SECOND AMENDMENT TO THE
WINCHESTER CENTER
TAX INCREMENT FINANCING PLAN
KANSAS CITY, MISSOURI

APPROVED BY THE
TAX INCREMENT FINANCING COMMISSION
JULY 13, 1994
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I. INTENT AND NATURE OF THE AMENDMENT

The Winchester Center Tax increment Plan has been amended twice. The First Amendment to the Winchester Center Tax Increment Finance Plan provided for the expansion of the Redevelopment Area to include property located on the southwest corner of 63rd Street Trafficway and Manchester Avenue. The expanded area is generally bound by 63rd Street Trafficway on the north, Interstate 435 and Manchester Avenue on the east, 64th and 67th Street on the south, and the Kansas City Southern Railroad Tracks on the west. The added area is to be treated as a separate Redevelopment Project known as Project Area 13. Within Project Area 13, the amended Plan calls for the construction of approximately 33,600 square feet of office commercial space together with all necessary appurtenances, utilities and street improvements. The addition of Project Area 13 is not intended to affect any previously approved conditions or agreements.

The Second Amendment to the Plan calls for the inclusion of property immediately surrounding the existing DST building which property was previously excluded from the original Winchester Center Tax Increment Financing Plan. The addition of the property creates a new redevelopment project area. This project area will consist of the construction of approximately 80,000 square feet of office space at an estimated cost of $20,000,000 to be used by DST. The resulting payments in lieu of taxes and economic activity taxes shall be collected and placed in the special allocation fund; the anticipated funds will be used to reimburse project costs attributable to the newly added project.

The Second Amendment calls for the subdivision of Project No. 5 into three sub-projects to allow greater development flexibility. The Amendment additionally permits the use of tax abatement as provided for under the Enterprise Zone designation. The categories of eligible reimbursable project costs are proposed to be expanded to include reimbursement for rock excavation, deck parking and other excessive building costs directly related to site issues, and underground utility work.

II. SUMMARY

The following is a Tax Increment Financing Plan (the "Plan") for the redevelopment of an area generally bordered by 63rd Street Trafficway on the north, Interstate 435 and Manchester Avenue on the east, 64th and 67th Street on the south, and the Kansas City Southern Railroad Tracks on the west (the "Redevelopment Area") in Kansas City, Jackson County, Missouri (the "City"). This Plan calls for the development of the Redevelopment Area in 14 projects and their sub-projects or "Redevelopment Projects", each of which will be separately approved by ordinance in conformance with Missouri's Tax Increment Financing Statute.

The Redevelopment Area, including each of the Redevelopment Projects contained therein, qualifies as a "Conservation Area" under Missouri's Tax Increment Financing Statute. The predominance of buildings 35 years or older, the lack of sanitary and storm sewers, signs of deterioration and depreciation of physical maintenance, as well as very hilly terrain, may cause the area to become blighted if left unattended. The physical conditions, which are detailed herein in Exhibit 4, indicate development will not occur and further blight will result within the Redevelopment Area without the adoption of this Tax Increment Financing Plan. In addition, this Plan is feasible only if all of the specified Redevelopment Projects are designated as such under Missouri's Tax Increment Financing Statute. Accordingly, development of the initial Redevelopment Project Area shall not impair the ability to designate the subsequent phases as Redevelopment Projects. Furthermore, subject to the approval of the Commission which shall not be unreasonably withheld, individual Redevelopment Projects may be redefined and renumerated by the
Developer to meet market conditions and development demand.

This Plan calls for the development of the Redevelopment Area by the construction of approximately 1,213,600 square feet of office space and 20,000 square feet of retail space, acquisition of residential property, rehabilitation of the existing residential neighborhood, together with all necessary appurtenances, utilities and street improvements by the phased completion of twelve separate Redevelopment Projects. Subject to the approval of the Commission, which shall not be unreasonably withheld, the Developer of the Redevelopment Area selected by the Commission may designate the size and location of the structures and appurtenances thereto and may determine the final size of each of the Redevelopment Projects and sequence in which they shall be approved, so long as the development complies with the objectives and requirements of this Plan.

This Plan will make available a certain amount of payments in lieu of taxes ("PILOTS") and, subject to constitutional and statutory limitations, fifty percent (50%) of the increase in taxes which are imposed by the municipality or other local taxing districts on economic activities, excluding taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessments and personal property taxes other than payments in lieu of taxes ("Economic Activity Taxes"). These funds will be used to reimburse approved project costs on a pay-as-you-go basis or to retire bonds which may be issued. The total cost of the Redevelopment Projects is estimated to be $137,736,000. The total PILOTS generated by the development over the duration of the Plan is estimated to be $50,969,000 and 50% of the total Economic Activity Taxes are estimated to be $24,262,000. PILOTS and Economic Activity Taxes together total $75,231,000 which equals approximately 54.6% of the total costs of the Redevelopment Projects, and if present valued would be much less. However, this Plan proposes that only $14,836,600 of the Redevelopment Project costs be reimbursed or bonded. This requires only approximately 19.7% of the potential PILOTS and Economic Activity Taxes for reimbursement on a pay-as-you-go basis.

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

III. TAX INCREMENT FINANCING

This Plan is adopted pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 through 99.865, 1990 (the "Act"). The Act enables municipalities to finance redevelopment costs with the revenue generated from PILOTS or Economic Activity Taxes.

The "Total Initial Equalized Assessed Valuation" of a Redevelopment Project will be determined when the individual Redevelopment Project is approved by ordinance. The municipality or the Commission may then issue tax increment bonds to finance redevelopment within the Redevelopment Projects. PILOTS measured by subsequent increases in property tax revenue which would have resulted from increased valuation had Tax Increment Financing not been adopted, will be segregated from taxes resulting from the Total Initial Equalized Assessed Valuation as defined herein, and deposited in a special
allocation fund earmarked for bond retirement or payment of Redevelopment Project Costs as defined herein. In addition, subject to constitutional and statutory limitations, fifty percent (50%) of the total additional revenue from taxes which are imposed by the municipality, or other taxing districts, and which are generated by economic activities within the Redevelopment Projects, while Tax Increment Financing remains in effect, excluding taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessment and personal property taxes other than Payments in Lieu of Taxes shall be allocated to and deposited in a special allocation fund for the retirement of obligations or payment of Redevelopment Project Costs as defined herein.

In the event mandatory abatement is sought or received pursuant to Section 135.215, R.S.Mo., as amended, such abatement may serve to reduce payments in lieu of taxes in an amount not to exceed fifty percent (50%) of the amount that would otherwise have been available pursuant to Section 99.845, R.S.Mo.. Said designation shall not relieve the assessor or other responsible official from ascertaining the amount of equalized assessed valuation of all taxable property annually as required by Section 99.855, R.S.Mo..

IV. DEFINITIONS

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

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

B. "Conservation area," any improved area within the boundaries of a redevelopment area located within the territorial limits of a municipality in which fifty percent or more of the structures in the area have an age of thirty-five years or more. Such an area is not yet a blighted area but is detrimental to the public health, safety, morals, or welfare and may become a blighted area because of any one or more of the following factors: Dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning;

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

D. "Economic Development area," any area or portion of an area located within the territorial limits of a municipality, which does not meet the requirements of subdivisions A and B of this section, and in which the governing body of the municipality finds that redevelopment is in the public interest because it will:
1. Discourage commerce, industry or manufacturing from moving their operations to another state; or

2. Result in increased employment in the municipality; or

3. Result in preservation or enhancement of the tax base of the municipality.

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

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

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

H. "Payment in lieu of taxes," those estimated revenues from real property in the area selected for a redevelopment project, which revenues, according to the redevelopment project or plan, are to be used for a public purpose, 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 area selected for the redevelopment project exceeds the total initial equalized value of real property in such area until the designation is terminated pursuant to the Act. Payments in lieu of taxes which are due and owing shall constitute a lien against the real estate of the redevelopment project from which they are derived, the lien of which may be foreclosed in the same manner as a special assessment lien as provided in Section 88.861;

I. "Redevelopment Area," an area designated by a municipality, in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area, a conservation area, economic development area, or a combination thereof.

J. "Redevelopment plan," the comprehensive program of a municipality for redevelopment intended by the payment of redevelopment costs to reduce or eliminate those conditions, the existence of which qualified the Redevelopment Area as 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;

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

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

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

2. Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial, planning or special services;

3. Property assembly costs, including, but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;

4. Costs of rehabilitation, reconstruction, or repair or remodeling of existing buildings and fixtures;

5. Initial costs for an economic development area;

6. Cost of construction of public works or improvements;

7. Financing costs, including, but not limited to all necessary and incidental expenses related to the issuance of obligations, and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;

8. All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project to the extent the municipality by written agreement accepts and approves such costs;

9. Relocation costs to the extent that a municipality determines that relocation costs shall be paid or are required to be paid by federal or state law;

10. Payments in lieu of taxes;

N. "Taxing districts," any political subdivision of this state having the power to levy taxes;

O. "Taxing districts' capital costs," those costs of taxing districts for capital improvements that are found by the municipal governing bodies to be necessary and to directly result from the redevelopment project; and

P. "Vacant land," any parcel or combination of parcels of real property not used for industrial, commercial, or residential buildings.

V. REDEVELOPMENT PLAN AND REDEVELOPMENT AREA

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

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

This Plan will be implemented by construction of the depicted development described on the site plan attached as Exhibit 2 and described in the specific objectives of the Plan set forth in Exhibit 3. The Commission may issue bonds or other obligations to finance Redevelopment Project Costs (the "Bonds") or may recommend to the City Council that Bonds be issued in an amount secured by the special allocation fund which is comprised of PILOTS and Economic Activity Taxes. Such obligations, when so issued, shall be retired in the manner provided in the ordinance or resolution authorizing the issuance of such obligations by the receipts of PILOTS resulting from improvements and, subject to annual appropriation, Economic Activity Taxes. In addition, the Commission may determine that Redevelopment Project Costs, as defined herein, be reimbursed on a pay-as-you-go basis as collection of PILOTS and Economic Activity Taxes are made, without the issuance of bonds. PILOTS resulting from improvements in any of the Redevelopment Project Areas and, subject to annual appropriation, Economic Activity Taxes may be used to service the Bonds issued to finance improvements in any other Redevelopment Project or to pay for Redevelopment Project Costs of any other Redevelopment Project on a pay-as-you-go basis.

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

1. To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Area to its highest and best use and encouraging private investment in the surrounding area.

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

3. To increase employment in the City.

4. To eliminate conditions which may be detrimental to public health, safety, morals or welfare in the Redevelopment Area and prevent the development of blight.

5. To encourage the rehabilitation and strengthening of the existing residential neighborhood.

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

VI. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

A study of the Redevelopment Area has been conducted documenting existing conditions and is attached as Exhibit 4.
VII. REDEVELOPMENT PROGRAM

A. Redevelopment Activities

1. Acquisition and Clearance

To achieve the redevelopment objectives of this Plan, property or interests therein, including easements and rights-of-way, identified on Exhibit 1 and identified on Exhibit 5, "Land Acquisition and Disposition Map", attached hereto, and made a part of this Plan, may be acquired by purchase, donation, lease or eminent domain in the manner provided for corporations in Chapter 523, R.S.Mo. by the Municipality or the Commission. The property acquired by the Municipality or the Commission, and also identified on Exhibit 5, 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 Municipality or the Commission may determine that to meet the redevelopment objectives of the Redevelopment Plan, other properties listed on said map and not scheduled for acquisition should be acquired or certain property currently listed for acquisition should not be acquired.

Individual structures may be exempted from acquisition if they are located so as not to interfere with the implementation of the objectives of this Redevelopment Plan or the projects implemented pursuant to the Redevelopment Plan and their owner(s) agree to rehabilitate or redevelop their property, if necessary, in accordance with the objectives of this Redevelopment Plan.

Clearance and demolition activities will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods of time and so that the adverse affects of clearance activities may be minimized.

The Municipality or 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 Municipality or the Commission may deem appropriate.

2. Relocation Assistance

In order to achieve the redevelopment objectives of this Redevelopment Plan, two (2),-residences will be acquired and demolished. The developer will be required to provide relocation assistance to all eligible displaced occupants in conformance with the following Relocation Plan:

a. Displaced Business: "Displaced business" shall mean any business that moves from real property within the Redevelopment Area permanently and voluntarily as a direct result of the acquisition, rehabilitation or demolition of, or the written notice of intent to acquire such real property, in whole or in part, for a public purpose.

b. Displaced Person: "Displaced person" shall mean any person who moves from real property or moves his/her personal property from the real property within the Redevelopment Area permanently and voluntarily as a direct result of the acquisition, rehabilitation or demolition of, or the written notice of intent to acquire such real property, in whole or
c. **Eligibility:** The Developer will make payments to all displaced persons and displaced businesses which occupied the property to be acquired for not less than ninety (90) days prior to the initiation of negotiations.

d. **Special Needs of Displaced:** The Developer will identify special needs of displaced persons and displaced businesses with specific consideration given to income, age, size of family, nature of business, availability of suitable replacement facilities, and vacancy rates of affordable facilities.

e. **Referrals to New Quarters:** The developer will provide displaced persons with a minimum of three (3) decent, safe and sanitary housing referrals for residential persons or suitable referral sites for displaced businesses, a minimum of ninety (90) days notice of referral sites for handicapped displaced persons and sixty (60) days notice of referral sites for all other displaced persons and displaced businesses prior to the date such displaced persons or displaced businesses are required to vacate the premises and arrangements for transportation to inspect referral sites to be provided to displaced occupants hereinafter identified as "Designated occupants".

f. **Notice to Vacate:** Every displaced person and every displaced business shall be given a ninety (90) day notice to vacate prior to the date such displaced person or displaced business is required to vacate; provided, however, that the developer may elect to reduce the notice time if the developer extends the relocation payments to any affected displaced person or displaced business by said reduction.

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

h. **Payments to Displaced Persons:** All displaced persons eligible for payments shall be provided with relocation payments based upon one of the following, at the option of the person:

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

(2) Actual reasonable costs of relocation including actual moving costs, utility deposits, key deposits, storage of personal property up to one month, utility transfer and connection fees, and other initial rehousing deposits including first and last month's rent and security deposit.

i. **Payments to Handicapped Persons:** In addition to the payments provided herein an additional relocation payment shall be
provided to handicapped displaced persons which shall equal the amount, if
any, necessary to adapt a replacement dwelling to substantially conform
with the accessibility and usability of such occupant's prior residence, such
amount not to exceed four hundred dollars ($400.00).

j. **Payments to Business:** All displaced businesses eligible for
payment shall be provided with relocation payments based upon the
following, at the option of the business:

(1) A one thousand five hundred dollar ($1,500.00)
fixed payment to be paid at least thirty (30) days prior to the date
the business is required to vacate the premises; or

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

k. **Waiver of Payments:** Any displaced person, who is also the
owner of premises, and any business may waive relocation payments for
acquisition of the interest held by said person or business. Said waiver
shall be on a form supplied by the Secretary of the Commission and filed in
this office. The developer shall not be required to pay relocation benefits
respecting any interests acquired through negotiations.

l. **Notice of Benefits:** All occupants and businesses eligible
for relocation benefits under this Plan shall be notified in writing of the
availability of such relocation payments and assistance, with such notice to
be given concurrent with the notice of referral sites set forth in this Plan.

3. **Assemblage and Disposition of Land**

Land assemblage shall be conducted for (1) sale, lease or conveyance to private
developers or (2) sale, lease, conveyance or dedication for the construction of
public use, improvements or facilities. The terms of conveyance shall be
incorporated in appropriate disposition agreements which may contain more
specific planning and design controls than those stated in this Plan.

4. **Provision of Public Facilities**

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

B. **General Land Use**

Exhibit 2, the Site Plan, attached hereto and made part of this Redevelopment Plan,
designates the intended predominant land use categories for which tracts in the area will
be sold, leased, or otherwise conveyed. The individual Redevelopment Projects shall be
subject to the applicable provisions of the Municipality's Zoning Ordinance as well as
other codes and ordinances as may be amended from time to time.
C.  Additional Controls and Design Criteria

The following design controls shall apply to the Plan:

1.  General: New development shall create an integrated, unified design.

2.  Pedestrian Walkways, Streets and Open Walk Spaces: Streets, pedestrian paths or open walk spaces shall be designed as an integral part of the overall site design, properly related to existing and proposed buildings and City streetscape elements.

3.  Parking: Parking areas shall be designed with careful regard given to orderly arrangement, landscaping, ease of access, and as an integral part of the total site design. Vehicular access to the parking areas shall minimize conflicts with other vehicular and pedestrian movements. Ingress and egress points shall be well distanced from intersections in order to avoid congestion and interference with traffic.

4.  Landscape Design: A coordinated landscape program shall be developed in the Redevelopment Areas to incorporate the landscape treatment sought for open spaces, roads, sidewalks, and parking areas into a coherent and integrated arrangement.

5.  Design Review Process: The Commission has adopted a design review process which shall be carried out to review all proposed improvements in the Redevelopment Area.

D.  Schedule of Projects

The development schedule is set forth in Exhibit 6.

VIII. FINANCING PLAN

A.  Estimated Project Costs

Redevelopment Project costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan or redevelopment project, as applicable, in implementing the Plan and Redevelopment Projects and any incidental costs relating thereto. Included as a part of the Project Costs are those costs of phased construction of public improvements necessitated by the Redevelopment Projects. These costs, along with the estimated Project Costs, are set forth in Exhibit 7. The costs set forth as Type I, Type II, Type III and Type IV Reimbursable Costs in Columns 2 through 5 of Exhibit 7 shall be reimbursed from the PILOTS and Economic Activity Taxes resulting from this Plan.

B.  Source 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 8.

The expected source of funds to be used to reimburse eligible expenses include PILOTS and Economic Activity Tax proceeds. Calculations of expected proceeds of PILOTS are
based on current real property assessment formulas and current property tax rates, both of which are subject to change due to many factors, including statewide reassessment, the effects of real property classification for real property tax purposes, and the roll back in tax levies resulting from reassessment or classification. Furthermore, calculations are based on increases in assessments of 4% every other year that can be expected to result from inflation with no levy increases, which would also increase PILOT. Anticipated Economic Activity Taxes are based upon projected Net Earnings Taxes paid by businesses and employees, as well as sales tax. It is assumed that net earnings, and sales tax revenues will increase due to inflation at a rate of 3% a year in addition to the assumed increases due to job creation and business expansion. The estimated PILOTS and Economic Activity Tax revenues are set forth in Exhibit 9 attached hereto.

If bonds are issued, bond proceeds will be deposited in a special construction fund for use in payment of Reimbursable Project Costs. If property is sold or leased to a selected Developer, land disposition or lease proceeds will be utilized by the Commission for payment of Reimbursable Project Costs.

1. Payment in Lieu of Taxes

   a. Most Recent Assessed Valuation

   The total initial equalized assessed valuation of the Redevelopment Area according to the Kansas City Assessor's records (1993) is $1,344,080. The current combined tax levy for commercially assessed property is projected to be $8.74 (including 1987 M & M replacement surcharge tax) per $100 assessed valuation on land and $7.99 (including 1987 M & M replacement surcharge tax) per $100 assessed value on improvements. The current combined tax levy for residually assessed property is projected to be $7.303 per $100 assessed value on land and $6.553 per $100 assessed value on improvements. The current annual tax revenue, without any property tax exemptions, is approximately $105,260.

   b. Anticipated Assessed Valuation and Payments in Lieu of Taxes

   Upon completion of the Redevelopment Projects, the assessed valuation of the Redevelopment Area is anticipated to be approximately $39,985,180. The increase in assessed valuation therefore is anticipated to be approximately $38,641,100. The resulting Payments in Lieu of Taxes available to pay redevelopment project costs by year are shown separately for each Redevelopment Project Area in Exhibit 9. When complete the Redevelopment Area will initially yield an estimated $3,215,176 in additional real property taxes annually.

   The amount of PILOTS in excess of the funds deemed necessary by ordinance for the retirement of bonds, reserves, sinking funds, and redevelopment project costs, may be declared as surplus by the Commission and if so declared would be made available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

2. Economic Activity Taxes

   Fifty percent (50%) of the total additional revenue from taxes imposed by the
municipality, or other taxing districts, and which are generated by economic activities within the Redevelopment Project Areas of the redevelopment project in the calendar year prior to the adoption of the redevelopment project by ordinance, while tax increment financing remains in effect, but excluding taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessments and personal property tax, other than payments in lieu of taxes, will be made available upon annual appropriation, to pay eligible Redevelopment Project Costs. Over the life of the Plan, the total available Economic Activity Tax revenues are estimated to be approximately $48,524,000. The increase in Economic Activity Taxes are shown in Exhibit 9 by year for each Redevelopment Project, as are the resulting share of revenues available to pay project costs.

The amount of Economic Activity Taxes in excess of the funds deemed necessary by ordinance for the retirement of bonds, reserves, sinking funds, and Redevelopment Project Costs, if any, will be declared as surplus and will be available for distribution to the taxing districts in the Redevelopment Area in the manner provided by the Act.

C. Nature and Term of Obligations

Without excluding other methods of financing, Bonds may be issued pursuant to this Plan for a term not to exceed 23 years from the adoption of the ordinance approving a redevelopment project within a redevelopment area, at an interest rate determined by the Issuing Body. In order to market such Bonds, it is estimated that available Project revenues must equal 125% - 175% of the annual debt service payments required for the retirement of the Bonds. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the Bonds or for reserves, sinking funds, or allowable project costs may be used to call Bonds in advance of their maturities or may become available for distribution annually to the Taxing Districts. Bonds 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 approving the redevelopment project, 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. Therefore the latest date of retirement of the Bonds, if the ordinance approving the redevelopment plan is adopted in 1991, will be 2024.

D. Evidence of Commitments to Finance

Any proposal submitted by a developer to implement this Plan shall include evidence of commitments to finance the Redevelopment Project Costs in addition to those allowable project costs to be paid by Payment in lieu of tax proceeds and Economic Activity Taxes. Such proposal shall be a part of this Plan and be attached hereto as Exhibit 10.

IX. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN

This Redevelopment Plan and Project may be amended pursuant to the provisions of the Missouri Real Property Tax Increment Allocation Redevelopment Act.
EXHIBIT 1
LOCATION AND LEGAL DESCRIPTION
OF THE
REDEVELOPMENT AREA AND REDEVELOPMENT PROJECT AREAS

REDEVELOPMENT AREA

All or part of the following subdivisions: EAST SWOPE HIGHLANDS, LAUREL RIDGE, SWOPE ACRES, SWOPE PARK RIDGE, SWOPE PARK RIDGE RESURVEY, SKYVIEW MANOR, SCHUETTE HEIGHTS, WINCHESTER BUSINESS CENTER, WINCHESTER OFFICE PARK, and WINCHESTER OFFICE CENTER WEST, PHASE ONE, all subdivisions, according to the recorded plats thereof, including the following streets, drives, courts and avenues: 63rd Street, 64th Street, 65th Street, 66th Street, Scenic Drive and Beacon Drive, 64th Court and 65th Court, Park Ridge Avenue, Belmont Avenue, Bennington Avenue and Winchester Avenue, as said streets, drives, courts and avenues are all now established; together with other lands situate in Section 1, Township 48, Range 33 and a portion of land situate in the Northwest Quarter of Section 6, Township 48, Range 32 all in Kansas City, Jackson County, Missouri, being bounded on the North by the Southerly right-of-way line of 63rd Street Trafficway, on the South by the South right-of-way line of 64th Street and the North right-of-way line of 67th Street, on the East by the East right-of-way line of Manchester Avenue and the Westerly right-of-way line of U.S. Interstate Highway Route No. 435 and on the West by the Easterly right-of-way line of the Kansas City Southern Railway Company.

The boundary of the Redevelopment Area is more specifically described as beginning at a point of intersection of the West line of the Northeast Quarter of said Section 1 with the Southerly right-of-way line of said 63rd Street Trafficway; thence the following courses and distances along the Southerly right-of-way line of said 63rd Street Trafficway; thence South 64 42'43" East, 224.93 feet; thence Easterly and Northeasterly along a curve to the left, tangent to the last described course, having a radius of 1018.93 feet and a central angle of 8 45'43", an arc distance of 155.82 feet; thence South 73 28'26" East, tangent to the last described curve, 220.13 feet; thence Northeasterly along a curve to the left and along the Northerly line of said WINCHESTER BUSINESS CENTER, tangent to the last described course, having a radius of 882.51 feet and a central angle of 41 34'15", an arc distance of 640.30 feet; thence continuing along said Southerly right-of-way and said Northerly line, the following courses and distances: thence South 25 04'02" East, 17.04 feet; thence Northeasterly along a curve to the left, having an initial tangent bearing of North 64 57'17" East, a radius of 899.02 feet and a central angle of 13 18'47", an arc distance of 208.89 feet; thence North 51 37'11" East, tangent to the last described curve, 202.40 feet; thence Northeasterly along a curve to the right, tangent to the last described course, having a radius of 493.69 feet and a central angle of 35 41'04", an arc distance of 307.48 feet; thence North 3 18'15" West, 24.60 feet; thence Northeasterly along a curve to the right, having an initial tangent bearing of North 76 45'00" East, a radius of 713.94 feet, an arc distance of 76.61 feet; thence Southeasterly along a curve to the right, not tangent to the last described curve, having an initial tangent bearing of South 84 31'03" East, a radius of 533.69 feet and a central angle of 7 20'14", an arc distance of 68.34 feet; thence South 77 10'49" East, tangent to the last described curve, a distance of 600.28 feet to a point on the Westerly right-of-way line of said U.S. Interstate Highway Route No. 435; thence the following courses and distances along said Westerly right-of-way line and along the Easterly line of said WINCHESTER BUSINESS CENTER; thence South 12 49'11" West, 70.64 feet; thence South 34 20'16" East, 362.79 feet; thence South 22 32'04" West, 778 feet; thence South 5 02'14" West, 415.49 feet; thence South 15 06'04" West,
163.19 feet; thence South 44° 12′ 22″ West, 304.93 feet to the Southeast corner of Tract P of said WINCHESTER BUSINESS CENTER; thence continuing South 44° 12′ 22″ West along the Westerly right-of-way line of said U.S. Interstate Highway Route No. 435, 137 feet; thence South 2° 12′ 01″ West along said West right-of-way line, 23.03 feet to a point on the Northerly right-of-way line of Scenic Drive, as now established; thence continuing South 2° 12′ 01″ West along said West right-of-way line, 79 feet to a point on the Southerly right-of-way line of said Scenic Drive and being also the North, Northeast corner of Tract 3 of said WINCHESTER OFFICE CENTER; thence the following courses and distances along the Easterly line of said WINCHESTER OFFICE CENTER and along the Westerly right-of-way line of said U.S. Interstate Highway Route No. 435; thence South 2° 12′ 01″ West, 100.95 feet; thence South 87° 47′ 59″ East, 60 feet; thence South 2° 12′ 01″ West, 1016.01 feet; thence Southerly along a curve to the right, tangent to the last described course having a radius of 34,277.48 feet and a central angle of 0° 17′ 51″, an arc distance of 177.68 feet to the Southeast corner of Tract 1 of said WINCHESTER OFFICE CENTER; thence North 86° 55′ 19″ West along the South line of said Tract 1 and along a jog in said West right-of-way line, a distance of 72.55 feet to the Northeast corner of Lot 5 of said LAUREL RIDGE; thence South 3° 04′ 41″ West along the East line of said West right-of-way line and along the East line of said Lot 5, 230 feet to the Southeast corner thereof; being also a point on the North right-of-way line of said 67th Street; thence Westerly along said North right-of-way line and along the South line of said LAUREL RIDGE, 630 feet to the Southwest corner of Lot 11, being also the Southeast corner of Lot 1 of said SCHUETTE HEIGHTS; thence continuing West along said North right-of-way line and along the South line of said Lot 1 and its Westerly prolongation, a distance of 170 feet to a point on the Westerly right-of-way line of said Winchester Avenue, being also a point on the East line of Lot 61 of said SWOPE PARK RIDGE; thence South along said West right-of-way line and the East line of said Lot 61, 10 feet to the Southeast corner thereof; thence West along the South line of Lots 61 through 66, inclusive, and along the North right-of-way line of said 67th Street, a distance of 668.93 feet to the Southwest corner of said Lot 66; thence North along the West line of said Lot 66 and a jog in said North right-of-way line, 10 feet; thence Westerly, Northwesterly and Westerly along said North right-of-way line, 600 feet, more or less to a point on the East right-of-way line of said Bennington Avenue; thence continuing Westerly and Southwesterly along said North right-of-way line of said 67th Street, 440 feet, more or less to a point on the Easterly right-of-way line of said Kansas City Southern Railway Company; thence Northwesterly and Northerly along said Easterly right-of-way line, 2904.38 feet, more or less to the Northwest corner of Lot 6 of said SWOPE ACRES, being also a point on the South line of the Northwest Quarter of said Section One; thence continuing Northerly along said Easterly right-of-way line, 1561.79 feet, more or less to a point of intersection with the Southerly right-of-way line of said 63rd Street Trafficway; thence the following courses and distances along said Southerly right-of-way; thence Southeasterly along a curve to the right, having an initial tangent bearing of South 78° 40′ 35″ East, a radius of 1454.67 feet and a central angle of 16° 10′ 14″, an arc distance of 410.55 feet; thence South 61° 37′ 34″ East, tangent to the last described curve, 955.08 feet; thence Southeasterly along a curve to the left, tangent to the last described course, having a radius of 1949.86 feet and a central angle of 3° 05′ 09″, an arc distance of 105.02 feet; thence South 64° 42′ 43″ East, tangent to the last described curve, 383.92 feet to the Point of Beginning.

Certain properties within the area are separate and excluded from the Redevelopment Area. Said properties are described as follows:

Lots A and B, WINCHESTER OFFICE CENTER, a subdivision of land in Kansas City, Jackson County, Missouri, on Certificate of Survey of Tract 1 as filed for record under Document No. K-872300, in Book S-3 at page 27 on March 30, 1989 in the Office of the Recorder of Deeds of Jackson County, Missouri; and
All that part of the Northeast Quarter of the Southeast Quarter Section 1, Township 48, Range 33, in Kansas City Jackson County, Missouri, described as follows: commencing at a point on the South line of said quarter-quarter section, 534.15 feet West from the Southeast corner thereof as measured along said South line; thence deflecting 89 03'32" right from the last described course a distance of 243.01 feet to the true point of beginning of the tract of land to be herein described; thence continuing North along the last described course, 236.93 feet; thence deflecting 73 57'13" left, 360.80 feet to a point on the Northeasterly line of Scenic Drive, as now established; thence deflecting 70 29'27" left from the last described course, 65 feet to a point 5 feet Southwesterly of the Southwesterly line of said Scenic Drive; thence Southeasterly and parallel with said Southwesterly line, at right angles from the last described course, 351 feet; thence continuing Southeasterly, being a curve to the right, concentric with said Southwesterly line, from the last described course as a tangent, having a radius of 1111.28 feet, and a central angle of 6 33'17", a distance of 127.13 feet to the point of beginning.

Also included as part of the Redevelopment Area is a noncontiguous piece described as Lot 4, EAST SWOPE HIGHLANDS.

LEGAL DESCRIPTIONS BY REDEVELOPMENT PROJECTS

REDEVELOPMENT PROJECT 1
(Shown as Tract 3 on Exhibit 2 herein.)
All of Tract 1, WINCHESTER OFFICE CENTER WEST, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 2
(Shown as Tract 1 on Exhibit 2 herein.)
All of Tract 2, WINCHESTER OFFICE CENTER, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 3
(Shown as Tract 2 on Exhibit 2 herein.)
All of Tract 3, WINCHESTER OFFICE CENTER, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 4
(Shown as Tract 4 on Exhibit 2 herein.)
All of Tract 2, WINCHESTER OFFICE CENTER WEST, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 5
(Shown as Tract 5 on Exhibit 2 herein.)
All of Tract 3, WINCHESTER OFFICE CENTER WEST, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 6
(Shown as Tract 6 on Exhibit 2 herein.)
All of Tract 4, WINCHESTER OFFICE CENTER WEST, a subdivision according to the recorded plat thereof, together with all that part of the North Half of Section 1, Township 48, Range 33, also including portions of 63rd Street and Bennington Avenue, as said street and avenue are now both established, all in Kansas City, Jackson County, Missouri and that part situate in the North Half of said Section 1, being more particularly described
as follows.

Beginning at the Northwest corner of said Tract 4; thence the following courses and distances along the Westerly line of said Tract 4; thence South 25 08'00" West, 215 feet; thence South 60 00'00" West, 161 feet; thence South 35 49'00" West, 293 feet to the Southwest corner of said Tract 4; thence generally Northerly, the following courses and distances; thence Northerly along a straight line, deflecting 96 31'52" to the right from the last described course, a distance of 363.97 feet; thence Northerly along a curve to the left tangent to the last described course, having a radius of 470 feet and a central angle of 21 04'12", an arc distance of 172.56 feet; thence Northerly along a straight line, tangent to the last described curve, a distance of 104.02 feet; thence Northerly along a curve to the right, tangent to the last described course, having a radius of 344.13 feet and a central angle of 3 39'46", an arc distance of 22 feet; thence North 2 07'22" East, parallel with the East line of the Northwest Quarter of said Section 1, a distance of 380 feet; thence Southeasterly along a straight line, 955 feet, more or less to the Point of Beginning.

REDEVELOPMENT PROJECT 7
(Shown as Tract 7 on Exhibit 2 herein.)
All of Lots 52 and 53 and that part of Lots 49 through 56, inclusive and that part of Lots 75 through 78 inclusive, SWOPE PARK RIDGE, a subdivision, according to the recorded plat thereof, together with all of Lots 1 through 9, inclusive and Lots 25 through 31, inclusive and that part of Lots 10, 11, 12, 32, 33 and 34, SWOPE PARK RESURVEY, a subdivision, according to the recorded plat thereof, including that part of 66th Street and Park Ridge Avenue as said street and avenue are now both established, said parcel of land is bounded on the North by the North right-of-way line of 65th Street, and on the East by the West right-of-way line of Bennington Avenue, and on the Southwesterly side by the Northeasterly right-of-way line of the Kansas City Southern Railway Company and on the South by the Northerly right-of-way line of 67th Street, as all streets and avenue are now established and also bounded on the South and on the East by the following described line:

Beginning at a point on the East line of Lot 49 of said SWOPE PARK RIDGE, 170.23 feet North of the Southeast corner thereof; thence Southwesterly along a straight line to a point on the West line of the East 15 feet of said Lot 51; thence South along the West line of the East 15 feet of said Lot 75, 340 feet; more or less to a point on the Northerly right-of-way line of said 67th Street.

REDEVELOPMENT PROJECT 8
(Shown as Tract 8 on Exhibit 2 herein.)
All that part of Lots 3, 4, 5 and 7, and all of Lot 6, SWOPE ACRES, a subdivision, according to the recorded plat thereof, together with that part of 63rd Street and that part of the Northwest Quarter of Section 1, Township 48, Range 33, all in Kansas City, Jackson County, Missouri, being more particularly described as follows:

Beginning at a point on the Easterly right-of-way line of the Kansas City Southern Railway Company, 802.69 feet South of the Southerly right-of-way line of 63rd Street Trafficway, as now established; thence Easterly along a straight line, perpendicular to the last described course, a distance of 500 feet; thence Southeasterly along a straight line, deflecting 26 08'39" to the right from the last described course, a distance of 502.53 feet; thence Southwesterly, perpendicular to the last described course, 92.76 feet; thence Southwesterly, Southerly and Southwesterly along a curve to the left, tangent to the last described course, having a radius of 404.13 feet, and a central angle of 86 32'36", an arc distance of 610.42 feet; thence Southwesterly along a straight line, normal to the last described curve, a distance of 338.06 feet to a point on a line, 125 feet North of and
parallel with the North right-of-way line of 64th Street, as now established; thence Westerly along said parallel line, a distance of 845 feet, more or less, to a point on the Easterly right-of-way line of said Kansas City Southern Railway Company; thence generally Northerly along a curve to the right, having a radius of 1835.08 feet and a central angle of 14° 52' 21"; an arc distance of 476.34 feet; thence North along said Easterly right-of-way line, 644.63 feet to the Point of Beginning.

REDEVELOPMENT PROJECT 9
(Shown as Tract 12A on Exhibit 2 herein.)
All of Tracts E, F, and G, WINCHESTER BUSINESS CENTER, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

REDEVELOPMENT PROJECT 10
Project 10 consists of three separate tracts. Said tracts are described as follows:

(Shown as Tract 9 on Exhibit 2 herein.)
A 350 foot by 375 foot parcel of land situated in the Northwest Quarter of Section 1, Township 48, Range 33, in Kansas City, Jackson County, Missouri, being more particularly described as follows:

Beginning at a point on the Southerly right-of-way line of 63rd Street Trafficway, 962.97 feet Southeasterly from the point of intersection with the East right-of-way line of the Kansas City Southern Railway Company, as said trafficway and railroad are now both established; thence continuing Southeasterly along said Southerly right-of-way line, 350 feet; thence South, perpendicular to the last described course, 375 feet; thence Northwesterly, parallel with said Southerly right-of-way line, 350 feet; thence Northwesterly, parallel with said Southerly right-of-way line, 350 feet; thence Northeasterly, perpendicular to the last described course, 375 feet to the Point of Beginning.

and

(Shown as Tract 10 on Exhibit 2 herein.)
All that part of the North Half of Section 1, Township 48, Range 33 in Kansas City, Jackson County, Missouri, being more particularly described as follows:

Beginning at a point of intersection of the Southerly right-of-way line of 63rd Street Trafficway, as now established with the East line of the Northwest Quarter of said Section 1, 884.33 feet North of the Southeast corner thereof; thence Southeasterly and Easterly along said Southerly right-of-way line to a point of intersection with the Westerly right-of-way line of Winchester Avenue, as now established; thence Southeasterly along said Westerly right-of-way line, 159.12 feet; thence Westerly along a straight line deflecting 144° 24' 12" to the right from an initial tangent bearing of South 51° 15' 47" East, a distance of 954.79 feet to a point on the East line of the Northwest Quarter of said Section 1; thence continuing Westerly along the last described course, a distance of 179.38 feet; thence Northwesterly along a straight line, deflecting 22° 38' 11" to the right from the last described course, a distance of 489.95 feet; thence Northeasterly along a straight line, deflecting 92° 35' 50" to the right from the last described course, a distance of 375 feet to a point on the Southerly right-of-way line of said 63rd Street Trafficway; thence Southeasterly along said Southerly right-of-way line, 429.43 feet to the Point of Beginning.

and
(Shown as Tract 11 on Exhibit 2 herein.)
All that part of the North Half of Section 1, Township 48, Range 33, in Kansas City, Jackson County, Missouri, being more particularly described as follows:

Beginning at a point on the East line of the Northwest Quarter of said Section 1, 475.57 feet North of the center of said Section 1; thence Northwesterly along a straight line, deflecting 78° 03'13" to the left from the last described course, a distance of 183.25 feet; thence Easterly along a straight line, deflecting 169° 10'16" feet to the right from the last described course, a distance of 1110 feet, more or less, to a point on the Westerly right-of-way line of Winchester Avenue, as now established; thence generally Southeasterly along said Westerly right-of-way line to a point of intersection with a line drawn, 350 feet North of and parallel with the South line of the Northeast Quarter of said Section 1; thence West along said parallel line, 570 feet; thence Northwesterly deflecting 10° 52'15" to the right from the last described course, a distance of 665.64 feet to the Point of Beginning.

REDEVELOPMENT PROJECT 11
(Shown as Residential Area 1 on Exhibit 2 herein.)
Beginning at the intersection of the West right-of-way line of Interstate 435, as now established, and the Northerly right-of-way line of 67th Street, as now established; thence along the Northwesterly right-of-way line of 67th Street to a point on the West line of the East 15 feet of Lot 75, Swope Park Ridge; thence North along the West line of the East 15 feet of said Lot 75 and the West line of the East 15 feet of Lot 50, Swope Park Ridge, 340 feet, more or less; thence Northwesterly along a straight line to a point on the West right-of-way line of Bennington Avenue, as now established; thence North along the West right-of-way line of Bennington Avenue 170.23 feet to the point of intersection with the South right-of-way line of 66th Street, as now established; thence continuing North along the West right-of-way line of Bennington Avenue to its intersection with the westerly extension of the South lot line of Tract 2, Winchester Office Center West; thence East along the westerly and easterly extensions of the South lot line and the South lot line of Tract 2, Winchester Office Center West to its intersection with the East right-of-way line of Winchester Avenue, as it now exists; thence South along the East right-of-way of Winchester Avenue to its intersection with the North lot line of Lot 3, Schuette Heights; thence East along the North lot line of Lot 3, Schuette Heights, to its intersection with the East lot line of said Lot 3; thence South along the East lot line of said Lot 3 to its intersection with the South lot line of Lot A, Winchester Office Center; thence East along the South lot line of said Lot A to its intersection with the West right-of-way line of Interstate 435; thence South along the West right-of-way line of Interstate 435 to the Point of Beginning, all included in and a part of Kansas City, Jackson County, Missouri.

REDEVELOPMENT PROJECT 12
(Shown as Residential Area 2 on Exhibit 2 herein.)
Beginning at the point of intersection of the North right-of-way line of 65th Street, as now established, and the West right-of-way line of Bennington Avenue, as now established; thence East along the North right-of-way line of 65th Street to its intersection with the Easterly right-of-way line of the Kansas City Southern Railroad Tracks, as it now exists; thence northerly along the Easterly right-of-way line of the Kansas City Southern Railroad Tracks to a point on a line, 125 feet North of the North right-of-way line of 64th Street, as now established; thence Easterly along a line 125 feet North of and parallel to the North right-of-way line of 64th Street, a distance 845 feet, more or less; thence Southeasterly along a line parallel to the Northeasterly right-of-way line of 64th street, a distance of 200 feet, more or less to a point on a line 125 feet North of the North right-of-way line of 64th street; thence East along a line, 125 feet north of and parallel to the North right-of-way
line of 64th Street to its intersection with the East lot line of Lot 7, SWOPE ACRES; hence South along the East lot line of Lot 7, SWOPE ACRES, to its intersection with the South lot line of said Lot 7, said point also being on the West right-of-way line of Bennington Avenue, as it now exists; hence continuing South along the West right-of-way line of Bennington Avenue to the Point of Beginning, all included in and a part of Kansas City, Jackson County, Missouri.

REDEVELOPMENT PROJECT 13
(63rd and Manchester Project)
All of Lot 4, EAST SWOPE HIGHLANDS, a subdivision, according to the recorded plat thereof, all in Kansas City, Jackson County, Missouri.

REDEVELOPMENT PROJECT 14
(Shown as Tract 12B on Exhibit 2 herein.)
Tracts A, B, C and D, WINCHESTER BUSINESS CENTER, a subdivision of land in Kansas City, Jackson County, Missouri as filed for record under Document No. K-522512, in Book K-35, at page 74 on May 18, 1982 in the Office of the Recorder of Deeds of Jackson County, Missouri, said tracts extending upward only from elevation 137 as based on the Kansas City, Missouri datum plane.
EXHIBIT 3

SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN

1. Mitigation and elimination of those conditions which if left unaddressed will cause the area to be blighted. The conditions to be addressed include an aging, deteriorating housing stock; the absence of sanitary and storm sewers; and depreciation of physical maintenance.

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

3. Promotion of health, safety, order, convenience, prosperity and the general welfare, as well as an increase in efficiency and economy in the process of development.


5. Stimulation of construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.

6. Landscaping of private areas, including parking areas and street rights of way.

7. Encouragement of local residential property owners to improve their property.

8. Construction of sanitary sewers, storm sewers, other utilities, and street improvements within the Redevelopment Area.

9. Construction of approximately 1,213,600 square feet of office and approximately 20,000 square feet of retail, commercial space in 14 projects and their sub-projects.

10. Acquisition of properties which impede the Redevelopment Plan.

11. Construction of an Interstate 435 interchange at its intersection with 63rd Street Trafficway.

12. Realignment and extension of Bennington Avenue between Beacon Drive and 63rd Street Trafficway.

13. Construction of street improvements along 63rd Street Trafficway and 67th Street.
SECOND SUPPLEMENT TO EXHIBIT 4

EXISTING CONDITIONS

DATA PERTAINING TO
THE ADOPTION OF A FINDING OF CONSERVATION AREA
FOR THE
SECOND AMENDMENT TO THE WINCHESTER CENTER REDEVELOPMENT
PROJECT

MAY 1994

1. Purpose of this Report
The purpose of this report is to supplement the Existing Conditions Report done for the
Winchester Center Redevelopment Area, and the First Amendment thereto, and to provide
sufficient evidence to find that the Redevelopment Area, as described in the Second
Amendment to the Winchester Center Redevelopment Plan, qualifies as a Real Property
Tax Increment Allocation Redevelopment Area.

2. Previous Findings
On November 6, 1991 the Tax Increment Financing Commission found the Winchester
Center Redevelopment Area to be a Conservation Area and that the Redevelopment Area
qualified under the Missouri Revised Statues as a Real Property Tax Allocation
Redevelopment Area. On September 8, 1993, The Commission found the Winchester
Center Redevelopment Area, as described in the First Amendment to the Plan, to be a
Conservation Area and that the expanded Redevelopment Area also qualified under the
Missouri Revised Statues as a Real Property Tax Allocation Redevelopment Area.

3. Area Description
The Redevelopment Area has been expanded a second time to include an ownership
parcel, previously excluded under the Redevelopment Plan. The added ownership parcel
is within the boundaries of the original Plan Area, though not included in the Plan Area.
The newly added property is the vacant property surrounding the existing DST building.
Inclusion of the newly added property does not change the overall conditions of
Redevelopment Plan Area as described in the previous conditions survey and which served
as the basis of previous findings.

4. Finding
The addition of the new ownership parcel to the Winchester Center Redevelopment Area
does not alter the basis for finding the Redevelopment Area as a "Conservation Area:.
The expanded Redevelopment Area qualifies as a Real Property Tax Increment Allocation
Redevelopment Area as provided for under the Act.
1. **Purpose of this Report**
The purpose of this report is to supplement the Existing Conditions Report done for the Winchester Center Redevelopment Area and to provide sufficient evidence to find that the expanded Redevelopment Area, as discussed in the First Amended Winchester Center Redevelopment Plan, qualifies as a Real Property Tax Increment Allocation Redevelopment Area.

2. **General Location**
The Redevelopment Area is generally located south of 63rd Street Trafficway, west of Manchester Avenue and Interstate 435, north of 64th and 67th Streets, and east of the Kansas City Southern Railroad tracks in Kansas City, Jackson County, Missouri. Under the First Amended Redevelopment Plan, the Redevelopment Area has been expanded to include that area east of Interstate 435, generally bounded by 63rd Street Trafficway, Manchester Avenue, 64th Street and Interstate 435. (See Attached location map.)

3. **Statement of Report Criteria for Eligibility**
The Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 et seq, 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 a "Blighted Area", a "Conservation Area" or 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.

4. **Previous Finding**
On November 6, 1991 the Tax Increment Financing Commission found the Winchester Center Redevelopment Area to be a Conservation Area and that the Redevelopment Area qualified under the Missouri Revised Statutes as Real Property Tax Allocation Redevelopment Area.

5. **Area Description**
The Redevelopment Area has been expanded to include two additional ownership parcels that are noncontiguous with the originally designated Redevelopment Area. The conditions described in the original Existing Conditions Report have not changed
significantly since September 1991 when that report was completed and the finding made by the TIF Commission. The two additional properties do not change the finding that the overall Redevelopment Area exhibit the conditions used in defining the existence of a "Conservation Area".

The newly included parcels consist of two adjacent vacant lots. The two vacant lots lack utility service and access to the interior of the property. The vacant properties are located on a rock outcropping and suffer from poor drainage. Some trash and debris has been observed on the site, as well as the presence of weeds. The two vacant lots are improperly subdivided and the platting is obsolete. Taken separately, neither lot can be fully redeveloped for commercial use.

6. Finding
The addition of the two properties to the Winchester Center Redevelopment Area does not significantly alter the basis for finding the Redevelopment Area as a "Conservation Area". The expanded Redevelopment Area qualifies as a Real Property Tax Increment Allocation Redevelopment Area as provided for under the Act.
EXHIBIT 4
EXISTING CONDITIONS

DATA PERTAINING TO
THE ADOPTION OF A FINDING OF BLIGHT
FOR THE
WINCHESTER CENTER REDEVELOPMENT PROJECT

PREPARED BY THE TAX INCREMENT FINANCING COMMISSION OF
KANSAS CITY, MISSOURI

SEPTEMBER 1991

I. Introduction

A. Purpose of this Report

The purpose of this report is to provide sufficient evidence to find that the
Winchester Center Redevelopment Area qualifies as a Real Property Tax
Increment Allocation Redevelopment Area.

B. General Location

The Redevelopment Area is generally located south of 63rd Street
Trafficway, west of Interstate 435, north of 67th Street, and east of the
Kansas City Southern Railroad tracks in Kansas City, Jackson County,
Missouri.

C. Statement of Report Criteria for Eligibility

The Real Property Tax Increment Allocation Redevelopment Act, Missouri
Revised Statutes, Section 99.800 et seq, 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

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

b) a "Conservation Area," any improved area within the boundaries of a
redevelopment area located within the territorial limits of a municipality in
which fifty percent (50%) or more of the structures in the area have an
age of thirty-five (35) years or more. Such an area is not yet a blighted area
but is detrimental to the public health, safety, morals, or welfare and
may become a blighted area because of any one or more of the
following factors: dilapidation; obsolescence; deterioration; illegal use of
individual structures; presence of structures below minimum code
standards; abandonment; excessive vacancies; overcrowding of
structures and community facilities; lack of ventilation, light or sanitary
facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning; or

c) an "Economic Development Area," any area or portion of an area located within the territorial limits of a municipality which does not meet the requirements of subdivisions 1 and 2 of this section, 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;

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.

II. Area Description

The Redevelopment Area consists of a mixture of vacant land, office commercial and residential uses. Approximately 114 acres are currently undeveloped and the terrain consists of steep slopes and uneven topography. In the eastern portion of the area there exists underground storage, three office buildings, and a city pump station. Located along the southern edge and in the northwest quadrant of the redevelopment area are seventy (70) single family residences. A majority of these residences are older than 35 years of age, in less than good condition and lacking access to sanitary sewer.

The Redevelopment Area is framed by Swope Park on the west and Interstate 435 on the east. The property across 63rd Trafficway to the north is used for quarrying activities. To the south across 67th Street the predominant land use is residential.

A. Site Analysis

The site is relatively isolated due to the topography on the north, the interstate on the east and the park on the west. The existing conditions hamper further development and will cause the existing residential neighborhood to become a blighted or insanitary area if left unattended. The following narrative summarizes the existing conditions in the area.

Predominance of Structures 35 Years or Older: Nearly sixty percent (60%) of the seventy-three (73) existing buildings (i.e., 3 office commercial and seventy (70) single family residences) were built in or prior to 1956. In the southwest quadrant are thirteen (13) houses which were constructed in the 1920's. These houses are among those relocated from the path of the Bruce Watkins Freeway on to new foundations. There are only seven (7) houses which have been built in the past two decades, of which the two most recent homes were built in 1986 and 1987.
(Exhibit A provides the year of construction of each house.)

Dilapidation and Deterioration: A predominance of the residential structures are in less than good condition. Approximately eighty four percent (84%) of the seventy (70) houses show some deficiency. In many cases the deficiencies are due to age, weathering and lack of adequate maintenance. A majority of the houses show weathering of the roof and/or facade. Approximately eleven percent (11%) are in poor and seriously deteriorated condition having critical defects, such as significant cracks in foundations or walls.

(Exhibit A describes the structural condition of each residential unit.)

Lack of Sanitary Facilities: A majority of the area lacks sanitary sewer. With the exception of the three commercial buildings and a couple of residences along Winchester Avenue, the rest of the residences rely on septic tank systems.

The soil conditions in much of the area are not conducive to the use of septic tank absorption fields and can negatively affect the public health through excessively slow absorption of effluent, surfacing of effluent, seepage or contamination of ground water. The soil conditions south of 63rd Street Trafficway and along Interstate 435 exhibit flooding, wetness, slow percolation and insufficient depth to rock, thereby constituting a situation which is unfavorable or so difficult to overcome that special design, significant increases in construction costs and possibly increased maintenance are required. In the west and along 67th Street there are moderate limitations due to the existing slope. These soil features are not favorable for septic tank absorption fields and require special planning, design or maintenance to overcome or minimize the limitations. The balance of the area consist of soil features which are generally favorable for septic tanks with only slight limitations on development.

(Exhibit B shows the location of the existing sanitary and storm sewers and Exhibit C describes the soil conditions.)

Inadequate Infrastructure and Utilities: The area lacks storm sewer, sidewalks, and curbs, except along the recently improved Winchester Avenue and Beacon Drive. Portions of the area, particularly in the north and in the west are inaccessible because there are no roads into these areas. Except for Winchester Avenue and Beacon Drive, the streets are in less than fair condition and in the northwest portion of the area the circle at the end of 64th Street is reduced to a rutted, gravel lane. These conditions endanger life and property of the area residents and businesses as the lack of these improvements impede access to the area by emergency and maintenance services.

Deleterious Land Layout: The topography and soil conditions retard the provision of housing accommodations and constitute an economic liability the soil conditions, as referred to above, are not conducive to the use of septic tank absorption fields as currently used by the residents in the area. The topography is so irregular that it is difficult and costly to
develop. A large ridge rises about 140 feet from 63rd Street Trafficway at a very steep slope and is interrupted by steep ravines. The terrain continues to slope upward at a more gradual rate toward the south and the east. Along the western edge of the area the terrain is steeply sloped and irregular. As a result of the this uneven and steep terrain, the lot coverage is extremely limited and added costs will be incurred in order to build.

(Exhibit D is a topographical map of the area.)

Zoning: The area is zoned for planned industrial uses in the northeast corner in the vicinity of the underground storage site and the DST offices. The western and southern portions of the site are zoned for single and two family residences which is consistent with the current use. The remainder of the area is zoned for commercial uses which is consistent with the intent to develop office commercial uses.

(Exhibit E is a zoning map of the area.)

III. Findings

Finding Number 1: The Winchester Center Redevelopment Area is a Conservation Area.

The Winchester Center Redevelopment Area qualifies for designation as a Real Property Tax Increment Allocation Redevelopment Area as the area constitutes a conservation area. The criteria for designation as a conservation area requires that fifty percent (50%) or more of the structures be thirty-five (35) years or older. In the case of the Winchester Center Redevelopment Area, approximately sixty percent (60%) of the structures are at least 35 years old. Though the area is not yet a blighted area, it is detrimental to the public health, safety and welfare and may become a blighted area because of dilapidation and deterioration, lack of sanitary facilities, inadequate utilities, deleterious land layout, and depreciation of physical maintenance. Approximately eighty-four percent (84%) of the structures show some signs of deterioration and obsolescence. A majority of the residential structures are on septic tanks in an area where many of the soil conditions are not conducive to septic tank absorption fields. Much of the area lacks infrastructure such as storm sewers, sidewalks, curbs, and portions of the area lack well paved streets. Deleterious land layout (terrain) significantly affects the density and cost of development. Physical maintenance of many residential properties is poor, with debris and household items (including the kitchen sink) strewn about the property and some of the properties are overgrown thus displaying a depreciation in physical maintenance. These conditions recited herein, though not yet to the degree of qualifying the area as blighted, represent a combination of factors which retard the provision of housing accommodations, constitute an economic liability, and are a menace to the public health, safety and welfare.

Finding Number 2: The Winchester Center Redevelopment Area, on the whole, has not been subject to growth and development through investment by private enterprise and will not reasonably be anticipated to be developed without the adoption of the redevelopment plan.

The majority of the project area is currently undeveloped and consists of rocky,
steep and uneven terrain. The topography greatly limits the use of the site and will add significantly to the cost of any construction. The added cost of development makes Winchester Center much less competitive and harder to market than other commercial development areas. Without the Tax Increment Financing Plan this area will not be developed.

That portion of the area which has been developed contains a predominance of structures thirty-five (35) years or more of age, many of which are on very cramped and narrow lots. It is highly unlikely that additional residential units will be added. Much of the area was rezoned for residential use in the past decade, but no new residential development has ever occurred in the rezoned area.

The area overall is isolated, under accessed and under serviced. Without a minimum level of public services and infrastructure, the residential neighborhood will decline, and no new residential or commercial development will occur. Without some type of development it is unlikely that the necessary street, sewer and infrastructure will occur as the funding of these public benefits will not be feasible. But for the adoption of the proposed Tax Increment Financing Plan for this area, neither development of commercial uses nor retention or revitalization of residential uses will occur.

IV. Recommendation:

It is, therefore, the recommendation of this report that the Winchester Center Redevelopment Area is a conservation area and qualifies under the Missouri Revised Statutes as a Real Property Tax Allocation Redevelopment Area.
EXHIBIT A
WINCHESTER CENTER REDEVELOPMENT AREA
EXISTING CONDITION STUDY:
RESIDENTIAL STRUCTURE SURVEY FACT SHEETS

UNDER SEPARATE COVER
Exhibit B shows the location of the existing sewer service. Note that sanitary and storm sewers are lacking in most of the area, particularly in the residential areas.
EXHIBIT C
WINCHESTER CENTER
REDEVELOPMENT AREA
EXISTING CONDITION STUDY:
SOIL CONDITIONS

shows the soil conditions in the area and describes the limitations on the various soil
Sanitary Facilities

Table 12 shows the degree and kind of soil limitations that affect septic tank absorption fields, sewage lagoons, and sanitary landfills. The limitations are considered slight if soil properties and site features are generally favorable for the indicated use and limitations are minor and easily overcome; moderate if soil properties or site features are not favorable for the indicated use and special planning, design, or maintenance is needed to overcome or minimize the limitations; and severe if soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs, and possibly increased maintenance are required.

Table 12 also shows the suitability of the soils for use as daily cover for landfills. A rating of good indicates that soil properties and site features are favorable for the use and good performance and low maintenance can be expected; fair indicates that soil properties and site features are moderately favorable for the use and one or more soil properties or site features make the soil less desirable than the soils rated good; and poor indicates that one or more soil properties or site features are unfavorable for the use and overcoming the unfavorable properties requires special design, extra maintenance, or costly alteration.

Septic tank absorption fields are areas in which influent from a septic tank is distributed into the soil through subsurface tiles or perforated pipe. Only that part of the soil between depths of 24 and 72 inches is evaluated. The ratings are based on soil properties, site features, and observed performance of the soils.

Permeability, a high water table, depth to bedrock or to a saturated pan, and flooding affect absorption of the influent. Large stones and bedrock or a cemented pan interfere with installation.

Unsatisfactory performance of septic tank absorption fields, including excessively slow absorption of effluent, surcharging of effluent, and hillside seepage, can affect public health. Ground water can be polluted if highly permeable sand and gravel or fractured bedrock is less than 4 feet below the base of the absorption field. If slope is excessive, or if the water table is near the surface, there must be unsaturated soil material beneath the absorption field to filter the effluent effectively. Many local ordinances require that this material be of a certain thickness.

Sewage lagoons are shallow ponds constructed to treat sewage while aerobic bacteria decompose the solid liquid wastes. Lagoons should have a nearly level bottom surrounded by cut slopes or embankments of impacted soil. Lagoons generally are designed to hold sewage within a depth of 2 to 5 feet. Nearly impermeable soil material for the lagoon floor and sides is required to minimize seepage and contamination of underground water.

Table 12 gives ratings for the natural soil that makes up the lagoon floor. The surface layer and, generally, the top 12 feet of soil material below the surface layer are rated to provide material for the embankments. The ratings are based on soil properties, site features, and performance of the soils. Considered in the ratings are slope, permeability, a high water table, depth to bedrock or to a cemented pan, flooding, large stones, and content of organic matter.

Excessive seepage due to rapid permeability of the soil or a water table that is high enough to raise the level of sewage in the lagoon causes a lagoon-to-function unsatisfactorily. Pollution results if seepage is excessive or if floodwater overtops the lagoon. A high content of organic matter is detrimental to proper functioning of the lagoon because it inhibits aerobic activity. Slope, bedrock, and cemented pans can cause construction problems, and large stones can hinder compaction of the lagoon floor.

Sanitary landfills are areas where solid waste is disposed of by burying it in soil. There are two types of landfill—trench and area. In a trench landfill, the waste is placed in a trench. It is spread, compacted, and covered daily with a thin layer of soil excavated at the site. In an area landfill, the waste is placed in successive layers on the surface of the soil. The waste is spread, compacted, and covered daily with a thin layer of soil from a source away from the site.

Both types of landfill must be able to bear heavy vehicular traffic. Both types involve a risk of ground water pollution. Ease of excavation and revegetation needs to be considered.

The ratings in table 12 are based on soil properties, site features, and observed performance of the soils. Permeability, depth to bedrock or to a cemented pan, a high water table, slope, and flooding affect both types of landfill. Texture, stones and boulders, highly organic layers, soil reaction, and content of salts and sodium affect trench type landfills. Unless otherwise stated, the ratings apply only to that part of the soil within a depth of about 6 feet. For deeper trenches, a limitation rated slight or moderate may not be valid. Onsite investigation is needed.

Daily cover for landfill is the soil material that is used to cover compacted solid waste in an area type sanitary landfill. The soil material is obtained offsite, transported to the landfill, and spread over the waste.

Soil texture, wetness, coarse fragments, and slope affect the ease of removing and spreading the material during wet and dry periods. Loamy or silty soils that are free of large stones or excess gravel are the best cover for a landfill. Clayey soils are sticky or cloddy and are difficult to spread; sandy soils are subject to soil blowing.

After soil material has been removed, the soil material remaining in the borrow area must be thick enough over bedrock, a cemented pan, or the water table to permit revegetation. The soil material used as final cover for a landfill should be suitable for plants. The surface layer generally has the best workability, more organic matter, and the best potential for plants. Material from the surface layer should be stockpiled for use as the final cover.
TABLE 12.—SANITARY FACILITIES

<table>
<thead>
<tr>
<th>Soil name and</th>
<th>Septic tank absorption fields</th>
<th>Sewage lagoon areas</th>
<th>French sanitary landfill</th>
<th>Area sanitary landfill</th>
<th>Daily cover for landfill</th>
</tr>
</thead>
<tbody>
<tr>
<td>——</td>
<td>Slight: seepage, slope.</td>
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<td>——</td>
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<tr>
<td>——</td>
<td>Slight:</td>
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<td>——</td>
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<tr>
<td>——</td>
<td>Slight:</td>
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<tr>
<td>——</td>
<td>Severe: wetness, slope.</td>
<td>——</td>
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</tr>
<tr>
<td>——</td>
<td>Severe: wetness.</td>
<td>——</td>
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<tr>
<td>——</td>
<td>Severe: wetness.</td>
<td>——</td>
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<tr>
<td>——</td>
<td>Severe: wetness.</td>
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<tr>
<td>——</td>
<td>Severe: wetness.</td>
<td>——</td>
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<tr>
<td>——</td>
<td>Severe: wetness.</td>
<td>——</td>
<td>——</td>
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</tr>
<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, percs slowly.</td>
<td>——</td>
<td>——</td>
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<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, slope.</td>
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<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, slope.</td>
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<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, slope.</td>
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<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, slope.</td>
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<tr>
<td>——</td>
<td>Severe: depth to rock, wetness, slope.</td>
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See footnote at end of table.
<table>
<thead>
<tr>
<th>Soil name and map symbol</th>
<th>Septic tank absorption fields</th>
<th>Sewage lagoon areas</th>
<th>Trench sanitary landfill</th>
<th>Area sanitary landfill</th>
<th>Daily cover for landfill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hilly</td>
<td>Slight</td>
<td>Severe: slope</td>
<td>Moderate: too clayey</td>
<td>Slight</td>
<td>Fair: too clayey</td>
</tr>
<tr>
<td>Terrains:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glacial lake</td>
<td>Slight</td>
<td>Severe: slope</td>
<td>Slight</td>
<td></td>
<td>Good</td>
</tr>
<tr>
<td>Paired</td>
<td>Moderate: slope</td>
<td>Severe: slope</td>
<td>Moderate: slope</td>
<td>Fair: slope</td>
<td></td>
</tr>
<tr>
<td>Banland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gainsville</td>
<td>Severe: wetness</td>
<td>Severe: wetness</td>
<td>Severe: wetness</td>
<td>Fair: too clayey, wetness</td>
<td></td>
</tr>
<tr>
<td>Banland</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enland</td>
<td>Severe: depth to rock, slope, wetness.</td>
<td>Severe: depth to rock, slope, too clayey.</td>
<td>Poor: area reclaim, too clayey, hard to pack.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleve</td>
<td>Severe: flooding</td>
<td>Severe: flooding</td>
<td>Severe: flooding</td>
<td>Poor: too clayey, wetness.</td>
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</tbody>
</table>
| See footnote at end of table.
<table>
<thead>
<tr>
<th>Soil name and map symbol</th>
<th>Septic tank absorption fields</th>
<th>Sewage lagoon areas</th>
<th>Trench sanitary landfill</th>
<th>Area sanitary landfill</th>
<th>Daily cover for landfill</th>
</tr>
</thead>
</table>

See footnote at end of table.
EXHIBIT 6

ESTIMATED DEVELOPMENT SCHEDULE

1. Publication of Notice in Paper
   October 1, 1991

2. TIF Commission holds Public Hearing, Approval of plan and Redeveloper Selection
   October 30, 1991

3. Plan Ordinance introduced
   November 14, 1991

4. Ordinance is heard before the Committee of the City Council
   November 20, 1991

5. Ordinance has second reading by City Council
   November 27, 1991

6. Ordinance is passed approving Plan, Developer and First Redevelopment Project
   December 5, 1991

7. Ordinance is Effective
   December 15, 1991

8. First Redevelopment Project Complete
   January 1, 1992

9. Redevelopment Projects Commence*

10. TIF Commission holds Public Hearing on First Amended Plan
    August 11, 1993

11. Ordinance Amending Plan is Effective
    Fall, 1993

12. Acquire Land and Commence Construction of Thirteenth Redevelopment Project (63rd and Manchester Project)
    Fall, 1993

13. TIF Commission holds Public Hearing on Second Amendment to the Plan
    June 8, 1994

14. Ordinances Amending Plan and Designating Project 14 Effective
    Summer, 1994

15. Commence Construction of Project 14 (DST expansion)
    Summer, 1994
16. Complete Construction of Project 13

17. Completion of Land Acquisition (Title Work/Purchasing) December 1, 1996

18. Relocation Process. (Two residences and no businesses will have to be relocated.) 90 days

19. All Redevelopment Projects Activated December 31, 2001

20. Projected Completion of Construction December 15, 2024

* Construction is expected to occur in response to market conditions.

Revised 6/8/94
# Exhibit 7

## Estimated Redevelopment Costs

<table>
<thead>
<tr>
<th>Reimbursable Expenses</th>
<th>Type I Reimbursable Project Costs</th>
<th>Type II Reimbursable Project Costs</th>
<th>Type III Reimbursable Project Costs</th>
<th>Type IV Reimbursable Project Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amount</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Estimated Reimbursable Costs for Plan Implementation*</td>
<td>$12,500</td>
<td>12,500</td>
<td>12,500</td>
<td>12,500</td>
</tr>
<tr>
<td>A. Legal</td>
<td>2,000</td>
<td>2,000</td>
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<tr>
<td>B. Agend</td>
<td>28,000</td>
<td>28,000</td>
<td>28,000</td>
<td>28,000</td>
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<tr>
<td>C. Staff Time</td>
<td>4,000</td>
<td>4,000</td>
<td>4,000</td>
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<tr>
<td>D. Miscellaneous</td>
<td>33,000</td>
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<td>33,000</td>
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<td>E. Administration</td>
<td></td>
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<tr>
<td>2. Estimated TIF Commission Fees**</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Final Development Plan Approval Fees ($0.05 per square foot of commercial space)</td>
<td>61,680</td>
<td>61,680</td>
<td>61,680</td>
<td>61,680</td>
</tr>
<tr>
<td>B. Land Acquisition Fees (@ 4% of estimated acquisition)</td>
<td>29,600</td>
<td>29,600</td>
<td>29,600</td>
<td>29,600</td>
</tr>
<tr>
<td>C. Offer to Purchase Fee (@ 1% of estimated acquisition)</td>
<td>7,400</td>
<td>7,400</td>
<td>7,400</td>
<td>7,400</td>
</tr>
<tr>
<td><strong>TIF Reimbursable Costs Subtotal</strong></td>
<td>178,180</td>
<td>178,180</td>
<td>178,180</td>
<td>178,180</td>
</tr>
</tbody>
</table>

## Reimbursable Project Costs for Project Areas 1 Thru 12 and 14

<p>| Relocation ($500 x 2 residences) | 1,000  | 1,000  | 1,000  | 1,000  |</p>
<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Amount</th>
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<td>Acquisition</td>
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<td></td>
<td></td>
<td><strong>$250,000</strong></td>
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<tr>
<td>5.</td>
<td>Demolition</td>
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<tr>
<td></td>
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<td>$75,000</td>
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<tr>
<td></td>
<td></td>
<td><strong>$50,000</strong></td>
</tr>
<tr>
<td>6.</td>
<td>Infrastructure</td>
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<td>PRIVATE DEVELOPMENT</td>
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<td>PROJECT COSTS FOR PROJECTS 1 THRU 12 &amp; 14 TOTAL</td>
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<td>PROJECT COSTS FOR PROJECT 13***</td>
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<td>Additional Parking for meeting space</td>
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<td>Paving &amp; Curbs</td>
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Utilities 25,000
Landscaping, fence 15,000
Screening, Fence 7,500
Rock & Excavation 75,000
Real Estate Commission 35,000

Offsite, 64th Street (305' @ 160/sf) 48,800
Contingencies 56,200
Financing Costs 100,000

TOTAL PROJECT COSTS FOR PROJECT 13 2,400,000
TOTAL ALL PROJECT COSTS 137,736,600
TOTAL ALL REIMBURSABLE PROJECT COST 14,836,600

* The selected developer shall pay plan implementation fees to reimburse the TIF Commission for Plan implementation costs including, but not limited to, staff time, agenda costs, legal fees, printing and publication of notices. The selected developers shall be billed by the Commission as needed to pay for the plan implementation. These expenses shall be reimbursed to the developers from the Special Allocation Fund.

** In addition, up to five percent (5%) of the annual TIF revenues will be retained by the TIF Commission. This amount will be figured and allocated prior to allocation of any other reimbursable costs.

*** In the case of Project 13, all eligible reimbursable project costs will be paid from TIF revenues generated by Project 13. Once eligible project costs are reimbursed for Project 13, all remaining revenues will be used in the balance of the Redevelopment Area.
EXHIBIT 7-A

DETAIL BREAK DOWN FOR REIMBURSABLE COST
### TIF DISTRICT

**WINCHESTER CENTER**

<table>
<thead>
<tr>
<th>EXUISION OF PROPERTIES</th>
<th>COMERCIAL/OFFICE PARK</th>
<th>RESIDENTIAL</th>
<th>COMBINED</th>
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<tr>
<td>Vacant (Unimproved)</td>
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<td>$N/A</td>
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<td>Improved</td>
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<td>Demolition Cost</td>
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### INFRASTRUCTURE

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<tbody>
<tr>
<td>Roadways</td>
<td>1,222,800</td>
<td>636,000</td>
<td>1,858,800</td>
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<tr>
<td>Storm Sewers</td>
<td>309,800</td>
<td>149,800</td>
<td>459,600</td>
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<tr>
<td>Sanitary Sewers</td>
<td>116,600</td>
<td>372,400</td>
<td>489,000</td>
</tr>
<tr>
<td>Water Mains</td>
<td>82,200</td>
<td>68,400</td>
<td>150,600</td>
</tr>
<tr>
<td>Utilities</td>
<td>350,000</td>
<td>300,000</td>
<td>650,000</td>
</tr>
<tr>
<td>Contingency</td>
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<td>210,000</td>
<td>560,000</td>
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### CONSULTANTS

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<td>Legal</td>
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<tr>
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### OFFSITE IMPROVEMENTS

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</thead>
<tbody>
<tr>
<td>I-485 &amp; 63rd Street Trfwy. Interchange</td>
<td>$1,800,000</td>
<td>$N/A</td>
<td>$1,800,000</td>
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### TOTALS

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<td>TOTALS</td>
<td>$5,433,400</td>
<td>$2,463,600</td>
<td>$7,897,000</td>
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</table>
COMMERCIAL / OFFICE PARK - DEVELOPMENT COSTS

INFRASTRUCTURE - ROADWAY IMPROVEMENTS

Subtotal $1,222,800

Bennington Avenue (north - south)

(Collector Street Standards)
60' R/W
5' Sidewalks Both Sides (2 x $11 / LF)
36' B-B Street Width
CG-1 Curb & Gutter Both Sides (2 x $7 /LF)
2" Asphalt Surface Course ($14 / LF)
7" Asphalt Base Course ($40 / LF)

4,200 LF @ $30 / LF = $126,000

Beacon Drive (east - west)

(Collector Street Standards)
60' R/W
5' Sidewalks Both Sides (2 x $11 / LF)
36' B-B Street Width
CG-1 Curb & Gutter Both Sides (2 x $7 /LF)
2" Asphalt Surface Course ($14 / LF)
7" Asphalt Base Course ($40 / LF)

600 LF @ $30 / LF = $18,000

Intersection Improvements @ Bennington Avenue & 63rd Street Trafficway (Paving Only)

Pvmt. Widening of 63rd Street Trfwy.

2" Asphalt Surface Course
9" Asphalt Base Course
2,100 S.Y. @ $22 / S.Y. = $46,200

6" Gravel Shoulder
1,700 S.Y. @ $6 / S.Y. = $10,200

Traffic Signals $80,000
(Depends on whether traffic counts warrant signals or not)
- **Removals Along Existing Beacon Drive:**

  - Removal of Existing Water Main
    - 2,800 LF @ $ 3 / LF = $8,400
  - Removal of Existing Curb
    - 3,000 LF @ $ 6 / LF = $18,000
  - Removal of Existing Storm Sewer Pipe
    - 1,300 LF @ $10 / LF = $13,000
  - Removal of Existing Storm Curb Inlets
    - Each @ $ 300 / Each = $300
  - Removal of Existing Sidewalks
    - 14,300 SF @ $ 2 / SF = $28,600
  - Removal of Existing Pavement
    - 12,700 SY @ $ 5 / SY = $63,500
  - Removal of Existing Street Lights
    - 8 Each @ $ 400 / Each = $3,200

- **Clearing Along Bennington Avenue Extension** $ 30,000

- **60' R/W (36' B-B) Roadway Grading**

  - Bennington Avenue (north - south)
  - Beacon Drive (east - west)

  - 4,800 LF @ $ 55 / LF = $264,000

- **Intersection Improvements @ Bennington Avenue & 63rd Street Trafficway (Grading Only)** $5,000

- **Seeding & Sodding**

  - 4,800 LF @ $ 4 / LF = $19,200

- **Street Lighting**

  - 30 Poles @ $ 4,000 / Pole = $120,000

- **City Construction Permit (7%)**

  - $0.07 x $1,142,800 = $80,000
INFRASTRUCTURE - WATER MAIN IMPROVEMENTS

- Relocate Fire Hydrants
  3 Each @ $1,000 / Each = $3,000

- 8" Water Main
  3,800 LF @ $20 / LF = $76,000

- City Construction Permit (4%)
  0.04 x $76,000 = $3,040

Subtotal $82,200

OFFSITE IMPROVEMENTS (I-435 INTERCHANGE)

- NW Quadrant (Southbound Off-Ramp)
  $500,000

- SE Quadrant (Northbound On-Ramp)
  $500,000

- SE Quadrant (Northbound Off-Ramp)
  Remove & Rebuild
  $800,000

Subtotal $1,800,000

In 1999, NHTD had an engineering study performed on this interchange. The study concluded that an off-ramp in the southbound direction was feasible in the NW quadrant of the interchange. There is not sufficient room in the NE quadrant for an on-ramp for northbound traffic. However, by rebuilding the SE quadrant one can construct a northbound on-ramp. This would require the northbound off-ramp to be rebuilt as well. Additional R/W would be required in both the NW & SE quadrants.

NHTD indicated that if the interchange is feasible from an engineering standpoint, it is a possibility that they would provide approximately 25% of the required funds.
INFRASTRUCTURE - STORM SEWER IMPROVEMENTS

- RCB under Bennington Avenue @ channel on south side of 63rd Street Trafficway
  
  270 CY @ $ 450 / CY = $121,500

- Enclosed Storm Sewer Systems
  
  4,800 LF (of Street) @ $ 35 / LF = $ 168,000

- City Construction Permit ( 7% )
  
  0.07 x $ 289,600 = $ 20,300

Subtotal $ 309,800

INFRASTRUCTURE - SANITARY SEWER IMPROVEMENTS

- Onsite:
  
  - 8" Sewer
    2,400 L.F. @ $ 35 / L.F. = $ 84,000

- West of KCS RR Track:
  
  - Bore under KCS RR Tracks
    0.60 x 150 LF @ $ 100 / LF = $ 7,500

  - 8" Sewer
    0.50 x 1,000 L.F. @ $ 35 / L.F. = $ 17,500

- City Construction Permit ( 7% )
  
  0.07 x $ 109,000 = $ 7,600

Subtotal $ 116,600
RESIDENTIAL — DEVELOPMENT COSTS

INFRASTRUCTURE — ROADWAY IMPROVEMENTS

Subtotal $636,000

- 64th Street (east — west)

(Residential Street Standards)
50' R/W
4' Sidewalks Both Sides (2 x $9 / LF)
28' B-B Street Width
CG-2 Curb & Gutter Both Sides (2 x $7 /LF)
2" Asphalt Surface Course ($10 / LF)
6" Asphalt Base Course ($25 / LF)

1,600 LF @ $67 / LF = $107,200

- Cul de Sac (north — south off of 64th Street)

(Residential Street Standards)
60' R/W
4' Sidewalks Both Sides (2 x $9 / LF)
28' B-B Street Width
CG-2 Curb & Gutter Both Sides (2 x $7 /LF)
2" Asphalt Surface Course ($10 / LF)
6" Asphalt Base Course ($25 / LF)

1,100 LF @ $67 / LF = $73,700

- 66th Street (east — west)

(Residential Street Standards)
50' R/W
4' Sidewalks Both Sides (2 x $9 / LF)
28' B-B Street Width
CG-2 Curb & Gutter Both Sides (2 x $7 /LF)
2" Asphalt Surface Course ($10 / LF)
6" Asphalt Base Course ($25 / LF)

1,300 LF @ $67 / LF = $87,100
- Driveways
  44 Each @ $1,600 / Each = $70,400

- 50' R/W (28' B-B) Roadway Grading
  - 64th Street (east - west)
  - Cul de Sac (north - south off of 64th Street)
  - 66th Street (east - west)
  4,000 LF @ $40 / LF = $160,000

- Seeding & Sodding
  4,000 LF @ $4 / LF = $16,000

- Street Lighting
  20 Poles @ $4,000 / Pole = $80,000

- City Construction Permit (7%)
  0.07 x $584,400 = $41,000

INFRASTRUCTURE - STORM SEWER IMPROVEMENTS
Subtotal $149,800

- Enclosed Storm Sewer Systems
  4,000 LF (of Street) @ $35 / LF = $140,000

- City Construction Permit (7%)
  0.07 x $140,000 = $9,800
INFRASTRUCTURE - SANITARY SEWER IMPROVEMENTS

- Onsite:
  - 6" Sewer
    6,500 L.F. @ $35 / L.F. = $227,500

- West of KCS RR Tracks:
  - Bore under KCS RR Tracks
    1.50 x 150 LF @ $100 / LF = $22,500
  - 8" Sewer
    2,800 L.F. @ $35 / L.F. = $98,000

- City Construction Permit (7%)
  0.07 x $348,000 = $24,400

Subtotal $372,400

INFRASTRUCTURE - WATER MAIN IMPROVEMENTS

- Adjust House Service Line Connections
  22 Each @ $400 / Each = $8,800

- Relocate Fire Hydrants
  3 Each @ $1,000 / Each = $3,000

- 8" Water Main
  2,700 LF @ $20 / LF = $54,000

(Note: City indicated that they might possibly split the cost 50/50 for any water main improvements on 64th Street.
Cost shown above is the total estimate.)

- City Construction Permit (7%)
  0.04 x $66,800 = $2,600

Subtotal $68,400
CONSULTANTS (ENGR) – LAND PLANNING SERVICES

- Master Plan $10,000
- Misc. Consulting Services $20,000
- Design of Intersection Landscape Features $6,000

Commercial / Office Park: 0.50 x $36,000 = $18,000
Residential: 0.50 x $36,000 = $18,000

CONSULTANTS (ENGR) – CIVIL ENGINEERING DESIGN SERVICES

- Preliminary Engineering Feasibility Studies and Services $50,000
- Final Engineering Design of: $330,000
  Streets
  Street Lighting
  Storm (Based on previous discussions w/ City Staff we are assuming storm water detention will not be required)
  Water
  Sanitary
  I-435 & 63rd St. Trfwy. Interchange Design
  Traffic Study

Commercial / Office Park: 0.50 x $380,000 = $190,000
Residential: 0.80 x $380,000 = $190,000
CONSULTANTS (ENGR) - LAND SURVEYING SERVICES

- Miscellaneous Legal Descriptions (Assume 50) $8,000
- Certificates of Survey (Assume 10) Boundary Surveys $10,000
- Record Plate (Assume 4) $20,000

Commercial / Office Park: 0.60 x $38,000 = $19,000
Residential: 0.50 x $38,000 = $19,000

CONSULTANTS (ENGR) - CONSTRUCTION STAKING

- Includes Construction Staking of:
  - Clearing
  - Grading
  - Curbs
  - Storm Sewers
  - Storm Sewer As Built
  - Sanitary Sewers
  - Sanitary Sewer As Built
  - Water Main Extensions
  - Street Lighting

Commercial / Office Park: 0.50 x $200,000 = $100,000
CONSULTANTS (OTHER) GEOTECHNICAL INVESTIGATIONS

- Rock Probe Borings for Design/Construction for infrastructure improvements
  Assume 100 probe borings @ $120 / Hole = $12,000

- Miscellaneous Services $10,000

Commercial / Office Park: 0.50 x $22,000 = $11,000
Residential: 0.50 x $22,000 = $11,000

CONSULTANTS (OTHER) AERIAL PHOTOGRAPHY & CONTOUR MAPPING

- Further Updates of the Current Topo Mapping (Assume 3 Updates)

Commercial / Office Park: 0.50 x $20,000 = $10,000
Residential: 0.50 x $20,000 = $10,000

CONSULTANTS (OTHER) MISCELLANEOUS

Commercial / Office Park: $29,000
Residential: $20,000
EXHIBIT 7-B
HOME IMPROVEMENT GRANT PROGRAM

PURPOSE: The purpose of this program is to encourage the continued health and revitalization of the residential neighborhood. The means for achieving this objective is through the provision of a grant. The grant may be used to reimburse the cost of sanitary sewer hookup fees and to reimburse the cost of exterior home improvements. This grant program is to be administered by the Tax Increment Financing Commission.

ELIGIBLE APPLICANTS: Owners of existing single family houses lying within the boundaries of the Plan Area, exclusive of those designated for acquisition. This program applies to both owner-occupied and rental property.

ELIGIBLE REIMBURSABLE HOME IMPROVEMENT COSTS: The funds shall be made available to reimburse the greater of either the cost of sanitary sewer hookup or up to $3,000 which may also be used to reimburse the cost of improvements to the exterior of the residential structure. Examples of eligible exterior improvements include:

- replacement or repair of roof;
- replacement or repair of structural or architectural features, such as a porch, exterior stairs, chimney, windows, exterior doors, garage, gutters and fascia;
- painting of exterior;
- replacement or repair of fences.

ALLOCATION OF FUNDS: Funds will be made available once Type I Costs have been reimbursed from the special allocation fund.

APPLICATION PROCEDURE: An eligible applicant shall submit copies of the paid receipts for the work completed. Upon verification of the improvements completion and payment for the project, the request for reimbursement will be processed by the Tax Increment Financing Commission along with all other requests for reimbursement.
EXHIBIT 8

A. SOURCE OF FUNDS FOR ALL
ESTIMATED REDEVELOPMENT PROJECT COSTS

1. Amount of Reimbursable Costs from PILOTS
   and Operation and Activity Taxes $14,836,600
2. Private Investment $122,900,000
   Total $137,736,600

B. BONDS

The total estimated amount of PILOTS and Economic Activity Taxes over thirty-three
years available to reimburse project costs is $75,231,000. The Commission may dedicate
part or all of this amount to help support the issuance of bonds to defray the cost of the
projects.

Revised 5/20/94
### EXHIBIT 9

**ESTIMATED ANNUAL PAYMENTS IN LIEU OF TAXES AND ECONOMIC ACTIVITY TAXES OVER THE LIFE OF THE REDEVELOPMENT PLAN**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PILOT</th>
<th>100% OF ECONOMIC ACTIVITY TAXES</th>
<th>50% OF ECONOMIC ACTIVITY TAXES</th>
<th>ANNUAL TOTAL</th>
<th>CUMULATIVE TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>$94,500</td>
<td>$42,500</td>
<td>$57,250</td>
<td>$117,750</td>
<td>$137,000</td>
</tr>
<tr>
<td>1993</td>
<td>94,500</td>
<td>55,217</td>
<td>100,434</td>
<td>155,651</td>
<td>193,651</td>
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<td>70,744</td>
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<td>480,552</td>
<td>570,631</td>
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<td>652,423</td>
<td>783,966</td>
<td>1,636,389</td>
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<td>928,978</td>
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<td>1,101,990</td>
<td>2,012,970</td>
<td>10,566,347</td>
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<tr>
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<td>928,940</td>
<td>1,127,884</td>
<td>2,056,824</td>
<td>12,623,271</td>
</tr>
<tr>
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<td>948,258</td>
<td>1,153,607</td>
<td>2,101,865</td>
<td>14,725,136</td>
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<td>1,006,442</td>
<td>1,236,223</td>
<td>2,262,665</td>
<td>21,381,219</td>
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<tr>
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<td>1,026,273</td>
<td>1,265,346</td>
<td>2,331,619</td>
<td>23,712,838</td>
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<tr>
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<td>2,371,746</td>
<td>26,084,584</td>
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<td>2009</td>
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<td>1,326,363</td>
<td>2,433,530</td>
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<td>1,088,173</td>
<td>1,358,556</td>
<td>2,494,729</td>
<td>30,912,643</td>
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<tr>
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<td>1,391,804</td>
<td>2,540,441</td>
<td>33,452,484</td>
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<td>1,133,351</td>
<td>1,426,676</td>
<td>2,569,027</td>
<td>35,991,511</td>
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<tr>
<td>2013</td>
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<td>1,155,861</td>
<td>1,463,431</td>
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<td>38,560,743</td>
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<td>1,502,312</td>
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<td>41,165,679</td>
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<tr>
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<td>1,543,061</td>
<td>2,656,571</td>
<td>43,822,249</td>
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<tr>
<td>2016</td>
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<td>1,108,838</td>
<td>1,579,677</td>
<td>2,688,515</td>
<td>46,510,764</td>
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<tr>
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<td>1,138,522</td>
<td>1,617,044</td>
<td>2,755,566</td>
<td>49,266,330</td>
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<tr>
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<td>1,045,278</td>
<td>1,656,256</td>
<td>2,701,534</td>
<td>51,971,864</td>
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<td>795,858</td>
<td>1,485,741</td>
<td>2,581,592</td>
<td>54,553,456</td>
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<tr>
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<td>1,298,459</td>
<td>2,367,888</td>
<td>56,801,945</td>
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<td>544,566</td>
<td>864,039</td>
<td>68,666,584</td>
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<td>0</td>
<td>0</td>
<td>68,751,814</td>
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</tbody>
</table>

**TOTAL** | **48,980,887** | **24,580,078** | **73,560,965** | **13,800,196** | **82,361,161**

These revenue streams show 100% of the estimated PILOTS and 50% of the estimated economic activity taxes anticipated. This Plan anticipates that 10 year 50% property tax abatement will be permitted and that a certain portion of the PILOTS will be distributed to the affected taxing districts.

25-May-94
### Exhibit 9A

**Estimated Annual Payments in Lieu of Taxes and Economic Activity Taxes Attributable to Projects 1 Thru 12 and Project 14 Over the Life of the Redevelopment Plan**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>100% Pilot</th>
<th>50% of Economic Activity Taxes</th>
<th>Annual Total</th>
<th>Cumulative Total</th>
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</thead>
<tbody>
<tr>
<td>1992</td>
<td>$94,500</td>
<td>$42,500</td>
<td>$137,000</td>
<td>$137,000</td>
</tr>
<tr>
<td>1993</td>
<td>$94,500</td>
<td>43,350</td>
<td>137,850</td>
<td>274,850</td>
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<td>44,217</td>
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<td>378,052</td>
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<td>1998</td>
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<td>1,545,887</td>
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<td>771,980</td>
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<tr>
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<td>897,980</td>
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<tr>
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<tr>
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<td>1,073,173</td>
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<td>39,294,052</td>
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<td>1,094,637</td>
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<td>42,580,810</td>
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<tr>
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<td>45,933,295</td>
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<tr>
<td>2014</td>
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<td>3,273,441</td>
<td>49,206,736</td>
</tr>
<tr>
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<td>1,165,510</td>
<td>3,337,324</td>
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<tr>
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<td>59,175,718</td>
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<tr>
<td>2022</td>
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<td>324,473</td>
<td>544,536</td>
<td>68,608,107</td>
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<tr>
<td>2023</td>
<td>719,170</td>
<td>143,707</td>
<td></td>
<td>68,751,814</td>
</tr>
</tbody>
</table>

**Total**

| 46,956,887 | 23,944,078 | 68,751,814 |

These revenue streams show 100% of the estimated PILOTS and 50% of the estimated economic activity taxes anticipated. This Plan anticipates that 10 year 50% property tax abatement will be permitted and that a certain portion of the PILOTS will be distributed to the affected taxing districts.

25-May-94
## EXHIBIT 9B
63RD AND MANCHESTER PROJECT

**ESTIMATED ANNUAL PAYMENTS IN LIEU OF TAXES AND ECONOMIC ACTIVITY TAXES OVER THE LIFE OF THE REDEVELOPMENT PLAN**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>100% PILOT</th>
<th>50% OF ECONOMIC ACTIVITY TAXES</th>
<th>ANNUAL TOTAL</th>
<th>CUMULATIVE TOTAL</th>
</tr>
</thead>
<tbody>
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<td>14,000</td>
<td>14,000</td>
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<tr>
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**TOTAL** 1,012,000 318,000 1,330,000 1,330,000
EXHIBIT 11

ROSTER OF DISPLACED OCCUPANTS AND BUSINESSES

Residential Properties:

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<th>Name of Property Owner</th>
<th>Occupancy Address</th>
<th>Status</th>
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</thead>
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<td>6534 Bennington</td>
<td>Rental</td>
</tr>
</tbody>
</table>

Commercial Properties:

None
EXHIBIT 11
ROSTER OF DISPLACED OCCUPANTS AND BUSINESSES

Residential Properties:

<table>
<thead>
<tr>
<th>Name of Property Owner</th>
<th>Occupancy Address</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Anthony Miller</td>
<td>6534 Bennington</td>
<td>Rental</td>
</tr>
</tbody>
</table>

Commercial Properties:

None