

435 & SOCCER DRIVE
TAX INCREMENT FINANCING PLAN

CLAY COUNTY - KANSAS CITY, MISSOURI

TIF Commission Approval:

Date: Resolution No.

City Council Approval:

Date: Ordinance No.

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EXHIBITS

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- Exhibit 2: Site Map Redevelopment Area and Redevelopment Project Areas
- Exhibit 3: Specific Objectives of the Plan
- Exhibit 4: Estimated Construction and Employment Information
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I. SUMMARY

The 435 & Soccer Drive Tax Increment Financing Plan (the “**Redevelopment Plan**”) is located in a proposed redevelopment area that constitutes an “economic development area” as that term is defined by the Act. The proposed redevelopment area is generally described as follows: (A) an area that is generally bounded by NE Shoal Creek Parkway on the east, I-435 on the west, the intersection of I-435 and NE Shoal Creek Parkway on the south, and Highway 152 on the north, and (B) an area that is generally bounded by NE Shoal Creek Parkway on the east, I-435 on the west, Highway 152 on the south, and N. Barry Road on the north, all in Kansas City, Clay County, Missouri, as described on the attached **Exhibit 1A** and depicted on the Site Map attached as **Exhibit 2** (collectively, the “**Redevelopment Area**”).

The Redevelopment Area has not been redeveloped due to the terrain, lack of infrastructure and other factors rendering the Redevelopment Area infeasible to redevelop without financial assistance via Tax Increment Financing and tax redirection. The purpose of this Redevelopment Plan is to provide funding for the Infrastructure Improvements. This Redevelopment Plan proposes the redevelopment of the Redevelopment Area in multiple Redevelopment Projects. It is anticipated the development within the Redevelopment Area and its Redevelopment Project Areas will consist of a mix of single-family homes, townhomes and multi-family residential units, retail and restaurant space, a hotel and potential conference facilities, office buildings, entertainment and/or sports facilities and other compatible uses (“**Mixed-Use Development**”).

To be and to remain in compliance with Section 99.825.3 of the Act, the Redevelopment Projects are prohibited from applying to or funding anything other than infrastructure improvements. Although the Mixed-Use Development is anticipated to generate the Payments in Lieu of Taxes, Economic Activity Taxes and Additional City EATs, TIF Revenues and Additional City EATs are not being redirected to fund or reimburse any portion of a Mixed-Use Development that does not constitute an Infrastructure Improvement. TIF Revenues will be used solely to reimburse those Infrastructure Improvements as are allowed by the Act and City Additional Revenues to reimburse Infrastructure Improvements to the extent allowed by law and as approved by the City.

It is anticipated that the Infrastructure Improvements and Outdoor Amenities will encourage, support and attract Mixed-Use Development. The Redevelopment Area includes approximately 472 acres consisting of an anticipated seventeen (17) Redevelopment Project Areas described on the attached **Exhibit 1B** and depicted on the Site Map attached **Exhibit 2**, which may need to be adjusted from time-to-time.

The estimated Redevelopment Project Costs are \$2,260,132,203, plus Interest, and all such costs are identified on the attached **Exhibit 5**. It is anticipated that the Reimbursable Infrastructure Project Costs (defined below) totaling approximately \$328,177,682, including Financing Costs plus Interest, will be funded from the TIF Revenues and Additional City EATs in the anticipated amount of \$323,077,682, plus Interest. The TIF

Revenues and Additional City EATs are detailed and projected as reflected on the attached **Exhibit 6**. It is anticipated that Reimbursable Outdoor Amenities Project Costs (defined below) in an anticipated amount of \$5,000,000 will be funded from CID Revenues, provided that such costs may be reimbursable from Additional City EATs to the extent such amenities are located within public right-of-way or a public easement area and pursuant to an agreement between the City and the Redeveloper as approved by the City Council. Notwithstanding the foregoing, it is anticipated that Reimbursable Project Costs may be initially funded, in whole or in part, by public and/or private sources, including but not limited to private equity, private financing, direct appropriations of public funds, grants, and/or the issuance of Obligations, which may be reimbursed with all or any portion of the TIF Revenues and Additional City EATs, as applicable; and, in the case of Obligations, private financing or other debt, the TIF Revenues and Additional City EATs, or a portion thereof, as applicable, may be pledged to the payment of the principal and interest of such Obligations, private financing and debt.

The most recent total equalized assessed valuation of the real property within the Redevelopment Area, according to 2025 tax records from the Clay County Assessor's Office, is approximately \$60,180. A small portion of the Redevelopment Area is located the North Kansas City School District and the remaining portion is located in the Liberty School District. The 2025 calendar year combined ad valorem property tax levy is \$8.0555 per \$100 assessed valuation for the portion of the Redevelopment Area located in the North Kansas City School District and \$8.6360 per \$100 assessed valuation for the portion of the Redevelopment Area located in the Liberty School District. The total initial equalized assessed valuation of each Redevelopment Project Area will be determined at the time the applicable Redevelopment Project is approved by Ordinance. Following completion of the Infrastructure Improvements and the Mixed-Use Development, it is estimated that the total equalized assessed value of the real property within the Redevelopment Area will increase to approximately \$418,727,476.

Pursuant to the Act, Economic Activity Taxes and Payments in Lieu of Taxes generated and collected within each Redevelopment Project Area will be collected and deposited to the Special Allocation Fund for a twenty-three (23) year period following adoption of an Ordinance by the City Council for the approval of each such applicable Redevelopment Project and such Economic Activity Taxes and Payments in Lieu of Taxes are allowed to be used to pay or reimburse Reimbursable Infrastructure Project Costs until such costs are paid in full.

The estimated total Payments in Lieu of Taxes to be generated within the Redevelopment Project Areas and deposited into the Special Allocation Fund is approximately \$849,208,648, five percent (5%) of which are to be distributed annually to the Taxing Districts according to their respective annual levy rates as provided for in the Act, five percent of which are to be used to pay Administrative Expenses and the remainder of which are allowed to pay or reimburse Reimbursable Infrastructure Project Costs, including Interest and Financing Costs, certified by the Commission. The total amount of Payments in Lieu of Taxes estimated to be generated on an annual basis are shown on **Exhibit 6**.

The estimated total Economic Activity Taxes to be generated within the Redevelopment Project Areas and deposited into the Special Allocation Fund, subject to annual appropriation by the City Council, is approximately \$360,956,828, five percent (5%) of which are to be used to pay Administrative Expenses and the remainder of which are allowed to be used to pay or reimburse Reimbursable Infrastructure Project Costs, including interest certified by the Commission. Those Economic Activity Taxes estimated to be generated on an annual basis are shown on **Exhibit 6**, include 50% of the net earnings taxes paid by businesses and employees, 50% of utilities taxes, 50% of the net food & beverage taxes, 50% of the net utility taxes, 50% of certain City and County sales taxes, 50% of the Zoological District sales taxes, and 50% of a sales tax levied by a special taxing district anticipated to be adopted, such as the CID. Notwithstanding the foregoing, EATs will include any other tax revenues authorized for Tax Increment Financing pursuant to the Act.

The estimated Additional City EATs, subject to appropriation by the City Council, that will be available to reimburse or pay Reimbursable Infrastructure Project Costs is approximately \$197,544,491, as more specifically set forth on **Exhibit 6**.

Upon the reimbursement of all certified Reimbursable Project Costs and Administrative Expenses, Tax Increment Financing will be terminated and the Taxing Districts, subject to Section 99.850 RSMo., will receive all tax revenue generated after such termination within the Redevelopment Area. Upon the reimbursement of the Reimbursable Project Costs the redirection of Additional City EATs will terminate, but in no event will such Additional City EATs generated within a Redevelopment Project Area exceed thirty (30) years.

II. DEFINITIONS

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

- A. “Act,” the Real Property Tax Increment Allocation Redevelopment Act, Section 99.800, et. seq., Revised Statutes of Missouri, as amended.
- B. “Additional City EATs,” during the applicable twenty-three year period of Tax Increment Financing for each Redevelopment Project and for an additional 7 years following the termination of such twenty-three year period of Tax Increment Financing for each Redevelopment Project the revenue from taxes which are imposed by the City and which are generated by economic activities within each Redevelopment Project Area, as applicable, which revenues are not captured pursuant to the Act and are appropriated by the City to reimburse or pay Reimbursable Project Costs. For this Redevelopment Plan, the Additional City EATs, as estimated on **Exhibit 6**, attached hereto, include and are more specifically identified with the applicable percentage and duration as follows:

Taxes on sales for hotel/motel rooms:

- Capital Improvement Tax – Years 1 through 30 at 100%
- Public Safety Tax – Years 1 through 30 at 100%
- Convention and Tourism Tax – Years 1 through 30 at 50%

Taxes on food and beverage sales:

- Capital Improvement Tax – Years 1 through 23 at 50%
- Capital Improvement Tax – Years 24 through 30 at 100%
- Public Safety Tax – Years 1 through 23 at 50%
- Public Safety Tax – Years 24 through 30 at 100%
- Food & Beverage Tax – Years 1 through 23 at 50%
- Food & Beverage Tax - Years 24 through 30 at 100%

Taxes on sales of utilities:

- Capital Improvement Tax – Years 1 through 23 at 50%
- Capital Improvement Tax – Years 24 through 30 at 100%
- Public Safety Tax – Years 1 through 23 at 50%
- Public Safety Tax – Years 24 through 30 at 100%
- Utilities Tax – Years 1 through 23 at 50%
- Utilities Tax – Years 24 through 30 at 100%

Taxes on all other sales:

- Capital Improvement Tax – Years 1 through 23 at 50%
- Capital Improvement Tax – Years 24 through 30 at 100%
- Public Safety Tax – Years 1 through 23 at 50%
- Public Safety Tax – Years 24 through 30 at 100%

Earnings Taxes:

- Years 1 through 23 at 50%
- Years 24 through 30 at 100%

- C. “Administrative Expenses,” certain planning and special services expenses of the Commission and City, which are not direct Redevelopment Project Costs, but are nonetheless reasonable and necessary for the administration of the Redevelopment Plan by the City and the Commission and are incidental costs to the Redevelopment Plan. The incidental costs will be recovered by the Commission and City from the Special Allocation Fund in an amount equal to 5% of Economic Activity Taxes and Payments in Lieu of Taxes paid annually into the Special Allocation Fund.
- D. “Affiliate,” as applied to any person or entity, any other person or entity who controls, is controlled by, or is under common control with, such person or entity. For purposes of this definition, “control” means the possession, directly or indirectly through one or more intermediaries, of the power to direct the management and policies of a person or entity, whether through the ownership of equity interests, by contract, or otherwise; provided, however, that (a) any person or entity which owns directly or indirectly a majority of the equity interests having ordinary voting power for the election of directors or other members of the governing body of a person or entity or a majority of the partnership or other ownership interests of a person or entity (other than as a limited partner of such person or entity) shall be deemed an Affiliate of such person or entity, and (b) each partnership in which a person or entity is a general partner shall be deemed an Affiliate of such person or entity.
- E. “Assignee,” any assignee of the Redeveloper of any rights pursuant to the Redevelopment Agreement as authorized pursuant to the Redevelopment Agreement.
- F. “CID,” a community improvement district for all or a portion of the Redevelopment Area anticipated to be proposed by the Redeveloper to the City and as may be established by the City of Kansas City, Missouri pursuant to the Community Improvement District Act under Sections 6767.1401 to 67.1571, inclusive, of the Revised Statutes of Missouri.
- G. “CID Administrative Costs,” the overhead costs of the CID including without limitation the following: (1) reimbursement of the Board of Directors for actual expenditures incurred in the performance of authorized duties on behalf of CID, (2) costs related to any authorized indebtedness of the CID, including the issuance and repayment of obligations, and (3) any other costs or expenses incurred by the CID in the exercise of the powers granted under Sections 67.1401 to 67.1571, inclusive, of the Revised Statutes of Missouri, as amended, including accounting, auditing, legal, insurance, and clerical support, as determined by the CID’s Board of Directors.
- H. “CID Revenues,” a one percent (1%) sales and use tax levied by the CID and approved by the voters in the CID and a resolution of the Board of Directors of the CID and levied pursuant to Section 67.1545 of the Revised Statutes of Missouri, as amended, on all retail sales made within the CID that are subject to taxation

pursuant to Section 144.010 to 144.525 of the Revised Statutes of Missouri, as amended, except sales of motor vehicles, trailers, boats or outboard motors, and sales to public utilities, 50% of the proceeds of which will be EATs and the other 50% of the proceeds (except for the CID Administrative Costs) shall be transferred, subject to annual appropriation of the Board of Directors of the CID, to the Commission to be used to pay a portion of the Reimbursable Project Costs, pursuant to the terms and conditions of a Cooperation Agreement between the Commission and the CID.

- I. “City,” City of Kansas City, Missouri.
- J. “City Council,” the governing body of the City.
- K. “Clay County KC Commission” the Clay County KC TIF Commission.
- L. “Code,” the Code of Ordinances of the City.
- M. “Commission,” the Tax Increment Financing Commission of Kansas City, Missouri.
- N. “Economic Activity Taxes” or “EATs,” fifty percent (50%) of the total additional revenue from taxes, penalties and interest which are imposed by the City and other Taxing Districts, which are generated by economic activities within each 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 applicable Redevelopment Project by Ordinance, while Tax Increment Financing remains in effect, but excluding personal property taxes, taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, taxes levied pursuant to Section 70.500 RSMo., taxes levied for the purpose of public transportation pursuant to Section 94.660 RSMo., taxes imposed on sales pursuant to subsection 2 of section 67.1712 for the purpose of operating and maintaining a metropolitan park and recreation district, licenses, fees or special assessments other than Payments In Lieu of taxes and penalties and interest thereon, any sales tax imposed by a county with a charter form of government and with more than six hundred thousand but fewer than seven hundred thousand inhabitants, for the purpose of sports stadium improvement or levied by such county under section 238.410 for the purpose of the county transit authority operating transportation facilities, taxes imposed on sales under and pursuant to section 67.700 or 650.399 for the purpose of emergency communication systems and such other taxes that may be excluded by State law from time to time, shall be allocated to, and paid by the local political subdivision collecting officer to the treasurer or other designated financial officer of the municipality, who shall deposit such funds in a separate segregated account within the special allocation fund; provided, however, if the voters in a Taxing District vote to approve an increase in such Taxing District’s sales tax or use tax, other than the renewal of an expiring sales or use tax, any additional revenues generated within an existing Redevelopment Project Area that are directly attributable to the newly voter-approved incremental increase in such

taxing district's levy rate shall not be considered "Economic Activity Taxes", without the consent of such Taxing District. If a retail establishment relocates within one (1) year from one facility to another facility within the same county and the governing body of the municipality finds that the relocation is a direct beneficiary of Tax Increment Financing, then for purposes of this definition the economic activity taxes generated by the retail establishment shall equal the total additional revenues from economic activity taxes which are imposed by a municipality or other taxing district over the amount of economic activity taxes generated by the retail establishment in the calendar year prior to its relocation to such Redevelopment Project Area.

- O. "Economic Development Area," any area or portion of an area located within the territorial limits of a municipality, which does not constitute a blighted area or conservation area pursuant to the Act, and in which the City Council finds that redevelopment will not be solely used for development of commercial businesses which unfairly compete in the local economy and is in the public interest because it will: (a) discourage commerce, industry or manufacturing from moving their operations to another state; or (b) result in increased employment in the City; or (c) result in preservation or enhancement of the tax base of the City.
- P. "Financing Costs," those costs incurred by the City, Commission, Redeveloper, Redeveloper's Affiliate or Assignee, or any other issuer approved by the City and Commission, in furtherance of private loans or the issuance of Obligations, including, but not limited to, reasonable financing loan origination fees and expenses, the reasonable fees and expenses of the Redeveloper's, City's, or Commission's attorneys, the Redeveloper's City's or Commission's administrative fees and expenses (including municipal advisors and planning consultants), underwriters' discounts and fees, the costs of printing any Obligations and any official statements relating thereto, the costs of credit enhancement, if any, capitalized interest, debt service reserves, the fees of any rating agency rating any Obligations, and costs incurred by the Redeveloper, City, or Commission in preparing the Redevelopment Plan, as estimated and identified on **Exhibit 5** to the Redevelopment Plan.
- Q. "Gambling Establishment," an excursion gambling boat as defined in section 313.800, RSMo., and any related business facility including any real property improvements which are directly and solely related to such business facility, whose sole purpose is to provide goods or services to an excursion gambling boat and whose majority ownership interest is held by a person licensed to conduct gambling games on an excursion gambling boat or licensed to operate an excursion gambling boat as provided in Sections 313.800 to 313.850, RSMo.
- R. "Interest" interest for equity invested to fund Reimbursable Infrastructure Project Costs and interest incurred related to any loans obtained and/or Obligations issued to financing Reimbursable Infrastructure Project Costs all as allowed pursuant to

Commission’s Certification of Costs and Reimbursement Policy and Interest Policy or as otherwise approved by the City.

- S. “Infrastructure Improvements,” infrastructure improvements which are anticipated to include roads, streets, curbing, sidewalks, trails (including trailheads), traffic control systems and devices, signage, water distribution and supply systems (including but not limited to water mains and lines, sanitary and storm sewers, and detention areas) and other similar and related public improvements, site work and other work necessary or desirable to complete such improvements in and around the Redevelopment Area, but in no case buildings, which improvements are necessary or desirable to support and attract existing and future development.
- T. “Mixed-Use Development,” the future development anticipated to be attracted by the construction of the Infrastructure Improvements and Outdoor Amenities, which future development is anticipated to include single-family homes, townhomes and multi-family residential units, retail and restaurant space, a hotel and potential conference facilities, office buildings, entertainment and/or sports facilities, and other compatible uses.
- U. “Obligations,” bonds, loans, debentures, notes, special certificates, or other evidences of indebtedness issued by the City, the Commission or by any other appropriate issuer, approved by the City and the Commission, to pay or reimburse all or any portion of the Redevelopment 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 governing body of the City.
- W. “Outdoor Amenities,” any improvement for an outdoor amenity area and related improvements, including but not limited to landscaping, hardscape, seating areas, fountains, and sculptures, which enhance the environs within the Redevelopment Area for the public good and which will attract and support visitors and tourism to the Redevelopment Area and create a pedestrian friendly and safe environment within the Redevelopment Area and any infrastructure improvement which does not constitute an Infrastructure Improvement or is certified as reimbursable from TIF Revenues pursuant to this Redevelopment, either located on public property or within public right-of-way or a public easement area.
- X. “Payments in Lieu of Taxes” or “PILOTs,” those estimated revenues from real property taxes generated within each Redevelopment Project Area which are allowed to be used to pay or reimburse the Reimbursable Infrastructure Project Costs identified by the Redevelopment Plan, 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 each such Redevelopment Project Area that is approved by

Ordinance (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 subsection 2 of Section 6 of the Missouri Constitution) 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 each such Redevelopment Project Area, until the designation is terminated pursuant to the Act, provided however, if the voters in a Taxing District vote to approve an increase in such Taxing District's levy rate for ad valorem tax on real property, any additional revenues generated within a Redevelopment Project Area that are directly attributable to the newly voter-approved incremental increase in such Taxing District's levy rate shall not be considered Payments in Lieu of Taxes without the consent of such Taxing District. Revenues will be considered directly attributable to the newly voter-approved incremental increase to the extent that they are generated from the difference between the taxing district's actual levy rate currently imposed and the maximum voter-approved levy rate at the time that the Redevelopment Project was adopted.

- Y. "Project Improvements," Mixed-Use Development, Infrastructure Improvements and Outdoor Amenities and related improvements and site work.
- Z. "Redeveloper," Land Reserve, Inc., or its designated Affiliate or its assignee, with approval of the Commission, pursuant to a resolution, and to which the Commission enters a Redevelopment Agreement to implement the Redevelopment Plan, the Infrastructure Improvements, Outdoor Amenities or a portion of any of the foregoing.
- AA. "Redevelopment Agreement," the agreement between the Commission and Redeveloper for the implementation of the Redevelopment Plan, the Infrastructure Improvements, Outdoor Amenities or a portion of any of the foregoing.
- BB. "Redevelopment Area," the area designated by Ordinance of the City, in respect to which the City has made a finding that there exist conditions which cause the area to be classified as a blighted area, a conservation area, an economic development area, an enterprise zone pursuant to Sections 135.200 to 135.236, RSMO., or a combination thereof, and which area includes only those parcels of real property directly and substantially benefitted by the proposed Redevelopment Projects and which is legally described on **Exhibit 1A** and depicted on the Site Map attached as **Exhibit 2**.
- CC. "Redevelopment Plan," this 435 & Soccer Drive Tax Increment Financing Plan, as it may be amended from time to time.
- DD. "Redevelopment Project," a redevelopment project described by Section IV.B of the Redevelopment Plan.

- EE. “Redevelopment Project Areas,” the portion of the Redevelopment Area selected for the Redevelopment Projects, and which are legally described on **Exhibit 1B** and depicted on the Site Map attached as **Exhibit 2**.
- FF. “Redevelopment Project Costs,” include the sum of all reasonable or necessary costs incurred or estimated to be incurred, any such costs incidental to the Redevelopment Plan, the Infrastructure Improvements and/or the Outdoor Amenities. Such costs are identified on the Estimated Budget of Redevelopment Project Costs attached as **Exhibit 5**, and may include, but are not limited to the following:
1. Costs of studies, surveys, plans and specifications;
 2. Professional services costs, including, but not limited to, architectural, engineering, legal, marketing, financial, planning or special services. Except the reasonable costs incurred by the commission established in section 99.820 for the administration of sections 99.800 to 99.865, such costs shall be allowed only as an initial expense which, to be recoverable, shall be included in the costs of the Redevelopment Plan or Redevelopment Project;
 3. Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
 4. Costs of rehabilitation, reconstruction, repair or remodeling of existing buildings and fixtures;
 5. Cost of construction of public works or improvements;
 6. Financing Costs, including, but not limited to, all necessary and incidental expenses related to the issuance of obligations, and which may include payment of interest on any obligations issued pursuant to sections 99.800 to 99.865 accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;
 7. All or a portion of a taxing district’s capital cost resulting from the Redevelopment Projects necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Redevelopment Projects, to the extent the municipality by written agreement accepts and approves such costs;
 8. 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
 9. Payments in lieu of taxes.

- GG. “Reimbursable Project Costs,” Reimbursable Infrastructure Project Costs in an amount not to exceed \$323,077,682, including Financing Costs plus Interest, and Reimbursable Outdoor Amenities Project Costs in an amount not to exceed \$5,000,000, as identified on **Exhibit 5**, plus Interest; provided that no cost may be reimbursed with Additional City EATs unless the specific cost has been approved by the City as a legally eligible use of the Additional City EATs.
- HH. "Retail Area", a proposed redevelopment building area for which more than fifty percent of the usable building square footage in the area is projected to be used by retail businesses, which shall be businesses that primarily sell or offer to sell goods to a buyer primarily for the buyer's personal, family, or household use and not primarily for business, commercial, or agricultural use.
- II. “Retail Infrastructure Projects”, highways, roads, streets, bridges, sewers, traffic control systems and devices, water distribution and supply systems, curbing, sidewalks, storm water and drainage systems, or any other similar public improvements, but in no case shall retail infrastructure projects include private structures.
- JJ. “Special Allocation Fund,” the fund maintained by the City or the Commission, as the case may be, which contains at least three (3) separate segregated accounts for the Redevelopment Projects and any additional accounts deemed appropriate by the City and Commission (i.e. PILOTs Account, EATS Account and Additional City EATs Account) and maintained by the treasurer of the City or the treasurer of the Commission into which Payments in Lieu of Taxes, Economic Activity Taxes and Additional City EATs are deposited.
- KK. “Tax Increment Financing,” tax increment allocation financing as provided pursuant to Chapter 99.800, et seq. RSMo.
- LL. “Taxing Districts,” any political subdivision of Missouri located wholly or partially within the Redevelopment Project Area having the power to levy taxes.
- MM. “TIF Revenues,” Payments in Lieu of Taxes and Economic Activity Taxes.

III. TAX INCREMENT FINANCING

This Redevelopment Plan is adopted pursuant to the Act. The Act enables municipalities to finance Redevelopment Project Costs with the revenue generated from Payments in Lieu of Taxes and Economic Activity Taxes. Pursuant to Section 99.810.2 of the TIF Act, tax increment allocation financing shall not be adopted in a Retail Area unless such financing is exclusively utilized to fund Retail Infrastructure Projects.

IV. GENERAL DESCRIPTION OF THE REDEVELOPMENT PROGRAM

- A. The Redevelopment Plan. This Redevelopment Plan provides for the construction of the Project Improvements. The Redeveloper will construct or cause to be constructed

the Project Improvements and acquire and/or contribute or cause to be acquired and/or contributed any right of way needed for any public Infrastructure Improvements and the cost of or the value of any such property contributed shall be considered a Reimbursable Project Cost.

- B. Redevelopment Area and Redevelopment Project Areas. The proposed Redevelopment Area described by this Redevelopment Plan in which the Project Improvements are anticipated to be constructed is generally described as follows: (A) an area that is generally bounded by NE Shoal Creek Parkway on the east, I-435 on the west, the intersection of I-435 and NE Shoal Creek Parkway on the south, and Highway 152 on the north, and (B) an area that is generally bounded by NE Shoal Creek Parkway on the east, I-435 on the west, Highway 152 on the south, and N. Barry Road on the north, all in Kansas City, Clay County, Missouri, as described on the attached **Exhibit 1A** and depicted on the Site Map attached **Exhibit 2** (collectively, the “**Redevelopment Area**”) and consists of the Redevelopment Project Areas legally described on **Exhibit 1B** and depicted on the Site Map attached as **Exhibit 2**.
- C. Redevelopment Project Areas. The Redevelopment Plan contains seventeen (18) Redevelopment Projects, which include the following Project Improvements:
1. Redevelopment Project A – The construction of a mixed-use development, including retail, restaurant, entertainment, hotel, office, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 2. Redevelopment Project B – The construction of a mixed-use development, including retail, restaurant, office, medical, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 3. Redevelopment Project C – The construction of a mixed-use development, including retail, restaurant, office, medical, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 4. Redevelopment Project D – The construction of a mixed-use development, including retail, restaurant, office, medical, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 5. Redevelopment Project E – The construction of a single-family homes, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the

Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.

6. Redevelopment Project F – The construction of a single-family homes, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
7. Redevelopment Project G – The construction of a mixed-use development, including retail, restaurant, entertainment, office, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
8. Redevelopment Project H – The construction of a mixed-use development, including retail, restaurant, office, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
9. Redevelopment Project I – The construction of a single-family homes, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
10. Redevelopment Project J – The construction of a single-family homes, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
11. Redevelopment Project K – The construction of a mixed-use development, including retail, restaurant, office, medical, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
12. Redevelopment Project L – The construction of a mixed-use development, including retail, restaurant, entertainment, hotel, office, medical, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.

13. Redevelopment Project M – The construction of a mixed-use development, including retail, restaurant, entertainment, hotel, office, medical, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 14. Redevelopment Project N – The construction of a mixed-use development, including retail, restaurant, entertainment, office, multifamily, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 15. Redevelopment Project O – The construction of a mixed-use development, including retail, restaurant, entertainment, hotel, office, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 16. Redevelopment Project P – The construction of a mixed-use development, including retail, restaurant, office, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 17. Redevelopment Project Q – The construction of a mixed-use development, including retail, restaurant, office, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
 18. Redevelopment Project R – The construction of a mixed-use development, including retail, restaurant, entertainment, hotel, office, multi-family, and/or other similar uses, Infrastructure Improvements, Outdoor Amenities and/or other related improvements and site work all as approved by the Redeveloper and in accordance with the development plan or such other plan approved pursuant to the Code.
- D. Infrastructure Improvements and Outdoor Amenities. The Redevelopment Plan provides for completion of the Infrastructure Improvements within and around the Redevelopment Area in various stages as necessary or desirable to support and attract the Mixed-Use Development to be completed in accordance with the Code and any development plan or other plan approved by the City pursuant to the Code. It is also anticipated that Outdoor Amenities will be completed in the Redevelopment Area to support and/or enhance the Mixed-Use Development and/or Infrastructure Improvements throughout the Redevelopment Area.

- E. Redevelopment Plan Objectives. The specific objectives of the Redevelopment Plan are set forth on **Exhibit 3**.
- F. Construction and Employment Information. Estimated construction and employment information for all Infrastructure Improvements and Mixed-Use Development is set forth on **Exhibit 4**.

V. FINANCING

- A. Estimated Redevelopment Project Costs. The estimated Redevelopment Project Costs to implement the Project Improvements are \$2,260,132,203, plus Interest, and all such costs are identified on **Exhibit 5** of this Redevelopment Plan.
- B. Estimated Reimbursable Project Costs. It is anticipated that the Reimbursable Project Costs related to the Infrastructure Improvements (“**Reimbursable Infrastructure Project Costs**”) will be funded from TIF Revenues and Additional City EATs in the anticipated amount of \$328,177,682, plus Interest and Redevelopment Project Costs related to the Outdoor Amenities (the “**Reimbursable Outdoor Amenities Project Costs**”) will be reimbursable from the CID Revenue in the anticipated amount of \$5,000,000, plus Interest. Notwithstanding the foregoing, it is anticipated that Reimbursable Project Costs may be initially funded, in whole or in part, by public and/or private sources, including but not limited to private equity, private financing, direct appropriations of public funds, grants, and/or the issuance of Obligations, any which may be reimbursed with all or any portion of the TIF Revenues and Additional City EATs, as applicable; and, in the case of Obligations, private financing or other debt, the TIF Revenues and Additional City EATs, or a portion thereof, as applicable, may be pledged to the payment of the principal and interest of such Obligations, private financing and debt. Notwithstanding the foregoing and subject to an agreement with the City as approved by the City Council, Additional City EATs may be used to fund Reimbursable Outdoor Amenities Project Costs that are located within public right-of-way or a public easement area and are expressly authorized pursuant to such agreement approved by the City Council.
- C. Estimated Commission and City Cost. The City has determined that certain planning and special services expenses of the Commission, which are not direct Redevelopment Project Costs are nonetheless reasonable, necessary and incidental costs to this Redevelopment Plan. Such incidental costs will be recovered by the Commission or the City, as the case may be, from the Special Allocation Fund in an amount not to exceed 5% of the Economic Activity Taxes and Payments in Lieu of Taxes paid annually into the Special Allocation Fund, which 5% is estimated to be \$59,663,719, as identified on **Exhibit 6**.
- D. Equalized Assessed Value of Redevelopment Area. The most recent total equalized assessed valuation of the real property within the Redevelopment Area, according to 2025 tax records at the Clay County Assessor’s Office, is approximately \$60,180. A small portion of the real property within the Redevelopment Area is located the North Kansas City School District and the remaining portion is located in the Liberty School

District. The 2025 calendar year combined ad valorem property tax levy is \$8.0555 per \$100 assessed valuation for the portion of the Redevelopment Area located in the North Kansas City School District and \$8.6360 per \$100 assessed valuation for the portion of the Redevelopment Area located in the Liberty School District. The total initial equalized assessed valuation of the real property within each Redevelopment Project Area will be determined at the time the applicable Redevelopment Project is approved by Ordinance. Following completion of the Infrastructure Improvements and the Mixed-Use Development, it is estimated that the assessed value of the real property within the Redevelopment Area will increase to approximately \$418,727,476.

- E. Payments in Lieu of Taxes. The estimated total Payments in Lieu of Taxes to be generated within the Redevelopment Project Areas and deposited into the Special Allocation Fund is approximately \$849,208,648, five percent (5%) of which are to be distributed annually to the Taxing Districts according to their respective annual levy rates as provided for in the Act, five percent (5%) of which are to be used to pay Administrative Expenses and the remainder of which are allowed to be used to pay or reimburse Reimbursable Infrastructure Project Costs, including Interest and Financing Costs, certified by the Commission. Those estimated Payments in Lieu of Taxes are shown on **Exhibit 6**. Each calendar year of the Redevelopment Plan an amount equal to five percent (5%) of the cumulative amount of Payments in Lieu of Taxes deposited to the Special Allocation Fund will be deemed surplus and distributed to the affected Taxing Districts in the Redevelopment Project Areas as provided for by the Act. Based on the estimated total Payments in Lieu of Taxes to be generated, it is anticipated that the cumulative total amount of Payments in Lieu of Taxes to be surplused will be \$42,460,432.

Projections of Payments in Lieu of Taxes are based on anticipated development and real property valuations and current ad valorem levy rates, all of which are subject to change due to many factors. In addition to the annual distribution a portion of the Payments in Lieu of Taxes to the affective Taxing Districts as described above, the amount of Payments in Lieu of Taxes in excess of the funds needed to reimburse Reimbursable Project Costs, if any, may be declared as surplus by the City. The declared surplus will be distributed to the affected Taxing Districts in the Redevelopment Project Areas as provided for by the Act.

- F. Economic Activity Taxes. The total Economic Activity Taxes estimated to be generated within the Redevelopment Project Areas and deposited into the Special Allocation Fund, subject to annual appropriation by the City Council, is approximately \$360,956,828, five percent (5%) of which are to be used to pay Administrative Expenses and the remainder of which are allowed to be used to pay or reimburse Reimbursable Infrastructure Project Costs, including interest certified by the Commission. Those Economic Activity Taxes, estimated to be generated on an annual basis, are shown on **Exhibit 6**, attached hereto, include 50% of the net earnings taxes paid by businesses and employees, 50% of utilities taxes, 50% of the net food & beverage taxes, 50% of the net utility taxes, 50% of certain City and County sales taxes, and 50% of the Zoological District sales taxes, generated, collected and available for

the period Tax Increment Financing is authorized by Ordinance. Notwithstanding the foregoing EATs will include any other tax revenues authorized for Tax Increment Financing pursuant to the Act.

Projections for Economic Activities Taxes are based on anticipated economic activity in the Redevelopment Project Areas and current tax rates, both of which are subject to change due to many factors. The amount of Economic Activity Taxes in excess of the funds needed to reimburse Reimbursable Project Costs, if any, may be declared as surplus by the City. The declared surplus will be distributed to the affected Taxing Districts in the Redevelopment Project Areas as provided for by the Act.

This Plan requires that all affected businesses and property owners be identified and that the Commission shall be provided with documentation regarding payment of Economic Activity Taxes by Redeveloper, its contractors, tenants and assigns. The Commission shall make available information to the City regarding the identity and location of the affected businesses. It shall be the obligation and intent of the City to determine the Economic Activity Taxes and to appropriate and/or budget and transfer such funds into the Special Allocation Fund, no less frequently than semi-annually and no more frequently than quarterly, in accordance with the Act.

- G. Additional City EATs. The estimated Additional City EATs, subject to appropriation by the City Council, that will be available to reimburse or pay Reimbursable Infrastructure Project Costs is approximately \$197,544,491, as more specifically set forth on **Exhibit 6**. Projections for Additional City EATs are based on anticipated economic activity in the Redevelopment Project Areas and current tax rates, both of which are subject to change due to many factors. Further, the availability of Additional City EATs to fund or reimburse Reimbursable Infrastructure Project Costs is subject to the Redeveloper and the City entering into a separate agreement and Additional City EATs are subject to annual appropriation by the City; and further, notwithstanding anything in this Redevelopment Plan to the contrary, such agreement may, as approved by the City Council, provide for Additional City EATs funding Reimbursable Outdoor Amenities Project Costs located within public right-of-way or a public easement area and/or other costs related to other public improvement costs not expressly identified in this Redevelopment Plan, so long as such costs are authorized for reimbursement pursuant to such agreement approved by the City Council.
- H. Anticipated Sources and Uses of Funds. The Redeveloper will or will cause to be acquired all necessary properties and will construct or cause to be constructed the Project Improvements through the use of various sources of funds including private equity, private financing, TIF Revenues and Additional City EATs and any other sources that may later be identified by the Redeveloper. The currently Anticipated Sources and Uses of Funds for the Project Improvements are set forth on **Exhibit 7**. The anticipated interest rate on private sources is 7% and it is anticipated that any public sources would have a lower interest rate, if any. It is anticipated that private lending sources would be in the form of typical construction and/or permanent financing with construction financing being for a term of the construction period of 2 to 4 years or

until stabilization, and permanent financing would be for a term of 10 to 30 years depending on the type of development being financed and market conditions.

- I. Termination of Tax Increment Financing. Upon the reimbursement of all certified Reimbursable Project Costs and Administrative Expenses, Tax Increment Financing will be terminated and the Taxing Districts, subject to Section 99.850 RSMo., will receive all tax revenue generated after such termination within the Redevelopment Area. Upon the reimbursement of all certified Reimbursable Project Costs the redirection of Additional City EATs will terminate, but in no event will such Additional City EATs generated within a Redevelopment Project Area exceed thirty (30) years.

VI. GENERAL LAND USE

This Redevelopment Plan anticipates the development within the Redevelopment Area and its Redevelopment Project Areas will consist of a mix of single-family homes, townhomes and multi-family residential units, retail and restaurant space, a hotel and potential conference facilities, office buildings, entertainment and/or sports facilities and other compatible uses in accordance with the current Shoal Creek zoning or as may be rezoned to MPD or other suitable zoning pursuant to the Code.

VII. REQUIRED STATUTORY FINDINGS

- A. Existing Conditions in Redevelopment Area. The Redevelopment Area qualifies as an Economic Development Area. Such qualification is supported by the Existing Conditions Study, dated as of February 19, 2025, prepared by Partner Valuation Advisors, attached hereto as **Exhibit 11** of this Redevelopment Plan.

Based upon the Study, attached hereto as **Exhibit 11** of this Redevelopment Plan, and an affidavit of the City Manager of the City, attached hereto as **Exhibit 10** of this Redevelopment Plan, the Redevelopment Projects would not reasonably be anticipated to be developed without adoption of Tax Increment Financing and the redirection of the Additional City EATs.

- B. Conformance to the Comprehensive Plan. This Redevelopment Plan conforms with the comprehensive plan for the development of the City of Kansas City as a whole, the KC Spirit Playbook.
- C. Redevelopment Schedule.
 1. Estimated Date of Completion. The estimated dates for completion of the Project Improvements located within the Redevelopment Area are set forth on the Redevelopment Schedule on **Exhibit 8** of this Redevelopment Plan. It is anticipated that the Redevelopment Projects will not be completed within the time provided for in Section 74-12 of the Code and such time requirements are not applicable to the Redevelopment Projects to be completed pursuant to this Redevelopment Plan.

2. Date to Adopt Redevelopment Projects. In no event shall any Ordinance approving a Redevelopment Project be adopted later than ten (10) years from the adoption of the Ordinance approving the Redevelopment Plan.
 3. Date to Retire Obligations. The dates for completion of the Project Improvements located within the Redevelopment Project Areas and retirement of Obligations, if any are issued, Interest and Financing Costs incurred to finance Redevelopment Project Costs for any Reimbursable Infrastructure Project Costs are estimated to occur no later than twenty-three (23) years from the adoption of the last Ordinance approving and designating the Redevelopment Project Areas.
 4. Date to Acquire Property by Eminent Domain. In no event shall any property for a Redevelopment Project be acquired by eminent domain later than five (5) years from the adoption of the Ordinance approving such Redevelopment Project.
- D. Relocation Assistance Plan. It is not anticipated that any relocation assistance will be needed; however, to the extent any relocation assistance is needed it will be available to all eligible displaced occupants in conformance with the Commission's Relocation Assistance Plan as shown in **Exhibit 13** of this Redevelopment Plan or as may be required by other applicable state or federal laws. Any relocation will be at the expense of the Redeveloper.
- E. Cost-Benefit Analysis. A cost-benefit analysis has been prepared for this Redevelopment Plan that demonstrates the economic impact of this Redevelopment Plan on each Taxing District. This analysis and other evidence submitted to the Commission describe the impact on the economy if the Project Improvements and Infrastructure Improvements are not built, and as well as if the Project Improvements and Infrastructure Improvements are built pursuant to this Redevelopment Plan. The Cost-Benefit Analysis, attached as **Exhibit 9** of this Redevelopment Plan, includes a fiscal impact study on every affected Taxing District and sufficient information from the Redeveloper for the Commission to evaluate whether the funding of the Infrastructure Improvements is financially feasible.
- F. Gambling Establishments. The Redevelopment Plan does not include the initial development or redevelopment of any Gambling Establishments.

VIII. REDEVELOPMENT AGREEMENT

Upon approval of this Redevelopment Plan, the Commission and Redeveloper will enter into a Redevelopment Agreement which will include, among other things, the following commitments:

1. Implementation of this Redevelopment Plan;
2. Reporting of Economic Activity Taxes;

3. The Commission's Work Force Policy, as it relates to the Infrastructure Improvements and in accordance with the Code, as may be modified or waived pursuant to the Code or by the City Council;
4. The City's MBE/WBE Ordinance, as it relates to the Infrastructure Improvements and in accordance with the Code, as may be modified or waived pursuant to the Code or by the City Council;
5. Design guidelines review and approval process, as it relates to the Infrastructure Improvements;
6. The Commission's Relocation Assistance Policy, if any relocation is required by the implementation of this Redevelopment Plan;
7. Payment of Prevailing Wages on Reimbursable Infrastructure Project Costs;
8. Certification of Costs and Reimbursement Policy;
9. Certificate of Completion and Compliance Policy, as it relates to the Infrastructure Improvements;
10. Parameters for the issuance of Obligations, in any, to finance any Reimbursable Project Costs;
11. Interest Policy;
12. Annual Progress Reporting; and
13. Environmental Policy

IX. PROVISIONS FOR AMENDING THE REDEVELOPMENT PLAN AND TERMINATION

This Redevelopment Plan and Redevelopment Project may be amended pursuant to the provisions of the Act, except in the event that there are minor inaccuracies contained within this Redevelopment Plan or any Exhibit attached hereto that do not arise to more than a scrivener's error, the City Council of the City authorizes the Commission to approve and correct such inaccuracies and to execute any required instruments and to make and incorporate such amendment or change to this Redevelopment Plan or any Exhibit attached hereto.

X. PROVISIONS FOR TERMINATION OF TAX INCREMENT FINANCING

Upon the reimbursement of all certified Reimbursable Project Costs and Administrative Expenses, Tax Increment Financing will be terminated and the Taxing Districts, subject to Section 99.850 RSMo., will receive all tax revenue generated after such termination within the Redevelopment Area. It is anticipated that each of the Redevelopment Project Areas applicable twenty-three-year statutory periods for the capture of TIF Revenues will

terminate in staggering years. The lawful termination of one (1) Redevelopment Project Area's capture of TIF Revenues generated within that area shall not affect the continued collection and allocation of TIF Revenues in the other Redevelopment Project Areas with the Redevelopment Area. Under this Redevelopment Plan, at the termination of Tax Increment Financing for a Redevelopment Project Area, there will be no surplus as long as there are outstanding Obligations or Reimbursable Project Costs payable to the Redeveloper.

Exhibit 1A

Legal Description of Redevelopment Area

Tract A:

A tract of land located in Section 9, 10, 15 & 16, Township 51 North, Range 22 East, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast corner of the Southwest Quarter of said Section 9; thence North 00°59'40" East, along the Easterly line of said Section 9, a distance of 1973.28 feet to the Southerly right-of-way line of Missouri Highway 152, as it currently exists, and POINT OF BEGINNING; thence along said Southerly right-of-way line, the following bearings and distances; thence North 83°36'45" East, a distance of 371.10 feet; thence South 78°22'36" East, a distance of 405.76 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 86°29'51" East, a Chord Distance of 416.59 feet, a Radius of 1497.40 feet, an Arc Distance of 417.95 feet; thence South 72°35'51" East, a distance of 86.95 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence along said Southerly right-of-way line, the following bearings and distances; thence South 00°35'18" West, a distance of 190.00 feet; thence South 89°24'42" East, a distance of 43.09 feet; thence Southerly, along a curve to the right, having a Chord Bearing of South 13°14'24" West, a Chord Distance of 1461.75 feet, a Radius of 3557.05 feet, an Arc Distance of 1472.24 feet; thence South 25°05'50" West, a distance of 4682.57 feet; thence Southwesterly, along a curve to the right, having a Chord Bearing of South 37°04'08" West, a Chord Distance of 563.05 feet, a Radius of 1357.22 feet, an Arc Distance of 567.16 feet; thence South 49°02'25" West, a distance of 120.54 feet; thence south 62°07'52" West, a distance of 220.74 feet to the Easterly right-of-way line of Interstate 435, as it currently exists; thence along said Easterly right-of-way line, the following bearings and distance; thence North 34°57'17" West, a distance of 963.21 feet; thence North 20°57'35" West, a distance of 2249.76 feet; thence North 28°55'46" West, a distance of 252.44 feet; thence North 20°57'35" West, a distance of 1277.80 feet; thence North 21°10'27" West, a distance of 216.14 feet; thence North 05°06'08" West, a distance of 491.45 feet; thence North 23°45'13" East, a distance of 566.20 feet; thence North 38°36'03" East, a distance of 807.99 feet; thence North 59°57'34" East, a distance of 554.62 feet to the Southerly right-of-way line of said Missouri Highway 152; thence Easterly, along said Southerly right-of-way line, the following bearings and distances; thence South 89°28'21" East, a distance of 1164.30 feet; thence North 85°36'01" East, a distance of 340.00 feet; thence North 81°47'10" East, a distance of 902.00 feet; thence North 83°36'45" East, a distance of 90.18 feet to the Point of Beginning and containing 20,030,733.54 Square feet or 459.83 Acres more or less.

Tract B:

A Tract of land located in Section 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Southeast Quarter of said Section 9; thence South 00°59'40" West, along the East line of said Quarter Section, a distance of 13.70 feet to the Southerly right-of-way of Northeast Barry Road, as it currently exists and the POINT OF

435 & Soccer Drive TIF Plan

BEGINNING; thence the following distances and bearings along said Southerly right-of-way line: thence Westerly, along a curve to the left, having a Chord Bearing of North 88°21'22" West, a Chord Distance of 240.36 feet, a Radius of 11429.16 feet; an Arc Distance of 240.36 feet; thence South 01°02'30" West, a distance of 5.00 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 89°52'49" West, a Chord Distance of 367.65 feet, a Radius of 11424.16 feet, an Arc Distance of 367.67 feet; thence South 89°11'52" West, a distance of 153.30 feet; thence South 00°48'08" East, a distance of 10.00 feet; thence South 89°11'52" West, a distance of 542.00 feet; thence South 00°48'08" East, a distance of 5.00 feet; thence South 89°11'52" West, a distance of 83.00 feet; thence North 00°48'08" West, a distance a distance of 10.00 feet; thence South 89°11'52" West, a distance of 750.00 feet; thence North 00°48'08" West, a distance of 10.00 feet; thence South 89°11'52" West, a distance of 815.37 feet; thence South 00°33'44" West, a distance of 44.86 feet; thence North 88°04'38" West, a distance of 102.05 feet, to the Easterly right-of-way line of Interstate 435, as it currently exists ; thence South 04°24'29" East, along said Easterly right-of-way line, a distance of 50.00 feet; thence South 44°48'29" East, continuing along said Easterly right-of-way line, a distance of 308.59 feet; thence South 72°36'24" East, a distance of 323.11 feet, to the Northerly right-of-way line of Missouri Highway 152, as it currently exists; thence Easterly, along said Northerly right-of-way line the following bearings and distances; thence North 85°35'31" East, a distance of 1202.00 feet; thence North 83°30'06" East, a distance of 548.36 feet; thence South 85°28'39" East, a distance of 354.30 feet; thence North 85°35'31" East, distance of 424.30 feet to the Easterly line of said Southeast Quarter; thence North 01°00'03" East, along said Easterly line, a distance of 272.88 feet to the Point of Beginning and containing 980,725.88 Square feet or 22.51 Acres more or less.

This description was created by Edward K. Dannewitz, PLS 2664, Continental Consulting Engineers Incorporated on October 23, 2025

Exhibit 1B

Legal Description of Redevelopment Project Areas

Project Area A:

A Tract of land located in Sections 9 and 10, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence North 00°59'40" East, along the Easterly line of said Southeast Quarter, a distance of 857.35 feet to the POINT OF BEGINNING; thence South 84°14'29" East, a distance of 599.86 feet; thence Easterly, along a curve to the left, having a Chord Bearing of North 84°53'06" East, a Chord Distance of 90.68 feet, a Radius of 234.78 feet, an Arc Distance of 91.25 feet; thence South 31°55'32" East, a distance of 125.53 feet; thence South 68°36'02" East, a distance of 384.45 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence Northerly, along said Westerly right-of-way line, along a curve to the left, having a Chord Bearing of North 10°42'18" East, a Chord Distance of 1152.38 feet, a Radius of 3557.05 feet, an Arc Distance of 1157.48; thence North 89°24'42" West, continuing along said Westerly right-of-way line, a distance of 43.09 feet; thence North 00°35'18" East, continuing along said Westerly right-of-way line, a distance of 190.00 feet to the Southerly right-of-way line of Missouri Highway 152, as it currently exists; thence North 72°35'51" West, along said Southerly right-of-way line, a distance of 86.95 feet; thence Westerly, along a curve to the right, continuing along said Southerly right-of-way line, having a Chord Bearing of North 86°29'51" West, a Chord Distance of 416.59 feet, a Radius of 1497.40 feet, an Arc Distance of 417.95 feet; thence North 78°22'36" West, continuing along said Southerly right-of-way line, a distance of 405.76 feet; thence South 83°36'45" West, continuing along said Southerly right-of-way line, a distance of 371.10 feet to the Easterly line of said Southeast Quarter; thence South 83°36'45" West, continuing along said Southerly right-of-way line, a distance of 90.18 feet; thence South 81°47'10" West, continuing along said Southerly right-of-way line, a distance of 703.19 feet; thence South 00°00'00" East, a distance of 1,035.58; thence North 90°00'00" East, a distance of 60.10 feet; thence North 83°02'46" East, a distance of 204.08 feet; thence North 85°36'52" East, a distance of 212.97 feet; thence South 89°14'56" East, a distance of 212.97 feet; thence South 84°14'29" East, a distance of 78.64 feet to the Point of Beginning and containing 2,348,525.47 Square feet or 53.91 Acres more or less.

Project Area B:

A Tract of land located in Sections 9 & 10, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence North 00°59'40" East, along the East line of said Southeast Quarter, a distance of 26.84 feet to the POINT OF BEGINNING; thence North 90°00'00" East, a distance of 56.49 feet; thence North 00°00'00" East, a distance of 381.38 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 13°47'16" East, a Chord Distance of 95.33 feet, a Radius of 200.00 feet, an Arc Distance of 96.26 feet; thence North 27°34'32" East, a distance of 235.34 feet; thence Northerly, along a curve to the left, having a Chord Bearing of North 10°03'51" East, a chord Distance of 130.01 feet,

a Radius of 226.03 feet, an Arc Distance of 131.87 feet; thence North 84°14'29" West, a distance of 197.45 feet to the Easterly line of said Southeast Quarter; thence continuing North 84°14'29" West, a distance of 78.64 feet; thence North 89°14'56" West, a distance of 212.97 feet; thence South 85°36'52" West, a distance of 212.97 feet; thence South 83°02'46" West, a distance of 204.08 feet; thence North 90°00'00" West, a distance of 27.42 feet; thence South 00°00'00" East, a distance of 106.73 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 05°27'34" East, a Chord Distance of 301.35 feet, a Radius of 1583.70 feet, an Arc Distance of 301.81 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 16°25'45" East, a Chord Distance of 176.17 feet, a Radius of 678.25 feet, an Arc Distance of 176.66 feet; thence Southerly, along a curve to the right, having a Chord Bearing of South 11°02'29" East, a Chord Distance of 222.39 feet, a Radius of 500.00 feet, an Arc Distance of 224.27 feet; thence South 22°59'26" East, a distance of 6.64 feet; thence North 90°00'00" East, a distance of 595.45 feet to the Point of Beginning and containing 643,826.52 Square feet or 14.78 Acres more or less.

Project Area C:

A Tract of land located in Sections 10 & 15, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southwest corner of the Southwest Quarter of said Section 10; thence North 00°59'40" East, along the Westerly line of said Southwest Quarter, a distance of 26.84 feet; thence North 90°00'00" East, a distance of 56.49 feet to the POINT OF BEGINNING; thence continuing North 90°00'00" East, a distance of 24.62 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 77°39'56" East, a Chord Distance of 149.53 feet, a Radius of 350.00 feet, an Arc Distance of 150.70 feet to the Southerly line of said Section 10; thence continuing Easterly, along a curve to the right, having a Chord Bearing of South 58°20'15" East, a Chord Distance of 85.23 feet, a Radius of 350.00 feet, an Arc Distance of 85.44 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 57°17'17" East, a Chord Distance of 414.22 feet, a Radius of 2000.00 feet, an Arc Distance of 414.97 feet; thence South 63°13'55" East, a distance of 93.59 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence North 25°05'50" East, along said Westerly right-of-way line, a distance of 327.24 feet to the South line of said Southwest Quarter; thence continuing North 25°05'50" East, along said Westerly right-of-way line, a distance of 317.19 feet; thence Northerly, along a curve to the left, having a Chord Bearing of North 22°33'44" East, a Chord Distance of 314.66 feet, a Radius of 3557.05 feet, an Arc Distance of 314.76 feet; thence North 68°36'02" West, a distance of 384.45 feet; thence North 31°55'32" West, a distance of 125.53 feet; thence Westerly, along a curve to the right, having a Chord Bearing of South 84°53'06" West, a Chord Distance of 90.68 feet, a Radius of 234.78 feet, an Arc Distance of 91.25 feet; thence North 84°14'29" West, a distance of 402.41 feet; thence Southerly, along a curve to the right, having a Chord Bearing of South 10°03'51" West, a Chord Distance of 130.01 feet, a Radius of 226.03 feet, an Arc Distance of 131.87 feet; thence South 27°34'32" West, a distance of 235.34 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 13°47'16" West, a Chord Distance of 95.33 feet, a Radius of 200.00 feet, an Arc Distance of 96.26 feet; thence South 00°00'00" East, a distance of 381.38 feet to the Point of Beginning and containing 807,724.11 Square feet or 18.54 Acres more or less.

Project Area D:

A Tract of land located in Sections 9, 10,15 and 16. Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence North 00°59'40" East, along the Easterly line of said Southeast Quarter, a distance of 26.84 feet to the POINT OF BEGINNING; thence North 90°00'00" East, a distance of 81.10 feet; thence Southeasterly, along a curve to the right, having a Chord Bearing of South 77°39'56" East, a Chord Distance of 149.53, a Radius of 350.00 feet, an Arc Distance of 150.70 feet to the Southerly line of the Southwest Quarter of said Section 10; thence continuing Southeasterly, along a curve to the right, having a Chord Bearing of South 58°20'15" East, a Chord Distance of 85.23 feet, a Radius of 350.00 feet, an Arc Distance of 85.44 feet; thence Southeasterly, along a curve to the left, having a Chord Bearing of South 57°17'17" East, a Chord Distance of 414.22 feet, a Radius of 2000.00 feet, an Arc Distance of 414.97 feet; thence South 63°13'55" East, a distance of 93.59 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence South 25°05'50" West, along said Westerly right-of-way line, a distance of 610.17 feet; thence North 61°37'35" West, a distance of 129.73 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 68°10'27" West, a Chord Distance of 399.10 feet, a Radius of 1750.00 feet, an Arc Distance of 399.97 feet to the Westerly line of the Northeastly Quarter of said Section 15; thence continuing Westerly, along a curve to the left, having a Chord Bearing of North 81°25'00" West, a Chord Distance of 408.05 feet, a Radius of 1750.00 feet, an Arc Distance of 408.98 feet; thence North 88°06'43" West, a distance of 193.58 feet; thence North 01°13'03" East, a distance of 588.98 feet, to the Southerly line of the Southeasterly Quarter said Section 9; thence continuing North 01°13'03" East a distance of 29.10 feet; thence South 90°00'00" East, a distance of 595.45 feet to the Point of Beginning and containing 813,333.12 Square feet or 18.67 Acres more or less.

Project Area E:

A Tract of land located in Sections 15 and 16. Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Northeast Quarter said Section 16; thence South 00°58'18" West, along the Easterly line of said Section 16, a distance of 658.48 feet to the POINT OF BEGINNING; thence Easterly, along a curve to the right, having a Chord Bearing of South 68°10'27" East, a Chord Distance of 399.10 feet, a Radius of 1750.00 feet, an Arc Distance of 399.97 feet; thence South 61°37'35" East, a distance of 129.73 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence South 25°05'50" West, along said Westerly right-of-way line, a distance of 1182.59 feet; thence North 64°40'02" West, a distance of 5.23 feet to the Easterly line of said Northeast Quarter; thence continuing North 64°40'02" West, a distance of 2.91 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 81°49'59" West, a Chord Distance of 295.14 feet, a Radius of 500.00 feet, and Arc Distance of 299.60 feet; thence South 81°00'05" West, a distance of 241.07 feet; thence Westerly, along a curve to the right, having a Chord Bearing of North 77°04'20" West, a Chord Distance of 597.47 feet, a Radius of 800.00 feet, an Arc Distance of 612.30 feet; thence North 55°08'45" West, a distance of 93.60 feet; thence North 51°58'45" East, a distance of 222.24 feet; thence Northerly, along a curve to the left, having a Chord Bearing of North 25°59'22" East, a Chord distance of

1007.88 feet, a Radius of 1150.00 feet, an Arc Distance of 1043.29 feet; thence North 00°00'00" East, a distance of 110.55 feet; thence South 88°06'43" East, a distance of 193.58 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 81°25'01" East, a Chord Distance of 408.05 feet, a Radius of 1750.00 feet, an Arc Distance of 408.98 feet to the Point of Beginning and containing 1,362,670.68 Square feet or 31.28 Acres more or less.

Project Area F:

A Tract of land located in Sections 15 and 16. Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Northeast Quarter said Section 16; thence South 00°58'18" West, along the Easterly line of said Section 16, a distance of 1937.40 feet to the POINT OF BEGINNING; THENCE South 64°40'02" East, a distance of 5.23 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists; thence South 25°05'50" West, along said Westerly right-of-way line, a distance of 11.66 feet to the Easterly line of said Northeast Quarter; thence continuing South 25°05'50" West, along said Westerly right-of-way line, a distance of 1018.36 feet; thence North 72°00'00" West, a distance of 592.36 feet; thence South 64°55'18" West, a distance of 365.80 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 02°07'20" East, a Chord Distance of 938.31 feet, a Radius of 950.00 feet, an Arc Distance of 981.37 feet; thence North 31°42'58" East, a distance of 190.40 feet; thence South 55°08'45" East, a distance of 93.60 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 77°04'20" East, a Chord Distance of 597.47 feet, a Radius of 800.00 feet, and Arc Distance of 612.30 feet; thence North 81°00'05" East, a distance of 239.94 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 81°49'59" East, a Chord Distance of 295.14 feet, a Radius of 500.00 feet, an Arc Distance of 299.60 feet; thence South 64°40'02" East, a distance of 2.91 feet to the Point of Beginning and containing 1,077,601.64 Square feet or 24.74 Acres more or less.

Project Area G:

A Tract of land located in Section 16. Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Southeast Quarter said Section 16; thence South 61°14'40" West, a distance of 479.32 feet to the Westerly right-of-way line of Shoal Creek Parkway, as it currently exists and the POINT OF BEGINNING; Thence South 25°05'50" West, along said Westerly right-of-way line, a distance of 1215.35 feet; thence Southwesterly, continuing along said Westerly right-of-way line, along a curve to the right, having a Chord Bearing of South 37°04'08" West, a Chord Distance of 563.05 feet, a Radius of 1357.22 feet, an Arc Distance of 567.16 feet; thence South 49°02'25" West, continuing along said Westerly right-of-way line, a distance of 120.54 feet; thence South 62°07'52" West, continuing along said Westerly right-of-way line, a distance of 220.74 feet to the Easterly right-of-way line of I-435 as it currently exists; thence North 34°57'17" West, along said Easterly right-of-way line, a distance of 963.21 feet; thence North 20°57'35" West, continuing along said Easterly right-of-way line, a distance of 667.09 feet; thence North 72°00'00" East, a distance of 1011.01 feet; thence North 64°55'18" East,

a distance of 448.96 feet; thence South 72°00'00" East, a distance of 592.36 feet to the Point of Beginning and containing 2,035,915.41 Square feet or 46.74 Acres more or less.

Project Area H:

A Tract of land located in Sections 15 and 16. Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Southeast Quarter said Section 16; thence South 81°14'56" West, a distance of 1330.47 feet to the POINT OF BEGINNING; thence South 64°55'18" West, a distance of 83.15 feet; thence South 72°00'00" West, a distance of 1011.01 feet to the Easterly right-of-way line of I-435, as it currently exists; thence North 20°57'35" West, along said Easterly right-of-way line a distance of 698.97 feet; thence North 72°00'0" East, a distance of 684.99 feet; thence North 88°57'03" East, a distance of 532.48 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 11°03'56" East, a Chord Distance of 536.29 feet, a Radius of 950.00 feet, and Arc Distance of 543.67 feet to the Point of Beginning and containing 749,362.03 Square feet or 17.20 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area I:

A Tract of land located in Sections 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Northeast Quarter of said Section 16; thence South 35°04'25" West, a distance of 2131.56 feet to the POINT OF BEGINNING; thence South 31°42'58" West, a distance of 190.40 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 18°31'22" West, a Chord Distance of 433.65 feet, a Radius of 950.00 feet, an Arc Distance of 437.51 feet; thence South 88°57'03" West, a distance of 532.48 feet; thence South 72°00'00" West, a distance of 684.99 feet, to the Easterly right-of-way line of I-435, as it currently exists; thence North 20°57'35" West, along said Easterly right-of-way line, a distance of 883.70 feet; thence North 28°55'46" West, continuing along said Easterly right-of-way line, a distance of 252.44 feet; thence North 20°57'35" West, continuing along said Easterly right-of-way line, a distance of 146.54 feet; thence North 60°51'16" East, a distance of 408.33 feet; thence North 82°53'50" East, a distance of 111.51 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 84°10'12" East, a Chord Distance of 401.85 feet, a Radius of 900.00 feet, an Arc Distance of 406.29 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 63°11'30" East, a Chord Distance of 979.75 feet, a Radius of 3500.00 feet, an Arc Distance of 982.98 feet; thence South 55°08'45" East, a distance of 206.99 feet to the Point of Beginning and containing 1,702,432.49 Square feet or 39.08 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area J:

A Tract of land located in Sections 9 and 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Northeast Quarter of said Section 16; thence South 89°46'59" West, along the North line of said Northeast Quarter, a distance of 1810.22 feet to the POINT OF BEGINNING; thence South 00°00'00" East, a distance of 55.02 feet; thence South 80°06'36" East, a distance of 514.25 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 49°02'59" East, a Chord Distance of 367.75 feet, a Radius of 442.99 feet, an Arc Distance of 379.23 feet; thence South 03°26'04" East, a distance of 194.29 feet; thence South 89°09'43" East, a distance of 406.13 feet; thence South 0°00'00" East, a distance of 110.55 feet; thence Southerly, along a curve to the right, having a Chord Bearing of South 25°59'22" West, a Chord Distance of 1007.88 feet, a Radius of 1150.00 feet, an Arc Distance of 1043.29 feet; thence South 51°58'45" West, a distance of 222.24 feet; thence North 55°08'45" West, a distance of 206.99 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 63°11'30" West, a Chord Distance of 979.75 feet, a Radius of 3500.00 feet, an Arc Distance of 982.98 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 84°10'12" West, a Chord Distance of 402.85 feet, a Radius of 900.00 feet, an Arc Length of 406.29 feet; thence South 82°53'50" West, a distance of 111.51 feet; thence North 20°15'05" West, a distance of 223.37 feet; thence North 60°51'16" East, a distance of 280.37 feet; thence North 17°02'28" East, a distance of 838.96 feet to the North line of said Northeast Quarter; thence continuing North 17°02'28" East, a distance of 361.04 feet; thence South 88°13'19" East, a distance of 451.37 feet; thence South 00°00'00" East, a distance of 329.07 to the Point of Beginning and containing 2,530,056.52 Square feet or 58.08 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area K:

A Tract of land located in Sections 9 and 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence South 89°46'59" West, along the South line of said Southeast Quarter, a distance of 595.61 to the POINT OF BEGINNING; thence South 01°13'03" West, a distance of 588.99 feet; thence North 89°09'43" West, a distance of 406.13 feet; thence North 03°26'04" West, a distance of 194.29 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 49°02'59" West, a Chord Distance of 367.75 feet, a Radius of 442.99 feet, an Arc Distance of 379.23 feet; thence North 80°06'36" West, a distance of 514.25 feet; thence North 00°00'00" East, a distance of 55.02 feet to the Southerly line of said Section 9; thence North 00°00'00" East, a distance of 329.07 feet; thence South 88°13'19" East, a distance of 174.46 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 54°07'18" East, a Chord Distance of 444.58 feet, a Radius of 550.00 feet, an Arc Distance of 457.67 feet; thence South 88°01'54" East, a distance of 678.43 feet; thence South 22°59'26" East, a distance of 6.64 feet; thence south 01°13'03" West, a distance

of 29.10 feet to the Point of Beginning and containing 506,435.41 Square feet or 11.63 Acres more or less.

Project Area L:

A Tract of land located in Sections 9 and 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence South 89°46'59" West, along the South line of said Southeast Quarter, a distance of 597.45 feet; thence North 00°13'01" West, a distance of 35.21 feet to the POINT OF BEGINNING; thence Northerly, along a curve to the left, having a Chord Bearing of North 11°02'29" West, a Chord Distance of 222.39 feet, a Radius of 500.00 feet, an Arc Distance of 224.27 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 16°25'45" West, a Chord Distance of 176.17 feet, a Radius of 678.25 feet, an Arc Distance of 176.66 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 05°27'34" West, a Chord Distance of 301.35 feet, a Radius of 1583.70 feet, an Arc Distance of 301.81 feet; thence North 00°00'00" East, a distance of 106.73 feet; thence South 90°00'00" West, a distance of 53.38 feet; thence Westerly, along a curve to the right, having a Chord Bearing of North 84°56'00" West, a Chord Distance of 269.78 feet, a Radius of 1527.33 feet, an Arc Distance of 270.13 feet; thence North 77°21'29" West, a distance of 133.68 feet; thence North 66°04'32" West, a distance of 120.93 feet; thence North 58°06'50" West, a distance of 503.10 feet; thence South 32°25'01" West, a distance of 102.66 feet; thence Westerly, along a curve to the right, having a Chord Bearing of South 64°37'59" West, a Chord Distance of 399.73 feet, a radius of 361.19 feet, an Arc Distance of 423.59 feet; thence South 02°24'25" West, a distance of 181.28 feet; thence South 17°02'28" West, a distance of 438.81 feet; thence South 88°13'19" East, a distance of 625.82 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 54°07'18" East, a Chord Distance of 444.58 feet, a Radius of 550.00 feet, an Arc Distance of 457.67 feet; thence South 88°01'54" East, a distance of 678.43 feet to the Point of Beginning and containing 1,179,186.37 Square feet or 27.07 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area M:

A Tract of land located in Sections 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence North 00°59'40" East, along the East line of said Southeast Quarter, a distance of 827.03 feet; thence South 90°00'00" West, a distance of 765.70 feet to the POINT OF BEGINNING; thence North 00°00'00" East, a distance of 1035.58 feet, to the Southerly right-of-way line of Hwy 152, as it currently exists; thence South 81°47'10" West, along said Southerly right-of-way line, a distance of 198.81 feet; thence South 85°36'01" West, continuing along said Southerly right-of-way line, a distance of 340.00 feet; thence North 89°28'21" West, continuing along said Southerly right-of-way line, a distance of 24.18 feet to a point hereon referred to as Point "A"; thence South 00°00'00"

West, a distance of 346.67 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 24°40'30" East, a Chord Distance of 308.55 feet, a Radius of 390.51 feet, an Arc distance of 317.20 feet; thence Southerly, along a curve to the left, having Chord Bearing of South 09°26'20" East, a Chord Distance of 52.51 feet, a Radius of 50.00 feet, an arc distance of 55.29 feet; thence South 31°25'32" West, a distance of 227.09 feet; thence South 58°06'50" East, a distance of 12.40 feet; thence South 66°04'32" East, a distance of 120.93 feet; thence South 77°21'29" East, a distance of 133.68 feet; thence Easterly, along a curve to the left, having a Chord Bearing of South 84°56'00" East, a Chord Distance of 269.78 feet, a Radius of 1527.33 feet, an Arc Distance of 270.13 feet; thence North 90°00'00" East, a distance of 20.69 feet, to the Point of Beginning and containing 509,554.05 Square feet or 11.70 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area N:

A Tract of land located in Section 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southeast Corner of the Southeast Quarter of said Section 9; thence South 89°46'59" West, along the Southerly line of said Southeast Quarter, a distance of 2367.18 feet to the POINT OF BEGINNING; thence South 17°02'28" West, a distance of 838.96 feet; thence South 60°51'16" West, a distance of 280.37 feet; thence North 20°15'05" West, a distance of 341.10 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 06°59'36" West, a Chord Distance of 389.88 feet, a Radius of 850.00 feet, an Arc Distance of 393.38 feet; thence North 06°15'54" East, a distance of 124.89 feet; thence Northerly, along a curve to the right, having a Chord Bearing of North 12°31'40" East, a Chord Distance of 109.09 feet, a Radius of 500.00 feet, an Arc Distance of 109.31 feet, to the Southerly line of said Section 9; thence Northerly, along a curve to the right, having a Chord Bearing of North 32°09'54" East, a Chord Distance of 231.31 feet, a Radius of 500.00 feet, an Arc Distance of 233.43 feet; thence North 45°32'22" East, a distance of 309.50 feet; thence Northerly, along a curve to the left, having a Chord bearing of North 43°26'48" East, a Chord Distance of 36.51 feet, a Radius of 500.00 feet, an Arc Distance of 36.52 feet to the Westerly line of said Southeast Quarter; thence Northerly, along a curve to the left, having a Chord Bearing of North 24°10'22" East, a Chord Distance of 295.40 feet, a Radius of 500.00 feet, an Arc Distance of 299.87 feet; thence North 06°59'28" East, a distance of 258.79 feet; thence South 86°42'17" East, a distance of 217.50 feet; thence South 87°09'06" East, a distance of 122.40 feet; thence South 02°24'25" West, a distance of 799.84 feet to the Point of Beginning and containing 837,161.41 Square feet or 19.22 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area O:

A Tract of land located in Sections 9 and 16, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Southwest Corner of the Southeast Quarter of said Section 9; North 00°27'38" East, along the Westerly line of said Southeast Quarter, a distance of 439.01 feet to the POINT OF BEGINNING; thence Westerly, along a curve to the right, having a Chord Bearing of South 43°26'48" West, a Chord Distance of 36.51 feet, a Radius of 500.00 feet, an Arc Distance of 36.52 feet; thence South 45°32'22" West, a distance of 309.50 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 32°09'54" West, a Chord Distance of 231.31 feet, a Radius of 500.00 feet, an Arc Distance of 233.43 feet to the South line of said Section 9; thence Southerly, along a curve to the left, having a Chord Bearing of South 12°31'40" West, a Chord Distance of 109.09 feet, a Radius of 500.00 feet, an Arc Distance of 109.31 feet; thence South 06°15'54" West, a distance of 124.89 feet; thence Southerly, along a curve to the left, having a Chord Bearing of South 06°59'36" East, a Chord Distance of 389.88 feet, a Radius of 850.00 feet, an Arc Length of 393.38 feet; thence South 20°15'05" East, a distance of 564.46 feet; thence South 60°51'16" West, a distance of 408.33 feet to the Easterly right-of-way line of I-435, as it currently exists; thence North 20°57'35" West, along said Easterly right-of-way line, a distance of 1131.26 feet; thence North 21°10'27" West, a distance of 216.14 feet; thence North 05°06'08" West, continuing along said Easterly right-of-way line, a distance of 88.31 feet to the Southerly line of said Section 9; thence continuing North 05°06'08" West, along said Easterly right-of-way line, a distance of 403.14 feet; thence North 23°45'13" East, continuing along said Easterly right-of-way line, a distance of 566.20 feet; thence North 38°36'06" East, continuing along said Easterly right-of-way line, a distance of 807.99 feet; thence North 59°57'34" East, continuing along said Easterly right-of-way line, a distance of 375.35 feet to the Westerly line of said Southeast Quarter; thence continuing North 59°57'34" East, along said Easterly right-of-way line a distance of 179.27 feet to the Southerly right-of-way line of Hwy 152, as it currently exists; thence South 89°28'21" East, along said Southerly right-of-way line, a distance of 414.54 feet; thence South 00°31'39" West, a distance of 495.68 feet; thence North 90°00'00" East, a distance of 63.60 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 76°29'37" East, a Chord Distance of 93.42 feet, a Radius of 200.00 feet, an Arc Distance of 94.29 feet; thence South 61°24'38" East, a distance of 119.96 feet; thence South 58°06'50" East, a distance of 85.63 feet; thence South 32°25'01" West, a distance of 102.66 feet; thence Westerly, along a curve to the right, having a Chord Bearing of South 64°37'59" West, a Chord distance of 399.73 feet, a Radius of 361.19 feet, an Arc Distance of 423.59 feet; thence North 87°09' 46" West, a distance of 122.40 feet; thence North 86°42'17" West, a distance of 217.50 feet; thence South 06°59'28" West, a distance of 258.79 feet; thence Southerly, along a curve to the right, having a Chord bearing of South 24°10'22" West, a Chord Distance of 295.40 feet, a Radius of 500.00 feet, an Arc Distance of 299.87 feet to the Point of Beginning and containing 2,423,439.08 Square feet or 55.63 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area P:

A Tract of land located in Section 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Southeast Quarter of said Section 9; thence North 89°58'12" West, along the Northerly line of said Southeast Quarter, a distance of 1338.19 feet;

thence South 00°00'00" West, a distance of 36.95 feet to the Southerly right-of-way line of Northeast Barry Road as it currently exists and the point of beginning; thence South thence the following distances and bearings along said Southerly right-of-way line; thence South 00°00'00" West, a distance of 317.95 feet to the Northerly right-of-way line of Missouri Highway 152, as it currently exists; thence along said Northerly right-of-way line the following bearings and distance ; thence South 85°35'31" West, a distance of 1189.86 feet; thence North 72°36'24" West, a distance of 129.51 feet to the West line of said Southeast Quarter; thence continuing North 72°36'24" West, a distance of 193.60 feet to the Easterly right-of-way line of Interstate 435, as it currently exists; thence North 44°48'29" West, along said Easterly right-of-way line a distance of 308.59 feet; thence North 4°24'29" West, continuing along said Easterly right-of-way line, a distance of 50.00 feet to the Southerly right-of-way line of said Northeast Barry road; thence along said Southerly right-of-way line the following bearings and distances; thence South 88°04'38" East, a distance of 102.05 feet; thence North 00°33'44" East, a distance of 44.86 feet; thence North 89°11'52" East, a distance of 306.65 feet to the Westerly line of said Southeast Quarter; thence continuing North 89°11'52" East, a distance of 508.71 feet; thence South 00°48'08" East, a distance of 10.00 feet; thence North 89°11'52" East, a distance of 750.00 feet; thence South 00°48'08" East, a distance of 10.00 feet; thence North 89°11'52" East, a distance of 48.07 feet to the Point of Beginning and containing 588,177.60 Square feet or 13.50 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area Q:

A Tract of land located in Section 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

COMMENCING at the Northeast Corner of the Southeast Quarter of said Section 9; thence South 00°59'40" West, along the East line of said Quarter Section, a distance of 13.70 feet to the Southerly right-of-way of Northeast Barry Road, as it currently exists and the POINT OF BEGINNING; thence the following distances and bearings along said Southerly right-of-way line:

Westerly, along a curve to the left, having a Chord Bearing of North 88°21'22" West, a Chord Distance of 240.36 feet, a Radius of 11429.16 feet; an Arc Distance of 240.36 feet; thence South 01°02'30" West, a distance of 5.00 feet; thence Westerly, along a curve to the left, having a Chord Bearing of North 89°52'49" West, a Chord Distance of 367.65 feet, a Radius of 11424.16 feet, an Arc Distance of 367.67 feet; thence South 89°11'52" West, a distance of 153.30 feet; thence South 00°48'08" East, a distance of 10.00 feet; thence South 89°11'52" West, a distance of 542.00 feet; thence South 00°48'08" East, a distance of 5.00 feet; thence South 89°11'52" West, a distance of 34.93 feet; thence South 00°00'00" West, a distance of 317.95 feet to the Northerly right-of-way line of Missouri Highway 152, as it currently exists; thence North 85°35'31" East, along said Northerly right-of-way line, a distance of 12.14 feet; thence North 83°30'06" East, continuing along said Northerly right-of-way line, a distance of 548.36 feet; thence South 85°28'39" East, continuing along said Northerly right-of-way line, a distance of 354.30 feet; thence North 85°35'31" East, continuing along said Northerly right-of-way line, a distance of 424.30 feet to the Easterly line of said Southeast Quarter; thence North 01°00'03" East, along said Easterly line, a distance of 272.88 feet to the Point of Beginning and containing 392,548.28 Square feet or 9.01 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Project Area R:

A Tract of land located in Sections 9, Township 51 North, Range 32 West, in the City of Kansas City, Clay County, Missouri and being more particularly described as follows:

BEGINNING at the aforementioned Point "A", said point being on the Southerly right-of-way line of Hwy 152, as it currently exists; thence North 89°28'21" West, along said Southerly right-of-way line, a distance of 725.58 feet; thence; thence South 00°31'39" West, a distance of 495.68 feet; thence North 90°00'00" East, a distance of 63.60 feet; thence Easterly, along a curve to the right, having a Chord Bearing of South 76°29'37" East, a Chord Distance of 93.42 feet, a Radius of 200.00 feet, an arc Distance of 94.29 feet; thence South 61°24'38" East, a distance of 119.96 feet, thence South 58°06'50" East, a distance of 576.33 feet; thence North 31°25'32" East, a distance of 227.09 feet;; thence Northerly, along a curve to the right, having a Chord Bearing of North 09°26'20" West, a Chord Distance of 52.51 feet, a Radius of 50.00 feet, an Arc Distance of 55.29 feet; thence Northerly, along a curve to the right having a Chord Bearing of North 24°40'30" West, a Chord Distance of 308.55 feet, a Radius of 390.51 feet, an Arc Distance of 317.20 feet; thence North 00°00'00" East, a distance of 346.67 feet to the Point of Beginning and containing 503,519.38 Square feet or 11.56 Acres more or less.

Excluding any and all land area designated as flood plain by the Federal Emergency Management Agency.

Exhibit 2

Site Map of Redevelopment Area and Redevelopment Project Areas



435 & Soccer Drive TIF Plan

Exhibit 2

Exhibit 3

Specific Objectives of Plan

1. To eliminate and prevent adverse conditions which qualified the Redevelopment Area as an Economic Development Area and other conditions in the Redevelopment Area detrimental to public health, safety, morals, or welfare, for the betterment of the Redevelopment Area and the community at large;
2. To finally adopt the Redevelopment Projects and complete the Infrastructure Projects and Outdoor Amenities in phases;
3. To enhance the tax base of the City and the other Taxing Districts by encouraging, through the completion of the Infrastructure Improvements and Outdoor Amenities, private investment in the Redevelopment Area for the construction of the Mixed-Use Development;
4. To increase employment opportunities in the Redevelopment Area and its surrounding area;
5. To stimulate construction and development and generate tax revenues which would not occur without Tax Increment Financing assistance; and
6. Although the Redevelopment Projects may only apply to and fund the Infrastructure Improvements and any other similar infrastructure as provided for in Section 99.825.3 of the Act, it is a goal of the Redevelopment Plan to cause the construction of the Mixed-Use Development in the Redevelopment Area and it is anticipated that the completion of the Infrastructure Improvements and funding of such Infrastructure Improvements with Tax Increment Financing is essential to cause private investment in the Mixed-Use Development within the Redevelopment Area.

Exhibit 4A

Estimated Construction Information

| FOR INFRASTRUCTURE IMPROVEMENTS AND OUTDOOR AMENITIES | |
|--|---|
| GENERAL DESCRIPTION | ESTIMATED LINEAL FEET/SQUARE FOOTAGE NEW |
| ROADS | 57,000 LF |
| STORM SEWERS | 57,000 LF |
| SANITARY SEWERS | 57,000 LF |
| WATER SERVICES INFRASTRUCTURE IMPROVEMENT | 57,000 LF |
| SIDEWALKS | 114,000 LF |
| DETENTION AREAS | 2 Acres |
| PARKS/RECREATION/OPEN SPACE | 15 Acres |
| TRAILS | 53,000 LF |

| FOR MIXED-USE DEVELOPMENT | | | | | |
|----------------------------------|-------------------------|--|---|--------------|---|
| SQUARE FEET | NEW CONSTRUCTION | EXISTING STRUCTURES TO REMAIN AS IS | EXISTING STRUCTURES TO BE REHABBED | TOTAL | EXISTING STRUCTURES TO BE DEMOLISHED |
| OFFICE | 808,376 | n/a | n/a | 808,376 | n/a |
| RETAIL | 1,107,867 | n/a | n/a | 1,107,867 | n/a |
| INSTITUTIONAL | 0 | n/a | n/a | 0 | n/a |
| INDUSTRIAL | 0 | n/a | n/a | 0 | n/a |
| OTHER | 0 | 0 | 0 | 0 | 3 |
| Total SF | 1,916,243 | | | 1,916,243 | |
| UNITS | | | | | |
| RESIDENTIAL UNITS | 1,534 | n/a | n/a | 1,534 | n/a |
| HOTEL ROOMS | 150 | n/a | n/a | 150 | n/a |
| PARKING SPACES | 4,089 | n/a | n/a | 4,089 | n/a |

Exhibit 4B

Estimated Employment Information

| CONSTRUCTION JOBS ESTIMATES For Infrastructure Improvements and Outdoor Amenities | |
|--|----------|
| Estimated number of construction workers to be hired during construction | 18,000 |
| Estimated average construction payroll | \$75,000 |

| PERMANENT JOBS ESTIMATES For Mixed-Use Development | |
|---|----------|
| To be CREATED IN Kansas City | 9,144 |
| To be RELOCATED TO in Kansas City | n/a |
| To be RETAINED IN in Kansas City | n/a |
| TOTAL PERMANENT JOBS | 9,144 |
| Anticipated Average Annual Payroll | \$65,000 |

| CONSTRUCTION JOBS ESTIMATES For Mixed-Use Development | |
|---|----------|
| Estimated number of construction workers to be hired during construction | 10,275 |
| Estimated average construction payroll | \$75,000 |

Exhibit 5

Budget to Estimated Redevelopment Project Costs

EXHIBIT 5

435 & Soccer Drive TIF Plan

BUDGET OF ESTIMATED REDEVELOPMENT PROJECT COSTS

| DESCRIPTION | ESTIMATED COST [1] | ESTIMATED FUNDING SOURCES [1] | | | | | TOTAL SOURCES |
|--|-------------------------|-------------------------------|--------------------------|---------------------|---------------------|-------------------------|-------------------------|
| | | EATs & PILOTS [2] | ADDITIONAL CITY EATs [2] | CID [3] | TOTAL REIMBURSEMENT | OTHER [4] | |
| MIXED-USE DEVELOPMENT | | | | | | | |
| Specialty Grocer | \$ 1,328,378 | \$ - | \$ - | \$ - | \$ - | \$ 1,328,378 | \$ 1,328,378 |
| Anchor/Mid Box | \$ 25,122,277 | \$ - | \$ - | \$ - | \$ - | \$ 25,122,277 | \$ 25,122,277 |
| Office | \$ 9,734,351 | \$ - | \$ - | \$ - | \$ - | \$ 9,734,351 | \$ 9,734,351 |
| Restaurant | \$ 14,994,726 | \$ - | \$ - | \$ - | \$ - | \$ 14,994,726 | \$ 14,994,726 |
| Retail Shops | \$ 22,454,895 | \$ - | \$ - | \$ - | \$ - | \$ 22,454,895 | \$ 22,454,895 |
| Hotel/Convention Center | \$ 31,846,727 | \$ - | \$ - | \$ - | \$ - | \$ 31,846,727 | \$ 31,846,727 |
| Office / Mixed Use | \$ 224,474,002 | \$ - | \$ - | \$ - | \$ - | \$ 224,474,002 | \$ 224,474,002 |
| Commercial / Retail Mixed Use | \$ 157,261,895 | \$ - | \$ - | \$ - | \$ - | \$ 157,261,895 | \$ 157,261,895 |
| Single Family Homes | \$ 212,778,052 | \$ - | \$ - | \$ - | \$ - | \$ 212,778,052 | \$ 212,778,052 |
| Residential Mixed Use | \$ 700,924,024 | \$ - | \$ - | \$ - | \$ - | \$ 700,924,024 | \$ 700,924,024 |
| Commercial, Retail, Mixed Use, Hospital, & Entertainment | \$ 490,060,810 | \$ - | \$ - | \$ - | \$ - | \$ 490,060,810 | \$ 490,060,810 |
| Grading for Mixed-Used Development | \$ 35,488,166 | \$ - | \$ - | \$ - | \$ - | \$ 35,488,166 | \$ 35,488,166 |
| SUBTOTAL MIXED-USE DEVELOPMENT | \$ 1,926,468,302 | \$ - | \$ - | \$ - | \$ - | \$ 1,926,468,302 | \$ 1,926,468,302 |
| OUTDOOR AMENITIES | \$ 5,000,000 | \$ - | \$ - | \$ 5,000,000 | \$ 5,000,000 | \$ - | \$ 5,000,000 |

Continued to Next Page

| DESCRIPTION | ESTIMATED FUNDING SOURCES [1] | | | | | | |
|---|-------------------------------|-----------------------|--------------------------|---------------------|-----------------------|-------------------------|-------------------------|
| | ESTIMATED COST [1] | EATs & PILOTS [2] | ADDITIONAL CITY EATs [2] | CID [3] | TOTAL REIMBURSEMENT | OTHER [4] | TOTAL SOURCES |
| INFRASTRUCTURE IMPROVEMENTS | | | | | | | |
| Grading & Site Work to Support Infrastructure (Includes related survey, engineering, professional services, permits and other related expenses) | \$ 38,477,733 | \$ 31,477,733 | \$ 7,000,000 | \$ - | \$ 38,477,733 | \$ - | \$ 38,477,733 |
| Roads, Bridges, Intersections, Traffic Control Systems, Streetscape, Related Lighting, Curbs, Sidewalks, Trails [5] & Trailhead [5] (includes related improvements and surveys, and related engineering, planing expenses, permits and traffic studies) | \$ 179,510,863 | \$ 147,510,863 | \$ 32,000,000 | \$ - | \$ 179,510,863 | \$ - | \$ 179,510,863 |
| Utilities (Water Main & Lines, Sanitary and Storm Sewers, Public Utilities, Gas, Electric, Cable & WiFi in ROW or Public Easement, and related engineering, professional services and permitting) | \$ 54,540,878 | \$ 45,540,878 | \$ 9,000,000 | \$ - | \$ 54,540,878 | \$ - | \$ 54,540,878 |
| Detention Basins | \$ 984,759 | \$ 984,759 | \$ - | \$ - | \$ 984,759 | \$ - | \$ 984,759 |
| Land Acquisition and Value of Land Donated to ROW and Trails [5] (\$4.00 psf) | \$ 13,721,760 | \$ 11,721,760 | \$ 2,000,000 | \$ - | \$ 13,721,760 | \$ - | \$ 13,721,760 |
| Contingency - Infastructure Improvements (5%) | \$ 14,361,800 | \$ 13,361,800 | \$ 1,000,000 | \$ - | \$ 14,361,800 | \$ - | \$ 14,361,800 |
| Subtotal | \$ 301,597,793 | \$ 250,597,793 | \$ 51,000,000 | \$ - | \$ 301,597,793 | \$ - | \$ 301,597,793 |
| OTHER COSTS | | | | | | | |
| Redeveloper Project Management Fee (5%) (Related to Infrastructure Improvements) | \$ 15,079,890 | \$ 15,079,890 | \$ - | \$ - | \$ 15,079,890 | \$ - | \$ 15,079,890 |
| Redeveloper TIF Plan Preparation Fees and Costs | \$ 250,000 | \$ 250,000 | \$ - | \$ - | \$ 250,000 | \$ - | \$ 250,000 |
| Financing & Other Soft Costs (Related to the Infrastructure Improvements) [1] | \$ 11,486,219 | \$ 3,000,000 | \$ 3,000,000 | \$ - | \$ 6,000,000 | \$ 5,486,219 | \$ 11,486,219 |
| Subtotal | \$ 26,816,109 | \$ 18,329,890 | \$ 3,000,000 | \$ - | \$ 21,329,890 | \$ 5,486,219 | \$ 26,816,109 |
| EDC & TIF Commission Costs Payable by Developer (Pre and Post Plan Approval) | \$ 250,000 | \$ 250,000 | \$ - | \$ - | \$ 250,000 | \$ - | \$ 250,000 |
| SUBTOTAL INFRASTRUCTURE IMPROVEMENTS (Eligible for Reimbursement) | \$ 328,663,901 | \$ 269,177,682 | \$ 54,000,000 | \$ - | \$ 323,177,682 | \$ 5,486,219 | \$ 328,663,901 |
| TOTAL REDEVELOPMENT PROJECT COSTS | \$ 2,260,132,203 | \$ 269,177,682 | \$ 54,000,000 | \$ 5,000,000 | \$ 328,177,682 | \$ 1,931,954,521 | \$ 2,260,132,203 |

[1] In addition to the above estimated costs, Interest incurred by the Redeveloper, its Assigns and/or the City to finance (via debt or equity) the Reimbursable Infrastructure Improvement Costs are to be reimbursed from EATs, PILOTS and Additional City EATs in an amount subject to the limitations set forth in the Commission's Certification of Costs and Reimbursement Policy and Interest Policy or as otherwise approved by the City.

[2] The source of reimbursement between EATs, PILOTS and Additional CITY EATs are anticipated to be pro-rata based on the amount of each of those funding sources which are available at the time a certified Reimbursable Project Cost is reimbursed notwithstanding the allocation shown on this Exhibit. Further, the availability and use of Additional City EATs is subject to City Council approval of an agreement between the City and the Redeveloper more specifically referenced in the Redevelopment Plan.

[3] The availability and use of the CID Revenue is subject to the formation of the CID, adoption of the CID sales tax and an agreement between the CID and the Redeveloper.

[4] Other sources are anticipated to be private debt and equity but may also include any other sources later identified by the Redeveloper.

[5] Trails and Trailheads to be reviewed for reimbursement by the City on a project by project basis.

| | | | | | | | |
|---|---------------|------|------|------|------|---------------|---------------|
| ADMINISTRATIVE EXPENSES (payable to TIF Commission - 5% of TIF Revenues) | \$ 59,551,972 | \$ - | \$ - | \$ - | \$ - | \$ 59,551,972 | \$ 59,551,972 |
|---|---------------|------|------|------|------|---------------|---------------|

EXHIBIT 6

435 & Soccer Drive TIF Plan

TIF Revenues and Additional City EATs Projections

| NET PRESENT VALUE* CAPTURE OF THE ECONOMIC ACTIVITY TAXES | | |
|--|--------------------------|--------------------------------|
| | TIF & CID | TIF/Super TIF & CID |
| TIF EATs | \$ 128,333,186.46 | \$ 128,333,186.46 |
| Non-TIF CID | \$ 6,252,553.75 | \$ 6,252,553.75 |
| Super TIF | \$ - | \$ 11,165,584.60 |
| Subtotal | \$ 134,585,740.21 | \$ 145,751,324.81 |
| Sources Restricted to Specific Uses | | |
| Hotel Tax and F&B (Tourism Related) | | \$ 46,325,145.91 |
| Parks (Parks / Parkway Related) | | \$ 12,360,271.48 |
| Subtotal | | \$ 58,685,417.39 |
| Total: | \$ 134,585,740.21 | \$ 204,436,742.20 |

| NET PRESENT VALUE* OF PILOTs | | |
|-------------------------------------|-------------------|----------------------|
| | TIF | TIF/Super TIF |
| PILOTs | \$ 280,759,474.70 | \$ 280,759,474.70 |

| Total NET PRESENT VALUE* of TIF - EATS and PILOTs | | |
|--|-----------------------|--------------------------------|
| | TIF & CID | TIF/Super TIF & CID |
| EATS | 134,585,740.21 | 204,436,742.20 |
| PILOTs | 280,759,474.70 | 280,759,474.70 |
| Total: | 415,345,214.91 | 485,196,216.90 |

* NPV Discount Factor is set at 7%

| GROSS VALUE CAPTURE OF THE ECONOMIC ACTIVITY TAXES | | |
|---|--------------------------|--------------------------------|
| | TIF & CID | TIF/Super TIF & CID |
| TIF EATs | \$ 360,956,828.62 | \$ 360,956,828.62 |
| Non-TIF CID | \$ 16,891,079.86 | \$ 16,891,079.86 |
| Super TIF | \$ - | \$ 36,520,911.97 |
| Subtotal | \$ 377,847,908.47 | \$ 414,368,820.45 |
| Sources Restricted to Specific Uses | | |
| Hotel Tax and F&B (Tourism Related) | | \$ 125,973,141.35 |
| Parks (Parks / Parkway Related) | | \$ 35,050,438.54 |
| Subtotal | | \$ 161,023,579.89 |
| Total: | \$ 377,847,908.47 | \$ 575,392,400.34 |

| GROSS VALUE OF PILOTs | | |
|------------------------------|-------------------|----------------------|
| | TIF | TIF/Super TIF |
| PILOTs | \$ 849,208,647.62 | \$ 849,208,647.62 |

435 & Soccer Drive TIF Plan

Exhibit 7

Anticipated Sources & Uses of Funds

| SOURCES OF FUNDS | ESTIMATED AMOUNT |
|---------------------------------------|-------------------------|
| PRIVATE EQUITY & FINANCING | \$1,931,954,521 |
| EATs & PILOTs | \$269,077,682 |
| ADDITIONAL CITY EATs | \$54,000,000 |
| CID REVENUE | \$5,000,000 |
| TOTAL | \$2,260,132,203 |

| USES OF FUNDS | ESTIMATED AMOUNT |
|-------------------------------------|-------------------------|
| MIXED-USE DEVELOPMENT* | \$1,926,468,302 |
| INFRASTRUCTURE IMPROVEMENTS* | \$323,177,682 |
| OUTDOOR AMENITIES* | \$5,000,000 |
| TOTAL | \$2,260,132,203 |

Exhibit 8

ESTIMATED Redevelopment Schedule*

| ACTIVITY | ESTIMATED START | ESTIMATED COMPLETION |
|---|------------------------------|-----------------------------|
| Redevelopment Area Zoning | 1 st Quarter 2026 | 2nd Quarter 2026 |
| Grading | 3 rd Quarter 2026 | 2037 |
| Infrastructure Improvements | 4 th Quarter 2026 | 2038 |
| Mixed-Use Development and Outdoor Amenities | 2027 | 2040 |

| Project Area Description | Estimated Construction Completion |
|---------------------------------|--|
| Project Area A | 2029 |
| Project Area B | 2032 |
| Project Area C | 2034 |
| Project Area D | 2036 |
| Project Area E | 2038 |
| Project Area F | 2038 |
| Project Area G | 2040 |
| Project Area H | 2040 |
| Project Area I | 2038 |
| Project Area J | 2038 |
| Project Area K | 2036 |
| Project Area L | 2036 |
| Project Area M | 2029 |
| Project Area N | 2040 |
| Project Area O | 2040 |
| Project Area P | 2034 |
| Project Area Q | 2035 |

*The dates provided are estimates only. It is anticipated that the Mixed-Use Development, Infrastructure Improvements and Outdoor Amenities will be completed in phases over a period of 15 years. It is also anticipated that each Redevelopment Project Area could be completed in phases and phases within multiple Redevelopment Project Areas may be undertaken simultaneously. It is anticipated that there will be updates to the general SC zoning or a rezoning for an MPD preliminary development plan affecting the entire Redevelopment Area; however, final development plans will be approved as each phase of the Mixed-Use Development is undertaken. Further, it is anticipated that Infrastructure Improvements will be undertaken in phases and will be adjusted as the Mixed-Use Development is undertaken. The first portion of the Mixed-Use Development is anticipated to be undertaken in either Redevelopment Area A or M. These estimates were also the basis for the projection of TIF Revenues and Additional City EATs.

Exhibit 9

Cost Benefit Analysis

[SEE FOLLOWING PAGES]

Cost-Benefit Analysis

Cost-Benefit Summary - 23-year analysis
Per-capita impacts calculated at 100% of total average revenues and costs.

| Benefits | City of Kansas City | Clay County | Mental Health Fund | ETAS/DDB | Blind Pension Fund | MC Public Library | Zoo | Liberty Public Schools | Metro Community Colleges | State of Missouri |
|-----------------------------------|------------------------|----------------|-----------------------|---------------|-----------------------|----------------------|--------------|---------------------------|--------------------------------|-------------------|
| Sales Taxes: | \$ 195,227,306 | \$ 390,848,852 | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ 317,111,009 |
| Property Taxes: | \$ 169,600,760 | \$ 50,860,961 | \$ 8,314,875 | \$ 9,971,268 | \$ 3,260,195 | \$ 34,213,845 | \$ -- | \$ 602,696,783 | \$ 19,383,092 | \$ 2,819,928 |
| Income Taxes: | \$ 115,023,678 | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ -- | \$ 557,030,012 |
| Other Revenues: | \$ 173,821,478 | \$ 43,599,391 | \$ 85,450 | \$ 2,387,790 | \$ 551,033 | \$ 274,805 | \$ 1,031,015 | \$ 10,925,295 | \$ 4,060,541 | \$ 243,003,125 |
| Total Revenues: | \$ 653,673,222 | \$ 485,309,204 | \$ 8,400,325 | \$ 12,339,058 | \$ 3,811,227 | \$ 34,488,649 | \$ 1,031,015 | \$ 613,622,078 | \$ 23,443,633 | \$ 1,119,964,075 |
| COSTS | | | | | | | | | | |
| Costs for Services: | \$ 197,619,147 | \$ 67,767,972 | \$ 1,322,378 | \$ 2,416,733 | \$ 152,654 | \$ 1,326,535 | \$ -- | \$ 37,799,376 | \$ 5,338,364 | \$ 319,564,297 |
| Incentives: | \$ 168,799,317 | \$ 109,335,894 | \$ 2,302,324 | \$ 1,852,628 | \$ 108,158 | \$ 11,886,336 | \$ 1,031,015 | \$ 134,266,148 | \$ 4,318,080 | \$ 148,641 |
| Total Costs: | \$ 366,418,463 | \$ 177,103,866 | \$ 3,624,702 | \$ 4,269,360 | \$ 260,812 | \$ 13,212,871 | \$ 1,031,015 | \$ 172,025,524 | \$ 9,656,444 | \$ 319,712,939 |
| Net Cost/Benefit | | | | | | | | | | |
| Public Benefits: | \$ 653,673,222 | \$ 485,309,204 | \$ 8,400,325 | \$ 12,339,058 | \$ 3,811,227 | \$ 34,488,649 | \$ 1,031,015 | \$ 613,622,078 | \$ 23,443,633 | \$ 1,119,964,075 |
| Public Costs & Incentives: | \$ 366,418,463 | \$ 177,103,866 | \$ 3,624,702 | \$ 4,269,360 | \$ 260,812 | \$ 13,212,871 | \$ 1,031,015 | \$ 172,025,524 | \$ 9,656,444 | \$ 319,712,939 |
| Net Benefits (Costs): | \$ 287,254,759 | \$ 308,205,338 | \$ 4,775,623 | \$ 8,069,697 | \$ 3,550,415 | \$ 21,275,778 | \$ -- | \$ 441,596,554 | \$ 13,787,189 | \$ 800,251,137 |
| Present Value of Public Benefits: | \$ 312,488,676 | \$ 251,416,674 | \$ 3,925,607 | \$ 5,636,822 | \$ 1,753,849 | \$ 16,121,548 | \$ 524,678 | \$ 286,487,387 | \$ 10,735,540 | \$ 516,462,302 |
| Present Value of Incentives: | \$ 80,852,292 | \$ 56,096,651 | \$ 1,008,872 | \$ 817,722 | \$ 52,610 | \$ 5,192,905 | \$ 524,678 | \$ 59,047,925 | \$ 1,899,005 | \$ 69,148 |

the current fiscal year and actual expenditures for the two fiscal years next preceding the current fiscal year.

c. Additional information: Such other information as may be required by the Mayor and the City Council of the City (the "Council").

6. The Mayor shall transmit to the City Council the Annual Budget prepared by the City Manager, with any comments from the Mayor.

7. Upon receipt of the Annual Budget, the Council shall review the Annual Budget to determine the need for the expenditures requested and the adequacy, reliability and propriety of estimated revenues.

8. The Council shall, by ordinance, adopt the Annual Budget, which shall itemize the purposes of expenditure by departments, activities, functions, and character classes in not less detail than personal services, contractual services, commodities and capital outlays, and as adopted shall constitute an appropriation for the purposes stated of the sums therein set forth as appropriation and authorization of the amount to be raised by taxation for the purposes of the City, provided that the total amount appropriated shall not in any event exceed the total revenues estimated to be realized in cash during such year, plus any unencumbered balance from previous years.

9. The TIF Plan provides for the reimbursement of more than \$323 million of Infrastructure Improvements, the significant portion of which is the Public Infrastructure and there is currently no source of City or other funding available or expected to be available to fund the Public Infrastructure without the adoption of the Plan. The Council has not adopted an Annual Budget which contemplates, and no department director of the City has requested or indicated any intent to request appropriations sufficient to fund the Public Infrastructure that would ameliorate the conditions identified by the Area Study.

10. In addition, under my direction, City staff has analyzed incidence of the issuance of building permits for new development and/or additions/alterations/repairs in the amount of \$3 million or more ("Development Activity"), within the Redevelopment Area within the last 20 years. The analysis showed no Development Activity in the area. It is reasonable to conclude that the improvements contemplated by the Plan would not occur but for the use of tax increment allocation financing.

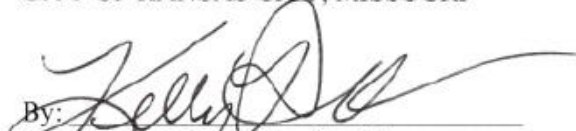
11. The undersigned acknowledges and agrees that this Affidavit is being materially relied upon by the Tax Increment Financing Commission of Kansas City, Missouri (the "Commission") and the City Council of the City, in connection with its consideration of the Plan. This affidavit is being provided to assist the Commission and City in making a finding that the Redevelopment Area described by the Plan 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.

The information, statements and averments in this affidavit are, to the best of my knowledge and belief, true, accurate and complete in all material respects.

CITY OF KANSAS CITY, MISSOURI

(SEAL)

ATTEST: *Kristin Jones*

By: 
Kelly Postlewait, Acting City Manager



S-1

Exhibit 11

Existing Conditions Study

[SEE FOLLOWING PAGES]

Exhibit 12

Evidence of Financial Commitment(s)

The Mixed-Use Development will be developed in phases by multiple developers contracting with the Redeveloper and each developer will be obligated to fund its phase of the Mixed-Use Developer with private equity and debt. The Redeveloper anticipates it may be necessary to initially finance with private equity and private debt the Infrastructure Improvements and Outdoor Amenities to be constructed. TIF Revenues, Additional City EATs and CID Revenues will be used to assist in financing and/or reimbursing the costs of the construction of the Infrastructure Improvements and Outdoor Amenities.



51 S Main Street, Suite 300
Salt Lake City, Utah 84111
801.321.8700

Heather Brown, Executive Director
Tax Increment Financing Commission
300 Wyandotte, Suite 400
Kansas City, MO 64105

RE: 435 & Soccer Drive Tax Increment Financing Plan

Dear Heather Brown:

Land Reserve, Inc., is excited to pursue the development of the redevelopment area for the proposed 435 & Soccer Drive Tax Increment Financing Plan after years of collaboration with land planners and discussions with various local and national developers. As the landowner of the redevelopment area, Land Reserve, Inc. will maintain a master developer role to manage, oversee, and guide the development of the redevelopment area and its project areas.

Land Reserve, Inc. believes the proposed mixed-use development, together with the requested incentives, is a well-conceived master plan for the next phase of development in the Northland. Land Reserve, Inc. is an experienced and successful master developer of large areas of land, including master planning property under its ownership, and providing and attracting investment and sub-developers for mixed-use development. This is evidenced by the nearby developments within the Kansas City Shoal Creek area and areas throughout the United States.

The incentives outlined in the TIF plan are the catalyst needed to provide and/or attract the private equity and financing to fund the project costs as set forth in the TIF plan for the required infrastructure and desired mixed-use development. Upon the adoption of the TIF plan, Land Reserve is prepared to provide and/or obtain the private equity and financing needed to fund the infrastructure improvements and mixed-use development which may include various sources, including its own equity investment, as needed. Notwithstanding the foregoing, any commitment to provide and/or obtaining any such equity and financing will be subject to the customary due diligence, entitlements, market conditions, final underwriting, board and committee approvals and final agreements with its financial and development partners.

We look forward to continuing the pursuit of the incentives outlined in the TIF plan which is the first essential step in the due diligence and underwriting process to fund the project costs.

Sincerely,

A handwritten signature in blue ink, appearing to read "T. Buswell".

Tyler Buswell
President
Land Reserve, Inc

Exhibit 13

Relocation Plan

Policy Name: Relocation Assistance Policy

Date Approved: May 26, 1988

Resolution Number: 88-09

Policy Statement: Every person approved by the Commission as a developer of property subject to be acquired by the Tax Increment Financing Commission if furtherance of a Tax Increment Financing plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.

- (a) The following terms, whenever used or referred to herein, shall have the following meanings:
- (i) Designated Occupants. “Designated Occupants” shall mean handicapped displaced occupants and those displaced occupants who are 65 years of age or older at the time of the notice to vacate or who have an income less than the average median income for the metropolitan area as certified annually by the Director of City Development based upon standards established by the Department of Housing and Community Development of Kansas City, Missouri.
 - (ii) Displaced Business. “Displaced Business” shall mean any business that moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in conjunction with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.
 - (iii) Displaced Occupant. “Displaced Occupant” shall mean any occupant who moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in connection with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.
 - (iv) Handicapped Occupant. “Handicapped Occupant” shall mean any occupant who is deaf, legally blind, or orthopedically disabled to the extent that acquisition of other residence presents a greater burden than other occupants would encounter or that modification to the residence would be necessary.
 - (v) Occupant. “Occupant” shall mean a residential occupant of a building having lawful possession thereof, and further shall include any person in lawful possession, whether related by blood or marriage to any other occupant.
 - (vi) Person. “Person” shall mean any individual, firm, partnership, joint venture, association, corporation and any life insurance company, organized under the laws of, or admitted to do business in the State of Missouri, undertaking a redevelopment project in a urban renewal area, whether organized for profit or not, estate, trust, business trust, receiver or trustee

appointed by any state or federal court, syndicate, or any other group or combination acting as a unit, and shall include the male as well as the female gender and the plural as well as the singular number.

- (b) Plan Requirement. Every person approved by the Commission as a developer of property subject to be acquired by the Tax Increment Financing Commission if furtherance of a Tax Increment Financing plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.
- (c) Contents of Plan. The relocation plan shall provide for the following:
- (i) Payments to all displaced occupants and displaced businesses in occupancy at least ninety (90) days prior to the date said displaced occupant or said displaced business is required to vacate the premises by the developer, its assigns or any person seeking acquisition powers under the Tax Increment Financing plan pursuant to RSMo. 99.800 et. seq., as amended; and
 - (ii) Program for identifying needs of displaced occupants and displaced businesses with special consideration given to income, age, size of family, nature of business, availability of suitable replacement facilities, and vacancy rates of affordable facilities; and
 - (iii) Program for referrals of displaced occupants and displaced businesses with provisions for a minimum of three (3) suitable referral sites, a minimum of ninety (90) days' notice of referral sites for handicapped displaced occupants and sixty (60) days' notice of referral sites for all other displaced occupants and displaced businesses, prior to the date such displaced occupant or displaced business is required to vacate the premises; and arrangements for transportation to inspect referral sites to be provided to designated occupants.
 - (iv) Every displaced occupant and every displaced business shall be given a ninety (90) day notice to vacate; provided, however, that the developer may elect to reduce the notice time to sixty (60) days if the developer extends the relocation payments and benefits set forth in subsections (d), (e) and (f) below to any displaced occupant or displaced business affected by said reduction in time.
- (d) Payments to Occupants. All displaced occupants eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon one of the following, at the option of the occupant:
- (i) A \$500.00 payment to be paid at least thirty (30) days prior to the date the occupant is required to vacate the premises; or
 - (ii) Actual reasonable costs of relocation including actual moving costs, utility deposits, key deposits, storage or personal property up to one month, utility transfer and connection fees, and other initial rehousing deposits including first and last month's rent and security deposit.
- (e) Handicapped Displaced Occupant Allowance. In addition to the payments provided in subsection (d) hereof, an additional relocation payment shall be provided to handicapped displaced occupants which shall equal the amount, if any, necessary to adapt a replacement dwelling to substantially

conform with the accessibility and usability of such occupant's prior residence, such amount not to exceed Four Hundred Dollars (\$400.00).

- (f) Payment to Businesses. All displaced businesses eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon the following, at the option of the business:
 - (i) A \$1,500.00 payment to be paid at least thirty (30) days prior to the date the business is required to vacate the premises; or
 - (ii) Actual costs of moving including costs for packing, crating, disconnecting, dismantling, reassembling and installing all personal equipment and costs for relettering signs and replacement stationery.
- (g) Waiver of Payments. Any occupant who is also the owner of premises and any business may waive their relocation payments set out above as part of the negotiations for acquisition of the interest held by said occupant or business. Said waiver shall be in writing and filed with the Commission.
- (h) Notice of Relocation Benefits. All occupants and businesses eligible for relocation benefits hereunder shall be notified in writing of the availability of such relocation payments and assistance, such notice to be given concurrent with the notice of referral sites required by subsection (c)(iii) hereof.
- (i) Persons Bound by the Plan. Any developer, its assigns or transferees, provided assistance in land acquisition by the Tax Increment Financing Commission, is required to comply with the Executive Director of the Commission. Such certification shall include, among other things, the addresses of all occupied residential buildings and structures within the redevelopment plan area and the names and addresses of occupants and businesses displaced by the developer and specific relocation benefits provided to each occupant and business, as well as a sample notice provided each occupant and business.
- (j) Minimum Requirements. The requirements set out herein shall be considered minimum standards. In reviewing any proposed redevelopment plan, the Commission shall determine the adequacy of the proposal and may require additional elements to be provided therein.

Exhibit 14

Redeveloper Affidavit

State of Utah)
County of Salt Lake) SS.

COMES NOW, Tyler Buswell, and being first duly sworn, on his oath states:

1. I am the President of Land Reserve, Inc., a Utah corporation (the "Redeveloper"), and I make this statement on behalf of the Redeveloper.
2. The Redevelopment Area is legally described on Exhibit 1A of the Highway 152 & Shoal Creek Parkway Tax Increment Financing Plan.
3. The Redevelopment Area is an economic development area as further evidenced by site study, the Consulting Report dated February 19, 2025, prepared by Partner Valuation Advisors and is identified as Exhibit 11 to the Plan.
4. The Redevelopment Area has not been subject to growth and development by private enterprise and would not reasonably be anticipated to be developed without the adoption of the proposed tax increment financing plan. The increment financing is necessary to make this project financially feasible.
5. The information provided by the Redeveloper to the Clay County KC TIF Commission is, to the best of my knowledge and belief, accurate in all material respects and the assumptions provided by the Redeveloper are reasonable and made in good faith.
6. The information, statements and averments in this Affidavit are, to the best of my knowledge and belief, are true, accurate and complete in all material respects.

Land Reserve, Inc.
a Utah corporation

By: [Signature]
Tyler Buswell, President

Subscribed and sworn to before me, a Notary Public, in and for said County and State, this 19th day of December 2025.

[Signature]
Notary Public,

My Commission Expires:
January 09, 2027

Printed Name: Jessica Blanch



Highway 152 & Shoal Creek Parkway TIF Plan

Exhibit 14

