

City of MISSION

City Hall - 6090 Woodson Street - Mission, Kansas 66202
Community Development Department
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PLANNING COMMISSION

AGENDA

June 26, 2017

6:00 PM

1. Approval of Minutes from the May 22, 2017 meeting

2. Case # 17-07 TIF Project Plan-Gateway Project
Consideration of the TIF project plan for the Gateway Project for conformance with the Comprehensive Plan
 1. Plan Memo
 2. Fourth Amended Tax Increment Financing Redevelopment Project Plan
 3. PC Resolution No. 09

3. PC Comments/CIP Update

4. Staff Updates

Mike Lee, Chairperson
Stuart Braden, Vice-Chairperson
Mission City Hall, 6090 Woodson St
913-676-8360

MINUTES OF THE PLANNING COMMISSION MEETING

May 22, 2017

The regular meeting of the Mission Planning Commission was called to order by Chairman Mike Lee at 7:00 PM Monday, May 22, 2017. Members also present: Jim Brown, Dana Buford, Scott Babcock, Robin Dukelow, Brad Davidson, Charlie Troppito and Frank Bruce. Absent was Stuart Braden. Also in attendance: Danielle Sitzman, City Planner; Brian Scott, Assistant City Administrator and Nora Tripp, Secretary to the Planning Commission.

Approval of Minutes from the April 24, 2017, Meeting

Ms. Sitzman: There were some edits that have been incorporated into the copies in front of you tonight.

Ms. Tripp: On page 3, Mr. Brown had a correction. He said that instead of “two feet,” it was “two football fields.” Also, the date was incorrect at the top.

Ms. Dukelow moved and Mr. Babcock seconded a motion to approve the minutes of the April 24, 2017, meeting, as corrected.

The vote was taken (8-0). The **motion carried**.

Case #17-04 Preliminary Site Development Plan-Mission Trails – Public Hearing

Ms. Sitzman: This is a preliminary site plan, which involves a two-step process. In the past, we’ve had applicants come to you with both the preliminary and the final site plan. We’re no longer doing that, so tonight is simply the preliminary site plan. At some future date, they will come back to you with a final site plan. A preliminary site plan tends to deal more with the big picture, the layout of the site, the massing of the buildings, etc. It does not get into the finer details that you’ll see at final site plan, such as specific streetscape and landscaping plans, floor plans, specific materials on the exterior of the building, etc. This is a public hearing this evening. You will make a recommendation on this plan, and the plan will then advance to City Council for their final determination. Then, when a final site plan is submitted to you, you will be the final deciding body.

So, this is the preliminary site plan for what is being called Mission Trails, at 6201 Johnson Drive. It’s the former Pyramid Life or Continental General Insurance building. It’s about a 46,000-square foot office building. The property is zoned Main Street District 1 and is located in the Downtown District, subject to the Johnson Drive design guidelines, which was a zoning district created by the City in about 2006. The intent of that zoning district and the Comprehensive Plan in this area is to reinforce the existing character and the core of the downtown, with characteristics that make up the downtown.

As I noted, this is in the Downtown District and surrounded by other downtown zoning districts similar to MS-1 and MS-2 zoned properties nearby. The Comprehensive Plan says that the Downtown District is appropriate for small businesses and is a pedestrian-oriented environment, with ground floor retail and upper floors including housing and office uses. As you may already know, the property was purchased from Waddell & Reed by the RH Johnson Company in 2016. This group also has a stake in

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the ownership of The Bar next to it at 16101. Since the time that they purchased it, they had been marketing the property for sale. At this time, the applicant, Steve Coon of EPC Real Estate, is requesting this preliminary site plan for development of the site. The site would include a mix of uses consisting of retail, office, and primarily housing.

That being said, housing would be the largest component in this, approximately 200 Class A apartment units in a 5-story building over the top of ground-floor retail, with an attached 4-story parking structure adjacent to it. The ground floor uses would primarily be a restaurant and several other small retail and service uses fronting Johnson Drive. The apartment complex would be structured around an open internal courtyard, and the breakout of the different uses are included in a table in the staff report. About 200 units of housing, about 7,500 square feet of restaurant, retail and service uses. Also, there will be a leasing office for the residential, about 2,500 square feet. And then, a parking structure of about 287 stalls, and surface parking including the new on-street parking along Johnson Drive that is proposed, and the surface parking lot to the east side of the apartments, totaling 38 to 40 parking spaces, depending on design.

As I said, this is zoned Main Street District 1, which is a planned zoning district, and therefore, eligible for consideration of deviations. We talked about the section of our zoning ordinance that deals with deviations recently when we made some edits to that section, which was in anticipation of projects like this that asked for deviations. So, deviations of planned districts are a zoning tool or technique that are intended to create additional flexibility in the application of zoning standards. It's not limited to but includes things like height, which they are asking for a deviation from. The zoning tool allows for case-by-case review of specific development proposals, and the stated intent of our code is that it encourage quality development by permitting these small changes from the base zoning in order to encourage large-scale redevelopment, efficient development of smaller tracts, innovative and imaginative site planning, conservation of natural resources, and a minimum waste of land. So, encouraging that higher-density infill redevelopment in projects such as this.

Let me talk about the requested deviations. First is for height. The base zoning in the MS-1 zoning district limits a building's maximum height to three stories and/or 45 feet. The applicant is requesting that to be increased to a maximum allowance of 5 stories and 65 feet. Included in your packet was their project narrative, in which they explained that the massing of the building is designed to respect the intent of the code by providing a streetscape environment that's not overwhelmed by the height of the building; incorporates setbacks from the lower floors to the upper floors, and reducing the massing in the street. Reducing the building height at the corner of the building; and including various wall articulations for the vertical and horizontal. Also, a covered courtyard space that is welcoming to the pedestrian, which is located at the north and east corner of their current site plan. So, the applicant is requesting that additional height so that they can build additional apartment units in their design.

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I will just say, from staff's perspective, that basically mimics other projects that they have done, which have been successful. They're looking for an apartment similar to past projects. That is in exchange for the predictability on their part of having a project similar to other ones that they've done. The project then generates additional density, is more efficient of its use of land and mission, potentially generates higher property values, and is a better-quality project. So, granting the deviation would not waive any other design requirements of the Johnson Drive design standards, which are looked at at final site plan. Those are also intended to safeguard and reinforce the pedestrian scale of the streetscape.

The second deviation they are requesting is a use deviation. Main Street District 1 prohibits residential and office uses from being located on the ground floor. In this case, they're requesting to have residential and offices on the ground floor, as you can see along the front of the north end of the project. It is stated in their project narrative that in reviewing the other retail line, the Johnson Drive corridor typical retail is anywhere from 40 to 80 feet in depth. They think that the retail side of their building mimics that pattern, but that the project that they're building is on a site that is much deeper than a typical commercial use. So, in addition to providing the retail in the front 40 to 80 feet, they would like to include additional residential around the back side of their units, but still on the ground floor.

Again, the proposed layout of the ground floor results in a more predictable outcome for the applicant. Also, the proposed building is nearly twice as deep as other commercial structures in the downtown. So, by focusing the retail along the street, it does reinforce that already-established pattern. So, patrons and shoppers who expect to find retail along that frontage of Johnson Drive, they might not be expecting to find additional layers of retail behind that. So, it kind of reinforces the expectations of the shoppers that are there. It does [*inaudible*] hiding retail out to the depths of the building, which may not be as successful. It also kind of limits the overall size of a retailer to the scope and scale of other smaller downtown businesses. However, we do think that in granting the stipulation, there should be some reservation for the amount of retail along Johnson Drive. We've suggested that the majority of the frontage of Johnson Drive be required to still be retail or service use. Certainly, it's up to you to discuss whether that is an appropriate threshold, or whether a greater or higher threshold of retail open to the public is more appropriate.

Included in the staff report are the findings that are required to be made in order to grant a deviation. Those are what we discussed in the Chapter 405 amendments that we made not too long ago. We have provided staff's opinion on those findings. You're certainly welcome to discuss those or other findings you'd rather submit. We do generally find that the requested deviations meet the findings that are required, so you could grant them as such. And, included in the staff report is a recommendation of approval and the wording for granting those deviations.

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The rest of the staff report goes through some of the physical development aspects. Typically, a final site plan is going to delve more deeply into those Johnson Drive design guidelines. You will be looking at streetscape and landscape plans, as well as the exterior building materials and the actual architectural design of the building at the time of final site plan. Their general concept at this point is a Spanish Revival or Mission Revival architecture consisting primarily of stone, stucco, tile roofs and synthetic wood accents.

Regarding parking, they are proposing a four-level parking garage on the southeast corner of that site. Contained in that parking garage are parking for the residential units, which will be reserved on the 2nd through 4th floors. The ground floor of the parking structure, at this point, is in negotiations to be reserved for public use, which would be about 50 to 52 stalls, depending on final design. The District 1 zone where this is located does not actually require any parking. It's part of the downtown commercial corridor. When that was established, the intent was that parking would be shared along the Johnson Drive on-street parking. We looked at this with our on-call engineers and had them evaluate what the impacts of the commercial portion of this building would be on that shared parking along Johnson Drive. We have looked at that shared parking in the past when other businesses nearby redeveloped or revitalized, maintaining an eye on whether this is actually functioning the way it was expected to function in 2006 when it was established.

Overall, the commercial uses still function okay with that shared parking. There are certainly some behaviors in parking that will have to change if any development happens on this lot. Right now, that large parking lot is vacant. There are new office users in the building, so the neighborhood is using that parking lot for various reasons. There are certainly some folks who park there because of the community center; there are some that park there to go to the nearby restaurant; there are some that store vehicles when they are working on them. That seems to generally work okay. There are places for those people to go alternatively when this redevelops. The larger impact that we looked at with our consulting engineers was the impact to the residential. Main Street District 1 design didn't anticipate 200 apartments using the on-street parking. So, we asked the applicant to provide us with some information from their past experiences in their developments that are similar to this, what they see as the parking demand, and how they would accommodate that in their parking structure.

Included in the project narrative is background information about that. Basically, they're providing or anticipating a higher mix of one bedroom apartments in this development than their other ones, and they are fine-tuning the number of parking stalls. Generally, they are looking to provide one parking stall for each one-bedroom apartment, and 1.5 parking stalls for a two-bedroom apartment. They are anticipating a 75 percent mix of one bedroom and a 25 percent mix of two bedrooms in their development. So, with those counts and those ratios, they expect to need about 225 parking stalls for residential, which would be accommodated in the parking structure.

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Hand in hand with parking is traffic. We had them do a traffic study to gauge how many trips are generated by the uses on the site. They compared that to the former use, which was office use. Sometimes we forget when a building is vacant that the surrounding road network was set up for office at the time. So, even though it's been vacant, they look at the former condition, which was office. So, there's a little flip-flop that happens in traffic generation when we switch from the site primarily being a destination for people to go to work, and the site becoming basically people's homes, and they're leaving from there to go to work. So, the traffic generation report basically said that there wouldn't be a great change in the total number of trips; they would just be going in the opposite direction. People start at the site and leave versus coming to the site for work. There would be a little bit of difference between an office use that had clients coming to it during the day. There is still some further information that the traffic engineers want to see in regards to the impact of businesses at this location, as well, and the preliminary numbers didn't capture all of that. So, the traffic engineers have also reviewed the trip generation and are generally satisfied. They do recommend reserving the right for further comment based on a final study. So, staff has added the condition that the final study be submitted with the final site plan before completing any design. Overall, they have looked at the access points and the surrounding street and believe it can be accommodated with very little change. If there are any changes that need to be made, those would be the responsibility of the developer, as well as the on-site improvements to put the on-street parking in, as well as streetscape in other areas that eventually would be turned over to the City.

Talking about those in general, we have provided the applicant with the design standards that we use for the Johnson Drive Rehabilitation Project, which has all the landscaping standards that we use elsewhere in the corridor, so that they can design to those. There are some basic requirements in the design guidelines that we always follow. Those have to do with the eight-foot clear path along Johnson Drive on the sidewalks. Beverly Street would only require a five-foot wide. So, we'll look at all those details at final site plan, but they have been made aware of those, too.

There's a bit of discussion about signs. When you look at the preliminary exterior elevations of the building, you will see signs hung on there. We have encouraged them to pursue sign criteria, which seems like an appropriate thing for this development. They wouldn't have to have one; they're not exactly a shopping center or something larger. However, it seems like it would fit to consider some alternate sign criteria.

Also included in the staff report is a discussion about stormwater. That is another study that has been started and is under review by our engineers. Basically, the site drains to the southeast and there is accommodation for that drainage in an existing underground stormwater infrastructure. However, we do still check all the numbers to make sure there are not any unintended impacts to the stormwater system. So, again, there is a condition in the staff report requiring that the study be finalized before we're completely satisfied. They have already met with the Sustainability Commission and reviewed a

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favorable opinion of their design development. I don't have the final score. The Sustainability Commission does a scoring review and then issues a score as to how sustainable the project is. So, when I have that, I will include that in the final for you.

Also included in the staff report are the findings that are required to be made for basically any site plan. Of the most interest is the finding that has to do with the degree of harmony. Again, this project would be subject to those Johnson Drive design guidelines, which are a key factor in making that determination at final site plan.

There is also a dedication of right-of-way that needs to happen. That would be taken care of by a separate document that amends the plat.

I think that concludes staff's report. We do find that it conforms with the Comprehensive Plan. We think it meets the overall intent of the MS1 zoning district, and it does meet the findings as stated in the staff report. Therefore, staff does recommend that the Planning Commission recommend approval with stipulations, which have to do with the deviations and the outstanding reports that are needed, the studies that are needed for traffic and stormwater. First, approval of the deviation to height to allow building height of five stories or 65 feet. Second, approval of the deviation in use to allow for residential and office uses on the ground floor. We stated in this that the condition be that the retail and service uses be required to make up a majority of the Johnson Drive project. Again, that's open for discussion, so if you would like to change that percentage allocation, you have the authority to do that. Third, that a final traffic study and final stormwater drainage design plan be submitted for review with the final site plan. That should include appropriate text, maps, drawings and tables, as needed. Finally, that staff reserves the right to provide additional comments or stipulations based on those reports.

As I said, there is a project narrative provided by the applicant in your packet, as well as two sets of drawings, the preliminary site plan drawings and a design package in color. That concludes the staff report.

Chairman Lee: Thank you. Would the applicant like to step forward and make a presentation?

Steve Coon, EPC Real Estate, appeared before the Planning Commission and made the following comments:

Mr. Coon: Good evening. We have read Danielle's report and agree with staff's analysis and recommendations. We do not have any negative things to say about what Danielle just said. We agree with everything she stated. We are very excited to be here. We love the site, we love Mission, love everything that has been done to Mission, to Johnson Drive, the improvements that have been done to the streets in the last few years, the streetscape, the common areas. That's one of the things that attracted us to the city and the area. We feel like the building will be good for us because we like sites that are walkable. We like sites that can blend into a community and be part of the community. We feel like this building and this project has every opportunity to be successful. Of all

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the projects we've done in the Kansas City area over the last six or seven years, this quickly became one of our favorites because we loved the architecture and the way that it fits into the fabric of the neighborhood. They don't all have the opportunity to do what we're able to do here, but I think that the authentic nature of the community, the people that live here, that this building and what we will offer will fit very well. Thank you for the opportunity. Are there any questions?

Mr. Babcock: Steve, the first thing is, you guys do great work. I really enjoyed the opportunity to see some of your other places, and I hope we can make this work. A couple things. One, in your parking plan, you mentioned that the Villas at Mission Farms, you had, I think, 40 extra spaces you were figuring at 1.6 average per unit. You said 51 Main, you had 25 extra that, it was at 1.3, and you had 25 extra spaces, and you're looking at 1.2 here. I come out with 240 spaces; I think Danielle said 225. My thing is, on your other projects, when you said "stabilize," what I understood is it's stabilized from a parking standpoint, but basically you didn't have any retail yet to speak of. At *[overlapping dialog]* Main, I thought the whole bottom floor was empty at the time we went through it. You have a restaurant coming on board --.

Mr. Coon: It is, but when we look at the demand for the apartments, we separate the retail. We have a gate.

Mr. Babcock: That was my question. Do you separate the apartments?

Mr. Coon: Yes.

Mr. Babcock: How do you track that? Do you ask each resident how many cars they have?

Mr. Coon: When we sign a lease, we know whether it's a one bedroom, there's one person living in it. We ask them how many cars they have. Typically, they'll pay so much per month for each car. So, we track it by lease, and we also visually track it. But, the retail is, we have a certain number of spaces for the retail. In fact, in this case, we have 90 stalls for visitors for retail. We also have a gate, and above that, we have a certain number of spaces which, in this case, is 235 stalls.

Mr. Babcock: I understand that part of this will be public parking. Do you have your retail set off separately?

Mr. Coon: Yes. You can see that we have street parking along Johnson Drive, and we have that whole line of parking next to The Bar. We count all of that. Plus, within the garage we have 90 stalls. So, 38 surface stalls, and the open parking is 52 stalls total. The visitor retail use is at 90. And on top of that, 253 for the apartments.

Mr. Babcock: Okay. And this is more of a statement than a question. The whole idea that Johnson Drive corridor is walking retail. And as I looked at your frontage along Johnson Drive, you've got a restaurant, and then you've got what I understand is the shops on the northwest corner, which would be open to the public, such as a nail salon, or whatever you anticipate in there. You have your gym facility, your leasing office, on

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Johnson Drive. I cannot support that. It's not walking retail. The rest of the bottom floor, I don't care, personally. Even though by the Master Plan it's supposed to be retail and not residential. I can live with that part. I cannot live with retail not being existing along the Johnson Drive corridor.

Mr. Coon: In this case, if you look at the restaurants and the courtyard here, it turns. All of that is –

Mr. Babcock: I understand.

Mr. Coon: Practically speaking, we need our leasing office, which is most of that area is our leasing office, we need that facing Johnson Drive.

Mr. Babcock: According to your plan, this place between the restaurant and the gym is your leasing office, but then your gym is actually a bigger space than the leasing office. According to the thing I was looking at – that one.

Mr. Coon: No, that's the club room.

Mr. Babcock: When you call it a "club room," is that your, like your bar area?

Terence O'Leary, EPC Architect, appeared before the Planning Commission and made the following comments:

Mr. O'Leary: Yes. When you go to the left, you come in –

Mr. Babcock: I'm with you.

Mr. O'Leary: You come into the left and that's the leasing office. In our leasing protocol, we have like a retail environment. So, our leasing store, so to speak, provides for an area here that shows our finishes, etc. And as you come this way, this is the social area. We'll use these as a community center, so we want it facing the street so we'll have like you get at a civic event there, or the residents can have an event there. So, it's a social space. We could have fundraisers in there, we could have a Chamber event, etc. So, we don't want to stick that in the back of the property; we want to open that to the street. This area here is like a bike store, nail salon – that's what this area is. You can kind of see the treadmills. This is the gym back here, which opens into the courtyard.

Mr. Babcock: My statement stands.

Mr. O'Leary: We also feel like there's lots of amazing retail in Mission. We have a pretty good model of what we need to make this successful from a frontage standpoint. And like Steve said, we do have leasing offices and retail on 51 Main, on the same frontage. Mission Farms, we have our leasing office and retail in the same frontage. So, we do have instances in several places that are like that, where we combine those. It's kind of our front door. That's why we like it like that.

Mr. Babcock: My statement stands.

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Mr. Troppito: Steve, it may be premature to expect an answer to this tonight, but if this proceeds to the final plan stage and drawings, with respect to the residential units, one thing that I would like to know is how you plan for internet connectivity in those units. The reason I bring it up is because of the frequent problems I see in residential units, the infrastructure within is, you end up with wireless routers in closets. Well, that's not line of sight. There are issues of bandwidth depending on where they locate their laptops, or whatever. But beyond that, it borders on health, you know, people who are increasingly relying on high bandwidth and internet connectivity for medical devices. Also for smart devices and appliances, etc. So, I'd like to see that addressed in later stages.

Mr. Coon: You think faster is better?

Mr. Troppito: Faster isn't necessarily better, but when you're paying for faster and not getting it where your device is located, that's a problem.

Mr. Coon: Well, we do everything we can to stay up with the latest technology available. We work with the different providers. How many different providers are we putting in there, Mr. O'Leary?

Mr. O'Leary: We put in three, at least. Right now with our projects, we put in fiber optic networks. AT&T bids a fiber optic network, a trunk into the building. So does Google, and so does [*inaudible*] and Time Warner. So, those networks are run into each apartment in addition to the public common areas. So, each apartment dweller can select which provider they want. They can have one for TV, one for internet, or whatever it is. You can buy the same speeds in an apartment as you can in a house. With Google or Time Warner, you can buy 100 mgs. You can get free Google service, which I think is 10 gigs or 5 gigs, something like that. But you have the same speed in each apartment in this as you do in any house that any of those providers provide in the city. So, we will have four big trunk lines that will come off where the infrastructure is in the street, working with civil and the City. We'll have six inch pipes that will work with all these providers. We've done that in all our projects. In fact, back in 2003, we built the first all-wireless apartment community in the United States, working with Southwestern Bell. We put in fiber, we put in T-1 lines. So, we've already been on the leading edge of that. We're the first one to have Google fiber in our 51st & Main project. And our project at Mission Farms, I think a lot of you have been in. We have Direct TV satellites, Time Warner, and AT&T in that project. So, we are very much on top of what people need, making sure we provide everything necessary for home businesses, security, safety, and general internet use.

Mr. Troppito: Thank you. I look forward to the specifics.

Mr. O'Leary: I assume you have all those services in Mission, so it will be the same as what you have in your houses.

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Mr. Coon: You'd be surprised at how many people look at our apartments who have home businesses. So, it's important to them that everything is fast. We do everything we can to get the fastest service we can.

Mr. Troppito: I look forward to seeing the distance calculations as you proceed through your plan.

Ms. Dukelow: I have a question. Just as a point of clarification, we have talked a little bit about the retail on the ground floor. With regards to the northwest corner, are those services – nails, bike – is that bike storage?

Mr. Coon: Bike repair and bike storage.

Ms. Dukelow: And are those services for the residents, for the public, or both?

Mr. Coon: Both.

Ms. Dukelow: So, those will be accessible from the Johnson Drive sidewalk?

Mr. Coon: Yes. That's the intent. We don't have a side lease with anybody yet, but that is the intent.

Ms. Dukelow: The intent is to lease the space to an outside operator for the public and the residents.

Mr. Coon: Yes.

Chairman Lee: Thank you. At this point, we will open the public hearing. Is there anyone who would like to step forward?

Virginia Cuppage appeared before the Planning Commission and made the following comments:

Ms. Cuppage: I'm an import from Shawnee, and I have lived at Mission Square for six years. We love it here. It's a wonderful place to be. We love the city. I want to thank both the architect and the City for coming to Mission Square and sharing with us a lot of what you've heard. But, he's raised a few more questions that I want to try to address.

Our biggest concern is the height of the building, and also the outside structure of the building. We are very pleased and think Mission did a great job with the Sylvester Powell center, and also with Mission Square. As a representative from Mission Square, I am expressing to you a number of our questions.

Would there be any way that the outside of the building could conform more with what we already have? That would be Sylvester Powell. I think that Mission Square has requested to have the same architecture as the Powell Center. It does. And we've had many people come and comment. The balconies are wonderful, and it's a beautiful building. So, the actual outside is so entirely different than anything here in Mission. That's a concern. We would like something on that parking lot. It's not very pretty, and I happen to live on the north end, where it's really not pretty. And the empty building there

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isn't either. So, we realize Mission needs the income, and needs to have something added to that particular place. That would be a concern for us, is the architecture, and also the height of the building. The buildings they have built are gorgeous and fit beautifully in Mission Farms and the other areas.

I think you've noticed that the one at 80th and Metcalf is right on the sidewalk. There is no parking in front. Parking has been proposed for the front of this building, and already those of us who live in Mission know that backing out onto Johnson Drive is a very interesting chore, especially at busy times. The other place that isn't that difficult is in front of Lucky's and the post office, where parking is set back from the street, and actually double to what they would have here, probably. It would be easier and safer if the parking could be pushed back and you could safely back out and pull out onto Johnson Drive. That's a concern.

We were wondering about trash pickup, and the driveway that is there on the front, that's the only place there's a loading dock. So, coming in and out of there with trash pickup is – the loading dock or whatever would need to be brought into the restaurant, right off of Johnson Drive. There are more than cars. It wouldn't be cars. It would be delivery of that type of merchandise.

The other thing is the corners. You have a traffic study that says that there will be, I believe the gentleman said that at least Mission Square, there would be one additional car per minute at the busiest times, which would be going to work and coming home. But, the corner of Beverly and Johnson Drive now is difficult. And the corner of Beverly and Martway is very difficult. Also those coming in off of Mission Square, because the call center is where we drive in and out, that's a difficult place to get in and out. It would not be any easier. Has there been any thought to a traffic light at Beverly and Johnson Drive? That would be another question. Other than that, I think it's a wonderful walking city, and I hope we can keep it that way. Thank you.

Kathryn Koca, appeared before the Planning Commission and made the following comments:

Ms. Koca: I am also a resident of Mission Square. We recently celebrated our anniversary in Mission Square, is six years on Saturday. So, we have been with that building since the very beginning. I would like to second whatever Virginia said. My concerns also are with the height of the building, and the fact that the building does not blend in with Sylvester Powell and Mission Square. I believe when Mission Square was first built, there was a requirement or something that said that it should be designed to match Sylvester Powell. I may be wrong about that, but I think that's what there was.

Another concern is the traffic. Lamar and Johnson Drive and Martway are all busy streets as of right now. There are 55 units in our building that use those streets. I have a unit that faces Sylvester Powell. I can watch out the window when they have special occasions, and the amount of traffic that comes into Sylvester Powell. And I can see

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people going around and around, trying to find parking spots. So, that would be one of my concerns.

Also, my concern as a citizen of Mission would be that we have another big project with a big empty space that's been sitting there for very long time, and I do not know the details of why that is. But, are we as citizens of Mission going to be able to have two large apartment complexes, and to fill them? I doubt it, but that would be something to be determined later on. But it would make our square block have 55 of our residents – 55 units – 220-plus units in the new building, on one square block, plus a community center, plus a Salvation Army store, plus a bar/restaurant, and other restaurants that would be built. So, my concern is this type of building, the traffic that would be involved, and the density of that particular block. So, thank you for your time and consideration.

Linda Sisney appeared before the Planning Commission and made the following comments:

Ms. Sisney: Brian Sisney and I have owned a building at 6001 to 6005 Johnson Drive for about 40 years. We have watched Mission through the ebb and flow of the 80's and 90's. My husband is a retired commercial real estate broker who did a lot of leasing here on Johnson Drive. We were part of the committee, I'm not sure how long ago, but it was about the time we were redeveloping and putting nice updates to Mission, Kansas. We were part of a committee that was looking into the parking for the retail shops in Mission. We spent a lot of time on that committee. We spent a lot of time going to different areas of our city, looking at how they handled parking for their retail. I heard this young lady talk about people who were parking in places – and I can't remember exactly what you said, but something about parking in places where they maybe don't belong. Partly it's because it's very, very hard to find parking for the retail shops that have people coming in. Some of our smaller retail along Johnson Drive don't have the ability to have people come because they just don't have the parking places in front that they would like to have. So, we are very fortunate with our building. We have a very big back parking lot, and we are probably one of very few people on Johnson Drive that have the parking lot behind our building, which is used a lot by everybody, not just people in our building. That's one of my concerns, is just how that is going to be handled. I don't have a packet, so I don't have all the specifics on what they said about how much parking they have for everything, but I just wanted to bring that up. I think that's really a concern that we need to look at.

Chairman Lee: Thank you. Anyone else? Seeing no one, we will close the public hearing and bring it back to commissioners to discuss.

Mr. Brown: I'm kind of in agreement with Mr. Babcock. My personal opinion is that the short side of the building along Johnson Drive, that entire front should be retail and service uses that are open to the public. I don't really have an issue with granting an exception to the height of the building. The testimony that the two ladies gave, I thought they did a good job of making the building look congruous with the community center,

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bringing in arches and tile work that we were doing. So, I'm kind of at a loss for your comments in that regard.

As far as parking goes, they're building a parking garage that's going to have 200-plus stalls in it. So, I think they're trying to accommodate parking for the residents and the visitors to this, which I hope will take care of it. I would support modifying number 2 to say, "approval of the requested deviation to allow residential and office uses on the ground floor, with the condition that the retail and services be required to occupy all of the Johnson Drive frontage."

Ms. Buford: My question is, you want them to come and make the investment in this project that is your project, but you don't want them to have to their front door of their business to their customers? I'm trying to understand why you wouldn't want them to have a front door to their office.

Mr. Babcock: I can answer that. They've got two doors there. One door, if you look at the restaurant, there's a door to the left, to the west of the restaurant. I personally look at that as, you can still say "leasing office" and bring it into the interior. My thing is, as it is, the current plan, which we are the keepers of the plan, right? The current plan says that the ground floor in that area will be all retail. I don't think either of us are saying that it needs to be all retail. But, if you look at the spirit of what we're trying to do along the corridor, it's walking retail.

Ms. Buford: But 90 percent of their business is going to be walking in off that street, though. Their business is going to come off that street, walking into this apartment –

Mr. Babcock: I do not believe that leasing is considered retail business.

Ms. Buford: It's walk-in business, though.

Mr. Babcock: I don't think that's in the spirit. If you go through and look at all the businesses that the plan is looking for in that corridor, that's not what they're looking for. Now, that being said – and I've talked to Danielle about it – I do think we need to discuss after this particular portion of the meeting that there are changes that need to be made in the zoning, because there are some businesses that are being told that they can't occupy because of the way the zoning is right now – an example is an insurance agency – on the back side of the buildings that make up Dickenson Theater. I personally don't think that is walk-in retail back behind there. But, that corridor along Johnson Drive, I think we need to be fairly hard and fast with that. We're already considering a waiver for the rest of the ground floor. We're giving them a height waiver, which I personally have no problem with because at one end, you have Mission Bank, which is taller; the other end is Mission Bank, which is taller. And then, I think ScriptPro in the middle, which is about the same height. I think that's a reasonable thing to do.

I'm sorry, I don't completely agree with you, ma'am. It's a Mediterranean type design. I think that's kind of keeping with the area. So, I'm fine with the design. I actually love what they have done with their other properties. When we look at the grand scope of the

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project, I think they can still have their front door; they'll just have a longer hallway to the office. That's my personal thought.

Ms. Dukelow: I wanted to ask if we could see a rendering.

Ms. Sitzman: The color or the line drawings?

Ms. Dukelow: Something like that, yes.

Ms. Sitzman: This small white box at the bottom is the Salvation Army store.

Ms. Dukelow: I was just thinking that if the, you know, I think it looks great. But, if it were a little darker, a little deeper tones, there might not be as much contrast between this building and the others. I mean, it's a design decision. Certainly limestone panels meet the intent of the Johnson Drive guidelines.

Mr. Bruce: Mr. Chairman, I'd like to ask the two ladies if they could be more specific about their concerns regarding the height.

Ms. Cuppage: Yes. Maybe it's my concern at the changes. We were told that there would be 180 apartments; I don't know how many parking places that would be. All of a sudden, it's now 23 additional, and it's an extra story higher. I think the original one we heard about didn't seem to be that invasive, but I think that extra story on top of it is what our concern would be. Mission Square is three stories high, but it also sits down another story. So, it's really two stories high on the outside. I think their buildings are beautiful in Mission Farms and in other areas. And they coincide with the areas where those are. I think your suggestion of a darker outside would really make it more a part of Mission. I guess that is a Mission design; I don't know enough about design to know what's Mission and what isn't. It's probably a contemporary Mission design. It doesn't really look like the Mission I'm familiar with, like in Arizona.

Mr. O'Leary: I probably wouldn't call it contemporary, but it's also not an old Mission style church architecture. It adds an urban/Mission flair to the streetscape.

Ms. Cuppage: That's my concern, that it changed.

Mr. Bruce: Is it just the units on the north side of your complex that have the concern about the height? Obviously, the west and south would not. Maybe the east.

Ms. Cuppage: I don't think it's an individual person or apartment. I think it's the general look from Johnson Drive, that there are lower buildings right next to it that are also set back from the street. This is directly on the street. Yes, it has eight feet, I believe.

Mr. O'Leary: Twenty feet.

Ms. Cuppage: Twenty, including the parking?

Mr. O'Leary: No. The sidewalks, are they going out 20 feet?

Ms. Sitzman: You designed about 15 to 20. It's not set yet.

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Ms. Buford: What would that be, including the parking?

Ms. Sitzman: The parking is another 16 or 18 feet in depth, I believe. So, 45 –

[Break in recording.]

Ms. Cuppage: ... extra story. Is it going to get any bigger? That was a concern. And I think darkening the outside would be *[inaudible]*.

Chairman Lee: I have a question for the applicant. The percentage of retail currently along Johnson Drive, what percentage of that is retail?

Mr. O'Leary: As far as lineal frontage?

Chairman Lee: How much of that section is retail?

Mr. O'Leary: Our architect and civil engineer *[inaudible]*. They are worth what we're paying them, but I'm not sure -- *[Laughter.]* I don't know exactly. It appears to me to be about half. I mean, if you just take, you know, I know that's eight inches. So, it looks like if we take that and add that, I'd say it's about 50/50 or 55/45. We are in a lot of areas like the City Centre in Lenexa; we have a project in Flagstaff, Arizona, where everything is retail around us. And the developer is a retail developer, and everything on both sides of us is retail, which is similar to this. And we have our clubhouse and social room in the front to engage the street, which is part of the reason people like to move into these areas and these types of buildings. We have to have windows that open up to the streetscape and talk to the street, etc. That's part of our business, and that's what our residents want. So, we want to keep those who live in Mission, whether they live here or are moving here, to experience the great streetscape that has been developed. We program these based on what our residents need for amenities.

This is a \$40 million project. We have to prove to our investors that things are located in the right areas. These projects are highly amenitized now. It's highly competitive in the marketplace. Windows, light and positioning is very important. We really can't put a clubhouse on the side and put retail there. That's the only area we could find to put loading docks. This isn't really a concept. This is pretty close to final plan, although we obviously have to do more work on details. But the layout has been very well thought out. People like gyms located looking into the courtyard area. The restaurant kinds of talks to the inside and outside of the building. Fortunately, we had enough room to accommodate this green space in here, pull this back so these residents aren't right on top of the – It's kind of a nice little green space there on top of this wall. This loading dock, we have the, at the fronts or sides of all of our buildings. They are covered loading areas, they just don't have trash spilling out.

So, again, that's our business, and we want to speak to the street as well as the retail, because we want our customer to park right in front and walk in. That's the way it is at both the Mission Farms property and the City Centre in Lenexa. And, we're getting ready to build 80,000 feet of office and retail right across the street from that. We love this location because of the retail. We're not in the retail business. If the area needs

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retail to help support our residents, then we would add more retail. But, this building runs north-south and we don't have a lot of frontage, as you can see. So, we think if you take half the frontage and dedicate it to where it's additional retail in the area, that adds retail. So, that's generally why we put things where we did. We really are concerned about putting things where the residents like them, and how they work with the street, etc.

Mr. Babcock: Your clubhouse isn't exterior at Mission Farms.

Mr. O'Leary: Yes, it is.

Mr. Babcock: The leasing office is to the right as we walked into the building.

Mr. O'Leary: You're talking about 106 or the first one?

Mr. Babcock: The one that we got taken to.

[*Overlapping dialog.*]

Mr. Babcock: That's your building, right?

Mr. O'Leary: Yes.

Mr. Babcock: That one, the clubhouse is interior, right?

Mr. O'Leary: Well, the club room is sandwiched in there because the configuration of the site was more triangular. We put two guest suites. We didn't want to put the clubhouse up front because it was right next to –

Mr. Babcock: My point is that you can get a clubhouse interior. You're making that one work. If I remember right, the Lenexa City Centre square, the leasing office was to the right, a salon to the left, and then you went back farther to the clubhouse –

Mr. O'Leary: It's about from that wall to right here.

Mr. Babcock: But it didn't have an external window.

Mr. O'Leary: No, that one doesn't, and it's actually a problem. So, we always try to improve and do things that are better with each project, and the ones that have windows, which are most of them, that speak to the street retail areas, are the most successful amenity rooms that we have. I would prefer to not do either one of those. In fact, we thought about tearing that wall out and moving that back up front. We had that conversation last week. But, the reason it's like that is because the City said, they also have a stipulation that retail is along the whole first floor. And we said that we can't do that. They invited us to come out to that area and we said, if we're going to come there, this is the way we think it's going to work. They asked if we would just put something, somewhere. So, we stuck that in part of our clubroom, and that was a mistake. They'd like to take it back out. So, that's why it's there. Not because we put it there.

The way things were programmed in Mission 106, that got shoved back based on a site configuration issue that was not preferred, that works okay based on how the [*inaudible*]

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sets up. Again, it's not preferred. But the one across the street, Mission Farms, our first one is on the street. Our Highlands one, which you may have driven by, that has a separate clubhouse. If we can't put club rooms on the street, we'll put them up top. So, if you wanted us to add a sixth floor, we could put it up top. We do need that access.

One of the other reasons is that our front door at Mission 106 we didn't feel was important, the front door, because that place is a retail center, and it funnels people right into our project. So, you have to take into consideration some of those external factors. We do have site constraints with the various projects, and we do the best we can. But where we can, we prefer to have our leasing office entrance and the windows to the clubroom on the street. And we want this to be as successful as possible. We don't see another really good place to put the clubhouse. The club is a social room. We don't want it facing a parking lot on the side; we don't want it facing the wall. So, it makes a lot of sense.

Mr. Coon: One other thing. Mr. O'Leary actually came up with this idea about a courtyard, again, to draw people from the sidewalk and street. So, we put the courtyard in the corner, and then said, well, we really need to wrap the courtyard with retail. So, I think the way that we configured this is going to be extremely popular. So, we took a lot of what might have been retail along the street and concentrated it here around this courtyard.

Mr. O'Leary: If we hadn't done that and just pushed all the retail square footage to the front, how much square footage would we add? Even if you take out a little entrance, it's probably pretty similar to what's there. The other thing is that retail has to be 70 feet deep.

Mr. Babcock: How deep is, like, your office and that clubhouse?

Mr. O'Leary: Our widths here are 65 to 70 feet, and this here is 35 to 40 feet. So, you need bigger depths. You'd have to basically make this whole section retail like that to go across. One of the problems at 5100 Main, which was an accommodation based on site constraints, was that that retail was only 55 feet deep, and it's been sitting vacant for three years. They finally have a restaurant at the corner, [*inaudible*] the people who lease these spaces, because we've done a lot with Red Development in other cities such as Denton, Texas, so we are very familiar with what the small-shop retail looked like, or needs. You know, for back of house or anything else, it's 60 to 70 feet. So, we give up that whole front area. And then you have back-of-house issues with loading, etc. So, these projects, it's hard to fit retail in the correct way. It changes the complexion of the project quite a bit.

Ms. Dukelow: I have another question related to what you're talking about. The clubhouse that fronts Johnson Drive, what is the use for that space? Is that for the residents or the community?

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Mr. O'Leary: It's both. We use it for community functions, fundraisers, chamber events. It's a social area for the residents.

Ms. Dukelow: I'm just wondering logistically how a person – They'd have to reserve it?

Mr. O'Leary: It's not like an open public space.

Ms. Dukelow: It's not like a coffee bar or anything like that.

Mr. O'Leary: No. I mean, there's coffee in there for residents, but it's not for the public use. It can be by reservation. We've done a lot at our facilities for community events, chamber events, fundraisers, in Lenexa and Overland Park. We've done hospital fundraisers for Children's Mercy at Mission Farms. So, it is open for use for other than just the residents.

Ms. Dukelow: What is the approximate capacity?

Mr. O'Leary: I don't know. I would say 60 people. That one particular room, if you open up the lobby areas, the corridor there, and the gym area, if you're having a big open house, you could get more people in there, I guess. But if you just had the one area, it's about 60 people. We also have had community events in our courtyards.

Mr. Davidson: I have a question for Danielle. How many apartments are on that fifth floor?

Ms. Sitzman: I'm not sure I have the detailed floorplan floor-by-floor yet. They might be able to speak to how many units per floor they anticipate.

Mr. O'Leary: Thirty-six to 38 apartments.

Mr. Davidson: Okay. The concern I'm mulling over is I agree a little bit with Virginia, that this building does push the envelope as far as the elevation in this area. Yes, we have the Mission Bank towers on each end, but this is up at a higher elevation from where Sylvester Powell is. I've seen all the elevations, which are wonderful. It fits very well with the architecture, especially around Sylvester Powell.

Another concern that I'm hearing is the traffic issue. Danielle, you said that traffic engineers are going to do more studies as far as bringing in that fifth floor of 36 plus/minus apartments. That would reduce some of the load on the traffic. And I understand as a development, the economics have to work for the investors, and for the project. Biggest bang for your buck, so to speak. It's all done very well. So, that's just a concern. I generally bring things up to the group of what I'm thinking about. Also, if possible, if you drop this thing to four stories, can it possibly be a three-level parking garage? I know you've done all your economic studies, but it's just something I wanted to throw out there.

Another concern that I'm sure will go into the final drawings is the buffers on the west side of the facility, when you have those residential units on the first floor. I have no clue what the back of that Salvation Army building looks like, but it's probably not that

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attractive to look at in terms of residential units. There is a retaining wall there, I guess. Are you guys above the elevation or below that?

Mr. O'Leary: That wall is 8 or 10 feet, and we will landscape that wall. That's why we pushed those units back. There's quite a bit of depth for some green space.

Mr. Davidson: Basically, your first-floor elevation is basically eight feet below the Salvation Army first floor?

Mr. Coon: That's probably about right.

Mr. O'Leary: On average, if you're right at the street level, it's obviously not that. It goes down as you go. It might be 10 feet at one end and 2 or 3 feet on the other. I think right where the building is, the site is probably up 2 or 3 feet, even at that point. It gets greater as it goes down.

Mr. Davidson: What type of retaining wall, and what is that wall proposed to do?

Mr. O'Leary: Well, it's already in. It's an existing wall. It's a stone wall right now.

Mr. Davidson: Okay. Maybe it's a dry-laid stone, now that I've seen some of this. That was just a question that I had. And as far as the main color of the building, is that an EFIS?

Mr. O'Leary: It's real stucco, not EFIS. And we will bring real color options. The rendering is showing the – If you go to the night shot, it trends down a little bit. We'll study that and bring some color options.

Mr. Coon: We have studied the color, and to Virginia's point, we looked at the colors of Mission Square and Sylvester Powell, and we love it. But do we want to mask that and make everything look like a campus? We don't really want to create a campus. I think that's the last thing we want. We want variety. So, our task to our architects was Mission style, Mission style, Mission style. And we just threw up Mission style on a wall and started picking out details that we liked, and they came up with what we're showing you tonight. Capitol Federal at the corner of Nall and Johnson Drive is a great-looking building. It's white, and it has a nice contrast, a lot of distinctive architectural features, and it looks really good. So, whether it's light white, or off-white, we think with the design that we've come up with, that a lighter color looks better.

Mr. Davidson: I totally agree. You don't want to make it look like a campus. I think the architecture and the colors are superior. I just wanted to state those concerns to the group.

Mr. Coon: And to address the unit count, five stories versus four stories, we did look at four stories, around 180 units, like Virginia said. We did do that. We couldn't make the numbers work. That's one. Secondly, we've built four and five stories, depending on the size of the site. Quite frankly, the five-story buildings that we build look every bit as good as the four-story buildings. And the way that we've terraced the corners, our intention is to terrace the corners down, which is a very effective architectural treatment to minimize

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the height. So, yes, we were 180 units, but that wasn't our official unit count. We were still studying the cost.

Mr. Bruce: My last comment is I really don't have a problem with the leasing office on the front. I think that is a walk-in business type operation. If you look at the general thrust is to get high density, so having five floors of high-density housing as opposed to four floors seems to work with what the thrust is, which is to get more people in less square footage in the city. Those are my last two comments. Thank you.

Ms. Dukelow: I just want to say that I agree, I mean, I understand that the developers and the plan is made to suit the needs, and that you've done your research on what works. I guess I'm trying to figure out a number here. If there's a nail salon, and you've got something else going on over here on the northwest corner, I think we could probably reach 75 percent of that frontage. If we're considering restaurant retail. With walk-in, I think we're closer to 75 percent.

Mr. O'Leary: It's 1/3 leasing, 1/3 retail and 1/3 restaurant. But I will reiterate again that unless we take that whole depth of the front and turn it all into retail like we did for the restaurant and that other retail space --. You can put in a mom-and-pop bike store, bike repair, which the residents like that, especially in that area. Also, some type of dry bar, etc. We can fit that in there, but we can't take that whole rest of the frontage and put in retail and move our leasing area, our clubroom, and our exercise room all to the sides of the building. It just doesn't work. You can't lease a 40-foot depth store in the marketplace. So, even if we wanted to, we'd have to change that whole frontage depth.

Chairman Lee: Any more comments? [*None.*] I would entertain a motion.

Mr. Troppito: Mr. Chair, I recommend to approve Case #17-04, the Preliminary Site Development Plan for Mission Trails to the City Council, with the following stipulations 1 thru 4:

1. Approval of the requested deviation to height to allow a maximum building height of five stories and or 65 feet.
2. Approval of the requested deviation to allow for residential and offices uses on the ground floor with the condition that retail and service uses be required to make up the majority of the Johnson Drive frontage.
3. A final traffic study and final stormwater drainage design plan must be submitted for review with the final site plan. The appropriate text, maps, drawings and tables must be included.
4. Staff reserves the right to provide additional comments or stipulations on development plans until all traffic or storm drainage related concerns have been addressed.

Ms. Dukelow: I'll second the motion.

The vote on the motion was taken, (6-2). **The motion carried.** Mr. Brown and Mr. Babcock voted in opposition to the motion to approve.

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Case # 17-05 TIF Project Plan-EPC Mission Trails

Ms. Sitzman: According to state statute, when a TIF project plan is submitted, it's the role of the Planning Commission to review it in regards to its compliance with the Comprehensive Plan. In April of this year, the Mission City Council did just that, establishing the boundaries of the TIF district for this property. Included in the packet tonight was that plan. Included here with the TIF application is the required documents of the applicant. The applicant submits details of their development plans. Staff does find that the submitted plan you're reviewing tonight, per deviations in the zoning, does meet the Comprehensive Plan and the intent of the Comprehensive Plan. Included in the memo are some additional details reiterated that we spoke recently about. Again, the memo references the Downtown District and the appropriate design there.

Staff does recommend approval of the resolution that's included in your packet, finding that the Mission Trails Tax Increment Financing redevelopment project plan is consistent with the Comprehensive Plan. Brian Scott is here tonight if you have any questions about the redevelopment plan. Basically, the Planning Commission's role is just to review the development aspects of that as it pertains to site planning and Comprehensive Plan. The City Council will then review the actually proforma numbers that are involved in the predevelopment agreement process that goes through them.

Chairman Lee: Any questions or comments? [*None.*]

Ms. Dukelow: I move that the Planning Commission approve Case #17-05 TIF Project Plan EPC Mission Trails, as proposed.

Mr. Troppito: Second.

The vote on the motion was taken, (8-0). **The motion carried.**

Case # 17-06 TIF Project Plan-Gateway Project

Ms. Sitzman: This one is a little less recent. The original TIF district was, again Comprehensive Plan conformance for a tax increment financing redevelopment project plan. In this case, it's for the Gateway Project on the east end of town. The City Council established the physical boundaries of the district in 2006, and the Planning Commission reviewed the final site plan for the site in March of this year. So, a little less recent, but I hope you all remember that project. Their project plan does reflect consistent descriptions of their project from what you saw on that final site plan. The project is a mix of retail, hotel, apartments, as well as some office space and a parking structure. That is all the same as what you reviewed back in March of this year.

Again, City Council will go through and review the proforma of the economic impacts of the project. I should say, there is a phasing plan included in their proposal that matches the phasing plan that was drawn up, which you reviewed. Staff does recommend that the Planning Commission approve the resolution, finding that the third amended Mission

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Gateway Tax Increment Financing redevelopment project plan is consistent with the Comprehensive Plan for the redevelopment in the city of Mission.

Chairman Lee: Any questions? Comments? [*None.*]

Ms. Troppito: I move that the Planning Commission approve Case #17-06 TIF Project Plan – Gateway Project, as proposed.

Mr. Babcock : Second.

The vote on the motion was taken, (8-0). **The motion carried.**

Staff Update

Staff provided an update on current and upcoming projects and events.

ADJOURNMENT

With no other agenda items, **Mr. Troppito moved and Mr. Bruce seconded a motion to adjourn.** (Vote was unanimous). The **motion carried.** The meeting adjourned at 9:00 P.M.

Mike Lee, Chair

ATTEST:

Nora Tripp, Secretary



MEMORANDUM

Date: June 21, 2017
To: Planning Commission
From: Danielle Sitzman, City Planner
RE: Mission Gateway Fourth Amended Tax Increment Financing Redevelopment Project Plan

On February 8, 2006, the Mission City Council established the physical boundaries of a redevelopment district on the subject property in order to allow the City to consider the use of Tax Increment Financing (TIF) to finance a portion of the costs for the redevelopment of site.

Included in this packet is the fourth amended redevelopment project plan submitted by the developer and a Planning Commission Resolution for your review and consideration. The Project Plan includes financial information regarding the project which will be reviewed and considered by the City Council. The only aspect relative to the TIF which the Planning Commission is considering at this time is the project's conformance with the City's Comprehensive Plan. Final Site Development plans were approved by the Planning Commission on March 27, 2017.

TIF Redevelopment Project Plan

The amended Project Plan proposes a mixed-use center consisting of approximately 194,903 square feet of junior anchor and small shop retail and restaurants, an approximately 200 room hotel, and approximately 168 market-rate multi-family residential units, as well as a parking garage and all associated infrastructure. The Project will provide living, working, shopping, and entertainment opportunities, culminating in an integrated and cohesive community that brings the Property to its highest and best use. The Project will be critical to the City's continued revitalization of its economy and progress in the redevelopment of the West Gateway and East Gateway areas. It is contemplated that the Project will be constructed in three (3) phases anticipated as follows:

Phase 1: The first phase of the Project is proposed to include: (i) construction of approximately 55,594 square feet of "small-shop" commercial or restaurant uses; (ii) construction of approximately 168 apartment units; (iii) construction of related site work; and (iv) construction of surface parking sufficient for such uses pursuant to the City's applicable ordinances.

Phase 2: The second phase of the Project is proposed to include: (i) construction of a parking garage serving the entirety of the Project and (ii) construction of an approximately 200-room hotel including a restaurant consisting of approximately 15,624 square feet.



MEMORANDUM

Phase 3: The third phase of the Project is proposed to include approximately 123,685 square feet of junior-anchor/"big box" commercial retail space, which may also include "small-shop" commercial or restaurants as tenants are identified.

The Planning Commission recently considered and approved the Third Amended Project Plan (May 22, 2017). Since that meeting, the Developer has identified a potential office tenant, and the project budget/costs have been revised (increased) to reflect the construction of the office building. Upon advice of our legal counsel, the change was significant enough to trigger another review by the Planning Commission.

Comprehensive Plan

The Comprehensive plan designates the subject property as part of the East Gateway District and as appropriate for mixed-use high density re-development to include a pedestrian-friendly mix of neighborhood and community office uses, retail-commercial and service-commercial uses institutional, civic, and medium to high density residential uses intermixed through compatible site planning and building design. According to the Comprehensive Plan, residential uses may be located on upper floors of a building's business use, or may include attached residential structures or apartment/condominium buildings or hotels, commingled in the same structures or nearby to promote diversity and a successful pedestrian environment. Given the close proximity of residential uses, all business developments should be well-planned and designed to ensure a high level of compatibility. Non-residential uses are expected to be limited to compact, pedestrian/community oriented services rather than large-scale or automotive oriented uses. Site designs should include a tight network of streets, wide sidewalks, regular street tree planting, buildings oriented toward the street frontages with close setbacks to the street, and accommodation of on-street parking. Off-street parking is to be located behind non-residential structures and rear or underground garage access is required of residential structures.

Recommendation

Therefore, staff recommends that the Planning Commission approve the Resolution finding that the Fourth Amended Mission Gateway Tax Increment Financing Redevelopment Project Plan is consistent with the comprehensive plan for the development of the City of Mission.

Motion:

I move that the Planning Commission approve Resolution PC-9 finding that the Fourth Amended Mission Gateway Tax Increment Financing Redevelopment Project Plan submitted June 21, 2017, is consistent with the comprehensive plan for the development of the City of Mission.

MISSION GATEWAY

**FOURTH AMENDED TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT PLAN**

SUBMITTED TO THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS
PURSUANT TO K.S.A. § 12-1770 *et seq.*

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 - 6) City of Mission Meetings and Minutes
 - 7) Impact on Outstanding Special Obligation Bonds
 - 8) Significant Contribution to Economic Development in the City
 - F) Relocation Plan
- III. Conclusion

EXHIBIT LIST

- Exhibit A – Legal Description of the Subject Property
- Exhibit B – Map Exhibit of the Subject Property
- Exhibit C – Ordinance No. 1190 and Ordinance No. 1195
- Exhibit D – Detailed Budget
- Exhibit E – TIF Bond Proforma
- Exhibit F – City of Mission Meeting Minutes

I. INTRODUCTION

In accordance with the Kansas Tax Increment Financing Act, K.S.A. 12-1770 *et seq.* (the “**Act**”), this Fourth Amended Mission Gateway Tax Increment Financing Redevelopment Project Plan (this “**Project Plan**”) has been submitted to facilitate the redevelopment of an approximately 17 acre site (the “**Property**”) bounded by Johnson Drive on the North, Roe Avenue on the East, Shawnee Mission Parkway on the South, and Roeland Drive on the West in the City of Mission, Kansas (the “**City**”). In the 1980s, the site was developed and utilized as a traditional enclosed shopping mall, and as that concept fell out of favor in the market, vacancy rates rose and the viability of that particular use came into question despite desirable local demographics.

In 2005, The Gateway Developers, LLC (the “**Original Developer**”) purchased the Property and worked closely with the City to formulate a redevelopment plan to demolish the existing mall and construct a modernized concept that would bring the Property to its highest and best use. This plan served both the Original Developer’s goals of creating a long-term stable asset and the City’s goals of rectifying a blighted, outdated use at the City’s front door and replacing it with a dense mixed-use project. It also facilitated an important City-wide goal of making it possible install critical flood mitigation infrastructure that would enable redevelopment of both the Property and a substantial portion of the City that continuously faced flood issues.

In January of 2006, the Original Developer obtained initial approval of a tax increment financing (“**TIF**”) district for the Property. A TIF redevelopment project plan was then approved that September 2006, and that plan was amended by a later iteration in January 2008, which included a destination aquarium as the focal point. Shortly after this approval, the national economy began to rapidly decline, and market factors beyond the Original Developer’s control delayed commencement of this project. In 2013, a second amended redevelopment project plan was approved for the project, which omitted the destination aquarium in favor of a modern mixed-use concept.

In 2016, the Original Developer transferred its interest in the Property to Aryeh Realty, LLC (the “**Developer**”), which now proposes to re-envision the redevelopment plan and submit this Project Plan for the City’s consideration. This Project Plan proposes a mixed-use center consisting of an approximately 194,903 square feet of junior anchor and small shop retail and restaurants, an approximately 200 room hotel, and approximately 168 market-rate multi-family residential units, as well as a parking garage and all associated infrastructure (the “**Project**”). The Project will provide living, working, shopping, and entertainment opportunities, culminating in an integrated and cohesive community that brings the Property to its highest and best use. The Project will be critical to the City’s continued revitalization of its economy and progress in the redevelopment of the West Gateway and East Gateway areas. It is contemplated that the Project will be constructed in three (3) phases:

- Phase 1: The first phase of the Project is proposed to include: (i) construction of approximately 55,594 square feet of “small-shop” commercial or restaurant uses; (ii) construction of approximately 168 apartment units; (iii) construction of related site work; and (iv) construction of surface parking sufficient for such uses pursuant to the City’s applicable ordinances (collectively referred to herein as “**Phase 1**”).
- Phase 2: The second Phase of the Project is proposed to include: (i) construction of a parking garage serving the entirety of the Project and (ii) construction of an approximately 200-room

hotel including a restaurant consisting of approximately 15,624 square feet (collectively referred to herein as “Phase 2”).

- Phase 3: The third phase of the Project is proposed to include approximately 123,685 square feet of junior-anchor/“big box” commercial retail space, which may also include “small-shop” commercial or restaurants as tenants are identified, as well as approximately 75,000 square feet of office uses (referred to herein as “Phase 3”).

This Project Plan is premised on the need for a combination of public and private financing. As is well understood, the redevelopment of the Project has been ongoing for over a decade, and during that time, a total of approximately \$38,134,083 in land acquisition, demolition, and predevelopment costs have been incurred in an effort to get the Project off the ground. Market conditions have continued to create difficulties for the Project, and absent the availability of TIF, it is not economically viable to undertake the Project. Accordingly, the Developer hereby proposes that the City approve this Project Plan and authorize the financing described herein. This public-private partnership will be to the shared benefit of all stakeholders – from the City and the Developer, to neighbors of the Project, and the citizens of the City that have a vested interest in seeing the Project move forward.

II. AMENDED TAX INCREMENT FINANCING REDEVELOPMENT PROJECT PLAN

A. Subject Property

As noted above, the Property subject to this Project Plan consists of approximately 17 acres bordered by Shawnee Mission Parkway, Roe Avenue, Johnson Drive, and Roeland Drive located within the City of Mission, Kansas. A legal description and map of the subject property are attached hereto as **Exhibit A** and **Exhibit B**, respectively.

B. Established Redevelopment District

The Property is within an established Redevelopment District approved by the City on January 11, 2006 and amended on February 8, 2006, by adoption of Ordinance No. 1190 and Ordinance No. 1195, copies of which are attached hereto as **Exhibit C**. The approved District Plan designates the subject property as a portion of Project Area 1, providing in pertinent part:

Project Area 1. Redevelopment of the existing Mission Mall shopping center and adjacent property consisting of one or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

As described herein, this Project Plan is consistent with the established Redevelopment District.

C. Description of the Proposed Project

As described above, this Project Plan proposes a mixed-use center consisting of an approximately 194,903 square feet of junior anchor and small shop retail and restaurants, an approximately 200 room hotel, and approximately 168 market-rate multi-family residential units, as well as a parking garage and all associated infrastructure. The Project will provide living, working, shopping, and entertainment

opportunities, culminating in an integrated and cohesive community that brings the Property to its highest and best use. The Project will be critical to the City's continued revitalization of its economy and progress in the redevelopment of the West Gateway and East Gateway areas. It is contemplated that the Project will be constructed in three (3) phases:

- Phase 1: Proposed to include: (i) construction of approximately 55,594 square feet of "small-shop" commercial or restaurant uses; (ii) construction of approximately 168 apartment units; (iii) construction of related site work; and (iv) construction of surface parking sufficient for such uses pursuant to the City's applicable ordinances.
- Phase 2: Proposed to include: (i) construction of a parking garage serving the entirety of the Project and (ii) construction of an approximately 200-room hotel including one or more restaurants consisting of approximately 15,624 square feet.
- Phase 3: The third phase of the Project is proposed to include approximately 123,685 square feet of junior-anchor/"big box" commercial retail space, which may also include "small-shop" commercial or restaurants as tenants are identified, as well as approximately 75,000 square feet of office uses.

Notwithstanding the foregoing, the Developer will only construct specific components within each phase as specific tenants and users are identified. This Plan is not intended to require or limit any particular use, size of any particular component, or inclusion of a particular component in any phase. To the extent certain uses are deemed impracticable, or tenants or users cannot be identified, then particular components of the Project may be modified, reduced, or not constructed at all. For example, it is the Developer's present intent to construct approximately 75,000 square feet of office in Phase 3. However, if the Developer is unable to secure office users or tenants, then the office component may not be constructed, or may be delayed until a time when users or tenants can be secured. To the extent any such particular component is changed or not constructed, then the costs associated with that component may also change or may not be incurred. There may then be corresponding modifications in the amount of TIF revenue generated by a modification, delay, or omission of the construction of any particular component of the Project as contemplated herein.

D. Financing Plan

The viability of this Project is dependent upon a combination of private and public financing mechanisms. In addition to private equity and debt, TIF and Community Improvement District ("CID") financing and other public sources may be utilized as approved by the City. As contemplated herein, it is envisioned that the Developer will commence construction of the Project on the assumption that all incentive revenue streams will be disbursed to the Developer on a "pay-as-you-go" basis. If at any point it becomes marketable to issue special obligation bonds, the Developer and the City shall work together in good faith in support of such issuance, and eligible costs of the Project may be paid by the revenues of such bond issuance. It is important to note that the current iteration of the Project Plan envisions the use of special obligation bonds only, meaning that no City support, backing, or credit of the bonds will occur unless otherwise specifically authorized by the City. For the purposes of accurately stating revenue estimates, this Plan provides figures valued in two ways: (1) the gross revenues generated over the period of collection contemplated hereunder (meaning the total collections for that period) and (2) bonded figures, assuming a 6% interest rate, 125% coverage, and 14% costs of issuance.

As detailed in Section E below, the total estimated cost to complete the Project is approximately \$214,558,862. Financing of this amount shall be provided by (A) TIF financing; (B) eligible CID financing; and (C) costs not financed with the above funding sources will be financed through private equity and debt.

E. Feasibility Study

Pursuant to the Act, a study has been performed to determine whether the Project’s estimated benefits will exceed its cost, and that the income therefrom will be sufficient to pay the costs of the Project. Various consultants and members of the development team with experience and expertise in the actual design, development, financing, management and leasing of projects of similar scope and nature were utilized for the feasibility study. Further, outside resources were consulted to compare and verify the cost and revenue projections including outside industry sources and actual taxing jurisdiction data where available. The results of this study are as follows:

1. Project Costs. The total estimated cost to complete the Project is \$214,558,862.¹ Below is a summary of the estimated costs, as determined from contract prices, engineering estimates and the Developer’s estimates. A detailed budget is included as Exhibit D.

<u>ESTIMATED TOTAL COSTS</u>	
	<u>Total</u>
Land, Demolition & Predevelopment	\$38,134,083
Site Work, Infrastructure & Parking	\$35,501,500
Hard Costs	\$109,670,271
Soft Costs	\$20,492,974
Mezzanine Loan Closing Costs	\$473,741
Construction Loan Closing Costs	\$3,860,740
Interest Reserve	\$6,425,552
Total:	<u>\$214,558,861</u>

2. Eligible Costs. Pursuant to the Act, only certain costs are eligible for TIF financing and reimbursement. Of the total project costs listed above, \$79,277,764 (or 36.95%) qualifies under the Act as “Eligible Redevelopment Project Costs,” meaning that only those costs may be financed using TIF revenues. The viability of the Project as planned hinges on obtaining TIF financing and reimbursement for the Eligible Redevelopment Project Costs, which are set forth by category and amount below (and noted in further detail in Exhibit D):

(follows on separate page)

¹ This amount is subject to change as actual costs are ascertained and incurred. Costs are exclusive of private interest incurred to finance such costs.

ESTIMATED ELIGIBLE REDEVELOPMENT PROJECT COSTS²

	<u>TIF Eligible</u>	<u>Eligible %</u>
Land, Demolition & Predevelopment	\$38,134,083	100.00%
Site Work, Infrastructure & Parking	\$35,501,500	100.00%
Hard Costs	\$2,139,996	1.95%
Soft Costs	\$1,348,310	6.58%
Mezzanine Loan Closing Costs	\$94,830	20.02%
Construction Loan Closing Costs	\$772,818	20.02%
Interest Reserve	\$1,286,226	20.02%
Total:	\$79,277,764	36.95%

3. Project Revenues

Gross TIF revenues generated over a period of 20 years, as provided under the Act, are estimated to be \$64,841,405. The estimated TIF revenues presume a 1.5% annual escalation in property taxes and a 2% annual increase in sales revenues. Assuming a 6% interest rate, 125% coverage, and 14% costs of issuance, this gross revenue stream could support a bond issuance of approximately \$23,163,649.

The Project will generate TIF revenues from the following sources permitted by the Act:

- a) *Ad Valorem* Tax Increment Revenues – the differential between the *ad valorem* taxes generated by real property within the TIF District as of the date the TIF District was established and future *ad valorem* taxes which will be generated after the redevelopment, (less *ad valorem* taxes not allowed to be captured pursuant to the Act); and
- b) City Sales Tax – the portion of the City’s Sales Tax undedicated for other purposes, which is currently 1%, plus the portion of the Johnson County sales tax committed to the City, which for the purposes of this Project Plan is assumed to be an additional 0.0107624%.
- c) Transient Guest Tax – all transient guest taxes generated from the hotel within the Project, at the City’s current transient guest tax rate of 9%.

A. Ad Valorem Tax Increment Captured

The assessed value of the Property in at the time the TIF district was created in 2006 was \$1,811,390. This assessed value serves as the base against which future Project values can be compared

² This amount is subject to change as actual costs are ascertained and incurred. This Project Plan contemplates that all TIF revenue generated hereby will be available to repay Eligible Redevelopment Project Costs, whether on a “pay-as-you-go” basis or by the issuance of TIF bonds. Costs are exclusive of private interest costs incurred to finance such Eligible Redevelopment Project Costs, which shall be reimbursable with TIF revenues if incurred to finance any Eligible Redevelopment Project Costs.

in order to determine the amount of *Ad Valorem* Tax Increment Revenues that will be generated by the Project. Upon completion of the Project, it is estimated that the Property will have an assessed value of \$12,628,244, growing annually with inflation at an assumed 1.5%. The cumulative difference between the projected assessed value and the base assessed value creates a tax increment of \$24,978,710 over the TIF collection period (supporting estimated bond proceeds of \$8,961,113, assuming a 6% interest rate, 125% coverage, and 14% costs of issuance).

These conclusions are based on and confirmed against anticipated Project Costs, published tax appraisals for similar developments in Johnson County, and the valuation methodology historically utilized by the Johnson County Appraiser's Office for comparable property.

B. City Sales Tax Revenue Captured

It is estimated that sales within the Project will be \$101,844,527 at stabilization, growing 2% annually thereafter for the duration of the Project Plan. Based upon the undedicated portion of the City Sales Tax of 1%, plus the portion of the County sales tax committed to the City, TIF revenues derived from City Sales Tax are anticipated to generate sales tax increment of \$21,831,761 over the TIF collection period (supporting estimated bond proceeds of \$7,826,866, assuming a 6% interest rate, 125% coverage, and 14% costs of issuance).

C. Transient Guest Tax Captured

The hotel within the Project is estimated to produce room sales of \$8,763,333 at stabilization, growing by 3% annually thereafter. All such sales will be subject to City's 9% transient guest tax rate. Over the course of the TIF collection period, these transient guest tax revenues are estimated to generate \$18,030,934 (supporting estimated bond proceeds of \$6,375,669, assuming a 6% interest rate, 125% coverage, and 14% costs of issuance).

4. Tax Increment Revenues and Special Obligation Bond Financing

Based on the Project's captured *Ad Valorem* Tax Increment, City Sales Tax, and transient guest tax revenues for a period of 20 years, such revenue stream is estimated to generate \$64,841,405 over the course of the 20-year TIF collection period, which produces \$23,163,649 in bond proceeds, assuming a 6% interest rate, 125% coverage, and 14% costs of issuance. **Exhibit E** sets forth a principal and interest schedule along with the relevant calculations and assumptions utilized to reach these figures. Precise bond factors will be agreed upon if and when bonds are issued in support of the Project. The balance of any TIF revenue remaining after the repayment of any special obligations issued in support of the Project may be utilized by the Developer to repay any outstanding Eligible Redevelopment Project Costs on a pay-as-you-go basis, or via a subsequent bond issuance at the discretion of the City.

5. Summary of the TIF Revenues and Project Costs

Based on the Plan's (1) estimated project costs (2) Estimated TIF revenues, and (3) private debt/equity and other financial incentives, the net TIF revenues will be sufficient to pay the costs of the Project, as contemplated under the Act, when supplemented by private debt, equity, and such other financial incentives.

6. City of Mission Meetings and Minutes

Upon approval of this Project Plan by the City, the City Clerk will attach the minutes of all City meetings where the Project was discussed as **Exhibit F**.

7. Impact on Outstanding Bonds

If bonds are issued in support of the Project, such bonds shall be payable solely from TIF revenues (or other incentive revenues) generated within the Project. Accordingly, it is anticipated that there will be no impact on bonds payable from revenues described in (a)(1)(D) of K.S.A. 12-1774 and amendments thereto caused by the Project.

8. Significant Contribution to Economic Development in the City

The redevelopment of the Property as proposed herein will provide significant economic benefits for the City by, among other things, creating a substantial commercial activity within a previously blighted area of the City.

In particular, demolition of the former shopping mall on the Property served a vital public purpose of facilitating a City-wide drainage project that benefitted the entire area surrounding the Property. In the future, the Project will provide new shopping and living opportunities, employment for the City’s residents, and it will further the City’s aim of redeveloping the East and West Gateway target areas. In addition, the Project will create viable long-term sales and property tax revenues for the City, as well as employment and commerce. It is anticipated that the Project will also be a catalyst to further revitalization within the City, with the net result of the Project being a revitalized economy for the City as a whole. The benefits derived from the Project will far exceed any costs thereof.

There are also immediate and long-term quantifiable monetary benefits to the City from the Project. The following table provides calculations as to financial benefits both during and after the TIF collection period:

City Financial Benefits During TIF Period:

	<u>Annual at Stabilization</u>	<u>Cumulative Over TIF Period</u>
.25% Street Sales Tax:	\$190,466	\$6,129,672
.375% Park Sales Tax:	\$285,698	\$9,194,509
Business License/Franchise Fees:	\$10,200	\$257,833
Stormwater Debt Repayment:	\$599,596	\$11,991,916
Total:	\$1,085,960	\$27,573,930

Annual City Financial Benefits After TIF Period:

	<u>Annual After TIF Period</u>
Annual Sales Tax Revenue:	\$2,444,587
Annual Transient Guest Tax Revenue:	\$1,332,590
Annual City Property Tax:	\$253,576
Annual City Share of County Sales Tax:	\$16,191
Annual Business License Fees:	\$15,157
Total Annual Revenue After TIF:	\$4,062,100

To put these figures in perspective, at stabilization, it is estimated that the annual revenues generated by the Project (after deducting TIF revenues) will comprise approximately 10.65% of the City's entire budget. The revenues at stabilization would also support approximately 24.27% of the City's debt-service payments on other City-wide obligations. At completion of the TIF collection period, it is estimated that the Project will produce revenues sufficient to support 24.81% of the City's budget.

The Project will also generate substantial job creation and annual visitation, which will produce spin-off economic benefits. Estimates are as follows:

Job/Visitation Creation

Est. Jobs Created (1 Employee/1,000 SF):	473
Estimated Annual Visitors:	2,500,000
Estimated Overnight Visitors:	65,000

F. Relocation Plan

The Developer, Aryeh Realty, LLC, or the City owns all of the Property in fee simple. These properties were acquired through negotiated arms-length transactions; thus, any funds required for relocation were included in the purchase price. Certain relocation payments were made to tenants that occupied the Property at the time it was purchased by the Developer, which are among the predevelopment costs to be reimbursed with TIF revenues.

III. CONCLUSION

Based on the foregoing, the City and Developer hereby submit this Project Plan for public hearing and due consideration.

EXHIBIT A – LEGAL DESCRIPTION

Lot 1, The Gateway First Plat, Part of the West half of Section 9, Township 12 South, Range 25 East, City of Mission, Johnson County, Kansas, less any portions in dedicated public street right of way (if any), more particularly described as:

All that part of the West half of Section 9, Township 12 South, Range 25 East, in the City of Mission, Johnson County, Kansas, described as follows:

COMMENCING at the Southwest corner of the Northwest Quarter of Section 9, Township 12 South, Range 25 East; thence North 1 degree 49 minutes 20 seconds West along the West line of the Northwest Quarter of said Section 9 a distance of 349.28 feet (339.15 feet Deed) to a point; thence North 88 degrees 10 minutes 40 seconds East a distance of 1740.63 feet (1742.10 feet Deed) to a point on the East right of way line of Roeland Drive, the POINT OF BEGINNING; thence North 33 degrees 29 minutes 13 seconds West along the East right of way line of Roeland Drive a distance of 358.19 feet to a point on the South right of way line of Johnson Drive; thence North 67 degrees 34 minutes 47 seconds East along the South right of way line of Johnson Drive a distance of 143.70 feet to a point; thence North 68 degrees 09 minutes 28 seconds East along the South right of way line of Johnson Drive a distance of 434.76 feet to a point; thence South 21 degrees 50 minutes 32 seconds East along the South right of way line of Johnson Drive a distance of 1.53 feet to a point; thence North 72 degrees 37 minutes 31 seconds East along the South right of way line of Johnson Drive a distance of 342.82 feet to a point; thence in a Northeasterly direction along the South right of way line of Johnson Drive and along a curve to the right, having a radius of 297.25 feet, through a central angle of 9 degrees 19 minutes 18 seconds, an arc distance of 48.36 feet to a point of compound curvature; thence in a Southeasterly direction along the South right of way line of Johnson Drive and along a curve to the right, having a radius of 106.25 feet, through a central angle of 85 degrees 00 minutes 09 seconds, an arc distance of 157.63 feet to a point of compound curvature, said point also lying on the West right of way line of Roe Avenue; thence in a Southeasterly direction along the West right of way line of Roe Avenue and along a curve to the right, having a radius of 397.25 feet, through a central angle of 9 degrees 59 minutes 48 seconds, an arc distance of 69.31 feet to a point; thence South 3 degrees 03 minutes 14 second East along the West right of way line of Roe Avenue a distance of 111.19 feet to a point; thence South 2 degrees 07 minutes 38 seconds East along the West right of way line of Roe Avenue a distance of 200.66 feet to a point; thence South 1 degree 54 minutes 32 seconds East along the West right of way line of Roe Avenue a distance of 42.62 feet to a point on the Northwesterly right of way line of Shawnee Mission Parkway (also known as US Highway 56) as established in Book 200706 at Page 003864; thence South 37 degrees 23 minutes 58 seconds West along the Northwesterly right of way line of said Shawnee Mission Parkway a distance of 936.45 feet to the point of intersection of the Northwesterly right of way line of Shawnee Mission Parkway and the East right of way line of Roeland Drive; thence North 52 degrees 36 minutes 02 seconds West along the East right of way line of Roeland Drive a distance of 44.00 feet to a point; thence in a Northwesterly direction along the East right of way line of Roeland Drive and along a curve to the right, having a radius of 260.50 feet, through a central angle of 53 degrees 32 minutes 02 seconds, an arc distance of 243.40 feet to a point of reverse curvature; thence in a Northwesterly direction along the East right of way line of Roeland Drive and along a curve to the left, having a radius of 490.00 feet, through a central angle of 34 degrees 25 minutes 13 seconds, an arc distance of 294.37 feet to a point; thence North 33 degrees 29 minutes 13 seconds West along the East right of way line of Roeland Drive a distance of 125.55 feet to the POINT OF BEGINNING and containing 721,889 Square Feet or 16.572 Acres, more or less.

EXHIBIT C – ORDINANCE NO. 1190 AND ORDINANCE NO. 1195

ORDINANCE NO. 1190

AN ORDINANCE MAKING CERTAIN FINDINGS WITH RESPECT TO THE ESTABLISHMENT OF A REDEVELOPMENT DISTRICT IN THE CITY OF MISSION, KANSAS AND ESTABLISHING A REDEVELOPMENT DISTRICT (ROCK CREEK REDEVELOPMENT).

WHEREAS, the City of Mission, Kansas (the "City"), has conducted a public hearing to consider the establishment of a redevelopment district in the City pursuant to K.S.A. 12-1770 *et seq.*, as amended (the "Act"), and Resolution No. 615 of the City adopted on November 9, 2005; and

WHEREAS, the Act provides that upon the conclusion of the public hearing the Governing Body of the City may pass an ordinance making such findings as are required by the Act and establishing a redevelopment district; and

THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS, AS FOLLOWS:

Section 1. The Governing Body of the City hereby finds and determines that the area proposed to be included as a redevelopment district is as follows:

A parcel within the city of Mission, Kansas, depicted on the attached Exhibit A.

A legal description of the area encompassing the redevelopment district is attached hereto as Exhibit B.

Section 2. The Governing Body of the City hereby finds and determines that (a) the area described in Section 1 of this Ordinance is a "blighted area" because a majority of the property in such area is within a 100-year floodplain area, and therefore, is an "eligible area" as defined in the Act, and (b) the conservation, development and redevelopment of such area is necessary to promote the general and economic welfare of the City.

Section 3. The Governing Body of the City hereby finds and determines that the district plan includes the following redevelopment project areas depicted on the attached Exhibit A which are all located within the redevelopment district described in Section 1 of this Ordinance:

Project Area 1. Redevelopment of the existing Mission Mall shopping center consisting of one or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 2. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 3. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 4. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Section 4. In accordance with the Act and Resolution 615, a redevelopment district is hereby established in the City encompassing the area described in Section 1 of this Ordinance.

Section 5. The Mayor, City Administrator, Finance Director, City Clerk and other officials and employees of the City, are hereby further authorized and directed to take such other actions as may be appropriate or desirable to accomplish the purposes of this Ordinance.

Section 6. This Ordinance shall be in full force and effect from and after its passage by the governing body of the City and publication once in the official City newspaper.

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ADOPTED by the City Council of the City of Mission, Kansas on January 11, 2005. *6*

Laura L. McConwell

Laura L. McConwell, Mayor

ATTEST:
Martha M. Sumrall

Martha M. Sumrall, City Clerk

APPROVED AS TO FORM:
DKM

David K. Martin, City Attorney

**EXHIBIT A
MAP OF ROCK CREEK REDEVELOPMENT DISTRICT**

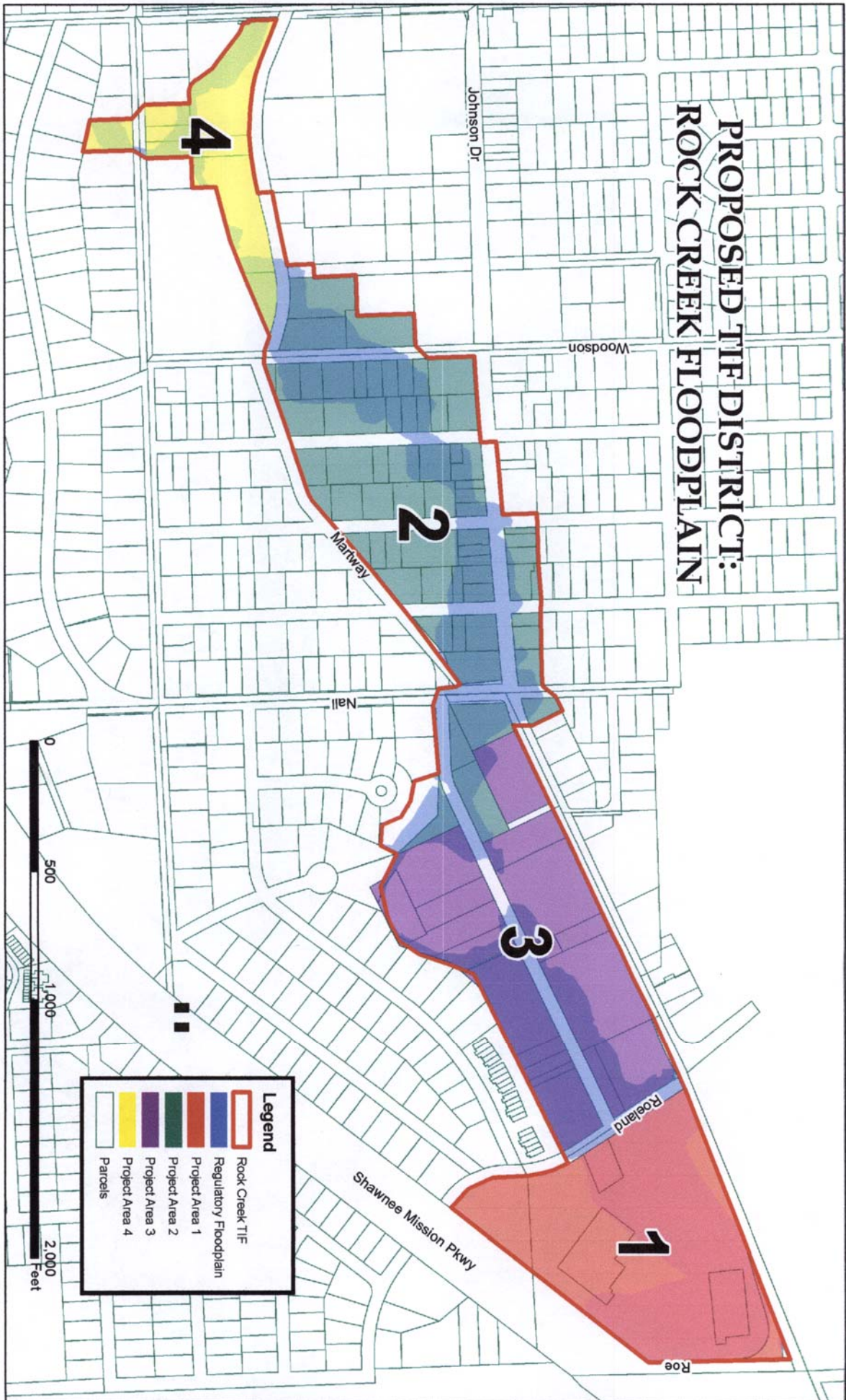


Exhibit B
CITY OF MISSION, KANSAS
ROCK CREEK REDEVELOPMENT DISTRICT
Legal Description

Tax Parcel No.: KP27500000 0020; KP27500000 0042B; KP27500000 0042A

Legal:

Lots 20 and 42, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0080C

Legal:

All that part of the South 55 feet of Lot 80 and all that part of Lot 81, Missionhill Acres, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of said Lot 81; thence N 0° 08' 04" E, along the West line of said Lot 81, a distance of 102.32 feet, to the true point of beginning of subject tract; thence S 89° 58' 25" E, along a line parallel with the North line of said Lot 81, a distance of 29.54 feet; thence S 0° 08' 04" W, along a line parallel with the West line of said Lot 81, a distance of 12.92 feet; thence S 89° 58' 25" E, along a line parallel to the North line of said Lot 81, a distance of 110.39 feet, to a point on the East line thereof; thence N 0° 08' 04" E, along the East line of said Lot 81 and along the East line of said Lot 80, a distance of 82.32 feet; thence N 88° 59' 15" W, a distance of 139.95 feet to a point on the West line of said Lot 80; thence S 0° 08' 04" W, along the West line of said Lot 80 and along the West line of said Lot 81, a distance of 71.81 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KP27500000 0104C

Legal:

Lot 104, Except the west 75 feet, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0104B; KP27500000 0104A

Legal:

The East 50 feet of the West 75 feet of Lot 104, Missionhill Acres, and also the West 25 feet of said Lot 104, Missionhill Acres, a subdivision in Johnson County, Kansas, according to the plat thereof.

Tax Parcel No.: KP27500000 0081

Legal:

Lot 81, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, except, All that part of the South 55 feet of Lot 80 and all that part of Lot 81, Missionhill

Acres, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of said Lot 81; thence N 0° 08' 04" E, along the West line of said Lot 81, a distance of 102.32 feet, to the true point of beginning of subject tract; thence S 89° 58' 25" E, along a line parallel with the North line of said Lot 81, a distance of 29.54 feet; thence S 0° 08' 04" W, along a line parallel with the West line of said Lot 81, a distance of 12.92 feet; thence S 89° 58' 25" E, along a line parallel to the North line of said Lot 81, a distance of 110.39 feet, to a point on the East line thereof; thence N 0° 08' 04" E, along the East line of said Lot 81 and along the East line of said Lot 80, a distance of 82.32 feet; thence N 88° 59' 15" W, a distance of 139.95 feet to a point on the West line of said Lot 80; thence S 0° 08' 04" W, along the West line of said Lot 80 and along the West line of said Lot 81, a distance of 71.81 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KP27500000 0021A

Legal:

Lot 21 and the North ½ of vacated 60 Street adjacent to said Lot 21 on the South, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, EXCEPT beginning at a point on the Southerly prolongation of the West line of said Lot 21 and the centerline of vacated 60 Street; thence Northeasterly along the centerline of vacated 60 Street, 77.39 feet; thence Southwesterly along a curve to the left, 63.81 feet, said curve having a radius of 170 feet, to a point, said point being in the Westerly line of said Lot 21; thence South along the Westerly line of said Lot 21, 27.25 feet to the point of beginning.

Tax Parcel No.: KP27500000 0041; KP27500000 0040B

Legal:

Tract I: Lot 41, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tract II: The North 50 feet of Lot 40, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0082B; KP27500000 0082A; KP27500000 0083A

Legal:

All of Lot 82 and the North 40 feet of Lot 83, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27600000 0003

Legal:

Lot 3, Resurvey of Lot 103, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27600000 0002; KP27600000 0001

Legal: Lots 1 and 2, Resurvey of Lot 103, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0144B; KP27500000 0144C; KP27500000 0144A

Legal:

Tract I:

Beginning at the Northeast corner of Lot 144, in Missionhill Acres, a subdivision in Johnson County, Kansas; thence in a Westerly direction along the North line of said Lot, a distance of 53.50 feet to a point; thence Southerly 117.38 feet to a point which is 52.50 feet West of the Southeast corner of said Lot 144; thence East along the South line of said Lot 52.50 feet to the Southeast corner thereof; thence North along the Easterly line of said Lot, a distance of 120 feet to the point of beginning, all a part of Section 8, Township 12, Range 25, Except that part in roads.

Tract II:

Beginning at a point in the North line of Lot 144, Missionhill Acres, a subdivision in Johnson County, Kansas, which is 30.82 feet East of the Northwest corner of said Lot 144; thence South and parallel to the West line of said Lot 144, a distance of 19.8 feet to the Northeast corner of a store building; thence in a Southerly direction along the East line of said store building a distance of 46.83 feet more or less to the Southeast corner of said store building; thence South and parallel to the West line of said Lot 144 a distance of 48 feet to a point in the South line of said Lot 144, which point is 32.75 feet East of the Southwest corner of Lot 144; thence East along the South line of said Lot 144 a distance of 54.75 feet to a point which is 52.50 feet West of the Southeast corner of Lot 144; thence in a Northerly direction distance of 117.38 feet to a point in the North line of Lot 144, which is 53.50 feet West of the Northeast corner of Lot 144; thence West along the North line of said Lot 144, a distance of 55.85 feet to the point of beginning, except that part in roads.

Tract III:

Beginning at a point on the South line of Lot 144, in Missionhill Acres, a subdivision in Johnson County, Kansas, which is 30 feet East of the Southwest corner of said Lot 144; thence North and parallel to the West line of Lot 144 a distance of 114.6 feet to a point on the North line of said Lot 144; thence East along the North line of Lot 144 distance of .78 feet to a point; thence South and parallel to the West line of Lot 144 a distance of 19.8 feet to the Northeast corner of a store building; thence in a Southerly direction along the East line of said store building a distance of 46.83 feet, more or less, to the Southeast corner of said store building to a point which is 32.75 feet East of the West line and 48 feet North of the South line of said Lot; thence South and parallel to the West line of said Lot 144, a distance of 48 feet to a point on the South line of said Lot 144; thence West 2.75 feet to the point of beginning, and all of the West 30 feet of Lot 144, Missionhill Acres, Except that part in roads.

Tax Parcel No.: KP27500000 0164

Legal:

All of Lot 164 in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas as recorded in Book 7, Plats, at Page 20, Except the following described tract: Beginning at the Southwest corner, Lot 164 in Missionhill Acres; thence North along the West line of said Lot 164 a distance of 47.63 feet to a point; thence in an easterly direction on a line parallel to and 47.63 feet North of the South line of the said Lot 164 a distance of 74.50 feet to a point; thence South along a line that is parallel to and 74.50 feet East of the West line of said Lot 164 a distance of 47.63 feet to a point in the South line of said Lot 164; thence West along the South line of said Lot 164 a distance of 74.50 feet to the point of beginning.

Tax Parcel No.: KP27500000 0205

Legal:

Lot 205, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0226

Legal:

Lot 226 Except the South 19.74 feet in the Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, being more particularly described as follows: Commencing at the Southwest corner of Lot 226 of said Missionhill Acres; thence N 00° 10' 38" W on the West line of said Lot 226 a distance of 19.74 feet to the point of beginning; thence continuing N 00° 10' 38" W on said West line a distance of 100.26 feet; thence N 88° 44' 05" E on the North line of said Lot 226 a distance of 140.68 feet; thence S 00° 04' 44" E on the East line of said Lot 226 a distance of 103.36 feet; thence N 90° 00' 00" W a distance of 140.48 feet to the point of beginning.

Tax Parcel No.: KP27500000 0225B

Owner: Groundrunner Properties, LLC, a Kansas limited liability company

Legal:

The North ½ of Lot 225 and the South 19.74 feet of Lot 226, in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, being more particularly described as follows:

Beginning at the Southwest corner of Lot 226 of said Missionhill Acres; thence North 00 degrees 10 minutes 38 seconds West on the West line of said Lot 226 a distance of 19.74 feet; thence North 90 degrees 00 minutes 00 seconds East a distance of 140.48 feet to a point on the East line of said Lot 226; thence South 00 degrees 04 minutes 44 seconds West on the East line of said Lot 226 and Lot 225, a distance of 79.74 feet to the Southeast corner of the North ½ of said Lot 225; thence South 90 degrees 00 minutes 00 seconds West a distance of 140.34 feet to the Southwest corner of the North ½ of said Lot

225; thence North 00 degrees 10 minutes 38 seconds West on the West line of said Lot 225 a distance of 60.00 feet to the Point of Beginning.

Tax Parcel No.: KP27500000 0164A

Legal:

Beginning at the Southwest corner of Lot 164 in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas; thence North along the West line of said Lot 164, a distance of 47.63 feet to a point; thence in an Easterly direction on a line parallel to and 47.63 feet North of the South line of said Lot 164, a distance of 74.50 feet to a point, thence South along a line that is parallel to and 74.50 feet East of the West line of said Lot 164, a distance of 47.63 feet to a point in the South line of the said Lot 164; thence West along the South line of said Lot 164, a distance of 74.50 feet to the point of beginning.

Tax Parcel No.: KP27500000 0101

Legal:

The North 100 feet of Lot 101 and all of Lot 102, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0145; KP27500000 0146

Legal:

Lots 145 and 146, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0083B

Legal:

The South 80 feet of Lot 83 and the North 40 feet of Lot 84, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0039

Legal:

Lot 39 and the South 70 feet of Lot 40, Missionhill Acres, City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0163; KP27500000 0206B; KP27500000 0206A;
KP27500000 0162

Legal:

Lots 162, 163 and 206, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0225A

Legal:

The South Half of Lot 225, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0084A

Legal:

The South 80 feet of Lot 84 and all of Lot 85, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0207; KP27500000 0207A

Legal:

The North 60 feet of Lot 207 and the South 60 feet of Lot 207, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KF251208-4049; KF251208-4050; KF251208-4040

Owner: Mission Hills Apartments, L.L.C., a Minnesota limited liability company

Legal:

Tract I:

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; for the True Point of Beginning; thence North, along a line 330 feet West of and parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 275.81 feet, to a point 520 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 520 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 156 feet; thence South, along a line parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, to a point in the centerline of 60th Street as now established; thence Northwesterly, Westerly and Southwesterly along the centerline of 60th Street to the True Point of Beginning, except that part in 60th Street and Dearborn Street.

Tract II:

Beginning at a point on the East line and 300 feet South of the North line of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence North 89 degrees 56 minutes West 149 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of

the Southeast Quarter, 25 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 46 feet; thence South 89 degrees 56 minutes East along a line parallel to the North line of the Northwest Quarter of the Southeast Quarter, 174 feet to the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North along said East line 266 feet more or less to the point of beginning, except that part in Woodson Street.

Tract III:

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North, along a line 330 feet West of said parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 495.81 feet, to a point 300 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 300 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 330 feet; thence South, along the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 497.90 feet to the point of beginning, EXCEPT

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; for the True Point of Beginning; thence North, along a line 330 feet West of and parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 275.81 feet, to a point 520 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 520 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 156 feet; thence South, along a line parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, to a point in the centerline of 60th Street as now established; thence Northwesterly, Westerly and Southwesterly along the centerline of 60th Street to the True Point of Beginning,

EXCEPT Beginning at a point on the East line and 300 feet South of the North line of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence North 89 degrees 56 minutes West 149 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 25 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 46 feet; thence South 89 degrees 56 minutes East along a line parallel to the North line of the Northwest Quarter of the Southeast Quarter, 174 feet to the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North along said East line 266 feet more or less to the point of beginning, EXCEPT Beginning at a point on the East line and 300 feet South of the North line of the

Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, thence North 89 degrees 56 minutes West 149 feet to the true point of beginning; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 156 feet; thence North and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 220 feet; thence South 89 degrees 56 minutes East along a line 300 feet South and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 156 feet to the true point of beginning, all in the City of Mission, Johnson County, Kansas, and except those parts in streets and roads.

Tax Parcel No.: KP27500000 0224A

Legal:

The North One-Half of Lot 224, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0100B

Legal:

All of the North 40 feet of Lot 100 and the South 20 feet of Lot 101, in Missionhill Acres, a subdivision, in Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0224B; KP27500000 0223A

Legal:

Missionhill Acres, South one-half of Lot 224, and the North one-half of Lot 223, subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof

Tax Parcel No.: KP27500000 0147

Legal:

Lot 147, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0161A

Legal:

The North half of Lot 161, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0208; KP27500000 0210

Legal:

Lots 208, 209, 210 and 211, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0100A

Legal:

The South 60 feet of the North 100 feet of Lot 100, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0160

Legal:

Lot 160, and the South half of Lot 161, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0099

Legal:

Lot 99 and the South 20 feet of Lot 100, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0223B

Legal:

The North 50 feet of the South 60 feet of Lot 223, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0148

Legal:

Lot 148, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0222

Legal:

Lot 222 except that South 9 feet thereof, and the South 10 feet of Lot 223, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0149

Legal:

All of Lot 149, Missionhill Acres, a subdivision now in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0159

Legal:

Lot 159, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0221A

Legal:

The North 77 feet of Lot 221, and the South 9 feet of Lot 222, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0220A

Legal:

The South 43 feet of Lot 221, and all of Lot 220, except that portion deeded to the City of Mission for street and highway purposes as recorded in Book 451, Deeds at Page 201, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KF251208-4033

Legal:

All that part of the Southwest Quarter of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, Johnson County, Kansas, described as follows: Beginning at a point in the West line of said Quarter Quarter Quarter Section 200 feet north of the Southwest corner; thence South 89 degrees 34 minutes East parallel to the South line of said Quarter Quarter Quarter Section 465.0 feet; thence North and parallel to the West line of said Quarter Quarter Quarter Section 182.63 feet; thence North 67 degrees 05 minutes West 504.84 feet to the West line of said Quarter Quarter Quarter Section; thence South 375.7 feet to the point of beginning,

Except that part described as follows:

The East 10 feet of the West 30 feet of all that part of the Southwest $\frac{1}{4}$ Northwest $\frac{1}{4}$ Southeast $\frac{1}{4}$ Section 8, Township 12, Range 25 described as follows: Beginning at a point in the West line of said Quarter Quarter Quarter Section, 200 feet North of the Southwest corner; thence South 89 degrees 34 minutes East parallel to the South line of said Quarter Quarter Quarter Section 465.0 feet; thence North and parallel to the West line of said Quarter Quarter Quarter Section, 182.63 feet; thence North 67 degrees 05 minutes West 504.84 feet to the West line of said Quarter Quarter Quarter Section; thence South 375.7 feet to the point of beginning, in Johnson County, Kansas,

And except

Beginning 398 feet North and 30 feet East of the Southwest corner of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 8, Township 12, Range 25; thence East 10 feet; thence North 40 feet; thence West 10 feet; thence South 40 feet to point of beginning, in Johnson County, Kansas,

And except

That part of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, described as follows: Beginning at a point on the West line of said Quarter Quarter Quarter Section, 200 feet North of the Southwest corner thereof; thence North 217.50 feet along said West line; thence East 30 feet; thence

Southeasterly 50.99 feet along a curve to the right with a radius of 75.89 feet and tangent to the last described course; thence South 51 degrees, 30 minutes East, 145.30 feet; thence Southeasterly 59.60 feet along a curve to the right with a radius of 205.62 feet and tangent to the last described course; thence South 34 degrees, 53 minutes, 37 seconds East, 54.60 feet; thence Southeasterly 55.30 feet along a curve to the left with a radius of 58.04 feet and tangent to the last described course to a point of a line 200 feet North of the South line of said Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$; thence North 89 degrees, 34 minutes, 00 seconds West, 310 feet to the point of beginning.

Tax Parcel No.: KF251208-4043

Legal:

That part of the East 300 feet of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, which lies North of the Mission City Park Property conveyed to the City of Mission by Deed recorded in Book 354 Deeds, at Page 533 and South of 60th Street, being more particularly described as follows: Commencing at a point on the East line of the Northwest Quarter of the Southeast Quarter of said Section 8, which is 527.40 feet North of the Southeast corner thereof; thence South 66 degrees 19 minutes West, along the Northerly boundary line of said Mission City Park property, a distance of 66.24 feet to the point of beginning of the tract herein described, said point of beginning being on the center line of 60th Street, as now dedicated; thence continuing South 66 degrees 19 minutes West, along the Northerly boundary of said Park property, a distance of 294.11 feet, more or less, to a point 330 feet West of the East line of said Quarter Quarter Section; thence North, along a line 330 feet West of and parallel to the East line of said Quarter Quarter Section, a distance of 147.22 feet, more or less, to the center line of the dedicated right of way of said 60th Street; thence Northeasterly, Easterly and Southeasterly along said centerline, a distance of 273.76 feet, more or less, to the point of beginning, except that part in street and roads as conveyed to the City of Mission in Book 436 Deeds, Page 621, and in Book 440 Deeds, Page 367.

Tax Parcel No.: KP27500000 0220B

Legal:

Beginning at a point on the east right-of-way line of Woodson Road, said point being the southwest corner of Lot 220, Missionhill Acres, a subdivision in Section 8, Township 12, Range 25, Johnson County, Kansas, thence north a distance of 40.84 feet to a point 54.0 feet south of the north line of said Lot 220, thence east and parallel to the north line of said Lot 220 a distance of 132.20 feet more or less to a point on the south line of said Lot 220, thence in a southwesterly direction and along the south line of said Lot 220 a distance of 138.37 feet to the point of beginning.

Tax Parcel No.: KF151208-4038

Legal:

That part of the northwest quarter of the Southeast quarter of Section 8, Township 12, Range 25, in Mission, Johnson County, Kansas, described as follows: Beginning at a point 200 feet north of the South line and 540 feet east of the west line of the northwest quarter of the southeast quarter of said Section 8, thence South 89° 43' 30" east along a line parallel with the South line of the northwest quarter of the southeast quarter of said Section 8 a distance of 121.61 feet; thence North 0° 12' 30" east along the west line of the park tract deeded to the City of Mission in Deed Book 345 at page 533 in the Office of the Register of Deeds, Olathe, Kansas, 90 feet; thence north 77° 53' 30" east along the northerly line of said park tract 248.30 feet; thence north 66° 26' 30" east along the northerly line of said park tract 95.16 feet; thence north 0° 01' 40" east 121.99 feet to the south line of 60th Street as established by the deed in Deed Book 436 at page 621 in the Office of the Register of Deeds; thence southwesterly along the south line of said 60th Street, said line being on a curve to the left having a radius of 522.19 feet and whose initial tangent bearing is south 81° 03' 00" west, a distance of 11.95 feet to a point of tangency; thence south 80° 24' 00" west along the south line of said 60th Street 446.49 feet; thence south along a line parallel with the west line of the northwest quarter of the southeast quarter of said Section 8, a distance of 224.94 feet to the point of beginning.

Tax Parcel No.: KF251208-4039

Legal:

The East 75 feet of the West 540 feet of the Northeast Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, Johnson County, Kansas, lying South of 60th Street, except the South 200 feet thereto.

Tax Parcel No.: KF251208-4030

Legal:

All of the West 65 feet of the East 185.82 feet of the South 200 feet of the Southwest ¼ of the Northwest ¼ of the Southeast ¼ of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, except that part in roads.

Tax Parcel No.: KF251208-4029

Legal:

All of the West 60 feet of the East 245.82 feet of the South 200 feet of the Southwest ¼ of the Northwest ¼ of the Southeast ¼ of Section 8, Township 12, Range 25, Johnson County, Kansas except that part in streets and roads.

Tax Parcel No.: KF251208-4031

Legal:

The West 80 feet of the East 325.82 feet of the South 200 feet of the Southwest Quarter of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, except that part now in 61st Street, now in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP07000006 0009

Legal:

Lot 9, Block 6, Countryside, a subdivision in the City Mission, Johnson County, Kansas.

Tax Parcel No.: KF251209-1008; KF251209-1013; KF251209-2002

Legal:

PARCEL 1:

All that part of the West 1/2 of Section 9, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows: From the West 1/4 corner of said Section 9 (being the same as the Southwest corner of the Northwest 1/4 of said Section 9), run thence North 0 degrees East (this and all other bearings being in relation to the West line of said Section 9, having an assumed bearing of due North-South) along said West line, a distance of 339.15 feet; thence North 90 degrees East a distance of 1742.10 feet to the true point of beginning of the tract of land herein described, said point being on the Easterly right-of-way line of Roeland Drive, as said Street is now established; thence North 31 degrees 28 minutes 08 seconds West, a distance of 358.19 feet to a point on the Southerly right-of-way line of Johnson Drive, as now established; thence North 69 degrees 35 minutes 52 seconds East along said Southerly line, a distance of 143.70 feet; thence North 70 degrees 10 minutes 33 seconds East along said Southerly line a distance of 434.76 feet to a point (being the Northwesterly corner of a tract of land condemned for right-of-way by the Kansas Turnpike Authority as Tract No. J-11 under Suit No. 24661, filed June 6, 1958, in the District Court of Johnson County, Kansas, and conveyed by instrument dated February 7, 1959, in Book 422 Deeds, at Page 233, under Document No. 574033); thence South 19 degrees 49 minutes 27 seconds East along the Westerly line of said tract, a distance of 1.53 feet; thence along the Southerly right-of-way line of the tract so condemned and conveyed, North 74 degrees 38 minutes 36 seconds East, a distance of 342.82 feet; thence Northeasterly on a curve to the right, tangent to the last described course, having a radius of 297.25 feet, a distance of 48.36 feet; thence continuing Northeasterly, Easterly and Southeasterly, on a curve to the right, having a common tangent with the last described curve at the last described point and having a radius of 106.25 feet, a distance of 157.63 feet; thence continuing Southeasterly on a curve to the right, having a common tangent with the last described curve at the last described point and having a radius of 397.25 feet, a distance of 69.33 feet; thence South 1 degree 02 minutes 09 seconds East, tangent to the last described curve, a distance of 111.19 feet; thence South 0 degrees 06 minutes 33 seconds West, parallel with and 44.55 feet West of, measured at right angles thereto, the East line of the West 1/2 of said Section 9, a distance of 200.66 feet, more or less, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence South 39 degrees 25 minutes 03 seconds West, along said Northwesterly right-of-way line, a distance of 969.42 feet to a point on the Easterly right-of-way line of said Roeland Drive; thence North 50 degrees 34 minutes 57 seconds West, along said Easterly right-of-way line of said Roeland Drive; thence North 50 degrees 34 minutes 57 seconds West, along said Easterly right-of-way line, a distance of 17 feet; thence continuing Northwesterly and Northerly, along said Easterly right-of-way line, being a curve to the right, tangent to the last described course and having a radius of 260.50 feet, a distance of 243.40 feet; thence continuing Northerly and Northwesterly, along said Easterly right-of-way line, being a curve to the left having a common tangent with the last described curve at the last described point and having a radius of 490 feet, a distance of 294.36 feet; thence North 31 degrees 28 minutes 08 seconds West along said Easterly right-of-way line, a distance of 125.55 feet, to the point of beginning;

EXCEPT THOSE PORTIONS DESCRIBED AS FOLLOWS:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of the said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, a distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of U.S. Highway No. 50, a distance of 457.42 feet; thence North 50 degrees 34 minutes 57 seconds West, along a line perpendicular to the last described course, a distance of 66.29 feet, to the true point of beginning of subject tract; thence North 50 degrees 44 minutes 32 seconds West, a distance of 286.62 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 157.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 128.87 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 50.50 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 99.75 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 15.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 10 feet; thence North 39 degrees 15 minutes 28 seconds East a distance of 16 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 48 feet; thence South 39 degrees 15 minutes 28 seconds West, a distance of 238.70 feet to the true point of beginning of subject tract;

AND

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of

125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and a central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of said U.S. Highway No. 50, a distance of 969.42 feet to a point on the Westerly right-of-way line of Roe Boulevard, as now established; thence North 0 degrees 06 minutes 33 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 200.66 feet; thence North 1 degree 02 minutes 09 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 49.27 feet; thence South 88 degrees 57 minutes 51 seconds West, along a line perpendicular to the last described course, a distance of 21.76 feet, to the true point of beginning of subject tract; thence South 84 degrees 15 minutes 28 seconds West, a distance of 277.17 feet; thence North 5 degrees 44 minutes 32 seconds West, a distance of 132.75 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 252.67 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 91.92 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 24.50 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 40.83 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KF251209-1016; KF251209-1017

Legal:

Parcel 1:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of the said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, a distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03

seconds East, along the Northwesterly right-of-way line of U.S. Highway No. 50, a distance of 457.42 feet; thence North 50 degrees 34 minutes 57 seconds West, along a line perpendicular to the last described course, a distance of 66.29 feet, to the true point of beginning of subject tract; thence North 50 degrees 44 minutes 32 seconds West, a distance of 286.62 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 157.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 128.87 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 50.50 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 99.75 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 15.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 10 feet; thence North 39 degrees 15 minutes 28 seconds East a distance of 16 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 48 feet; thence South 39 degrees 15 minutes 28 seconds West, a distance of 238.70 feet to the true point of beginning of subject tract.

Parcel 2:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and a central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of said U.S. Highway No. 50, a distance of 969.42 feet to a point on the Westerly right-of-way line of Roe Boulevard, as now established; thence North 0 degrees 06 minutes 33 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 200.66 feet; thence North 1 degree 02 minutes 09 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 49.27 feet; thence South 88 degrees 57 minutes 51 seconds West, along a line perpendicular to the last described course, a distance of 21.76 feet, to the true point of beginning of subject tract; thence South 84 degrees 15 minutes 28 seconds West, a distance of 277.17 feet; thence North 5 degrees 44 minutes 32 seconds West, a distance of 132.75 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 252.67 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 91.92 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 24.50 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 40.83 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KF251209-1014; KF251209-1011

Legal:

Commencing at the northwest corner of the northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in Johnson County, Kansas; thence North 3.70 feet to a point on the west line of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of said section; thence deflecting to the right from the last described course 65 degrees 41 minutes 50 seconds, a distance of 1332.57 feet, said line being 9.0 feet south and parallel to the center tangent line of an 18 foot wide brick slab (formerly U.S. Highway No. 50) and now known as Johnson Drive; thence Southeasterly 90 degrees to the last described course a distance of 21 feet to the point of beginning; thence continuing on the last described course a distance of 250 feet; thence in a northeasterly direction along a course which makes an angle of 90 degrees to the last described course, a distance of 335.74 feet to the westerly line of Roeland Drive; thence deflecting to the left 98 degrees 09 minutes 58 seconds a distance of 251.72 feet to the southerly right of way line of said Johnson Drive; thence southwesterly along a line which is 30 feet from the center line of said Johnson Drive 300 feet to the point of beginning AND

All that part of the South $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in the City of Mission, in said county and state, described as follows: From the northwest corner of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 9; run thence North (this and all subsequent bearings being in relation to the west line of the Southwest $\frac{1}{4}$ of said Section 9, as having an assumed bearing of due North-South), 3.70 feet to a point in a line that is 9.0 feet Southerly distance at right angles to the center tangent line of an 18 foot brick slab known as Johnson Drive formerly U.S. Highway No. 50; run thence North 66 degrees 41 minutes 50 seconds East along said line, 1386.57 feet; run thence South 23 degrees 18 minutes 10 seconds East, 271.0 feet to the true point of beginning of the tract of land herein descried; thence North 66 degrees 41 minutes 50 seconds East 281.75 feet to the Westerly right of way line of Roeland Drive as now established; thence South 31 degrees 28 minutes 08 seconds East along said Westerly right of way line, 53.21 feet to the Northerly right of way line of Martway Street, as now established; thence South 66 degrees 51 minutes 57 seconds West along said Northerly right of way line, 289.31 feet; thence North 23 degrees 18 minutes 10 seconds West, 51.82 feet to the point of beginning, EXCEPT

All that part of the South $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, described as follows: From the Northwest corner of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 9; thence run North (this and all subsequent bearings being in relation to the West line of the Southwest $\frac{1}{4}$ of said Section 9 as having an assumed bearing of due North-South) 3.70 feet to a point in a line that is 9.0 feet Southerly distance, at right angles to the center tangent line of an 18 foot wide brick slab known as Johnson Drive, formerly U.S. Highway 50; run thence North 66 degrees 41 minutes 50 seconds East along said line, 1332.57 feet; run thence South 23 degrees 18 minutes 10 seconds East, 21.0 feet to the Southerly right of way line of said

Johnson Drive, as now established, also being the true point of beginning of the tract of land herein described; thence continuing South 23 degrees 18 minutes 10 seconds East, 250.00 feet; thence North 66 degrees 41 minutes 50 seconds East, 54.0 feet; thence North 23 degrees 18 minutes 10 seconds West 250.00 feet to the Southerly right of way line of said Johnson Drive; thence South 66 degrees 41 minutes 50 seconds West along said Southerly right of way line 54.0 feet to the point of beginning.

Tax Parcel No.: KP38000000 0007

Legal:

Lots 7, 8, 9, 10, 21 and 22, Lot 23, except the East 10 feet thereof, and the East 95 feet of Lot 20, Block 5, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP38000000 0005; KP38000000 0006

Legal:

Lots 5 and 6, Block 5, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP38000000 0025A; KP38000000 0025; KP38000000 0024;
KP38000000 0023B

Legal:

All of Lots 24, 25 and 26, and the East 10 feet of Lot 23, all in Mission Village, Block 5, a subdivision in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Northeasterly corner of said Lot 26; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly line of said Lot 26, 137.74 feet to a point of curvature; thence Southeasterly along said Easterly line, on a curve to the right being tangent to the last described course having a radius of 440 feet, and an arc length of 48.65 feet to the Southeasterly corner of said Lot 26; thence South 66 degrees 41 minutes 50 seconds West along the Southerly line of said Lot 23 thru 26, 413.42 feet; thence North 23 degrees 03 minutes 34 seconds West, 185.87 feet to a point on the Northerly line of said Lot 23; thence North 66 degrees 51 minutes 26 seconds East, along the Northerly line of said Lots 23 thru 26, 389.09 feet to the point of beginning.

Tax Parcel No.: KP38000000 0004; KP38000000 0003; KP38000000 0019A;
KP38000000 0002; KP38000000 0018; KP38000000 0017; KP37500004 0002B;
KP38000000 0012A; KP38000000 0012B

Legal:

Tract I:

All that part of Lot 2, Block 4, Mission Village, a subdivision of land now in the City of Mission, Johnson County, Kansas, lying Easterly of the following described line: Beginning at a point on the Northerly line of said Lot 2, which point is 9.92 feet Southwesterly from the Northeasterly corner of said Lot 2; thence Southeasterly, to a

point in the Southerly line of said Lot 2, which is 10.83 feet Southwesterly from the Southeasterly corner of said Lot 2, and also all of Lots 3, 4 and 5, all in said Block 4, and also vacated Birch Street.

Tract II:

All that part of Lots 12 and 13, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Northeasterly corner of said Lot 13; thence South 66 degrees 51 minutes 26 seconds West, along the Northwesterly line of said Lot 13, a distance of 134.11 feet, to the Northwesterly corner thereof; thence Southwesterly and Westerly, along the Northerly line of said Lot 12, said line being on a curve to the right, having a radius of 250 feet, a distance of 74.05 feet; thence South 00 degrees East, a distance of 0.80 feet; thence South 86 degrees 07 minutes 00 seconds East, a distance of 154.66 feet, thence South 41 degrees East a distance of 210 feet, to a point on the Southerly line of said Lot 13, thence South 63 degrees 16 minutes 00 seconds East, along the Southerly line of said Lot 13, a distance of 8.41 feet, to the Southeasterly corner thereof, thence Northwesterly, along the Northeasterly line of said Lot 13, to the point of beginning, and also all of Lots 2, 3, 4, 15, 17, 18, 19 and all of Lot 20, Except the East 95 feet thereof of said Mission Village, Block 5, and also all of vacated Birch Street, lying adjacent to Lots 2 and 3, of said Mission Village, Block 5, all except that part thereof in roads and streets.

Tract III:

All that part of Lots 12 and 13, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Southwest corner of said Lot 13, thence South 85 degrees 53 minutes, 10 seconds East, along the Southerly line of said Lot 13, a distance of 81.87 feet; thence North 24 degrees, 58 minutes, 41 seconds East, along said Southerly line, a distance of 79.22 feet; thence North 41 degrees West a distance of 210.00 feet; thence North 86 degrees, 07 minutes West, a distance of 154.66 feet; thence South 13 degrees, 23 minutes, 09 seconds East, a distance of 107.56 feet to a point on the Southerly line of said Lot 12; thence Southeasterly along said Southerly line of Lot 12 and the Westerly line of said Lot 13; said lines being on a curve to the right, having an initial tangent bearing of North 77 degrees, 21 minutes 56 seconds East, a radius of 125 feet, and an arc length of 232.21 feet to the point of beginning.

Tax Parcel No.: KP35000000 0001

Legal:

Beginning 72.77 feet North and 25 feet East of the Southwest corner of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, thence Northeasterly along the Northerly line of U.S. Highway No. 50, 113.7 feet, thence North 23 degrees 23 minutes West 135 feet; thence South 66 degrees and 37 minutes West 60.1 feet, thence South 131.8 feet to the beginning; also known as Lot 1, Mission Vale, an addition according to the recorded plat thereof.

Tax Parcel No.: KP37500004 0001; KP38000000 0001

Legal:

Tract I:

All of Lot 1, EXCEPT the West 10 feet of Lot 1, Block 4, taken under Condemnation Suit No. 45522, and Lot 2, Block 4, Mission Village, lying Westerly of the following described line: Beginning at a point on the Northerly line of said Lot 2, which point is 9.92 feet Southwesterly from the Northeasterly corner of said Lot 2; thence Southeasterly to a point in the Southerly line of said Lot 2, which is 10.83 feet Southwesterly from the Southeasterly corner of said Lot 2, all in Block 4, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas.

Tract II:

All of Lot 1, Mission Village, Block 5, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP38000000 0015

Legal:

Lot 15, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP38000000 0016

Legal:

Lot 16, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, also called Martway Pumping Station.

ORDINANCE NO. 1195

AN ORDINANCE AMENDING AND RESTATING ORDINANCE NO. 1190 ESTABLISHING A REDEVELOPMENT DISTRICT (ROCK CREEK REDEVELOPMENT)

WHEREAS, on January 11, 2006, the City of Mission, Kansas (the "City"), established the Rock Creek Redevelopment District pursuant to K.S.A. 12-1770 *et seq.*, as amended, by passage of Ordinance No. 1190; and

WHEREAS, Exhibit A to Ordinance No. 1190 depicted the boundaries of redevelopment project areas within the Rock Creek Redevelopment District; and

WHEREAS, the City wishes to modify the boundary between the areas designated as Project Area 1 and Project Area 3 on Exhibit A attached to Ordinance No. 1190; and

WHEREAS, the amendment to the boundary between Project Area 1 and Project Area 3 does not constitute an addition of area to the Rock Creek Redevelopment District or a substantial change to the Rock Creek Redevelopment District;

THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MISSION, KANSAS, AS FOLLOWS:

Section 1. The Governing Body of the City hereby finds and determines that the area proposed to be included as a redevelopment district is as follows:

A parcel within the city of Mission, Kansas, depicted on the attached Exhibit A.

A legal description of the area encompassing the redevelopment district is attached hereto as Exhibit B.

Section 2. The Governing Body of the City hereby finds and determines that (a) the area described in Section 1 of this Ordinance is a "blighted area" because a majority of the property in such area is within a 100-year floodplain area, and therefore, is an "eligible area" as defined in the Act, and (b) the conservation, development and redevelopment of such area is necessary to promote the general and economic welfare of the City.

Section 3. The Governing Body of the City hereby finds and determines that the district plan includes the following redevelopment project areas depicted on the attached Exhibit A which are all located within the redevelopment district described in Section 1 of this Ordinance:

Project Area 1. Redevelopment of the existing Mission Mall shopping center and adjacent property consisting of one or more commercial and residential facilities

and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 2. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 3. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

Project Area 4. One or more commercial and residential facilities and all related infrastructure improvements including storm water improvements within the Rock Creek channel, streets, sanitary and storm sewers, water lines and all related expenses to redevelop and finance the redevelopment project.

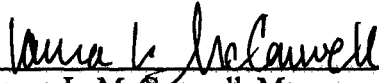
Section 4. In accordance with the Act and Resolution 615, a redevelopment district is hereby established in the City encompassing the area described in Section 1 of this Ordinance. The redevelopment district does not contain any property not referenced in Resolution 615 which provided notice of the public hearing.

Section 5. The Mayor, City Administrator, Finance Director, City Clerk and other officials and employees of the City, are hereby further authorized and directed to take such other actions as may be appropriate or desirable to accomplish the purposes of this Ordinance.

Section 6. This Ordinance shall be in full force and effect from and after its passage by the governing body of the City and publication once in the official City newspaper.

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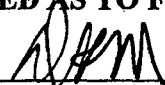
ADOPTED by the City Council of the City of Mission, Kansas on February 8,
2006.



Laura L. McConwell, Mayor

ATTEST:


Martha Sumrall, City Clerk

APPROVED AS TO FORM:


David K. Martin, City Attorney

EXHIBIT A

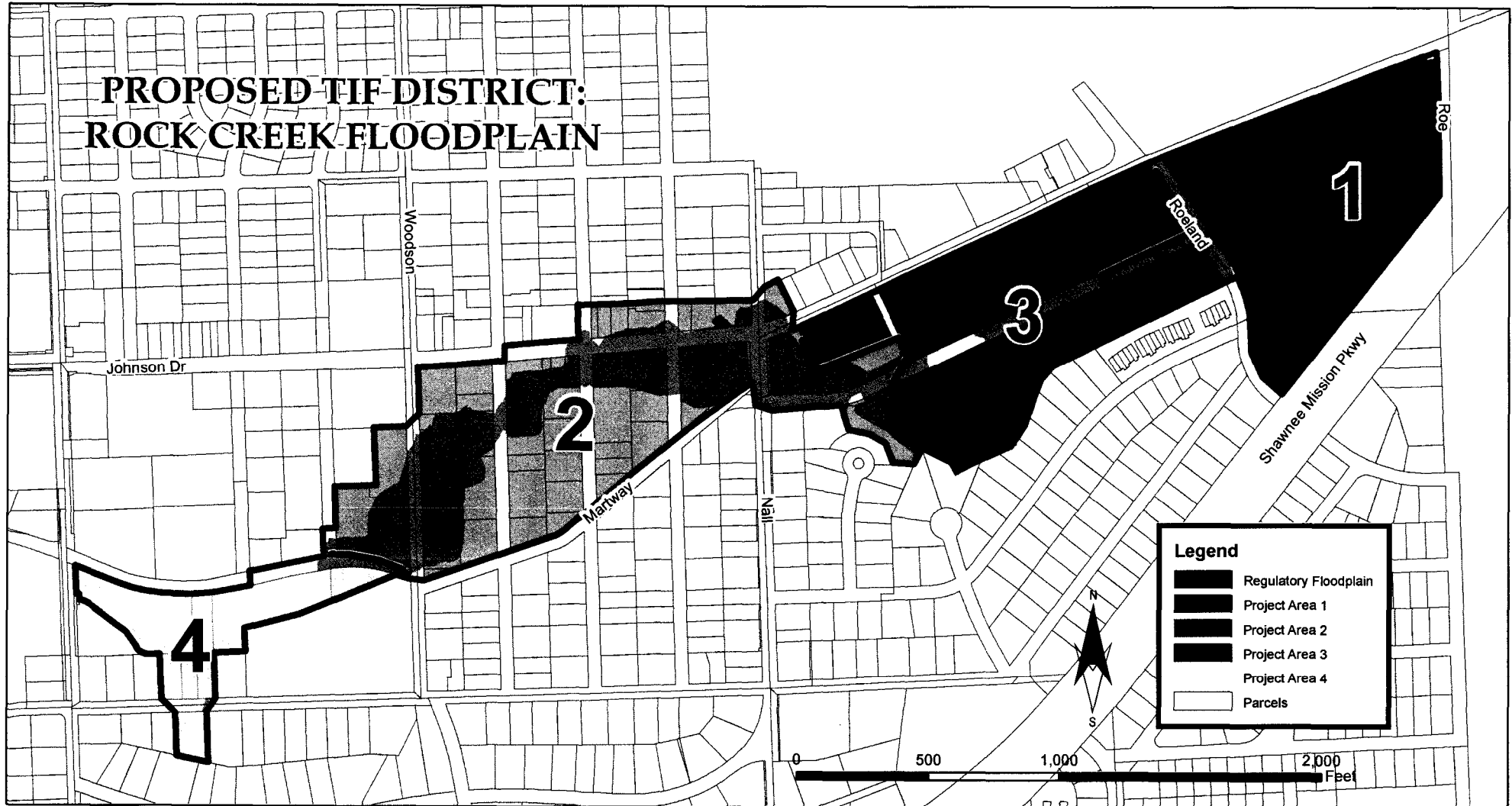


Exhibit B
CITY OF MISSION, KANSAS
ROCK CREEK REDEVELOPMENT DISTRICT
Legal Description

Tax Parcel No.: KP27500000 0020; KP27500000 0042B; KP27500000 0042A

Legal:

Lots 20 and 42, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0080C

Legal:

All that part of the South 55 feet of Lot 80 and all that part of Lot 81, Missionhill Acres, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of said Lot 81; thence N 0° 08' 04" E, along the West line of said Lot 81, a distance of 102.32 feet, to the true point of beginning of subject tract; thence S 89° 58' 25" E, along a line parallel with the North line of said Lot 81, a distance of 29.54 feet; thence S 0° 08' 04" W, along a line parallel with the West line of said Lot 81, a distance of 12.92 feet; thence S 89° 58' 25" E, along a line parallel to the North line of said Lot 81, a distance of 110.39 feet, to a point on the East line thereof; thence N 0° 08' 04" E, along the East line of said Lot 81 and along the East line of said Lot 80, a distance of 82.32 feet; thence N 88° 59' 15" W, a distance of 139.95 feet to a point on the West line of said Lot 80; thence S 0° 08' 04" W, along the West line of said Lot 80 and along the West line of said Lot 81, a distance of 71.81 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KP27500000 0104C

Legal:

Lot 104, Except the west 75 feet, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0104B; KP27500000 0104A

Legal:

The East 50 feet of the West 75 feet of Lot 104, Missionhill Acres, and also the West 25 feet of said Lot 104, Missionhill Acres, a subdivision in Johnson County, Kansas, according to the plat thereof.

Tax Parcel No.: KP27500000 0081

Legal:

Lot 81, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, except, All that part of the South 55 feet of Lot 80 and all that part of Lot 81, Missionhill

Acres, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of said Lot 81; thence N 0° 08' 04" E, along the West line of said Lot 81, a distance of 102.32 feet, to the true point of beginning of subject tract; thence S 89° 58' 25" E, along a line parallel with the North line of said Lot 81, a distance of 29.54 feet; thence S 0° 08' 04" W, along a line parallel with the West line of said Lot 81, a distance of 12.92 feet; thence S 89° 58' 25" E, along a line parallel to the North line of said Lot 81, a distance of 110.39 feet, to a point on the East line thereof; thence N 0° 08' 04" E, along the East line of said Lot 81 and along the East line of said Lot 80, a distance of 82.32 feet; thence N 88° 59' 15" W, a distance of 139.95 feet to a point on the West line of said Lot 80; thence S 0° 08' 04" W, along the West line of said Lot 80 and along the West line of said Lot 81, a distance of 71.81 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KP27500000 0021A

Legal:

Lot 21 and the North ½ of vacated 60 Street adjacent to said Lot 21 on the South, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, EXCEPT beginning at a point on the Southerly prolongation of the West line of said Lot 21 and the centerline of vacated 60 Street; thence Northeasterly along the centerline of vacated 60 Street, 77.39 feet; thence Southwesterly along a curve to the left, 63.81 feet, said curve having a radius of 170 feet, to a point, said point being in the Westerly line of said Lot 21; thence South along the Westerly line of said Lot 21, 27.25 feet to the point of beginning.

Tax Parcel No.: KP27500000 0041; KP27500000 0040B

Legal:

Tract I: Lot 41, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tract II: The North 50 feet of Lot 40, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0082B; KP27500000 0082A; KP27500000 0083A

Legal:

All of Lot 82 and the North 40 feet of Lot 83, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27600000 0003

Legal:

Lot 3, Resurvey of Lot 103, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27600000 0002; KP27600000 0001

Legal: Lots 1 and 2, Resurvey of Lot 103, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0144B; KP27500000 0144C; KP27500000 0144A

Legal:

Tract I:

Beginning at the Northeast corner of Lot 144, in Missionhill Acres, a subdivision in Johnson County, Kansas; thence in a Westerly direction along the North line of said Lot, a distance of 53.50 feet to a point; thence Southerly 117.38 feet to a point which is 52.50 feet West of the Southeast corner of said Lot 144; thence East along the South line of said Lot 52.50 feet to the Southeast corner thereof; thence North along the Easterly line of said Lot, a distance of 120 feet to the point of beginning, all a part of Section 8, Township 12, Range 25, Except that part in roads.

Tract II:

Beginning at a point in the North line of Lot 144, Missionhill Acres, a subdivision in Johnson County, Kansas, which is 30.82 feet East of the Northwest corner of said Lot 144; thence South and parallel to the West line of said Lot 144, a distance of 19.8 feet to the Northeast corner of a store building; thence in a Southerly direction along the East line of said store building a distance of 46.83 feet more or less to the Southeast corner of said store building; thence South and parallel to the West line of said Lot 144 a distance of 48 feet to a point in the South line of said Lot 144, which point is 32.75 feet East of the Southwest corner of Lot 144; thence East along the South line of said Lot 144 a distance of 54.75 feet to a point which is 52.50 feet West of the Southeast corner of Lot 144; thence in a Northerly direction distance of 117.38 feet to a point in the North line of Lot 144, which is 53.50 feet West of the Northeast corner of Lot 144; thence West along the North line of said Lot 144, a distance of 55.85 feet to the point of beginning, except that part in roads.

Tract III:

Beginning at a point on the South line of Lot 144, in Missionhill Acres, a subdivision in Johnson County, Kansas, which is 30 feet East of the Southwest corner of said Lot 144; thence North and parallel to the West line of Lot 144 a distance of 114.6 feet to a point on the North line of said Lot 144; thence East along the North line of Lot 144 distance of .78 feet to a point; thence South and parallel to the West line of Lot 144 a distance of 19.8 feet to the Northeast corner of a store building; thence in a Southerly direction along the East line of said store building a distance of 46.83 feet, more or less, to the Southeast corner of said store building to a point which is 32.75 feet East of the West line and 48 feet North of the South line of said Lot; thence South and parallel to the West line of said Lot 144, a distance of 48 feet to a point on the South line of said Lot 144; thence West 2.75 feet to the point of beginning, and all of the West 30 feet of Lot 144, Missionhill Acres, Except that part in roads.

Tax Parcel No.: KP27500000 0164

Legal:

All of Lot 164 in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas as recorded in Book 7, Plats, at Page 20, Except the following described tract: Beginning at the Southwest corner, Lot 164 in Missionhill Acres; thence North along the West line of said Lot 164 a distance of 47.63 feet to a point; thence in an easterly direction on a line parallel to and 47.63 feet North of the South line of the said Lot 164 a distance of 74.50 feet to a point; thence South along a line that is parallel to and 74.50 feet East of the West line of said Lot 164 a distance of 47.63 feet to a point in the South line of said Lot 164; thence West along the South line of said Lot 164 a distance of 74.50 feet to the point of beginning.

Tax Parcel No.: KP27500000 0205

Legal:

Lot 205, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0226

Legal:

Lot 226 Except the South 19.74 feet in the Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, being more particularly described as follows: Commencing at the Southwest corner of Lot 226 of said Missionhill Acres; thence N 00° 10' 38" W on the West line of said Lot 226 a distance of 19.74 feet to the point of beginning; thence continuing N 00° 10' 38" W on said West line a distance of 100.26 feet; thence N 88° 44' 05" E on the North line of said Lot 226 a distance of 140.68 feet; thence S 00° 04' 44" E on the East line of said Lot 226 a distance of 103.36 feet; thence N 90° 00' 00" W a distance of 140.48 feet to the point of beginning.

Tax Parcel No.: KP27500000 0225B

Owner: Groundrunner Properties, LLC, a Kansas limited liability company

Legal:

The North ½ of Lot 225 and the South 19.74 feet of Lot 226, in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, being more particularly described as follows:

Beginning at the Southwest corner of Lot 226 of said Missionhill Acres; thence North 00 degrees 10 minutes 38 seconds West on the West line of said Lot 226 a distance of 19.74 feet; thence North 90 degrees 00 minutes 00 seconds East a distance of 140.48 feet to a point on the East line of said Lot 226; thence South 00 degrees 04 minutes 44 seconds West on the East line of said Lot 226 and Lot 225, a distance of 79.74 feet to the Southeast corner of the North ½ of said Lot 225; thence South 90 degrees 00 minutes 00 seconds West a distance of 140.34 feet to the Southwest corner of the North ½ of said Lot

225; thence North 00 degrees 10 minutes 38 seconds West on the West line of said Lot 225 a distance of 60.00 feet to the Point of Beginning.

Tax Parcel No.: KP27500000 0164A

Legal:

Beginning at the Southwest corner of Lot 164 in Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas; thence North along the West line of said Lot 164, a distance of 47.63 feet to a point; thence in an Easterly direction on a line parallel to and 47.63 feet North of the South line of said Lot 164, a distance of 74.50 feet to a point, thence South along a line that is parallel to and 74.50 feet East of the West line of said Lot 164, a distance of 47.63 feet to a point in the South line of the said Lot 164; thence West along the South line of said Lot 164, a distance of 74.50 feet to the point of beginning.

Tax Parcel No.: KP27500000 0101

Legal:

The North 100 feet of Lot 101 and all of Lot 102, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0145; KP27500000 0146

Legal:

Lots 145 and 146, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0083B

Legal:

The South 80 feet of Lot 83 and the North 40 feet of Lot 84, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0039

Legal:

Lot 39 and the South 70 feet of Lot 40, Missionhill Acres, City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0163; KP27500000 0206B; KP27500000 0206A;
KP27500000 0162

Legal:

Lots 162, 163 and 206, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0225A

Legal:

The South Half of Lot 225, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0084A

Legal:

The South 80 feet of Lot 84 and all of Lot 85, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0207; KP27500000 0207A

Legal:

The North 60 feet of Lot 207 and the South 60 feet of Lot 207, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KF251208-4049; KF251208-4050; KF251208-4040

Owner: Mission Hills Apartments, L.L.C., a Minnesota limited liability company

Legal:

Tract I:

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; for the True Point of Beginning; thence North, along a line 330 feet West of and parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 275.81 feet, to a point 520 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 520 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 156 feet; thence South, along a line parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, to a point in the centerline of 60th Street as now established; thence Northwesterly, Westerly and Southwesterly along the centerline of 60th Street to the True Point of Beginning, except that part in 60th Street and Dearborn Street.

Tract II:

Beginning at a point on the East line and 300 feet South of the North line of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence North 89 degrees 56 minutes West 149 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of

the Southeast Quarter, 25 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 46 feet; thence South 89 degrees 56 minutes East along a line parallel to the North line of the Northwest Quarter of the Southeast Quarter, 174 feet to the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North along said East line 266 feet more or less to the point of beginning, except that part in Woodson Street.

Tract III:

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North, along a line 330 feet West of said parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 495.81 feet, to a point 300 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 300 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 330 feet; thence South, along the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 497.90 feet to the point of beginning, EXCEPT

Beginning at a point on the East line and 527.40 feet North of the Southeast corner of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence South 66 degrees 19 minutes West, along the Northerly property line of the Mission City Park property, 66.24 feet to the centerline of 60th Street, as now dedicated; thence Northwesterly, Westerly and Southwesterly, along the centerline of said 60th Street Right-of-Way, 273.76 feet, to a point 330 feet West of the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; for the True Point of Beginning; thence North, along a line 330 feet West of and parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, 275.81 feet, to a point 520 feet South of the North line of the Southeast Quarter of Section 8; thence South 89 degrees 56 minutes East, along a line 520 feet South of and parallel to the North line of the Southeast Quarter of Section 8, 156 feet; thence South, along a line parallel to the East line of the Northwest Quarter of the Southeast Quarter of Section 8, to a point in the centerline of 60th Street as now established; thence Northwesterly, Westerly and Southwesterly along the centerline of 60th Street to the True Point of Beginning,

EXCEPT Beginning at a point on the East line and 300 feet South of the North line of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, City of Mission, Johnson County, Kansas; thence North 89 degrees 56 minutes West 149 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 25 feet; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 46 feet; thence South 89 degrees 56 minutes East along a line parallel to the North line of the Northwest Quarter of the Southeast Quarter, 174 feet to the East line of the Northwest Quarter of the Southeast Quarter of said Section 8; thence North along said East line 266 feet more or less to the point of beginning, EXCEPT Beginning at a point on the East line and 300 feet South of the North line of the

Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, thence North 89 degrees 56 minutes West 149 feet to the true point of beginning; thence South and parallel to the East line of the Northwest Quarter of the Southeast Quarter 220 feet; thence West and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 156 feet; thence North and parallel to the East line of the Northwest Quarter of the Southeast Quarter, 220 feet; thence South 89 degrees 56 minutes East along a line 300 feet South and parallel to the North line of the Northwest Quarter of the Southeast Quarter, 156 feet to the true point of beginning, all in the City of Mission, Johnson County, Kansas, and except those parts in streets and roads.

Tax Parcel No.: KP27500000 0224A

Legal:

The North One-Half of Lot 224, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0100B

Legal:

All of the North 40 feet of Lot 100 and the South 20 feet of Lot 101, in Missionhill Acres, a subdivision, in Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0224B; KP27500000 0223A

Legal:

Missionhill Acres, South one-half of Lot 224, and the North one-half of Lot 223, subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof

Tax Parcel No.: KP27500000 0147

Legal:

Lot 147, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0161A

Legal:

The North half of Lot 161, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0208; KP27500000 0210

Legal:

Lots 208, 209, 210 and 211, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0100A

Legal:

The South 60 feet of the North 100 feet of Lot 100, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0160

Legal:

Lot 160, and the South half of Lot 161, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0099

Legal:

Lot 99 and the South 20 feet of Lot 100, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0223B

Legal:

The North 50 feet of the South 60 feet of Lot 223, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0148

Legal:

Lot 148, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0222

Legal:

Lot 222 except that South 9 feet thereof, and the South 10 feet of Lot 223, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP27500000 0149

Legal:

All of Lot 149, Missionhill Acres, a subdivision now in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0159

Legal:

Lot 159, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP27500000 0221A

Legal:

The North 77 feet of Lot 221, and the South 9 feet of Lot 222, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP27500000 0220A

Legal:

The South 43 feet of Lot 221, and all of Lot 220, except that portion deeded to the City of Mission for street and highway purposes as recorded in Book 451, Deeds at Page 201, Missionhill Acres, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KF251208-4033

Legal:

All that part of the Southwest Quarter of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, Johnson County, Kansas, described as follows: Beginning at a point in the West line of said Quarter Quarter Quarter Section 200 feet north of the Southwest corner; thence South 89 degrees 34 minutes East parallel to the South line of said Quarter Quarter Quarter Section 465.0 feet; thence North and parallel to the West line of said Quarter Quarter Quarter Section 182.63 feet; thence North 67 degrees 05 minutes West 504.84 feet to the West line of said Quarter Quarter Quarter Section; thence South 375.7 feet to the point of beginning,

Except that part described as follows:

The East 10 feet of the West 30 feet of all that part of the Southwest $\frac{1}{4}$ Northwest $\frac{1}{4}$ Southeast $\frac{1}{4}$ Section 8, Township 12, Range 25 described as follows: Beginning at a point in the West line of said Quarter Quarter Quarter Section, 200 feet North of the Southwest corner; thence South 89 degrees 34 minutes East parallel to the South line of said Quarter Quarter Quarter Section 465.0 feet; thence North and parallel to the West line of said Quarter Quarter Quarter Section, 182.63 feet; thence North 67 degrees 05 minutes West 504.84 feet to the West line of said Quarter Quarter Quarter Section; thence South 375.7 feet to the point of beginning, in Johnson County, Kansas,

And except

Beginning 398 feet North and 30 feet East of the Southwest corner of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 8, Township 12, Range 25; thence East 10 feet; thence North 40 feet; thence West 10 feet; thence South 40 feet to point of beginning, in Johnson County, Kansas,

And except

That part of the Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, described as follows: Beginning at a point on the West line of said Quarter Quarter Quarter Section, 200 feet North of the Southwest corner thereof; thence North 217.50 feet along said West line; thence East 30 feet; thence

Southeasterly 50.99 feet along a curve to the right with a radius of 75.89 feet and tangent to the last described course; thence South 51 degrees, 30 minutes East, 145.30 feet; thence Southeasterly 59.60 feet along a curve to the right with a radius of 205.62 feet and tangent to the last described course; thence South 34 degrees, 53 minutes, 37 seconds East, 54.60 feet; thence Southeasterly 55.30 feet along a curve to the left with a radius of 58.04 feet and tangent to the last described course to a point of a line 200 feet North of the South line of said Northwest $\frac{1}{4}$ of the Southeast $\frac{1}{4}$; thence North 89 degrees, 34 minutes, 00 seconds West, 310 feet to the point of beginning.

Tax Parcel No.: KF251208-4043

Legal:

That part of the East 300 feet of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, which lies North of the Mission City Park Property conveyed to the City of Mission by Deed recorded in Book 354 Deeds, at Page 533 and South of 60th Street, being more particularly described as follows: Commencing at a point on the East line of the Northwest Quarter of the Southeast Quarter of said Section 8, which is 527.40 feet North of the Southeast corner thereof; thence South 66 degrees 19 minutes West, along the Northerly boundary line of said Mission City Park property, a distance of 66.24 feet to the point of beginning of the tract herein described, said point of beginning being on the center line of 60th Street, as now dedicated; thence continuing South 66 degrees 19 minutes West, along the Northerly boundary of said Park property, a distance of 294.11 feet, more or less, to a point 330 feet West of the East line of said Quarter Quarter Section; thence North, along a line 330 feet West of and parallel to the East line of said Quarter Quarter Section, a distance of 147.22 feet, more or less, to the center line of the dedicated right of way of said 60th Street; thence Northeasterly, Easterly and Southeasterly along said centerline, a distance of 273.76 feet, more or less, to the point of beginning, except that part in street and roads as conveyed to the City of Mission in Book 436 Deeds, Page 621, and in Book 440 Deeds, Page 367.

Tax Parcel No.: KP27500000 0220B

Legal:

Beginning at a point on the east right-of-way line of Woodson Road, said point being the southwest corner of Lot 220, Missionhill Acres, a subdivision in Section 8, Township 12, Range 25, Johnson County, Kansas, thence north a distance of 40.84 feet to a point 54.0 feet south of the north line of said Lot 220, thence east and parallel to the north line of said Lot 220 a distance of 132.20 feet more or less to a point on the south line of said Lot 220, thence in a southwesterly direction and along the south line of said Lot 220 a distance of 138.37 feet to the point of beginning.

Tax Parcel No.: KF151208-4038

Legal:

That part of the northwest quarter of the Southeast quarter of Section 8, Township 12, Range 25, in Mission, Johnson County, Kansas, described as follows: Beginning at a point 200 feet north of the South line and 540 feet east of the west line of the northwest quarter of the southeast quarter of said Section 8, thence South 89° 43' 30" east along a line parallel with the South line of the northwest quarter of the southeast quarter of said Section 8 a distance of 121.61 feet; thence North 0° 12' 30" east along the west line of the park tract deeded to the City of Mission in Deed Book 345 at page 533 in the Office of the Register of Deeds, Olathe, Kansas, 90 feet; thence north 77° 53' 30" east along the northerly line of said park tract 248.30 feet; thence north 66° 26' 30" east along the northerly line of said park tract 95.16 feet; thence north 0° 01' 40" east 121.99 feet to the south line of 60th Street as established by the deed in Deed Book 436 at page 621 in the Office of the Register of Deeds; thence southwesterly along the south line of said 60th Street, said line being on a curve to the left having a radius of 522.19 feet and whose initial tangent bearing is south 81° 03' 00" west, a distance of 11.95 feet to a point of tangency; thence south 80° 24' 00" west along the south line of said 60th Street 446.49 feet; thence south along a line parallel with the west line of the northwest quarter of the southeast quarter of said Section 8, a distance of 224.94 feet to the point of beginning.

Tax Parcel No.: KF251208-4039

Legal:

The East 75 feet of the West 540 feet of the Northeast Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, Johnson County, Kansas, lying South of 60th Street, except the South 200 feet thereto.

Tax Parcel No.: KF251208-4030

Legal:

All of the West 65 feet of the East 185.82 feet of the South 200 feet of the Southwest ¼ of the Northwest ¼ of the Southeast ¼ of Section 8, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, except that part in roads.

Tax Parcel No.: KF251208-4029

Legal:

All of the West 60 feet of the East 245.82 feet of the South 200 feet of the Southwest ¼ of the Northwest ¼ of the Southeast ¼ of Section 8, Township 12, Range 25, Johnson County, Kansas except that part in streets and roads.

Tax Parcel No.: KF251208-4031

Legal:

The West 80 feet of the East 325.82 feet of the South 200 feet of the Southwest Quarter of the Northwest Quarter of the Southeast Quarter of Section 8, Township 12, Range 25, except that part now in 61st Street, now in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP07000006 0009

Legal:

Lot 9, Block 6, Countryside, a subdivision in the City Mission, Johnson County, Kansas.

Tax Parcel No.: KF251209-1008; KF251209-1013; KF251209-2002

Legal:

PARCEL 1:

All that part of the West 1/2 of Section 9, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, more particularly described as follows: From the West 1/4 corner of said Section 9 (being the same as the Southwest corner of the Northwest 1/4 of said Section 9), run thence North 0 degrees East (this and all other bearings being in relation to the West line of said Section 9, having an assumed bearing of due North-South) along said West line, a distance of 339.15 feet; thence North 90 degrees East a distance of 1742.10 feet to the true point of beginning of the tract of land herein described, said point being on the Easterly right-of-way line of Roeland Drive, as said Street is now established; thence North 31 degrees 28 minutes 08 seconds West, a distance of 358.19 feet to a point on the Southerly right-of-way line of Johnson Drive, as now established; thence North 69 degrees 35 minutes 52 seconds East along said Southerly line, a distance of 143.70 feet; thence North 70 degrees 10 minutes 33 seconds East along said Southerly line a distance of 434.76 feet to a point (being the Northwesterly corner of a tract of land condemned for right-of-way by the Kansas Turnpike Authority as Tract No. J-11 under Suit No. 24661, filed June 6, 1958, in the District Court of Johnson County, Kansas, and conveyed by instrument dated February 7, 1959, in Book 422 Deeds, at Page 233, under Document No. 574033); thence South 19 degrees 49 minutes 27 seconds East along the Westerly line of said tract, a distance of 1.53 feet; thence along the Southerly right-of-way line of the tract so condemned and conveyed, North 74 degrees 38 minutes 36 seconds East, a distance of 342.82 feet; thence Northeasterly on a curve to the right, tangent to the last described course, having a radius of 297.25 feet, a distance of 48.36 feet; thence continuing Northeasterly, Easterly and Southeasterly, on a curve to the right, having a common tangent with the last described curve at the last described point and having a radius of 106.25 feet, a distance of 157.63 feet; thence continuing Southeasterly on a curve to the right, having a common tangent with the last described curve at the last described point and having a radius of 397.25 feet, a distance of 69.33 feet; thence South 1 degree 02 minutes 09 seconds East, tangent to the last described curve, a distance of 111.19 feet; thence South 0 degrees 06 minutes 33 seconds West, parallel with and 44.55 feet West of, measured at right angles thereto, the East line of the West 1/2 of said Section 9, a distance of 200.66 feet, more or less, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence South 39 degrees 25 minutes 03 seconds West, along said Northwesterly right-of-way line, a distance of 969.42 feet to a point on the Easterly right-of-way line of said Roeland Drive; thence North 50 degrees 34 minutes 57 seconds West, along said Easterly right-of-way line of said Roeland Drive; thence North 50 degrees 34 minutes 57 seconds West, along said Easterly right-of-way line, a distance of 17 feet; thence continuing Northwesterly and Northerly, along said Easterly right-of-way line, being a curve to the right, tangent to the last described course and having a radius of 260.50 feet, a distance of 243.40 feet; thence continuing Northerly and Northwesterly, along said Easterly right-of-way line, being a curve to the left having a common tangent with the last described curve at the last described point and having a radius of 490 feet, a distance of 294.36 feet; thence North 31 degrees 28 minutes 08 seconds West along said Easterly right-of-way line, a distance of 125.55 feet, to the point of beginning;

EXCEPT THOSE PORTIONS DESCRIBED AS FOLLOWS:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of the said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, a distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of U.S. Highway No. 50, a distance of 457.42 feet; thence North 50 degrees 34 minutes 57 seconds West, along a line perpendicular to the last described course, a distance of 66.29 feet, to the true point of beginning of subject tract; thence North 50 degrees 44 minutes 32 seconds West, a distance of 286.62 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 157.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 128.87 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 50.50 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 99.75 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 15.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 10 feet; thence North 39 degrees 15 minutes 28 seconds East a distance of 16 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 48 feet; thence South 39 degrees 15 minutes 28 seconds West, a distance of 238.70 feet to the true point of beginning of subject tract;

AND

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of

125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and a central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of said U.S. Highway No. 50, a distance of 969.42 feet to a point on the Westerly right-of-way line of Roe Boulevard, as now established; thence North 0 degrees 06 minutes 33 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 200.66 feet; thence North 1 degree 02 minutes 09 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 49.27 feet; thence South 88 degrees 57 minutes 51 seconds West, along a line perpendicular to the last described course, a distance of 21.76 feet, to the true point of beginning of subject tract; thence South 84 degrees 15 minutes 28 seconds West, a distance of 277.17 feet; thence North 5 degrees 44 minutes 32 seconds West, a distance of 132.75 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 252.67 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 91.92 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 24.50 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 40.83 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KF251209-1016; KF251209-1017

Legal:

Parcel 1:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the West line of the Northwest 1/4 of the said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, a distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03

seconds East, along the Northwesterly right-of-way line of U.S. Highway No. 50, a distance of 457.42 feet; thence North 50 degrees 34 minutes 57 seconds West, along a line perpendicular to the last described course, a distance of 66.29 feet, to the true point of beginning of subject tract; thence North 50 degrees 44 minutes 32 seconds West, a distance of 286.62 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 157.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 128.87 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 50.50 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 99.75 feet; thence North 39 degrees 15 minutes 28 seconds East, a distance of 15.10 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 10 feet; thence North 39 degrees 15 minutes 28 seconds East a distance of 16 feet; thence South 50 degrees 44 minutes 32 seconds East, a distance of 48 feet; thence South 39 degrees 15 minutes 28 seconds West, a distance of 238.70 feet to the true point of beginning of subject tract.

Parcel 2:

All that part of the West 1/2 of Section 9, Township 12, Range 25, now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Commencing at the Southwest corner of the Northwest 1/4 of said Section 9; thence North 0 degrees East, along the 3 West line of the Northwest 1/4 of said Section 9, a distance of 339.15 feet; thence North 90 degrees East, a distance of 1742.10 feet, to a point on the Easterly right-of-way line of Roeland Drive, as now established; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 125.55 feet, to a point of curvature; thence Southeasterly and Southerly, along the Easterly right-of-way line of said Roeland Drive, said line being on a curve to the right, having a radius of 490 feet, and a central angle of 34 degrees 25 minutes 13 seconds, a distance of 294.36 feet, to a point of reverse curvature; thence Southerly and Southeasterly, along a curve to the left, having a radius of 260.50 feet, a central angle of 53 degrees 32 minutes 02 seconds, and whose initial tangent bearing is South 2 degrees 57 minutes 05 seconds West, distance of 243.40 feet, to a point of tangency; thence South 50 degrees 34 minutes 57 seconds East, along the Easterly right-of-way line of said Roeland Drive, a distance of 17 feet, to a point on the Northwesterly right-of-way line of U.S. Highway No. 50, as now established; thence North 39 degrees 25 minutes 03 seconds East, along the Northwesterly right-of-way line of said U.S. Highway No. 50, a distance of 969.42 feet to a point on the Westerly right-of-way line of Roe Boulevard, as now established; thence North 0 degrees 06 minutes 33 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 200.66 feet; thence North 1 degree 02 minutes 09 seconds West, along the Westerly right-of-way line of said Roe Boulevard, a distance of 49.27 feet; thence South 88 degrees 57 minutes 51 seconds West, along a line perpendicular to the last described course, a distance of 21.76 feet, to the true point of beginning of subject tract; thence South 84 degrees 15 minutes 28 seconds West, a distance of 277.17 feet; thence North 5 degrees 44 minutes 32 seconds West, a distance of 132.75 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 252.67 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 91.92 feet; thence North 84 degrees 15 minutes 28 seconds East, a distance of 24.50 feet; thence South 5 degrees 44 minutes 32 seconds East, a distance of 40.83 feet, to the true point of beginning of subject tract.

Tax Parcel No.: KF251209-1014; KF251209-1011

Legal:

Commencing at the northwest corner of the northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in Johnson County, Kansas; thence North 3.70 feet to a point on the west line of the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of said section; thence deflecting to the right from the last described course 65 degrees 41 minutes 50 seconds, a distance of 1332.57 feet, said line being 9.0 feet south and parallel to the center tangent line of an 18 foot wide brick slab (formerly U.S. Highway No. 50) and now known as Johnson Drive; thence Southeasterly 90 degrees to the last described course a distance of 21 feet to the point of beginning; thence continuing on the last described course a distance of 250 feet; thence in a northeasterly direction along a course which makes an angle of 90 degrees to the last described course, a distance of 335.74 feet to the westerly line of Roeland Drive; thence deflecting to the left 98 degrees 09 minutes 58 seconds a distance of 251.72 feet to the southerly right of way line of said Johnson Drive; thence southwesterly along a line which is 30 feet from the center line of said Johnson Drive 300 feet to the point of beginning AND

All that part of the South $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in the City of Mission, in said county and state, described as follows: From the northwest corner of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 9; run thence North (this and all subsequent bearings being in relation to the west line of the Southwest $\frac{1}{4}$ of said Section 9, as having an assumed bearing of due North-South), 3.70 feet to a point in a line that is 9.0 feet Southerly distance at right angles to the center tangent line of an 18 foot brick slab known as Johnson Drive formerly U.S. Highway No. 50; run thence North 66 degrees 41 minutes 50 seconds East along said line, 1386.57 feet; run thence South 23 degrees 18 minutes 10 seconds East, 271.0 feet to the true point of beginning of the tract of land herein described; thence North 66 degrees 41 minutes 50 seconds East 281.75 feet to the Westerly right of way line of Roeland Drive as now established; thence South 31 degrees 28 minutes 08 seconds East along said Westerly right of way line, 53.21 feet to the Northerly right of way line of Martway Street, as now established; thence South 66 degrees 51 minutes 57 seconds West along said Northerly right of way line, 289.31 feet; thence North 23 degrees 18 minutes 10 seconds West, 51.82 feet to the point of beginning, EXCEPT

All that part of the South $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, in the City of Mission, Johnson County, Kansas, described as follows: From the Northwest corner of the Northwest $\frac{1}{4}$ of the Southwest $\frac{1}{4}$ of said Section 9; thence run North (this and all subsequent bearings being in relation to the West line of the Southwest $\frac{1}{4}$ of said Section 9 as having an assumed bearing of due North-South) 3.70 feet to a point in a line that is 9.0 feet Southerly distance, at right angles to the center tangent line of an 18 foot wide brick slab known as Johnson Drive, formerly U.S. Highway 50; run thence North 66 degrees 41 minutes 50 seconds East along said line, 1332.57 feet; run thence South 23 degrees 18 minutes 10 seconds East, 21.0 feet to the Southerly right of way line of said

Johnson Drive, as now established, also being the true point of beginning of the tract of land herein described; thence continuing South 23 degrees 18 minutes 10 seconds East, 250.00 feet; thence North 66 degrees 41 minutes 50 seconds East, 54.0 feet; thence North 23 degrees 18 minutes 10 seconds West 250.00 feet to the Southerly right of way line of said Johnson Drive; thence South 66 degrees 41 minutes 50 seconds West along said Southerly right of way line 54.0 feet to the point of beginning.

Tax Parcel No.: KP38000000 0007

Legal:

Lots 7, 8, 9, 10, 21 and 22, Lot 23, except the East 10 feet thereof, and the East 95 feet of Lot 20, Block 5, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP38000000 0005; KP38000000 0006

Legal:

Lots 5 and 6, Block 5, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas, according to the recorded plat thereof.

Tax Parcel No.: KP38000000 0025A; KP38000000 0025; KP38000000 0024;
KP38000000 0023B

Legal:

All of Lots 24, 25 and 26, and the East 10 feet of Lot 23, all in Mission Village, Block 5, a subdivision in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Northeasterly corner of said Lot 26; thence South 31 degrees 28 minutes 08 seconds East, along the Easterly line of said Lot 26, 137.74 feet to a point of curvature; thence Southeasterly along said Easterly line, on a curve to the right being tangent to the last described course having a radius of 440 feet, and an arc length of 48.65 feet to the Southeasterly corner of said Lot 26; thence South 66 degrees 41 minutes 50 seconds West along the Southerly line of said Lot 23 thru 26, 413.42 feet; thence North 23 degrees 03 minutes 34 seconds West, 185.87 feet to a point on the Northerly line of said Lot 23; thence North 66 degrees 51 minutes 26 seconds East, along the Northerly line of said Lots 23 thru 26, 389.09 feet to the point of beginning.

Tax Parcel No.: KP38000000 0004; KP38000000 0003; KP38000000 0019A;
KP38000000 0002; KP38000000 0018; KP38000000 0017; KP37500004 0002B;
KP38000000 0012A; KP38000000 0012B

Legal:

Tract I:

All that part of Lot 2, Block 4, Mission Village, a subdivision of land now in the City of Mission, Johnson County, Kansas, lying Easterly of the following described line: Beginning at a point on the Northerly line of said Lot 2, which point is 9.92 feet Southwesterly from the Northeasterly corner of said Lot 2; thence Southeasterly, to a

point in the Southerly line of said Lot 2, which is 10.83 feet Southwesterly from the Southeasterly corner of said Lot 2, and also all of Lots 3, 4 and 5, all in said Block 4, and also vacated Birch Street.

Tract II:

All that part of Lots 12 and 13, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Northeasterly corner of said Lot 13; thence South 66 degrees 51 minutes 26 seconds West, along the Northwesterly line of said Lot 13, a distance of 134.11 feet, to the Northwesterly corner thereof; thence Southwesterly and Westerly, along the Northerly line of said Lot 12, said line being on a curve to the right, having a radius of 250 feet, a distance of 74.05 feet; thence South 00 degrees East, a distance of 0.80 feet; thence South 86 degrees 07 minutes 00 seconds East, a distance of 154.66 feet, thence South 41 degrees East a distance of 210 feet, to a point on the Southerly line of said Lot 13, thence South 63 degrees 16 minutes 00 seconds East, along the Southerly line of said Lot 13, a distance of 8.41 feet, to the Southeasterly corner thereof, thence Northwesterly, along the Northeasterly line of said Lot 13, to the point of beginning, and also all of Lots 2, 3, 4, 15, 17, 18, 19 and all of Lot 20, Except the East 95 feet thereof of said Mission Village, Block 5, and also all of vacated Birch Street, lying adjacent to Lots 2 and 3, of said Mission Village, Block 5, all except that part thereof in roads and streets.

Tract III:

All that part of Lots 12 and 13, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, more particularly described as follows: Beginning at the Southwest corner of said Lot 13, thence South 85 degrees 53 minutes, 10 seconds East, along the Southerly line of said Lot 13, a distance of 81.87 feet; thence North 24 degrees, 58 minutes, 41 seconds East, along said Southerly line, a distance of 79.22 feet; thence North 41 degrees West a distance of 210.00 feet; thence North 86 degrees, 07 minutes West, a distance of 154.66 feet; thence South 13 degrees, 23 minutes, 09 seconds East, a distance of 107.56 feet to a point on the Southerly line of said Lot 12; thence Southeasterly along said Southerly line of Lot 12 and the Westerly line of said Lot 13; said lines being on a curve to the right, having an initial tangent bearing of North 77 degrees, 21 minutes 56 seconds East, a radius of 125 feet, and an arc length of 232.21 feet to the point of beginning.

Tax Parcel No.: KP35000000 0001

Legal:

Beginning 72.77 feet North and 25 feet East of the Southwest corner of the Northwest $\frac{1}{4}$ of Section 9, Township 12, Range 25, thence Northeasterly along the Northerly line of U.S. Highway No. 50, 113.7 feet, thence North 23 degrees 23 minutes West 135 feet; thence South 66 degrees and 37 minutes West 60.1 feet, thence South 131.8 feet to the beginning; also known as Lot 1, Mission Vale, an addition according to the recorded plat thereof.

Tax Parcel No.: KP37500004 0001; KP38000000 0001

Legal:

Tract I:

All of Lot 1, EXCEPT the West 10 feet of Lot 1, Block 4, taken under Condemnation Suit No. 45522, and Lot 2, Block 4, Mission Village, lying Westerly of the following described line: Beginning at a point on the Northerly line of said Lot 2, which point is 9.92 feet Southwesterly from the Northeasterly corner of said Lot 2; thence Southeasterly to a point in the Southerly line of said Lot 2, which is 10.83 feet Southwesterly from the Southeasterly corner of said Lot 2, all in Block 4, Mission Village, a subdivision in the City of Mission, Johnson County, Kansas.

Tract II:

All of Lot 1, Mission Village, Block 5, a subdivision in the City of Mission, Johnson County, Kansas.

Tax Parcel No.: KP38000000 0015

Legal:

Lot 15, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas

Tax Parcel No.: KP38000000 0016

Legal:

Lot 16, Mission Village, Block 5, a subdivision of land now in the City of Mission, Johnson County, Kansas, also called Martway Pumping Station.

EXHIBIT D – DETAILED BUDGET

<u>Land, Demolition & Predevelopment Costs</u>	<u>Total</u>	<u>TIF Eligible</u>	<u>% TIF Eligible</u>
Land, Demolition & Predevelopment Costs	\$38,134,083	\$38,134,083	100.00%
Total Land Costs	\$38,134,083	\$38,134,083	100.00%
<u>Site Work, Infrastructure & Parking</u>			
Hard Costs - Parking Garage (1,041 Spaces)	\$15,010,155	\$15,010,155	100.00%
Stormwater Improvements	\$11,991,916	\$11,991,916	100.00%
Sitework	\$7,999,429	\$7,999,429	100.00%
Offsite	\$500,000	\$500,000	100.00%
	\$35,501,500	\$35,501,500	100.00%
<u>Hard Costs</u>			
Hard Costs Retail (Roeland)	\$3,854,490	\$0	0.00%
Hard Costs Retail (Johnson)	\$2,066,827	\$0	0.00%
Hard Costs Junior Anchors	\$32,224,500	\$0	0.00%
Hard Costs Hotel (includes Restaurant & Spa)	\$23,745,480	\$0	0.00%
Hard Costs Residential	\$22,295,094	\$0	0.00%
Hard Costs Office	\$9,750,000	\$0	0.00%
Payment & Performance Bonds	\$523,457	\$104,782	20.02%
Insurance/Builders Risk	\$1,235,477	\$247,310	20.02%
General Contractor Fee	\$2,830,020	\$566,495	20.02%
Tenant Improvements	\$5,043,180	\$0	0.00%
Contingency	\$6,101,746	\$1,221,408	20.02%
Total Hard Costs	\$109,670,271	\$2,139,996	1.95%
	Hard Construction Costs		
	(Less Stormwater):	\$117,445,975	
	Building Costs:	\$93,936,391	
	Soft Cost TIF Eligibility %:	20.02%	
<u>Soft Costs</u>			
Architecture/Engineering Services	\$3,248,652	\$650,294	20.02%
Legal	\$375,000	\$75,065	20.02%
Platting	\$75,000	\$15,013	20.02%
Civil Engineer (includes geo-tech and survey)	\$29,000	\$5,805	20.02%
Testing & Special Inspections	\$200,000	\$40,035	20.02%
Residential Marketing and FF&E	\$358,000	\$71,662	20.02%
Project Branding & Marketing	\$50,000	\$10,009	20.02%
Farmers Interest	\$504,000	\$100,887	20.02%
Hotel Pre Opening	\$1,000,000	\$0	0.00%

Hotel Supplies	\$400,000	\$0	0.00%
Hotel FFE	\$3,400,000	\$0	0.00%
Hotel Operator Technical Services Fee	\$200,000	\$0	0.00%
Development Fee	\$4,564,451	\$0	0.00%
Project Staffing	\$2,250,000	\$0	0.00%
Residential Staffing	\$150,000	\$0	0.00%
Permit & Fees	\$796,053	\$159,349	20.02%
Accounting (Audit, etc.)	\$50,000	\$10,009	20.02%
Developer Reimbursements	\$300,000	\$60,052	20.02%
Leasing Commissions	\$1,792,817	\$0	0.00%
Soft Cost Contingency	\$750,000	\$150,130	20.02%
Total Soft Costs	\$20,492,974	\$1,348,310	6.58%

Mezzanine Loan Closing Cost

Mortgage Broker Fee	\$57,029	\$11,416	20.02%
Bank Fee	\$114,059	\$22,832	20.02%
Title Insurance	\$85,544	\$17,124	20.02%
Mortgage Recording Tax	\$17,109	\$3,425	20.02%
Legal (Owner and Lender)	\$200,000	\$40,035	20.02%
3rd Parties	\$0	\$0	20.02%
Mezzanine Loan Closing Cost	\$473,741	\$94,830	20.02%

Construction Loan Closing Cost

Mortgage Broker Fee	\$616,821	\$123,471	20.02%
Bank Fee	\$1,233,642	\$246,943	20.02%
Title Insurance	\$925,231	\$185,207	20.02%
Mortgage Recording Tax	\$185,046	\$37,041	20.02%
Legal (Owner and Lender)	\$500,000	\$100,087	20.02%
Construction Monitoring	\$150,000	\$30,026	20.02%
3rd Parties	\$250,000	\$50,043	20.02%
Construction Loan Closing Cost	\$3,860,740	\$772,818	20.02%

Interest Reserve

Construction Loan Interest Reserve	\$3,000,000	\$600,521	20.02%
Bond Payment Reserve	\$2,399,022	\$480,221	20.02%
Mezzanine Loan Interest Reserve	\$1,026,530	\$205,484	20.02%
Total Financing Costs	\$6,425,552	\$1,286,226	20.02%

TOTAL DEVELOPMENT COSTS	\$214,558,862	\$79,277,764	36.95%
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EXHIBIT E – TIF BOND PROFORMA

(Follows on separate page)

TIF Bond Proceeds: **\$23,163,649**

	Square Footage/Keys	Appraised Value PSF/Key	Appraised Value	Assessed Value	Sales PSF	Room Sales	Food & Beverage	Total Non-Room Sales
PROJECT COMPONENT								
Small Shop Roeland	36,189	\$150.00	\$5,428,350	\$1,357,088	\$450			\$16,285,050
Small Shop Johnson	19,405	\$150.00	\$2,910,750	\$727,688	\$350			\$6,791,750
Residential	177,806	\$100.00	\$17,780,600	\$2,044,769	\$0.00			\$0
Junior Anchors	139,500	\$60.00	\$8,370,000	\$2,092,500	\$430			\$59,985,000
Hotel	200	\$75,000.00	\$15,000,000	\$3,750,000		\$8,763,333	\$382,094	\$382,094
Restaurant	15,624	\$200.00	\$3,124,800	\$781,200	\$600			\$9,374,400
Office	75,000	\$100.00	\$7,500,000	\$1,875,000				
TOTAL:	463,524			\$12,628,244		\$8,763,333		\$92,818,294

Commercial Assessment: 25%

Residential Assessment: 11.5%

194,903

55,594

Year	Base Assessed Value	Projected Assessed Value	Project Sales	Hotel Room Sales	Real Estate Increment	TIF Sales Tax Revenue	TIF Transient Guest Tax Revenue	Total TIF Revenue
1	\$1,811,390	\$1,811,390	\$0	\$0	\$0	\$0	\$0	\$0
2	\$1,811,390	\$4,419,885	\$32,486,403	\$3,067,167	\$293,560	\$359,362	\$276,045	\$928,967
3	\$1,811,390	\$9,471,183	\$69,613,721	\$6,572,500	\$862,033	\$770,062	\$591,525	\$2,223,620
4	\$1,811,390	\$12,628,244	\$92,818,294	\$8,763,333	\$1,217,329	\$1,026,749	\$788,700	\$3,032,778
5	\$1,811,390	\$12,817,668	\$94,674,660	\$9,026,233	\$1,238,646	\$1,048,170	\$812,361	\$3,099,177
6	\$1,811,390	\$13,009,933	\$96,568,153	\$9,297,020	\$1,260,284	\$1,070,045	\$836,732	\$3,167,061
7	\$1,811,390	\$13,205,082	\$98,499,516	\$9,575,931	\$1,282,246	\$1,092,386	\$861,834	\$3,236,466
8	\$1,811,390	\$13,403,158	\$100,469,506	\$9,863,208	\$1,304,538	\$1,115,202	\$887,689	\$3,307,428
9	\$1,811,390	\$13,604,205	\$102,478,897	\$10,159,105	\$1,327,163	\$1,138,503	\$914,319	\$3,379,985
10	\$1,811,390	\$13,808,268	\$104,528,475	\$10,463,878	\$1,350,129	\$1,162,299	\$941,749	\$3,454,177
11	\$1,811,390	\$14,015,392	\$106,619,044	\$10,777,794	\$1,373,438	\$1,186,603	\$970,001	\$3,530,043
12	\$1,811,390	\$14,225,623	\$108,751,425	\$11,101,128	\$1,397,098	\$1,211,425	\$999,102	\$3,607,624
13	\$1,811,390	\$14,439,008	\$110,926,453	\$11,434,162	\$1,421,112	\$1,236,775	\$1,029,075	\$3,686,962
14	\$1,811,390	\$14,655,593	\$113,144,982	\$11,777,187	\$1,445,487	\$1,262,666	\$1,059,947	\$3,768,100
15	\$1,811,390	\$14,875,427	\$115,407,882	\$12,130,502	\$1,470,227	\$1,289,110	\$1,091,745	\$3,851,082
16	\$1,811,390	\$15,098,558	\$117,716,040	\$12,494,417	\$1,495,338	\$1,316,118	\$1,124,498	\$3,935,954
17	\$1,811,390	\$15,325,036	\$120,070,361	\$12,869,250	\$1,520,826	\$1,343,704	\$1,158,232	\$4,022,762
18	\$1,811,390	\$15,554,912	\$122,471,768	\$13,255,327	\$1,546,696	\$1,371,878	\$1,192,979	\$4,111,554
19	\$1,811,390	\$15,788,236	\$124,921,203	\$13,652,987	\$1,572,954	\$1,400,656	\$1,228,769	\$4,202,379
20	\$1,811,390	\$16,025,059	\$127,419,627	\$14,062,577	\$1,599,606	\$1,430,049	\$1,265,632	\$4,295,287
21			\$129,968,020	\$14,484,454				
22			\$132,567,380	\$14,918,988				
TOTALS					\$24,978,710	\$21,831,761	\$18,030,934	\$64,841,405
NET PRESENT VALUE		6.00%			\$13,024,874	\$11,376,259	\$9,266,961	\$33,668,095
	Gross Bond Proceeds (NPV of Revenue Divided by DSCR)			125%	\$10,419,899	\$9,101,007	\$7,413,569	\$26,934,476
	Less: Bond Issuance			14%	(\$1,458,786)	(\$1,274,141)	(\$1,037,900)	(\$3,770,827)
	Net Bond Proceeds				\$8,961,113	\$7,826,866	\$6,375,669	\$23,163,649

Notes:

- (1) Percentage Online Year 1:
- (2) Percentage Online Year 2:
- (3) Percentage Online Year 3:
- (4) Percentage Online Year 4:
- (5) Annual Increase in sales:
- (6) Annual increase in assessed value:
- (7) TIF Mill Levy Rate:
- (8) Sales Tax Subject to TIF
- (9) Transient Guest Tax Rate Subject to TIF:
- (10) Current Base Assessed Value:
- (11) TIF Base Assessed Value:
- (12) CID Rate:
- (13) Hotel Sales Annual Increase

<u>Assessed Value</u>	<u>Sales</u>
0%	0%
35%	35%
75%	75%
100%	100%
2%	2%
1.5%	1.5%
	112.5400
	1.0107624%
	9%
	\$254,696
	\$1,811,390
	1.00%
	3%

<u>Mill Levy Rates</u>	<u>Captured</u>
State	1.5000
County	19.5640
College	9.4610
Park	3.0990
City	18.3540
School	48.4770
School Bond	7.4290
Drainage	10.4990
Fire	11.7500
Library	3.9070
Total:	134.0400
	112.5400

EXHIBIT F – CITY OF MISSION MEETING MINUTES

**CITY OF MISSION, KANSAS
PLANNING COMMISSION**

RESOLUTION NO. 09

A RESOLUTION FINDING THAT THE MISSION GATEWAY FOURTH AMENDED TAX INCREMENT FINANCING REDEVELOPMENT PROJECT PLAN SUBMITTED JUNE 21, 2017 IS CONSISTENT WITH THE COMPREHENSIVE PLAN FOR THE DEVELOPMENT OF THE CITY OF MISSION, KANSAS.

BE IT RESOLVED by the City of Mission, Kansas Planning Commission that The Mission Gateway Fourth Amended Tax Increment Financing Redevelopment Project Plan, submitted to the City and reviewed by the Planning Commission at its regularly scheduled meeting on June 26, 2017, is consistent with the Comprehensive Plan for the development of the City of Mission, Kansas all in accordance with Kansas law.

ADOPTED by the Planning Commission June 26, 2017.

Mike Lee, Chair

ATTEST:

Nora Tripp
Planning Commission Secretary