



ARTIST DRAFT RENDERING OF PROPOSED NNSA/HONEYWELL CAMPUS



CURRENT CONDITION – ILLEGAL DUMPING



CURRENT CONDITION – ERODED SOYBEAN FIELD

**150 HIGHWAY & BOTTS ROAD
PIEA PLANNING AREA
(KANSAS CITY, MISSOURI)**

GENERAL DEVELOPMENT PLAN

**PER R.S.MO. CHAPTER 100
PLANNED INDUSTRIAL EXPANSION AUTHORITY
KANSAS CITY, MISSOURI
JULY 1, 2008**

**BELKE APPRAISAL & CONSULTING SERVICES, INC.
Kansas City, Missouri**

TABLE OF CONTENTS

Planning Area Pictures..... 1

Planning Area Boundaries

Planning Area Boundary Map4

Legal Description.....4

Tax Parcel Identification.....4

Jackson County Tax Map 67-4005

Boundary Determination Factors.....6

Land Area.....7

Ownership.....7

Planning Area Description

General.....8

Access8

Topography, Drainage8

Vegetation.....8

Existing & Proposed Development.....9

 Artist Rendering Draft10

 Illustrative Site Plan.....11

Approved Public Planning Guidelines.....12

 Martin City/Richards-Gebaur Area Plan12

 Martin City Land Use Plan (1988)13

 Martin City/Richards-Gebaur Land Use Plan (2001)14

 Martin City Land Use Plan (2008 Draft)15

Other Public Development Guidelines20

 Major Street Plan20

 FOCUS Kansas City Plan22

Blight24

Zoning.....26

Land Use.....26

Statistical Profile

Standard of Population Densities.....27

 Population27

 Census Tract Map (2000)28

 Population Densities29

 Unemployment.....29

Land Use Plan

Existing Land Use.....30

Land Use Provisions & Building Requirements.....30

Proposed Land Use30

Land Coverage & Building Intensities31

Project Proposals

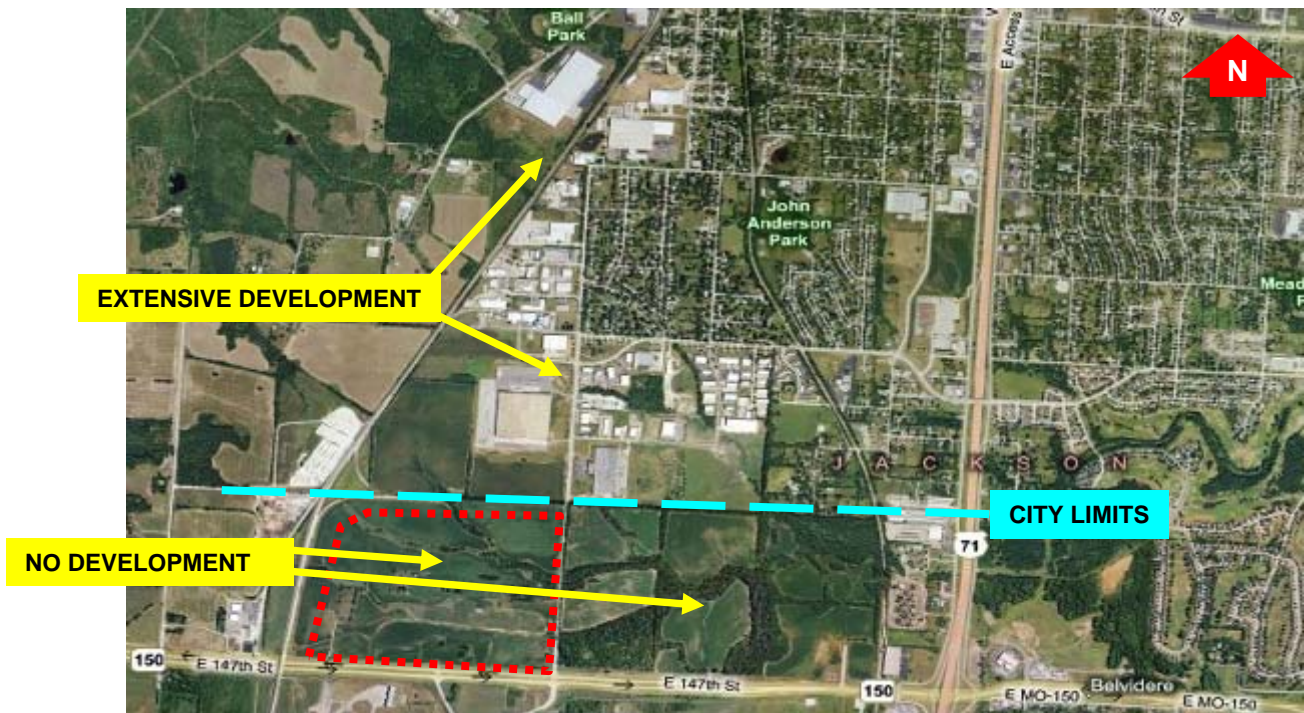
Development Strategy.....32

Anticipated Development Costs33

Expected Economic/Tax Impact	33
Cost Summary Table.....	34
Economic/Tax Impact Spreadsheet.....	35
Method of Financing.....	36
Land Acquisition Costs.....	40
Tax Abatement.....	40
Project Plan/Design.....	41
Financing Review/Developer’s Obligations.....	41
Design Guidelines.....	41
PIEA Rights of Review.....	42
Relocation	42
Proposed Changes	
Proposed Zoning Changes	43
Proposed Street Changes	43
Proposed Street Grade or Land Changes	43
Proposed Building Code or Ordinance Changes	43
Proposed Changes in Public Utilities.....	43
Proposed Changes in Public Facilities.....	44
Proposed Changes to City’s Area Plan	44
Relationship to Local Objectives	
General.....	45
Creating Mixed-Use Nodes	45
Revitalizing Existing Uses.....	45
Foster Employment.....	45
Billboards.....	45
Public Transportation.....	46
Public Improvements	46
Building Requirements in the Planning Area	46
Procedures for Changes in the Approved Plan.....	47
Eminent Domain.....	48
Estimated Completion Time.....	49



The 150 Highway & Botts Road PIEA Planning Area – Improving a 185-Acre Vacant Tract



The 150 Highway & Botts Road PIEA Planning Area
Creating A Competitive Economic Environment With Municipality To The North



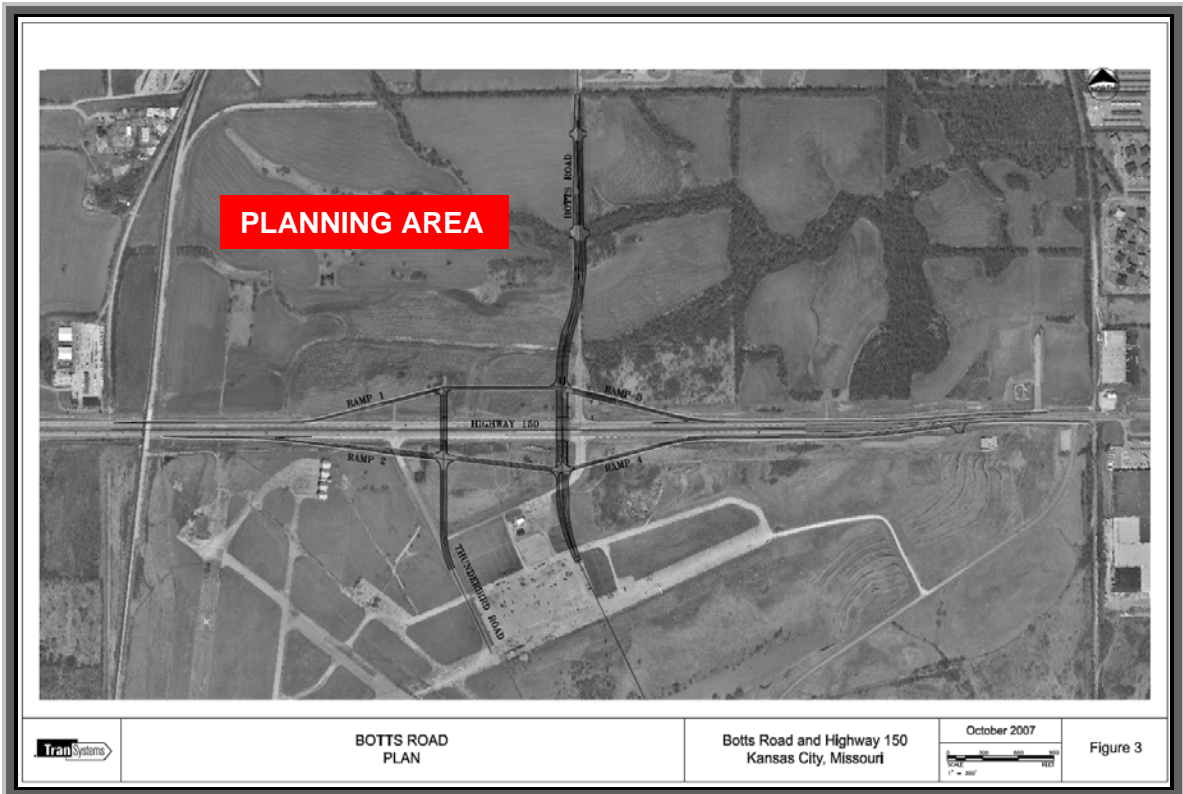
The 150 Highway & Botts Road PIEA Planning Area – Resolving Blighting Influences



The 150 Highway & Botts Road PIEA Planning Area – Resolving Blighting Influences



The 150 Highway & Botts Road PIEA Planning Area – Resolving Topographic Issues



The 150 Highway & Botts Road PIEA Planning Area – Resolving Traffic & Safety Issues

PLANNING AREA BOUNDARIES

Planning Area Boundary Map

The boundaries of the proposed Planning Area are delineated on Jackson County assessment map 67-400 included on the two pages following. The Planning Area contains 185.643 acres of vacant land. The tract is nearly rectangular with Missouri Highway 150 on the south perimeter and Botts Road on the east. The proposed Planning Area is located to the north of the former Richards-Gebaur airfield and directly south of the city limits of Grandview, Missouri in the southeast corner of the greater Kansas City metropolitan area.

Legal Description

Following is the legal description of the proposed redevelopment area as taken from the ALTA/ACSM Land Title Survey prepared by Anderson Survey Company and dated September 20, 2007:

DESCRIPTION: ALL THAT PART OF THE SOUTH 1/2 OF SECTION 27, TOWNSHIP 47, RANGE 33, BEING PARTIALLY IN THE CITY OF GRANDVIEW AND PARTIALLY IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 27; THENCE NORTH 0°-09'-34" EAST, ALONG THE EAST LINE OF SAID SECTION 27, A DISTANCE OF 611.62 FEET; THENCE NORTH 89°-50'-26" WEST, A DISTANCE OF 20.00 FEET TO A POINT ON THE WEST LINE OF BOTTS ROAD, AS NOW ESTABLISHED, SAID POINT ALSO BEING THE NORTHERN TERMINUS OF THE BOTTS ROAD RIGHT-OF-WAY, AS DESCRIBED IN DOCUMENT NO. 1999K0067541, SAID POINT BEING THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE SOUTH 25°-42'-17" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 90.56 FEET; THENCE SOUTH 0°-09'-34" WEST, CONTINUING ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 433.17 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MISSOURI HIGHWAY NO. 150, AS DESCRIBED IN THE AFORESAID DOCUMENT; THENCE THE FOLLOWING COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE: SOUTH 64°-34'-48" WEST, A DISTANCE OF 83.58 FEET; THENCE NORTH 89°-58'-21" WEST, A DISTANCE OF 219.87 FEET; THENCE SOUTH 81°-20'-21" WEST, A DISTANCE OF 165.94 FEET; THENCE NORTH 89°-58'-21" WEST, A DISTANCE OF 82.02 FEET; THENCE NORTH 78°-07'-15" WEST, A DISTANCE OF 251.42 FEET; THENCE NORTH 89°-56'-40" WEST, A DISTANCE OF 164.04 FEET; THENCE SOUTH 72°-31'-46" WEST, A DISTANCE OF 172.00 FEET; THENCE NORTH 89°-58'-21" WEST, A DISTANCE OF 164.04 FEET; THENCE NORTH 80°-08'-12" WEST, A DISTANCE OF 83.36 FEET; THENCE NORTH 89°-56'-15" WEST, A DISTANCE OF 83.09 FEET; THENCE NORTH 0°-01'-39" EAST, A DISTANCE OF 54.13 FEET; THENCE NORTH 89°-56'-15" WEST, A DISTANCE OF 131.29 FEET; THENCE SOUTH 0°-01'-39" WEST, A DISTANCE OF 54.13 FEET; THENCE NORTH 89°-58'-21" WEST, A DISTANCE OF 32.21 FEET; THENCE SOUTH 80°-04'-25" WEST, A DISTANCE OF 83.02 FEET; THENCE SOUTH 89°-57'-15" WEST, A DISTANCE OF 541.32 FEET; THENCE NORTH 79°-33'-33" WEST, A DISTANCE OF 166.77 FEET; THENCE NORTH 89°-56'-15" WEST, A DISTANCE OF 164.04 FEET; THENCE SOUTH 78°-45'-17" WEST, A DISTANCE OF 50.18 FEET; THENCE NORTH 89°-56'-15" WEST, A DISTANCE OF 196.85 FEET; THENCE SOUTH 71°-45'-48" WEST, A DISTANCE OF 69.12 FEET; THENCE SOUTH 89°-56'-39" WEST, A DISTANCE OF 426.51 FEET; THENCE NORTH 87°-32'-42" WEST, A DISTANCE OF 57.46 FEET, TO A POINT ON THE EAST LINE OF A TRACT OF LAND DESCRIBED IN DOCUMENT NO. 98K28961 IN BOOK K3209 AT PAGE 68; THENCE NORTH 6°-39'-59" EAST, ALONG SAID EAST LINE AND DEPARTING SAID RIGHT-OF-WAY LINE, A DISTANCE OF 2335.94 FEET, TO AN ANGLE POINT IN SAID EAST LINE; THENCE NORTH 68°-00'-34" EAST CONTINUING ALONG SAID EAST LINE, A DISTANCE OF 532.50 FEET; THENCE NORTH 89°-44'-38" EAST ALONG THE SOUTH LINE OF SAID TRACT OF LAND, A DISTANCE OF 2635.56 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID BOTTS ROAD; THENCE SOUTH 0°-09'-34" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 1957.40 FEET, TO THE POINT OF BEGINNING. CONTAINING 185.643 ACRES, MORE OR LESS.

Tax Parcel Identification

The proposed redevelopment area comprises two Jackson County, Missouri real estate tax parcels for 2008 as outlined below:

67-400-04-02-01-1-00-000	14500 Botts Road
67-400-03-06-00-0-00-000	No Address

The tax parcels are identified on Jackson County tax map 67-400 shown on the following pages.

JACKSON COUNTY ASSESSMENT MAP (TAX PARCEL 67-400-04-02-01-1-00-000)

Map Number:
67-400



Mar 27, 2008

Legend

- BlockArrow
- DimensionArrow
- DimensionTic
- LotArrow
- LotTic
- MapBlockIndicator
- ParcelArrow
- City Boundaries



1 inch equals 200 feet

DISCLAIMER: This map is a NOT SURVEY ACCURATE. They are used by the Assessment Department for its purpose only.

DISCLAIMER OF ACCURACY AND WARRANTIES: Requestor shall and hereby does hereby accept the data and information "as is" and the County expressly disclaims and represents or warrants as to the completeness or accuracy of the data or information. Further, the County expressly disclaims any representation or warranty as to the accuracy of the data or information for any specific use or purpose of requestor. The Jackson County GIS Department makes no claim or warranty for the purpose. Maps are intended to show an accurate as possible but not a survey of the property. They reflect the status of the parcel map at the time of printing.

RELEASE: Requestor hereby releases and agrees to hold the County, its officials, and its employees, harmless from any and all claims or damages arising out of the use of the data or information, the accuracy of the data or information, or any reliance on the data or information. Requestor expressly agrees to assume all risk for use and reliance on the data and information. Please contact (816) 881-4661 for further information.



JACKSON COUNTY ASSESSMENT MAP (TAX PARCEL 67-400-03-06-00-0-00-000)



Boundary Determination Factors

The Planning Area is located in the southernmost portion of Kansas City, Missouri and Jackson County, Missouri. Belton, Missouri and Cass County are just to the south of the Planning Area. The former Richards-Gebaur Memorial Airport is the main development within the general vicinity of the Planning Area. In June 2007, CenterPoint Realty Services Corp. of Chicago completed the purchase of 1,340 acres of the airport to begin conversion to an industrial park and an intermodal hub for Kansas City Southern Railway (KCSR). For the past few years KCSR has used approximately 500 acres at Richards-Gebaur for shipping vehicles for Mazda North America. It plans to expand the facility to include other kinds of shipments. Underground development (limestone mining and subsurface industrial park development) will begin by Hunt Midwest Enterprises, Inc. in the near future.

Although the city of Kansas City, Missouri began assembling farmland for an auxiliary airport in 1941 (Grandview Airport the predecessor of Richards-Gebaur), little development has grown up around the airfield improvements in the 67-year interim. However, the General Services Administration (GSA) is now seeking a site for a new “green” campus for the National Nuclear Security Administration (NNSA) operated by Honeywell. (On January 16, 2008, the US Congress approved up to \$58.995 million in annual rent over a period of 20 years for the development of the new campus.) GSA holds a Real Estate Option Agreement to purchase the 185.643 acres comprising the Planning Area for construction of the NNSA/Honeywell campus

that will contain approximately 1,850,000 gross square feet of office, manufacturing, research, and warehouse space.

There were a number of factors that were considered in determining the Planning Area boundaries. The PIEA seeks to assist the redevelopment of large areas determined to be blighted areas, insanitary areas, or undeveloped industrial areas. The proposed Planning Area contains 185.643 acres and has been in agricultural use since its annexation into the city in 1963. However, the Planning Area has been designated by the city for industrial development since at least 1988. With Richards-Gebaur being located to the south and extensive industrial development to the north in Grandview, Missouri, the highest and best use of the Planning Area is industrial development. The Planning Area encompasses an area whose potential owner expressed a desire to cooperate with the PIEA in establishing a neighborhood redevelopment area focused on planned industrial development. The Planning Area boundaries also considered the location of other redevelopment districts in the area and attempted to avoid, as much as possible, overlapping any previously approved redevelopment areas.

Land Area

Per the legal description included above, the Planning Area contains a total of 185.643 acres or 8,086,609 square feet. The redevelopment area resembles a rectangle with 3,166.57 feet of frontage along the north side of Missouri Highway 150 and 2,481.13 feet on the west side of Botts Road.

Ownership

The Planning Area is currently owned by Botts Road Development, LLC. The larger tax parcel was transferred by the Corporation Warranty Deed recorded on September 3, 1999 at the Jackson County Courthouse (Document No. 1999K0051887), while the smaller tax parcel was transferred by the Special Warranty Deed recorded on April 16, 2007 (Document No. 2007E0050006). The General Services Administration (GSA) holds a Real Estate Option Agreement on the combined tax parcels that will be assigned to the eventual developer of the proposed NNSA/Honeywell campus.

PLANNING AREA DESCRIPTION

General

The Planning Area is located in the southeastern portion of the greater Kansas City metropolitan area within the city limits of Kansas City, Missouri but just south of the city limits of Grandview, Missouri and just north of the city limits of Belton, Missouri. The Planning Area lies within Jackson County, Missouri but is located just north of the Cass County line. The former Richards-Gebaur airfield is located south across Missouri Highway 150. Missouri Highway 150 has an interchange with US Highway 71 less than a mile to the east of the Planning Area. The Kansas/Missouri state line is located 2.58 miles west of the southwest corner of the proposed Planning Area. Lee's Summit, Missouri is eight miles to the northeast. Downtown Kansas City, Missouri is a twenty-five minute drive to the northwest via US Highway 71. KCI Airport is forty minutes drive time to the northwest.

Access

The Planning Area has good linkage. Missouri Highway 150 has a convenient connection with US Highway 71 less than a mile to the east. US Highway 71 provides connection with Interstate 435, the metroplex loop highway, six miles to the north. Other portions of the metropolitan area are easily accessed from Interstate 435. Although Missouri Highway 150 is of expressway status, Botts Road is a narrow, 20-wide local road with modest gravel shoulders that is quite undulating and has been poorly maintained. The Botts Road exit from Missouri Highway 150 also lacks a deceleration lane (and the speed limit along MO-150 is 60 mph at the intersection). The intersection of Botts Road with Missouri Highway 150 is controlled by traffic signs on Botts Road. A significant expenditure estimated at \$29 million (by MoDOT) to improve Botts Road and the intersection with Missouri Highway 150 will be needed in order to develop the Planning Area to its highest and best use.

Topography, Drainage

The US Geological Survey topographic map on the following page indicates the Planning Area is slightly rolling with an elevation decrease of approximately 50 feet from west to east. Two small creeks also cross the Planning Area. Prior to development of the site the creeks will need to be moved. Other wetland mitigations costs will also result. Severe erosion has cut deep channels in some portions of the tract. According to FIRM Community Panel No. 290173 0140 B, dated August 5, 1986, the proposed Planning Area lies outside any designated 100-year floodplain.

Vegetation

The majority of the Planning Area has been in agricultural uses since the annexation in 1963. Currently, soybeans are planted on the tract. Wooded areas are along the creeks, near the center of the property, and along the north perimeter.

TOPOGRAPHIC MAP



Existing & Proposed Development

The city and state government must often provide incentives to attract major developments that will provide thousands of good paying jobs. Available redevelopment tools include tax increment financing (administered by the TIF Commission), Chapter 353 redevelopment rights (via KCMO), Chapter 99 real estate tax abatement (administered by the Land Clearance Redevelopment Authority (LCRA)), and state enterprise zone assistance. The Planned Industrial Expansion Authority of Kansas City, Missouri is also involved in redevelopment operating under authority granted by the state and in conjunction with the city. Much of the City's recent work has gone towards providing adequate off-street parking within the urban setting, revitalizing or demolishing derelict buildings, and renewing the downtown loop.

Existing Development

The Planning Area has no development at the present time and has been in agricultural use since annexation in 1963. A small portion of the 185.643-acre tract was used for landing lights when air operations were occurring at Richards-Gebaur. In the current agricultural use the Planning Area generated a mere \$1,072.89 in real estate taxes in 2007 (including \$265.05 collected by Kansas City, Missouri). Meanwhile, within 1½ miles distance to the north the City of Grandview has benefited from development of 63 industrial buildings over the past 25 years containing over 2,500,000 square feet of space including the former House of Lloyd distribution warehouse (500,000 Sq.Ft.), Peterson Manufacturing (450,000 Sq.Ft.), US Toy (348,800 Sq.Ft.), Sika Corp. (221,000 Sq.Ft.), and CJ Patterson (137,234 Sq.Ft.). To the south of Missouri Highway 150 is the 1,400-acre Richards-Gebaur property, a former airfield and military base being converted to an industrial (surface and subsurface) and intermodal complex. Despite this extensive surrounding development the Planning Area remains in agricultural use.

Proposed Development

GSA desires to develop a new campus for NNSA/Honeywell within the Planning Area and has a Real Estate Option Agreement to purchase the 185.643 acres for \$4,800,000 or \$25,856 per acre. NNSA/Honeywell is involved in the production and procurement of electrical and mechanical non-nuclear components for nuclear weapons. These components constitute approximately 85% of all the components contained in nuclear weapons. The new campus was been approved for funding by the US Congress on January 16, 2008. The campus would include approximately 1,850,000 gross square feet (1,400,000 rentable square feet and 1,225,000 usable square feet) of office, manufacturing, research, and warehouse space supported by up to 2,500 surface parking spaces. The proposed development would be a LEED® Gold Rated “Green” campus. The current estimated development cost for the project is roundly \$500 million. NNSA/Honeywell will employ a minimum of 2,100 workers at the campus in good quality jobs (wages and benefits).

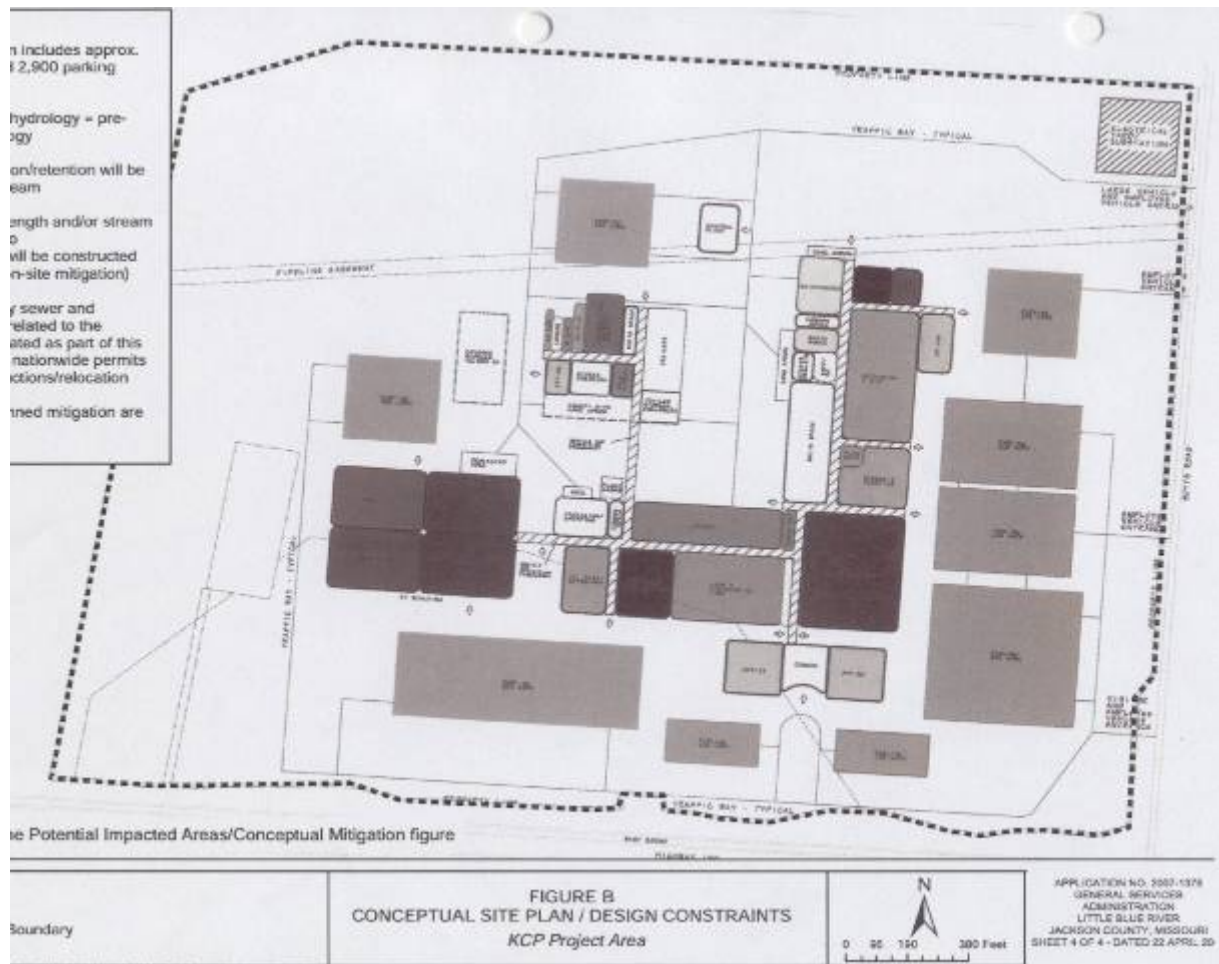
ARTIST RENDERING DRAFT



GSA would actually solicit bids from developers. After the winning developer is chosen, GSA would transfer the Real Estate Option Agreement to the developer who would close on the site and construct the campus. GSA would sign a lease with the developer on behalf of NNSA for the campus for a fixed term of 20 years with a potential for 10 years of options. The US Congress has approved funding of up to \$38 per rentable square foot of campus improvement or up to \$58,995,000 annually in lease payments (but with a restriction against funding public improvements). Over the course of the 20-year initial (hard) term of the lease the federal funding amounts to \$1,179,900,000.

The campus will have main entrances on Missouri Highway 150 and Botts Road (at about the midpoint of each of those frontages). A service road entrance will likely be needed on Botts Road (at the northeast corner of the site). Initial plans are for the structures to be situated in the northwest quadrant of the Planning Area. (See the **Illustrative Site Plan** included on the following page.) The parking areas will be east and south of the structures. A fire truck access road will surround the buildings.

ILLUSTRATIVE SITE PLAN



The final site plan will actually be determined by the designated developer (with input from GSA/NNSA). The site plan shown above is a conception of the projected NNSA needs. The proposed layout would include multiple structures, including office, manufacturing, special manufacturing, applied technology manufacturing, research, and warehousing. A water feature and water detention provision will likely be needed. A paved walking trail amenity might be added to the southern portion of the site. An Aquila substation will likely be in the northwest corner of the site. (The substation will likely be sized to provide power to other future development within the neighborhood).

Exterior building materials will probably include precast, tilt up, masonry panel walls. The office structures will probably have extensive window coverage while manufacturing structures will likely have minimal window space. For green buildings, roof systems are often highly reflective membrane covering. The campus will have a comprehensive wet sprinkler system. The entire facility will be heated and cooled via a highly energy efficient chilled and heated water system. A gray water system will be an environmental feature of the campus. Clear heights in the office building will be 10 feet while NNSA manufacturing areas will require 16 to 26 feet.

Much of the landscaping will be native vegetation which will diminish the need for watering. Sod will be placed within 100 feet of the structures. Trees will be planted within the parking areas. The jurisdictional wetlands located just north of the midpoint of the Botts Road frontage will be retained with the associated wooded areas. (Some wetland mitigation will be required.) The water feature is just south of this area on the other side of the Botts Road entrance road. The property will not be fenced, except for the rear yard areas behind the structures.

Approved Public Planning Guidelines

The official plan of record governing the Planning Area is the Martin City/Richards-Gebaur Area Plan (2001). The city is currently in the process of revising the area plan which should be issued later this summer as the Martin City Area Plan (2008). The Major Street Plan addresses planning criteria for Missouri Highway 150. The FOCUS plan, the city's comprehensive plan, addresses a uniform approach to citywide development.

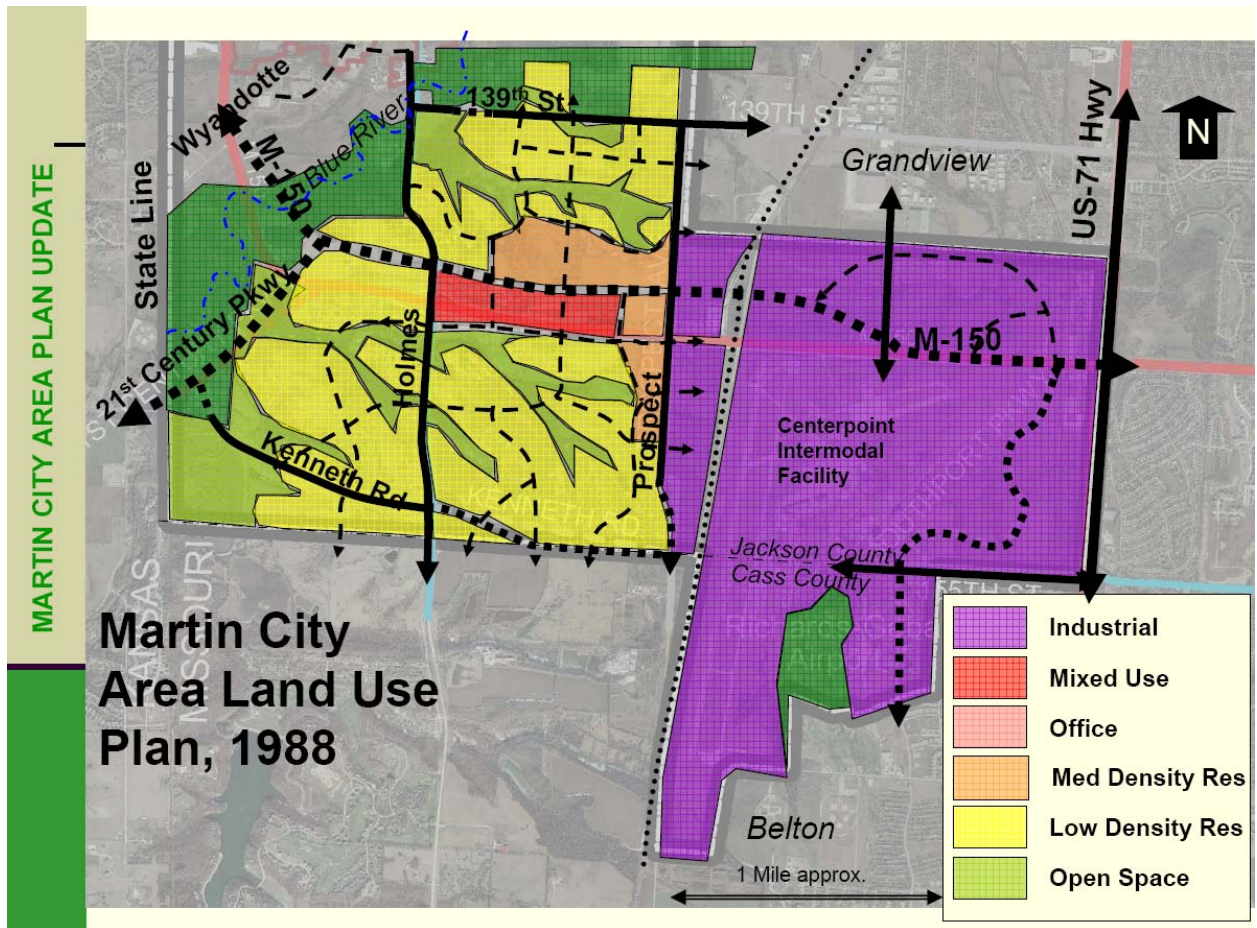
Martin City/Richards-Gebaur Area Plan

Introduction

The Martin City/Richards-Gebaur Area Plan was adopted on June 14, 2001. Prior to this time the city utilized the Martin City Area Land Use Plan (1988). The current plan encompasses a rather irregular area stretching from the state line east to US Highway 71 and from Blue Ridge Boulevard south to the southernmost point of Richards-Gebaur. As indicated on the following pages the Planning Area is projected for industrial use on both land use plans. This designation is unchanged in the 2008 draft for the updated area plan (third page following).

Following in the footsteps of FOCUS emphasizes “the *Martin City/Richards-Gebaur Area Plan* aspires to achieve: a *connected* community, where business and residents live and thrive together, working towards common goals with a positive attitude and strategies.” This positive outlook seeks to off-set the projection by Mid-America Regional Council (MARC) that the study area will likely lose 1% of its population over the ensuing 20-year period. This is in stark contrast to 18% growth in neighboring Kansas City/Grandview, 37% growth in Belton/Cass County, and 98% growth in adjoining Leawood, Kansas. Despite decreasing population the plan does project 41% job growth within the plan area, which surpasses Kansas City/Grandview (+39%) and Belton/Cass County (+27%) but trails Leawood, Kansas (+65%).

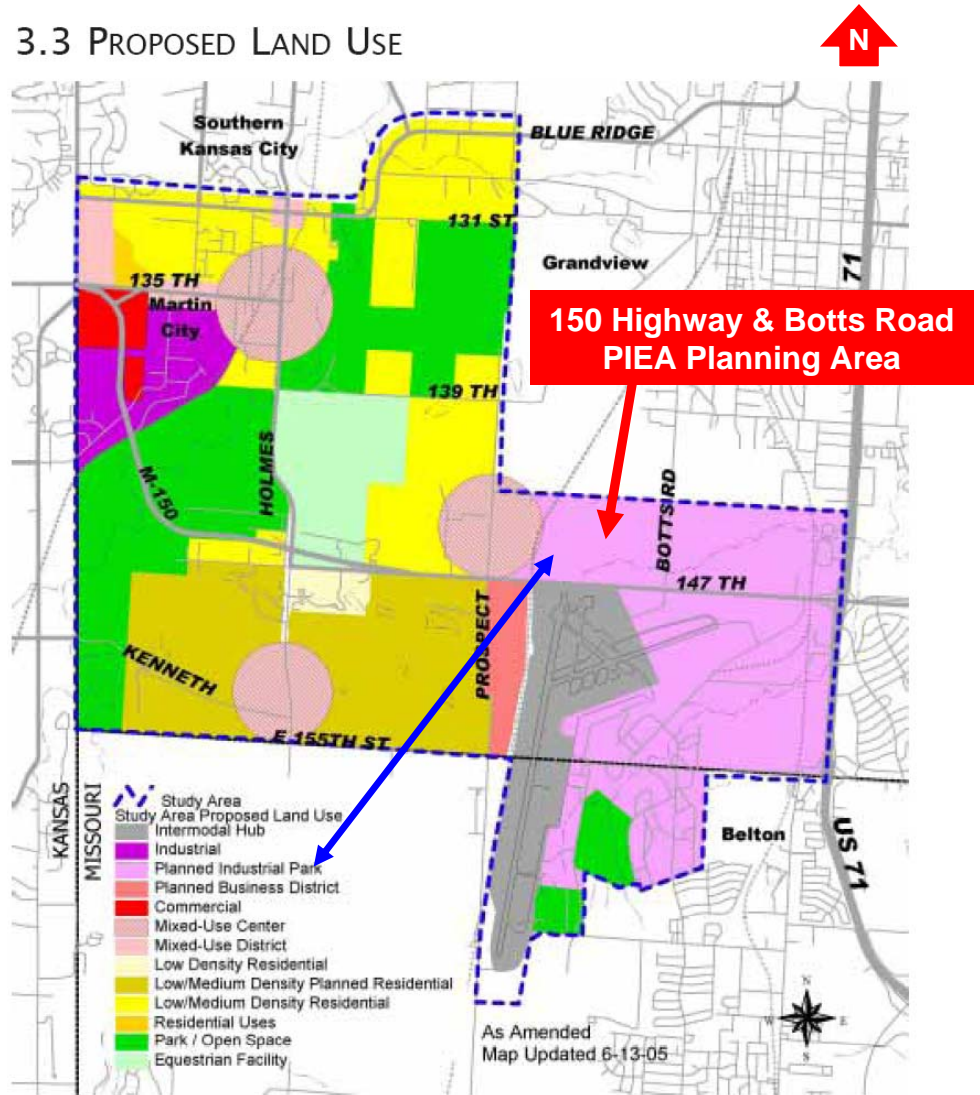
MARTIN CITY LAND USE PLAN (1988)



MARTIN CITY/RICHARDS-GEBAUR LAND USE PLAN (2001)

3. RECOMMENDATIONS

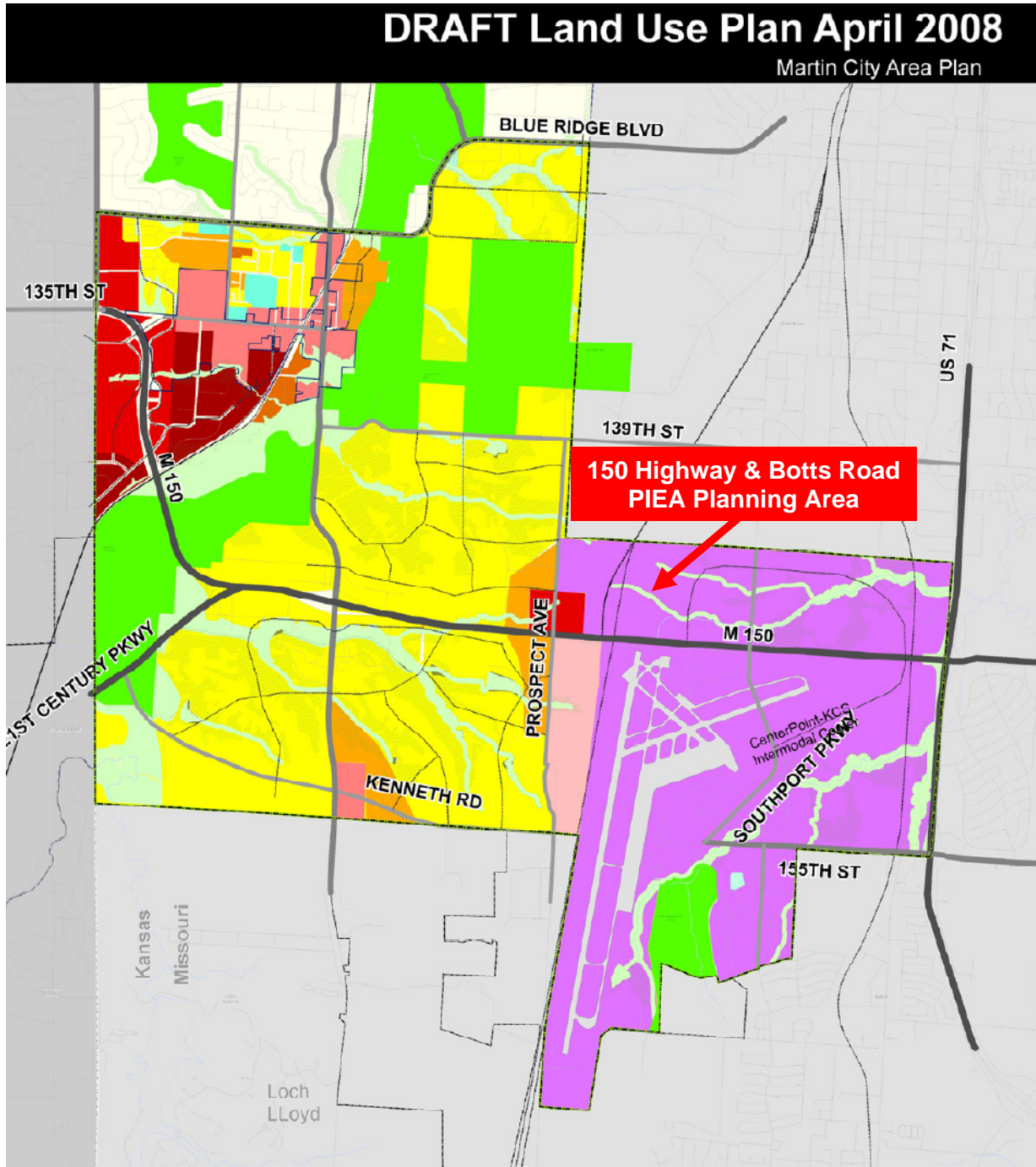
3.3 PROPOSED LAND USE



3-11

Martin City/Richards-Gebaur Area Plan

MARTIN CITY LAND USE PLAN (DRAFT 2008)



Land Use Categories



Decision Making Criteria

Decision making criteria for the overall plan area includes the following:

- Does the requested approval allow planning and phased growth on Smart Growth principles?

(The development of the Planning Area is a logical extension of the redevelopment efforts at Richards-Gebaur and will fill in the gap between the extensive industrial development in adjoining Grandview, Missouri and Richards-Gebaur. The Planning Area is also located within the Development Priority Zone. As expressed in the discussion below the infrastructure incentives provided by this general development plan will also promote multiple planning goals and policies.)

- Does the requested development approval or action provide for livable communities throughout the MC/RG planning area?

(The Planning Area is designated for planned industrial development. As the proposed NNSA/Honeywell campus is of “green” design and will generate a minimum of 2,100 jobs, the quality of the surrounding community will be enhanced both physically and economically. The improvement of Botts Road and Missouri Highway 150 will enhance livability within the surrounding community.)

- Will the proposed development or action promote a village-like design and environment of both residential and commercial areas?

(This decision making criteria does not apply to a planned industrial park.)

- In the areas around Richards Gebaur, is development focused on the creation of a mixed-use business and industrial park to work in conjunction with development on the Richards Gebaur site?

(This general development plan will provide for construction of a \$500-million campus that will supplement the city’s redevelopment at Richards-Gebaur. The campus will be of “green” design. The campus will employ a minimum of 2,100 workers in jobs averaging \$95,000 per employee. The interchange improvements at Botts Road and Thunderbird Road will tie Richards-Gebaur to the proposed and future development on the 320 acres on the north side of Missouri Highway 150 east of the KCSR rail line.)

- How does the proposed development or action expand the parks, recreation and open space system in the planning area?

(The LEED[®] Gold Rated “Green” design of the NNSA/Honeywell campus will incorporate walking and bike trails (as prescribed in approved public planning documents) and will maintain or create landscaping amenities. The potential land-to-building ratio is a spacious 4.4 : 1.)

- Will the proposed development or action work to maintain a healthy environment with high air and water quality and habitat for wildlife?

(The proposed NNSA/Honeywell campus will be a LEED® Gold Rated “Green” campus and will maintain open space (land-to-building ratio is 4.4 : 1) and retain some natural habitat).

- Will the proposed development or action improve the multi-modal vehicular transportation system throughout the community?

(The intersection of Botts Road and Missouri Highway 150 currently lacks deceleration lanes. Botts Road will be improved from a narrow 20-wide undulating roadway to secondary arterial status (50-foot right-of-way carrying three lanes with concrete curbs and gutters). The proposed interchange improvements will adequately serve the Planning Area, the adjoining development to the east, and provide convenient connection to Richards-Gebaur development.)

Decision making criteria for the areas around Richards-Gebaur focus on creation of mixed-use business and industrial park to work in conjunction with development at the Richards-Gebaur site, including:

- Efforts to attract “clean” business and industry to the area.
- Efforts to attract quality jobs to the area.
- Promotion of economic development to meet the above.
- Location of uses surrounding Richards-Gebaur that are compatible with the Richards-Gebaur Mixed Use Business Industrial Park and have potential for shared interaction between the community and the Richards-Gebaur park.

The plan recommends “well designed and high quality business and employment park at and around Richards-Gebaur with guidelines that preclude inappropriate heavy industrial uses.” The proposed NNSA/Honeywell “green” campus reflects an investment of \$500 million in the Planning Area. The presence of a “green” campus costing \$500 million and encompassing 1.85 million gross square feet will promote economic growth within the area and compliment the city’s redevelopment efforts at Richards-Gebaur. The plan also recommends the attraction of “family-wage paying jobs to the area through the development of clean business and industry.” The proposed NNSA/Honeywell campus will employ a minimum of 2,100 workers at an average annual wage of \$95,000 with good benefits. NNSA/Honeywell has approximately 890 employees with Bachelor Degrees, 200 with Master’s Degrees, and 20 with Doctorates. The payroll includes 37% hourly employees, 63% salaried employees, 25% female, and 17% minority.

Specific recommendations for planned industrial park development are as follows:

“A planned industrial park allows for industrial uses, with both use and design restrictions. Uses in these areas should be restricted to clean, non-pollution-oriented

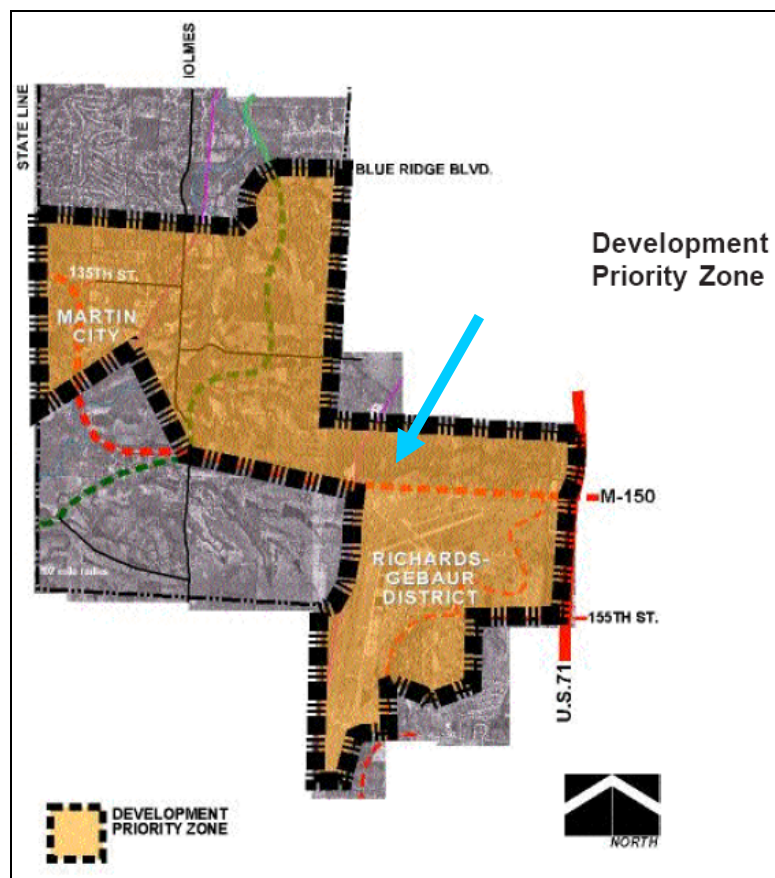
industries. Design issues include the sitting and orientation of buildings, building materials, landscaping, lighting, buffering, and other features.”

Infrastructure Issues

Infrastructure issues acknowledge by the plan include:

- Roadway transportation – “As an emerging district, the planning area does not yet have a fully developed arterial network.”
- Utilities – “Major sewer service and water service trunk lines are currently sporadic in the planning area.”
- Rail lines – “The two active rail lines significantly influence the development character within the planning area.”

This general development plan will address roadway transportation and utilities. One of the recommendations of the plan is improving Botts Road. This general development plan calls for transitioning Botts Road from a narrow 20-foot wide, undulating rural design into three lanes (secondary arterial with center turn lane) in a 50-foot right-of-way with concrete curbs, gutters, and sidewalks. This general development plan also extends electricity, natural gas, and sanitary sewers to the Planning Area. A recommendation of the plan is a phasing strategy which gives preference to properties within a “Development Priority Zone” and the Planning Area does lie within this zone.



Natural Features

Natural features (waterways, wooded lands, and scenic views) are identified as positive aspects within the plan area. However, these natural features create “challenge for the future of the study area to accommodate development while recognizing and preserving the value of these natural features.” The plan hopes to create “green spines” throughout the plan area (none of which are designated for the subject Planning Area). This general development plan will include moving existing creeks or creating wetland mitigation. The proposed campus will also be of “green” design with significant landscaping.

The area plan also recommends that trail and bikeway extensions espoused in the MetroGreen® plan and the City’s draft trails plan be implemented. (The draft trails plan is currently expected to be approved by the city by November 2008.) MetroGreen is a proposed 1,144-mile interconnected system of public and private open spaces, greenways and trails designed to link seven counties in the Kansas City metropolitan area. The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri.

MetroGreen continues a tradition of valuing green space in the Kansas City area by extending the “parkways and boulevards” concept of the 1894 Kessler Plan for Kansas City, Missouri. MetroGreen extends and enhances this commitment by identifying more than 75 separate corridors to form a regional network of greenways that connects many of the areas most valuable natural assets. The project is one of the 10 Giant Steps identified as part of the Kansas City Sesquicentennial Celebration.

The MetroGreen plan does not identify any future trails or bikeways for the proposed Planning Area. The City’s draft trails plan recommends 230 miles of shared-use trails throughout Kansas City. These trails are public, shared-use (i.e., nonmotorized users such as bicyclists, pedestrians, joggers, in-line skaters, wheelchairs, etc) trail facilities that serve as a primary or regional trail. They provide major east/west, north/south connections throughout Kansas City and to trail systems in neighboring cities.

The City’s draft trails plan has been developed through a community-driven process and has strong support throughout Kansas City as well as the larger region. The plan does include the “150 Trail” that extends from the Kansas City/Lee’s Summit city limit to the east (where it connects into a planned trail in Lee’s Summit) running along the north side of 150 Highway until Prospect where it heads northwest until it connects to the Blue River Trail. The plan includes recommendations that developments adjacent to trails identified in the plan include connections from the development(s) to the trail in order to provide adequate connectivity for bicyclists and pedestrians.

Developments within the 150 Highway & Botts Road Planning Area shall provide necessary accommodations to comply with the aforementioned trails plans.

Design Guidelines

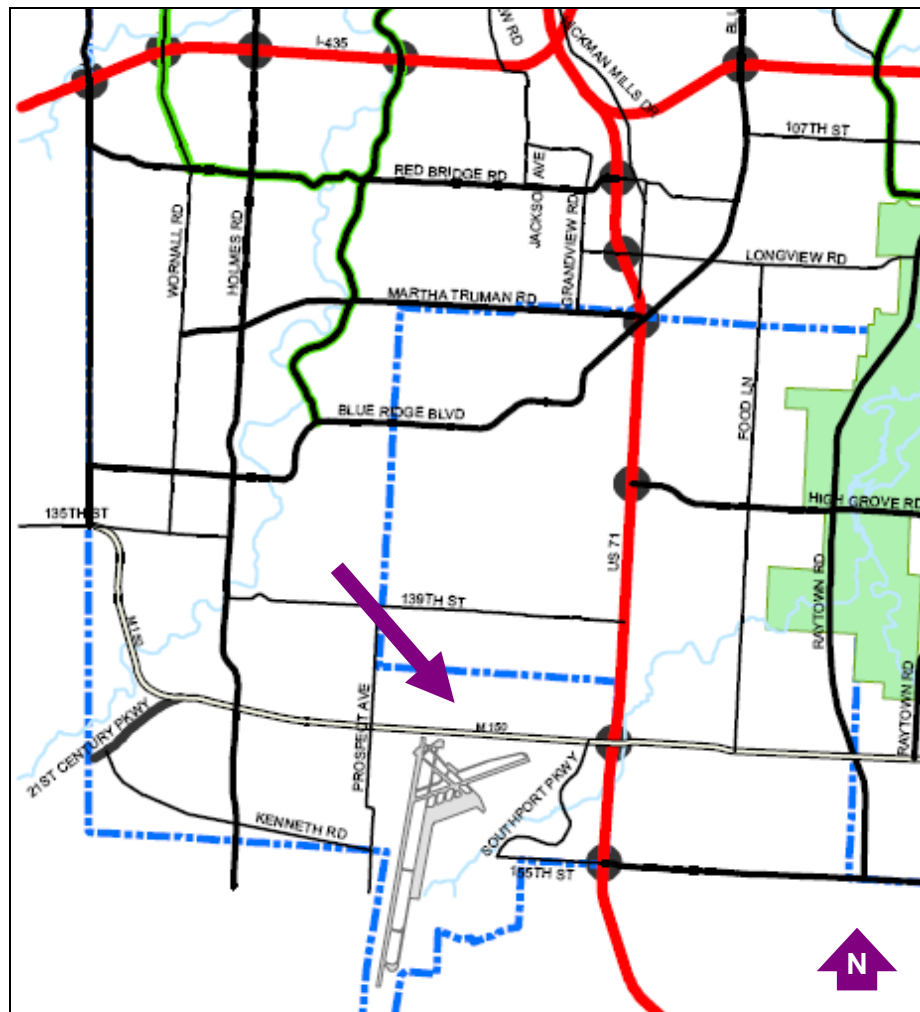
The Martin City/Richards-Gebaur Area Plan includes 24 pages of design guidelines for development within the plan area. These design guidelines generally pertain to urban-style improvements, as would be found in downtown Martin City, and are not applicable to a manufacturing campus located within a suburban setting.

Other Public Development Guidelines

Major Street Plan

The Major Street Plan was approved by the City Plan Commission on July 29, 1971. The purpose of the plan is to guide development of the arterial street network and to identify the amount of street right-of-way to be obtained at the time of subdivision platting. The Major Street Plan identifies Missouri Highway 150 as an expressway. Expressways typically have right-of-ways over 120 feet, are greater than 3 miles in length, and carry over 15,000 vehicles daily. Botts Road is not directly mentioned in the Major Street Plan or the Bicycle Route Plan. (Bicycle routes are appropriate on primary arterials and lower, not on expressways or freeways.) However, as a local street the plan indicates the right-of-way for Botts Road should be at least 50 feet, or 30 feet larger than the current provision. The intersection of Missouri Highway 150 and Botts Road, which currently lacks safe deceleration lanes, will also need to be improved.

MAJOR STREET PLAN MAP



Because of the current status as a local road, Botts Road will need significant upgrade to accommodate the existing demand, and more particularly, demand generated by the development of the NNSA/Honeywell campus. From Missouri Highway 150 north to the city limits Botts Road is a narrow 20-foot right-of-way, is fairly undulating, lacks safe shoulders, has deep

unguarded drop offs at creek drainage pipes, and has been poorly maintained. To the north in the city of Grandview, Missouri, Botts Road is of wide two-lane design with an additional center turn lane and concrete curbs and gutters. Note the picture below showing the difference in the roadway between the two cities.

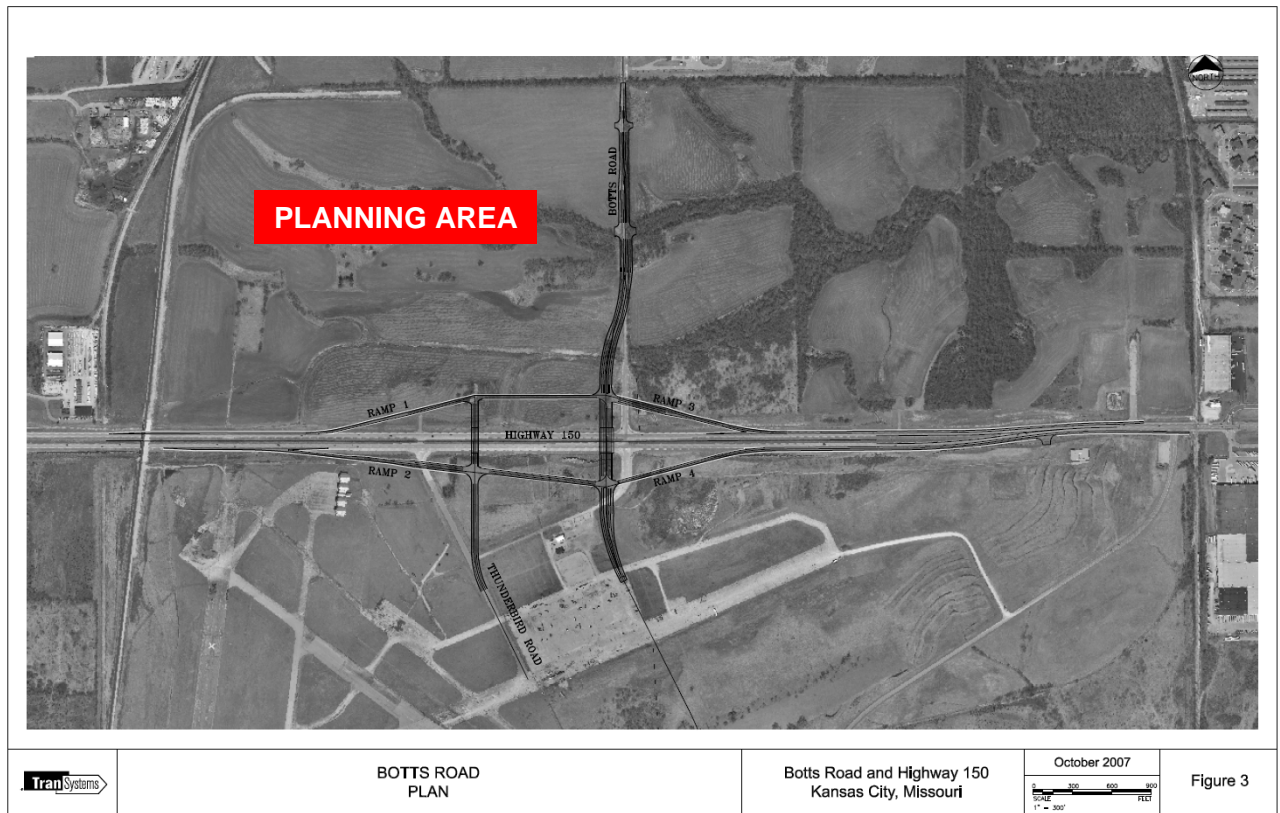
LOOKING NORTH ON BOTTS ROAD INTO GRANDVIEW, MISSOURI



A Traffic Impact Study prepared by TranSystems (August 2007) for use by KCMO and MoDOT indicate a number of intersections along the Missouri Highway 150 corridor appear to be failing under existing traffic loads during A.M. and P.M. Peak Hours.

TranSystems suggests that the NNSA/Honeywell use will generate 5,900 additional daily trips. TranSystems also indicates that with build out of Richards-Gebaur, KCS Intermodal, the underground industrial development, and the adjoining 320 acres, the existing road systems would have to sustain an additional 52,983 daily trips (3.0 times the current traffic count). The TranSystems study indicates that a split-diamond interchange will be needed to handle the increased traffic flows resulting from the development of the area to its highest and best use. MoDOT is in concurrence with the TranSystems findings and has concluded that a \$29-million split diamond interchange at Botts Road and Thunderbird Road is needed if the area is to develop at its highest and best use. The proposed interchange is shown on the following page.

PROPOSED SPLIT-DIAMOND INTERCHANGE



The \$29-million cost includes the Botts Road and Thunderbird Road overpasses, the access ramps, and improvement to Botts Road from Missouri Highway 150 north to the city limit, and tie-in roads south of Missouri Highway 150 at Botts Road and Thunderbird Road into the southerly adjoining new development (CenterPoint & KCSR Intermodal). Included in the cost are monies to immediately address the current unsafe conditions (addition of turn lanes and temporary signalization). These improvements could be phased with the west portion of the interchange (Thunderbird Road overpass) perhaps limited to an at-grade intersection.

FOCUS Kansas City Plan

The *FOCUS Kansas City Plan* was created with the input of thousands of area residents and was approved by the City Council in 1997. The fourteen Focus Principles to guide future development of the city are as follows:

- Reaffirm and Revitalize the Urban Core
(The Planning Area is a fringe suburban property addresses by the next principle (bullet point).)
- Advance and Encourage Quality Suburban Development
(The proposed NNSA/Honeywell campus will include a \$500-million investment in the neighborhood and be of “green” design.)
- Plan for a Well Designed City Framework

(The improvement of Missouri Highway 150, Botts Road, and Thunderbird Road will strengthen the framework of the neighborhood.)

- Strengthen Neighborhoods

(The Planning Area is currently used solely for agricultural purposes and the resulting lack of supervision or policing has resulted in extensive dumping and litter. The addition of a \$500-million “green” campus will improve the area, increase policing and supervision, and provide a very large tax increase to the Grandview School District. Stronger schools generally result in stronger neighborhoods.)

- Ensure Environmental Stewardship

(The proposed NNSA/Honeywell campus will be of LEED® Gold Rated design. Wetlands will be mitigated in an appropriate manner.)

- Create a Secure City

(The development of the Planning Area will improve the policing and supervision within the area, as well as, create safer roadways.)

- Respect Diversity

(Currently, the workforce at NNSA/Honeywell includes 25% female and 17% minorities.)

- Advance Education, Culture and Arts

(The development of the NNSA/Honeywell site will result in approximately \$1.58 million in annual real estate taxes being added to the Grandview School District. The proposed campus will not directly add any costs/students to the district.)

- Develop Jobs for the Future

(The NNSA/Honeywell campus will employ a minimum of 2,100 workers at an average annual pay of \$95,000 per employee. Employees will also enjoy good benefits and secure employment (20-year lease term)).

- Create Opportunity

(The addition of 1.85 million gross square feet and 2,100 workers will create opportunity for other commercial uses to prosper within the neighborhood.)

- Create a Better Future for Our Young People

(Good employment opportunities, improved funding for education, and safer roads will benefit the area’s young people.)

- Target Financial Investments Strategically

(The addition of the NNSA/Honeywell campus will augment the city’s investment in the redevelopment of adjoining Richards-Gebaur.)

- Build Government through a Strong Partnership with Citizens
(The proposed roadway improvements will be financed by a group of entities including Missouri Department of Transportation (MoDOT), County Urban Road System (CURS), Public Improvements Advisory Council (PIAC), CenterPoint Development, and Kansas City Southern Railway.)
- Build Metropolitan Leadership and Regional Cooperation
(See discussion on previous principle/bullet point.)

Clearly redevelopment of the Planning Area contributes to a majority of the FOCUS principles listed above. The FOCUS *Urban Core Plan* does not include the 150 Highway & Boots Road PIEA Planning Area within any of the nine areas specifically addressed within the document.

Blight

Blighting factors include economic underutilization, defective or inadequate street layout, insanitary or unsafe conditions, and inability to pay reasonable taxes to the detriment and injury of the public welfare. Despite being located across the street from a 1,400-acre property utilized as a municipal airfield, then US Air Force Base, then municipal airport, then intermodal facility for an extended period of 67 years, the Planning Area has remained in agricultural use. The city long ago (at least 1988) designated the proposed Planning Area for planned industrial park development, the obvious highest and best use of the tract. Just north of the Planning Area in Grandview, Missouri 63 industrial properties containing approximately 2.55 million square feet (including properties ranging up to 500,000 square feet in size), often aided by public incentives (most notably TIF), have been developed.

Botts Road and its intersection with Missouri Highway 150 need to be improved. As mentioned previously, Botts Road is a narrow 20-foot wide undulating road lacking safe shoulders and in poor maintenance. No exit lanes exist on Missouri Highway 150 at Botts Road where the speed limit is 60 miles per hour. MoDOT has indicated that in order to develop the NNSA/Honeywell campus, \$29 million in road improvements are required. Even apart from the proposed NNSA/Honeywell, a TranSystems traffic study indicates that portions of the traffic grid along Missouri Highway 150 are failing at A.M. and P.M. peak hours.

Junk, steel tanks, an abandoned structure, and building remnants are scattered throughout the property. Extensive illegal dumping has taken place within the Planning Area due to the unsupervised agricultural use of the property. Besides being unsightly, trash and illegal dumping can result in health, fire, and safety issues.

In 2007, the proposed redevelopment area generated \$1,072.89 in real estate taxes. The Jackson County Assessor has determined the proposed redevelopment area should generate roundly \$5,200,000 annually in real estate taxes if developed with a good quality industrial complex containing 1.0 million square feet. Other public benefits foregone by the current underutilization include significant earnings tax, sales tax, utility tax, and personal property tax as shown in the spreadsheet on Page 35 and outlined in the table on the following page:

ECONOMIC/TAX IMPACT - NNSA/HONEYWELL		
Tax	Year 1 Figures	Cumulative Figures Over 20 Years
Real Estate	\$7,426,931.23	\$148,538,624.64
Personal Property	8,869.58	177,391.60
Earnings	2,116,495.50	56,871,026.69
Utility	536,500.00	10,730,000.00
Sales (Operations)	16,031.25	320,625.00
Total	\$10,104,827.56	\$216,637,667.93

Construction sales taxes are not included as development will likely occur under the sales tax exempt status of the PIEA. The addition of a minimum of 2,100 quality jobs (average of \$95,000 per employee) would also fuel addition development within the general area.

The proposed redevelopment area lies within the Grandview GC-4 School District. In 2007, the school district collected a mere \$652.69 in real estate taxes from the proposed Planning Area and incurred no added expenses (no pupils). The development of the NNSA/Honeywell campus on the proposed redevelopment area would generate approximately \$1.58 million in revenues for the school district. The NNSA/Honeywell complex would add no expenses to the school district (pupils).

The redevelopment of the proposed Planning Area will resolve multiple blighting influences as outlined below:

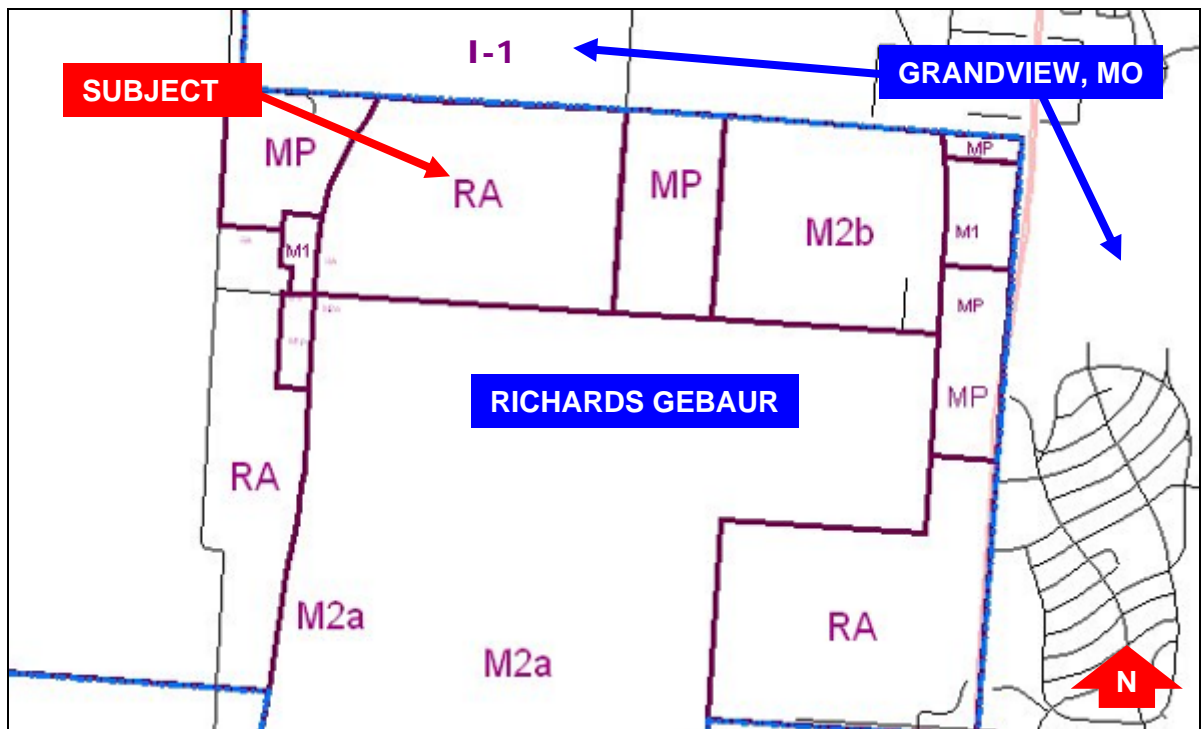
BLIGHT COMPONENT	BLIGHT RESOLUTION
Defective or Inadequate Street Layout:	Resolution includes \$29 million in public road improvements (MO-150 and Botts Road) to be funded by a consortium of MoDOT, CURS, PIAC, CenterPoint, and Kansas City Southern Railroad.
Insanitary or Unsafe Conditions:	All junk, dumping, and abandoned structures will be removed from the site. The addition of the NNSA/Honeywell will result in increased policing and supervision along Missouri Highway 150 and especially Botts Road.
Economic Underutilization/Social Liability:	<p>Realization of the highest and best use of the Planning Area, a \$500-million investment replacing agricultural use.</p> <p>Increase real estate taxes from \$1,072.89 per year to roundly \$5.2 million per year.</p> <p>Increase real estate tax payments to the Grandview GC-4 School District from \$652.69 (2007) to an estimated \$1.58 million annually.</p> <p>Generate substantial employment tax, utility taxes, and sales taxes amounting to \$67,921,652 over the 20-year lease term.</p> <p>Generate a minimum of 2,100 employment position at an average annual wage of \$95,000 with good benefits amounting to \$56,871,027 over the 20-year lease term.</p> <p>Stimulate additional economic growth, as well as,</p>

	<p>compliment the city’s investment in the revitalization of Richards-Gebaur. Honeywell FM&T procures approximately \$75,000,000 annually in products and services from Missouri and Kansas businesses.</p>
--	---

Zoning

The Planning Area is currently zoned RA, Agricultural District by the City of Kansas City, Missouri. The RA zoning is essentially a holding zoning until properties are ready for development. The Martin City/Richards-Gebaur Land Use Map identifies the Planning Area for planned industrial development. A stipulation of this general development plan is rezoning of the Planning Area to URD, Urban Redevelopment District.

ZONING MAP



All of the land surrounding the Planning Area, including in the city of Grandview, is zoned for industrial development.

Land Use

The Planning Area has historically been in agricultural use. Conversion to an office, manufacturing, research, and warehouse campus containing 1.85 million gross square feet is an excellent representation of the highest and best use of the Planning Area and of the city’s land use plan. Development in the area is currently scattered reflecting the suburban fringe location. The proposed NNSA/Honeywell is an excellent compliment to the city’s revitalization efforts at Richards-Gebaur.

STATISTICAL PROFILE

Standards of Population Densities

Population

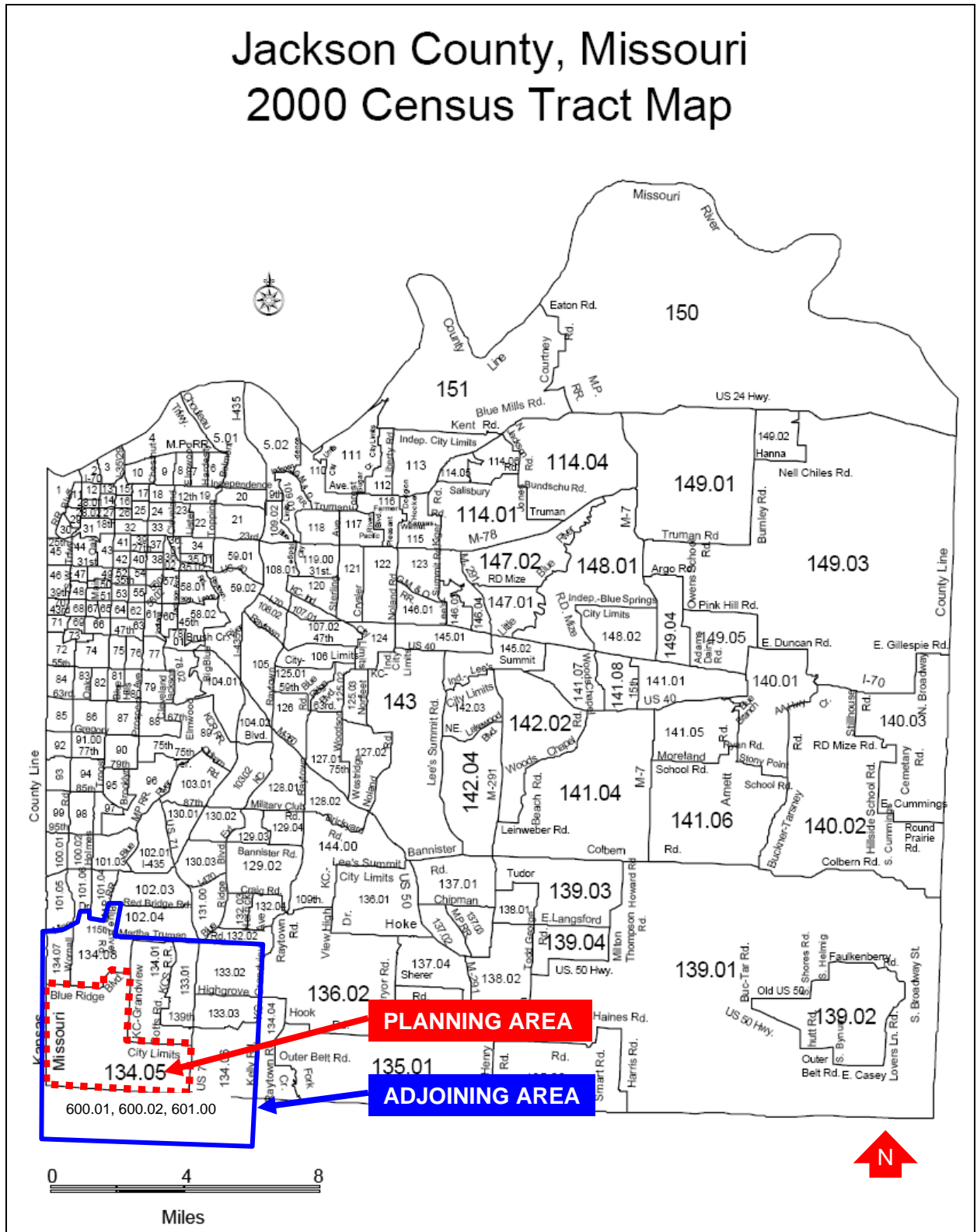
Population figures for the Planning Area are provided by the US Census Bureau and ESRI. The subject Planning Area lies within Census Tract 134.05 (see the 2000 Census Tract Map included on the following page). The adjoining census tracts include 133.01, 133.02, 133.03, 134.01, 134.06, 134.07, and 134.08 in Jackson County, Missouri and 600.01, 600.02, and 601.00 in Cass County, Missouri. The following summarizes population trends for the census tract encompassing the Planning Area and for the adjoining ten tracts.

POPULATION DATA

Census Tract	Historical Population Figures					Est. 2012
	1970	1980	1990	2000	2007	
Planning Area						
134.05	1,217	1,369	1,791	1,747	2,067	2,580
% chg.		+12.5%	+30.8%	-2.5%	+18.3%	+24.8%
% chg. 1970-2007					+69.8%	
Adjoining Area						
133.01 (JackMO)	3,137	4,404	4,101	3,349	4,137	4,116
133.02 (JackMO)	5,532	7,751	7,590	7,353	7,737	7,655
133.03 (JackMO)	3,680	5,168	5,130	4,642	4,852	4,851
134.01 (JackMO)	1,385	3,065	3,338	3,078	2,890	2,890
134.06 (JackMO)	3,689	4,146	4,875	4,726	5,623	6,044
134.07 (JackMO)	1,059	2,178	2,977	3,133	2,414	2,383
134.08 (JackMO)	1,679	3,451	4,717	5,184	5,096	5,160
600.01 (CassMO)	4,676	7,517	9,754	13,168	4,343	4,734
						10,69
600.02 (CassMO)	above	above	above	above	9,689	2
601.00 (CassMO)	3,143	828	2,307	2,625	2,112	2,240
						50,76
% chg.	27,980	38,508	44,789	47,258	48,893	5
% chg. 1970-2007		37.6%	16.3%	5.5%	3.5%	3.8%
						74.7%

The data show slowing growth as the intensity of use at Richards-Gebaur has diminished. In fact, the population within the subject census tract decreased 2.5% in the 1990s. Similarly, population in five of the ten surrounding census tracts decreased in the 1990s. However, the decrease was generally offset by the large increase in census tract 600.01 in Cass County. Population estimates for 2012 provided by ESRI indicate continued growth in population in the Planning Area and, at a slower rate, within the Adjoining Area. The median household income in 2007 for the Planning Area and the Adjoining Areas was \$55,068 (18% above the Kansas City MSA median of \$46,696).

Jackson County, Missouri 2000 Census Tract Map



Population Densities

The combined population density (persons per square mile) of the Planning Area and the Adjoining Area are shown below:

Historical Population Density Data					Projected
1970	1980	1990	2000	2007	2012
8,311	12,583	13,715	13,167	13,374	13,480
% chg.	51.4%	9.0%	-4.0%	1.6%	0.80%

Population densities mirror the slowing growth in historical population and the decline in the 1990s. The growth in population density from 1970 to 2007 within the study area was 61% due almost entirely to growth in the 1970s.

Unemployment

Unemployment within Census Tract 134.05 and the adjoining area as reported in Census 2000 is summarized below:

Census Tract	Labor Force	Labor Force Unemployed	Percent Unemployed
134.05 (JackMO)	671	78	11.6%
133.01 (JackMO)	2,168	147	6.8%
133.02 (JackMO)	4,037	179	4.4%
133.03 (JackMO)	2,740	62	2.3%
134.01 (JackMO)	1,536	124	8.1%
134.06 (JackMO)	2,645	158	6.0%
134.07 (JackMO)	1,140	7	0.6%
134.08 (JackMO)	2,596	99	3.8%
600.01 (CassMO)	2,238	96	4.3%
600.02 (CassMO)	4,193	178	4.2%
601.00 (CassMO)	925	25	2.7%
Total	24,889	1,153	4.6%

The total unemployment rate in 2000 in the study area of 4.6% exceeded the rate in Jackson County, Missouri (3.7%) or the Kansas City MSA (3.3%). The unemployment rate in Census Tract 134.05 (Planning Area) is well above average for the surrounding area, but the size of the labor force is rather small. The addition of the proposed NNSA/Honeywell campus would increase the labor force within census tract 134.05 by 313% from 671 to 2,771.

LAND USE PLAN

Existing Land Use

The Planning Area has historically been in agricultural use. Soybeans are currently being grown on the tract.

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

Proposed land uses within the Planning Area project shall be limited to development within the meaning of Section 100-310(9) R.S.Mo., as amended.

Regulations and Controls

All municipal ordinances, codes and regulations related to buildings, properties and development shall apply within the 150 Highway & Botts Road PIEA Planning Area.

Proposed Land Use

The proposed land uses and building requirements contained herein are designated with the general purpose of accomplishing, in conformance with this general plan, a coordinated, adjusted and harmonious development of the city and its environs which, in accordance with the present and future needs, will promote health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provisions for traffic, vehicular parking, the promotion of safety from fire, panic and other dangers, adequate provisions for light and air, the promotion of the healthful and convenient distribution of population, employment opportunities, the provision of adequate transportation, water, sewage and other requirements, the promotion of sound design and arrangement, the prevention of the occurrence of insanitary areas, conditions of blight or deterioration of undeveloped industrial or commercial uses.

The intent of this general development plan for the 150 Highway & Botts Road PIEA Planning Area is to develop a 185.643-acre tract that has lingered in agricultural use despite being designated for planned industrial development for 20 years by the city, the presence of the 1,400-acre Richards-Gebaur to the south, and the presence of 63 industrial properties containing over 2.5 million square feet of development in northerly adjoining Grandview, Missouri. The plan allows for the development of a \$500-million “green” campus containing 1.85 million gross square feet for NNSA/Honeywell that will add a minimum of 2,100 jobs to the neighborhood. The general development plan will not require a change in the planned industrial park recommended land use shown on the Future Land Use Map within the Martin City/Richards-Gebaur Area Plan shown earlier in the report.

Land Coverage & Building Intensities

Anticipated coverage (Land-to-Building Ratio = LBR) of the proposed NNSA/Honeywell campus within the 150 Highway & Botts Road PIEA Planning Area is a fairly spacious 4.4 : 1.

Proposed Use	Improvement Area	Land Area	Density (LBR)
Ofc., Mfg., Research, Whs.	1,850,000 Sq.Ft.	8,086,608 Sq.Ft.	4.4 : 1

PROJECT PROPOSALS

Development Strategy

The overall strategy for development within the Highway 150 & Botts Road PIEA Planning Area will emphasize the following:

- Improve Botts Road from a narrow 20-wide undulating rural road design lacking safe shoulders to a 50-foot wide three-lane roadway with center turn lane and concrete curbs and gutters.
- Improve the Botts Road and Thunderbird Road connections to the southerly adjoining Richards-Gebaur development.
- Create a split-diamond interchange of Botts Road and Thunderbird Road with Missouri Highway 150. MoDOT has designed the interchange and projects a construction cost of \$29 million.
- Facilitate a cooperative agreement between the Missouri Department of Transportation (MoDOT), County Urban Road System (CURS), Public Improvements Advisory Council (PIAC), CenterPoint Development, and Kansas City Southern Railway to fund the road improvements described in the three bullet points above.
- Create a \$500-million campus for NNSA/Honeywell that will contain approximately 1,850,000 gross square feet of office, manufacturing, research, and warehouse space.
- Create up to 2,500 surface parking spaces to support the campus.
- Create a campus that will be of LEED[®] Gold Rated “green” design.
- Add a minimum of 2,100 jobs with an average annual salary of \$95,000 per employee to the Planning Area.
- Create additional momentum within the neighborhood to augment the city’s redevelopment work at Richards-Gebaur.
- Increase real estate taxes generated in the Planning Area from \$1,072.89 to approximately \$5,200,000 (Jackson County Assessor projection).
- Increase annual real estate tax payments to the Grandview School District from \$652.69 to approximately \$1.58 million.
- Generate economic benefits estimated at \$216.6 million (real estate and personal property taxes, earnings taxes, utility taxes, and sales taxes) over a twenty-year period (the original lease term of the proposed NNSA/Honeywell lease).
- Elimination of unsafe, insanitary, and blighting conditions.

Although real estate taxes within the proposed redevelopment area are not being abated, they will be redirected to assist in funding the public infrastructure required to support a development of this magnitude, and, to assist the Grandview School District. The city's public improvement guidelines, including streetscape design guidelines, will guide all public infrastructure improvements. Pertinent design guidelines will be specified in the URD plan reviewed by city staff and approved by the City Plan Commission and the City Council.

The proposed land use and development strategy is in agreement with the Martin City/Richards-Gebaur Area Plan (which has designated industrial development for the Planning Area since 1988), the FOCUS Kansas City Plan, and the Major Street Plan. These studies were undertaken for the City of Kansas City, Missouri to provide a basis for development in the area. The proposed land use, then:

- Resolves economic underutilization of the Planning Area
- Aligns with the designated land use in the Martin City/ Richards-Gebaur Area Plan
- Funds public infrastructure via a cooperative agreement involving three public entities and two private entities
- Supports and expands the City's tax base
- Fosters employment for the public
- Fosters financing of the local school district
- Eliminates blighting influences in the neighborhood
- Insures environmental stewardship
- Improves the public health, safety, morals and general welfare

Anticipated Development Costs

Because the current agricultural use of the Planning Area is an economic underutilization, significant cost will be incurred in preparing the 185.643-acre tract for development to its highest and best use. The main preparatory development costs include site acquisition, public roadway improvements, utility extension, re-locating an underground gas pipeline, rough grading, and wetland mitigation. Estimates for these costs are outlined on the following page.

Expected Economic/Tax Impact

The additional of a \$500-million "green" campus to the Planning Area will have an enormous positive economic impact on the Planning Area and the surrounding area, on the city's effort to redevelop Richards-Gebaur, and on the Grandview School District. The spreadsheet included on the second page following provides a breakdown of the estimated real estate and personal property taxes, earnings taxes, utility taxes, and sales taxes (operations), generated by the proposed development of the NNSA/Honeywell campus over the initial 20-year lease term.

PROJECTED NNSA/HONEYWELL DEVELOPMENT COSTS

Land Area	185.643 acres
Building Areas	1,850,000 gross square feet
	1,400,000 rentable square feet
	1,225,000 usable square feet

LAND ACQUISITION & SITE PREPARATION COSTS

Land Acquisition	\$4,800,000	\$25,856 per acre
Roadwork (Split-diamond interchange/Botts/Thunderbird)	29,000,000	\$156,214 per acre
Sanitary Sewer (Offsite)	550,000	\$2,963 per acre
Sanitary Sewer (Onsite)	725,000	\$3,905 per acre
Storm Sewer (Onsite, extensions)	1,015,000	\$5,467 per acre
Storm Sewer (Onsite)	2,085,000	\$11,231 per acre
Water (Domestic)	540,000	\$2,909 per acre
Water (Fire Safety)	1,600,000	\$8,619 per acre
Water Tower	unknown	
Design & Management (Sewer & Water)	650,000	\$3,501 per acre
Natural Gas (Extension)	42,000	\$226 per acre
Telephone/Data (Extension)	130,000	\$700 per acre
Cable (Extension)	74,000	\$399 per acre
Electricity (20 MW)	890,000	\$4,794 per acre
Magellan Pipeline (Moving)	1,000,000	\$5,387 per acre
Rough Grading (Sitework)	6,035,000	\$32,509 per acre
Rough Grading (Structural & Backfill)	690,000	\$3,717 per acre
Wetland Mitigation	550,000	\$2,963 per acre
Total	\$50,376,000	\$271,360 per acre \$6.23 per Sq.Ft. of land

BUILDING CONSTRUCTION COSTS

Building Costs (1,850,000 Sq.Ft. @ \$240)	\$444,000,000	\$240.00 per gross Sq.Ft.
Parking Improvements	2,437,500	\$1.32 per gross Sq.Ft.
Site Improvements	1,000,000	\$0.54 per gross Sq.Ft.
Water Feature	250,000	\$0.14 per gross Sq.Ft.
Total	\$447,687,500	\$241.99 per gross Sq.Ft.

PERSONAL PROPERTY COSTS

Value of Non-Taxable Personal Property (to be moved)	\$325,000,000
Value of New Taxable Personal Property	325,000
Total	\$325,325,000

TOTAL COSTS

Including All Personal Property	\$823,388,500	\$445.07 per gross Sq.Ft.
Including Taxable Personal Property	\$498,388,500	\$269.40 per gross Sq.Ft.

Method of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment within the Highway 150 & Botts Road PIEA Planning Area will be privately financed through developer/investor financing and/or conventional financing. The terms of any potential use of public/private financing methods are to be specified by the Project Developer to the Planned Industrial Expansion Authority.

The purpose of establishing a PIEA area for this project is to facilitate public/private financing methods. It is anticipated that the Planned Industrial Expansion Authority will hold fee simple title to the land and all improvements developed for the NNSA Honeywell project anticipated by this plan. The PIEA will acquire ownership and title to land and improvements by issuing bonds which will be sold to institutional investors. The PIEA anticipates leasing property and improvements to the developer selected by NNSA / GSA under a “lease-purchase” arrangement. It is anticipated that the developer will sublease the land and improvements to GSA who will in turn sublease them to NNSA/Honeywell. Lease revenues will flow through to the developer who will make payments to PIEA for the purpose of retiring bonded debt. It is anticipated that the GSA’s 20-year lease will provide requisite security to the bondholders necessary to sell the bonds at attractive rates of interest. At the end of the original term of that lease, the debt will be completely retired and fee simple title to land and improvements will be returned to the developer. (This type of transaction is commonly referred to as a capital lease transaction.)

Public infrastructure improvements will be financed by a consortium of public and private entities including public revenue sources (from redirected property taxes), Missouri Department of Transportation (MoDOT), County Urban Road System (CURS), Public Improvements Advisory Council (PIAC), CenterPoint Development, and Kansas City Southern Railway.

Projected public infrastructure costs for the proposed project described in this plan include the following:

Public Infrastructure Item	Estimated Cost
Interchange Improvements & Upgrading of Botts Road	\$29 million
Eligible Infrastructure Costs	up to \$10 million
Total Cost	up to \$39 million

The total estimated cost of up to \$39 million equates to \$21.08 per square foot of proposed improvement (based on 1.85 million Sq.Ft.) or \$4.82 per square foot of land (based on 8,086,609 Sq.Ft.). Eligible infrastructure costs will include a number of the items, to the extent that they qualify as public infrastructure, detailed in the table entitled **Projected NNSA/Honeywell Development Costs** shown on Page 34. As final design for the facilities and the site are completed, public infrastructure eligible for tax exempt financing will be determined and financed to the extent funds are available for the said improvements.

The projected sources of payment for this \$39 million in public infrastructure costs are outlined below:

Source	Payment
Annual PILOT payments equal to 50% of the real estate taxes generated by the proposed NNSA campus	\$2,600,000/yr. for 20 yrs.
County Urban Road Systems (CURS)	1,100,000
Kansas City Southern Railway (KCSR)	450,000
Public Improvements Advisory Committee (PIAC)	4,660,000
Missouri Department of Transportation (MODOT)	10,000,000
CenterPoint (Richards-Gebaur redeveloper)	1,000,000

The tax and financial analysis performed for the PIEA and included on the following pages depicts a typical debt service scenario and demonstrates that, under the best conditions, the above mentioned financing will generate \$29,653,928 (roughly the cost of the interchange and Botts Road improvements (±\$29 million) while falling short (by approximately \$10 million) of financing additional eligible public improvements.

In order to fill this gap, a number of alternatives are being explored. Those alternatives include the following:

1. An assessment for debt service on utility bills paid during the term of the lease in combination with oversizing agreement with Kansas City, Missouri.
2. Amortizing 25 years of tax abatement over the 20-year lease term of the GSA lease thereby providing additional ad valorem property taxes redirected on an annual basis.

In addition to these, other options for the design and construction of the Botts Road / Thunderbird Road intersections in a manner that reduces the cost are also being explored.

Planned Industrial Expansion Authority of

Kansas City, Missouri

Tax Exempt Revenue Bonds (NNSA Project)

Series 2008

Sources & Uses

Dated 11/01/2009 | Delivered 11/01/2009

Sources Of Funds

Par Amount of Bonds	\$39,210,000.00
---------------------	-----------------

Total Sources	\$39,210,000.00
----------------------	------------------------

Uses Of Funds

Deposit to Project Construction Fund	29,653,928.33
--------------------------------------	---------------

Deposit to Capitalized Interest (CIF) Fund	4,492,812.50
--	--------------

Deposit to Debt Service Reserve Fund (DSRF)	3,882,178.22
---	--------------

Costs of Issuance	1,176,300.00
-------------------	--------------

Rounding Amount	4,780.95
-----------------	----------

Total Uses	\$39,210,000.00
-------------------	------------------------

Series 2008 v4 | SINGLE PURPOSE | 6/ 2/2008 | 3:14 PM

Gilmore & Bell, P.C.
Tax and Financial Analysis

Planned Industrial Expansion Authority of
Kansas City, Missouri
Tax Exempt Revenue Bonds (NNSA Project)
Series 2008

Coverage Ratio

Date	Total Revenues	Total D/S	Coverage
11/01/2009	-	-	-
11/01/2010	2,156,550.00	2,156,550.00	1.000000x
11/01/2011	3,456,550.00	2,156,550.00	1.6028147x
11/01/2012	7,779,712.50	7,236,550.00	1.0750582x
11/01/2013	7,600,000.00	7,237,150.00	1.0501371x
11/01/2014	2,600,000.00	2,472,350.00	1.0516310x
11/01/2015	2,600,000.00	2,473,400.00	1.0511846x
11/01/2016	2,600,000.00	2,471,700.00	1.0519076x
11/01/2017	2,600,000.00	2,472,250.00	1.0516736x
11/01/2018	2,600,000.00	2,474,775.00	1.0506006x
11/01/2019	2,600,000.00	2,474,000.00	1.0509297x
11/01/2020	2,600,000.00	2,474,925.00	1.0505369x
11/01/2021	2,600,000.00	2,472,275.00	1.0516629x
11/01/2022	2,600,000.00	2,476,050.00	1.0500596x
11/01/2023	2,600,000.00	2,475,700.00	1.0502080x
11/01/2024	2,600,000.00	2,471,225.00	1.0521098x
11/01/2025	2,600,000.00	2,472,625.00	1.0515141x
11/01/2026	2,600,000.00	2,474,350.00	1.0507810x
11/01/2027	2,600,000.00	2,476,125.00	1.0500278x
11/01/2028	2,600,000.00	2,472,675.00	1.0514928x
11/01/2029	2,600,000.00	2,474,000.00	1.0509297x
11/01/2030	2,600,000.00	2,474,550.00	1.0506961x
11/01/2031	5,221,000.00	4,969,050.00	1.0507039x
Total	\$70,413,812.50	\$65,808,825.00	-

Series 2008 v4 | SINGLE PURPOSE | 6/ 2/2008 | 3:14 PM

Gilmore & Bell, P.C.
 Tax and Financial Analysis

Land Acquisition Costs

The General Services Administration (GSA) has a Real Estate Option Agreement with the current owner of the Planning Area to acquire the 185.643-acre Planning Area. GSA will transfer the Real Estate Option Agreement to a developer who will eventually purchase the tract and develop and lease the NNSA/Honeywell campus. Nevertheless, any land acquired will be done so in compliance with the Federal Uniform Land Acquisition and Relocation Policy, as amended.

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, R.S.Mo. (1986) as amended, shall, with the approval of the Authority, acquire in fee simple, any land for planning and redevelop such land in accordance with the plan for redevelopment adopted by the Authority, and then such land shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, R.S.Mo. (1986) as amended, as authorized by Section 100.570, R.S.Mo. (1986), as amended, provided that the Authority may require said redevelopment corporation, its successors and assigns, to pay to the City and the County for the benefit of the taxing entities for which the County collects ad valorem taxes, with respect to each such tract of land in addition to the ad valorem taxes computed under Section 353.110, R.S.Mo. (1986), as amended, an amount annually equal to the amounts by which the actual tax on such land computed pursuant thereto is less than the tax which would have resulted in such taxable year against such land had the assessed valuation of such land (land and improvements) on January 1 of the calendar year in which the redevelopment corporation acquired title to the property.

The provisions of Section 100.570 R.S.Mo. concerning the ad valorem tax exemption benefits contained in Chapter 353 (R.S.Mo.) and more specifically set forth in Section 353.110 and 353.150(4) R.S.Mo. shall be available to a Redevelopment Corporation designated by the Authority if the designated Redevelopment Corporation acquires fee simple interest in any real estate for redevelopment and redevelops and uses such real estate in accordance with this plan and if the Authority approves such acquisition. Such tax exemption benefits shall be available to any successor, assign, or purchaser or transferee if the designated Redevelopment Corporation provided that such successor, assign, purchaser or transferee continues to use, operate and maintain such real estate in accordance with this Plan.

The Authority shall not require the designated Redevelopment Corporation, its successors, assigns, purchasers or transferees, to make payments in lieu of real property taxes equal to the total real property taxes on the land and improvements during the tax year immediately preceding ownership by the PIEA. The PIEA shall, however require that, in the context of a capital lease agreement with the eventual designated developer(s), payment of 100% of all ad valorem real property taxes be made on real estate and improvements. The PIEA shall redirect approximately 50% of the new taxes generated by the development project to taxing jurisdictions and utilize the balance of the new taxes to retire debt, all in accordance with the PIEA Law. Redirection of property taxes for the purpose of servicing debt for public improvements associated with the project shall not exceed a term of 25 years.

Project Plan/Design

Any company or developer which proposes to construct, lease or sublease facilities, or to purchase land or redevelop within the area which is the subject of this plan, shall submit plans and specifications to the Planned Industrial Expansion Authority and the City of Kansas City, Missouri, and, if not the owner of the subject property or properties, shall mail a courtesy notice to said owner or owners, as determined by the ownership records of Jackson County at the time of mailing, concurrently with plan submittal and prior to starting a project; and no building permit shall be issued without the prior approval of all agencies. The developer will also be obligated to maintain adequate and direct access either through or around constructed areas.

Financing Review/Developer's Obligations

Any company or developer which proposes to construct, lease or sublease facilities or to purchase land or redevelop within the area which is the subject of this plan shall submit plans and specifications to the Planned Industrial Expansion Authority and the City of Kansas City, Missouri and if not the owner of the property or properties shall mail a courtesy notice to said owner or owners as determined by the ownership records of Jackson County at the time of mailing concurrently with plan submittal and prior to starting a project and no building permits shall be issued without the prior approval of all agencies.

In addition, the specific proposal to be submitted by the developer selected by GSA to undertake this project will follow procedures specified by the Economic Development and Incentive Policies of Kansas City, Missouri and be subject to the approval and concurrence of the City Council.

The designated developer(s) will seek to achieve the participation goals set forth in the city's Minority and Women Business Enterprise (MBE/WBE) Program, as well as, State of Missouri Prevailing Wage provisions in all contracts and subcontracts associated with the project.

Design Guidelines

Martin City/Richards-Gebaur Area Plan

The Martin City/Richards-Gebaur Area Plan (approved by the city council on June 14, 2001) seeks to preserve the "quaint" restaurants, retail, and residences associated with Martin City, guide the burgeoning industrial development associated with Richards-Gebaur, and facilitate orderly development or preservation of the abundance of undeveloped land in the planning area. The "Recommended Urban Design" espoused in the Martin City/ Richards-Gebaur Area Plan is pertinent for urban development (downtown Martin City). The subject is suburban development of manufacturing orientation and the urban guidelines have little pertinence. The focus of these design guidelines is to preserve natural resources, guide landscaping, building design and materials, parking design, and signage, while creating quality-oriented and functional industrial environments. Applicability of any of these issues will be addressed by the city when the URD plan is submitted.

Design guidelines from other planning documents that pertain to the Planning Area are outlined below:

FOCUS Building Block Guidelines

Quality Places to Live and Work Building Block Guidelines

New development and planning of all types in all areas of the city will include the following Quality Places Characteristics. These tenets are applicable to all land uses at all densities.

- Transportation alternatives are convenient and easy to use.
- Existing valuable and historic buildings are refurbished and reused.
- Buildings are designed to create or contribute to a sense of community.
- New development occurs at infill sites or contiguous to existing development and uses existing infrastructure effectively.
- Development preserves or creates open space, respects existing topography, and minimizes the impact of development on the natural environment.
- New development and infrastructure are built to be useful for 100 years or more.

Major Street Plan

Botts Road will need to be improved to at least the prescribed 50-foot wide right-of-way (three lanes) from the existing narrow 20-foot wide right-of-way. The extensions of Botts Road and Thunderbird Road to create connections into the Richards-Gebaur development to the south will improve linkage. The split diamond interchange will facilitate movement of traffic into the Planning Area, into CenterPoint, and into the Kansas City Southern intermodal center.

The proposed revitalization of the Planning Area with an attractive \$500-million “green” campus employing a minimum of 2,100 workers and generating an estimated \$5.2 million in real estate taxes and \$216.6 in various tax benefits over 20 years meets the objectives stated above.

PIEA Rights of Review

Each individual development proposal will be submitted to the Authority’s Board of Commissioners for determination that the specific requirements of the plan have been met, and that the proposal is in keeping with the overall design objectives cited above and the General Plan for the City.

Relocation

It is not anticipated that relocation will be necessary to carry out this project. If relocation is required, all relocation costs will be the responsibility of the developer. The Authority will cooperate, as possible, in assisting project developers and property owners in planning for necessary relocation. All relocation shall conform to the Federal Uniform Land Acquisition and Relocation Policy, as amended.

PROPOSED CHANGES

Proposed Zoning Changes

The proposed Planning Area is presently zoned RA, Agricultural District by the City of Kansas City, Missouri. For purposes of implementation of this plan and in order to reinforce its objectives developers will have to apply for District URD (Urban Redevelopment District) zoning in order to be eligible for tax abatement (redirection) benefits described herein.

Additionally, no zoning to District URD will be required if the project is listed on the National Register of Historic Places, is being developed by the use of historic tax credits and is being developed using the standards of the Secretary of the Interior for such redevelopment.

Proposed Street Changes

This Plan anticipates reconstructing Botts Road from a narrow 20-foot wide, undulating local road into a 50-foot wide, three-lane roadway with concrete curbs and gutters. Thunderbird Road will also be improved as the main entrance to the KCS intermodal facility. A split diamond interchange is the current design proposed to handle existing traffic and new traffic created by development of the Planning Area, CenterPoint, and the KCSR intermodal facility. These roadway improvements will allow for continuity of fire and police service delivery. Any street changes that might be considered in the future will be coordinated with the Missouri Department of Transportation (MoDOT), Kansas City, Missouri Public Works, and the City Planning and Development Department. Funding for these improvements will result from a cooperative agreement between MODOT, CURS, PIAC, CenterPoint, and KC Southern Railway.

Proposed Street Grade or Land Changes

The Planning Area is currently a rolling agricultural field that will require extensive grading. The undulating design of Botts Road will be suppressed. All changes will be coordinated with the City of Kansas City, Missouri.

Proposed Building Code or Ordinance Changes

No changes in the existing building codes or city ordinances are proposed by the development outlined in this plan. Any existing code violations will be resolved by the redevelopment.

Proposed Changes in Public Utilities

The Planning Area lacks sanitary sewers at the present time. Extension will be required from the northeast. The estimated cost of extension is \$1,270,000 to be paid by a local public entity. The extension will likely be oversized to serve other future development to the east of Botts Road. Storm drainage systems, estimated to cost \$3,111,000, will also be needed prior to development. Water systems, for domestic and fire safety, are projected to cost \$2,141,000. Any extension and other changes, if required, will be coordinated with the City of Kansas City, Missouri and expenses relating to the same will be incurred and financed by the affected utilities or parties other than GSA.

Proposed Changes to Public Facilities

No changes are proposed to public facilities within the Planning Area. However, the developer will make necessary repairs as required by the City of Kansas City, Missouri. The developer may seek public assistance for these improvements.

Proposed Changes to City's Area Plan

This Plan is in conformance with the City's Area Plan (Martin City/Richards-Gebaur). The Planning Area has been designated for industrial use by the city for at least 20 years.

RELATIONSHIP TO LOCAL OBJECTIVES

General

The proposed land use is consistent with the area plan and local objectives that seek to stimulate quality development within the city. Local objectives pertinent to the Highway 150 & Botts Road PIEA Planning Area included those stated in the FOCUS Urban Design and Development Guidelines:

- To enhance the city's quality of life
- To increase property taxes
- To encourage additional public and private sector investment.

Creating Mixed-Use Nodes

The NNSA/Honeywell campus is of single-use design, and due to security reasons, must be a stand-alone property. The proposed campus does contribute to the overall mixed-use orientation of the neighborhood.

Revitalizing Existing Uses

The purpose of the proposed redevelopment plan is to initiate development on a 185.634-acre tract that has historically been in agricultural use. The proposed NNSA/Honeywell campus will add a \$500-million investment to the city. Though not revitalizing an existing use, the proposed redevelopment will augment the city's large investment in the redevelopment of the 1,400 acres associated with Richards-Gebaur. The addition of a major campus containing 1.85 million gross square feet will fuel development of other nearby vacant land.

Foster Employment

It is anticipated that the development of the NNSA/Honeywell campus within the Highway 150 & Botts Road PIEA Planning Area will provide a minimum of 2,100 jobs with an average salary of \$95,000 per year. These workers will also receive competitive benefits. The development of the Planning Area will also foster temporary employment (professional fees, construction and redevelopment) within the City. The addition of a major campus containing 1.85 million gross square feet will fuel other development in the area which will also create new employment opportunities. Honeywell FM&T procures approximately \$75,000,000 annually in products and services from Missouri and Kansas businesses.

Billboards

No billboards are present within the Planning Area and none are planned to be added. Regardless, no property within the Planning Area containing a billboard is eligible for abatement under this redevelopment plan.

Public Transportation

The Highway 150 & Botts Road PIEA Planning Area is not presently served by public transportation under the Area Transportation Authority (ATA) and no changes in the public transportation system are proposed at the present time.

Public Improvements

Public improvements contemplated by this Plan include public roadway improvements and sanitary sewer extension. The roadway improvements (possible split diamond interchange, Botts Road, Thunderbird Road) will be funded by a cooperative agreement between MoDOT, CURS, PIAC, CenterPoint, and KC Southern Railway. A public entity will fund the extension of sanitary sewers to the Planning Area.

Building Requirements in the Planning Area

The objective of this plan is to have all current building requirements and codes presently in effect, apply to any development within the Planning Area.

Any specific development proposal approved by the Planned Industrial Expansion Authority for the Planning Area will contain, among other things, adequate provision for traffic, vehicular parking, safety from fire, adequate provision for light and air, sound design and arrangement, and improved employment opportunities. Any negative impact on adjacent traffic patterns or public transportation resulting from the proposed redevelopment of the Planning Area will be addressed by the cooperative agreement road improvements.

PROCEDURES FOR CHANGE

This plan or the approved plans for any project in the Highway 150 & Botts Road PIEA Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of real estate property in the Planning Area, the modification must be consented to by the Lessee or purchaser of the real property or to successor, or successors in the interest affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Plan Commission and City Council, the modification must similarly be approved by those same entities.

The approved development proposals for any project in the Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of property in the Planning Area, the modification must be consented to by lessee or purchaser of real property or his successor, or their successor in interest affected by the proposed modification. Where the proposed modification will substantially change the development proposals as previously approved by the Planned Industrial Expansion Authority, the Planned Industrial Expansion Authority must similarly approve the modification.

EMINENT DOMAIN

The Authority believes that it will not be necessary to exercise the power of eminent domain within the Planning Area, except possibly to clear title.

ESTIMATED COMPLETION TIME

The plan will be completed in 10 years from the passage of the ordinance approving the plan by the City Council and will require the amendment of the plan and approval by the City Council after the 10-year time limit. GSA estimates that partially occupancy of the campus will begin January 1, 2011 with full occupancy following on October 1, 2012.