

THE 291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

Lee's Summit, Missouri

A PLAN PREPARED BY:

The City of Lee's Summit, Missouri
220 SE Green Street
Lee's Summit, MO 64063

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I. INTRODUCTION

A. Purpose of the Plan.¹

The City of Lee’s Summit seeks to encourage redevelopment of the Highway 291 corridor north of Highway 50, and has prepared this Redevelopment Plan for the purpose of funding redevelopment costs associated with this redevelopment. The primary redevelopment costs are anticipated to be Business Relocation Costs, Local Road Improvement Costs and Interchange Improvement Costs, along with any site-specific costs that may be requested by one or more developers and approved by the City pursuant to an amendment of this Redevelopment Plan.

Certain action steps need to be accomplished in order to achieve all Goals and Objectives of this Redevelopment Plan. The success of the Interchange Improvements is contingent upon the Local Road Improvements being completed, which moves the Blue Parkway/291 intersection farther away from the Interchange to improve functionality and safety of the overall road system in this area. The Local Road Improvements require successful Business Relocation. A primary goal of this Redevelopment Plan is therefore to fund Business Relocation Costs, which will in turn make land available for the Local Road Improvements for the benefit of the Interchange Improvements. These improvements will enhance traffic circulation and safety and increase redevelopment opportunities in the Redevelopment Area.

Redevelopment of the Highway Patrol Property is a significant Goal and Objective of this Redevelopment Plan. Redevelopment Project 1 contemplates redevelopment of the Highway Patrol Property, allowing for a re-aligned Blue Parkway through this property and then transfer of the remaining land to a private developer who may redevelop such property for commercial uses.

¹ All capitalized terms in this section shall have the meaning set forth in Section II below. This Plan is alternatively called the Redevelopment Plan, the TIF Plan and the Plan throughout this document.

It is the intention of this Plan to use TIF Revenues which are generated from Redevelopment Projects to reimburse the City or other eligible parties for costs advanced to relocate the Troop A Headquarters facility from the Highway Patrol Property to another location in the City.

The City has identified certain parcels of land which are critical to spurring these redevelopment efforts. This Plan is a key component of a comprehensive economic development strategy for promoting redevelopment, beautifying streetscapes, strengthening existing businesses, attracting new business, and unifying future efforts to improve the property in the vicinity of Highway 291 north of Highway 50 and properties that have frontage along adjacent arterial and collector streets.

This TIF Plan will also allow the City to consider additional Redevelopment Projects, beyond the initial three Redevelopment Projects, for a period of ten (10) years after this Plan is approved by Ordinance. Additional Redevelopment Projects may allow additional TIF Revenues to be generated for the initial Redevelopment Project Costs that are approved with this TIF Plan, along with site-specific Redevelopment Project Costs that are incurred by developers of those additional Redevelopment Projects. The Redevelopment Area may also be amended by the City in the future, following all applicable procedures of the TIF Act, to expand such area north along the 291 North corridor, and south of the Interchange.

B. Summary of the Plan.

This is a redevelopment plan prepared by the City of Lee's Summit, Missouri for the redevelopment of the Redevelopment Area, which is approximately 56 acres of real property generally located north of Highway 50 and along Highway 291 in the area depicted in **Exhibit 1** and legally described in **Exhibit 2**. The Redevelopment Area is currently developed with a mix of commercial and institutional land uses, and vacant parcels.

A primary purpose of this Plan is to fund reimbursable costs associated with new construction and redevelopment that benefit the Redevelopment Area, through the use of TIF Revenues that become available under the Act, for the purpose of curing and eliminating the blighting conditions that exist in the Redevelopment Area. This Plan will encourage redevelopment and enhance the tax bases of the Taxing Districts which extend into the Redevelopment Area. Tax increment financing will allow the use of Payments in Lieu of Taxes and Economic Activity Taxes to pay for eligible Reimbursable Project Costs that are incurred by selected developers. The new construction and redevelopment that is funded as a result of this Plan will encourage redevelopment of property in the Redevelopment Area to its highest and best use and enhance the tax bases of the Taxing Districts which extend into the Redevelopment Area.

Upon the earlier of (1) completion of the Redevelopment Plan and the payment of all Reimbursable Project Costs, or (2) the expiration of 23 years after the approval of the applicable Redevelopment Project Area by ordinance, TIF Revenues from each Redevelopment Project Area will be paid to the City and other Taxing Districts as if the Plan had not been adopted.

C. Summary of the Redevelopment Projects

The initial approach of this Plan is to approve Redevelopment Projects #1, #2 and #3 to fund Reimbursable Project Costs associated with relocation of the Missouri Highway Patrol Facility to another location in the City, thereby allowing redevelopment of the parcel that is currently occupied by that public facility. This Plan also calls for the City to solicit redevelopment proposals from the development community and select a developer of record for Redevelopment Project #1. The City may also select additional developers of record to undertake other Redevelopment Projects in the Redevelopment Area, and thereby facilitate funding for new construction and redevelopment in the Redevelopment Area. The City anticipates that the

Redevelopment Area will be redeveloped through multiple Redevelopment Projects, with the first three Redevelopment Projects identified in the initial version of this Plan and other Redevelopment Projects potentially being identified at later dates within ten years after this Plan is approved by Ordinance.

As Redevelopment Projects are approved by the City, the TIF Revenues collected within the separate Redevelopment Project Areas will be used to repay Reimbursable Project Costs associated with each respective Redevelopment Project as set forth in the Project Budget. Such Redevelopment Projects may be a single parcel or a collection of parcels, depending upon the scope of the redevelopment projects that are proposed by a property owner or developer. After this Plan is initially approved and future redevelopment projects are proposed, such additional Redevelopment Projects may be approved by amendment to this Plan, following all applicable procedures of the Act. Reimbursement from TIF Revenues for Redevelopment Projects may be incurred on a “pay as you go” basis, or through the issuance of revenue bonds as approved by the City Council, in its legislative discretion, to fund Reimbursable Project Costs.

II. DEFINITIONS

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

A. Act. The Real Property Tax Increment Allocation Redevelopment Act, Section 99.800 *et seq.*, of the Revised Statutes of Missouri, as amended.

B. Administrative Costs. All documented costs and expenses incurred by the City for planning, legal, financial, administrative and other costs associated with the preparation, review, consideration, approval and implementation of this Plan, any contracts executed by the City to implement this Plan and any Redevelopment Projects, including all consultants engaged by the

City, and the costs incurred by the City for the preparation, review, consideration, approval and implementation of any funding district which generates TIF Revenues pursuant to this Plan.

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

D. Business Relocation Costs. Those costs incurred by residents, business or governmental entities for the relocation of facilities within a Redevelopment Project Area to facilitate redevelopment. The estimated amount of the anticipated Business Relocation Costs are set forth in the Project Budget in the line item labeled “Relocation Costs.” The amount set forth in the Project Budget is an estimate only, and this TIF Plan may be used to fund the actual Business Relocation Costs as they may be incurred by the City and in accordance all applicable requirements of the TIF Act.

E. City. The City of Lee’s Summit, Missouri.

F. City Council. The City Council of the City.

G. City Treasurer. The Finance Director of the City.

H. City Website. <https://cityofls.net>, and as such domain name may be revised by the City in the future.

I. Comprehensive Plan. The Comprehensive Plan for the City as a whole, comprised of several documents that are itemized on the City Website.

J. County. Jackson County, Missouri.

K. County Assessor. The Assessor of the County.

L. County Collector. The Collector of the County.

M. Economic Activity Account. The separate segregated account within the Special Allocation Fund into which Economic Activity Taxes are to be deposited.

N. Economic Activity Taxes. Fifty percent (50%) of the total additional revenue from taxes which are imposed by the City or other Taxing Districts, and which are generated by economic activities within a Redevelopment Project Area, over the amount of such taxes generated by economic activities within such Redevelopment Project Area in the calendar year prior to the adoption of the Redevelopment Project for such Redevelopment Project Area by Ordinance, while tax increment financing remains in effect, but excluding (1) personal property taxes, (2) taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, (3) licenses, (4) fees or special assessments, and (5) taxes levied pursuant to Section 70.500 of the Revised Statutes of Missouri, commonly referred to as the Bi-State Cultural Tax; provided, however, if any retail establishment relocates within one year after the adoption of a Redevelopment Project from a facility in the County to a facility in the Redevelopment Project Area and the City Council adopts an Ordinance finding that such retail establishment is a direct beneficiary of tax increment financing pursuant to the Plan, then for purposes of this definition, the Economic Activity Taxes generated by such retail establishment shall equal the total additional revenue from Economic Activity Taxes which are imposed by the City and other Taxing Districts over the amount of Economic Activity Taxes generated by such retail establishment in the calendar year prior to its relocation to such Redevelopment Project Area.

O. Governmental Entity. A political subdivision of the state of Missouri which has the power to impose taxes.

P. Highway Patrol Property. That property which is Parcel #1 as set forth in **Exhibit 6**, Parcel Data.

Q. Interchange Improvements. Those improvements to the interchange at Highway 50 and Highway 291 North which are approved by MoDOT for the comprehensive redesign and restructuring of that interchange, including improvements to the on- and off-ramps and the local road improvements which extend away from the interchange and which are necessary to facilitate the redesigned interchange.

R. Interchange Improvement Costs. These costs for the Interchange Improvements, the estimate of which is set forth in the Project Budget for the line item labeled “Public Improvements, State.” The amounts set forth in the Project Budget are estimates only, and this TIF Plan may be used to fund the actual Interchange Improvement Costs as they may be incurred by the City and in accordance all applicable requirements of the TIF Act.

S. Local Road Improvements. Those road improvements and associated Public Improvements as set forth in the Project Budget for the several line items labeled “Public Improvements, Local.”

T. Local Road Improvement Costs. Those costs for the Local Road Improvements, the estimate of which is set forth in the Project Budget for the several line items labeled “Public Improvements, Local.” The amounts set forth in the Project Budget are estimates only, and this TIF Plan may be used to fund the actual Local Road Improvement Costs as they may be incurred by the City and in accordance all applicable requirements of the TIF Act.

U. Obligations. Bonds, loans debentures, notes, special certificates, or other evidences of indebtedness issued or undertaken to pay or reimburse all or any portion of Reimbursable Project Costs incurred or estimated to be incurred, or to otherwise carry out a Redevelopment

Project, to finance the cost of issuing such Obligations, to establish reserves to refund or secure such Obligations, to finance the interest costs associated with such Obligations or to refund, redeem or defease outstanding Obligations.

V. Ordinance. An ordinance enacted by the City Council.

W. Payments in Lieu of Taxes. Revenue from real property taxes in any Redevelopment Project Area selected for a Redevelopment Project which is to be used to reimburse the Reimbursable Project Costs, which Taxing Districts would have received had the City not adopted tax increment allocation financing, and which result from levies made after the time of the adoption of tax increment allocation financing within the corresponding Redevelopment Project Area, and during the time the current equalized value of real property in such Redevelopment Project Area exceeds the Total Initial Equalized Assessed Value of real property in such Redevelopment Project Area, until the designation is terminated pursuant to the Plan which shall not be later than twenty-three (23) years after such Redevelopment Project is approved, but excluding the blind pension fund tax levied under the authority of Article III, Section 38(b) of the Missouri Constitution, and the merchant's and manufacturer's inventory replacement tax levied under the authority of Article X, Section 6(2) of the Missouri Constitution.

X. PILOT Account. The separate segregated account within the Special Allocation Fund into which Payments in Lieu of Taxes for a Redevelopment Project are to be deposited.

Y. Plan (or TIF Plan or Redevelopment Plan). This 291 North & Highway 50 Tax Increment Financing Plan.

Z. Project Budget. The budget set forth in **Exhibit 4** of this Plan.

AA. Public Improvements. (1) Improvements constructed by or at the direction of the City, or by a property owner according to the specifications of the City or another Governmental

Entity, which are located on public property, in public rights-of-way, or in an easement dedicated to the City or another Governmental Entity, and which will be owned or maintained by the City or another Governmental Entity, or in which the City or another Governmental Entity has an ownership interest for the useful life of such improvement; or (2) improvements to an existing public improvement that is owned by or maintained by the City or another Governmental Entity.

BB. Redevelopment Area. The area depicted in **Exhibit 1** and legally described in **Exhibit 2**.

CC. Redevelopment Project. Any development project within the Redevelopment Area in furtherance of the objectives of this Redevelopment Plan, which shall include a legal description of the area of the Redevelopment Project. At the time that this TIF Plan was originally prepared, three Redevelopment Projects are contemplated to be approved, but additional Redevelopment Projects may be considered and approved in accordance with all applicable procedures of the TIF Act.

DD. Redevelopment Project #1. The development project designated as Redevelopment Project #1 as depicted in **Exhibit 1** and legally described in **Exhibit 2**.

EE. Redevelopment Project #2. The development project designated as Redevelopment Project #2 as depicted in **Exhibit 1** and legally described in **Exhibit 2**.

FF. Redevelopment Project #3. The development project designated as Redevelopment Project #3 as depicted in **Exhibit 1** and legally described in **Exhibit 2**.

GG. Redevelopment Project Area. The property included within any legally-described area for a Redevelopment Project.

HH. Redevelopment Project Costs. The sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to this Plan or any 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 (except for reasonable administrative costs of the TIF Commission, such costs shall be allowed only as an initial expense which are included in the costs set forth in this Plan or the Redevelopment Project);
3. Property assembly costs, including, but not limited to, acquisition of land and other property, real or personal, or rights and interests therein, 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 a Blighted Area (as defined in the Act);
6. Costs of construction of public works or improvements, including the Public 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 (18) months thereafter, and including reasonable reserves related thereto;
8. All or a portion of a Taxing District's capital costs resulting from any Redevelopment Project necessarily incurred or to be incurred in the furtherance of the

objectives of this Plan and such Redevelopment Project, to the extent the City by written agreement accepts and approves such costs;

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

10. Payments in Lieu of Taxes.

II. Reimbursable Project Costs. Those Redevelopment Project Costs associated with a Redevelopment Project which may be reimbursed with TIF Revenues, as approved by the City in connection with approval of a Redevelopment Project.

JJ. Special Allocation Fund. The fund which contains at least two separate segregated accounts, maintained by the City Treasurer, into which, as required by the Act, all Payments in Lieu of Taxes and Economic Activity Taxes are to be deposited as required by the Act.

KK. Taxing District. Any political subdivision of the State of Missouri located wholly or partially within the Redevelopment Area having the power to levy taxes.

LL. TIF Commission. The Tax Increment Financing Commission for the City.

MM. TIF Revenues. Payments in Lieu of Taxes and Economic Activity Taxes generated by each Redevelopment Project.

NN. Total Initial Equalized Assessed Value. That amount certified by the County Assessor which equals the most recently ascertained equalized assessed value of each taxable lot, block, tract, or parcel of real property within a Redevelopment Project Area immediately after tax increment financing for such Redevelopment Project Area has been approved by the City Council by an Ordinance.

III. TAX INCREMENT FINANCING

This Plan is adopted pursuant to the Act. The Act enables municipalities to fund or finance Redevelopment Project Costs with the revenue generated from both Payments in Lieu of Taxes resulting from increased assessed valuation due to redevelopment and Economic Activity Taxes resulting from increased economic activities in the Redevelopment Project Area.

After the City Council approves a Redevelopment Project and adopts tax increment financing for that Redevelopment Project Area, the County Assessor is required to certify the Total Initial Equalized Assessed Value of such corresponding Redevelopment Project Area. Real estate taxes (including penalties and interest thereon) resulting from (1) all taxes levied on the Total Initial Equalized Assessed Value; (2) the blind pension fund tax levied under the authority of Article III, Section 38(b) of the Missouri Constitution, and (3) the merchant's and manufacturer's inventory replacement tax levied under the authority of Article X, Section 6(2) of the Missouri Constitution, will be payable to Taxing Districts as if tax increment financing were not adopted.

The most recently equalized assessed valuation of all property within the Redevelopment Area is set forth in **Exhibit 6**. All of the Payments in Lieu of Taxes (including applicable penalties and interest) collected from owners of property within each Redevelopment Project Area will be paid by the County Collector to the City Treasurer and deposited in the PILOT Account within the Special Allocation Fund.

In addition, following annual appropriation by the appropriate Taxing Districts, the Economic Activity Taxes shall be paid by the collecting Taxing Districts to the City Treasurer who shall deposit such funds in the Economic Activity Account within the Special Allocation Fund.

IV. REDEVELOPMENT PLAN OBJECTIVES

The objectives of this Plan are outlined below:

A. General Plan Objectives. The general objectives of this Plan are:

1. To encourage commercial redevelopment within the Redevelopment Area, improve traffic safety and circulation, and improve the business vitality of commercial properties in this region.

2. Fund the relocation of businesses and facilities which are necessary to redevelop the Redevelopment Area and facilitate traffic improvements which serve such properties.

3. To reduce, cure and eliminate the blight and the blighting conditions which exist in the Redevelopment Area through the new construction and redevelopment in the Redevelopment Area.

4. To expand the tax base of the City and other Taxing Districts through the redevelopment of property to its highest and best use, thereby increasing the value of real property and the amount of taxable personal property, taxable retail sales and other taxable economic activity and taxable income in the Redevelopment Area.

5. To assist in the repayment of Obligations that may be issued by or at the direction of the City to finance Reimbursable Project Costs.

6. To strengthen existing businesses, attract new businesses and residents and unify future efforts to preserve the Redevelopment Area.

B. Specific Plan Objectives. The specific objective of this Plan is to use tax increment financing revenues for Business Relocation, facilitate new construction and redevelopment in the Redevelopment Area, which will reduce and help eliminate blight in the Redevelopment Area and encourage the redevelopment of commercial properties to their highest and best uses.

V. PLAN IMPLEMENTATION

The TIF Revenues generated by this TIF Plan will be used for those Redevelopment Project Costs set forth in the Project Budget under the heading “Funded by the City and TIF Reimbursable,” which generally fall into these categories:

- Business Relocation Costs;
- Local Road Improvement Costs;
- Interchange Improvement Costs;
- Financing Costs and Contingency associated with the items above;
- other Redevelopment Project Costs which are incurred for site-specific improvements by landowners and developers in Redevelopment Project Areas, which may be added by amendments to this TIF Plan.

The Redevelopment Project Costs associated with relocation of the Troop A Headquarters on the Highway Patrol Property in Redevelopment Project Area #1 is anticipated to be incurred by the State of Missouri and the City, and may be reimbursed through this Plan as Business Relocation Costs. Other Redevelopment Project Costs may consist of new construction and redevelopment costs which will be incurred by property owners or developers of record who have the right to redevelop structures in the Redevelopment Area. It is anticipated that the new construction and redevelopment of commercial properties will initially be funded with private sources, and TIF Revenues will be used to reimburse the City or other appropriate parties for approved Reimbursable Project Costs on a “pay as you go” basis or to retire Obligations which are issued by or at the direction of the City for approved Reimbursable Project Costs. Redevelopment Project Costs may be funded by Obligations that are issued by or at the direction of the City, in the City’s sole discretion, in connection with a plan of redevelopment for specific construction in the

Redevelopment Area. The City retains legislative discretion to issue Obligations pursuant to this Plan.

A. Redevelopment Project #1.

Redevelopment Project #1 is intended to be implemented through the selection of a qualified developer as the result of the City's request for proposals for the Redevelopment Area. The City intends to choose a developer of record for Redevelopment Project #1, following a review of such developer by the TIF Commission and a recommendation to the City Council. Tax increment financing will be activated within Redevelopment Project Area #1 to fund Reimbursable Project Costs, which are initially projected to consist primarily of the relocation the Troop A Headquarters facility from the Highway Patrol Property to a new location in the City. TIF Revenues which are generated by Redevelopment Project #1 may be used to fund any eligible Reimbursable Project Costs for this TIF Plan.

The most recently ascertained equalized assessed valuation of all property in Redevelopment Project Area #1 is \$501,472, but the taxable assessed value is \$0 because the parcel is owned by the State of Missouri. The TIF Revenue that is projected to be generated by Redevelopment Project #1 is set forth in **Exhibit 7**.

Obligations may be issued by the City to fund Redevelopment Project Costs associated with Redevelopment Project #1. The estimated Reimbursable Project Costs associated with Redevelopment Project #1 are set forth in the Project Budget. The actual costs of Reimbursable Project Costs, as described below and as estimated in **Exhibit 5**, will be reimbursable from TIF Revenues generated within Redevelopment Project #1.

B. Redevelopment Project #2.

The City anticipates that Redevelopment Project Area #2 may be redeveloped with a QuikTrip store. Tax increment financing will be activated within Redevelopment Project Area #2 to fund costs associated with any Redevelopment Project. The revenues that are projected to be generated by Redevelopment Project Area #2 are set forth in **Exhibit 7**.

The most recently ascertained equalized assessed valuation of all property in Redevelopment Project Area #2 is \$0. The property located within Redevelopment Project Area #2 is currently owned by the State of Missouri and used as right-of-way for Highway 50.

C. Redevelopment Project #3.

The City anticipates that Redevelopment Project Area #3 will be redeveloped with a Wendy's restaurant. Tax increment financing will be activated within Redevelopment Project Area #3 to fund costs associated with any Redevelopment Project. The revenues that are projected to be generated by Redevelopment Project Area #3 are set forth in **Exhibit 7**.

The most recently ascertained equalized assessed valuation of all property in Redevelopment Project Area #3 is \$152,288. The property located within Redevelopment Project Area #3 is currently owned by a subsidiary entity associated with a Wendy's restaurant.

D. Additional Redevelopment Projects. Additional Redevelopment Projects, covering land areas within the Redevelopment Area other than Redevelopment Projects #1-3, may be approved by the City based on the proposed scope and land area of Redevelopment Projects that are proposed by developers as a result of the City's request for bids and proposals for this Plan.

E. Redevelopment Project Costs.

1. Business Relocation Costs. The City intends to use the TIF Revenues generated by Redevelopment Projects #1, #2 and #3 to initially fund a portion of the Business Relocation Costs associated with relocating the Troop A Headquarters from the

Highway Patrol Property to a new location in the City. The project cost of this contribution for relocation costs is set forth in in the Project Budget. Other Business Relocation Costs may be funded from TIF Revenues, as such costs may be approved by amendment of the Project Budget in the future in accordance with the TIF Act.

2. Local Road Costs and Interchange Costs. TIF Revenues may be used to reimburse the City, or another appropriate party by assignment of the City, for those costs incurred to fund the Local Road Costs and the Interchange Costs.

3. New Construction and Redevelopment.

For Redevelopment Projects other than Redevelopment Projects #1, #2 and #3, the City intends to use any additional TIF Revenues which are generated by such additional projects to reimburse the Reimbursable Project Costs which are set forth in the Project Budget. This may include costs incurred by property owners or developers for costs associated with additional redevelopment within the Redevelopment Area, to the extent that such costs are amended into the Project Budget after initial approval of this TIF Plan. The TIF Revenues that are expended on costs associated with new construction and redevelopment will be administered by or at the direction of the City.

In order to qualify for reimbursement of new construction or redevelopment, property owners and developers will need to provide private sources of financing for such Redevelopment Projects. The initial funds for qualifying improvements will be generated from private sources including private equity or private loans, and are not anticipated to be provided by the City from any source of City funds although the City retains the discretion to make such appropriations in furtherance of this TIF Plan.

The Reimbursable Project Costs that are funded with TIF Revenues from the Redevelopment Projects are improvements that directly and substantially benefit the entire Redevelopment Area.

F. Schedule of Development.

A developer of record for Redevelopment Project #1 is expected to be selected by the City Council in 2020. The arrangements for relocation of the Troop A Headquarters from the Highway Patrol Property is expected to occur in 2020, and the design and construction of the new Troop A Headquarters will proceed according to the schedule established by the Missouri Highway Patrol based on the availability of funding for such relocation.

Work on a new facility for Redevelopment Project #2 is expected to commence in 2020 and will proceed according to a schedule that is established by the property owner.

Construction of the new facility for Redevelopment Project #3 is expected to begin in 2020 and that business is expected to be open in late 2020 or early 2021.

For Redevelopment Projects other than Redevelopment Project #1, #2 and #3, new construction and redevelopment may be caused by selected developers in the Redevelopment Area. The schedules associated with these improvements will be controlled by the selected developers and approved by the City as part of the City's review and approval of additional Redevelopment Projects.

G. Relocation Assistance Plan.

In addition to relocation of the Missouri Highway Patrol facility, residents and business may be relocated through the implementation of this Plan. The use of TIF Revenues for redevelopment efforts may lead to changes in land uses and changes in the occupancy of structures as redevelopment occurs. In the event that there are businesses or residences in the Redevelopment

Area that will be required to relocate in order to implement this Plan, such relocation will occur in accordance with the Relocation Assistance Plan attached as **Exhibit 4**.

VI. PAYMENTS INTO THE SPECIAL ALLOCATION FUND

A. Payments in Lieu of Taxes.

Following the approval of tax increment financing in a Redevelopment Project Area and for as long as the Redevelopment Project Area is subject to tax increment financing, the County Assessor is required to determine the assessed value of the Redevelopment Project Area without regard to tax increment financing. The County Collector shall collect sums due from real property within the Redevelopment Project Area in accordance with the current equalized assessed valuation and tax levies in effect for each year.

100% of the amounts collected as Payments in Lieu of Taxes shall be paid by the County Collector within thirty (30) days after collection to the City Treasurer who shall deposit the amount paid into the PILOT Account within the Special Allocation Fund, earmarked for the appropriate Redevelopment Project, to be utilized and expended in accordance with the Act and this Plan.

B. Economic Activity Taxes.

Following the approval of tax increment financing in a Redevelopment Project Area, for as long as such Redevelopment Project Area is subject to tax increment financing, Economic Activity Taxes shall be determined and deposited into the Economic Activity Account within the Special Allocation Fund in accordance with the following procedures:

1. Documentation of Economic Activity Taxes by Taxpayers. The City will determine the type and amount of the Economic Activity Taxes paid by each entity paying sales taxes within the Redevelopment Project Area.

2. Presentation to Taxing Districts. The City Treasurer shall deliver a certification of Economic Activity Taxes payable by each Taxing District to the governing body of each such Taxing District. Each Taxing District, shall within thirty (30) days of receiving the certification or within thirty (30) days after receiving any such Economic Activity Tax, whichever is later, appropriate the amount of Economic Activity Taxes actually received and pay the appropriate sum to the City Treasurer.

3. Deposit of Funds. The City Treasurer shall deposit the payments of Economic Activity Taxes received from the respective Taxing Districts in the Economic Activity Account in the Special Allocation Fund, earmarked for the appropriate Redevelopment Project, to be utilized and expended in accordance with the Act, this Plan and the applicable requirements or restrictions associated with such Redevelopment Project.

VII. DISBURSEMENTS FROM THE SPECIAL ALLOCATION FUND

All disbursements from the Special Allocation Fund will be made by the City Treasurer out of the two separate segregated accounts maintained within the Special Allocation Fund for Payments in Lieu of Taxes and Economic Activity Taxes. The City Treasurer shall segregate the Payments in Lieu of Taxes and Economic Activity Taxes by Redevelopment Project Area, as necessary based on the future approval of Redevelopment Projects, so that such revenues shall be allocable and payable in accordance with this Plan. Unless otherwise modified pursuant to a contractual arrangement between the City and a property owner for a Redevelopment Project, disbursements from the Special Allocation Fund shall be made by the City Treasurer in the following manner and order of preference with respect to each Redevelopment Project:

First,

To pay Administrative Costs;

Second,

To fund certified Reimbursable Project Costs associated with the Redevelopment Projects;

Third,

Following the completion of the Redevelopment Project, the payment of all Reimbursable Project Costs incurred or expected to be incurred for such Redevelopment Project, any funds remaining in the Special Allocation Fund associated with the Redevelopment Project shall be disbursed by the City Treasurer to the appropriate Taxing Districts in accordance with the Act.

The above order of preference for future Redevelopment Projects sets forth a general list of priorities but is subject to (1) negotiation, revision, and the inclusion of additional items in an agreement between the City and a selected developer of record, (2) any agreements between the City and a governmental entity for the relocation of governmental facilities including the Missouri Highway Patrol and (3) any contracts and other documents associated with the issuance of any Obligations. Revisions to the order of disbursements above by such external documents shall not be considered a substantial change to a Redevelopment Project that requires an amendment to this TIF Plan.

VIII. TERMINATION OF TAX INCREMENT FINANCING

Tax increment financing for each respective Redevelopment Project shall remain in effect until the Redevelopment Project has been constructed, any applicable Obligations which are funded by TIF Revenues from the Redevelopment Project are repaid, and all Reimbursable Project Costs incurred or to be incurred by the developer of record and the City have been reimbursed. It

is the intention to terminate this Plan after the reimbursable costs which are set forth in **Exhibit 5** have been fully funded. After all funds in the Special Allocation Fund which are attributable to the completed Redevelopment Project or any other Reimbursable Project Costs have been disbursed from the Special Allocation Fund, the completed Redevelopment Project shall be terminated.

After all Redevelopment Projects have been completed and all funds have been disbursed from the Special Allocation Fund, the Plan shall be terminated and the Special Allocation Fund shall be terminated and dissolved by ordinance.

IX. REQUIRED STATUTORY FINDINGS

With the approval of this Plan, the City Council has, as required by the Act, made the findings set forth below.

A. Blighted Area. The Redevelopment Area is a Blighted Area as defined in the Act, and redevelopment with tax increment financing is in the public interest because it will eliminate the causes of blight and the blighting influences in the Redevelopment Area.

The eastern portion of the Redevelopment Area has been declared to be a blighted area through the adoption of Ordinance No. 7472 on June 5, 2014, which was adopted pursuant to the Land Clearance for Redevelopment Authority Act (“LCRA Act”). The definition of a blighted area in the LCRA Act is identical to the definition of the same term in the TIF Act.

The Redevelopment Area constitutes an economic and social liability and a menace to the public health, safety, morals, and welfare in its present condition and use by reason of:

- defective and inadequate street layout,
- unsafe conditions,
- deterioration of site improvements,

- conditions which endanger life and property by fire or other causes, and
- economic underutilization.

As a result, the area is considered a Blighted Area under the Act. The Blight Study set forth in **Exhibit 3** provides a detailed analysis of the blighting causes and conditions throughout the Redevelopment Area.

B. Expectations for Development. While many parcels in the Redevelopment Area have previously been developed, the Redevelopment Area as a whole has not been subject to recent growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of tax increment financing as a source of public assistance for the costs associated with redevelopment. In particular, the anticipated redevelopment project costs consisting of relocation of the Missouri Highway Patrol Facility would not reasonably be anticipated to be incurred without the adoption of tax increment financing. An Affidavit attached as **Exhibit 11** attests to these statements.

C. Conforms to Comprehensive Plan of City. The Future Land Use Map of the City's Growth Management Plan designates retail development along the eastern portion of Highway 291 north, and along the relevant portions of Highway 50 in the Redevelopment Area.. The City may consider appropriate amendments to the Comprehensive Plan to ensure consistency between the selected Redevelopment Projects and the Comprehensive Plan and designation of future land uses in the Comprehensive Plan.

D. Date to Adopt Redevelopment Project. Any Ordinance approving any Redevelopment Project will not be adopted later than ten (10) years from the date that this Plan is approved by Ordinance.

E. Date to Complete Redevelopment. The estimated date to complete any Redevelopment Project is not more than 23 years from the adoption of the Ordinance approving such Redevelopment Project.

F. Date to Retire Obligations. In the event that any additional Obligations are issued to finance Redevelopment Project Costs, such Obligations will be retired prior to the expiration of the twenty-three (23) year duration of each Redevelopment Project that provides TIF Revenues to repay such Obligations.

G. Acquisition by Eminent Domain. Property in the initial three Redevelopment Projects are not expected to be acquired by eminent domain, but this option remains open for Redevelopment Projects in the future. No property for a Redevelopment Project Area shall be acquired by eminent domain later than five (5) years from the adoption of any Ordinance approving any Redevelopment Project.

H. Relocation Assistance Plan. Relocation of residents or businesses from the Redevelopment Area as a result of this Plan may occur. In the event that any relocations need to occur, a plan has been developed for relocation assistance is attached as **Exhibit 4**.

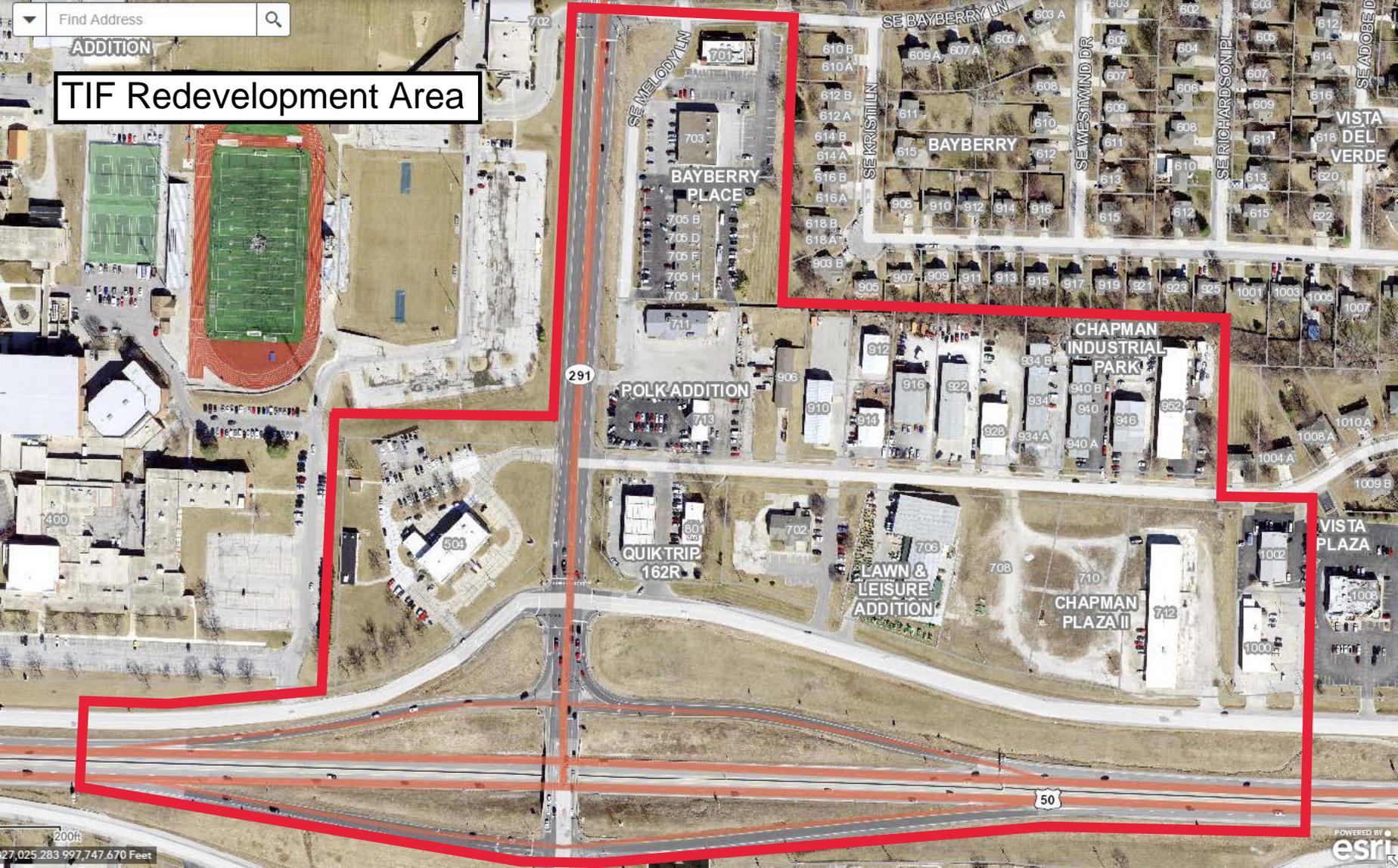
I. Cost-Benefit Analysis. A cost-benefit analysis associated with implementation of the Redevelopment Projects #1, #2 and #3 is attached as **Exhibit 9**, which shows the impact on every Taxing District if Redevelopment Projects #1, #2 and #3 are built and not built, and the resulting economic benefits to each Taxing District.

J. Gambling Establishment. This Plan does not include the initial development or redevelopment of any gambling establishment as defined in the Act.

EXHIBIT 1.
MAP OF REDEVELOPMENT
AREA AND REDEVELOPMENT
PROJECT AREAS

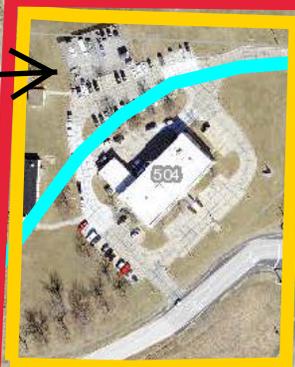
ADDITION

TIF Redevelopment Area



TIF Project Areas

Project 1



Project 3



Project 2



Project 4



291

50

EXHIBIT 2.
LEGAL DESCRIPTION OF
REDEVELOPMENT AREA AND
REDEVELOPMENT PROJECT
AREAS

Legal Description of TIF Redevelopment Area

BEGINNING AT THE SOUTHEAST CORNER OF LOT 10 OF CHAPMAN INDUSTRIAL PARK PLAT 2, A LEES SUMMIT SUBDIVISION, THENCE NORTH ALONG THE EAST LINE OF LOT 10 TO THE NORTH LINE OF SAID SUBDIVISION, THENCE WEST ALONG THE NORTH LINE TO THE NORTHEAST CORNER OF LOT 3 OF CHAPMAN INDUSTRIAL PARK, CONTINUING WEST ALONG THE NORTH LINE OF SAID SUBDIVISION TO THE NORTHEAST CORNER OF LOT 5B OF POLK ADDITION LOTS 5A AND 5B, THENCE WEST ALONG NORTH LINE OF SAID SUBDIVISION TO THE SOUTHEAST CORNER OF LOT 3 OF BAYBERRY PLACE, THENCE NORTH ALONG THE EAST LINE AND THEN WEST ALONG NORTH LINE OF SAID SUBDIVISION, TO A POINT ON THE EASTERLY ROW LINE OF MO RTE 291, THENCE WEST TO A POINT ON THE WESTERLY ROW LINE OF MO RTE 291, THENCE SOUTH ALONG SAID WESTERLY ROW LINE TO THE NORTHEAST CORNER OF AN UNPLATTED TRACT OF LAND OWNED BY THE STATE OF MISSOURI, THENCE WEST ALONG THE NORTH LINE, THENCE SOUTH ALONG THE WEST LINE OF SAID TRACT TO A POINT ON THE NORTHERLY ROW OF SE BLUE PKWY, THENCE WEST ALONG SAID ROW A DISTANCE OF 500 FT MOL, THENCE SOUTH TO A POINT ON THE SOUTHERN EASTBOUND RAMP OF SE US 50 HWY TO MO RTE 291, THENCE EAST ALONG SAID RAMP TO A POINT ON THE CENTERLINE OF SE HAMBLER RD, THENCE EAST TO A POINT ON THE SOUTHERN EASTBOUND RAMP OF MO RTE 291 TO SE US 50 HWY, THENCE EAST ALONG SAID RAMP TO A POINT ON SE US 50 HWY, THENCE EAST ALONG SE US 50 HWY A DISTANCE OF 500 FT MOL, THEN NORTH TO A POINT ON THE NORTHERLY ROW OF SE BLUE PKWY, SAID POINT ALSO BEING THE SE CORNER OF LOT 2 OF FARMERS COMMERCIAL LOTS 1 AND 2, A LEES SUMMIT SUBDIVISION, THENCE NORTH ALONG THE EAST LINE AND THEN WESTERLY ALONG THE NORTH LINE TO THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID CORNER ALSO LYING ON THE SOUTHERLY ROW LINE OF SE 7TH TER, THENCE WEST A DISTANCE OF 40 FT MOL, THENCE NORTH A DISTANCE OF 65 FT MOL TO THE POB.

Legal Description of TIF Redevelopment Project Areas

PROJECT 1

COMMENCING AT THE SOUTHWEST CORNER OF LOT 5A OF POLK ADDITION LOTS 5A AND 5B, A LEES SUMMIT SUBDIVISION, THENCE WEST TO A POINT ON THE WESTERLY ROW LINE OF MO RTE 291, THENCE SOUTH ALONG SAID WESTERLY ROW LINE TO THE NORTHEAST CORNER OF AN UNPLATTED TRACT OF LAND OWNED BY THE STATE OF MISSOURI, SAID NORTHEAST CORNER ALSO BEING THE POB, THENCE WEST ALONG THE NORTH LINE, THENCE SOUTH ALONG THE WEST LINE OF SAID TRACT TO A POINT ON THE NORTHERLY ROW OF SE BLUE PKWY, THENCE EAST 420 FT MOL TO A POINT ON THE NORTHEASTERN EDGE OF THE SOUTHBOUND MO RTE 291 TO WESTBOUND SE US 50 HWY RAMP, THENCE NORTH 280 FT MOL TO THE SE CORNER OF THE PREVIOUS UNPLATTED TRACT OF LAND OWNED BY THE STATE OF MISSOURI, SAID CORNER ALSO LYING ON THE WESTERLY ROW LINE OF MO RTE 291, THENCE NORTH ALONG SAID WESTERLY ROW LINE TO THE POB.

PROJECT 2

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1 OF QUIKTRIP 162R, A LEES SUMMIT SUBDIVISION, THENCE WEST ALONG THE SOUTH LINE THEN NORTHWESTERLY 62 FT MOL ALONG THE SOUTHWEST LINE OF SAID SUBDIVISION, THENCE WEST 12 FT MOL TO A POINT ON THE EASTERLY EDGE OF MO RTE 291, THENCE SOUTH 245 FT MOL TO A POINT ON THE WESTBOUND SE US 50 HWY TO NORTHBOUND MO RTE 291 RAMP, THENCE EAST 252 FT MOL, THENCE NORTH 200 FT MOL TO THE POB.

AND

A TRACT OF LAND IN LEES SUMMIT MO MORE PARTICULARLY DEFINED AS FOLLOWS: THE SOUTHERN 44 FT MOL OF LOT 1 OF QUIKTRIP 162R

PROJECT 3

ALL OF LOT 5A OF POLK ADDITION LOTS 5A AND 5B, A LEES SUMMIT SUBDIVISION RECORDED ON 9/27/2001 DOC 200110078588.

PROJECT 4

ALL OF LOT 1 OF "BAYBERRY PLACE REPLAT OF LOTS 1 & 2", A LEES SUMMIT SUBDIVISION RECORDED ON FEBRUARY 28, 1992 AT DOC 199211008904.

EXHIBIT 3.
BLIGHT STUDY

**BLIGHT STUDY
FOR THE
291 NORTH & HIGHWAY 50
REDEVELOPMENT AREA**

January 24, 2020

Lee's Summit, Missouri

A STUDY PREPARED BY:

The City of Lee's Summit, Missouri
220 SE Green Street
Lee's Summit, MO 64063

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SECTION I: INTRODUCTION

This Blight Study for the 291 North & Highway 50 Redevelopment Area was completed in January 2020. The proposed redevelopment area is located in Lee’s Summit, Jackson County, Missouri, in the vicinity of Highway 291, north of Highway 50. The Redevelopment Area and scope of this Blight Study is legally described in **Appendix A** and depicted in **Appendix B**.

The purpose of this analysis is to determine if the proposed 291 North and Highway 50 Redevelopment Area (the “Study Area”) is a “blighted area” as defined in the Real Property Tax Increment Allocation Redevelopment Act, Sections 99.800 to 99.865 RSMo (the “Act”). The proposed Redevelopment Area encompasses 26 tax parcels as described in **Appendix D** and contains approximately 56 acres of real property.

Representatives of the City’s Development Center visited the proposed Redevelopment Area in January 2020. The effective date of this study is January 24, 2020.

Definition of Blighted Area and Scope of Blight Analysis

RSMo 99.805 provides the following definition:

“**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; (RSMo 99.805(1).)

According to state law, it is not necessary for every condition of blight to be present in order to be eligible as a redevelopment area. Rather, an area can be qualified as a blighted area when as few as one or more conditions are present. The conditions need not be present in each parcel, but must be found in the Study Area as a whole. The Blight Study presents an overview of factors within the Study Area including a review of physical conditions sufficient to make a determination of a

blighted area. The “Summary of Findings” provides conclusions regarding the analysis and presence of blight in key areas; however, the Lee’s Summit City Council will make a final determination if the entire Study Area is a blighted area based on the extent to which conditions constitute a liability for the Study Area.

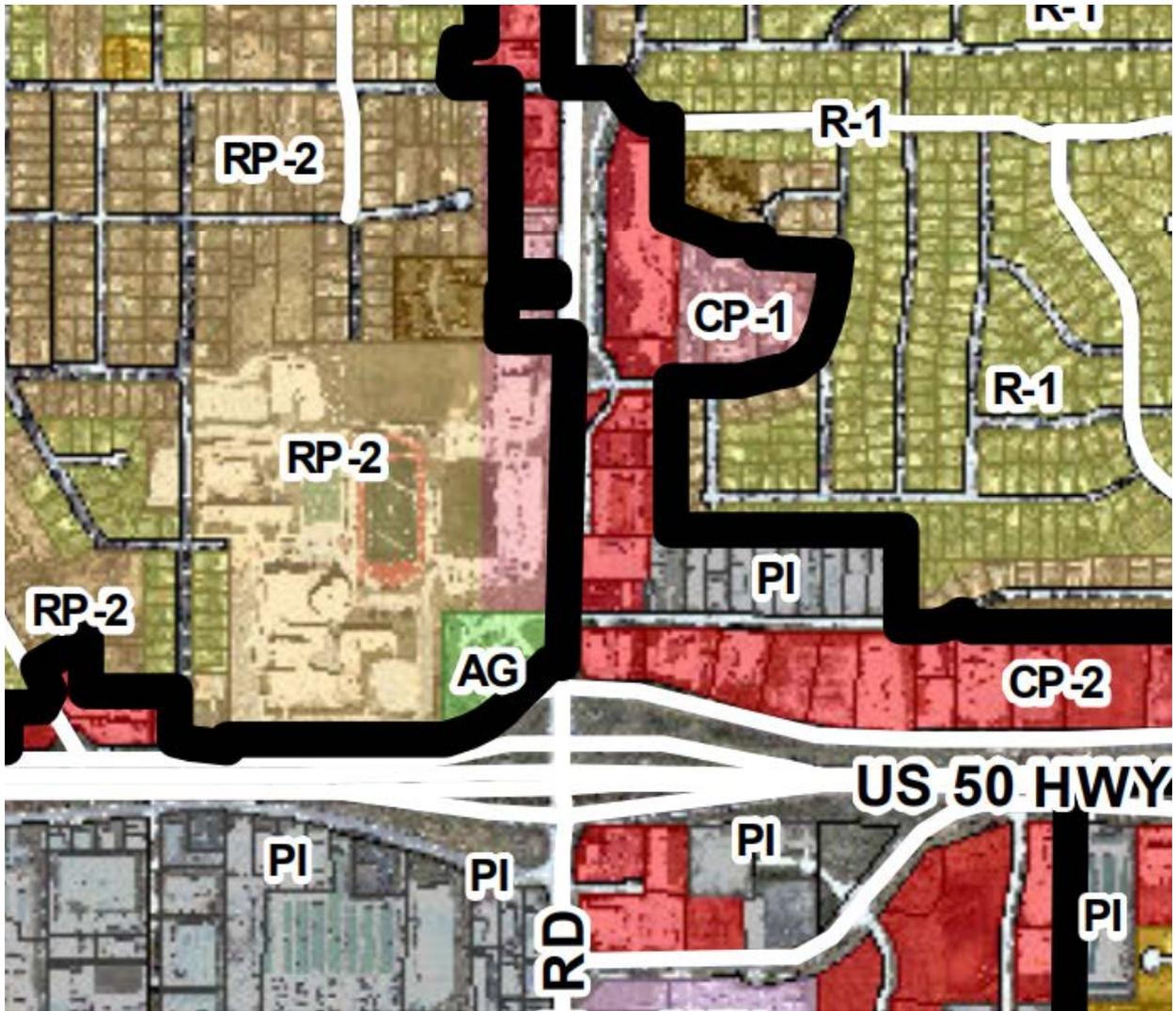
Study Methodology

This Blight Study includes an analysis of site, building, and public improvement conditions, evidenced by extensive photographs of the Study Area taken by City Staff. Qualifying blight conditions throughout the Study Area were identified and analyzed to produce this Study.

Field investigations were conducted to document the physical conditions within the categories of blight set out in the state statute. Pertinent Geographic Information Systems (GIS) data was obtained and analyzed, which is set forth in **Appendix D**. Additional supplemental and updated information was obtained, and the property was visited and inspected to verify the accuracy of the information.

Previous Blight Determination

All but one of the parcels in the proposed Redevelopment Area (all of Parcels #2-26 in **Appendix D**) have previously been found to be in a blighted area by the City Council pursuant to the Land Clearance for Redevelopment Authority Act set forth at Sections 99.300 *et seq.* of the Revised Statutes of Missouri (“LCRA Act”). As set forth in **Appendix C**, the City Council adopted Ordinance No. 7472 on June 5, 2014 which declared that significant portions of the City along certain arterial corridors were blighted areas under the LCRA Law. A map of the LCRA blighted area, as it pertains to the Study Area for this Blight Study, is:



LCRA Blighted Area in the Redevelopment Area pursuant to Ordinance No. 7472 adopted June 5, 2014

SECTION II: AREA OVERVIEW AND DESCRIPTION – PROPERTY DATA

The proposed Redevelopment Area contains 26 parcels of land and the total land area including rights-of-way is about 56 acres. The Highways 50 and 291 Interchange is a significant arterial highway connection in the City which is traversed by thousands of vehicles each day. The ownership and tax data associated with the parcels in the Redevelopment Area is set forth in **Appendix D**. Pictures which document the current conditions throughout the Redevelopment Area are set forth in **Appendix F**.

Many of the parcels contain land uses that were established many years ago. Old and deteriorating structures are prevalent throughout the Redevelopment Area. The road network and associated infrastructure are aged and deteriorating. There are no pedestrian paths or sidewalks in this area.

SECTION III: DETERMINATION OF BLIGHT CONDITIONS IN STUDY AREA

Significant findings of the Blight Study are presented in this discussion which follows. These findings are based on a review of documents and reports, interviews, field surveys, and analyses conducted in late 2019 and January 2020. Properties and buildings and road and highway conditions were evaluated and deficiencies noted. As previously explained, the purpose of this study was to determine whether conditions as defined by Section 99.805 of the Revised Statutes of Missouri exist in the Study Area. The principal categories reported here include:

- defective or inadequate street layout,
- unsanitary or unsafe conditions,
- deterioration of site improvements,
- improper subdivision or obsolete platting, and
- the existence of conditions which endanger life or property by fire and other causes.

The Appendix section of this report includes a table exhibiting the conditions of each property.

Blight Definition and Legal Standard

As presented in Section I, blight is defined as follows:

“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; (RSMo 99.805(1).)

In making a determination that an area is blighted, and in approving a redevelopment plan to clear the blight, the governing body of a municipality acts in its legislative capacity. *Crestwood Commons Redev. Corp v. 66 Drive-In, Inc.*, 812 S.W.2d 902, 910 (Mo.App. 1991); *Allright Missouri v. Civic Plaza Redevelopment*, 538 S.W.2d 320, 324 (Mo.1976). Judicial review is

limited to whether the legislative determination is arbitrary or is induced by fraud, collusion or bad faith or whether the City exceeded its powers. *Crestwood*, 812 S.W.2d at 910; *Parking Sys., Inc. v. Kansas City Down. Redev. Corp.*, 518 S.W.2d 11, 15 (Mo. 1974).

The issue of whether a legislative determination is arbitrary rests on the facts of each case. *Allright Missouri*, 538 S.W.2d at 324. In determining whether the burden is met, the courts cannot interfere with a discretionary exercise of judgment in determining a condition of blight in a given area. *Id.* Unless it appears that the conclusion of a municipal governing body is clearly arbitrary, the courts will not substitute its opinion for that of the governing body. *Id.* If the governing body's action is reasonably doubtful or even fairly debatable, then a court cannot substitute its opinion for that of the governing body. *Id.* A municipal blight declaration is conclusive unless it is shown by clear proof that the finding was arbitrary or was induced by fraud, collusion or bad faith. *State ex rel. United States Steel v. Koehr*, 811 S.W.2d 385, 389 (Mo. 1991).

An area may properly be determined to be blighted even though it may contain some vacant land or structures which are not themselves offensive. *Parking Systems, Inc. v. Kansas City Downtown Redev. Corp.*, 518 S.W.2d 11, 15 (Mo. 1974). A single parcel of property may be declared blighted. *Crestwood Commons*, 812 S.W.2d at 910. A blighted area may include parcels which are not in themselves blighted if those parcels are necessary to provide a tract of sufficient size or accessibility to attract developers. *Tierney v. Planned Indus. Expansion Auth.*, 742 S.W.2d 146, 150-51 (Mo. 1987); *State ex rel. Atkinson v. Planned Industrial Expansion Authority of St. Louis*, 517 S.W.2d 36 (Mo. banc 1975). Blighted areas are not restricted to "slum clearance." *Tierney*, 742 S.W.2d at 151. Economic underutilization is valid basis on which to declare property blighted and exercise the power of eminent domain. *Id.*; *Crestwood Commons*, 812 S.W.2d at 910.

It is within the discretion of a municipal governing body to make a finding that vacant and

undeveloped property is blighted if there is evidence that one or more of characteristics from the definition of “blighted area” in Section 99.805(1), RSMo, are present, and if the governing body makes a finding of blight based on these facts. If the governing body’s decision reasonably doubtful or fairly debatable, a court will defer to the decision of the governing body. The Missouri courts will overturn a blight finding only if there is no evidence supporting the decision and the issue is not even fairly debatable, or if the blight finding was induced by fraud, collusion or bad faith of the governing body.

The remainder of this Section discussed the five “Factors” in the definition of Blighted Area and then the three “Conditions” that are caused by the Factors:

Blighted Area Factors and Conditions	
<u>Factors:</u>	
1	Defective or inadequate street layout
2	Insanitary or unsafe conditions
3	Deterioration of site improvements
4	Improper subdivision or obsolete platting
5	Conditions which endanger life or property by fire and other causes
<u>Conditions:</u>	
1	Retards the provision of housing accommodations
2	Economic or social liability
3	Menace to the public health, safety, morals, or welfare

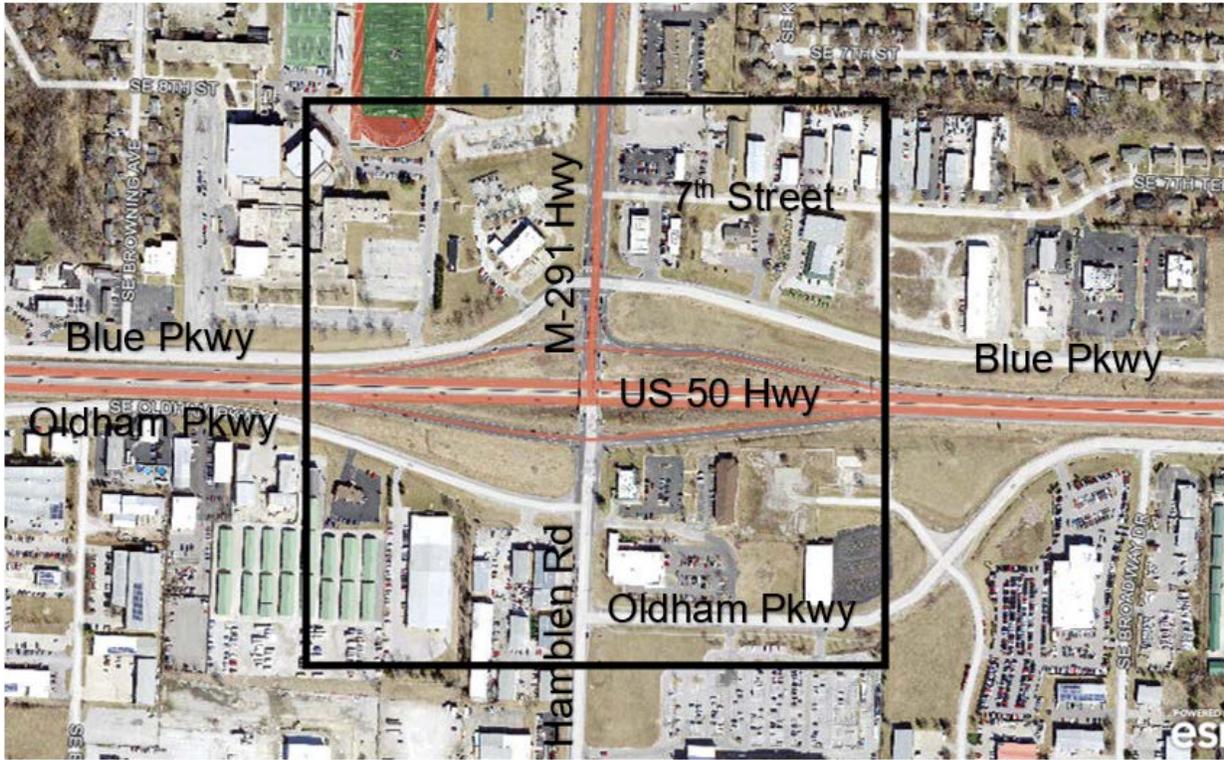
Factor #1: Defective or Inadequate Street Layout

Conditions typically associated with defective or inadequate street layout include poor vehicular access and/or internal circulation within the Study Area; inadequate capacity to handle traffic for existing and intended uses; substandard driveway definition and parking layout (e.g., lack of curb cuts, awkward entrance and exit points); offset or irregular intersections; substandard or nonexistent pedestrian circulation; lack of proper drainage for stormwater and the presence of ditches which create open pools of water.

The existing road system serving the study area is marginally inadequate for the existing conditions and substantially inadequate to accommodate new development, redevelopment and future growth. Defective and inadequate street characteristics include the following points.

1. Interchange Design, Capacity and Functionality

The M-291 and US 50 Highway North Junction Interchange as referenced “Interchange” herein and hereafter generally includes the frontage/outer roads to US 50 Highway (i.e. Blue Parkway and Oldham Parkway), US 50 Highway On/Off Ramps to/from M-291 Highway, and bridge(s) over US 50 Highway along the alignment of M-291 Highway extending from Hamblen Road. The Interchange is illustrated on the next page:



The Interchange has insufficient capacity to serve the Study Area, as evident by failing levels of service for various existing traffic operations and individual traffic movements based on industry accepted standard measures of performance prepared by the Missouri Department of Transportation. The City of Lee's Summit adopted a Level of Service Goal C or D for certain situations by Resolution 04-15. Levels of service are described in Table 1. Inadequate capacity is a result of too few travel lanes, closely spaced intersections that do not comply with current Access Management practices (i.e. City Access Management Code or MoDOT Access Management Guidelines), and limited vehicle queuing distances that creates vehicle conflicts, excessive delays and potential safety issues for the current and forecast demand. The Interchange provides principle access to the Study Area.

Existing (5 lane bridge) 2016 PM: US-50 at MO-291N																		
Location			Queue Measures				Delay Measures				Throughput							
Intersection		Movement	Lengths (ft)		Allowable Storage (ft)	Percentages		Avg Delay (S)	Vehicles	movement LOS	Intersection		Percentage of Desired					
Name			Average	Maximum		Average	Maximum				Delay (S)	LOS						
Blue Parkway	SBL		85	527	225	38%	234%	66	74	E	18	B	94%					
Blue Parkway	SBT		93	537		41%	239%	18	1115	B			99%					
Blue Parkway	SBR							8	44	A			102%					
Blue Parkway	WBL		74	377				58	153	E			99%					
Blue Parkway	WBT		74	379				41	76	D			101%					
Blue Parkway	WBR									26			84	C	99%			
Blue Parkway	NBL		65	249	150	43%	166%	68	32	E			100%					
Blue Parkway	NBT		79	259		53%	173%	4	1097	A			100%					
Blue Parkway	NBR									2			256	A	100%			
Blue Parkway	EBL		53	269				55	26	D			96%					
Blue Parkway	EBT									58			78	E	94%			
Blue Parkway	EBR									43			49	D	98%			
north	US-50	SBT	160	472	150	107%	315%	19	827	B	13	B	100%					
north	US-50	SBR					5	489	A	98%								
north	US-50	WBL	16	220	1000	2%	22%	63	35	E			103%					
north	US-50	WBR	29	285		3%	28%	28	217	C			101%					
north	US-50	NBL	27	241	185	14%	130%	16	309	B			98%					
north	US-50	NBT	30	242		16%	131%	8	1167	A			99%					
south	US-50	SBL	43	255	185	23%	138%	16	308	B	41	D	101%					
south	US-50	SBT												10	555	A	99%	
south	US-50	NBT	522	847	190	275%	446%	45	867	D			99%					
south	US-50	NBR												35	86	C	98%	
south	US-50	EBL						298	988	920			32%	107%	73	608	E	100%
south	US-50	EBR						314	1,006				34%	109%	45	379	D	99%

Table 1: Current Interchange Levels of Service

If the Interchange is not reconstructed, the levels of service in 20 years will deteriorate to lower levels of service as illustrated on Table 2:

No-Build (5 lane bridge) 2040 PM: US-50 at MO-291N																		
Location			Queue Measures				Delay Measures				Throughput							
Intersection	Movement	Lengths (ft)		Allowable	Percentages		Avg	Vehicles	movement	Intersection								
Name		Average	Maximum	Storage (ft)	Average	Maximum	Delay (S)		LOS	Delay (S)	LOS	Percentage of Desired						
Blue Parkway	SBL	1,463	1,702	225	650%	756%	92	76	F	35	C	76%						
Blue Parkway	SBT	1,467	1,699		652%	755%	51	1025	D			79%						
Blue Parkway	SBR				18	43	B	80%										
Blue Parkway	WBL	163	659			74	179	E	94%									
Blue Parkway	WBT	164	661			46	92	D	99%									
Blue Parkway	WBR			37	102	D	95%											
Blue Parkway	NBL	81	251	150	54%	167%	68	30	E			73%						
Blue Parkway	NBT	98	261		66%	174%	6	1129	A			79%						
Blue Parkway	NBR				3	257	A	79%										
Blue Parkway	EBL				150	496			91			34	F	97%				
Blue Parkway	EBT	93	99				F	94%										
Blue Parkway	EBR	89	59	F			94%											
north	US-50	SBT	320	701	150	214%	467%	26	803	C	18	B	81%					
north	US-50	SBR						6	459	A			82%					
north	US-50	WBL						60	422	1000			6%	42%	66	37	E	95%
north	US-50	WBR						92	477	9%			48%	45	256	D	98%	
north	US-50	NBL						27	288	185			15%	156%	17	263	B	74%
north	US-50	NBT						32	290	17%			157%	11	1160	B	75%	
south	US-50	SBL	108	289	185	58%	156%	30	299	C	63	E	80%					
south	US-50	SBT						19	542	B			82%					
south	US-50	NBT	892	1,010	190	470%	532%	54	819	D			73%					
south	US-50	NBR						45	76	D			77%					
south	US-50	EBL						1,184	1,708	920			129%	186%	111	603	F	78%
south	US-50	EBR						1,187	1,707	129%			186%	107	330	F	77%	

Table 2: Interchange Level of Service in 2040

2. Interchange Reconstruction

The Interchange has marginally inadequate capacity to accommodate the volume of existing vehicular traffic and no capacity for the increased traffic volume that would result from development activity. Additional Interchange capacity requires Interchange reconstruction and relocation and/or limited access improvements to Blue Parkway and Oldham Parkway. The existing Interchange, especially existing bridge structure(s), cannot be expanded (e.g. widened) to add capacity due to its physical and spatial deficiencies, age and design. The operational deficiencies caused by close spacing of the frontage/outer roads to highway ramps similarly cannot be mitigated without reconstruction and realignment of said roadways.

The two factors discussed above are also present for pedestrians and bicyclists.

3. Blue Parkway Proximity and Access Management

The desirable distance between signalized ramps and frontage roads is 1,320'. Blue Parkway in relation to the Interchange has approximately 10% of this distance. The distance on Blue Parkway from MO-291 to the first entrances (HP and particularly QT) is currently an operational challenge. It is difficult to provide signal progression in both directions between the north ramp terminal and Blue Parkway.

Factor #2: Improper Subdivision or Obsolete Platting

The conditions which demonstrate improper subdivision or obsolete platting include irregular lot shape, size and layout, inadequate lot size, lack of uniform platting, piecemeal that does not account for a cohesive layout of lots, and poor vehicle and pedestrian access. The plats which have been approved in the Redevelopment Area are set forth in **Appendix E**.

The lots fronting on Blue Parkway, 7th Terrace and Melody Lane on the east side of Highway 291 are platted in several different plats that do not have uniform lot sizes or lot configurations. The plats appear to have been approved on a piecemeal lot-by-lot basis, without regard to the surrounding property, surrounding lot configurations, or the public improvements and services that are needed to serve the lots and the area as a whole. The property owned by the State of Missouri on the west side of Highway 291 (Highway Patrol Troop A Headquarters) has not been platted.

This series of irregular and inconsistent plats represent a lack of subdivision controls in the area and are obsolete platting as compared to the current requirements of the City's Unified Development Ordinance. Under ideal conditions for redevelopment, the area would be replatted for redevelopment, focusing on consistent lot configurations, the placement of realigned Blue

Parkway, and other public improvements and services. Also, the State of Missouri property will need to be platted for redevelopment.

Factor #3: Unsanitary or Unsafe Conditions

The roadways discussed above under Component #1 represent significant unsafe conditions. The inadequate road system by way of insufficient capacity and lack of facilities poses a hazard to motorists, and in some instances would impair emergency vehicle access. The Interchange does not have any facilities for pedestrians or bicyclists to use Highway 291, Blue Parkway, Oldham Road, or a method to cross Highway 50 or otherwise access and move around in the Study Area. There are no sidewalks, shared-use paths, stop sign or traffic light controlled roadway crossings for pedestrians or cyclists.

Data from MoDOT covering the time period 2014 to 2018 demonstrate the unsafe conditions of the Interchange area. There were 242 crashes in the Interchange during this time period. There were no fatal crashes. One serious-injury crash occurred. 32 minor-injury crashes were found and 209 property-damage-only crashes were found. The serious injury was “northbound left” vs “southbound through” at Blue Parkway (where there is a permissive left-turn phase). The crash data from MoDOT is as follows:

<u>Crash Locations</u>	
Intersection of MO-291 and 7 th Terrace	22
Intersection of MO-291 and Blue Parkway	103
Intersection of MO-291 and US-50 (north ramps)	63
Intersection of MO-291 and US-50 (south ramps)	11
Intersection of Hamblen Road and Oldham Parkway (west side)	24
Intersection of Hamblen Road and Oldham Parkway (east side)	4
Attributed to segments rather than intersections	15
<u>Crash Types</u>	
Left turns:	
North of Highway 50	36
South of Highway 50	5
Rear end	
North of Highway 50	74
South of Highway 50	22

MoDOT staff has indicated that the crash reports correlate with recurring congestion in and around the Interchange. MoDOT staff has further indicated to City staff that the Interchange would compete well in the cost share program given the deteriorated conditions of the Interchange and the safety concerns of the area, which attests to the blight factors for this Study.

Factor #4: Deterioration of Site Improvements

The condition of deterioration of site improvements was primarily established through observation of exterior physical conditions of the parcels and rights-of-way within the Study Area.

Numerous structures in the Redevelopment Area suffer from various stages of and conditions of general deterioration. Rights-of-way areas, driveways that transition from right-of-way to private property, and parking fields all exhibit a general state of deterioration due primarily to the aging of development in the area and lack of upkeep. The following conditions are common throughout the Redevelopment Area which are evidence of extensive deterioration:

- cracked and crumbling curbs and road shoulders
- curb and pavement patchwork that is now also crumbling
- cracked and crumbling parking lots and parking fields
- missing and deteriorating pavement
- pavement and parking lot staining and discoloration
- cracked and crumbling parking back-stops
- sidewalk breaks, deterioration and misalignments
- missing and crumbling pavement in driveways that connect to public rights-of-way
- general building deterioration, such as damaged downspouts, roof features, ramps, stairs, exterior HVAC units
- broken and missing fencing
- burned-out grass and vegetation areas
- ruts and erosion caused by storm run-off
- washed out gravel areas
- street crazing, pavement fatigue and potholes
- sub-base failure and poor roadway drainage
- weeds and overgrown vegetation
- standing water and permanently muddy areas due to lack of adequate drainage
- sign damage and deterioration
- vacant structures
- trash and debris.

The photos in **Appendix F** illustrate the deterioration of site improvements in the Redevelopment Area.

Factor #5: Conditions which Endanger Life or Property by Fire and Other Causes

The primary danger to life and property are in the form of traffic accidents in the Redevelopment Area. The dangers presented to people and property due to the unsafe road conditions are set forth above for Factor #3.

Condition #1: Retards the provision of Housing Accommodations

This factor is not an issue in this Redevelopment Area because this is a commercial area.

Condition #2: Economic or Social Liability

The following economic characteristics of property can be evaluated to determine if the property is a blighted area based on economic liability:

- Reduced or negligible income;
- Impaired economic value;
- Depreciated values;
- Impaired investments;
- Costs associated with curing the dangers that are posed to life and property.

The initial four Redevelopment Project Areas are either vacant land or owned by entities that do not generate taxes. Redevelopment Project #1 is owned by the State of Missouri and generates no property taxes or sales taxes for the taxing districts. Redevelopment Project #2 is vacant area that could be occupied by retail business. Redevelopment Projects #3 and #4 are closed restaurants that no longer generate sales taxes. The Missouri Supreme Court has determined that “the concept of urban redevelopment has gone far beyond ‘slum clearance’ and the concept of economic underutilization is a valid one.” The Study Area constitutes an economic liability to the City in

that certain parcels are producing less tax income than surrounding developed properties and the property values have decreased or remained stagnant for an extended period of time.

Automobile accidents present a cost to the community in the form of damage repair to vehicles that are involved in traffic accidents and medical bills associated with treatment of accident victims.

Condition #3: Menace to Public Health, Safety, Morals or Welfare

As discussed above for several Factors, the dangers posed by increased traffic accidents due to inadequate road capacity and traffic congestion also constitute a menace to the public health, safety and welfare.

Conclusion

Each of the five Factors of a Blighted Area are present in the proposed Redevelopment Area. Two of the three Conditions of a Blighted Area are present in the Redevelopment Area. The area suffers from extensive traffic congestion which presents significant and ongoing accident hazards, raising costs to the community. Several parcels are vacant or owned by governmental entities and present an economic liability to the community. Deterioration of site improvements are present throughout the Study Area. The platting in the Study Area is obsolete and would not meet the current UDO standards.

Based on the analysis of this Blight Study, the Redevelopment Area is a Blighted Area as defined in the TIF Act. The City Council can make a finding that that the proposed Redevelopment Area is a Blighted Area. The dominant blighting factors in the proposed Redevelopment Area include:

- Defective and inadequate street layout
- Deterioration of site improvements

- Obsolete platting
- Conditions which endanger life and property
- Blighting Factors creating an economic and social liability
- Blighting Factors creating a menace to the public health, safety and welfare.

APPENDIX A

LEGAL DESCRIPTION OF REDEVELOPMENT AREA

BEGINNING AT THE SOUTHEAST CORNER OF LOT 10 OF CHAPMAN INDUSTRIAL PARK PLAT 2, A LEES SUMMIT SUBDIVISION, THENCE NORTH ALONG THE EAST LINE OF LOT 10 TO THE NORTH LINE OF SAID SUBDIVISION, THENCE WEST ALONG THE NORTH LINE TO THE NORTHEAST CORNER OF LOT 3 OF CHAPMAN INDUSTRIAL PARK, CONTINUING WEST ALONG THE NORTH LINE OF SAID SUBDIVISION TO THE NORTHEAST CORNER OF LOT 5B OF POLK ADDITION LOTS 5A AND 5B, THENCE WEST ALONG NORTH LINE OF SAID SUBDIVISION TO THE SOUTHEAST CORNER OF LOT 3 OF BAYBERRY PLACE, THENCE NORTH ALONG THE EAST LINE AND THEN WEST ALONG NORTH LINE OF SAID SUBDIVISION, TO A POINT ON THE EASTERLY ROW LINE OF MO RTE 291, THENCE WEST TO A POINT ON THE WESTERLY ROW LINE OF MO RTE 291, THENCE SOUTH ALONG SAID WESTERLY ROW LINE TO THE NORTHEAST CORNER OF AN UNPLATTED TRACT OF LAND OWNED BY THE STATE OF MISSOURI, THENCE WEST ALONG THE NORTH LINE, THENCE SOUTH ALONG THE WEST LINE OF SAID TRACT TO A POINT ON THE NORTHERLY ROW OF SE BLUE PKWY, THENCE WEST ALONG SAID ROW A DISTANCE OF 500 FT MOL, THENCE SOUTH TO A POINT ON THE SOUTHERN EASTBOUND RAMP OF SE US 50 HWY TO MO RTE 291, THENCE EAST ALONG SAID RAMP TO A POINT ON THE CENTERLINE OF SE HAMBLEN RD, THENCE EAST TO A POINT ON THE SOUTHERN EASTBOUND RAMP OF MO RTE 291 TO SE US 50 HWY, THENCE EAST ALONG SAID RAMP TO A POINT ON SE US 50 HWY, THENCE EAST ALONG SE US 50 HWY A DISTANCE OF 500 FT MOL, THEN NORTH TO A POINT ON THE NORTHERLY ROW OF SE BLUE PKWY, SAID POINT ALSO BEING THE SE CORNER OF LOT 2 OF FARMERS COMMERCIAL LOTS 1 AND 2, A LEES SUMMIT SUBDIVISION, THENCE NORTH ALONG THE EAST LINE AND THEN WESTERLY ALONG THE NORTH LINE TO THE NORTHWEST CORNER OF SAID SUBDIVISION, SAID CORNER ALSO LYING ON THE SOUTHERLY ROW LINE OF SE 7TH TER, THENCE WEST A DISTANCE OF 40 FT MOL, THENCE NORTH A DISTANCE OF 65 FT MOL TO THE POB.

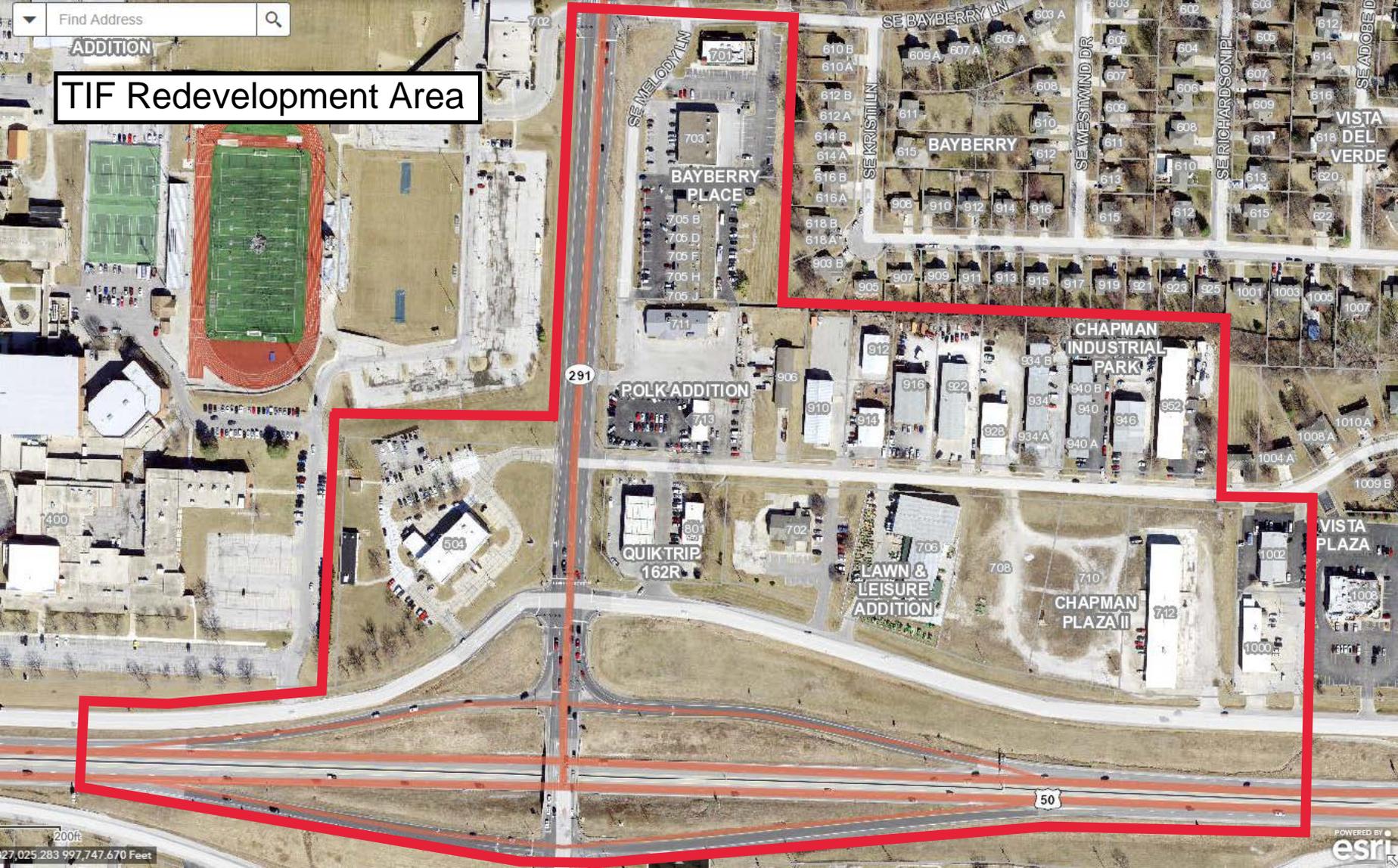
Contains 56 acres, more or less.

APPENDIX B
MAP OF REDEVELOPMENT AREA

[See attached]

ADDITION

TIF Redevelopment Area



APPENDIX C
LCRA BLIGHT FINDING IN ORDINANCE NO. 7472

[See attached]

AN ORDINANCE DECLARING CERTAIN PROPERTY WITHIN THE CITY OF LEE'S SUMMIT, MISSOURI, TO BE BLIGHTED AND DESIGNATED AS A LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY URBAN RENEWAL AREA, TO BE KNOWN AS THE US 50 / M-291 HIGHWAY URBAN RENEWAL AREA, PURSUANT TO THE PROVISIONS OF THE LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY LAW.

WHEREAS, in 1961, City of Lee's Summit held a special election where the qualified voters voted in favor of accepting the provisions of §99.300 through §99.660 RSMo as amended, known and cited as the "Land Clearance for Redevelopment Authority Law" of the State of Missouri ("Law"); and,

WHEREAS, on September 1, 2009, the Mayor of Lee's Summit appointed members to reactivate the Land Clearance for Redevelopment Authority within Lee's Summit; and,

WHEREAS, after mailing invitations to all property owners within the area shown in Exhibit A as attached to this ordinance (the "Area") on November 13, 2013, the Land Clearance for Redevelopment Authority held a public information meeting to obtain feedback from affected property owners, and received positive feedback and interest from those in attendance; and,

WHEREAS, on April 23, 2014, the Land Clearance for Redevelopment Authority held a public meeting to consider the proposal to designate the Area as blighted and designate same as the US 50 / M-291 Highway Urban Renewal Area, and recommended the City Council find the Area blighted in accordance with the Law and approve said Urban Renewal Area; and,

WHEREAS, on May 1, 2014, the City Council held a public hearing at which all interested persons were afforded an opportunity to make comments, file written objections, and be heard orally; and,

WHEREAS, on May 1, 2014, the City Council having heard and considered the objections, protests, comments, and other evidence adduced at the public hearing, closed the public hearing and voted to direct City Staff to present an ordinance approving the designation of the Area as blighted and designating it as the US 50 / M-291 Highway Urban Renewal Area.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT, MISSOURI, as follows:

SECTION 1. That the City Council hereby finds that the Area described in Exhibit A, which is attached hereto and incorporated herein be referenced, is a blighted area under the provisions of the Law and has not been subject to growth and development due to the following factors:

- A. Predominance of defective or inadequate street layout
- B. Insanitary or unsafe conditions
- C. Deterioration of site improvements
- D. Improper subdivision or obsolete platting; and

- E. 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.

SECTION 2. That the Area described in Exhibit A shall be known as the "US 50 / M-291 Highway Urban Renewal Area".

SECTION 3. That this ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

PASSED by the City Council of the City of Lee's Summit, Missouri, this 5th day of June, 2014.



Mayor Randall L. Rhoads

ATTEST:



City Clerk Denise R. Chisum

APPROVED by the Mayor of said city this 12th day of June, 2014.



Mayor Randall L. Rhoads

ATTEST:



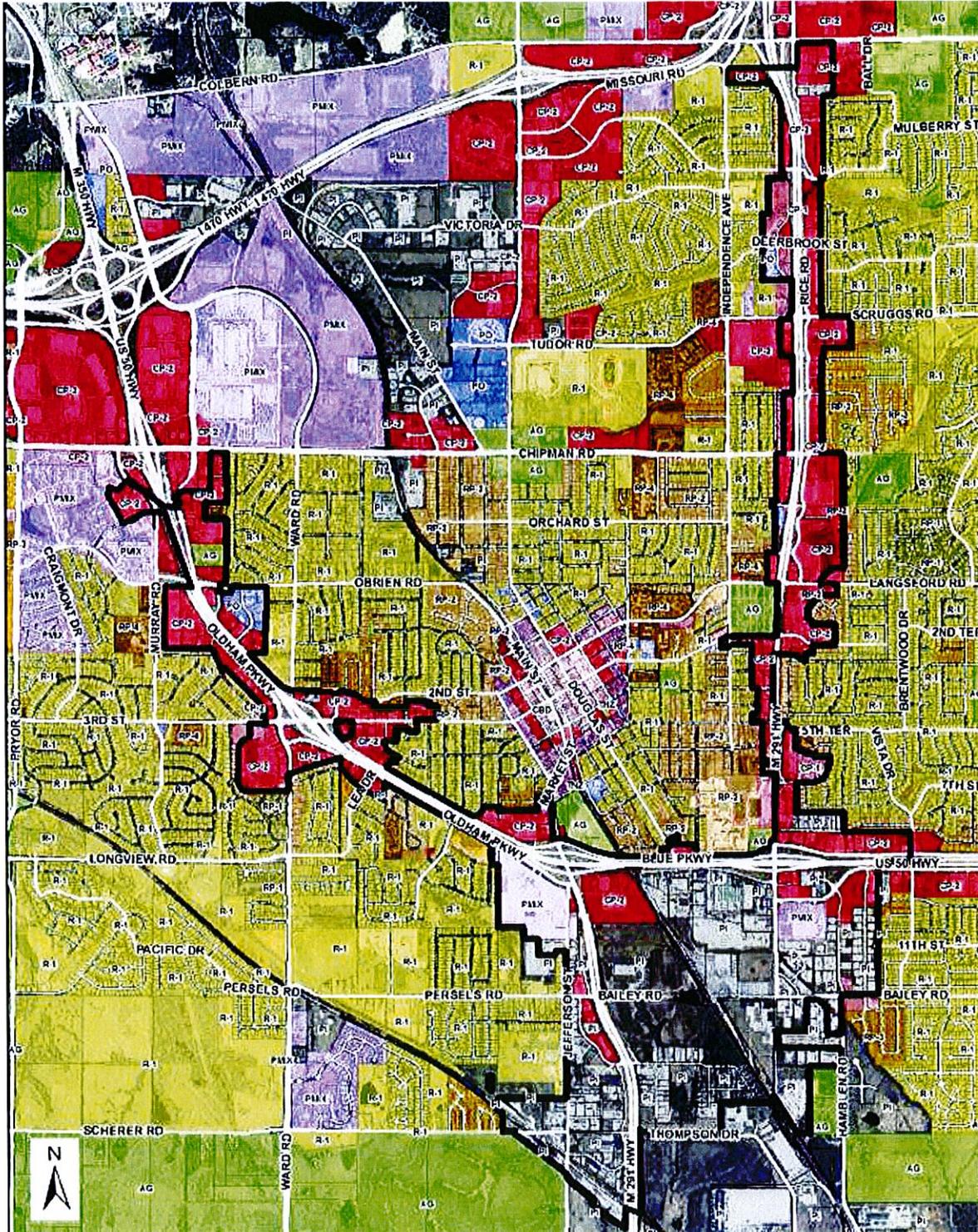
City Clerk Denise R. Chisum

APPROVED AS TO FORM:

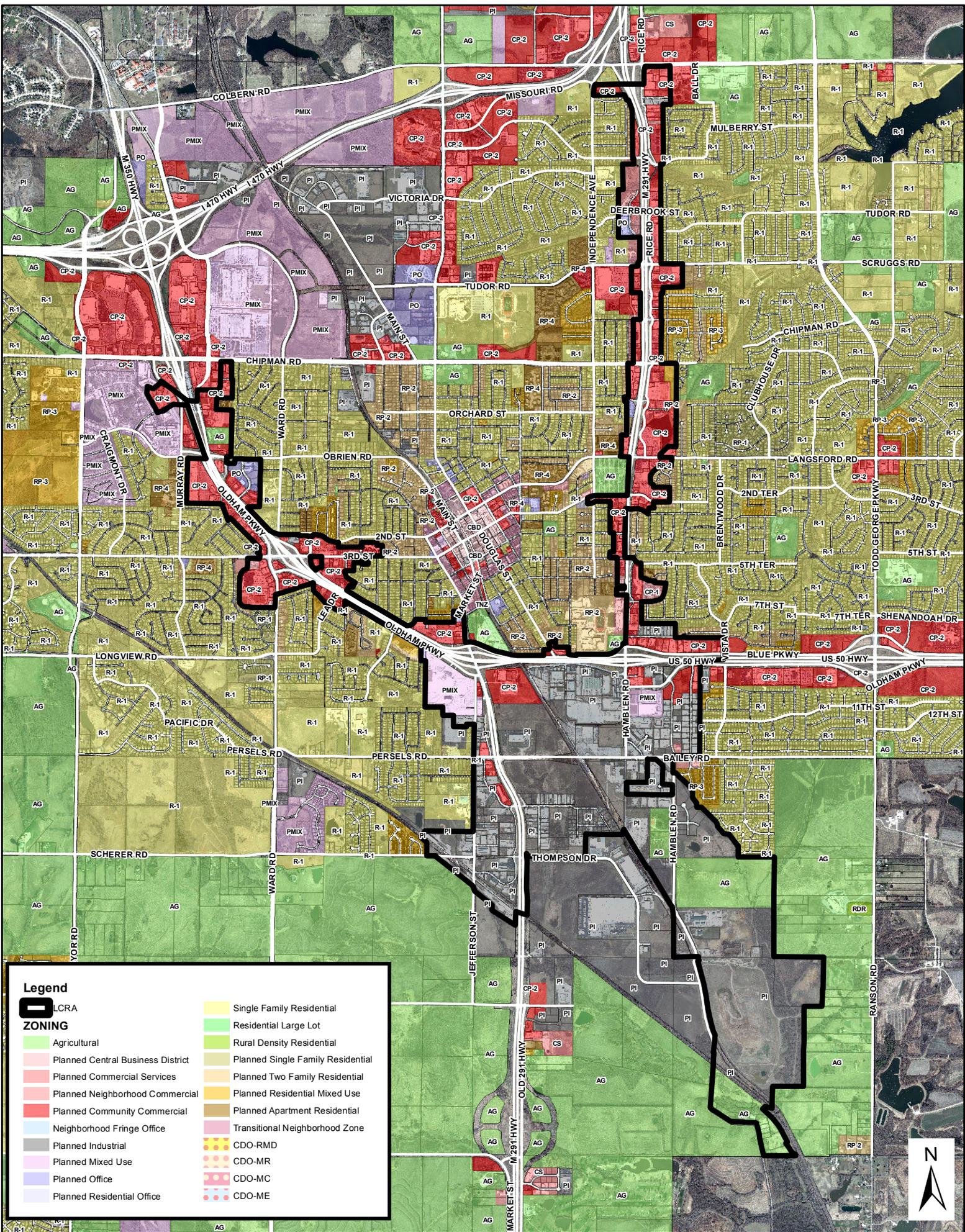


Deputy City Attorney John L. Mautino

Attachment A



US 50 / M-291 Highway Urban Renewal Area



Legend

- | | |
|--|---|
|  LCRA |  Single Family Residential |
| ZONING |  Residential Large Lot |
|  Agricultural |  Rural Density Residential |
|  Planned Central Business District |  Planned Single Family Residential |
|  Planned Commercial Services |  Planned Two Family Residential |
|  Planned Neighborhood Commercial |  Planned Residential Mixed Use |
|  Planned Community Commercial |  Planned Apartment Residential |
|  Neighborhood Fringe Office |  Transitional Neighborhood Zone |
|  Planned Industrial |  CDO-RMD |
|  Planned Mixed Use |  CDO-MR |
|  Planned Office |  CDO-MC |
|  Planned Residential Office |  CDO-ME |

APPENDIX D

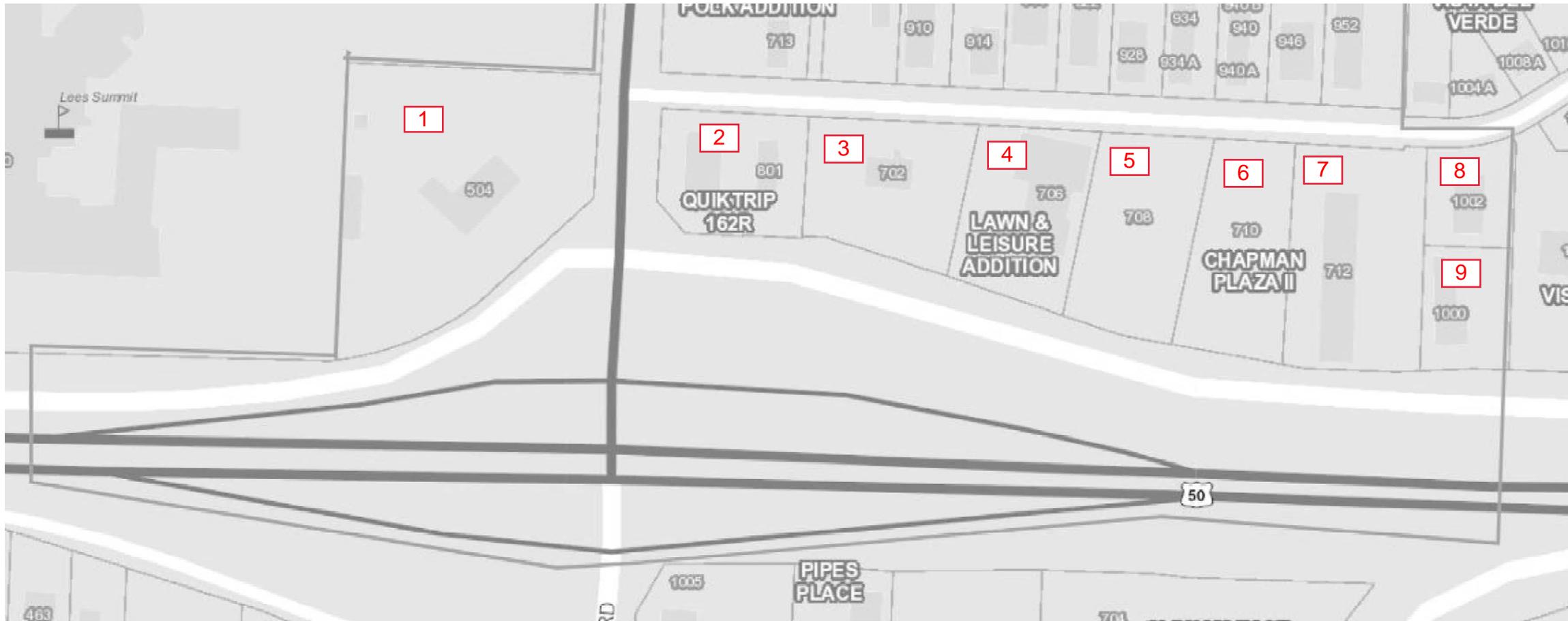
PARCEL OWNERSHIP AND TAX DATA

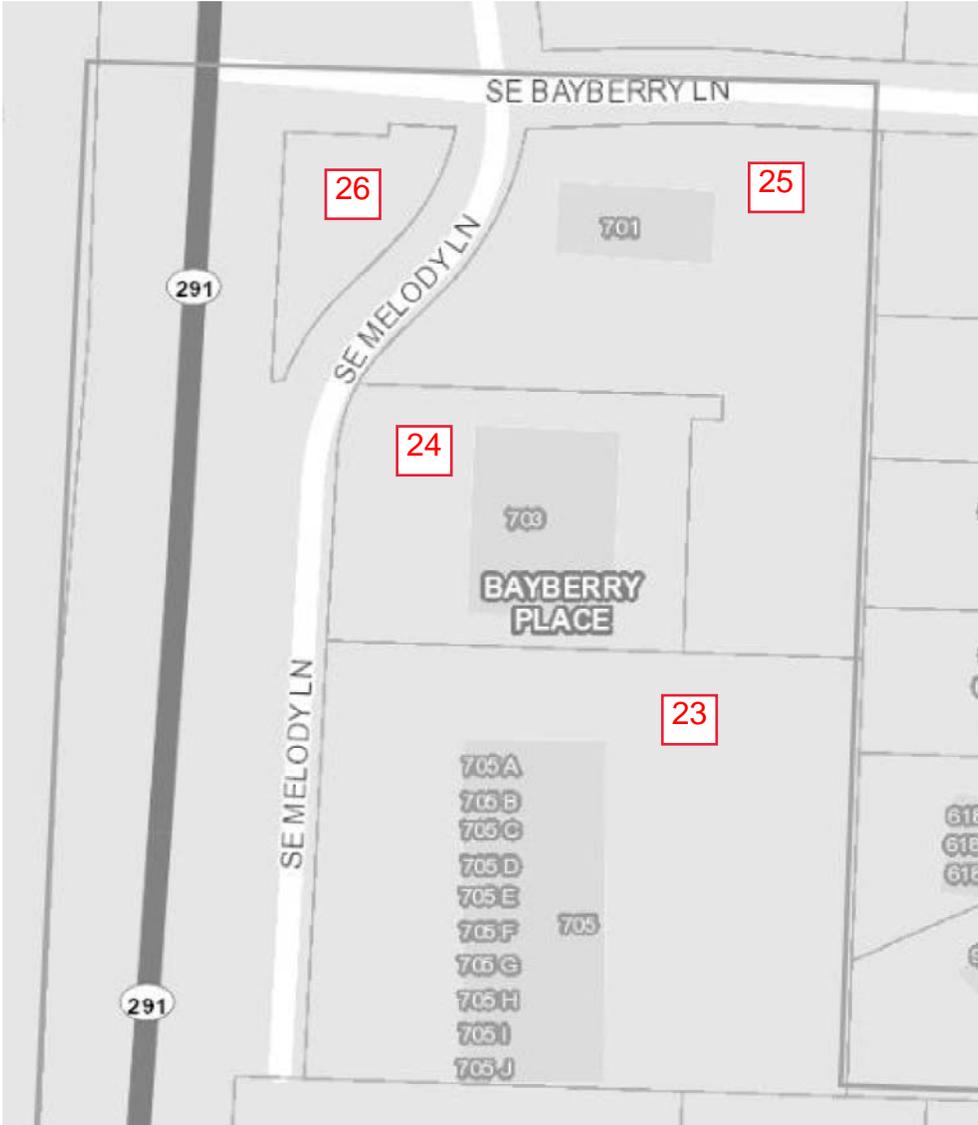
[See attached]

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PARCEL DATA FOR REDEVELOPMENT AREA

Parcel Number	Owner	Business	Tax Parcel	Address	Market Value	Assessed Value	Taxable Value
1	State of Missouri	Missouri Highway Patrol Troop A	61-510-02-40-00-0-00-000	504 SE Blue Parkway	\$ 1,802,156	\$ 576,793	\$ -
2	3777 Corporation	QuikTrip	61-510-08-06-00-0-00-000	801 SE M291 Highway	\$ 1,287,000	\$ 411,810	\$ 411,810
3	QuikTrip Corporation		61-510-08-03-00-0-00-000	702 SE Blue Parkway	\$ 538,700	\$ 172,384	\$ 172,384
4	Thomas Anthony Kraft Trust	Lawn & Leisure	61-510-08-02-00-0-00-000	706 SE Blue Parkway	\$ 522,800	\$ 176,896	\$ 176,896
5	Thomas Anthony Kraft Trust		61-510-08-09-00-0-00-000	708 SE Blue Parkway	\$ 280,300	\$ 89,696	\$ 89,696
6	Thomas Anthony Kraft Trust		61-510-08-08-00-0-00-000	710 SE Blue Parkway	\$ 258,300	\$ 82,656	\$ 82,656
7	Gary & Lisa Calvert	Calvert's Express Auto Service & Tire Lee's Summit	61-510-08-07-00-0-00-000	712 SE 7th Terrace	\$ 431,300	\$ 138,016	\$ 138,016
8	Harry & Mary Voights	Value Auto Clinic	61-620-16-69-00-0-00-000	1002 SE Blue Parkway	\$ 285,500	\$ 91,360	\$ 91,360
9	CRB Industries, LLC	Pit Stop Auto Detailing	61-620-16-70-00-0-00-000	1000 SE Blue Parkway	\$ 273,900	\$ 87,648	\$ 87,648
10	Digital Niche, LLC	Digital Niche LLC	61-510-01-75-00-0-00-000	952 SE 7th Terrace	\$ 582,400	\$ 186,368	\$ 186,368
11	Buildings 65, LLC	Virgil's Garage	61-510-01-74-00-0-00-000	946 SE 7th Terrace	\$ 346,100	\$ 110,752	\$ 110,752
12	Brungardt and Brungardt Investments, LLC	Exclusive Lawns, Summit Construction Co, Burngard Investments, LLC	61-510-01-73-00-0-00-000	970 SE 7th Terrace	\$ 379,800	\$ 121,536	\$ 121,536
13	Donaldson Commercial Properties, LLC	Donaldson Mechanical Inc.	61-510-01-72-00-0-00-000	940 SE 7th Terrace	\$ 397,500	\$ 127,200	\$ 127,200
14	Lipari Series 1 Real Estate, LLC	A-1 Auto Repair	61-510-01-71-00-0-00-000	928 SE 7th Terrace	\$ 258,600	\$ 82,752	\$ 82,752
15	1151 Century LLC	Classic Paint & Collision Inc.	61-510-01-70-00-0-00-000	922 SE 7th Terrace	\$ 375,500	\$ 120,160	\$ 120,160
16	David & Patricia Barthhold Trust	Summit South Auto Repair	61-510-01-69-00-0-00-000	916 SE 7th Terrace	\$ 337,000	\$ 107,840	\$ 107,840
17	R C P II, LLC		61-510-01-68-00-0-00-000	912 SE 7th Terrace	\$ 180,600	\$ 57,792	\$ 57,792
18	Hopscotch, LLC	Diversity Language Preschool	61-510-01-67-00-0-00-000	914 SE 7th Terrace	\$ 219,292	\$ 70,173	\$ 70,173
19	MAS 910, LLC	Model Furniture Outlet	61-510-01-66-00-0-00-000	910 SE 7th Terrace	\$ 331,700	\$ 106,144	\$ 106,144
20	Phillip & Nadine Owensby	Owensby & Sons Roofing	61-510-01-82-00-0-00-000	906 SE 7th Terrace	\$ 279,600	\$ 89,472	\$ 89,472
21	HMH Limited, Inc.	HMH Auto	61-510-01-80-02-0-00-000	713 SE M291 Highway	\$ 353,838	\$ 113,228	\$ 113,228
22	Lee's Summit 29197, LLC	Wendy's	61-510-01-81-01-0-00-000	711 SE M291 Highway	\$ 475,900	\$ 152,288	\$ 152,288
23	California Tigers, LLC	*See list below*	61-510-01-78-00-0-00-000	705 SE Melody Lane, Unit A	\$ 1,829,600	\$ 585,472	\$ 585,472
24	California Tigers, LLC	Dollar Tree	61-510-01-80-00-0-00-000	703 SE Melody Lane	\$ 877,300	\$ 280,736	\$ 280,736
25	701 Melody Lane Owner, LLC	*Closed Applebee's*	61-510-01-79-00-0-00-000	701 SE Melody Lane	\$ 934,600	\$ 299,072	\$ 299,072
26	Land Trust of Jackson County		61-510-10-01-00-0-00-000	None	\$ 3,100	\$ 992	\$ -
Totals					\$ 13,842,386	\$ 4,439,236	\$ 3,861,451
23	California Tigers, LLC	Mr. Goodcents The UPS Store Geico Discount Smoke Shop Sahara Mediterranean Food Lamar's Donuts CBD Mind & Body Nail Spa					





APPENDIX E
PLATS IN REDEVELOPMENT AREA

[See attached]

BAYBERRY PLACE REPLAT OF LOTS 1 & 2

I 1088 904

STATE OF MISSOURI) SS
COUNTY OF JACKSON)
I CERTIFY INSTRUMENT RECEIVED
1992 FEB 16 P 3:50.0
RECORDED BOOK PAGE
WALTER P. PETERSON JR.
DIRECTOR OF RECORDS

30
40
250
322
Space



LEGAL DESCRIPTION:

This is a resurvey and replat of all of LOTS 1 & 2 of BAYBERRY PLACE, a subdivision in Lee's Summit, Jackson County, Missouri.

DEDICATION:

The undersigned proprietors of the above described tract of land have caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision and plat shall hereafter be known as "BAYBERRY PLACE REPLAT OF LOTS 1 & 2."

Bruce R. Kent
BRUCE R. KENT

Helen Kent
HELEN KENT

STATE OF MISSOURI)
COUNTY OF JACKSON) SS

On this 8th day of February, 1992, before me appeared Bruce R. Kent and Helen Kent, husband and wife, to me known to be the persons described herein and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

IN WITNESS THEREOF: I have hereunto set my hand and affixed my notarial seal at my office the day and year last written above.

January 23, 1994
My Commission Expires

Robert C. Hedberg
Robert C. Hedberg, Notary Public
in and for Jackson County,
Missouri

Gregory R. Walton
GREGORY R. WALTON, Partner

Gregory B. Owings
GREGORY B. OWINGS, Partner

NO SEAL

STATE OF KANSAS)
COUNTY OF JOHNSON) SS

On this 7th day of February, 1992, before me appeared Gregory R. Walton and Gregory B. Owings, partners in MAH-I, a Missouri General Partnership, to me known to be the persons described herein and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

IN WITNESS THEREOF: I have hereunto set my hand and affixed my notarial seal at my office the day and year last written above.

1/29/94
My Commission Expires

Christina Chestnut
Christina Chestnut
Notary Public

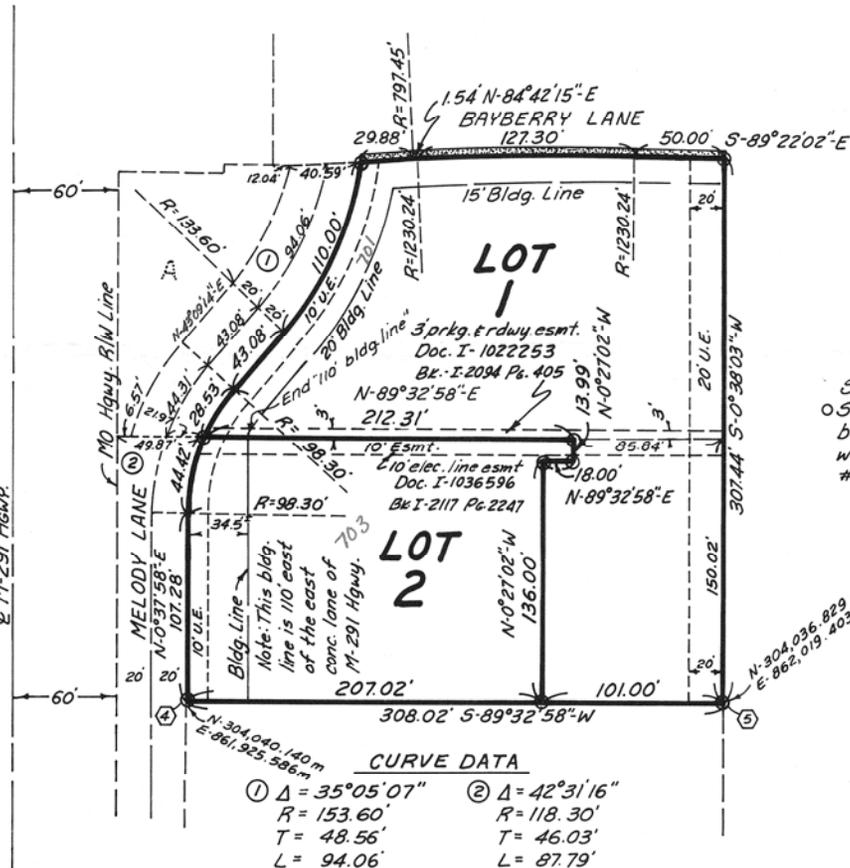
Approved: *William T. Stockhausen* Date: 14 Feb 92
William T. Stockhausen
City Engineer

Approved: *Susan Van Petten* Date: 2/14/92
Susan Van Petten
Planning Officer

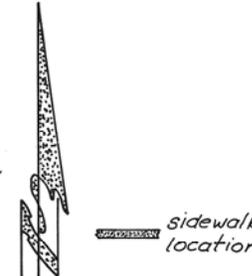
Pursuant to Ordinance Number 2211, City of Lee's Summit, Missouri.

Attest: *Denise R. Chisum*
Denise R. Chisum, City Clerk

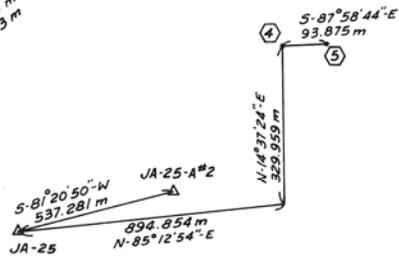
Paul Bailey 2-18-92
Paul Bailey
Jackson County Assessor's Office



Scale 1" = 50'
Set 5/8" iron bars @ cor. with cap #1785



By: **SUMMIT SURVEY**
LEE'S SUMMIT, MO



Reference bearing from "BAYBERRY SUBDIVISION" = east line M-291 Hgwy. = N-0°37'58"-E



CERTIFICATION OF SURVEY
I hereby certify that the within plat is based on an actual survey made by me or under my direct supervision and that said survey meets or exceeds the current minimum standards for property boundary surveys as established by the Department of Natural Resources, Division of Geology and Land Survey of the State Missouri.

Larry D. Maxey
Larry D. Maxey L.S. # 1785
Date: 2/7/92

T1021209

BAYBERRY PLACE

STATE OF MISSOURI
COUNTY OF JACKSON SS
CERTIFICATE RECEIVED
1991 JAN 23 11:05 AM
RECORDED BOOK PAGE
151705
METHY BROWN
DIRECTOR OF RECORDS

LEGAL DESCRIPTION: This is a replat and resurvey of a part of TRACT F and a part of the West 50 feet of TRACT C of BAYBERRY, a subdivision in Lee's Summit, Jackson County, Missouri, being more particularly described as follows: A tract of land in the Northeast 1/4 of Section 8, Township 47, Range 31, described as beginning at the Southwest corner of said TRACT F, said corner being also the Northwest corner of LOT 5, POLK ADDITION, said corner being also a point on the East right of way line of Missouri Route M-291; thence from said Point of Beginning, along said right of way line, N-0°37'58"-E, a distance of 553.05 feet; thence S-89°22'02"-E, along the South right of way line of Bayberry Lane, a distance of 60.00 feet; thence N-0°37'58"-E, a distance of 7.00 feet; thence S-89°22'02"-E, along said South right of way line, a distance of 27.00 feet to the point of a curve to the left with a radius of 797.45 feet; thence along said curve, a distance of 82.52 feet; thence continuing along said South right of way line, N-84°42'15"-E a distance of 1.54 feet to the point of a curve to the right with a radius of 1230.24 feet; thence along said curve, a distance of 127.30 feet; thence continuing along said South right of way line, S-89°22'02"-E, a distance of 50.00 feet; thence S-0°38'03"-W, along the East line of the West 50 feet of the aforementioned TRACT C, a distance of 564.47 feet to a point on the South line of said TRACT C, said point being also on the North line of said LOT 5, POLK ADDITION; thence S-89°32'58"-W, along said South line of TRACT C, a distance of 348.02 feet to the Point of Beginning.

SAID TRACTS C AND F,

400
2300
2900
L. Brown

DEDICATION: The undersigned proprietors of the within described tract of land have caused the same to be subdivided in the manner shown on the accompanying plat, which plat and subdivision shall hereafter be known as: "BAYBERRY PLACE"

EASEMENTS: An easement or license is hereby granted to the City of Lee's Summit, Missouri, to locate, construct and maintain, or to authorize the location, construction, and maintenance of conduits, gas, water, sewer lines, poles, wires, and anchors, and all or any of them over, under, or along the strips designated as "Utility Easements" or as abbreviated "U.E." on the accompanying plat.

STREETS/ROADS: Street or road right of way shown on the accompanying plat not heretofore dedicated to public use, is hereby so dedicated.

IN TESTIMONY WHEREOF, we have hereto set our hands this 18th day of October, 1990.

Bruce R. Kent
Helen Kent
Husband and Wife

STATE OF MISSOURI) SS
COUNTY OF JACKSON) SS
On this 18th day of October, 1990, before me appeared BRUCE R. KENT and HELEN KENT, husband and wife, to me known to be the persons described in and who, being sworn by me, executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal at my office in said County and State last written above.
My Commission Expires: 1/23/94
Notary Public in and for Jackson County, Mo.

THIS IS TO CERTIFY THAT the within plat of "BAYBERRY PLACE" was submitted to and duly approved by the Mayor and City Council of the City of Lee's Summit, Missouri, this 1st day of May, 1990 by ORDINANCE # 3407

Gary Crenshaw, Mayor
Bonnie Baysse, City Clerk
Susan Van Patten, City Planning Officer
William T. Stockhausen, City Engineer
John Peters, Planning Commission Secretary
Steven K. Blumquist, Jackson County Assessor's Office

Scale 1"=50'
0 set #5 iron bar with cap (#1785)

Sidewalk Location

Notes: Grid factor used - 0.9998970
1 meter = 3.2808333 feet
Based on Missouri Coordinate System - 1983
GPS Station used: JA-25, 1987, az. mark 25-A #2
① North 303,962.350 M & East 861,909.159 M
② North 304,130.655 M & East 861,918.287 M

I HEREBY CERTIFY THAT THE WITHIN PLAT IS BASED ON AN ACTUAL SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY MEETS OR EXCEEDS THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS ESTABLISHED BY THE DEPARTMENT OF NATURAL RESOURCES, DIVISION OF GEOLOGY AND LAND SURVEY OF THE STATE OF MISSOURI.

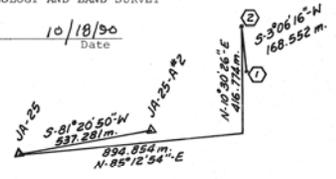
Larry D. Maxey
10/18/90
Date



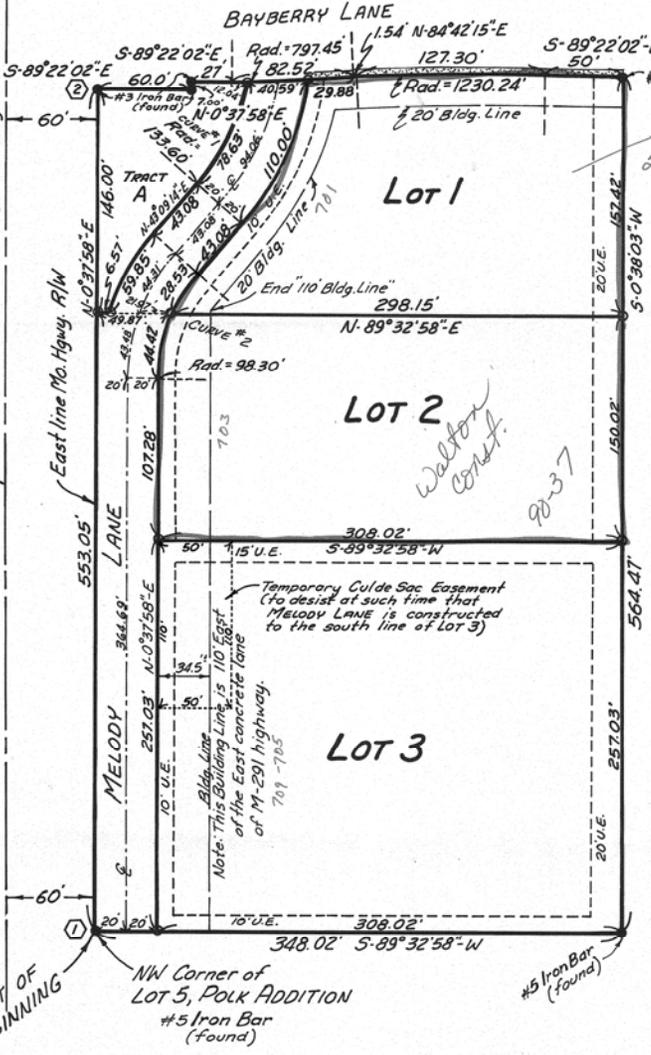
Note: Reference bearing from "Bayberry Subdivision" = East R/W line of M-291 = N-0°37'58"-E

CURVES

#1	#2
Δ 35°05'07"	Δ 42°31'16"
R = 153.60'	R = 118.30'
L = 94.06'	L = 87.70'
T = 48.56'	T = 46.03'



Note: NO DIRECT ACCESS to M-291 or a section of Bayberry Lane. Re: Mo. Hwy. Dept. Bk. I-100, Pg. 1169 Bk. I-524, Pg. 1799 Bk. I-548, Pg. 1377 & Mo. M-291



NW Corner of LOT 5, POLK ADDITION #5 Iron Bar (Found)

RCH 10/90

BY: SUMMIT SURVEY
LEE'S SUMMIT, Mo.

PLAT ONE CHAPMAN INDUSTRIAL PARK

PART OF THE SE 1/4 OF NE 1/4 OF SEC. 8, T.47.R.31

LEE'S SUMMIT MO.

DESCRIPTION: A TRACT OF LAND LYING IN THE SE 1/4 OF THE NE 1/4 OF SEC. 8, T.47, R.31, IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI, BEING FURTHER DESCRIBED AS FOLLOWS: POINT OF BEGINNING BEING THE NE CORNER OF LOT 5 OF POLK ADDITION BEING APPROVED BY CITY OF LEE'S SUMMIT 18TH DAY OF DECEMBER, 1962, AND LYING ON THE SOUTH SIDE OF BAYBERRY SUBDIVISION AND BEING N 27° 42' 13" E, 1018.49 FT. FROM THE SW CORNER OF SAID 1/4 1/4; THENCE S 0° 44' 32" W WITH THE EAST SIDE OF SAID PLATTED LOT 5, 188.26 FT. TO THE SE CORNER OF SAID PLATTED LOT; THENCE CONTINUING ON THE SAME BEARING S 0° 44' 32" W, 110.24 FT. TO THE NORTH RIGHT-OF-WAY OF POLK STREET; THENCE S 89° 10' 0" E WITH THE NORTH RIGHT-OF-WAY LINE OF SAID STREET, 180.0 FT.; THENCE LEAVING SAID RIGHT-OF-WAY N 0° 44' 32" E, 302.54 FT. TO A POINT ON THE SOUTH SIDE OF BAYBERRY SUBDIVISION; THENCE S 89° 32' 56" W WITH THE SOUTH SIDE OF BAYBERRY SUBDIVISION, 180.0 FT. TO THE POINT OF BEGINNING, CONTAINING 1.242 ACRES MORE OR LESS, AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS, IF ANY FILED THEREON. BASIS FOR BEARING BASED ON SOUTH SIDE OF BAYBERRY SUBDIVISION.

THE UNDERSIGNED OWNERS OF THE TRACT OF LAND HEREIN DESCRIBED HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO 3 SECTIONS IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, WHICH PLAT AND SUBDIVISION SHALL HEREAFTER BE KNOWN AS "CHAPMAN INDUSTRIAL PARK".

IN TESTIMONY WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 9th DAY OF July 1985.

Russell W. Chapman
RUSSELL W. CHAPMAN

Dorothy F. Chapman
DOROTHY F. CHAPMAN

STATE OF MISSOURI)
COUNTY OF JACKSON)

ON THIS 9th DAY OF July, 1985, BEFORE ME PERSONALLY APPEARED RUSSELL W. CHAPMAN AND DOROTHY F. CHAPMAN, HUSBAND AND WIFE, TO ME KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT THEY EXECUTED THE SAME AS THEIR FREE ACT AND DEED.

IN WITNESS WHEREOF: I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTORIAL SEAL AT MY OFFICE IN SAID COUNTY AND STATE THE DAY AND YEAR LAST WRITTEN ABOVE.

MY COMMISSION EXPIRES 4-12-87

Buzanne Ramey
NOTARY PUBLIC

APPROVED: _____ DATE: _____
SUSAN VAN PETTEN, CITY PLANNING OFFICER

APPROVED: _____ DATE: _____
JAMES L. SHANKS, CITY ENGINEER

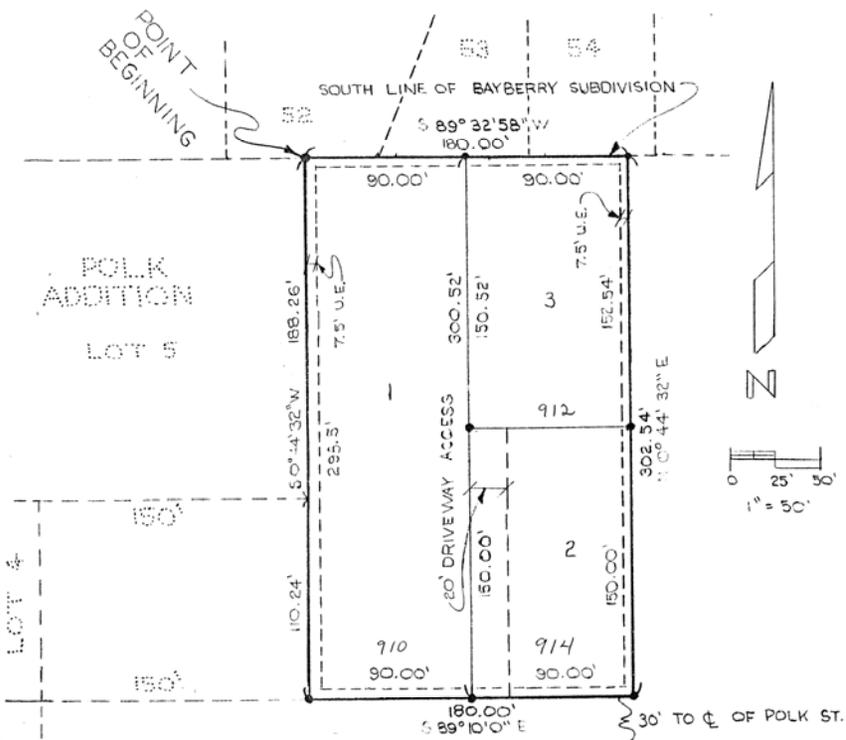
PURSUANT TO ORDINANCE NUMBER _____, CITY OF LEE'S SUMMIT, MISSOURI.

ATTEST: _____ DATE: _____
GLENDA F. SHANKS, CITY CLERK

THIS IS TO CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND ACCURATE TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF.



BY Kenneth Raymond Henderson
KENNETH RAYMOND HENDERSON
MISSOURI LAND SURVEYOR - # 1693



16' UTILITY EASEMENT DEDICATED
BOOK 1815 PAGE 170 #881195

POLK ROAD DEDICATION:
BOOK _____ PAGE _____

MINOR PLAT CHAPMAN PLAZA II LOTS 1, 2 and 3 SECTIONS 8 & 9, TOWNSHIP 47, RANGE 31 LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

PROPERTY DESCRIPTION:

All of LOT 400, VISTA DEL VERDE, 9TH PLAT, a subdivision land in Lee's Summit, Jackson County, Missouri and also part of the Northeast Quarter of Section 8 and also part of the Northwest Quarter of Section 9, both being in Township 47, Range 31 in said City, County and State, all being more particularly described as follows:

BEGINNING at the Northeast Corner of said Lot 1, LAWN & LEISURE ADDITION, a subdivision of land in said City, County and State, said Corner also being on the South right-of-way Line of SE 7th Terrace as now established; thence in an easterly direction along said South right-of-way Line, South 86 degrees 35 minutes 24 seconds East a distance of 514.74 feet (Deed = South 86 degrees 35 minutes 20 seconds East, 514.81 feet) to a point on the West Line of said Lot 400, VISTA DEL VERDE, 9TH PLAT as established by existing monumentation; thence continuing along said South right-of-way Line and also along said West Lot Line, North 01 degrees 33 minutes 50 seconds East (Plat = North 00 degrees 23 minutes 29 seconds West) a distance of 5.77 feet to the Northwest Corner of said Lot 400; thence continuing along said South right-of-way Line and also along the North Line of said Lot 400, South 88 degrees 05 minutes 06 seconds East a distance of 38.75 feet (Plat = North 89 degrees 36 minutes 31 seconds East, 40.00 feet) to the Northeast Corner of said Lot 400, said Corner also being the Northwest Corner of FARMER'S COMMERCIAL, a subdivision of land in said City, County and State; thence South 01 degrees 54 minutes 15 seconds West along the East Line of said Lot 400, said Line also being the West Line of said FARMER'S COMMERCIAL (Plats = South 00 degrees 23 minutes 29 seconds East), a distance of 382.18 feet to the Southeast Corner of said Lot 400, said Corner also being the Southwest Corner of said FARMER'S COMMERCIAL, said Corner also being on the Northerly right-of-way Line of U.S. Highway No. 50 as now established; thence in a westerly direction along said Northerly right-of-way Line the following four (4) courses: South 87 degrees 42 minutes 44 seconds West a distance of 39.76 feet (Plat = South 85 degrees 30 minutes 06 seconds West, 40.00 feet); thence North 87 degrees 45 minutes 50 seconds West, a distance of 155.02 feet (Deed = North 87 degrees 45 minutes 30 seconds West, 155.00 feet); thence North 79 degrees 42 minutes 38 seconds West a distance of 318.56 feet (Deed = North 79 degrees 43 minutes 15 seconds West, 318.50 feet); thence North 71 degrees 02 minutes 46 seconds West a distance of 103.23 feet (Deed = North 70 degrees 58 minutes 15 seconds West) to the Southeast Corner of said Lot 1; thence North 11 degrees 50 minutes 39 seconds East along the East Line of said Lot 1 a distance of 320.04 feet (Plat = North 09 degrees 43 minutes 00 seconds East, 320.33 feet) to the POINT OF BEGINNING. Containing 4.88 acres.

EASEMENTS:

An easement or license is hereby granted to the City of Lee's Summit, Missouri, to locate, construct and maintain or to authorize the location, construction and maintenance of poles, wires, anchors, conduits, and/or structures for water, gas, sanitary sewer, surface drainage channel, electricity, telephone, cable television, or any other necessary public utility or services, any of them, upon, over or under those areas outlined or designated upon this plat as "Utility Easements" (U/E) or within any street or thoroughfares dedicated to public use on this plat.

Grantor, on behalf of himself, his heirs, his assigns and successors in interest, hereby waives, to the fullest extent allowed by law, including, without limitation, Section 527.188, RSMo. (2006), any right to compensation for any future request(s) or action(s) to vacate any easement granted by this plat.

INGRESS/EGRESS EASEMENT:

An Ingress/Egress Easement to provide vehicular and pedestrian access to, from and across Lots 1, 2 and 3, CHAPMAN PLAZA II is hereby established over those areas labeled as "Ingress/Egress Easement", for the mutual benefit of the present and future owners of the properties, their mortgagees, tenants and business invitees.

BUILDING LINES:

Building lines or setback lines are hereby established as shown on the accompanying plat and no new building or portion thereof shall be constructed between this line and the street right of way line.

DEDICATION:

The undersigned proprietors of the above described tract of land have caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision shall hereafter be known as: **CHAPMAN PLAZA II**

In testimony whereof: I have hereunto set my hand this 10 day of Dec, 2010.

Lawrence K. Chapman
Lawrence K. Chapman

State of Missouri }
County of Jackson } SS

On this 10th day of Dec, 2010, before me personally Lawrence K. Chapman to me personally known to be the person described in and who executed the foregoing instrument and acknowledged that they did the same as their free act and deed.

In witness whereof: I have hereunto set my hand and affixed my Notarial Seal at my office the day and year last above written.

My commission expires:



Nancy E. Blackwell
Notary Public in and for Jackson
County, Missouri
Nancy E. Blackwell

In testimony whereof: we have hereunto set our hands this 10 day of Dec, 2010

Donald R. Chapman
Donald R. Chapman
Trustee

Elaine Chapman
Elaine Chapman
Trustee

State of Missouri }
County of Jackson } SS

On this 10 day of Dec, 2010, before me personally appeared Donald R. Chapman and Elaine Chapman as Trustees of the Chapman Family Trust under Trust Agreement dated October 25, 2007, to me personally known to be the persons described in and who executed the foregoing instrument and acknowledged that they did the same as their free act and deed.

In witness whereof: I have hereunto set my hand and affixed my Notarial Seal at my office the day and year last above written.

My commission expires:



Nancy E. Blackwell
Notary Public in and for Jackson
County, Missouri
Nancy E. Blackwell

In testimony whereof: we have hereunto set our hands this 10th day of December, 2010.

R. Steven Chapman
R. Steven Chapman
Trustee

Thomas J. Chapman
Thomas J. Chapman
Trustee

State of Missouri }
County of Jackson } SS

On this 10 day of Dec, 2010, before me personally appeared R. Steven Chapman and Thomas J. Chapman, as Trustees of the R. Steven Chapman Trust UTA, dated August 13, 2007, to me personally known to be the persons described in and who executed the foregoing instrument and acknowledged that they did the same as their free act and deed.

In witness whereof: I have hereunto set my hand and affixed my Notarial Seal at my office the day and year last above written.

My commission expires:



Nancy E. Blackwell
Notary Public in and for Jackson
County, Missouri
Nancy E. Blackwell

In testimony whereof: we have hereunto set our hands this 10th day of Dec, 2010.

Thomas J. Chapman
Thomas J. Chapman
Trustee

R. Steven Chapman
R. Steven Chapman
Trustee

State of Missouri }
County of Jackson } SS

On this 10 day of Dec, 2010, before me personally appeared Thomas J. Chapman and R. Steven Chapman, as Trustees of the Thomas J. Chapman Trust UTA, dated August 13, 2007, to me personally known to be the persons described in and who executed the foregoing instrument and acknowledged that they did the same as their free act and deed.

In witness whereof: I have hereunto set my hand and affixed my Notarial Seal at my office the day and year last above written.

My commission expires:



Nancy E. Blackwell
Notary Public in and for Jackson
County, Missouri
Nancy E. Blackwell

In testimony whereof: we have hereunto set our hands this 10th day of Dec, 2010.

Lloyd A. Chapman
Lloyd A. Chapman
Trustee

Patricia J. Chapman
Patricia J. Chapman
Trustee

State of Missouri }
County of Jackson } SS

On this 10 day of Dec, 2010, before me personally appeared Lloyd A. Chapman and Patricia J. Chapman, as Trustees of the Lloyd A. Chapman Trust under Trust Agreement dated April 21, 2004, to me personally known to be the persons described in and who executed the foregoing instrument and acknowledged that they did the same as their free act and deed.

In witness whereof: I have hereunto set my hand and affixed my Notarial Seal at my office the day and year last above written.

My commission expires:



Nancy E. Blackwell
Notary Public in and for Jackson
County, Missouri
Nancy E. Blackwell

APPROVED:

This is to certify that the Minor Plat of CHAPMAN PLAZA II, Lots 1, 2 and 3 was submitted to and duly approved by the City of Lee's Summit, pursuant to the Unified Development Ordinance No. 5209.

By Robert G. McKay 12/10/10
Director of Planning and Development Date
Robert G. McKay, AICP

By Dena E. Magu 12/10/10
City Engineer - Dena E. Magu, PE Date

By Denise R. Chisum 12/13/10
City Clerk - Denise R. Chisum Date

APPROVED BY JACKSON COUNTY ASSESSOR:

By Andrea Kelley Andrea Kelley GIS
Date 12/14/10

I hereby certify that the within plat of **CHAPMAN PLAZA II** is based on an actual survey made by me or under my direct supervision and that said survey meets or exceeds the current MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS as adopted by the Missouri Board for Architects, Professional Engineers, and Land Surveyors and the Missouri Department of Natural Resources. I further certify that the Section and Sectional Subdivision corner monuments and survey boundary corner monuments were either found or set as indicated on this plat; that I have complied with all State and City of Lee's Summit statutes, ordinances and regulations governing the practice of surveying and platting of subdivisions to the best of my knowledge and belief.

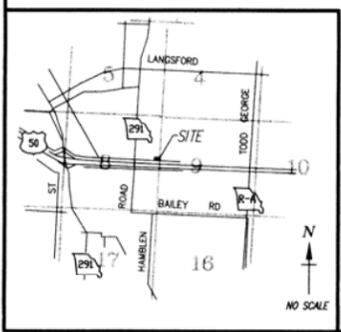
Leslie R. Hamilton
11/15/10

Leslie R. Hamilton, LS 2226
November 15, 2010

THE CERTIFICATION CONTAINED ON THIS DOCUMENT SHALL APPLY ONLY IF THIS DOCUMENT CONTAINS THE ORIGINAL SEAL AND SIGNATURE OR IS A CERTIFIED COPY THEREOF.

L:\Projects\10-009 (Ang)\10-009.mpl.dwg Dec 08, 2010 - 5:27PM

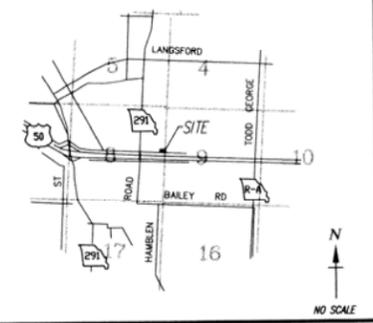
VICINITY MAP



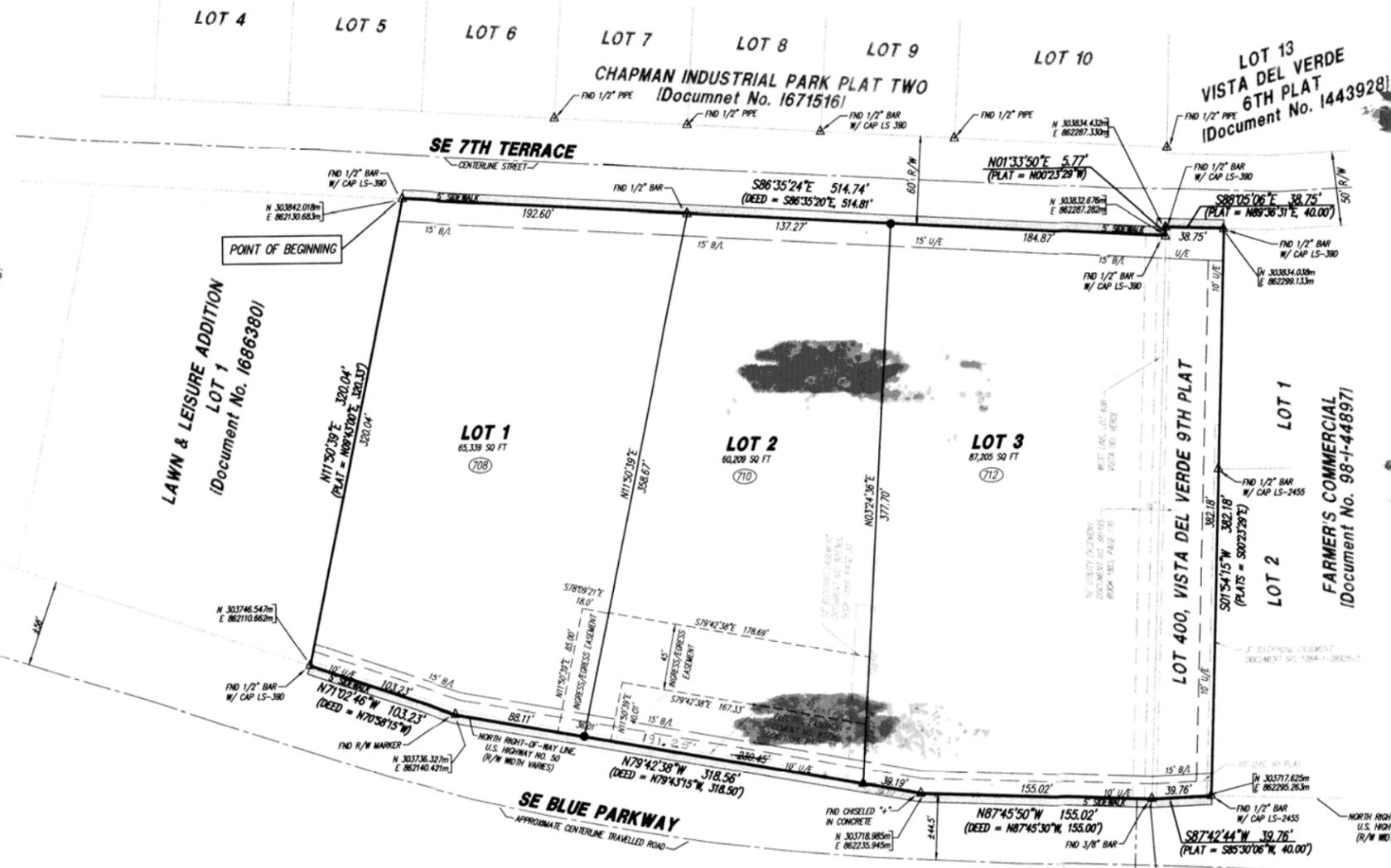
SUBDIVIDERS:
Lawrence K. Chapman
Chapman Family Trust
R. Steven Chapman Trust UTA
Thomas J. Chapman Trust UTA
Lloyd A. Chapman Trust
c/o Larry Chapman
2345 NW Lowenstein Drive
Lee's Summit, MO 64081
816-516-7570

HAMILTON • STERRETT
ENGINEERS • LAND SURVEYORS • PLANNERS
P.O. BOX 2304
Lee's Summit, Missouri 64063

MINOR PLAT CHAPMAN PLAZA II LOTS 1, 2 and 3 SECTIONS 8 & 9, TOWNSHIP 47, RANGE 31 LEE'S SUMMIT, JACKSON COUNTY, MISSOURI



VICINITY MAP



KEY:
② = LOT ADDRESS
U/E = UTILITY EASEMENT
B/L = BUILDING LINE
N 303834.432m E 862287.330m = MISSOURI STATE PLANE COORDINATES
▲ INDICATES MONUMENT FOUND
▲ INDICATES SET 1/2" IRON BAR W/CAP
● INDICATES SET 5/8" IRON BAR W/CAP

MISSOURI STATE PLANE COORDINATES:
Missouri State Plane Coordinates were obtained using KC Metro Control Monument JA-25. Monument Coordinates = N 303646.030m, E 860950.475m. Grid Factor 0.99989972, Date 2003.

SUBDIVIDERS:
Lawrence K. Chapman
Chapman Family Trust
R. Steven Chapman Trust UTA
Thomas J. Chapman Trust UTA
Lloyd A. Chapman Trust
c/o Larry Chapman
2345 NW Lowenstein Drive
Lee's Summit, MO 64081
816-516-7570

HAMILTON & STERRETT
ENGINEERS & LAND SURVEYORS & PLANNERS
P.O. BOX 2304
Lee's Summit, Missouri 64063

APPROVED:
This is to certify that the Minor Plat of CHAPMAN PLAZA II, Lots 1, 2 and 3 was submitted to and duly approved by the City of Lee's Summit, pursuant to the Unified Development Ordinance No. 5209.
By *Robert G. McKay* 12/21/10
Director of Planning and Development
Robert G. McKay, AICP Date
By *Dena E. Mezger* 12/10/10
City Engineer - Dena E. Mezger, PE Date
By *Denise R. Chisum* 12/13/10
City Clerk - Denise R. Chisum Date
APPROVED BY JACKSON COUNTY ASSESSOR:
By *Andrea Kelley* Andrea Kelley GIS
Date 12/14/10

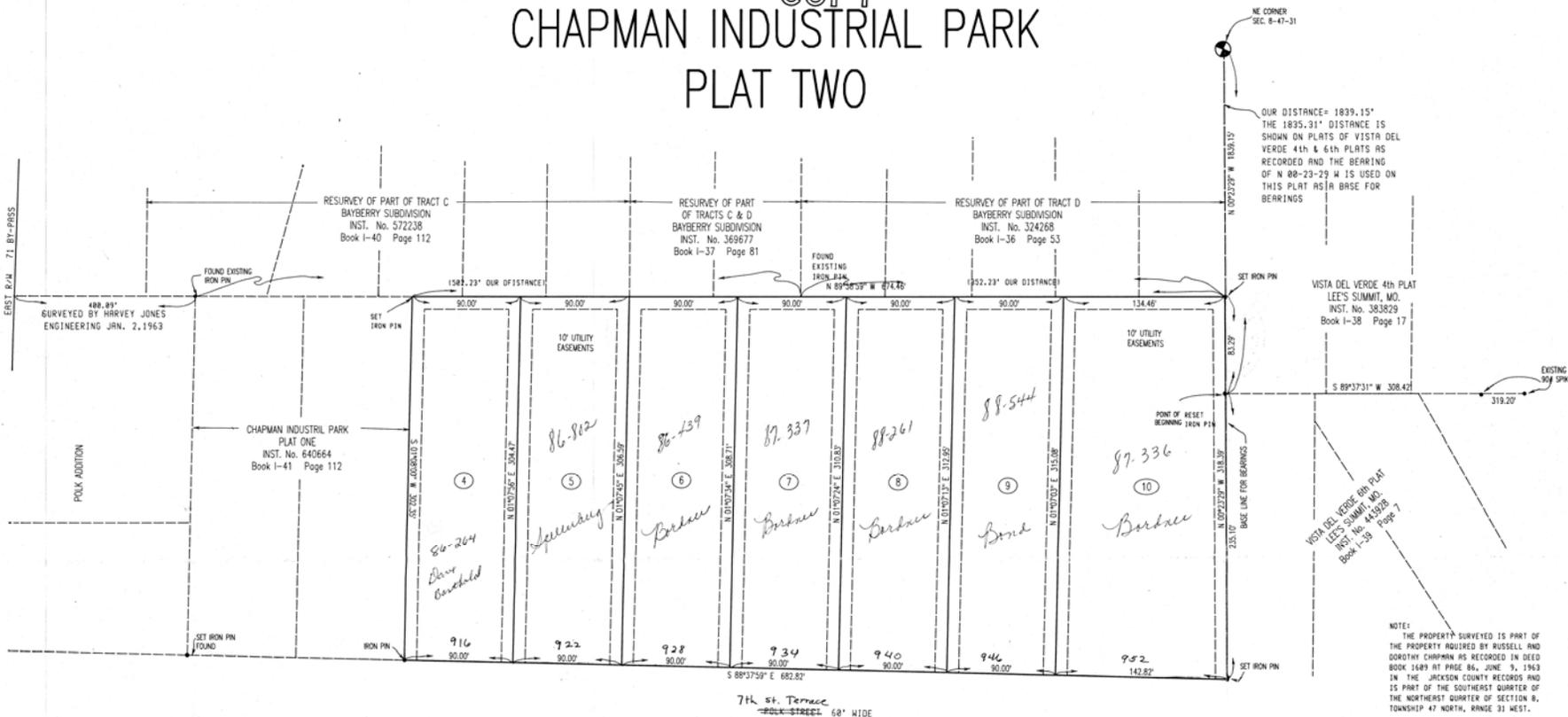
- NOTES:**
- Denotes found monumentation as noted.
 - ▲ Denotes 1/2" Iron Bar with Plastic Cap LS-3710 set this plat.
 - All monumentation to be set within 12 months of the recording of this plat.
 - This Survey meets or exceeds the accuracy standards of an "Urban Property" survey.
 - The Record Source of the Parent Tracts are the plat VISTA DEL VERDE, 9TH PLAT (Document No. 1982-1-0485392) and Trustee's Deed Document No. 20020122764 as provided.
 - There was no visible evidence of abandoned oil or gas wells on site this date, as identified in "Environmental Impact Study of Abandoned Oil and Gas Wells in Lee's Summit, Missouri", Edward Alton May, Jr., PE, 1995.
 - This site is not located within the 100-year flood boundary as shown on the FEMA, "Flood Insurance Rate Map", Jackson County, Missouri and Incorporated Areas, Panel 313 of 480, Map Number 29095C0313F, effective date of September 29, 2006.
 - Old Republic Title Company File No. 07080245, dated July 29, 2007 and File No. 4311600 dated September 9, 2010 were used in preparation of this plat.

I hereby certify that the within plat of CHAPMAN PLAZA II is based on an actual survey made by me or under my direct supervision and that said survey meets or exceeds the current MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS as adopted by the Missouri Board for Architects, Professional Engineers, and Land Surveyors and the Missouri Department of Natural Resources. I further certify that the Section and Sectional Subdivision corner monuments and survey boundary corner monuments were either found or set as indicated on this plat; that I have complied with all State and City of Lee's Summit statutes, ordinances and regulations governing the practice of surveying and plotting of subdivisions to the best of my knowledge and belief.

Leslie R. Hamilton, LS 2226
November 15, 2010

THE CERTIFICATION CONTAINED ON THIS DOCUMENT SHALL APPLY ONLY IF THIS DOCUMENT CONTAINS THE ORIGINAL SEAL AND SIGNATURE OR IS A CERTIFIED COPY THEREOF.

COPY CHAPMAN INDUSTRIAL PARK PLAT TWO



NE CORNER SEC. 8-47-31
OUR DISTANCE = 1839.15'
THE 1835.31' DISTANCE IS SHOWN ON PLATS OF VISTA DEL VERDE 4th & 6th PLATS AS RECORDED AND THE BEARING OF N 88-23-29 N IS USED ON THIS PLAT AS A BASE FOR BEARINGS

VISTA DEL VERDE 4th PLAT LEE'S SUMMIT, MO. INST. No. 383829 Book 1-38 Page 17

VISTA DEL VERDE 6th PLAT LEE'S SUMMIT, MO. INST. No. 412920 Book 1-38 Page 7

NOTE: THE PROPERTY SURVEYED IS PART OF THE PROPERTY ACQUIRED BY RUSSELL AND DOROTHY CHAPMAN AS RECORDED IN DEED BOOK 1689 AT PAGE 86, JUNE 9, 1963 IN THE JACKSON COUNTY RECORDS AND IS PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 47 NORTH, RANGE 31 WEST.

SURVEYOR'S CERTIFICATE:
THIS IS TO CERTIFY THAT DAVID E. SLAGLE, SURVEYOR, MADE A SURVEY AND SUBDIVISION OF A TRACT OF LAND LYING IN THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 47 NORTH, RANGE 31 WEST IN LEE'S SUMMIT, JACKSON COUNTY, MISSOURI DESCRIBED BY METES AND BOUNDS AS FOLLOWS:
BEGINNING AT AN IRON PIPE WHICH MARKS THE NORTHWEST CORNER OF VISTA DEL VERDE, 6th PLAT (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #443028), THENCE NORTH 90 DEGREES 23 MINUTES 29 SECONDS WEST ALONG THE WEST LINE OF VISTA DEL VERDE, 6th PLAT (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #383829), 83.29 FEET TO AN IRON PIPE WHICH MARKS THE SOUTHEAST CORNER OF THE RESURVEY OF PART OF TRACT D OF BAYBERRY SUBDIVISION (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #37238), THENCE NORTH 88 DEGREES 58 MINUTES 58 SECONDS WEST ALONG THE SOUTH LINE OF THE RESURVEY OF PART OF TRACT D AND ALONG THE SOUTH LINE OF A RESURVEY OF TRACTS C AND D (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #369677), AND ALONG THE SOUTH LINE OF THE RESURVEY OF PART OF TRACT C OF BAYBERRY SUBDIVISION (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #37238), A DISTANCE OF 874.48 FEET TO AN IRON PIPE AT THE NORTHEAST CORNER OF CHAPMAN INDUSTRIAL PARK, PLAT ONE (A SUBDIVISION AS RECORDED IN THE JACKSON COUNTY RECORDS AND FILED WITH THE CITY OF LEE'S SUMMIT AS INSTRUMENT #44844), THENCE SOUTH 81 DEGREES 00 MINUTES WEST ALONG THE EAST LINE OF SAID CHAPMAN INDUSTRIAL PARK, PLAT ONE, 302.35 FEET TO AN IRON PIPE ON THE NORTH LINE OF POLK STREET, THENCE SOUTH 88 DEGREES 17 MINUTES 58 SECONDS EAST ALONG THE NORTH LINE OF POLK STREET 882.82 FEET TO AN IRON PIPE IN THE WEST LINE OF VISTA DEL VERDE, 6th PLAT, THENCE NORTH 90 DEGREES 23 MINUTES 29 SECONDS WEST 235.1 FEET TO THE POINT OF BEGINNING, CONTAINING 4.52 ACRES MORE OR LESS, BEING SUBJECT TO ANY RESTRICTIONS OR EASEMENTS OF RECORD, IF ANY.
SAID POINT OF BEGINNING OF THIS SURVEY IS 88-23-29 N, 1839.15 FEET FROM NORTHEAST CORNER OF SECTION 8, TOWNSHIP 47 NORTH, RANGE 31 WEST. SURVEY MADE DURING NOVEMBER, 1988.
THIS SURVEY WAS MADE IN ACCORDANCE WITH THE CURRENT MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS OF THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, DIVISION OF GEOLOGY AND LAND SURVEY.

David E. Slagle
REGISTERED MISSOURI LAND SURVEYOR NUMBER 1388

DEDICATION:
THE UNDER SIGNED PROPRIETORS OF THE ABOVE DESCRIBED TRACT OF LAND HAVE CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION IS 77.1, BE KNOWN AS "CHAPMAN INDUSTRIAL PARK, PLAT TWO".

EASEMENTS:
AN EASEMENT OR LICENSE IS HEREBY GRANTED TO THE CITY OF LEE'S SUMMIT TO LOCATE, CONSTRUCT, AND MAINTAIN OR AUTHORIZE THE LOCATION, CONSTRUCTION, AND MAINTENANCE OF CONDUITS, GAS, WATER, SANITARY SEWER LINES, SURFACE OR SUBSURFACE DRAINAGE, POLES, AND INCLOSURES AND ALL OR ANY OF THEM OVER, UNDER, OR ALONG THE STRIPS DESIGNATED AS "UTILITY EASEMENTS" OR BY THE ABBREVIATION "U.E."

STREETS:
STREET RIGHT-OF-WAY SHOWN ON THE ACCOMPANYING PLAT NOT HERETOFORE DEDICATED TO PUBLIC USE IS HEREBY SO DEDICATED.

IN TESTIMONY WHEREOF: RUSSELL W. CHAPMAN AND DOROTHY F. CHAPMAN, HUSBAND AND WIFE, HAVE CAUSED THESE PRESENTS TO BE SIGNED THIS 21st DAY OF JANUARY, 1988.

BY: *Russell W. Chapman* DOROTHY F. CHAPMAN
RUSSELL W. CHAPMAN DOROTHY F. CHAPMAN

STATE OF MISSOURI)
COUNTY OF JACKSON)

ON THIS 21st DAY OF JANUARY, 1988, BEFORE ME APPEARED RUSSELL W. CHAPMAN AND DOROTHY F. CHAPMAN, HUSBAND AND WIFE, TO ME KNOWN TO BE THE PERSONS DESCRIBED HEREIN AND WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THAT THEY EXECUTED THE SAME AS THEIR FREE ACT AND DEED. IN WITNESS WHEREOF, I HAVE HEREIN SET MY HAND AND AFFIXED MY NOTORIAL SEAL AT MY OFFICE IN Lee's Summit, MO. THE DAY AND YEAR LAST WRITTEN ABOVE.

Suzanne Ramey
SUZANNE RAMEY
Notary Public - State of Missouri
Commission Expires 12-17-89
My Commission Expires 12-17-89

THIS IS TO CERTIFY THAT THE WITHIN PLAT OF "CHAPMAN INDUSTRIAL PARK, PLAT TWO" WAS SUBMITTED TO AND DULY APPROVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF LEE'S SUMMIT, MISSOURI, THIS 21st DAY OF JANUARY 1988, BY ORDINANCE NUMBER 2736

Gene H. Rhodes DATE: 1-29-86
GENE H. RHODES, MAYOR
Bonnie Batake DATE: 1-31-86
ATTEST: BONNIE BATAKE
B. Lee Tisdler DATE: 1/23/1988
APPROVED: B. LEE TIEDER, ACTING CITY ENGINEER
Francis Dye DATE: 1/27/88
APPROVED: FRANCIS DYE, PLANNING COMMISSION
Susan Van Petten DATE: 1/21/88
APPROVED: SUSAN VAN PETTEN, PLANNING OFFICER
Ellen Fields DATE: 2-6-88
APPROVED: JACKSON COUNTY ASSESSOR'S OFFICE

SET 1" IRON PIPE AT ALL LOT CORNERS



FOR: RUSSELL & DOROTHY CHAPMAN			
BY: <i>Leo Slief</i>	DATE: 11/28/85	JOB NO: 25-K-03	
BY: <i>David E. Slagle</i>	DATE: 11/27/86	F.B. NO: F118	
BY: <i>David E. Slagle</i>	DATE: 11/13/86	MAP NO: 15-1557	
MISSOURI LAND SURVEY CO.			
109 No. Monroe St.		Ph. 314-378-4582	
Versailles, Mo. 65084		314-378-5895	

LAWN & LEISURE ADDITION

1686380 LOT 1

LEE'S SUMMIT, MISSOURI

STATE OF MISSOURI
COUNTY OF JACKSON
DEED RECORD RECEIVED
1986 APR 20 P. 2:50.5
RECORDS & CLERK
DIRECTOR

3.00
25.00
28.00
Platting

py

Description: Being a subdivision of part of the Southeast 1/4 of the Northeast 1/4 of Section 8, Township 47, Range 31, Lee's Summit, Jackson County, Missouri, described as follows: Commencing at the Northeast Corner of Lot 3, Polk Addition, a subdivision in Lee's Summit, Jackson County, Missouri; thence S. 88°37'59"E. along the Southerly right-of-way line of 7th Street Terrace, as now established, 291.40 feet to the true point of beginning; thence continuing S. 88°37'59"E. along said South right-of-way line, 207.52 feet; thence S. 09°43'00"W. 320.33 feet Measured (322.57 feet Deed) to a point on the North right-of-way line of U. S. Highway No. 50; thence N. 73°01'36"W. along said North right-of-way line, 206.98 feet Measured (207.10 feet Deed); thence N. 09°43'00"E., 264.05 feet Measured (265.41 feet Deed) to the Point of Beginning.

Dedication: The undersigned owners of the tract of land herein described have caused the same to be subdivided in the manner shown on the accompanying plat, which plat and subdivision shall hereafter be known as "LAWN & LEISURE ADDITION".

In Testimony Whereof: We have hereunto set our hands this 21st day of March, 1986.

Thomas A. Kraft
Thomas A. Kraft

Mary Kathleen Kraft
Mary Kathleen Kraft

STATE OF MISSOURI } s.s.
COUNTY OF JACKSON }

On this 21st day of March, 1986, before me personally appeared Thomas A. Kraft and Mary Kathleen Kraft, husband and wife, to me known to be the persons described in and who executed the foregoing instrument and acknowledged that they executed the same as their free act and deed.

In Witness Whereof: I have hereunto set my hand and affixed my notarial seal at my office in said County and State the day and year last written above.

My Commission Expires 2-10-88
Virginia Ramsey
Notary Public
Virginia Ramsey

Approved by the Director of Community Development of the City of Lee's Summit, Missouri.

Susan Van Petten
Susan Van Petten

Date: 3/24/86

Approved: B. Lee Tiehen
B. Lee Tiehen, Acting City Engineer

Date: 3/27/86

Pursuant to Ordinance No. 2211, City of Lee's Summit, Missouri.

Attest: Bonnie Batarse
Bonnie Batarse - City Clerk

Date: 3-27-86

Surveyor's Certificate

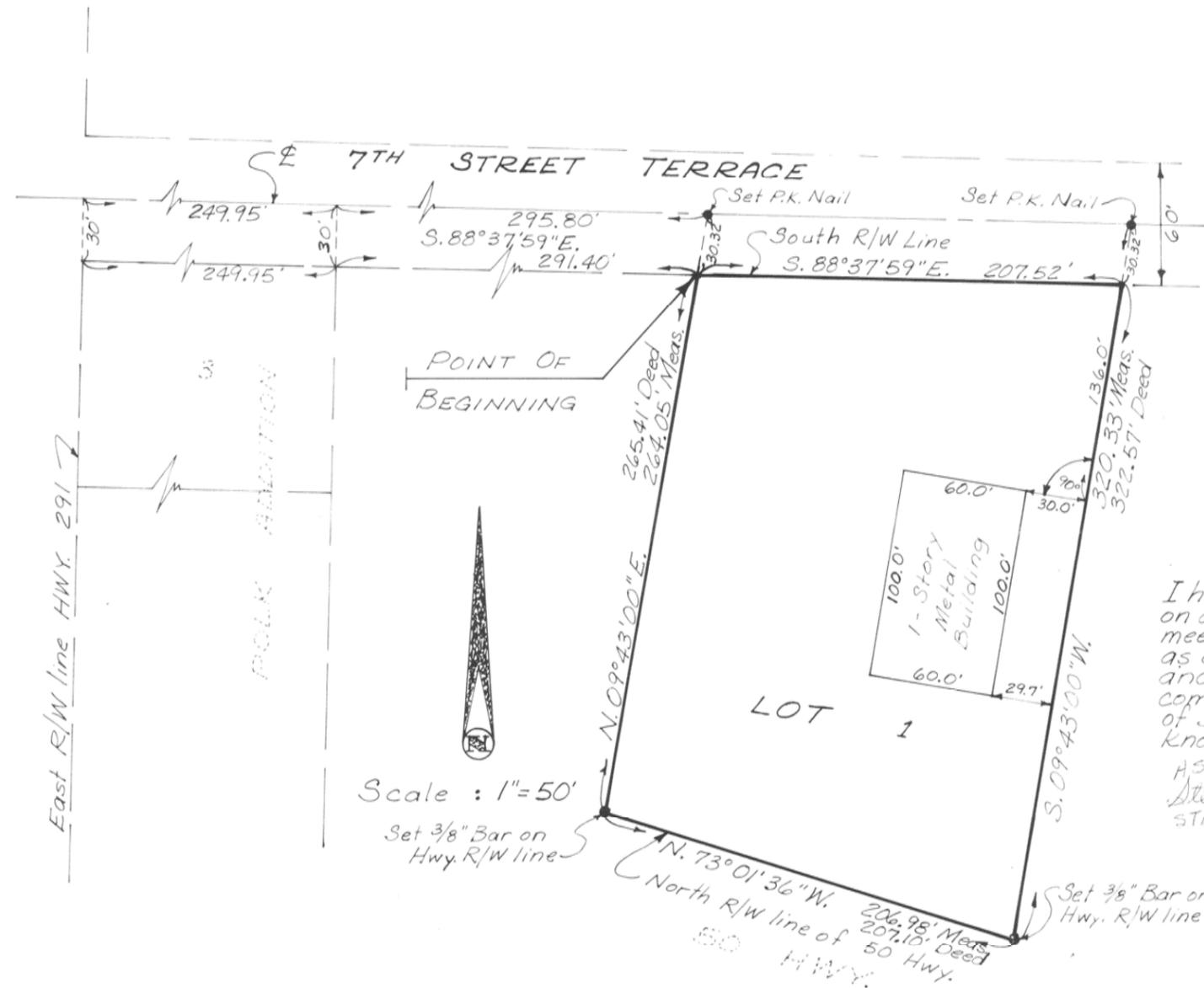
I hereby certify that the plat of "LAWN & LEISURE ADDITION" subdivision is based on an actual survey made by me or under my direct supervision and that said survey meets or exceeds the current Minimum Standards for Property Boundary Surveys as established by the Department of Natural Resources, Division of Geology and Land Survey of the State of Missouri. I further certify that I have complied with all statutes, ordinances and regulations governing the practice of surveying and the platting of subdivisions to the best of my professional knowledge and belief.

ASSESSMENT:
Steve Blomquist by AP 4/16/86
STEVE BLUMQUIST
Date: MARCH 3, 1986

METROPOLITAN HANDS ENGINEERING, INC.

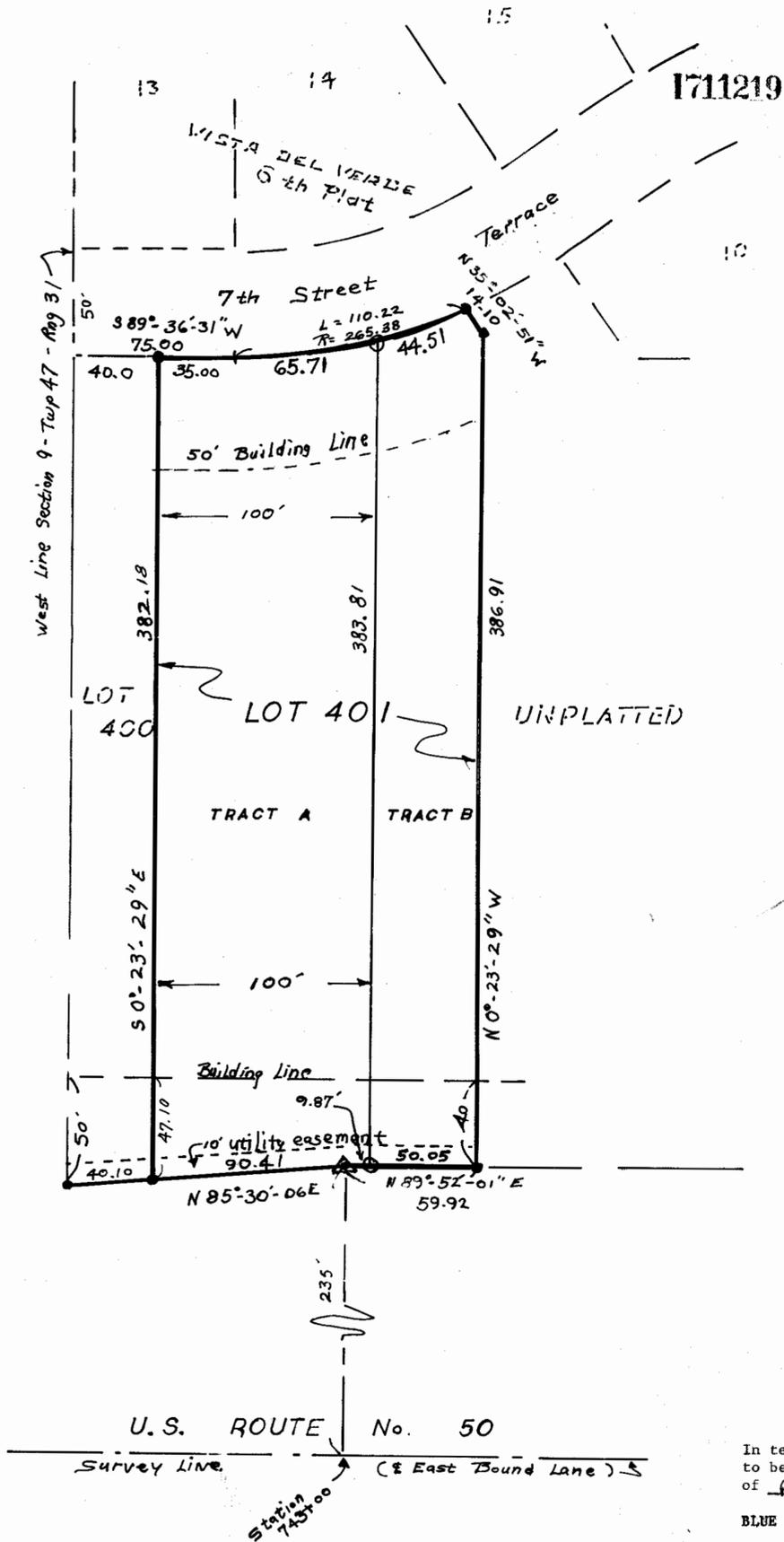
10106 EAST TRUMAN ROAD
INDEPENDENCE, MISSOURI

By: James M. Farrow
James M. Farrow R.L.S. No. 1658



STATE OF MISSOURI
COUNTY OF JACKSON
CERTIFY INSTRUMENT RECEIVED
1986 AUG 15 P 3:00.0
RECORDED BOOK PAGE
CATHERINE T. ROCHA
DIRECTOR OF RECORDS

300
2500
2800
Nelson



RESURVEY
OF
LOT 401
VISTA DEL VERDE
9TH PLAT

COPY

In testimony whereof Blue Valley Ventures, Inc. has caused these presents to be signed by its ^{Treasurer} and attested by its ^{Asst. Sec.} this 15th day of August, A.D., 1986.

BLUE VALLEY VENTURES, INC.

By Paul F. Woodard
Paul F. Woodard, Treasurer

Attest: Ronald K. Anderson
Asst. Sec. Ronald K. Anderson

On this 15th day of August, 1986 before me, the undersigned Notary Public, personally appeared Paul F. Woodard, to me personally known, who being duly sworn did say that he is the Treasurer of Blue Valley Ventures, Inc., a Missouri Corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors and that Paul F. Woodard acknowledged said instrument to be the free act and deed of said corporation.

IN WITNESS WHEREOF: I have hereunto set my hand and affixed my notarial seal at my office the day and year last above written.

My Commission expires June 5, 1988
Walter L. Brundage
Notary Public in and for Jackson County, Mo.

APPROVED by the Director of Community Development of the City of Lee's Summit, Missouri.

Susan Van Petten Aug 15, 1986
Susan Van Petten Date

APPROVED: James F. Merideth Aug 15, 1986
James F. Merideth, City Engineer Date

Pursuant to Ordinance No. 2211, City of Lee's Summit, Missouri.

ATTEST: Bonnie Batarse
Bonnie Batarse, City Clerk

Assessment Elva L Beltz # 8-15-86
ELVA L BELTZ

Legal Description:

Lot 401, 9th Plat, Vista Del Verde, in Lee's Summit, Jackson County, Missouri.

DEDICATION: The undersigned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision shall hereafter be known as, "RESURVEY OF LOT 401, 9th PLAT, VISTA DEL VERDE."

DEVELOPED BY:
Blue Valley Ventures, Inc.
6515 Independence Avenue
Kansas City, Missouri

SURVEYED BY:
Tri-County Land Surveying
P.O. Box A-K
Grain Valley, Mo. 64029
Phone: 229-3877

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY: that the within plat of, "Resurvey of Lot 401, 9th Plat, Vista Del Verde", subdivision is based on an actual survey made by me or under my direct supervision and that survey meets or exceeds the current Minimum Standards for Property Boundary Surveys as established by the Department of Natural Resources, Division of Geology and Land Survey of the State of Missouri. I further certify that the bearings shown on this plat are based on the bearings shown on Vista Del Verde, 9th Plat, in Lee's Summit, Jackson County, Missouri and that the section and sectional subdivision corner monuments and survey boundary corner monuments were either found or set as indicated on this plat, that the lot corners and street centerlines have been marked with permanent monumentation as indicated on this plat; that I have complied with all State and Jackson County statutes, ordinances and regulations governing the practice of surveying and the platting of subdivisions to the best of my professional knowledge and belief.

Date Aug 14 1986
Signed: Walter Roy Spangler
Walter Roy Spangler, U.S. No. 1508

FINAL PLAT

QuikTrip 162R

A SUBDIVISION OF LAND IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 8, TOWNSHIP 47 NORTH, RANGE 31 WEST IN THE CITY OF LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

LEGAL DESCRIPTION

A tract of land lying in the Southeast 1/4 of the Northeast 1/4 of Section 8, Township 47 North, Range 31 West, in Lee's Summit, Jackson County, Missouri, and also being a part of Polk Addition, an addition to Lee's Summit, Missouri, according to the recorded plat thereof, said tract being more particularly described as follows:

Beginning at the Northwest corner of Lot 3 in said Polk Addition; THENCE South 88°37'59" East along the North line of said Lot 3 a distance of 249.95 feet; THENCE South 01°22'01" West a distance of 208.00 feet; THENCE North 88°37'59" West a distance of 99.95 feet; THENCE South 01°22'01" West a distance of 2.00 feet; THENCE North 88°37'59" West a distance of 99.00 feet to a point lying on the right-of-way of US Highway No. 50, as now established; THENCE North 42°31'53" West a distance of 73.55 feet to a point lying on the East right-of-way of Missouri Highway No. 291, as now established; THENCE North 01°22'01" East along said right-of-way a distance of 157.00 feet to the point of beginning and containing 50,938 square feet or 1.1694 acres, more or less.

DEDICATION

The undersigned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat, which subdivision and plat shall hereafter be known as "QuikTrip 162R".

BUILDING LINES

Building Lines: Building lines or setback lines are hereby established as shown on the accompanying plat and no building or portion thereof shall be constructed between this line and the street right of way line.

STREETS

The roads and streets shown on this plat and not heretofore dedicated to public use as thoroughfares are hereby so dedicated.

EASEMENTS

An easement or license is hereby granted to the City of Lee's Summit, Missouri, to locate, construct and maintain or to authorize the location, construction and maintenance of poles, wires, anchors, conduits, and/or structures for water, gas, sanitary sewer, storm sewer, surface drainage channel, electricity, telephone, cable television, or any other necessary public utility or services, and or all of them, upon, over, or under those areas outlined or designated upon this plat as "Utility Easements" (U.E.) or within any street or thoroughfare dedicated to public use on this plat.

IN TESTIMONY WHEREOF: The undersigned owners of the above tract of land, identified as TRACT 1, have caused these presents to be signed this 30th day of October, 1997.

BY: Janice A. Patterson

Janice A. Patterson, Trustee
Grantor Trust for the Benefit of Janice A. Patterson, dated January 4, 1989
of the County of Jackson, State of Missouri

STATE OF MISSOURI }
COUNTY OF JACKSON } SS.

On this 30th Day of Oct., 1997, before me, the undersigned, appeared Janice A. Patterson, Trustee, Grantor Trust for the Benefit of Janice A. Patterson, who is personally known to me to be the same and to be free act and deed.

IN WITNESS WHEREOF: I have hereunto set my hand and affixed by notarial seal at my office on the day and year last above written.

4-10-99
My Commission Expires
Janice A. Berry
PRINT NAME



IN TESTIMONY WHEREOF: The undersigned owners of the above tract of land, identified as TRACT 2, have caused these presents to be signed this 30th day of Oct., 1997.

BY: Don Klahn

Don Klahn
STATE OF MISSOURI }
COUNTY OF JACKSON } SS.

On this 30th Day of Oct., 1997, before me, the undersigned, appeared Don Klahn, an individual, to me known to be the person described herein and executed the foregoing Instrument and acknowledged that they executed the same as their free act and deed.

IN WITNESS WHEREOF: I have hereunto set my hand and affixed by notarial seal at my office on the day and year last above written.

7/21/2001
My Commission Expires
Diane Wilhoit
PRINT NAME



This certifies that the accompanying plat of "QuikTrip 162R" was submitted to and duly approved by the Mayor and City Council of Lee's Summit, Missouri, this 29th day of September, 1997, by Ordinance No. 406.

Karen R. Messerli, Mayor
Denise R. Chisum, City Clerk
Approved: Robert P. O'Brien, City Engineer
Approved: G. David Robinson, Director Community Development

APPROVED: COUNTY ASSESSOR
Randy D. Diehl
Date: 11-13-97
Approved: Dennis A. Bordiner, Planning Commission Secretary

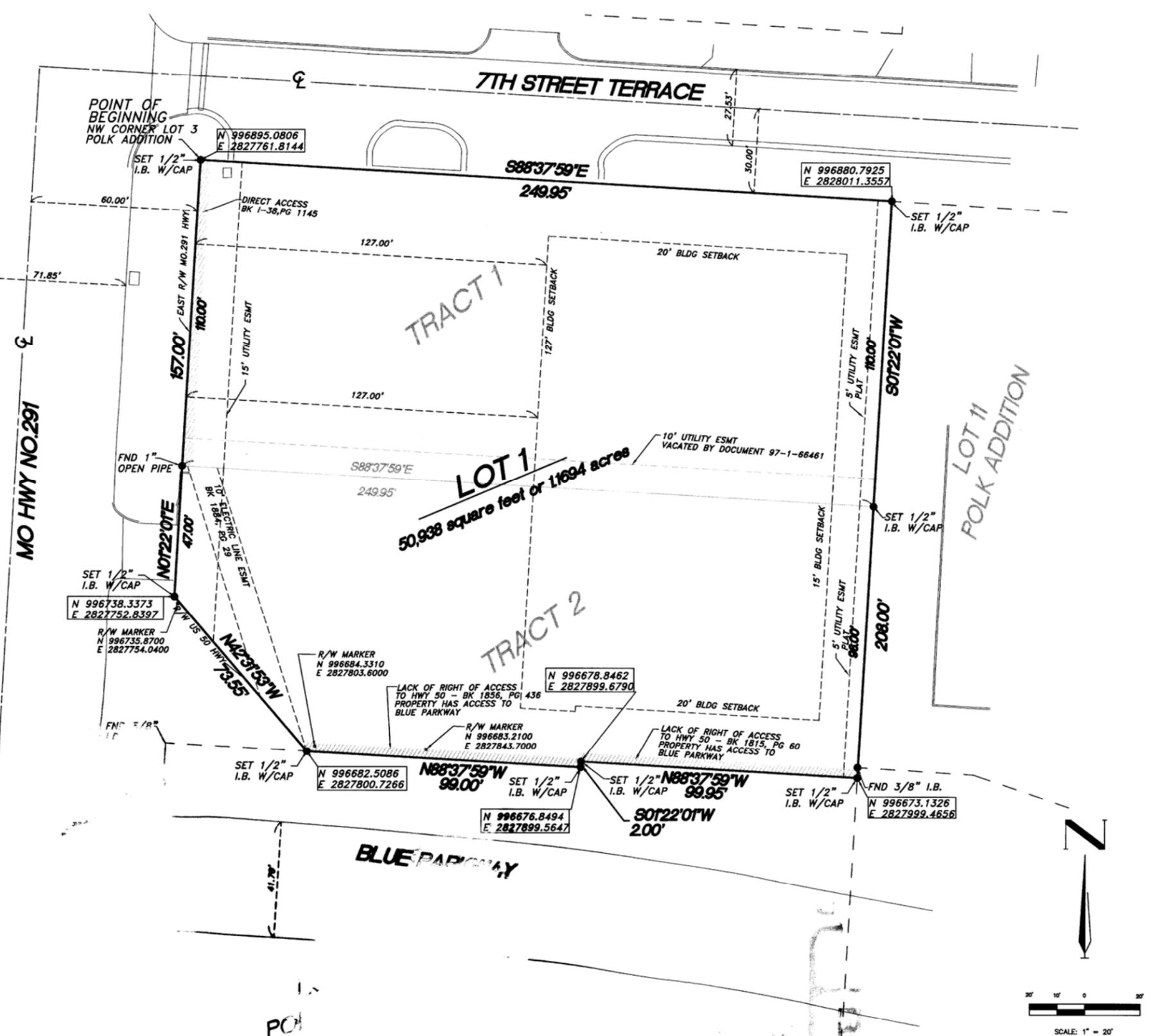
SURVEYOR'S CERTIFICATION: I hereby certify that the Plat of "QuikTrip 162R" is based on an actual Survey made by me or under my direct supervision and that said Survey meets or exceeds the current minimum standards for Boundary Surveys, as established by the Department of Natural Resources and Land Surveys of the State of Missouri.

Date: 10/27/97
By: Delmar L. Meyer, Registered Land Surveyor No. 1609



Traverse table with bearings and coordinates: N 81°25'35"E 2824635.2534, S 87°41'32"E 3094.44'

The bearing and coordinates (in feet) shown in the traverse table above are based on the Missouri State Plane Coordinate System, using a Grid Factor of 0.9998970 (Note: 1 Meter = 3.28083333 Feet).



300
500
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1500
2000
3000
4000
5000
6000
7000
8000
9000
10000



18000 W. 87TH PARKWAY, SUITE 108
LENEKA, KANSAS 66215-2879
LHE PA
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS • PLANNERS • TRANSPORTATION

FINAL PLAT QuikTrip 162R
HWY 50 & MO. HWY NO. 291
LEE'S SUMMIT, MISSOURI

NO.	REVISIONS	DATE
1.	Per City Comments	7/24/97
2.	Per City Comments	10/07/97
3.	Per City Comments	10/24/97

JOB NUMBER: 580858
FIELD BOOK:
DRAWN BY: ESW
CHECKED BY: ZTS
ISSUE DATE: 7/01/97
SHEET NUMBER
PLAT



BENCHMARK: Manhole along the north side of 7th Street Terrace and approximately 304 feet east of the Northeast Corner of the property.

APPENDIX F

PHOTOS FROM REDEVELOPMENT AREA

All photos were taken in January 2020.

[See attached]

504 SE BLUE PARKWAY



504 SE BLUE PARKWAY (cont'd 1)



713 SE M 291



713 SE M 291 (cont'd 1)



713 SE M 291 (cont'd 2)



906 SE 7TH TERRACE



906 SE 7TH TERRACE (cont'd 1)



906 SE 7TH TERRACE (cont'd 2)



906 SE 7TH TERRACE (cont'd 3)



910 SE 7TH TERRACE



910 SE 7TH TERRACE (cont'd 1)



914 SE 7TH TERRACE



914 SE 7TH TERRACE (cont'd 1)



914 SE 7TH TERRACE (cont'd 2)



916 SE 7TH TERRACE



916 SE 7TH TERRACE (cont'd 1)



922 SE 7TH TERRACE



928 SE 7TH TERRACE



934 SE 7TH TERRACE



940 SE 7TH TERRACE



946 SE 7TH TERRACE



952 SE 7TH TERRACE



APPLEBEES



APPLEBEES (cont'd 1)



APPLEBEES (cont'd 2)



BARYBERRY PLACE RETAIL STRIP BUILDING



BAYBERRY PLACE RETAIL STRIP BUILDING (cont'd 1)



BAYBERRY PLACE RETAIL STRIP BUILDING (cont'd 2)



BAYBERRY PLACE RETAIL STRIP BUILDING (cont'd 3)



DOLLAR TREE



DOLLAR TREE (cont'd 1)



DOLLAR TREE (cont'd 2)



ENTRY INTO FUTURE WENDY'S SITE and FORMER CHINESE RESTAURANT



ENTRY INTO FUTURE WENDY'S SITE and FORMER CHINESE RESTAURANT (cont'd 1)



ENTRY INTO FUTURE WENDY'S SITE and FORMER CHINESE RESTAURANT (cont'd 2)



**ENTRY INTO FUTURE WENDY'S SITE and
FORMER CHINESE RESTAURANT
(cont'd 3)**



INTERSECTION



INTERSECTION (cont'd 1)



INTERSECTION (cont'd 2)



INTERSECTION (cont'd 3)



INTERSECTION (cont'd 4)



Lawn & Leisure



Lawn & Leisure (cont'd 1)



M-291



M-291 (cont'd 1)



Pit Stop Auto Detailing



QT Gas Station



SE 7TH TER



SE 7TH TER (cont'd 1)



SE 7TH TER (cont'd 2)



SE 7TH TER (cont'd 3)



SE 7TH TER (cont'd 4)



SE BLUE PARKWAY



SE BLUE PARKWAY (cont'd 1)



SE BLUE PARKWAY (cont'd 2)



SE BLUE PARKWAY ROAD



VACANT PROPERTY



VALUE AUTO CLINIC



VALUE AUTO CLINIC (cont'd 1)



WILD CHILD



WILD CHILD (cont'd 1)



EXHIBIT 4.
RELOCATION
ASSISTANCE PLAN

RELOCATION ASSISTANCE PLAN

This Relocation Assistance Plan for the 291 North and Highway 50 TIF Plan shall consist of the Relocation Assistance provisions of the Lee's Summit City Code set forth in Chapter 2, Article XI of the City Code, which is applicable to relocation due to condemnation. Where these City Code provisions apply to relocation due to condemnation, the same shall apply to relocation due to implementation of the 291 North and Highway 50 TIF Plan.

ARTICLE XI. - RELOCATION ASSISTANCE PROGRAM

Sec. 2-600. - Purpose.

The purpose of this article is to provide guidelines for the provision of relocation assistance to eligible persons displaced as the result of condemnation proceedings. This relocation assistance program is created in compliance with Section 523.205.2, RSMo (2006).

Sec. 2-601. - Applicability.

This article applies when the City initiates condemnation proceedings after December 31, 2006, which may necessitate displacement of persons, and such displacement is not subject to the provisions of the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 U.S.C. Sections 4601 to 4655, as amended) (hereinafter referred to as the "Federal Act"). This article does not apply to relocation assistance that is required by Section 523.205.1, RSMo.

Sec. 2-602. - Definitions.

As used in this article:

Appraisal means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

Business means any lawful activity, excepting a farm operation, conducted primarily:

- A. For the purchase, sale, lease and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property;
- B. For the sale of services to the public;
- C. By a nonprofit organization; or
- D. Solely for the purposes of Section 2-603(B) of this article, for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display

or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted.

City means the City of Lee's Summit, Missouri. (See Section 4601 of the Federal Act.)

Comparable replacement dwelling means any dwelling that is:

- A. Decent, safe, and sanitary;
- B. Adequate in size to accommodate the occupants;
- C. Within the financial means of the displaced person;
- D. Functionally equivalent;
- E. In an area not subject to unreasonable adverse environmental conditions; and
- F. In a location generally not less desirable than the location of the displaced person's dwelling with respect to public utilities, facilities, services, and the displaced person's place of employment.

Displaced person means, except as provided in Subparagraph C below:

- A. Any person who moves from real property, or moves his personal property from real property:
 - 1. As a direct result of a written notice of intent to acquire or the acquisition of such real property in whole or in part for a program or project undertaken by the City or with City financial assistance; or
 - 2. On which such person is a residential tenant or conducts a small business, a farm operation, or a business defined in Paragraph (C)(4) of this section, as a direct result of rehabilitation, demolition, or such other displacing activity as may be prescribed by applicable law or regulation, under a program or project undertaken by the City or with City financial assistance in any case in which the Director of Public Works determines that such displacement is permanent; and
- B. Solely for the purposes of Sections 2-603.B, 1. - 2 and 2-603(E) of this article, any person who moves from real property, or moves his personal property from real property:
 - 1. As a direct result of a written notice of intent to acquire or the acquisition of other real property, in whole or in part, on which such person conducts a business or farm operation, for a program or project undertaken by the City or with City financial assistance; or
 - 2. As a direct result of rehabilitation, demolition, or such other displacing activity as may be prescribed by the Federal Act, of other real property on which such person conducts a business or a farm operation, under a program or project undertaken by the City or with City financial assistance where the Director of Public Works determines that such displacement is permanent.
- C. The term "displaced person" does not include:

1. A person who is either in unlawful occupancy of the displacement dwelling or has occupied such dwelling for the purpose of obtaining assistance under this chapter;
2. In any case in which the City acquires property for a program or project, any person (other than a person who was an occupant of such property at the time it was acquired) who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project.

Farm operation means any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale or home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Mortgage means such classes of liens as are commonly given to secure advances on, or the unpaid purchase price of, real property, together with the credit instruments, if any, secured thereby.

Person means any individual, partnership, corporation, or association.

Sec. 2-603. - Policies and procedures.

A. *Displaced persons not eligible for assistance.*

1. *In general.* Except as provided in Subsection A.3. of this section, a displaced person shall not be eligible to receive relocation payments or any other assistance under this article if the displaced person is an alien not lawfully present in the United States.
2. *Determinations of eligibility.* In carrying out Subsection A.1. of this section, the City shall follow as nearly as practicable the applicable regulations promulgated pursuant to the Federal Act.
3. *Exceptional and extremely unusual hardship.* If the Director of Public Works determines by clear and convincing evidence that a determination of the ineligibility of a displaced person under Subsection A.1. of this section would result in exceptional and extremely unusual hardship to an individual who is the displaced person's spouse, parent, or child and who is a citizen of the United States or an alien lawfully admitted for permanent residence in the United States, relocation payments and other assistance will be provided to the displaced person under this chapter if the displaced person would be eligible for the assistance but for Subsection A.1. of this section.
4. *Limitation.* Nothing in this section affects any right available to a displaced person under any other provision of Federal or State law. (See § 4605 of the Federal Act)

B. *Moving and related expenses.*

1. *General provision.* Whenever a program or project to be undertaken by the City will result in the displacement of any person, the City shall provide for the payment to the displaced person of:
 - a. Actual reasonable expenses in moving himself, his family, business, farm operation, or other personal property;

- b. Actual direct losses of tangible personal property as a result of moving or discontinuing a business or farm operation, but not to exceed an amount equal to the reasonable expenses that would have been required to relocate such property, pursuant to the Federal Act;
 - c. Actual reasonable expenses in searching for a replacement business or farm; and
 - d. Actual reasonable expenses necessary to reestablish a displaced farm, nonprofit organization, or small business at its new site, but not to exceed ten thousand dollars (\$10,000.00);
 - e. *Displacement from dwelling; election of payments: expense and dislocation allowance.* Any displaced person eligible for payments under Subsection B(1) of this section who is displaced from a dwelling and who elects to accept the payments authorized by this subsection in lieu of the payments authorized by Subsection B.1. of this section may receive an expense and dislocation allowance, which shall be determined according to the schedule established by the Federal Act.
2. *Displacement from business or farm operation; election of payments; minimum and maximum amounts; eligibility.* Any displaced person eligible for payments under Subsection B.1. of this section who is displaced from the person's place of business or farm operation and who is eligible under criteria established by the Federal Act may elect to accept the payment authorized by this subsection in lieu of the payment authorized by Subsection B.1. of this section. Such payment shall consist of a fixed payment in an amount to be determined according to criteria established by the Federal Act, except that such payment shall not be less than one thousand dollars (\$1,000.00) nor more than twenty thousand dollars (\$20,000.00). A person whose sole business at the displacement dwelling is the rental of such property to others shall not qualify for a payment under this subsection. (See Section 4622 of the Federal Act.)
- C. *Replacement housing for homeowner; mortgage insurance.*
- 1. In addition to payments otherwise authorized by this article, the City shall make an additional payment not in excess of twenty-two thousand five hundred dollars (\$22,500.00) to any displaced person who is displaced from a dwelling actually owned and occupied by such displaced person for not less than one hundred eighty (180) days prior to the initiation of negotiations for the acquisition of the property. Such additional payment shall include the following elements:
 - a. The amount, if any, which when added to the acquisition cost of the dwelling acquired by the City, equals the reasonable cost of a comparable replacement dwelling.
 - b. The amount, if any, which will compensate such displaced person for any increased interest costs and other debt service costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the City was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than one

hundred eighty (180) days immediately prior to the initiation of negotiations for the acquisition of such dwelling.

- c. Reasonable expenses incurred by such displaced person for evidence of title, recording fees, and other closing costs incident to the purchase of the replacement dwelling, but not including prepaid expenses.

2. The additional payment authorized by this section shall be made only to a displaced person who purchases and occupies a decent, safe, and sanitary replacement dwelling within one year after the date on which such person receives final payment from the City for the acquired dwelling or the date on which the City's obligation under Section 2-603.E.3.c. of this article is met, whichever is later, except that the City may extend such period for good cause. If such period is extended, the payment under this section shall be based on the costs of relocating the person to a comparable replacement dwelling within one year of such date. (See Section 4623 of the Federal Act.)

D. *Replacement housing for tenants and certain others.*

1. In addition to amounts otherwise authorized hereunder, payment shall be made to or for any displaced person displaced from any dwelling not eligible to receive a payment under Subsection C. of this Section which dwelling was actually and lawfully occupied by such displaced person for not less than ninety (90) days immediately prior to (1) the initiation of negotiations for acquisition of such dwelling, or (2) in any case in which displacement is not a direct result of acquisition, such other event as the Federal Act shall prescribe. Such payment shall consist of the amount necessary to enable such person to lease or rent for a period not to exceed forty-two (42) months, a comparable replacement dwelling, but not to exceed five thousand two hundred fifty dollars (\$5,250.00). At the discretion of the Council, a payment under this subsection may be made in periodic installments. Computation of a payment under this subsection to a low-income displaced person for a comparable replacement dwelling shall take into account such person's income.
2. Any person eligible for a payment under Subsection D.1. of this section may elect to apply such payment to a down payment on, and other incidental expenses pursuant to, the purchase of a decent, safe, and sanitary replacement dwelling. Any such person may, at the discretion of the Council, be eligible under this subsection for the maximum payment allowed under Subsection D.1. of this section, except that, in the case of a displaced homeowner who has owned and occupied the displacement dwelling for at least ninety (90) days but not more than one hundred eighty (180) days immediately prior to the initiation of negotiations for the acquisition of such dwelling, such payment shall not exceed the payment such person would otherwise have received under Subsection 2-603.C.1. of this article had the person owned and occupied the displacement dwelling one hundred eighty (180) days immediately prior to the initiation of such negotiations. (See Section 4624 of the Federal Act.)

E. *Relocation planning, assistance coordination, and advisory services.*

1. Planning of programs or projects undertaken by the City programs or projects undertaken by the City or with City financial assistance shall be planned in a manner that:
 - a. Recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations; and
 - b. Provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.
2. *Availability of advisory services.* The Director of Public Works shall ensure that the relocation assistance advisory services described in Subsection E.3. of this section are made available to all persons displaced by the City. If the Director of Public Works determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the Director of Public Works may make available to such person such advisory services.
3. *Measures, facilities, or services; description.* Each relocation assistance advisory program required by Subsection E.2. of this section shall include such measures, facilities, or services as may be necessary or appropriate in order to:
 - a. Determine, and make timely recommendations on, the needs and preferences, if any, of displaced persons for relocation assistance;
 - b. Provide current and continuing information on the availability, sales prices, and rental charges of comparable replacement dwellings for displaced homeowners and tenants and suitable locations for businesses and farm operations;
 - c. Assure that a person shall not be required to move from a dwelling unless the person has had a reasonable opportunity to relocate to a comparable replacement dwelling, except in the case of:
 - 1) A major disaster, which shall mean any natural catastrophe (including any hurricane, tornado, storm, high water, wind driven water, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, or drought), or, regardless of cause, any fire, flood, or explosion, in any part of the United States, which in the determination of the President causes damage of sufficient severity and magnitude to warrant major disaster assistance under this chapter to supplement the efforts and available resources of states, local governments, and disaster relief organizations in alleviating the damage, loss, hardship, or suffering caused thereby;
 - 2) A national emergency declared by the President; or

- 3) Any other emergency which requires the person to move immediately from the dwelling because continued occupancy of such dwelling by such person constitutes a substantial danger to the health or safety of such person;
 - d. Assist a person displaced from a business or farm operation in obtaining and becoming established in a suitable replacement location;
 - e. Supply:
 - 1) information concerning other federal and state programs which may be of assistance to displaced persons; and
 - 2) technical assistance to such persons in applying for assistance under such programs; and
 - f. Provide other advisory services to displaced persons in order to minimize hardships to such persons in adjusting to relocation.
 - 4. *Coordination of relocation activities with other federal, state or local governmental actions.* The City shall coordinate the relocation activities performed by such agency with other federal, state, or local governmental actions in the community which could affect the efficient and effective delivery of relocation assistance and related services.
 - 5. *Tenants occupying property acquired for programs or projects; eligibility for advisory services.* In any case in which the City acquires property for a program or project, any person who occupies such property on a rental basis for a short term or a period subject to termination when the property is needed for the program or project shall be eligible for advisory services to the extent determined by the Director of Public Works. (See § 4625 of the Federal Act)
- F. *Housing replacement by the City as last resort.*
- 1. If a program or project undertaken by the City or with City financial assistance cannot proceed on a timely basis because comparable replacement dwellings are not available, and Director of Public Works determines that such dwellings cannot otherwise be made available, the Council may take such action as is necessary or appropriate to provide such dwellings by use of funds authorized for such project. The Council may use this section to exceed the maximum amounts which may be paid under Sections 2-603.C., D. of this article on a case-by-case basis for good cause as prescribed by the Federal Act.
 - 2. No person shall be required to move from his dwelling on account of any program or project undertaken by the City or with City financial assistance, unless comparable replacement housing is available to such person. (See Section 4626 of the Federal Act.)

EXHIBIT 5.
PROJECT BUDGET FOR
REDEVELOPMENT
PROJECTS 1-4

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECT BUDGET FOR ALL PUBLIC AND PRIVATE IMPROVEMENTS IN PROJECTS 1-4

	Total Project Cost	Funded by Users	Funded by City & TIF Reimbursable		Funded by State
			Direct Funding & TIF Reimbursable	Priority TIF Reimbursable	
Land Acquisition					
Project 1 - Highway Patrol Facility Property	\$2,000,000	(See Relocation Costs)			
Project 2 - QuikTrip	\$0				
Project 3 - Wendy's	\$504,250	\$504,250			
Project 3 - Sit Down Restaurant	\$800,000	\$800,000			
Sub-Total	\$3,304,250				
Demolition					
Project 1 - Highway Patrol Facility and roadways	\$300,000		\$300,000		
Relocation Costs					
Project 1 - Relocate Highway Patrol Facility	\$8,113,000	\$2,000,000		\$4,056,500	\$2,056,500
Site Development Costs					
Project 1 - Highway Patrol Facility Property	\$500,000	\$500,000			
Project 2 - QuikTrip	\$300,000	\$300,000			
Project 3 - Wendy's	\$300,000	\$300,000			
Sub-Total	\$1,100,000				
Public Improvements					
Outer Roads					
Blue Parkway Realignment - Eastern Phase	\$1,531,250				
Blue Parkway Realignment - Western Phase	\$1,426,250				
Subtotal	\$2,957,500		\$2,957,500		
Interchange					
291 North & Hwy 50 Interchange Reconstruction	\$18,000,000		\$9,000,000		\$9,000,000
Sub-Total	\$20,957,500				
Building Construction Costs					
Project 1 - Retail on Highway Patrol Property	\$3,810,000	\$3,810,000			
Project 2 - QuikTrip	\$1,710,000	\$1,710,000			
Project 3 - Wendy's	\$1,320,000	\$1,320,000			
Project 4 - Sit Down Restaurant (Tenant Finish)	\$200,000	\$200,000			
Sub-Total	\$7,040,000				
Professional Services and Soft Costs (15% of construction)					
Project 1 - Highway Patrol Facility Property	\$571,500	\$571,500			
Project 2 - QuikTrip	\$256,500	\$256,500			
Project 3 - Wendy's	\$198,000	\$198,000			
Sub-Total	\$1,026,000				
Financing Costs (5% during construction)	\$1,451,000	\$362,750	\$435,300	\$290,200	\$362,750
Contingency (10% of construction costs)					
Public Improvements	\$2,096,000		\$1,195,893		\$900,107
Private Developments	\$704,000	\$704,000			
Sub-Total	\$2,800,000				
Totals	\$44,091,750	\$13,537,000 30.7%	\$13,888,693 31.5%	\$4,346,700 9.9%	\$12,319,357 27.9%

EXHIBIT 6.

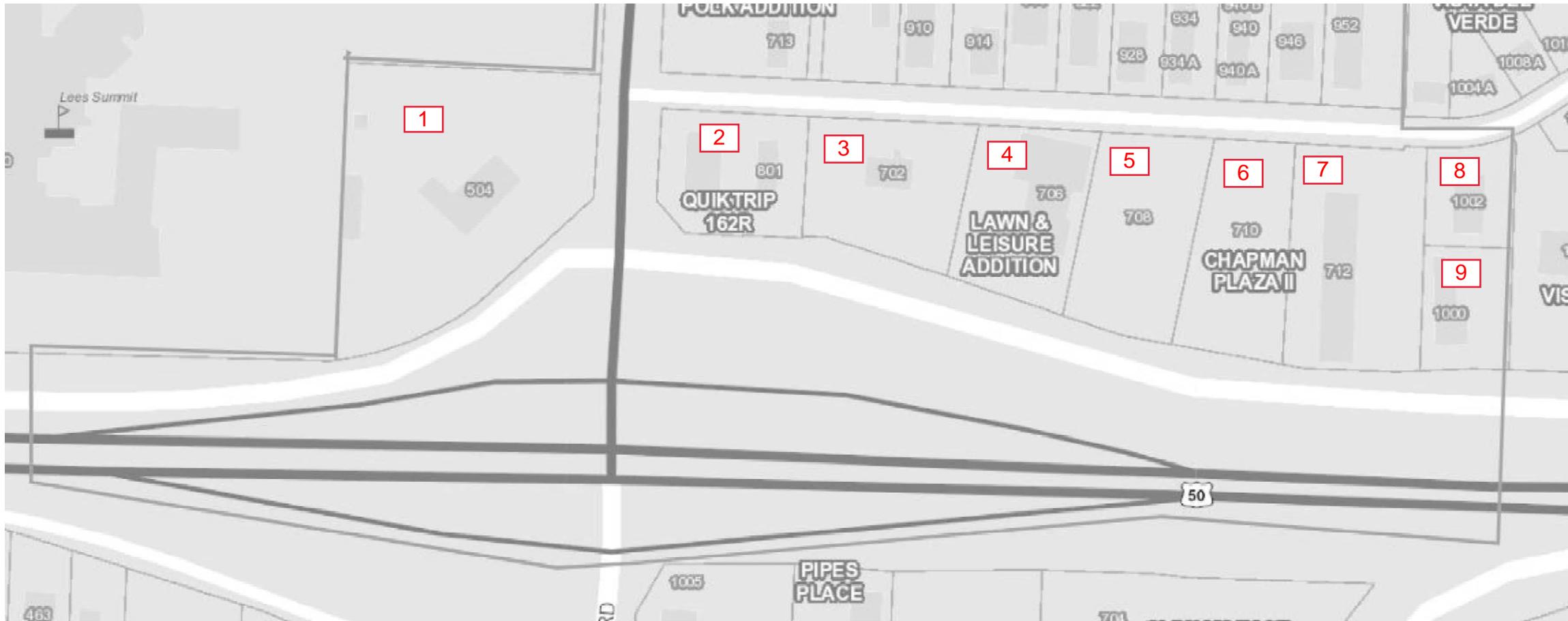
PARCEL DATA

Note: This data is based on the best available information from Jackson County at the time that the updated Plan was filed with the City Clerk on January 24, 2020. This information and data may be supplemented at a later date, as new information becomes available to the City. Adding such supplemental information and data will not be treated as an amendment to the Plan.

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PARCEL DATA FOR REDEVELOPMENT AREA

Parcel Number	Owner	Business	Tax Parcel	Address	Market Value	Assessed Value	Taxable Value
1	State of Missouri	Missouri Highway Patrol Troop A	61-510-02-40-00-0-00-000	504 SE Blue Parkway	\$ 1,802,156	\$ 576,793	\$ -
2	3777 Corporation	QuikTrip	61-510-08-06-00-0-00-000	801 SE M291 Highway	\$ 1,287,000	\$ 411,810	\$ 411,810
3	QuikTrip Corporation		61-510-08-03-00-0-00-000	702 SE Blue Parkway	\$ 538,700	\$ 172,384	\$ 172,384
4	Thomas Anthony Kraft Trust	Lawn & Leisure	61-510-08-02-00-0-00-000	706 SE Blue Parkway	\$ 522,800	\$ 176,896	\$ 176,896
5	Thomas Anthony Kraft Trust		61-510-08-09-00-0-00-000	708 SE Blue Parkway	\$ 280,300	\$ 89,696	\$ 89,696
6	Thomas Anthony Kraft Trust		61-510-08-08-00-0-00-000	710 SE Blue Parkway	\$ 258,300	\$ 82,656	\$ 82,656
7	Gary & Lisa Calvert	Calvert's Express Auto Service & Tire Lee's Summit	61-510-08-07-00-0-00-000	712 SE 7th Terrace	\$ 431,300	\$ 138,016	\$ 138,016
8	Harry & Mary Voights	Value Auto Clinic	61-620-16-69-00-0-00-000	1002 SE Blue Parkway	\$ 285,500	\$ 91,360	\$ 91,360
9	CRB Industries, LLC	Pit Stop Auto Detailing	61-620-16-70-00-0-00-000	1000 SE Blue Parkway	\$ 273,900	\$ 87,648	\$ 87,648
10	Digital Niche, LLC	Digital Niche LLC	61-510-01-75-00-0-00-000	952 SE 7th Terrace	\$ 582,400	\$ 186,368	\$ 186,368
11	Buildings 65, LLC	Virgil's Garage	61-510-01-74-00-0-00-000	946 SE 7th Terrace	\$ 346,100	\$ 110,752	\$ 110,752
12	Brungardt and Brungardt Investments, LLC	Exclusive Lawns, Summit Construction Co, Burngard Investments, LLC	61-510-01-73-00-0-00-000	970 SE 7th Terrace	\$ 379,800	\$ 121,536	\$ 121,536
13	Donaldson Commercial Properties, LLC	Donaldson Mechanical Inc.	61-510-01-72-00-0-00-000	940 SE 7th Terrace	\$ 397,500	\$ 127,200	\$ 127,200
14	Lipari Series 1 Real Estate, LLC	A-1 Auto Repair	61-510-01-71-00-0-00-000	928 SE 7th Terrace	\$ 258,600	\$ 82,752	\$ 82,752
15	1151 Century LLC	Classic Paint & Collision Inc.	61-510-01-70-00-0-00-000	922 SE 7th Terrace	\$ 375,500	\$ 120,160	\$ 120,160
16	David & Patricia Barthhold Trust	Summit South Auto Repair	61-510-01-69-00-0-00-000	916 SE 7th Terrace	\$ 337,000	\$ 107,840	\$ 107,840
17	R C P II, LLC		61-510-01-68-00-0-00-000	912 SE 7th Terrace	\$ 180,600	\$ 57,792	\$ 57,792
18	Hopscotch, LLC	Diversity Language Preschool	61-510-01-67-00-0-00-000	914 SE 7th Terrace	\$ 219,292	\$ 70,173	\$ 70,173
19	MAS 910, LLC	Model Furniture Outlet	61-510-01-66-00-0-00-000	910 SE 7th Terrace	\$ 331,700	\$ 106,144	\$ 106,144
20	Phillip & Nadine Owensby	Owensby & Sons Roofing	61-510-01-82-00-0-00-000	906 SE 7th Terrace	\$ 279,600	\$ 89,472	\$ 89,472
21	HMH Limited, Inc.	HMH Auto	61-510-01-80-02-0-00-000	713 SE M291 Highway	\$ 353,838	\$ 113,228	\$ 113,228
22	Lee's Summit 29197, LLC	Wendy's	61-510-01-81-01-0-00-000	711 SE M291 Highway	\$ 475,900	\$ 152,288	\$ 152,288
23	California Tigers, LLC	*See list below*	61-510-01-78-00-0-00-000	705 SE Melody Lane, Unit A	\$ 1,829,600	\$ 585,472	\$ 585,472
24	California Tigers, LLC	Dollar Tree	61-510-01-80-00-0-00-000	703 SE Melody Lane	\$ 877,300	\$ 280,736	\$ 280,736
25	701 Melody Lane Owner, LLC	*Closed Applebee's*	61-510-01-79-00-0-00-000	701 SE Melody Lane	\$ 934,600	\$ 299,072	\$ 299,072
26	Land Trust of Jackson County		61-510-10-01-00-0-00-000	None	\$ 3,100	\$ 992	\$ -
Totals					\$ 13,842,386	\$ 4,439,236	\$ 3,861,451
23	California Tigers, LLC	Mr. Goodcents The UPS Store Geico Discount Smoke Shop Sahara Mediterranean Food Lamar's Donuts CBD Mind & Body Nail Spa					



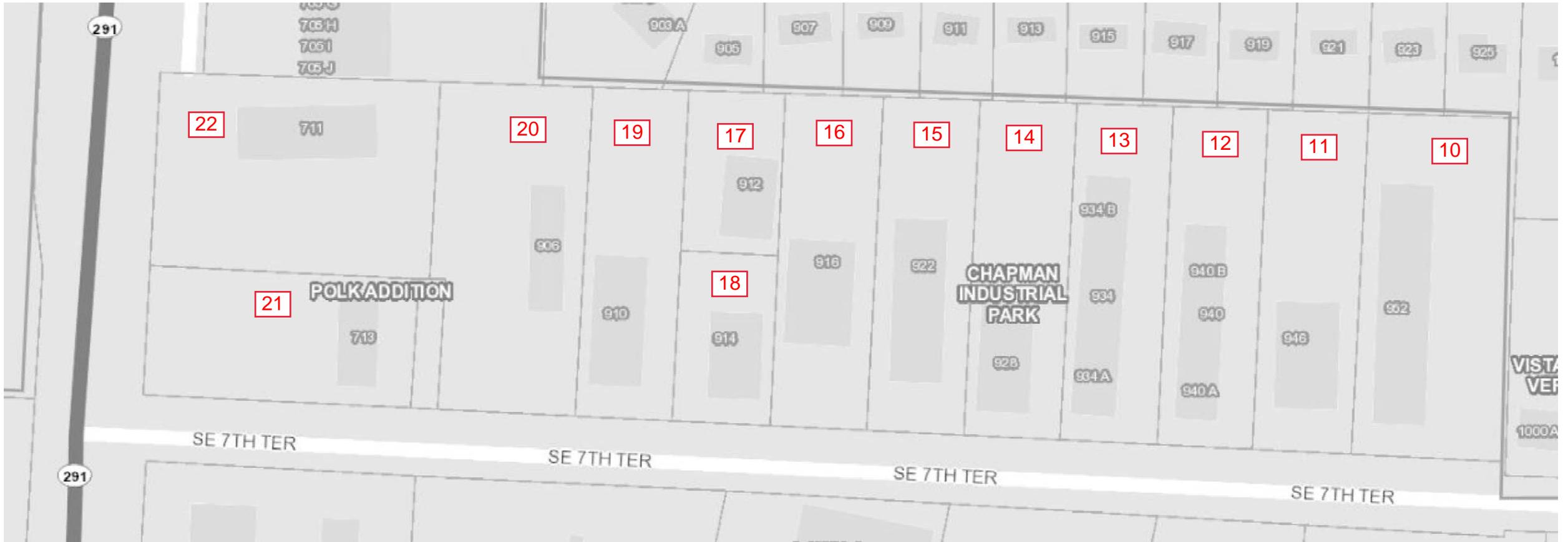




EXHIBIT 7.
PROJECTION OF TIF REVENUE

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

TAX ASSUMPTIONS FOR PROJECTS 1-4

<u>Real Property Assumptions</u>	
<u>Assessment Ratios</u>	
Commercial	32%
Residential	19%
Agricultural	12%
Bi-annual Growth/Inflation Rate	1.00%

<u>Personal Property Assumptions</u>	
Assessment Ratio	33%
Base Market Value	\$0
Annual Growth & Inflation Rate: 10%	
110% replacement value, 7 year replacement life	

<u>Real Property Taxes Subject to TIF Capture</u>			
Taxing District	Rate	Captured Rate	% of Total by District
City	1.3936%	1.3936%	17.2%
Mental Health	0.1008%	0.1008%	1.2%
Library	0.3633%	0.3633%	4.5%
Junior College	0.2047%	0.2047%	2.5%
Jackson County	0.6110%	0.6110%	7.5%
LS R-7 School District	5.3280%	5.3280%	65.8%
Totals	8.0014%	8.0014%	
<u>Real Property Taxes Not Subject to TIF</u>			
Mo Blind Pension	0.0300%		0.4%
Handicap Workshop	0.0620%		0.8%
	0.0920%		100.0%
<u>Real Property Taxes Not Captured and Distributed Proportionally to all Districts</u>			
M&M Replacement Tax	1.4370%		
Total of All Tax Levies	9.5304%		

<u>Sales Projection Assumptions</u>			
Period	Year	Percent Open	Growth
Year 1	2021	50%	0.0%
Year 2	2022	100%	0.0%
Year 3	2023	100%	1.0%

<u>Assumed Reimbursement Interest Rate</u>
6.00%

<u>Personal Property Levv Rates</u>		
Taxing District	Rate	% of Total by District
City	1.3936%	17.2%
Handicap Workshop	0.0620%	0.8%
Junior College	0.2047%	2.5%
Library	0.3633%	4.5%
Mental Health	0.1008%	1.2%
LS R-7 School District	5.3280%	65.8%
Jackson County	0.6110%	7.5%
MO Blind Pension	0.0300%	0.4%
Total	8.0934%	100.0%

<u>Sales Taxes Subject to TIF Capture</u>		
Taxing District	Rate	Captured Rate
City - General	1.000%	0.500%
City - Transportation	0.500%	0.250%
City - Capital Improvements	0.500%	0.250%
City - Parks	0.250%	0.125%
County - General	0.500%	0.250%
County - Capital Improvements	0.375%	0.000%
County - Drug Enforcement	0.250%	0.125%
County - Childrens Services	0.125%	0.063%
Zoo District	0.125%	0.0625%
Rate Subject to TIF	3.625%	1.625%

Notes:

- TIF does not capture Blind Pension Tax, Sheltered Workshop or M&M Inventory Replacement Tax

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

**REDEVELOPMENT ASSUMPTIONS WORKSHEET
FOR REDEVELOPMENT PROJECTS 1-4**

Base Assessed Valuations (2019 County Data)

<u>Parcel</u>	<u>Market Value</u>	<u>Assessed Value</u>	<u>Taxable AV</u>
Project 1 - MHP Property 61-510-02-40-00-0-00-000	\$1,802,156	\$576,793	\$0
Project 2 - QuikTrip ROW Parcel for Project 2	\$0	\$0	\$0
Project 3 - Wendy's 61-510-01-81-01-0-00-000	\$475,900	\$152,288	\$152,288
Project 4 - Sit Down Restaurant 61-510-01-79-00-0-00-000	\$934,600	\$299,072	\$299,072

Estimated Construction Costs

Per Square Foot	\$300
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Estimated Post Construction Assessed Valuations

Project 1

<u>Land Use</u>	<u>Building Area (SqFft)</u>	<u>Market Value per</u>		<u>Market Value</u>	<u>Assessed Value</u>
		<u>SqFt</u>			
Retail Restaurant					
Sit Down Restaurant	5,300	\$233		\$1,234,900	\$395,168
Fast Food Restaurant	4,400	\$177		\$778,800	\$249,216
In-Line Retail	3,000	\$85		\$255,000	\$81,600
	<u>12,700</u>			<u>\$2,268,700</u>	<u>\$725,984</u>

CP-2 FAR is 0.55
93,085 sqft max

Project 2

<u>Land Use</u>	<u>Building Area (SqFft)</u>	<u>Market Value per</u>		<u>Market Value</u>	<u>Assessed Value</u>
		<u>SqFt</u>			
Convenience Store	5,700	\$347		\$1,977,900	\$632,928

Project 3

<u>Land Use</u>	<u>Building Area (SqFft)</u>	<u>Market Value per</u>		<u>Market Value</u>	<u>Assessed Value</u>
		<u>SqFt</u>			
Fast Food Restaurant	4,400	\$347		\$1,526,800	\$488,576

Project 4

<u>Land Use</u>	<u>Building Area (SqFft)</u>	<u>Market Value per</u>		<u>Market Value</u>	<u>Assessed Value</u>
		<u>SqFt</u>			
Fast Food Restaurant	4,564	\$204.78		\$934,600	\$299,072

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

**REDEVELOPMENT ASSUMPTIONS WORKSHEET
FOR REDEVELOPMENT PROJECTS 1-4**

Sales Projections

Project 1				
Land Use	Building Area (SqFft)	Sales Per SqFt Per		Total Annual Sales
		Year		
Retail				
Sit Down Restaurant	5,300	\$300		\$1,590,000 (Chili's equivalent)
Fast Food Restaurant	4,400	\$350		\$1,540,000 (McDonalds equivalent)
In-Line Retail	3,000	\$135		\$405,000
	12,700			\$3,535,000

Project 2				
Land Use	Building Area (SqFft)	Sales Per SqFt Per		Total Annual Sales
		Year		
QuikTrip Convenience Store	5,700	\$800		\$4,560,000

Project 3				
Land Use	Building Area (SqFft)	Sales Per SqFt Per		Total Annual Sales
		Year		
Wendy's Restaurant	4,400	\$350		\$1,540,000

Project 4				
Land Use	Building Area (SqFft)	Sales Per SqFt Per		Total Annual Sales
		Year		
Sit Down Restaurant	4,564	\$250		\$1,141,000

Personal Property Assumption

Project 1				
Land Use	Building Area (SqFft)	Personal Prop		Personal Prop Value
		Value Per SqFt		
Retail				
Sit Down Restaurant	5,300	\$20		\$106,000
Fast Food Restaurant	4,400	\$25		\$110,000
In-Line Retail	3,000	\$10		\$30,000
	12,700			\$246,000

Project 2				
Land Use	Building Area (SqFft)	Personal Prop		Personal Prop Value
		Value Per SqFt		
Convenience Store	5,700	\$25		\$142,500

Project 3				
Land Use	Building Area (SqFft)	Personal Prop		Personal Prop Value
		Value Per SqFt		
Wendy's Restaurant	4,400	\$25		\$110,000

Project 4				
Land Use	Building Area (SqFft)	Personal Prop		Personal Prop Value
		Value Per SqFt		
Wendy's Restaurant	4,564	\$20		\$91,280

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

REAL PROPERTY VALUES FOR PROJECTS 1-4

Project 1 - MHP Property

TIF Year	Calendar Year	Base		After Redevelopment		
		Market Value	Taxable Assessed Value	Market Value	Taxable Assessed Value	Incremental Increase in Assessed Value
	2021	\$1,802,156	\$0			
1	2022	\$1,802,156	\$0	\$2,268,700	\$725,984	\$725,984
2	2023	\$1,802,156	\$0	\$2,291,387	\$725,984	\$725,984
3	2024	\$1,802,156	\$0	\$2,291,387	\$733,244	\$733,244
4	2025	\$1,802,156	\$0	\$2,314,301	\$733,244	\$733,244
5	2026	\$1,802,156	\$0	\$2,314,301	\$740,576	\$740,576
6	2027	\$1,802,156	\$0	\$2,337,444	\$740,576	\$740,576
7	2028	\$1,802,156	\$0	\$2,337,444	\$747,982	\$747,982
8	2029	\$1,802,156	\$0	\$2,360,818	\$747,982	\$747,982
9	2030	\$1,802,156	\$0	\$2,360,818	\$755,462	\$755,462
10	2031	\$1,802,156	\$0	\$2,384,427	\$755,462	\$755,462
11	2032	\$1,802,156	\$0	\$2,384,427	\$763,016	\$763,016
12	2033	\$1,802,156	\$0	\$2,408,271	\$763,016	\$763,016
13	2034	\$1,802,156	\$0	\$2,408,271	\$770,647	\$770,647
14	2035	\$1,802,156	\$0	\$2,432,353	\$770,647	\$770,647
15	2036	\$1,802,156	\$0	\$2,432,353	\$778,353	\$778,353
16	2037	\$1,802,156	\$0	\$2,456,677	\$778,353	\$778,353
17	2038	\$1,802,156	\$0	\$2,456,677	\$786,137	\$786,137
18	2039	\$1,802,156	\$0	\$2,481,244	\$786,137	\$786,137
19	2040	\$1,802,156	\$0	\$2,481,244	\$793,998	\$793,998
20	2041	\$1,802,156	\$0	\$2,506,056	\$793,998	\$793,998
21	2042	\$1,802,156	\$0	\$2,506,056	\$801,938	\$801,938
22	2043	\$1,802,156	\$0	\$2,531,117	\$801,938	\$801,938
23	2044	\$1,802,156	\$0	\$2,531,117	\$801,938	\$801,938

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

REAL PROPERTY VALUES FOR PROJECTS 1-4

Project 2 - QuikTrip

TIF Year	Calendar Year	Base		After Redevelopment		
		Market Value	Taxable Assessed Value	Market Value	Taxable Assessed Value	Incremental Increase in Assessed Value
1	2021	\$475,900	\$0	\$988,950	\$316,464	\$316,464
2	2022	\$475,900	\$0	\$1,977,900	\$632,928	\$632,928
3	2023	\$475,900	\$0	\$1,997,679	\$632,928	\$632,928
4	2024	\$475,900	\$0	\$1,997,679	\$639,257	\$639,257
5	2025	\$475,900	\$0	\$2,017,656	\$639,257	\$639,257
6	2026	\$475,900	\$0	\$2,017,656	\$645,650	\$645,650
7	2027	\$475,900	\$0	\$2,037,832	\$645,650	\$645,650
8	2028	\$475,900	\$0	\$2,037,832	\$652,106	\$652,106
9	2029	\$475,900	\$0	\$2,058,211	\$652,106	\$652,106
10	2030	\$475,900	\$0	\$2,058,211	\$658,627	\$658,627
11	2031	\$475,900	\$0	\$2,078,793	\$658,627	\$658,627
12	2032	\$475,900	\$0	\$2,078,793	\$665,214	\$665,214
13	2033	\$475,900	\$0	\$2,099,581	\$665,214	\$665,214
14	2034	\$475,900	\$0	\$2,099,581	\$671,866	\$671,866
15	2035	\$475,900	\$0	\$2,120,577	\$671,866	\$671,866
16	2036	\$475,900	\$0	\$2,120,577	\$678,584	\$678,584
17	2037	\$475,900	\$0	\$2,141,782	\$678,584	\$678,584
18	2038	\$475,900	\$0	\$2,141,782	\$685,370	\$685,370
19	2039	\$475,900	\$0	\$2,163,200	\$685,370	\$685,370
20	2040	\$475,900	\$0	\$2,163,200	\$692,224	\$692,224
21	2041	\$475,900	\$0	\$2,184,832	\$692,224	\$692,224
22	2042	\$475,900	\$0	\$2,184,832	\$699,146	\$699,146
23	2043	\$475,900	\$0	\$2,206,680	\$699,146	\$699,146

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

REAL PROPERTY VALUES FOR PROJECTS 1-4

Project 3 - Wendy's

TIF Year	Calendar Year	Base		After Redevelopment		
		Market Value	Taxable Assessed Value	Market Value	Taxable Assessed Value	Incremental Increase in Assessed Value
1	2021	\$475,900	\$152,288	\$1,526,800	\$488,576	\$336,288
2	2022	\$475,900	\$152,288	\$1,542,068	\$493,462	\$341,174
3	2023	\$475,900	\$152,288	\$1,542,068	\$493,462	\$341,174
4	2024	\$475,900	\$152,288	\$1,557,489	\$498,396	\$346,108
5	2025	\$475,900	\$152,288	\$1,557,489	\$498,396	\$346,108
6	2026	\$475,900	\$152,288	\$1,573,064	\$503,380	\$351,092
7	2027	\$475,900	\$152,288	\$1,573,064	\$503,380	\$351,092
8	2028	\$475,900	\$152,288	\$1,588,794	\$508,414	\$356,126
9	2029	\$475,900	\$152,288	\$1,588,794	\$508,414	\$356,126
10	2030	\$475,900	\$152,288	\$1,604,682	\$513,498	\$361,210
11	2031	\$475,900	\$152,288	\$1,604,682	\$513,498	\$361,210
12	2032	\$475,900	\$152,288	\$1,620,729	\$518,633	\$366,345
13	2033	\$475,900	\$152,288	\$1,620,729	\$518,633	\$366,345
14	2034	\$475,900	\$152,288	\$1,636,936	\$523,820	\$371,532
15	2035	\$475,900	\$152,288	\$1,636,936	\$523,820	\$371,532
16	2036	\$475,900	\$152,288	\$1,653,306	\$529,058	\$376,770
17	2037	\$475,900	\$152,288	\$1,653,306	\$529,058	\$376,770
18	2038	\$475,900	\$152,288	\$1,669,839	\$534,348	\$382,060
19	2039	\$475,900	\$152,288	\$1,669,839	\$534,348	\$382,060
20	2040	\$475,900	\$152,288	\$1,686,537	\$539,692	\$387,404
21	2041	\$475,900	\$152,288	\$1,686,537	\$539,692	\$387,404
22	2042	\$475,900	\$152,288	\$1,703,402	\$545,089	\$392,801
23	2043	\$475,900	\$152,288	\$1,720,436	\$545,089	\$392,801

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

REAL PROPERTY VALUES FOR PROJECTS 1-4

Project 4 - Sit Down Restaurant (existing structure)

TIF Year	Calendar Year	Base Taxable		After Redevelopment		
		Market Value	Assessed Value	Market Value	Assessed Value	Incremental Increase in Assessed Value
1	2021	\$934,600	\$299,072	\$934,600	\$299,072	\$0
2	2022	\$934,600	\$299,072	\$943,946	\$302,063	\$2,991
3	2023	\$934,600	\$299,072	\$943,946	\$302,063	\$2,991
4	2024	\$934,600	\$299,072	\$953,385	\$305,083	\$6,011
5	2025	\$934,600	\$299,072	\$953,385	\$305,083	\$6,011
6	2026	\$934,600	\$299,072	\$962,919	\$308,134	\$9,062
7	2027	\$934,600	\$299,072	\$962,919	\$308,134	\$9,062
8	2028	\$934,600	\$299,072	\$972,549	\$311,216	\$12,144
9	2029	\$934,600	\$299,072	\$972,549	\$311,216	\$12,144
10	2030	\$934,600	\$299,072	\$982,274	\$314,328	\$15,256
11	2031	\$934,600	\$299,072	\$982,274	\$314,328	\$15,256
12	2032	\$934,600	\$299,072	\$992,097	\$317,471	\$18,399
13	2033	\$934,600	\$299,072	\$992,097	\$317,471	\$18,399
14	2034	\$934,600	\$299,072	\$1,002,018	\$320,646	\$21,574
15	2035	\$934,600	\$299,072	\$1,002,018	\$320,646	\$21,574
16	2036	\$934,600	\$299,072	\$1,012,038	\$323,852	\$24,780
17	2037	\$934,600	\$299,072	\$1,012,038	\$323,852	\$24,780
18	2038	\$934,600	\$299,072	\$1,022,158	\$327,091	\$28,019
19	2039	\$934,600	\$299,072	\$1,022,158	\$327,091	\$28,019
20	2040	\$934,600	\$299,072	\$1,032,380	\$330,362	\$31,290
21	2041	\$934,600	\$299,072	\$1,032,380	\$330,362	\$31,290
22	2042	\$934,600	\$299,072	\$1,042,704	\$333,665	\$34,593
23	2043	\$934,600	\$299,072	\$1,053,131	\$333,665	\$34,593

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PILOTS PROJECTION FOR PROJECTS 1-4

Project 1 - MHP Property

	Year	Base Real Property Taxes	Real Property Taxes After Redevelopment	PILOTS
1	2022	\$0	\$69,189	\$58,089
2	2023	\$0	\$69,189	\$58,089
3	2024	\$0	\$69,881	\$58,670
4	2025	\$0	\$69,881	\$58,670
5	2026	\$0	\$70,580	\$59,256
6	2027	\$0	\$70,580	\$59,256
7	2028	\$0	\$71,286	\$59,849
8	2029	\$0	\$71,286	\$59,849
9	2030	\$0	\$71,999	\$60,448
10	2031	\$0	\$71,999	\$60,448
11	2032	\$0	\$72,719	\$61,052
12	2033	\$0	\$72,719	\$61,052
13	2034	\$0	\$73,446	\$61,663
14	2035	\$0	\$73,446	\$61,663
15	2036	\$0	\$74,180	\$62,279
16	2037	\$0	\$74,180	\$62,279
17	2038	\$0	\$74,922	\$62,902
18	2039	\$0	\$74,922	\$62,902
19	2040	\$0	\$75,671	\$63,531
20	2041	\$0	\$75,671	\$63,531
21	2042	\$0	\$76,428	\$64,166
22	2043	\$0	\$76,428	\$64,166
23	2044	\$0	\$76,428	\$64,166
	Total	\$0	\$1,677,027	\$1,407,975

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PILOTS PROJECTION FOR PROJECTS 1-4

Project 2 - QuikTrip

	Year	Base Real Property Taxes	Real Property Taxes After Redevelopment	PILOTS
1	2022	\$0	\$30,160	\$25,322
2	2023	\$0	\$60,321	\$50,643
3	2024	\$0	\$60,321	\$50,643
4	2025	\$0	\$60,924	\$51,150
5	2026	\$0	\$60,924	\$51,150
6	2027	\$0	\$61,533	\$51,661
7	2028	\$0	\$61,533	\$51,661
8	2029	\$0	\$62,148	\$52,178
9	2030	\$0	\$62,148	\$52,178
10	2031	\$0	\$62,770	\$52,699
11	2032	\$0	\$62,770	\$52,699
12	2033	\$0	\$63,398	\$53,226
13	2034	\$0	\$63,398	\$53,226
14	2035	\$0	\$64,032	\$53,759
15	2036	\$0	\$64,032	\$53,759
16	2037	\$0	\$64,672	\$54,296
17	2038	\$0	\$64,672	\$54,296
18	2039	\$0	\$65,319	\$54,839
19	2040	\$0	\$65,319	\$54,839
20	2041	\$0	\$65,972	\$55,388
21	2042	\$0	\$65,972	\$55,388
22	2043	\$0	\$66,631	\$55,941
23	2044	\$0	\$66,631	\$55,941
	Total	\$0	\$1,425,596	\$1,196,882

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PILOTS PROJECTION FOR PROJECTS 1-4

Project 3 - Wendy's

	Year	Base Real Property Taxes	Real Property Taxes After Redevelopment	PILOTS
1	2021	\$14,514	\$46,563	\$26,908
2	2022	\$14,514	\$47,029	\$27,299
3	2023	\$14,514	\$47,029	\$27,299
4	2024	\$14,514	\$47,499	\$27,694
5	2025	\$14,514	\$47,499	\$27,694
6	2026	\$14,514	\$47,974	\$28,092
7	2027	\$14,514	\$47,974	\$28,092
8	2028	\$14,514	\$48,454	\$28,495
9	2029	\$14,514	\$48,454	\$28,495
10	2030	\$14,514	\$48,938	\$28,902
11	2031	\$14,514	\$48,938	\$28,902
12	2032	\$14,514	\$49,428	\$29,313
13	2033	\$14,514	\$49,428	\$29,313
14	2034	\$14,514	\$49,922	\$29,728
15	2035	\$14,514	\$49,922	\$29,728
16	2036	\$14,514	\$50,421	\$30,147
17	2037	\$14,514	\$50,421	\$30,147
18	2038	\$14,514	\$50,926	\$30,570
19	2039	\$14,514	\$50,926	\$30,570
20	2040	\$14,514	\$51,435	\$30,998
21	2041	\$14,514	\$51,435	\$30,998
22	2042	\$14,514	\$51,949	\$31,430
23	2043	\$14,514	\$51,949	\$31,430
	Total	\$333,814	\$1,134,514	\$672,240

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PILOTS PROJECTION FOR PROJECTS 1-4

Project 4 - Sit Down Restaurant (existing structure)

	Year	Base Real Property Taxes	Real Property Taxes After Redevelopment	PILOTS
1	2022	\$28,503	\$28,503	\$0
2	2023	\$23,930	\$29,076	\$239
3	2024	\$23,930	\$29,366	\$239
4	2025	\$23,930	\$29,366	\$481
5	2026	\$23,930	\$29,660	\$481
6	2027	\$23,930	\$29,660	\$725
7	2028	\$23,930	\$29,957	\$725
8	2029	\$23,930	\$29,957	\$972
9	2030	\$23,930	\$30,256	\$972
10	2031	\$23,930	\$30,256	\$1,221
11	2032	\$23,930	\$30,559	\$1,221
12	2033	\$23,930	\$30,559	\$1,472
13	2034	\$23,930	\$30,864	\$1,472
14	2035	\$23,930	\$30,864	\$1,726
15	2036	\$23,930	\$31,173	\$1,726
16	2037	\$23,930	\$31,173	\$1,983
17	2038	\$23,930	\$31,485	\$1,983
18	2039	\$23,930	\$31,485	\$2,242
19	2040	\$23,930	\$31,800	\$2,242
20	2041	\$23,930	\$31,800	\$2,504
21	2042	\$23,930	\$0	\$2,504
22	2043	\$23,930	\$0	\$2,768
23	2044	\$23,930	\$0	\$2,768
	Total	\$554,962	\$607,819	\$32,665

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PILOTS PROJECTION FOR PROJECTS 1-4

Total PILOTs - Projects 1-4

<u>Year</u>	<u>PILOTs</u>
2021	\$26,908
2022	\$110,709
2023	\$136,031
2024	\$137,006
2025	\$137,513
2026	\$138,498
2027	\$139,010
2028	\$140,005
2029	\$140,522
2030	\$141,527
2031	\$142,049
2032	\$143,064
2033	\$143,591
2034	\$144,617
2035	\$145,149
2036	\$146,185
2037	\$146,722
2038	\$147,768
2039	\$148,311
2040	\$149,368
2041	\$149,916
2042	\$150,983
2043	\$151,537
2044	\$122,876
	<u>\$3,279,866</u>

Notes:

PILOTs do not include Blind Pension, Handicapped Workshop or Replacement Tax.
Assumes that 0% of the PILOTs are annually declared as surplus and distributed to the taxing districts.

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

EATS PROJECTIONS FOR PROJECTS 1-4

Total EATs - Projects 1-4

Year	Sales			Sales Taxes					EATs (50% of Sales Taxes)			
	Base Taxable Sales	Redevelopment Taxable Sales	Incremental Taxable Sales	Base Sales Tax	City Incremental Sales Tax	County Incremental Sales Tax	Zoo District Incremental Sales Tax	Total Incremental Sales Tax	EATs from City	EATs from County	EATs from Zoo District	Total EATs
1 2021	\$0	\$770,000	\$770,000	\$0	\$16,805	\$9,336	\$934	\$27,075	\$8,403	\$4,668	\$467	\$13,538
2 2022	\$0	\$10,220,900	\$10,220,900	\$0	\$223,071	\$123,928	\$12,393	\$359,392	\$111,536	\$61,964	\$6,196	\$179,696
3 2023	\$0	\$10,899,314	\$10,899,314	\$0	\$237,878	\$132,154	\$13,215	\$383,247	\$118,939	\$66,077	\$6,608	\$191,624
4 2024	\$0	\$11,008,307	\$11,008,307	\$0	\$240,256	\$133,476	\$13,348	\$387,080	\$120,128	\$66,738	\$6,674	\$193,540
5 2025	\$0	\$11,118,390	\$11,118,390	\$0	\$242,659	\$134,810	\$13,481	\$390,950	\$121,329	\$67,405	\$6,741	\$195,475
6 2026	\$0	\$11,229,574	\$11,229,574	\$0	\$245,085	\$136,159	\$13,616	\$394,860	\$122,543	\$68,079	\$6,808	\$197,430
7 2027	\$0	\$11,341,870	\$11,341,870	\$0	\$247,536	\$137,520	\$13,752	\$398,808	\$123,768	\$68,760	\$6,876	\$199,404
8 2028	\$0	\$11,455,289	\$11,455,289	\$0	\$250,012	\$138,895	\$13,890	\$402,797	\$125,006	\$69,448	\$6,945	\$201,398
9 2029	\$0	\$11,569,841	\$11,569,841	\$0	\$252,512	\$140,284	\$14,028	\$406,825	\$126,256	\$70,142	\$7,014	\$203,412
10 2030	\$0	\$11,685,540	\$11,685,540	\$0	\$255,037	\$141,687	\$14,169	\$410,893	\$127,518	\$70,844	\$7,084	\$205,446
11 2031	\$0	\$11,802,395	\$11,802,395	\$0	\$257,587	\$143,104	\$14,310	\$415,002	\$128,794	\$71,552	\$7,155	\$207,501
12 2032	\$0	\$11,920,419	\$11,920,419	\$0	\$260,163	\$144,535	\$14,454	\$419,152	\$130,082	\$72,268	\$7,227	\$209,576
13 2033	\$0	\$12,039,623	\$12,039,623	\$0	\$262,765	\$145,980	\$14,598	\$423,343	\$131,382	\$72,990	\$7,299	\$211,672
14 2034	\$0	\$12,160,020	\$12,160,020	\$0	\$265,392	\$147,440	\$14,744	\$427,577	\$132,696	\$73,720	\$7,372	\$213,788
15 2035	\$0	\$12,281,620	\$12,281,620	\$0	\$268,046	\$148,915	\$14,891	\$431,852	\$134,023	\$74,457	\$7,446	\$215,926
16 2036	\$0	\$12,404,436	\$12,404,436	\$0	\$270,727	\$150,404	\$15,040	\$436,171	\$135,363	\$75,202	\$7,520	\$218,085
17 2037	\$0	\$12,528,480	\$12,528,480	\$0	\$273,434	\$151,908	\$15,191	\$440,533	\$136,717	\$75,954	\$7,595	\$220,266
18 2038	\$0	\$12,653,765	\$12,653,765	\$0	\$276,168	\$153,427	\$15,343	\$444,938	\$138,084	\$76,713	\$7,671	\$222,469
19 2039	\$0	\$12,780,303	\$12,780,303	\$0	\$278,930	\$154,961	\$15,496	\$449,387	\$139,465	\$77,481	\$7,748	\$224,694
20 2040	\$0	\$12,908,106	\$12,908,106	\$0	\$281,719	\$156,511	\$15,651	\$453,881	\$140,860	\$78,255	\$7,826	\$226,941
21 2041	\$0	\$13,037,187	\$13,037,187	\$0	\$284,537	\$158,076	\$15,808	\$458,420	\$142,268	\$79,038	\$7,904	\$229,210
22 2042	\$0	\$13,167,559	\$13,167,559	\$0	\$287,382	\$159,657	\$15,966	\$463,004	\$143,691	\$79,828	\$7,983	\$231,502
23 2043	\$0	\$13,299,234	\$13,299,234	\$0	\$290,256	\$161,253	\$16,125	\$467,634	\$145,128	\$80,627	\$8,063	\$233,817
24 2044	\$0	\$11,496,196	\$11,496,196	\$0	\$250,904	\$139,391	\$13,939	\$404,235	\$125,452	\$69,696	\$6,970	\$202,117
Total	\$0	\$6,018,863	\$3,343,813	\$334,381	\$9,697,057	\$3,009,431	\$1,671,906	\$167,191	\$4,848,528			

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

EATS PROJECTIONS FOR PROJECTS 1-4

Project 1 - MHP Property

Year	Sales			Sales Taxes					EATs (50% of Sales Taxes)			
	Base	Redevelopment	Incremental	Base	City Incremental	County	Zoo District	Total Incremental	EATs from City	EATs from County	EATs from Zoo District	Total EATs
	Taxable Sales	Taxable Sales	Taxable Sales	Sales Tax	Sales Tax	Sales Tax	Incremental Sales Tax	Sales Tax				
1 2022	\$0	\$3,535,000	\$3,535,000	\$0	\$77,151	\$42,862	\$4,286	\$124,299	\$38,576	\$21,431	\$2,143	\$62,150
2 2023	\$0	\$3,570,350	\$3,570,350	\$0	\$77,923	\$43,290	\$4,329	\$125,542	\$38,961	\$21,645	\$2,165	\$62,771
3 2024	\$0	\$3,606,054	\$3,606,054	\$0	\$78,702	\$43,723	\$4,372	\$126,798	\$39,351	\$21,862	\$2,186	\$63,399
4 2025	\$0	\$3,642,114	\$3,642,114	\$0	\$79,489	\$44,161	\$4,416	\$128,066	\$39,745	\$22,080	\$2,208	\$64,033
5 2026	\$0	\$3,678,535	\$3,678,535	\$0	\$80,284	\$44,602	\$4,460	\$129,346	\$40,142	\$22,301	\$2,230	\$64,673
6 2027	\$0	\$3,715,321	\$3,715,321	\$0	\$81,087	\$45,048	\$4,505	\$130,640	\$40,543	\$22,524	\$2,252	\$65,320
7 2028	\$0	\$3,752,474	\$3,752,474	\$0	\$81,898	\$45,499	\$4,550	\$131,946	\$40,949	\$22,749	\$2,275	\$65,973
8 2029	\$0	\$3,789,998	\$3,789,998	\$0	\$82,717	\$45,954	\$4,595	\$133,266	\$41,358	\$22,977	\$2,298	\$66,633
9 2030	\$0	\$3,827,898	\$3,827,898	\$0	\$83,544	\$46,413	\$4,641	\$134,598	\$41,772	\$23,207	\$2,321	\$67,299
10 2031	\$0	\$3,866,177	\$3,866,177	\$0	\$84,379	\$46,877	\$4,688	\$135,944	\$42,190	\$23,439	\$2,344	\$67,972
11 2032	\$0	\$3,904,839	\$3,904,839	\$0	\$85,223	\$47,346	\$4,735	\$137,304	\$42,612	\$23,673	\$2,367	\$68,652
12 2033	\$0	\$3,943,888	\$3,943,888	\$0	\$86,075	\$47,820	\$4,782	\$138,677	\$43,038	\$23,910	\$2,391	\$69,338
13 2034	\$0	\$3,983,326	\$3,983,326	\$0	\$86,936	\$48,298	\$4,830	\$140,064	\$43,468	\$24,149	\$2,415	\$70,032
14 2035	\$0	\$4,023,160	\$4,023,160	\$0	\$87,805	\$48,781	\$4,878	\$141,464	\$43,903	\$24,390	\$2,439	\$70,732
15 2036	\$0	\$4,063,391	\$4,063,391	\$0	\$88,684	\$49,269	\$4,927	\$142,879	\$44,342	\$24,634	\$2,463	\$71,439
16 2037	\$0	\$4,104,025	\$4,104,025	\$0	\$89,570	\$49,761	\$4,976	\$144,308	\$44,785	\$24,881	\$2,488	\$72,154
17 2038	\$0	\$4,145,066	\$4,145,066	\$0	\$90,466	\$50,259	\$5,026	\$145,751	\$45,233	\$25,129	\$2,513	\$72,875
18 2039	\$0	\$4,186,516	\$4,186,516	\$0	\$91,371	\$50,762	\$5,076	\$147,208	\$45,685	\$25,381	\$2,538	\$73,604
19 2040	\$0	\$4,228,381	\$4,228,381	\$0	\$92,284	\$51,269	\$5,127	\$148,680	\$46,142	\$25,635	\$2,563	\$74,340
20 2041	\$0	\$4,270,665	\$4,270,665	\$0	\$93,207	\$51,782	\$5,178	\$150,167	\$46,604	\$25,891	\$2,589	\$75,084
21 2042	\$0	\$4,313,372	\$4,313,372	\$0	\$94,139	\$52,300	\$5,230	\$151,669	\$47,070	\$26,150	\$2,615	\$75,834
22 2043	\$0	\$4,356,506	\$4,356,506	\$0	\$95,081	\$52,823	\$5,282	\$153,186	\$47,540	\$26,411	\$2,641	\$76,593
23 2044	\$0	\$4,400,071	\$4,400,071	\$0	\$96,032	\$53,351	\$5,335	\$154,717	\$48,016	\$26,675	\$2,668	\$77,359
Total	\$0	\$1,984,048	\$1,984,048	\$0	\$1,984,048	\$1,102,249	\$110,225	\$3,196,522	\$992,024	\$551,124	\$55,112	\$1,598,261

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

EATS PROJECTIONS FOR PROJECTS 1-4

Project 2 - QuikTrip

Year	Sales			Sales Taxes					EATs (50% of Sales Taxes)			
	Base	Redevelopment	Incremental	Base	City Incremental	County	Zoo District	Total Incremental	EATs from City	EATs from	EATs from	Total EATs
	Taxable Sales	Taxable Sales	Taxable Sales	Sales Tax	Sales Tax	Sales Tax	Incremental Sales Tax	Sales Tax		County	Zoo District	
1 2022	\$0	\$4,560,000	\$4,560,000	\$0	\$99,522	\$55,290	\$5,529	\$160,341	\$49,761	\$27,645	\$2,765	\$80,171
2 2023	\$0	\$4,605,600	\$4,605,600	\$0	\$100,517	\$55,843	\$5,584	\$161,944	\$50,259	\$27,921	\$2,792	\$80,972
3 2024	\$0	\$4,651,656	\$4,651,656	\$0	\$101,522	\$56,401	\$5,640	\$163,564	\$50,761	\$28,201	\$2,820	\$81,782
4 2025	\$0	\$4,698,173	\$4,698,173	\$0	\$102,538	\$56,965	\$5,697	\$165,199	\$51,269	\$28,483	\$2,848	\$82,600
5 2026	\$0	\$4,745,154	\$4,745,154	\$0	\$103,563	\$57,535	\$5,753	\$166,851	\$51,781	\$28,767	\$2,877	\$83,426
6 2027	\$0	\$4,792,606	\$4,792,606	\$0	\$104,599	\$58,110	\$5,811	\$168,520	\$52,299	\$29,055	\$2,906	\$84,260
7 2028	\$0	\$4,840,532	\$4,840,532	\$0	\$105,645	\$58,691	\$5,869	\$170,205	\$52,822	\$29,346	\$2,935	\$85,103
8 2029	\$0	\$4,888,937	\$4,888,937	\$0	\$106,701	\$59,278	\$5,928	\$171,907	\$53,351	\$29,639	\$2,964	\$85,954
9 2030	\$0	\$4,937,827	\$4,937,827	\$0	\$107,768	\$59,871	\$5,987	\$173,626	\$53,884	\$29,936	\$2,994	\$86,813
10 2031	\$0	\$4,987,205	\$4,987,205	\$0	\$108,846	\$60,470	\$6,047	\$175,363	\$54,423	\$30,235	\$3,023	\$87,681
11 2032	\$0	\$5,037,077	\$5,037,077	\$0	\$109,934	\$61,075	\$6,107	\$177,116	\$54,967	\$30,537	\$3,054	\$88,558
12 2033	\$0	\$5,087,448	\$5,087,448	\$0	\$111,034	\$61,685	\$6,169	\$178,887	\$55,517	\$30,843	\$3,084	\$89,444
13 2034	\$0	\$5,138,322	\$5,138,322	\$0	\$112,144	\$62,302	\$6,230	\$180,676	\$56,072	\$31,151	\$3,115	\$90,338
14 2035	\$0	\$5,189,705	\$5,189,705	\$0	\$113,265	\$62,925	\$6,293	\$182,483	\$56,633	\$31,463	\$3,146	\$91,242
15 2036	\$0	\$5,241,602	\$5,241,602	\$0	\$114,398	\$63,554	\$6,355	\$184,308	\$57,199	\$31,777	\$3,178	\$92,154
16 2037	\$0	\$5,294,018	\$5,294,018	\$0	\$115,542	\$64,190	\$6,419	\$186,151	\$57,771	\$32,095	\$3,209	\$93,075
17 2038	\$0	\$5,346,959	\$5,346,959	\$0	\$116,697	\$64,832	\$6,483	\$188,012	\$58,349	\$32,416	\$3,242	\$94,006
18 2039	\$0	\$5,400,428	\$5,400,428	\$0	\$117,864	\$65,480	\$6,548	\$189,893	\$58,932	\$32,740	\$3,274	\$94,946
19 2040	\$0	\$5,454,432	\$5,454,432	\$0	\$119,043	\$66,135	\$6,613	\$191,791	\$59,521	\$33,067	\$3,307	\$95,896
20 2041	\$0	\$5,508,977	\$5,508,977	\$0	\$120,233	\$66,796	\$6,680	\$193,709	\$60,117	\$33,398	\$3,340	\$96,855
21 2042	\$0	\$5,564,067	\$5,564,067	\$0	\$121,436	\$67,464	\$6,746	\$195,646	\$60,718	\$33,732	\$3,373	\$97,823
22 2043	\$0	\$5,619,707	\$5,619,707	\$0	\$122,650	\$68,139	\$6,814	\$197,603	\$61,325	\$34,069	\$3,407	\$98,801
23 2044	\$0	\$5,675,904	\$5,675,904	\$0	\$123,877	\$68,820	\$6,882	\$199,579	\$61,938	\$34,410	\$3,441	\$99,789
Total				\$0	\$2,559,338	\$1,421,854	\$142,185	\$4,123,378	\$1,279,669	\$710,927	\$71,093	\$2,061,689

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

EATS PROJECTIONS FOR PROJECTS 1-4

Project 3 - Wendy's

Year	Sales			Sales Taxes					EATs (50% of Sales Taxes)			
	Base	Redevelopment	Incremental	Base	City Incremental	County	Zoo District	Total Incremental	EATs from City	EATs from County	EATs from Zoo District	Total EATs
	Taxable Sales	Taxable Sales	Taxable Sales	Sales Tax	Sales Tax	Sales Tax	Incremental Sales Tax	Sales Tax				
1 2021	\$0	\$770,000	\$770,000	\$0	\$16,805	\$9,336	\$934	\$27,075	\$8,403	\$4,668	\$467	\$13,538
2 2022	\$0	\$1,555,400	\$1,555,400	\$0	\$33,947	\$18,859	\$1,886	\$54,692	\$16,973	\$9,430	\$943	\$27,346
3 2023	\$0	\$1,570,954	\$1,570,954	\$0	\$34,286	\$19,048	\$1,905	\$55,239	\$17,143	\$9,524	\$952	\$27,619
4 2024	\$0	\$1,586,664	\$1,586,664	\$0	\$34,629	\$19,238	\$1,924	\$55,791	\$17,314	\$9,619	\$962	\$27,896
5 2025	\$0	\$1,602,530	\$1,602,530	\$0	\$34,975	\$19,431	\$1,943	\$56,349	\$17,488	\$9,715	\$972	\$28,174
6 2026	\$0	\$1,618,555	\$1,618,555	\$0	\$35,325	\$19,625	\$1,962	\$56,912	\$17,662	\$9,812	\$981	\$28,456
7 2027	\$0	\$1,634,741	\$1,634,741	\$0	\$35,678	\$19,821	\$1,982	\$57,482	\$17,839	\$9,911	\$991	\$28,741
8 2028	\$0	\$1,651,088	\$1,651,088	\$0	\$36,035	\$20,019	\$2,002	\$58,056	\$18,018	\$10,010	\$1,001	\$29,028
9 2029	\$0	\$1,667,599	\$1,667,599	\$0	\$36,395	\$20,220	\$2,022	\$58,637	\$18,198	\$10,110	\$1,011	\$29,318
10 2030	\$0	\$1,684,275	\$1,684,275	\$0	\$36,759	\$20,422	\$2,042	\$59,223	\$18,380	\$10,211	\$1,021	\$29,612
11 2031	\$0	\$1,701,118	\$1,701,118	\$0	\$37,127	\$20,626	\$2,063	\$59,816	\$18,563	\$10,313	\$1,031	\$29,908
12 2032	\$0	\$1,718,129	\$1,718,129	\$0	\$37,498	\$20,832	\$2,083	\$60,414	\$18,749	\$10,416	\$1,042	\$30,207
13 2033	\$0	\$1,735,311	\$1,735,311	\$0	\$37,873	\$21,041	\$2,104	\$61,018	\$18,937	\$10,520	\$1,052	\$30,509
14 2034	\$0	\$1,752,664	\$1,752,664	\$0	\$38,252	\$21,251	\$2,125	\$61,628	\$19,126	\$10,626	\$1,063	\$30,814
15 2035	\$0	\$1,770,190	\$1,770,190	\$0	\$38,634	\$21,464	\$2,146	\$62,244	\$19,317	\$10,732	\$1,073	\$31,122
16 2036	\$0	\$1,787,892	\$1,787,892	\$0	\$39,021	\$21,678	\$2,168	\$62,867	\$19,510	\$10,839	\$1,084	\$31,433
17 2037	\$0	\$1,805,771	\$1,805,771	\$0	\$39,411	\$21,895	\$2,189	\$63,495	\$19,705	\$10,947	\$1,095	\$31,748
18 2038	\$0	\$1,823,829	\$1,823,829	\$0	\$39,805	\$22,114	\$2,211	\$64,130	\$19,903	\$11,057	\$1,106	\$32,065
19 2039	\$0	\$1,842,067	\$1,842,067	\$0	\$40,203	\$22,335	\$2,234	\$64,772	\$20,102	\$11,168	\$1,117	\$32,386
20 2040	\$0	\$1,860,488	\$1,860,488	\$0	\$40,605	\$22,558	\$2,256	\$65,419	\$20,303	\$11,279	\$1,128	\$32,710
21 2041	\$0	\$1,879,093	\$1,879,093	\$0	\$41,011	\$22,784	\$2,278	\$66,074	\$20,506	\$11,392	\$1,139	\$33,037
22 2042	\$0	\$1,897,884	\$1,897,884	\$0	\$41,421	\$23,012	\$2,301	\$66,734	\$20,711	\$11,506	\$1,151	\$33,367
23 2043	\$0	\$1,916,862	\$1,916,862	\$0	\$41,836	\$23,242	\$2,324	\$67,402	\$20,918	\$11,621	\$1,162	\$33,701
Total				\$0	\$847,533	\$470,851	\$47,085	\$1,365,469	\$423,766	\$235,426	\$23,543	\$682,735

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

EATS PROJECTIONS FOR PROJECTS 1-4

Project 4 - Sit Down Restaurant (existing structure)

Year	Sales			Sales Taxes					EATs (50% of Sales Taxes)				
	Base Taxable Sales	Redevelopment Taxable Sales	Incremental Taxable Sales	Base Sales Tax	City Incremental Sales Tax	Incremental Sales Tax	Zoo District		Total Incremental Sales Tax	EATs from City	EATs from County	EATs from Zoo District	Total EATs
							Incremental Sales Tax	Incremental Sales Tax					
1 2022	\$0	\$570,500	\$570,500	\$0	\$12,451	\$6,917	\$692	\$20,060	\$6,226	\$3,459	\$346	\$10,030	
2 2023	\$0	\$1,152,410	\$1,152,410	\$0	\$25,151	\$13,973	\$1,397	\$40,522	\$12,576	\$6,986	\$699	\$20,261	
3 2024	\$0	\$1,163,934	\$1,163,934	\$0	\$25,403	\$14,113	\$1,411	\$40,927	\$12,701	\$7,056	\$706	\$20,463	
4 2025	\$0	\$1,175,573	\$1,175,573	\$0	\$25,657	\$14,254	\$1,425	\$41,336	\$12,828	\$7,127	\$713	\$20,668	
5 2026	\$0	\$1,187,329	\$1,187,329	\$0	\$25,913	\$14,396	\$1,440	\$41,749	\$12,957	\$7,198	\$720	\$20,875	
6 2027	\$0	\$1,199,202	\$1,199,202	\$0	\$26,173	\$14,540	\$1,454	\$42,167	\$13,086	\$7,270	\$727	\$21,083	
7 2028	\$0	\$1,211,194	\$1,211,194	\$0	\$26,434	\$14,686	\$1,469	\$42,589	\$13,217	\$7,343	\$734	\$21,294	
8 2029	\$0	\$1,223,306	\$1,223,306	\$0	\$26,699	\$14,833	\$1,483	\$43,015	\$13,349	\$7,416	\$742	\$21,507	
9 2030	\$0	\$1,235,540	\$1,235,540	\$0	\$26,966	\$14,981	\$1,498	\$43,445	\$13,483	\$7,490	\$749	\$21,722	
10 2031	\$0	\$1,247,895	\$1,247,895	\$0	\$27,235	\$15,131	\$1,513	\$43,879	\$13,618	\$7,565	\$757	\$21,940	
11 2032	\$0	\$1,260,374	\$1,260,374	\$0	\$27,508	\$15,282	\$1,528	\$44,318	\$13,754	\$7,641	\$764	\$22,159	
12 2033	\$0	\$1,272,978	\$1,272,978	\$0	\$27,783	\$15,435	\$1,543	\$44,761	\$13,891	\$7,717	\$772	\$22,381	
13 2034	\$0	\$1,285,707	\$1,285,707	\$0	\$28,061	\$15,589	\$1,559	\$45,209	\$14,030	\$7,795	\$779	\$22,604	
14 2035	\$0	\$1,298,564	\$1,298,564	\$0	\$28,341	\$15,745	\$1,575	\$45,661	\$14,171	\$7,873	\$787	\$22,830	
15 2036	\$0	\$1,311,550	\$1,311,550	\$0	\$28,625	\$15,903	\$1,590	\$46,117	\$14,312	\$7,951	\$795	\$23,059	
16 2037	\$0	\$1,324,666	\$1,324,666	\$0	\$28,911	\$16,062	\$1,606	\$46,579	\$14,455	\$8,031	\$803	\$23,289	
17 2038	\$0	\$1,337,912	\$1,337,912	\$0	\$29,200	\$16,222	\$1,622	\$47,044	\$14,600	\$8,111	\$811	\$23,522	
18 2039	\$0	\$1,351,291	\$1,351,291	\$0	\$29,492	\$16,384	\$1,638	\$47,515	\$14,746	\$8,192	\$819	\$23,757	
19 2040	\$0	\$1,364,804	\$1,364,804	\$0	\$29,787	\$16,548	\$1,655	\$47,990	\$14,893	\$8,274	\$827	\$23,995	
20 2041	\$0	\$1,378,452	\$1,378,452	\$0	\$30,085	\$16,714	\$1,671	\$48,470	\$15,042	\$8,357	\$836	\$24,235	
21 2042	\$0	\$1,392,237	\$1,392,237	\$0	\$30,386	\$16,881	\$1,688	\$48,955	\$15,193	\$8,440	\$844	\$24,477	
22 2043	\$0	\$1,406,159	\$1,406,159	\$0	\$30,689	\$17,050	\$1,705	\$49,444	\$15,345	\$8,525	\$852	\$24,722	
23 2044	\$0	\$1,420,221	\$1,420,221	\$0	\$30,996	\$17,220	\$1,722	\$49,939	\$15,498	\$8,610	\$861	\$24,969	
Total	\$0	\$14,202,221	\$14,202,221	\$0	\$627,945	\$348,858	\$34,886	\$1,011,688	\$313,972	\$174,429	\$17,443	\$505,844	

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
PROJECTS 1-4 TIF REVENUE PROJECTIONS**

PROJECTION OF TOTAL TIF REVENUE FOR PROJECTS 1-4

<u>Project</u> <u>Year</u>	<u>Calendar</u> <u>Year</u>	<u>PILOTS</u>	<u>EATS</u>	<u>TIF Revenue</u>
1	2021	\$26,908	\$13,538	\$40,445
2	2022	\$110,709	\$179,696	\$290,405
3	2023	\$136,031	\$191,624	\$327,654
4	2024	\$137,006	\$193,540	\$330,546
5	2025	\$137,513	\$195,475	\$332,988
6	2026	\$138,498	\$197,430	\$335,928
7	2027	\$139,010	\$199,404	\$338,414
8	2028	\$140,005	\$201,398	\$341,403
9	2029	\$140,522	\$203,412	\$343,934
10	2030	\$141,527	\$205,446	\$346,973
11	2031	\$142,049	\$207,501	\$349,550
12	2032	\$143,064	\$209,576	\$352,640
13	2033	\$143,591	\$211,672	\$355,263
14	2034	\$144,617	\$213,788	\$358,405
15	2035	\$145,149	\$215,926	\$361,075
16	2036	\$146,185	\$218,085	\$364,270
17	2037	\$146,722	\$220,266	\$366,989
18	2038	\$147,768	\$222,469	\$370,237
19	2039	\$148,311	\$224,694	\$373,005
20	2040	\$149,368	\$226,941	\$376,309
21	2041	\$149,916	\$229,210	\$379,126
22	2042	\$150,983	\$231,502	\$382,486
23	2043	\$151,537	\$233,817	\$385,354
24	2044	\$122,876	\$202,117	\$324,993
Total		\$3,279,866	\$4,848,528	\$8,128,394
	Ratio	40.4%	59.6%	100.0%

EXHIBIT 8.
PROJECTION OF
INCREMENTAL NON-TIF
REVENUE

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECTION OF INCREMENTAL NON-TIF REVENUE FOR PROJECTS 1-4

All Projects 1-4

	Year	<u>Projected Real Property Taxes</u>					<u>Projected Incremental Sales Taxes</u>				<u>Projected Personal Property Taxes</u>		Total Non-TIF Revenue*
		Base	Replacement	Handicapped Workshop	Blind Pension	Total	City	County	Zoo District	Total	Redevelopment Assessed Value	Redevelopment Taxes	
1	2021	\$12,325	\$7,021	\$303	\$147	\$19,796	\$8,403	\$4,668	\$467	\$13,538	\$110,000	\$8,903	\$42,236
2	2022	\$12,325	\$22,071	\$952	\$461	\$35,809	\$105,310	\$58,506	\$5,851	\$169,666	\$323,492	\$26,181	\$231,657
3	2023	\$12,325	\$26,619	\$1,148	\$556	\$40,648	\$106,363	\$59,091	\$5,909	\$171,363	\$290,043	\$23,474	\$235,485
4	2024	\$12,325	\$26,794	\$1,156	\$559	\$40,835	\$107,427	\$59,682	\$5,968	\$173,076	\$256,593	\$20,767	\$234,678
5	2025	\$12,325	\$26,885	\$1,160	\$561	\$40,931	\$108,501	\$60,278	\$6,028	\$174,807	\$223,144	\$18,060	\$233,798
6	2026	\$12,325	\$27,062	\$1,168	\$565	\$41,120	\$109,586	\$60,881	\$6,088	\$176,555	\$189,695	\$15,353	\$233,028
7	2027	\$12,325	\$27,154	\$1,172	\$567	\$41,217	\$110,682	\$61,490	\$6,149	\$178,321	\$156,246	\$12,646	\$232,184
8	2028	\$12,325	\$27,332	\$1,179	\$571	\$41,408	\$111,789	\$62,105	\$6,210	\$180,104	\$122,797	\$9,938	\$231,450
9	2029	\$12,325	\$27,425	\$1,183	\$573	\$41,506	\$112,907	\$62,726	\$6,273	\$181,905	\$188,348	\$15,244	\$238,655
10	2030	\$12,325	\$27,606	\$1,191	\$576	\$41,698	\$114,036	\$63,353	\$6,335	\$183,724	\$355,841	\$28,800	\$254,222
11	2031	\$12,325	\$27,699	\$1,195	\$578	\$41,798	\$115,176	\$63,987	\$6,399	\$185,561	\$319,047	\$25,822	\$253,181
12	2032	\$12,325	\$27,882	\$1,203	\$582	\$41,992	\$116,328	\$64,627	\$6,463	\$187,417	\$282,253	\$22,844	\$252,253
13	2033	\$12,325	\$27,976	\$1,207	\$584	\$42,093	\$117,491	\$65,273	\$6,527	\$189,291	\$245,459	\$19,866	\$251,250
14	2034	\$12,325	\$28,161	\$1,215	\$588	\$42,289	\$118,666	\$65,926	\$6,593	\$191,184	\$208,665	\$16,888	\$250,361
15	2035	\$12,325	\$28,256	\$1,219	\$590	\$42,390	\$119,853	\$66,585	\$6,658	\$193,096	\$171,870	\$13,910	\$249,397
16	2036	\$12,325	\$28,442	\$1,227	\$594	\$42,588	\$121,051	\$67,251	\$6,725	\$195,027	\$135,076	\$10,932	\$248,547
17	2037	\$12,325	\$28,539	\$1,231	\$596	\$42,691	\$122,262	\$67,923	\$6,792	\$196,977	\$207,182	\$16,768	\$256,436
18	2038	\$12,325	\$28,727	\$1,239	\$600	\$42,891	\$123,484	\$68,602	\$6,860	\$198,947	\$391,425	\$31,680	\$273,517
19	2039	\$12,325	\$28,824	\$1,244	\$602	\$42,995	\$124,719	\$69,288	\$6,929	\$200,936	\$350,952	\$28,404	\$272,335
20	2040	\$12,325	\$29,014	\$1,252	\$606	\$43,197	\$125,966	\$69,981	\$6,998	\$202,946	\$310,478	\$25,128	\$271,271
21	2041	\$12,325	\$29,112	\$1,256	\$608	\$43,302	\$127,226	\$70,681	\$7,068	\$204,975	\$270,005	\$21,853	\$270,129
22	2042	\$12,325	\$29,304	\$1,264	\$612	\$43,505	\$128,498	\$71,388	\$7,139	\$207,025	\$229,531	\$18,577	\$269,107
23	2043	\$12,325	\$29,404	\$1,269	\$614	\$43,611	\$129,783	\$72,102	\$7,210	\$209,095	\$189,058	\$15,301	\$268,008
24	2044	\$0	\$21,571	\$497	\$241	\$22,308	\$109,954	\$61,086	\$6,109	\$177,148	\$108,654	\$8,794	\$208,250
Totals		\$283,481	\$617,308	\$26,634	\$12,887	\$940,311	\$2,585,505	\$1,436,392	\$143,639	\$4,165,536	\$5,527,198	\$447,338	\$5,553,185

*Shows the increase in the non-captured portion of real property, sales and personal property tax revenue during the life of each TIF project.

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECTION OF INCREMENTAL **NON-TIF REVENUE** FOR PROJECTS 1-4

Project 1 - MHP Property

Year	Projected Real Property Taxes					Projected Incremental Sales Taxes				Projected Personal		Total Non-TIF Revenue
	Base	Replacement	Handicapped Workshop	Blind Pension	Total	City	County	Zoo District	Total	Redevelopment Assessed Value	Redevelopment Taxes	
2022	\$0	\$10,432	\$450	\$218	\$11,100	\$38,576	\$21,431	\$2,143	\$62,150	\$81,992	\$6,636	\$79,886
2023	\$0	\$10,432	\$450	\$218	\$11,100	\$38,961	\$21,645	\$2,165	\$62,771	\$73,792.62	\$5,972	\$79,844
2024	\$0	\$10,537	\$455	\$220	\$11,211	\$39,351	\$21,862	\$2,186	\$63,399	\$65,593.44	\$5,309	\$79,919
2025	\$0	\$10,537	\$455	\$220	\$11,211	\$39,745	\$22,080	\$2,208	\$64,033	\$57,394.26	\$4,645	\$79,889
2026	\$0	\$10,642	\$459	\$222	\$11,323	\$40,142	\$22,301	\$2,230	\$64,673	\$49,195.08	\$3,982	\$79,978
2027	\$0	\$10,642	\$459	\$222	\$11,323	\$40,543	\$22,524	\$2,252	\$65,320	\$40,995.90	\$3,318	\$79,961
2028	\$0	\$10,749	\$464	\$224	\$11,437	\$40,949	\$22,749	\$2,275	\$65,973	\$32,796.72	\$2,654	\$80,064
2029	\$0	\$10,749	\$464	\$224	\$11,437	\$41,358	\$22,977	\$2,298	\$66,633	\$24,597.54	\$1,991	\$80,060
2030	\$0	\$10,856	\$468	\$227	\$11,551	\$41,772	\$23,207	\$2,321	\$67,299	\$90,191	\$7,300	\$86,150
2031	\$0	\$10,856	\$468	\$227	\$11,551	\$42,190	\$23,439	\$2,344	\$67,972	\$81,171.88	\$6,570	\$86,093
2032	\$0	\$10,965	\$473	\$229	\$11,667	\$42,612	\$23,673	\$2,367	\$68,652	\$72,152.78	\$5,840	\$86,158
2033	\$0	\$10,965	\$473	\$229	\$11,667	\$43,038	\$23,910	\$2,391	\$69,338	\$63,133.69	\$5,110	\$86,115
2034	\$0	\$11,074	\$478	\$231	\$11,783	\$43,468	\$24,149	\$2,415	\$70,032	\$54,114.59	\$4,380	\$86,195
2035	\$0	\$11,074	\$478	\$231	\$11,783	\$43,903	\$24,390	\$2,439	\$70,732	\$45,095.49	\$3,650	\$86,165
2036	\$0	\$11,185	\$483	\$234	\$11,901	\$44,342	\$24,634	\$2,463	\$71,439	\$36,076.39	\$2,920	\$86,260
2037	\$0	\$11,185	\$483	\$234	\$11,901	\$44,785	\$24,881	\$2,488	\$72,154	\$27,057.29	\$2,190	\$86,245
2038	\$0	\$11,297	\$487	\$236	\$12,020	\$45,233	\$25,129	\$2,513	\$72,875	\$99,210	\$8,029	\$92,925
2039	\$0	\$11,297	\$487	\$236	\$12,020	\$45,685	\$25,381	\$2,538	\$73,604	\$89,289.07	\$7,227	\$92,851
2040	\$0	\$11,410	\$492	\$238	\$12,140	\$46,142	\$25,635	\$2,563	\$74,340	\$79,368.06	\$6,424	\$92,904
2041	\$0	\$11,410	\$492	\$238	\$12,140	\$46,604	\$25,891	\$2,589	\$75,084	\$69,447.05	\$5,621	\$92,844
2042	\$0	\$11,524	\$497	\$241	\$12,262	\$47,070	\$26,150	\$2,615	\$75,834	\$59,526.05	\$4,818	\$92,914
2043	\$0	\$11,524	\$497	\$241	\$12,262	\$47,540	\$26,411	\$2,641	\$76,593	\$49,605.04	\$4,015	\$92,869
2044	\$0	\$11,524	\$497	\$241	\$12,262	\$48,016	\$26,675	\$2,668	\$77,359	\$39,684.03	\$3,212	\$92,832
Totals	\$0	\$252,863	\$10,910	\$5,279	\$269,052	\$992,024	\$551,124	\$55,112	\$1,598,261	\$1,381,480	\$111,809	\$1,979,122

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECTION OF INCREMENTAL **NON-TIF REVENUE** FOR PROJECTS 1-4

Project 2 - QuikTrip

Year	Projected Real Property Taxes					Projected Incremental Sales Taxes				Projected Personal		Total Non-TIF Revenue
	Base	Replacement	Handicapped Workshop	Blind Pension	Total	City	County	Zoo District	Total	Redevelopment Assessed Value	Redevelopment Taxes	
1 2022	\$0	\$4,548	\$196	\$95	\$4,839	\$49,761	\$27,645	\$2,765	\$80,171	\$142,500	\$11,533	\$96,542
2 2023	\$0	\$9,095	\$392	\$190	\$9,677	\$50,259	\$27,921	\$2,792	\$80,972	\$128,250.00	\$10,380	\$101,029
3 2024	\$0	\$9,095	\$392	\$190	\$9,677	\$50,761	\$28,201	\$2,820	\$81,782	\$114,000.00	\$9,226	\$100,686
4 2025	\$0	\$9,186	\$396	\$192	\$9,774	\$51,269	\$28,483	\$2,848	\$82,600	\$99,750.00	\$8,073	\$100,447
5 2026	\$0	\$9,186	\$396	\$192	\$9,774	\$51,781	\$28,767	\$2,877	\$83,426	\$85,500.00	\$6,920	\$100,120
6 2027	\$0	\$9,278	\$400	\$194	\$9,872	\$52,299	\$29,055	\$2,906	\$84,260	\$71,250.00	\$5,767	\$99,899
7 2028	\$0	\$9,278	\$400	\$194	\$9,872	\$52,822	\$29,346	\$2,935	\$85,103	\$57,000.00	\$4,613	\$99,588
8 2029	\$0	\$9,371	\$404	\$196	\$9,971	\$53,351	\$29,639	\$2,964	\$85,954	\$42,750.00	\$3,460	\$99,384
9 2030	\$0	\$9,371	\$404	\$196	\$9,971	\$53,884	\$29,936	\$2,994	\$86,813	\$156,750	\$12,686	\$109,470
10 2031	\$0	\$9,464	\$408	\$198	\$10,070	\$54,423	\$30,235	\$3,023	\$87,681	\$141,075.00	\$11,418	\$109,169
11 2032	\$0	\$9,464	\$408	\$198	\$10,070	\$54,967	\$30,537	\$3,054	\$88,558	\$125,400.00	\$10,149	\$108,778
12 2033	\$0	\$9,559	\$412	\$200	\$10,171	\$55,517	\$30,843	\$3,084	\$89,444	\$109,725.00	\$8,880	\$108,495
13 2034	\$0	\$9,559	\$412	\$200	\$10,171	\$56,072	\$31,151	\$3,115	\$90,338	\$94,050.00	\$7,612	\$108,121
14 2035	\$0	\$9,655	\$417	\$202	\$10,273	\$56,633	\$31,463	\$3,146	\$91,242	\$78,375.00	\$6,343	\$107,858
15 2036	\$0	\$9,655	\$417	\$202	\$10,273	\$57,199	\$31,777	\$3,178	\$92,154	\$62,700.00	\$5,075	\$107,501
16 2037	\$0	\$9,751	\$421	\$204	\$10,376	\$57,771	\$32,095	\$3,209	\$93,075	\$47,025.00	\$3,806	\$107,257
17 2038	\$0	\$9,751	\$421	\$204	\$10,376	\$58,349	\$32,416	\$3,242	\$94,006	\$172,425	\$13,955	\$118,337
18 2039	\$0	\$9,849	\$425	\$206	\$10,479	\$58,932	\$32,740	\$3,274	\$94,946	\$155,182.50	\$12,560	\$117,985
19 2040	\$0	\$9,849	\$425	\$206	\$10,479	\$59,521	\$33,067	\$3,307	\$95,896	\$137,940.00	\$11,164	\$117,539
20 2041	\$0	\$9,947	\$429	\$208	\$10,584	\$60,117	\$33,398	\$3,340	\$96,855	\$120,697.50	\$9,769	\$117,207
21 2042	\$0	\$9,947	\$429	\$208	\$10,584	\$60,718	\$33,732	\$3,373	\$97,823	\$103,455.00	\$8,373	\$116,780
22 2043	\$0	\$10,047	\$433	\$210	\$10,690	\$61,325	\$34,069	\$3,407	\$98,801	\$86,212.50	\$6,978	\$116,469
23 2044	\$0	\$10,047	\$0	\$0	\$10,047	\$61,938	\$34,410	\$3,441	\$99,789	\$68,970.00	\$5,582	\$115,418
Totals	\$0	\$214,952	\$8,841	\$4,278	\$228,071	\$1,279,669	\$710,927	\$71,093	\$2,061,689	\$2,400,983	\$194,321	\$2,484,081

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECTION OF INCREMENTAL **NON-TIF REVENUE** FOR PROJECTS 1-4

Project 3 - Wendy's

Year	Projected Real Property Taxes					Projected Incremental Sales Taxes				Projected Personal		Total Non-TIF Revenue
	Base	Replacement	Handicapped Workshop	Blind Pension	Total	City	County	Zoo District	Total	Redevelopment Assessed Value	Redevelopment Taxes	
1 2021	\$12,325	\$7,021	\$303	\$147	\$19,796	\$8,403	\$4,668	\$467	\$13,538	\$110,000	\$8,903	\$42,236
2 2022	\$12,325	\$7,091	\$306	\$148	\$19,870	\$16,973	\$9,430	\$943	\$27,346	\$99,000	\$8,012	\$55,229
3 2023	\$12,325	\$7,091	\$306	\$148	\$19,870	\$17,143	\$9,524	\$952	\$27,619	\$88,000	\$7,122	\$54,612
4 2024	\$12,325	\$7,162	\$309	\$150	\$19,946	\$17,314	\$9,619	\$962	\$27,896	\$77,000	\$6,232	\$54,073
5 2025	\$12,325	\$7,162	\$309	\$150	\$19,946	\$17,488	\$9,715	\$972	\$28,174	\$66,000	\$5,342	\$53,462
6 2026	\$12,325	\$7,234	\$312	\$151	\$20,022	\$17,662	\$9,812	\$981	\$28,456	\$55,000	\$4,451	\$52,930
7 2027	\$12,325	\$7,234	\$312	\$151	\$20,022	\$17,839	\$9,911	\$991	\$28,741	\$44,000	\$3,561	\$52,324
8 2028	\$12,325	\$7,306	\$315	\$153	\$20,099	\$18,018	\$10,010	\$1,001	\$29,028	\$33,000	\$2,671	\$51,798
9 2029	\$12,325	\$7,306	\$315	\$153	\$20,099	\$18,198	\$10,110	\$1,011	\$29,318	\$121,000	\$9,793	\$59,210
10 2030	\$12,325	\$7,379	\$318	\$154	\$20,177	\$18,380	\$10,211	\$1,021	\$29,612	\$108,900	\$8,814	\$58,602
11 2031	\$12,325	\$7,379	\$318	\$154	\$20,177	\$18,563	\$10,313	\$1,031	\$29,908	\$96,800	\$7,834	\$57,919
12 2032	\$12,325	\$7,453	\$322	\$156	\$20,255	\$18,749	\$10,416	\$1,042	\$30,207	\$84,700	\$6,855	\$57,317
13 2033	\$12,325	\$7,453	\$322	\$156	\$20,255	\$18,937	\$10,520	\$1,052	\$30,509	\$72,600	\$5,876	\$56,640
14 2034	\$12,325	\$7,527	\$325	\$157	\$20,334	\$19,126	\$10,626	\$1,063	\$30,814	\$60,500	\$4,897	\$56,045
15 2035	\$12,325	\$7,527	\$325	\$157	\$20,334	\$19,317	\$10,732	\$1,073	\$31,122	\$48,400	\$3,917	\$55,374
16 2036	\$12,325	\$7,603	\$328	\$159	\$20,415	\$19,510	\$10,839	\$1,084	\$31,433	\$36,300	\$2,938	\$54,786
17 2037	\$12,325	\$7,603	\$328	\$159	\$20,415	\$19,705	\$10,947	\$1,095	\$31,748	\$133,100	\$10,772	\$62,935
18 2038	\$12,325	\$7,679	\$331	\$160	\$20,495	\$19,903	\$11,057	\$1,106	\$32,065	\$119,790	\$9,695	\$62,256
19 2039	\$12,325	\$7,679	\$331	\$160	\$20,495	\$20,102	\$11,168	\$1,117	\$32,386	\$106,480	\$8,618	\$61,499
20 2040	\$12,325	\$7,755	\$335	\$162	\$20,577	\$20,303	\$11,279	\$1,128	\$32,710	\$93,170	\$7,541	\$60,827
21 2041	\$12,325	\$7,755	\$335	\$162	\$20,577	\$20,506	\$11,392	\$1,139	\$33,037	\$79,860	\$6,463	\$60,077
22 2042	\$12,325	\$7,833	\$338	\$164	\$20,660	\$20,711	\$11,506	\$1,151	\$33,367	\$66,550	\$5,386	\$59,413
23 2043	\$12,325	\$7,833	\$338	\$164	\$20,660	\$20,918	\$11,621	\$1,162	\$33,701	\$53,240	\$4,309	\$58,669
Totals	\$283,481	\$171,063	\$7,381	\$3,571	\$465,496	\$423,766	\$235,426	\$23,543	\$682,735	\$1,853,390	\$150,002	\$1,298,233

291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN

PROJECTION OF INCREMENTAL **NON-TIF REVENUE** FOR PROJECTS 1-4

Project 4 - Sit Down Restaurant (existing structure)

Year	Projected Real Property Taxes					Projected Incremental Sales Taxes				Projected Personal		Total Non-TIF Revenue
	Base	Replacement	Handicapped Workshop	Blind Pension	Total	City	County	Zoo District	Total	Redevelopment Assessed Value	Redevelopment Taxes	
1 2022	\$24,205	\$4,298	\$185	\$90	\$28,778	\$6,226	\$3,459	\$346	\$10,030	\$91,280	\$7,388	\$46,196
2 2023	\$24,205	\$4,341	\$187	\$91	\$28,824	\$12,576	\$6,986	\$699	\$20,261	\$73,793	\$5,972	\$55,057
3 2024	\$24,205	\$4,341	\$187	\$91	\$28,824	\$12,701	\$7,056	\$706	\$20,463	\$65,593	\$5,309	\$54,596
4 2025	\$24,205	\$4,384	\$189	\$92	\$28,870	\$12,828	\$7,127	\$713	\$20,668	\$57,394	\$4,645	\$54,183
5 2026	\$24,205	\$4,384	\$189	\$92	\$28,870	\$12,957	\$7,198	\$720	\$20,875	\$49,195	\$3,982	\$53,726
6 2027	\$24,205	\$4,428	\$191	\$92	\$28,916	\$13,086	\$7,270	\$727	\$21,083	\$40,996	\$3,318	\$53,318
7 2028	\$24,205	\$4,428	\$191	\$92	\$28,916	\$13,217	\$7,343	\$734	\$21,294	\$32,797	\$2,654	\$52,865
8 2029	\$24,205	\$4,472	\$193	\$93	\$28,964	\$13,349	\$7,416	\$742	\$21,507	\$24,598	\$1,991	\$52,462
9 2030	\$24,205	\$4,472	\$193	\$93	\$28,964	\$13,483	\$7,490	\$749	\$21,722	\$100,408	\$8,126	\$58,812
10 2031	\$24,205	\$4,517	\$195	\$94	\$29,011	\$13,618	\$7,565	\$757	\$21,940	\$81,172	\$6,570	\$57,520
11 2032	\$24,205	\$4,517	\$195	\$94	\$29,011	\$13,754	\$7,641	\$764	\$22,159	\$72,153	\$5,840	\$57,010
12 2033	\$24,205	\$4,562	\$197	\$95	\$29,059	\$13,891	\$7,717	\$772	\$22,381	\$63,134	\$5,110	\$56,549
13 2034	\$24,205	\$4,562	\$197	\$95	\$29,059	\$14,030	\$7,795	\$779	\$22,604	\$54,115	\$4,380	\$56,043
14 2035	\$24,205	\$4,608	\$199	\$96	\$29,108	\$14,171	\$7,873	\$787	\$22,830	\$45,095	\$3,650	\$55,588
15 2036	\$24,205	\$4,608	\$199	\$96	\$29,108	\$14,312	\$7,951	\$795	\$23,059	\$36,076	\$2,920	\$55,086
16 2037	\$24,205	\$4,654	\$201	\$97	\$29,157	\$14,455	\$8,031	\$803	\$23,289	\$27,057	\$2,190	\$54,636
17 2038	\$24,205	\$4,654	\$201	\$97	\$29,157	\$14,600	\$8,111	\$811	\$23,522	\$110,449	\$8,939	\$61,618
18 2039	\$24,205	\$4,700	\$203	\$98	\$29,206	\$14,746	\$8,192	\$819	\$23,757	\$89,289	\$7,227	\$60,190
19 2040	\$24,205	\$4,700	\$203	\$98	\$29,206	\$14,893	\$8,274	\$827	\$23,995	\$79,368	\$6,424	\$59,625
20 2041	\$24,205	\$4,747	\$205	\$99	\$29,256	\$15,042	\$8,357	\$836	\$24,235	\$69,447	\$5,621	\$59,112
21 2042	\$24,205	\$4,747	\$205	\$99	\$29,256	\$15,193	\$8,440	\$844	\$24,477	\$59,526	\$4,818	\$58,551
22 2043	\$24,205	\$4,795	\$207	\$100	\$29,307	\$15,345	\$8,525	\$852	\$24,722	\$49,605	\$4,015	\$58,044
23 2044	\$24,205	\$4,795	\$207	\$100	\$29,307	\$15,498	\$8,610	\$861	\$24,969	\$39,684	\$3,212	\$57,488
Totals	\$556,717	\$104,713	\$4,518	\$2,186	\$668,134	\$313,972	\$174,429	\$17,443	\$505,844	\$1,412,224	\$114,297	\$1,288,275

EXHIBIT 9.
COST-BENEFIT ANALYSIS

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

ALL TAXING DISTRICTS

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax*	Personal Property Tax	Total	Sales Tax	Real Property Tax	Personal Property Tax	Total
1	2021	\$13,538	\$7,470	\$8,903	\$29,911	\$0	\$12,325	\$0	\$12,325
2	2022	\$169,666	\$23,484	\$26,181	\$219,332	\$0	\$12,449	\$0	\$12,449
3	2023	\$171,363	\$28,323	\$23,474	\$223,160	\$0	\$12,449	\$0	\$12,449
4	2024	\$173,076	\$28,509	\$20,767	\$222,353	\$0	\$12,573	\$0	\$12,573
5	2025	\$174,807	\$28,606	\$18,060	\$221,473	\$0	\$12,573	\$0	\$12,573
6	2026	\$176,555	\$28,794	\$15,353	\$220,702	\$0	\$12,699	\$0	\$12,699
7	2027	\$178,321	\$28,892	\$12,646	\$219,858	\$0	\$12,699	\$0	\$12,699
8	2028	\$180,104	\$29,082	\$9,938	\$219,125	\$0	\$12,826	\$0	\$12,826
9	2029	\$181,905	\$29,181	\$15,244	\$226,330	\$0	\$12,826	\$0	\$12,826
10	2030	\$183,724	\$29,373	\$28,800	\$241,897	\$0	\$12,954	\$0	\$12,954
11	2031	\$185,561	\$29,473	\$25,822	\$240,856	\$0	\$12,954	\$0	\$12,954
12	2032	\$187,417	\$29,667	\$22,844	\$239,928	\$0	\$13,084	\$0	\$13,084
13	2033	\$189,291	\$29,768	\$19,866	\$238,925	\$0	\$13,084	\$0	\$13,084
14	2034	\$191,184	\$29,964	\$16,888	\$238,036	\$0	\$13,214	\$0	\$13,214
15	2035	\$193,096	\$30,065	\$13,910	\$237,071	\$0	\$13,214	\$0	\$13,214
16	2036	\$195,027	\$30,263	\$10,932	\$236,222	\$0	\$13,347	\$0	\$13,347
17	2037	\$196,977	\$30,366	\$16,768	\$244,111	\$0	\$13,347	\$0	\$13,347
18	2038	\$198,947	\$30,566	\$31,680	\$261,192	\$0	\$13,480	\$0	\$13,480
19	2039	\$200,936	\$30,670	\$28,404	\$260,010	\$0	\$13,480	\$0	\$13,480
20	2040	\$202,946	\$30,871	\$25,128	\$258,945	\$0	\$13,615	\$0	\$13,615
21	2041	\$204,975	\$30,976	\$21,853	\$257,804	\$0	\$13,615	\$0	\$13,615
22	2042	\$207,025	\$31,180	\$18,577	\$256,782	\$0	\$13,751	\$0	\$13,751
23	2043	\$209,095	\$31,286	\$15,301	\$255,682	\$0	\$13,751	\$0	\$13,751
24	2044	\$177,148	\$22,308	\$8,794	\$208,250	\$0	\$13,888	\$0	\$13,888
	Total	\$4,342,684	\$679,138	\$456,132	\$5,477,954	\$0	\$300,305	\$0	\$300,305

	<u>Sales Tax</u>	<u>Real Property Tax*</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$4,342,684	\$378,832	\$456,132	\$5,177,648

*Includes base real property taxes and incremental increases in Replacement Tax and Blind Pension Fund portion of real estate taxes, both of which are exempt from TIF. The following sheets for each separate taxing district in the Cost Benefit Analysis set forth the portion of base real property taxes and Replacement Tax estimated to be distributed to each taxing district if Project 1 occurs. None of the Blind Pension Fund revenue is distributed to the taxing districts.

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

CITY OF LEE'S SUMMIT

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$8,403	\$3,331	\$1,533	\$13,267	\$0	\$2,122	\$0	\$2,122
2	2022	\$105,310	\$5,923	\$4,508	\$115,741	\$0	\$2,144	\$0	\$2,144
3	2023	\$106,363	\$6,706	\$4,042	\$117,111	\$0	\$2,144	\$0	\$2,144
4	2024	\$107,427	\$6,736	\$3,576	\$117,739	\$0	\$2,165	\$0	\$2,165
5	2025	\$108,501	\$6,752	\$3,110	\$118,362	\$0	\$2,165	\$0	\$2,165
6	2026	\$109,586	\$6,782	\$2,644	\$119,012	\$0	\$2,187	\$0	\$2,187
7	2027	\$110,682	\$6,798	\$2,177	\$119,657	\$0	\$2,187	\$0	\$2,187
8	2028	\$111,789	\$6,829	\$1,711	\$120,329	\$0	\$2,208	\$0	\$2,208
9	2029	\$112,907	\$6,845	\$2,625	\$122,376	\$0	\$2,208	\$0	\$2,208
10	2030	\$114,036	\$6,876	\$4,959	\$125,870	\$0	\$2,231	\$0	\$2,231
11	2031	\$115,176	\$6,892	\$4,446	\$126,514	\$0	\$2,231	\$0	\$2,231
12	2032	\$116,328	\$6,923	\$3,933	\$127,184	\$0	\$2,253	\$0	\$2,253
13	2033	\$117,491	\$6,940	\$3,421	\$127,851	\$0	\$2,253	\$0	\$2,253
14	2034	\$118,666	\$6,971	\$2,908	\$128,545	\$0	\$2,275	\$0	\$2,275
15	2035	\$119,853	\$6,988	\$2,395	\$129,235	\$0	\$2,275	\$0	\$2,275
16	2036	\$121,051	\$7,020	\$1,882	\$129,953	\$0	\$2,298	\$0	\$2,298
17	2037	\$122,262	\$7,036	\$2,887	\$132,185	\$0	\$2,298	\$0	\$2,298
18	2038	\$123,484	\$7,069	\$5,455	\$136,008	\$0	\$2,321	\$0	\$2,321
19	2039	\$124,719	\$7,086	\$4,891	\$136,695	\$0	\$2,321	\$0	\$2,321
21	2041	\$127,226	\$7,135	\$3,763	\$138,124	\$0	\$2,344	\$0	\$2,344
22	2042	\$128,498	\$7,168	\$3,199	\$138,865	\$0	\$2,368	\$0	\$2,368
23	2043	\$129,783	\$7,185	\$2,635	\$139,603	\$1	\$2,368	\$0	\$2,369
24	2044	\$109,954	\$3,714	\$1,514	\$115,183	\$0	\$2,368	\$0	\$2,368
	Total	\$2,695,459	\$158,821	\$78,541	\$2,932,821	\$1	\$54,077	\$0	\$54,078

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$2,695,458	\$104,744	\$78,541	\$2,878,743

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

MENTAL HEALTH

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$241	\$111	\$352	\$0	\$154	\$0	\$154
2	2022	\$0	\$428	\$326	\$754	\$0	\$155	\$0	\$155
3	2023	\$0	\$485	\$292	\$777	\$0	\$155	\$0	\$155
4	2024	\$0	\$487	\$259	\$746	\$0	\$157	\$0	\$157
5	2025	\$0	\$488	\$225	\$713	\$0	\$157	\$0	\$157
6	2026	\$0	\$491	\$191	\$682	\$0	\$158	\$0	\$158
7	2027	\$0	\$492	\$157	\$649	\$0	\$158	\$0	\$158
8	2028	\$0	\$494	\$124	\$618	\$0	\$160	\$0	\$160
9	2029	\$0	\$495	\$190	\$685	\$0	\$160	\$0	\$160
10	2030	\$0	\$497	\$359	\$856	\$0	\$161	\$0	\$161
11	2031	\$0	\$498	\$322	\$820	\$0	\$161	\$0	\$161
12	2032	\$0	\$501	\$285	\$785	\$0	\$163	\$0	\$163
13	2033	\$0	\$502	\$247	\$749	\$0	\$163	\$0	\$163
14	2034	\$0	\$504	\$210	\$715	\$0	\$165	\$0	\$165
15	2035	\$0	\$505	\$173	\$679	\$0	\$165	\$0	\$165
16	2036	\$0	\$508	\$136	\$644	\$0	\$166	\$0	\$166
17	2037	\$0	\$509	\$209	\$718	\$0	\$166	\$0	\$166
18	2038	\$0	\$511	\$395	\$906	\$0	\$168	\$0	\$168
19	2039	\$0	\$512	\$354	\$866	\$0	\$168	\$0	\$168
20	2040	\$0	\$515	\$313	\$828	\$0	\$170	\$0	\$170
21	2041	\$0	\$516	\$272	\$788	\$0	\$170	\$0	\$170
22	2042	\$0	\$518	\$231	\$750	\$0	\$171	\$0	\$171
23	2043	\$0	\$520	\$191	\$710	\$0	\$171	\$0	\$171
24	2044	\$0	\$269	\$110	\$378	\$0	\$173	\$0	\$173
	Total	\$0	\$11,488	\$5,681	\$17,169	\$0	\$3,913	\$0	\$3,913

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$7,574	\$5,681	\$13,255

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

SHELTERED WORKSHOP

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$148	\$68	\$216	\$0	\$94	\$0	\$94
2	2022	\$0	\$263	\$201	\$464	\$0	\$95	\$0	\$95
3	2023	\$0	\$298	\$180	\$478	\$0	\$95	\$0	\$95
4	2024	\$0	\$300	\$159	\$459	\$0	\$96	\$0	\$96
5	2025	\$0	\$300	\$138	\$439	\$0	\$96	\$0	\$96
6	2026	\$0	\$302	\$118	\$419	\$0	\$97	\$0	\$97
7	2027	\$0	\$302	\$97	\$399	\$0	\$97	\$0	\$97
8	2028	\$0	\$304	\$76	\$380	\$0	\$98	\$0	\$98
9	2029	\$0	\$305	\$117	\$421	\$0	\$98	\$0	\$98
10	2030	\$0	\$306	\$221	\$527	\$0	\$99	\$0	\$99
11	2031	\$0	\$307	\$198	\$504	\$0	\$99	\$0	\$99
12	2032	\$0	\$308	\$175	\$483	\$0	\$100	\$0	\$100
13	2033	\$0	\$309	\$152	\$461	\$0	\$100	\$0	\$100
14	2034	\$0	\$310	\$129	\$440	\$0	\$101	\$0	\$101
15	2035	\$0	\$311	\$107	\$417	\$0	\$101	\$0	\$101
16	2036	\$0	\$312	\$84	\$396	\$0	\$102	\$0	\$102
17	2037	\$0	\$313	\$128	\$441	\$0	\$102	\$0	\$102
18	2038	\$0	\$314	\$243	\$557	\$0	\$103	\$0	\$103
19	2039	\$0	\$315	\$218	\$533	\$0	\$103	\$0	\$103
20	2040	\$0	\$317	\$192	\$509	\$0	\$104	\$0	\$104
21	2041	\$0	\$317	\$167	\$485	\$0	\$104	\$0	\$104
22	2042	\$0	\$319	\$142	\$461	\$0	\$105	\$0	\$105
23	2043	\$0	\$320	\$117	\$437	\$0	\$105	\$0	\$105
24	2044	\$0	\$165	\$67	\$233	\$0	\$106	\$0	\$106
	Total	\$0	\$7,066	\$3,494	\$10,560	\$0	\$106	\$0	\$2,407

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$6,959	\$3,494	\$8,153

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

METROPOLITAN LIBRARY DISTRICT

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$868	\$400	\$1,268	\$0	\$553	\$0	\$553
2	2022	\$0	\$1,544	\$1,175	\$2,719	\$0	\$559	\$0	\$559
3	2023	\$0	\$1,748	\$1,054	\$2,802	\$0	\$559	\$0	\$559
4	2024	\$0	\$1,756	\$932	\$2,688	\$0	\$564	\$0	\$564
5	2025	\$0	\$1,760	\$811	\$2,571	\$0	\$564	\$0	\$564
6	2026	\$0	\$1,768	\$689	\$2,457	\$0	\$570	\$0	\$570
7	2027	\$0	\$1,772	\$568	\$2,340	\$0	\$570	\$0	\$570
8	2028	\$0	\$1,780	\$446	\$2,226	\$0	\$576	\$0	\$576
9	2029	\$0	\$1,784	\$684	\$2,469	\$0	\$576	\$0	\$576
10	2030	\$0	\$1,792	\$1,293	\$3,085	\$0	\$581	\$0	\$581
11	2031	\$0	\$1,797	\$1,159	\$2,956	\$0	\$581	\$0	\$581
12	2032	\$0	\$1,805	\$1,025	\$2,830	\$0	\$587	\$0	\$587
13	2033	\$0	\$1,809	\$892	\$2,701	\$0	\$587	\$0	\$587
14	2034	\$0	\$1,817	\$758	\$2,575	\$0	\$593	\$0	\$593
15	2035	\$0	\$1,822	\$624	\$2,446	\$0	\$593	\$0	\$593
16	2036	\$0	\$1,830	\$491	\$2,321	\$0	\$599	\$0	\$599
17	2037	\$0	\$1,834	\$753	\$2,587	\$0	\$599	\$0	\$599
18	2038	\$0	\$1,843	\$1,422	\$3,265	\$0	\$605	\$0	\$605
19	2039	\$0	\$1,847	\$1,275	\$3,122	\$0	\$605	\$0	\$605
20	2040	\$0	\$1,856	\$1,128	\$2,984	\$0	\$611	\$0	\$611
21	2041	\$0	\$1,860	\$981	\$2,841	\$0	\$611	\$0	\$611
22	2042	\$0	\$1,869	\$834	\$2,703	\$0	\$617	\$0	\$617
23	2043	\$0	\$1,873	\$687	\$2,560	\$0	\$617	\$0	\$617
24	2044	\$0	\$968	\$395	\$1,363	\$0	\$623	\$0	\$623
	Total	\$0	\$41,403	\$20,475	\$61,878	\$0	\$14,104	\$0	\$14,104

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$27,300	\$20,475	\$47,775

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

JACKSON COUNTY

	Year	<u>With Development</u>				<u>Without Development</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$4,668	\$553	\$672	\$5,893	\$0	\$312	\$0	\$312
2	2022	\$58,506	\$1,738	\$1,977	\$62,220	\$0	\$315	\$0	\$315
3	2023	\$59,091	\$2,096	\$1,772	\$62,959	\$0	\$315	\$0	\$315
4	2024	\$59,682	\$2,110	\$1,568	\$63,359	\$0	\$318	\$0	\$318
5	2025	\$60,278	\$2,117	\$1,363	\$63,759	\$0	\$318	\$0	\$318
6	2026	\$60,881	\$2,131	\$1,159	\$64,171	\$0	\$321	\$0	\$321
7	2027	\$61,490	\$2,138	\$955	\$64,583	\$0	\$321	\$0	\$321
8	2028	\$62,105	\$2,152	\$750	\$65,008	\$0	\$324	\$0	\$324
9	2029	\$62,726	\$2,160	\$1,151	\$66,036	\$0	\$324	\$0	\$324
10	2030	\$63,353	\$2,174	\$2,174	\$67,701	\$0	\$328	\$0	\$328
11	2031	\$63,987	\$2,181	\$1,949	\$68,117	\$0	\$328	\$0	\$328
12	2032	\$64,627	\$2,196	\$1,725	\$68,547	\$0	\$331	\$0	\$331
13	2033	\$65,273	\$2,203	\$1,500	\$68,976	\$0	\$331	\$0	\$331
14	2034	\$65,926	\$2,218	\$1,275	\$69,418	\$0	\$334	\$0	\$334
15	2035	\$66,585	\$2,225	\$1,050	\$69,860	\$0	\$334	\$0	\$334
16	2036	\$67,251	\$2,240	\$825	\$70,316	\$0	\$338	\$0	\$338
17	2037	\$67,923	\$2,247	\$1,266	\$71,436	\$0	\$338	\$0	\$338
18	2038	\$68,602	\$2,262	\$2,392	\$73,256	\$0	\$341	\$0	\$341
19	2039	\$69,288	\$2,270	\$2,144	\$73,703	\$0	\$341	\$0	\$341
20	2040	\$69,981	\$2,285	\$1,897	\$74,163	\$0	\$344	\$0	\$344
21	2041	\$70,681	\$2,293	\$1,650	\$74,623	\$0	\$344	\$0	\$344
22	2042	\$71,388	\$2,308	\$1,402	\$75,098	\$0	\$348	\$0	\$348
23	2043	\$72,102	\$2,316	\$1,155	\$75,572	\$0	\$348	\$0	\$348
24	2044	\$61,086	\$1,666	\$664	\$63,415	\$0	\$351	\$0	\$351
	Total	\$1,497,477	\$50,279	\$34,435	\$1,582,192	\$0	\$7,947	\$0	\$7,947

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$1,497,477	\$42,333	\$34,435	\$1,574,245

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

JUNIOR COLLEGE

	Year	<u>With Development</u>				<u>Without Development</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$489	\$225	\$714	\$0	\$312	\$0	\$312
2	2022	\$0	\$870	\$662	\$1,532	\$0	\$315	\$0	\$315
3	2023	\$0	\$985	\$594	\$1,579	\$0	\$315	\$0	\$315
4	2024	\$0	\$989	\$525	\$1,515	\$0	\$318	\$0	\$318
5	2025	\$0	\$992	\$457	\$1,448	\$0	\$318	\$0	\$318
6	2026	\$0	\$996	\$388	\$1,384	\$0	\$321	\$0	\$321
7	2027	\$0	\$999	\$320	\$1,318	\$0	\$321	\$0	\$321
8	2028	\$0	\$1,003	\$251	\$1,254	\$0	\$324	\$0	\$324
9	2029	\$0	\$1,005	\$386	\$1,391	\$0	\$324	\$0	\$324
10	2030	\$0	\$1,010	\$728	\$1,738	\$0	\$328	\$0	\$328
11	2031	\$0	\$1,012	\$653	\$1,665	\$0	\$328	\$0	\$328
12	2032	\$0	\$1,017	\$578	\$1,595	\$0	\$331	\$0	\$331
13	2033	\$0	\$1,019	\$502	\$1,522	\$0	\$331	\$0	\$331
14	2034	\$0	\$1,024	\$427	\$1,451	\$0	\$334	\$0	\$334
15	2035	\$0	\$1,026	\$352	\$1,378	\$0	\$334	\$0	\$334
16	2036	\$0	\$1,031	\$277	\$1,308	\$0	\$338	\$0	\$338
17	2037	\$0	\$1,034	\$424	\$1,458	\$0	\$338	\$0	\$338
18	2038	\$0	\$1,038	\$801	\$1,840	\$0	\$341	\$0	\$341
19	2039	\$0	\$1,041	\$718	\$1,759	\$0	\$341	\$0	\$341
20	2040	\$0	\$1,046	\$636	\$1,681	\$0	\$344	\$0	\$344
21	2041	\$0	\$1,048	\$553	\$1,601	\$0	\$344	\$0	\$344
22	2042	\$0	\$1,053	\$470	\$1,523		\$348		
23	2043	\$0	\$1,055	\$387	\$1,442	\$0	\$348	\$0	\$348
24	2044	\$0	\$546	\$222	\$768	\$0	\$351	\$0	\$351
	Total	\$0	\$23,329	\$11,537	\$34,865	\$0	\$7,947	\$0	\$7,599

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$15,382	\$11,537	\$27,266

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

LEE'S SUMMIT R-7 SCHOOL DISTRICT

	Year	<u>With Development</u>				<u>Without Development</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$12,736	\$5,861	\$18,597	\$0	\$8,114	\$0	\$8,114
2	2022	\$0	\$22,644	\$17,236	\$39,879	\$0	\$8,195	\$0	\$8,195
3	2023	\$0	\$25,637	\$15,453	\$41,091	\$0	\$8,195	\$0	\$8,195
4	2024	\$0	\$25,753	\$13,671	\$39,424	\$0	\$8,277	\$0	\$8,277
5	2025	\$0	\$25,813	\$11,889	\$37,702	\$0	\$8,277	\$0	\$8,277
6	2026	\$0	\$25,929	\$10,107	\$36,036	\$0	\$8,360	\$0	\$8,360
7	2027	\$0	\$25,990	\$8,325	\$34,314	\$0	\$8,360	\$0	\$8,360
8	2028	\$0	\$26,107	\$6,543	\$32,650	\$0	\$8,443	\$0	\$8,443
9	2029	\$0	\$26,168	\$10,035	\$36,203	\$0	\$8,443	\$0	\$8,443
10	2030	\$0	\$26,287	\$18,959	\$45,246	\$0	\$8,528	\$0	\$8,528
11	2031	\$0	\$26,349	\$16,999	\$43,348	\$0	\$8,528	\$0	\$8,528
12	2032	\$0	\$26,469	\$15,038	\$41,507	\$0	\$8,613	\$0	\$8,613
13	2033	\$0	\$26,531	\$13,078	\$39,609	\$0	\$8,613	\$0	\$8,613
14	2034	\$0	\$26,652	\$11,118	\$37,770	\$0	\$8,699	\$0	\$8,699
15	2035	\$0	\$26,715	\$9,157	\$35,873	\$0	\$8,699	\$0	\$8,699
16	2036	\$0	\$26,838	\$7,197	\$34,035	\$0	\$8,786	\$0	\$8,786
17	2037	\$0	\$26,901	\$11,039	\$37,940	\$0	\$8,786	\$0	\$8,786
18	2038	\$0	\$27,025	\$20,855	\$47,880	\$0	\$8,874	\$0	\$8,874
19	2039	\$0	\$27,089	\$18,699	\$45,788	\$0	\$8,874	\$0	\$8,874
20	2040	\$0	\$27,214	\$16,542	\$43,756	\$0	\$8,963	\$0	\$8,963
21	2041	\$0	\$27,279	\$14,386	\$41,665	\$0	\$8,963	\$0	\$8,963
22	2042	\$0	\$27,405	\$12,229	\$39,635	\$0	\$9,052	\$0	\$9,052
23	2043	\$0	\$27,471	\$10,073	\$37,544	\$0	\$9,052	\$0	\$9,052
24	2044	\$0	\$14,200	\$5,789	\$19,989	\$0	\$9,143	\$0	\$9,143
	Total	\$0	\$607,203	\$300,278	\$907,481	\$0	\$206,838	\$0	\$206,838

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$400,364	\$300,278	\$700,642

**291 NORTH AND HIGHWAY 50 TAX INCREMENT FINANCING PLAN
COST-BENEFIT ANALYSIS FOR REDEVELOPMENT PROJECTS 1-4**

STATE BLIND PENSION

	Year	<u>With Redevelopment</u>				<u>Without Redevelopment</u>			
		Sales Tax	Real Property Tax	Personal Property Tax	Total	Sales Tax	Real Property Tax*	Personal Property Tax	Total
1	2021	\$0	\$72	\$33	\$105	\$0	\$46	\$0	\$46
2	2022	\$0	\$127	\$97	\$225	\$0	\$46	\$0	\$46
3	2023	\$0	\$144	\$87	\$231	\$0	\$46	\$0	\$46
4	2024	\$0	\$145	\$77	\$222	\$0	\$47	\$0	\$47
5	2025	\$0	\$145	\$67	\$212	\$0	\$47	\$0	\$47
6	2026	\$0	\$146	\$57	\$203	\$0	\$47	\$0	\$47
7	2027	\$0	\$146	\$47	\$193	\$0	\$47	\$0	\$47
8	2028	\$0	\$147	\$37	\$184	\$0	\$48	\$0	\$48
9	2029	\$0	\$147	\$57	\$204	\$0	\$48	\$0	\$48
10	2030	\$0	\$148	\$107	\$255	\$0	\$48	\$0	\$48
11	2031	\$0	\$148	\$96	\$244	\$0	\$48	\$0	\$48
12	2032	\$0	\$149	\$85	\$234	\$0	\$48	\$0	\$48
13	2033	\$0	\$149	\$74	\$223	\$0	\$48	\$0	\$48
14	2034	\$0	\$150	\$63	\$213	\$0	\$49	\$0	\$49
15	2035	\$0	\$150	\$52	\$202	\$0	\$49	\$0	\$49
16	2036	\$0	\$151	\$41	\$192	\$0	\$49	\$0	\$49
17	2037	\$0	\$151	\$62	\$214	\$0	\$49	\$0	\$49
18	2038	\$0	\$152	\$117	\$270	\$0	\$50	\$0	\$50
19	2039	\$0	\$153	\$105	\$258	\$0	\$50	\$0	\$50
20	2040	\$0	\$153	\$93	\$246	\$0	\$50	\$0	\$50
21	2041	\$0	\$154	\$81	\$235	\$0	\$50	\$0	\$50
22	2042	\$0	\$154	\$69	\$223	\$0	\$51	\$0	\$51
23	2043	\$0	\$155	\$57	\$211	\$0	\$51	\$0	\$51
24	2044	\$0	\$80	\$33	\$113	\$0	\$51	\$0	\$51
	Total	\$0	\$3,419	\$1,691	\$5,110	\$0	\$1,165	\$0	\$1,165

	<u>Sales Tax</u>	<u>Real Property Tax</u>	<u>Personal Property Tax</u>	<u>Total</u>
Total Tax Benefit	\$0	\$2,254	\$1,691	\$3,945

EXHIBIT 10.

EVIDENCE OF COMMITMENTS TO FINANCE PROJECT COSTS

Note: See City Affidavit in **Exhibit 11** for evidence of initial City statement of intent to finance Business Relocation Costs in coordination with the Missouri Highway Patrol. The City Council will consider financing options as this Plan is considered by the City. This **Exhibit 10** will be supplemented as preparations continue for financing project costs in the Redevelopment Area.

EXHIBIT 11.
AFFIDAVIT FOR
REDEVELOPMENT PROJECTS

AFFIDAVIT

STATE OF MISSOURI)
) SS
COUNTY OF JACKSON)

Comes now Stephen Arbo, and being first duly sworn, on his oath states:

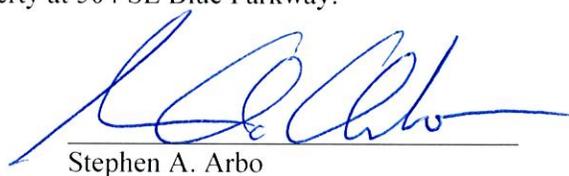
1. I am over the age of 18 years, have personal knowledge of the matters stated herein, and am competent to testify to the following matters of my own knowledge and on behalf of the City of Lee's Summit.

2. I hold the position of City Manager with the City of Lee's Summit, and I am providing this affidavit in support of the proposed 291 North & Highway 50 Tax Increment Financing Plan (the "TIF Plan") that is being considered by the City of Lee's Summit, Missouri.

3. The Redevelopment Area, as defined in the TIF Plan, on the whole is a "blighted area" as such term is defined in Section 99.805 of the Missouri Revised Statutes.

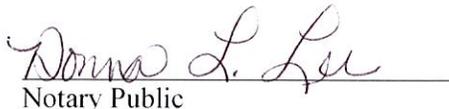
4. The Redevelopment Area on the whole has not been subject to growth and development through investment by private enterprise, and would not reasonably be anticipated to be developed without the adoption of tax increment financing. In particular, the Troop A Headquarters of the Missouri Highway Patrol which is located at 504 SE Blue Parkway, on property owned by the State of Missouri, would not be relocated if tax increment financing revenues are not available to the City of Lee's Summit to fund relocation costs. Relocation of the Troop A Headquarters will allow redevelopment of this property for commercial purposes, which in turn will generate tax increment financing revenues for the City to reimburse relocation costs.

5. It is anticipated that the City, in coordination with the Highway Patrol, will arrange for the financing that will fund relocation of the Troop A Headquarters to another location in Lee's Summit, and such actions by the City will serve as a commitment to finance the redevelopment project costs associated with the TIF Plan as it relates to redevelopment of the property at 504 SE Blue Parkway.



Stephen A. Arbo
City Manager of Lee's Summit

Subscribed and sworn to before me this 11th day of January, 2020.


Notary Public

My commission expires on: 02-09-2021



DONNA L. LEE
My Commission Expires
February 9, 2021
Jackson County
Commission #17588841