	-	-	31,785	6,357	38,142	28,305	343	66,791	104,933
7	-	-	-	36,594	7,319	43,913	44,562	411	88,886	132,799
8	-	-	-	40,424	8,085	48,509	44,639	445	93,592	142,100
9	-	-	-	44,364	8,873	53,237	43,274	494	97,005	150,242
10	-	-	-	48,416	9,683	58,099	53,749	529	112,377	170,477
11	-	-	-	52,580	10,516	63,096	68,294	580	131,971	195,067
12	-	-	-	56,857	11,371	68,229	65,488	616	134,332	202,561
13	-	-	-	61,248	12,250	73,498	61,240	669	135,407	208,905
14	-	-	-	65,753	13,151	78,904	77,687	705	157,297	236,201
15	-	-	-	70,374	14,075	84,449	85,621	761	171,031	255,480
16	-	-	-	75,112	15,022	90,134	80,131	798	171,063	261,197
17	-	56,023	56,023	79,966	15,993	95,960	79,207	856	176,022	328,004
18	443,956	58,747	502,702	84,939	16,988	101,927	101,325	893	204,144	808,774
19	473,193	61,535	534,728	90,031	18,006	108,038	108,863	953	217,853	860,619
20	492,578	64,389	556,968	95,244	19,049	114,292	104,288	990	219,571	890,831
21	507,874	66,627	574,501	98,729	19,746	118,474	94,476	1,022	213,972	906,948
22	512,602	68,914	581,516	102,283	20,457	122,739	119,240	1,031	243,010	947,265
23	528,185	71,250	599,434	105,908	21,182	127,089	127,102	1,063	255,255	981,779
24	405,272	13,345	418,617	161,849	32,370	194,219	116,518	1,072	311,808	924,644
25	380,154	13,528	393,682	167,526	33,505	201,031	102,785	1,105	304,921	899,634
26	302,421	9,835	312,256	183,818	36,764	220,582	131,224	1,113	352,919	885,758
27	311,653	9,966	321,620	189,875	37,975	227,850	143,749	1,147	372,746	922,216
28	106,142	5,068	111,210	236,532	47,306	283,838	129,244	1,156	414,238	809,286
29	107,827	5,133	112,961	244,497	48,899	293,396	118,581	1,190	413,168	819,525
30	95,846	4,622	100,468	254,184	50,837	305,021	147,039	1,199	453,259	858,748
31	97,344	4,680	102,024	260,162	52,032	312,195	146,809	1,225	460,228	874,447
32	97,344	4,739	102,083	266,245	53,249	319,494	134,649	1,225	455,367	876,944
33	98,842	4,797	103,639	272,435	54,487	326,922	116,283	1,251	444,455	875,016
	$ 4,961,233	$ 523,197	$ 5,484,431	$ 3,578,051	$ 715,610	$ 4,293,661	$ 2,754,672	$ 25,774	$ 7,074,107	$ 16,852,199
NPV 6.5%	*$ 1,186,507*	*$ 140,494*	*$ 1,327,001*	*$ 915,579*	*$ 183,116*	*$ 1,098,695*	*$ 801,664*	*$ 7,711*	*$ 1,908,070*	*$ 4,333,766*

DIRECT TAX IMPACT ANALYSIS-SCHOOL DISTRICT

YEAR	PILOTs	INCREMENTAL TAXES RETAINED: PERSONAL PROP TAXES	INCREMENTAL TAXES RETAINED: REAL PROP TAXES	INCREMENTAL TAXES RETAINED: TOTAL	TOTAL
1	$ -	$ 34,945	$ 297	$ 35,242	$ 35,242
2	-	16,079	704	16,783	16,783
3	-	19,456	1,170	20,626	20,626
4	-	22,939	1,413	24,353	24,353
5	-	27,499	1,788	29,286	29,286
6	-	31,001	1,980	32,981	32,981
7	-	35,692	2,366	38,058	38,058
8	-	39,427	2,562	41,989	41,989
9	-	43,270	2,848	46,118	46,118
10	-	47,222	3,048	50,270	50,270
11	-	51,283	3,345	54,629	54,629
12	-	55,455	3,548	59,003	59,003
13	-	59,737	3,858	63,596	63,596
14	-	64,132	4,065	68,197	68,197
15	-	68,639	4,387	73,025	73,025
16	-	73,259	4,597	77,857	77,857
17	-	77,994	4,931	82,925	82,925
18	3,257,968	82,844	5,145	87,990	3,345,958
19	3,472,523	87,811	5,491	93,302	3,565,825
20	3,614,787	92,895	5,709	98,603	3,713,390
21	3,727,031	96,294	5,893	102,186	3,829,217
22	3,761,732	99,760	5,941	105,701	3,867,432
23	3,876,083	103,296	6,128	109,424	3,985,506
24	2,974,087	157,857	6,177	164,034	3,138,121
25	2,789,762	163,394	6,367	169,762	2,959,524
26	2,219,317	179,285	6,417	185,702	2,405,019
27	2,287,069	185,192	6,611	191,803	2,478,872
28	778,926	230,698	6,662	237,360	1,016,286
29	791,290	238,467	6,859	245,326	1,036,616
30	703,369	247,915	6,910	254,826	958,195
31	714,359	253,746	7,059	260,805	975,164
32	714,359	259,678	7,059	266,737	981,096
33	725,349	265,716	7,209	272,925	998,274
	$ 36,408,010	**$ 3,512,880**	**$ 148,543**	**$ 3,661,423**	**$ 40,069,433**
NPV 6.5%	***$ 8,707,178***	***$ 914,664***	***$ 44,443***	***$ 959,107***	***$ 9,666,285***

Annual Taxes Without Adoption of TIF:	$ 1,200,351
33-Year Total Without TIF:	$ 39,611,579
33-Year Total With TIF:	$ 79,681,013

PARVIN ROAD CORRIDOR TIF PLAN
DIRECT TAX IMPACT ANALYSIS-JUNIOR COLLEGE

		INCREMENTAL TAXES RETAINED			
YEAR	PILOTs	PERSONAL PROP TAX	REAL PROP TAX	TOTAL	TOTAL
1	$ -	$ 1,825	$ 30	$ 1,855	$ 1,855
2	-	4,839	71	4,909	4,909
3	-	6,384	117	6,501	6,501
4	-	7,781	142	7,923	7,923
5	-	9,876	179	10,056	10,056
6	-	10,850	199	11,049	11,049
7	-	17,082	237	17,320	17,320
8	-	17,112	257	17,369	17,369
9	-	16,588	286	16,874	16,874
10	-	20,604	306	20,910	20,910
11	-	26,180	336	26,515	26,515
12	-	25,104	356	25,460	25,460
13	-	23,475	387	23,863	23,863
14	-	29,780	408	30,188	30,188
15	-	32,898	440	33,338	33,338
16	-	30,717	461	31,178	31,178
17	-	30,363	495	30,857	30,857
18	170,183	38,841	516	39,357	209,540
19	181,390	41,731	551	42,282	223,672
20	188,822	39,977	573	40,550	229,372
21	194,685	36,216	591	36,807	231,492
22	196,498	45,708	596	46,305	242,802
23	202,471	48,723	615	49,338	251,808
24	155,354	44,665	620	45,285	200,639
25	145,726	39,401	639	40,040	185,766
26	115,928	50,303	644	50,947	166,875
27	119,467	55,104	663	55,767	175,234
28	40,688	49,543	669	50,212	90,900
29	41,334	45,456	688	46,145	87,478
30	36,741	56,365	693	57,058	93,799
31	37,315	56,277	708	56,985	94,300
32	37,315	51,615	708	52,324	89,639
33	37,889	44,575	723	45,298	83,188
	$ 1,901,806	$ 1,055,958	$ 14,906	$ 1,070,864	$ 2,972,670
NPV					
6.5%	*$ 454,828*	*$ 307,304*	*$ 4,460*	*$ 311,764*	*$ 766,592*

Annual Taxes Without Adoption of TIF:	$	62,701
33-Year Total Without TIF:	$	2,069,147
33-Year Total With TIF:	$	5,041,818

DIRECT TAX IMPACT ANALYSIS-LIBRARY DISTRICT

		INCREMENTAL TAXES RETAINED			
YEAR	PILOTs	PERSONAL PROP TAX	REAL PROP TAX	TOTAL	TOTAL
1	$ -	$ 2,619	$ 41	$ 2,660	$ 2,660
2	-	6,942	96	7,038	7,038
3	-	9,159	160	9,319	9,319
4	-	11,164	193	11,357	11,357
5	-	14,170	244	14,414	14,414
6	-	15,568	270	15,838	15,838
7	-	24,509	323	24,832	24,832
8	-	24,551	350	24,901	24,901
9	-	23,801	389	24,189	24,189
10	-	29,562	416	29,978	29,978
11	-	37,562	456	38,018	38,018
12	-	36,018	484	36,503	36,503
13	-	33,682	526	34,209	34,209
14	-	42,728	555	43,283	43,283
15	-	47,201	599	47,800	47,800
16	-	44,072	627	44,700	44,700
17	-	43,564	673	44,237	44,237
18	244,176	55,728	702	56,430	300,606
19	260,256	59,875	749	60,624	320,880
20	270,918	57,359	779	58,137	329,056
21	279,331	51,962	804	52,766	332,096
22	281,931	65,582	811	66,392	348,324
23	290,502	69,906	836	70,742	361,244
24	222,899	64,085	843	64,927	287,827
25	209,085	56,532	869	57,400	266,485
26	166,332	72,173	876	73,049	239,380
27	171,409	79,062	902	79,964	251,373
28	58,378	71,084	909	71,993	130,371
29	59,305	65,220	936	66,156	125,461
30	52,716	80,871	943	81,814	134,530
31	53,539	80,745	963	81,708	135,247
32	53,539	74,057	963	75,020	128,559
33	54,363	63,955	984	64,939	119,302
	$ 2,728,678	**$ 1,515,070**	**$ 20,267**	**$ 1,535,337**	**$ 4,264,015**
NPV					
6.5%	***$ 652,579***	***$ 440,915***	***$ 6,064***	***$ 446,979***	***$ 1,099,557***

Annual Taxes Without Adoption of TIF:	$	89,963
33-Year Total Without TIF:	$	2,968,777
33-Year Total With TIF:	$	7,232,792

PARVIN ROAD CORRIDOR TIF PLAN
DIRECT TAX IMPACT ANALYSIS-MENTAL HEALTH DISTRICT

		INCREMENTAL TAXES RETAINED			
YEAR	PILOTs	PERSONAL PROP TAX	REAL PROP TAX	TOTAL	TOTAL
1	$ -	$ 794	$ 14	$ 808	$ 808
2	-	2,104	34	2,138	2,138
3	-	2,775	57	2,832	2,832
4	-	3,383	69	3,452	3,452
5	-	4,294	87	4,381	4,381
6	-	4,718	96	4,814	4,814
7	-	7,427	115	7,542	7,542
8	-	7,440	124	7,564	7,564
9	-	7,212	138	7,350	7,350
10	-	8,958	148	9,106	9,106
11	-	11,382	162	11,545	11,545
12	-	10,915	172	11,087	11,087
13	-	10,207	187	10,394	10,394
14	-	12,948	197	13,145	13,145
15	-	14,303	213	14,516	14,516
16	-	13,355	223	13,578	13,578
17	-	13,201	239	13,440	13,440
18	66,593	16,887	249	17,137	83,730
19	70,979	18,144	266	18,410	89,389
20	73,887	17,381	277	17,658	91,545
21	76,181	15,746	286	16,032	92,213
22	76,890	19,873	288	20,161	97,052
23	79,228	21,184	297	21,481	100,709
24	60,791	19,420	300	19,719	80,510
25	57,023	17,131	309	17,440	74,463
26	45,363	21,871	311	22,182	67,545
27	46,748	23,958	321	24,279	71,027
28	15,921	21,541	323	21,864	37,785
29	16,174	19,764	333	20,096	36,270
30	14,377	24,506	335	24,842	39,219
31	14,602	24,468	342	24,810	39,412
32	14,602	22,441	342	22,784	37,385
33	14,826	19,380	350	19,730	34,556
	$ 744,185	$ 459,112	$ 7,203	$ 466,315	$ 1,210,500
NPV 6.5%	*$ 177,976*	*$ 133,611*	*$ 2,155*	*$ 135,766*	*$ 313,742*

Annual Taxes Without Adoption of TIF:	$	24,535
33-Year Total Without TIF:	$	809,666
33-Year Total With TIF:	$	2,020,167

DIRECT TAX IMPACT ANALYSIS-BLIND PENSION FUND

YEAR	INCREMENTAL TAXES RETAINED		
	PERSONAL PROP TAX	REAL PROP TAX	TOTAL
1	$ 238	$ 1,286	$ 1,524
2	631	3,046	3,677
3	833	5,062	5,895
4	1,015	6,112	7,127
5	1,288	7,732	9,020
6	1,415	8,562	9,978
7	2,228	10,244	12,472
8	2,232	11,088	13,320
9	2,164	12,321	14,484
10	2,687	13,189	15,877
11	3,415	14,485	17,900
12	3,274	15,359	18,634
13	3,062	16,692	19,754
14	3,884	17,597	21,482
15	4,291	18,991	23,282
16	4,007	19,895	23,902
17	3,960	21,334	25,294
18	5,066	22,275	27,341
19	5,443	23,772	29,215
20	5,214	24,708	29,923
21	4,724	25,495	30,219
22	5,962	25,721	31,683
23	6,355	26,535	32,890
24	5,826	26,738	32,564
25	5,139	27,550	32,689
26	6,561	27,786	34,347
27	7,187	28,633	35,820
28	6,462	28,839	35,302
29	5,929	29,683	35,612
30	7,352	29,926	37,278
31	7,340	30,568	37,908
32	6,732	30,558	37,291
33	5,814	31,190	37,005
	$ 137,734	**$ 642,974**	**$ 780,708**
NPV 6.5%	***$ 40,083***	***$ 192,358***	***$ 232,442***

Annual Taxes Without Adoption of TIF:	$	8,178
33-Year Total Without TIF:	$	269,889
33-Year Total With TIF:	$	1,050,597

PARVIN ROAD CORRIDOR TIF PLAN
DIRECT TAX IMPACT ANALYSIS-HANDICAP

YEAR	PILOTs	INCREMENTAL TAXES RETAINED: PERSONAL PROP TAX	INCREMENTAL TAXES RETAINED: REAL PROP TAX	INCREMENTAL TAXES RETAINED: TOTAL	TOTAL
1	$ -	$ 952	$ 14	$ 966	$ 966
2	-	2,525	32	2,557	2,557
3	-	3,331	54	3,384	3,384
4	-	4,060	65	4,125	4,125
5	-	5,153	82	5,235	5,235
6	-	5,661	91	5,752	5,752
7	-	8,912	109	9,021	9,021
8	-	8,928	118	9,045	9,045
9	-	8,655	131	8,785	8,785
10	-	10,750	140	10,890	10,890
11	-	13,659	153	13,812	13,812
12	-	13,098	163	13,260	13,260
13	-	12,248	177	12,425	12,425
14	-	15,537	186	15,724	15,724
15	-	17,164	201	17,365	17,365
16	-	16,026	211	16,237	16,237
17	-	15,841	226	16,068	16,068
18	88,791	20,265	236	20,501	109,292
19	94,639	21,773	252	22,024	116,663
20	98,516	20,858	262	21,119	119,635
21	101,575	18,895	270	19,165	120,740
22	102,520	23,848	272	24,120	126,641
23	105,637	25,420	281	25,702	131,338
24	81,054	23,304	283	23,587	104,641
25	76,031	20,557	292	20,849	96,880
26	60,484	26,245	294	26,539	87,023
27	62,331	28,750	303	29,053	91,384
28	21,228	25,849	306	26,154	47,383
29	21,565	23,716	315	24,031	45,596
30	19,169	29,408	317	29,725	48,894
31	19,469	29,362	324	29,686	49,154
32	19,469	26,930	324	27,254	46,722
33	19,768	23,257	331	23,587	43,355
	$ 992,247	**$ 550,934**	**$ 6,813**	**$ 557,747**	**$ 1,549,994**
NPV 6.5%	***$ 237,301***	***$ 160,333***	***$ 2,038***	***$ 162,371***	***$ 399,672***

Annual Taxes Without Adoption of TIF:	$	32,714
33-Year Total Without TIF:	$	1,079,555
33-Year Total With TIF:	$	2,629,549

PARVIN ROAD CORRIDOR TIF PLAN
DIRECT TAX IMPACT ANALYSIS
BI-STATE TAX

YEAR	ADDITIONAL REVENUE
1	$ 6,014
2	9,770
3	10,942
4	12,470
5	14,436
6	15,685
7	17,416
8	18,753
9	20,129
10	21,545
11	23,003
12	24,501
13	26,040
14	27,620
15	29,242
16	30,905
17	32,611
18	34,358
19	36,149
20	37,982
21	39,119
22	40,278
23	41,460
24	42,665
25	43,893
26	45,144
27	46,420
28	47,720
29	49,044
30	50,394
31	51,303
32	52,228
33	53,166
	$ 1,052,403
NPV	
6.5%	*$ 322,869*

Annual Taxes Without Adoption of TIF:	$	4,813
33-Year Total Without TIF:	$	158,817
33-Year Total With TIF:	$	1,052,403

Ad Valorem Levy Rates Subject to TIF		
Taxing District	*Rate*	*% Share*
City General	1.3200%	18.35%
Handicap	0.1200%	1.67%
Junior College	0.2300%	3.20%
Library	0.3300%	4.59%
Mental Health	0.0900%	1.25%
School District (NKC)	4.4031%	61.21%
Health	0.1000%	1.39%
County (Debt)	0.6000%	8.34%
Total	7.1931%	100.00%

Ad Valorem Levy Rates NOT Subject to TIF		
Tax	*Rate*	*% Share*
Blind Pension	0.030%	1.852%
Replacement Tax	1.590%	98.148%
	1.620%	100.000%

Replacement Tax % Share Per Taxing District	
City General	0.022312%
Handicap	0.020057%
Junior College	0.043886%
Library	0.059668%
Mental Health	0.021207%
School District	0.437324%
Health	0.021207%
County General	0.002103%
County Road & Bridge	0.073777%
Blind Pension	0.006334%

Ad Valorem Assessment Ratio	32%
Annual Growth/Inflation Rate with reassessment in odd years	1%

Personal Property Levy Rates		
Taxing District	*Rate*	*% Share*
City General	1.320%	18.27%
Handicap	0.120%	1.66%
Junior College	0.230%	3.18%
Library	0.330%	4.57%
Mental Health	0.090%	1.25%
School District (NKC)	4.403%	60.96%
Health	0.100%	1.38%
County (Debt)	0.600%	8.31%
Blind Pension	0.030%	0.42%
Total	7.223%	100.00%

GENERAL SALES TAX*		
Taxing District	*Rate*	*% Share*
City		
General	1.0000%	45.20%
Transportation**	0.4625%	20.90%
	1.4625%	66.10%
County		
General	0.6250%	28.25%
Law Enforcement	0.1250%	5.65%
	0.7500%	33.90%
	2.2125%	**100.00%**

*50% is subject to TIF

**Effective rate eliminating ATA share

OTHER CITY ECONOMIC ACTIVITY TAXES*	
Type of Tax	*Rate*
Food & Beverage	1.750%
Earnings Tax	1.000%
Utilities Tax	10.000%

**50% is subject to TIF*

Economic Activity Tax not Subject to TIF	
Bi-State (applies to sales)	0.125%
Hotel/Motel Tax	6.500%

Exhibit 10

Evidence of "But For"

Thomas M. Rule, MAI
Brock J. Rule, MAI
Scott J. Belke, MAI
Michael F. Bossert, CFA, MAI
Mark L. Visconti
David S. Madsen
Josh J. Pulis

RULE
& COMPANY

Measurement of Real Estate Values

October 31, 2000

Ms. Laura Whitener
Tax Increment Financing Commission of Kansas City, Missouri
10 Petticoat Lane, Suite 250
Kansas City, Missouri 64106-2103

Dear Ms. Whitener:

Introduction

Per our agreements dated January 27 and September 27, 1999 I am pleased to herewith submit my development finance consulting report for the proposed Parvin Road Corridor Tax Increment Financing (TIF) Plan to be located near Parvin Road and I-435 in Kansas City, Missouri. The proposed redeveloper and majority owner is Hunt Midwest.

Purpose

The purpose of the assignment is to develop an investment analysis as defined by Standard Rule 4-5 of the Uniform Standards of Professional Appraisal Practice (USPAP). The investment analysis will center upon two issues: the reasonableness and accuracy of the cost estimates and income projections, and the adequacy of the developer's internal rate of return.

Intended Use and Intended User(s)

The appraisal will be used by the Tax Increment Financing Commission of Kansas City, Missouri as an aid in making underwriting decisions regarding the property and its use by others or for other purposes is prohibited.

Scope of the Assignment

This consulting assignment is complete and the report is self-contained. The investment analysis and report comply with the Uniform Standards of Professional Appraisal Practice of the Appraisal Standards Board of the Appraisal Foundation. No reliance is given to the Departure Rule of USPAP. Furthermore, the consultant has been retained to act as a disinterested third party and to render an unbiased opinion.

The subject property was inspected on October 29, 2000. The inspection consisted of a "windshield" tour of the property from the public rights-of-way. The effective date of the consulting is October 29, 2000.

The client or developer provided the consultant with the following information: 1) Developer Application Package (15-Sep-00; revised 10-Oct-00); and 2) construction cost detail (16-Oct-00; John F. Lutjen & Associates).

Property Review

The proposed redevelopment area contains 1,334 surface acres and 507 underground acres. The redevelopment area includes undeveloped land, developed lots, undeveloped underground space, and developed underground buildings. The requested reimbursable costs are for completion of infrastructure for the undeveloped surface land and underground space. The vast majority of the redevelopment is industrial. (A small amount of multifamily and retail activities are planned.) The project is requesting subsidy as an economic development area (i.e., without a declaration of blight or conservation).

Investment Analysis

Methodology

The first step in the investment analysis will be to consider the reasonableness and accuracy of the developer's income, expense, cash flow, and cost projections, including the TIF revenue that derives therefrom. The final step is to size the TIF subsidy so that the developer receives a market rate of return. The financial projections of the developer are contained in the attachments to this report.

Land Acquisition/Basis

The developer owns most of the redevelopment area and is not requesting reimbursement for acquisition of land already owned. Nevertheless, for purposes of interpreting the internal rates of return discussed later, the reasonableness of the developer's land cost must be determined. The cost land of raw land is entered at the developer's basis of $5,663 per gross acre, while the developed lots (in bulk) are assumed to cost $1.00 per net square foot. The consultant's experience is that raw industrial land has been selling for $5,000 to $10,000 per acre in suburban Missouri locations. Therefore, the developer's land cost assumptions are reasonable and will not skew the IRR analysis.

(The developer has also allowed $411,000 to acquire/condemn non-owned property in the Minneville neighborhood. The acquisition of non-owned property is de minimus for this investment analysis.)

Project Costs

The total estimated development cost is $93,300,000, of which $66,600,000 is requested for TIF reimbursement (includes interest of $38.9 million). The foregoing costs do not include the underground buildings. Underground buildings are projected to cost $12.00 per square foot. The hard costs are detailed and supported by a third-party engineer. The hard costs are inflated by 30% for prevailing wages, even though a union labor requirement may or may not be imposed on

the project. The developer has included a contingency of 25%, plus another 20% for fees (design, professional, financing). The contingency appears high, but must allow for the possible presence of rock in the infrastructure development.

Overall, the consultant believes the costs are reasonably supported. If the actual costs are lower (i.e., non-union labor is employed and/or contingencies not realized), then the TIF request is reduced accordingly.

Operating Projections

The developer's absorption projections include a sales price of $1.57 per square foot for industrial land and underground space rent of $2.25 per square foot (gross industrial). The apartment land is sold for about $6,000 per unit. Industrial land is absorbed at a pace of 23 acres per year (466 net acres in 20 years), while the underground buildings are consumed at 130,000 square feet annually (3.9 million Sq.Ft. in 30 years).

The consultant believes the income and expense projections are reasonable.

TIF Amortization

The TIF revenue projections of the developer seem to be properly executed, with one exception. The calculations excluded part of the TIF revenue stream: on Exhibit N-2, TIF Rev-New Dev, Column D, the PILOTS for surface development neglected Project 1B-2 (Column W). The consultant has made this correction (see attachments) and prepared a new amortization schedule (Exhibit N-5). The revised schedule pays back the reimbursable costs with 9.5% interest in 16 years.

Internal Rate of Return (IRR)

The consultant believes the best method of sizing the subsidy is to study the developer's internal rate of return. Internal rate of return is: "the yield rate that equates the present value of the future benefits of the investment to the amount of capital invested. The internal rate of return applies to all expected benefits, including the proceeds from resale at the termination of the investment." (*The Appraisal of Real Estate*, Eleventh Edition, page 457).

The developer has employed a 12% overall rate to estimate the reversion of the underground buildings in Year 33. Sales costs of 3% are also applied. Such assumptions are reasonable.

The *Korpacz Real Estate Investor Survey* (2Q '00; published by PriceWaterhouseCoopers) reports unleveraged (all cash) IRRs for land development to be 11% to 15%, with an average of 12.63%. In Korpacz's terminology, land development encompasses the purchase of vacant land for the construction of new infrastructure (street and utilities) and/or buildings. The foregoing range and average are for all property types ranging from residential to industrial. The subject is unique in that it includes underground space. The market for investment in underground space is thin. The consultant believes an all cash IRR of 15% to 20% is required for an investment such as the subject.

The following is a matrix showing the IRRs with and without TIF.

TIF	IRR
without	7.5%
with	12.4%

The return without TIF is far too low to justify a speculative real estate development and is strong evidence of "But For". The IRR with TIF of about 12% is marginal when judged against the consultant's feasible range of 15% to 25%. Therefore, the TIF subsidy request of the developer is not excessive.

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

Sincerely,
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)

Record No. 7547

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 or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4) I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5) My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6) My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice and with the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute.
7) I certify that 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 study is subject to the following assumptions and limiting conditions:

1) No responsibility is assumed for the legal description, or for legal matters including and title to the property is assumed to be good and marketable unless otherwise stated.
2) It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property lines and that there is no encroachment or trespass unless noted in the report.
3) The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
4) The information furnished by others is believed to be reliable; however, no warranty is given for its accuracy.
5) Responsible ownership and competent property management are assumed.
6) All engineering is assumed to be correct. The site plans and illustrative material in this report are intended only to assist the reader in visualizing the property.
7) It is assumed that there are no hidden or unapparent conditions of the property, subsoil or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8) Subsurface rights (minerals, oil, etc.) were not considered in making this appraisal, unless specifically stated otherwise.
9) It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless noncompliance is stated, defined and considered in the appraisal report.
10) It is assumed that all applicable zoning and use regulations and restrictions have been complied with unless a nonconformity has been stated, defined and considered in this appraisal report.
11) It is assumed that all required licenses, certificates of occupancy, consents or other legislative or administrative authority form any local, state or national government o private entity or organization have been pr can be obtained or renewed for any use on which the value estimate contained in this report is based.
12) 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.
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) 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.
15) 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.

16) The appraiser has not made an environmental inspection of the site and is not qualified to detect the existence of hazardous materials. Hazardous materials may or may not be present on the property, but the appraiser has no knowledge of their existence on or in this property. The client is

17) The Americans With Disabilities Act (ADA) became effective January 26, 1992. Unless otherwise stated in this report, the appraisers have not been provided with a compliance survey; therefore, our conclusions are predicated upon the assumption that the subject is not negatively impacted by issues related to the ADA.

18) Unless otherwise stated in this report, problems with Year 2000 compliance were not investigated, nor called to the attention of, nor did the appraiser become aware of such during the appraiser's inspection. Problems with Year 2000 compliance of embedded systems and the cost to correct them could affect the value of the property but the appraiser is not qualified to recognize or estimate the cost to solve such problems, unless otherwise stated. The value estimated herein is predicated on the assumption that no such Year 2000 problems exist and no responsibility is assumed for any such problems, nor for any expertise or knowledge required to discover them.

Brock J. Rule, MAI

EHIBIT N-2
PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW DEVELOPMENT

	SURFACE			UNDERGROUND			TOTAL	TOTAL	TOTAL
YEAR	PILOTs	EATs	TOTAL	PILOTs	EATs	TOTAL	PILOTs	EATs	TIF REVENUES
1	$ 268,159	$ 48,157	$ 316,315	$ -	$ -	$ -	$ 268,159	$ 48,157	$ 316,315
2	688,703	88,765	777,468	-	-	-	688,703	88,765	777,468
3	1,153,618	127,476	1,281,094	-	-	-	1,153,618	127,476	1,281,094
4	1,409,761	170,248	1,580,010	-	-	-	1,409,761	170,248	1,580,010
5	1,750,860	218,499	1,969,358	44,747	5,655	50,402	1,795,607	224,153	2,019,760
6	1,912,446	244,236	2,156,682	89,494	11,519	101,013	2,001,939	255,755	2,257,694
7	2,276,525	287,327	2,563,852	139,212	17,593	156,805	2,415,738	304,919	2,720,657
8	2,444,096	314,938	2,759,033	185,617	23,876	209,492	2,629,712	338,814	2,968,526
9	2,704,940	343,337	3,048,277	240,307	30,368	270,676	2,945,247	373,706	3,318,953
10	2,878,495	372,526	3,251,021	288,369	37,070	325,439	3,166,864	409,596	3,576,460
11	3,157,293	402,503	3,559,796	348,031	43,982	392,013	3,505,324	446,485	3,951,809
12	3,336,833	433,269	3,770,102	397,750	51,103	448,852	3,734,583	484,372	4,218,955
13	3,633,585	464,824	4,098,409	462,384	58,433	520,817	4,095,969	523,257	4,619,226
14	3,819,110	497,167	4,316,277	513,760	65,973	579,733	4,332,870	563,140	4,896,010
15	4,133,816	530,300	4,664,116	583,366	73,722	657,088	4,717,182	604,022	5,321,204
16	4,325,325	564,221	4,889,546	636,399	81,681	718,080	4,961,724	645,902	5,607,626
17	4,657,985	598,931	5,256,916	710,978	89,849	800,826	5,368,963	688,780	6,057,742
18	4,855,479	634,429	5,489,908	765,668	98,226	863,894	5,621,147	732,656	6,353,803
19	5,206,093	670,717	5,876,810	845,218	106,813	952,031	6,051,311	777,530	6,828,841
20	5,409,571	707,793	6,117,365	901,566	115,610	1,017,175	6,311,137	823,403	7,134,540
21	5,568,676	718,051	6,286,728	986,088	124,615	1,110,703	6,554,764	842,666	7,397,431
22	5,568,676	728,309	6,296,985	1,044,093	133,831	1,177,923	6,612,769	862,139	7,474,909
23	5,727,782	738,567	6,466,348	1,133,587	143,255	1,276,842	6,861,368	881,822	7,743,190
24	4,039,645	539,818	4,579,463	1,193,249	152,889	1,346,138	5,232,894	692,707	5,925,601
25	4,151,857	547,213	4,699,070	1,287,715	162,733	1,450,447	5,439,572	709,946	6,149,517
26	2,978,266	397,838	3,376,104	1,349,034	172,786	1,521,820	4,327,300	570,624	4,897,924
27	3,058,759	403,143	3,461,902	1,448,472	183,048	1,631,520	4,507,231	586,191	5,093,422
28	1,535,065	204,983	1,740,048	-	-	-	1,535,065	204,983	1,740,048
29	1,575,462	207,645	1,783,107	-	-	-	1,575,462	207,645	1,783,107
30	1,400,410	186,940	1,587,350	-	-	-	1,400,410	186,940	1,587,350
31	1,436,318	189,306	1,625,624	-	-	-	1,436,318	189,306	1,625,624
32	1,436,318	191,672	1,627,991	-	-	-	1,436,318	191,672	1,627,991
33	1,472,226	194,039	1,666,265	-	-	-	1,472,226	194,039	1,666,265
	$ 99,972,154	$ 12,967,186	$ 112,939,340	$ 15,595,101	$ 1,984,630	$ 17,579,731	$ 115,567,256	$ 14,951,816	$ 130,519,071
NPV									
9.5%	*$ 24,236,889*	*$ 3,114,187*	*$ 27,351,076*	*$ 2,862,020*	*$ 364,401*	*$ 3,226,421*	*$ 27,098,909*	*$ 3,478,588*	*$ 30,577,497*

Corrected 10/31 BDL

PARVIN ROAD CORRIDOR TIF PLAN

PROJECTION OF TIF REVENUES-NEW & EXISTING DEVELOPMENT

	NEW DEVELOPMENT			EXISTING DEVELOPMENT			TOTAL	TOTAL	TOTAL
YEAR	PILOTs	EATs	TOTAL	PILOTs	EATs	TOTAL	PILOTs	EATs	TIF REVENUES
1	$ 268,159	$ 48,157	$ 316,315	$ 78,438	$ 59,339	$ 137,777	$ 346,597	$ 107,495	$ 454,092
2	688,703	88,765	777,468	78,438	75,685	154,123	767,141	164,450	931,591
3	1,153,618	127,476	1,281,094	160,013	92,292	252,306	1,313,631	219,769	1,533,400
4	1,409,761	170,248	1,580,010	160,013	106,233	266,246	1,569,775	276,481	1,846,255
5	1,795,607	224,153	2,019,760	244,852	120,474	365,325	2,040,458	344,627	2,385,085
6	2,001,939	255,755	2,257,694	244,852	135,022	379,874	2,246,791	390,778	2,637,569
7	2,415,738	304,919	2,720,657	333,084	149,886	482,969	2,748,821	454,805	3,203,626
8	2,629,712	338,814	2,968,526	333,084	165,070	498,154	2,962,796	503,884	3,466,679
9	2,945,247	373,706	3,318,953	424,845	180,583	605,428	3,370,092	554,289	3,924,381
10	3,166,864	409,596	3,576,460	424,845	196,432	621,277	3,591,708	606,029	4,197,737
11	3,505,324	446,485	3,951,809	520,276	212,625	732,901	4,025,601	659,110	4,684,710
12	3,734,583	484,372	4,218,955	520,276	229,168	749,445	4,254,859	713,540	4,968,399
13	4,095,969	523,257	4,619,226	619,525	246,071	865,596	4,715,495	769,328	5,484,822
14	4,332,870	563,140	4,896,010	619,525	263,340	882,865	4,952,395	826,480	5,778,875
15	4,717,182	604,022	5,321,204	722,744	280,984	1,003,728	5,439,926	885,006	6,324,932
16	4,961,724	645,902	5,607,626	722,744	299,012	1,021,756	5,684,469	944,914	6,629,382
17	5,368,963	688,780	6,057,742	830,092	317,432	1,147,524	6,199,054	1,006,211	7,205,266
18	5,621,147	732,656	6,353,803	830,092	336,253	1,166,345	6,451,239	1,068,908	7,520,147
19	6,051,311	777,530	6,828,841	941,733	355,483	1,297,217	6,993,044	1,133,013	8,126,058
20	6,311,137	823,403	7,134,540	941,733	375,133	1,316,866	7,252,871	1,198,536	8,451,406
21	6,554,764	842,666	7,397,431	1,057,841	395,211	1,453,052	7,612,605	1,237,878	8,850,482
22	6,612,769	862,139	7,474,909	1,057,841	415,727	1,473,568	7,670,610	1,277,867	8,948,477
23	6,861,368	881,822	7,743,190	1,178,592	436,692	1,615,284	8,039,960	1,318,514	9,358,474
24	5,232,894	692,707	5,925,601	-	-	-	5,232,894	692,707	5,925,601
25	5,439,572	709,946	6,149,517	-	-	-	5,439,572	709,946	6,149,517
26	4,327,300	570,624	4,897,924	-	-	-	4,327,300	570,624	4,897,924
27	4,507,231	586,191	5,093,422	-	-	-	4,507,231	586,191	5,093,422
28	1,535,065	204,983	1,740,048	-	-	-	1,535,065	204,983	1,740,048
29	1,575,462	207,645	1,783,107	-	-	-	1,575,462	207,645	1,783,107
30	1,400,410	186,940	1,587,350	-	-	-	1,400,410	186,940	1,587,350
31	1,436,318	189,306	1,625,624	-	-	-	1,436,318	189,306	1,625,624
32	1,436,318	191,672	1,627,991	-	-	-	1,436,318	191,672	1,627,991
33	1,472,226	194,039	1,666,265	-	-	-	1,472,226	194,039	1,666,265
	$ 115,567,256	**$ 14,951,816**	**$ 130,519,071**	**$ 13,045,478**	**$ 5,444,147**	**$ 18,489,625**	**$ 128,612,733**	**$ 20,395,963**	**$ 149,008,697**
NPV									
9.5%	***$ 27,098,909***	***$ 3,478,588***	***$ 30,577,497***	***$ 3,557,981***	***$ 1,609,061***	***$ 5,167,042***	***$ 30,656,890***	***$ 5,087,648***	***$ 35,744,538***

Corrected 10/31 MJR

EXHIBIT N-5

PROJECTED REIMBURSEMENT SCHEDULE

All Projects

Corrected 10/31 BK

	Project 1B-1, 1B-2	Project 2	Project 3A	Project 3B-1	Project 3D	Project 4	All Projects
Project Cost	$ 4,415,256	$ 2,611,794	$ 6,426,544	$ 2,125,435	$ 3,574,369	$ 8,012,526	$ 27,165,92
Financing Cost	132,458	78,354	96,398	31,882	53,616	120,188	512,89
Total	$ 4,547,714	$ 2,690,148	$ 6,522,942	$ 2,157,317	$ 3,627,985	$ 8,132,714	$ 27,678,81
Total Interest	1,689,173	2,038,944	5,518,878	2,268,933	4,061,345	6,196,625	21,773,89
Total Reimbursement	$ 6,236,887	$ 4,729,092	$ 12,041,820	$ 4,426,249	$ 7,689,329	$ 14,329,339	$ 49,452,71

YEAR	PRINCIPAL BALANCE	REIMBURSEMENTS: PRINCIPAL	REIMBURSEMENTS: INTEREST	REIMBURSEMENTS: TOTAL REIMBURSEMENT	TOTAL TIF REVENUE	LESS TIF ADMIN COSTS	LESS OTHER PROJECT REIMB	TOTAL TIF AVAILABLE	EXCESS TIF
1	$ 7,237,862	$ (256,209)	$ 687,597	$ 431,387	$ 454,092	$ 22,705	$ -	$ 431,387	$ -
2	7,494,071	173,074	711,937	885,011	931,591	46,580	-	885,011	-
3	13,843,939	141,556	1,315,174	1,456,730	1,533,400	76,670	-	1,456,730	-
4	15,859,700	247,271	1,506,671	1,753,943	1,846,255	92,313	-	1,753,943	-
5	19,240,413	437,992	1,827,839	2,265,831	2,385,085	119,254	-	2,265,831	-
6	18,802,422	719,460	1,786,230	2,505,690	2,637,569	131,878	-	2,505,690	-
7	18,082,962	1,325,564	1,717,881	3,043,445	3,203,626	160,181	-	3,043,445	-
8	16,757,398	1,701,393	1,591,953	3,293,346	3,466,679	173,334	-	3,293,346	-
9	23,188,719	1,525,234	2,202,928	3,728,162	3,924,381	196,219	-	3,728,162	-
10	21,663,486	1,929,819	2,058,031	3,987,850	4,197,737	209,887	-	3,987,850	-
11	19,733,667	2,575,777	1,874,698	4,450,475	4,684,710	234,236	-	4,450,475	-
12	17,157,890	3,089,980	1,630,000	4,719,979	4,968,399	248,420	-	4,719,979	-
13	14,067,910	3,874,130	1,336,451	5,210,581	5,484,822	274,241	-	5,210,581	-
14	10,193,781	4,521,522	968,409	5,489,931	5,778,875	288,944	-	5,489,931	-
15	5,672,258	5,469,821	538,865	6,008,686	6,324,932	316,247	-	6,008,686	-
16	202,437	202,437	19,232	221,669	6,629,382	331,469	-	6,297,913	6,076,244
17	-	-	-	-	7,205,266	-	-	7,205,266	7,205,266
18	-	-	-	-	7,520,147	-	-	7,520,147	7,520,147
19	-	-	-	-	8,126,058	-	-	8,126,058	8,126,058
20	-	-	-	-	8,451,406	-	-	8,451,406	8,451,406
21	-	-	-	-	8,850,482	-	-	8,850,482	8,850,482
22	-	-	-	-	8,948,477	-	-	8,948,477	8,948,477
23	-	-	-	-	9,358,474	-	-	9,358,474	9,358,474
24	-	-	-	-	5,925,601	-	-	5,925,601	5,925,601
25	-	-	-	-	6,149,517	-	-	6,149,517	6,149,517
26	-	-	-	-	4,897,924	-	-	4,897,924	4,897,924
27	-	-	-	-	5,093,422	-	-	5,093,422	5,093,422
28	-	-	-	-	1,740,048	-	-	1,740,048	1,740,048
29	-	-	-	-	1,783,107	-	-	1,783,107	1,783,107
30	-	-	-	-	1,587,350	-	-	1,587,350	1,587,350
31	-	-	-	-	1,625,624	-	-	1,625,624	1,625,624
32	-	-	-	-	1,627,991	-	-	1,627,991	1,627,991
33	-	-	-	-	1,666,265	-	-	1,666,265	1,666,265
TOTALS		$ 27,678,819	$ 21,773,897	$ 49,452,716	$ 149,008,697	$ 2,922,577	$ -	$ 146,086,120	$ 96,633,404

Parvin Road Corridor
TIF Plan

Year

All Phases - All Cash	0	1	2	3	4	5	6	7	8	9	10	11
Available Acres Includes Underground	593.00	593.00	573.00	517.00	477.00	439.00	410.56	382.11	338.67	309.23	285.78	262.34
Acres Sold/Underground Leased	0.00	20.00	56.00	40.00	35.00	28.44	28.44	43.44	29.44	23.44	23.44	23.44
Total		20.00	76.00	116.00	151.00	179.44	207.89	251.33	280.77	304.22	327.66	351.10
Total Gross Revenue	$0	$1,367,784	$3,816,819	$2,770,458	$2,615,575	$2,286,189	$2,686,305	$4,354,491	$3,681,159	$3,656,575	$4,162,597	$4,695,690
Expenses:												
Development Costs	$0	$10,960,280	$0	$10,404,442	$10,981,621	$3,636,525	$0	$0	$0	$11,804,442	$0	$0
Land Basis	$4,050,161	$0	$0	$897,245	$675,594	$177,248	$0	$0	$0	$1,381,681	$0	$0
Sales Comm. & Exp. (5%) or CAM	$0	$68,389	$190,841	$138,523	$130,779	$138,422	$186,048	$297,651	$293,824	$324,153	$382,806	$444,687
Tax & Sewer Expense or Operating	$0	$16,263	$17,541	$22,136	$38,726	$109,203	$184,722	$266,049	$349,259	$438,582	$533,551	$633,823
Underground TI	$0	$0	$0	$0	$0	$2,025,916	$2,086,693	$2,149,294	$2,213,773	$2,280,186	$2,348,592	$2,419,049
Total Expenses/Costs	$4,050,161	$11,044,932	$208,381	$11,462,345	$11,826,720	$6,087,314	$2,457,464	$2,712,995	$2,856,856	$16,229,044	$3,264,949	$3,497,560
Income Before Interest	**-$4,050,161**	**-$9,677,148**	**$3,608,437**	**-$8,691,888**	**-$9,211,145**	**-$3,821,124**	**$228,841**	**$1,641,497**	**$824,303**	**-$12,572,469**	**$897,648**	**$1,198,129**
All Cash IRR without TIF	7.5%											
TIF Total	$0	$431,387	$885,011	$1,456,730	$1,753,943	$2,286,831	$2,505,690	$3,043,445	$3,293,346	$3,728,162	$3,987,850	$4,450,475
All Cash with TIF	-$4,050,161	-$9,245,761	$4,493,448	-$7,235,158	-$7,457,202	-$1,556,293	$2,734,531	$4,684,942	$4,117,649	-$8,844,307	$4,885,498	$5,648,604
All Cash IRR with TIF	12.4%											

Corrected
10/31
KJL

Parvin Road Corridor
TIF Plan

Year

All Phases - All Cash

	0	1	2	3	4	5	6	7	8	9	10	11
Available Acres Includes Underground	593.00	593.00	573.00	517.00	477.00	439.00	410.56	382.11	338.67	309.23	285.78	262.34
Acres Sold/Underground Leased	0.00	20.00	56.00	40.00	35.00	28.44	28.44	43.44	29.44	23.44	23.44	23.44
Total		20.00	76.00	116.00	151.00	179.44	207.89	251.33	280.77	304.22	327.66	351.10
Total Gross Revenue	0.00	$1,367,784	$3,818,819	$2,770,458	$2,615,575	$2,266,189	$2,686,305	$4,354,491	$3,661,159	$3,656,575	$4,162,597	$4,695,690
Expenses:												
Development Costs	0.00	$10,960,280	$0	$10,404,442	$10,981,621	$3,636,525	$0	$0	$0	$11,804,442	$0	$0
Land Basis	4,050,161	$0	$0	$897,245	$675,594	$177,246	$0	$0	$0	$1,381,681	$0	$0
Sales Comm. & Exp. (5%) or CAM	0	$68,389	$190,841	$138,523	$130,779	$138,422	$186,048	$297,651	$293,824	$324,153	$382,806	$444,687
Tax & Sewer Expense or Operating	0	$16,263	$17,541	$22,136	$38,726	$109,203	$184,722	$266,049	$349,259	$438,582	$533,551	$633,623
Underground TI	0	$0	$0	$0	$0	$2,025,916	$2,086,693	$2,149,294	$2,213,773	$2,280,186	$2,348,592	$2,419,049
Total Expenses/Costs	4,050,161	$11,044,932	$208,381	$11,462,345	$11,826,720	$6,087,314	$2,457,464	$2,712,995	$2,856,856	$16,229,044	$3,264,949	$3,497,560
Income Before Interest	-$4,050,161	-$9,677,148	$3,608,437	-$8,691,888	-$9,211,145	-$3,821,124	$228,841	$1,641,497	$824,303	-$12,572,469	$897,648	$1,198,129
IRR w/o TIF	7.5%											
TIF Total From Exhibit N-6 page 1		$394,129	$662,213	$1,186,741	$1,651,436	$2,077,446	$2,316,667	$2,751,013	$2,996,645	$3,318,865	$3,570,655	$3,907,114
All Cash with TIF	-$4,050,161	-$9,283,019	$4,290,650	-$7,505,147	-$7,559,709	-$1,743,678	$2,545,508	$4,392,510	$3,820,948	-$9,253,604	$4,468,303	$5,105,243
IRR w/ TIF	12.2%											

Parvin Road Corridor
TIF Plan

Year

All Phases - All Cash	12	13	14	15	16	17	18	19	20	21	22	23	24
Available Acres Includes Underground	238.90	215.45	192.01	168.56	145.12	121.68	104.23	84.79	61.35	37.90	34.46	31.02	27.57
Acres Sold/Underground Leased	23.44	23.44	23.44	23.44	23.44	17.44	19.44	23.44	23.44	3.44	3.44	3.44	3.44
Total	374.55	397.99	421.44	444.88	468.32	485.77	505.21	528.65	562.10	555.54	558.98	562.43	565.87
Total Gross Revenue	$5,257,021	$5,847,807	$6,469,308	$7,122,836	$7,809,754	$7,873,009	$8,637,325	$10,085,271	$10,920,457	$9,326,307	$10,171,161	$11,058,312	$11,989,538
Expenses:													
Development Costs	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Land Basis	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sales Comm. & Exp. (5%) or CAM	$509,937	$578,701	$651,132	$727,368	$807,633	$859,116	$958,175	$1,074,047	$1,172,025	$1,151,396	$1,255,699	$1,365,224	$1,480,190
Tax & Sewer Expense or Operating	$739,632	$851,218	$968,834	$1,092,741	$1,223,210	$1,360,525	$1,505,737	$1,658,177	$1,817,870	$1,985,652	$2,164,720	$2,352,744	$2,550,101
Underground TI	$2,491,621	$2,566,370	$2,643,361	$2,722,662	$2,804,341	$2,888,472	$2,975,126	$3,064,380	$3,156,311	$3,251,000	$3,348,530	$3,448,986	$3,552,456
Total Expenses/Costs	$3,741,189	$3,996,289	$4,263,327	$4,542,791	$4,835,185	$5,108,112	$5,439,038	$5,796,603	$6,146,206	$6,388,049	$6,768,949	$7,166,953	$7,582,747
Income Before Interest	**$1,515,832**	**$1,851,518**	**$2,205,981**	**$2,580,046**	**$2,974,569**	**$2,764,897**	**$3,398,288**	**$4,288,668**	**$4,774,251**	**$2,938,258**	**$3,402,212**	**$3,891,358**	**$4,406,791**
TIF Total From Exhibit N-5 page 1	$4,165,090	$4,515,832	$4,780,024	$5,145,096	$5,415,536	$5,437,030	$0	$0	$0	$0	$0	$0	$0
All Cash with TIF	$5,680,922	$6,367,350	$6,986,005	$7,725,142	$8,390,105	$8,201,927	$3,398,288	$4,288,668	$4,774,251	$2,938,258	$3,402,212	$3,891,358	$4,406,791

Parvin Road Corridor
TIF Plan

Year

All Phases - All Cash	25	26	27	28	29	30	31	32	33
Available Acres Includes Underground	24.13	20.69	17.24	13.80	10.36	6.91	3.47	0.02	0.00
Acres Sold/Underground Leased	3.44	3.44	3.44	3.44	3.44	3.44	3.44	0.00	0.00
Total	569.31	572.76	576.20	579.64	583.09	586.53	589.98	589.98	589.98
Total Gross Revenue	$12,966,685	$13,991,571	$15,066,486	$16,193,197	$17,373,951	$18,610,976	$19,906,586	$21,263,183	$21,901,079
Expenses:									
Development Costs	$0	$0	$0	$0	$0	$0	$0	$0	$0
Land Basis	$0	$0	$0	$0	$0	$0	$0	$0	$0
Sales Comm. & Exp. (5%) or CAM	$1,600,825	$1,727,367	$1,860,060	$1,999,160	$2,144,932	$2,297,651	$2,457,603	$2,625,084	$2,703,837
Tax & Sewer Expense or Operating	$2,757,182	$2,974,393	$3,202,158	$3,440,907	$3,691,101	$3,953,210	$4,227,723	$4,516,150	$4,650,599
Underground TI	$3,659,029	$3,768,800	$3,881,864	$3,998,320	$4,118,270	$4,241,818	$4,369,072	$4,500,145	$0
Total Expenses/Costs	$8,017,037	$8,470,560	$8,944,080	$9,438,387	$9,954,303	$10,492,679	$11,054,399	$11,640,379	$7,354,436
									$121,112,921
Income Before Interest	**$4,949,648**	**$5,521,111**	**$6,122,406**	**$6,754,810**	**$7,419,648**	**$8,118,297**	**$8,852,187**	**$9,622,805**	**$135,659,563**
TIF Total From Exhibit N-5 page 1	$0	$0	$0	$0	$0	$0	$0	$0	$0
All Cash with TIF	$4,949,648	$5,521,111	$6,122,406	$6,754,810	$7,419,648	$8,118,297	$8,852,187	$9,622,805	$135,659,563

Exhibit 11

Summary of Redeveloper's Proposal

-------PLAN APPLICATION FORM--------

1. APPLICANT INFORMATION

Developer Name:	Hunt Midwest Real Estate Development, Inc.
Contact Persons:	Lee A. Derrough, President and CEO Thomas Steadman, Vice President
Business Address:	8300 Underground Drive, Suite 100 Kansas City, Missouri 64161
Business Phone:	(816) 455-2500
Facsimile Number:	(816) 455-4462

Representatives authorized to sign/execute documents:

Lee A. Derrough or Thomas Steadman

Legal counsel authorized to represent the Developer:

Kenneth W. Spain, Esq.
Seigfreid, Bingham, Levy, Selzer & Gee, P.C.
2800 Commerce Tower
911 Main Street
Kansas City, MO 64105
Telephone: (816) 421-4460
Facsimile: (816) 474-3447

Roxsen E. Koch, Esq.
King Hershey Coleman Koch & Stone
2345 Grand Boulevard, Suite 2100
Kansas City, Missouri 64108
Telephone: (816) 842-3636
Facsimile: (816) 842-2414

General Contractor:

To be determined.

Previous Development Projects or Experience of the Organization:

Hunt Midwest Real Estate Development, Inc. (the "Developer") is Missouri corporation with significant real estate development experience in the Kansas City area, including acting as the developer of the Northgate Village Redevelopment TIF Plan in North Kansas City in 1999. Lee A. Derrough is the President and CEO of the Developer and Thomas Steadman is the Vice President of the Developer. See Exhibit A for a description of their experience.

2. LOCATION OF REDEVELOPMENT AREA

General Boundaries:
The boundaries of the Redevelopment Area are set forth on the boundary maps attached as Exhibits B & C.

County: Clay **Council District:** First **Total Surface Acreage:** 1,334
Total Underground Acreage: 507

A legal description of the Redevelopment Area and legal descriptions of each Project Area are attached hereto as Exhibit D. Also included herein is a 3 ½" diskette containing such legal descriptions in ASCII format.

3. DESCRIPTIVE SUMMARY OF PLAN AND PROJECTS

The Developer's proposed redevelopment plan (the "Redevelopment Plan") consists of expanding the public infrastructure within the Redevelopment Area, as necessary, to accommodate an expansion of the Developer's existing above-ground industrial park and its underground industrial and commercial complex known as the SubTropolis. The Developer is proposing the Redevelopment Plan for an Economic Development Area in order to receive assistance for the costs and expenses associated only with the public infrastructure and improvements described herein. All such funds will be used solely to pay for the costs and expenses related to constructing and/or improving roadways, curbing, traffic signals, storm sewers, water lines, utilities and related items, including the preparation and adoption of the Redevelopment Plan.

The total acreage of the proposed TIF area (the "Redevelopment Area") consists of approximately 1,334 gross acres of surface area and approximately 507 gross acres of subsurface area. Approximately one-half of this total acreage has already been developed primarily for commercial and industrial use. This Redevelopment Plan envisions the future development of approximately 704 gross acres of surface area and approximately 192 gross acres of subsurface area (a total of 896 gross acres). The total acreage to be developed is composed of approximately 506 gross acres (approximately 406 usable acres) of surface area for commercial and industrial use, approximately 92 total acres (approximately 30 useable acres) of surface area for residential development, approximately 192 total acres (approximately 96 usable acres) of subsurface area for industrial and commercial use and approximately 106 total acres (approximately 105 usable acres) of surface area for an entrance to, and access and parking for, the new subsurface area. A schedule of the land use and acreage of the various Project Areas within the Redevelopment Area is attached as Exhibit E.

Due to the lack of adequate public infrastructure within the Redevelopment Area and the significant cost to construct the necessary infrastructure, the area will not be developed without the assistance of tax increment financing. There is a lack of major roadways within the Redevelopment Area which are necessary for development. In addition, much of the land in the Redevelopment Area is of such rugged topography (steep slopes, valleys, cliffs, etc.) that its development will be costly. TIF assistance is needed to permit development of this economically underutilized ground.

With respect to the development of the subsurface area within the Redevelopment Area, the Developer intends to expand its existing subsurface complex and add a new entrance/exit near the expanded portion of the underground space. The existing subsurface area within the Redevelopment Area is nearing the limits of its size without a new entrance to the back of the complex. Travel distances from the existing south entrances to the northernmost reaches of the developed part of the underground are about three-fourths of a mile, which is considered to be the limit for a life-safety access and ingress/egress. Therefore, the Developer intends to construct a major new northern underground entrance road and utility corridor which will service the new development and provide an alternate means of ingress/egress from the existing developed area.

The total development cost for the Redevelopment Area is projected to be approximately $93,238,219. Presently, the Developer will fund the development on a pay-as-you-go basis with the TIF revenues to be used to reimburse the costs of the Redevelopment Plan preparation and approval and the public infrastructure.

It is expected that the development will generate $195,515,000 in private investment which will create an estimated 7,367 permanent jobs and 459 temporary construction jobs, and will generate a total of $256,300,000 in new taxes over the life of the Redevelopment Plan.

The Redevelopment Plan contains four (4) Project Areas, which will be developed sequentially from west to east along the Parvin Road corridor as follows:

PROJECT AREA 1

Project Area 1 includes the areas identified on Exhibit B as Project Areas 1A, 1B, 1B-1, 1B-2, 1C, 1D, 1E, 1F-1 & 1F-2. All development will occur in Project Areas 1B-1 and 1B-2, as Project Areas 1A, 1B, 1C, 1D, 1E, 1F-1 or 1F-2, are already developed or will be developed at some other time.

Project Area 1B-1 envisions the development of an industrial and commercial area consisting of approximately 37 total acres (approximately 31 usable acres).

Project Area 1B-2 envisions the development of approximately 92 total acres (approximately 30 usable acres) of residential area south of N.E. Parvin Road and immediately south of the existing Bennington Ridge Apartment complex. This area, when developed, would most likely be sold to a developer for the purpose of constructing a multifamily apartment project, town homes, villas or other maintenance free residential products.

Project Area 1 includes the following public infrastructure items for which TIF revenues are requested:

(1) The addition of a traffic signal at the intersection of N.E. Parvin Road and Corrington Avenue (to the north) and Townsend Avenue (to the south). Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(2) The addition of a traffic signal at the intersection of N.E. Parvin Road and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(3) The addition of a traffic signal at the intersection of N.E. Parvin Road and Randolph Road. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $162,000 (construction costs only in current dollars).

(4) The addition of a traffic signal at the intersection of N.E. Parvin Road and North Skiles Avenue. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $139,500 (construction costs only in current dollars).

(5) The addition of a traffic signal at the intersection of Highway 210 (2 lane) and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 3D. The projected cost of this traffic signal is estimated at approximately $145,323 (construction costs only in current dollars).

(6) The continuation of the current Townsend Road straight southwest from its current end by approximately 400 feet ending in a cul-de-sac. The projected cost of this roadway extension is estimated at approximately $1,562,396 (construction costs only in current dollars).

(7) The continuation of the current North Bennington Avenue south from its current end consisting of approximately 3,800 feet and forming two (2) loops as indicated on the attached Exhibit B.

The projected cost of this roadway extension is estimated at approximately $1,182,626 (construction costs only in current dollars).

PROJECT AREA 2

Project Area 2 includes the development of an industrial area immediately to the east of the existing Great Midwest Industrial Park District II consisting of approximately 15 industrial sites on approximately 110 total acres (approximately 106 usable acres) as identified on Exhibit B.

Project Area 2 includes the following public infrastructure items for which TIF revenues are requested:

(1) The continuation of the current N.E. 38th Street by approximately 4,620 feet to the east and north through the intersection with N.E. Parvin Road and ending in a cul-de-sac. The projected cost of this roadway extension is estimated at approximately $1,719,134 (construction costs only in current dollars).

(2) The addition of a traffic signal at the intersection of N.E. Parvin Road and the proposed extended N.E. 38th Street. Although this traffic signal is located in Project Area 2, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately $139,500 (construction costs only in current dollars).

PROJECT AREA 3

Project Area 3 includes the development of five (5) areas identified on Exhibit B as Project Areas 3A, 3B-1, 3B-2, 3C & 3D.

Project Area 3A envisions the development of an industrial area in the general vicinity of N.E. Parvin Road and Hughes/Arlington Road as more specifically identified on Exhibit B consisting of approximately 145 total acres (approximately 134 usable acres).

Project Area 3B-1 includes the construction of a new public roadway entrance to the Developer's underground complex consisting of a total of approximately 69 total acres (approximately 68 usable acres). This new entrance will provide additional access for emergency and safety needs related to the additional underground space to be developed as set forth in the description of Project Area 3C and as a rear exit from the complex.

Project Area 3B-2 envisions the construction of an access area/parking lot for the new entrance to the Developer's underground complex. The area of development consists of approximately 37 total acres (approximately 37 usable acres).

Project Area 3C includes the expansion of the Developer's existing underground complex, with such development consisting of approximately 192 total acres (approximately 96 usable acres). The new space in the underground complex will be used for industrial/commercial business.

Project Area 3D envisions the development an industrial area consisting of approximately 27 total acres (approximately 15 usable acres).

Project Area 3 includes the following public infrastructure items for which TIF revenues are requested:

(1) The widening and expansion of the existing Arlington Road commencing at Birmingham road from the south and continuing north to the intersection of the proposed mine entrance. The projected cost of this extension and improvement of Arlington Road is estimated at approximately $1,666,874.

(2) The extension of the existing N.E. Parvin Road from its current end east past the intersection of the proposed extension of Arlington Road to the east border of Project Area 3 consisting of approximately 1,900 feet and the extension of Arlington Road to the north limit of Project Area 3 approximately 500 feet and south to the proposed mine entrance of approximately 1,900 feet. The projected cost of the extension and improvement of N.E. Parvin Road to the east border of Project Area 3 and this extension of Arlington Road is estimated at approximately $3,987,253.

(3) Construction of a new public roadway entrance to the Developer's underground complex. The projected cost of this roadway and related items is estimated at approximately $1,280,286.

PROJECT AREA 4

Project Area 4 includes the development of an industrial area along the proposed extension of N.E. Parvin Road consisting of approximately 187 total acres (approximately 120 usable acres) as identified on Exhibit B.

Project Area 4 includes the following public infrastructure items for which TIF revenues are requested:

(1) The extension of N.E. Parvin Road from the east border of Project Area 3 and continuing east and ending in a cul-de-sac consisting of approximately 2,550 feet. There will be collector roads built off the extended N.E. Parvin Road as indicated on the attached Exhibit B. The projected cost of the extension and improvement of N.E. Parvin Road and the collector roads within Project Area 4 is estimated at approximately $3,459,545.

-------REDEVELOPMENT PROJECT AREAS-------

4. PROJECT DESCRIPTION

a. Redevelopment Area Boundary Map. The following exhibits are attached hereto which depict the various Project Areas within the Redevelopment Area:

(i) A boundary map showing the boundaries of each of the above-ground Project Areas within the Redevelopment Area is attached as Exhibit B.

(ii) A boundary map of the underground Project Areas within the Redevelopment Area is attached as Exhibit C.

(iii) A topographical boundary map of the Redevelopment Area is attached as Exhibit F.

(iv) A boundary map of the above-ground Project Areas within the Redevelopment Area depicted over an aerial photograph is attached as Exhibit G. This exhibit shows the existing and proposed above-ground roadways within the Redevelopment Area.

(v) A boundary map of the underground Project Areas within the Redevelopment Area depicted over an aerial photograph is attached as Exhibit H. This exhibit shows the existing and proposed underground roadways within the Redevelopment Area.

b. Redevelopment Area Legal Description. The legal description of each Project Area within the Redevelopment Area is attached as Exhibit D and provided on the enclosed diskette (3 ½" in ASCII format).

c. Current Land Use and Zoning. A Zoning Map showing the current land use and zoning of each Project Area within the Redevelopment Area is attached as Exhibit I.

d. Proposed Land Use and Zoning. A Zoning Map showing the proposed land use and zoning of each Project Area within the Redevelopment Area is attached as Exhibit I.

e. Off-Site Public Improvements. This Redevelopment Plan is solely for public roadways and related public infrastructure improvements. All such public infrastructure improvements are set forth in detail on the Major Street Plan Context depicted over an aerial photograph attached as Exhibit J and Exhibit G showing all current and proposed roadways in the Redevelopment Area.

f. Development Schedule. A Development Schedule including when each Project Area will be developed is attached as Exhibit K. This schedule is projected on the basis of anticipated market demand. The Development Schedule is, therefore, subject to actual market demand.

g. Historical Properties and Districts. There are no national or local historical properties or districts within the Redevelopment Area.

h. Design Plans. N/A. This Redevelopment Plan is solely for public roadways and related public infrastructure improvements. Since there are no buildings as part of this Redevelopment Plan, there are no design plans, only the maps attached as exhibits hereto.

i. "Economic Development Area". This Redevelopment Plan would accomplish the following objectives consistent with the definition of an "Economic Development Area":

(i) The new public roadways and related infrastructure will allow better access to and from the existing businesses located in the Redevelopment Area. If the new roadways and related infrastructure are developed, customers, vendors and others will have easier and better access to the business located within the Redevelopment Area. As a result, such businesses will be less likely to move their operations to another location.

(ii) The Redevelopment Plan's proposed new public roadways will result in new businesses within the Redevelopment Area, and the employment within the area, and in this area of Kansas City in general, will be significantly increased. Currently, the majority of the land in the Redevelopment Area is vacant. The Developer intends to develop the Redevelopment Area primarily for sale to commercial businesses. With the significant acreage to be developed pursuant to this proposal, several businesses could be relocated within the Redevelopment Area. Each new business within the area would obviously employ several individuals. Thus, employment within the area would be greatly enhanced. As Section 7 of this application regarding employment information indicates, this Redevelopment Plan would result in approximately 4,692 permanent jobs created within Kansas City and approximately 2,675 permanent jobs relocated to Kansas City. If the Redevelopment Area is not developed pursuant to this Redevelopment Plan, it is not likely to be developed by private investors. If the Redevelopment Area is not developed with the help of tax increment financing, the number of individuals employed in the area is not likely to increase. Thus, in order to increase the number of individuals employed within the Redevelopment Area, public assistance with the roadways and related infrastructure is necessary.

(iii) The Redevelopment Plan will enhance the tax base of Kansas City and other taxing districts by developing the Redevelopment Area to its highest and best use, which would not occur without the use of tax increment financing. Since the majority of the land within the Redevelopment Area is currently unimproved land, there are minimal taxes generated from such land. If the Developer receives the assistance of tax increment financing, the Redevelopment Area will be developed to its highest and best use, as a commercial business park. The addition of new businesses in the area will

result in higher taxes for the city and other taxing districts, including an increase in property taxes, sales and use taxes, payroll taxes and income taxes.

j. "But for Test". The Developer wishes to expand the area available for industrial use within the Redevelopment Area and to expand the leaseable area in the underground complex within the Redevelopment Area. In order to make such expansion feasible and marketable, there must be expansion of the public roadways and related infrastructure within the Redevelopment Area as described herein in order to provide access for commercial and other vehicles which will need to access the area. However, the City does not presently have available funds to install such public roadways and related infrastructure. Because of the significant costs of improving these public roadways and related improvements relative to the projected development revenues, the Developer will not proceed with the proposed expansion without the assistance of tax increment financing.

The Redevelopment Plan proposed herein is not economically feasible standing on its own. Attached as Exhibit L is a but-for test analysis which indicates that the Developer's expected rate of return for the Redevelopment Plan without TIF funding is insufficient. As a result, due to the lack of public infrastructure, the Redevelopment Area will not be developed by the private sector without public assistance. As this exhibit indicates, the Developer would experience an inadequate return on investment of approximately 6% - 7% if it proceeded with such redevelopment without public assistance. Exhibit L shows the amount of public assistance necessary to bring the rate of return from the Redevelopment Plan to near an acceptable range for a private investor. With this level of public assistance (TIF funding), the Redevelopment Plan will be a feasible investment for the Developer.

The TIF funding requested herein for the public roadways and related improvements will allow for the development of approximately 896 total acres (approximately 637 usable acres), the majority of which the Developer currently owns, but which remain undeveloped due to the problems discussed above. If the Developer receives the TIF funding requested herein, the Developer will proceed with the Redevelopment Plan described herein.

5. PROJECT BUDGET

a. Development Pro Forma. A schedule of the projected development costs for this Redevelopment Plan is attached hereto as Exhibit M.

b. Operating Pro Forma. An operating pro forma detailing the operating income and expenses related to the Redevelopment Plan is attached as Exhibit L.

c. Equity Contribution. The Developer owns almost all of the land located in the Redevelopment Area and will be contributing most of the rights-of-way needed. At the present time, it is anticipated that the Developer's cost of the Redevelopment Plan will be paid for internally through the use of existing lines of credit. If those prove insufficient, other financing, including TIF Bonds, may be utilized.

d. Amount and Terms of Private Financing. N/A

e. Name of Lender(s). N/A

f. Copy of Developer's Loan Application. N/A

g. Evidence of Commitments to Finance. Presently, the Developer believes no outside financing other than the use of existing lines of credit will be necessary. The Developer will provide evidence of the lines of credit to the TIF Commission if requested.

h. Itemized Sources and Uses of Public Assistance. Developer is requesting tax increment financing to pay for approximately $66,624,695 of the estimated total project costs of $93,238,219. There are no other sources of public assistance other than the TIF revenues sought herein.

6. CONSTRUCTION TOTALS BY PROJECT AREA

PROJECT AREA 1

	New CONSTRUCTION	Existing Structures to REMAIN AS IS	Existing Structures to be REHABILITATED	TOTAL	Existing Structures to be DEMOLISHED
ıare feet of OFFICE Space	N/A	N/A	N/A	N/A	N/A
ıare feet of RETAIL Space	50,000	10,000	N/A	60,000	N/A
ıare feet of INSTITUTIONAL ıce	N/A	N/A	N/A	N/A	N/A
ıare feet of INDUSTRIAL Space	517,000	934,279 Surface 3,854,147 Under	N/A	5,255,426	N/A
:al Square Feet	567,000	4,798,426	N/A	5,315,426	N/A
mber of DWELLING UNITS	300*	N/A	N/A	300	N/A
mber of HOTEL ROOMS	N/A	540	N/A	540	N/A
mber of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

*The Developer intends to develop the land immediately south of the existing Bennington Ridge Apartment building and offer the land for sale as multi-family apartments, town homes, etc.

PROJECT AREA 2

	New CONSTRUCTION	Existing Structures to REMAIN AS IS	Existing Structures to be REHABILITATED	TOTAL	Existing Structures to be DEMOLISHED
ıare feet of OFFICE Space	N/A	N/A	N/A	N/A	N/A
ıare feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
ıare feet of INSTITUTIONAL .ce	N/A	N/A	N/A	N/A	N/A
ıare feet of INDUSTRIAL .ce	689,000	N/A	N/A	689,000	N/A
al Square Feet	689,000	N/A	N/A	689,000	N/A
nber of DWELLING UNITS	N/A	N/A	N/A	N/A	N/A
nber of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
nber of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

PROJECT AREA 3

	New CONSTRUCTION	Existing Structures to REMAIN AS IS	Existing Structures to be REHABILITATED	TOTAL	Existing Structures to be DEMOLISHED
are feet of OFFICE Space	N/A	N/A	N/A	N/A	N/A

quare feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
quare feet of INSTITUTIONAL pace	N/A	N/A	N/A	N/A	N/A
quare feet of INDUSTRIAL pace	968,000 Surface 3,900,000 Under	9,370 Surface 3,854,147 Under	N/A	8,731,517	N/A
otal Square Feet	968,000	3,909,370	N/A	4,877,370	N/A
umber of DWELLING UNITS	N/A	N/A	N/A	N/A	8*
umber of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
umber of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

* Eight (8) homes on land owned by private owners in the area known as Minaville, as further described on Exhibits P & Q will have to be acquired and demolished in order to allow for the proposed improvement / extension of Arlington Road.

PROJECT AREA 4

	New CONSTRUCTION	Existing Structures to REMAIN AS IS	Existing Structures to be REHABILITATED	TOTAL	Existing Structures to be DEMOLISHED
uare feet of OFFICE Space	N/A	N/A	N/A	N/A	N/A
uare feet of RETAIL Space	N/A	N/A	N/A	N/A	N/A
uare feet of INSTITUTIONAL pace	N/A	N/A	N/A	N/A	N/A
uare feet of INDUSTRIAL pace	780,000	N/A	N/A	780,000	N/A
otal Square Feet	780,000	N/A	N/A	780,000	N/A
umber of DWELLING UNITS	N/A	N/A	N/A	N/A	N/A
umber of HOTEL ROOMS	N/A	N/A	N/A	N/A	N/A
umber of PARKING SPACES	N/A	N/A	N/A	N/A	N/A

7. EMPLOYMENT INFORMATION

PROJECT AREA 1

Permanent jobs to be CREATED IN Kansas City	1,427
Permanent jobs to be RELOCATED TO Kansas City	700
Permanent jobs to be RETAINED IN Kansas City	4,700
Total	6,827
Anticipated Annual Payroll	$136,540,000
Estimated number of construction workers to be hired during construction phase	Public Improvements Only 89

PROJECT AREA 2

Permanent jobs to be CREATED IN Kansas City	806
Permanent jobs to be RELOCATED TO Kansas City	400
Permanent jobs to be RETAINED IN Kansas City	N/A
Total	1,206
Anticipated Annual Payroll	$30,150,000

Estimated number of construction workers to be hired during construction phase	Public Improvements Only 63

PROJECT AREA 3

Permanent jobs to be CREATED IN Kansas City	1,594
Permanent jobs to be RELOCATED TO Kansas City	1,075
Permanent jobs to be RETAINED IN Kansas City	93
Total	2,669
Anticipated Annual Payroll	$42,350,000
Estimated number of construction workers to be hired during construction phase	Public Improvements; Private Road 402

PROJECT AREA 4

Permanent jobs to be CREATED IN Kansas City	865
Permanent jobs to be RELOCATED TO Kansas City	500
Permanent jobs to be RETAINED IN Kansas City	N/A
Total	1,365
Anticipated Annual Payroll	$34,125,000
Estimated number of construction workers to be hired during construction phase	Public Improvements Only 135

8. ECONOMIC IMPACT

a. Existing Economic Activity Taxes. The existing economic activity taxes generated in the Redevelopment Area during 1999 is approximately $1,123,540.

b. Anticipated Economic Activity Taxes. A schedule of the anticipated economic activity taxes for the Redevelopment Area is attached as Exhibit N.

c. Anticipated Payments In Lieu of Taxes. A schedule of the anticipated payments in lieu of taxes to be generated by the Redevelopment Area is attached as Exhibit N.

d. Cost-Benefit Analysis. The information for the cost-benefit analysis required by the Real Property Tax Increment Allocation Redevelopment Act, Section 99.800, *et seq.*, RSMO, is provided in Direct Tax Impact Analysis attached as Exhibit O. The Direct Tax Impact Analysis shows the economic impact on each affected taxing district if this Redevelopment Plan is implemented and if it is not implemented.

Based on the current assessed value of the Redevelopment Area, it will generate approximately $2,227,000 annually in real property taxes. Without the adoption of tax increment financing to redevelop the Redevelopment Area, it is anticipated that the assessed value of the property will remain constant or decline as the property deteriorates. The Redevelopment Area generates approximately $1,123,540 annually economic activity taxes. As the Tax Impact Analysis shows, it is anticipated that the Redevelopment Area will generate approximately $193,500,000 over a 33-year period that will be available to the taxing districts. Without the adoption of tax

increment financing, the Redevelopment Area will generate less than $75,000,000 during the same 33-year period.

9. CONTROL OF PROPERTY

The Developer currently owns almost all of the property located in the Redevelopment Area.

Date of Purchase. The property owned by the Developer located in the Redevelopment Area has been acquired by the Developer at various times over several years. Some of such property was acquired as far back as the 1940's and most of it has been owned since at least the 1980's.

Mortgages. There are currently no mortgages on any of the property owned by the Developer located in the Redevelopment Area.

Balance of Existing Mortgage(s). N/A

Copies of promissory note(s), deed(s) of trust and deed(s) for each mortgage. N/A

Contract or Option to Purchase Site. N/A

Lease of Project Site. N/A

Owner of Land upon Completion of the Project. The Developer will continue to own all of the land it currently owns in the Redevelopment Area.

10. LAND ACQUISITION

a. Acquisition Maps. Three maps indicating the parcels to be acquired are attached as Exhibit P.

b. Addresses of Parcels to be Acquired. The addresses of all parcels to be acquired are attached as Exhibit Q.

c. Current Owners of Parcels to be Acquired. The names of the current owners of all parcels to be acquired are attached as Exhibit Q.

d. Is the use of eminent domain anticipated? Yes, if the Developer is not able to privately acquire those parcels of land within the Redevelopment Area which must be acquired to allow for the extension / improvement of Arlington Road. All of the land which is owned privately that would have to be acquired pursuant to this Redevelopment Plan is located in the area of Kansas City commonly known as Minnaville. The parcels that must be acquired include eight (8) single family residences, five (5) parcels of unimproved land consisting of a total of approximately five (5) acres and one (1) small parcel of land used for agricultural purposes. More detailed information regarding the parcels that must be acquired in the Redevelopment Area is contained in Exhibits P & Q attached hereto.

11. TAX ABATEMENT

The Developer is not requesting tax abatement for any of the property in the Redevelopment Area. The Redevelopment Area is located in an enterprise zone, but the Developer has not applied for nor received any tax abatement for the property which it owns in the Redevelopment Area. However, the Developer is aware that a few of the current owners which previously purchased small parcels of land from the Developer within the Redevelopment Area have received an enterprise zone tax abatement.

12. COMPLIANCE WITH AFFIRMATIVE ACTION POLICY

The Developer will comply with TIF policies, rules and regulations concerning securing equal opportunities for Minority Business Enterprises (MBEs) and Women's Business Enterprises (WBEs) to provide professional and construction services in connection with the Redevelopment Plan. Attached as Exhibit R is a copy of the Developer's Certificate regarding the Tax Increment Financing Commission's Affirmative Action Policy.

13. MOST RECENT EQUALIZED ASSESSED VALUATION

The most recent equalized assessed valuation of the property in the Redevelopment Area is $27,261,495.

14. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT

After redevelopment is completed and all reimbursable project costs have been reimbursed, it is estimated that the equalized assessed valuation of the property in the Redevelopment Area will be $94,681,038.

15. DEVELOPER AFFIDAVIT

Attached as Exhibit S is a copy of the Developer Affidavit.

16. FUNDING AGREEMENT

Attached as Exhibit T is a copy of the Funding Agreement.

EXHIBIT A

EXPERIENCE OF OWNER

Hunt Midwest has a long history of industrial, commercial and residential development in the Kansas City metropolitan area. It currently is developing and operating the world's largest underground commercial and industrial complex called SubTropolis. It owns and operates several surface industrial parks and it presently is developing 1,000 acres of residential subdivisions in Kansas City, Missouri. It has also developed additional commercial real estate and an apartment complex in the Northland area and is currently developing commercial projects at Highway 152 and North Brighton. In conjunction with The Rainen Companies, Hunt Midwest is developing a mixed-use project of commercial, residential and apartments in North Kansas City under that City's Northgate Village TIF Plan.

Exhibit 12

Existing Conditions Study

EXISTING CONDITIONS

The Redevelopment Area, including the Redevelopment Projects contained therein, qualifies as an "Economic Development Area" under Missouri's Tax Increment Financing Statute. There is a lack of major roadways within the Redevelopment Area, which are necessary for development. In addition, due to the rugged topography (steep slopes, valleys, cliffs, etc.) that is found on much of the land in the Redevelopment Area, the provision of adequate public infrastructure will be costly. TIF assistance is necessary to permit development of this economically underutilized ground.

Such an area does not meet the requirements of a blighted area or a conservation area, but the redevelopment of the area is in the public interest because it will discourage commerce, industry or manufacturing from moving their operations to another state; result in increased employment in the municipality; or will result in the preservation or enhancement of the City's tax base. This Redevelopment Plan would accomplish the following objectives consistent with the definition of an "Economic Development Area":

1. The new public roadways and related infrastructure will allow better access to and from the existing businesses located in the Redevelopment Area. If the new roadways and related infrastructure are developed, customers, vendors and others will have easier and better access to the business located within the Redevelopment Area. As a result, such businesses will be less likely to move their operations to another location.
2. The Redevelopment Plan's proposed new public roadways will result in new businesses within the Redevelopment Area, and the employment within the area, and in this area of Kansas City in general, will be significantly increased. Currently, the majority of the land in the Redevelopment Area is vacant. The Applicant intends to develop the Redevelopment Area primarily for sale to commercial businesses. With the significant acreage to be developed pursuant to this proposal, several businesses could be relocated within the Redevelopment Area. Each new business within the area would be greatly enhanced. As Exhibit 4 indicates, this Redevelopment Plan would result in approximately 4,692 permanent jobs created within Kansas City and approximately 2,675 permanent jobs relocated to Kansas City. If the Redevelopment Area is not developed pursuant to this Redevelopment Plan, it is not likely to be developed by private investors. If the Redevelopment Area is not developed with the help of tax increment financing, the number of individuals employed in the area is not likely to increase. Thus, in order to increase the number of individuals employed within the Redevelopment Area, public assistance with the roadways and related infrastructure is necessary.
3. The Redevelopment Plan will enhance the tax base of Kansas City and other taxing districts by developing the Redevelopment Area to its highest and best use, which would not occur without the use of tax increment financing. Since the majority of the land within the Redevelopment Area is currently unimproved land, there are minimal taxes generated from such land. If the Applicant receives the assistance of tax increment financing, the Redevelopment Area will be developed

to its highest and best use, as a commercial business park. The addition of new businesses in the area will result in higher taxes for the city and other taxing districts, including an increase in property taxes, sales and use taxes, payroll taxes and income taxes.

The existing conditions within the Redevelopment Area that qualify it as an Economic Development Area are shown on the attached images.

WAR

WAR

Georgia Pacific

Georgia Pacific

WESTFALL
GMC
PARTS
GM

Cummins

Exhibit 13

Acquisition and Disposition

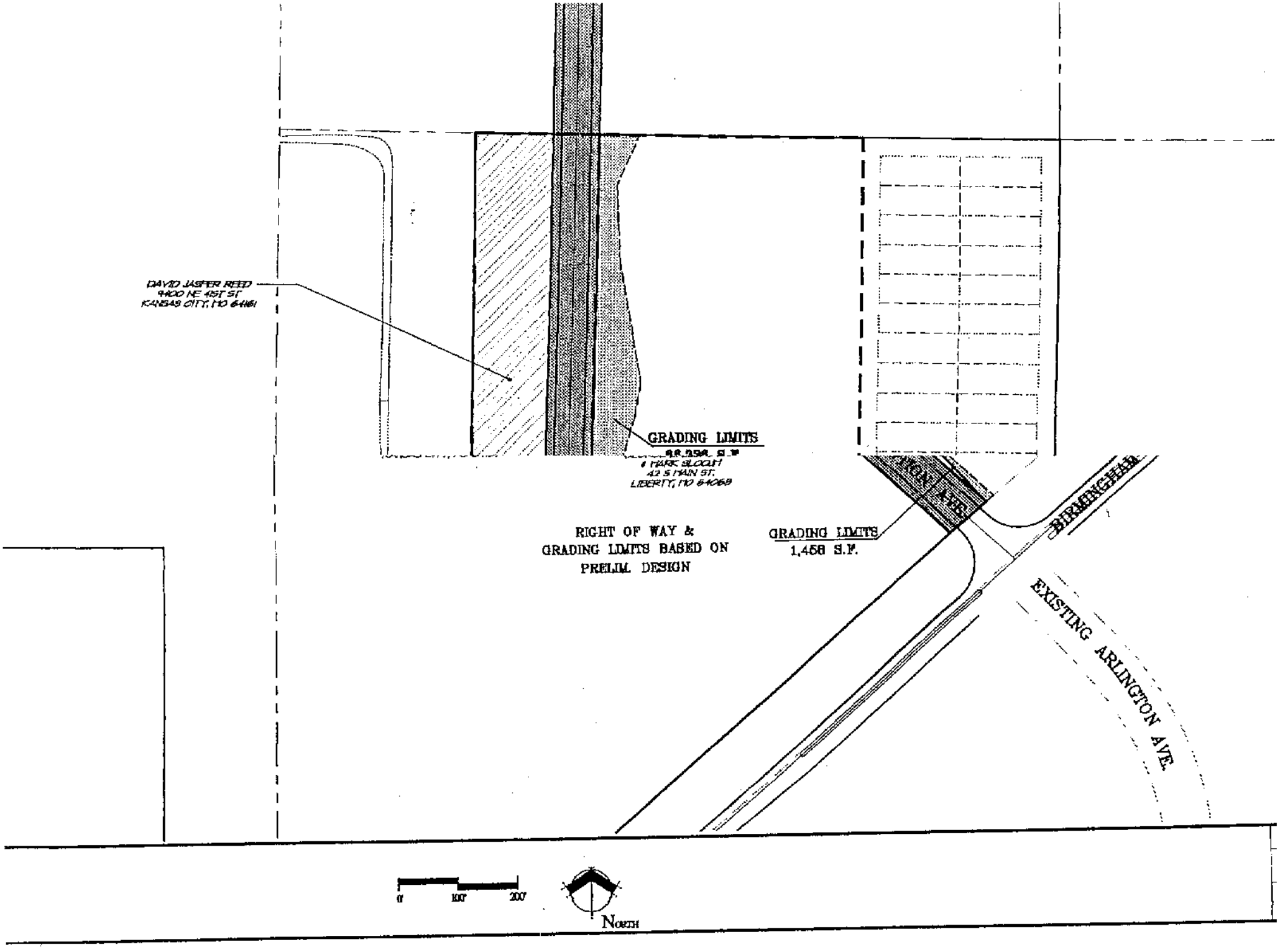
Project Map (See Addendum

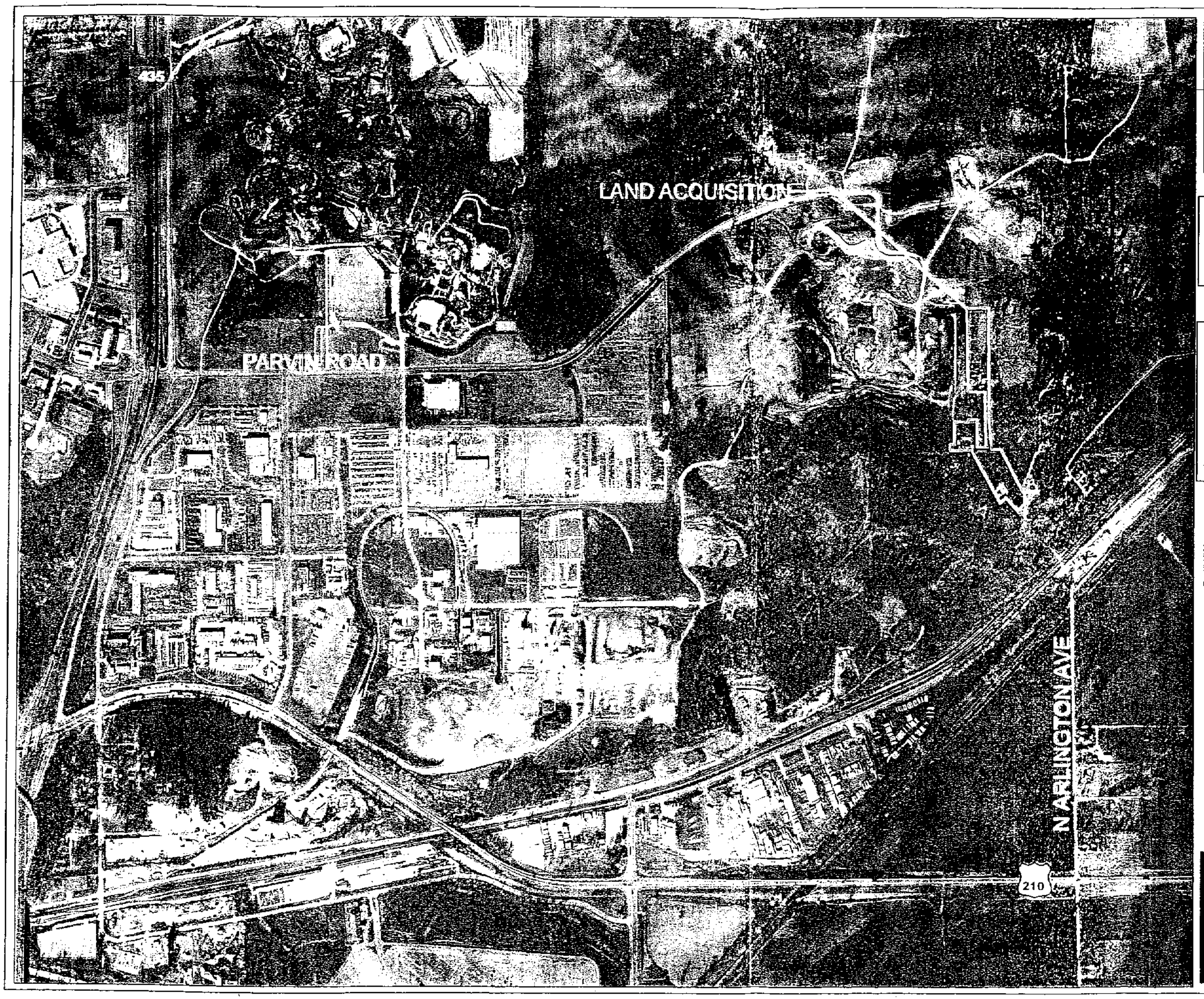
	Clay County Data						
Tract #	Ownership	Tax Identification #	Property Address	Land Use	Property Class	Land Acres	County Tax Value
16	Pate	18-303-00-07-1.00	NE Doniphan	Residential	Vacant Unimproved	0.99	$1,900
17	Noble	18-303-00-07-5.00	3902 NE Doniphan	Residential	Single Family	0.63	$37,700
	(Noble #2)	18-303-00-08-5.00	3855 N. Oxford	Residential	Single Family	0.00	$36,800
18	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
19	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
20	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
21	Trimble	18-303-00-16-3.00	N. Arlington	Residential	Vacant Unimproved	2.70	$10,100
22	O'Dell	18-303-00-04-6.00	3824 N. Evanston	Residential	Single Family	0.14	$58,400
26	Holbrook	18-303-00-04-4.00	3821 N. Arlington	Residential	Single Family	0.28	$41,900
27	Robinson	18-303-00-04-3.00	3827 N. Arlington	Residential	Single Family	0.14	$7,300
28	Robinson	18-303-00-04-2.00	3831 N. Arlington	Residential	Single Family	0.17	$21,100
29	Bailey	18-303-00-04-1.00	3835 N. Arlington	Residential	Single Family	0.25	$28,800
30	Lucas, Jr.	18-303-00-07-9.00	NE. Cooper	Residential	Vacant Unimproved	0.10	$300
31	Waite	18-303-00-07-10.00	NE. Cooper	Residential	Vacant Unimproved	0.41	$500
32	Kaiser	18-303-00-07-12.00	NE. Cooper	Residential	Vacant Unimproved	0.80	$1,900
35	Lamp	18-301-00-01-19.00	9400 NE. 40th	Residential	Single Family	0.50	$15,600
36	McClaskey	18-301-00-01-10.00	N. Arlington	Farm/Ranch	Agricultural	0.00	$100

PRELIMINARY PROPERTY ACQUISITION TABLE

Clay County Data							
Tract #	Ownership	Tax Identification #	Property Address	Land Use	Property Class	Land Acres	County Tax Value
11	Graciano, Honorato	18-303-00-08-001.00-01	3939 N. Oxford Ave.	Residential	Vacant Unimproved	0.30	$270
16	Pate	18-303-00-07-001.00-01	NE Doniphan	Residential	Vacant Unimproved	0.99	$360
17	Noble	18-303-00-07-005.00-01	3902 NE Doniphan	Residential	Single Family	0.63	$7,160
	(Noble #2)	18-303-00-08-005.00-01	3855 N. Oxford	Residential	Single Family	1.95	$7,000
18	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
19	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
20	Hunt Midwest	n/a	n/a	n/a	n/a	n/a	n/a
30	Lucas, Jr.	18-303-00-07-009.00-01	NE Cooper	Residential	Vacant Unimproved	0.13	$60
31	Waite	18-303-00-07-010.00-01	NE Cooper	Residential	Vacant Unimproved	0.55	$100
32	Kaiser	18-303-00-07-012.00-01	NE Cooper	Residential	Vacant Unimproved	0.88	$360
33	Ellis, Jr., Rudy	18-301-00-01-017.00-01	9300 NE 40th	Residential	Single Family	0.34	$8,590
35	Lamp	18-301-00-01-019.00-01	9400 NE 40th	Residential	Single Family	0.50	$2,960
36	McClaskey	18-301-00-01-026.00-01	9401 NE 41ST St.	Residential	Single Family	11.72	$11,080
37	Reed, David	18-301-00-01-027.00-01	9400 NE 41st	Residential	Single Family	0.28	$17,580

This list is based on preliminary plans and subject to change after final engineering.


DAVID JASPER REED
9400 NE 45ST ST
KANSAS CITY, MO 64161
GRADING LIMITS
MARK BLOCH
42 S MAIN ST.
LIBERTY, MO 64068
RIGHT OF WAY &
GRADING LIMITS BASED ON
PRELIM. DESIGN
GRADING LIMITS
1,458 S.F.
IRON AVE.
BIRMINGHAM
EXISTING ARLINGTON AVE.
0
100'
200'
NORTH



PARVIN ROAD CORRIDOR TIF PLAN EXHIBIT #5 LAND ACQUISITIONS

LAND ACQUISITION

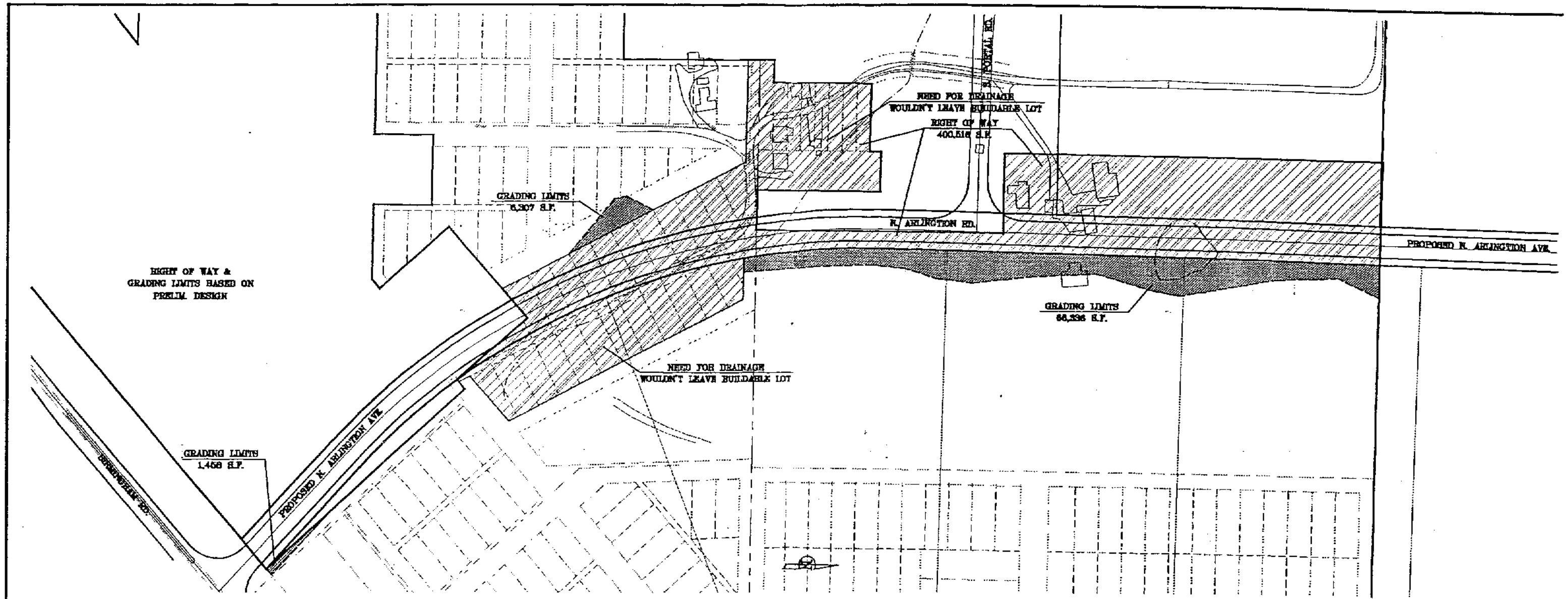
North

0 2000 Feet

Date: 08-31-00
Drawn: JRW
Project No: 99296
D:\planning\HMWOF\LAND ACQ

HUNT MIDWEST
REAL ESTATE DEVELOPMENT

John F. Lutjen & ASSOCIATES, INC.
Civil Engineers - Land Surveyors
Landscape Architects
3350 N. St. Clair Avenue • Kansas City, Missouri 64151
Voice (816) 587-4320 • Fax (816) 587-8393

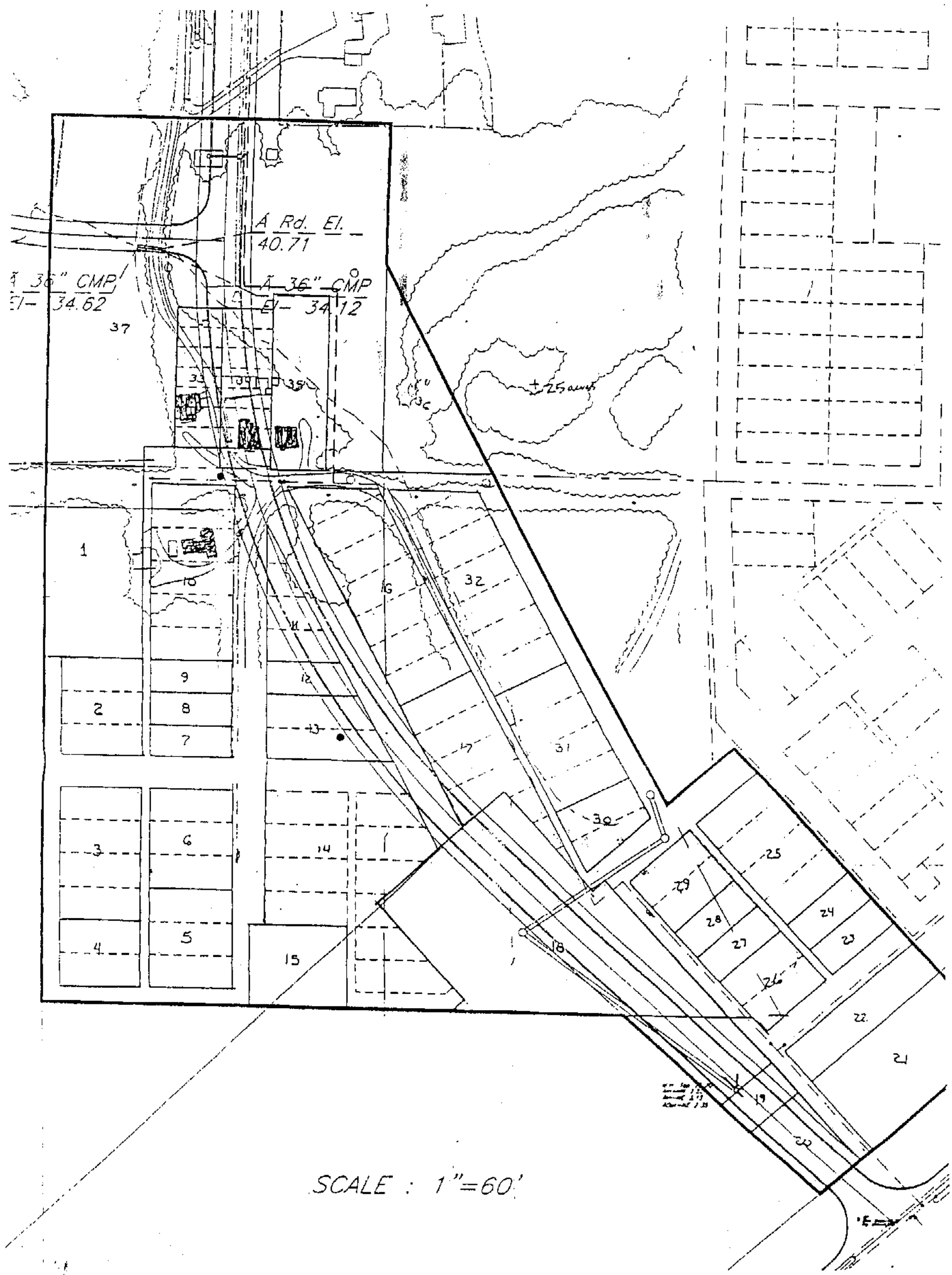


SCALE
1"=60' HORIZ.

R/W & GRADING LIMITS
N. ARLINGTON AVE.
IMPROVEMENTS

Date:03-09-0

Sheet
1
of
1


Rd. El.
40.71
36" CMP
El- 34.12
36" CMP
El- 34.62
37
+25 aug
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5
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SCALE : 1"=60'

Exhibit 14

Relocation Assistance Plan

RESOLUTION NO. 88-9

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 accessability and usability of such occupant's prior residence, such amount not to exceed Four Hundred Dollars ($400.00).

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

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

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

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

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

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

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

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 14A

Redeveloper's Augmented Relocation Assistance Plan

The following is a summary of residential assistance payments and benefits for eligible property owners and tenants being displaced in the Parvin Road Corridor TIF Plan:

(I) At a minimum, the Commission's Relocation Assistance Plan (established pursuant to its Resolution No. 88-9) will be complied with in the acquisition of properties and relocation of eligible residents identified in the Plan.

(II) All affected properties required for acquisition will be appraised by Integra Realty Resources Kansas City or another appraiser selected or approved by the Commission. They will be appraised according to the Uniform Standards of Professional Appraisal Practice ("USPAP").

(III) Certain additional benefits (as described below) will be offered paralleling or exceeding those outlined in the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 and the Uniform Relocation Act Amendments of 1987 and the Commission's Relocation Assistance Plan and policy [which is based upon the City of Kansas City, Missouri acquisition and relocation ordinance, normally referred to as "Chapter 74 Code of General Ordinances of Kansas City, Property and Relocation Services"]. **Although these benefits will be offered to all residential property owners, only those that accept their offer on a negotiated basis and do not go to condemnation will be paid the full additional benefits offered.**

(IV) Those property owners who choose to go to condemnation will be offered the additional benefits less, or reduced by, the anticipated certified costs incurred or expected to be incurred, by the Commission in connection with the condemnation process including, without limitation, appraisal fees and costs, environmental inspection fees, title inspection costs and attorneys' and consultants' fees and costs.

(1) The benefits offered are designed as additional incentives to those eligible individuals and families (i.e. both residential owner occupied and residential tenants) whose properties are to be either partially or totally acquired pursuant to the Parvin Road Corridor TIF Plan. Primary among them is a proposed "gap" payment which is a payment which will allow those participants to replace their existing property with one similar in functionality that will be in a comparable, but different, subdivision than the one in which they are now living.

(2) Eligible owners of residential rental property will be offered the fair market value of the property based upon the appraisals.

(3) Property owners desiring to settle will be shown three comparable properties that are available on the open market by an acquisition and relocation specialist. The acquisition agent will specifically point out one of the three that is most similar in functionality to the owner's current property. If the property owner does not choose to purchase any of the three properties that are presented by the acquisition and relocation specialist, then a gap payment will be determined on the single most

comparable of the three and thus, the property owner will have the opportunity to choose another property and will be offered the fair market value of his property plus the gap amount that will allow him to purchase one of the three properties presented to him. He will be entitled to the money even if he chooses to rent or purchase another property that is less than the offered amount. For example, if the current property has a market value of $25,000, but the replacement property costs $55,000, then the property owner would receive $25,000 plus a gap payment of $30,000.

(4) If the property owner is presented three properties that are available in the marketplace and chooses to purchase one of the three, then he will be entitled to the fair market value of his current property plus a gap amount to purchase the specific replacement property. If property "A" is a $55,000, property "B" is $56,000 and property "C" is $57,000 and the property owner chooses to purchase property "B", then he would receive a gap payment only to the amount of the property "B" purchase, not the amount that would have purchased property "C".

(5) Property owners that settle will be offered actual reasonable moving and related expenses or a fixed payment of $2,000 for a self-move and $500 for miscellaneous expenses.

(6) Property owners that are handicapped will be offered a fixed payment of $1,000 to offset certain expenses that may possibly be incurred by the property owner in the replacement property with respect to accessibility and usability.

(7) All property owners will have an acquisition and relocation specialist available for them and a point of contact and telephone number for the Redeveloper of the Parvin Road Corridor TIF Plan.

(8) The selection of potential replacement housing will be in accord with applicable State and Federal regulations on Fair Housing and in compliance with Title VIII of the 1989 Civil Rights Act. The term "fair housing" as used relates to Federal and State laws which require that rental and sale of housing be made available to all persons without regard to race, color, religion, creed, national origin, sex, ancestry or disability. Property owners will be informed that any possible violations of either Fair Housing Regulations or of the Civil Rights Act should be reported in writing to the Parvin Road Corridor TIF Plan representative, the Commission and the City of Kansas City, Missouri Legal Department.

(9) Within two weeks of the fair market appraisals of the properties being delivered to the Redeveloper, appointments will be made by the acquisition and relocation specialist with the property owners to view their property and take pictures. The purpose of the pictures is to: (a) document personal property for moving, and (b) to begin the process of finding functionally similar properties in another subdivision or market area. At that time the property owners will be presented a Residential Relocation Assistance and Payment Brochure for the Parvin Road Corridor TIF Plan (the "Relocation Plan"). An overview of the Relocation Plan and the important gap payment will be discussed at this time. The market value appraisal of their property will be made available to the property owners upon request.

(10) A full relocation interview will be conducted with the property owners to determine size of the family, special needs, proximity to work, schools, church and

special services in order for the acquisition and relocation specialist to do the most complete and professional job.

(11) Within three weeks of conducting the interview, the property owners will be presented with a purchase contract on their property at fair market value. At the same time three comparable properties will be presented to the property owners. They will also be given names and telephone numbers of realtors in the area that may be able to assist them in finding replacement properties. The Relocation Plan and gap payment will be explained again fully with the property owner so there will be no misunderstanding of how the process works.

(12) Within the timeframe specified in the contract, the property owner must accept or reject the fair market value offer on their property. Once that has been agreed to, then an addendum will be prepared to include the gap payment. Once that is signed and dated by all parties, then the Redeveloper will have an additional thirty days to fund the purchase. The Redeveloper shall pay all closing costs associated with the purchase and will purchase its own title insurance policies. The selling property owner's requirement will simply be a pro ration of the current year's taxes and assessments.

(13) Tenants of residential properties will be offered a $2,000 residential moving allowance. A full relocation interview by a relocation agent will be conducted with residential tenants. Three comparable rentals will be identified and presented to the tenants within two weeks of the interview. In the event that the current rentals are higher than the rental amount of the property presently being rented, the tenant will be offered a rental supplement of up to a maximum of $5,250. Tenants that are handicapped will be offered an additional fixed payment of $1,000. The selection of potential replacement housing will be in accord with applicable State and Federal regulations on Fair Housing and in compliance with Title VIII of the 1989 Civil Rights Act. The term "fair housing" as used relates to Federal and State laws which require that rental and sale of housing be made available to all persons without regard to race, color, religion, creed, national origin, sex, ancestry or disability. Property owners will be informed that any possible violations of either Fair Housing Regulations or of the Civil Rights Act should be reported in writing to the Parvin Road Corridor TIF Plan representative, the Commission and the City of Kansas City, Missouri Legal Department.

(14) All property owners that agree to the signed contracts will have a provision in the contracts that they must be completely moved from the property on the date of closing. In the event of condemnation, the property owners will be given at least thirty days' notice to vacate once the purchase proceeds have been paid into the court.

(15) In the case of residential tenants, the tenants will be given a notice that negotiations have begun on the purchase of the property that they rent and they will have no less than ninety days to vacate the property. Once the property has been purchased, they will be given at least thirty days' notice to vacate, but in no instance will they have less time to vacate than the original ninety days.

Exhibit 15

Affidavits and Certificates

CERTIFICATE

I, Lee A. Derrough, do hereby certify that I have had certain preliminary discussions with the staff of the Tax Increment Financing Commission of Kansas City, Missouri, on behalf of Hunt Midwest Real Estate Development, Inc. (the "Developer") and have been briefed on and received a copy of the Tax Increment Financing Commission's Affirmative Action Policy. I understand that the policy covers both construction forces and professional services. I also understand that this is not a "set aside", neither are the goals requirements; but that, if such goals are not met, there must have been a good faith effort (as defined therein) to accomplish them. I will bring this Policy to the attention of the appropriate persons. At the time of submitting this application, the Developer has not yet contracted with the professional and construction service providers that will be providing services related to this Redevelopment Plan. However, the Developer will comply with TIF policies, rules and regulations concerning securing equal opportunities for Minority Business Enterprises (MBEs) and Women's Business Enterprises (WBEs) to provide professional and construction services in connection with the Redevelopment Plan.

Date:

September 15, 2000

Hunt Midwest Real Estate Development, Inc.

By: _____
Lee A. Derrough, President & CEO

EXHIBIT S

DEVELOPER AFFIDAVIT

STATE OF MISSOURI)
) ss.
COUNTY OF CLAY)

COMES NOW, Lee A. Derrough, and, being first duly sworn, on his oath states:

1. I am over the age of eighteen (18) and competent to testify to the following matters of my own knowledge and on behalf of Hunt Midwest Real Estate Development, Inc (the "Developer").

2. I am the President and Chief Executive Officer of the Developer, the proposed developer for the Parvin Road Corridor TIF Plan (the "Project") pursuant to the proposed Tax Increment Financing Plan (the "TIF Plan") as set forth in the Developer Application Package (the "Application") for the Project submitted by the Developer.

3. The Redevelopment Area on the whole is an "economic development area," (as that term is defined in the Real Property Tax Increment Allocation Redevelopment Act, Sections 99.800, et seq. RSMO, 1986, as amended) because the redevelopment will (a) discourage commerce, industry or manufacturing from moving their operations to another state, (b) result in increased employment within the City of Kansas City, and (c) result in preservation or enhancement of the tax base of the City of Kansas City.

4. The undeveloped portion of Redevelopment Area has not been subject to any significant growth or development through investment by private enterprise in the past, and it is not reasonably anticipated to be developed in the future without the adoption of tax increment financing.

5. The Developer will not and could not be reasonably expected to develop the Redevelopment Area without the adoption of the proposed amendment to the TIF Plan and the adoption of tax increment financing for the Redevelopment Area.

Lee A. Derrough

Subscribed and sworn to before me, a Notary Public, in and for said County and State, this 15th day of September, 2000.

Signature of Notary Public

{Notarial Seal}

Printed Name of Notary Public

My Commission Expires:

JANEY STURGIS LARKIN
Notary Public - Notary Seal
STATE OF MISSOURI
Jackson County
My Commission Expires: 11-13-01