

Centerpoint Zimmer LLC

June 5, 2009

AMENDED JUNE 18, 2009

A Project and Developer Proposal
to the Planned Industrial Expansion
Authority of Kansas City

NNSA National Security Campus

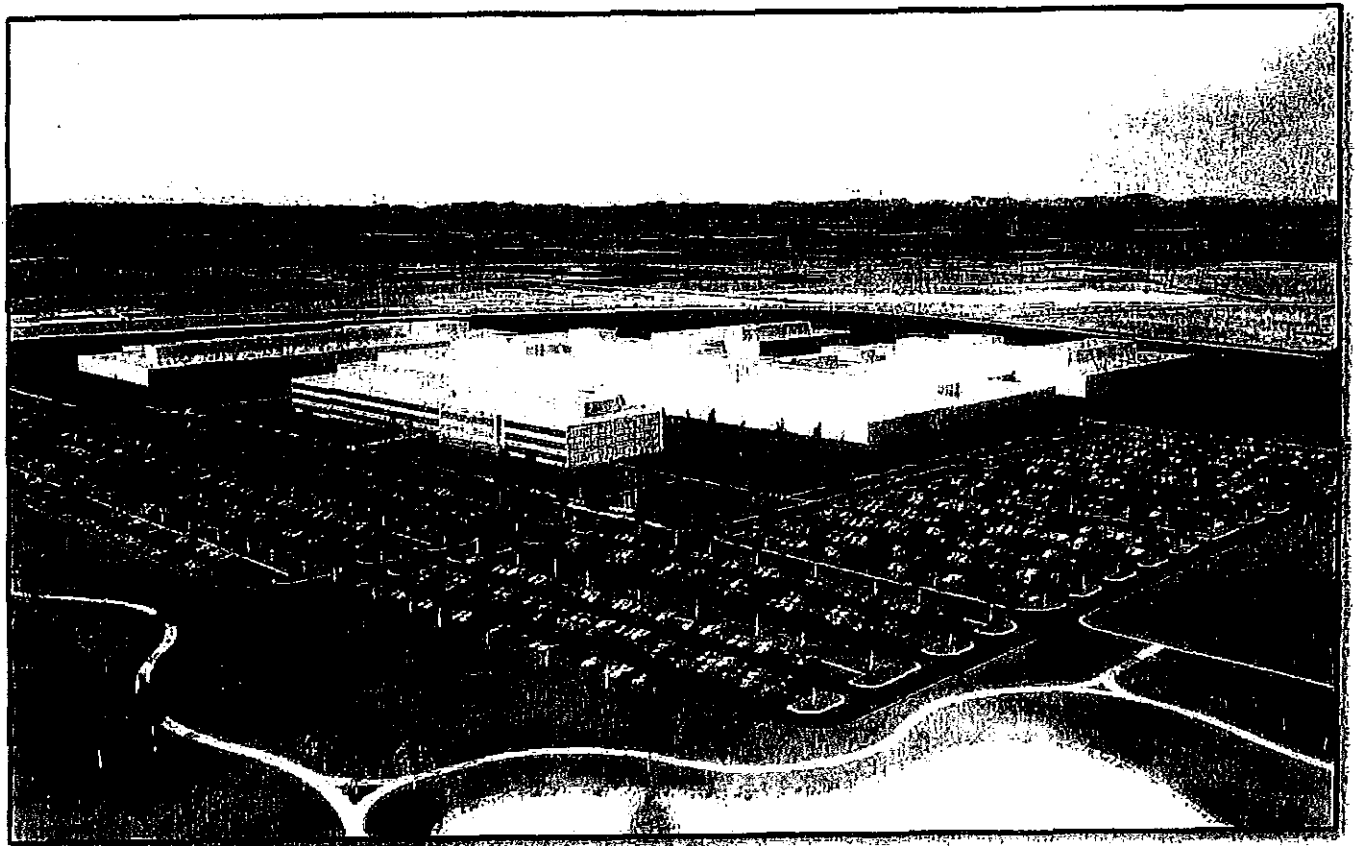


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PROJECT LOCATION

Centerpoint Zimmer L.L.C of Kansas City, Missouri hereby submits the following proposal to develop 185.6 acres of unused agricultural land located in the southernmost portion of Kansas City. The property is located at the intersection of Botts Road and Missouri Highway 150. The legal description for the property is as follows:

Parcel One:

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 NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 27; THENCE SOUTH 0°-09'-34" WEST, ALONG THE EAST LINE OF SAID SECTION 27, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°-44'-38" WEST, A DISTANCE OF 20.00 FEET, TO THE MOST EASTERLY SOUTHEAST CORNER OF A TRACT OF LAND DESCRIBED IN DOCUMENT NO. 98-K-28961 IN BOOK K3209 AT PAGE 68 SAID POINT BEING ON THE WEST RIGHT-OF-WAY LINE OF BOTTS ROAD, AS ESTABLISHED BY COUNTY RECORD BOOK 15 AT PAGE 314, SAID POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE SOUTH 0°-09'-34" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 1469.01 FEET TO THE NORTH TERMINUS OF A STRIP OF LAND FOR RIGHT OF WAY FOR BOTTS ROAD DESCRIBED IN DOCUMENT NO. B-572006, IN BOOK B-5948, PAGE 282; THENCE NORTH 89°-50'-26" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 10.00 FEET, THENCE SOUTH 0°-09'-34" WEST, CONTINUING ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 509.31 FEET, TO A POINT ON THE WESTERLY RIGHT OF WAY OF BOTTS ROAD AS DESCRIBED IN DOCUMENT NO.1999K0067541; THENCE SOUTH 25°-42'-17" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 67.37 FEET TO AN ANGLE POINT THEREIN; 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 DOCUMENT NO. 1999K0067541; 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 131.23 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. 98-K-28961 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 2636.07 FEET, TO THE POINT OF BEGINNING, CONTAINING 185.528 ACRES, MORE OR LESS.

Parcel Two: (Shown for reference only & is a tract that may be acquired by Developer and is contiguous to Parcel One which contains all of the General Development Plan improvements)

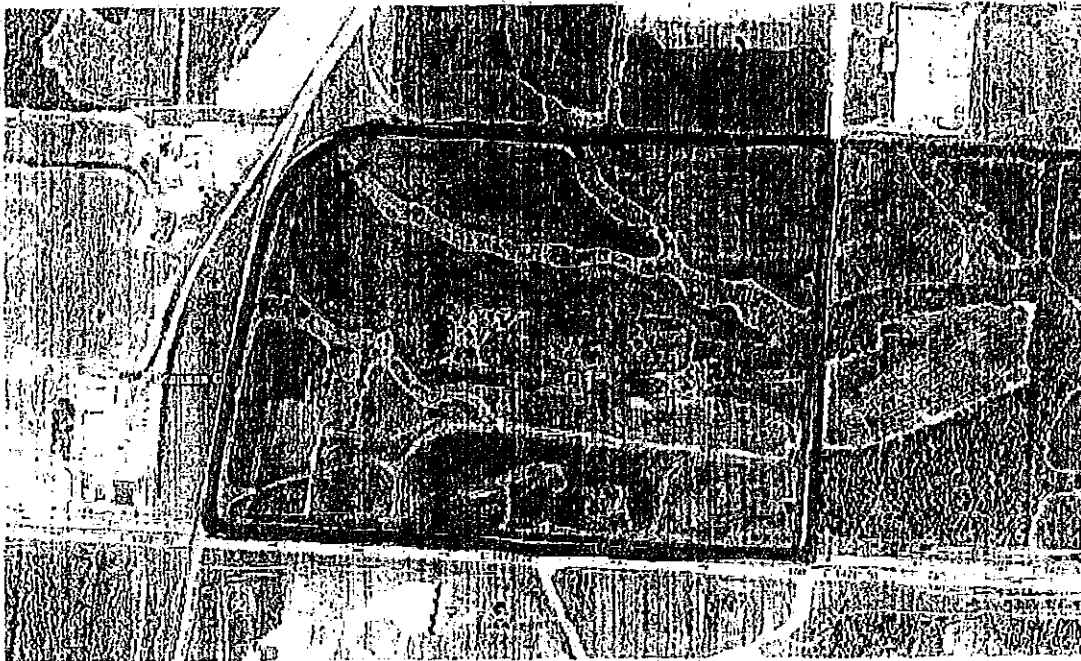
ALL THAT PART OF THE SOUTHWEST ¼ OF SECTION 27, TOWNSHIP 47, RANGE 33, BEING PARTIALLY IN THE CITY OF GRANDVIEW AND PARTIALLY IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 27; THENCE SOUTH 0°-09'-34" WEST, ALONG THE EAST LINE OF SAID SECTION 27, A DISTANCE OF 100.00 FEET; THENCE SOUTH 89°-44'-38" WEST, A DISTANCE OF 20.00 FEET, TO THE MOST EASTERLY SOUTHEAST CORNER OF A TRACT OF LAND DESCRIBED IN DOCUMENT NO. 98-K-28961 IN BOOK K3209 AT PAGE 68 SAID POINT BEING ON THE WEST RIGHT-OF-WAY LINE OF BOTTS ROAD, AS ESTABLISHED BY COUNTY RECORD BOOK 15 AT PAGE 314; THENCE SOUTH 89°-44'-38" WEST, ALONG THE SOUTH LINE OF SAID TRACT OF LAND A DISTANCE OF 2636.07 FEET, TO AN ANGLE POINT THEREIN; THENCE SOUTH 68°-00'-34" WEST, CONTINUING ALONG SAID SOUTH LINE, A DISTANCE OF 532.50 FEET, TO THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE SOUTH 06°-39'-59" WEST ALONG THE EAST LINE OF SAID TRACT DOCUMENT NO. 98-K-28961 IN BOOK K3209 AT PAGE 68, A DISTANCE OF 2335.94 FEET, TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MISSOURI HIGHWAY NO. 150, AS DESCRIBED IN DOCUMENT NO. 1999K0060267; THENCE NORTH 87°-32'-43" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 135.37 FEET; THENCE NORTH 06°-39'-59" EAST A DISTANCE OF 1635.55 FEET; THENCE NORTH 12°-30'-21" EAST A DISTANCE OF 460.28 FEET; THENCE NORTH 25°-55'-08" EAST A DISTANCE OF 267.40 FEET, TO THE POINT OF BEGINNING, CONTAINING AN AREA OF 282,351 SQUARE FEET OR 6.482 ACRES, MORE OR LESS.

PROJECT DESCRIPTION

General Overview

The General Services Administration has selected Centerpoint Zimmer LLC to develop a new \$600 plus million NNSA National Security Campus for the production of weapons systems located in Kansas City, Missouri. The selection of Centerpoint Zimmer LLC to design and construct this new facility comes after a competitive bidding process. The new plant will replace an aging facility in the Bannister Federal Complex, and will serve as the home of the National Nuclear Security Administration's (NNSA) Kansas City Plant. Operated by Honeywell FM&T, the Kansas City Plant produces and assembles non-nuclear components for the nation's nuclear weapons.

The new facility, and the supporting infrastructure, will be constructed on 185.6 acres of agricultural land located north of Missouri Highway 150 on Botts Rd. The project area is located on the north side of Missouri Highway 150 across from the 1,340 acre site which Centerpoint Properties Trust is in the process of converting into an industrial park and intermodal hub for the Kansas City Southern Railroad. The subject property, however, has remained undeveloped and designated for agricultural use for decades. The new NNSA/Honeywell facility will be approximately 1.5 million square feet of office, manufacturing, research, and warehouse space supported by 2,500 surface parking spaces. The project will be a LEED® Gold Rated "Green" campus.



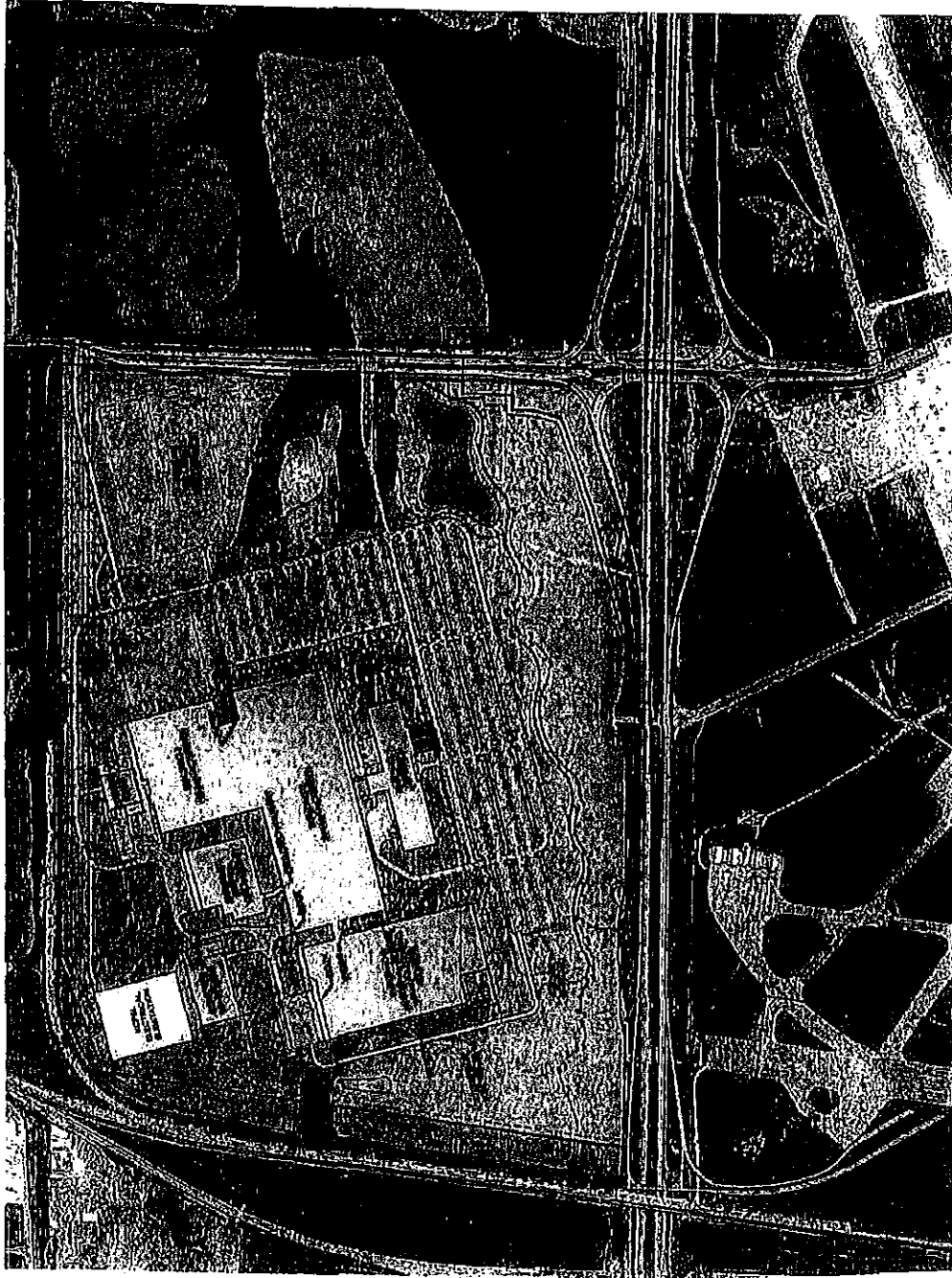
Project Area Outlined in Red

Infrastructure

The Project will also address roadway and utility issues in the area. The intersection of Botts Road and Missouri Hwy 150 currently lacks deceleration lanes. Botts Road will be improved to secondary arterial status. The new interchange and truck flyover will adequately serve not only the development site but adjoining development to the east and provide convenient connections to Richards-Gebaur. Centerpoint Zimmer has budgeted approximately \$31 million toward the Botts Road/Highway 150 interchange (see interchange site plan on next page).

The southern portion of the area is not currently served by sewers because service requires crossing the Blue River and is more difficult and expensive to construct. An additional \$14 million has been budgeted for site development and to extend and construct the sanitary/storm water sewers and extend water, electricity, natural gas, telephone and cable lines to the Project Area.

Project plan further creates: (a) a land set aside for bikeways parallel to MO Hwy 150; (b) possible (partial) relocation of water main transmission line in MO Hwy 150; (c) storm water management improvements (on-site and offsite); and (d) wetlands restoration/enhancements.



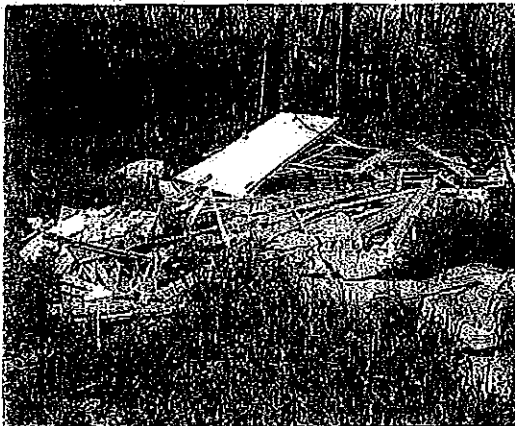
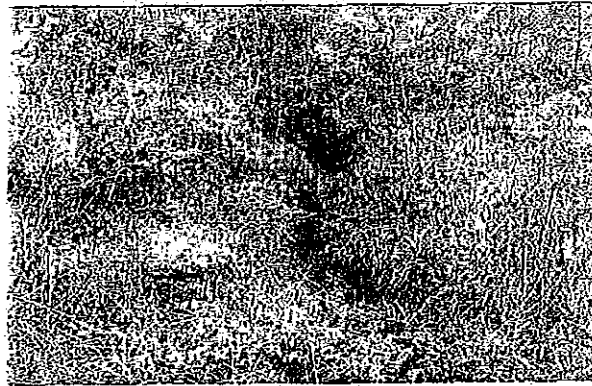
ILLUSTRATIVE PLAN VIEW

CenterPoint Zimmer LLC



EXISTING CONDITIONS

Junk, steel tanks, an abandoned structure, and building remnants are scattered throughout the property. Extensive illegal dumping has taken place on the Property due to the unsupervised agricultural use of the Property. The unsightly trash and illegal dumping has resulted in health, fire and safety issues. Additionally, there is poor drainage and erosion along stream beds and there has been significant deterioration of Botts Road adjacent to the site.





**NNSA National Security Campus
Preliminary Draft – Project Schedule**

**AMENDED TAB D
6/18/09**

Developer Designation	April 7, 2009
Lease Documents Executed	August 17, 2009
URD Rezoning Complete	July 30, 2009
PIEA Developer Selection and Approval	July 30, 2009
Botts Road Interchange Design Complete	December 18, 2009
Botts Road Interchange, Construction, Complete	December 1, 2011
Bond Sale	January, 2010
Building Design Start	February 1, 2010
Construction Start	April 10, 2010
Project Substantial Completion	December 27, 2012
Occupancy	Over 18 months after Substantial completion

CenterPoint Zimmer, LLC

CONDEMNATION

The 185.6 acre tract is currently under complete control of Centerpoint-Zimmer. Therefore, the applicant is not requesting eminent domain authority for the Property.

ENVIRONMENTAL

The proposed NNSA/Honeywell campus will be LEED® Gold Rated "Green" campus and will maintain open space (land to building ratio approximately 4.4:1) and some natural habitat. The LEED® Gold Rated design will incorporate a walking/bike trail and will create landscaping amenities. 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 and trees will be planted within the parking areas. The jurisdictional wetlands located just north of the midpoint between Botts Road frontage will be retained with the associated wooded area. The entire site 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. The Project will comply with streamway ordinance and buffers will be provided.

TAX ABATEMENT REQUEST

Developer seeks ad valorem tax exemption as provided in Section 100.570 RSMo, as amended, of 25 years, 100% real property tax abatement on the value of the land and improvements. The Developer will pay PILOT payments over the 25 year period.

ZONING

The site is currently zone RA. On May 1, 2009, Developer filed its application with City Development to have the Parcel 1 rezoned URD. Ordinance No. 090474 rezoning the property to URD and approving a preliminary development plan was introduced to City County on June 4, 2009 (see draft Ordinance on next page).

Parcel 2 is currently zoned RA and the zoning will remain as is.

ORDINANCE NO. 090474

rezoning an area of approximately 185.6 acres generally located at the northwest corner of Missouri Highway 150 and Botts Road from District RA to District URD, and approving a preliminary development plan for the same. (14025-URD)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That Chapter 80, Code of Ordinances of the City of Kansas City, Missouri, commonly known as the Zoning Ordinance, is hereby amended by enacting a new section to be known as Section 80-11A0843, rezoning an area of approximately 185.6 acres generally located at the northwest corner of Missouri Highway 150 and Botts Road from District RA (Agricultural) to District URD (Urban Redevelopment District), said section to read as follows:

Section 80-11A0843. That an area legally described as:

All that part of the South 1/2 of Section 27, Township 47, Range 33, in the City of Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the northeast corner of the Southeast Quarter of said Section 27; thence South 0 degrees 09 minutes 34 seconds West, along the east line of said Section 27, a distance of 100.00 feet; thence South 89 degrees 44 minutes 38 seconds West, a distance of 20.00 feet, to the most easterly southeast corner of a tract of land described in Document No. 98-K-28961 in Book K3209 at page 68 said point being on the west right-of-way line of Botts Road, as established by County Record Book 15 at page 314, said point also being the point of beginning of the tract of land to be herein described; thence South 0 degrees 09 minutes 34 seconds West, along said right-of-way line, a distance of 1469.01 feet to the north terminus of a strip of land for right of way for Botts Road described in Document No. B-572006, in Book B-5948, page 282; thence North 89 degrees 50 minutes 26 seconds West, along said right of way line, a distance of 10.00 feet, thence South 0 degrees 09 minutes 34 seconds West, continuing along said right-of-way line, a distance of 509.31 feet, to a point on the westerly right of way of Botts Road as described in Document No. 1999K0067541; thence South 25 degrees 42 minutes 17 seconds West, along said right of way line, a distance of 67.37 feet to an angle point therein; thence South 0 degrees 09 minutes 34 seconds 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 Document No. 1999K0067541; thence the following courses along said north right-of-way line: South 64 degrees 34 minutes 48 seconds West, a distance of 83.58 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 219.87 feet; thence South 81 degrees 20 minutes 21 seconds West, a distance of 165.94 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 82.02 feet; thence North 78 degrees 07 minutes 15 seconds West, a distance of 251.42 feet; thence North 89 degrees 56 minutes 40 seconds West, a distance of 164.04 feet; thence South 72 degrees 31 minutes 46 seconds West, a distance of 172.00 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 164.04 feet; thence North 80 degrees 08 minutes 12 seconds West, a distance of 83.36 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 83.09 feet; thence North 0 degrees 01 minutes 39 seconds East, a distance of 54.13 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 131.23 feet; thence South 0 degrees 01 minutes 39 seconds West, a distance of 54.13 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 32.21 feet; thence South 80 degrees 04 minutes 25 seconds West, a distance of 83.02 feet; thence South 89 degrees 57 minutes 15 seconds West, a distance of 541.32 feet; thence North 79 degrees 33 minutes 33 seconds West, a distance of 166.77 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 164.04 feet; thence South 78 degrees 45 minutes 17 seconds West, a distance of 50.18 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 196.85 feet; thence South 71 degrees 45 minutes 48 seconds West, a distance of 69.12 feet; thence South 89 degrees 56 minutes 39 seconds West, a distance of 426.51 feet; thence North 87 degrees 32 minutes 42 seconds West, a distance of 57.46 feet, to a point on the east line of a tract of land described in Document No. 98-K-28961 in Book K3209 at page 68; thence North 6 degrees 39 minutes 59 seconds 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 degrees 00 minutes 34 seconds East, continuing along said east line, a distance of 532.50 feet;

thence North 89 degrees 44 minutes 38 seconds East, along the south line of said tract of land, a distance of 2636.07 feet, to the point of beginning. Containing 185.528 acres, more or less.

The above description was prepared by Anderson Survey Company and is a combination of Document No. 2001K 0051973, Document No. 98K 28961, in Book K-3209, page 68, Document No. 1999K 0067541 and Document No. 2004E 00500006.

hereby rezoned District RA (Agricultural) to District URD (Urban Redevelopment District), all as shown outlined on map marked Section 80-11A0843, which is attached hereto and made a part hereof, and which is hereby adopted as a part of an amendment to the zoning maps constituting a part of said chapter and as an amendment to Section 80-11 hereof.

Section B. That a development plan for the area legally described above is hereby approved, subject to the following conditions:

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section C. That the Council finds and declares that before taking any action on the proposed amendment hereinabove, all public notices and hearings required by the Zoning Ordinance have been given and had.

I hereby certify that as required by Chapter 80, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.

Secretary, City Plan Commission

Approved as to form and legality:

M. Margaret Sheahan Moran
Assistant City Attorney

PROJECT FINANCING

The Financial Plan calls for two bond issues, one of which uses the public sector money for infrastructure, and the second issue uses the private sector money for construction of the project.

The CPZ Team (acting with and through the RBS financing team) plans to execute 2 separate but contemporaneous financings via the PIEA -- (x) a \$600 million +/- Lease-Backed "Project Bond" issue, the net proceeds of which will be placed into escrow to fund the majority of the construction and development (and related expenses) costs associated with the new NNSA facility (including the related Central Utility Plant); and (y) a \$30/\$35 million +/- PILOT-Backed "Infrastructure Bond" issue, the net proceeds of which will be placed into escrow to fund construction and development of certain infrastructure improvements related to the NNSA facility and roadways and utilities adjacent to and required to support the NNSA facility.

The Project Bonds are expected to be issued on a taxable basis. The Infrastructure Bonds are expected to be issued on either a tax-exempt or taxable basis. If the Infrastructure Bonds are issued via the Build America program, there may be a second series of Infrastructure Bonds backed by the US Government interest subsidy payments.

In all cases it is hoped that the Project and Infrastructure Bonds will be issued contemporaneously inasmuch as the net proceeds of both are required to fund construction and development of the Project and improvements necessary to support the Project. In addition, it is fully understood that neither the Project Bonds nor the Infrastructure Bonds will constitute the full faith and credit obligations of PIEA or of Kansas City or of any other municipality or governmental entity.

There is currently a gap in the infrastructure funding for which the Developer is working to obtain funding.

Set forth on the next page is a Sources and Uses Chart redevelopment of the site and related infrastructure. These projections and costs estimates were prepared by the Developer. As with all new construction, the budget for construction and the associated scope of work is subject to change as the Project progresses.

Developer will cooperate with the Fairness in Construction Committee in establishing MBE/WBE goals in contracting and hiring on the Project and shall make reasonable efforts to set and achieve the participation goals set forth in the City's Minority and Women's Business Enterprise Program (MBE/WBE) in all contracts and subcontracts with respect to construction activities on the Project.

NNSA National Security Campus
Sources and Uses of Funds
BAFO Submission March 2009

DRAFT

Sources

Credit Lease-Backed Notes	\$	603,233,921
Equity Investment	\$	21,340,427
Construction Escrow Earnings	\$	4,070,955
Interest Reserve Earnings	\$	761,835
City of Kansas City PIAC Funding	\$	4,300,000
Infrastructure bonds Proceeds*	\$	36,014,675
Gap in Government Funding****	\$	5,044,253
Total Sources	\$	674,766,066

Uses

Design and construction of interchange, ROW and related utilities**	\$	29,550,000
Contribution to flyover***	\$	1,495,000
Project on and off site infrastructure		
Sanitary Sewer (Offsite)	\$	550,000
Sanitary Sewer (Onsite)	\$	719,015
Storm Sewer (Onsite)	\$	1,840,064
Water (Domestic)	\$	529,036
Water (Fire Safety)	\$	1,164,904
Engineering (Sewer & Water)	\$	420,000
Magellan Pipeline Relocation	\$	1,040,000
Rough Grading (Sitework)	\$	6,580,926
Rough Grading (Structural & Backfill)	\$	798,100
Wetland Mitigation	\$	119,590
Public Trail	\$	300,000
Contingency	\$	252,293
Project Costs		
Hard Costs/ Construction of Core and Shell	\$	324,116,184
Tenant Improvements Allowance	\$	113,208,253
Project Soft Costs	\$	91,236,250
Land	\$	4,950,000
Deposit into Interest Reserve Account	\$	87,066,820
Deposit into Service Agreement Reserve	\$	5,210,227
Special Risk Insurance Premium	\$	3,619,404
Total Uses	\$	674,766,066

* Includes \$10,000,000 in total MODOT funding, split 50% in years 2013 and 2014 and \$2,000,000 in future City of Kansas City Revenue split \$600,000 in 2011 and \$1,400,000 in 2012, preliminary projection

** MODOT and City of Kansas City Estimate as of cost

*** Per MOU dated 4/22/09 between KCS and GSA

**** Developer seeking GAP in Government Funding

NNSA
MAY 11, 2009
PRELIMINARY BUDGET ESTIMATE¹

1.	General Requirements	\$24,786,289
2.	Site	25,126,609
3.	Excavation	464,734
4.	Building Structure	51,344,520
5.	Arch. Precast/Tilt-Up	10,769,246
6.	Interior Masonry	5,383,711
7.	Rough Carpentry	1,110,949
8.	Finish Carpentry and Millwork	106,853
9.	Membrane Roofing	9,961,623
10.	Sheet Metal	4,489,495
11.	Caulking and Waterproofing	640,932
12.	Doors, Frames and Hardware	1,633,077
13.	Glass and Glazing Systems	2,119,029
14.	Plaster and Drywall Systems	8,697,790
15.	Ceramic Tile	380,484
16.	Acoustical Ceilings	1,337,263
17.	Flooring	536,763
18.	Painting	1,602,696
19.	Specialties	743,046
20.	Equipment and Furnishings	828,816
21.	Elevators	892,000
22.	HVAC Systems	117,694,260
23.	Plumbing w/HVAC	0
24.	Fire Protection	4,964,148
25.	Electrical	56,848,754
	TOTAL	\$332,463,087

¹ This is shell/core only. Does not include \$113 million in Tenant Improvements.



AERIAL VIEW FROM SOUTHEAST

General Services Administration - US Department of Energy
National Nuclear Security Administration - Kansas City, Missouri

CenterPoint Zimmer LLC





ILLUSTRATIVE SITE PLAN



General Services Administration - US Department of Energy
National Nuclear Security Administration - Kansas City, Missouri

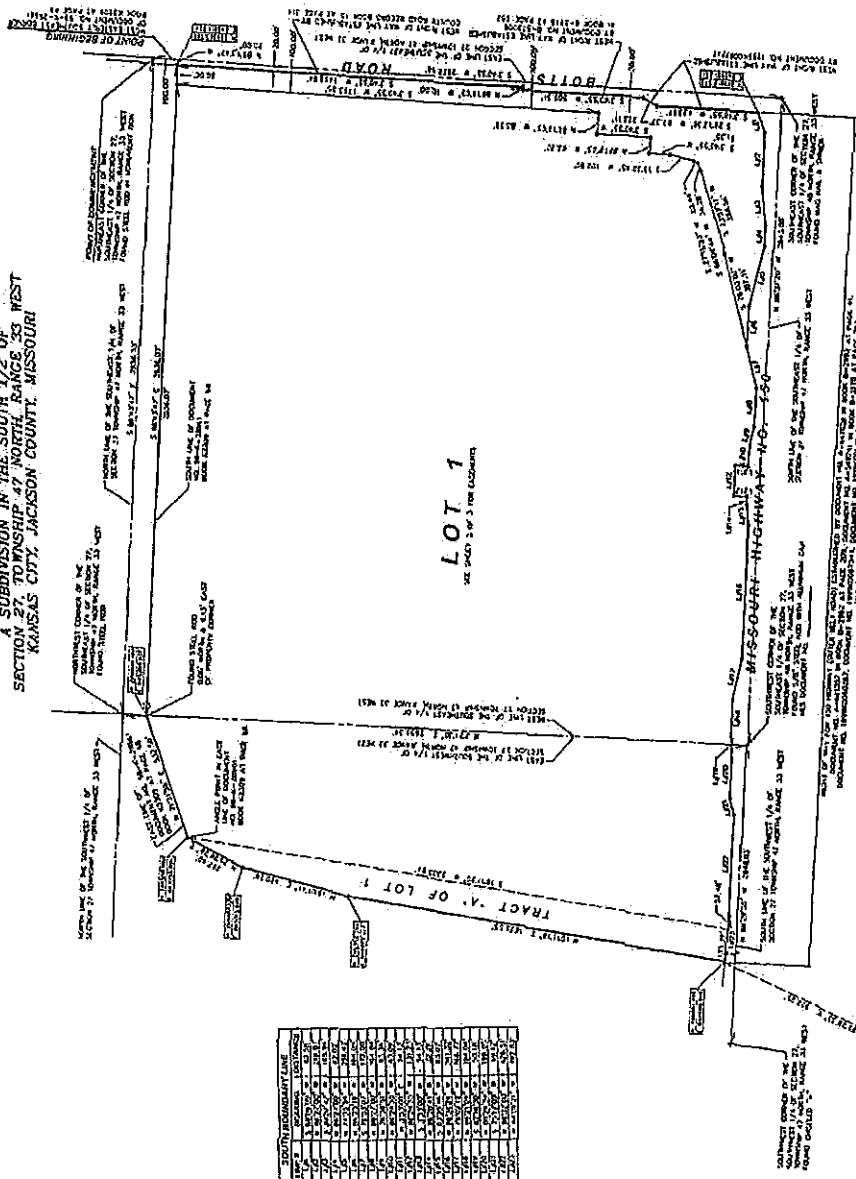
CenterPoint Zimmer LLC



FINAL PLAT

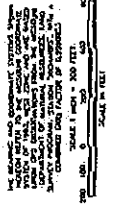
Application for approval of final plat was submitted to City Planning & Development on June 3, 2009. Copy of final plat is set forth on the following pages.

NNSA NATIONAL SECURITY COMPLEX
 FINAL PLAN OF
 A SUBDIVISION IN THE SOUTH 1/2 OF
 SECTION 27, TOWNSHIP 47 NORTH, RANGE 33 WEST
 KANSAS CITY, JACKSON COUNTY, MISSOURI



AREA	AREA (SQ. FT.)	AREA (AC.)
LOT 1	1,234,567	28.2
LOT 2	1,234,567	28.2
LOT 3	1,234,567	28.2
LOT 4	1,234,567	28.2
LOT 5	1,234,567	28.2
LOT 6	1,234,567	28.2
LOT 7	1,234,567	28.2
LOT 8	1,234,567	28.2
LOT 9	1,234,567	28.2
LOT 10	1,234,567	28.2
LOT 11	1,234,567	28.2
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LOT 21	1,234,567	28.2
LOT 22	1,234,567	28.2
LOT 23	1,234,567	28.2
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LOT 39	1,234,567	28.2
LOT 40	1,234,567	28.2
LOT 41	1,234,567	28.2
LOT 42	1,234,567	28.2
LOT 43	1,234,567	28.2
LOT 44	1,234,567	28.2
LOT 45	1,234,567	28.2
LOT 46	1,234,567	28.2
LOT 47	1,234,567	28.2
LOT 48	1,234,567	28.2
LOT 49	1,234,567	28.2
LOT 50	1,234,567	28.2

LOT 1
 SEE SHEET 2 OF 3 FOR EASEMENTS

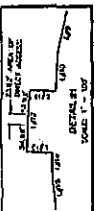


• FOUND SHALL NOT BE PROPERTY OWNERS, UNLESS OTHERWISE NOTED
 • ON SHEET 200 SEE PLATE C-1, DRAWING NO. 100, FOR LOT 1
 • ON PROPERTY OWNERS, UNLESS OTHERWISE NOTED

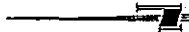
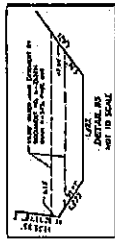
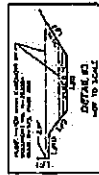
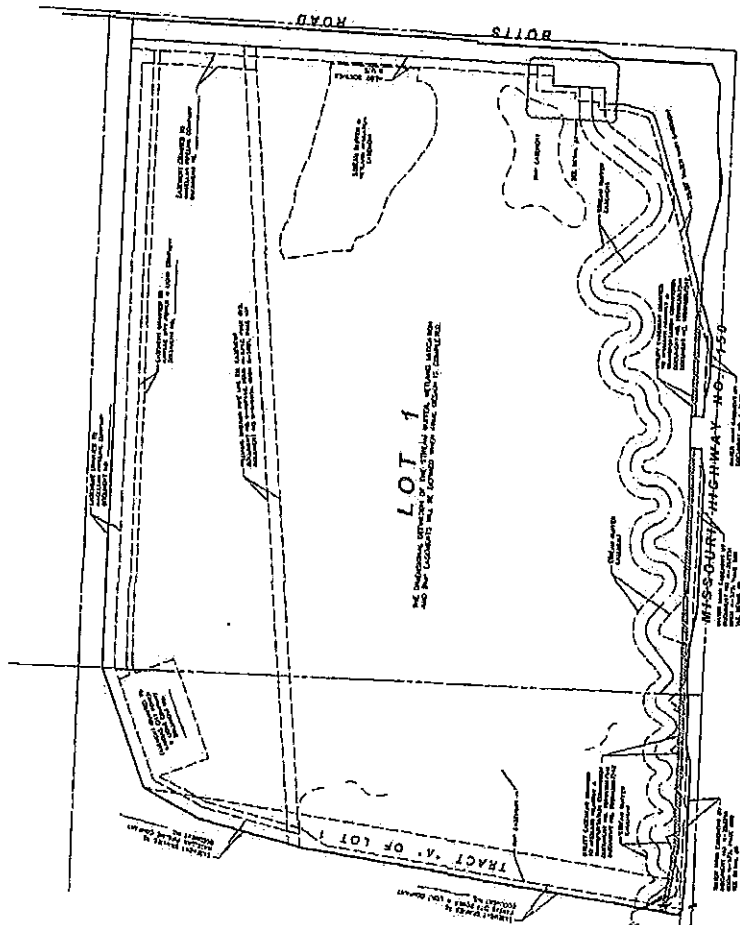
ANDERSON
 SURVEY COMPANY
 208 N. W. COCKRILL WAY
 LEWISVILLE, MISSOURI 64041
 PHONE 336-1000

SHEET 2 OF 3

THESE PLANS AND SPECIFICATIONS ARE PREPARED BY ANDERSON SURVEY COMPANY, INC. AND ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY OTHER USE OF THESE PLANS WITHOUT THE WRITTEN CONSENT OF ANDERSON SURVEY COMPANY, INC. IS PROHIBITED. ANDERSON SURVEY COMPANY, INC. ACCEPTS NO LIABILITY FOR ANY ERRORS OR OMISSIONS IN THESE PLANS OR FOR ANY DAMAGE TO ANY PERSON OR PROPERTY ARISING FROM THE USE OF THESE PLANS. THE USER OF THESE PLANS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THESE PLANS SHALL BE VOID IF ANY PART THEREOF IS ALTERED, COPIED, REPRODUCED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN CONSENT OF ANDERSON SURVEY COMPANY, INC.



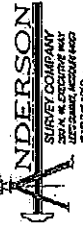
FINAL PLAT OF
NNSA NATIONAL SECURITY COMPLEX
 A SUBDIVISION IN THE SOUTH 1/2 OF
 SECTION 27, TOWNSHIP 47 NORTH, RANGE 33 WEST
 KANSAS CITY, JACKSON COUNTY, MISSOURI



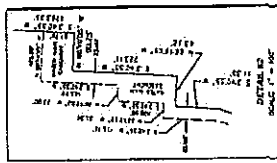
THE BOUNDARY AND COORDINATE SYSTEMS SHOWN ON THIS PLAT ARE BASED ON THE NATIONAL GRID SYSTEM. THE BOUNDARY AND COORDINATE SYSTEMS SHOWN ON THIS PLAT ARE BASED ON THE NATIONAL GRID SYSTEM. THE BOUNDARY AND COORDINATE SYSTEMS SHOWN ON THIS PLAT ARE BASED ON THE NATIONAL GRID SYSTEM.

SCALE: 1 INCH = 200 FEET

SHEET 3 OF 3



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DATE: 10/15/2009

10/15/2009

PUBLIC BENEFITS

This project seeks to develop an area that has been classified by the City of Kansas City, Missouri Economic Task Force as an economically distressed area and will contribute to the redevelopment efforts envisioned by the Martin City/Richards-Gebaur Area Plan. With the approval of Centerpoint-Zimmer's proposal and subsequent development of the NNSA/Honeywell campus, the following public benefits will be realized:

1. Eliminate unsanitary and unsafe conditions.
2. A public hazard will be removed.
3. An economically underutilized site will become a clean, viable, industrial park.
4. The logical extension of Richards-Gebaur's redevelopment efforts and fills the gap between extensive industrial development in adjacent Grandview, Missouri
5. Botts Road will be improved to secondary arterial status
6. Proposed interchange improvements at Botts Road and Missouri Highway 150 will help tie Richards-Gebaur to the NNSA/Honeywell site as well as enhancing livability within the surrounding community.
7. Extension of electricity, natural gas, water, telephone and sanitary sewers into the development area.
8. Increase in annual real estate tax payments to the Grandview School District from approximately \$650 per year to approximately \$1.58 million.
9. Increase in annual real estate taxes generated in the Plan Area from \$1,073 per year to approximately \$5,200,000.
10. Economic benefit estimated at \$216.6 million in real estate, personal property, earnings, utilities and sales tax over a 20 year lease term
11. Increase safety in the area by the addition of over 2,100 workers who will provide "eyes on the street". Lighted complex, parking and landscaping will help increase the feeling of safety for the area.
12. Contribute to the Martin City/Richards-Gebaur Area Plan's goal to provide a well designed and high quality business and employment park in the area.
13. NNSA National Security Campus will employ a minimum of 2,100 workers at the campus in good "quality jobs."

DEVELOPER/DEVELOPMENT TEAM

Developer

Chicago based Centerpoint Property Trust has teamed with Kansas City-based Zimmer Real Estate Services as owner and developer of the 1.5 million square-foot development which will be located on a 185.6 acre site just north of Missouri Hwy 150 at Botts Road. The newly formed entity, Centerpoint Zimmer, LLC, will design and construct the new \$600 million nuclear weapons parts plant in Kansas City, Missouri.

Centerpoint Property Trust

Established in 1984, Chicago-based Centerpoint Properties is nationally recognized as a leader in the development, ownership and management of industrial real estate and related rail, road and port infrastructure. Currently, the company owns and manages more than 27.8 million square feet of warehouse and industrial real estate and is developing over 9,000 acres in intermodal rail and port markets along strategic trade lanes in North America. Centerpoint was acquired in 2006 by CalEast Global Logistics, LLC, a wholly owned subsidiary of the California Public Employees' Retirement System (CalPERS), the largest United States pension fund. Centerpoint has the expertise and capital necessary to successfully implement virtually any industrial real estate or transportation related development or redevelopment. Centerpoint has substantial experience in the development of business and intermodal parks as well as the redevelopment of brownfields. In 2008, Centerpoint was named the *Developer of the Year* by the NAIOP, the Commercial Real Estate Development Association. This honor is awarded annually to one developer that best exemplifies leadership and innovation in the commercial real estate market. The Developer of the Year award is determined by a five-member selection committee of industry peers that evaluates candidates on the basis of the developer's: 1) industry and business leadership; 2) quality of products and services offered; 3) financial consistency and stability; and 4) ability to adapt to market conditions. Locally, Centerpoint is the owner and developer of the 1,340-acre Intermodal Center. The Centerpoint Intermodal Center will feature an approximately 370-acre intermodal facility operated by the Kansas City Southern Railway and an approximately 970-acre industrial park developed by Centerpoint. The Industrial Park has more than 5 million planned square feet of build-to-suit space for sale or lease and planned build-to-suit distribution centers from 100,000 square feet to more than 1 million square feet. The Centerpoint Intermodal Center is located directly to the south of the project area across Missouri Highway 150.

Zimmer Real Estate Services

Zimmer Real Estate Services has been recognized as Kansas City's leading commercial real estate firms since its founding in 1948. It has been responsible for the development of various projects throughout the Metropolitan Kansas City. In 1997, Zimmer was chosen by Sprint (now Sprint Nextel) to act as its Owner's Representative in the development of the 200-acre, 4 million square foot World Headquarters Campus. In

1999, Zimmer Real Estate Services was selected by the Unified Government of Wyandotte County and Kansas City, Kansas to act as the Master Developer for Village West, a 400-acre tourism, retail, and entertainment destination development. Zimmer has also managed and consulted on the development of the newly constructed Federal Reserve Bank of Kansas City and the College Basketball Experience, which is the \$24 million facility celebrating the sport of college basketball that is owned and operated by the National Association of Basketball Coaches. Most recently Zimmer has served as the exclusive offering agent for Centerpoint's 1,340-acre Intermodal Logistics Center.

Development Team

Joining the Centerpoint-Zimmer team are J.E. Dunn Construction Company of Kansas City, Mo., one of the largest general building contractors in the nation, and HNTB, one of the country's most respected architecture firms. The HNTB team also includes specialty design firms Por2Serve of Oak Ridge, Tenn.; Johnson Controls of Lenexa, Kan.; and SSOE, Inc. of Toledo, Ohio.

J.E. Dunn Construction

JE Dunn Construction Company was founded 1924. What began as a small, family-run residential contractor has developed into one of the top general building contractors in the country. Currently, JE Dunn has 22 office located across the country.

In 2008, JE Dunn was ranked as the tenth largest general building company in the United States. Notable Kansas City projects include Truman Medical Center, Corporate Woods Office Park, and Kemper Arena. Local honors and awards received in 2008 alone include:

- **360 Architecture Office Building Remodel**
Kansas City Business Journal - Capstone Award
- **Garmin International Warehouse Expansion**
Concrete Promotional Group - Excellence in Concrete
- **IRS Processing Center**
American Society of Landscape Architecture - Prairie Gateway Chapter Award
AIA COTE - Top Green Award Honorable Mention
Building Design & Construction - Building Team Award
- **Nelson Atkins Museum of Art - Bloch Building**
TIME magazine - Best New Building of the Year
Kansas City Business Journal - Capstone Award
Buildings magazine - Citation of Excellence and Exemplary Project
- **Richard Bolling Federal Building**
GSA Design Award - Citation in Modernization

HNTB

Founded in 1914 as a railroad bridge design firm, HNTB has developed a reputation for excellence and innovation in the infrastructure industry. Through the decades, HNTB has grown and diversified in both markets and in services provided to clients. In its earliest days, HNTB designed the first modern turnpike and a significant portion of the Interstate Highway System. Today, HNTB provides a wide range of services including engineering, architecture, planning and construction management. HNTB consistently ranks among *Engineering-News Record's* top design firms. HNTB's projects have won them numerous awards, including three Grand Conceptor Awards from the American Council of Engineering Companies. Recent HNTB awards include, among others:

US 90 Bay Bridge St. Louis – 2009 ACEC Engineering Excellence Honor Award

Woodrow Wilson Bridge - 2009 ACEC Engineering Excellence Grand Award

I-95/I-395/I-495 Springfield Interchange - 2009 ACEC Engineering Excellence Grand Award – Transportation

Kansas City Convention Center Grand Ballroom Enhancement – 2007 NCSEA Outstanding Project Award – New Building - \$30 million to \$100 million

Pro2Serve

Pro2Serve provides the technical and engineering services needed to protect our Nation's most critical assets. Pro2Serve provides infrastructure and support services in the areas of national defense, science, energy, and nuclear weapon production. Pro2Serve has experience working on a variety of federal projects and commercial facilities, including numerous DoD installations, NRC-regulated facilities, National Nuclear Security Administration (NNSA) laboratories, production plants and international non-proliferation locations, and nearly every DOE site. Pro2Serve's rigorous quality, security, and environmental, health, and safety programs are successfully designed to ensure the highest level of performance, while delivering projects and services for vital national security efforts.

Johnson Controls

Johnson Controls provides solutions for the effective and energy efficient operation of buildings. Johnson's products and services include HVAC equipment and control systems, industrial and commercial refrigeration, fire and security systems. Johnson specializes in making commercial, industrial and residential buildings comfortable, productive, safe and energy efficient.

SSOE

SSOE is an internationally recognized architecture and engineering firm. SSOE is the eighth largest such firm in the U.S. and is recognized as a leader in the design of smart and sustainable architectural engineering solutions. SSOE Inc. began in 1948 when founder A.H. Samborn, a structural engineer, signed his first contract with Spurgeon Conveyor Company to design a material handling system for converting a boiler plant from oil to coal. In 1950, the company completed its first industrial architectural project by building a diesel repair shop for Toledo Terminal Railroad, and provided all the structural steel detailing for the Allen County War Memorial Coliseum, then the largest all-welded rigid frame structure in existence. In 1962, the company won several contracts from Libbey-Owens-Ford at its facilities in Ohio, Iowa, Illinois, West Virginia, California, and Canada. By 1988, SSOE had risen to national prominence, to rank the nation's 12th largest in size among engineering and architectural firms. In 1998, SSOE served as the lead architectural and engineering design firm for the construction of Daimler Chrysler's new \$1.2 billion assembly plant of the 21st century and in 2001, SSOE served as the lead architectural and engineering firm for a \$930 million Nissan assembly plant near Canton, Mississippi. In the past 60 plus years, SSOE has expanded and diversified currently employing more than 500 professionals doing business across the globe in diverse markets.

Economic Development and Incentive Policy Rating Factors & Developer's Narrative

Policy Measurement	Yes	No	N/A	TBD
<p>Reduce or remove blight</p> <p>Junk, steel tanks, an abandoned structure and building remnants litter the property. Illegal dumping has taken place on the property which has resulted in health, fire and safety issues. There is poor drainage and erosion along stream beds and there has been significant deterioration of Botts Road adjacent to the site. This development will eliminate the unsanitary and unsafe conditions. Additionally, the property despite being designated for a planned industrial park has been underutilized and remained agricultural in nature with inadequate and defective street layout issues. Due to underutilization, taxes have remained very low on this 185 acre site at \$1,073 per year. Development will increase real estate taxes to an estimated \$5,200,000 per year and provide significant earnings tax, sales tax, utility tax and personal property tax revenue.</p>	X			
<p>Jobs and/or development targeted to economically distressed areas</p> <p>The proposed site lies in south Jackson County, adjacent to the Cass County Line. The site is classified by the City of Kansas City, Missouri Economic Task Force as an economically distressed area (see attached map). Further, the site is located within an Enhanced Enterprise Zone 2.</p>	X			
<p>Generate net new jobs for unemployed residents</p> <p>Developer's objective is to develop subcontracting goals that include a blend of small business, small disadvantaged business, women owned small business, HUBZone small business, veteran owned small business and service disabled small business trade subcontractors. Other than property managers (direct employees of Developer), during the 20 year operations and maintenance period of the Lease all scopes of work will be available to small business contractors pursuant to FAR 19.201. The Small Business Administration (SBA) will assist in ensuring that a fair proportion of contracts for supplies and services is placed with small business. GSA subcontracting goals with the SBA:</p> <p>37% small business 6% small business disadvantaged 5% woman owned small business 5% veteran owned small business 3% service-disabled veteran owned small business 3% HUBZone small business</p> <p>The above programs should benefit unemployed residents.</p>				X

<p>Generate net new Quality Jobs</p> <p>Quality jobs are defined as jobs wherein the average wage paid equals or exceeds the county average wage (as published by DED), and the company offers health insurance and pays at least 50% of the premium for all full-time employees of all facilities located in the state. NNSA/Honeywell will employ a minimum of 2,100 workers at the campus in good quality jobs with an average annual wage of \$75,000, about \$94,000 annually with fringe benefits. This wage is well above average for the area. The Missouri Economic Research and Information Center shows the average annual wage for Jackson County at \$44,235 and the average annual wage for Cass County at \$27,826. NNSA expects to hire a net of approximately 350 people over the next 5 years in fields such as management, engineering, assembly, planning, technology, IT, machinists and fabricators.</p> <p>In addition to new permanent quality jobs, numerous construction jobs will be created during the construction period.</p>	<p>X</p>			
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<p>High ratio of public to private investment</p> <p>Based on the development team's estimated cost of the campus project¹ and sources and uses of funds, the private to public investment ratio is as follows:</p> <table border="0"> <tr> <td>Total Project Costs</td> <td style="text-align: right;">\$674,766,066</td> </tr> <tr> <td>Infrastructure Funding</td> <td></td> </tr> <tr> <td>• Redirected Property Taxes</td> <td style="text-align: right;">\$65,000,000 (up to 25 years)</td> </tr> <tr> <td>• City</td> <td style="text-align: right;">\$ 6,300,000</td> </tr> <tr> <td>• MoDOT</td> <td style="text-align: right;">\$10,000,000</td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">\$81,300,000</td> </tr> </table> <p>Private 88%</p> <p>Public 12%</p> <p>The Financial Plan calls for two bond issues, one of which uses the public sector money for infrastructure, and the second issue uses the private sector money for construction of the project.</p> <p>The CPZ Team (acting with and through the RBS financing team) plans to execute 2 separate but contemporaneous financings via the PIEA -- (x) a \$600 million +/- Lease-Backed "Project Bond" issue, the net proceeds of which will be placed into escrow to fund the majority of the construction and development (and related expenses) costs associated with the new NNSA facility (including the related Central Utility Plant); and (y) a \$30/\$35 million +/- PILOT-Backed "Infrastructure Bond" issue, the net proceeds of which will be placed into escrow to fund construction and development of certain infrastructure improvements related to the NNSA facility and roadways and utilities adjacent to and required to support the NNSA facility.</p> <p>The Project Bonds are expected to be issued on a taxable basis. The Infrastructure Bonds are expected to be issued on either a tax-exempt or taxable basis. If the Infrastructure Bonds are issued via the Build America program, there may be a second series of Infrastructure Bonds backed by the US Government interest subsidy payments.</p> <p>In all cases it is hoped that the Project and Infrastructure Bonds will be issued contemporaneously inasmuch as the net proceeds of both are required to fund construction and development of the Project and improvements necessary to support the Project. In addition, it is fully understood that neither the Project Bonds nor the Infrastructure Bonds will constitute the full faith and credit obligations of PIEA or of Kansas City or of any other municipality or governmental entity.</p>	Total Project Costs	\$674,766,066	Infrastructure Funding		• Redirected Property Taxes	\$65,000,000 (up to 25 years)	• City	\$ 6,300,000	• MoDOT	\$10,000,000	TOTAL	\$81,300,000	X			
Total Project Costs	\$674,766,066															
Infrastructure Funding																
• Redirected Property Taxes	\$65,000,000 (up to 25 years)															
• City	\$ 6,300,000															
• MoDOT	\$10,000,000															
TOTAL	\$81,300,000															
<p>Results of City fiscal model show net positive benefit to the City</p> <p>The requested level and term of incentive for the proposed commercial project will have a net positive fiscal impact to the City.</p>	X															
<p>Produce affordable housing opportunities</p> <p>Not applicable.</p>			X													

¹ The sources of funding for infrastructure are probably less than the investment as required. For example, the current sources and uses, attached as Exhibit A, shows \$100,000 in Contribution Tax Credits which would raise an additional \$200,000 for infrastructure. The Developer is working with the PIEA to identify additional infrastructure funding needed for the project.

<p>Project minimizes negative impacts on existing Kansas City businesses As the site is agricultural, there are no existing businesses that will be affected or need relocation.</p>	X			
<p>Requests less than the maximum duration and extent of incentives available Under PIEA rules, the Developer could request 100% tax abatement on the newly developed project. The owner has agreed to pay up to \$65,000,000 in PILQTS over the 25-year term of the lease to the regular taxing jurisdictions that would not have been available to these taxing jurisdictions.</p>	X			
<p>Project focused on building small business or micro enterprises Developer's objective is to develop subcontracting goals that include a blend of small business, small disadvantaged business, women owned small business, HUBZone small business, veteran owned small business and service disabled small business trade subcontractors. Other than property managers (direct employees of Developer), all scopes of work during the 20 years operations and maintenance period of the Lease will be available to small business contractors pursuant to FAR 19.201. The Small Business Administration (SBA) will assist in ensuring that a fair proportion of contracts for supplies and services is placed with small business. GSA subcontracting goals with the SBA: 37% small business 6% small business disadvantaged 5% woman owned small business 5% veteran owned small business 3% service-disabled veteran owned small business 3% HUBZone small business</p>	X			

<p>Preserve, enhance, or build infrastructure in priority areas as defined by the City</p> <p>The Plan Area sits within The Martin City/Richards-Gebaur Area Plan was adopted in 2001 (see site plan attached). The Martin City planning process included two tiered public planning with City Aviation determining the future use of the Richards Gebaur Airport and City Planning determining the remainder of the study area. The plan recommends "well designed and high quality business and employment park with guidelines that preclude heavy industrial use (see Land Use Plan attached). The development is the logical extension of Richards-Gebaur's redevelopment efforts and will fill the gap between extensive industrial development in adjacent Grandview, Missouri. The Planning Area is also located within the Development Priority Zone of the City (see map attached). The intersection of Botts Road and Missouri Hwy 150 currently lacks deceleration lanes. Botts Road will be improved to secondary arterial status. The interchange will adequately serve not only the development site but adjoining development to the east and provide convenient connections to Richards-Gebaur. The development will also extend electricity, natural gas, and sanitary sewers into the development area. <i>Of prime importance in the Martin City/Richards Gebaur Area Plan is the construction of sanitary sewer service. This service is currently located in the northern portion of the planning area and follows the Blue River Corridor. The southern portion of the area is not currently served by sewers, because service requires crossing the Blue River and is more difficult and expensive to construct.</i></p> <p>Project plan further creates: (a) a land set aside for bikeways along Botts Road and MO Hwy 150; (b) possible (partial) relocation of water main transmission line in MO Hwy 150; (c) storm water management improvements (on-site and offsite); and (d) wetlands restoration/enhancements.</p>	X			
<p>Mitigates potential financial impacts on other taxing jurisdictions/provides an immediate share of increment to schools & others</p> <p>Development of the site is expected to:</p> <ul style="list-style-type: none"> • Increase annual real estate tax payments to the Grandview School District from approximately \$650 per year to approximately \$1.2 million (avg.). See Exhibit B -- "25 Year Abatement" annual revenue to taxing jurisdictions years 1-20 and annual revenue to taxing jurisdictions years 21-25; • Increase annual real estate taxes generated in the Plan Area from \$1,073 per year to approximately \$5,200,000; and • Generate economic benefit estimated at \$216.6 million in real estate, personal property, earnings, utilities and sales tax over a 20 year lease term. 	X			

<p>Offers workforce development activities (job training, advancement opportunities, skill development)</p> <p><i>Honeywell FM&T provides opportunities for employees to learn on the job through qualification, mandated, and developmental courses using an electronic Learning Management System. The system provides a mechanism for learning plans with due dates for initial and refresher training communicated through e-mail. Course offerings are delivered by internal Subject Matter Experts, external contractors, and on-line at the employee's computer workstation. Two computer labs with multiple workstations are also established to provide hands-on training using computer applications. Course work ranges from new employee orientation, equipment certification, regulatory compliance, process instructions, site security, quality improvement, leadership, and personal development. Through a Honeywell corporate license, developmental training is supplemented with direct access to SkillSoft, a database of commercially available, on-line training titles, job aids, e-books, and references that are delivered at the employee's computer workstation as well.</i></p> <p>Educational assistance for college degree programs and business-related technical skills is available to salaried and bargaining unit employees. The cost for tuition and books is fully reimbursed to employees that successfully complete course work. For skill development in new or required technologies, employees may apply for a Technical Fellowship. FM&T Technical Fellows devote from 50-100% of their work schedule to earn advanced technical degrees that address skill needs identified in the FM&T Technology Plan. Employees can also apply for an Executive Fellowship to earn an executive MBAs from an accredited University for use in furthering their career development at Honeywell FM&T.</p> <p>Honeywell FM&T provides career development courses covering the job-posting process, resume writing, and interviewing skills to assist with movement of employees from one organization to another within FM&T. Based on business needs, employees can also be reassigned to perform tasks in job positions to examine career interests within other organizations at FM&T.</p>	X			
<p>Promote crime reduction and enhance perception of safety</p> <p><i>Development will eliminate blight and the unsanitary and unsafe (fire hazard, illegal "fly dumping") conditions. The addition of over 2,100 workers will provide "eyes on the street". The lighted complex, parking and landscaping will help increase the feeling of safety for the area.</i></p>	X			
<p>Promote environmental protection, conservation and the protection of natural resources</p> <p><i>The proposed NNSA/Honeywell campus will be LEED® Gold Rated "Green" campus and will maintain open space (land to building ratio approximately 4.4:1) and some natural habitat. The LEED® Gold Rated design will incorporate a walking/bike trail and will create landscaping amenities. 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 and trees will be planted within the parking areas. The jurisdictional wetlands located just north of the midpoint between Botts Road frontage will be retained with the associated wooded area. The entire site 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. Will comply with streamway ordinance and buffers provided.</i></p>	X			

Protect or enhance existing housing stock Not applicable.			X	
Provide direct support for primary, secondary, post-secondary, vocational or technical education in Kansas City The site falls within the Grandview GC-4 School District. Development of the site is expected to increase annual real estate tax payments to the Grandview School District from approximately \$650 per year to approximately \$1.2 million. The NNSA/Honeywell campus would add no expenses to the school district.	X			
Promote access to and financial support for public transit The FOCUS Plan calls for creation of an integrated, multi-modal transportation system. While the Plan Area is well served by freight rail and a major highway, arterials, transit, bikeways and pedestrian amenities are deficient. Express bus service by the Kansas City Area Transportation Authority runs along US Highway 71. With development of the NNSA/Honeywell campus and the Botts Road Interchange the feasibility of extending transit service along MO Hwy 150 should be considered.	X			
Proposed development adjacent to areas of existing development activity The site which has been used for agricultural purposes is approximately 1 1/2 miles south of the City of Grandview which has benefited from development of 63 industrial buildings over the past 25 years containing over 2.5 million s.f. of space, including the former House of Lloyd, Peterson Manufacturing, US Toy, Sika Corporation and CJ Patterson. To the south of the site is the 1,400 acre Richards Gebaur property currently being converted to an inland port facility consisting of an industrial and railyard intermodal complex.	X			
Provide workforce support to employees (day care, housing, transportation) The development will provide food service (cafeteria) to its employees.	X			
Enhance the cultural and arts environment of the City Not applicable to a Land Use Plan requiring industrial business park.			X	
Project complements existing Kansas City business/contributes to existing business cluster Development of the areas around Richards Gebaur is focused on the creation of a mixed-use business and industrial park that will work in conjunction with the current development on the Richards-Gebaur site. NNSA/Honeywell provides for the construction of a \$500 million campus that will supplement the city's redevelopment at Richards-Gebaur. Currently, no exit lanes exist on Missouri Highway 150 at Botts Road where the speed is 60 mph. The proposed interchange improvements at Botts Road and Missouri Highway 150 will help tie Richards-Gebaur to the NNSA/Honeywell site as well as enhancing livability within the surrounding community.	X			

EXHIBIT D

PROPERTY DESCRIPTION:

ALL THAT PART OF THE SOUTH 1/2 OF SECTION 27, TOWNSHIP 47, RANGE 33, IN THE CITY OF KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 27; THENCE SOUTH 3°-40'-55" WEST, ALONG THE EAST LINE OF SAID SECTION 27, A DISTANCE OF 100.00 FEET; THENCE NORTH 86°-43'-47" WEST, A DISTANCE OF 20.00 FEET, TO THE MOST EASTERLY SOUTHEAST CORNER OF A TRACT OF LAND DESCRIBED IN DOCUMENT NO. 98-K-28961 IN BOOK K3209 AT PAGE 68 SAID POINT BEING ON THE WEST RIGHT-OF-WAY LINE OF BOTTS ROAD, AS ESTABLISHED BY COUNTY ROAD RECORD BOOK 15 AT PAGE 314, SAID POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE SOUTH 3°-40'-55" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 1468.84 FEET, TO THE NORTH TERMINUS OF A STRIP OF LAND FOR RIGHT-OF-WAY FOR BOTTS ROAD DESCRIBED IN DOCUMENT NO. B-572006, IN BOOK B-5948, PAGE 282; THENCE NORTH 86°-19'-05" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 10.00 FEET; THENCE SOUTH 3°-40'-55" WEST, CONTINUING ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 509.31 FEET, TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF BOTTS ROAD AS DESCRIBED IN DOCUMENT NO. 1999K0067541, THENCE SOUTH 29°-13'-38" WEST, ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 67.37, FEET TO AN ANGLE POINT THEREIN, THENCE SOUTH 3°-40'-55" 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 (OUTER BELT ROAD), AS ESTABLISHED IN DOCUMENT NO. A-447628 IN BOOK B-2992 AT PAGE 41, DOCUMENT NO. A-441357 IN BOOK B-2962 AT PAGE 209, DOCUMENT NO. A-549241 IN BOOK B-3178 AT PAGE 203, DOCUMENT NO. 1999K0060267, DOCUMENT NO. 1999K0067541, DOCUMENT NO. 1999K0067542, AND DOCUMENT NO. 1999K0069095; THENCE THE FOLLOWING COURSES ALONG SAID NORTH RIGHT-OF-WAY LINE: SOUTH 68°-06'-09" WEST, A DISTANCE OF 83.58 FEET; THENCE NORTH 86°-27'-00" WEST, A DISTANCE OF 219.87 FEET; THENCE SOUTH 84°-51'-42" WEST, A DISTANCE OF 165.94 FEET; THENCE NORTH 86°-27'-00" WEST, A DISTANCE OF 82.02 FEET; THENCE NORTH 74°-35'-54" WEST, A DISTANCE OF 251.42 FEET; THENCE NORTH 86°-25'-19" WEST, A DISTANCE OF 164.04 FEET; THENCE SOUTH 76°-03'-07" WEST, A DISTANCE OF 172.00 FEET; THENCE NORTH 86°-27'-00" WEST, A DISTANCE OF 164.04 FEET; THENCE NORTH 76°-36'-51" WEST, A DISTANCE OF 83.36 FEET; THENCE NORTH 86°-24'-55" WEST, A DISTANCE OF 83.09 FEET; THENCE NORTH 3°-33'-00" EAST, A DISTANCE OF 54.13 FEET; THENCE NORTH 86°-24'-55" WEST, A DISTANCE OF 131.23 FEET; THENCE SOUTH 3°-33'-00" WEST, A DISTANCE OF 54.13 FEET; THENCE NORTH 86°-28'-41" WEST, A DISTANCE OF 32.21 FEET; THENCE SOUTH 83°-35'-46" WEST, A DISTANCE OF 83.02 FEET; THENCE NORTH 86°-31'-24" WEST, A DISTANCE OF 541.32 FEET; THENCE NORTH 76°-02'-12" WEST, A DISTANCE OF 166.77 FEET; THENCE NORTH 86°-21'-09" WEST, A DISTANCE OF 164.04 FEET; THENCE SOUTH 82°-16'-30" WEST, A DISTANCE OF 50.18 FEET; THENCE NORTH 86°-24'-54" WEST, A DISTANCE OF 196.85 FEET; THENCE SOUTH 75°-17'-09" WEST, A DISTANCE OF 69.12 FEET; THENCE NORTH 86°-32'-00" WEST, A DISTANCE OF 426.51 FEET; THENCE NORTH 84°-01'-21" WEST, A DISTANCE OF 192.83 FEET; THENCE NORTH 10°-11'-18" EAST, DEPARTING SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 1635.55 FEET; THENCE NORTH 16°-01'-41" EAST, A DISTANCE OF 460.28 FEET; THENCE NORTH 29°-26'-28" EAST, A DISTANCE OF 267.40 FEET, TO AN ANGLE POINT IN THE EAST LINE OF SAID TRACT OF LAND DESCRIBED IN DOCUMENT NO. 98-K-28961 IN BOOK K3209 AT PAGE 68; THENCE NORTH 71°-31'-55" EAST, ALONG SAID EAST LINE, A DISTANCE OF 532.50 FEET; THENCE SOUTH 86°-43'-47" EAST, ALONG THE SOUTH LINE OF SAID TRACT OF LAND, A DISTANCE OF 2636.07 FEET, TO THE POINT OF BEGINNING. CONTAINING 192.004 ACRES, MORE OR LESS.

EXHIBIT E

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

Rezoning an area of approximately 185.6 acres generally located at the northwest corner of Missouri Highway 150 and Botts Road from District RA to District URD, and approving a preliminary development plan for the same. (14025-URD)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That Chapter 80, Code of Ordinances of the City of Kansas City, Missouri, commonly known as the Zoning Ordinance, is hereby amended by enacting a new section to be known as Section 80-11A0843, rezoning an area of approximately 185.6 acres generally located at the northwest corner of Missouri Highway 150 and Botts Road from District RA (Agricultural) to District URD (Urban Redevelopment District), said section to read as follows:

Section 80-11A0843. That an area legally described as:

All that part of the South 1/2 of Section 27, Township 47, Range 33, in the City of Kansas City, Jackson County, Missouri, being more particularly described as follows: Commencing at the northeast corner of the Southeast Quarter of said Section 27; thence South 0 degrees 09 minutes 34 seconds West, along the east line of said Section 27, a distance of 100.00 feet; thence South 89 degrees 44 minutes 38 seconds West, a distance of 20.00 feet, to the most easterly southeast corner of a tract of land described in Document No. 98-K-28961 in Book K3209 at page 68 said point being on the west right-of-way line of Botts Road, as established by County Record Book 15 at page 314, said point also being the point of beginning of the tract of land to be herein described; thence South 0 degrees 09 minutes 34 seconds West, along said right-of-way line, a distance of 1469.01 feet to the north terminus of a strip of land for right of way for Botts Road described in Document No. B-572006, in Book B-5948, page 282; thence North 89 degrees 50 minutes 26 seconds West, along said right of way line, a distance of 10.00 feet, thence South 0 degrees 09 minutes 34 seconds West, continuing along said right-of-way line, a distance of 509.31 feet, to a point on the westerly right of way of Botts Road as described in Document No. 1999K0067541; thence South 25 degrees 42 minutes 17 seconds West, along said right of way line, a distance of 67.37 feet to an angle point therein; thence South 0 degrees 09 minutes 34 seconds 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 Document No. 1999K0067541; thence the following courses along said north right-of-way line: South 64 degrees 34 minutes 48 seconds West, a distance of 83.58 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 219.87 feet; thence South 81 degrees 20 minutes 21 seconds West, a distance of 165.94 feet; thence North 89 degrees 58 minutes 21

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

seconds West, a distance of 82.02 feet; thence North 78 degrees 07 minutes 15 seconds West, a distance of 251.42 feet; thence North 89 degrees 56 minutes 40 seconds West, a distance of 164.04 feet; thence South 72 degrees 31 minutes 46 seconds West, a distance of 172.00 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 164.04 feet; thence North 80 degrees 08 minutes 12 seconds West, a distance of 83.36 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 83.09 feet; thence North 0 degrees 01 minutes 39 seconds East, a distance of 54.13 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 131.23 feet; thence South 0 degrees 01 minutes 39 seconds West, a distance of 54.13 feet; thence North 89 degrees 58 minutes 21 seconds West, a distance of 32.21 feet; thence South 80 degrees 04 minutes 25 seconds West, a distance of 83.02 feet; thence South 89 degrees 57 minutes 15 seconds West, a distance of 541.32 feet; thence North 79 degrees 33 minutes 33 seconds West, a distance of 166.77 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 164.04 feet; thence South 78 degrees 45 minutes 17 seconds West, a distance of 50.18 feet; thence North 89 degrees 56 minutes 15 seconds West, a distance of 196.85 feet; thence South 71 degrees 45 minutes 48 seconds West, a distance of 69.12 feet; thence South 89 degrees 56 minutes 39 seconds West, a distance of 426.51 feet; thence North 87 degrees 32 minutes 42 seconds West, a distance of 57.46 feet, to a point on the east line of a tract of land described in Document No. 98-K-28961 in Book K3209 at page 68; thence North 6 degrees 39 minutes 59 seconds 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 degrees 00 minutes 34 seconds East, continuing along said east line, a distance of 532.50 feet; thence North 89 degrees 44 minutes 38 seconds East, along the south line of said tract of land, a distance of 2636.07 feet, to the point of beginning. Containing 185.528 acres, more or less.

The above description was prepared by Anderson Survey Company and is a combination of Document No. 2001K 0051973, Document No. 98K 28961, in Book K-3209, page 68, Document No. 1999K 0067541 and Document No. 2004E 00500006.

is hereby rezoned District RA (Agricultural) to District URD (Urban Redevelopment District), all as shown outlined on a map marked Section 80-11A0843, which is attached hereto and made a part hereof, and which is hereby adopted as a part of an amendment to the zoning maps constituting a part of said chapter and as an amendment to Section 80-11 thereof.

Section B. That a development plan for the area legally described above is hereby approved, subject to the following conditions:

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

1. That the developer cause the area to be platted and processed in accordance with Chapter 66, Code of Ordinances of the City of Kansas City, Missouri, commonly known as the Subdivision Regulations.
2. That, prior to the issuance of any final certificate of occupancy, the following improvements be made to Botts Road, all as required by the Department of Public Works and Development Services:
 - a. that Botts Road be widened to a five lane cross section from Highway 150 to the north development entrance, with appropriate taper from the north development entrance to the north plan boundary to match the existing three lane cross section in the City of Grandview
 - b. that the intersection of Botts Road with the north development driveway be constructed so as to provide for the following:
 - (1) a shared left-through-right-turn lane in the eastbound direction;
 - (2) an exclusive left-turn lane with 300 feet of storage, a through lane, and an exclusive right-turn lane, in the northbound direction, plus all appropriate tapers; and
 - (3) an exclusive left-turn lane with 100 feet of storage, and a shared through-right-turn lane that will extend from the Grandview City limits to the north development driveway, in the southbound direction, plus all appropriate tapers.
 - c. that the intersection of Botts Road with the south development driveway be constructed, as required by the Development Services and Public Works Department, so as to provide for the following:
 - (1) a shared through-left-turn lane, and an exclusive right-turn lane in the eastbound direction, plus all appropriate tapers;
 - (2) an exclusive left-turn lane with 300 feet of storage, a through lane, and a shared through-right-turn lane, in the northbound direction, plus all appropriate tapers; and
 - (3) an exclusive left-turn lane or median with 300 feet of storage, a through lane, and a shared through-right-turn lane, in the southbound direction, plus all appropriate tapers.

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

- d. that a five foot sidewalk be constructed on the east side of Botts Road from a point opposite the north development entrance north to the existing sidewalk in the City of Grandview
3. That the developer dedicate additional right of way for Botts Road to accommodate the street improvements as shown on the development plan.
4. That prior to recording of the final plat the developer shall enter into a cooperative agreement and contribute half of the cost of providing and installing actuated traffic signals at the intersection of Botts Road and the south development driveway, including all associated intersection modifications, signing, striping and coordination of said traffic signals at the intersection of Botts Road at the south development driveway with the traffic signals at the MO-150 interchange ramp intersections on Botts Road, as required by the Public Works Department and Development Services. Said traffic signals shall be installed at such time that the Public Works Department determines they are funded, warranted, and necessary. Said half contribution sum shall not exceed \$100,000.00 in the year 2009 and shall be increased by a compounded annual rate of five percent per year thereafter so as to account for annual increases in costs of constructing traffic signals, provided that no interest will be calculated or required following the date of contribution.
5. That the developer submit a macro/micro storm drainage study to Development Services for review and acceptance for the entire development when the first plat is submitted, and that the developer construct any improvements as required by Development Services.
6. That the developer grant a pedestrian right-of-way easement, for the portion of the public sidewalks outside of the street right-of-way, to the City as required by Development Services, prior to recording the final plat.
7. That the developer secure permits to construct the sidewalk along the east side of the property, as required by Development Services, prior to recording the plat.
8. That the developer submit plans for grading, siltation, and erosion control to Development Services for review, acceptance, and permitting prior to beginning any construction activities.
9. That the developer secure a site disturbance permit from Development Services prior to beginning any construction, grading, clearing, or grubbing activities, if the disturbed area equals one acre or more.

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

10. That the developer obtain the grading consents, and all grading, temporary construction and drainage/sewer easements from the abutting property owner prior to submitting any public improvements.
11. That the developer secure permits to extend sanitary sewers to ensure individual service is provided to all proposed lots and determine adequacy as required by Development Services, prior to recording the plat.
12. That the developer secure permits to provide a stormwater conveyance system to serve all proposed lots within the development and determine adequacy as required by Development Services, prior to recording the plat.
13. That the developer grant a Surface Drainage Easement to the City as required by Development Services, on the final plat.
14. That the developer grant a BMP Easement to the City, as required by Development Services, on the final plat.
15. That the developer submit a final stream buffer plan, prepared in accordance with Chapter 65, for review and acceptance by Development Services, with the final plat application and secure the associated permits prior to recording the plat.
16. That the final stream buffer zones be shown and labeled on the final plat within a stream buffer easement.
17. That after the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications within the planned boundary without the prior written consent of Development Services.
18. That the developer install hard surface roads and provide for fire protection as required by the Fire Department prior to construction beyond foundations.
19. That the developer provide exclusive water main easements and cause the relocation of water mains as required by the Water Services Department.
20. That the developer extend private branch service piping as required by the Water Services Department.
21. That the developer dedicate a minimum 30 foot wide public trail easement from Botts Road to the west line of Parcel Two as shown on the development plan, as required by Development Services.

COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 090474

22. That the developer construct a public pedestrian/bicycle trail in accordance with standards adopted in Trails KC plan from Botts Road west to the southwest corner of the pedestrian trail system as shown on the development plan, as required by Development Services, prior to issuance of any certificate of occupancy.
23. That the developer enter into a covenant agreement for the maintenance of the amenity tract along Botts Road, as required by Development Services, prior to recording the plat.
24. That the developer submit a final plan to the Director of City Development for approval, including detailed information on landscaping (including a maximum of 15 parking stalls between landscaped islands where stalls do not abut a landscaped area, or acceptable alternatives per staff approval), signage (including elevations), lighting (including a photometric study showing zero footcandles at the property line and no direct illumination beyond the property line) and building elevations.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section C. That the Council finds and declares that before taking any action on the proposed amendment hereinabove, all public notices and hearings required by the Zoning Ordinance have been given and had.

I hereby certify that as required by Chapter 80, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.


Secretary, City Plan Commission


Approved as to form and legality:



Authenticated as Passed


Mark Funkhouser, Mayor

M. Margaret Sheahan Moran
Assistant City Attorney


Vickie Thompson, City Clerk

JUN 25 2009
Date Passed

EXHIBIT F



HNTB CONSULTANTS
 1155 West Street
 Suite 2000
 San Francisco, CA 94111
 Phone: (415) 774-2400
 Fax: (415) 774-2401

CONSULTANTS:
 HNTB CONSULTANTS
 1155 West Street
 Suite 2000
 San Francisco, CA 94111
 Phone: (415) 774-2400
 Fax: (415) 774-2401

OWNER / DEVELOPER:
 CENTROTECH / FORTRESS LLC
 1100 Montgomery Ave., Suite 200
 San Jose, CA 95128
 Phone: (408) 253-1111
 Fax: (408) 253-1112
 Email: info@centrotech.com

NINSA NATIONAL
 SECURITY CAMPUS
 (NSC)
 11500 Irvine Road
 Irvine, CA 92618-1600

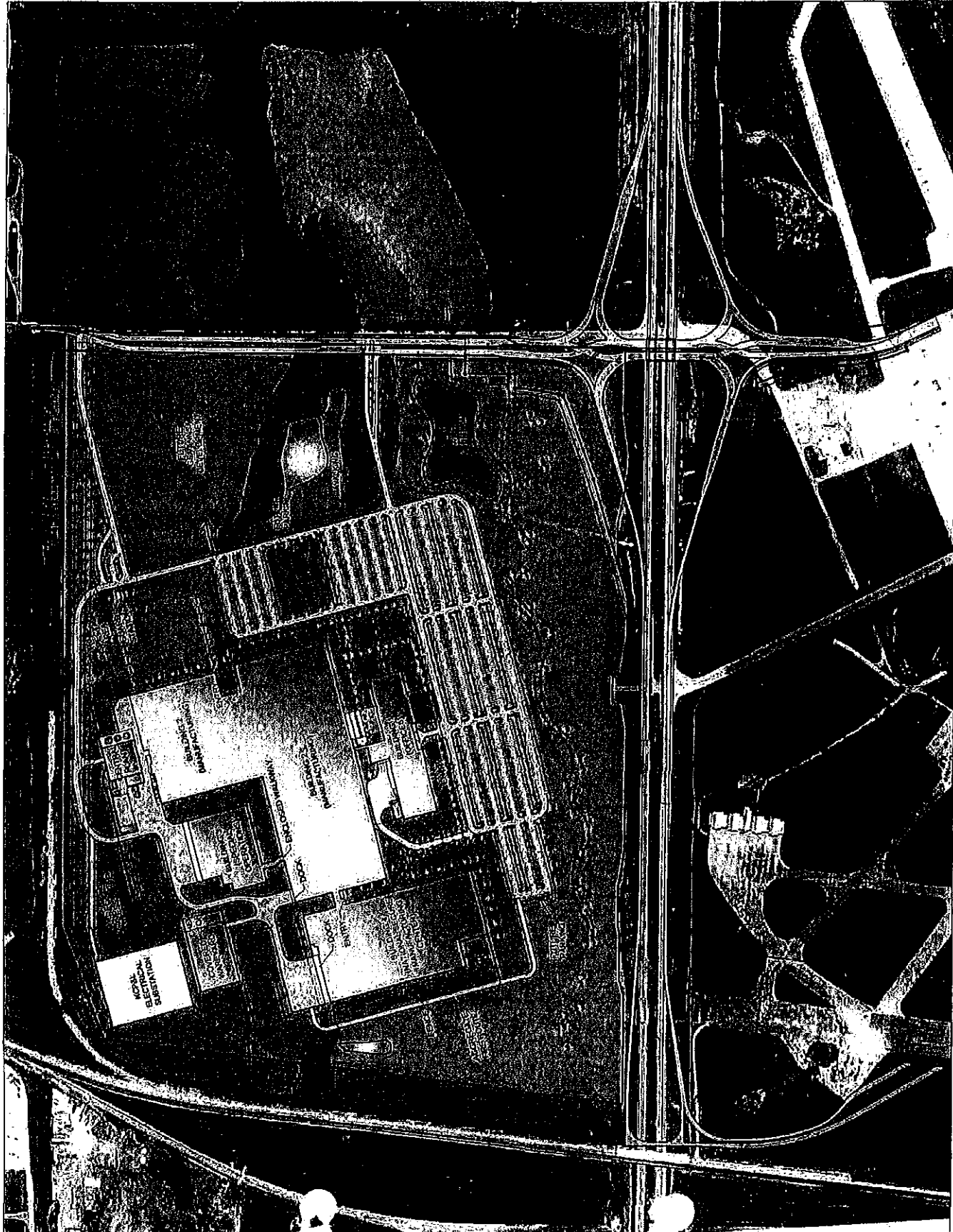
GENERAL SERVICES
 ADMINISTRATION
 HEATLAND BLDG.
 SECURITY ADMINISTRATION

URD Rezoning /
 Preliminary Plat

Date: 6-1-09

PROJECT NUMBER

L1



POWER
 ELECTRIC
 SUBSTATION

SECURITY
 BUILDING

ENCLOSED WALKWAY

SECURITY
 BUILDING

SECURITY
 BUILDING

EXHIBIT G

NNSA National Security Campus
Sources and Uses of Funds
BAFO Submission March 2009

DRAFT

Sources

Credit Lease-Backed Notes	\$	603,233,921
Equity Investment	\$	21,340,427
Construction Escrow Earnings	\$	4,070,955
Interest Reserve Earnings	\$	761,835
City of Kansas City PIAC Funding	\$	4,300,000
Infrastructure bonds Proceeds*	\$	36,014,675
Gap in Government Funding****	\$	5,044,253
Total Sources	\$	674,766,066

Uses

Design and construction of interchange, ROW and related utilities**	\$	29,550,000
Contribution to flyover***	\$	1,495,000
Project on and off site infrastructure		
Sanitary Sewer (Offsite)	\$	550,000
Sanitary Sewer (Onsite)	\$	719,015
Storm Sewer (Onsite)	\$	1,840,064
Water (Domestic)	\$	529,036
Water (Fire Safety)	\$	1,164,904
Engineering (Sewer & Water)	\$	420,000
Magellan Pipeline Relocation	\$	1,040,000
Rough Grading (Sitework)	\$	6,580,926
Rough Grading (Structural & Backfill)	\$	798,100
Wetland Mitigation	\$	119,590
Public Trail	\$	300,000
Contingency	\$	252,293
Project Costs		
Hard Costs/ Construction of Core and Shell	\$	324,116,184
Tenant Improvements Allowance	\$	113,208,253
Project Soft Costs	\$	91,236,250
Land	\$	4,950,000
Deposit into Interest Reserve Account	\$	87,066,820
Deposit into Service Agreement Reserve	\$	5,210,227
Special Risk Insurance Premium	\$	3,619,404
Total Uses	\$	674,766,066

* Includes \$10,000,000 in total MODOT funding, split 50% in years 2013 and 2014 and \$2,000,000 in future City of Kansas City Revenue split \$600,000 in 2011 and \$1,400,000 in 2012, preliminary projection

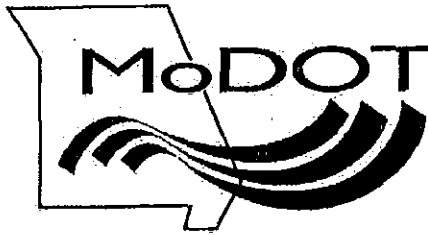
** MODOT and City of Kansas City Estimate as of cost

*** Per MOU dated 4/22/09 between KCS and GSA

**** Developer seeking GAP in Government Funding

EXHIBIT H

Missouri
Department
of Transportation



District 4 – Kansas City Area
600 NE Colbern Road
Lee's Summit, MO 64086
(816) 622-6500
Fax (816) 622-6323
Toll free 1-888 ASK MoDOT
(1-888-ASK-6636)
www.modot.mo.gov

Elizabeth A. Wright, District Engineer

July 23, 2009

Mr. Stan Harris, P.E.
Public Works Director
City Hall – 20th Floor
414 E. 12th Street
Kansas City, MO 64106

Dear Mr. ~~Harris~~: *Stan*

Congratulations! MoDOT's Cost Share Committee approved your cost share application at its July 1, 2009 meeting. Your application proposed a new interchange at Botts Road and Route 150. The Cost Share Committee approved a maximum of \$10,000,000 for the project. With \$5,000,000 of the funding being available in state fiscal year 2014 and the other \$5,000,000 being available in state fiscal year 2015.

MoDOT requires projects on the state highway system, which includes your project, to have a signed cost share agreement prior to any costs being incurred. Please contact Mike Landvik, Transportation Planner, to complete the necessary cost share agreement.

If you have any questions about any aspect of this project, please contact Mike Landvik at (816) 622-0451, or Christa Luebbering at (573) 522-4614.

Sincerely,

Beth Wright P.E.
District Engineer

Copies: Ms. Christa Luebbering, MBA
Mr. Michael Landvik

EXHIBIT I

NNSA Utilization Groups

January 5, 2010

Group #	NNSA Procurement Phase
One	Package 1M Mass Excavation Bid/Award mass excavation Package 1 Site Work & Utilities Bid/award site utilities Pkg 2A (Bldgs 1, 2, & 5, Early Frnds & SOG1) Package 2A Bid/Award/Permit to Start Work Pkg 3U: Underground MEP B2 and B5 Pkg 3U: Bid/award/Negotiate/Shops/Aprvl/Fab/Del Pkg 2S: (Bldgs 2 & 5 Steel) Pkg 2S: Bid/award/Negotiate/Shops/Aprvl/Fab/Del Pkg 7S Bldg 1 & 3 Steel Pkg 7S: Bid/Award/Negotiate/Shops/Aprvl/Fab/Del
Two	Package 1A&B Primary Switchgear & Substations Pkg 1A & B: Bid/award/Negotiate/Shops/Aprvl Package 1C Penthouse AHUs @ Bldgs 1, 2, 3, 4 Pkg 1C: Bid/award/Negotiate/Shops/Aprvl Pkg 3A Early Concrete/Sheet metal skin B2 & B5 Package 3A Bid/Award/Permit to Start Work
Three	Pkg 1D: CUP Equip-Chillers, Cooling Tower, Boilers Pkg 1D: Bid/award/Negotiate/Shops/Aprvl Package 3 (Bldgs 2 & 5 Roof, SOG2 & CMU) Pkg 3: Bid/Award/Negotiate/Shops/Aprvl/Fab/Del Pkg 10S (Bldg 4 Steel)

Four

- Pkg 1E Interior Electrical Equipment
- Pkg 1E: Bid/Award/Negotiate Shops/Aprvl
- Pkg 7: Bldg 1 & 3 U-MEP & Bldg 3 Fdms
- Pkg 7: bid/award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 8 Bldgs 1 & 3 Skin & Roof
- Pkg 8: Bid/award/Negotiate/Shops/Aprvl/Fab/Del

Five

- Pkg 4 (Bldg 2 & 5 remaining core & shell)
- Pkg 4: Bid/award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 5 (Bldg 2 Shell Tenant Improvements)
- Pkg 5: Bid/award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 6 (Remaining site work)
- Pkg 6: Bid/award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 9A (Bldg 1 Shell Tenant Improvements)
- Pkg 9A: Bid/Award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 9B (Bldg 3 Shell Tenant Improvements)
- Pkg 9B: Bid/award/Negotiate/Shops/Aprvl/Fab/Del
- Pkg 10 (Bldg 4 Core & Shell)
- Pkg 10: bid/award/Negotiate/Shops/Aprvl/Fab/Del

Six

- Pkg 9 (Bldgs 1 & 3 Remaining Core & Shell)
- Pkg 9: Bid/award/Negotiate/Shops/Aprvl/Fab/Del

Seven

- Pkg 11 (Bldg 4 Shell Tenant Improvements)
- Pkg 11: Bid/Award/Negotiate/Shops/Aprvl/Fab/Del

EXHIBIT J

LETTER OF INTENT TO SUBCONTRACT

Project Number: _____ Utilization Group: _____

Project Title: _____ Bid Package: _____

Letter of Intent to Subcontract

To: City of Kansas City, Missouri
Human Relations Department

Date: _____

Utilization Goals: MBE _____ % WBE _____ %

_____ agrees to enter into a contractual agreement with
"Prime Contractor" (General Contractor or Subcontractor)

_____, who will provide the following goods/services
"MBE/WBE Subcontractor" (Subcontractor or Supplier)

in connection with the above-referenced contract:

_____ (scope)

for an estimated amount of \$ _____ or _____ % of the total estimated
contract value, provided the parties agree upon a detailed Scope of Work and the MBE/WBE
Subcontractor meets all requirements of the bidding documents.

_____ is currently certified with the City of Kansas City
(MBE/WBE Subcontractor)

Human Relations Department for the function in the aforementioned capacity.

Prime Contractor

MBE/WBE Subcontractor

MBE/WBE Subcontractor intends to work on the above-named contract in accordance with the
MBE/WBE Participation Section and requirements set forth in the bid documents, **contingent
upon award** of the contract to the aforementioned Prime Contractor.

Signature: Prime Contractor

Signature: MBE/WBE Subcontractor

Print Name

Print Name

Title

Date

Title

Date

EXHIBIT K

**NNSA – NSC Project Schedule
Target Dates**

Task/Event	Target Date
Lease final negotiations	October 1 – 30, 2009
Oral arguments and ruling – NRDC litigation	October 19, 2009
Lease finalized <ul style="list-style-type: none"> • Debt financing packages released (Project & Infrastructure) 	<ul style="list-style-type: none"> • November 13, 2009
Appeal period – NRDC litigation	Unknown (up to 60 days after ruling)
Meetings with debt-issuer prospects	November 17 – December 11, 2009
Identify prospects (Project & Infrastructure)	December 30, 2009
Negotiate & finalize debt issuance documentation (Project and Infrastructure)	January 4 – February 5, 2010
Master Closing – all concurrent transactions (“funding” for Project & Infrastructure) – Lease award	February 15, 2010
Mobilize for mass grading & pipeline relocations; commence site clearance	February 15 – 26, 2010
Commence mass grading	March 1, 2010 (weather permitting)
Design & Construction schedule <ul style="list-style-type: none"> • Buildings 1, 2, 3, & 5 • Building 4 	<ul style="list-style-type: none"> • 29 months after Master Closing • 35 months after Master Closing

October 29, 2009

EXHIBIT L

CLAWBACK SCHEDULE

- DRAFT -

SCHEDULE OF INVESTMENT

Minimum Investment	95%	90%	85%	80%	75%	70%	65%	60%	55%	50%
\$ 425,000,000	\$ 403,750,000	\$ 382,500,000	\$ 361,250,000	\$ 340,000,000	\$ 318,750,000	\$ 297,500,000	\$ 276,250,000	\$ 255,000,000	\$ 233,750,000	\$ 212,500,000

SCHEDULE OF PILOTS

PILOTS equal to \$2.6 million to be paid to taxing jurisdictions. KCMO portion of PILOTS equal to \$642,200

PILOTS ¹	5%	10%	15%	20%	25%	30%	35%	40%	45%	100%
\$ 1,957,800	\$ 2,055,690	\$ 2,153,580	\$ 2,251,470	\$ 2,349,360	\$ 2,447,250	\$ 2,545,140	\$ 2,643,030	\$ 2,740,920	\$ 2,838,810	\$ 3,915,600

¹ Investment less than Minimum Investment will result in increase in PILOTS to all taxing jurisdictions except KCMO

EXHIBIT M

**MEMORANDUM OF UNDERSTANDING
REGARDING THE FUNDING OF CERTAIN INFRASTRUCTURE IMPROVEMENTS
ASSOCIATED WITH THE DEVELOPMENT OF REAL PROPERTIES
IN THE VICINITY OF MISSOURI HIGHWAY 150 AND BOTTS ROAD, KANSAS CITY, MISSOURI**

THIS MEMORANDUM OF UNDERSTANDING is made and entered into this 24th of April, 2009 by and between the United States of America, acting by and through the General Services Administration ("GSA"), CenterPoint Kansas City One LLC, an Illinois limited liability company ("CenterPoint"), and The Kansas City Southern Railway Company, a Missouri Corporation ("KCSR").

WITNESSETH

WHEREAS, GSA is the holder of an assignable option on an approximate 185 acre tract of undeveloped real property located at the Northwest corner of Missouri Highway 150 and Botts Road, Kansas City, Missouri;

WHEREAS, GSA desires to acquire from KCSR an approximate 6.5 acre parcel of real property abutting the west boundary of said 185 acre tract of undeveloped real property which is subject to the assignable option identified above, and if satisfactory project funding can be agreed to, KCSR is willing to convey said parcel to GSA in consideration of the level of funding GSA is committing to the construction of the Truck Flyover Bridge to be located at Missouri Highway 150 approximately 1/4 mile west of existing Thunderbird Road;

WHEREAS, GSA is undertaking certain procurement activities designed to lead to the eventual industrial development of said 185 acre tract;

WHEREAS, CenterPoint and KCSR are the owners of the real property located South of Missouri Highway 150, Kansas City, Missouri in the vicinity of Botts Road and are engaged in the commercial and industrial development of said site;

WHEREAS, GSA, CenterPoint and KCSR recognize the need for certain infrastructure improvements to be made in the vicinity of Missouri Highway 150 and Botts Road, Kansas City, Missouri to provide a means of ingress and egress to the respective properties of the parties; said improvements being depicted on the attached Exhibit "A" and referred to herein, together with the properties of the parties, as the "Development Area;"

WHEREAS, GSA, CenterPoint and KCSR have met on numerous occasions over the past one and one half years and have reached an agreement in principle pertaining to the design and construction of the infrastructure improvements identified on the attached Exhibit "A;"

WHEREAS, GSA, CenterPoint and KCSR recognize the need to equitably allocate the anticipated costs for such infrastructure improvements and that the relocation of the existing Thunderbird Road, its access to Missouri Highway 150, and the relocation of other existing structures is made necessary by the GSA development and related design for a new Botts Road interchange;

WHEREAS, GSA, CenterPoint and KCSR have agreed to execute this Memorandum of Understanding to set forth their understanding of these preliminary terms and to set forth their agreement respecting the preparation of a more formal Master Development Agreement setting forth in detail the respective rights and obligations of the parties hereunder.

NOW, THEREFORE, GSA, CenterPoint and KCSR acknowledge the following:

1. The design and construction of the infrastructure improvements subject to this Memorandum of Understanding consists of two major components:

- i. The existing at-grade intersection of Missouri Highway 150 and Botts Road, Kansas City, Missouri shall be reconstructed as a diverging diamond interchange extending north along Botts Road to the Grandview city limit at an estimated cost of Twenty Million & 00/100 Dollars (\$20,000,000.00);
- ii. The existing at-grade intersection of Missouri Highway 150 and Thunderbird Road, Kansas City Missouri shall be relocated approximately one quarter mile west and be constructed as a truck flyover 1/4 diamond interchange and bridge at an estimated cost of Six Million, Eight Hundred Twenty-two Thousand & 00/100 Dollars (\$6,822,000.00).

2. Possible funding sources for the foregoing infrastructure improvements have been identified as follows:

- i. Diverging Diamond Interchange (Missouri Highway 150 and Botts Road).

Capital Sales Tax	\$ 6,200,000.00
Missouri Department of Transportation Economic Incentives	10,000,000.00
Redirected Payments in Lieu of Taxes from GSA Development	3,800,000.00
Total Estimated Cost of Diverging Diamond	\$20,000,000.00

- ii. Design-Build Truck Flyover Bridge (Missouri Highway 150 and Thunderbird Road), Related Connections, Relocation of Thunderbird Road and Relocation of Other Existing Structures

Uncommitted, but potential Missouri Department of Transportation ("MoDOT") Incentives and other Public Source(s)	\$3,441,000.00
Redirected Payments in Lieu of Taxes from GSA Development	\$1,495,000.00
Private Sector Source(s) including KCSR (both cash and in-kind consideration) for project costs off of MoDOT property to the extent necessary.	\$1,886,000.00
Total Estimated Costs of Truck Flyover Interchange	\$6,822,000.00

3. GSA, CenterPoint, and KCSR shall work in good faith with the City of Kansas City, Missouri, MoDOT, the Planned Industrial Expansion Authority of Kansas City, Missouri and such other local, state and federal entities as may be required to develop a Master Development Agreement encompassing the matters set forth in this Memorandum of Understanding.

4. GSA, CenterPoint, and KCSR shall endeavor to cause the appropriate entity of the City of Kansas City, Missouri to prepare and file an application with MoDOT for the construction of the diverging diamond interchange at Missouri Highway 150 and Botts Road, Kansas City, Missouri, and all ancillary and related roadwork.

5. CenterPoint and KCSR shall work with MoDOT to develop an equitable cost-sharing arrangement for the funding of the truck flyover bridge, related connections and relocation of Thunderbird Road and other existing structures at Missouri Highway 150 and Thunderbird Road, Kansas City, Missouri that is in excess of the amount provided by the Redirected Payments in Lieu of Taxes from the proposed GSA

development specified in paragraph 2.ii. above, which development is to be located at Missouri Highway 150 and Botts Road, Kansas City, Missouri, and all ancillary and related roadwork.

6. If KCSR and MoDOT determine that a Design-Build approach can be used for the Thunderbird Road intersection replacement, 1/4 diamond truck flyover intersection and an acceptable project funding agreement can be reached, KCSR shall prepare and file an application with MoDOT for the construction of the truck flyover bridge at Missouri Highway 150 and Thunderbird Road, Kansas City, Missouri, and all ancillary and related roadwork.

7. Within thirty (30) days following the execution of this Memorandum of Understanding, KCSR and GSA shall enter into good faith discussions regarding the drafting of an agreement whereby KCSR will obligate itself to convey the above-referenced approximate 6.5 acre parcel to GSA, or its assigns, for only that consideration set forth herein and GSA will obligate itself not to provide less compensation than the amount of Redirected Payments in Lieu of Taxes from GSA Development set forth in paragraph 2.ii above, which agreement shall become effective only upon the execution and taking effect of a legally binding funding agreement among GSA, KCSR and other public and/or private entities and a legally binding contract satisfactory to KCSR for construction of the Thunderbird Road intersection replacement, 1/4 diamond truck flyover intersection.

8. This Memorandum of Understanding may be executed in multiple original counterparts, each of which will be deemed to be an original and all of which together will constitute one and the same agreement.

9. This Memorandum of Understanding shall become effective upon its execution by all of the parties to the agreement; provided, however, that it is an agreement in-principle only and, notwithstanding anything else to the contrary, shall not be binding upon the parties.

ITHE PARTIES HERETO HAVE EXECUTED THIS MEMORANDUM OF UNDERSTANDING THROUGH THEIR DULY-AUTHORIZED REPRESENTATIVES ON THE DATES HEREINAFTER IDENTIFIED.


United States of America,
by and through the General Services Administration

Date: 4-17-09


Michael T. Brincks
Acting Regional Administrator

CenterPoint Kansas City One, LLC

Date: 4-17-09


Jim S. Cross
Senior VP, Development
Kansas City Southern Railway Company

Date: 4-22-09


Warren Erdman
Executive Vice President-Corporate Affairs

EXHIBIT N

**MEMORANDUM OF AGREEMENT
CONSTRUCTION WORKFORCE ORDINANCE IMPLEMENTATION**

This Memorandum of Agreement is by and between the City of Kansas City, Missouri (City), the Construction Workforce Board of Kansas City, Missouri (Board), the Tax Increment Financing Commission, Port Authority of Kansas City, Downtown Economic Stimulus Authority, Land Clearance for Redevelopment Authority, and the Planned Industrial Expansion Authority (independent statutory agencies) and the Economic Development Corporation of Kansas City, Missouri (EDC).

The City of Kansas City, Missouri has adopted Ordinance No. 070504 regarding construction workforce policies.

All of the independent statutory agencies listed above have adopted the City's construction workforce policies as embodied in Ordinance No. 070504.

The intent of this agreement is to implement the policies contained in Ordinance No. 070504 with the named agencies.

The City of Kansas City, Missouri is a home rule city within the Missouri Constitution and state statutes and is able to enact requirements greater than those required by the State of Missouri.

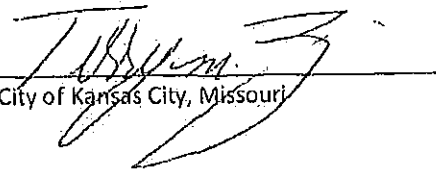
In order to effectively implement the provisions of Ordinance No. 070504, the parties to this agreement collectively agree to the following protocol relative to compliance review of contractors' performance with regard to the Workforce Ordinance and the granting of waivers and the assessment of penalties within the provisions of Ordinance No. 070504:

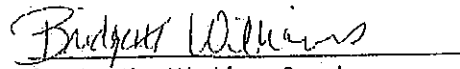
- The City's Human Relations Department (HRD), along with the statutory agencies, will monitor compliance of the construction workforce ordinance and investigate any alleged violations of the ordinance.
- Contractors working under contract with the statutory agencies will utilize the reporting methods and forms specified by HRD and submit those forms to both HRD and the applicable agency;
- HRD will compile and submit monthly reports to the Construction Workforce Board and the statutory agencies regarding contractors' compliance with the workforce ordinance and associated policies;
- HRD, in consultation with the applicable statutory agency, will make a determination as to: 1) whether or not there has been a violation of the workforce ordinance and associated policies; 2) how to assist the contractor in making good faith efforts and achieving compliance; 3) whether or not to recommend the granting of a waiver to the Construction Workforce Board; and 4) if a violation is found, the nature of the remedy.
- These determinations and associated recommendations by HRD will be immediately communicated in writing to the independent statutory agency involved, and that agency will review those recommendations and implement them as stated.

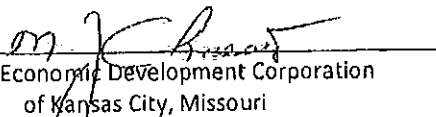
- However, after communication and consultation with HRD, if the independent statutory agency disagrees with either the waiver decision or remedy decision of HRD, they may appeal to the Construction Workforce Board.
- The Construction Workforce Board will review the positions of both HRD and the independent statutory agency and make a final determination.
- The contractor, whose compliance with the workforce ordinance is under review, will be afforded an opportunity to appeal the decision of the Construction Workforce Board to the Board, but ultimately, the Board retains the final decision, which will be implemented by the affected statutory agency.

Notwithstanding the above protocol, all parties to this agreement pledge to diligently work toward both the legal requirements, as well as legislative intent, of the City's construction employment program in order to achieve utilization goals for minority, women and resident workers on construction projects within Kansas City, Missouri.


Signed and dated this 15th day of December, 2009.


 City of Kansas City, Missouri



 Construction Workforce Board


 Economic Development Corporation
 of Kansas City, Missouri


 Tax Increment Financing Commission


 Port Authority of Kansas City


 Downtown Economic Stimulus Authority


 Land Clearance for Redevelopment Authority

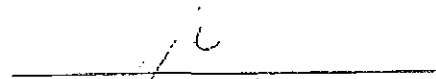

 Planned Industrial-Expansion Authority

EXHIBIT O

Planned Industrial Expansion Authority

Suite 200
 20 E. Fifth Street
 Kansas City, MO 64106
 USA

Voice: 816-474-2227
 Fax: 816-421-5500

INVOICE

Invoice Number: 758
 Invoice Date: 4/22/09
 Page: 1

Bill To: CenterPoint/Zimmer LLC

Customer ID: Honeywell

Customer No.	Payment Terms	Sales Term ID	Invoice Date
	Net 10 Days		5/2/09

Description	Amount
RFP for Honey project at Highway 150 & Botts Road <div style="text-align: center; font-size: 2em; font-family: cursive;"> RFP Advertising J </div>	309.62

Subtotal	309.62
Sales Tax	
Total Invoice Amount	309.62
Payment/Credit Applied	
TOTAL	309.62

Check/Credit Memo No:

PLANNED INDUSTRIAL EXPANSION AUTHORITY OF K.C., MO

3496

Missouri Lawyers Media

Check Number: 3496

Check Date: Apr 22, 2009

Check Amount: \$309.62

Item to be Paid - Description

Discount Taken Amount Paid

Legal Notice #40010070

309.62

Missouri Lawyers Media

Missouri Lawyers Weekly • St. Louis Daily Record • The Daily Record (Kansas City and Independence)
The Cosmopolitan (St. Louis, Jefferson and Franklin Counties) • St. Charles County Business Record • Legal Ad Network

319 N. Fourth, Fifth Floor
St. Louis, MO 63102
(314) 421-1880

First Run Date: 04/20/2009 Pub Ad #: 10191753 Cust. #: 40010070

PLANNED INDUSTRIAL EXPANSION AUTHORITY
Attn: ALFRED J. FIGULY
20 E. 5TH STREET, STE 200
KANSAS CITY, MO 64108

Total Charge: 309.62
Aff Charge: 0.00
Map Charge: 0.00
Cards Charge: 0.00
Set Up Charge: 0.00
Basic Charge: 309.62

Type of Notice: Request for Bids
Reference #: June 5, 2009
Publication: KC Daily Record

Description: Highway 150 and Botts Road PIEA Redevelopment Area

Published on the following dates:

April 20, 2009 April 21, 2009

Reminder:

First Run Date: 04/20/2009 Pub Ad #: 10191753 Cust. #: 40010070

PLANNED INDUSTRIAL EXPANSION AUTHORITY
Attn: ALFRED J. FIGULY
20 E. 5TH STREET, STE 200
KANSAS CITY, MO 64108

Total Charge: 309.62
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Basic Charge: 309.62

Type of Notice: Request for Bids
Reference #: June 5, 2009
Publication: KC Daily Record

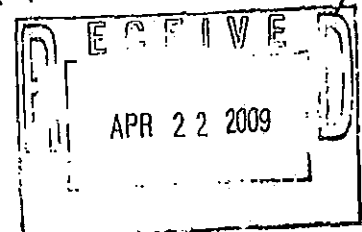
Description: Highway 150 and Botts Road PIEA Redevelopment Area

Published on the following dates:

April 20, 2009 April 21, 2009

Reminder:

REMIT TO:
MISSOURI LAWYERS MEDIA
P.O. BOX 955400
ST. LOUIS, MO 63195
(314) 421-1880 -ACCOUNTING, EXT 209



AFFIDAVIT OF PUBLICATION

STATE OF MISSOURI }
COUNTY OF JACKSON } ss.

Before the undersigned, a Notary Public in and for the County of Jackson, Missouri, personally appeared Peter Crawford, Office Manager of THE KANSAS CITY DAILY RECORD, a daily newspaper published in the County of Jackson, Missouri; who, being duly sworn on his oath, say that THE KANSAS CITY DAILY RECORD has complied with all of the provisions of the laws of this state regulating newspapers and the publication of legal notices, and in particular with the provisions of Chapter 493, including Section 493.050 and Sections 493.070 to 493.090, Revised Statutes of Missouri, as amended in 1998, and is qualified to publish the annexed notice; and that it was published in THE KANSAS CITY DAILY RECORD for two consecutive issues beginning 20th of April 2009 and in each of the following issues through the 21st day of April, 2009 :

04/20/2009, 04/21/2009

REQUEST FOR PROPOSALS

The Planned Industrial Expansion Authority of Kansas City, Missouri will accept proposals until 4 P.M. CDT, Friday, June 5, 2009 at the office of the Executive Director, 20 East 5th Street, Kansas City, Missouri 64106, for the development of the Honeywell project located in the Highway 150 and Botts Road PLEA Redevelopment Area, legally described as follows:

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"

AFFIDAVIT OF PUBLICATION

Page 2 of 3

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

AFFIDAVIT OF PUBLICATION

of 1957.40 feet, to the point of beginning.

Proposals must include: A narrative statement describing the proposed development; architects perspective, drawings, illustrative site plans and sketches; estimated project costs and time frame for completion of development project; evidence of the developer's legal and financial qualifications and ability to undertake and complete the project, and other information required by the Economic Development and Incentive Policies of Kansas City, Missouri.

There is available at the offices of the Planned Industrial Expansion Authority, 20 E. 5th Street, Suite 200, Kansas City, Missouri 64106, information for prospective developers, including Economic Development Incentive Policies and the Highway 150 and Botts Road PIEA General Development Plan, as approved by the City Council of Kansas City, Missouri. These materials may be obtained in person or by mail.

Selection of the successful proposal will be made by the Authority in accordance with the guidelines and requirements of the Highway 150 and Botts Road PIEA General Development Plan for the City of Kansas City, Missouri, as a whole, after approval by appropriate governmental entities.

Peter Crisford

Subscribed and sworn to before me this 21 day of April 2009
(SEAL)

NOTARY PUBLIC
Sharon Pickett, Notary Public
Clay County, State of Missouri
My Commission Expires 5/20/2011
Commission Number 07050658

/s/ Alfred J. Figuly
Executive Director/
Assistant Secretary
10191753 Jackson April 20, 2009

Planned Industrial Expansion Authority

Suite 200
20 E. Fifth Street
Kansas City, MO 64106
USA

Voice: 816-474-2227
Fax: 816-421-5500

INVOICE

Invoice Number: 761
Invoice Date: 6/8/09
Page: 1

Bill To:
GSA/NNSA/Honeywell Centerpoint/Zimmer , MO

Customer ID: Honeywell

Customer PO	Payment Terms	Sales Rep ID	Due Date
	Net 10 Days		6/18/09

Description	Amount
Legal Notice in KC Star	102.83

Check/Credit Memo No:

Subtotal	102.83
Sales Tax	
Total Invoice Amount	102.83
Payment/Credit Applied	
TOTAL	102.83

PLANNED INDUSTRIAL EXPANSION AUTHORITY OF K.C., MO

Missouri Lawyers Media

3515

Check Number: 3515
Check Date: Jun 8, 2009

Check Amount: \$102.83
Discount Taken Amount Paid

Item to be Paid - Description	Discount Taken	Amount Paid
Legal Notice Honeywell project		102.83

NNSA/ESA

Missouri Lawyers Media

Missouri Lawyers Weekly • St. Louis Daily Record • The Daily Record (Kansas City and Independence)
The Courier (St. Louis, Jefferson and Franklin Counties) • St. Charles County Business Record • Legal Ad Network

319 N. Fourth, Fifth Floor
St. Louis, MO 63102
(314) 421-1880

First Run Date: 05/13/2009 Pub Ad #: 10194977 Cust. #: 40010070

PLANNED INDUSTRIAL EXPANSION AUTHORITY
Attn: ALFRED J. FIGULY
20 E. 5TH STREET, STE 200
KANSAS CITY, MO 64106

Total Charge: 102.83
Aff Charge: 0.00
Map Charge: 0.00
Cards Charge: 0.00
Set Up Charge: 0.00
Basic Charge: 102.83

Type of Notice: Request for Bids
Reference #: RFQ #09-01

Description: Financial Consulting and Investment Banking Services, RFQ #09-01

Published on the following dates:

May 13, 2009

Publication:
KC Daily Record

Reminder:

First Run Date: 05/13/2009 Pub Ad #: 10194977 Cust. #: 40010070

PLANNED INDUSTRIAL EXPANSION AUTHORITY
Attn: ALFRED J. FIGULY
20 E. 5TH STREET, STE 200
KANSAS CITY, MO 64106

Total Charge: 102.83
Aff Charge: 0.00
Map Charge: 0.00
Cards Charge: 0.00
Set Up Charge: 0.00
Basic Charge: 102.83

Type of Notice: Request for Bids
Reference #: RFQ #09-01

Description: Financial Consulting and Investment Banking Services, RFQ #09-01

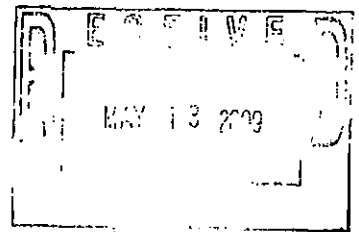
Published on the following dates:

May 13, 2009

Publication:
KC Daily Record

Reminder:

REMIT TO:
MISSOURI LAWYERS MEDIA
P.O. BOX 955400
ST. LOUIS, MO 63195
(314) 421-1880 -ACCOUNTING, EXT 209



Planned Industrial Expansion Authority

Suite 200
20 E. Fifth Street
Kansas City, MO 64106
USA

INVOICE

Invoice Number: 763
Invoice Date: 8/8/09
Page: 1

Voice: 816-474-2227
Fax: 816-421-5500

GSA/NNSA/Honeywell
Centerpoint/Zimmer
MO

Customer ID: Honeywell

Customer PO	Payment Terms	Sales Rep ID	Invoice Date
	Net 10 Days		6/18/09

Description	Amount
Legal Notice in Dos Mundos for Financial Consultant	142.00

Subtotal	142.00
Sales Tax	
Total Invoice Amount	142.00
Payment/Credit Applied	
TOTAL	142.00

Check/Credit Memo No:

IE PLANNED INDUSTRIAL EXPANSION AUTHORITY OF K.C., MO

3518

Dos Mundos

Check Number: 3518
Check Date: Jun 8, 2009

Check Amount: \$142.00

Item to be Paid - Description

Discount Taken

Amount Paid

Legal Notice - Financial Consultant-Honeywell

142.00



BILL TO
Planned Industrial Expansion Authority Sarah Bradley 20 E 5th Street, Ste. 200 Kansas City, MO 64106

Invoice

DATE	INVOICE #
5/15/2009	66341

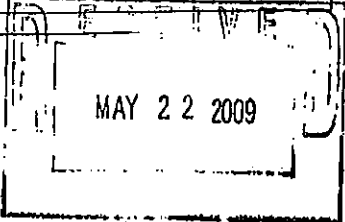
P.O. NO.	TERMS	DUE DATE	REP
	Pay upon receipt	5/15/2009	Class

DESCRIPTION	RATE	QTY	AMOUNT
Classified Ad - Volume 29 Issue 20, May 14, 2009. 32. LEGAL NOTICE- PIEA	142.00		142.00

Payments are due as ads are run. Thank you.

Total \$142.00

PLEASE INCLUDE INVOICE NUMBER.
P.O. BOX 5161, KANSAS CITY, KANSAS 66119
816-221-4747



AFFIDAVIT OF PUBLICATION

STATE OF MISSOURI
COUNTY OF JACKSON

I Lilia Garcia, having been duly sworn, on oath, state that I am Classifieds' Manager of DOS MUNDOS BILINGUAL NEWSPAPER, a weekly newspaper published in the County of Jackson, State of Missouri. Affiant further declares that said newspaper is qualified under, and has complied with, the provisions of Sections 493.050 and 493.060, Revised Statutes of Missouri 1986 as amended by the laws of Missouri. And that the notice, a copy of which is hereto attached, was published once in said paper for the term of ONE, issued consecutively, as follows, to-wit:

Commencing on May 14 and ending on May 20, 2009 Being Vol. 29, Issue No. 20

**PLANNED INDUSTRIAL EXPASION AUTHORITY
20 E 5TH STREET, STE. 200
KANSAS CITY, MO 64106**

Signed: _____

Lilia Garcia

On this May 20, 2009

Planned Industrial Expansion Authority

Suite 200
20 E. Fifth Street
Kansas City, MO 64106
USA

Voice: 816-474-2227
Fax: 816-421-5500

INVOICE

Invoice Number: 771
Invoice Date: 8/18/09
Page: 1

Zimmer Real Estate Services
Daniel Musser
1220 Washington St., Ste. 100
Kansas City, MO 64105

Customer ID: Honeywell

Payment Terms	Due Date
Net 10 Days	8/28/09

Description	Amount
Services of Steve Sparks for 7/1 1/08 (before contract with GSA)	518.75

Check/Credit Memo No:

Subtotal	518.75
Sales Tax	
Total Invoice Amount	518.75
Payment/Credit Applied	
TOTAL	518.75

Planned Industrial Expansion Authority

Suite 200
20 E. Fifth Street
Kansas City, MO 64106
USA

Voice: 816-474-2227
Fax: 816-421-5500

INVOICE

Invoice Number: 778
Invoice Date: 9/9/09
Page: 1

Duplicate

Centerpoint/Zimmer
Daniel Musser
1220 Washington St., Ste. 100
Kansas City, MO 64105

Customer ID: Honeywell

Customer ID	Payment Terms	Ship/Kit ID	Order Date
	Net 10 Days		9/19/09

Description	Amount
Consulting services of Belke Appraisal	456.25

Subtotal	456.25
Sales Tax	
Total Invoice Amount	456.25
Payment/Credit Applied	
TOTAL	456.25

Check/Credit Memo No:

E PLANNED INDUSTRIAL EXPANSION AUTHORITY OF K.C., MO

3535

Belke Appraisal & Consulting

Check Number: 3535

Check Date: Jul 9, 2009

Check Amount: \$456.25

Item to be Paid - Description

Discount Taken

Amount Paid

Tax Impact for GSA/NNSA/Honeywell project

456.25

BELKE APPRAISAL & CONSULTING SERVICES, INC.

REAL ESTATE ANALYSIS & VALUATION
SCOTT J. BELKE, MAI
PRESIDENT

July 6, 2009

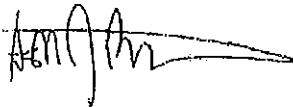
Mr. Alfred J. Figuly
Executive Director
Planned Industrial Expansion Authority of KCMO
20 E. 5th Street, Suite 200
Kansas City, Missouri 64106
Phone (816) 474-2227
Fax (816) 421-5500

INVOICE

For professional services regarding consulting on the tax impact of
NNSA Honeywell located at the NWC of Botts Road and SR-150
in Kansas City, Missouri

Due on Receipt

\$456.25



Scott J. Belke, MAI

Record No. 1367

Federal Tax ID No. 74-2980704

WE VALUE YOUR REAL ESTATE!
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