


**SECOND AMENDMENT TO THE
SHOAL CREEK
TAX INCREMENT FINANCING PLAN**

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 OCTOBER 9, 2002.


CHAIRMAN

11/4/02
DATE


EXECUTIVE DIRECTOR

11/4/02
DATE

**Second Amendment
to the Shoal Creek
Tax Increment Financing Plan**

The Second Amendment to the Shoal Creek Tax Increment Financing Plan (hereinafter the "Second Amendment") is intended to amend the Shoal Creek Tax Increment Financing Plan as approved by the City Council of Kansas City, Missouri by way of Ordinance No. 941443 and the First Amendment to the Shoal Creek Tax Increment Financing Plan as approved by Ordinance No. 971310 (collectively referred to herein as the "Plan"). The Second Amendment to the Plan provides for the expansion of the Shoal Creek Redevelopment Area to include property located on all four corners of the intersection at Missouri Highway 152 and North Brighton and the remaining three quadrants of the I-435 and NE 96th Street intersection. Inclusion of the commercial development that is anticipated for these intersections will increase funds available for road construction in the area. The new road improvements will benefit the properties in inclusion by improving access to the commercial development and surrounding residential development. The TIF revenues generated within the Redevelopment Area would continue to be used only for public infrastructure improvements. The intent of the Plan remains unchanged other than those changes specifically mentioned herein.

Amendment No. 1: Delete Exhibit 1, Location and Legal Description of the Shoal Creek Redevelopment Area, and insert the revised Exhibit 1, attached hereto, in lieu thereof.

Amendment No. 2: Delete Exhibit 2, Site Plan, of the Plan and insert the revised Exhibit 2, attached hereto, in lieu thereof.

Amendment No. 3: Delete Exhibit 4, Estimated Redevelopment Project Costs, and insert the revised Exhibit 4, attached hereto, in lieu thereof.

Amendment No. 4: Delete Exhibit 5, Source of Funds for All Estimated Redevelopment Project Costs, and insert the revised Exhibit 5, attached hereto, in lieu thereof.

Amendment No. 5: Delete Exhibit 6, Estimated Annual Payments in Lieu of Taxes and Economic Activity Taxes over the life of the redevelopment plan, and insert the revised Exhibit 6, attached hereto, in lieu thereof.

Amendment No.6: Insert as addendum to Exhibit 8, Existing Condition Study, a supplement to said study, attached hereto.

Amendment No. 7: Delete the first paragraph of Section I.B. and insert the following:
The Redevelopment Area is generally bounded on the north by N.E. 96th Street, on the east by the Kansas City-Liberty city limits, on the south by the Kansas City - Pleasant Valley city limits and NE 76th Street, and on the west by Interstate 435

**EXHIBIT 1
LOCATION AND LEGAL DESCRIPTION
OF THE
SHOAL CREEK REDEVELOPMENT AREA**

REDEVELOPMENT AREA

The Redevelopment Area is legally described as follows:

Beginning at the intersection of the center line of N.E. 96th Street and the northerly extension of the east line of Shoal Creek Park, said point also being located on the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32 to the intersection with the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32 to the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence east along the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32 to the east quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32 to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32 and Section 11, Township 51, Range 32 to the center line of N.E. Flintlock Road, said point located on the east quarter section line of the Northeast Quarter of the Northwest Quarter of Section 11, Township 51, Range 32; thence south along the center line of N.E. Flintlock Road to a point 1290 feet, more or less, north of the southwest corner of the Northeast Quarter of Section 11, Township 51, Range 32; thence North 89 degrees 06 minutes 22 seconds East, 2591.44 feet to a point on the west line of the Northeast Quarter of Section 11, Township 51, Range 32, said line being the Kansas City-Liberty city limits line; thence south and southwesterly along the Kansas City-Liberty city limits line to the center line of Missouri Route 152; thence southwesterly along the eastern city limits of Kansas City, Missouri a distance 3,400 feet, more or less; thence north 61 degrees west a distance of 1,804.54 feet, more or less, to a point on the center line of N.E. Flintlock Road, said point being 580 feet, more or less, northeasterly of the south section line of Section 11, Township 51, Range 32; thence southwesterly and south along the center line of N.E. Flintlock Road to the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32; thence west along the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32 to the center line of N. Stark Avenue, said point located on the east section line of Section 15, Township 51, Range 32; thence south along the center line of N. Stark Avenue to the City of Kansas City -Pleasant Valley city limits, said point being located on the south section line of Section 15, Township 51, Range 32; thence west along the City of Kansas City -Pleasant Valley city limits to the intersection with the east right-of-way line of Interstate 435; thence northerly along the east right-of-way line of Interstate 435 to the centerline of N.E. 76th Street; thence westerly and north-westerly along N.E. 76th Street to the south section line of Section 8, Township 51, Range 32 ; thence west along the south line of Section 8, Township 51, Range 32 to the centerline of north Brighton Avenue; thence south along the centerline of North Brighton Avenue to a point 441.54 feet South of North line of SD

Section; thence North 89 DEG 34 Min 55 SEC West to the East line of West half of Northwest Quarter of Section 17, Township 51, Range 32; thence South along the said East line 559.2 feet; thence North 89 DEG 34 MIN 55 SEC West to a Point 300 feet from the east right-of-way line of North Spruce Avenue; thence north 150 feet parallel to the west line of the Northwest Quarter of Section 17, Township 51, Range 32; thence North 89 DEG 34 MIN 55 SEC West 300 feet to the east right-of-way line of North Spruce Avenue; thence northerly along the east right-of-way line of North Spruce Avenue to the south right-of-way line of NE 80th Street; thence easterly along the south right-of-way line of NE 80th Street to a Point 1,762 feet, more or less, from the west line of Section 8, Township 51, Range 32; thence north along a line east of and parallel to the west line of Section 8, Township 51, Range 32 to the centerline of Missouri Route 152; thence westerly along the centerline of Missouri Route 152 to the west line of Section 8, Township 51, Range 32; thence north along the said west line to the north line of Section 8, Township 51, Range 32; thence east along the north line of Sections 8 and 9 of Township 51, Range 32 to the easterly right-of way line of Interstate 435; thence northerly along the easterly right-of-way line of Interstate 435 to the south line of North West Quarter of Section 4, Township 51, Range 32; thence west along the south line of North West Quarter of Section 4, Township 51, Range 32 and west along the south line of the North East Quarter of Section 5, Township 51, Range 32 to the west line of the North East Quarter of Section 5, Township 51, Range 32; thence north along the west line of North East Quarter of Section 5, Township 51, Range 32 and north along west line of the South East Quarter of Section 32, Township 52, Range 32 to the north line of South East Quarter of Section 32, Township 52, Range 32; thence east along the north line of South East Quarter of Section 32, Township 52, Range 32 and east along the north line of South West Quarter of Section 33, Township 52, Range 32 to the north east corner of the South West Quarter of Section 33, Township 52, Range 32; thence south along the east line of the South West Quarter of Section 33, Township 52, Range 32 to the centerline of NE 96th Street; thence easterly along the centerline of NE 96th Street to the Point of Beginning; all now included in the City of Kansas City, Clay County, Missouri.

REDEVELOPMENT PROJECT A

All the south half of Section 15, Township 51, Range 32 and that part of the Southeast Quarter of the Northeast Quarter and the Northeast Quarter of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of N. Stark Avenue and the City of Kansas City -Pleasant Valley city limits line; thence west along the City of Kansas City -Pleasant Valley city limits line to the west line of Section 15, Township 51, Range 32; thence north along the west line of Section 15, Township 51, Range 32, to a distance of approximately 1,678.61 feet; thence northwesterly along a curve to the right a radius of 1,145.92 feet, an arc distance of 593.52 feet; thence North 25 degrees, 06 minutes, 03 seconds East a distance of 1,075 feet; thence South 64 degrees 53 minutes 57 seconds East, a distance of 483 .92 feet to the northeast corner of the Southeast Quarter of Section 15, Township 51, Range 32; thence east along the north line of the Southeast Quarter and the Southwest Quarter of Section 15, Township 51 Range 32 to the center line of N. Stark Avenue; thence south along the center line of N. Stark Avenue to the Point of Beginning.

REDEVELOPMENT PROJECT B

All that part of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the Southeast Quarter of said Section 16, thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said

Section 16, a distance of 490.03 feet; thence North 0 degrees 33 minutes 09 seconds East, a distance of 310.27 feet; thence North 89 degrees 26 minutes 51 seconds West, a distance of 95.00 feet; thence North 26 degrees 17 minutes 46 seconds West a distance of 124.59 feet; thence North 43 degrees 48 minutes 19 seconds West, a distance of 56.47 feet; thence North 56 degrees 00 minutes 59 seconds West, a distance of 112.56 feet; thence North 39 degrees 43 minutes 21 seconds West, a distance of 381.48 feet; thence northeasterly along a curve to the left, the initial tangent having a bearing of North 41 degrees 00 minutes 25 seconds East, having a radius of 2009.86 feet, an arc distance of 557.96 feet; thence North 25 degrees 06 minutes 03 seconds East, a distance of 561.05 feet; thence southeasterly along a curve to the left, the initial tangent having a bearing of South 64 degrees 03 minutes 50 seconds East, having a radius of 1,145.92 feet, an arc distance of 493.34 feet to a point on the east line of the Southeast Quarter of said Section 16; thence South 0 degrees 07 minutes 36 seconds West along the east line of the Southeast Quarter of said Section 16, a distance of 1,678.61 feet to the point of beginning.

REDEVELOPMENT PROJECT C

All that part of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Commencing at the southeast corner of said Section 16; thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said Section 16, a distance of 490.03 feet to the point of beginning of the tract of land herein to be described; thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said Section 16, a distance of 794.75 feet to a point on the easterly line of the right-of-way of Interstate Route 435; thence North 7 degrees 24 minutes 02 seconds East along said easterly right-of-way line, a distance of 48.85 feet; thence North 13 degrees 21 minutes 50 seconds West along said easterly right-of-way, a distance of 405.84 feet; thence North 41 degrees 05 minutes 17 seconds East along said easterly right-of-way line, a distance of 217.08 feet; thence North 49 degrees 01 minutes 54 seconds East, a distance of 22.80 feet; thence northeasterly along a curve to the left, having the last described course as a tangent, having a radius of 2,009.86 feet, an arc distance of 281.50 feet; thence South 39 degrees 43 minutes 21 seconds East, a distance of 381.48 feet; thence South 56 degrees 00 minutes 59 seconds East, a distance of 112.56 feet; thence South 43 degrees 48 minutes 19 seconds East, a distance of 56.47 feet; thence South 26 degrees 17 minutes 46 seconds East, a distance of 124.59 feet; thence South 89 degrees 26 minutes 51 seconds East, a distance of 95.00 feet; thence South 0 degrees 33 minutes 09 seconds West, a distance of 310.27 feet to the point of beginning.

REDEVELOPMENT PROJECT D

All of that part of the Southeast Quarter of Section 11, Township 51, Range 32, Kansas City, Clay County Missouri, described as follows: Beginning at the intersection the south right-of-way line of Missouri Route 152 and the easterly right-of-way line of N. Church Road; thence southerly and southeasterly along the easterly right-of-way line of N. Church Road to the westerly right-of-way line of Interstate Route 35; thence northwesterly along the westerly right-of-way line of Interstate Route 35 to the southerly line of Missouri Route 152; thence west along the southerly right-of-way line of Missouri Route 152 to the Point of Beginning.

REDEVELOPMENT PROJECT E

All of that part of Sections 3, 4, 9 and 10 of Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning on the west line of the Northwest Quarter of Section 11, Township 51, Range 32, a distance of 700 feet south of the northwest corner; thence east 64.71 feet;

thence South 42 degrees, 11 minutes, 52 seconds East, a distance of 1,694.11 feet; thence South 25 degrees, 35 minutes, 03 seconds East, a distance of 280 feet; thence South 42 degrees, 11 minutes 52 seconds East, a distance of 60 feet; thence North 47 degrees, 48 minutes, 08 seconds East, a distance of 250 feet; thence south 497.34 feet to the north right-of-way line of Missouri Route 152; thence westerly along said north line 531.12 feet; thence North 42 degrees, 11 minutes, 52 seconds West, a distance of 1,520.92 feet to the west line of the Northwest Quarter of Section 11, Township 51, Range 32; thence northwest 268.68 feet; thence west 2,250 feet; thence south 1,313.78 feet to the north line of Missouri Route 152; thence west 609.91 feet; thence north 2,050 feet; thence northwest 342.4 feet; thence west 280 feet; thence north 330 feet to the north line of Section 10, Township 51, Range 32; thence west along the north section line of Section 10, Township 51, Range 32, and Section 9, Township 51, Range 32, to the west section line of Section 9, Township 51, Range 32; thence south along the west section line of Section 9, Township 51, Range 32 to the south line of the Northeast Quarter of the Southeast Quarter of Section 9, Township 51, Range 32; thence southwesterly, a distance of 763.66 feet; thence North 89 degrees, 44 minutes, 27 seconds West, a distance of 34.42 feet; thence North 0 degrees, 35 minutes, 33 seconds East, to the center line of N.E. Barry Road; thence west along the center line of N.E. Barry Road to the easterly right-of-way line of Interstate Route 435; thence northerly along the easterly right-of-way line of Interstate Route 435 to a point approximately 1,496 feet, more or less, south of the north section line of Section 4, Township 51, Range 32; thence South 89 degrees, 58 minutes, 13 seconds East, a distance of 1,042.6; thence North 0 degrees, 17 minutes, 30 seconds East a distance of 1,495.83 to the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32, to a point approximately 550 feet east of the west line of the Northeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32; thence south to the south line of the Northeast Quarter of Section 4, Township 51, Range 32; thence east along the south line of the Northeast Quarter of Section 4, Township 51, Range 32 to the east line of Section 4, Township 51, Range 32; thence south along the east line of Section 4, Township 51, Range 32, to the south line of the Northeast Quarter of the Southeast Quarter of Section 4, Township 51, Range 32; thence east along the south line of the northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32 to a point 200 feet east of the west line of the Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence north to a point 1580 feet north of the south section line of Section 3, Township 51, Range 32; thence east 1,468.86 feet; thence southeast 2,331.10 feet; thence east 1,512.94 to the Point of Beginning. Said legal description intending to include that part of Sections 3, 4, 9 and 10 of Township 51, Range 32, Kansas City, Clay County, Missouri, comprising Shoal Creek Park and that portion of the Park including Hodge Park.

REDEVELOPMENT PROJECT F

All that part of Sections 3, 4, 10, 11, 14, 15 and 16 of Township 51, Range 32, with the exception of the Shoal Creek Park, in Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of N.E. 96th Street and the northerly extension of the east line of Shoal Creek Park, said point also being located on the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32, to the intersection with the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32, to the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence east along the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32, to the east quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence south

along the east quarter section line of the Northwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32, to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32 and Section 11, Township 51, Range 32, to the center line of N.E. Flintlock Road; thence southerly and westerly along the center line of N.E. Flintlock Road to the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32; thence west along the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32, and the south line of the north half of Section 15, Township 51, Range 32, to a point approximately 328.35 feet east of the northeast corner of the Southeast Quarter of Section 16, Township 51, Range 32; thence North 64 degrees 53 minutes 57 seconds West, a distance of 483.92 feet; thence South 25 degrees 06 minutes 03 seconds West, a distance of 1,075 feet; thence South 25 degrees 06 minutes 03 seconds West, a distance of 561 feet; thence southwesterly along a curve to the left, the initial tangent having a bearing of South 41 degrees 00 minutes 25 seconds West, having a radius of 2,009.86 feet, an arc distance of approximately 839.46 feet to the easterly right-of-way line of Interstate Route 435; thence northerly along the easterly right-of-way line of Interstate Route 435 to the center line of N.E. Barry Road, said point located on the north quarter section line of the Northeast Quarter of the Southwest Quarter; thence east along the center line of N.E. Barry Road to its intersection with the southerly extension of the east line of Shoal Creek Park; thence northerly along the easterly line of Shoal Creek Park to the north quarter section line of the Southeast Quarter of the Northeast Quarter of Section 9, Township 51, Range 32; thence east along the north quarter section line of the Southeast Quarter of the Northeast Quarter of Section 9, Township 51, Range 32; to the west section line of Section 10, Township 51, Range 32; thence north along the west section line of Section 10, Township 51, Range 32, to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32, to the west quarter section line of Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence north along the west quarter section line of Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32, to the south quarter section line of the Northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence west along the south quarter section line of the Northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32, to the west section line of Section 3, Township 51, Range 32; thence north along the west section line of Section 3, Township 51, Range 32, to the south quarter section line of the Southeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32; thence west along the south quarter section line of the Southeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32, to the east line of Shoal Creek Park; thence north along the east line of Shoal Creek Park to the center line of N.E. 96th Street to the Point of Beginning.

REDEVELOPMENT PROJECT G

All of that Part of the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of Section 11, Township 51, Range 32, and the Northwest Quarter of the Northeast Quarter of Section 14, Township 51, Range 32, Kansas City, Clay County, Missouri, as described as follows: Beginning at the intersection of the south right-of-way line of N.E. Barry Road and the east right-of-way line of N.E. Flintlock Road; thence southerly and southwesterly along the easterly right-of-way line of N.E. Flintlock Road to a point 580 feet, more or less, northeasterly of the South line of Section 11, Township 51, Range 32; thence South 61 degrees 56 minutes 19 seconds East, a distance of 944.48 feet to the westerly right-of-way line of Interstate Route 35; thence northeasterly along the westerly right-of-way of Interstate Route 31 to the westerly right-of-way line of N. Church Road; thence

northerly and northwesterly along the westerly right-of-way line of N. Church Road to the south right-of-way line of N.E. Barry Road; thence west along the south right-of-way line of N.E. Barry Road to the Point of Beginning.

REDEVELOPMENT PROJECT H

All that part of Southeast Quarter of Section 8, Township 51, Range 32, and the Southwest Quarter of the Southwest Quarter, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the westerly right-of-way line of Interstate Route 435 and the south line of Section 9, Township 51, Range 32; thence west along the south line of Section 9, Township 51, Range 32 and Section 8, Township 51, Range 32 to the east right-of-way line of North Brighton Avenue; thence north along the east right-of-way line of North Brighton Avenue to the center line of Missouri Route 152; thence east along the center line of Missouri Route 152 to the intersection with the westerly right-of-way line of Interstate Route 435; thence south along the westerly right-of-way line of Interstate Route 435 to the Point of Beginning.

REDEVELOPMENT PROJECT I

All that part of Southeast Quarter of Section 8, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of Missouri Route 152 and the southerly extension of the east right-of-way line of North Colorado Avenue; thence north along the east right-of-way line of North Colorado Avenue and its southerly extension to the center line of N.E. Barry Road; thence east along the center line of N.E. Barry Road to the westerly right-of-way line of Interstate Route 435; thence south along the westerly right-of-way line of Interstate Route 435 to the center line of Missouri Route 152; thence west along the center line of Missouri Route 152 to the Point of Beginning.

REDEVELOPMENT PROJECT J

All of that part of the north half of Section 15, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the north line of the Northwest Quarter, Section 15 Township 51, Range 32, said point being 907.5 feet east of the northwest corner of said Quarter Section; thence South 00 degrees, 57 minutes, 27 seconds West, a distance of 2,033.36 feet; thence North 88 degrees, 42 minutes, 16 seconds West, a distance of 428.45 feet; thence south to the south line of said Quarter Section; thence east along said south line to a point 285.18 feet west of the southeast corner of the Southeast Quarter of the Northeast Quarter; thence north a distance of 2,627.11 feet to a point 281.72 feet west of the northeast corner of Section 15 Township 51, Range 32; thence west along the north line of said Section to the Point of Beginning.

REDEVELOPMENT PROJECT K

All that Part of the Northwest Quarter of Section 4, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the easterly right-of-way line of Interstate Route 435 and the center line of N.E. 96th Street; thence east along the center line of N.E. 96th Street to a point approximately 886.62 feet, more or less, west of the east line of the Northwest Quarter of Section 4, Township 51, Range 32; thence South 0 degrees, 17 minutes, 30 seconds West a distance of 1,495.83 feet; thence North 89 degrees, 58 minutes, 13 seconds West a distance of 1,042.6 feet to the east right-of-way line of Interstate 435; thence northerly along the easterly right-of-way line of Interstate 435 to the Point of Beginning.

REDEVELOPMENT PROJECT L

A tract of land in the Northeast Quarter of Section 11, Township 51, Range 32, Kansas City, Clay County, Missouri, being bounded and described as follows: Commencing at the Southeast corner of said Northeast Quarter; thence North 89 degrees 18 minutes 51 seconds West, along the South line of said Northeast Quarter, 2049.51 feet; thence North 0 degrees 41 minutes 09 seconds East, 54.59 feet to the True Point of Beginning of the tract to be herein described, said point being also a point on the north right of way line of Missouri Route 152, as now established; thence North 0 degrees 25 minutes 55 seconds East, 289.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 458.93 feet; thence Southeasterly, along a curve to the right, tangent to the last described course, having a radius of 100.00 feet, an arc distance of 65.63 feet; thence Northeasterly, along a curve to the right, having an initial tangent bearing of North 86 degrees 22 minutes 52 seconds East a radius of 5763.58 feet, an arc distance of 407.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 328.40 feet; thence Easterly, along a curve to the left, tangent to the last described course, having a radius of 240.00 feet, an arc distance of 126.07 feet to a point on the East line of said Northeast Quarter; thence North 0 degrees 25 minutes 57 seconds East, along said East line, 789.64 feet; thence North 89 degrees 06 minutes 22 seconds West, 2591.44 feet to a point on the West line of said Northeast Quarter; thence South 0 degrees 26 minutes 45 seconds West, along said West line, 110.15 feet to a point on the aforesaid North right of way line; thence South 88 degrees 36 minutes 48 seconds East, along said North right of way line, 55.91 feet; thence South 12 degrees 38 minutes 58 seconds East, along said North right of way line, 123.69 feet; thence South 88 degrees 36 minutes 48 seconds East, along said North right of way line, 458.53 feet to the True Point of Beginning. Containing 56.12 acres, more or less.

REDEVELOPMENT PROJECT M

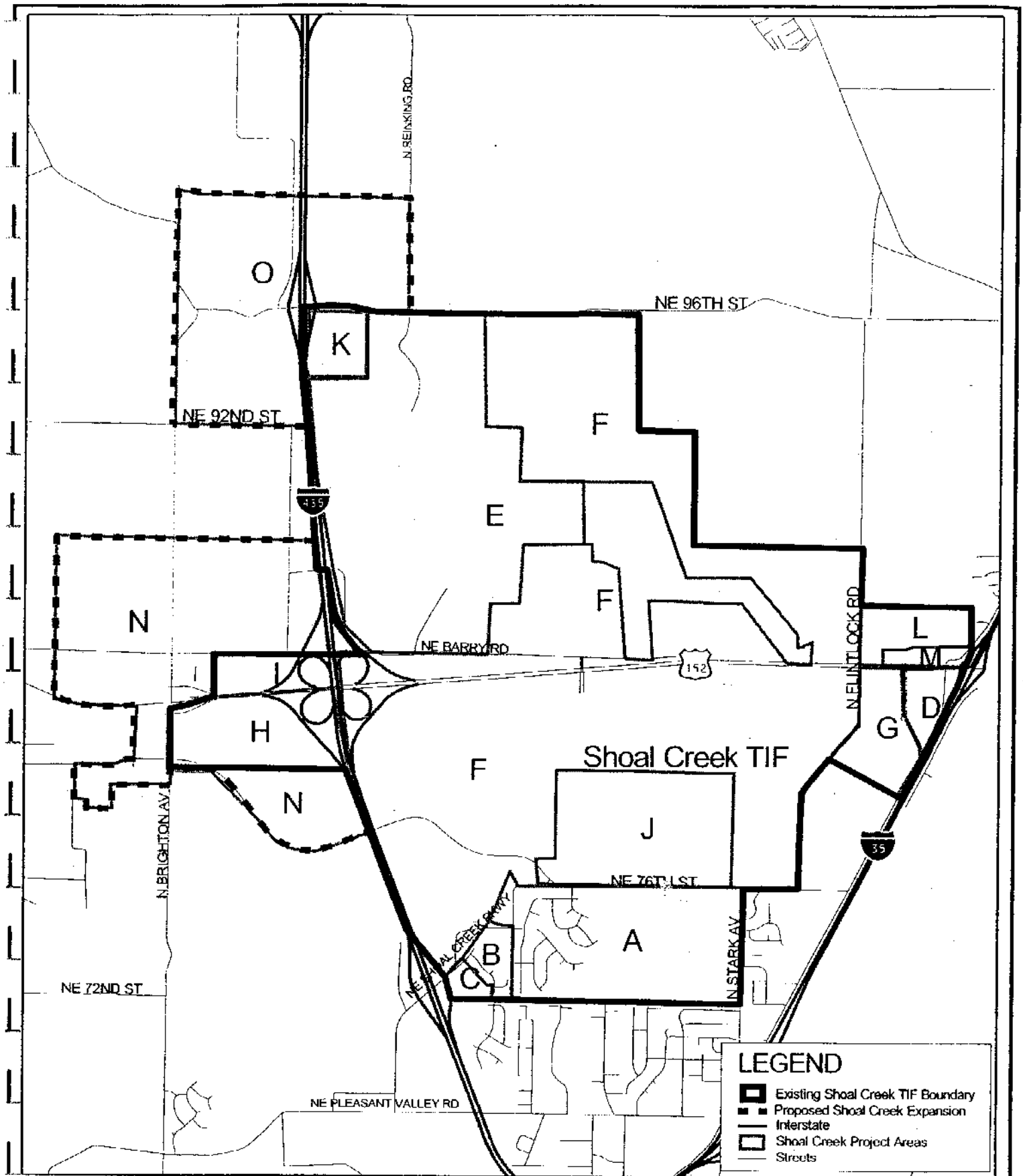
A tract of land in the Northeast Quarter of Section 11 Township 51, Range 32, Kansas City, Clay County, Missouri, being bounded and described as follows: Commencing at the Southeast corner of said Northeast Quarter; thence North 0 degrees 25 minutes 57 seconds East, along the East line of said Northeast Quarter, 363.14 feet to a point on the Westerly right-of-way line of Interstate Route 35, as now established, said point being also the True Point of Beginning of the tract to be herein described; thence South 38 degrees 14 minutes 20 seconds West, along said Westerly right of way line, 393.82 feet to its intersection with the Northerly right of way line of Missouri Route 152, as now established; thence North 89 degrees 34 minutes 05 seconds West, along said northerly right of way line, 1106.46 feet; thence North 88 degrees 36 minutes 48 seconds West, along said Northerly right of way line, 701.47 feet; thence North 0 degrees 25 minutes 55 seconds East, 289.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 458.93 feet; thence Southeasterly, along a curve to the right, tangent to the last described course, having a radius of 100.00 feet, an arc distance of 65.63 feet; thence Northeasterly, along a curve to the right, having an initial tangent bearing of North 49 degrees 36 minutes 54 seconds East, a radius of 338.00 feet, an arc distance of 210.44 feet; thence North.85 degrees 17 minutes 13 seconds East, 370.32 feet; thence South 89 degrees 08 minutes 54 seconds East, 113.96 feet; thence Easterly, along a curve to the right, having an initial tangent bearing of North 86 degrees 22 minutes 52 seconds East, a radius of 5763.58 feet, an arc distance of 407.47 feet; thence South 89 degrees 34 minutes 05 seconds East 328.40 feet; thence Easterly, along a curve to the left, of 126.07 feet to the aforesaid East line of said northeast Quarter; thence south 0 degrees 25 minutes 57 seconds West, along said East line, 129.21 feet to the True Point of Beginning. Containing 16.32 acres, more or less.

REDEVELOPMENT PROJECT N

All the north half of Section 8, Township 51, Range 32 and that part of Sections 8,9,16 and 17 of Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the easterly right-of-way line of Interstate Route 435 and the north line of Section 9, Township 51, Range 32; thence west along the north line of Section 9, Township 51, Range 32 and Section 8 Township 51, Range 32 to the west line of Section 8, Township 51, Range 32; thence south along the west line of Section 8, Township 51, Range 32 to the centerline of Missouri Route 152; thence easterly along the centerline of Missouri Route 152 to a point 1762 feet, more or less, from the west line of Section 8, Township 51, Range 32; thence south along a line east of and parallel to the west line of Section 8, Township 51, Range 32 to the south right-of-way line of NE 80th Street; thence westerly along the south right-of-way line of NE 80th Street to the east right-of-way line of North Spruce Avenue; thence south 850.73 feet along the east right-of-way line of North Spruce Avenue; thence South 89 DEG 34 MIN 55 SEC East 300 feet; thence South 150 feet; thence South 89 DEG 34 MIN 55 SEC East 578.05 feet to East line of West ½ of Northwest Quarter of Section 17, Township 51, Range 32; thence North along SD East line of 559.2 feet to Point 441.54 feet South of North Line SD 1/4; thence South 89 DEG 34 MIN 55 SEC to the centerline of North Brighton Avenue; thence north along the centerline of North Brighton Avenue to the south line of Section 8, Township 51, Range 32; thence east along the south line of Section 8, Township 51, Range 32 to the centerline of NE 76th Street; thence south-easterly and easterly along the centerline of NE 76th Street to the westerly right-of-way line of Interstate Route 435; thence northerly along the westerly right-of-way line of Interstate Route 435 to the south line of Section 9, Township 51, Range 32; thence west along the south line of Section 9, Township 51, Range 32 and Section 8, Township 51, Range 32 to the east right-of-way line of North Brighton Avenue; thence north along the east right-of-way line of North Brighton Avenue to the center line of Missouri Route 152; thence east along the center line of Missouri Route 152 to the intersection of the southerly extension of the east right-of-way line of North Colorado Avenue and the centerline of Missouri Route 152; thence north along the east right-of-way line of North Colorado Avenue and its southerly extension to the center line of NE Barry Road; thence east along the center line of NE Barry Road to the easterly right-of-way line of Interstate Route 435; thence north along easterly right-of-way line of Interstate Route 435 to the Point of Beginning.

REDEVELOPMENT PROJECT O

All that part of the South West Quarter of Section 33, Township 52, Range 32 and all that part of North West Quarter of Section 4, Township 51, Range 32 and all the South East Quarter of Section 32, Township 52, Range 32 and all the North East Quarter of Section 5, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the east line of the South West Quarter of Section 33, Township 52, Range 32 and the centerline of NE 96th Street; thence north to the north east corner of the South West Quarter of Section 33, Township 52, Range 32; thence west along the north line of the South West Quarter of Section 33, Township 52, Range 32 and South East Quarter of Section 32, Township 52, Range 32 to the west line of South East Quarter of Section 32, Township 52, Range 32; thence south along the west line of the South East Quarter of Section 32, Township 52, Range 32 and North East Quarter of Section 5, Township 51, Range 32 to the south line of the North East Quarter of Section 5, Township 51, Range 32; thence east along the south line of the North East Quarter of Section 5, Township 51, Range 32 and North West Quarter of Section 4, Township 51, Range 32 to the easterly right-of-way line of Interstate Route 435; thence northerly along the easterly right-of-way line of Interstate Route 435 to the centerline of NE 96th Street; thence east and south-casterly along the centerline of NE 96th Street to the Point of Beginning.



LEGEND

- Existing Shoal Creek TIF Boundary
- Proposed Shoal Creek Expansion
- Interstate
- Shoal Creek Project Areas
- Streets



Exhibit 2: Shoal Creek TIF Area

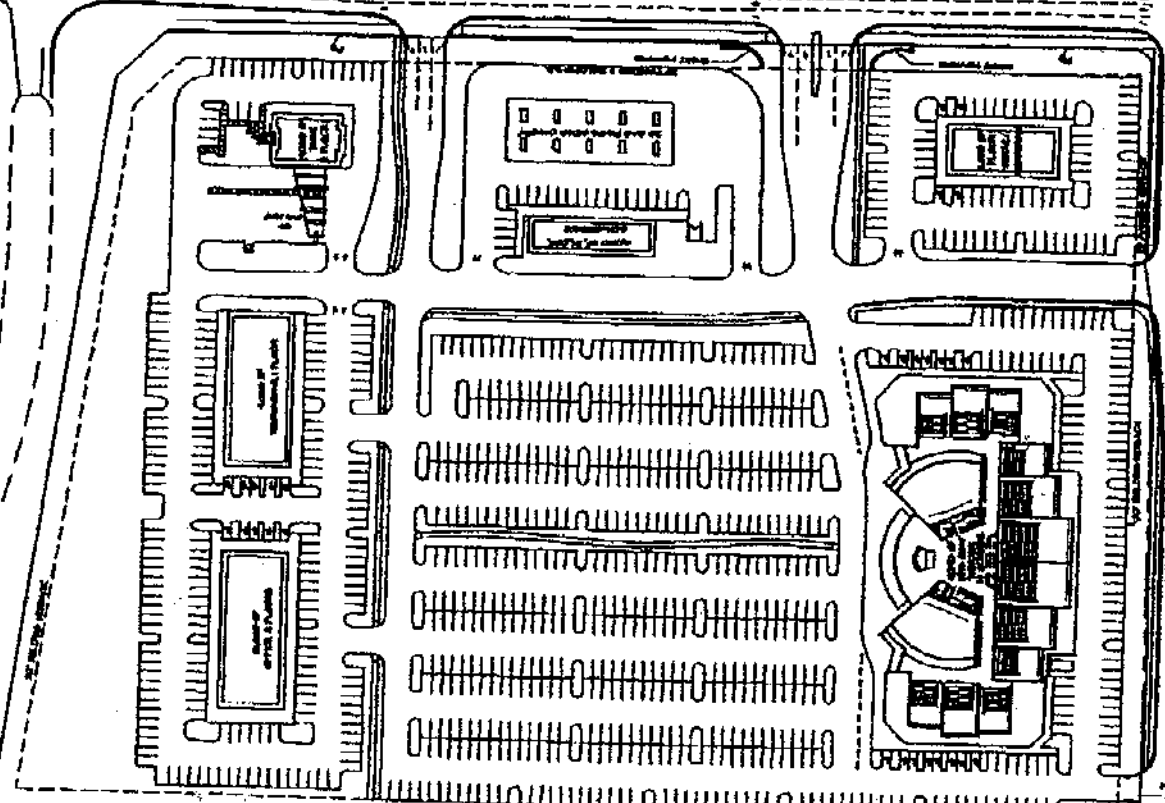
Prepared by the Economic Development Corporation of Kansas City, MO
 Prepared by: MP
 Date: 10/02/2002



Not to Scale

UNDEVELOPED AGRICULTURE

N. BRIGHTON AVE.



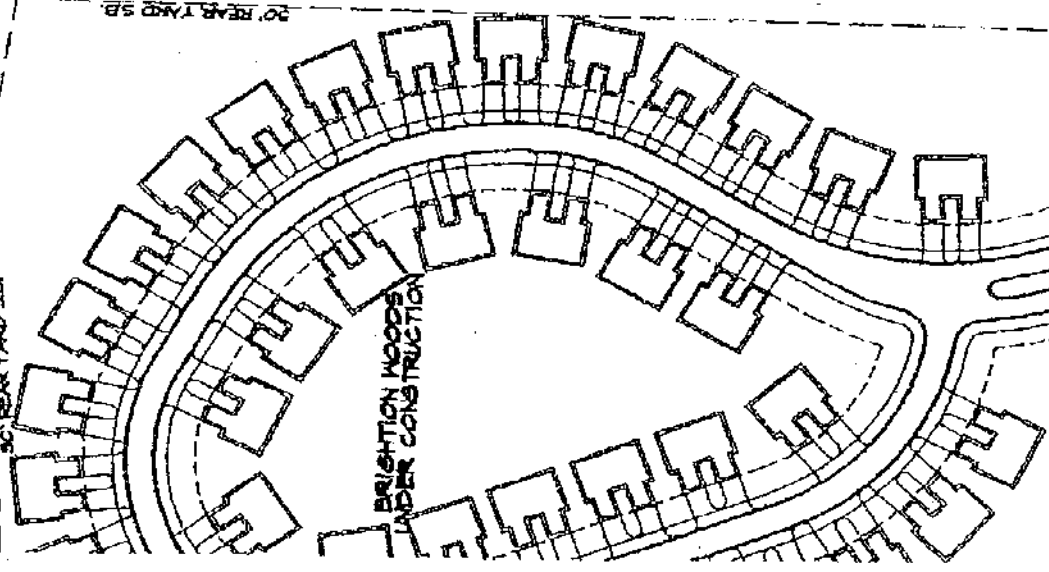
N. BRIGHTON ST.

UNDEVELOPED AGRICULTURE

20' REAR YARD S.B.

SOFT LANDSCAPE ELEMENT
30' REAR YARD S.B.

BRIGHTON WOODS
UNDER CONSTRUCTION



SEVA

EXHIBIT 4
ESTIMATED REDEVELOPMENT PROJECT COSTS

Insert

	PROJECT COSTS	REIMBURSABLE COSTS
COMMISSION EXPENSES*		
Plan and Project Administration Expenses (including expenses for affirmative action administration)**	\$330,000	\$330,000
STREET IMPROVEMENTS		
A. Shoal Creek Parkway Construction		
1. Hodge Park South to Interstate 435	\$ 7,314,755	\$ 4,012,045
2. Hodge Park North to N.E. 96th Street	\$ 2,758,000	\$ 2,758,000
3. N.E. 96th Street West to Interstate 435	\$ 3,131,400	\$ 3,131,400
4. Interstate 435 West to N. Brighton	\$ 1,513,700	\$ 1,513,700
Subtotal for Shoal Creek Parkway	\$ 14,717,855	\$ 11,415,145
B. N.E. 72nd Street between Gladstone CL to N. Brighton	\$ 921,600	\$ 921,600
C. Maplewoods Parkway between N. Brighton to I-435	\$ 3,339,400	\$ 3,339,400
D. N.E. 76th Street		
1. Interstate 35 to Shoal Creek Parkway	\$ 2,304,000	\$ 2,304,000
2. Shoal Creek Parkway to N. Brighton	\$ 2,995,200	\$ 2,995,200
3. N. Brighton to Maplewoods Parkway	\$ 1,267,200	\$ 1,267,200
Subtotal for N.E. 76th Street	\$ 6,566,400	\$ 6,566,400
E. N.E. 96th Street between Shoal Creek Parkway and N. Flintlock Road	\$ 2,880,000	\$ 2,880,000
F. N. Flintlock Road		
1. N.E. 96th Street to Missouri Route 152	\$ 2,880,000	\$ 2,880,000
2. Missouri Route 152 to N.E. 76th Street	\$ 1,843,200	\$ 1,843,200
Subtotal for N. Flintlock Road	\$ 4,723,200	\$ 4,723,200
G. N. Brighton Avenue		
1. Missouri Route 152 to N.E. 76th Street	\$ 2,304,000	\$ 2,304,000
2. N.E. 72nd Street to N. Pleasant Valley	\$ 1,152,000	\$ 1,152,000
3. N.E. 76th Street to N.E. 72nd Street	\$ 7,000,000	\$ 7,000,000
Subtotal for N. Brighton Avenue	\$ 10,456,000	\$ 10,456,000
Total	\$ 43,934,455	\$ 40,631,745

Developer contributions for the paving of two lanes will reduce total reimbursable costs as shown here.

* In addition, up to 5% of the annual PILOTS and Economic Activity Taxes deposited in the Special Allocation Fund may be retained by the TIF Commission to cover incidental expenses incurred by the TIF Commission. This amount will be figured and allocated prior to allocation of any other reimbursable costs.

** This amount is an estimated total budget for plan and project administration expenses to be reimbursed to the selected developer/consultants and the TIF Commission. The selected developer/consultants will submit annually a budget for plan and project administration expenses which will be reviewed and approved by the TIF Commission.

*** The City's Public Works Department, Parks and Recreation Department or its agents will construct the specified road improvements. TIF will reimburse the costs associated with grading four lanes and paving two lanes of the roadway. Affected developers will be financially responsible for paying cost of paving the remaining two lanes. In the event that the City or its agents are prepared to construct the specified road improvements and no affected developers are identified, TIF will be used to pay all the costs associated with the road improvements. When development occurs in the vicinity of the TIF financed roadways, the affected developer(s) shall reimburse the costs of paving two lanes.

**** Costs of street improvements include the costs of medians, streetlighting, engineering, sidewalks, curbs and gutters, and enhancements. No right-of-way costs have been figured except in item G3; it is anticipated that right-of-way costs will be minimal.

Revised 10/02

EXHIBIT 5

Insert

**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	\$40,631,745
2.	Estimated Private Investment and other Sources within proposed Redevelopment Project Areas	<u>\$ 3,302,710</u>
	TOTAL	\$43,934,455

B. BONDS

The total estimated amount of PILOTS and Economic Activity Taxes over thirty-three years available to reimburse project costs is \$52,613,022. The Commission may dedicate part or this entire amount to help support the issuance of bonds to defray the cost of the projects. This Plan does not anticipate issuance of bonds.

Revised 10/02

EXHIBIT 6

Shoal Creek Parkway
Tax Increment Financing Plan
TIF Revenue Projections for All Projects

Year	Sales Tax	Earnings Tax	Food & Beverage Tax	Utility Tax	Economic Activity Taxes	Base Year	Total EATs	PILOTS	Total EATs and PILOTS	Total Allowed for TIF Reimbursement	Available to TIF	Cumulative Available to TIF	Net Available for Streets
1984													
1985	97,274	18,760	-	-	-	(35,231)	80,833	-	80,833	80,833	72,750	72,750	69,112
1986	415,291	59,738	24,774	665	665	(35,231)	465,539	383,362	828,900	828,900	732,346	856,096	743,228
1987	476,926	65,793	48,628	5,785	5,785	(35,231)	561,898	671,440	1,233,338	1,233,338	1,177,148	2,032,244	1,118,291
1988	594,099	72,493	71,713	13,323	13,323	(35,231)	716,397	1,090,000	1,806,397	1,806,397	1,734,757	3,767,001	1,648,019
1989	796,386	110,763	93,768	32,071	32,071	(35,231)	1,000,748	2,727,153	2,727,901	2,727,901	2,627,826	6,394,828	2,496,436
2000	1,123,891	171,152	110,076	54,727	54,727	(35,231)	1,424,405	2,055,435	3,479,840	3,479,840	3,479,840	9,732,227	3,170,529
2001	1,206,655	184,322	138,976	58,351	58,351	(35,231)	1,552,074	2,434,683	3,986,757	1,552,074	1,396,866	11,129,093	1,327,023
2002	1,510,873	229,894	144,262	70,006	70,006	(35,231)	1,919,993	2,951,067	4,871,060	1,919,993	1,727,994	12,857,087	1,641,594
2003	1,792,915	271,668	147,147	80,630	80,630	(35,231)	2,257,430	3,327,308	5,584,738	2,257,430	2,031,687	14,888,774	1,930,102
2004	1,981,751	298,033	174,590	88,852	88,852	(35,231)	2,507,995	3,904,520	6,412,515	2,507,995	2,257,195	17,145,969	2,144,336
2006	2,021,386	303,993	178,082	90,629	90,629	(35,231)	2,558,859	4,294,783	6,853,643	2,558,859	2,302,973	19,448,942	2,187,825
2006	2,261,814	310,073	181,643	92,441	92,441	(35,231)	2,810,741	4,353,610	6,984,351	2,810,741	2,349,667	21,798,610	2,232,184
2007	2,103,056	316,275	185,276	94,290	94,290	(35,231)	2,863,681	4,380,879	7,044,340	2,863,681	2,397,295	24,195,904	2,277,430
2008	2,145,111	322,600	188,992	98,176	98,176	(35,231)	2,717,638	4,460,682	7,158,321	2,717,638	2,445,875	26,641,779	2,323,861
2009	2,188,014	328,052	192,791	98,100	98,100	(35,231)	2,772,696	4,468,263	7,240,959	2,772,696	2,465,426	29,137,205	2,370,655
2010	2,231,774	335,833	196,617	100,082	100,082	(35,231)	2,828,854	4,529,468	7,358,350	2,828,854	2,545,969	31,683,174	2,418,670
2011	2,276,408	342,346	200,549	102,083	102,083	(35,231)	2,886,136	4,557,659	7,443,796	2,886,136	2,567,522	34,280,696	2,467,646
2012	2,321,897	348,193	204,580	104,104	104,104	(35,231)	2,944,569	4,620,086	7,564,649	2,944,569	2,650,107	36,930,803	2,517,602
2013	2,368,376	358,177	208,651	106,186	106,186	(35,231)	3,004,159	4,648,812	7,652,971	3,004,159	2,703,743	39,634,547	2,568,558
2014	2,415,744	363,300	212,824	108,310	108,310	(35,231)	3,064,847	4,712,488	7,777,496	3,064,847	2,759,452	42,392,999	2,620,530
2015	2,464,059	370,566	217,091	110,476	110,476	(35,231)	3,126,951	4,741,788	7,868,739	3,126,951	2,814,256	45,207,255	2,673,543
2016	2,513,340	377,978	221,422	112,666	112,666	(35,231)	3,190,194	4,808,737	7,998,932	3,190,194	2,871,175	48,078,430	2,727,616
2017	2,563,607	385,537	225,851	114,939	114,939	(35,231)	3,254,703	5,276,438	8,271,141	3,254,703	2,929,233	51,007,662	2,782,771
2018	1,238,489	213,900	230,368	76,940	76,940	(35,231)	1,724,465	1,828,277	3,352,742	1,724,465	1,552,019	52,559,681	1,474,418
2019	205,888	28,851	35,523	9,988	9,988	-	280,250	1,121,712	1,401,962	280,250	252,225	52,811,906	239,614
2020	210,005	29,428	38,234	10,188	10,188	-	265,855	286,702	572,557	285,855	257,270	53,069,176	244,408
2021	214,205	30,017	38,958	10,392	10,392	-	291,572	286,702	578,274	291,572	282,415	53,331,591	249,294
2022	218,490	30,817	37,897	10,600	10,600	-	297,404	292,436	589,839	297,404	287,663	53,569,254	254,280
2023	222,859	30,047	35,892	9,829	9,829	-	298,227	292,436	590,662	298,227	288,404	53,887,658	254,994
2024	227,317	30,648	36,406	9,821	9,821	-	304,191	298,284	602,478	304,191	273,772	54,141,430	260,084
2025	231,883	31,261	37,134	10,018	10,018	-	310,275	298,284	608,559	310,275	279,248	54,420,678	265,295
2026	238,500	31,888	37,877	10,218	10,218	-	316,481	304,250	620,731	316,481	284,833	54,705,510	270,591
Total	42,678,169	6,402,404	4,082,120	1,892,965	(845,544)		54,220,133	79,910,897	134,131,031	60,127,524	54,705,510	51,970,235	

* Excludes PILOTS in 2001 and thereafter. This amount does not include PILOTS and EATs that would be generated by the commercial development within Project Area C. The details regarding the commercial development are not yet available. Further, the impact fees levied by the city on certain areas may affect the numbers.

Shoal Creek Parkway TIF Plan
TIF Revenue Projection for Project F
Fairways

Year	Sales Tax	Earnings Tax	Economic Activity Taxes			Total EATs	PILOTs	Total EATs and PILOTs	Total Available for TIF Reimbursement
			Beverage Tax	Food & Beverage Tax	Utility Tax				
1994	-	-	-	-	-	-	-	-	-
1995	-	-	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	101,035	101,035	101,035
2001	-	-	-	-	-	-	202,071	202,071	202,071
2002	-	-	-	-	-	-	307,147	307,147	-
2003	-	-	-	-	-	-	408,183	408,183	-
2004	-	-	-	-	-	-	517,382	517,382	-
2005	-	-	-	-	-	-	618,417	618,417	-
2006	-	-	-	-	-	-	731,821	731,821	-
2007	-	-	-	-	-	-	731,821	731,821	-
2008	-	-	-	-	-	-	746,457	746,457	-
2009	-	-	-	-	-	-	746,457	746,457	-
2010	-	-	-	-	-	-	761,386	761,386	-
2011	-	-	-	-	-	-	761,386	761,386	-
2012	-	-	-	-	-	-	776,614	776,614	-
2013	-	-	-	-	-	-	776,614	776,614	-
2014	-	-	-	-	-	-	792,146	792,146	-
2015	-	-	-	-	-	-	792,146	792,146	-
2016	-	-	-	-	-	-	807,989	807,989	-
2017	-	-	-	-	-	-	807,989	807,989	-
2018	-	-	-	-	-	-	824,149	824,149	-
2019	-	-	-	-	-	-	824,149	824,149	-
2020	-	-	-	-	-	-	840,632	840,632	-
2021	-	-	-	-	-	-	-	-	-
2022	-	-	-	-	-	-	-	-	-
2023	-	-	-	-	-	-	-	-	-
2024	-	-	-	-	-	-	-	-	-
2025	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	13,875,995	13,875,995	303,106

**Shoal Creek Parkway TIF Plan
TIF Revenue Projections for Project M**

Backyard Burgers, Bob Evans Restaurant, Burger King, Chill's, Hampton Inn, Jifty Lube,
Longhorn Steakhouse, Steak N Shake, Waffle House

Year	Economic Activity Taxes				Total EATs	PILOTS	Total EATs and PILOTS	Total Available for TIF Reimbursement
	Sales Tax	Earnings Tax	Food & Beverage Tax	Utility Tax				
1994	-	-	-	-	-	-	-	-
1995	-	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-	-
1998	10,278	1,927	7,304	407	19,916	-	19,916	19,916
1999	28,476	6,377	20,237	5,661	60,750	91,087	151,837	151,837
2000	45,911	10,116	32,627	8,687	97,341	92,909	190,249	190,249
2001	75,844	15,393	51,274	10,009	152,520	97,097	249,617	152,520
2002	82,044	16,508	54,806	10,395	163,753	111,521	275,274	163,753
2003	83,685	16,839	55,902	10,603	167,028	111,521	278,550	167,028
2004	85,359	17,175	57,020	10,815	170,369	113,752	284,121	170,369
2005	87,066	17,519	58,160	11,031	173,776	113,752	287,528	173,776
2006	88,807	17,869	59,323	11,252	177,252	116,027	293,278	177,252
2007	90,584	18,227	60,510	11,477	180,797	116,027	296,824	180,797
2008	92,395	18,591	61,720	11,706	184,413	118,347	302,760	184,413
2009	94,243	18,963	62,954	11,940	188,101	118,347	306,448	188,101
2010	96,128	19,342	64,213	12,179	191,863	120,714	312,577	191,863
2011	98,051	19,729	65,498	12,423	195,700	120,714	316,414	195,700
2012	100,012	20,124	66,808	12,671	199,614	123,129	322,743	199,614
2013	102,012	20,526	68,144	12,925	203,606	123,129	326,735	203,606
2014	104,052	20,937	69,507	13,183	207,678	125,591	333,270	207,678
2015	106,133	21,355	70,897	13,447	211,832	125,591	337,423	211,832
2016	108,256	21,782	72,315	13,716	216,069	128,103	344,172	216,069
2017	110,421	22,218	73,761	13,990	220,390	128,103	348,493	220,390
2018	112,629	22,662	75,236	14,270	224,798	130,665	355,463	224,798
2019	-	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-	-
2021	-	-	-	-	-	-	-	-
2022	-	-	-	-	-	-	-	-
2023	-	-	-	-	-	-	-	-
2024	-	-	-	-	-	-	-	-
2025	-	-	-	-	-	-	-	-
TOTAL	1,802,384	364,180	1,208,215	232,786	3,607,555	2,326,128	5,933,683	3,791,560

**SHOAL CREEK PARKWAY TIF Plan
TIF Revenue Projections for Project N**

Office, Theater Convenience Store, Bank, Restaurant with Drive Thru, Restaurant

Year	Economic Activity Taxes				Total EATs	PILOTS	Total EATs and PILOTS	Total Available for TIF Reimbursement
	Sales Tax	Earnings Tax	Food & Beverage Tax	Utility Tax				
1	152,978	20,625	24,500	6,610	204,712	244,697	449,409	204,712
2	156,037	21,038	24,990	6,742	208,806	244,697	453,503	208,806
3	159,158	21,458	25,490	6,877	212,982	249,591	462,573	212,982
4	162,341	21,887	26,000	7,014	217,242	249,591	466,833	217,242
5	165,588	22,325	26,520	7,154	221,587	254,583	476,170	221,587
6	168,900	22,772	27,050	7,297	226,019	254,583	480,601	226,019
7	172,278	23,227	27,591	7,443	230,539	259,674	490,213	230,539
8	175,723	23,692	28,143	7,592	235,150	259,674	494,824	235,150
9	179,238	24,165	28,706	7,744	239,853	264,868	504,721	239,853
10	182,822	24,649	29,280	7,899	244,650	264,868	509,518	244,650
11	186,479	25,142	29,865	8,057	249,543	270,165	519,708	249,543
12	190,208	25,645	30,463	8,218	254,534	270,165	524,699	254,534
13	194,012	26,157	31,072	8,382	259,624	275,569	535,193	259,624
14	197,893	26,681	31,693	8,550	264,817	275,569	540,385	264,817
15	201,851	27,214	32,327	8,721	270,113	281,080	551,193	270,113
16	205,888	27,759	32,974	8,896	275,515	281,080	556,595	275,515
17	210,005	28,314	33,633	9,073	281,026	286,702	567,727	281,026
18	214,205	28,880	34,306	9,255	286,646	286,702	573,348	286,646
19	218,490	29,458	34,992	9,440	292,379	292,436	584,815	292,379
20	222,859	30,047	35,692	9,629	298,227	292,436	590,662	298,227
21	227,317	30,648	36,406	9,821	304,191	298,284	602,476	304,191
22	231,863	31,261	37,134	10,018	310,275	298,284	608,559	310,275
23	236,500	31,886	37,877	10,218	316,481	304,250	620,731	316,481
TOTAL	4,412,630	594,927	706,702	190,652	5,904,911	6,259,546	12,164,457	5,904,911

Shoal Creek Parkway TIF Plan
TIF Revenue Projections for Northbrook - Hunt Midwest Development

Year	Economic Activity Taxes				Total EATs	PILOTs	Total EATs and PILOTs	Total Available for TIF Reimbursement
	Sales Tax	Earnings Tax	Food & Beverage Tax	Utility Tax				
1994	-	-	-	-	-	-	-	-
1995	-	-	-	-	-	190,195	190,195	190,195
1996	-	-	-	-	-	414,028	414,028	414,028
1997	-	-	-	-	-	637,860	637,860	637,860
1998	-	-	-	-	-	874,449	874,449	874,449
1999	-	-	-	-	-	1,098,281	1,098,281	1,098,281
2000	-	-	-	-	-	1,344,079	1,344,079	-
2001	-	-	-	-	-	1,567,911	1,567,911	-
2002	-	-	-	-	-	1,823,102	1,823,102	-
2003	-	-	-	-	-	2,046,934	2,046,934	-
2004	-	-	-	-	-	2,311,705	2,311,705	-
2005	-	-	-	-	-	2,357,939	2,357,939	-
2006	-	-	-	-	-	2,357,939	2,357,939	-
2007	-	-	-	-	-	2,405,098	2,405,098	-
2008	-	-	-	-	-	2,405,098	2,405,098	-
2009	-	-	-	-	-	2,453,199	2,453,199	-
2010	-	-	-	-	-	2,453,199	2,453,199	-
2011	-	-	-	-	-	2,502,263	2,502,263	-
2012	-	-	-	-	-	2,502,263	2,502,263	-
2013	-	-	-	-	-	2,552,309	2,552,309	-
2014	-	-	-	-	-	2,552,309	2,552,309	-
2015	-	-	-	-	-	2,552,309	2,552,309	-
2016	-	-	-	-	-	2,603,355	2,603,355	-
2017	-	-	-	-	-	-	-	-
2018	-	-	-	-	-	-	-	-
2019	-	-	-	-	-	-	-	-
2020	-	-	-	-	-	-	-	-
2021	-	-	-	-	-	-	-	-
2022	-	-	-	-	-	-	-	-
2023	-	-	-	-	-	-	-	-
2024	-	-	-	-	-	-	-	-
2025	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	39,453,515	39,453,515	3,214,813

ASSUMPTIONS

For All Projects

Property tax levy rates:

City	improvements	\$	1.32	per \$100 of assessed value
	land	\$	2.07	per \$100 of assessed value
Clay County		\$	0.99	per \$100 of assessed value
Liberty Hospital		\$	0.1059	per \$100 of assessed value
Liberty School District		\$	5.49	per \$100 of assessed value
Surtax		\$	1.59	per \$100 of assessed value (commercial property only)

Inflation rates:

EATS	2% per year
PILOTS	2% every other year

Project B

Highridge Manor Residential

Based on actual PILOT information

Project D

Source of Assumptions: Actual EATS reporting of sales taxes
Retailer

Construction occurred in 1995, store opened October 1995

Construction costs of \$30 per square foot

Sales figured at \$300 per square foot

Earnings 2.5 employees per 1000 square feet
\$6 per hour

open 16 hours per day 365 days per year

Utilities \$1.95 per square foot per year

Net Profit unable to calculate

Market value of building 90% of construction costs

Project E

New Hodge Creek Golf Course

Source of Assumptions Parks Department

All assumptions delayed one year over previous projections

Commencing operation in 1999

Payroll \$150,000 per year

Food & Beverage \$200,000 per year

Utilities \$15,000 per year

Sales None

Project F**Fairway**

Source of Assumptions Hunt Midwest, Developer
25 New homes in 1997
175 new homes over next 7 years, equal to 25 homes per year
Average new home price \$260,000

Project G

Includes 54th Street Bar and Grill; Applebee's, Berbiglia, Comfort Suites, Golden Corral, Guaranty Bank, Holiday Inn, McDonald's and Smokestack

Source of Assumptions: Actual EATs Reports and common assumptions used.
Sales: \$200 per square foot
Earnings: 2.5 employees per 1000 square feet for retail and 4 employees per 100 square foot for office
Utilities: 1.95 per square foot

Project L

Includes Bette's Hallmark, Home Depot, Liberty Savings, Oasis Salon, Office Depot, Paper Warehouse, Schlotzky's Deli and Target

Source of Assumptions: Actual EATs Reports and common assumptions used.
Sales: \$200 per square foot
Earnings: 2.5 employees per 1000 square feet for retail and 4 employees per 100 square foot for office
Utilities: 1.95 per square foot

Project M

Includes Back Yard Burger, Bob Evans, Burger King, Hampton Inn, Jiffy Lube, Longhorn Steakhouse, Steak N Shake and Waffle House

Source of Assumptions: Actual EATs Reports and common assumptions used.
Sales: \$200 per square foot
Earnings: 2.5 employees per 1000 square feet for retail and 4 employees per 100 square foot for office
Utilities: 1.95 per square foot

Northbrook Development

Source of Assumptions: Hunt Midwest, Developer
Development commenced in 1994
Used actual 1996 assessments for 1996
From 1998 on anticipate 540 new homes total
Assume 90 homes per year over 6 year period
Average price of home \$160,000
Only PILOTS included as part of the projection

Project N

Office/Medical

Source of Assumptions: Hunt Midwest, Developer
18,000 square feet
25 employees with avg. payroll of \$40,000 per year
Utility tax at commercial rate 1.95 per square foot

Theater

Source of Assumptions: Hunt Midwest, Developer
43,990 square feet
\$150 sales per square foot
75 employees at \$20,000 per year
Utility tax at commercial rate 1.95 per square foot

Convenience Store

Source of Assumptions: Hunt Midwest, Developer
4,000 square feet
\$200 sales per square foot
10 employees at \$20,000 per year
Utility tax at commercial rate 1.95 per square foot

Bank

Source of Assumptions: Hunt Midwest, Developer
4,000 square feet
15 employees at \$45,000 per year
Utility tax at commercial rate 1.95 per square foot

Restaurant with Drive Thru

Source of Assumptions: Hunt Midwest, Developer
5,000 square feet
\$200 sales per square foot
13 employees at \$15,000 per year
Utility tax at commercial rate 1.95 per square foot

Restaurant

Source of Assumptions: Hunt Midwest, Developer
9,000 square feet
\$200 sales per square foot
23 employees at \$25,000 per year
Utility tax at commercial rate 1.95 per square foot

**EXHIBIT 8
SUPPLEMENT**

**EXISTING CONDITIONS STUDY
FOR
THE SHOAL CREEK
REDEVELOPMENT AREA**

**Prepared by the Tax Increment Financing Commission
of Kansas City, Missouri**

September 2002

I. INTRODUCTION

A. Purpose of This Supplemental Report

The purpose of this supplemental report is to support the finding that the expanded redevelopment area, as described in the Second Amendment to the Shoal Creek TIF Plan, qualifies as a Real Property Tax Increment Allocation Redevelopment Area. This report is intended to show that inclusion of property located on the remaining three quadrants of Interstate 435 and NE 96th Street intersection and all four corners of the intersection at North Brighton and Missouri Route 152 does not significantly alter the predominant conditions within the Redevelopment Area and does not change the previous finding that the Redevelopment Area qualifies as an Economic Development Area.

B. Eligibility Criteria

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

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

that the area has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan.

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

"[A]ny area or portion of an area located within the territorial limits of a municipality, which does not meet the requirements of subdivision (1) and (2) of

this section [99.805], 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;"

II. REDEVELOPMENT AREA

A. General Location

The expanded Redevelopment Area is described as an irregular shaped area generally bounded on the north by N.E. 96th Street, on the east by the Kansas City-Liberty city limits, on the south by the Kansas City-Pleasant Valley city limits, and on the west by Interstate 435 and N. Spruce Avenue (the "Redevelopment Area") in Kansas City, Clay County, Missouri. The Second Amendment to the Plan provides for the expansion of the Shoal Creek Redevelopment Area to include property located on the remaining three quadrants of Interstate 435 and NE 96th Street intersection and all four corners of the intersection at North Brighton and Missouri Route 152.

Exhibit A shows the location of the Shoal Creek Parkway Redevelopment Area.

B. Current Land Uses

That portion of the Redevelopment Area added as a part of the Second Amendment consists of approximately 460 acres of land in the vicinity of the intersection of Interstate 435 and NE 96th Street and approximately 538 acres of land in the vicinity of Brighton and Missouri Route 152. The Redevelopment Area, at the time of approval of the original Plan, consisted of more than 3,500 acres comprised of undeveloped farmland and Hodge Park and the proposed site of a new golf course. At the time of approval of the original plan, the Redevelopment Area lacked sanitary sewer, street improvements, water and natural gas service. The thoroughfares that existed within and through the Redevelopment Area consisted of Missouri 152 (Barry Road), N.E. 76th Street and a couple of gravel lanes. Of these roads, only Missouri 152 was up to current road standard. There were few streets providing access within the area.

The newly included property is mostly vacant and undeveloped except for approximately 40 structures, at the time of this report. The inclusion of said property does not change the finding that a predominance of the Redevelopment Area meets the criteria of an Economic Development Area as described in the Act.

III. RECOMMENDATIONS AND OTHER RELATED CITY ACTIONS

A. The Major Street Plan.

The Major Street Plan for the City of Kansas City, Missouri was approved by the City Plan Commission on June 4, 1991 and approved by the City Council on November

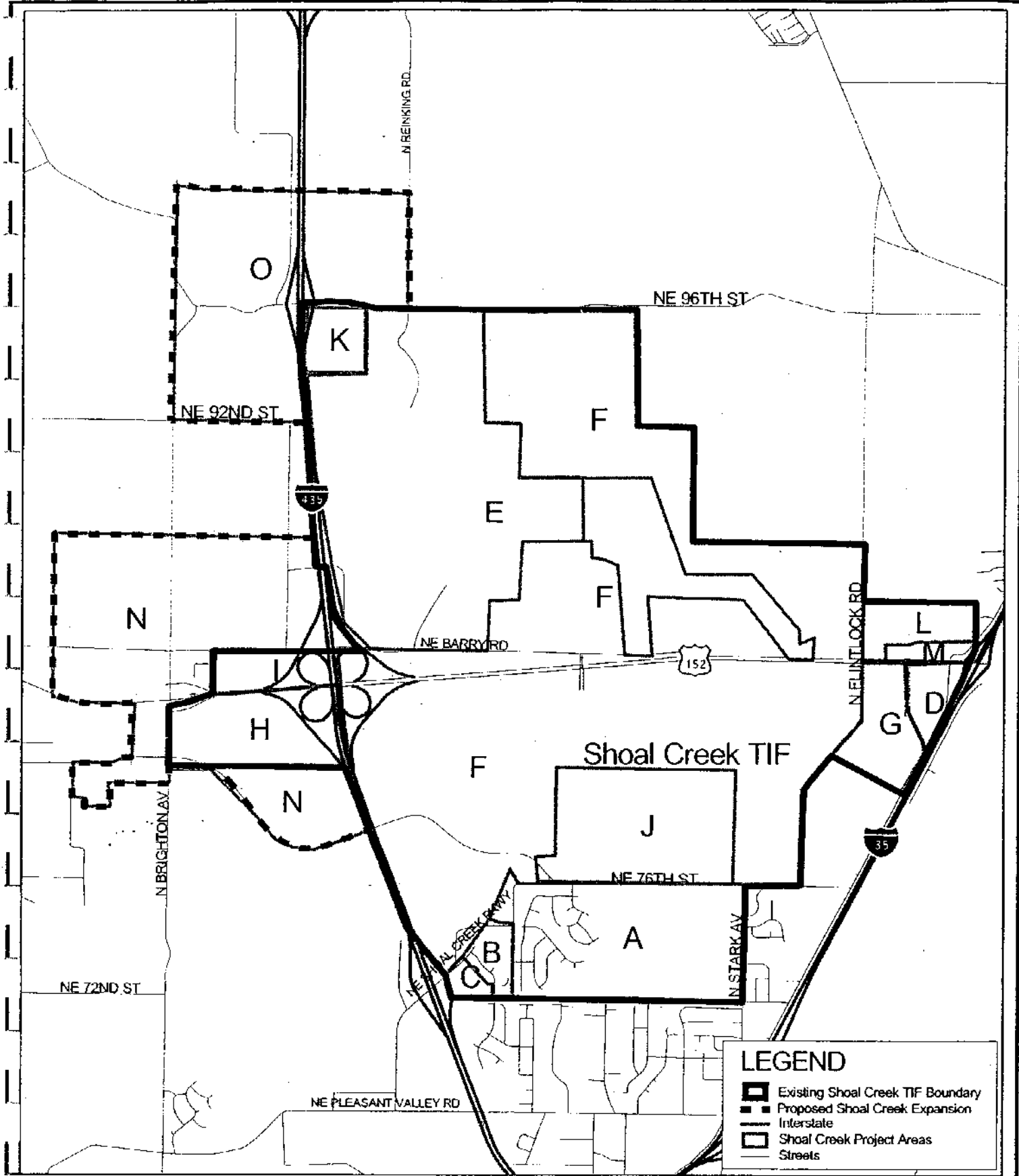
27, 1991 by Ordinance No. 911308. The Major Street Plan calls for construction of the Shoal Creek Parkway as part of the Parkway/Boulevard System of the City. The Parkway is to be generally located starting at Interstate 435 in the vicinity of N.E. 72nd Street on the south, run north and east, and connect back to Interstate 435 at N.E. 96th Street. The Major Street Plan also calls for the construction of N.E. 72nd Street between Gladstone City Limits and Maplewood Parkway as a primary arterial; N.E. 76th Street between N. Brighton and the east city limits as a secondary arterial; N.E. 96th Street between Shoal Creek Parkway and M-291 as a primary arterial; N. Brighton Ave. between M-152 (relocated) and M-210 as a primary arterial and between M-152 and Shoal Creek Parkway as a secondary arterial; Maplewood Parkway between I-35 and Shoal Creek Parkway as a primary arterial; and N. Flintlock Road between N.E. 76th Street and M-291 as a secondary arterial.

B. Shoal Creek Valley Area Plan 19

The Shoal Creek Valley Area Plan 19 was approved by the City Plan Commission on February 18, 1992 and approved by the City Council on March 26, 1992 by Resolution No. 920048. The Plan describes the lack of infrastructure in northeast corner of the City. The goal regarding parkway/boulevard and parks planning is to "[e]xpand upon Kansas City's existing system of parkways and boulevards with consideration to the newly proposed concept of the Kansas City Metropolitan Greenway System." One of the primary parkways shown for construction to further the stated goal is the Shoal Creek Park Way.

IV. REPORT OF FINDING

The expansion of the Shoal Creek Parkway Redevelopment Area as described in the First Amendment to the Shoal Creek TIF Plan does not change the qualification of said area as an Economic Development Area under the TIF Act. Even though a substantial portion of land is being added to the existing Redevelopment Area, the newly included property is mostly vacant and undeveloped at the time of this report. The inclusion of said property does not change the finding that a predominance of the Redevelopment Area meets the criteria of an Economic Development Area as described in the Act.



LEGEND

- Existing Shoal Creek TIF Boundary
- Proposed Shoal Creek Expansion
- Interstate
- Shoal Creek Project Areas
- Streets



Exhibit A: Shoal Creek TIF Area

Prepared by the Economic Development Corporation of Kansas City, MO
 Prepared by: MP
 Date: 10/02/2002



Exhibit 15
Shoal Creek Parkway TIF Plan - Project N
Cost Benefit Analysis
10/17/03

Tax revenues to Affected Taxing Districts
Without TIF

Economic Activity Tax Component

Property Tax Component

Year	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
	City	MO Blind	NKC School	Mental Health	Health	Library	Jr. College	Handicap Workshop	Sur Tax	Hospital District	Existing Tax	Incremental Tax	TIF	Total Tax	TIFFed EATS	City EATS	County EATS	Total EATS	
	1.64% of (L-3)	4% of (L-3)	0.44% of (L-3)	1.2% of (L-3)	1.2% of (L-3)	1.8% of (L-3)	2.7% of (L-3)	1.4% of (L-3)	0.14% of (L-3)	1.1% of (L-3)				PK #1/R					
1	\$ 6,920	\$ 157	\$ 24,380	\$ 524	\$ 524	\$ 1,730	\$ 1,206	\$ 526	\$ 8,336	\$ 507	\$ 44,911	\$ -	\$ -	\$ 44,911	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 6,989	\$ 159	\$ 24,624	\$ 529	\$ 529	\$ 1,747	\$ 1,218	\$ 533	\$ 8,419	\$ 513	\$ 45,360	\$ -	\$ -	\$ 45,360	\$ -	\$ -	\$ -	\$ -	\$ -
3	\$ 7,059	\$ 160	\$ 24,870	\$ 535	\$ 535	\$ 1,765	\$ 1,230	\$ 539	\$ 8,503	\$ 518	\$ 45,814	\$ -	\$ -	\$ 45,814	\$ -	\$ -	\$ -	\$ -	\$ -
4	\$ 7,130	\$ 162	\$ 25,119	\$ 540	\$ 540	\$ 1,782	\$ 1,242	\$ 545	\$ 8,588	\$ 523	\$ 46,272	\$ -	\$ -	\$ 46,272	\$ -	\$ -	\$ -	\$ -	\$ -
5	\$ 7,201	\$ 164	\$ 25,370	\$ 546	\$ 546	\$ 1,800	\$ 1,255	\$ 552	\$ 8,674	\$ 528	\$ 46,736	\$ -	\$ -	\$ 46,736	\$ -	\$ -	\$ -	\$ -	\$ -
6	\$ 7,273	\$ 165	\$ 25,624	\$ 551	\$ 551	\$ 1,818	\$ 1,267	\$ 558	\$ 8,761	\$ 533	\$ 47,202	\$ -	\$ -	\$ 47,202	\$ -	\$ -	\$ -	\$ -	\$ -
7	\$ 7,346	\$ 167	\$ 25,880	\$ 556	\$ 556	\$ 1,835	\$ 1,280	\$ 565	\$ 8,848	\$ 539	\$ 47,674	\$ -	\$ -	\$ 47,674	\$ -	\$ -	\$ -	\$ -	\$ -
8	\$ 7,419	\$ 169	\$ 26,139	\$ 562	\$ 562	\$ 1,855	\$ 1,293	\$ 572	\$ 8,937	\$ 544	\$ 48,151	\$ -	\$ -	\$ 48,151	\$ -	\$ -	\$ -	\$ -	\$ -
9	\$ 7,493	\$ 170	\$ 26,400	\$ 568	\$ 568	\$ 1,873	\$ 1,306	\$ 578	\$ 9,026	\$ 550	\$ 48,632	\$ -	\$ -	\$ 48,632	\$ -	\$ -	\$ -	\$ -	\$ -
10	\$ 7,568	\$ 172	\$ 26,664	\$ 573	\$ 573	\$ 1,892	\$ 1,318	\$ 585	\$ 9,116	\$ 555	\$ 49,119	\$ -	\$ -	\$ 49,119	\$ -	\$ -	\$ -	\$ -	\$ -
11	\$ 7,644	\$ 174	\$ 26,931	\$ 579	\$ 579	\$ 1,911	\$ 1,332	\$ 592	\$ 9,208	\$ 561	\$ 49,610	\$ -	\$ -	\$ 49,610	\$ -	\$ -	\$ -	\$ -	\$ -
12	\$ 7,720	\$ 175	\$ 27,200	\$ 585	\$ 585	\$ 1,930	\$ 1,345	\$ 599	\$ 9,300	\$ 566	\$ 50,108	\$ -	\$ -	\$ 50,108	\$ -	\$ -	\$ -	\$ -	\$ -
13	\$ 7,807	\$ 176	\$ 27,472	\$ 590	\$ 590	\$ 1,950	\$ 1,358	\$ 606	\$ 9,395	\$ 571	\$ 50,614	\$ -	\$ -	\$ 50,614	\$ -	\$ -	\$ -	\$ -	\$ -
14	\$ 7,895	\$ 177	\$ 27,748	\$ 595	\$ 595	\$ 1,970	\$ 1,371	\$ 613	\$ 9,491	\$ 576	\$ 51,128	\$ -	\$ -	\$ 51,128	\$ -	\$ -	\$ -	\$ -	\$ -
15	\$ 7,984	\$ 178	\$ 28,027	\$ 600	\$ 600	\$ 1,990	\$ 1,384	\$ 620	\$ 9,588	\$ 581	\$ 51,648	\$ -	\$ -	\$ 51,648	\$ -	\$ -	\$ -	\$ -	\$ -
16	\$ 8,074	\$ 179	\$ 28,309	\$ 605	\$ 605	\$ 2,010	\$ 1,397	\$ 627	\$ 9,687	\$ 586	\$ 52,172	\$ -	\$ -	\$ 52,172	\$ -	\$ -	\$ -	\$ -	\$ -
17	\$ 8,165	\$ 180	\$ 28,594	\$ 610	\$ 610	\$ 2,030	\$ 1,410	\$ 634	\$ 9,787	\$ 591	\$ 52,700	\$ -	\$ -	\$ 52,700	\$ -	\$ -	\$ -	\$ -	\$ -
18	\$ 8,257	\$ 181	\$ 28,882	\$ 615	\$ 615	\$ 2,050	\$ 1,423	\$ 641	\$ 9,888	\$ 596	\$ 53,232	\$ -	\$ -	\$ 53,232	\$ -	\$ -	\$ -	\$ -	\$ -
19	\$ 8,350	\$ 182	\$ 29,173	\$ 620	\$ 620	\$ 2,070	\$ 1,436	\$ 648	\$ 9,990	\$ 601	\$ 53,768	\$ -	\$ -	\$ 53,768	\$ -	\$ -	\$ -	\$ -	\$ -
20	\$ 8,444	\$ 183	\$ 29,467	\$ 625	\$ 625	\$ 2,090	\$ 1,449	\$ 655	\$ 10,093	\$ 606	\$ 54,308	\$ -	\$ -	\$ 54,308	\$ -	\$ -	\$ -	\$ -	\$ -
21	\$ 8,539	\$ 184	\$ 29,764	\$ 630	\$ 630	\$ 2,110	\$ 1,462	\$ 662	\$ 10,197	\$ 611	\$ 54,852	\$ -	\$ -	\$ 54,852	\$ -	\$ -	\$ -	\$ -	\$ -
22	\$ 8,635	\$ 185	\$ 30,064	\$ 635	\$ 635	\$ 2,130	\$ 1,475	\$ 669	\$ 10,302	\$ 616	\$ 55,400	\$ -	\$ -	\$ 55,400	\$ -	\$ -	\$ -	\$ -	\$ -
23	\$ 8,732	\$ 186	\$ 30,367	\$ 640	\$ 640	\$ 2,150	\$ 1,488	\$ 676	\$ 10,408	\$ 621	\$ 55,952	\$ -	\$ -	\$ 55,952	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 168,807	\$ 3,832	\$ 594,020	\$ 12,773	\$ 12,773	\$ 42,162	\$ 29,378	\$ 15,264	\$ 203,095	\$ 12,364	\$ 1,094,258	\$ -	\$ -	\$ 1,094,258	\$ -	\$ -	\$ -	\$ -	\$ -

Assumptions:

This assumes that there are no Economic Activity Taxes (EATS)
Existing Property Taxes are grown at 1% every other year. This assumption conforms to the average increase in Property Values City wide.

Existing Taxes as of 2001	Land	Building	Total
	\$ 138,330	\$ 376,960	\$ 512,310

Property Tax Millage Rates 2001

Clay co.	0	0.0%	
Mo Blind	0.0003	0.4%	
NKC School	0.046505	54.3%	
Mental Health	0.001	1.2%	
Health	0.001	1.2%	
Library	0.0033	3.9%	
Jr. College	0.0028	2.7%	
Hand Wkshp	0.001195	1.4%	
City	0.0132	15.4%	Improvements 0.0207 Land
Sur Tax	0.0159	18.6%	
Hospital Distri	0.000968	1.1%	
Total	0.0857	100.0%	0.083158

