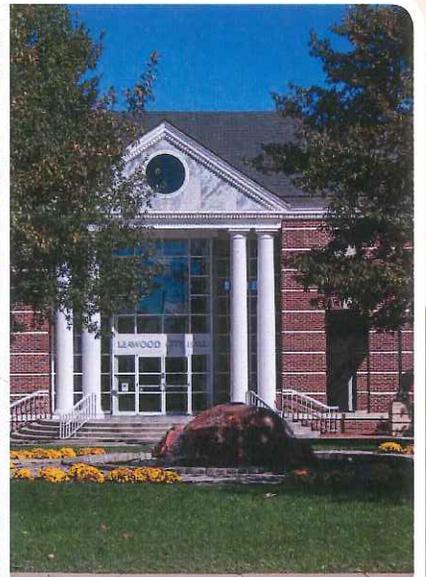


GROWING WITH DISTINCTION



2017-2021

CAPITAL IMPROVEMENT PROGRAM



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Cover Design By: **MARICA PUTMAN**

*The cover depicts various angles of the Leawood City Hall Building on a typical fall day. City operations were moved to this building, located at 4800 Town Center Drive, in 1994. Previous to that time, City Hall was a small colonial-style building located at 96<sup>th</sup> & Lee Boulevard.*



# City of Leawood

4800 Town Center Drive • Leawood, Kansas 66211  
Phone 913.339.6700 • Fax 913.339.6781

March 3, 2016

To the Honorable Mayor,  
Members of the City Council  
And the Citizens of Leawood, Kansas

Respectfully submitted before you is the 2017-2021 Capital Improvement Program (C.I.P). Two work sessions have been designated to discuss this document; the first on March 7<sup>th</sup>; and the second on April 4<sup>th</sup>.

The five year C.I.P. is a document that encompasses capital projects that are integral parts of the City of Leawood. Besides the typical staging and costing of a project, responsible fiscal management must also include the funding method. Many projects can result in increased operating costs, or future repairs or replacements which are taken into account as part of the City's long range financial forecasting. Staff continues to recommend a conservative approach in capital project spending for both pay-as-you-go and for new long-term debt projects. Careful monitoring of capital project costs is essential so that the reserve balances are maintained. This transmittal letter will serve as a guide to describe the highlights and changes.

As a quick reference guide, capital items presented for consideration which have not been included in previous C.I.P. documents and are included for the first time in this document; or items that have changed considerably from the previous document, are as follows:

<b>ITEM Description and Section</b>	<b>Page No.</b>
The next Street Reconstruction project begins in 2017, not 2016; & continues every other <i>odd</i> year.	PP. 16,17,24,29,34
The next Stormwater Improvement project begins in 2018, not 2017; & continues every other <i>even</i> year.	PP. 16,17,26,32
#80175: Mission Rd, 135 <sup>th</sup> -143 <sup>rd</sup> ( <i>delay from 2021 to 2022</i> )	PP. 16,17
#80155: Mission Rd, 143 <sup>rd</sup> -151 <sup>st</sup> ( <i>delay from 2023 to 2024</i> )	PP. 16,17
#80102: Kenneth Rd, 143 <sup>rd</sup> -S City Limits ( <i>delay from 2026 to 2028</i> )	PP. 16,17
Reduce the \$1.0m in 2016 and 2017 for Park Projects to \$525,000 and \$600,000, respectively	PP. 18, 49
Proposed Debt-Financing of the Fire Station #1 Replacement project; construction in 2020.	PP. 16,17,31

A summary of the sections found in the document include:

- The Overview on pages 1 and 2 under Tab 1 explains the philosophy of the C.I.P.
- Pages 3-5 include the history of the Street Program and the Pavement Condition Index (PCI) system, which the City uses to rate its streets. Per the annual budget document, the projected 2016 overall average PCI of all lane miles is 77.4.
- Page 6 discusses the assumptions for the C.I.P. which is linked to the operating budget. Assumptions made in one or the other (operating or capital) will affect the entire organization. Annually, key assumptions are reviewed and if necessary, revised. These will, again, be reviewed during the development of the 2017 operating budget.
  - ✓ A projected .95 mill increase is planned for three consecutive years: 2021, 2022 and 2023.
  - ✓ The other significant assumption is the rate at which the tax base will grow. Over the past ten years the City's property tax base has increased 2.2% per year on average. The strongest growth occurred in the years prior to 2010. Assessed values decreased three years in a row, before rebounding slightly in 2014. The strongest renewal was in the 2015 year with the assessed value increasing by 4% thus

exceeding the 2010 total. During the last ten years, real commercial property has grown faster than all other classifications, and currently represents 23% of total taxable property. Residential real property continues to comprise the majority of the total, at 67%, while personal property classifications have dropped in importance, representing 10% of the total. As released in November 2015, Leawood's total assessed valuation increased 5.24% from the November 2014 valuation. Currently the financial planning model projects an increase of 5.00% for the 2017 budget. Increases for future years are projected at 2.75% annually through 2021. Staff will meet with the County Appraiser the first week of March. The information from this meeting will be shared with the Governing Body at the March 7<sup>th</sup> work session.

- ✓ Staff continues to closely monitor sales tax collections. Revenue of sales for 2015 shows collections for the 1-cent City sales tax at slightly higher, 0.1%, when compared to 2014. All areas experienced growth over the previous year with County sales taxes growing by 1.6% and County use taxes by 3.6%. Total collections for all areas combined was 0.8% higher than 2014. Presently the financial model projects 2.95% growth for all areas for the years of 2017 through 2021.
- Beginning on Page 7 is a Glossary of Capital and Budgeting Terms for your reference.
- Under Tab 2, which begins on Page 10, you will find the Debt Policy, which was initially approved by the Governing Body in 2000, amended in 2004, 2007, 2010, 2011, 2012 and 2014. The Debt Policy provides guidance to staff on how to manage the City debt.
- Behind Tab 3, beginning on Page 16, are the various Public Works and Public Building projects planned for debt-financing through 2030. This page reflects the TOTAL project cost while Page 17 shows the City's obligation. The total of these projects, as shown on Page 21, is \$33,059,900 over the next five years. Almost all of the cost, or 98%, of the total will be paid with City funds, and 2% from impact fee revenue. There are no projects included in the current plan proposed to be funded with Special Benefit District or Transportation Development District debt.
- The debt-financed Residential Street Reconstruction program continues every other year with a total of \$3,000,000 in 2017, 2019 and 2021. Phase III begins in 2019 with \$3,000,000 planned for every other year.
- The debt-financed Curb Repair and Replacement Program began in 2013 with \$5,000,000. This initiative spanned over four years, ending in 2016, with \$5,000,000 in improvements occurring each year. Approximately 371,000 feet of curbing on arterial/collector streets and 619,000 feet of curbing on residential streets will be replaced by the end of this year. The debt financing began in 2014.
- The debt-financed Stormwater Improvements Program begins in 2018 with \$3.0 million and continues every other year at the same amount. The replacement program will address over 105,000 linear feet of pipe. Initially, this project was going to occur over seven years, with \$5 million spent annually each year for a total cost of \$35 million.
- On page 22 is a color-coded list of projects which indicate the design, construction and bonding years for each project. As mentioned previously, the current plan only includes General Obligation funded projects; no Special Assessment or Transportation Development District funded projects are proposed.
- Tab 4, which begins on Page 23, shows a cost breakdown of each project by scheduled year. Detailed information is presented for each individual capital project.
- The Debt Service information is located behind Tab 5.
- ✓ Page 35 reflects all of the debt-financed projects and their costs in the year they will be bonded.

- ✓ Page 37 shows the total dollars needed to pay for all types of current debt along with proposed 2017-2021 debt. Page 38 graphically shows the City's debt payments for current existing debt only, by issuance year.
  - ✓ Page 39 lists and graphically shows the amount of outstanding debt held by the City at December 31, 2015. Various debt ratios are shown on Page 40. The City of Leawood has consistently been able to realize a rapid pay off in debt, meaning more debt per year has been paid than has been added.
  - ✓ Page 41 shows the debt service as a percent of total expenditures. This measurement is a key operating ratio. This graph shows the current projects and the proposed future projects by category, City-at-large, special assessments, and TDD which is overlapping debt. This ratio remains well below the 20% target and the 25% threshold throughout the planning period. According to the City's financial advisor, the rating agency looks at the ratios with the TDD debt and then without this debt.
  - ✓ Page 42 shows the net direct debt to full value. The rating agencies evaluate this metric as it gauges how onerous future debt service payments could be to the tax base. Full value (appraised value) is a proxy for the capacity of a local government to generate additional revenues to pay debt service.
  - ✓ Page 43 shows the total debt at 12/31/15 of \$52,805,000 while the statutory limit for Leawood is \$269,930,525. Leawood is well below the state limits.
- Under Tab 6, Pages 44-50 is the Pay-As-You-Go Program which includes cash-financed projects through 2021.
    - ✓ The five year arterial street program continues the same approach to maximize leveraged dollars. Staff has attempted to keep the City's annual pay-as-you-go portion in the range of \$1.0 to \$1.3 million per year. The current five-year program contains \$14,933,460 in improvements planned with neighboring cities and Johnson County. Leawood will assume \$8,741,660 of the improvement expense using pay-as-you-go dollars (pages 44-45).
    - ✓ Page 46 details the funding for the Pay-As-You-Go Residential Street Program for the period of 2017-2021 which reflects a 2.5% inflation factor for each year. Also shown here is \$100,000 in 2016 for sidewalk repairs/replacement which coincides with the final year of the City's debt-financed Curb Repair/Replacement program.
    - ✓ Page 47 shows the 1/8-cent sales tax projects proposed for the planning period, including \$400,000 in 2017; \$500,000 in 2018; and \$600,000 in each year of 2019 through 2021 for the Accelerated Stormwater Reconstruction program.
    - ✓ Page 48 reflects the cash-financed projects planned through 2021. These improvements are primarily financed from the Capital Improvement fund.
    - ✓ Page 49 shows park projects for the years 2016 through 2021. These improvements were the finding results of a Comprehensive Park Plan Study conducted in 2013. In the years of 2016 and 2017, the improvements will be funded from the Special Parks & Recreation fund costing \$525,000 and \$600,000, respectively. Beginning in 2018, the amount expended annually will increase to \$1.0 million. The funding source will be a combination of Special Parks/Recreation and Capital Improvement funds. These projects are also shown on pages 18 and 19.
    - ✓ Page 50 is a listing of the "Art" projects that are planned in the City through 2021. Funding for these projects is secured through the City Capital Art Fund, the Public Art Impact Fee Fund, or through donations.

- Tab 7, page 51 shows the current City leases and those being proposed throughout the planning period.
- Behind Tab 8, Appendices includes the resolutions for the various types of capital financing approved by the Governing Body.

If there are any questions please feel free to contact staff.

Respectfully submitted,



Scott Lambers  
City Administrator

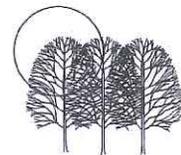


Dawn Long  
Finance Director



Kathy Byard  
Budget Manager

# OVERVIEW



- What is a Capital Improvement Project?
- What is a Capital Improvement Program?
- How is the Capital Improvement Program Formulated?
- How are Capital Improvements Financed?
- Objectives
- Street Program
- Assumptions
- Operating Impact of Capital Projects
- Glossary of Terms



The Capital Improvement Program (C.I.P.) for the City of Leawood is designed to identify an effective timing and financing schedule for various construction, renovation and repair projects of benefit to the entire community. A responsible improvements program is necessary to support current, and maintain future, service levels that Leawood affords its residents.

The preparation of the C.I.P. represents the first step in the development of the City's operating budget for the next year. Because the expense for capital improvements is substantial, they can have a major impact on the City's financial forecasting and planning model. Therefore the identification and prioritization of these items occurs first, followed by a review of available resources, assumption scenarios, and operating budget demands.

### **WHAT IS A CAPITAL IMPROVEMENT PROJECT?**

A capital improvement project is a project that may include the construction of new facilities as additions to the City's assets, renovation of existing structures to significantly extend useful life, and/or major repair of a comprehensive and non-routine nature. To be defined as a capital project, the project should exceed \$100,000 in cost, and should be an expense that is non-recurring (not an operating budget item). Each capital request will be reviewed for financing options which could include either use pay-as-you-go cash financing or debt-financing. The primary factor influencing this decision is the availability of cash along with the scope of the project, and the project timeline. Common examples of capital improvement projects include the construction of roads and bridges, facility construction, and land acquisition.

### **WHAT IS A CAPITAL IMPROVEMENT PROGRAM?**

A capital improvement program is a document that is the result of systematic evaluation of capital projects. The plan serves as a guide for the efficient and effective provision of public facilities, outlining timing and financing schedule of capital projects for a five-year period of time. In the process of formulating the plan, public improvements are prioritized and costs are projected, thereby allowing the City to take maximum advantage of federal, state, and county funds. However, the C.I.P. is not a document of long-term certainty. Rather, the plan is reviewed annually, during which time the needs of the City may be re-prioritized and financial status reevaluated. This allows the City greater flexibility in maintaining and promoting an effective level of service for present and future citizens.

### **HOW IS THE CAPITAL IMPROVEMENT PROGRAM FORMULATED?**

Since a capital improvement is intended to schedule major physical improvements, it is necessary to allow all City departments an opportunity to submit capital improvement requests that are anticipated over a five-year period. Likewise, citizens and public interest groups should be offered the opportunity to voice their requests for community improvement projects. A composite list of capital improvement requests is created and the administrative recommendations are submitted to the City Administrator and the Finance Department. The Planning Commission is responsible for reviewing and recommending project priority from a professional planning perspective. The Governing Body is responsible for recommending and prioritizing projects from a budgetary and affordability perspective, as well as examining the need and priority of the projects themselves. The scheduling of projects over a five-year period is based on an evaluation of Leawood's development policies and plans for future growth and the ability of the City to amortize the debt. It is important to understand that the Governing Body is not committed to a specific expenditure in a particular year. Instead, the capital improvement programming process is repeated each



year to allow reevaluation of previous requests and consider new requests based on changing community needs and conditions.

### **HOW ARE CAPITAL IMPROVEMENTS FINANCED?**

It is very important to note the direct correlation between sound capital planning and favorable bond ratings. Bonding agencies directly correlate large debt with greater risk. A solid assessed valuation in conjunction with a low debt ratio encourages a better bond rating, thereby encouraging a more favorable interest rate for long-term borrowing. A realistic capital improvement program is critically important to a favorable bond rating, as it demonstrates that the City is able to exercise control over expenditures.

Because most capital improvements involve outlay of substantial funds, a local government can seldom pay for these facilities through appropriations in the annual operating budget. Therefore, numerous techniques have evolved to enable local governments to pay for capital improvements over a longer period of time rather than a single year. Most involve the issuance of bonds in which a government borrows money from investors and pays the principal and interest over a number of years. Long-term debt is issued by the City of Leawood in accordance with Resolution 1518 as the official debt policy of the City of Leawood.

The C.I.P. includes both Pay-As-You-Go (PAYG) and Debt-Financed projects. PAYG represents capital projects that will be funded with cash, not debt-financed.

### **OBJECTIVES**

1. To arrive at a balance between needed public improvements and the present financial capability of the City to provide for these improvements.
2. To forecast the public facilities and improvements that will be needed in the near future.
3. To forecast the public financing needs in order to maximize available federal, state, and county funds.
4. To promote sound financial planning in order to enhance and protect bond rating of the City of Leawood, in accordance with the Debt Policy.
5. To avoid, through sound financial planning, dramatic fluctuations of the tax rate.
6. To focus attention on, and assist in, the implementation of established community goals as outlined in the long-term goals of the City Council.
7. To serve as a guide for local officials in making budgetary decisions.
8. To balance the needs of developing south Leawood with the needs of the already developed northern and middle portions of Leawood.
9. To promote and enhance the economic development of the City of Leawood in a timely manner.
10. To provide an opportunity for citizens and interest groups to voice their requests for community improvement projects.
11. To provide for improvements in a timely and systematic manner.
12. To encourage responsible land use development within the City as well as adherence to the Leawood Comprehensive Development Plan.
13. To enable the Governing Body to consider long-term responsibilities and to respond appropriately.



## INFRASTRUCTURE PROGRAMS

### HISTORY OF THE STREET PROGRAM

The Public Works Department began to inventory and rate streets in 1986. Every two years the City's Engineering division rates all City streets. They are evaluated using several factors which are combined to develop an overall rating. This combined rating is then used to determine when a street should be scheduled for maintenance and what type of maintenance it should receive.

In 2000, the department purchased George Butler and Associates (GBA) Master Series software for the inventory and budget forecasting of streets. This software allows staff to model the streets with different levels of funding over any number of years to determine if the street Pavement Condition Index (PCI) is decreasing or increasing. The Master Series software is linked with Geographic Information Systems (GIS) to aid in data validation. The work history is updated annually and currently includes all streets.

The Master Series software requires certain parameters that are unique to each city to be used for the budget forecast model. The parameters are: pavement deterioration rates for different levels of PCI's, maintenance breakpoints, sequence steps, construction costs, budget inflation and construction inflation.

The typical life of a Leawood Residential Roadway:

Year 1	Construction
Year 2 - Year 8	Crack Seal
Year 9	Slurry Seal
Year 10	Crack Seal
Year 15	Slurry seal (base repairs as needed)
Year 16 - Year 20	Crack Seal
Year 21	Mill and Overlay (base repairs as needed)

For Arterial Streets, the Pavement Maintenance Program includes the mill and overlay of streets every ten years. If there are funding limitations, these streets would receive a micro-surface in the interim. For Collector Streets, the Pavement Maintenance Program intends to mill and overlay these streets every fifteen years. If there are funding limitations, these streets would receive a micro-surface in the interim.

Several factors are taken into consideration when rating the pavement condition:

Pavement Patching Estimate	The estimated amount of patching the pavement needs.
Bleeding	When excessive asphalt cement rises to the surface creating a shiny, glasslike, reflecting surface that usually becomes quite sticky.
Raveling	The wearing away of the pavement surface caused by the loss of asphalt or tar binder and dislodged aggregate particles.
Polishing	When the surface of the roadway becomes smooth to the touch, creating low skid resistance.
Scaling	The breakdown of a slab surface to a depth of ¼ to ½ in.
Pop outs	A small piece of pavement that freeze-thaw action combined with aggregate expansion causes to break loose from the surface (these are much smaller than potholes).
Pot holes	Bowl-shaped depressions in the pavement surface.



Shoving	Permanent, longitudinal displacement of a localized area of the pavement surface.
Faulting	A difference in elevation across a joint.
Rutting	When there are pronounced impressions in the pavement along the wheel paths.
Cracking	Cracking can take on several forms, such as fatigue cracking, longitudinal cracking, block cracking, corner cracking, D cracking, and transverse cracking.
Drainage Problems	Such as ponding.
Overall Review	Consider all including the riding comfort of the street.

The overall condition of the curbs, along with the estimated amount of curbing that needs to be replaced, do not affect the pavement rating, but may be taken into consideration.

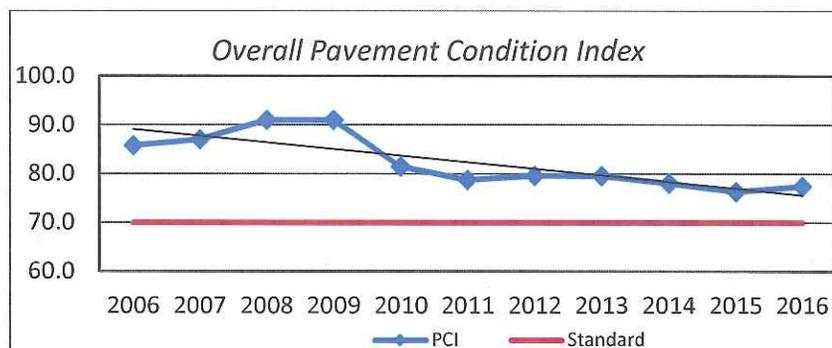
**CURRENT AND FUTURE PCI STREET RATING**

Pavement Condition Index (PCI) is a numerical index originally developed by the United States Army Corps of Engineers. It is based on a visual survey of the pavement and values between 0 and 100 which define the condition with 100 representing an excellent pavement.

The following briefly describes each parameter used for the 2017-2021 PCI street rating model:

- Pavement Deterioration Rates: Deterioration rates vary with the age of the street. Streets within the first 10 years of life deteriorate at a slower rate than streets that are 20 years old. Deterioration rates are reviewed and established for each distress that affects the condition and life of a street.
- Maintenance Breakpoints: The breakpoints were determined by driving the streets, reviewing their ratings and then determining what type of maintenance should be done based on the PCI rating and age of the street.
- Sequence Steps: This is used by the model to determine how much funding is needed to maintain a certain PCI; or given a certain budget, can prioritize which streets receive maintenance in order of need and the type of maintenance given.
- Construction Costs: Recent bid tabs are used to determine current construction costs for various types of maintenance.

Per the annual budget document, the projected 2016 overall average PCI of all lane miles is 77.4. The percentage maintained in 2014, at the minimum standard of 70 PCI for arterial streets was 62.5; for collector streets was 69.5; and for residential streets was 73.6. The model is updated annually.





**ACCELERATED STREET RECONSTRUCTION PROGRAM**

In an effort to improve residential streets at a greater pace, the Accelerated Street Reconstruction program was created in 2003. The program allowed for an increased number of streets to be addressed and, further to reconstruct groups of streets in entire neighborhoods at the same time. Phase I began in 2004 and included a total of \$10,500,000 over a five-year period of 2004 through 2008, alternating funding of \$1,500,000 and \$2,500,000 each year. Phase II began in 2009 but was scaled back with \$1,500,000 in 2009; followed by \$2,500,000 in 2010; \$1,275,000 in 2012; \$3,000,000 in 2014; and \$3,000,000 in 2017. Phase III will begin in 2019 with \$3,000,000 planned for every other year. This program is debt-financed with general obligation debt.

Reconstruction YEAR	Reconstruction Budget	Length(ft) Reconstruction	Bond Year	Total G.O. Bonds Issued	Debt Paid (in full)
2004	\$2,500,000	16,312	2006	\$2,400,000	2021
2005	1,500,000	7,871	2007	3,763,485	2022
2006	2,500,000	12,617			
2007	1,500,000	6,558	2008	1,571,393	2023
2008	2,500,000	9,564	2010	2,106,752	2026
2009	1,500,000	4,789	2010	1,242,439	2026
2010	2,500,000	8,281	2010	1,942,828	2026
2012	1,275,000	4,152	2014	1,150,000	2029
2014	3,000,000	7,989	2015	2,475,000	2030
	<b>\$18,775,000</b>	<b>78,133</b>		<b>\$16,651,897</b>	
<i>Future Debt Issuance</i>					
2017	\$3,000,000	6,887	2018	TBD	2033
2019	3,000,000	7,585	2020	TBD	2035
2021	3,000,000	6,985	2022	TBD	2037
2023	3,000,000	TBD	2025	TBD	2040

**CURB REPAIR AND REPLACEMENT PROGRAM**

This initiative received consensus from the Governing Body at the December 5, 2011 work session to be placed into the C.I.P. A total of \$5,000,000 was expended annually in four consecutive years, beginning in 2013, to replace approximately 371,000 feet of curbing on arterial/collector streets and 619,000 feet of curbing on residential streets. The debt financing began in 2014 on the first replacement year and will continue for 15 years.

Reconstruction YEAR	Reconstruction Budget	Bond Year	Total G.O. Bonds Issued	Debt Paid (in full)
2013	\$5,000,000	2014	\$4,770,000	2029
2014	5,000,000	2015	4,592,775	2030
<i>Future Debt Issuance</i>				
2015	5,000,000	2017	TBD	2032
2016	5,000,000	2017	TBD	2032
	<b>\$20,000,000</b>		<b>TBD</b>	



### **STORMWATER IMPROVEMENT PROGRAM** (a.k.a. CORRUGATED METAL PIPE STORMSEWER PROGRAM)

This program received consensus by the Governing Body at the July 15, 2013 work session. The City currently has 106,000 feet of corrugated pipe which needs to be replaced. This 25-30 year old pipe has extensive rust and much of it is crushed or near collapsed due to construction or utility boring over the years. This program will replace the current corrugated pipe with concrete pipe which has a lifespan of 75+ years. Most of the deteriorated pipe is located in the area from 123<sup>rd</sup> Street to 135<sup>th</sup> Street.

Including design, construction and restoration; the replacement program is anticipated to cost a total of \$35 million, and replace over 105,000 linear feet of pipe. The original intent was to address this over seven years, at \$5 million each year. This program will begin in 2018 with \$3.0 million and continue every other year at the same funding level.

### **FINANCIAL PLANNING MODEL ASSUMPTIONS**

In forecasting the fiscal impact of the 2017-2021 Capital Improvements Program, several financial assumptions have been made. After the close of the current fiscal year, fund balances will be reviewed and any changes between the projected and actual ending fund balances for each of the City's funds will be included in the financial planning model. Concurrently, staff will begin preparing the operating budget for the upcoming year. These pieces along with projections from the County on assessed valuation could all impact the capital budget. However at this time, the key assumptions include the following:

	2017	2018	2019	2020	2021
Assessed Valuation	5.00%	2.75%	2.75%	2.75%	2.75%
Mill Levy Increase	0.00	0.00	0.00	0.00	0.95
City Sales Tax	2.95%	2.95%	2.95%	2.95%	2.95%
Other Sales Tax	2.95%	2.95%	2.95%	2.95%	2.95%
All Other Revenue	3.00%	3.00%	3.00%	3.00%	3.00%
Interest Earnings	2.00%	2.00%	3.00%	3.00%	3.50%
Interest Rates – GO Bonded Debt	3.50%	3.50%	NA	3.75%	NA
Debt Service Reserves, % of Expenditures	35%	35%	35%	35%	35%
Operating Fund Reserves, Minimum	8.50%	8.50%	8.50%	8.50%	8.50%
Continuation of the 1/8 Cent Sales Tax	Yes	Yes	Yes	Yes	Yes
PAYG Storm Repairs (source=1/8-Cent Sales Tax)	\$400,000	\$500,000	\$525,000	\$600,000	\$600,000
PAYG Street Repairs (source=1/8-Cent Sales Tax)	\$500,000	\$500,000	\$525,000	\$550,000	\$550,000
Street Reconstruction Program (debt-financed)	\$3.0m		\$3.0m		\$3.0m
Storm water Improvement Program (debt-financed)		\$3.0m		\$3.0m	

The current financial planning model includes a mill levy increase of 0.95 for three consecutive years in 2021, 2022 and 2023.

### **OPERATING IMPACT OF CAPITAL PROJECTS**

The impact of a capital improvement project on the operating budget is a key factor in considering the inclusion of a project in the five-year plan. Although the C.I.P. is prepared separately from the Operating Budget, the two budgets have a direct relationship. As capital improvement projects are completed, operation and maintenance of the assets must be incorporated into the operating budget to provide ongoing services to citizens. The operating costs of a project, and any savings resulting from the project, are captured in the Operating Budget. New capital projects should not be undertaken if operating revenues are not available or projected to cover associated operating costs. The City carefully considers all potential impacts before including a project in the five-year plan. These considerations are also included in the City's financial planning model.



<b>Ad Valorem Tax</b>	A tax levied on the assessed value of both real and personal property in proportion to the value of the property (also known as “property tax”).
<b>Appraised Valuation</b>	The value set upon real estate by the County Appraiser.
<b>Arbitrage</b>	Arbitrage refers to the interest income (or profit) issuers of tax-exempt bonds may be able to earn by investing bond proceeds obtained from the sale of tax-exempt bonds in higher yielding taxable securities. Federal rules prohibit excessive and premature issuance of tax-exempt bonds so governments will not benefit from the investment of bond proceeds in income producing securities.
<b>Assessed Valuation</b>	A value that is established for real and personal property for use as a basis for levying property taxes. The assessed valuation for residential property in Johnson County is 11.5% of fair market value, commercial property is 25% and agricultural property is 30%.
<b>Bond</b>	A written promise to pay a specified sum of money on a specific date at a specified or variable stated interest rate. Bonds are typically used as long-term debt to pay for specific capital expenditures.
<b>Bond Rating</b>	A rating that is received from Standard & Poor’s Corporation and Moody’s Investors Service, Inc., which shows the financial and economic strengths of a city.
<b>Bonded Indebtedness</b>	The portion of a government’s debt represented by outstanding bonds.
<b>Capital Assets</b>	Assets of long-term character, such as land, buildings, improvements other than buildings, machinery and equipment.
<b>Capital Expenditure</b>	An expenditure which results in the acquisition of, or addition to, fixed assets. These items have a unit cost greater than \$5,000 and a useful life greater than one year.
<b>Capital Improvements</b>	Expenditures related to the acquisition, expansion or rehabilitation of an element of the government’s physical plant, sometimes referred to as infrastructure.
<b>Capital Improvement Program</b>	(C.I.P.) A plan for capital expenditures to be incurred each year over a five-year period, setting forth each capital project, identifying the expected beginning and ending date for each project, the amount to be expended in each year, and the financing method.
<b>Capital Project</b>	A capital project is a project that constructs, expands or acquires a City asset, including infrastructure, facilities or large equipment.
<b>County Assisted Road System</b>	(C.A.R.S.) A program which provides funds to the cities of Johnson County to construct and maintain their major arterial roadways.
<b>Community Improvement District</b>	(C.I.D.) This economic development tool is designed to help cities incentivize revitalization in designated areas or districts. The Act passed by the Kansas Legislature allows flexibility to cities. Included is the ability to choose the desired financing option: either a special benefit assessment district; or a sales tax district.
<b>Debt</b>	An obligation resulting from the borrowing of money.

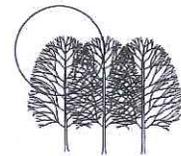


<b><i>Debt Service</i></b>	The City's obligation to pay the interest and principal of all bonds and other debt instruments according to a predetermined payment schedule.
<b><i>Fiscal Year</i></b>	The time period designated by the City signifying the beginning and the ending period of recording financial transactions. The fiscal year for Leawood is the calendar year.
<b><i>Full Faith and Credit</i></b>	A pledge of the general taxing power of a government to repay debt obligations.
<b><i>General Obligation Bonds</i></b>	Many capital improvement projects are funded by the issuance of general obligation bonds. General obligation bonds are full faith and credit bonds, pledging the general taxing power of the jurisdiction to back the bonds. General obligation bonds can be sold to finance the permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. In some circumstances, voter approval may be required.
<b><i>Geographic Information Systems</i></b>	(G.I.S.) A collection of computer hardware, software, and geographic data for capturing, managing, analyzing, and displaying all forms of geographically referenced information.
<b><i>Infrastructure</i></b>	Public domain fixed assets such as roads, bridges, curbs and gutters, streets and sidewalks, drainage systems, lighting systems and similar assets that are immovable and of value only to the government unit.
<b><i>Kansas Department of Transportation</i></b>	(K.D.O.T.) The State department which provides for a statewide transportation system.
<b><i>Lease Purchase Agreement</i></b>	A contract under which a portion of the lease payment or rent is applied to the purchase price of the leased asset property. Once the full price is paid, the item becomes the property of the lessee.
<b><i>Long-Term Debt</i></b>	Debt with a maturity of more than one year after the date of issuance.
<b><i>Micro-Surface Street Repairs</i></b>	These repairs are similar to the slurry seal process, however different polymers are used in the process. The City uses this application primarily on collector and arterial streets.
<b><i>Mill Levy</i></b>	Used to impose taxes for the support of governmental activities. A Mill Levy is expressed as one dollar per one thousand dollars of assessed valuation.
<b><i>Pay-As-You-Go</i></b>	Funding budgeted each year in order to pay cash for capital improvements. This funding is used in lieu of issuing general obligation bonds.
<b><i>Property Tax</i></b>	Ad valorem taxes levied on both real and personal property according to the assessed valuation and the tax rate.
<b><i>Reserve Funds</i></b>	In reserve fund financing, funds are pooled in advance to finance an upcoming capital construction or purchase. This pool of funds may be from surplus or earmarked operational revenues, funds in depreciation reserves, or the sale of capital assets.



<b>Revenue Bonds</b>	Revenue bonds are a mechanism used in cases where the project being funded will generate revenue from user fees, such as water or sewer systems. These fees are used to pay for the improvement project. These bonds are not generally subject to statutory debt limitations, as these issues are not backed by the full faith and credit of the municipal entity. The interest rate on revenue bonds is generally higher than that for general obligation bonds, and voter approval is seldom required.
<b>Slurry Seal</b>	Slurry seal is a cold mixed asphalt consisting of graded aggregate, a binder fines and additives. It is the most versatile and cost effective way to preserve and protect pavement over time.
<b>Special Benefit Districts</b>	Special authorities or benefit districts may be formed, pursuant to applicable statutory requirements, to provide public improvements. These districts are usually single purpose, providing only a single service improvement. The purpose of forming authorities or special benefit districts is often to avoid statutory local government debt limits, which restrict the ability of the municipality to issue long-term debt. Projects undertaken by special districts and authorities are generally financed through the issuance of revenue bonds, although in some circumstances special districts may be granted the power to tax.
<b>Special Assessment</b>	Improvements that more directly benefit certain property owners may be financed in the interest of equity by the use of special assessments. In this method, the directly benefiting property owners are assessed the cost of the improvements based upon applicable formulas and/or policies.
<b>State and Federal Grants</b>	State and federal grants-in-aid are a financing method to provide for improvements including streets, storm water, traffic signals, parks, and playgrounds. The cost of these improvements may be paid for entirely by the grants, although in many instances these funds must be leveraged with local funds.
<b>Storm water Management Advisory Council</b>	(S.M.A.C.) These represent Johnson County funds that are provided to make needed repairs and upgrades to storm water systems in the county. The City's share is normally 25% and the County will match with 75%.
<b>Temporary Notes</b>	Temporary notes are to be used as a funding mechanism for capital projects, which will be paid off, by the use of general obligation bonds or other funding sources. General obligation temporary notes are full faith and credit notes, pledging the general taxing power of the jurisdiction to back the notes. General obligation temporary notes can be sold to finance the permanent types of improvements such as schools, municipal buildings, parks, and recreation facilities. In some circumstances, voter approval may be required.
<b>Transportation Development District</b>	(T.D.D.) This debt tool is designed to facilitate specific public transportation improvements through the collection of taxes and the borrowing of funds. The revenue of a TDD (most frequently sales tax) can only be used for public transportation and transportation-related improvements or they can be backed by assessments.

# DEBT MANAGEMENT POLICY



A key component of the C.I.P. is the availability of general obligation debt capacity to finance capital improvement projects. The City of Leawood formally adopted a Debt Policy, authorized by Resolution #1518, on April 3, 2000. Since that time, the policy has been revised several times, each by another Resolution.

The objective of the policy is to establish parameters for the planning, issuance and management of debt.



## Objective

To maintain the City's ability to incur debt and issue other long-term obligations at favorable interest rates in amounts needed for capital improvements, economic development, and facilities or equipment to provide essential city services.

## Scope

This Policy provides a general guideline to all debt issued by the City regardless of purpose, source or type.

## Responsibility

The primary responsibility for developing financing recommendations rests with the City Administrator. In developing the recommendations, the Finance Director, City Attorney or designee, Public Works Director, and other Department Heads assist the City Administrator. Responsibilities include annual review of debt capacity, quarterly assessment of progress on the Capital Improvement Program, preparation for debt issues and the ongoing responsibility of oversight and evaluation of services provided by the Financial Advisor and Bond Counsel.

### I. Debt Planning Policies

- Section 1: Capital Planning. To enhance creditworthiness and prudent financial management, the City is committed to systematic capital planning, intergovernmental cooperation and coordination, and long-term financial planning. Evidence of this commitment is demonstrated through adoption of an annual Capital Improvement Plan (CIP), and annual assessment of financial condition.
- Section 2: Debt Capacity. Each year the City will review whether it is willing and able to assume new debt beyond what will be retired. The Finance Director or designee shall, prior to the issuance of new debt, or at least annually, calculate the City's statutory debt limit in accordance with K.S.A. 10-308. Debt capacity will be assessed by reviewing debt per capita, general levels of per capita income, debt as a percent of appraised value, debt service payments as a percent of general government expenditures, debt payout over the ensuing ten years, and the level of overlapping net debt of all other local taxing jurisdictions.
- Section 3: Debt vs. Pay-As-You-Go. The City will evaluate annually the relationship between issuing debt and pay-as-you-go financing. The City will consider pay-as-you-go financing for all personal property less than \$100,000.



- Section 4: Appropriate Uses. The City will generally consider long-term financing for the acquisition, maintenance, replacement, or expansion of physical assets having a useful life of at least (5) years. The scheduled maturities of long-term obligations should generally not exceed the expected useful life of the capital project or asset(s) financed. Proceeds should only be used for construction project costs, acquisition of fixed assets, issue costs, debt service reserve requirements, or refunding of outstanding issues. Proceeds from long-term debt may not be used to fund current operating costs.
- Section 5: Timing of Issues. In determining when to issue bonds, notes and other obligations the following factors should be considered:
- a) The timing of other proposed issues, including those by other jurisdictions;
  - b) The timing of the preparation, completion and certification of the City's annual budget including special assessment procedures;
  - c) The availability of the City's audited financial statements for the previous fiscal year;
  - d) The potential impact on the City's bond ratings.
- Section 6: Types of obligations. In determining the type of obligation to issue, the following factors should be considered:
- a) The direct and indirect beneficiaries of the project (i.e. a significantly large proportion of citizens should benefit from projects financed by at-large taxes and other revenues);
  - b) The time pattern of the stream of benefits generated by the project;
  - c) The sources and timing of revenues available for the repayment of the debt;
  - d) The cost-effectiveness of user charges or other revenue sources to the extent available;
  - e) The effect of the proposed issue on the City's ability to finance future projects of equal or higher priority;
  - f) The interest cost of each type of obligation;
  - g) The impact on the City's financial condition and credit ratings.
- Section 7: At-Large General Obligation Bonds. At-large general obligation, property tax-supported financing should be used for those capital improvements and long term assets which have been determined to be essential to the maintenance or development of the City and as permitted by law. Consideration should be given to alternative funding sources, such as project revenues, Federal and State grants, and special assessments.
- Section 8: Benefit District Bonds. The issuance of benefit district general obligation bonds shall be governed by the most recently approved Resolution.



- Section 9: Assessment Methodology. Upon request by a developer, the City may consider approving an assessment methodology for Special Benefit District [SBD] financing that is based upon the improvement and/or land value for each tract of land or tax parcel within the District, provided that the development project is greater than 20 acres in size; has an approved overall floor-area-ratio [F.A.R.] of .5 or greater; and has received a Certificate(s) of Occupancy for 35% of the total approved square footage. As part of the consideration of this methodology for assessment, the City Council may consider requiring a Letter of Credit.
- Section 10: Revenue Supported Obligation. Revenue supported obligations should be used to limit potential dependence on property taxes for those projects with available revenue sources, whether self-generated or dedicated from other sources. Adequate financial feasibility studies will be performed for each project to establish assurances as to the self-liquidating nature of the project or adequacy of dedicated revenue sources.
- Section 11: Transportation Development Districts. The formation of a Transportation Development District [TDD] will be considered by the Governing Body on a case by case basis. The Governing Body will only consider pay-as-you-go [PAYGO] financing funded through a sales tax and/or special property tax assessment. However, bonded indebtedness may be considered by the Governing Body in the case of burying or relocating utility lines. A TDD Project will be initiated by petition pursuant to the TDD Act. The Developer shall comply with all of the statutory requirements of a TDD project. The Developer shall also be responsible for providing a description of the improvements to be financed, a timetable for such improvements to be completed and an itemized listing and estimated total cost of said improvements with the TDD petition. The Governing Body reserves the right to approve any or part of any petition submitted including which costs may be reimbursed, provided, however that in no event shall interest costs be subject to reimbursement from TDD revenues on a pay-as-you-go project. All costs subject to reimbursement from TDD proceeds shall be certified by the City and/or an outside consultant retained by the City prior to any reimbursement payment being made.
- Section 12: Lease and Lease-Purchase Agreements. The City may enter into leases and lease-purchase obligations to finance the acquisition of real and personal property as permitted by law. The Finance Director shall review all proposed leases prior to submittal to the Governing Body. Lease financing is appropriate:
- a) Whenever the introduction of leased equipment and/or a capital improvement results in verifiable operating savings, or interest costs that minimizes the loss on resale value, properly discounted, outweigh the lease financing costs;



- b) Existing or incremental new revenues are available to provide for the lease payments;
- c) The capital asset is deemed important enough (for safety, legal, efficiency, or other reasons) to lead to a reallocation of existing revenues; or
- d) Existing state statutes do not provide adequate or expedient methods of financing.

This Policy shall not preclude the use of operating leases in appropriate circumstances such as for office equipment.

Section 13: Other Borrowing Methods. Financial feasibility studies should be performed for other financing methods such as state loan programs and pool participation.

Section 14: Short Term Borrowing. Use of short-term borrowing, such as temporary notes will be undertaken if the available cash is insufficient to meet project requirements or their use is judged to be prudent and advantageous to the City. Temporary notes may also be used to affect the interim financing of capital projects including benefit district projects so that permanent financing can occur on a more orderly basis. The City will conduct a cash flow analysis for a forecast period of no less than 12 months prior to issuing short-term notes.

Section 15: Conduit Financing. The City may sponsor conduit financing such as industrial revenue bonds and tax increment financings that are consistent with the City's overall service, development and Policy objectives. The issuance of industrial revenue bonds and tax increment financings should be governed by Resolutions 598 and 1317 respectively.

## II. Debt Issuance Policies

Section 16: Method of Sale. As required by law, City debt will be issued through a competitive bidding process. Bids on long-term bonds will be awarded on a true interest cost basis, providing other bidding requirements are satisfied. Negotiated sales of debt will be considered when the complexity of the issue requires specialized expertise, or when the negotiated sale would result in substantial savings in time or money. The objective in all situations will be to accomplish the project at the lowest overall cost to the City.

Section 17: Length of Debt. Debt will be structured for the shortest period consistent with a fair allocation of costs to current and future beneficiaries or users (Guidelines: - 15 years for General Obligations Debt; 20 years for land, parks and buildings; and 15 to 20 years for Revenue Bonds). Benefit District Debt has a 10 year length; however, upon special approval by the Governing Body, benefit district debt may be extended up to a 15 year term. Transportation Development District [TDD] has a 10-year length however, upon special approval by the Governing Body; this debt



may be extended up to a maximum of 22 years, in accordance with Kansas State Statute. The term will commence with the imposition of the tax.

- Section 18: *Debt Structure.* Debt will be structured to achieve the lowest possible net cost to the City given market conditions, the urgency of the capital project, and the nature and type of security provided. Moreover, to the extent possible, the City will design the repayment of its overall debt so as to recapture rapidly its borrowing capacity for future use. The structure should approximate level principal on street projects debt, and level payment for public buildings, land and parks. Level debt service should also be used for revenue bonds. There shall be no debt structures which include increasing debt service levels in subsequent years, except when such structuring will allow debt service to more closely match project revenues during the early years of the project's operation or such structuring is needed to mitigate property tax impacts. There shall be no "balloon" bond repayment schedules that consist of low annual payments and one large payment of the balance due at the end of the term. Normally, there shall be no capitalized interest included in the debt structure unless there are insufficient revenues available from the source of repayment of the debt during the project construction or start up phase.
- Section 19: *Bond Rating.* The City should continually seek to maintain and improve current bond ratings so that borrowing costs are minimized and access to credit preserved. Good communication with bond rating agencies should be maintained and all necessary financial and economic data concerning the City and its borrowing needs shall be provided to the bond rating agencies as needed or requested. The city shall attempt to structure its debt issuance, prepare its operating budgets, and implement policies that will maintain or improve its existing bond rating. Any departure from prior structuring or budgeting processes that may jeopardize the City's bond rating will be discussed in advance with the rating agencies.
- Section 20: *Credit Enhancements.* Decisions regarding credit enhancements such as Letters of Credit or Bond Insurance will be based upon the City's goal of accomplishing its financings at the lowest borrowing cost.

### III. Debt Administration Policies

- Section 21: *Coordination of Local Jurisdictions.* The City will participate in communications with overlapping and adjoining jurisdictions concerning plans for future debt issues.
- Section 22: *Monitoring.* The Finance Department should continually monitor the City's outstanding debt issues to verify compliance with debt covenants and record keeping.

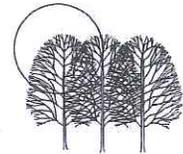


- Section 23: Reporting. Official statements accompanying debt issues, Comprehensive Annual Financial Reports, and continuing disclosure statements will meet (at a minimum) the standards articulated by, the Government Accounting Standards Board (GASB), the Government Finance Officers Association (GFOA), any clarifying guidance from the Securities and Exchange Commission (SEC), and Generally Accepted Accounting Principles (GAAP). The Department of Finance shall be responsible for ongoing disclosure to established national and state information repositories and for maintaining compliance with disclosure standards of state and national regulatory bodies.
- Section 24: Investment of Bond Proceeds. All proceeds of bonds, notes and other obligations shall be segregated into separate funds and invested in a manner consistent with those authorized by existing state laws and by the City's investment practices, consistent with safety, liquidating and return. All interest earned on proceeds shall be used to pay costs associated with the projects being financed or used to pay the principal of or interest on such debt.
- Section 25: Arbitrage Rebate. The Finance Director shall ensure that record keeping and reporting meets the arbitrage rebate compliance requirements of the federal tax code. This effort shall include tracking investment earnings on bond proceeds, calculating rebate payments in compliance with tax law, and remitting any rebatable earnings to the federal government in a timely manner in order to preserve the tax-exempt status of the City's outstanding debt issues. The City should actively monitor its investment practices to ensure maximum returns on its invested bond funds while complying with federal arbitrage guidelines.
- Section 26: Refunding. Periodic reviews of all outstanding debt will be undertaken to determine refunding opportunities. As a general matter, advance refundings may be undertaken for economic savings when net present value savings of not less than two percent of the refunded debt can be achieved. The City also may choose to refund outstanding indebtedness when existing bond covenants or other financial structures can be modified to improve financial operations. Savings requirements for current or advance refundings undertaken to restructure debt may be waived upon finding that such a restructuring is in the City's overall best financial interests.

**REFERENCES:**

- Adopted by Resolution No. 1518 [April 3, 2000]  
Revised by Resolution No. 2221 [May 3, 2004]  
Revised by Resolution No. 2789 [May 5, 2007]  
Revised by Resolution No. 3334 [February 1, 2010]  
Revised by Resolution No. 3553 [March 7, 2011]  
Revised by Resolution No. 3931 [November 19, 2012]  
Revised by Resolution No. 4173 [February 17, 2014]

# PROGRAM SUMMARY



The recommended C.I.P. totals \$33.1 million in budget expenditures during the five-year period. Of that amount, the City of Leawood will be responsible for \$32.4 million, or 98.0% of the total project cost.

Approximately 60%, or \$20.0 million, in planned expenditures over the five-year period will be used for infrastructure maintenance projects including the Accelerated Street Program, the Curb Repair/Replacement Program and the Stormwater Improvements Program.



**Capital Improvements Program - PUBLIC WORKS PROJECTS (Debt-Financed)**  
**2016 - 2030**

**Total Project Cost - All Projects, by Construction Year**

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80102	Kenneth Road, 143rd to South City Limits													\$11,124,000		
# 80129	143rd Street, Windsor to Kenneth Rd				\$14,059,900											
# 80155	Mission Road, 143rd to 151st Streets									\$14,214,000						
# 80163	151st Street, Nall Ave to E. City Limit															\$20,000,000
# 80175	Mission Road, 135th to 143rd Streets							\$14,214,000								
# 80217	2017 Residential Streets, Phase II-Yr 5		\$3,000,000													
# 80219	2019 Residential Streets, Phase III-Yr 1				\$3,000,000											
# 80221	2021 Residential Streets, Phase III-Yr 2						\$3,000,000									
# 80223	2023 Residential Streets, Phase III-Yr 3								\$3,000,000							
# 80225	2025 Residential Streets, Phase III-Yr 4										\$3,000,000					
# 80227	2027 Residential Streets, Phase III-Yr 5												\$3,000,000			
# 80229	2029 Residential Streets, Phase IV-Yr 1														\$3,000,000	
# 80253	2016 Curb Repair/Replace Program	\$5,000,000														
# 80255	2018 Stormwater Improvements, Yr 1			\$3,000,000												
# 80256	2020 Stormwater Improvements, Yr 2					\$3,000,000										
# 80257	2022 Stormwater Improvements, Yr 3							\$3,000,000								
# 80258	2024 Stormwater Improvements, Yr 4									\$3,000,000						
# 80259	2026 Stormwater Improvements, Yr 5										\$3,000,000					
# 80260	2028 Stormwater Improvements, Yr 6													\$3,000,000		
# 80261	2030 Stormwater Improvements, Yr 7															\$3,000,000
# 80424	2024 Traffic Signal Replacement									\$400,000						
# 80426	2026 Traffic Signal Replacement											\$400,000				
# 80428	2028 Traffic Signal Replacement													\$400,000		
# 80430	2030 Traffic Signal Replacement															\$400,000
<b>Total</b>		<b>\$5,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$17,059,900</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$17,214,000</b>	<b>\$3,000,000</b>	<b>\$17,614,000</b>	<b>\$3,000,000</b>	<b>\$3,400,000</b>	<b>\$3,000,000</b>	<b>\$14,524,000</b>	<b>\$3,000,000</b>	<b>\$23,400,000</b>

**Capital Improvements Program - PUBLIC BUILDING PROJECTS (Debt-Financed)**

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80158	Fire Station #1 Replacement					\$4,000,000										
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>									



**Capital Improvements Program - PUBLIC WORKS PROJECTS (Debt-Financed)**  
**2016 - 2030**

**Total CITY Cost - All Projects, by Construction Year**

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80102	Kenneth Road, 143rd to South City Limits													\$9,124,000		
# 80129	143rd Street, Windsor to Kenneth Rd				\$13,411,223											
# 80155	Mission Road, 143rd to 151st Streets									\$12,214,000						
# 80163	151st Street, Nall Ave to E. City Limit															\$18,000,000
# 80175	Mission Road, 135th to 143rd Streets							\$12,214,000								
# 80217	2017 Residential Streets, Phase II-Yr 5		\$3,000,000													
# 80219	2019 Residential Streets, Phase III-Yr 1				\$3,000,000											
# 80221	2021 Residential Streets, Phase III-Yr 2						\$3,000,000									
# 80223	2023 Residential Streets, Phase III-Yr 3								\$3,000,000							
# 80225	2025 Residential Streets, Phase III-Yr 4										\$3,000,000					
# 80227	2027 Residential Streets, Phase III-Yr 5												\$3,000,000			
# 80229	2029 Residential Streets, Phase IV-Yr 1														\$3,000,000	
# 80253	2016 Curb Repair/Replace Program	\$5,000,000														
# 80255	2018 Stormwater Improvements, Yr 1			\$3,000,000												
# 80256	2020 Stormwater Improvements, Yr 2					\$3,000,000										
# 80257	2022 Stormwater Improvements, Yr 3							\$3,000,000								
# 80258	2024 Stormwater Improvements, Yr 4									\$3,000,000						
# 80259	2026 Stormwater Improvements, Yr 5										\$3,000,000					
# 80260	2028 Stormwater Improvements, Yr 6													\$3,000,000		
# 80261	2030 Stormwater Improvements, Yr 7															\$3,000,000
# 80424	2024 Traffic Signal Replacement									\$400,000						
# 80426	2026 Traffic Signal Replacement											\$400,000				
# 80428	2028 Traffic Signal Replacement													\$400,000		
# 80430	2030 Traffic Signal Replacement															\$400,000
<b>Total</b>		<b>\$5,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$16,411,223</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$15,214,000</b>	<b>\$3,000,000</b>	<b>\$15,614,000</b>	<b>\$3,000,000</b>	<b>\$3,400,000</b>	<b>\$3,000,000</b>	<b>\$12,524,000</b>	<b>\$3,000,000</b>	<b>\$21,400,000</b>

**Capital Improvements Program - PUBLIC BUILDING PROJECTS (Debt-Financed)**

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
# 80158	Fire Station #1 Replacement					\$4,000,000										
<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>									



## Capital Improvements Program - PARK PROJECTS (Pay-As-You-Go) 2016 - 2026

### Total CITY Cost - All Projects, by Construction Year

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
# 49133	Ironhorse , Ironhorse Clubhouse Expansion	\$935,000	\$1,065,000									
# 71023	<b>Citywide Park Improvements, Year 1</b> TCPKWY/TwnCntrDr , Install bridge-trail (low water crossing)	\$265,000										
	Ironhorse , Repair bunkers	\$325,000										
# 71024	<b>Citywide Park Improvements, Year 2</b> Trails, Renovate older sections (Tomahawk to Roe)		\$300,000									
	Ironwoods , retaining wall, drainage & garden rpr		\$200,000									
	Ironwoods , Amphitheater Stage		\$40,000									
	City Park , Inclusive Playground ( <u>City's share</u> )		\$50,000									
# 71025	<b>Citywide Park Improvements, Year 3</b> Ironwoods , Overlay roads/parking lots			\$460,000								
	Ironwoods , Rpr access road-Lodge & Nature Cntr			\$100,000								
	Ironhorse , Perimeter irrigation (7 greens)			\$31,000								
	Ironhorse , Course Improvements			\$9,000								
	Ironhorse , Add irrigation to traffic areas			\$25,000								
	Roe Ave , Improvements to tunnel			\$100,000								
	City Park , Resurface tennis courts; Repair short fence			\$275,000								
# 71026	<b>Citywide Park Improvements, Year 4</b> City Park , Pool Bathhouse renovation (estimate)				\$1,000,000							
# 71027	<b>Citywide Park Improvements, Year 5</b> Ironwoods , Enhance Pond Outfall Structure					\$300,000						
	City Park , Replace the sprayground					\$150,000						
	Greenway , Construct restroom (North Lake or Fields 20/21)					\$150,000						
	Projects To-Be-Determined					\$400,000						
# 71xxx	<b>Citywide Park Improvements, Future Years</b>						\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	<b>Total</b>	<b>\$1,525,000</b>	<b>\$1,655,000</b>	<b>\$1,000,000</b>								
	<b>FUND SOURCES:</b>											
	Special Parks/Recreation Fund	\$525,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$700,000	\$700,000	\$700,000	\$700,000
	Capital Improvement Fund	\$1,000,000	\$1,055,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000

The City's 2013 budget included funds for a Comprehensive Park Plan Study. The findings of this study was discussed at a work session on October 6, 2014. Several improvements, to be in compliance with the Americans with Disabilities Act (ADA), were identified and \$300,000 was included in the 2015 budget for this purpose. Other items were placed into two other categories: Repair/Replacements or New\* and are shown on these pages. **Included is \$525,000 in 2016 and \$600,000 in 2017, both using ONLY Special Parks/Rec Funds.** In 2018, a combination of Special Parks/Rec and Capital Improvement (General Fund supported) Funds will be used. Upon Governing Body approval, the improvements will be paid for with the most efficient manner possible, including cash and pay-as-you-go financing. The planned improvements, by year, are included on these schedules.



**UNFUNDED Capital Improvements Program - PARK PROJECTS (Pay-As-You-Go)  
2016 - 2026**

**Total CITY Cost - All Projects, by Construction Year**

<u>Amount</u>	<u>Project Description</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	
		See Previous Page for Planned Projects for 2016-2020											
	<b>UNFUNDED PARKS PROJECTS - TO BE PRORITIZED by the Governing Body</b>												
\$250,000	96th & Lee, Future Park												
\$200,000	City Park, Restrooms at West End - Fields 11 & 12												
\$609,000	City Park, New Shelter/Restrooms at East end of Park												
\$400,000	City Park, Indian Crk Bank Stabilization NE												
\$35,000	CP/Tom/Ind/lwds, Add Wayfinding Signage-Constitution Court, Trails												
\$15,000	Gezer, Access Route from West end to Playground												
\$70,000	I-Lan, Add Irrigation												
\$237,000	Ironhorse Golf, 10-12 Tees Leveled;7-9 Tees Realigned/Expanded												
\$250,000	Ironhorse Golf, Replace all TORO 7730 Sprinklerheads												
\$1,800,000	Ironwoods, Improvements to Ironwoods (new land)												
\$450,000	Ironwoods, Parking Lot Addition												
\$100,000	Ironwoods, Storage/Support Building for Amphitheater												
\$150,000	Ironwoods, Vestibule Area at Lodge												
\$200,000	Tomahawk Creek Park, Restrooms-S of 119th Street												
\$25,000	Tomahawk Creek Park, Drinking Fountain												
\$100,000	Trail, City Hall Connection												
\$350,000	Trail, Restroom at North Side of 119th Soccer Fields												
<b>\$5,241,000</b>	<b>Total</b>	See Previous Page for Planned Projects for 2016-2020						\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
	<b>UNFUNDED PARKS PROJECTS - PROPOSED VOTER APPROVAL REQUIRED</b>												
\$15,000,000	Leawood Activity Center												
<b>\$15,000,000</b>	<b>Total</b>	See Previous Page for Planned Projects for 2016-2020						\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000



## Capital Improvements Program - PUBLIC SAFETY FUND EXPENDITURES (Pay-As-You-Go) 2016 - 2026

### Total CITY Cost - All Projects, by Construction Year

Proj #	Project Description	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Equip	Mobile Command Post Vehicle Replacement				\$350,000	\$350,000						
Equip	Police Justice Center Records Mgmt System		\$225,000									
Equip	Police CAD System Upgrade	\$65,000										
Equip	Police Radio Replacement			\$500,000						\$550,000		
Equip	Fire Radio Replacement			\$260,000						\$280,000		
Equip	Fire EMS Equipment Upgrade		\$57,000									
# 76049	Fire Training Facility - Land/Construction									\$1,000,000	\$1,000,000	\$1,000,000
#79004	Justice Center Art	\$250,000										
<b>Total</b>		<b>\$315,000</b>	<b>\$282,000</b>	<b>\$760,000</b>	<b>\$350,000</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,830,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>
<i>Estimated Year-End Fund Balance</i>		<i>\$5,139,379</i>	<i>\$5,988,159</i>	<i>\$6,337,891</i>	<i>\$7,163,271</i>	<i>\$7,966,797</i>	<i>\$9,188,550</i>	<i>\$10,387,616</i>	<i>\$11,657,588</i>	<i>\$11,074,010</i>	<i>\$11,394,123</i>	<i>\$11,689,788</i>

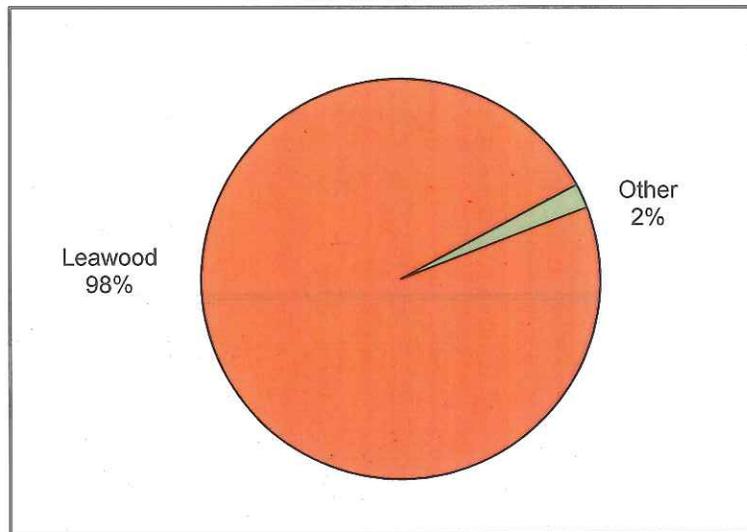
The Public Safety Fund was created to collect the .40 City sales tax which was authorized from April 1, 2007 until March 31, 2011. The purpose of this tax was to collect dollars to be used for the construction of the City's Justice Center. The construction of this facility was complete in 2013. Also included in this fund is the City's share of the 0.25% County Public Safety sales tax. This sales tax originally began in 2003 and does not have a sunset provision. Leawood has always placed these sales tax revenues into the Public Safety fund. The above schedule represents the projected fund balance of this fund, annually, along with proposed expenditures.



## Capital Improvements Program 2017 - 2021

### Construction Year Cost Distribution by Funding Source

<u>Year</u>	<u>City of Leawood</u>	<u>Special Benefit Dist</u>	<u>TDD or CID Dist</u>	<u>State/ Federal</u>	<u>County</u>	<u>Other</u>	<u>Total</u>
2017	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
2019	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
2019	\$16,411,223	\$0	\$0	\$0	\$0	\$648,677	\$17,059,900
2020	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$7,000,000
2021	\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$3,000,000
<b>Total</b>	<b>\$32,411,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$648,677</b>	<b>\$33,059,900</b>



The 2017 - 2021 C.I.P. is funded by the following revenue sources:

**City of Leawood General Obligation Debt:** The funding responsibility for the majority of the capital program will be assumed by the City. During the engineering and construction phases of each project, temporary notes will be used to finance the expenses. After completion of the project, general obligation debt will be issued, typically with a 15-year repayment schedule.

**Other:** The 143rd Street improvement program occurs within the identified boundaries of the South Transportation Impact Fee. These funds can be used for the purpose of assuring that transportation improvements are available and provides an adequate transportation system capacity to support new development. Approximately \$270,000 in such collected fees will be used towards the improvements planned in 2019; along with \$378,677 in developer fees received in this particular area.



## Capital Improvements Program 2017 - 2021

### General Obligation Bonding Projections and Total City Cost

Project Number	Project Description	2017	2018	2019	2020	2021
# 80129	143rd Street, Windsor to Kenneth Rd			\$13,411,223	\$13,411,223	
# 80158	Fire Station #1 Replacement			\$4,000,000	\$4,000,000	
# 80162	143rd Street, Nall Ave to Windsor	\$5,312,246	\$5,312,246			
# 80217	2017 Residential Streets, Phase II-Yr 5	\$3,000,000	\$3,000,000			
# 80219	2019 Residential Streets, Phase III-Yr 1		\$3,000,000	\$3,000,000	\$3,000,000	
# 80221	2021 Residential Streets, Phase III-Yr 2				\$3,000,000	\$3,000,000
# 80252	2015 Curb Repair/Replace Program	\$5,000,000				
# 80253	2016 Curb Repair/Replace Program	\$5,000,000				
# 80255	2018 Stormwater Improvements, Yr 1	\$3,000,000	\$3,000,000		\$3,000,000	
# 80256	2020 Stormwater Improvements, Yr 2			\$3,000,000	\$3,000,000	
# 80257	2022 Stormwater Improvements, Yr 3					\$3,000,000
# 80550	89th & Mission Stormsewer	\$1,190,755				
<b>Totals</b>		<b>\$22,503,001</b>	<b>\$14,312,246</b>	<b>\$23,411,223</b>	<b>\$29,411,223</b>	<b>\$6,000,000</b>
Total Project Cost/Design Year		\$3,000,000	\$3,000,000	\$7,000,000	\$3,000,000	\$3,000,000
Total City Cost/Construction Year		\$3,000,000	\$3,000,000	\$16,411,223	\$7,000,000	\$3,000,000
Total Project Cost/Bond Year		\$16,503,001	\$8,312,246	\$0	\$19,411,223	\$0

Currently there are no **Special Benefit District** or **Transportation Development District** projects planned for the 2017 - 2021 planning period.

# ANNUAL PROJECTS

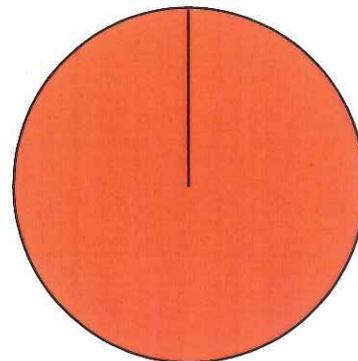


**2017**

# 80217 2017 Residential Streets, Phase II-Yr 5

1 Project(s)  
\$3,000,000 Total 2017 Project Cost

Leawood  
100%





### 2017 Residential Streets, Phase II-Yr 5

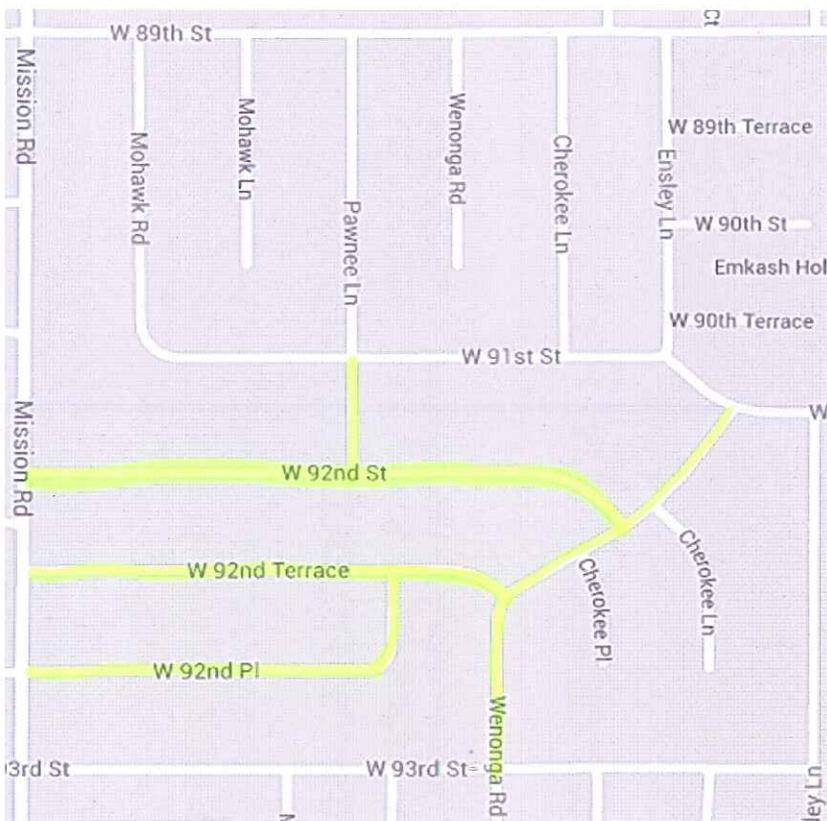
# 80217

**GB ACTION:** Approval by Governing Body in 2003 and each year thereafter

**Description:**

This project will address residential streets where reconstruction has been identified as the solution by inspection and PCI rating. It is the intent of this program to address groups of streets in entire neighborhoods.

Design Date: 2016  
 Construction Date: 2017  
 Project Life: 1 year  
 Bond Date: 2018  
 Bond Life: 15  
 Temp Note Issuance: Sep-2015  
 Projected Inflation Factor: 0.0%



#### ESTIMATED COST

Construction	\$2,900,000
Stormwater	0
Design	0
Inspection/Survey	42,000
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	58,000
<b>SUB-TOTAL</b>	<b>\$3,000,000</b>
<b>TOTAL (w/Inflation)</b>	<b>\$3,000,000</b>

#### FUNDING SOURCES

LEAWOOD	\$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$3,000,000</b>

#### 2017 PLANNED RESIDENTIAL STREET RECONSTRUCTION PROJECTS

Street	Length (ft)	Type of Work	PCI	Estimated Cost
92nd St, Mission - Wenonga	1,945	Reconstruction/Storm	46.0	\$807,175
92nd Ter, Mission - Wenonga	1,543	Reconstruction/Storm	51.0	640,345
92nd Pl, Mission Rd - 92nd Ter	1,461	Reconstruction/Storm	40.0	606,315
Pawnee Ln, 91st St - 92nd St	338	Reconstruction/Storm	46.0	140,270
Wenonga, 91st St - 93rd St	1,600	Reconstruction/Storm	50.0	664,000
Irrigation/Contingency				40,000
				<b>\$2,898,105</b>

# ANNUAL PROJECTS



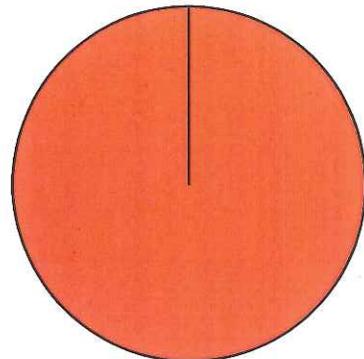
**2018**

# 80255 2018 Stormwater Improvements, Yr 1

*1 Project(s)*

*\$3,000,000 Total 2018 Project Cost*

Leawood  
100%





## 2018 Stormwater Improvements, Yr 1

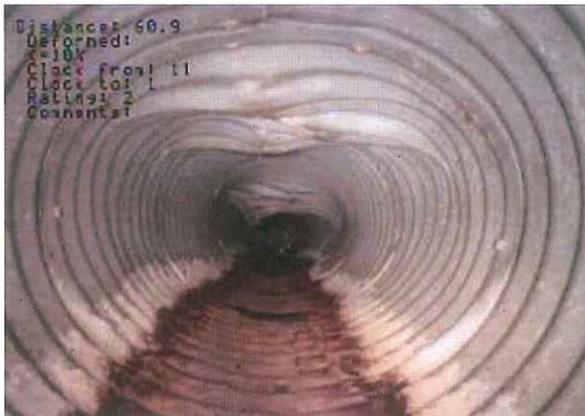
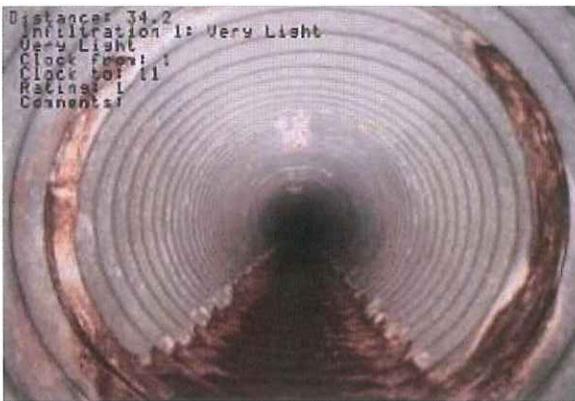
# 80255

**GB ACTION:** July 15, 2013 WSS

**Description:**

This project will allow for the replacement of 15,000 linear feet of corrugated pipe. These replacements will be coordinated in conjunction with street projects.

**Design Date:** 2017  
**Construction Date:** 2018  
**Project Life:** 1 year  
**Bond Date:** 2020  
**Bond Life:** 15  
**Temp Note Issuance:** Sep-2016  
**Projected Inflation Factor:** 0.0%



### ESTIMATED COST

Construction	\$2,900,000
Stormwater	0
Design	42,000
Inspection/Survey	0
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	58,000
<b>SUB-TOTAL</b>	<b>\$3,000,000</b>
<b>TOTAL (w/Inflation)</b>	<b>\$3,000,000</b>

### FUNDING SOURCES

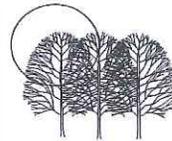
LEAWOOD	\$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$3,000,000</b>

### 2018 PLANNED STORMWATER IMPROVEMENTS

Currently the replacements are scheduled in the following zones:

ZONE	LOCATION	LINEAR FT
Zone 1	North of I-435	6,400
Zone 2	I-435 to 119th St	12,000
Zone 3	119th-135th Streets (west of Mission Rd)	39,000
Zone 4	119th-135th Streets (east of Mission Rd)	31,000
Zone 5	South of 135th Street	16,600

# ANNUAL PROJECTS

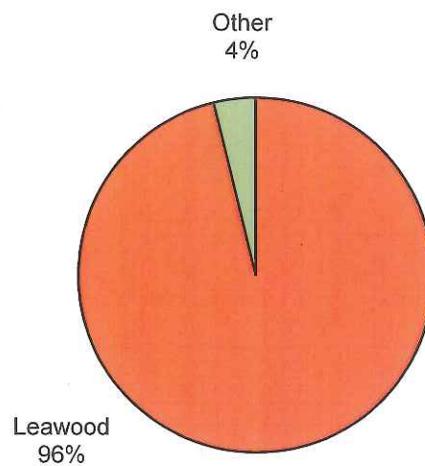


## 2019

- # 80129 143rd Street, Windsor to Kenneth Rd
- # 80219 2019 Residential Streets, Phase III-Yr 1

2 Project(s)

\$17,059,900 Total 2019 Project Cost





## 143rd Street, Windsor to Kenneth Rd

# 80129

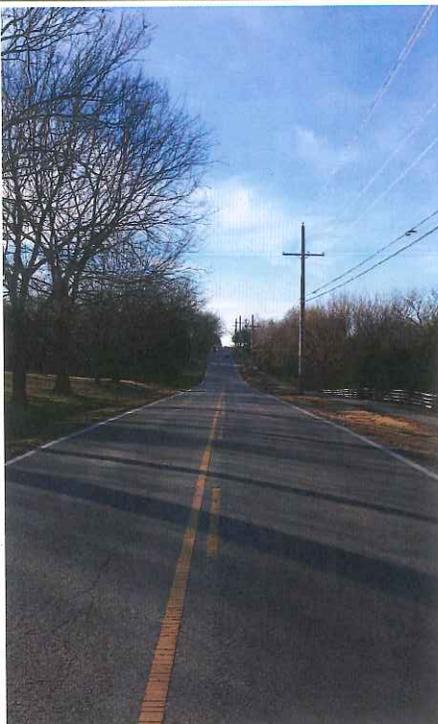
**GB ACTION:** Authorized by Resolution #1684; Amended by Resolution #2991

**Location:**

143rd - Windsor to Kenneth

**Description:**

Improve 143rd from a two-lane ditch to a four-lane undivided concrete road with curb and gutter, sidewalks, streetlights, bike/hike trail, stormsewers and traffic signal. *This is the second phase of 143rd Street improvements. The section of Nall Ave to Windsor is scheduled to be complete and bonded in 2017/2018.*



Design Date: 2016  
 Construction Date: 2019  
 Project Life: 2 years  
 Bond Date: 2020  
 Bond Life: 15  
 Temp Note Issuance: Sep-2015  
 Projected Inflation Factor: 10.0%

### ESTIMATED COST

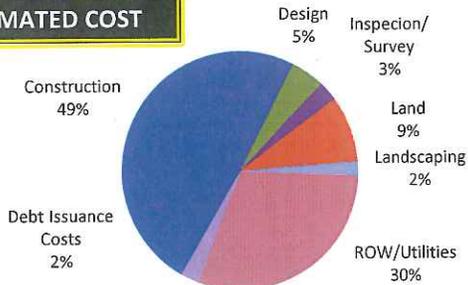
Construction	\$6,300,000
Stormwater	0
Design	569,530
Inspection/Survey	350,480
Trails	0
Land	1,150,000
Landscaping	250,000
ROW/Utilities	3,850,000
Equipment	0
Debt Issuance Costs	311,717
<b>SUB-TOTAL</b>	<b>\$12,781,727</b>
<b>TOTAL (w/Inflation)</b>	<b>\$14,059,900</b>

### FUNDING SOURCES

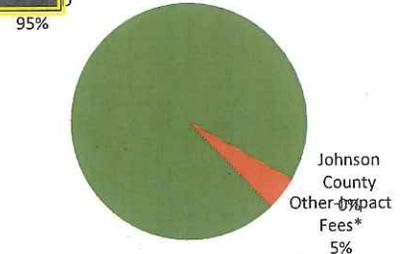
LEAWOOD	\$13,411,223
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other-Impact Fees*	648,677
<b>TOTAL</b>	<b>\$14,059,900</b>

\* Estimate as of 12/31/15

#### ESTIMATED COST



#### FUNDING SOURCES





### 2019 Residential Streets, Phase III-Yr 1

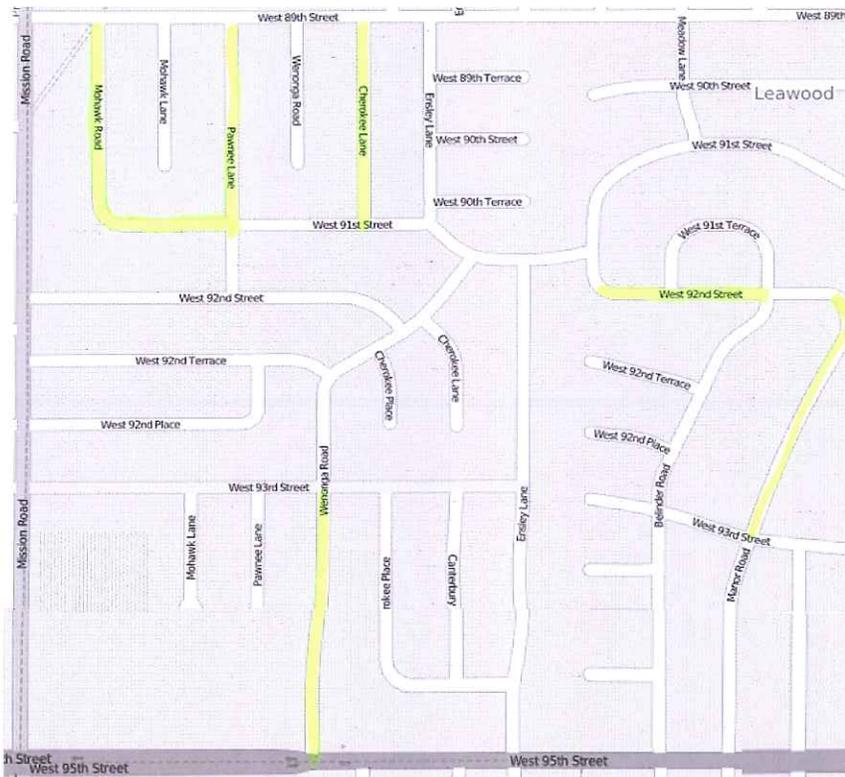
# 80219

**GB ACTION:** Approval by Governing Body in 2003 and each year thereafter

**Description:**

This project will address residential streets where reconstruction has been identified as the solution by inspection and PCI rating. It is the intent of this program to address groups of streets in entire neighborhoods.

**Design Date:** 2018  
**Construction Date:** 2019  
**Project Life:** 1 year  
**Bond Date:** 2020  
**Bond Life:** 15  
**Temp Note Issuance:** Sep-2017  
**Projected Inflation Factor:** 0.0%



#### ESTIMATED COST

Construction	\$2,900,000
Stormwater	0
Design	0
Inspection/Survey	42,000
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	58,000
<b>SUB-TOTAL</b>	<b>\$3,000,000</b>
<b>TOTAL (w/Inflation)</b>	<b>\$3,000,000</b>

#### FUNDING SOURCES

LEAWOOD	\$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$3,000,000</b>

#### 2019 PLANNED RESIDENTIAL STREET RECONSTRUCTION PROJECTS

Street	Length (ft)	Type of Work	PCI	Estimated Cost
Mohawk Rd, 89th St - Pawnee Ln	1,702	Reconstruction	NA	\$621,230
Pawnee Ln, 89th St - 91st St	1,098	Reconstruction	NA	400,770
Wenonga, 93rd St - 95th St	1,494	Reconstruction	NA	545,310
Cherokee, 89th St - 91st St	1,102	Reconstruction	NA	402,230
Manor Rd, 92nd St - 93rd St	1,142	Reconstruction	NA	416,830
92nd Street, 91st - Belinder	1,047	Reconstruction	NA	382,155
Irrigation/Contingency				40,000
				<b>\$2,808,525</b>

# ANNUAL PROJECTS



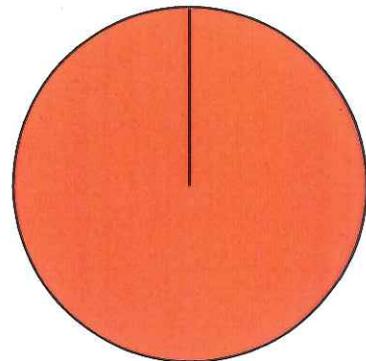
## 2020

- # 80158 Fire Station #1 Replacement
- # 80256 2020 Stormwater Improvements, Yr 2

2 Project(s)

\$7,000,000 Total 2020 Project Cost

Leawood  
100%



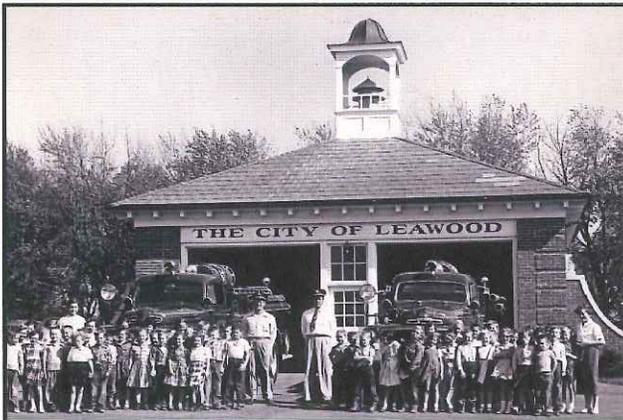


## Fire Station #1 Replacement

# 80158

**Location:** The current station is located at 9609 Lee Blvd; and has been designated as an historic structure.

**Description:** It is anticipated that the new fire station building will be built on land adjacent to the existing station; where the former Police building stood.



Design Date: 2019  
 Construction Date: 2020  
 Project Life: 1 year  
 Bond Date: 2022  
 Bond Life: 20  
 Temp Note Issuance: Sept-2018  
 Projected Inflation Factor: 0.0%

### ESTIMATED COST

Construction	\$3,804,000
Stormwater	0
Design	100,000
Inspection/Survey	0
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	96,250
<b>SUB-TOTAL</b>	<b>\$4,000,250</b>
<b>TOTAL (w/Inflation)</b>	<b>\$4,000,000</b>

### FUNDING SOURCES

LEAWOOD	\$4,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$4,000,000</b>

### Fire Station #1 Replacement - 9609 Lee Blvd

Fire Station #1 was constructed in 1949 with a cost of \$19,245, financed through the City's first bond issue. On August 19, 2002, Mayor Peggy Dunn issued a proclamation declaring Fire Station #1 an historic structure. Engine 30, the ceremonial use 1949 Ford Central Pumper which was Leawood's first fire truck, is housed at the station.



## 2020 Stormwater Improvements, Yr 2

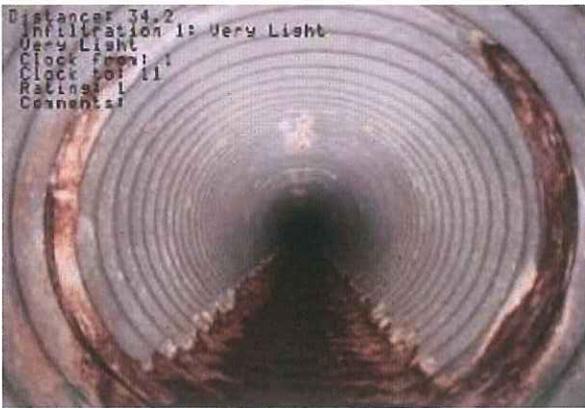
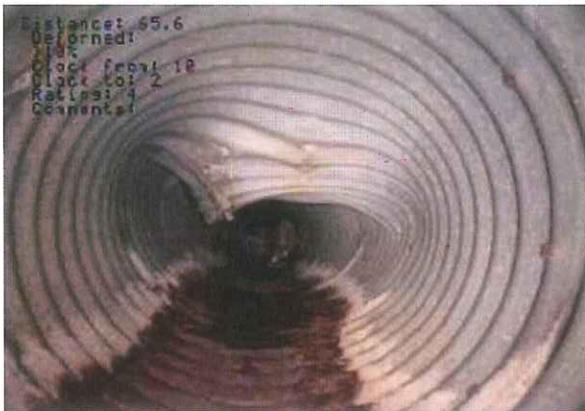
# 80256

**GB ACTION:** July 15, 2013 WSS

**Description:**

This project will allow for the replacement of 15,000 linear feet of corrugated pipe. These replacements will be coordinated in conjunction with street projects.

**Design Date:** 2019  
**Construction Date:** 2020  
**Project Life:** 1 year  
**Bond Date:** 2022  
**Bond Life:** 15  
**Temp Note Issuance:** Sep-2018  
**Projected Inflation Factor:** 0.0%



### ESTIMATED COST

Construction	\$2,900,000
Stormwater	0
Design	42,000
Inspection/Survey	0
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	58,000
<b>SUB-TOTAL</b>	<b>\$3,000,000</b>
<b>TOTAL (w/inflation)</b>	<b>\$3,000,000</b>

### FUNDING SOURCES

LEAWOOD	\$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$3,000,000</b>

### 2020 PLANNED STORMWATER IMPROVEMENTS

Currently the replacements are scheduled in the following zones:

ZONE	LOCATION	LINEAR FT
Zone 1	North of I-435	6,400
Zone 2	I-435 to 119th St	12,000
Zone 3	119th-135th Streets (west of Mission Rd)	39,000
Zone 4	119th-135th Streets (east of Mission Rd)	31,000
Zone 5	South of 135th Street	16,600

# ANNUAL PROJECTS



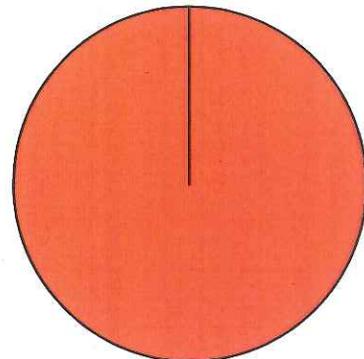
**2021**

# 80221 2021 Residential Streets, Phase III-Yr 2

1 Project(s)

\$3,000,000 *Total 2021 Project Cost*

Leawood  
100%





### 2021 Residential Streets, Phase III-Yr 2

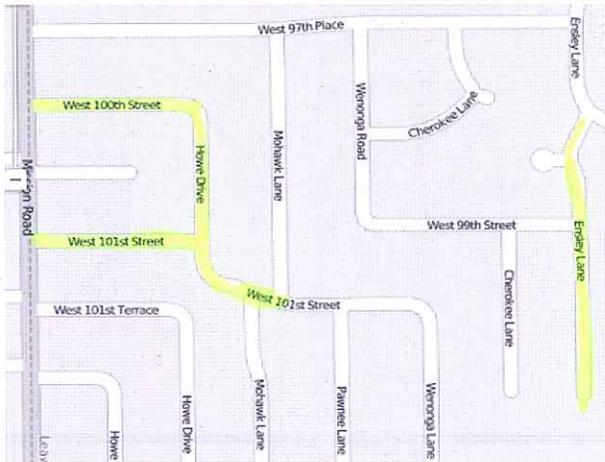
# 80221

**GB ACTION:** Approval by Governing Body in 2003 and each year thereafter

**Description:**

This project will address residential streets where reconstruction has been identified as the solution by inspection and PCI rating. It is the intent of this program to address groups of streets in entire neighborhoods.

**Design Date:** 2020  
**Construction Date:** 2021  
**Project Life:** 1 year  
**Bond Date:** 2022  
**Bond Life:** 15  
**Temp Note Issuance:** Sep-2019  
**Projected Inflation Factor:** 0.0%



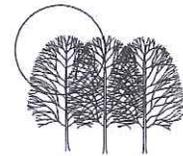
ESTIMATED COST	
Construction	\$2,900,000
Stormwater	0
Design	0
Inspection/Survey	42,000
Trails	0
Land	0
Landscaping	0
ROW/Utilities	0
Equipment	0
Debt Issuance Costs	58,000
<b>SUB-TOTAL</b>	<b>\$3,000,000</b>
<b>TOTAL (w/inflation)</b>	<b>\$3,000,000</b>

FUNDING SOURCES	
LEAWOOD	\$3,000,000
Special Benefit District	0
TDD/CID	0
State/Federal	0
Johnson County	0
Other	0
<b>TOTAL</b>	<b>\$3,000,000</b>

#### 2021 PLANNED RESIDENTIAL STREET RECONSTRUCTION PROJECTS

Street	Length (ft)	Type of Work	PCI	Estimated Cost
Howe Dr, South of 103rd St	725	Reconstruction	NA	\$288,550
Ensley Ln, 91st St - 93rd St	1,200	Reconstruction	NA	\$477,600
100th Street, Mission Rd - Howe Dr	759	Reconstruction	NA	\$302,082
101st Street, Mission Rd - Howe Dr	776	Reconstruction	NA	\$308,848
Howe Dr, 100th St - Mohawk Ln	1,032	Reconstruction	NA	\$410,736
Ensley, South of 98th St and 99th St	2,493	Reconstruction	NA	\$992,214
Irrigation/Contingency				\$40,000
				<b>\$2,820,030</b>

## DEBT SERVICE INFORMATION



The information found in this section provides the projected debt financing schedule for the capital improvement projects planned over the next five-year period. The only type of financing planned through 2021 includes the issuance of general obligation debt. No new debt will be assumed in 2016; however \$16.5 million in general obligation debt will be issued in 2017.

Also included in this section are key debt management ratios to be considered while reviewing projects in the current plan as well as for any projects which are currently labeled as Uncommitted.



## Capital Improvements Program 2017 - 2021

Number	Project Description	Temp Note	Project	Finish	GO Bond	Developer/	Bond	Bond
		Issue Date	Cost	Date	Issue Amt	TDD/SBD Amt	Date	Life
<i>2016 BONDED PROJECTS - No Projects Currently Planned to be Bonded</i>					<i>\$ 0</i>			
# 80162	143rd Street, Nall Ave to Windsor	* Sep-2012	\$7,239,555	2017	\$5,312,246	\$0	17/18	15
# 80252	2015 Curb Repair/Replace Program	Sep-2014	\$5,000,000	2015	\$5,000,000	\$0	2017	15
# 80253	2016 Curb Repair/Replace Program	Sep-2015	\$5,000,000	2016	\$5,000,000	\$0	2017	15
# 80550	89th & Mission Stormsewer	Sep-2012	\$1,190,755	2015	\$1,190,755	\$0	2017	15
<i>2017 BONDED PROJECTS</i>					<i>\$16,503,001</i>			
# 80162	143rd Street, Nall Ave to Windsor	* Sep-2012	\$7,239,555	2017	\$5,312,246	\$0	17/18	15
# 80217	2017 Residential Streets, Phase II-Yr 5	Sep-2015	\$3,000,000	2017	\$3,000,000	\$0	2018	15
<i>2018 BONDED PROJECTS</i>					<i>\$8,312,246</i>			
<i>2019 BONDED PROJECTS - No Projects Currently Planned to be Bonded</i>					<i>\$ 0</i>			
# 80129	143rd Street, Windsor to Kenneth Rd	Sep-2015	\$14,059,900	2019	\$13,411,223	\$0	2020	15
# 80219	2019 Residential Streets, Phase III-Yr 1	Sep-2017	\$3,000,000	2019	\$3,000,000	\$0	2020	15
# 80255	2018 Stormwater Improvements, Yr 1	Sep-2016	\$3,000,000	2018	\$3,000,000	\$0	2020	15
<i>2020 BONDED PROJECTS</i>					<i>\$19,411,223</i>			
<i>2021 BONDED PROJECTS - No Projects Currently Planned to be Bonded</i>					<i>\$ 0</i>			
# 80158	Fire Station #1 Replacement	Sept-2018	\$4,000,000	2020	\$4,000,000	\$0	2022	20
# 80221	2021 Residential Streets, Phase III-Yr 2	Sep-2019	\$3,000,000	2021	\$3,000,000	\$0	2022	15
# 80256	2020 Stormwater Improvements, Yr 2	Sep-2018	\$3,000,000	2020	\$3,000,000	\$0	2022	15
<i>2022 BONDED PROJECTS</i>					<i>\$10,000,000</i>			
# 80175	Mission Road, 135th to 143rd Streets	Sept-2019	\$14,214,000	2022	\$12,214,000	\$0	2023	15
# 80257	2022 Stormwater Improvements, Yr 3	Sep-2020	\$3,000,000	2022	\$3,000,000	\$0	2023	15
<i>2023 BONDED PROJECTS</i>					<i>\$15,214,000</i>			
<i>2024 BONDED PROJECTS - No Projects Currently Planned to be Bonded</i>					<i>\$ 0</i>			
# 80155	Mission Road, 143rd to 151st Streets	Sept-2021	\$14,214,000	2024	\$12,214,000	\$0	2025	15
# 80223	2023 Residential Streets, Phase III-Yr 3	Sep-2021	\$3,000,000	2023	\$3,000,000	\$0	2025	15
# 80258	2024 Stormwater Improvements, Yr 4	Sep-2022	\$3,000,000	2024	\$3,000,000	\$0	2025	15
# 80424	2024 Traffic Signal Replacement	Sept-2022	\$400,000	2024	\$400,000	\$0	2025	15
<i>2025 BONDED PROJECTS</i>					<i>\$18,614,000</i>			
<i>2026 BONDED PROJECTS - No Projects Currently Planned to be Bonded</i>					<i>\$ 0</i>			
# 80225	2025 Residential Streets, Phase III-Yr 4	Sep-2023	\$3,000,000	2025	\$3,000,000	\$0	2027	15
# 80259	2026 Stormwater Improvements, Yr 5	Sep-2024	\$3,000,000	2026	\$3,000,000	\$0	2027	15
# 80426	2026 Traffic Signal Replacement	Sept-2024	\$400,000	2026	\$400,000	\$0	2027	15
<i>2027 BONDED PROJECTS</i>					<i>\$6,400,000</i>			
<b>TOTAL, 2016-2027</b>			<b>\$102,957,766</b>		<b>\$94,454,470</b>	<b>\$0</b>		

\* The bonding of Project #80162, 143rd Street Nall to Windsor, is proposed to be split between two years of 2017 and 2018. As a result, the total project cost and the GO Bond Issue Amount has been divided equally and is shown above.

GO = General Obligation (city-at-large) Debt  
 SBD = Special Benefit District  
 TDD = Transportation Development District Debt



## Capital Improvements Program 2017 - 2021

### Levy Supported - General Obligation Debt

#### Bond Issuance Year Cost Distribution

<u>Proj #</u>	<u>Project Description</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
# 80129	143rd Street, Windsor to Kenneth Rd					\$13,411,223	
# 80162	143rd Street, Nall Ave to Windsor		\$5,312,246	\$5,312,246			
# 80217	2017 Residential Streets, Phase II-Yr 5			\$3,000,000			
# 80219	2019 Residential Streets, Phase III-Yr 1					\$3,000,000	
# 80252	2015 Curb Repair/Replace Program		\$5,000,000				
# 80253	2016 Curb Repair/Replace Program		\$5,000,000				
# 80255	2018 Stormwater Improvements, Yr 1					\$3,000,000	
# 80550	89th & Mission Stormsewer		\$1,190,755				
<b>Totals</b>		<b>\$0</b>	<b>\$16,503,001</b>	<b>\$8,312,246</b>	<b>\$0</b>	<b>\$19,411,223</b>	<b>\$0</b>

### Non Levy Supported -Special Benefit District and Transportation Development District Debt

#### Bond-Issuance Year Cost Distribution

<u>Proj #</u>	<u>Project Description</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Currently there are no projects included in the 2017 - 2021 planning period</i>							
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## DEBT SERVICE AND LEASE PAYMENTS

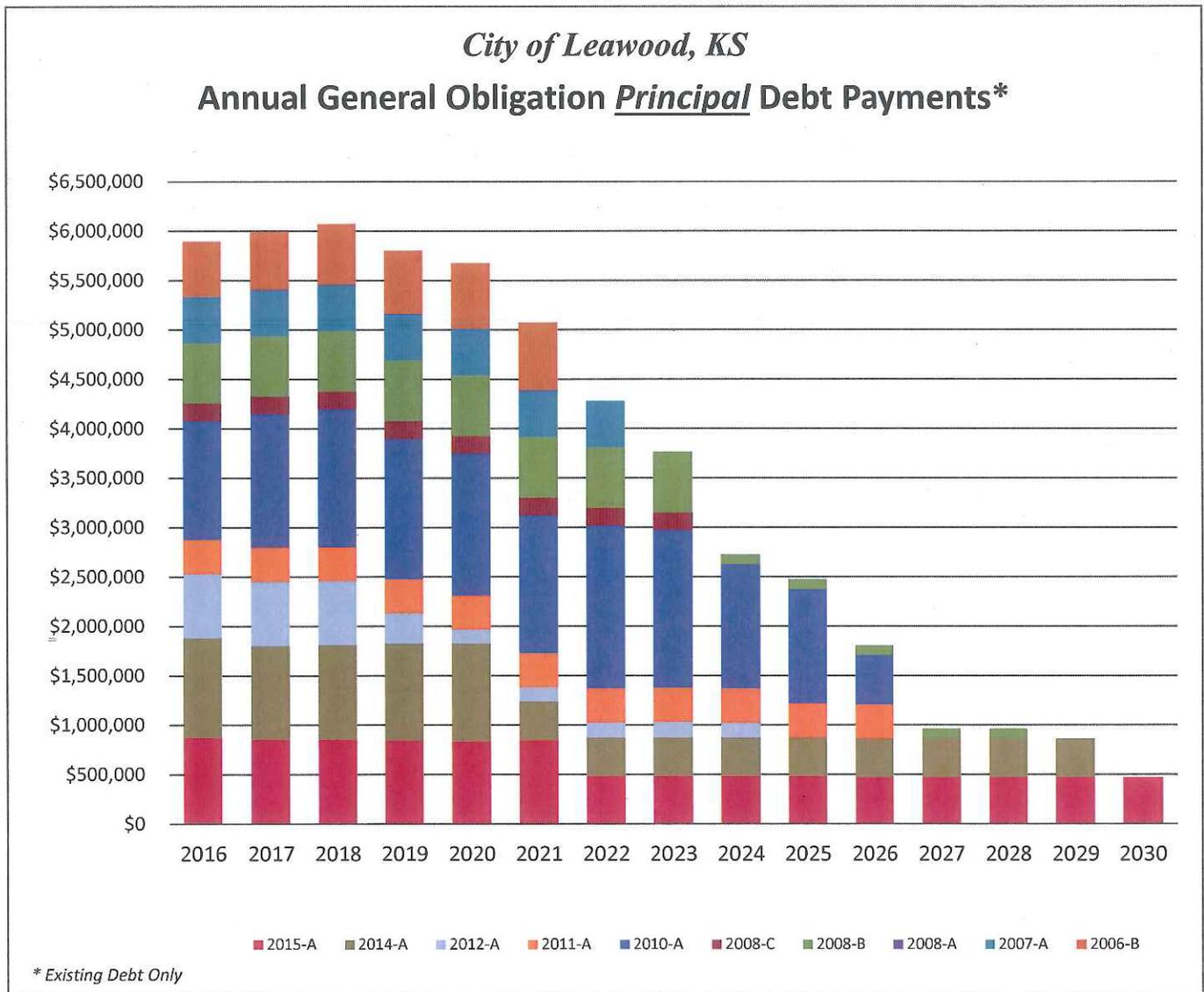
	2016	2017	2018	2019	2020	2021
<b>Current Bond and Leases</b>						
<b>General Obligation (Principal &amp; Interest Payments)</b>						
Property Tax Supported - GO	\$5,564,624	\$5,506,650	\$5,438,572	\$5,270,482	\$5,070,424	\$4,530,514
Special Assessments	\$2,199,148	\$2,145,288	\$2,075,003	\$1,745,008	\$1,623,579	\$1,341,499
<i>Subtotal</i>	<u>\$7,763,776</u>	<u>\$7,651,943</u>	<u>\$7,513,581</u>	<u>\$7,015,497</u>	<u>\$6,694,011</u>	<u>\$5,872,022</u>
<b>Agency Debt (Principal &amp; Interest Payments)</b>						
Transportation District Debt	\$410,175	\$415,900	\$415,075	\$413,000	\$404,750	\$400,500
<i>Subtotal</i>	<u>\$410,175</u>	<u>\$415,900</u>	<u>\$415,075</u>	<u>\$413,000</u>	<u>\$404,750</u>	<u>\$400,500</u>
<b>Leases (Principal &amp; Interest Payments)</b>						
Property Tax Supported - Leases	\$251,910	\$251,910	\$146,703	\$146,702	\$146,703	\$146,703
<i>Subtotal</i>	<u>\$251,910</u>	<u>\$251,911</u>	<u>\$146,705</u>	<u>\$146,705</u>	<u>\$146,707</u>	<u>\$146,708</u>
<b>Revenue Bonds</b>						
<i>Subtotal</i>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<b>TOTAL Current</b>	<u><b>\$8,425,860</b></u>	<u><b>\$8,319,753</b></u>	<u><b>\$8,075,361</b></u>	<u><b>\$7,575,202</b></u>	<u><b>\$7,245,468</b></u>	<u><b>\$6,419,230</b></u>
<b>Future Bond and Leases</b>						
<b>General Obligation (Principal &amp; Interest Payments)</b>						
Property Tax Supported - GO	\$0	\$0	\$1,677,805	\$2,484,376	\$2,426,474	\$4,342,046
Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0
<b>Proposed Agency Debt (Principal &amp; Interest Payments)</b>						
Transportation District Debt	\$0	\$0	\$0	\$0	\$0	\$0
<b>Proposed Future Leases (Principal &amp; Interest Payments)</b>						
Property Tax Supported - Leases	\$0	\$146,417	\$146,417	\$251,624	\$449,823	\$703,519
<b>TOTAL Future</b>	<u><b>\$0</b></u>	<u><b>\$146,417</b></u>	<u><b>\$1,824,222</b></u>	<u><b>\$2,736,000</b></u>	<u><b>\$2,876,298</b></u>	<u><b>\$5,045,565</b></u>
<b>GRAND TOTAL</b>	<u><b>\$8,425,860</b></u>	<u><b>\$8,466,170</b></u>	<u><b>\$9,899,583</b></u>	<u><b>\$10,311,203</b></u>	<u><b>\$10,121,765</b></u>	<u><b>\$11,464,795</b></u>



## CURRENT PRINCIPAL DEBT PAYMENTS

The City's C.I.P. includes capital improvement projects, planned to be debt-financed, over a five-year period. However, the resulting debt payments continue over a substantially longer period. General Obligation Bonds, the primary method of borrowing funds by state and local government, finance projects which have a longer useful life, i.e., streets, stormwater. This financing tool allows for the costs, to be paid for over a longer period of time as compared to pay-as-you-go, or cash-financing. The City borrows from the bond holders and pledges to pay the funds back with interest over a pre-determined number of years, usually 15 to 20 years, depending on the type of improvement. The bonds are backed by the full faith and credit of the government.

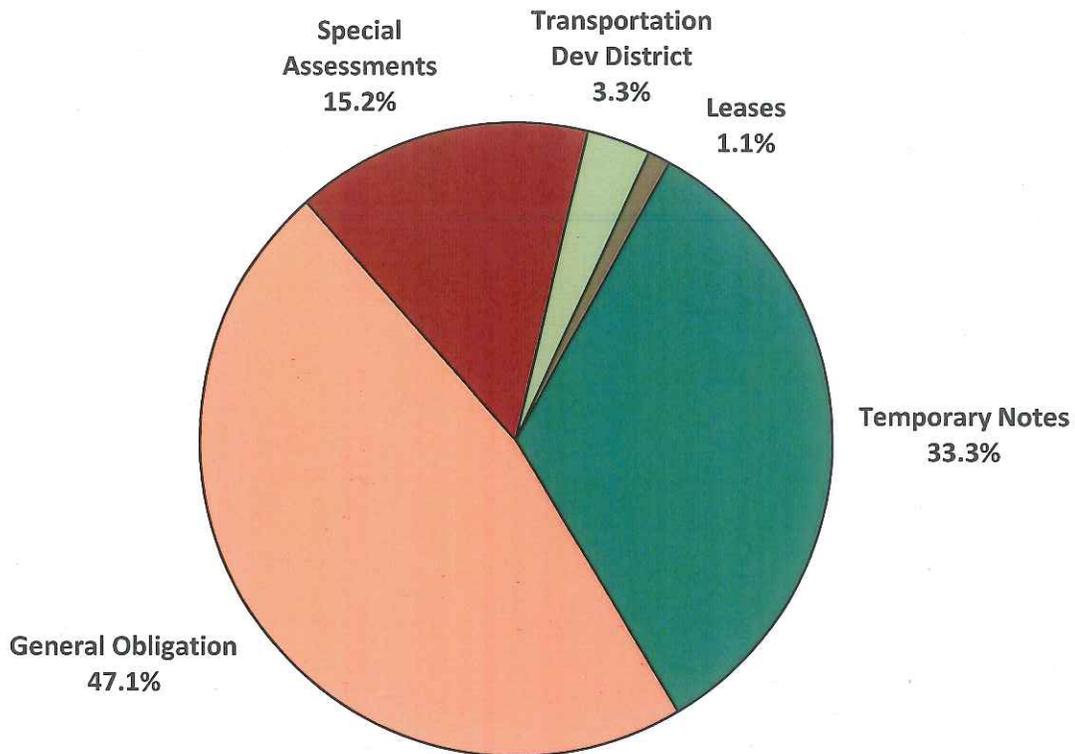
The below chart shows the payments for the City's current bond issues, in Year/Series order.





## BONDS, NOTES, AND LEASES OUTSTANDING

	Outstanding 12/31/2015	Percent of Total
General Obligation	\$39,929,575	47.1%
Special Assessments	\$12,875,425	15.2%
Transportation Dev District	\$2,785,000	3.3%
Leases	\$973,284	1.1%
Temporary Notes	\$28,260,000	33.3%
<b>TOTAL</b>	<b>\$84,823,284</b>	<b>100.0%</b>



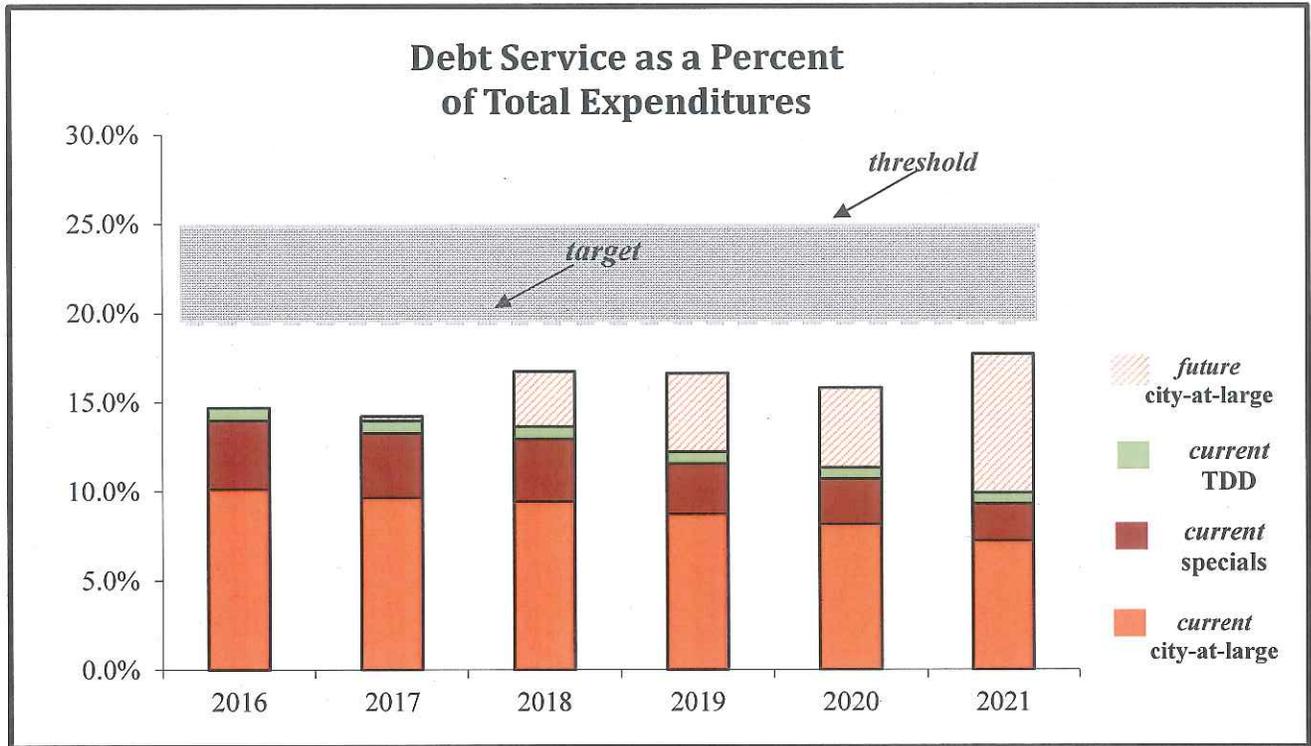


## KEY DEBT MANAGEMENT INFORMATION

	← Forecast →						Standard
	2016	2017	2018	2019	2020	2021	
<b>Economy/Tax Base Factors</b>							
Full Value per Capita ( <i>Appraised Value</i> )	\$188,170	\$196,596	\$200,997	\$205,497	\$210,098	\$214,801	>\$150,000
Projected % Change in Assessed Value	5.23%	5.00%	2.75%	2.75%	2.75%	2.75%	>0.0%
<b>Debt Factors</b>							
Net Direct Debt/Full Value (1)	0.94%	0.79%	0.85%	0.76%	0.95%	0.91%	< 0.75%
Net Direct Debt/Operating Revenues (2)	31.08%	45.17%	37.45%	44.26%	17.90%	21.10%	< 0.33x
Direct Debt/Full Value (3)	0.66%	0.80%	0.83%	0.73%	0.90%	0.76%	NA
Direct & Overlapping Debt/Full Value (4)	3.30%	2.99%	2.93%	2.75%	2.86%	2.75%	NA
<b>Total debt service as a percent of total City expenditures (5)</b>							
	14.7%	14.2%	16.7%	16.6%	15.8%	17.7%	< 20%
<b>Debt Service Levy (per \$1,000 of assessed value)</b>							
	6.532	5.000	4.450	6.700	7.300	9.050	NA
<b>Total G.O. Debt at Year-End 12/31</b>							
	\$46.9	\$57.4	\$58.6	\$51.1	\$63.2	\$55.2	NA
<b>Prin/Int Paid as a % of Total Debt</b>							
	16.6%	13.3%	15.7%	18.6%	14.4%	18.5%	NA
<b>% of New Debt /Total G.O. Debt</b>							
	0.0%	31.9%	14.2%	11.7%	0.0%	40.6%	NA

1. General Obligation debt, temporary notes, and capital leases supported by general tax levy revenues.
2. This metric expresses the potential budgetary impact of future debt service. A high debt burden relative to operating revenues implies a possibility that debt will consume a greater portion of the local government's budget in future years.
3. General Obligation, Special Assessment debt and capital leases, excluding Transportation Development District debt (TDD).
4. All debt described in #3 plus Leawood's share of debt from Blue Valley & Shawnee Mission school districts, Johnson County, County Parks & Rec and Leawood's TDD debt.
5. The Target is less than 20%, not to exceed 25% in any given year.

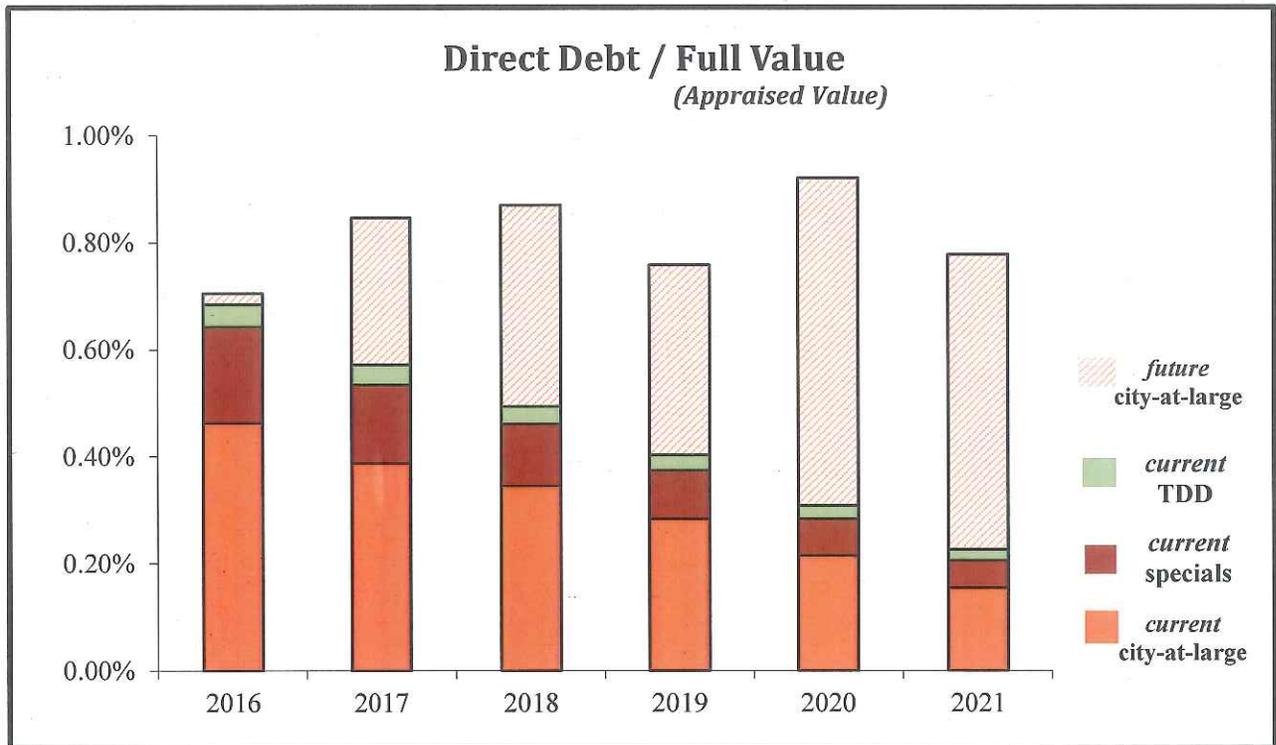
These projections are based on the current assumptions in the City's comprehensive financial planning model.



	2016	2017	2018	2019	2020	2021
<b>Debt Service as a Percent of Total Expenditures</b>						
<i>Current Tax-Supported:</i>						
City-at-Large	10.1%	9.7%	9.4%	8.7%	8.1%	7.2%
Special Assessments	3.8%	3.6%	3.5%	2.8%	2.5%	2.1%
<i>Current Agency-Supported:</i>						
Transportation District Debt	0.7%	0.7%	0.7%	0.7%	0.6%	0.6%
<i>Future Tax-Supported:</i>						
City-at-Large	0.0%	0.2%	3.1%	4.4%	4.5%	7.8%
Special Assessments	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<i>Future Agency-Supported:</i>						
Transportation District Debt	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	<b>14.7%</b>	<b>14.2%</b>	<b>16.7%</b>	<b>16.6%</b>	<b>15.8%</b>	<b>17.7%</b>
Threshold	25%	25%	25%	25%	25%	25%
Target	20%	20%	20%	20%	20%	20%

This measurement is a key operating ratio. The graph shows the current projects and the proposed future projects by category, city-at-large, special assessment, and TDD. This ratio is projected to remain well below the 20% target throughout the planning period.

According to the City's financial advisors, TDD debt is not included as direct debt but is included as overlapping debt by the rating agencies, thus this threshold is maintained throughout the five-year planning period.



	2016	2017	2018	2019	2020	2021
<b>Direct Debt as a Percent of Full Value (Appraised Value)</b>						
<i>Current Tax-Supported:</i>						
City-at-Large	0.46%	0.39%	0.35%	0.28%	0.22%	0.15%
Special Assessments	0.18%	0.15%	0.12%	0.09%	0.07%	0.05%
<i>Current Agency-Supported:</i>						
Transportation District Debt	0.04%	0.04%	0.03%	0.03%	0.02%	0.02%
<i>Future Tax-Supported:</i>						
City-at-Large	0.02%	0.27%	0.38%	0.36%	0.61%	0.55%
Special Assessments	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<i>Future Agency-Supported:</i>						
Transportation District Debt	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	<b>0.7%</b>	<b>0.85%</b>	<b>0.87%</b>	<b>0.76%</b>	<b>0.92%</b>	<b>0.78%</b>

Net Direct Debt includes only General Obligation debt and Capital leases which are supported by general tax levy revenues. Direct Debt includes all other debt such special assessment, which is self-supported, but excludes TDD debt.

The rating agencies evaluate net direct debt to full value. This metric gauges how onerous future debt service payments could be to the tax base. Full value (appraised value) is a proxy for the capacity of a local government to generate additional revenues to pay debt service.



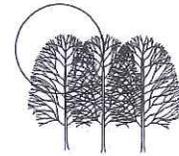
### ***Debt Limitation Status***

Estimated Assessed Value: Real & Personal Property, Utilities	\$827,226,989
PLUS-Assessed Value, Motor/Recreation Vehicles	\$72,541,429
Total Assessed Value	\$899,768,418
New debt limitation percentage	30%
2015 debt limitation	\$269,930,525
Total general obligation debt outstanding at 12/31/15	\$52,805,000

**Note:**

In 1997, the Kansas Legislature repealed K.S.A. 79-5037, the statute that had governed legal debt limits for municipalities since statewide reappraisal in 1989. Based on this action, the legal general obligation debt limit for most cities in the state, including Leawood, returned to the pre-1989 limit of 30% of equalized assessed valuation. Between 1989 and 1997, K.S.A. 79-5037 adjusted the debt limit to account for the effect of reappraisal. During this period Leawood's debt limit was approximately 15.82% of equalized assessed valuation.

# PAY-AS-YOU-GO PROGRAM



- Arterial Street Program
- Residential Street Program
- 1/8-Cent Sales Tax - Stormwater Projects
- Other Pay-As-You-Go Projects
- Park Improvement Projects
- Art Projects



## ARTERIAL STREET PROGRAM

This program is funded from the Street Improvements Fund (#13020) and includes funds for the Arterial Street Program and Other Street/Signal Repairs. The program is reviewed annually and changes are made to reflect both current needs and funding availability. The type of repairs is identified in the "Project Description" column with a full definition of the repair included in the Glossary.

2016 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
Mission Rd, Lee Blvd to 103rd St	* 72052	Joints/Patch	\$350,000	\$175,000 OP		\$175,000
Granada, 115th St to Roe Ave	* 72062	Mill/Overlay	\$58,000			\$58,000
Roe Ave, College to 119th Street	* 72063	Ovly/Crb/Storm	\$2,601,460 +	\$795,500 Curb Prog \$275,000 1/8 Cent	\$1,301,000	\$229,960
119th Street, Nall to Roe	* 72064	Mill/Overlay	\$500,000	\$250,000 OP		\$250,000
<b>2016 Annual Total</b>			<b>\$3,509,460</b>	<b>\$1,495,500</b>	<b>\$1,301,000</b>	<b>\$712,960</b>

2017 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
133rd Street, State Line to Roe	* 72022	Mill/Overlay	\$762,000	\$19,800 OP	\$381,000	\$361,200
Roe Avenue, 121st to 135th Streets	* 72053	Mill/Overlay	\$800,000		\$400,000	\$400,000
151st Street, Nall to E City Limits	* 72068	Mill/Overlay	\$540,000		\$270,000	\$270,000
<b>2017 Annual Total</b>			<b>\$2,102,000</b>	<b>\$19,800</b>	<b>\$1,051,000</b>	<b>\$1,031,200</b>

2018 Program	Project #	Project Description	Estimated Cost	Funding from Partner City	Proposed CARS Funds	Program Cost
114th Street, 115th to Tomahawk Crk	* 72029	Mill/Overlay	\$160,000			\$160,000
Lee Blvd, 103rd to I-435 Bridge	* 72030	Mill/Overlay	\$300,000			\$300,000
137th St, Nall to Roe/Briar	* 72031	Mill/Overlay	\$280,000			\$280,000
Mission Rd, 119th to 127th Streets	* 72065	Ovly, Crb/Storm	\$1,917,000	\$812,000 CMP Prg	\$552,500	\$552,500
<b>2018 Annual Total</b>			<b>\$2,657,000</b>	<b>\$812,000</b>	<b>\$552,500</b>	<b>\$1,292,500</b>

2019 Program	Project #	Project Description	Estimated Cost	Funding from Partner City	Proposed CARS Funds	Program Cost
Kenneth Rd, 135th to 143rd Streets	* 72034	Mill/Overlay	\$400,000			\$400,000
Lee Blvd, 103rd to 95th Streets	* 72066	Mill/Ovrly/Storm	\$1,775,000		\$887,500	\$887,500
<b>2019 Annual Total</b>			<b>\$2,175,000</b>	<b>\$0</b>	<b>\$887,500</b>	<b>\$1,287,500</b>

2020 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
Lee Blvd, 95th to Somerset	* 72054	Mill/Overlay	\$2,070,000		\$1,035,000	\$1,035,000
137th Street, Pawnee to Chadwick	* 72067	Mill/Overlay	\$250,000			\$250,000
<b>2020 Annual Total</b>			<b>\$2,320,000</b>	<b>\$0</b>	<b>\$1,035,000</b>	<b>\$1,285,000</b>

2021 Program	Project #	Project Description	Estimated Cost	Funding from Other Sources	Proposed CARS Funds	Program Cost
83rd St, State Line to W. City Limits	* 72070	Rehab	\$1,840,000		\$920,000	\$920,000
89th St, Mission Rd to Lee Blvd	* 72071	Mill/Overlay	\$330,000			\$330,000
<b>2021 Annual Total</b>			<b>\$2,170,000</b>	<b>\$0</b>	<b>\$920,000</b>	<b>\$1,250,000</b>

\* Project administered by the City of Leawood

(+) A portion of this project involves stormwater repairs/reconstruction. These repairs will be funded with the 1/8-Cent Sales Tax fund and include:

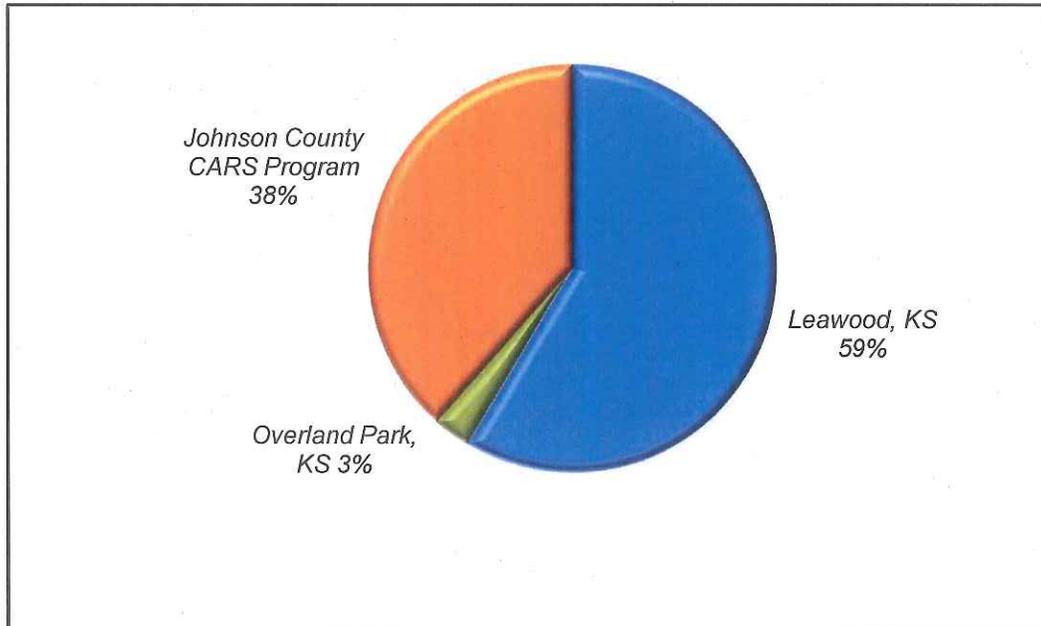
#72063, \$275,000 in 2016.



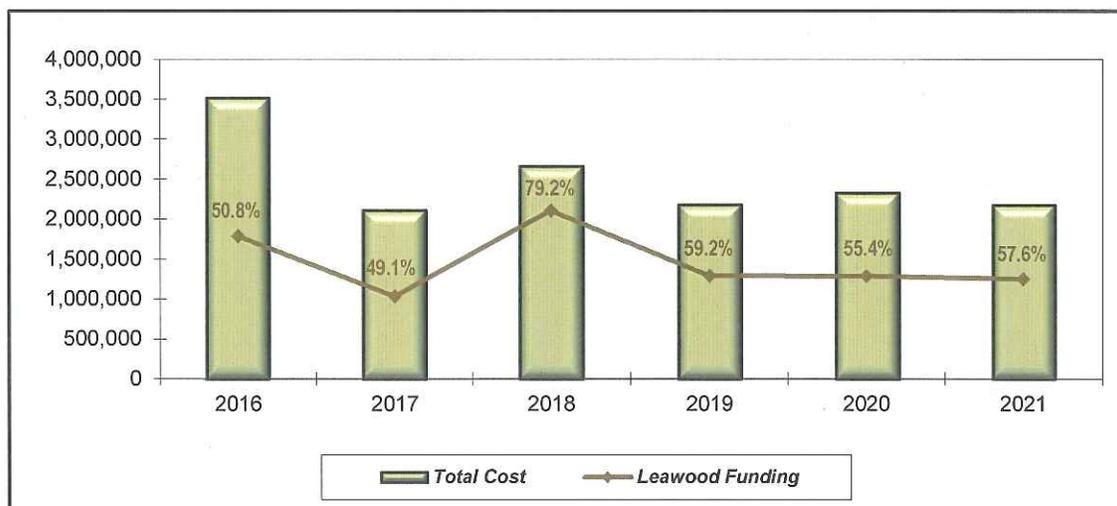
## ARTERIAL STREET PROGRAM

### By Funding Source:

Leawood, KS	\$	8,741,660
Kansas City, MO	\$	-
Overland Park, KS	\$	444,800
Johnson County CARS Program	\$	5,747,000
	\$	<b>14,933,460</b>



### By Program Years:





## RESIDENTIAL STREET PROGRAM

This program is primarily funded with Gasoline Tax revenue from the Special Highway Fund (#12015) and/or from the General Fund. These funds provide for the Residential Slurry Seal, and Mill & Overlay programs. Staff reviews these programs annually and changes are made, if necessary, to reflect both current needs and funding availability. A 2.5% inflation factor has been included in each year.

Slurry seal is a cold mixed asphalt which consists of graded aggregate, a binder fines and additives. It is the most versatile and cost effective way to preserve and protect pavement over time. Generally, the City schedules this program to begin in the summer months after school sessions are over.

The Mill and Overlay program consists of milling the surface of the existing pavements and laying down a new asphalt surface. Typically this will replace the top 2 to 4 inches of asphalt pavement. Spot curb repairs and base repairs are sometimes included depending on the condition of the road. The process usually takes two weeks to complete.

2016 Program	Project #	Program Cost
Residential Slurry Seal	70019	400,000
Residential Mill & Overlay	70020	1,094,700
2016 Sidewalk Repair/Replacement	70516	100,000
<b>2016 Annual Total</b>		<b>\$1,594,700</b>

2017 Program	Project #	Program Cost
Residential Slurry Seal	70021	400,000
Residential Mill & Overlay	70022	1,122,100
<b>2017 Annual Total</b>		<b>\$1,522,100</b>

2018 Program	Project #	Program Cost
Residential Slurry Seal	70023	400,000
Residential Mill & Overlay	70024	1,150,200
<b>2018 Annual Total</b>		<b>\$1,550,200</b>

2019 Program	Project #	Program Cost
Residential Slurry Seal	70025	400,000
Residential Mill & Overlay	70026	1,178,900
<b>2019 Annual Total</b>		<b>\$1,578,900</b>

2020 Program	Project #	Program Cost
Residential Slurry Seal	70027	400,000
Residential Mill & Overlay	70028	1,208,400
<b>2020 Annual Total</b>		<b>\$1,608,400</b>

2021 Program	Project #	Program Cost
Residential Slurry Seal	70029	400,000
Residential Mill & Overlay	70030	1,238,600
<b>2021 Annual Total</b>		<b>\$1,638,600</b>



## 1/8-CENT SALES TAX - STORMWATER PROJECTS

In April of 2000, the citizens of Leawood approved a 1/8-cent sales tax for improvement of City owned storm water projects as well as acceleration of the annual street improvement program. This five-year tax became effective July 1, 2000. In August 2004 voters approved, with 71% of the vote, to extend this tax for another five years until June 30, 2010. Then in August 2008, the tax was extended for an additional five years until 2015. Voters most recently, November 2014, approved the extension of this tax until June 30, 2021. Approximately half of the tax goes towards increasing the number of streets for rehabilitation.

Year	Project #	Project Name	Subdivision	Project Description	Project Cost
2016	77015	12504 Cedar Street	Cedar & Linden	Storm sewer improvements	\$68,000
2016	77018	Patrician Woods Stormwater	W 126th Terr/Delmar	Design for SMAC project TM-04-006 <i>(cost reflects the City's portion; this project is 75% reimbursable by the County).</i>	\$50,000
2016	77019	Stormsewer Improvements (2016 Curb Program)	State Line, N of 89th Street	Stormsewer improvements to be complete in conjunction with the debt-financed 2016 Curb Program.	\$150,000
2016	72063	Roe Ave, College to 119th Street	NA	Provide for storm sewer repairs in conjunction with the street project in the Arterial Program.	\$275,000
<b>TOTAL 2016</b>					<b>\$543,000</b>
2017	77018	Patrician Woods Stormwater	W 126th Terr/Delmar	Construction for SMAC project TM-04-006 <i>(cost reflects the City's portion; this project is 75% reimbursable by the County).</i>	\$400,000
2017	73002	Wenonga, 91st to 93rd Streets	Various	Replace the existing storm sewer that is failing and is undersized.	\$600,000
<b>TOTAL 2017</b>					<b>\$1,000,000</b>
2018	77118	2018 Accelerated Stormwater Reconstruction <i>(specific projects TBD)</i>	NA	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	\$500,000
<b>TOTAL 2018</b>					<b>\$500,000</b>
2019	77119	2019 Accelerated Stormwater Reconstruction <i>(specific projects TBD)</i>	Various	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	\$500,000
<b>TOTAL 2019</b>					<b>\$500,000</b>
2020	77120	2020 Accelerated Stormwater Reconstruction <i>(specific projects TBD)</i>	Various	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	\$525,000
<b>TOTAL 2020</b>					<b>\$525,000</b>
2021	77120	2021 Accelerated Stormwater Reconstruction <i>(specific projects TBD)</i>	Various	Repair failing curb inlets, junction boxes and point repairs. Some pipe will be replaced, but these will not be significant.	\$525,000
<b>TOTAL 2021</b>					<b>\$525,000</b>
<b>TOTAL FOR ALL YEARS, 2016 - 2021</b>					<b>\$3,593,000</b>



## OTHER PROJECTS

## IMPROVEMENTS TO PARKS, BUILDINGS, LAND, TECHNOLOGY

Year	Project #	Project Name	Project Description	City Project Cost
2016	71020	96th & Lee Future Park	Review potential use of this area; the former location of the Police Department ( <i>Special Parks &amp; Recreation Fund</i> ).	\$150,000
2016	76046	Fiber Technology Installation, Phase 1	This represents phase 1 of a three-phase project to install fiber. The area of 119th through 123rd Streets will be addressed first.	\$85,000
2016	71016	Park Plan Study	Specifics of the study yet To-Be-Determined.	\$30,000
2016	74060	Fire Stations #2 & #3	Continuation of repairs, including carpet, paint, plumbing, and to the exterior building, which began in 2015.	\$100,000
2016	74047	HVAC Replacement	Replacement of the existing system at the Public Works Facility located at 14303 Overbrook Rd ( <i>life expectancy=12 yrs</i> ).	\$80,000
2016	76040	City Hall Renovations	Continuation of the renovation/re-configuration of existing office space vacated after the move to the Justice Center.	\$62,000
<b>TOTAL 2016</b>				<b>\$507,000</b>
2017	71026	Bicycle Route Sign System	Signage on trails and bike routes as identified in the Park Master Plan.	\$50,000
2017	74047	Fiber Technology Installation, Phase 2	This represents phase 2 of a three-phase project to install fiber. The area of 143rd St, Mission-Overbrook will be addressed.	\$158,400
2017	74046	HVAC Replacement	Replacement of the existing system at Fire Station #2 located at 12701 Mission Rd ( <i>life expectancy=15 yrs</i> ).	\$120,000
2017	74018	HVAC Replacement	Replacement of the existing system at Fire Station #3 located at 14801 Mission Rd ( <i>life expectancy=15 yrs</i> ).	\$143,000
2017	74034	Roof Replacement	Replace the roof to the Material Storage building located at the Park Maintenance Facility at 2008 W 104th Street ( <i>life expectancy=20+ yrs</i> ).	\$90,000
<b>TOTAL 2017</b>				<b>\$561,400</b>
2018	76048	Fiber Technology Installation, Phase 3	This represents the final phase of the project. The area South to 154th Street will be addressed; and will connect redundantly to Overland Park and the County at 143rd/Nall.	\$520,000
2018	74051	HVAC Replacement	Replacement of the existing system at the Ironwoods Lodge located at 147th & Mission Rd ( <i>life expectancy=15 yrs</i> ).	\$250,000
2018	74070	Radiant Shop Heaters	Replace the shop heaters at the Public Works Building located at 14303 Overbrook Rd ( <i>life expectancy=15 yrs</i> ).	\$75,000
2018	Various	Fire Station #1	Funds, <i>only if needed</i> , for garage floor repairs, exterior building repairs and HVAC replacement at the existing station at 9609 Lee Blvd. The construction of a new station is scheduled in 2020.	\$122,500
<b>TOTAL 2018</b>				<b>\$967,500</b>
2019	74056	HVAC Replacement	Replacement of the existing system at the Ironwoods Nature Center located at 147th & Mission Rd ( <i>life expectancy=15 yrs</i> ).	\$75,000
<b>TOTAL 2019</b>				<b>\$75,000</b>
2020	<i>No projects planned at this time</i>			
<b>TOTAL 2020</b>				<b>\$0</b>
2021	74065	Fuel Canopy	Replace the existing covering to the fuel pumps located at the Park Maintenance Facility ( <i>life expectancy=15+ yrs</i> ).	\$75,000
<b>TOTAL 2021</b>				<b>\$75,000</b>
<b>TOTAL FOR ALL YEARS, 2016 - 2021</b>				<b>\$2,185,900</b>



## PARKS MASTER PLAN PROJECT LIST

Year	Project #/Location	Project Description	City Project Cost
2016	49133: Ironhorse Clubhouse Expansion		\$935,000
2016	71023: Citywide Park Improvements, Year 1		
	TCPKWY/TwnCntrDR	Install bridge-trail (low water crossing)	\$265,000
	Ironhorse Golf	Repair bunkers	\$325,000
<b>TOTAL 2016</b>			<b>\$1,525,000</b>
2017	49133: Ironhorse Clubhouse Expansion		\$1,065,000
2017	71024: Citywide Park Improvements, Year 2		
	Trails	Renovate older sections (Tomahawk to Roe)	\$100,000
	Ironwoods Park	Retaining wall, drainage and garden repairs	\$200,000
	Ironwoods Park	Amphitheater Stage	\$40,000
	City Park	Replace playground w/inclusive playground	\$125,000
	City Park	Replace the playground surface	\$125,000
<b>TOTAL 2017</b>			<b>\$1,655,000</b>
2018	71025: Citywide Park Improvements, Year 3		
	Ironwoods Park	Overlay roads/parking lots	\$460,000
	Ironwoods Park	Repair access road between Lodge & Nature Center	\$100,000
	Ironhorse Golf	Perimeter irrigation (7 greens)	\$31,000
	Ironhorse Golf	Course Improvements	\$9,000
	Ironhorse Golf	Add irrigation to traffic areas	\$25,000
	Roe Ave	Improvements to tunnel	\$100,000
	City Park	Resurface tennis courts;repair short fence	\$275,000
<b>TOTAL 2018</b>			<b>\$1,000,000</b>
2019	71026: Citywide Park Improvements, Year 4		
	City Park	Pool Bathhouse renovation (estimate)	\$1,000,000
<b>TOTAL 2019</b>			<b>\$1,000,000</b>
2020	71027: Citywide Park Improvements, Year 5		
	Ironwoods	Enhance Pond Outfall Structure	\$300,000
	City Park	Replace the sprayground	\$150,000
	Greenway	Construct restroom (north lake or Fields 20/21)	\$150,000
	TBD	Improvements TBD	\$400,000
<b>TOTAL 2020</b>			<b>\$1,000,000</b>
2021	71028: Citywide Park Improvements, Year 6		
	TBD	Improvements TBD	\$1,000,000
<b>TOTAL 2021</b>			<b>\$1,000,000</b>
<b>TOTAL FOR ALL YEARS, 2016 - 2021</b>			<b>\$7,180,000</b>



## ART PROJECTS

The following represent planned art projects which have been identified by the Leawood Arts Council. This committee is responsible for Leawood's Art in Public Places Initiative (APPI) which is intended to integrate many aspects of art into the Leawood community in order to create a legacy of works to be enjoyed by current and future generations. The art purchases are made from the following two city funds: the City Capital Art Fund and the Public Art Impact Fee Fund. Beginning in 2007 funds were included annually in the City Capital Art Fund for art maintenance, as needed. This amount varies annually as it represents 10% of the total art value for all city-owned art. As art is added, the total art value changes. As shown below, the acquisition of one art piece typically occurs over a 2-year period. A down payment is made in the first year "1" and the final payment and site preparation expense (assumed at 15%) occurs in the second year "2".

Year	Project #	Project Name	Projected Fund Source	Cost
2016	#79015	Sculpture Garden Addition, "B1"	City Capital Art Fund	\$50,000
2016	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2016 Projects **</b>				<b>\$55,000</b>
2017	#79015	Sculpture Garden Addition, "B2"	City Capital Art Fund <i>(includes 15% site preparation)</i>	\$65,000
2017	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2017 Projects **</b>				<b>\$70,000</b>
2018	#79016	Sculpture Garden Addition, "D1"	City Capital Art Fund	\$50,000
2018	#79020	Art - Old City Hall Site, "C1"	City Capital Art Fund	\$25,000
2018	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2018 Projects **</b>				<b>\$80,000</b>
2019	#79016	Sculpture Garden Addition, "D2"	City Capital Art Fund <i>(includes 15% site preparation)</i>	\$65,000
2019	#79017	Sculpture Garden Addition, "E1"	City Capital Art Fund	\$50,000
2019	#79020	Art - Old City Hall Site, "C2"	City Capital Art Fund <i>(includes 15% site preparation)</i>	\$32,500
2019	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2019 Projects **</b>				<b>\$152,500</b>
2020	#79017	Sculpture Garden Addition, "E2"	City Capital Art Fund <i>(includes 15% site preparation)</i>	\$65,000
2020	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2020 Projects **</b>				<b>\$70,000</b>
2021	#79005	Temporary Art	City Capital Art Fund	\$5,000
<b>TOTAL Proposed 2021 Projects **</b>				<b>\$5,000</b>

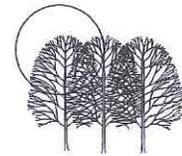
The Art in Public Places initiative (APPI) Committee is authorized to commission a \$50,000 piece of art on an annual basis with \$7,500 additional installation expense; or to commission a \$100,000 art piece with \$15,000 installation expense on a bi-annual basis.

The combined, unaudited Ending Balance for the Capital ART fund and the Public ART IMPACT FEE fund is \$652,717, as of December 31, 2015. Assuming that the planned expenses occur as shown above for the years 2016 through 2021; and the \$5/per person allocation occurs each year; and an annual expense of \$20,000 for art maintenance repairs occurs; the ending balance is estimated to be approximately \$297,800 at 12/31/2021 *(does not include the collection of any private sector impact fees)*.

**The funding source for Justice Center Art is the Public Safety Fund.**

*The budget shown for these projects are only estimates at this time. The available funding is contingent on: the available funds or revenue collections in each art fund; the actual cost of art pieces purchased in previous years; the final cost of the proposed art pieces; and the amount expended annually for Art Maintenance repairs.*

# CAPITAL LEASES



The City attempts to use cash to purchase a majority of the routine capital replacements, but in order to maintain cash flow, and to purchase costly items, lease/purchase agreements are sometimes utilized.



### Lease Schedule

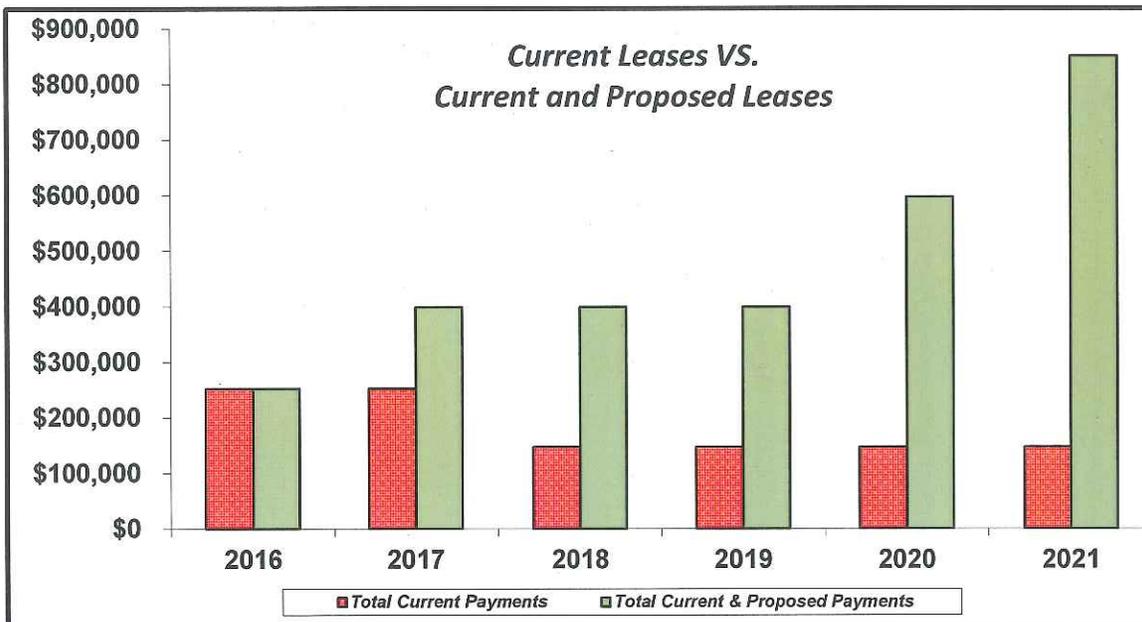
#### Current Lease Payments (Principal & Interest)

Description	Funding	2016	2017	2018	2019	2020	2021	Lease Ends
<b>General/City Equipment</b>								
Fire Pumpers 2011	Tax Levy	\$146,703	\$146,703	\$146,703	\$146,703	\$146,703	\$146,703	2021
Golf Carts 2014	Tax Levy	\$105,207	\$105,207	\$0	\$0	\$0	\$0	2017
		<b>\$251,910</b>	<b>\$251,910</b>	<b>\$146,703</b>	<b>\$146,703</b>	<b>\$146,703</b>	<b>\$146,703</b>	

#### Proposed Future Lease Payments

Description	Funding	2016	2017	2018	2019	2020	2021	Lease Ends
<b>General/City Equipment</b>								
Golf Carts, 2018	Tax Levy	\$0	\$0	\$105,207	\$105,207	\$105,207	\$105,207	On-Going
Fire Platform Truck, 2016	Tax Levy	\$0	\$146,417	\$146,417	\$146,417	\$146,417	\$146,417	2026
Rescue/Quint Units, 2019	Tax Levy	\$0	\$0	\$0	\$0	\$198,200	\$198,200	2026
2 Fire Pumpers, 2020	Tax Levy	\$0	\$0	\$0	\$0	\$0	\$253,695	2027
		<b>\$0</b>	<b>\$146,417</b>	<b>\$251,623</b>	<b>\$251,623</b>	<b>\$449,823</b>	<b>\$703,518</b>	
		<b>\$251,910</b>	<b>\$398,326</b>	<b>\$398,326</b>	<b>\$398,326</b>	<b>\$596,526</b>	<b>\$850,221</b>	

Assumes a 3-year lease term for Golf Carts; a 10-yr lease for the Fire platform truck; and 7-year lease terms for the other Fire apparatus.



# APPENDICES



- Industrial Revenue Bonds, 1982 (Resolution #598)
- Commercial Tax Increment Financed Projects, 1996 (Resolution #1317)
- Special Benefit District Assessment Policy (Resolution #3761)
- Transportation Development District Policy (Included in the Debt Management Policy)
- Community Improvement District Policy (Resolution #3930)

**Resolution No. 598- Industrial Revenue Bonds (1982)**

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A RESOLUTION ESTABLISHING A POLICY FOR CONSIDERING AND ISSUING  
INDUSTRIAL REVENUE BONDS.

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WHEREAS, the Governing Body is responsible for encouraging and promoting the economic health of the City; and

WHEREAS, the Governing Body is authorized by Kansas law to issue industrial revenue bonds to further that objective; and

WHEREAS, the consideration and issuance of industrial revenue bonds is a complex legal and administrative matter requiring clear direction from the Governing Body.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS, THAT:

**SECTION 1. INDUSTRIAL REVENUE BOND POLICY.** It shall be the policy of the City to consider requests from qualified applicants to issue Industrial revenue bonds for purposes allowed by law and to issue such bonds when, in the opinion of the Governing Body, it is in the best Interest of the City to do so, and providing that the proposed use and applicant therefore meet the criteria set forth In this policy.

**SECTION 2. INDUSTRIAL REVENUE BOND OBJECTIVES.** In reviewing requests to issue industrial revenue bonds, the Governing Body shall be guided by whether such an issue would help the City achieve the following objectives:

- a. Attract firms and businesses, which will substantially enhance the economic climate of the City and increase or maintain the job market therein.
- b. Promote Leawood as a center for Institutional or Corporate Headquarters and Regional Offices for major local, regional, and national firms.

**SECTION 3. REVIEW CRITERIA.** The following criteria will be used by the Governing Body to judge the desirability and feasibility of proposals:

- a. Industrial revenue bonds will be discouraged when the effect would be to grant the applicant an unfair advantage within the local market structure.
- b. Consideration will be given to proposals for the construction or rejuvenation of shopping center developments, but will not be given to Individual retail establishments.
- c. The proposed use must be clean, in keeping with the character of Leawood, non-polluting, and consistent with all planning and community development policies, ordinances, and codes.



- d. The proposed use must have a positive Impact on the community and not threaten public facilities, streets, or other public Improvements.
- e. The applicant must have a sound financial base Indicated by a Dun and Bradstreet rating or other Index of financial strength, and show that the bonds will be marketable either by producing evidence that they will be underwritten by a registered securities dealer or will be sold in a private sale.

SECTION 4. APPROVAL. CONDITIONS. Prior to approval for issuance of industrial revenue bonds, the Governing Body must be satisfied that the objectives and criteria for review established in this policy have been met. Further, all proposals approved shall be subject to the following conditions:

- a. There will be no tax abatement during the term of the bonds. The project is subject to all appropriate property tax levies during the term of the bonds. Lessee shall agree to pay all utility connections, user and service charges.
- b. The applicant shall pay to the City at the prescribed time a service fee of \$1,500 per million dollars of Issue or \$1,500, whichever is greater, the first year of the issue and \$1,500 per year for the remaining years of the repayment period to cover administration and other City costs. Such service fee shall be In addition to any payment by the applicant to reimburse the City for costs associated with the review of the proposal as outlined in Section 4(g).
- c. Industrial revenue bonds may be used to finance the purchase of land, land improvements, and production related machinery and/or equipment with an asset life span at least equal to the term of the lease. Industrial revenue bonds will not be used to finance the purchase of personal property, except production related machinery and/or equipment, as defined in K.S.A. 79—102, as amended.
- d. The City will carefully examine the bond repayment schedule and will require that the applicant have at least 20 percent unreserved equity in the project. Equity participation does not include professional or consulting fees.
- e. Industrial revenue bonds will not be used to refinance existing debt. This does not include the payment of an existing mortgage on real estate In order to purchase it for the proposed project.
- f. The applicant must occupy 80 percent of the facility's usable floor area unless specific arrangements to the contrary are approved by the Governing Body. Such arrangements would include commitments to purchase or lease space. For applications involving two or more applicants, one of the applicants must occupy 80 percent of the facility's usable floor area.



- g. The applicant must agree to and reimburse the City for costs of any legal, financial, or administrative research or work done in reviewing the proposal, writing the leases and other necessary legal documents, and researching the qualification and financial soundness of the proposal and applicant, as well as any costs associated with presentation of the notice of bond sale with the Kansas Board of Tax Appeals as required by law. The City bond counsel will prepare related documents. The City or its designee will perform a financial evaluation of the applicant.
- h. The applicant agrees to immediate annexation of the property involved if it is not within the City's corporate limits. In addition, the applicant shall comply with all laws of the City zoning and building regulations.
- i. The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.
- j. The Resolution of Intent shall be effective for a period of one year from date of issue. An extension may be granted by the Governing Body. The applicant is responsible for all related costs if the bonds are not issued.
- k. An Industrial revenue bond application must be submitted at least twenty (20) days in advance of the Governing Body's consideration of any such proposal.

SECTION 5. AUTHORITY OF GOVERNING BODY. The Governing Body, by its inherent authority, reserves the right to reject any proposal for issuance of industrial revenue bonds when it considers such action to be in the best interest of the City.

Adopted this 7th day of September 1982.



Kent E. Crappin Mayor

ATTEST:

/S/ J. Oberlander  
J. Oberlander, City Clerk

APPROVED AS TO FORM:

/S/ Larry Winn, III  
Larry Winn, III, City Attorney





II. NATURE OF IMPROVEMENTS

Industrial revenue bonds may be used to finance the purchase of land, land Improvements, and production related machinery and/or equipment with an asset life span at least equal to the term of the lease. Industrial revenue bonds will not be used to finance the purchase of personal property, except production related machinery and/or equipment, as defined in K.S.A. 79—102, as amended.

- 1. Amount requested for purchase of land: \$ \_\_\_\_\_
- 2. Amount requested for land Improvements (bldgs.) \$ \_\_\_\_\_
- 3. Amount requested for machinery and equipment \_\_\_\_\_
- 4. Is the proposed project an expansion or replacement of another existing facility? \_\_\_\_\_
- 5. Is the applicant presently located in the City of Leawood? \_\_\_\_\_

III. PROPOSED USE

- 1. Location of proposed facility \_\_\_\_\_
- 2. Current zoning district of proposed location \_\_\_\_\_
- 3. What business is proposed by the applicant? \_\_\_\_\_
- 4. List products or services to be rendered  
\_\_\_\_\_
- 5. Will the applicant be in direct competition with other local firms? \_\_\_\_\_
- 6. The applicant must occupy 80 percent of the facility’s usable floor space unless specific arrangements to the contrary are approved by the Governing Body. Such arrangements would Include commitments to purchase or lease space. For application Involving two or more applicants, one of the applicants must occupy 80 percent of the facility’s usable floor space. What percent of usable floor space will be occupied by the applicant?

Remarks:

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IV. OWNERSHIP AND MANAGEMENT

- 1. Describe the organizational structure of the firm (proprietorship, partnership, subsidiary, corporation, etc.)

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Note relationship to parent company

\_\_\_\_\_

V. FINANCIAL RESPONSIBILITY

1. How many years has the applicant been in business?
2. What is the equity the proposed applicant is to have in the project?
3. Describe the form of the equity: \_\_\_\_\_
4. What is the applicant firm's Dun & Bradstreet rating? \_\_\_\_\_
5. Will the applicant pledge any other assets to secure the revenue bonds? If so, please explain:

\_\_\_\_\_  
\_\_\_\_\_

VI. MEASURE OF ECONOMIC GROWTH AND BENEFIT

1. What percentage of sales will be sold locally? \_\_\_\_\_
2. What is the estimated amount of merchandise and services purchased locally, per year?  
\_\_\_\_\_
3. How many people will the project employ? \_\_\_\_\_

VII. GENERAL CONDITIONS

The following conditions are understood and agreed to pursuant to Resolution No. 598.

1. There will be no tax abatement during the term of the bonds. The property is subject to all appropriate property tax levies during the term of the bonds. Lessee shall agree to pay all utility connections, user and service charges.
2. The applicant shall pay to the City at the prescribed time a service fee of \$1,500 per million dollars of issue or \$1,500, whichever is greater, the first year of the Issue and \$1,500 per year for the remaining years of the repayment period to cover administration and other City costs. Such service fee shall be in addition to any payment by the applicant to reimburse the City for costs associated with the review of the proposal.
3. Industrial revenue bonds will not be used to refinance existing debt. This does not include the payment of an existing mortgage on real estate in order to purchase it for the proposed project.



4. The applicant must agree to and reimburse the City for the cost of any legal, financial, or administrative research or work done in reviewing the proposal, writing the leases and other necessary legal documents and researching the qualifications and financial soundness of the proposal and applicant as well as any costs associated with presentation of the notice of bond sale with the Kansas Securities Commissioner as required by law. The City bond counsel will perform a financial evaluation of the applicant.
5. The applicant agrees to immediate annexation of the property Involved If It is not within the City’s corporate limits. In addition, the applicant shall comply with all laws of the City and all requirements established by the City as stated in zoning and building regulations.
6. The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.
7. The Resolution of Intent shall be effective for a period of one year from date of Issue. An extension may be granted by the Governing Body. The applicant is responsible for all related costs if the bonds are not issued.

VIII. REVIEW PROCESS

1. In order to facilitate the timely processing of the application, please attach as part of the proposal the following Items:
  - a. Copy of the firm’s financial audits for the past two years.
  - b. Firm’s most recent annual financial report.
  - c. Interim financial statements, to date, for the current fiscal year.
2. An Industrial revenue bond application must be submitted at least twenty (20) days in advance of the Governing Body’s consideration of any proposal.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**Resolution No. 1317 – Commercial Tax Increment Financed Projects, 1996**

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A RESOLUTION ESTABLISHING A POLICY FOR CONSIDERING AND APPROVING COMMERCIAL TAX INCREMENT FINANCED PROJECTS.

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WHEREAS, the Governing Body is responsible for encouraging and promoting the economic health of the City; and

WHEREAS, the Governing Body is authorized by Kansas law (K.S.A. 12-1770 et seq.) to issue special obligation bonds for the financing of redevelopment projects; and

WHEREAS, the consideration and approval of tax increment financed projects is a complex legal and administrative matter requiring clear direction for the Governing Body;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS, THAT:

**SECTION 1. COMMERCIAL TAX INCREMENT FINANCING POLICY**

It shall be the policy of the City to consider requests from qualified applicants to approve tax increment financing for purposes allowed by law and to approve such financing when, in the opinion of the Governing Body, it is in the best interest of the City to do so, and providing that the proposed use and applicant meet the criteria set forth in this policy.

This policy authorizes the City to issue special obligation bonds for the financing of redevelopment projects. Any tax increment as defined by K.S.A. 12-1770 et seq. resulting from a redevelopment district undertaken in accordance with this policy shall be apportioned to a special fund for the payment of the cost of redevelopment project, including the payment of principal and interest on said special obligation bonds.

Any financial risk involved in a tax increment financed project authorized under this policy will be the sole responsibility of the applicant, not the City of Leawood. No general obligations of the City, including full faith and credit tax increment bonds authorized under K.S.A. 12-1770 et seq., shall be considered as part of this policy.

**SECTION 2. TAX INCREMENT FINANCING OBJECTIVES.**

In reviewing requests to approve commercial tax increment financed projects, the Governing Body shall be guided by whether such a project will substantially meet the challenges outlined within the City of Leawood's Economic Development Strategic Plan, including:

- a) Preserve the City's unique character and distinctive atmosphere
- b) Insure the diversity of the City's economic base
- c) Lessen the City's dependence on property tax as a revenue source



- d) Revitalize the City's existing business climate

### SECTION 3. REVIEW CRITERIA

The following criteria will be used by the Governing Body to judge the desirability and feasibility of proposals:

- a) Tax increment financing will be discouraged when the effect would be to grant the applicant an unfair advantage within the local market structure.
- b) Consideration will be given to projects that promote Leawood as a center for major local, regional and national firms.
- c) The proposed use must be in keeping with the character of Leawood, complementing the City's high standards and quality of life, non-polluting and consistent with all planning and development requirements, policies, ordinances and codes.
- d) The proposed use must have a positive impact on the community and not threaten public facilities, streets or other public improvements.
- e) Consideration will be given to redevelopment projects in areas zoned CP-1, CP-2 and/or PI. Proposed projects must promote property investment and urban renewal within existing commercial developments.

### SECTION 4. APPROVAL CONDITIONS

Prior to the approval of tax increment financing, the Governing Body must be satisfied that the objectives and criteria for review established in the policy have been met. Further, all proposals shall be subject to the following conditions:

- a) The proceeds of special obligation bonds issued under this policy may be used implement the redevelopment plan as outlined in the K.S.A. 12-1773(b) and amendments thereto. As defined by law, none of the proceeds from the sale of such bonds that shall be used for the construction of buildings or other structures to be owned by the applicant.
- b) Any special obligation bond issued under this policy will utilize a maturity schedule payable over a period as short as financially practical.
- c) With regard to any special obligation bond issued under this policy, if the bond is offered to the public, an investment grade rating must be assigned to the issue; if the bond is privately placed, it may be issued without a rating, but must be sold to an accredited investor as that term is defined by securities industry standards.



- d) As outlined in K.S.A. 12-1774, should the City issue a special obligation bond to finance the undertaking of a redevelopment project in accordance with state law and this policy, such special obligation bonds shall be made payable, both as to principal and interest, from:
- i.) Property tax increment allocated to and paid into a special fund of the city;
  - ii.) Revenues of the City derived from or held in connection with the undertaking and carrying out the redevelopment project;
  - iii.) Any private sources, contributions or financial assistance from the state or federal government;
  - iv.) A pledge of a portion or all increased revenue received by the city from franchise fees collected from utilities and other businesses using public right-of-way within the development district;
  - v.) A pledge or portion or all of the revenue received by the City from sales taxes;
  - vi.) Or any combination of these methods.
- e) Should the annual increment fall short of the amount necessary to pay the principal and interest of the special obligation bonds issued under this policy, the remaining amount payable is the responsibility of the applicant, not the City.
- f) Annual monitoring to insure that the criteria for review established in this policy continue to be met will be required. Should monitoring indicate that the criteria established in this policy are not being met, the tax increment financing of the project will default and the repayment of the special obligation bond will become the responsibility of the applicant.
- g) The applicant shall pay to the Leawood Economic Development Council an economic development fee equal to ten percent (10%) of the tax increment for the first two years of the TIF project.

Said fee will be required in lieu of a performance bond to insure the successfulness of the project. Should the developer cease to operate and/or abandon the project, said funds will be used to assist in redeveloping the property.

- h) The applicant must agree to and reimburse the City for all costs related to the issuing of the bond, including any legal, financial or administrative research, any costs related to the feasibility study required by Kansas law, and work done in reviewing the proposal, writing the leases or other necessary documents and researching the qualification and financial soundness of the proposal and



application, as well as any costs associated with presentation of the notice of bond also with the Kansas Board of Tax Appeals are required by law. The city's Bond Counsel will prepare related documents. The city or its designee will perform a financial evaluation of the application.

- i) The applicant shall comply with all laws of the City as well as zoning and building regulations.
- j) The City will request a Sales Tax Exemption Certificate for the project under conditions established by the State of Kansas.
- k) The Resolution of Internet shall be effective for a period of one year from the date of issue. An extension may be granted by the Governing Body. The Applicant is responsible for all related costs if the bonds are not issued.
- l) An application for a tax increment financed project must be submitted at least twenty (20) days in advance of the Governing Body's consideration of such proposal.

#### SECTION 5. AUTHORITY OF GOVERNING BODY.

The Governing Body, by its inherent authority, reserves the right to reject any tax increment financing proposal when it considers such action to be in the best interest of the City.

Passed by the Governing Body this, the 5<sup>th</sup> day of August, 1996.

Approved by the Mayor this, the 5<sup>th</sup> day of August 1996.

(SEAL)

/S/ Marcia Rinehart  
Marcia Rinehart, Mayor

Attest:

/S/ Martha Heizer  
Martha Heizer, City Clerk



## Special Benefit District Assessment Policy

### OBJECTIVES

- To provide for public improvements such as streets, stormwater management, etc., associated with the real estate development within the City through the use of Special Benefit District Assessment financing for projects with 100% of the property owners requesting the district to be formed.
- To provide adequate assurance to the City for the repayment of any bonds issued for the benefit district property.

### SCOPE

Property owner or developer wishing to seek financial help from the City to develop within the City.

### PROVISIONS

Following Governing Body approval of the Final Development Plan for a proposed project, the City of Leawood may facilitate new development by providing for the installation of public improvements upon submission of a valid petition (approved by City staff) of the requisite property owners, the required financial commitment, and acceptance by the Governing Body as required by law. Said commitment is considered to be provided whenever the City has been furnished by all requisite property owners with a financial guarantee (irrevocable Letter of Credit in such form and by such issuer to be acceptable to the City) equal to 35% of the estimated total cost of the improvements in the Benefit District or equal to five [5] years of estimated principal and interest payments, whichever is greater on any long term debt issued under K.S.A. § 12-6(a)01 et seq.

The acceptance of Letters of Credit will be that the issuing Bank for a Letter of Credit must be rated with at least three stars by Bankrate.com. The Letter of Credit must then be confirmed from the Federal Home Loan Bank of either Kansas or Missouri.

The issuance of Special Benefit District debt will be considered only for projects when the estimated cost of improvements totals \$1.0 million or more.

The required funding or financial guarantee shall be provided prior to the City approving any benefit district by resolution of intent or by resolution authorizing the improvement. At the time any bonds are issued, if the actual cost is less than the estimated cost, then the financial guarantee may be reduced accordingly. The financial guarantee shall be applied annually to satisfy the principal and interest costs of bonded public improvements of the District should any applicable special assessments not be paid when due.

The financial guarantee may be released upon request of the developer when certificates of occupancy are issued for at least 35% of the square footage of the most recent final development plan approved by the City Council. The City Council, by resolution, may release or reduce the funding or financial guarantee after five [5] consecutive years of timely payments of all property taxes and/or special assessments imposed within the approved Benefit District.



Special Benefit District Assessment financing will not be approved if the petitioner(s) has a financial interest in an existing development that has delinquent property taxes and/or special assessments.

Installation of public improvements with special assessment financing may be authorized by the Governing Body without a financial commitment when deemed to be in the public interest and when one or more of the following conditions exist:

1. Improvements are initiated by action of the Governing Body [and not by petition].
2. The majority of land in the Benefit District is in public ownership.
3. The Benefit District is in multiple ownership and a majority of the land therein is developed with residences or other municipal buildings.

Pursuant to the City's Debt Policy, the Special Benefit District Debt will be financed with a 10-year level payment amortization term, however, upon approval by the Governing Body, Benefit District debt may be extended up to a 15-year term. In no event will Special Benefit District debt be issued when the cost of the improvements to be financed is less than \$1 million.

In general, all public improvement projects associated with any approved Special Benefit District [SBD] will be bid by the Public Works Department and administered by the City.

If a funding or financial guarantee must be drawn upon to pay any delinquent special assessment(s), then such amount drawn will be applied to any parcel(s) in the approved Benefit District that have not made a timely payment, in accordance with the Johnson County Treasurer's Office. If the funding or financial guarantee amount is insufficient to cover the total delinquencies in the approved Benefit District, then the amount will be applied on a prorated basis and recertified to the County.

### **PROCEDURES**

Petition form and petition instruction are attached hereto and made a part of the Policy Statement.

### **RESPONSIBILITY FOR ENFORCEMENT**

The City Administrator shall be responsible to the Governing Body for the enforcement of the Special Assessment Policy. The Finance Director shall assist in the implementation of this Policy.

### **REFERENCES**

Adopted by Resolution No. 694 [03-18-1985]  
Revised by Resolution No. 1518 [04-03-2000]  
Revised by Resolution No. 1615 [06-18-2001]  
Revised by Resolution No. 2072 [09-02-2003]  
Revised by Resolution No. 2222 [05-03-2004]  
Revised by Resolution No. 2299 [10-18-2004]  
Revised by Resolution No. 3257 [09-08-2009]  
Revised by Resolution No. 3761 [03-05-2012]



## Transportation Development Districts

The policy regarding Transportation Development Districts [TDD] is addressed in the City's Debt Management Policy. The sections relating to TDD debt issuance is reflected below. For more information, please see the section titled "Debt Management Policy" in this document.

Section 11: Transportation Development Districts. The formation of a Transportation Development District [TDD] will be considered by the Governing Body on a case by case basis. The Governing Body will only consider pay-as-you-go [PAYGO] financing funded through a sales tax and/or special property tax assessment. However, bonded indebtedness may be considered by the Governing Body in the case of burying or relocating utility lines. A TDD Project will be initiated by petition pursuant to the TDD Act. The Developer shall comply with all of the statutory requirements of a TDD project. The Developer shall also be responsible for providing a description of the improvements to be financed, a timetable for such improvements to be completed and an itemized listing and estimated total cost of said improvements with the TDD petition. The Governing Body reserves the right to approve any or part of any petition submitted including which costs may be reimbursed, provided, however that in no event shall interest costs be subject to reimbursement from TDD revenues on a pay-as-you-go project. All costs subject to reimbursement from TDD proceeds shall be certified by the City and/or an outside consultant retained by the City prior to any reimbursement payment being made.

Section 17: Length of Debt. Debt will be structured for the shortest period consistent with a fair allocation of costs to current and future beneficiaries or users (Guidelines: - 15 years for General Obligations Debt; 20 years for land, parks and buildings; and 15 to 20 years for Revenue Bonds). Benefit District Debt has a 10 year length; however, upon special approval by the Governing Body, benefit district debt may be extended up to a 15 year term. Transportation Development District [TDD] has a 10-year length however, upon special approval by the Governing Body; this debt may be extended up to a maximum of 22 years, in accordance with Kansas State Statute. The term will commence with the imposition of the tax.

The City's Debt Management Policy,

### REFERENCES:

Adopted by Resolution No. 1518 [April 3, 2000]

Revised by Resolution No. 2221 [May 3, 2004]

Revised by Resolution No. 2789 [May 5, 2007]

Revised by Resolution No. 3334 [February 1, 2010]

Revised by Resolution No. 3553 [March 7, 2011]

Revised by Resolution No. 3931 [November 19, 2012]



## Community Improvement District Policy

RESOLUTION NO. \_\_\_\_\_ 4570 \_\_\_\_\_

### A RESOLUTION AMENDING THE CITY OF LEAWOOD'S COMMUNITY IMPROVEMENT DISTRICT ["CID"] POLICY AND REPEALING RESOLUTION NO. 3930.

WHEREAS, the Kansas Community Improvement District Act, K.S.A. 12-6a26 et seq. [the "Act"] authorizes the governing body of any city to create community improvement districts ("Improvement Districts" or "CIDs") to enable public financing of all or a portion of certain projects or infrastructure improvements in order to encourage and promote economic development, tourism and community investment within a CID; and

WHEREAS, the Act further authorizes governing bodies, in order to pay the costs of such Projects (as defined herein), to impose a sales tax over and above the aggregate amount of the retailers' sales tax contained in K.S.A. 12-187 through 12-197, and amendments thereto, on the selling of tangible personal property at retail or rendering or furnishing services within Improvement Districts in any increment of .10% or .25%, not to exceed 2.0%, to levy special assessments upon property within such Improvement Districts, to issue special and or general obligation revenue bonds payable from such CID sales taxes and/or special assessments, or to reimburse the cost of the Project pursuant to Pay-As-You-Go financing (collectively, "CID Financing").

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LEAWOOD, KANSAS:**

#### **Section 1. Objectives.**

The primary objective of this policy is to establish CID guidelines to enable public financing of all or a portion of a Project. A Project should provide a benefit to the public, strengthen economic development, reduce blight, or upgrade older real estate through exterior redevelopment or rehabilitation. Public financing



may be achieved by levying and collecting a sales tax in any increment of .10% or .25%, not to exceed 1.0% (“CID Sales Tax”).

### **Section 2. Scope.**

This policy will apply when an owner or developer of land (“Petitioner”) submits a proper petition (“CID Petition”) and application to create a CID and/or utilize CID financing to fund approved Projects. The authority and decision to approve a CID Petition is within the sole discretion of the Governing Body. This policy is intended to provide guidelines only, and the Governing Body reserves its right to deviate from this Policy when it deems it to be in the best interest of the City.

The City of Leawood may consider establishment of CIDs, when the Governing Body deems it appropriate for certain Projects. In such case, Projects shall be financed by a CID Sales Tax on the sale of tangible personal property at retail or rendering or furnishing services taxable pursuant to the provisions of the Kansas Retailers’ Sales Tax Act, and amendments thereto, within the CID. The City, in accordance with the Act and in addition to and notwithstanding any limitations on the aggregate amount of the retailers’ sales tax contained in K.S.A. 12-187 through 12-197, may, at its sole discretion, levy a CID Sales Tax within the CID area, all of which may be pledged for pay-as-you-go financing of the verified costs of approved Projects.

### **Section 3. Definitions.**

“Cost” means the definition set out in K.S.A. 12-6a27(f) as amended except as further set forth in this policy. The term Cost does not include: (a) costs incurred prior to CID establishment, (b) a developer’s attorney’s fees, financial advisor fees, real estate commissions, developer fees and fees paid to consultants representing developers, and (c) interest costs. The term “Cost” may include engineering and architectural fees, environmental and geotechnical consultant fees and other similar due diligence expenses associated with a Project. Costs approved for reimbursement associated with an established CID must be as approved by the Governing Body in a development agreement entered into by and between the Petitioners and the City.

“Pay-As-You-Go” means a method of financing in which the costs of a Project are financed without notes or bonds, and the approved and verified costs of a Project are reimbursed after Project completion or



completion of a phase of the Project as monies are deposited in the CID Fund (defined herein), all as approved by the Governing Body in an agreement between the Petitioner and the City [Development Agreement].

“Project” may include projects deemed eligible under this policy and that are otherwise eligible under the Act. The City reserves the right to exclude otherwise eligible Projects under the Act; determine eligible and ineligible projects, and determine the amount of funding for a Project on a case by case basis.

#### **Section 4. Criteria.**

The Governing Body may consider establishment of a CID when it determines it is in the City’s best interest and provided that it meets one or more of the following criteria:

1. The Project would attract and promote mixed use development.
2. The CID area has unique site constraints making development more difficult and costly.
3. The Project would substantially promote economic development.
4. The Project would incorporate higher standards for the design and construction of improvements than the minimum requirements under the Leawood Development Ordinance.
5. The Project encourages redevelopment, renovation or rehabilitation of commercial properties.
6. The Project incorporates the construction of public infrastructure.

#### **Section 5. Project Eligibility.**

The City of Leawood has determined that CID Financing is appropriate for redevelopment or renovation of existing developments that were built at least twenty (20) years prior to the date of the petition. The 20 year period shall be measured from the date of the first building permit issued for building construction in the development. The following Projects pertaining to such developments, if otherwise qualified under the Act, may be eligible for CID Financing under this policy:

- A. Projects within the CID area to acquire, improve, construct, demolish, remove, renovate, reconstruct, rehabilitate, restore, replace, renew, repair, install, relocate, furnish, equip or extend:
  1. The exterior of buildings, structures, marquees and facilities;
  2. Sidewalks, streets, roads, interchanges, highway access roads, intersections, alleys, parking lots, bridges, tunnels, traffic signs and signals, utilities, pedestrian or bicycle amenities, public transit options, drainage systems, water systems, storm systems, sewer systems, lift stations, underground gas, and water mains and extensions;
  3. Parking garages;
  4. Streetscape, exterior lighting, street light fixtures, street light connections, street light facilities, and exterior benches, walls and barriers;
  5. Parks, lawns, trees and other landscape;
  6. Awnings and canopies;
  7. Bus stops and other outdoor shelters; and



8. Outdoor cultural amenities, including but not limited to, sculptures and fountains.
- B. Within the District, to operate or to contract for the provision of parking lots or garages.
- C. The following project types are not eligible for CID financing:
  1. Roof installation, maintenance or repair;
  2. HVAC installation, maintenance or repair; or
  3. General maintenance items.

#### **Section 6. Procedure.**

The City shall consider creation of a CID for improvements shown on an approved Preliminary Development Plan after receipt of a completed CID application and petition (“CID Petition) and a fee in the amount of \$500. The completed CID Petition and application will be reviewed by the City’s staff, including the City Administrator, City Attorney and Finance Director.

#### **A. Application.**

At submission of the application to the City for establishment of a CID, the Petitioner shall also provide the following information:

1. Evidence in a form satisfactory to the City of the Petitioner’s financial ability to complete the proposed project in a timely manner.
2. Documentation substantiating the Petitioner’s sources of funding, including the amount/percentage of equity funding.
3. Submission of a pro forma with project feasibility analysis.
4. Payment of all required fees and compliance with all procedural requirements of the Act and the City’s CID Policy.
5. Copy of approved Preliminary Development Plan.
6. Draft of a Development Agreement to be executed contemporaneous with establishment of the CID.

#### **B. Application Process.**

The City’s staff will first review the application and any supplemental information requested by the City Administrator. The review will determine whether the proposed CID fulfills the criteria and objectives of this policy. If the City Administrator determines that the proposed CID meets the criteria and objectives of the policy, a Governing Body work session will be scheduled to review the CID application for preliminary consideration. If the application is favorably considered, then the Governing Body may direct staff to work with the applicant to prepare a formal petition and resolution to call a public hearing.



### C. Petition.

The procedure for Governing Body consideration will be in compliance with the Act and this policy and shall meet the following minimum requirements:

1. **Petition Sufficiency.** It is a goal of the Council that the CID Petition be signed by the owners of 100% of the property within the proposed district. However, if the Petitioner submits evidence that 100% participation cannot be achieved due to extenuating circumstances then the Governing Body may, in its sole discretion, choose to accept the Petition with less than 100% participation. In no case shall the signatures submitted be less than a minimum of owners of more than fifty-five percent (55%) of the land area within the proposed district, and owners collectively owning more than fifty-five percent (55%) by assessed value of the land area within the proposed district as required by the Act.
2. **Petition Submittal Requirements.** The CID Petition must contain a description of the following:
  - a. The general nature of the Project;
  - b. The estimated cost of the Project, supplemented by a preliminary budget describing each element of the Project proposed to be paid for by CID Sales Tax;
  - c. The proposed method of financing the Project;
  - d. A statement that there will be no assessments;
  - e. The proposed amount of any CID sales tax; and
  - f. A map and legal description of the proposed District.
3. **Public Hearing Procedure.** The City may, at any time, request such additional information as it deems necessary and appropriate. The CID Petition and Resolution calling for a public hearing will be placed on a Governing Body agenda, after approval of a final development plan for the property [and may be heard on the same agenda].

After review of a completed CID Petition and accompanying information by the City staff, the Governing Body shall, by resolution, direct and order a public hearing on the advisability of creating such Improvement District and the construction of such Projects therein. Such resolution shall direct that notice of the hearing be given by publication at least once each week for two (2)



consecutive weeks in the official City Newspaper and by certified mail to all property owners within the proposed Improvement District, with the second publication to be at least seven (7) days prior to the hearing and such certified mail sent at least ten (10) days prior to such hearing. The notice of public hearing shall contain the following information:

1. The time and place of the hearing;
2. The general nature of the proposed Improvement Project;
3. The estimated cost of the proposed Improvement Project;
4. The proposed method of financing the costs of the Project;
5. The proposed amount of the CID Sales Tax;
6. Notation that there will be no assessments; and
7. A map and legal description of the proposed Improvement District.

A copy of the notice shall also be made available on the City's website.

4. **Governing Body Findings.** After the Public Hearing is conducted on the proposed CID, the Governing Body shall determine the advisability of creating an Improvement District in accordance with section 7 below, setting forth the boundaries thereof, authorizing the proposed Projects, approving the maximum Costs thereof and approving the method of financing the same. Such determinations will be made by adoption of an ordinance. Any approved CID Sales Tax will be approved by separate ordinance.

#### **Section 7. Consideration.**

The Governing Body shall review and evaluate each CID Petition on its merits which may include, but not be limited to the following factors:

1. The Petitioner's history of timely payment of property taxes.
2. Whether the CID meets the criteria stated herein.
3. The total development costs and investment, including estimated Project costs for which public financing and CID financing is sought;
4. Sources of funding, including the amount of equity funding in comparison to CID financing;
5. Similar experience and financial stability of developer or owner;
6. Whether or not tenants for the Project are in place and the nature and quality of the tenants;
7. Economic competition the Project has and is expected to have in the future;
8. The amount and purpose of the funding request, including the percentage of funding for capital costs and public infrastructure costs;
9. Strong consideration will be given to Projects which add to and diversify the Leawood tax base as well as Projects which would provide an extraordinary or particularly unique community-wide economic opportunity. Evaluation criteria to be used in determining economic benefit to the community shall include, but shall not be limited to, consideration of the amount of capital investment and a determination of whether the proposed Project enables



- the development and location of new products, services and amenities in the City rather than the relocation of existing City businesses.
10. The Governing Body will give strong consideration for a CID that will be located in a targeted area for economic development or redevelopment, has specific site constraints making development more difficult or costly, or is considered in need of rehabilitation in some way.
  11. The City may require higher standards for the design of improvements and materials used in making improvements within a CID. Preference will be given to businesses that practice sustainable design practices, including but not limited to, energy efficient construction, use of recycled materials, use of native and drought-resistant landscaping, and conservation of natural hydrological systems. The proposed use must be clean, nonpolluting and consistent with all City policies, ordinances, and codes. The Governing Body may require additional stipulations or revisions to the approved Final Development Plan.
  12. All Projects should be consistent with the City's Comprehensive Plan, street improvement plans, approved Preliminary Development Plans and any special established corridor plans. The City will consult these plans for consistency prior to the City approving any proposed CID. Preference will be given to Projects which enhance pedestrian, bicycle, or public transit options. If a Project requires a rezoning in addition to any rezoning required within the CID, the Petitioner shall demonstrate the Project's compatibility with land use, capital improvement, and other relevant plans of the City.
  13. Preference will be given to those projects which bring the existing development into compliance with the City's current Leawood Development Ordinance.

#### **Section 8. Term.**

The Governing Body shall review the financial feasibility of each CID and shall use this information in determining the appropriate term of the CID which may be less than the duration allowed by the Act. The CID Sales Tax shall expire on a date approved by the City, but no later than 22 years from the date the state Director of Taxation begins collecting such tax or when the pay-as-you-go costs have been paid, whichever comes first.

#### **Section 9. Financing.**

The cost of all or a portion of any approved and authorized Project shall be financed by pay-as-you-go financing based on CID Sales Tax within the Improvement District.

After review and prior to presentation of the CID Petition to the Governing Body, the staff will work with the Petitioner on a Development Agreement which shall be presented to the Governing Body for consideration, contemporaneous with the CID Petition. The Development Agreement must be executed prior to or simultaneously with the creation of the CID and shall address the recommended method of financing, approved Projects and approved Costs, the feasibility of the Project, and other terms the City deems appropriate.

**Section 10. Project Funds.**

A separate fund shall be created for each CID (“CID Fund”) and such fund shall be identified by a suitable title. CID sales Tax receipts shall be credited to such fund. The CID Fund shall be solely used to pay the approved and verified Costs of the Project. Reimbursement of approved Costs may only be made after a certificate of completion of the Project or phase of the Project has been issued by the City.

In the event moneys remain in the CID Fund after the expiration of the CID Sales Tax, such moneys shall continue to be used solely to pay the Cost of the Project. Upon payment of all Project Costs, the City has the authority to terminate the CID and spend any moneys remaining in such fund for the purposes which local sales tax receipts may be spent.

**Section 11. Fees.**

When submitting its application, the Petitioner shall pay a non-refundable application fee in the amount of \$500 to cover City expenses associated with reviewing and processing the CID Petition. The City may also require the Petitioner to submit a retainer or enter into a funding agreement to finance costs incurred by the City for additional legal, financial and/or planning consultants; for direct out-of-pocket expenses and for other costs relating to services rendered for the City to review, evaluate, process and consider the CID Petition.

The Petitioner shall also be responsible for paying an annual administrative fee to cover the cost of monitoring and administering the CID in an amount not to exceed 2.5% of the total approved amount of CID revenues received by the City from the State Department of Revenue each year which shall be deducted from the Project Funds each year.

**Section 12. Criteria and Adjustments.**

A. **Projected Payoff.** The total amount of CID assistance provided for projects will be based on the economic payoff expectations of the Project and the Project’s significance to the community. In general, the goal for Projects would be a 10-year payoff. Longer periods may be considered up to the maximum statutory payoff period of 22 years from creation of the Improvement District if a determination is made that the Project is of community-wide significance.



**B. Developer Contribution & Cost Allocation.** Each Petition should include evidence that the Petitioner or someone on Petitioner’s behalf will do the following:

1. Have the financial ability to complete and operate the Project,
2. Will meet at least one of the following private financing thresholds: (a) provide private financing of at least twenty-five percent (25%) of the total cost of the Project [exterior improvements]; or (b) provide private financing of at least fifty percent (50%) of all work being done on a redevelopment project, including interior renovation. Projects with equity or private financing contributions from the developer in excess of the percent required above will be viewed more favorably,

**C. Project Completion.** The City will require satisfactory assurance that the Project will be completed in a timely manner in accordance with the Development Agreement.

**Section 13:** Resolution no. 3930 is hereby repealed.

**Section 14:** This resolution shall become effective upon passage.

PASSED by the Governing Body this 15<sup>th</sup> day of February, 2016.

APPROVED by the Mayor this 15<sup>th</sup> day of February, 2016.

/s/ Peggy J. Dunn  
Peggy J. Dunn, Mayor

[SEAL]

ATTEST:

/s/ Debra Harper  
Debra Harper, CMC, City Clerk

APPROVED AS TO FORM:

/s/ Patricia A. Bennett  
Patricia A. Bennett, City Attorney