



## INTRODUCTION

The Metro North Crossing Tax Increment Financing Plan (the "Plan"), as amended by the Third Amendment thereto, contemplates the redevelopment of the existing Metro North Site, which is situated on approximately 103 acres and is generally bounded by the northern property line of Project 1 north of Metro North Drive on the North, Wyandotte Street on the east, Barry Road on the south and US Highway 169/Summit Avenue on the west in Kansas City, Clay County, Missouri. The Third Amendment provides for (a) modifications to the description of Redevelopment Project Area 5, as described by the Plan, (b) the inclusion of Redevelopment Projects 6 and 7 and Redevelopment Project Areas 6 and 7, (c) modifications to the general description of the Project Improvements described by the Plan, (d) modifications to the Budget of Redevelopment Project Costs described by the Plan, (e) modifications to the Sources of Funds described by the Plan, (f) modifications to the Site Map attached to the Plan, (g) modifications to the estimated construction totals for each Redevelopment Project, (h) modifications to the estimated employment totals for each Redevelopment Project, (i) modifications to the development schedule attached to the Plan, and (j) modifications to the specific objectives set forth in the Plan.

### I. **Specific Amendments**

The Plan shall be amended as follows:

**Amendment No. 1:** Delete section of the Plan entitled "Summary" in its entirety and insert the following Summary in lieu thereof:

"The Metro North Crossing Tax Increment Financing Plan (as amended, the "Plan") contemplates the redevelopment of the existing Metro North Site, which is situated on approximately 103.09 acres and is generally bounded by the northern property line of Project 1 north of Metro North Drive on the North, Wyandotte Street on the east, Barry Road on the south and US Highway 169/Summit Avenue on the west in Kansas City, Clay County, Missouri.

The Plan provides for the demolition of approximately 896,874 square feet of the existing Metro North Mall, with approximately 224,000 square feet of existing retail space to remain with some façade and parking improvements. Additionally, the Plan provides for approximately 898,651 square feet of new construction that will provide for retail, office, multi-family residential and hotel uses. The Public Improvements may consist of streetscape, signage, signaling sidewalks and curbs and other related public infrastructure improvements that support and enhance the Project Improvements.

The estimated Redevelopment Project Costs to implement the Plan are approximately \$191,930,691, plus costs of financing estimated to be \$75,365,392 for a total of \$267,296,083. The Estimated Reimbursable Project Costs to implement the Plan are

approximately \$71,311,175 plus costs of financing equal to \$75,365,392 for a total of \$146,676,567. The Reimbursable Project Costs are identified on Exhibit 5A, attached to this Plan. The remaining \$120,619,516 of Redevelopment Project Costs, together with financing costs related thereto, will be funded by a combination of private equity and debt.

The total initial equalized assessed valuation of the Redevelopment Area according to the records of the Clay County, Missouri Assessor's office was approximately \$2,805,000 at the time of adoption of the Plan. The combined ad valorem property tax levy was projected to be \$7.3484 per \$100 of assessed valuation in 2015 when the Plan was adopted. The 2015 annual ad valorem tax revenues from the Redevelopment Area were estimated at approximately \$206,123. Following the completion of all Project Improvements, it is estimated that the assessed value of the property will increase to approximately \$41,157,073.

Pursuant to the Act, tax increment financing allows for the use of Economic Activity Taxes and Payments in Lieu of Taxes generated and collected within the Redevelopment Project Areas for a twenty-three (23) year period to pay Reimbursable Project Costs.

The estimated total of Payments in Lieu of Taxes (PILOTS) generated within the Redevelopment Project Areas while Tax Increment Financing is authorized is \$73,755,628. Eighty Percent (80%) of the PILOTS shall be utilized to pay eligible Reimbursable Project Costs, in accordance with the Redevelopment Agreement. Twenty Percent (20%) of the PILOTS, up to an annual maximum amount of \$500,000, shall be surplus and shall be distributed to the Taxing Districts in accordance with the Act. The Payments in Lieu of Taxes, which are estimated to be generated on an annual basis, are shown on Exhibit 6, attached to this Plan.

The estimated Economic Activity Taxes to be deposited into the Special Allocation Funds, in accordance with the Act, during the time Tax Increment Financing is authorized, with respect to the Redevelopment Project Areas, is \$88,854,889 as shown in Exhibit 6, attached hereto, all of which will be made available, upon annual appropriation by the City, to pay eligible Reimbursable Project Costs, in accordance with the Redevelopment Agreement.

Upon reimbursement of all Reimbursable Project Costs (including Administrative Expenses), all remaining Payments in Lieu of Taxes and Economic Activity Taxes, subject to Section 99.850 RSMo., shall be declared surplus and shall be distributed to the Taxing Districts (as hereinafter defined) in accordance with the Act.

**Amendment No. 2:** Delete the definition W. "Reimbursable Project Costs", in its entirety and insert the following definition in lieu thereof:

"W. "Reimbursable Project Costs," a portion of the Redevelopment Project Costs estimated to be \$71,311,175, plus costs of financing equal to \$75,365,392 for a total of \$146,676,567, as specifically identified on Exhibit 5A, attached hereto."

**Amendment No. 3:** Delete Section III., entitled "General Description of Plan and Projects" in its entirety and insert the following in lieu thereof:

A. The Redevelopment Plan. The Metro North Crossing Tax Increment Financing Plan provides, in part, for the demolition of approximately 896,874 square feet of the existing Metro North Mall, with approximately 224,000 square feet of existing retail space to remain with some facade and parking improvements. Additionally, the Plan provides for approximately 898,651 square feet of new construction that will provide for retail, restaurant, office, hotel, entertainment and multi-family residential uses.

B. Redevelopment Area. The Redevelopment Area is a 103.09 acre area that is generally bounded by northern property line of Project 1 north of Metro North Drive on the North, Wyandotte Street to the East, Barry Road to the South, and US Highway 169/North Summit Avenue to the west, (including property approximately 470 feet north of 88<sup>th</sup> Street) and as legally described in Exhibit 1.

C. Redevelopment Project Areas. The Redevelopment Plan contemplates the Project Improvements and Public Improvements will be undertaken within and adjacent to seven (7) Redevelopment Project Areas. Redevelopment Project 1 contemplates the construction of approximately 56,100 square feet of golf entertainment space. Redevelopment Projects 2 and 3 consist of approximately 20,000 square feet of existing restaurant space. Redevelopment Project 4 contemplates the construction of approximately 249 residential units totaling approximately 303,600 square feet and 30,600 square feet of retail. Project 5 contemplates the construction of approximately 488,600 square feet of retail, office, restaurant, hotel, and entertainment space. Project Area 6 contemplates the construction of approximately 7,800 square feet of restaurant space and 3,000 square feet of office space. Project Area 7 contemplates the construction of approximately 9,000 square feet of retail/restaurant space.

D. Project Improvements and Public Improvements. The Project Improvements will consist of the demolition of approximately 896,874 square feet of the existing Metro North Mall and, in its place, the development of a substantially-sized courtyard/gathering area for community events, approximately 510,051 square feet of retail, restaurant, hotel and entertainment space, approximately 249 units of multi-family residential housing, approximately 85,000 square feet of office space, and approximately 3,383 parking spaces (the "Project Improvements") The Public Improvements may consist of streetscape, signage, signaling, sidewalks and curbs and other related public infrastructure improvements that support and enhance the Project Improvements (the "Public Improvements") The Project Improvements and Public Improvements will be undertaken pursuant to Exhibit 13 and in furtherance of the objectives of the Plan. A Site Plan generally depicting the location of the Redevelopment Projects, the Project Improvements and the Public Improvements is attached as Exhibit 2B. Estimated construction and employment information for the Redevelopment Projects are set forth on Exhibit 4A and Exhibit 4B respectively.

E. Estimated Dates of Completion. Demolition is complete as of the date hereof, and Projects 1, 2 and 3 are also complete. Occupancy and opening of retail space is to begin in the fall of 2022 for Project Improvements within Redevelopment Project Area 4. Occupancy and opening of retail space is to begin in Fall 2026 for the Project Improvements within Redevelopment Project Area 5. Occupancy and opening of retail/office space is to begin in the Spring of 2023 for Project Improvements within Redevelopment Project Areas 6 and 7. The completion of all Project Improvements and Public Improvements is estimated to be Fall 2026 and the schedule for construction is set forth on Exhibit 5B.

The completion of the Project Improvements and Public Improvements and the retirement of Obligations incurred to finance the Reimbursable Project Costs will occur no later than twenty-three (23) years from the adoption of the ordinance approving each Redevelopment Project. In no event shall any ordinance approving a Redevelopment Project be passed by the City later than ten (10) years from the passage of the ordinance approving this Redevelopment Plan.

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

G. Gaming Status. The Redevelopment Plan does not include the initial development or redevelopment of any gambling establishment.

**Amendment No. 4:** Delete Subsections A, entitled "Estimated Redevelopment Project Costs", Subsection B, entitled "Anticipated Sources of Funds", Subsection C, entitled "Payments in Lieu of Taxes" and Subsection D, entitled "Economic Activity Taxes", of Section IV., entitled "Financing" in each subsections entirety and insert the following in lieu thereof:

#### IV. FINANCING

A. Estimated Redevelopment Project Costs. The estimated Redevelopment Project Costs to implement the Plan are approximately \$191,930,691, plus costs of financing estimated to be \$75,365,392 for a total of \$267,296,083. The estimated Reimbursable Project Costs to implement the Plan are approximately \$71,311,175 plus costs of financing equal to \$75,365,392 for a total of \$146,676,567. The Reimbursable Project Costs are identified on Exhibit 5A, attached to this Plan. Of the remaining \$120,619,516 of Redevelopment Project Costs, together with financing costs related thereto, will be funded by a combination of private equity and debt.

The Commission has determined that certain planning and special services expenses of the Commission, which are not direct Redevelopment Project Costs, are nonetheless reasonable and necessary for the operation of the Commission and are incidental costs to the Plan. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount equal to 5% of the

Payments in Lieu of Taxes and Economic Activity Taxes paid annually into the Special Allocation Fund ("Administrative Expenses").

B. Anticipated Sources of Funds. Redeveloper will acquire all necessary properties and construct the Project Improvements and Public Improvements through the use of private capital in the form of equity, debt financing, CID Revenues and TIF Revenue, which may be pledged to secure Obligations. Anticipated sources and amounts of funds to pay Redevelopment Project Costs are shown on Exhibit 5A. If Obligations are issued, the proceeds will be deposited in a construction/project fund and used to pay Reimbursable Project Costs, in accordance with the Redevelopment Agreement and the documents prepared and executed in connection with the issuance and sale of such Obligations.

C. Payments in Lieu of Taxes. Projections for Payments in Lieu of Taxes are based on current and anticipated real property assessments and current and anticipated property tax rates, both of which are subject to change due to many factors, including reassessment, the effects of real property classification for real property tax purposes, and the rollback in tax levies resulting from reassessment or classification. The estimated total Payments in Lieu of Taxes generated within the Redevelopment Project Areas while Tax Increment Financing is authorized is \$73,755,628. Those Payments in Lieu of Taxes, which are anticipated to be generated on an annual basis, are shown on Exhibit 6 and will be made available to pay eligible Reimbursable Project Costs, in accordance with the Redevelopment Agreement, provided however; notwithstanding anything to the contrary, 20% of the PILOTS generated and collected within the Redevelopment Project Areas, up to an annual maximum amount of \$500,000, will be distributed to the Taxing Districts in the same manner and proportion as the most recent distribution by the County Collector to the Taxing Districts.

The amount of Payments in Lieu of Taxes in excess of the funds deemed necessary by the City for implementation of this Plan, if any, subject to Section 99.850 RSMo, shall be declared surplus. The declared surplus will be available for distribution to the Taxing Districts in accordance with Section 99.835 RSMo.

D. Economic Activity Taxes. The projected Economic Activity Taxes to be deposited in the Special Allocation Funds, in accordance with the Act, during the time Tax Increment Financing is authorized, with respect to each Redevelopment Project Area, is \$88,854,889 as shown in Exhibit 6, attached hereto, all of which will be made available, upon annual appropriation by the City, to pay eligible Reimbursable Project Costs, in accordance with the Redevelopment Agreement. Available Anticipated Economic Activity Taxes will include 50% of the net earnings taxes paid by businesses and employees, 50% of the net food & beverage taxes, 50% of the net utility taxes, 50% of the City, CID and County net sales taxes. It is assumed that net earnings and sales tax revenues will increase due to inflation at a rate of 1% a year, which shall be in addition to the assumed increases

due to job creation and business expansion.

The amount of Economic Activity Taxes in excess of the funds deemed necessary by the City for implementation of this Plan, if any, subject to Section 99.850 RSMo, shall be declared surplus. The declared surplus will be available for distribution to the Taxing Districts in accordance with Section 99.850 RSMo. All affected businesses and property owners located within each Redevelopment Project Area, at the time the Redevelopment Project Area is designated by an Ordinance passed by the City Council of the City, shall be identified by the Redeveloper and the Redeveloper shall provide the Commission with such identifying documentation described by the Commission's Economic Activity Tax Documentation and Collection Policy (the "EATS Documentation").

The Commission shall provide the City with the EATS Documentation related to each business located within the Redevelopment Project Area. Based upon such EATS Documentation, the City shall determine the "base year" and the annual amount of the Economic Activity Taxes generated within the Redevelopment Project Area and, subject to City Council approval, shall thereafter appropriate such funds into the Special Allocation Fund, no less frequently than semi-annually and no more frequently than quarterly, in accordance with the Act.

**Amendment No. 5:** Delete Exhibit 1 entitled "Redevelopment Area and Project Legal Descriptions" in its entirety and insert the attached Exhibit 1A entitled "Redevelopment Area Legal Description" in its place.

**Amendment No. 6:** Insert Exhibit 1B entitled "Legal Descriptions Redevelopment Project Areas".

**Amendment No. 7:** Delete Exhibit 2A, entitled "Redevelopment Area Showing Project Areas" in its entirety and insert the attached Exhibit 2A, in its place.

**Amendment No. 8:** Delete Exhibit 2B, entitled "Site Map" in its entirety and insert the attached Exhibit 2B in its place.

**Amendment No. 9:** Delete Exhibit 3 entitled "Specific Objectives" in its entirety and insert the attached Exhibit 3 in its place.

**Amendment No. 10:** Delete Exhibit 4A entitled "Construction Totals By Project Area" in its entirety and insert the attached Exhibit 4A entitled "Construction Totals" in its place.

**Amendment No. 11:** Delete Exhibit 4B entitled "Employment Totals Plan" in its entirety and insert the attached Exhibit 4B in its place.

**Amendment No. 12:** Delete Exhibit 5A entitled "Estimated Redevelopment Project Costs" in its entirety and insert the attached Exhibit 5A in its place.

**Amendment No. 13:** Delete Exhibit 5B entitled "Development Schedule" in its entirety and insert the attached Exhibit 5B in its place.

**Amendment No. 14:** Delete Exhibit 6 entitled "Estimated Annual Increases in Assessed Value and resulting Payments in Lieu of Taxes and Projected Economic Activity Taxes" in its entirety and insert the attached Exhibit 6 in its place.

**Amendment No. 15:** Delete Exhibit 7 entitled "Revised Affidavit" in its entirety and insert the attached Exhibit 7 in its place.

**Amendment No. 16:** Delete Exhibit 13, entitled "Redeveloper's Proposal" in its entirety and insert the attached Exhibit 13, in its place.



# EXHIBIT 1A

## REDEVELOPMENT AREA LEGAL DESCRIPTION

METRO NORTH CROSSING TIF DESCRIPTION  
OLSSON PROJECT NO. 019-1688  
AUGUST 13, 2019

### PROPERTY DESCRIPTION:

A TRACT OF LAND LOCATED IN THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 10 AND THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 11, TOWNSHIP 51 NORTH, RANGE 33 WEST OF THE 5TH PRINCIPAL MERIDIAN, IN KANSAS CITY, CLAY COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 10; THENCE SOUTH 89 DEGREES 33 MINUTES 22 SECONDS EAST ALONG THE NORTH LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 10, A DISTANCE OF 169.67 FEET; THENCE SOUTH 00 DEGREES 41 MINUTES 09 SECONDS WEST, A DISTANCE OF 355.01 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 04 SECONDS EAST, A DISTANCE OF 150.02 FEET; THENCE ALONG A NON-TANGENTIAL CURVE TO THE LEFT, HAVING AN INITIAL TANGENT BEARING OF SOUTH 26 DEGREES 13 MINUTES 33 SECONDS WEST, A RADIUS OF 50.00 FEET, AND AN ARC LENGTH OF 201.95 FEET; THENCE SOUTH 89 DEGREES 29 MINUTES 04 SECONDS EAST, A DISTANCE OF 909.60 FEET TO A POINT ON THE EAST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 10; THENCE CONTINUING SOUTH 89 DEGREES 29 MINUTES 04 SECONDS EAST, A DISTANCE OF 215.93 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 56 SECONDS WEST, A DISTANCE OF 333.25 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF METRO NORTH DRIVE; THENCE SOUTH 89 DEGREES 29 MINUTES 04 SECONDS EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID METRO NORTH DRIVE, A DISTANCE OF 177.54 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT, BEING THE NORTHERLY RIGHT-OF-WAY LINE OF SAID METRO NORTH DRIVE AND THE EASTERLY RIGHT-OF-WAY LINE OF NORTH WYANDOTTE AVENUE, HAVING A RADIUS OF 320.00 FEET AND AN ARC LENGTH OF 406.92 FEET; THENCE SOUTH 16 DEGREES 37 MINUTES 33 SECONDS EAST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE, A DISTANCE OF 545.90 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT, BEING THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE, HAVING A RADIUS OF 340.00 FEET AND AN ARC LENGTH OF 101.72 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 56 SECONDS WEST, CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE, A DISTANCE OF 351.29 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT, BEING THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE, HAVING A RADIUS OF 240.00 FEET AND AN ARC LENGTH OF 152.29 FEET; THENCE SOUTH 00 DEGREES 41 MINUTES 09 SECONDS WEST, A DISTANCE OF 117.81 FEET; THENCE NORTH 89 DEGREES 46 MINUTES 07 SECONDS WEST, A DISTANCE OF 90.23 FEET; THENCE SOUTH 00 DEGREES 41 MINUTES 09 SECONDS WEST, A DISTANCE OF 416.95 FEET TO A POINT ON THE

NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD; THENCE NORTH 89 DEGREES 46 MINUTES 07 SECONDS WEST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 170.30 FEET TO THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NORTHWEST BARRY ROAD WITH THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE; THENCE SOUTH 85 DEGREES 05 MINUTES 35 SECONDS WEST, A DISTANCE OF 111.66 FEET TO THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY LINE OF SAID NORTHWEST BARRY ROAD WITH THE WESTERLY RIGHT-OF-WAY LINE OF SAID NORTH WYANDOTTE AVENUE; THENCE NORTH 89 DEGREES 46 MINUTES 07 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 355.87 FEET; THENCE NORTH 00 DEGREES 41 MINUTES 09 SECONDS EAST, A DISTANCE OF 163.70 FEET; THENCE NORTH 89 DEGREES 46 MINUTES 07 SECONDS WEST, A DISTANCE OF 106.01 FEET TO A POINT ON THE WEST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 11; THENCE SOUTH 00 DEGREES 41 MINUTES 09 SECONDS WEST ALONG THE WEST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION 11, A DISTANCE OF 163.70 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD; THENCE NORTH 89 DEGREES 29 MINUTES 04 SECONDS WEST ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 196.77 FEET; THENCE NORTH 87 DEGREES 45 MINUTES 58 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 100.05 FEET; THENCE NORTH 82 DEGREES 04 MINUTES 39 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 100.84 FEET; THENCE NORTH 89 DEGREES 29 MINUTES 04 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 207.50 FEET THENCE SOUTH 85 DEGREES 52 MINUTES 03 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 67.82 FEET; THENCE NORTH 00 DEGREES 30 MINUTES 56 SECONDS EAST, A DISTANCE OF 9.50 FEET; THENCE NORTH 89 DEGREES 29 MINUTES 04 SECONDS WEST CONTINUING ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF NORTHWEST BARRY ROAD, A DISTANCE OF 589.90 FEET; THENCE NORTH 05 DEGREES 38 MINUTES 11 SECONDS WEST, A DISTANCE OF 518.45 FEET TO A POINT ON THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 10; THENCE NORTH 00 DEGREES 40 MINUTES 22 SECONDS EAST ALONG THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SAID SECTION 10, A DISTANCE OF 2042.60 FEET TO THE POINT OF BEGINNING. CONTAINING 4,490,898 SQUARE FEET OR 103.10 ACRES MORE OR LESS.

**EXHIBIT 1B**

**LEGAL DESCRIPTIONS REDEVELOPMENT PROJECT AREAS**

## **PROJECT AREA 1**

All of Lot 1, METRO NORTH CROSSING T-SHOTZ, A SUBDIVISION OF LAND IN KANSAS CITY, CLAY COUNTY, MISSOURI, containing 466,312 square feet OR 10.71 acres more or less.

## **PROJECT AREA 2**

### **METRO NORTH TIF DESCRIPTIONS**

Olsson No. N18-0558

TIF AREA 2

JULY 22, 2021

### **TIF AREA 2 DESCRIPTION**

Part of Tract 7, METRO NORTH, a subdivision of land in the Northeast Quarter of Section 10 and the Northwest Quarter of Section 11, Township 51 North, Range 33 West of the 5th Principal Meridian in Kansas City, Clay County, Missouri recorded as Instrument Number D17990 in Book 16 at Pages 44-47 in Clay County Recorder of Deeds Office being bounded and described by or under the direct supervision of Jeffrey P. Means, P.L.S. 2000147866 as TIF Area 2 as follows: Commencing at the Southeast corner of said Northeast Quarter, also being the Southwest corner of said Northwest Quarter; thence North 00°41'09" East, on the East line of said Northeast Quarter, also being the West line of said Northwest Quarter, 50.00 feet to the Southeast corner of the Western portion of said Tract 7, also being a point on the Existing Northerly right-of-way line of NW. Barry Road, as established by Deed of Dedication recorded as Instrument Number D16607 in Book 1192 at Page 636 in said Clay County Recorder of Deeds office also being the Point of Beginning of the tract of land to be herein described; thence North 89°29'04" West, being 50.00 feet Northerly and parallel to the South line of said Northeast Quarter, along said Existing Northerly right-of-way line, also being the Southerly line of said Tract 7, a distance of 196.77 feet; thence North 87°45'58" West, along said Existing Northerly right-of-way line and said Southerly line, 100.05 feet (P-100.04 feet) to a point that is 53.00 feet North of said South line of said Northeast Quarter; thence North 82°04'39" West, along said Existing Northerly right-of-way line and said Southerly line, 100.84 feet to a point that is 66.00 feet North of said South line of said Northeast Quarter; thence North 89°29'04" West, 66.00 feet North and parallel to said South line of said Northeast Quarter, along said Existing Northerly right-of-way line and said Southerly line, 207.50 feet; thence South 85°52'03" West, along said Existing Northerly right-of-way line and said Southerly line, 67.82 feet to a point on said Existing Northerly right-of-way line established by Warranty Deed recorded as Instrument P49934 in Book 3005 at Page 291 in said Clay County Recorder of Deeds Office, also being a point on the West line of said Tract 7; thence North 00°30'56" East, along said Existing Northerly right-of-way line and said West line, 9.50 feet to the Southeast corner of Lot 8, of said METRO NORTH CROSSING FIRST PLAT; thence leaving said Existing Northerly right-of-way line, continuing North 00°30'56" East along the East line of said Lot 8, and said West line, 270.00 feet to the Northwest corner of said Tract 7, also being the Northeast corner of said Lot 8, also being the Southeast corner of Lot 7 and Southwest corner of said Lot 9 of said METRO NORTH CROSSING FIRST PLAT, also being 340.00 feet North of said South line of said Northeast Quarter; thence South 89°29'04" East, 340.00 feet Northerly and parallel to said South line of said Northeast Quarter, along the North line of said Tract 7, also being the South lines of Lots 9, 10 and 11 of said METRO NORTH CROSSING FIRST PLAT, 804.83 feet to the Southeast corner of said Lot 11, also being the Southwest corner of the Southeast portion of Lot 5 of said METRO NORTH CROSSING FIRST PLAT; thence leaving said North line, South 00°31'43"

West, being the Southerly extension of the East line of said Lot 11, also being the Southerly extension of the West line of the Southeast portion of said Lot 5, a distance of 103.43 feet; thence North 89°49'14" West, 26.45 feet; thence South 00°29'43" West, 22.19 feet to a point on the Southerly line of said Tract 7; thence North 89°46'07" West, on said Southerly line 106.01 feet; thence South 00°41'09" West, along the said Southerly line, 163.70 feet to the Point of Beginning. Containing 205,726 square feet or 4.72 acres, more or less.

### PROJECT AREA 3

Tract 9 METRO NORTH, A SUBDIVISION IN KANSAS CITY, CLAY COUNTY, MISSOURI, ACCORDING TO THE PLAT RECORDED THEREOF. 1.63

### PROJECT AREA 4

Lot 2 Final Plat of METRO NORTH CROSSING, FIRST PLAT. 11.48

### PROJECT AREA 5

METRO NORTH TIF DESCRIPTIONS  
Olsson No. N18-0058  
TIF AREA 5 - SOUTHERN PORTION  
JULY 22, 2021

#### TIF AREA 5 - SOUTHERN PORTION DESCRIPTION

All of TRACT 3, METRO NORTH, a subdivision of land in Kansas City recorded as Instrument Number D17990 in Book 16, at Page 44-47 and all of Lots 1, 3, 4, 5, 9, 10, 11, 12 and part of Lots 6 and 7, METRO NORTH CROSSING FIRST PLAT, a subdivision of land in said Kansas City recorded as Instrument Number 2020005277 in Book I at Page 93.1 each subdivision recorded in Clay County Recorder of Deeds Office each located in the Northeast Quarter of Section 10 and Northwest Quarter of Section 11, all in Township 51 North, Range 33 West of the 5th Principal Meridian in said Kansas City, Clay County Missouri being bounded and described by or under the direct supervision of Jeffrey P. Means, P.L.S. 2000147866, as TIF Area 5 Southern Portion as follows: Commencing at the Southwest corner of said Northwest Quarter, also being the Southeast Quarter of said Northeast Quarter; thence South 89°45'44" East, on the South line of said Northwest Quarter, 195.01 feet; thence North 00°14'16" East, 50.02 feet to a point on the Existing Northerly right-of-way line of NW Barry Road, as now established, also being the Southeast corner of Tract 7, of said METRO NORTH; thence North 00°30'56" East, on the Easterly line of said Tract 7, and said Existing Northerly right-of-way line, 9.98 feet to the Southwest corner of Lot 13, of said METRO NORTH CROSSING FIRST PLAT; thence leaving said Existing Northerly right-of-way line, North 00°30'56" East, on said Easterly line, also being the Westerly line of said Lot 13, a distance of 279.05 feet to the Northeast corner of said Tract 7, also being the Northwest corner of said Lot 13, also being a point on the Southerly line of said Lot 12, also being the Point of Beginning of the tract of land to be herein described; thence North 89°29'04" West, on the North line of said Tract 7, also being the Southerly line of said Lot 5, and South line of said Lot 11 and 12, a distance of 193.76 feet to a

point on the East line of said Northeast Quarter, also being the West line of said Northwest Quarter; thence continuing North  $89^{\circ}29'04''$  West, along said North line of said Tract 7, also being the South line of said Lots 9, 10 and 11, a distance of 672.73 feet to the Northwest corner of said Tract 7, also being the Northeast corner of Lot 8, of said METRO NORTH CROSSING FIRST PLAT, also being the Southeast corner of said Lot 7, also being the Southwest corner of said Lot 9; thence continuing North  $89^{\circ}29'04''$  West, along the North line of said Lot 8, also being the South line of said Lot 7, a distance of 409.75 feet; thence leaving said North and South line, North  $41^{\circ}36'30''$  West, 252.80 feet to a point on the North line of said Lot 7, also being the South line of said Lot 6; thence North  $89^{\circ}29'04''$  West, on said North line and said South line, 59.90 feet to the Northwest corner of said Lot 7, also being the Southwest corner of said Lot 6, also being a point on the Existing Easterly right-of-way line of U.S. Highway 169, as now established; thence North  $05^{\circ}38'11''$  West, along the Westerly line of said Lot 6, and said Existing Easterly right-of-way line, 58.30 feet to a point on the West line of the East half of said Northeast Quarter; thence North  $00^{\circ}40'22''$  East, along said Existing Easterly right-of-way line, said Westerly line, and said West line of said East Half of said Northeast Quarter, 120.03 feet to the Northwest corner of said Lot 6, also being the Southwest corner of said Tract 3; thence continuing North  $00^{\circ}40'22''$  East along said Existing Easterly right-of-way line, said West line of said East half of said Northeast Quarter, also being the Westerly line of said Tract 3, a distance of 904.82 feet to the intersection of said Existing Easterly right-of-way line and Existing Southerly right-of-way line of Metro North Drive, as established by said METRO NORTH; thence leaving said Existing Easterly right-of-way line, said West line of said East Half of said Northeast Quarter, Northerly, along said Westerly line and said Existing Southerly right-of-way line, on a curve to the right having an initial tangent bearing of North  $19^{\circ}01'05''$  East with a radius of 472.00 feet, a central angle of  $06^{\circ}29'51''$  and an arc distance of 53.53 feet (P-53.50'); thence North  $25^{\circ}30'56''$  East, along said Westerly line and said Existing Southerly right-of-way line, 47.40 feet; thence Northeasterly, along said Westerly line and said Existing Southerly right-of-way line, along a curve to the right being tangent to the last described course with a radius of 272.00 feet, a central angle of  $65^{\circ}00'00''$  and an arc distance of 308.57 feet to a point that is 1,860.00 feet Northerly of said South line of said Northeast Quarter; thence South  $89^{\circ}29'04''$  East, along the North line of said Tract 3, and said Existing Southerly right-of-way line, 334.00 feet to the Northeast corner of said Tract 3, also being the Northwest corner of said Lot 1; thence continuing South  $89^{\circ}29'04''$  East, along the North line of said Lot 1, and said Existing Southerly right-of-way line, 316.44 feet to the Northeast corner of said Lot 1, also being the Northwest corner of Lot 2 of said METRO NORTH CROSSING FIRST PLAT; thence leaving said North line and said Existing Southerly right-of-way line, Southerly along the Easterly line of said Lot 1, also being the Westerly line of said Lot 2, on a curve to the right having an initial tangent bearing of South  $11^{\circ}01'17''$  East with a radius of 25.00 feet, a central angle of  $11^{\circ}33'00''$  and an arc distance of 5.04 feet; thence South  $00^{\circ}31'43''$  West, along said Easterly line and said Westerly line, 663.22 feet to a point on the Southerly line of said Lot 1, also being a point on the Northerly line of said Lot 5; thence leaving said Southerly line of said Lot 1, continuing South  $00^{\circ}31'43''$  West along said Westerly line, and said Northerly line 15.00 feet to the Southwest corner of said Lot 2; thence South  $89^{\circ}28'17''$  East, along said Northerly line, and the Southerly line of said Lot 2, a distance of 466.04 feet; thence Southeasterly, along said Northerly line and said Southerly line, on a curve to the right being tangent to the last described course with a radius of 25.00 feet, a central angle of  $61^{\circ}09'39''$  and an arc distance of 26.69 feet; thence Southeasterly, along said Northerly line and said Southerly line, on a curve to the left having a common tangent with the last described course with a radius of 60.00 feet, a central angle of  $61^{\circ}09'39''$  and an arc distance of 64.05 feet to the Northeast corner of said Lot 5, also being a point on the Westerly line of said Lot 3; thence continuing Northerly, along said Southerly line and said Westerly line, on a curve to the left, with a radius of 60.00 feet, having a central angle of  $151^{\circ}55'39''$  and an arc distance of 159.10 feet; thence Northwesterly, along said Southerly

line and said Westerly line, along a curve to the right, having a common tangent with the last described course with a radius of 25.00 feet, a central angle of 61°55'39" and an arc distance of 27.02 feet; thence North 00°31'43" East, along said Southerly line and said Westerly line, 292.00 feet; thence Northeasterly, along said Southerly line and said Westerly line, along a curve to the right having an initial tangent bearing of North 01°51'30" East with a radius of 25.60 feet, a central angle of 87°20'26" and an arc distance of 39.03 feet; thence South 89°28'17" East, along said Southerly line and the Northerly line of said Lot 3, a distance of 309.05 feet; thence Easterly, along said Southerly line and said Northerly line, along a curve to the left being tangent to the last described course with a radius of 225.00 feet, a central angle of 17°09'15" and an arc distance of 67.36 feet; thence North 73°22'27" East, along said Southerly line and said Northerly line, 64.85 feet; thence Easterly, along said Southerly and said Northerly line, along a curve to the right having an initial tangent bearing of North 73°22'26" East with a radius of 25.00 feet, a central angle of 28°41'09" and an arc distance of 12.52 feet to a point on the Existing Westerly right-of-way line of North Wyandotte Avenue, as established by said METRO NORTH; thence South 16°37'33" East, along said Existing Westerly right-of-way line and Easterly line of said Lot 3, a distance of 465.89 feet; thence Southerly, along said Existing Westerly right-of-way line and said Easterly line, along a curve to the right being tangent to the last described course with a radius of 260.00 feet, a central angle of 17°08'29" and an arc distance of 77.79 feet; thence South 00°30'56" West, along said Existing Westerly right-of-way line and said Easterly line, 305.27 feet to the Southeast corner of said Lot 3, also being the Northeast corner of said Lot 4; thence continuing South 00°30'56" West along said Existing Westerly right-of-way line and Easterly line of said Lot 4, a distance of 46.02 feet; thence Southwesterly, along said Existing Westerly right-of-way line and said Easterly line, along a curve to the right being tangent to the last described course with a radius of 160.00 feet, a central angle of 45°02'39" and an arc distance of 125.79 feet; thence South 45°33'35" West, along said Existing Westerly right-of-way line and said Easterly line, 142.16 feet to the Southeast corner of said Lot 4, also being the Northeast corner of said Lot 12; thence continuing South 45°33'35" West along said Existing Westerly right-of-way line, and Easterly line of said Lot 12, a distance of 156.51 feet; thence Southwesterly, along said Existing Westerly right-of-way line and said Easterly line, along a curve to the left, having an initial tangent bearing of South 45°33'34" West with a radius of 274.08 feet, a central angle of 19°45'54" and an arc distance of 94.55 feet to the Southeast corner of said Lot 12, also being the Northeast corner of said Lot 13; thence leaving said Existing Westerly right-of-way line, North 89°29'04" West, along the South line of said Lot 12, also being the North line of said Lot 13, a distance of 294.75 feet to the Point of Beginning. Containing 2,527,835 square feet or 58.03 acres, more or less.

METRO NORTH TIF DESCRIPTIONS  
Olsson No. N18-0558  
TIF AREA 5 – NORTHERN PORTION  
JULY 22, 2021

#### TIF AREA 5 – NORTHERN PORTION DESCRIPTION

All of Tract A, METRO NORTH CROSSING FIRST PLAT, a subdivision of land in the Northeast Quarter of Section 10, and Northwest Quarter of Section 11, Township 51 North, Range 33 West of the 5th Principal Meridian in Kansas City, Clay County, Missouri recorded as Instrument Number 2020005277 in Book I at Page 93.1 in Clay County Recorder of Deeds Office being bounded and described by or under the direct supervision of Jeffrey P. Means, P.L.S. 2000147866, as TIF Area 5 Northern Portion as follows: Commencing at the Northeast corner of said Northeast Quarter, also being the Northwest corner of said Northwest Quarter; thence

North 89°33'22" West, on the North line of said Northeast Quarter, 1,149.73 feet to the Northeast corner of said Tract A, also being a point on the Southerly line of COUNTY FAIR, a subdivision in said Kansas City, recorded in Book 11, at Page 38 in said Clay County Recorder of Deeds Office, also being the Point of Beginning of the tract of land to be herein described; thence South 00°41'09" West, along said Southerly line, also being the East line of said Tract A, 333.45 feet to the Southwest corner of Block 5, Lot 10 of said COUNTY FAIR; thence leaving said Southerly line, continuing South 00°41'09" West along said East line, 21.56 feet to a point on the Northerly line of Lot 1, METRO NORTH CROSSING T-SHOTZ a subdivision of land in said Kansas City recorded as Instrument Number 2019018540 in Book I at Page 73.3 in said Clay County Recorder of Deeds Office; thence North 89°29'04" West, on said Northerly line of said Lot 1 also being the South line of said Tract A, 99.88 feet to the Southwest corner of said Tract A, also being the Northwest corner of said Lot 1, also being a point on the Existing Easterly right-of-way line of N Summit Avenue, as established by METRO NORTH, a subdivision of land in said Kansas City recorded as Instrument Number D17990 in Book 16 at Pages 44-47 in said Clay County Recorder of Deeds Office; thence North 08°29'04" West, on said Existing Easterly right-of-way line, also being the Westerly line of said Tract A, 123.83 feet; thence North 00°40'22" East, continuing on said Existing Easterly right-of-way line, and said Westerly line, 232.56 feet to the Northwest corner of said Tract A, also being a point on said Southerly line of said COUNTY FAIR, and also being a point on said North line of said Northeast Quarter; thence South 89°33'22" East, continuing on said Southerly line of said COUNTY FAIR and said North line of said Northeast Quarter, and also on said North line of said Tract A, a distance of 119.67 feet to the Point of Beginning. Containing 41,255 square feet or 0.95 acres, more or less.

## **PROJECT AREA 6**

### **METRO NORTH TIF DESCRIPTIONS**

Olsson No. N18-0558

TIF AREA 6

JULY 22, 2021

### **TIF AREA 6 DESCRIPTION**

All of Lot 8 and part of Lot 7, METRO NORTH CROSSING FIRST PLAT, a subdivision of land in the Northeast Quarter of Section 10 and Northwest Quarter of Section 11, Township 51 North, Range 33 West of the 5th Principal Meridian in Kansas City, Clay County, Missouri recorded as Instrument Number 2020005277 in Book I at Page 93.1 in Clay County Recorder of Deeds Office being bounded and described by or under the direct supervision of Jeffrey P. Means, P.L.S. 2000147866, as TIF Area 6 as follows: Commencing at the Southeast corner of said Northeast Quarter; thence North 89°29'04" West, on the South line of said Northeast Quarter, 671.72 feet; thence leaving said South line, North 00°30'56" East, 70.00 feet to a point on the Existing Northerly right-of-way line of NW Barry Road, as established by Warranty Deed recorded as Instrument Number P49934 in Book 3005 at Page 291 in said Clay County Recorder of Deeds Office, also being a point on the West line of Tract 7, METRO NORTH, a subdivision of land in said Kansas City Recorded as Instrument Number D17990 in Book 16 at Pages 44-47 in said Clay County Recorder of Deeds Office, also being the Southeast corner of said Lot 8, also being the Point of Beginning of the tract of land to be herein described; thence leaving said West line, North 89°29'04" West, 70.00 feet Northerly and parallel to said South line of said Northeast Quarter, along said Existing Northerly right-of-way line and Existing Northerly right-of-way line of said NW Barry road established by Deed of Dedication recorded as



Instrument Number D16607 in Book 1192 at Page 636 in said Clay County Recorder of Deeds Office, also being the South line of said Lot 8, a distance of 589.90 feet to the Southwest corner of said Lot 8, also being the intersection of said Existing Northerly right-of-way line of said Deed of Dedication and Existing Easterly right-of-way line of U.S. Highway 169, as now established; thence leaving said Existing Northerly right-of-way line, North 05°38'11" West, along said Existing Easterly right-of-way line and Westerly line of said Lot 8, a distance of 271.56 feet to the Northwest corner of said Lot 8, also being the Southwest corner of said Lot 7; thence continuing North 05°38'11" West along said Existing Easterly right-of-way line and Westerly line of said Lot 7, a distance of, 188.59 feet to the Northwest corner of said Lot 7, also being the Southwest corner of Lot 6 of said METRO NORTH CROSSING FIRST PLAT, also being 527.50 feet North of said South line of said Northeast Quarter; thence leaving said Existing Easterly right-of-way line, South 89°29'04" East, 527.50 feet Northerly and parallel to said South line of said Northeast Quarter, along the North line of said Lot 7, also being the South line of said Lot 6, a distance of 59.90 feet; thence leaving said North and South lines, South 41°36'30" East, 252.80 feet to a point on the South line of said Lot 7, also being the North line of said Lot 8, also being 340.00 feet Northerly and parallel to said South line of said Northeast Quarter; thence South 89°29'04" East, 340.00 feet Northerly and parallel to said South line of said Northeast Quarter, along said North and South line, 409.75 feet to the Northeast corner of said Lot 8, also being the Southeast corner of said Lot 7, also being the Northwest corner of said Tract 7, also being the Southwest corner of Lot 9 of said METRO NORTH CROSSING FIRST PLAT; thence South 00°30'56" West, along said West line of said Tract 7, also being the East line of said Lot 8, a distance of 270.00 feet to the Point of Beginning. Containing 188,435 square feet or 4.33 acres, more or less.

## **PROJECT AREA 7**

### **METRO NORTH TIF DESCRIPTIONS**

Olsson No. N18-0558

TIF AREA 7

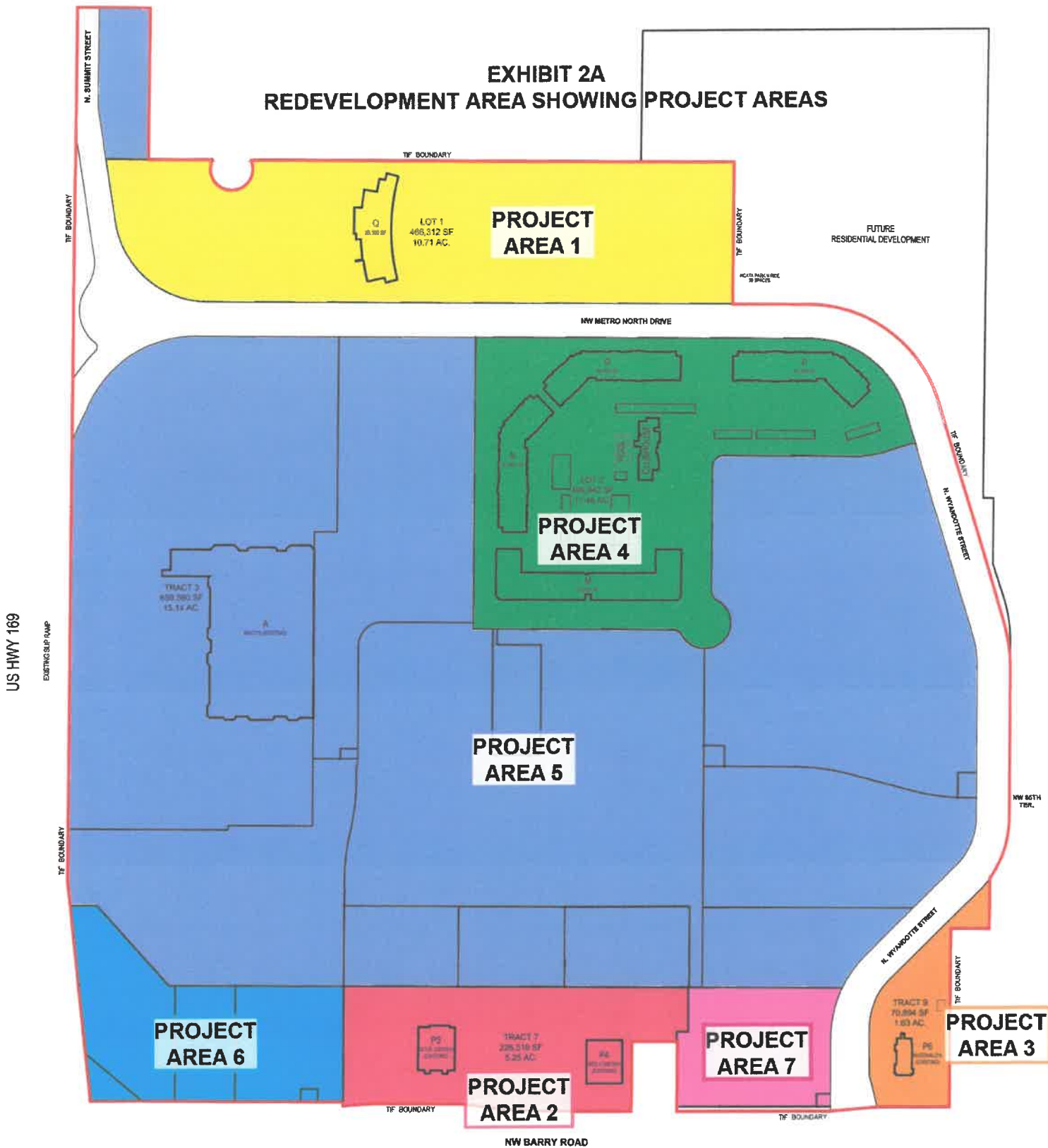
JULY 22, 2021

### **TIF AREA 7 DESCRIPTION**

Part of Tract 7, METRO NORTH, recorded as Instrument Number D17990 in Book 16 at Pages 44-47 and all of Lot 13, METRO NORTH CROSSING FIRST PLAT, recorded as Instrument Number 2020005277 in Book I at Page 93.1 both subdivisions of land in the Northeast Quarter of Section 10, and Northwest Quarter of Section 11, Township 51 North, Range 33 West of the 5th Principal Meridian in Kansas City, Clay County, Missouri recorded in the Clay County Recorder of Deeds Office being bounded and described by or under the direct supervision Jeffrey P. Means, P.L.S. 2000147866, as TIF Area 7 as follows: Commencing at the Southeast corner of said Northeast Quarter, also being the Southwest corner of said Northwest; thence South 89°45'44" East, on the South line of said Northwest Quarter, 195.01 feet; thence leaving said South line, North 00°14'16" East, 50.02 feet to the Southeast corner of said Tract 7, also being the Southwest corner of NW. Barry Road, as established by said METRO NORTH CROSSING FIRST PLAT, also being the Point of Beginning of the tract of land to be herein described; thence North 89°46'07" West, along the Existing Northerly right-of-way line of said NW Barry Road as Established by the Deed of Dedication recorded as Instrument Number D16607 in Book 1192 at Page 636 in said Clay County Recorder of Deeds Office and the Southerly line of said Tract 7, a distance of 88.62 feet; thence leaving said Existing Northerly right-of-way line, North 00°41'09" East, along said Southerly line, 163.70 feet; thence leaving

said Southerly line, North 00°29'43" East, 22.19 feet; thence South 89°49'14" East, 26.45 feet; thence North 00°31'43" East, 103.43 feet to a point on the North line of said Tract 7, also being the Southeast corner of Lot 11 and Southwest corner of the Southeast portion of Lot 5 of said METRO NORTH CROSSING FIRST PLAT; thence South 89°29'04" East, along said North line, also being the South line of said Lot 5 and also being the South line of Lot 12 of said METRO NORTH CROSSING FIRST PLAT, a distance of 61.66 feet to the Northeast corner of said Tract 7, also being the Northwest corner of said Lot 13; thence South 89°29'04" East along the North line of said Lot 13 and said South line of said Lot 12, a distance of 294.75 feet to the Northeast corner of said Lot 13, also being a point on the Existing Westerly right-of-way line of N. Wyandotte Avenue, as established by said METRO NORTH; thence Southerly along said Existing Westerly right-of-way line, and Easterly line of said Lot 13, along a curve to the left having an initial tangent bearing of South 25°47'40" West with a radius of 274.08 feet, a central angle of 25°16'44" and an arc distance of 120.92 feet; thence South 00°30'56" West, along said Existing Westerly right-of-way line and said Easterly line, 145.79 feet to the Southeast corner of said Lot 13, also being a point on said Existing Northerly right-of-way line of NW Barry Road, as established by said METRO NORTH CROSSING FIRST PLAT; thence leaving said Existing Westerly right-of-way line, Southwesterly along said Existing Northerly right-of-way line, also being the Southerly line of said Lot 13, along a curve to the right being tangent to the last described course with a radius of 15.00 feet, a central angle of 89°43'20" and an arc distance of 23.49 feet; thence North 89°45'44" West, along said Existing Northerly right-of-way line and said Southerly line, 253.58 feet to the Southwest corner of said Lot 13, also being a point on the East line of said Tract 7; thence South 00°30'56" West, along said Existing Northerly right-of-way line, and said East line, 9.98 feet to the Point of Beginning. Containing 98,503 square feet or 2.26 acres, more or less.

# EXHIBIT 2A REDEVELOPMENT AREA SHOWING PROJECT AREAS



## METRO NORTH CROSSING

NW Barry Rd. & US Hwy 169

July 6, 2021



1301 Burlington, Suite 100 / North Kansas City, MO 64116 | O 816.361.1177 / olsson.com

**EXHIBIT 2B**

**SITE MAP**

# SITE MAP

010 9 1/2" x 11" (1/4" = 1') (1/8" = 1/2') (1/16" = 1/4') (1/32" = 1/8') (1/64" = 1/16') (1/128" = 1/32') (1/256" = 1/64') (1/512" = 1/128') (1/1024" = 1/256') (1/2048" = 1/512') (1/4096" = 1/1024') (1/8192" = 1/2048') (1/16384" = 1/4096') (1/32768" = 1/8192') (1/65536" = 1/16384') (1/131072" = 1/32768') (1/262144" = 1/65536') (1/524288" = 1/131072') (1/1048576" = 1/262144') (1/2097152" = 1/524288') (1/4194304" = 1/1048576') (1/8388608" = 1/2097152') (1/16777216" = 1/4194304') (1/33554432" = 1/8388608') (1/67108864" = 1/16777216') (1/134217728" = 1/33554432') (1/268435456" = 1/67108864') (1/536870912" = 1/134217728') (1/1073741824" = 1/268435456') (1/2147483648" = 1/536870912') (1/4294967296" = 1/1073741824') (1/8589934592" = 1/2147483648') (1/17179869184" = 1/4294967296') (1/34359738368" = 1/8589934592') (1/68719476736" = 1/17179869184') (1/137438953472" = 1/34359738368') (1/274877906944" = 1/68719476736') (1/549755813888" = 1/137438953472') (1/1099511627776" = 1/274877906944') 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### **EXHIBIT 3**

#### **SPECIFIC OBJECTIVES**

1. To eliminate adverse conditions which are detrimental to public health, safety, morals, or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof for the betterment of the Redevelopment Area and the community at large;
2. To enhance the tax base of the City and the other Taxing Districts, encourage private investment in the surrounding area;
3. To increase employment opportunities;
4. To stimulate construction and development and generate tax revenues, which would not occur without Tax Increment Financing assistance;
5. To cause partial demolition of the existing Metro North Mall, to construct a mixed-use development including approximately 595,051 square feet of new retail, office, restaurant, entertainment and hotel space, approximately 249 units of market rate housing containing approximately 303,600 square feet, and construct necessary public improvements and infrastructure including parking, utilities, streetscaping and all other necessary appurtenances.
6. To implement public infrastructure improvements in the area.

**EXHIBIT4A**

**CONSTRUCTION TOTALS**

	<b>NEW CONSTRUCTION</b>	<b>Existing Structures to REMAIN ASIS</b>	<b>Existing Structures to be REHABILITATED</b>	<b>Total</b>	<b>Existing Structures to be DEMOLISHED</b>
<b>Square feet of OFFICE Space</b>	<b>85,000</b>	<b>0</b>	<b>0</b>	<b>85,000</b>	<b>0</b>
<b>Square feet of RETAIL Space</b>	<b>416,451</b>	<b>224,000</b>	<b>0</b>	<b>640,451</b>	<b>896,874</b>
<b>Square feet of INDUSTRIAL Space</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Square feet of RESIDENTIAL Space</b>	<b>303,600</b>	<b>0</b>	<b>0</b>	<b>303,600</b>	<b>0</b>
<b>Square Feet or HOTEL Space</b>	<b>93,600</b>	<b>0</b>	<b>0</b>	<b>93,600</b>	<b>0</b>
<b>Total Square Feet</b>	<b>898,651</b>	<b>224,000</b>	<b>0</b>	<b>1,122,651</b>	<b>896,874</b>
<b>Total PARKING SPACES</b>	<b>3383</b>	<b>0</b>	<b>0</b>	<b>4460</b>	<b>7200</b>
<b>Total RESIDENTIAL UNITS</b>	<b>249</b>	<b>0</b>		<b>249</b>	<b>0</b>
<b>Total HOTEL ROOMS</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>

**EXHIBIT 4B**

(Page 1 of 3)

**EMPLOYMENT TOTALS PLAN**

Permanent Jobs Created in Kansas City	1,436
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	149
Total	1,585
Anticipated Annual Payroll	\$38,423,661
Estimated total construction workers	1,450
Estimated total construction payroll	\$58,000,000

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 1

Permanent Jobs Created in Kansas City	73
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	0
Total	73
Anticipated Annual Payroll	\$1,460,000
Estimated total construction workers	90
Estimated total construction payroll	\$3,600,000

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 2

Permanent Jobs Created in Kansas City	0
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	43
Total	43
Anticipated Annual Payroll	\$850,000
Estimated total construction workers	0
Estimated total construction payroll	0

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 3

Permanent Jobs Created in Kansas City	0
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	8
Total	8
Anticipated Annual Payroll	\$150,000
Estimated total construction workers	0
Estimated total construction payroll	0



EMPLOYMENT TOTALS BY PROJECT  
PROJECT 4

Permanent Jobs Created in Kansas City	85
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	0
Total	85
Anticipated Annual Payroll	\$169,000
Estimated total construction workers	536
Estimated total construction payroll	\$21,440,000

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 5

Permanent Jobs Created in Kansas City	1,230
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	0
Total	1,328
Anticipated Annual Payroll	\$33,286,111
Estimated total construction workers	739
Estimated total construction payroll	\$29,560,000

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 6

Permanent Jobs Created in Kansas City	27
Permanent Jobs Relocated to Kansas City	0
Permanent Jobs Retained in Kansas City	0
Total	27
Anticipated Annual Payroll	\$537,550
Estimated total construction workers	45
Estimated total construction payroll	\$1,800,000

EMPLOYMENT TOTALS BY PROJECT  
PROJECT 7

Permanent Jobs Relocated to Kansas City	23
Permanent Jobs Retained in Kansas City	0
Total	0
Anticipated Annual Payroll	23
Estimated total construction workers	\$450,000
Estimated total construction payroll	40
	\$1,600,000

**EXHIBIT 5A**

**ESTIMATED REDEVELOPMENT PROJECT COSTS**

**METRO NORTH CROSSING**

**Sources and Uses of Funds**

**SOURCES**

Private Funds	<u>Construction</u>
Private Financing	\$ 143,948,018
Private Equity	<u>47,982,673</u>
Total	\$ 191,930,691

<b>USES</b>	<b>Total Project Costs</b>	<b>TIF Reimbursable</b>	<b>Developer Equity/Private Financing</b>	<b>TIF %</b>
Site Assembly/Acquisition	\$ 6,000,000	\$ 3,000,000	\$ 3,000,000	50%
Site Work/Landscaping/Signage	23,940,000	23,940,000	-	100%
Demolition/Renovation	4,500,000	4,500,000	-	100%
Survey/Soils	120,000	120,000	-	100%
Architectural/Engineering/Professional	1,600,000	-	1,600,000	0%
Appraisals	50,000	-	50,000	0%
Hard Construction- Developer	78,668,000	31,747,500	46,920,500	40%
Tenant Improvement Cost- Developer	8,640,000	-	8,640,000	0%
Hard Construction- Third Party	37,097,365	-	37,097,365	0%
General Conditions	1,510,500	528,675	981,825	35%
Construction Interest	15,500,000	5,425,000	10,075,000	35%
Financing Costs	2,438,855	-	2,438,855	0%
Construction Management	360,000	-	360,000	0%
Development Fee	3,000,000	-	3,000,000	0%
Taxes During Construction	600,000	-	600,000	0%
Permit/Inspection	250,000	-	250,000	0%
Preliminary Studies	50,000	-	50,000	0%
Professional Fees	750,000	-	750,000	0%
Commission (Sales)	943,411	-	943,411	0%
Commissions (Leasing)	1,912,580	-	1,912,580	0%
Off-Site Road Improvements	1,000,000	1,000,000	-	100%
Contingency	3,000,000	1,050,000	1,950,000	35%
<b>Total</b>	<b>\$ 191,930,691</b>	<b>\$ 71,311,175</b>	<b>\$ 120,619,516</b>	<b>37%</b>

ADD TIF REIMBURSEMENT CARRY @ 6% \$75,365,392

**Grand Total** **\$ 146,676,567**

**EXHIBIT 5B**

**DEVELOPMENT SCHEDULE**

	<b>Date of Completion</b>
Initial City and TIFC Approval	2015
Project 1	Complete
Project 2	Complete
Project 3	Complete
Project 4	Fall 2022
Project 5	Fall 2026
Project 6	Spring 2023
Project 7	Spring 2023

## **EXHIBIT 6**

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

Metro North Crossing Revenue Projections																	
Taxes Available Under Unitary TIF																	
Year	Utility Taxes	FAS Sales	Real Sales	CID Sales	Individual Earnings	Total BATS Per TIF	PLOYS	School District	0.00% TIF Capture	0.00% TIF Admin Fee	Total TIF (Baronov)	TOTAL REVENUE	Cumulative Annual Revenue	100% Coverage Factor	6.00% PV Factor	PV of Total Revenues at 6.0%	Cumulative Annual Revenue at PV
1	12,317	115,700	335,110	100,456	438,076	594,146	438,076	(99,918)	\$	(146,130)	914,673	914,673	914,673	914,673	0.8429	1,592,073	862,073
2	29,508	270,108	703,556	234,405	1,182,183	1,569,784	1,182,183	(232,417)	\$	(311,478)	2,184,635	2,184,635	2,184,635	2,184,635	0.8665	3,802,064	2,002,064
3	57,011	540,313	1,467,112	468,110	2,523,579	2,783,579	2,523,579	(494,673)	\$	(12,701,854)	4,882,418	4,882,418	4,882,418	4,882,418	0.8375	13,670,106	6,473,210
4	85,156	617,895	1,790,880	535,783	3,124,418	3,124,418	3,124,418	(500,000)	\$	(12,955,880)	6,640,104	6,640,104	6,640,104	6,640,104	0.7984	13,670,106	10,461,916
5	77,375	783,148	2,136,784	656,742	3,742,074	3,742,074	3,742,074	(500,000)	\$	(13,192,081)	8,078,859	8,078,859	8,078,859	8,078,859	0.7441	14,521,827	14,073,542
6	61,455	717,220	2,538,118	876,728	4,124,846	4,124,846	4,124,846	(500,000)	\$	(13,319,211)	9,544,743	9,544,743	9,544,743	9,544,743	0.6811	15,381,647	15,381,647
7	83,662	787,244	2,943,728	1,063,100	4,618,884	4,618,884	4,618,884	(500,000)	\$	(13,444,461)	11,029,626	11,029,626	11,029,626	11,029,626	0.6232	16,241,462	16,241,462
8	63,813	795,117	2,206,897	860,022	3,406,088	3,406,088	3,406,088	(500,000)	\$	(13,568,960)	12,514,511	12,514,511	12,514,511	12,514,511	0.5674	17,101,277	17,101,277
9	84,752	800,860	2,229,832	668,823	3,406,088	3,406,088	3,406,088	(500,000)	\$	(13,693,459)	14,000,396	14,000,396	14,000,396	14,000,396	0.5119	17,961,092	17,961,092
10	85,689	811,686	2,243,629	703,829	3,406,088	3,406,088	3,406,088	(500,000)	\$	(13,817,958)	15,486,281	15,486,281	15,486,281	15,486,281	0.4564	18,820,907	18,820,907
11	86,465	819,110	2,257,426	738,835	3,406,088	3,406,088	3,406,088	(500,000)	\$	(13,942,457)	16,972,166	16,972,166	16,972,166	16,972,166	0.4010	19,680,722	19,680,722
12	87,240	827,402	2,271,223	773,841	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,066,956)	18,458,051	18,458,051	18,458,051	18,458,051	0.3455	20,540,537	20,540,537
13	88,153	835,694	2,285,020	808,847	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,191,455)	19,943,936	19,943,936	19,943,936	19,943,936	0.2900	21,400,352	21,400,352
14	89,066	844,018	2,298,817	843,853	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,315,954)	21,429,821	21,429,821	21,429,821	21,429,821	0.2345	22,260,167	22,260,167
15	89,948	852,323	2,312,614	878,859	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,440,453)	22,915,706	22,915,706	22,915,706	22,915,706	0.1790	23,120,000	23,120,000
16	90,869	860,666	2,326,411	913,865	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,564,952)	24,401,591	24,401,591	24,401,591	24,401,591	0.1235	23,979,833	23,979,833
17	91,774	869,007	2,340,208	948,871	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,689,451)	25,887,476	25,887,476	25,887,476	25,887,476	0.0680	24,839,666	24,839,666
18	92,682	877,348	2,354,005	983,877	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,813,950)	27,373,361	27,373,361	27,373,361	27,373,361	0.0125	25,699,500	25,699,500
19	93,619	885,689	2,367,802	1,018,883	3,406,088	3,406,088	3,406,088	(500,000)	\$	(14,938,449)	28,859,246	28,859,246	28,859,246	28,859,246	0.0070	26,559,333	26,559,333
20	94,555	894,030	2,381,599	1,053,889	3,406,088	3,406,088	3,406,088	(500,000)	\$	(15,062,948)	30,345,131	30,345,131	30,345,131	30,345,131	0.0015	27,419,167	27,419,167
21	95,501	902,371	2,395,396	1,088,895	3,406,088	3,406,088	3,406,088	(500,000)	\$	(15,187,447)	31,831,016	31,831,016	31,831,016	31,831,016	0.0010	28,279,000	28,279,000
22	96,455	910,712	2,409,193	1,123,901	3,406,088	3,406,088	3,406,088	(500,000)	\$	(15,311,946)	33,316,901	33,316,901	33,316,901	33,316,901	0.0005	29,138,833	29,138,833
23	97,409	919,053	2,422,990	1,158,907	3,406,088	3,406,088	3,406,088	(500,000)	\$	(15,436,445)	34,802,786	34,802,786	34,802,786	34,802,786	0.0000	30,000,000	30,000,000
Total	1,837,296	17,413,940	50,315,396	15,112,282	151,112,282	151,112,282	151,112,282	(151,112,282)	\$	(15,560,944)	1,442,222,312	1,442,222,312	1,442,222,312	1,442,222,312	0.8567	3,194,004	700,000,000

EXHIBIT 6

TOTAL TIF REVENUES																	
1	914,673	2,184,635	5,941,460	1,792,183	8,078,859	11,029,626	8,078,859	(1,999,118)	\$	(146,130)	914,673	914,673	914,673	914,673	0.8429	1,592,073	862,073
2	1,829,346	4,369,270	11,882,920	3,584,366	15,757,717	20,540,537	15,757,717	(3,998,236)	\$	(311,478)	1,829,346	1,829,346	1,829,346	1,829,346	0.8665	3,184,146	1,704,146
3	2,744,019	6,553,905	17,824,736	5,376,552	20,540,537	27,373,361	20,540,537	(5,998,464)	\$	(12,701,854)	2,744,019	2,744,019	2,744,019	2,744,019	0.8375	5,076,106	2,913,210
4	3,658,692	9,737,540	26,536,624	8,064,836	27,373,361	36,246,196	27,373,361	(8,000,000)	\$	(12,955,880)	3,658,692	3,658,692	3,658,692	3,658,692	0.7984	6,868,106	4,173,116
5	4,573,365	12,921,181	35,428,512	11,751,720	36,246,196	48,158,280	36,246,196	(8,000,000)	\$	(13,192,081)	4,573,365	4,573,365	4,573,365	4,573,365	0.7441	8,078,106	5,483,116
6	5,488,038	17,094,822	46,325,400	15,641,608	48,158,280	63,866,564	48,158,280	(8,000,000)	\$	(13,319,211)	5,488,038	5,488,038	5,488,038	5,488,038	0.6811	9,189,106	6,493,116
7	6,402,711	21,268,463	57,430,288	20,526,496	63,866,564	84,372,752	63,866,564	(8,000,000)	\$	(13,444,461)	6,402,711	6,402,711	6,402,711	6,402,711	0.6232	10,300,106	7,703,116
8	7,317,384	25,442,104	68,535,176	27,373,361	84,372,752	111,744,840	84,372,752	(8,000,000)	\$	(13,568,960)	7,317,384	7,317,384	7,317,384	7,317,384	0.5674	11,411,106	8,813,116
9	8,232,057	29,615,745	80,640,064	36,246,196	111,744,840	148,158,280	111,744,840	(8,000,000)	\$	(13,693,459)	8,232,057	8,232,057	8,232,057	8,232,057	0.5119	12,522,106	9,925,116
10	9,146,730	33,789,386	92,744,952	48,158,280	148,158,280	196,570,704	148,158,280	(8,000,000)	\$	(13,817,958)	9,146,730	9,146,730	9,146,730	9,146,730	0.4564	13,633,106	10,937,116
11	10,061,403	37,963,027	104,849,840	63,866,564	196,570,704	264,983,120	196,570,704	(8,000,000)	\$	(13,942,457)	10,061,403	10,061,403	10,061,403	10,061,403	0.4010	14,744,106	11,949,116
12	10,976,076	42,136,668	116,954,728	84,372,752	264,983,120	353,355,840	264,983,120	(8,000,000)	\$	(14,066,956)	10,976,076	10,976,076	10,976,076	10,976,076	0.3455	15,855,106	12,961,116
13	11,890,749	46,310,309	129,059,616	111,744,840	353,355,840	464,707,680	353,355,840	(8,000,000)	\$	(14,191,455)	11,890,749	11,890,749	11,890,749	11,890,749	0.2900	16,966,106	13,973,116
14	12,805,422	50,483,950	141,164,504	148,158,280	464,707,680	616,012,520	464,707,680	(8,000,000)	\$	(14,315,954)	12,805,422	12,805,422	12,805,422	12,805,422	0.2345	18,077,106	14,985,116
15	13,720,095	54,657,591	153,269,392	196,570,704	616,012,520	817,317,360	616,012,520	(8,000,000)	\$	(14,440,453)	13,720,095	13,720,095	13,720,095	13,720,095	0.1790	19,188,106	15,997,116
16	14,634,768	58,831,232	165,374,280	264,983,120	817,317,360	1,078,622,200	817,317,360	(8,000,000)	\$	(14,564,952)	14,634,768	14,634,768	14,634,768	14,634,768	0.1235	20,299,106	17,009,116
17	15,549,441	62,994,873	177,479,168	362,784,240	1,078,622,200	1,440,244,400	1,078,622,200	(8,000,000)	\$	(14,689,451)	15,549,441	15,549,441	15,549,441	15,549,441	0.0680	21,410,106	18,021,116
18	16,464,114	67,168,514	189,584,056	481,582,800	1,440,244,400	1,921,488,800	1,440,244,400	(8,000,000)	\$	(14,813,950)	16,464,114	16,464,114	16,464,114	16,464,114	0.0125	22,521,106	19,033,116
19	17,378,787	71,342,155	201,688,944	638,787,200	1,921,488,800	2,542,977,600	1,921,488,800	(8,000,000)	\$	(14,938,449)	17,378,787	17,378,787	17,378,787	17,378,787	0.0070	23,632,106	20,045,116
20	18,293,460	75,515,796	213,793,832	843,988,800	2,542,977,600	3,385,955,200	2,542,977,600	(8,000,000)	\$	(15,062,948)	18,293,460	18,293,460	18,293,460	18,293,460	0.0015	24,743,106	21,059,116
21	19,208,133	79,689,437	225,898,720	1,117,188,800	3,385,955,200	4,500,932,800	3,385,955,200	(8,000,000)	\$	(15,187,447)	19,208,133	19,208,133	19,208,133	19,208,133	0.0010	25,854,106	22,071,116
22	20,122,806	83,863,078	238,003,608	1,481,588,800	4,500,932,800	6,021,910,400	4,500,932,800	(8,000,000)	\$	(15,311,946)	20,122,806	20,122,806	20,122,806	20,122,806	0.0005	26,965,106	23,083,116
23	21,037,479	88,036,719	250,108,496	1,965,988,800	6,021,910,400	8,042,898,000	6,021,910,400	(8,000,000)	\$	(15,436,445)	21,037,479	21,037,479	21,037,479	21,037,479	0.0000	28,076,106	24,095,116

