Economic Development and Finance
Standing Committee Meeting Agenda
Monday, October 9, 2023
5:00 PM

Location: Hybrid

We invite you to view the meeting in person in the 5th Floor Conference Room, Suite 515, Municipal Office Building, 701 N. 7th Street, Kansas City, Kansas, or virtually via a Zoom webinar.

Please click this URL to join. https://us02web.zoom.us/s/87018709021
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US: +1 719 359 4580 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799 or +1 669 444 9171 or +1 669 900 9128 or +1 646 931 3860 or +1 689 278 1000 or +1 301 715 8592 or +1 305 224 1968 or +1 309 205 3325 or +1 312 626 6799 or +1 360 209 5623 or +1 386 347 5053 or +1 507 473 4847 or +1 564 217 2000 or +1 646 558 8656 or 888 475 4499 (Toll-Free) or 877 853 5257 (Toll-Free)
Webinar ID: 870 1870 9021
International numbers available: https://us02web.zoom.us/u/kec9vZbFFL

Name	Absent
Commissioner Tom Burroughs, Chair	☐
Commissioner Brian McKiernan	☐
Commissioner Chuck Stites	☐
Commissioner Gayle Townsend	☐
Commissioner Andrew Davis	☐
David Haley, BPU Member	☐

I. Call to Order/Roll Call

II. Revisions to October 9, 2023 Agenda

III. Approval of standing committee minutes from December 5, 2022.

IV. Committee Agenda

Item No. 1 - RESOLUTION: WOODSIDE IRB'S

Synopsis: Adopting a resolution determining the intent to issue Industrial Revenue Bonds in the amount of not to exceed $52,927,000 to finance the costs and equipping a Commercial Multifamily facility for the benefit of 4601 Rainbow, LLC., submitted by Jeff Conway, Assistant Counsel, Legal Department.

Tracking #: 212767

Item No. 2 - UPDATE: UG OWNED LAND REDEVELOPMENT RFQ/RFP

Synopsis: An update on the RFQ/RFP process for the redevelopment of UG owned land, including review of pre-qualified lists, county-wide market analysis and next steps, submitted by Gunnar H. Hand, AICP, Director of Planning and Urban Design.

For information only

Tracking #: 212759

Item No. 3 - RESOLUTION/ORDINANCE: DEBT PROJECT AUTHORIZATIONS

Synopsis: A resolution and Ordinance authorizing 2024 debt projects, submitted by Debbie Jonscher, Interim Chief Financial Officer.

Tracking #: 212769

V. Public Agenda

VI. Adjourn

ECONOMIC DEVELOPMENT AND FINANCE
STANDING COMMITTEE MINUTES
Monday, December 5, 2022

The meeting of the Economic Development and Finance Standing Committee was held on Monday, December 5, 2022, at 5:04 p.m. The following members were present: Commissioner Burroughs, Chairman; Commissioners Davis, Townsend, McKiernan, Stites, and BPU Board Member Haley. The following officials were also in attendance: Alan Howze, Assistant County Administrator; Patrick Waters, Deputy Chief Counsel; Sarah White, Public Works Project Manager; Andrea Vinyard, Acting County Treasurer, Debbie Jonscher, Deputy Chief Financial Officer; and Tifani Portley Lott, Clerk's Office.

Chairman Burroughs said let's go ahead and get started. We're having a little bit of technical difficulty. That puts us about five minutes late on the agenda this evening, but I believe we're efficient as a committee, so what I would like to do before I call the meeting to order, I do want to announce that some committee members, staff, and the public are attending remotely via Zoom as well as on-site. All participants joining by phone should mute their phones when not speaking to avoid background noise. During the meeting, I ask that you please make sure that you announce yourself by name and title every time you speak so the public that is observing knows who is speaking. This is critical given the number of remote participants and is current guidance from the Kansas Attorney General.

The public is allowed to participate by Zoom or submit comments by email prior to the meeting and those comments will be included in the record of this meeting. The public may also indicate their intent to provide remote public comments by contacting the Clerk's Office by 5:00 p.m. the Thursday before the meeting. The public also will have an opportunity to provide brief comments either by telephone or via Zoom from the 5th Floor Conference Room of the Municipal Office building.

Chairman Burroughs called the meeting to order. Roll call was taken and all members were present as shown above.

Chairman Burroughs said there are no revisions to tonight's agenda and there are no minutes to approve.

<u>Committee Agenda</u>

Item No. 1 – 212134…RESOLUTION: SECOND AMENDMENT TO THE KAW BRIDGE DEVELOPMENT

Synopsis: A resolution approving a Second Amendment to the Kaw Bridge Development Agreement, submitted by Patrick Waters, Deputy Chief Counsel.

Patrick Waters, Deputy Chief Counsel, said I just wanted to go through why we are here tonight to talk a little bit first about some of the progress that we've had.

Progress to Date on Closing Conditions

Developer's Private Financing Plan- complete

CID Approval– complete

TIF District Approval– complete

Industrial Revenue Bond approval- complete

Acquisition of Bridge from KCMO- complete* (still working with title company on the title policy)

Acquisition of 557 River Park Dr. for parking lot complete

Recording of Condominium Plat- partially complete(documents ready, just waiting for closing to record)

Execution of Bridge Lease and Management Agreement- partially complete(documents ready, just waiting for closing to execute)

Since June of 2021 when we approved the original development agreement, I wanted to go over some of the things that have been completed. The Developer's Private Financing Plan is now complete. We have approved the Community Improvement District. We've approved the Tax Increment Finance District, the Industrial Revenue Bonds have been approved. Kansas City, Missouri has given the deed to the bridge to us and just working with the title company on some final policy issues. We've acquired Parcel 557 River Park Drive. That's on the west side of the bridge and that will be for future parking.

Then, we've just got a couple documents left. There's a Condominium Plat where we're separating out the public part of the bridge where the trail crossing versus the private part where the developer will have their stores and restaurants. Then, the execution of the Lease and Management Agreement. Again, those documents are complete and they will be signed at final closing.

Why a Second Amendment is needed.

Kaw Valley Drainage District and UG professional engineering staff recommend raising the bridge approximately four feet.

Estimated cost is $850,000. UG is still working on identifying a funding source.

Although closing is possible by December 31st, additional time may be needed to figure out these issues.

Finally, the completion date under the current DA, July 1, 2023, is not realistic and needs to be extended.

Why is a Second Amendment needed? Recently we found out that the Kaw Valley Drainage District and the Unified Government professional staff are recommending that the bridge needs to be raised approximately four feet. We have Public Works here if you want to understand the technical details of this. Basically, it's the professional engineering judgment that in order to mitigate any potential flooding issues in like a once in a generation type flood that if we're going to do this project and put this kind of investment in it, it should be raised and this is the time to do it.

Again, Public Works can talk about the technicalities of that, but basically, we're looking at about $850,000 for this raise and we are still trying to identify a funding source for this. We have a December 31st closing date that was baked into the original development agreement. With this issue alone, we felt like it was worth it to come to the Commission and say we need a little time to figure this out, figure out some funding issues involving this. So, we thought it was best to come to this committee and get that extension.

Regardless of this funding issue and bridge raise issue, there's the fact that under the current development agreement, we set a completion date for the developer of July 1, 2023. That's just not realistic right now. There's no way that can be built out in that timeframe. The developer is looking for a spring 2024 open. So, this Second Amendment would give the developer additional time for completion.

What would the Second Amendment do?

1. Extends the Closing Date to July 1, 2023.

2. Allow the UG to recover ½ the cost of the bridge raise through TIF and CID proceeds.

3. Extends the "Completion Date" for developer from July 1, 2023, date to sixteen months from the start of construction*

*(Developer plans a Spring 2024 opening.)

Again, just to kind of summarize what this Second Amendment does. It extends the closing date to July 1, 2023. We don't think we're going to need that much time to figure out the funding issue and. the bridge raise and all that, but we just didn't want to have to come back to the Commission again. So, we set it out for more than enough time. What it allows is until we figure out the overall funding issue, what it would allow is it would allow us to recover at least half the cost of that bridge raise through the TIF and CID proceeds that we will recover.

You may recall, the original development agreement in which we are providing the developer with $2M to assist in the development of that bridge the Unified Government gets to repay itself through the TIF and CID proceeds. The developer has to wait until we repay ourselves before they get any of those CID proceeds. What the developer here has said is that we can tack on as essentially an additional $425,000 to that reimbursement, so that is a concession by the developer because it will now take longer for them to start tapping into those CID funds. We will be able to repay ourselves for at least half of that bridge raise. We're looking at additional funding, additional grants and, hopefully, we can cover all of that, but at least we have that now in this amendment.

Again, it extends the completion date for the developer from July 1st to a date that is 16 months from the start of construction and that should give them sufficient time for that spring 2024 opening.

That was all I have. I do have the developer's representatives tonight. They have a short PowerPoint. They would like to give you a quick update about what they've been working on since the development agreement was signed.

Commissioner Stites said, Commissioner McKiernan, I don't know if you're able to see or not, but I have my hand up whenever you will allow me to ask a question. **Commissioner McKiernan** said actually this would be Commissioner Burroughs. **Commissioner Stites** said oh, I'm sorry, Commissioner Burroughs, that's correct.

Chairman Burroughs asked, Commissioner Stites, do you have a question at this time because we're getting ready to have the presentation. Does your question come before the presentation? **Commissioner Stites** said it'll be really quick. So, the question is this. This development agreement was put in place prior to me being elected, is the CID capped out, is it a 2% CID? **Mr. Waters** said yes, Commissioner, I believe so. Again, the Unified Government gets first proceeds on that and then after we recoup our costs, then the developer can start getting reimbursement for their CID, no cost. **Commissioner Stites** said okay, thanks. I know it can be up to 2% so that's why I was asking.

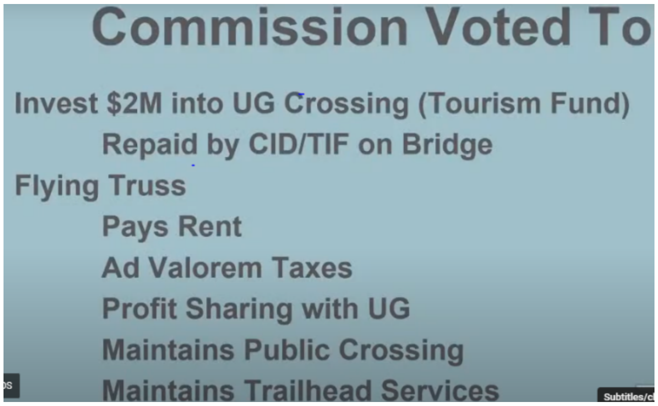
Chairman Burroughs asked, Commissioner McKiernan, do you have any questions? **Commissioner McKiernan** said no, I'm good.

Mike Laddin, Chief Financial Officer with Flying Truss LLC, said we are the other half of the development agreement and my goal here this evening is to give you an update and also walk you through what you're going to have when we're finished.

Just as a reminder, this is truly the world's first project of its kind on a railroad bridge. It will be the first public crossing with the trailhead. It's got community spaces and an entertainment district and we've got a minute, thirty second video that shows you the actual architectural renderings of the final design.

The video was shown.

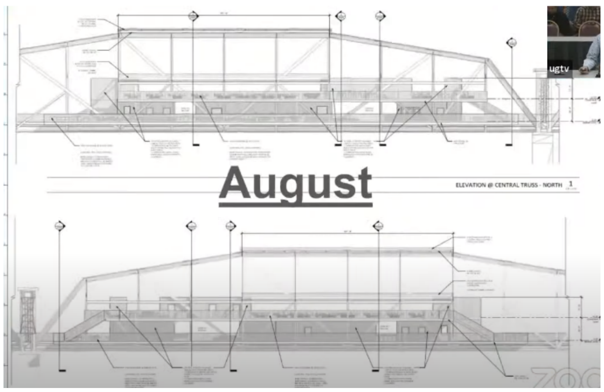
Mr. Laddin said and, yes, we will be able to project on that screen that's seen from a couple different highways.



Just a reminder, last year the Commission unanimously voted to invest $2M in the UG Crossing. The Unified Government approached us originally about having a bicycle crossing which is now built into the plans. The first trailhead bicycle crossing on a bridge over a river in the United States. The $2M and half the bridge raise is repaid by the CID/TIF and Flying Truss pays rent to the UG. We pay Ad Valorem taxes. There's profit sharing with the UG built into the development agreement and it's also Flying Truss responsibility to maintain the public crossing and maintain the trailhead services throughout the year even when our businesses are closed. I'm reminding you it's approximately a nine month a year operation, but the bridge will still be open in the wintertime even though the businesses will not.

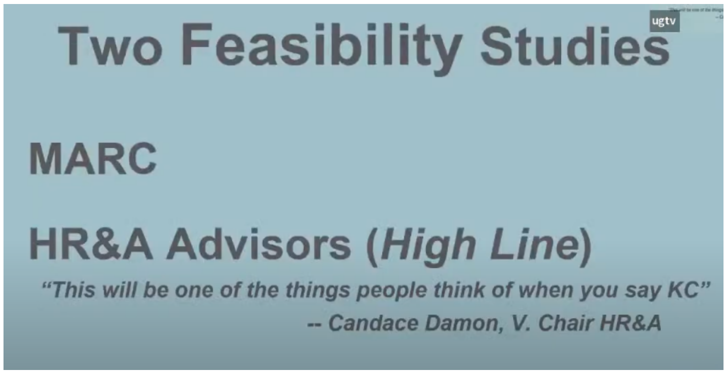
So far Flying Truss has raised $7M in both philanthropic and equity sales. This is a listing of what we're considering our lead investors and philanthropic donors. David Brain is the founder of a company that's traded on the New York Stock Exchange called Entertainment Properties REIT and he's a board member as well of Flying Truss. If someone knows entertainment properties in the United States, David Brain is at the top of the list; Tom McDonnell, retired CEO and founder of DST, David Lockton, Shirley & Barnett Helzberg, the Sunderland Foundation, the founder of

Blue Valley Bank, Bill & Kathi Wilhite, Prime Investments over in the UG and John McDonald, founder of Boulevard Beer and there's others. These equity investors invested because they saw it as a good business opportunity, but most importantly, they're Kansas City proud and they understand what having this bridge will mean for Kansas City being the first in the world to have one and also activating the Kansas River as a recreational waterway in the heart of the metropolitan area.



We submitted our final plans in August. We're getting comments back.

We've also held cost socials. It's grown into a broad community effort and this is one of our social events down on the levee top before the levee raise began.



We've had two different feasibility studies. One by the Mid-America Regional Council and the other by HR&A Advisors out of New York City. They own and started the High Line in New York. Their Vice Chair, Candace Damon, her direct quote in her presentation to the Commission was "This will be one of the things people think of when you say Kansas City." It's not only a metropolitan area attraction, but a regional and national destination.

We have 7,400 followers on social media and by our newsletter and generating quite a movement of support.

We recently presented—Mike Zeller, our CEO, presented at the High Line Conference in Miami, Florida. This is a conference representing what's considered the premier creative reclamation projects across the United States, and across the world actually, and it was again recognized that this is the first project of its kind taking a railroad bridge and making it something more than a trail and is making it a community gathering place.


Wednesday, November 24, 2021

THE PROPERTY REPORT

A rendering of the Rock Island Bridge where Flying Truss plans to replace rail tracks with decks to hold bars and restaurants.

Kansas Bridge to Get New Life As an Open-Air Food Court

By Konrad Putzier

An abandoned railroad bridge in Kansas City, Kan., is getting a second life as an event space and food court, the latest example of property developers transforming outdated infrastructure into attractions.

The Rock Island Bridge crossing the Kansas River was built in 1905 to carry trains to and from a nearby stockyard but was unused since the 1970s.

Flying Truss LLC, the Kan- [illegible] Mo., developer of the [illegible] plans to replace the old [illegible] with two steel and con- [illegible] ks that will hold bars and restaurants with sweeping

The developer is hoping to emulate the success of other deserted railways, viaducts and other outmoded infrastructure that have been reborn as popular gathering places.

Most notable is the High Line in Manhattan, an elevated rail line that snakes through a former industrial neighborhood. New York City's government turned it into a public park in 2009, which became a hit and helped accelerate a development boom in the area.

While Flying Truss said it is unaware of any similar bridge conversion in the U.S., the number of former rail bridges offers ample opportunity for

mer industrial areas that are seeing an influx of businesses, developers and well-heeled residents.

Michael Zeller, Flying Truss's chief executive, said he first got the idea for the project when he spotted the bridge while boating on the river about nine years ago. Getting the project started took years in part because of unique challenges. The city wanted to raise property and sales taxes from businesses on the bridge, but officials didn't know how to do that legally because the bridge is over water and has no lot, said Katherine Carttar, director of economic development for

these things out," she said. The city solved the problem by turning the bridge into condominium units.

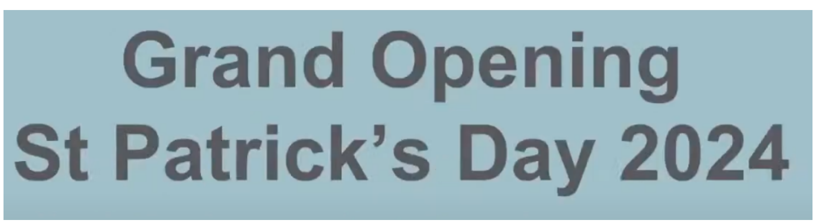
City officials agreed to lease it to the developers for $9,300 a year for 33 years, with an option to renew for another 33 years. The city is investing around $2 million in the development, and hopes to recoup its money through tax revenues from the bridge.

The city is hoping the project and investment in nearby trails and boat docks will lead more people to visit the long-neglected river. An influx of visitors could spur more investment in the industrial neigh-

We've also gotten Press on Demand and it's been very favorable. This is the cover of the real estate section to the Wall Street Journal that we made late last year. Because it is the first of its kind, it tends to attract a lot of attention and it's also doing what it's intended to do, which is spur development.

This is not our drawing. This is from Brad McDonald. He owns Zip KC in Bonner Springs. It's his intent in working with Steve Fouch at Hy-Vee Arena to build four ziplines leaving from the top of Hy-Vee Arena and ending somewhere 75 yards north of the bridge going across the state line and across the river. It's another first. It will be the first zipline in the United States to go across the state line on a river. He's also planning on renting kayaks and canoes as part of the bridge project and conducting urban float trips from his location in Bonner Springs, nine miles down the Kansas River, and ending up right here at the bridge. So, it's already spurring further development and interest in the area.

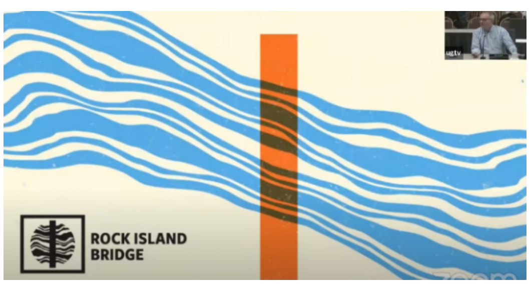
This is a big win. I always like to say it's like puppies and kittens on YouTube, what's not to love. It's a big win for the residents of eastern Wyandotte County. A huge development along a new Kansas waterfront is that we're finally taking our rivers and engaging with them. Canoeing on them, kayaking on them, and it's also part of—it rebrands KCK. It gives the first of its kind in the nation, in the world a one-of-a-kind project that we believe people will be coming from all over the United States to visit and, hopefully, replicate.



We're planning a grand opening for St. Patrick's Day 2024.

Here's our ask and Sarah White is diligently working on this. We have a 14-month construction window. Part of that window is waiting for steel to arrive. Part of that window is making sure the temperature is high enough to pour concrete. We need a letter from the Kaw Valley Drainage District in support. That allows us to get a 408 permit to cross the levee with construction. We sign a lease and begin construction and the waterfronts and enhancements can come later in the year, in the beginning of the next year, but it's absolutely critical that we engage with Barcus, hopefully, in December or January at the latest, because of the lag time in materials ordering. They've informed us that they can raise the bridge and work on it at the same time. They specialize in railroad bridges, so this is what we need now and I know Sarah is diligently, along with Patrick, working on this.

This is the east entrance of the Rock Island Bridge and I would be happy to answer any questions.



Mr. Waters said if I could, one final thing, I just wanted to again stress that this agreement tonight does not commit the Unified Government to any additional funding beyond what we have in the original agreement. It gives us time to figure out some of these new challenges with the bridge raise and other issues. Staff plans to come back in January to this committee to have a detailed presentation about that, but with the December 31st deadline looming, we need some additional time to figure that out. **Mr. Laddin** said as soon as you guys say go, we're ready to go. We have the funding lined up, the contract's ready, we're ready to start.

BPU Board Member Haley said the 16-month, you know, in other words you break ground or I mean the timetable, that would begin upon—because we're going into, you know, of course we're in the middle of winter. **Mr. Laddin** said they'll still work in the winter. They just have to pour concrete when it's 40 degrees or above for three consecutive days. **BPU Board Member Haley** said that's considered the pouring of concrete and not the groundbreaking. **Mr. Laddin** said not the groundbreaking, but they can be putting on steel cantilevers and the pans in the wintertime and raising the bridge, so as soon as it's warm they can instantly pour the concrete. **BPU Board Member Haley** said it could go beyond July, over the spring of 2024. **Mr. Laddin** said based on our timeline and the time it takes, we're planning on a St. Patrick's Day opening. If we can sign with Barcus in January, we're good. **BPU Board Member Haley** said okay.

Commissioner Davis said thank you so much for that presentation. I'm excited to see that there's kind of this east/west connection with Bonner. That's kind of a new part that's been added, so I'm excited about just how this project keeps getting better and better and is going to make KCK a destination to visit and to live.

We talked about the $850K that we need. What is the timeline for you all to get moving on that. Do we need to figure out the financing before the bridge is raised or can it be as we are figuring out the financing for the $850K, we can also keep moving on this project? **Mr. Waters** said I believe we'll need to have that financing figured out before. I wouldn't want to make a commitment to the builder without understanding where that's coming from, so we're working on that right now. **Commissioner Davis** said gotcha.

I know $2M is committed by the UG. Is that included in the $7M raise? **Mr. Laddin** said no sir. That $7M that Flying Truss has gone out—**Commissioner Davis** said you kind of raise that money, right? **Mr. Laddin** said through philanthropic and through equity sales, our investors into the company. **Commissioner Davis** asked, what's the total cost of the project that you're looking at. **Mr. Laddin** said it's hovering right around $10M and I'm not including the bridge raise in that, but inflation is occurring and steel prices and concrete are going up and down, which is why I always say the sooner the better because I don't know what inflation is going to look like in 2023, but so far it's not looking really that great. So, the sooner we go, the lower the prices are potentially going to be.

Commissioner Townsend said I'm not sure who to address this to you, or Counsel. Counsel, you said there was someone here from Public Works that might need to chime in on this question which is similar to Commissioner Davis' inquiry. First of all, I hope this project does succeed, but I'm just kind of a bit confused as to why we are moving forward tonight with this again. We still have to decide where the $850K would come from and whose responsibility is it, the Unified Government or the developers to raise the level of this bridge to guard against the catastrophe you mentioned before, heaven forbid. **Mr. Waters** said the reason we need an amendment this month is that we have a December 31st date that is in the original development agreement by which everything was supposed to be closed, signed off, all final signatures, and ready to go start. When we realized we had this bridge raise issue, we thought it best—this could creep into the new year. We're hoping to definitely get it resolved by January, but we're going to need a little bit more time maybe to figure some of this stuff out. Then we looked into the development agreement and we realized that the construction timeline was not realistic, so this seemed like a good chance to fix that as well because right now the construction completion is supposed to be July 1st and that's just not realistic. So, this was a good chance to both give us some breathing space and allow us to figure this out before we close and then also fix that construction timeline.

Commissioner Townsend said I've heard the St. Patrick's Day 2024 is the opening date. Is that the same as what we're calling the construction completion date? **Mr. Waters** said yes, basically, that is the developer's ideal date. We've baked in a little bit of leeway to give them a little bit more time if they need it, but that's their goal.

Mr. Laddin said we have us and our tenants, investors, the community, having a full season that begins in March and ends on Christmas is really important because it allows our tenants to have a full season of revenue. It allows the UG to get a full season of taxation from that and so that is ideally our opening season every year, always starts on St. Patrick's Day and goes till Christmas so that full season gives us revenue generating and the UG tax repayment and tax opportunities and rent opportunities if we can open at that point in time.

Mr. Waters said, Commissioner, to your second question about whose responsibility it is, we are looking at all available sources and trying to negotiate that so that the Unified Government has the lowest price possible. I will say the developer has committed to basically allowing us to recoup half of that in the backend, so they are taking responsibility. It's not an upfront payment, but it is allowing us to recoup that by adding on to our CID recovery costs, so they are taking responsibility for it in that sense. You know, whether there are other sources that might pitch in, I don't want to state that yet, we're looking at all those options, so that's something that we're looking at right now.

Commissioner Townsend said because of those things, the financing of it isn't complete at this point, you're saying that this resolution does not commit the Unified Government to the $850K? **Mr. Waters** said right. We did not feel comfortable with this outstanding saying that we could absolutely meet that December 31st timeframe. Maybe we will if everything comes together and, you know, some grant comes in and the funding's found, but when we saw that December 31st deadline looming, we thought it best to come to this committee and give us a little bit of time to make sure that if we need to go into January, that we have that flexibility. Then again, as I mentioned, the construction timeline would have needed to be fixed eventually anyway, so this seemed like the time to fix that.

Mr. Laddin said we've just run up against barriers and the barrier that we have is the original time that was put in the development agreement, the original deadline just is not realistic, so the only ask is extending the deadline.

Commissioner Townsend said I must admit when I read the homework, it seemed as though these additional costs were already included as though that's going to happen. **Mr. Waters** said it is the professional judgment of our engineering staff that it does need to be raised, so we are anticipating that it will. I can't guarantee that, but I think right now, I think the anticipation is that from a risk mitigation standpoint that it does need to happen. So, we're going to have to figure out the funding one way or the other.

Commissioner Townsend said the other question I have is, if this is approved, you're saying it's not committing the Unified Government to money that we don't know what the source is going to be. I hope we find it or it comes from somewhere. Then, worst cast scenario, let's say we need another extension, is that all that would happen? I know you want to go with St. Patrick's Day, but we didn't think, you know, a year ago we'd be at this spot either. **Mr. Waters** said we've basically given ourselves six months to figure this out. I don't anticipate needing that much time, but we didn't want to have to—you know, we didn't want to have to come back for another and

and another, so we gave ourselves six months to figure all this out and I think we can certainly close within that period of time.

Commissioner Townsend said I'm glad you mentioned the closing. The closing, will Flying Truss take over ownership of this bridge or that would be the closing and this will be—the closing will be a continuation of the lease? I can't remember what the original plan was. **Mr. Waters** said that's a good question. We use closing in kind of two different ways and this closing is number one, the Unified Government formally taking possession of it and then what closing for the developer is signing the lease, signing the management agreement, and committing them, you know, in writing to the construction of the bridge, to the management of that bridge. **Mr. Laddin** said it commits us to build all the cool things you saw in the video and also commits us to maintaining the decks, the facilities, opening and closing it as a park and operating it and paying back the CID/TIF, taxes collected and the rent and the profit sharing.

Commissioner Townsend said I just want to be clear again on ownership. So, we're requiring this from Kansas City, Missouri? **Mr. Waters** said right. The Unified Government, we will be—**Commissioner Townsend** the other part of the closing is the signing of the lease with Flying Truss. Okay, just wanted a clarification on that.

The slide that you shared with us, Mr. Laddin, the zipline, is that a different entity? That is not part of the Flying Truss. **Mr. Laddin** said that is not part of Flying Truss. That's Zip KC, Brad McDonald, out of Bonner Springs, Kansas. That's a different entity and he's coming there and operating his businesses because the bridge is there. **Commissioner Townsend** said okay. I just wanted to make sure because immediately I thought about insurance. **Mr. Laddin** said no, they're far enough away that we can see them, but not close enough to hear them screaming was the whole idea about it. **Commissioner Townsend** said and dropping, I hope not. **Mr. Laddin** said not going to happen. **Commissioner Townsend** said I think that was it. Thank you for the presentation.

Commissioner McKiernan said I really have absolutely no problem with granting the amendment to extend the amount of time and get more time to search out alternatives, but I do have a question and, Mr. Waters, I think you may have answered this for me a couple of minutes ago. If the need to raise this bridge is being driven by the raising of the levee and if the Army Corps of Engineers is paying to raise the levee, then why isn't the Army Corp of Engineers paying to raise this bridge?

Mr. Waters said from my understanding, and Engineering can correct me if I'm wrong, because it is not currently an active bridge, they feel it does not fall within their jurisdiction. I've got Sarah White here.

Sarah White, Public Works Project Manager, said I can answer that real quick. I'm the Project Manager on the KC Levee Project as well as the various development that is happening in the area. The bridge raise, that issue came about during the feasibility that the Corps ran with the entire Levee project. The Corps is very, you know, by the books. They look exactly at their project limits and they do a benefit cost analysis for every aspect of the project and because of the existing status of the bridge, which is an abandoned railroad bridge, it was deemed not a asset that needed to be relocated or, in this case, raised. They did their entire project design with that bridge at the elevation it is at and they did all of their analysis of would it have a negative impact on the surrounding flood control project as well and they deemed that there would be very little risk to the adjacent flood control. So, that is one of the reasons that the project, the federal project, did not include this bridge to be raised as part of the federal project.

Once it got brought to our attention and we started working with Flying Truss that this would be a developed, you know, an active bridge, we approached the Corps with, does this mean it now can be part of the project, and in the Corps mind, there's two things in the Corps mind, the bridge—because it is still existing as an abandoned bridge and it hasn't been built yet, then it still is not considered an active bridge. Even if they deemed that it needs to be raised, because it is a public asset—or a public infrastructure, as part of our PPA and their reimbursement, they do not reimburse public infrastructure relocation. So, this would be considered a relocation to raise it. Even if they said yes, you have to raise it, it would not be paid for by the project. It would be part of our contribution.

When we determined that we would be the owners of this bridge as Public Works Engineering, we really wanted to look at what that risk meant to us and so we did a quick analysis. This bridge will over top around the 400-year event which, you know, the risk of that happening is very low; however, it is still a risk. The issue that we face is the levee is being raised to about a 750-year protection, so this bridge will be a low point and it could be a debris catcher, it will surge at a 400-year event and the next bridge downstream is the Union Pacific Railroad Bridge.

So, as Public Works Engineering, our thought is for $850K, which isn't a ton of money when you consider the rest of the levee project, we could pretty much completely eliminate our risk by moving it out of that 750-year event, we're going to be moving it above the levee.

Commissioner McKiernan said, Sarah, thank you so much. I appreciate the background, I've got it. I'm going to support the amendment because we need to move forward. We need to talk about these things and get them resolved, but what I'm hearing you tell me is if 18th Street or 12th Street or 7th Street or Kansas Avenue or any of those other bridges had to be raised because they're public assets, the Corps would say you're on your own and that just seems like a very haphazard way to approach a levee raising project from the perspective of the Army Corps of Engineers. Just my opinion and we can talk about that later.

The cost of this raise and the cost of that whole project is less than a rounding error, so I'm disappointed to hear that is their position, but I would support that we approve the amendments so that we can move on and ask and answer all of these questions.

Chairman Burroughs said, Sarah, if you may, you had made comment about the financial risk. What would be the financial risk if we chose not to raise the bridge and it became an obstruction and caused damage somewhere else? **Ms. White** said up until just a few months ago our plan was that the bridge did not need to be raised, but then thinking about that risk, at some point there was going to be two bridges upstream of us that were at that level, but now they're not, they're being raised, they are railroad bridges. The cost of just debris removal, if there's a large event, lots of trees, other things come down and they get caught on the bridge, just debris removal could be $50K-$100K each time you go out because on the bridge it's not going to be able to have those large trucks come out, so it'll be from a barge or from Riverside. The next bridge downstream is Union Pacific Railroad Bridge which is an active bridge. If you talk to the railroad, they say they can't even put a dollar amount on if their tracks are shutdown what that dollar amount would be in fines per day, but I would assume it would be millions. In their mind they could say it could be millions if there was damage and shutdown their tracks.

Chairman Burroughs said can we as a community, Patrick, we may want to look to see, can we insure ourselves for actions like this and if we were to hypothetically not raise the bridge and insure ourselves for the potential of a 400-year flood occurring. The damage to the bridge is going to occur with low-hanging debris, but my concern would be once that debris clears or the bridge itself, the objects on the bridge wash and shutdown the railroad, can we insure ourselves against something like that? **Mr. Waters** said the developer is going to be required to carry insurance. Now, whether that would be covered, I don't know. I would have to look into like the policy details on that, how catastrophic it would have to be, so I can look into that.

Chairman Burroughs said I appreciate that and, Mr. Zeller and Mr. Laddin, I must say you've got quite an impressive list of equity investors. That shows how much the project has grown and those that believe in the project, so I'm pleased to see other people coming to the table and projects that are this unique bring ancillary development. I'm not surprised you've got others wanting to join up and become part of a project. I think we'll see it continue to grow and things that we're not even thinking of. The view that you showed us this evening is a lot more mature than what it was from the initial step when we first had this conversation, but with that, any other questions or comments from the committee?

Chairman Burroughs said seeing none, I'll ask the Clerk if any comments were received from the public. **Tifani Portley Lott, Clerk's Office,** said none were received. **Chairman Burroughs** said now I'll recognize members of the public online who wish to address the committee. If there are any, you will be given up to three minutes to make your comments and I'll ask the Clerk if there are any hands raised by the public who wish to speak. **Ms. Portley Lott** said no hands are raised. **Chairman Burroughs** asked, is there anyone in the audience who wishes to speak. You will be given up to three minutes to make your comments. Please come to the podium, state your name, city of residence for the record. Let the record show that no one stepped forward. Committee, I would now entertain a motion.

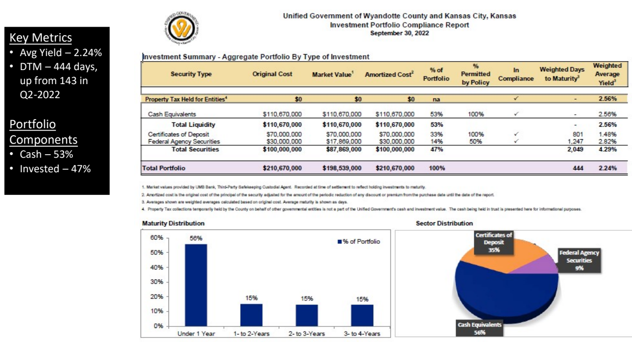
Action: **Commissioner Townsend made a motion, seconded by Commissioner Davis, to approve as submitted**. Roll call was taken and there were six "Ayes," Haley, Davis, Townsend, Stites, McKiernan, Burroughs.

Item No. 2 – 212113…REPORT: 3RD QUARTER 2022 INVESTMENT

Synopsis: Third Quarter 2022 Investment Report, submitted by Andrea Vinyard, Acting Treasurer.

Chairman Burroughs said Item No. 2 is a non-action item. It's for information only. Ms. Vinyard is here and she will give us our overview.

Andrea Vinyard, Acting County Treasurer, said I'm here this evening to bring forth the Quarter 3 Cash Investment Report.



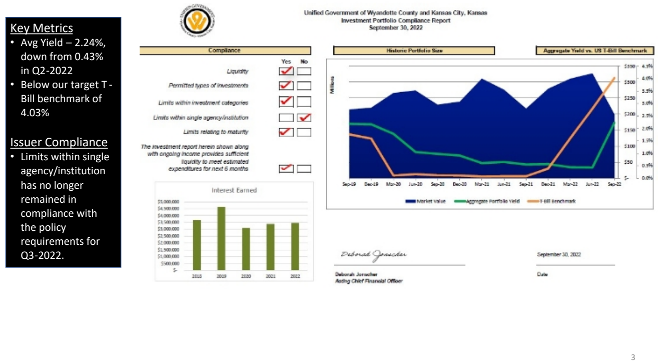
Unified Government of Wyandotte County and Kansas City, Kansas
Investment Portfolio Compliance Report
September 30, 2022

Investment Summary - Aggregate Portfolio By Type of Investment

Security Type	Original Cost	Market Value[1]	Amortized Cost[2]	% of Portfolio	% Permitted by Policy	In Compliance	Weighted Days to Maturity[3]	Weighted Average Yield[3]
Property Tax Held for Entities[4]	$0	$0	$0	na		✓	-	2.56%
Cash Equivalents	$110,670,000	$110,670,000	$110,670,000	53%	100%	✓	-	2.56%
Total Liquidity	**$110,670,000**	**$110,670,000**	**$110,670,000**	**53%**			-	**2.56%**
Certificates of Deposit	$70,000,000	$70,000,000	$70,000,000	33%	100%	✓	801	1.48%
Federal Agency Securities	$30,000,000	$17,869,000	$30,000,000	14%	50%	✓	1,247	2.82%
Total Securities	**$100,000,000**	**$87,869,000**	**$100,000,000**	**47%**			**2,049**	**4.29%**
Total Portfolio	**$210,670,000**	**$198,539,000**	**$210,670,000**	**100%**			**444**	**2.24%**

1. Market values provided by UMB Bank, Third-Party Safekeeping Custodial Agent. Recorded at time of settlement to reflect holding investments to maturity.
2. Amortized cost is the original cost of the principal of the security adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report.
3. Averages shown are weighted averages calculated based on original cost. Average maturity is shown as days.
4. Property Tax collections temporarily held by the County on behalf of other governmental entities is not a part of the Unified Government's cash and investment value. The cash being held in trust is presented here for informational purposes.

Geometrics to kind of point out the average yield was at 2.24 which is going to be an increase from Quarter 2 of '22. Another thing to point out the days just for maturity also increased, which I can explain here in a little as to why it's also gone up from Quarter 2 from 143 days and for Quarter 3 portfolio we were sitting at 53% in cash. The rest is going to be in investments.



Like I pointed out in the prior slide, the yield did go to 2.24, which was actually up from Quarter 2, but we still are below the target T-Bill rate which would have been 4.03% as of Quarter 3 of '22. Unfortunately, today I do need to put forth a compliance issue that we have not had for quite a while. Unfortunately, our limits for a single institution as part of our Cash and Investment Policy did become out of compliance in Quarter 3 which I will kind of elaborate on which is kind of what transpired.

Types of securities in our investment portfolio?

Of the $210 M total, $70 M or 35% - CDs fully collateralized per investment policy and State Statute & $30 M or 9% - US Agencies Securities.

Unified Government of Wyandotte County and Kansas City, Kansas
Investment Portfolio Compliance Report
September 30, 2022

Issuer Detail - Aggregate Portfolio by Issuer

Issuer	Original Cost	Market Value[1]	% of Portfolio[3]	% Permitted by Issuer	In Compliance[3]	Weighted Average Maturity Days[2]	Weighted Average Yield[2]
Property Tax Held for Entities[3]	-	-	na	See note 3	✓	0	2.56%
UMB, Wyandotte Operating	106,655,000	106,655,000	54%	25%	✓	0	2.47%
UMB, Wyandotte Health	4,015,000	4,015,000	2%	25%	✓	0	0.09%
Cash Equivalents	**110,670,000**	**110,670,000**	**56%**		✓	**0**	**2.56%**
Commerce Bank	70,000,000	70,000,000	35%	25%	✓	801	1.48%
Certificates of Deposit	**70,000,000**	**70,000,000**	**35%**		✓	**801**	**1.48%**
US Treasury	30,000,000	17,869,000	9%	*50% of total portfolio*	✓	0	0.00%
Federal Agency Securities	**30,000,000**	**17,869,000**	**9%**		✓	**1247**	**2.82%**
Grand Total	**210,670,000**	**198,539,000**	**100%**			**444**	**2.24%**

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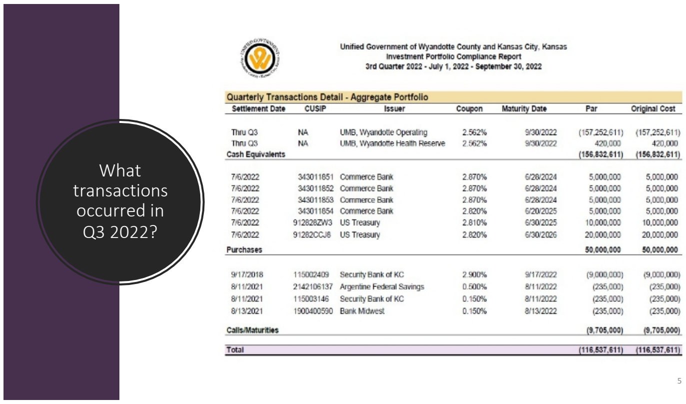
We went down to just one portfolio which was with Commerce Bank holding $70M of the total portfolio which is going to be in a Certificate of Deposit and then we had some maturities and then also went out for investment and have some agencies which is holding onto $30M, total of about $210M.

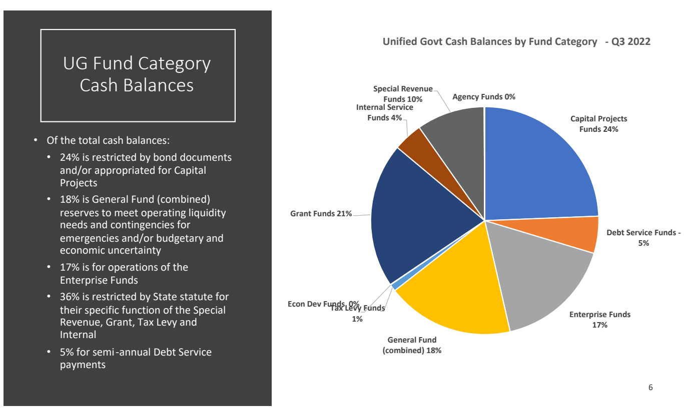


Unified Government of Wyandotte County and Kansas City, Kansas
Investment Portfolio Compliance Report
3rd Quarter 2022 - July 1, 2022 - September 30, 2022

Quarterly Transactions Detail - Aggregate Portfolio

Settlement Date	CUSIP	Issuer	Coupon	Maturity Date	Par	Original Cost
Thru Q3	NA	UMB, Wyandotte Operating	2.562%	9/30/2022	(157,252,611)	(157,252,611)
Thru Q3	NA	UMB, Wyandotte Health Reserve	2.562%	9/30/2022	420,000	420,000
Cash Equivalents					**(156,832,611)**	**(156,832,611)**
7/6/2022	343011851	Commerce Bank	2.870%	6/28/2024	5,000,000	5,000,000
7/6/2022	343011852	Commerce Bank	2.870%	6/28/2024	5,000,000	5,000,000
7/6/2022	343011853	Commerce Bank	2.870%	6/28/2024	5,000,000	5,000,000
7/6/2022	343011854	Commerce Bank	2.820%	6/20/2025	5,000,000	5,000,000
7/6/2022	912828ZW3	US Treasury	2.810%	6/30/2025	10,000,000	10,000,000
7/6/2022	91282CCJ8	US Treasury	2.820%	6/30/2026	20,000,000	20,000,000
Purchases					**50,000,000**	**50,000,000**
9/17/2018	115002409	Security Bank of KC	2.900%	9/17/2022	(9,000,000)	(9,000,000)
8/11/2021	2142106137	Argentine Federal Savings	0.500%	8/11/2022	(235,000)	(235,000)
8/11/2021	115003146	Security Bank of KC	0.150%	8/11/2022	(235,000)	(235,000)
8/13/2021	1900400590	Bank Midwest	0.150%	8/13/2022	(235,000)	(235,000)
Calls/Maturities					**(9,705,000)**	**(9,705,000)**
Total					**(116,537,611)**	**(116,537,611)**

This is kind of what happened as far as purchases, maturities. We did go out for investing in July. Rates at that time had Commerce Bank actually be awarded all of the CDs that we went out for and then we had agencies, two US Agencies, which then put them out of compliance because the following four at the bottom, as you see, all matured within that same period. We are looking at that, obviously, as coming forward the last five year is something I like to watch and it is part of our policy. So, we'll see how year-end and then Quarter 1 of '24, what that might change with rates drastically going to be increasing, decreasing in all of the above. We want to see what we can do within the constraints that we have.



The last thing, I wanted to go over the UG funds by cash balance by category. Of the total balances, the restricted cash is 24% for Capital Projects and then we have 18% in the General Fund which is a combination of things such as the emergencies budget and economic uncertainty, 17% for our Enterprise Funds, 36% for state statute specific such as the Special Revenue, Grant, Tax Levy or Internal Grant Funds. Then, we have 5% for semi-annual Debt Service Payments.

That's what I've got. Does anyone has questions for me or Debbie.

Commissioner Townsend said I want to start with the limits with single institutions, the compliance issue. What action has made us out of compliance and what needs to be done to correct it? **Ms. Vinyard** said yep, I can answer that. Action to make it out of compliance is within one single institution. Our cash policy requires that we stay within 25%. **Commissioner Townsend** asked, of what? **Ms. Vinyard** said of the total amount as you see here in the middle, within the total amount of Certificate of Deposit we want each institution who holds funds to be at 25% or less. They were at 33% as of Quarter 3. **Commissioner Townsend** asked, how does that happen. How does that come to be that that can happen, that institution was out of compliance? **Ms. Vinyard** said when all the other additional agencies that were not commerce matured leaving them as the sole holder of all things in the Certificate of Deposit level, they become the only one holding funds and, therefore, they're out of compliance because they don't have anybody else lowering that institution and the total percent of portfolio. **Commissioner Townsend** asked, what brings us into compliance then for that situation? **Ms. Vinyard** said it would be traditionally going out for bid, investing in what we would decide is for diversification. We would even—if they're a little bit better of a rate, we need to choose to go with a different institution to allow them to become on that portfolio. **Commissioner Townsend** asked, could you still use that institution or you just have to diversify with another institution? **Ms. Vinyard** said preferably not. It would only perpetuate their problem.

Commissioner Townsend said one of the other things that I was looking at, I used to see and maybe it was for the Investment Portfolio Report, I used to see Liberty Bank in here and/or its predecessor Douglass. Do we make—or has the UG made any effort to go to them and ask if they wanted to hold or purchase any of these assets? **Ms. Vinyard** said yes. Every calendar year I go out and reach out by mail, email, or any form of contact I have for all banks physically in presence with Wyandotte County and offer them to become certified banks with our organization. I've reached with every contact possible and I've never gotten ahold of anybody from Liberty Bank. **Commissioner Townsend** asked, are we contacting them here locally or I think their headquarters is in New Orleans. **Ms. Vinyard** said New Orleans, I've tried there as well. **Commissioner Townsend** said and no response. **Ms. Vinyard** said none at all. **Commissioner Townsend** said thank you. That's everything I had to ask right now.

Chairman Burroughs asked, Clerk, do we have any hands raised? **Ms. Portley Lott** said there are no hands raised.

Chairman Burroughs said it being not in compliance, what happens when we're not in compliance? **Ms. Vinyard** said we break our own policy, nothing outside of it. You know we want to be diversified and give everybody an opportunity. **Chairman Burroughs** said I believe we had this discussion a while back in reference to the interest rates are starting to climb and if we're invested in one institution, lower interest rate, and that interest rate continues to climb and they rebid it, it's a higher interest rate we can't go back to that institution because our policies forbid us to invest that much in it. So, they're in discussion with our Treasurer. I believe they're going to be looking at some policies to come forward with some recommendations when issues like that do arise. It has been targeted in a post in one of the audits in the past and I think it's worthy of at least more discussion. I mean when we lose interest dollars, those are dollars that we can use.

Chairman Burroughs said any other questions? Seeing none, I'll ask the Clerk if there were any comments from the public. **Ms. Portley Lott** said none we're received. **Chairman Burroughs** said I'll ask the public online if anyone wishes to address the committee. You will be given three minutes. **Ms. Portley Lott** said no hands are raised. **Chairman Burroughs** asked, anybody in the audience that wishes to speak? Let the record show that no one came to the podium.

Thank you committee. This is for information only. There's no action taken. Thank you Andrea and Debbie for being here this evening.

Action: Presentation completed

Public Agenda

No items

Adjourn

Chairman Burroughs said if there is no other action to come before the committee, I would ask for a motion to adjourn.

Action: **Commissioner Davis made a motion, seconded by Commissioner Townsend, to adjourn.** Roll call was taken and there were six "Ayes," Haley, Davis, Townsend, Stites, McKiernan, Burroughs.

The meeting was adjourned at 5:56 p.m.

dt

Staff Request for Commission Action

Tracking No. 212767

Full Commission Meeting Date:
Committee: Economic Development & Finance

Date of Standing Committee Action: (If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
09/27/2023	Jeffrey Conway	x5075	jconway@wycokck.org	Legal

Item Description:
Adopting a resolution determining the intent to issue Industrial Revenue Bonds in the amount of not to exceed $52,927,000 to finance the costs and equipping a Commercial Multifamily facility for the benefit of 4601 Rainbow, LLC., submitted by Jeff Conway, Assistant Counsel, Legal Department.

Action Requested:

Budget Impact: (if applicable)
Amount:
Source:
Included In Budget:
Other (explain):

Attachments List:
Resolution of Intent - Woodside Village Rosedale Apartments (UG), Performance Agreement - Woodside Village Rosedale Apartments (UG)

RESOLUTION NO. R-__-23

RESOLUTION DETERMINING THE INTENT OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, TO ISSUE ITS INDUSTRIAL REVENUE BONDS IN THE AMOUNT OF NOT TO EXCEED $52,927,000 TO FINANCE THE COSTS OF ACQUIRING, CONSTRUCTING, IMPROVING AND EQUIPPING A COMMERCIAL MULTIFAMILY FACILITY FOR THE BENEFIT OF 4601 RAINBOW, LLC AND ITS SUCCESSORS AND ASSIGNS

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas (the "Unified Government"), desires to promote, stimulate and develop the general welfare and economic prosperity of the Unified Government and its inhabitants and thereby to further promote, stimulate and develop the general welfare and economic prosperity of the State of Kansas; and

WHEREAS, the Unified Government is authorized and empowered under the provisions of K.S.A. 12-1740 to 12-1749d, inclusive (the "Act"), to issue industrial revenue bonds to pay the cost of certain facilities (as defined in the Act) for the purposes set forth in the Act, and to lease such facilities to private persons, firms or corporations; and

WHEREAS, 4601 Rainbow, LLC, a Kansas limited liability company (including any successors or assigns, the "Company"), has submitted to the Unified Government an Application for the Issuance of Industrial Revenue Bonds (the "Application") requesting that the Unified Government finance the cost of acquiring, constructing and equipping an approximately 149 unit commercial multifamily facility located generally at the southeast corner of Rainbow Boulevard and W. 46th Avenue, as more fully described in the Application (collectively, the "Project") through the issuance of its industrial revenue bonds in one or more series in the amount of not to exceed $52,927,000 (the "Bonds"), and to lease the Project to the Company, or its successors and assigns, in accordance with the Act; and

WHEREAS, it is hereby found and determined to be advisable and in the interest and for the welfare of the Unified Government and its inhabitants that the Unified Government finance the costs of the Project by the issuance of the Bonds under the Act in a principal amount of not to exceed $52,927,000, said Bonds to be payable solely out of rentals, revenues and receipts derived from the lease of the Project by the Unified Government to the Company; and

WHEREAS, to set forth certain terms of the Project and the proposed property tax abatement, the Unified Government desires to approve the Performance Agreement between the Unified Government and Company (the "Performance Agreement") and authorize the Mayor/CEO's execution thereof.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, AS FOLLOWS:

Section 1. Approval of Project. The governing body of the Unified Government hereby finds and determines that the acquiring, constructing, improving and equipping of the Project will promote the general welfare and economic prosperity of the Unified Government, and the issuance of the Bonds to pay the costs of the Project will be in furtherance of the public purposes set forth in the Act. The Project shall be generally located at the southeast corner of Rainbow Boulevard and W. 46th Avenue, in the corporate boundaries of the Unified Government, as further described in the Application.

Section 2. Intent to Issue Bonds. The governing body of the Unified Government hereby determines and declares the intent of the Unified Government to acquire, construct and equip the Project out of the proceeds of the Bonds of the Unified Government in the principal amount of not to exceed $52,927,000, to be issued pursuant to the Act.

Section 3. Ad Valorem Tax Abatement. In consideration of the Company's decision to acquire, construct, improve and equip the Project, the Unified Government hereby agrees to take all appropriate action to request the Kansas Board of Tax Appeals to approve a 100% ad valorem property tax abatement (not including special assessments and taxes that may not be abated by the Unified Government under Kansas law, including the school district's capital outlay levy) for all property (including real property, building improvements, machinery and equipment) financed with the proceeds of the Bonds.

In consideration of the Unified Government's agreement to request such 100% abatement, the Company will agree to make payments in lieu of tax as set forth on **Exhibit A** hereto, and such amounts shall be set forth in the Performance Agreement and subject to adjustment as set forth therein. The Project shall be entitled to a 10-year tax abatement, with the first year of the abatement being the year beginning on the January 1 following the year the Bonds are issued.

Section 4. Performance Agreement. The Mayor/CEO is authorized and directed to execute and deliver the Performance Agreement between the Unified Government and the Company on behalf of, and as the act and deed of the Unified Government, in substantially the same form as presented to the governing body on this date with such corrections or amendments thereto as the Mayor/CEO, upon recommendation of the acting Chief Counsel of the Unified Government, may approve.

Section 5. Provision for the Bonds. Subject to the conditions of this Resolution of Intent (this "Resolution"), the Unified Government expresses its intent to (i) issue the Bonds to pay the costs of acquiring, constructing, improving and equipping the Project, with such maturities, interest rates, redemption terms and other provisions as may be reasonably acceptable to the Company and determined by ordinance of the Unified Government (the "Ordinance"); (ii) provide for the lease (with an option to purchase) of the Project to the Company; and (iii) to effect the foregoing, adopt such resolutions and ordinances and authorize the execution and delivery of such instruments and the taking of such action as may be necessary or advisable for the authorization and issuance of the Bonds by the Unified Government and take or cause to be taken such other action as may be required to implement the aforesaid.

Section 6. Conditions to Issuance. The issuance of the Bonds and the execution and delivery of any documents related to the Bonds are subject to: (i) obtaining any necessary governmental approvals; (ii) agreement by the Unified Government, the Company and the purchaser of the Bonds upon (a) mutually acceptable terms for the Bonds and for the sale and delivery thereof, and (b) mutually acceptable terms and conditions of any documents related to the issuance of the Bonds and the Project; (iii) the Company's compliance with the Unified Government's policy relating to the issuance of industrial revenue bonds and ad valorem tax abatement; (iv) the passage and publication of an Ordinance authorizing the issuance of the Bonds; and (v) Company's payment of all of the costs of issuance related to the issuance of the Bonds.

Section 7. Sale of the Bonds. The sale of the Bonds shall be the sole responsibility of the Company; provided, however, arrangements for the sale of the Bonds shall be reasonably acceptable to the Unified Government.

Section 8. Limited Obligations of the Unified Government. The Bonds and the interest thereon shall be special, limited obligations of the Unified Government payable solely out of the amounts derived by the Unified Government under a Lease Agreement (as defined in the Performance Agreement) with respect to the Bonds and as provided herein and are secured by a transfer, pledge and assignment of and a grant of a security interest in the trust estate to the trustee for the Bonds and in favor of the owners of the Bonds, all as provided in the Trust Indenture to be entered into between the Unified Government and the trustee for the Bonds (the "Indenture"). The Bonds shall not constitute a general obligation of the Unified Government, the State or of any other political subdivision thereof within the meaning of any State constitutional provision or statutory limitation and shall not constitute a pledge of the full faith and credit of the Unified Government, the State or of any other political subdivision thereof and shall not be payable in any manner by taxation, but shall be payable solely from the funds provided for as provided in the Indenture. The issuance of the Bonds shall not, directly, indirectly or contingently, obligate the Unified Government, the State or any other political subdivision thereof to levy any form of taxation therefor or to make any appropriation for their payment.

Section 9. Authorization to Proceed. The Company is hereby authorized to proceed with the acquiring, constructing and equipping of the Project, including the necessary planning and engineering for the Project and entering into of contracts and purchase orders in connection therewith, and to advance such funds as may be necessary to accomplish such purposes, and, to the extent permitted by law and upon compliance with the other requirements of this Resolution, the Unified Government will reimburse the Company for all expenditures paid or incurred therefor out of the proceeds of the Bonds.

Section 10. No Reliance on Resolution. Kansas law provides that the Unified Government may only issue the Bonds by passage of an Ordinance and compliance with other state law requirements. The Unified Government has not yet passed an Ordinance for the Bonds. This Resolution only evidences the intent of the current governing body to issue the Bonds for the Project. The Company should not construe the adoption of this Resolution as a promise or guarantee that the Ordinance for the Bonds will be passed or that the Project will be approved.

Section 11. Termination of Resolution. This Resolution shall terminate eighteen (18) months from the date of the adoption of this Resolution unless (i) the Bonds have been issued for the Project or (ii) a building permit has been issued by the Unified Government for the Project, or as otherwise set forth in the Performance Agreement. The Unified Government, upon the written request of the Company, may extend this time period.

Section 12. Benefit of Resolution. This Resolution will inure to the benefit of the Unified Government and the Company. The Unified Government may, at the prior written request of the Company or as otherwise provided in the Performance Agreement, assign all or a portion of the Company's interest in this Resolution to another entity, and such assignee will be entitled to the benefits of the portion of this Resolution assigned and the proceedings related hereto.

Section 13. Further Action. Counsel to the Unified Government and Gilmore & Bell, P.C., Bond Counsel for the Unified Government, together with the officers and employees of the Unified Government, are hereby authorized to work with the purchaser of the Bonds, the Company, their respective counsel and others, to prepare for submission to and final action by the Unified Government all documents necessary to effect the authorization, issuance and sale of the Bonds and other actions contemplated hereunder.

Section 14. Effective Date. This Resolution shall take effect and be in full force immediately after its adoption by the governing body of the Unified Government.

[Remainder of page intentionally blank.]

ADOPTED BY THE COMMISSION OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS ON OCTOBER 26, 2023.

(SEAL)

By:____
Tyrone Garner, Mayor/CEO

ATTEST:

By: _________________________________
Brett Deichler, Unified Government Clerk

APPROVED AS TO FORM:

By: _________________________________
Office of Chief Counsel

EXHIBIT A

PAYMENT IN LIEU OF TAX SCHEDULE

Payments in lieu of tax ("PILOTs") shall be determined on a per-apartment-unit basis as further set forth in the Performance Agreement. Below is an approximate PILOT schedule based on 149 apartment units, which may be adjusted as set forth in the Performance Agreement.

Local, Minority, and Women Business Enterprise (L/M/W) goals are set forth in the Performance Agreement. PILOT payments do not include the school district's capital outlay levy that cannot be abated under Kansas law.

Number of units	149
Year 1 PILOT	$156,301
Year 1 PILOT per unit	$1,049
Annual Increase	2.00%
Annual Increase if LMW Failure	4.00%

Year[a]	**Annual PILOT**[b]	**PILOT per Door**[b]	**Annual PILOT if L/M/WBE Failure**[b]	**PILOT per Door**[b]
1	$156,301	$1,049	$156,301	$1,049
2	159,427	1,070	162,553	1,091
3	162,616	1,091	169,055	1,135
4	165,868	1,113	175,817	1,180
5	169,185	1,135	182,850	1,227
6	172,569	1,158	190,164	1,276
7	176,020	1,181	197,771	1,327
8	179,541	1,205	205,681	1,380
9	183,132	1,229	213,909	1,436
10	186,794	1,254	222,465	1,493

Business Category	Participation Percentage Goal Percentage of Total Construction Cost for the Project
LBE	12%
MBE	6%
WBE	4%

[a] Year 1 refers to calendar year beginning January 1 after issuance of Bonds.
[b] Does not include school district capital outlay levy.

DRAFT: September 27, 2023

PERFORMANCE AGREEMENT

Dated as of October __, 2023

BETWEEN THE

UNIFIED GOVERNMENT OF WYANDOTTE
COUNTY/KANSAS CITY, KANSAS

AND

4601 RAINBOW, LLC

Prepared By:

Gilmore & Bell, P.C.
Kansas City, Missouri

PERFORMANCE AGREEMENT

THIS PERFORMANCE AGREEMENT, dated as of the date first set forth above (this **"Agreement"**), between the **UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS,** a municipal corporation organized and existing under the laws of the State of Kansas (the **"Issuer"**), and **4601 RAINBOW, LLC** a Kansas limited liability company, or assigns (the **"Company"**);

WITNESSETH:

WHEREAS, the Issuer is authorized by K.S.A. 12-1740 to 12-1749d, inclusive, as amended (the **"Act"**), to acquire, construct and improve certain facilities for commercial, industrial and manufacturing purposes, to enter into leases and lease-purchase agreements with any person, firm or corporation for said projects, and to issue revenue bonds for the purpose of paying the cost of any such facilities;

WHEREAS, pursuant to such authorization, the governing body of the Issuer has adopted a Resolution (the **"Resolution"**) indicating the Issuer's intent to issue one or more series of taxable industrial revenue bonds in the principal amount of not to exceed $52,927,000 (the **"Bonds"**), for the purpose of acquiring, constructing, improving, installing, furnishing and equipping the Project and authorizing the Issuer to enter into this Agreement;

WHEREAS, the Issuer is authorized and empowered under the Act and K.S.A. 79-201a, as amended (the **"Abatement Statute"**) to exempt from ad valorem taxation all or any portion of the Project financed with the proceeds of the Bonds, subject to the limitations set forth in the Abatement Statute and this Agreement; and

WHEREAS, pursuant to the foregoing, the Issuer desires to enter into this Agreement with the Company in consideration of the Company's desire to acquire, construct, improve, install, furnish and equip the Project as more fully described in the hereinafter defined Application upon the terms and conditions hereinafter set forth and in the Lease Agreement to be entered into between the Issuer and the Company relating to the Project (the **"Lease Agreement"**).

NOW, THEREFORE, in consideration of the premises and the mutual representations, covenants and agreements herein contained, the Issuer and the Company hereby represent, covenant and agree as follows:

ARTICLE I

DEFINITIONS

Section 1.1. Definitions of Words and Terms. The following words and terms as used herein shall have the following meanings:

"Abatement Statute" means K.S.A. 79-201a, as amended.

"Ad valorem taxes" or **"ad valorem taxation"** means all property taxes imposed on real or personal property (including fixtures) and eligible for exemption pursuant to the Abatement Statute.

"Agreement" means this Performance Agreement between the Issuer and the Company, as from time to time amended and supplemented in accordance with the provisions hereof.

"Application" means the Application for Issuance of Industrial Revenue Bonds filed with the Issuer by the Company in connection with the request for the issuance of the Bonds, a copy of which is attached hereto as **Exhibit A**.

"Board of Tax Appeals" means the State of Kansas Board of Tax Appeals.

"Bond Financed Portion of the Project" means that portion of the Project financed in whole from the proceeds of the Bonds as evidenced by the requisitions submitted by the Company to the bond trustee in accordance with **Section 2.7** hereof.

"Bonds" means the Issuer's taxable industrial revenue bonds issued in relation to the Project in the maximum aggregate principal amount of $52,927,000.

"Company" means 4601 Rainbow, LLC, a Kansas limited liability company, and its successors and assigns as set forth in this Agreement.

"Event of Default" means any Event of Default as described in **Section 5.1** hereof.

"Exempt Period" means the ten (10) calendar years beginning on the January 1 following the issuance of the Bonds.

"Exempt Property" means all Property that is exempt from taxation pursuant to K.S.A. 79-201(a) *Second* and/or *Twenty-Fourth* by reason that such property was constructed or purchased with the proceeds of the Bonds authorized by and in accordance with the Abatement Statute.

"Force Majeure" means acts of God, strikes, lockouts, failure of power or other insufficient utility service, riots, insurrection, environmental remediation required by the appropriate government authorities, discovery of cultural, archeological or paleontological resources or endangered species, any lawsuit seeking to restrain, enjoin, challenge or delay construction, failure of the Issuer to timely approve the plans or construction documents relating to the Project, war, terrorism, pandemic (including a material worsening of the conditions related to COVID-19 existing as of the date hereof) or other reason of a like nature not the fault of the party delayed in performing work or doing acts required under the terms of this Agreement.

"Future Facility Additions" means any additions, improvements or renovations to or equipping of the Bond Financed Portion of the Project following the receipt of a final certificate of occupancy for the final building comprising the Project. As used herein, **"Future Facility Additions"** shall never include any future additions, improvements or renovations to or equipping of the Project that are exempt from ad valorem taxes.

"Issuer" means the Unified Government of Wyandotte County/Kansas City, Kansas.

"Property" means all real and personal property subject to taxation pursuant to K.S.A. 79-101.

"Project" means acquiring and constructing an approximately 149-unit commercial multifamily facility, as further described in **Section 3.3**, including land, buildings, structures, improvements and fixtures, that will be generally located at the southeast corner of Rainbow Boulevard and 46th Avenue.

"Project Costs" means all costs and expenses of every nature paid from proceeds of the Bonds and relating to the acquisition, construction, improvement, installation, furnishing and equipping of the Project.

"Project Site" means all of the real property described in **Exhibit B** attached hereto and by this reference made a part hereof.

"Tax Payment" means a payment-in-lieu of taxes to be paid by the Company in the amounts set forth in **Section 2.3** and **Exhibit C** hereof.

ARTICLE II

EXEMPTION; PAYMENTS IN LIEU OF TAX

Section 2.1. Exempt Property. During the Exempt Period, and so long as the Bonds are outstanding and the Company remains in compliance with this Agreement, the Issuer agrees to use its best efforts to cause the Bond Financed Portion of the Project to be and remain Exempt Property.

Section 2.2 Agreement to Make Tax Payments. The Company covenants and agrees that, for each calendar year during the Exempt Period that the Bond Financed Portion of the Project is Exempt Property, the Company will make a Tax Payment in lieu of ad valorem taxes to the County Treasurer. For each such calendar year, 50% of the Tax Payment with respect to such calendar year shall be due and payable on or before the date that the first installment of ad valorem taxes for real property are due (and in any event, not later than December 20th), and the balance of such Tax Payment with respect to such calendar year shall be due and payable on or before the date that the second installment of ad valorem taxes for real property are due (and in any event, not later than May 10th of the immediately succeeding calendar year).

Section 2.3. Amount of Tax Payment. The Tax Payments shall be in the amounts shown in **Exhibit C**. The parties acknowledge that such Tax Payments do not include special assessments, if any, and the school district's capital outlay levy that cannot be abated under Kansas law and that the Tax Payments are subject to adjustment as set forth in **Exhibit C**.

Section 2.4. Term of Agreement. This Agreement shall become effective upon execution, and subject to earlier termination pursuant to the provisions of this Agreement (including particularly **Article V** hereof), shall terminate upon the later of (i) the expiration of the Exempt Period or (ii) the date of the final Tax Payment.

Section 2.5. No Abatement of Special Assessments and Certain Property Taxes. The Issuer and the Company hereby agree that the Abatement Statute and any tax abatement with respect to the Project shall not apply to special assessments and property taxes that cannot be abated under Kansas law. In the event special assessments are ever abated, the Company hereby agrees that 100% of the amount of such abated special assessments shall be paid to the Issuer at the times and in the manner that Tax Payments are paid to the Issuer pursuant to this Agreement.

Section 2.6. Obligation of Issuer to Effect Tax Abatement. The Issuer agrees to use its best efforts to cause the Bond Financed Portion of the Project to be Exempt Property during the Exempt Period and agrees to make all filings required by the Wyandotte County Board of Commissioners or the Board of Tax Appeals; provided, however, the Issuer shall not be liable for any failure of the Board of Tax Appeals to effect the exemption permitted by the Abatement Statute. The Issuer covenants that it will not knowingly take any action that the Issuer has knowledge may cause the Bond Financed Portion of the Project to no longer be Exempt Property. In the event the Bond Financed Portion of the Project is determined to no longer be Exempt Property, the Issuer shall, at the Company's request, cooperate with the Company in all reasonable ways to cause the Bond Financed Portion of the Project to be Exempt Property, including cooperating with the Company in any related litigation. The Company agrees to pay to the Issuer the costs that the Issuer incurs (including legal fees and expenses) in cooperating with the Company in the manner required by this Section, provided that, the Company shall not be responsible for any legal fees and expenses accrued through the Issuer's negligence or intentional acts which cause the Bond Financed Portion of the Project to no longer be Exempt Property.

Section 2.7. Compliance. Within ten (10) business days following the request of the Issuer, the Company shall provide the Issuer with (i) copies of the requisitions submitted by the Company to the bond trustee in accordance with the Lease Agreement for the preceding calendar year, (ii) a list containing a brief description and the amount of all costs of the Bond Financed Portion of the Project, and (iii) the total costs of the Project, all in such reasonable detail as the Issuer shall request.

Section 2.8. Value of the Project Not Determined by Bonds. The Issuer and the Company acknowledge that it is not the intent of the parties that the principal amount of the Bonds be used for the purpose of determining the appraised value of the Project or any portion thereof for tax purposes.

Section 2.9. Company's Right to Protest. Nothing in this Agreement shall be construed to limit or in any way restrict the ability of the Company to utilize any provision of Kansas law to appeal, protest or otherwise contest any property tax valuation, assessment or similar action with respect to the Project Site or any portion thereof.

Section 2.10. Credits for Tax Payments; No Duplicate Tax Liability. Nothing in this Agreement shall be construed to require the Company to make duplicate tax payments. The Company shall receive as a credit against its obligations to pay the Tax Payments, the amount of any ad valorem taxes (other than special assessments and property taxes that cannot be abated under Kansas law) paid by the Company to the County to the extent that the amounts paid to the County include any taxes due with respect to the Exempt Property.

Section 2.11. No Abatement on Appraised Value of Future Facility Additions. In the event any Future Facility Additions are determined to be Exempt Property as a result of the issuance of the Bonds, this Agreement or for any other reason, so long as this Agreement remains in effect, the Company hereby agrees that 100% of the amount of such abated ad valorem taxes attributable to the Future Facility Additions shall be paid to the Issuer at the times and in the manner that Tax Payments are paid to the Issuer pursuant to this Agreement. This provision shall not be construed as restricting the Company from applying to the Issuer or to any other governmental entity for any future tax abatement in connection with the Future Facility Additions.

Section 2.12. Tax Abatement Order; Adjustment of Tax Payment. The Issuer and the Company acknowledge that, prior to the Bond Financed Portion of the Project being determined to be Exempt Property, an order from the Board of Tax Appeals approving tax abatement on the Bond Financed Portion of the Project for the Exempt Period must be obtained. In the event the Board of Tax Appeals issues an order stating that less than 100% of the Bond Financed Portion of the Project is Exempt Property, the parties agree that the Tax Payment shall be decreased by an amount necessary to result in the sum of the new Tax Payment plus the payment of ad valorem taxes by the Company with respect to the Bond Financed Portion of the Project is equal to the original Tax Payment. In the event the Board of Tax Appeals issues an order stating that none of the Bond Financed Portion of the Project is Exempt Property, then the Tax Payment shall be reduced to $0.

Notwithstanding the foregoing, if (i) the entire Bond Financed Portion of the Project is not determined to be Exempt Property, or (ii) the Board of Tax Appeals issues an order that less than 100% of the Bond Financed Portion of the Project is Exempt Property, and such determination or order is a result of the Company's failure to comply with the terms and provisions of this Agreement (after any applicable notice and cure period), the Issuer shall be under no obligation to decrease the Tax Payment as provided in this Section. Furthermore, in no event shall the Issuer be under any obligation to make any payment to the Company as a result of the Board of Tax Appeals determining that less than 100% of the Bond Financed Portion of the Project is Exempt Property. Notwithstanding any provisions herein to the contrary, in no event shall the Company be liable for the payment of any amounts, including the Tax Payments, which are in the aggregate greater than the amount of ad valorem taxes on the Project in the event there is no abatement of the same.

Section 2.13. Determination of Appraised Value and Assessments. The Company acknowledges that the county appraiser independently determines the appraised value of Property. The Company further acknowledges that the Issuer does not have input in or in any way control the determination of the appraised value of Property or the assessment of Property, and that the Issuer cannot and is not attempting to bind the county appraiser or any other governmental authority with respect to a determination of the appraised value of the Bond Financed Portion of the Project.

ARTICLE III

COVENANTS OF THE COMPANY

Section 3.1. Construction. The Project will be constructed, equipped and operated (or caused to be operated) in a manner that is consistent with the description of the Project herein. In the event the Project is constructed in a manner that the Issuer determines, in its reasonable discretion, is materially inconsistent with the description of the Project herein, the Issuer reserves the right to declare an Event of Default in accordance with **Section 5.1** hereof.

Section 3.2. Completion Date. Subject only to Force Majeure, the Company agrees to commence construction on or before January 1, 2025, and substantially complete construction of the Project on or before December 31, 2027. "Commence construction" shall mean that the Company has entered into a contract with a licensed contractor for the construction of the Project and the Issuer has issued a building permit therefor. "Substantially complete," for purposes of this Section, shall mean that the Project can be occupied or utilized for its intended purpose as a multifamily facility, as evidenced by receipt by the Company of a temporary certificate of occupancy for the Project. The parties agree that the governing body of the Issuer will consider an ordinance authorizing the issuance of the Bonds on or about such time, but in no event will the Bonds be issued later than December 31, 2028.

Section 3.3. Development of Project. The Issuer and Company hereby agree that the Project shall be as described below. The Company covenants that the Project, including all buildings, parking facilities, and other improvements constituting the Project shall be developed, constructed, completed, and operated (or caused to be operated) on the Project Site in substantial accordance and compliance with the terms and conditions of this Agreement and the final site plan approval from the Issuer's Planning Commission, and this Agreement shall not be construed to waive such Planning Commission's discretion in approving or disapproving the same. On and subject to the terms and provisions set forth in this Agreement, Company shall have the sole right to, and shall be responsible for, design, construction, equipment and completion of the Project, and shall operate (or cause to be operated) and use the Project in the manner described herein. The parties further agree as follows:

(a) The Project shall be designed, developed, and constructed as a Class A apartment development that shall include approximately 149 apartment units, consisting of studio, one-bedroom, two-bedroom, and several three-bedroom units ranging in size from 500 square feet to 1,400 square foot located within a multi-story apartment building that surrounds an onsite parking garage, including site amenities and related infrastructure such as widening 46th Avenue and addition of designated drop-off areas and street parking. Project amenities shall be suitable for a Class A apartment facility, including (i) heavy landscaping; (ii) a courtyard, pocket park, and outdoor fire pits; (iii) a pet grooming area; and (iv) in-unit washer/dryer, refrigerator, oven/range, and microwave, all as generally depicted in **Exhibit E** attached hereto, though the parties acknowledge the depiction in **Exhibit E** is subject to modification pursuant to the Issuer's planning process.

(b) Company stipulates and agrees that its signage shall be subject to all applicable laws and requirements of the Issuer and any special use permits granted by the Issuer's governing body.

(c) The Project shall include parking improvements containing at least the number of spaces required by the Issuer's applicable laws and requirements.

(d) The Company's plans for landscaping on the Project Site shall be considered in accordance with all applicable laws and requirements of the Issuer and the Issuer's approval thereof will not be unreasonably withheld.

Section 3.4. Maintenance and Use. The Company shall cause the Project and the Project Site to be maintained, preserved and kept in good repair and working order and in a safe condition, consistent at all times with other Class A apartment space in the greater metropolitan Kansas City area, and will make all repairs, renewals, replacements and improvements necessary for the safe, efficient, and advantageous conduct of its business and operations on the Project Site. Company specifically understands and agrees that the Issuer shall not undertake or have any obligation under this Agreement for snow or ice removal on sidewalks located at or adjacent to the Project.

Section 3.5. Inspection. The Company agrees that the Issuer and its duly authorized agents shall have the right at reasonable times (during business hours), subject to at least 48 hours advance notice and to the Company's usual business proprietary, safety and security requirements, to enter upon the Project Site to examine and inspect the Project and the records of the Company which demonstrate compliance with this Agreement, including, but not limited to, inspections necessary to confirm compliance with **Section 3.3**.

Section 3.6. Compliance with Laws. The Project will comply in all material respects with all applicable building and zoning, health, environmental and safety ordinances and regulations and all other applicable laws, rules and regulations.

Section 3.7. Employment Certification. Beginning on March 1 in the calendar year following the issuance of Bonds, and on each March 1 thereafter and at any other time that the Issuer may request, for the term of this Agreement, the Company shall provide a written certification to the Issuer stating the total number of full-time employees employed at the Project.

Section 3.8. Payment of Fees and Reimbursement or Payment of Costs.

(a) The Company agrees to pay to the Issuer the standard fees charged by the Issuer in connection with tax abatement projects and the issuance of industrial revenue bonds. These fees include, but are not limited to, an initial application fee (which the Issuer agrees has been paid in full), a service fee that is due at the time of issuance of the Bonds and an annual administrative fee. The Company acknowledges receipt of a fee schedule from the Issuer and acknowledges that the fee schedule may be adjusted or amended by the Issuer at any time.

(b) The Company agrees to promptly reimburse the Issuer, within ten (10) business days following receipt by the Company of an invoice from the Issuer and reasonable supporting documentation, for any amounts that the Issuer pays to any other party as a result of the Issuer pursuing, obtaining or maintaining the tax abatement granted to the Company pursuant to this Agreement. These costs shall include, but shall not be limited to, all fees and expenses for filings with the Board of Tax Appeals (including the application fee and annual administration fee), legal notice publication expenses, and the costs and expenses of the Issuer's legal counsel. The Company agrees that the Issuer may, in lieu of seeking reimbursement from the Company, forward any invoice received by the Issuer to the Company, which invoice is for a cost which the Issuer could seek reimbursement from the Company pursuant to this paragraph, and the Company agrees to promptly pay such invoice and to promptly provide the Issuer with evidence of such payment.

Section 3.9. Abatement of Property. The Abatement Statute provides that, with certain exceptions, any property constructed or purchased in part with the proceeds of revenue bonds issued under the authority of the Act is exempt from taxation for a period of up to ten years to the extent of the value of that portion of the property financed by the revenue bonds. The tax abatement commences in the year following the year in which the Bonds are issued.

Company understands that property will be exempt under the Abatement Statute only if such property is purchased or reimbursed with the proceeds of the Bonds. In order to be purchased or reimbursed with Bond proceeds, the trustee for the Bonds must receive a requisition request from the Company and must make a draw on the Bonds and use the money to either (a) pay, or (b) reimburse the Company for the cost of the property, which the parties acknowledge and agree may be documented via book entry.

The Abatement Statute also provides that if property purchased with proceeds of the Bonds is used in any retail enterprise identified under the NAICS sectors 44 and 45 (**"Prohibited NAICS"**), the property will not be exempt from taxation, unless the property is a facility used exclusively to house the headquarters or back office operations of a prohibited retail enterprise.

The Abatement Statute further provides that property purchased with bond proceeds is not exempt from taxation if the property is (i) a swine production facility (as described in K.S.A. 12-1749b), (ii) property located in a redevelopment project area established under the authority of K.S.A. 12-1770 or (iii) a poultry or rabbit confinement facility (as described in K.S.A. 17-5903).

Company hereby represents that the NAICS code for the Project is not included within the list of Prohibited NAICS and agrees that during the term of the tax abatement, the property purchased with the proceeds of the Bonds will not be used in any of the Prohibited NAICS. Company understands that if any property purchased with the proceeds of the Bonds is used in a Prohibited NAICS, that property will not be subject to property tax abatement under Kansas law.

Company represents that the Project is not, and will not become, a swine production facility, a poultry or rabbit confinement facility or inventory, and that the Project is not located in a redevelopment project area as defined in K.S.A. 12-1770 *et seq.*

Section 3.10. Solid Waste Services. Until termination of this Agreement, the Company agrees that it and all of its tenants, subtenants, operators and licensees shall exclusively use the solid waste services of the Unified Government for the Project. This requirement shall not apply to the Company or any user if the Company or user demonstrates that solid waste services provided by the Issuer are inadequate to serve such user's reasonable needs.

Section 3.11. LBE/MBE/WBE Employment Opportunity Goals. The Company agrees to comply with the goals set forth on **Exhibit D** in order to identify and provide employment opportunities for local businesses and contractors, women and local minority owned businesses. The Company hereby understands and agrees that if it shall fail to use Best Efforts to meet the LBE/MBE/WBE goals set forth on **Exhibit D** for the Construction (as those terms are defined therein) of the Project, then the Tax Payments shall be increased as set forth in **Exhibit C**. The parties agree that failure to use Best Efforts to meet the LBE/MBE/WBE goals set forth on **Exhibit D** shall not cause an Event of Default hereunder, and the Issuer's sole remedy will be increasing the amount of Tax Payments as set forth in **Exhibit C**.

ARTICLE IV

SALE AND ASSIGNMENT

Except as otherwise provided herein, the Company will not, without the prior written consent of the Issuer, (a) assign, sell, lease, or otherwise transfer the Project Site, the Project, or equipment that comprises the Project or any part thereof or any interest therein; (b) merge with or into another corporation or sell or transfer to another corporation substantially all of its assets; or (c) assign this Agreement. The Issuer shall have the right to grant or withhold its consent to any of the aforesaid in its reasonable discretion after inquiry and delivery of information to the Issuer as to whether the proposed assignee has sufficient financial wherewithal and experience to successfully complete and/or operate the Project according to the terms hereof. If an assignment is approved by the Issuer, the assignee shall assume and agree to pay and perform each and all of terms and provisions hereof. Notwithstanding the foregoing, the parties hereby agree that the Company may do any of the following without written consent of the Issuer:

(a) The Company may lease the residential units within the Project in the ordinary course of its business.

(b) The Company may grant a mortgage, leasehold mortgage, or other security on the Project to a lender in order to finance construction of the Project or refinance the Project, including, but not limited to, collateral assignment of all or any portion of its rights or obligations under this Agreement or any other documents entered into in connection with the Bonds.

(c) Once all occupancy permits have been issued for the Project, the Company may sell, lease, assign, transfer or mortgage the Project (and this Agreement and any other documents entered into in connection with the Bonds including without limitation the Resolution, in connection with the same) upon written request to the Issuer and the approval of the County Administrator or his/her designee; provided, if the County Administrator or his/her designee disapproves any such disposition, the Company will have the right to appeal such decision to the Issuer's governing body within a reasonable time. The consent of the Issuer to any such disposition described in this subsection shall not be unreasonably withheld or delayed.

(d) The Company may terminate this Agreement, and thereafter freely sell, assign, transfer or mortgage.

(e) The Company, upon written notice to the Issuer, may freely sell, assign, lease or transfer all or any portion of the Project or Project Site, and/or its rights or obligations under this Agreement and any other documents entered into in connection with the Bonds (including, without limitation, the Resolution), to an entity managed by or under common control of or by the Company or one or more of its principals.

Upon the sale, assignment, or transfer of the Project as set forth herein, the Company (as assignor) shall be relieved of all further liability occurring on and after the effective date of such disposition, except as may be otherwise set forth in the Lease Agreement.

ARTICLE V

DEFAULT AND REMEDIES

Section 5.1. Events of Default. If any one or more of the following events shall occur and be continuing, it is hereby defined as and declared to be and to constitute an "Event of Default" hereunder:

(a) the Company shall fail to perform any of its obligations hereunder;

(b) the Company shall breach any covenant contained herein or any representation of the Company contained herein shall prove to be materially false or erroneous; or

(c) the Company shall be in default under the Lease Agreement.

Section 5.2. Remedies on Default. Upon the occurrence of an Event of Default hereunder, the Company shall be given 60 days (or such longer period as the Issuer and the Company may agree), following written notice by the Issuer to the Company of the occurrence of such Event of Default, to cure such Event of Default; provided that, if such Event of Default is of a nature that it cannot reasonably be cured within 60 days, then such occurrence will not constitute an Event of Default so long as Company: (a) commences to cure such failure within such 60-day period; and (b) diligently pursues such cure to completion. If such Event of Default is not cured within such time, this Agreement may be terminated by written notice to the Company from the Issuer. Such termination shall be effective immediately following delivery of such written notice. Upon the termination of this Agreement, the Company shall make a payment to the Issuer (or as the Issuer may otherwise direct) in an amount equal to the sum of (i) all due but unpaid Tax Payments attributed to prior calendar years, (ii) the pro rata total Tax Payments that would be due with respect to the current calendar year, (iii) the pro rata amount of any taxes that would be due for the remaining portion of the current calendar year assuming the Bond Financed Portion of the Project was not Exempt Property, and (iv) the amount of any costs and attorneys' fees incurred by the Issuer as a result of such Event of Default and in enforcing this Agreement.

Section 5.3. Payments on Defaulted Amounts. Any amounts due hereunder which are not paid when due shall bear interest at the interest rate imposed by Kansas law on overdue ad valorem taxes from the date such payment was first due. In addition, amounts payable hereunder in lieu of ad valorem taxes that are not paid when due shall be subject to the same penalties imposed by Kansas law on overdue ad valorem taxes.

ARTICLE VI

MISCELLANEOUS PROVISIONS

Section 6.1. Notice and Waiver of Company. The Issuer reserves the right to grant tax abatement for projects that are located adjacent to or in the proximity of the Project or for projects that are located elsewhere within the Issuer but are similar to the Project in amounts that are above or below the amounts set forth herein. The Company acknowledges and agrees that the Tax Payment, the Exempt Period and the other terms of the tax abatement granted by the Issuer with respect to such other projects may be more favorable than the terms provided for in this Agreement. As a condition to the Issuer entering into this Agreement, the Company waives any claim it may have against the Issuer as a result of the Issuer granting tax abatement to other projects with terms that are more favorable than the terms provided for in this Agreement. Additionally, the Company agrees that it will not request that the Issuer modify this Agreement because the Issuer plans to grant or has granted tax abatement to another project or projects on terms that are more favorable than the terms provided for in this Agreement. Upon the occurrence of the Company's breach of its obligations set forth in this Section to waive any claim it may have against the Issuer as described above, the Issuer shall have the right to immediately terminate this Agreement and the associated tax abatement and require that the Company pay to the Issuer the amounts specified in **clauses (i)** through **(iv)** of **Section 5.2**.

Section 6.2. Severability. If for any reason any provision of this Agreement shall be determined to be invalid or unenforceable, the validity and enforceability of the other provisions hereof shall not be affected thereby.

Section 6.3. Governing Law. This Agreement shall be construed in accordance with and governed by the laws of the State of Kansas.

Section 6.4. Execution in Counterparts. This Agreement may be executed simultaneously in several counterparts, each of which shall be deemed to be an original and all of which shall constitute but one and the same instrument.

Section 6.5. Waiver. The Issuer and the Company acknowledge and agree that the amounts payable hereunder shall constitute payments due the Issuer under the Lease Agreement. The Company shall not be entitled to any extension of payment of such amounts as a result of a filing by or against the Company in any bankruptcy court.

Section 6.6. Notices. All notices, certificates or other communications required or desired to be given hereunder shall be in writing and shall be given to or filed with the Issuer and the Company as set forth below:

The Unified Government Clerk
The Unified Government of Wyandotte County/Kansas City, Kansas
701 N. 7th Street, Suite 323

Kansas City, Kansas 66101
Telephone: 913-573-5260
Email: bdeichler@wycokck.org

with a copy to:

Chief Counsel
The Unified Government of Wyandotte County/Kansas City, Kansas
701 N. 7th Street, Suite 961
Kansas City, Kansas 66101
Telephone: 913-573-5060
Email: alawson@bpu.com

with a copy to:

David Johnston
County Administrator
Unified Government of Wyandotte County/Kansas City, Kansas
701 N. 7th Street, 9th Floor
Kansas City, Kansas 66101
Email: djohnston@wycokck.org

with a copy to:

Gilmore & Bell, P.C.
Kevin Wempe
2405 Grand Blvd., Suite 1100
Kansas City, Missouri 64108
Telephone: 816-221-1000
Email: kwempe@gilmorebell.com

and to the Company at:

Blair Tanner
1545 Stone Canyon Road
Los Angeles, California 90077
Telephone: 310-476-7500
Email: blair@tannerwhiteproperties.com

with a copy to:

Aaron Mesmer
4622 Pennsylvania Avenue, Suite 700
Kansas City, Missouri 64112
Telephone: 816-412-5858
Email: amesmer@blockllc.com

with a copy to:

Bob Johnson
Polsinelli PC
900 W. 48th Place, Suite 900

Kansas City, Missouri 64112
Telephone: 816-360-4359
Email: rjohnson@polsinelli.com

All notices given by: (i) nationally recognized overnight delivery service, or (ii) electronic mail, followed up by regular United States mail or nationally recognized overnight delivery service in accordance with the above procedures, shall be deemed duly given one business day after they are so delivered. All notices given in person shall be deemed duly given when delivered.

Section 6.7. Further Assurances. The parties each agree to do, execute, acknowledge and deliver any and all other documents and instruments and to take all such further action as shall be reasonably necessary or reasonably required in order to fully carry out this Agreement and to fully consummate and effect the transactions contemplated hereby.

Section 6.8. Authority, etc. Each party to this Agreement represents and warrants to each other party as follows: (i) that such party has the requisite power and authority to enter into and perform this Agreement; (ii) that this Agreement has been duly authorized by all necessary action on the part of such party; (iii) that the execution and delivery and performance by each party of this Agreement will not conflict with or result in a violation of such party's organizational documents or any judgment, order or decree of any court or arbiter to which such party is bound; and (iv) that this Agreement constitutes the valid and binding obligation of such party, and is enforceable against such party in accordance with its terms, subject to applicable bankruptcy, insolvency, reorganization, creditor's rights and other similar laws.

Section 6.9. Electronic Storage and Transactions. The parties agree that the transactions described herein may be conducted and related documents may be stored by electronic means. All closing documents, certificates, and related instruments may be executed by electronic transmission. Copies, telecopies, facsimiles, electronic files, and other reproductions of original executed documents (or documents executed by electronic transmission) shall be deemed to be authentic and valid counterparts of such original documents for all purposes, including the filing of any claim, action or suit in the appropriate court of law.

[Remainder of page intentionally blank.]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their duly authorized officers, all as of the date first above written.

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

(SEAL)

By:____
Tyrone Garner, Mayor/CEO

ATTEST:

By: ________________________________
Brett Deichler, Unified Government Clerk

APPROVED AS TO FORM:

By: ________________________________
Office of Chief Counsel

4601 RAINBOW, LLC
a Kansas limited liability company

By:____

Name:______________________________________

Title:_______________________________________

EXHIBIT A

APPLICATION FOR THE ISSUANCE OF INDUSTRIAL REVENUE BONDS

EXHIBIT B

PROJECT SITE

Lots 25, 26, 27, 28, 29, 54, 55, 56, 57, 58, 83, 84, 85, 86 and 87, Spring Valley, an addition to the City of Kansas City, Wyandotte County, Kansas, together with that part of Francis Street between 46th Street and Wyandotte – Johnson County Line, Vacated by Ordinance No. 65179, and recorded in Book 3237, Page 531.

EXHIBIT C

TAX PAYMENT SCHEDULE

Tax Payments (or "PILOTs") shall be determined on a per-apartment-unit basis. Below is an approximate PILOT schedule based on 149 apartment units, and the parties acknowledge that the Tax Payments may be adjusted in accordance with the table below depending on the ultimate number of units constructed.

Tax Payments shown below do <u>not</u> include the school district's capital outlay levy that cannot be abated under Kansas law.

Number of units	149
Year 1 PILOT	$156,301
Year 1 PILOT per unit	$1,049
Annual Increase	2.00%
Annual Increase if LMW Failure	4.00%

Year[a]	**Annual PILOT**[b]	**PILOT per Door**[b]	**Annual PILOT if L/M/WBE Failure**[b]	**PILOT per Door**[b]
1	$156,301	$1,049	$156,301	$1,049
2	159,427	1,070	162,553	1,091
3	162,616	1,091	169,055	1,135
4	165,868	1,113	175,817	1,180
5	169,185	1,135	182,850	1,227
6	172,569	1,158	190,164	1,276
7	176,020	1,181	197,771	1,327
8	179,541	1,205	205,681	1,380
9	183,132	1,229	213,909	1,436
10	186,794	1,254	222,465	1,493

Business Category	Participation Percentage Goal Percentage of Total Construction Cost for the Project
LBE	12%
MBE	6%
WBE	4%

[a] Year 1 refers to calendar year beginning January 1 after issuance of Bonds.
[b] Does not include school district capital outlay levy.

EXHIBIT D

LBE/MBE/WBE PARTICIPATION AGREEMENT

THIS LBE/MBE/WBE PARTICIPATION AGREEMENT (the "**Agreement**"), by and between the Unified Government of Wyandotte County/Kansas City, Kansas (the "**UG**") and 4601 Rainbow, LLC or assigns (the "**Developer**"), sets forth procedures and goals for the utilization of local business, minority and women enterprises in connection with the development of an approximately 149-unit, commercial multifamily project in Kansas City, Kansas (the "**Project**"), as defined below.

I. SCOPE

A. These procedures are applicable to the Construction (as defined below) of the Project, as further described in that certain Performance Agreement between the UG and Developer, dated October ___, 2023 (the "**Performance Agreement"**), whether performed by or on behalf of Developer, including, but not limited to, all aspects of Construction of the Project and related facilities including labor, materials and supplies, and construction related services whether undertaken by or on behalf of Developer, but not including Specialized Services.

II. DEFINITIONS

A. "Construction" means all aspects of the construction of the Project including labor, materials and supplies, and construction related services, whether performed or contracted for by or on behalf of Developer; provided, however, "Construction" shall not include: (i) Specialized Services; and (ii) Professional Services.

B. "Contractor" means the Proposer selected by the Developer for the Project.

C. "Local Business Enterprise" (or "LBE") means a business headquartered or which maintains a Substantial Local Office that performs the significant functions of the business in Wyandotte County or a business of which at least 51% of the stock, equity, or beneficial interest is owned, held, or controlled and whose day-to-day management is under the control of an individual residing in Wyandotte County. There is no formal certification process for LBE designation and it is determined and assigned based upon the criteria referenced in this definition and payment of all applicable Wyandotte County taxes and/or licensing fees.

D. "Minority Business Enterprise" (or "MBE") means a business of which at least 51% of the stock, equity, or beneficial interest is owned, held, or controlled and/or whose day-to-day management is under the control of a person who is a member of an American ethnic minority group including African-American, Asian-Indian, Asian-Pacific, Hispanic and Native American.

E. "Professional Services" means advisory or consulting activities including, but not limited to, architectural, engineering, legal, accounting, financial, marketing, environmental studies, and financial services contracted for, by or on behalf of Developer for the design, development and construction of the Project.

F. "Project" means the Construction of a new apartment complex and as legally described in Exhibit 1 to this Agreement.

G. **"Proposer"** means a construction firm that submits a proposal in response to a solicitation for proposals issued by Developer with respect to the Construction of the Project or with respect to the annual operations of the Project.

G. **"Specialized Services"** means expertise, services, or products that are only available through sole source providers or national vendors or are unique to the business of the Project.

H. "**Substantial Local Office**" means an office operated and financially supported by a firm that has sufficient space, staff and equipment to carry on the local business of the firm and that is engaged in significant, on-going local involvement with the business community in Wyandotte County, KS. The term "Substantial Local Office" shall specifically exclude any office that has been established for the sole purpose of participating in a specific Project.

I. **"Women Business Enterprise" (or "WBE")** means a business of which at least 51% of the stock, equity, or beneficial interest is owned, held, or controlled and/or whose day-to-day management is under the control of one or more women who are U.S. citizens or legal resident aliens.

III. GOALS FOR LBE/MBE/WBE PARTICIPATION.

Developer and its Contractor will use Best Efforts to meet the LBE/MBE/WBE participation percentage goals listed in the below chart based upon the total cost of the Construction of the Project. In no event shall Developer be required to incur higher costs as a result of its commitment to attempt to meet such goals. These goals are based upon a disparity study performed for the Kansas City Metropolitan Area for LBE, MBE, and WBE participation. These goals are not quotas or set asides.

Business Category	Participation Percentage Goal – Percentage of Total Construction Cost for the Project
LBE	12%
MBE	6%
WBE	4%

It is the intent of the UG to give preference to the utilization of LBEs so long as all other factors relating to the award of an individual contract are equal. If the factors relating to an award of an individual contract are equal, the Developer shall give preference to the utilization of LBEs over the utilization of MBEs and WBEs.

IV. ELIGIBILITY FOR CREDIT

A. Only LBE businesses that are qualified and/or MBE or WBE businesses that are certified or undergoing certification by the Kansas Department of Commerce, the City of Kansas City, Missouri, the State of Missouri, the Missouri Department of Transportation, the MidAmerica Minority Business Development Council, and/or the Women's Business Enterprise National Council or any other applicable or appropriate public or private entity or other entity mutually acceptable to the UG and the Developer (each, an "approved" business) may be counted towards the participation goals in Section III above.

B. In the event that a contract has been awarded on the Project to an approved LBE, MBE, or WBE business, and such LBE, MBE or WBE business later becomes unapproved prior to the completion and acceptance of all the work to be provided under such contract, then Developer shall receive credit towards the goal for only that portion of work performed or services provided up to the point such business becomes unapproved.

V. CONSTRUCTION UTILIZATION

A. The goals set forth in Section III may be met by the expenditure of dollars with approved LBE, MBE and/or WBE businesses, contractors, labor suppliers, regular dealers, manufacturers, material suppliers, subcontractors, software vendors, consultants, other Construction-related products, suppliers, and/or services, or through joint ventures with approved LBEs, MBEs or WBEs. The participation of certified LBE, MBE and/or WBE Proposers may count toward a goal for which they qualify.

B. A joint venture involving an approved LBE, MBE, and/or WBE as a partner may be counted towards the applicable goal only to the extent of the dollar amount for which the approved LBE, MBE, and/or WBE is responsible; provided that if the LBE, MBE, and/or WBE is the majority partner in such joint venture, then the entire joint venture contract amount shall be counted, less any work subcontracted to the non LBE, MBE, and/or WBE joint venture partner. To receive credit, the approved LBE, MBE, and/or WBE must be responsible for a clearly defined portion of the work, profits, risks, assets, and liabilities of the joint venture.

C. Participation by a certified MBE owned by a minority woman may be counted as MBE participation or as WBE participation; however, this participation cannot be counted both for MBE and WBE participation. However, a certified MBE or WBE that also qualifies as an LBE may also be counted towards the LBE goal. For additional clarification purposes, a qualified LBE, which also certified as an MBE or WBE, shall be counted toward both the LBE and the MBE or WBE goals in the Developer's sole discretion.

D. The LBE, MBE, or WBE must be responsible for the execution of a distinct element of the work by actually performing, managing, or supervising its function in the work identified in the agreement with such LBE, MBE or WBE. Brokering is not credited.

VI. CONTRACT AWARD COMPLIANCE PROCEDURES

A. Solicitation Documents. The solicitation documents, for each contract for which goals are established, shall contain a description of the requirements set forth in this Agreement and the LBE, MBE, and WBE goals. Upon request by the UG, Developer shall submit the solicitation documents and the bid list to the UG.

B. Subcontractor Relations – Documentation of Subcontracting Agreements. All subcontracting services for LBE, MBE and/or WBE businesses shall be evidenced by an agreement which shall include the scope of work to be performed and the amount to be paid for performance of the work. Unit price subcontracts are acceptable if appropriate to the type of work being performed.

C. Best Efforts. For each LBE/MBE/WBE participation percentage goal that is not achieved, Developer shall be deemed to have used "**Best Efforts**" to meet such goal(s) if Developer shall have taken substantially all of the following actions:

i. Developer is seeking or has sought timely assistance of the UG to identify qualified LBEs, MBEs, and WBEs;

ii. Developer is advertising or has advertised contract opportunities in local, minority, and women media;

iii. Developer is providing or has provided reasonable written notice of opportunities and/or informational meetings to approved LBEs, MBEs, and WBEs;

iv. Developer is following up or has followed up initial solicitations of interest by contacting LBEs, MBEs, and WBEs;

v. Developer is segmenting or has segmented portions of the work to increase the likelihood of LBE, MBE, and WBE participation, where feasible;

vi. Developer is or has provided interested LBEs, MBEs, and WBEs with timely and accurate information about the plans, specifications, requirements, deadlines, and bidding procedures of the contracts;

vii. Developer is negotiating or has negotiated in good faith with interested LBEs, MBEs, and WBEs, not rejecting them as unqualified without sound reasons, based on a thorough review of their capabilities and prior work history;

viii. Developer is seeking or has sought to educate and assist LBEs, MBEs, and WBEs in obtaining bonding, lines of credit or insurance required to perform the contract; and

ix. Developer is working or has worked with local, minority, and women contracting, professional, civic, and community organizations, government officers and any other organization or persons, as identified by the UG, that provide assistance in the recruitment of LBEs, MBEs, and WBEs.

Failure by Developer to take all of the foregoing actions shall not be determinative that Developer has not used its Best Efforts. The parties acknowledge that all of the foregoing actions may not apply to every scope of the Project.

VII. UG'S ASSISTANCE TO PROJECT

The UG shall use its best efforts to provide assistance to Developer and its agents so that Developer may fulfill its participation goals as set forth in this Agreement. The Developer assumes all responsibility for using Best Efforts to meet the goals and complying with the procedures and processes set forth herein. Examples of such assistance by the UG include but are not limited to:

A. providing information and technical assistance regarding this Project to the Developer and its agents including the Contractor and any other contractors, subcontractors, LBEs, MBEs, WBEs, officials and other interested persons;

B. developing and maintaining a registry of approved LBE, MBE and WBE businesses;

C. assisting with identifying potential LBEs, MBEs, and WBEs and reviewing their qualifications to participate in the Project;

D. updating the Developer and its agents on current or proposed affirmative action legislation enacted by the UG that may affect the Project;

E. frequently reviewing Developer and the Contractor and any other contractor or subcontractor performance and LBE, MBE, and/or WBE participation on the Project;

F. providing advice relative to utilization and compliance matters;

G. conducting compliance reviews and audits of LBE, MBE, and WBE and participation;

H. assisting the Developer and its agents in addressing issues related to the goals and procedures set forth in this Agreement;

I. reviewing complaints from LBEs, MBEs, WBEs, and any other interested persons regarding these goals and procedures with Developer and its agents; and

J. assisting in the Developer's development of forms to document compliance with these procedures.

VIII. DEVELOPER COMPLIANCE; RECORDS AND REPORTS.

A. Records. Developer shall maintain those records as may reasonably be required to demonstrate compliance (and/or its Best Efforts to comply) with the goals and procedures set forth in this Agreement. These records shall be made available to the UG at Developer's offices during business hours and upon reasonable advance notice.

B. Construction Utilization Plan Reports. Developer shall provide the UG with information sufficient to document the participation under this Agreement, which may include periodically providing the Construction Utilization Plan as set forth on Exhibit 2. Such information may include for each LBE, MBE, or WBE whose participation is utilized by Developer to be applied to the goals set forth herein: business name and address of each LBE, MBE, and/or WBE; and a brief description of the work to be performed by each such LBE, MBE and/or WBE.

C. Remedies. If, after review of the Developer's construction and related reports by the Unified Government Contract Compliance Department, the UG determines that the participation goals contained in this Agreement for the Construction of the Project have not been met, and that the Best Efforts described herein have not been met, then the UG shall have, as its sole and exclusive remedies: such remedy as set forth in Section 3.11 of the Performance Agreement; and (ii) UG shall also have the right to renegotiate LBE, MBE, and WBE goals for future construction projects undertaken by the Company in the UG.

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

By: ______________________________
David Johnston
County Administrator
Date: ______________________________

4601 RAINBOW, LLC

By: ______________________________
Name: ______________________________
Title: ______________________________
Date: ______________________________

EXHIBIT 1
Legal Description

Lots 25, 26, 27, 28, 29, 54, 55, 56, 57, 58, 83, 84, 85, 86 and 87, Spring Valley, an addition to the City of Kansas City, Wyandotte County, Kansas, together with that part of Francis Street between 46th Street and Wyandotte – Johnson County Line, Vacated by Ordinance No. 65179, and recorded in Book 3237, Page 531.

EXHIBIT 2

Construction Utilization Plan

EXHIBIT E

SITE PLAN

Staff Request for Commission Action

Tracking No. 212759

Full Commission Meeting Date:
Committee: Economic Development & Finance

Date of Standing Committee Action: (If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
09/26/2023	Gunnar Hand	5751	ghand@wycokck.org	Planning and Urban Design

Item Description:

Action Requested:

Budget Impact: (if applicable)
Amount:
Source:
Included In Budget:
Other (explain):

Attachments List:
Leads - Pre-Qualified List, Pre-Qualifed Subs List, Wyandotte County Market Analysis_09252023 Revisions_FINAL (compressed)

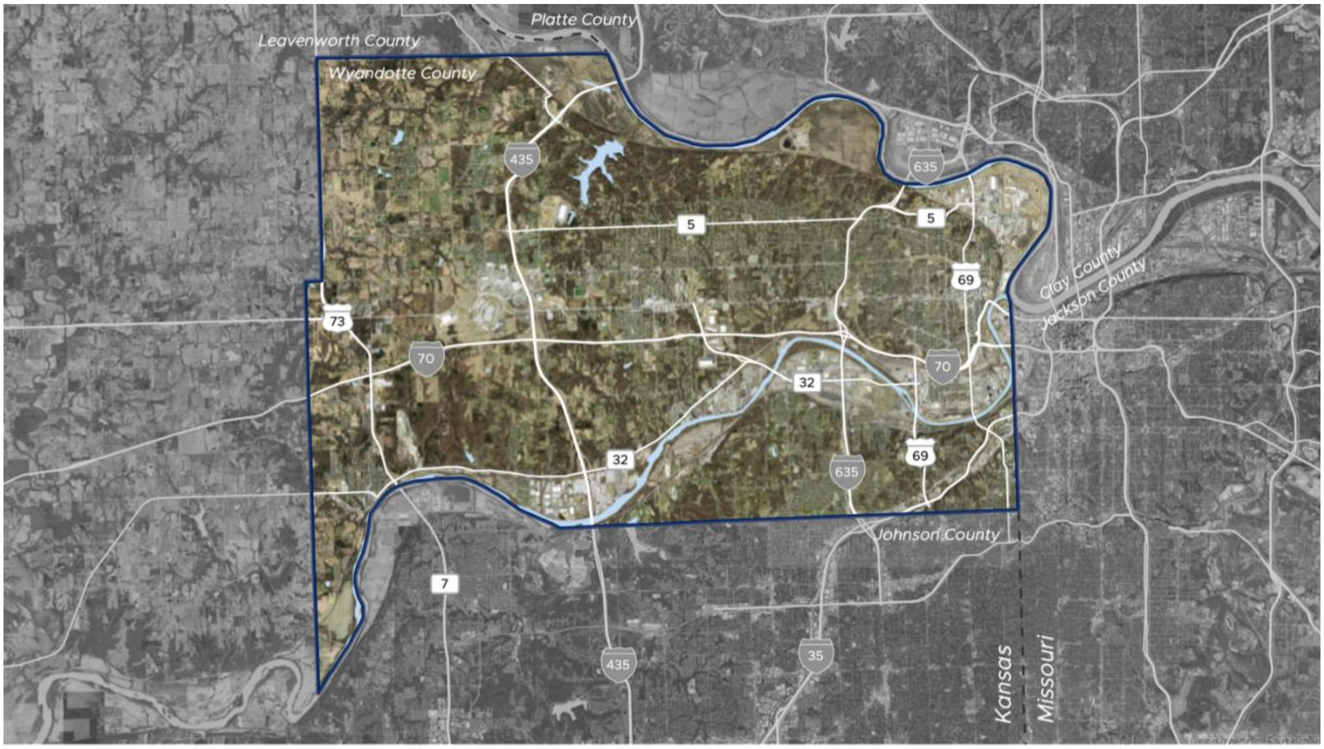
Pre-Qualified Lead Developers

Business Name	Primary Contact	Primary Contact Email
Indian Springs:		
Block & Co – Christie Development	Mitch DiCarlo	mjdicarlo@blockandco.com
Oak Impact	Erik Murray	erik@oakimpact.com
Copaken Brooks	Bill Crandall	bcrandall@copaken-brooks.com
Triangle Site – 4th & Minnesota:		
Copaken Brooks	Bill Crandall	bcrandall@copaken-brooks.com
Flaherty & Collins Properties	Ryan Cronk	rcronk@flco.com
Milhaus	John McGurk	john.mcgurk@milhaus.com

Pre-Qualified Sub-Contractors Listing

Business Name	Business Type	Primary Contact	Primary Contact Email
Arch Images	Architecture	Kile Morrison	Kmorrison@archimages-stl.com
BHC	Civil Engineering	Kevin Pinkowski	kevin.pinkowski@ibhc.com
Continental Consulting Eng	Civil Engineering	Phil Gibbs, II	pg2@ccengineers.com
Convergence Design	Architecture	David Greusel	david@convergencedesignllc.com
DRAW Architecture	Architecture	Dominique Davison	dominique@drawarch.com
EHDD Architecture	Architecture	Ethan Ahlberg	e.ahlberg@ehdd.com
FSC, Inc.	Engineering	Ali Alaman	aalaman@fsc-inc.com
Helix Architecture	Architecture	Doug Stockman	dstockman@helixus.com
HJM Architecture	Architecture	Richard Hu	rhu@hjmarch.com
International Architects Atelier	Architecture	Elizabeth Amirahmadi	iaa@i-a-a.com
Jon Stover & Associates	Econ Dev Consult	Jon Stover	jstover@stoverandassociates.com
KCK Farmers Market	Com Engagement	Ashly Meek	ashlymeek@gmail.coom
KEM Studio	Architecture	Brad Satterwhite	bsatterwhite@kemstudio.com
K & S Associates	Demolition	Schaeffer Stevenson	sstevenson@kandscorp.com
Lamar Johnson Collaborative	Architecture	Joe Keal	kealj@theljc.com
Land3 Studio	Architecture	Bob Bushyhead	bbushyhead@land3studio.com
Mynt Systems	Solar Energy	Robert Hymes	rhymes@myntsystems.com
PORT Architecture	Architecture	Andrew Moddrell	moddrell@porturbanism.com

Rose Design Build	Construction	Tyler Hiatt	tyler@buildwithrose.com
SC Enterprises LLC	Construction	Cierra Williams	cierra@cierraenterprises.com
SFS Architecture	Architecture	Kerry Newman	knewman@sfsarch.com
Skidmore, Owings & Merrill	Architecture	Kristopher Takacs	Kristopher.takacs@som.com
Straub Construction	Construction	Parker Young	pyoung@straubconstruction.com
Taliaferro & Browne	Civil Engineering	Leonard Graham	lgraham@tb-engr.com
TreanorHL	Architecture	Joy Coleman	jcoleman@treanorhl.com
Veritas Architecture	Architecture	Travis Wilson	travis@veritas-ad.com
VISOR Consulting	Real Estate Advisory	Peter Ho	peter.ho@visorconsulting.com
Wyandotte Behavioral Health Network	Mental Health	Randy Callstrom	randy.callstrom@wyandotbhn.org
Wellner Architects	Architecture	Julie Wellner	jwellner@wellner.com
WSKF Architecture	Architecture	Dayln Novak	knovak@wskfarch.com



COUNTYWIDE MARKET ANALYSIS

Wyandotte County, Kansas

September 25, 2023

PREPARED FOR
Unified Government of
Wyandotte County and Kansas City, Kansas

DEVELOPMENT STRATEGIES®

TABLE OF CONTENTS

Project Description

Development Strategies was retained by the Unified Government of Wyandotte County and Kansas City, Kansas ("UG") to conduct a market analysis to determine the scale of demand for various land uses within the county. This information is intended to be used as part of the forthcoming citywide comprehensive plan (PlanKCK).

This study consists of key components:

- An analysis of existing conditions that impact demand for real estate. This includes property conditions, access, key tenants, population and income trends, and other factors. Occupancy and lease rates of existing uses were researched.
- Market analysis that asks the questions, "what is possible?" from a real estate market perspective. This includes an assessment of competitive developments and corridors, development trends, performance in terms of rents, occupancy, and absorption, and other considerations.

Market Conclusions

The market analysis seeks to take a long-term view—our analysis occurred during a period of unprecedented expansion of the multi-family and industrial markets, both regionally and nationwide. Simultaneously, the long-term effects of the COVID-19 pandemic and subsequent economic, social, and cultural impacts are still unfolding. These circumstances have led to significant disruption and rapid evolution of consumer habits, workplace norms, and lending practices, which have already left an imprint on the Wyandotte County real estate market. Hence, during a time of such great flux, present market conclusions may or may not retain applicability over the coming decade.

Wyandotte County contains Kansas City, Kansas, (KCK) one of the principle economic centers of the Kansas City Metropolitan Statistical Area (MSA). While strong growth among certain sectors is projected, demand for a variety of uses is finite because of current conditions in the city and activity in competitive regional markets.

Our primary conclusions are summarized in the following statements.

Physical Conditions

- Wyandotte County offers excellent regional connectivity and access to end markets, positioning it well for future retail and industrial uses.
- The county contains a strong divide between its urban core and suburban areas, generally west of the Turner Diagonal Parkway, such that the building stock is much older and economic conditions and access to retail and services is weaker on the urban side.
- The ready availability of vacant and underutilized land in the county poses opportunity for future development; additionally, the large number of older structures in the urban core create opportunity for historic rehab to serve the area's growing multi-family market.

Real Estate Trends

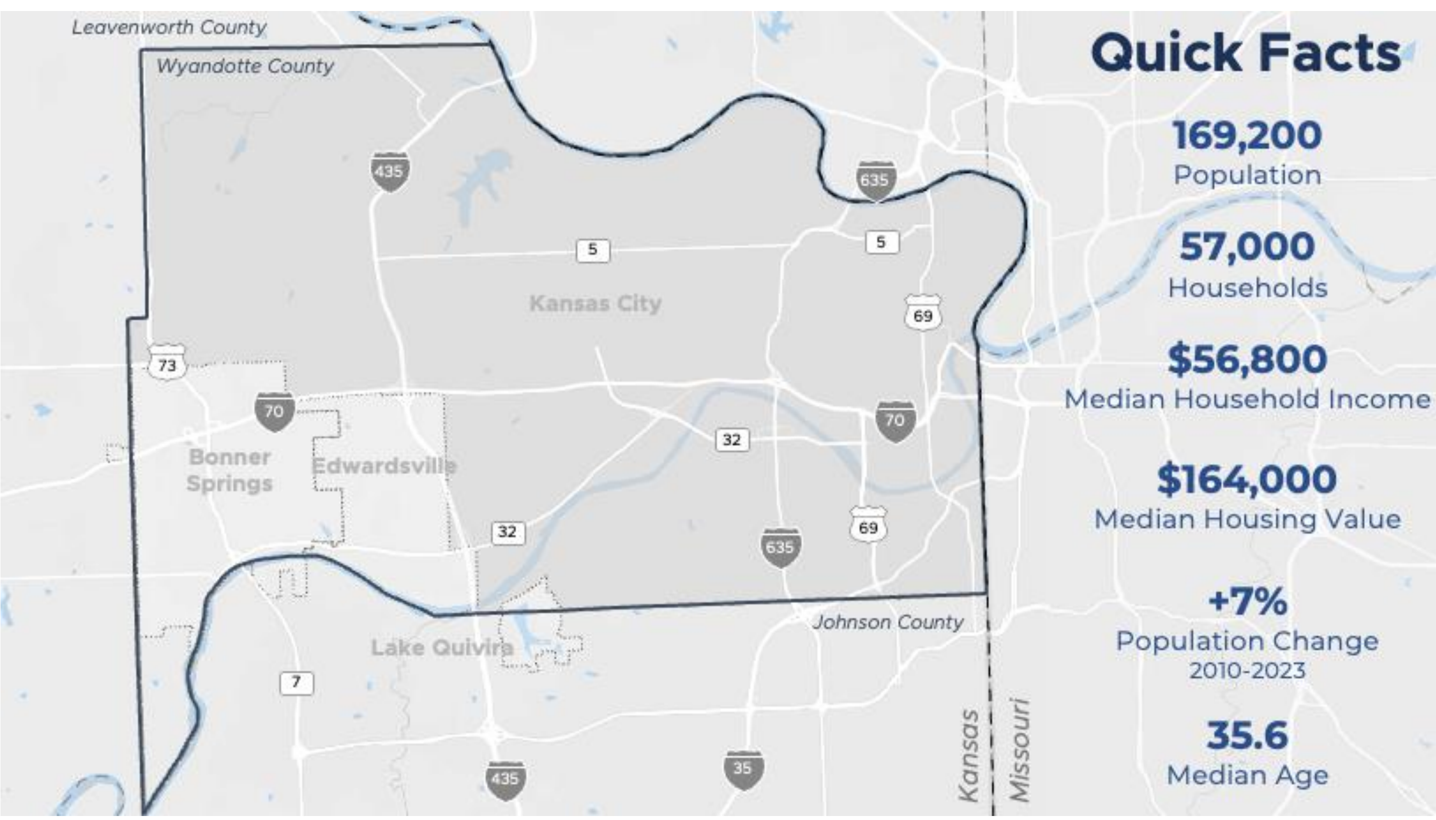
- There is strong opportunity for future multi-family development, with a strong development pipeline. The greatest under-served demand is among the workforce and high-income renter populations.
- Wyandotte County has a deep retail market that heavily serves demand outside the county, owing to The Legends Outlet and surrounding retail centers, which have grown rapidly in recent years.
- In the Kansas City, Kansas urban core, vital retail is currently deeply undersupplied; as current retail performance in the area centers is insufficient to propel future development, use of gap financing and a public funding strategy to develop such retail will be required.
- Future office development will be led by existing major tenants, such as the University of Kansas Medical Center. With current high occupancy rates and very low demand among users of Class A and B office space, we recommend repositioning existing space over new construction.
- The county is a primary target for hotel development, particularly around The Legends Outlets, which has expanded into a regional entertainment destination. That being said, with relatively low occupancy rates and a robust development pipeline, expansion of the market beyond what is in development should proceed cautiously.
- Nationwide, the warehousing and distribution market has boomed in recent years. Wyandotte County is no exception, having rapidly developed into a regional logistics hub, with robust recent activity. We predict that market-driven industrial development will continue in concert with the growing e-commerce market, as the county offers proximity to numerous end markets and transportation networks, though this is likely to slow as recently-delivered properties are absorbed.

County Overview

Situated just immediately to the west of the confluence of the Missouri and Kansas rivers, Wyandotte County encompasses 156 square miles and is characterized by its urban core, Kansas City, Kansas (KCK) surrounded by suburban communities. Part of the Kansas City Metropolitan Statistical Area (MSA), the county has a total population of around 169,000 residents, the vast majority of which reside in KCK. The region was settled initially in the 1820s, following the famed Louis and Clark Expedition. Named after the Wyandot people, the county was established in 1859, prior to Kansas' admission to the Union in 1861. Kansas City, Kansas, was incorporated shortly thereafter, in the 1870s, as an inner suburb of the older and more populous Kansas City, Missouri, after which it is named. In the 1890s through 1930s, the city saw significant growth in population as a streetcar suburb of Kansas City, Missouri. The city's population exceeded 100,000 in 1920, eventually rising to a peak of 168,000 in 1970. During this time, the city's industry was dependent on manufacturing, agriculture, and transportation. Additionally, the city boomed as the world's second-largest meat packing industry, second only to Chicago.

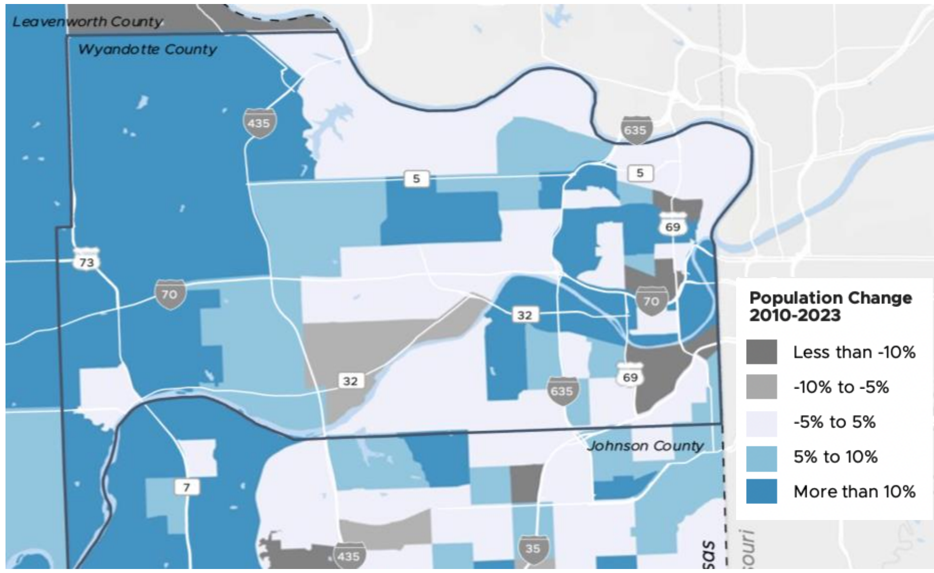
Beginning in the 1970s, the city and county populations declined, as the region faced the effects of deindustrialization coupled with White Flight. White Flight refers to the migration to the suburbs of middle- and upper-class white populations from downtown cores and surrounding areas that were becoming more racially diverse. Population decline continued through 2010, when the trend reversed and slow population growth resumed. Today, the city and county economies are increasingly diverse, reliant on healthcare, manufacturing, transportation, and educational services. The largest employer is the University of Kansas Medical Center, followed by the Kansas City public school system. The region has a growing transportation and logistics sector, with additional leading employers including the United Parcel Service and Amazon, as well as longstanding manufacturing plants like the General Motors Fairfax Assembly Plant. In 2011, the city saw a boost when Google selected Kansas City as the first city to be the site of an experimental fiber-optic network, built at no cost to the city.

Wyandotte County and KCK are known for their historic neighborhoods, such as Strawberry Hill, Parkwood, and Westheight Manor. The city features numerous historic homes and monuments, and newer tourist attractions like the Kansas Speedway. The region is also a shopping destination, featuring the regional mall, Legends Outlets Kansas City, adjacent to the Speedway and including over 110 retailers.



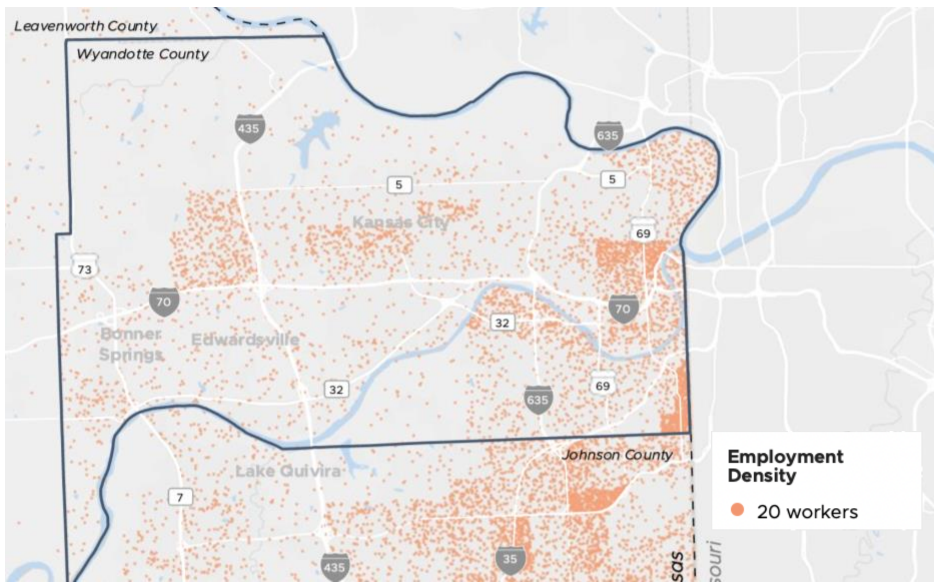
Population Change (2010 to 2023)

As shown in the map to the right, population gain has been strongest in suburban areas, largely west of Interstate 435, though significant growth was also observed in the Northwest, Bethel Welborn, and Strawberry Hill neighborhoods. Population decline was concentrated in census tracts around Shawnee Heights and Downtown Kansas City, Kansas.



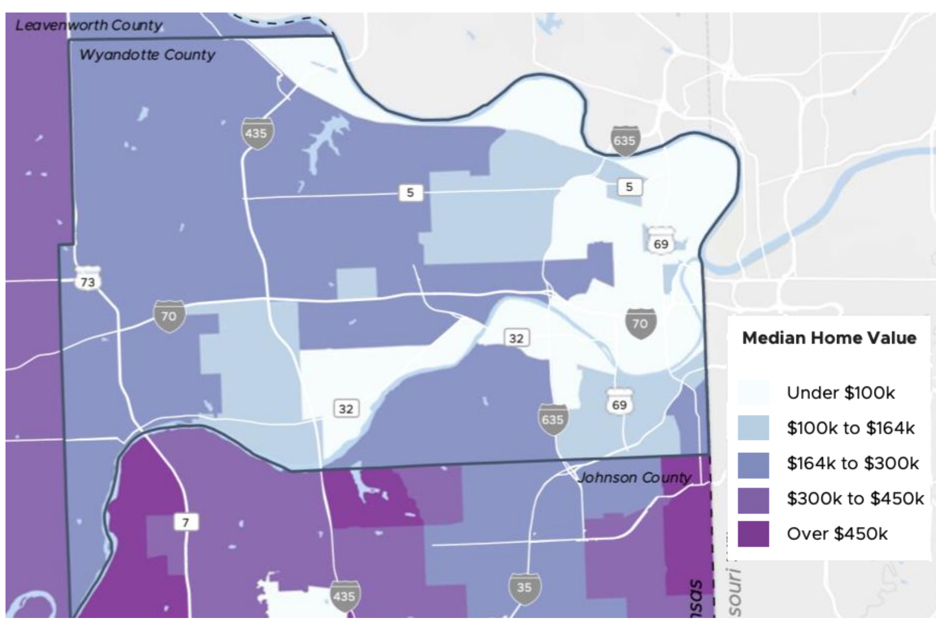
Employment Density

The second map to the right shows the geographic distribution of workers in the county, with one dot representing 20 workers. Employment concentration is greatest in Downtown Kansas City, Rosedale, the city's industrial districts, and around The Legends Outlets.



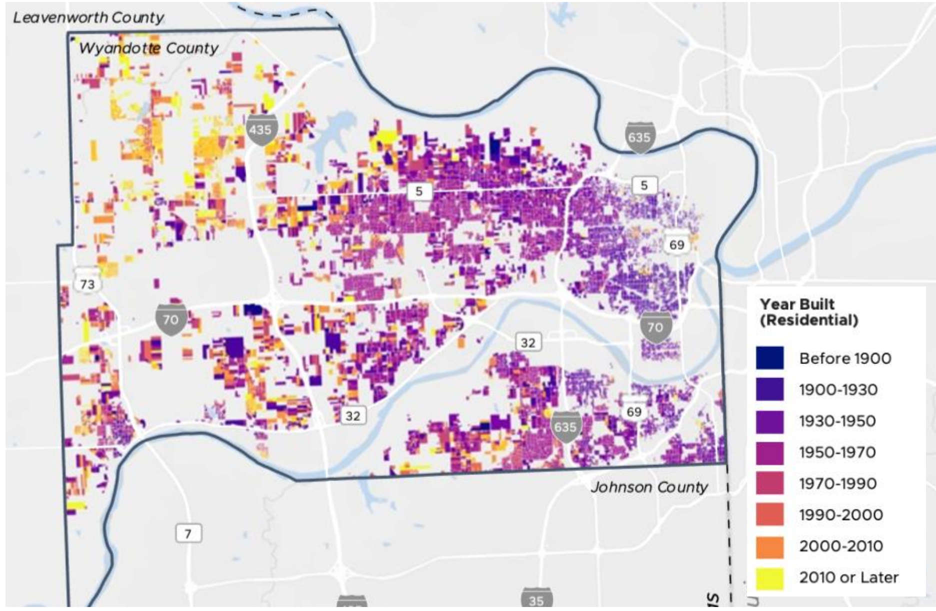
Median Home Value

The third map shows the distribution of median home values. Home values are highest in areas to the west and south, which also contain relatively newer housing stock. In contrast, values are persistently low in the urban core.



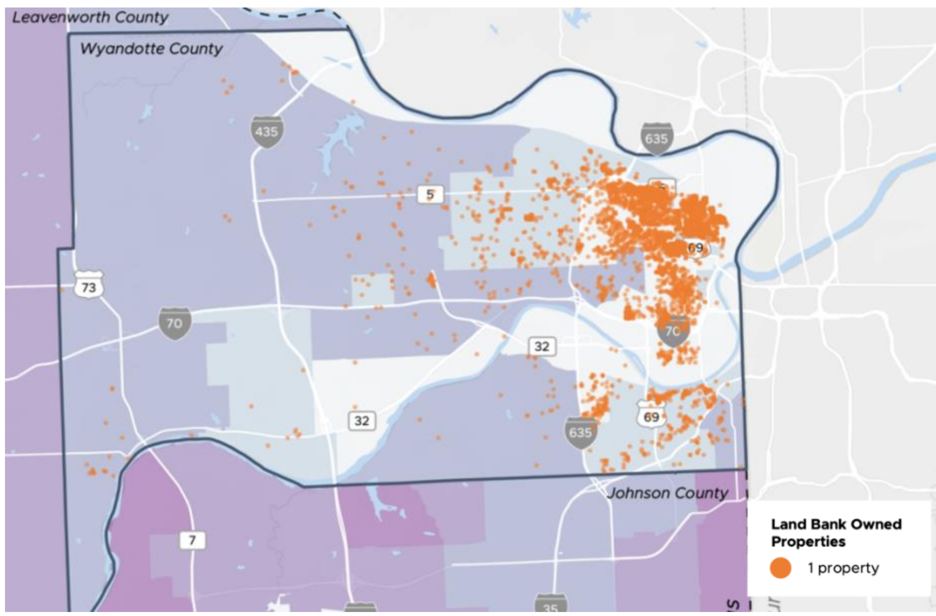
Age of Housing Stock

The fourth map shows the age of residential housing stock in the county. Older properties, dating before 1950, are heavily concentrated in the urban core, while more recently-constructed properties are located to the west and southwest. Across the county, 22 percent of all housing units were built before 1930. Just four (4) percent of residential development has been built since 2010.



Land Bank Owned Properties

The fifth map shows the concentration of parcels and properties owned by the Wyandotte County Land Bank, as overlayed with median home values. While land bank properties are scattered throughout the county, they are found in highest density in the Northeast, Central, and Rosedale neighborhoods. Altogether, the land bank owns over 4,600 properties across over 1,035 acres of land. This significant number of underutilized properties in the county impacts its overall marketability and the viability of future development.



Real Estate Market Conditions

This section provides a high-level summary of real estate market conditions in the county.

Multifamily Residential

Wyandotte County's multi-family market is comprised of approximately 15,500 units across approximately 250 buildings. The average asking rent is $954, or $1.12 per square foot—an increase of 33 percent since 2013. Vacancy rates in the county steadily diminished over the course of the last decade, from a high of 9.3 percent in 2013 to a low of 4.8 percent in 2021; however, due to the recent increase in deliveries, vacancy has since risen to around eight (8) percent.

Retail

Wyandotte County contains nearly 10 million square feet of retail space across approximately 1,020 buildings, accounting for about eight (8) percent of all retail space within the greater Kansas City MSA. Altogether, around 710,800 square feet has been added in the county since 2013, though overall the county experienced a net loss of retail space over the past decade. As of July 2023, the county has a vacancy rate of 3.1 percent and the current all service direct rent for retail space is $9.62 per square foot.

Office

Wyandotte County's office market is comprised of around 5,400,000 square feet of space across approximately 323 buildings. Since 2013, a total of 1,332,000 square feet were delivered in the county; however, the net increase in total office space was only around 230,000 square feet. Vacancy rates have largely remained stable over the last decade despite heightened delivery activity and the effects of the pandemic. While absorption rates have diminished in recent years, rents in the county have continued to rise. From 2013 to 2023, the county's base rent direct rose 8.8 percent to a current average rent of $17.33 per square foot per year.

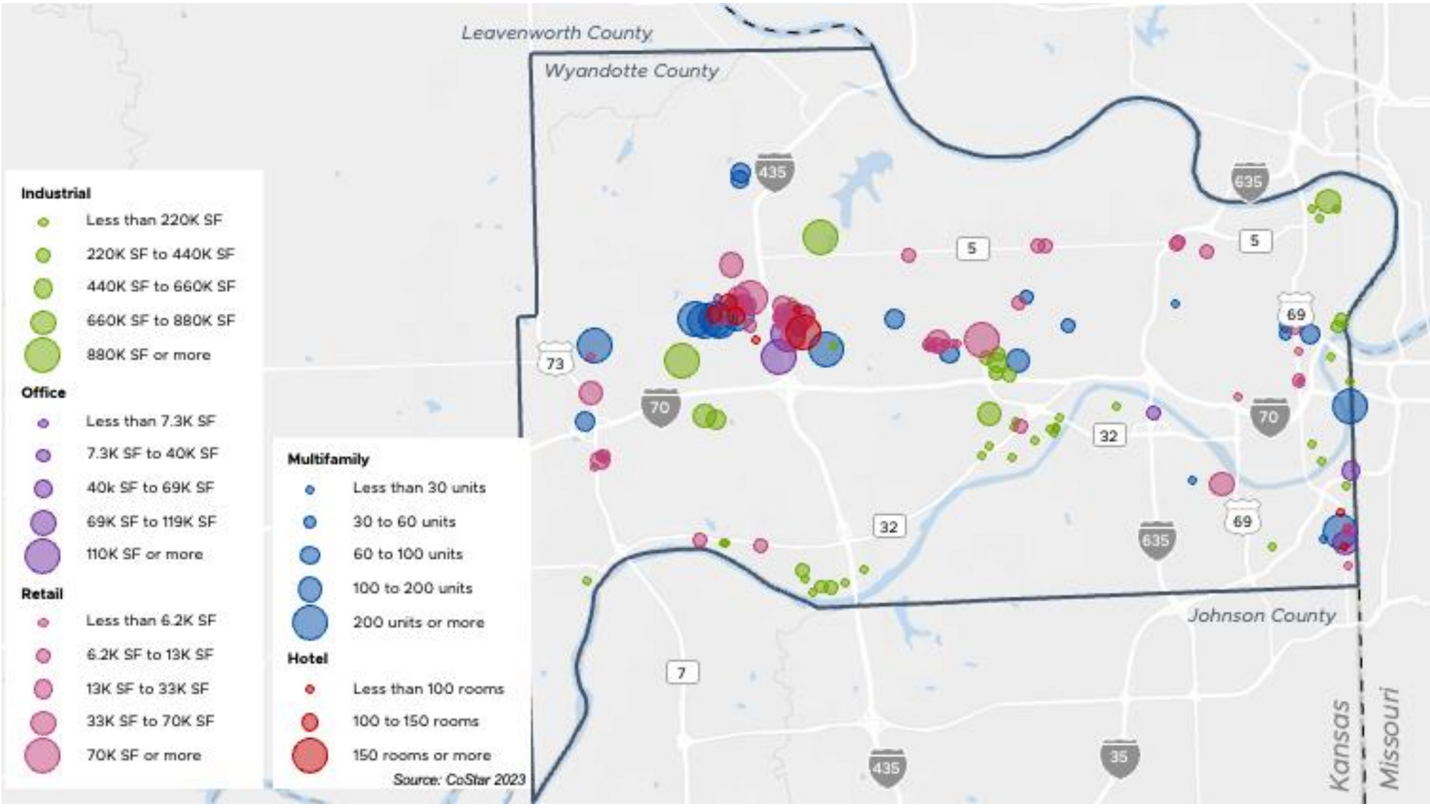
Hospitality

Wyandotte County has a total supply of approximately 2,087 rooms. Since 2017, around 394 rooms, or nine (9) percent of regional deliveries, were completed in the county. No rooms have been added since 2019. The average daily rate in the county is more than six (6) percent higher than that in the region, mostly due to the numerous hotels, more than 10, located adjacent to the Kansas Speedway and Legends Outlet attractions, bringing in premium rates. The remainder of hotels in the county are generally concentrated along State Avenue, the primary transportation commercial corridor in the county.

Industrial

Wyandotte County's industrial market is comprised of approximately 48.9 million square feet across 980 buildings. The county accounts for about 15 percent of industrial square footage in the entire Kansas City MSA. Deliveries have increased substantially each year over the past decade in both the MSA and the county. Of the 71 million square feet of industrial space delivered in the MSA in the last 10 years, eight (8) million square feet, or 11 percent, were in Wyandotte County. The average asking rent in the county is 18 percent below that of the MSA at $4.60 per square foot. Rents have increased 21 percent since 2013. The vacancy rate of 1.3 percent as of July 2023 is the lowest the county has seen in the past 20 years.

The following map depicts development trends in the county between 2010 and 2023.



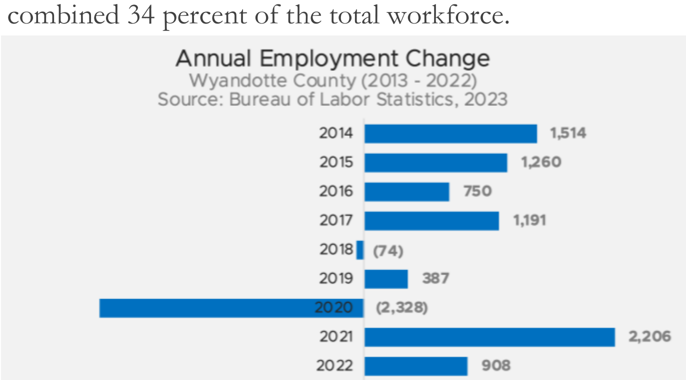
Demographic & Economic Overview

Economic Conditions

Over the prior decade, the State of Kansas experienced slow economic growth, with total employment growing 5.3 percent from 2014 to 2019, adding approximately 28,371 jobs. However, the statewide unemployment rate was consistently lower than the national average. Wyandotte County added around 4,000 jobs from 2013 to 2019, increasing total employment to 5.3 percent. Unemployment steadily declined in the county, from a pre-pandemic high of 6.8 percent in 2014 to a low of 4.5 percent by 2019, though was consistently higher compared to in the MSA and state.

In 2020, as a result of the COVID-19 pandemic, Wyandotte County lost roughly 2,209 jobs (three percent of total employment) in conjunction with a rise in the unemployment rate to 7.9 percent. Despite the acute impacts of the pandemic, the county recovered relatively quickly: in 2021, the unemployment rate lowered to 4.7 percent and 95 percent of the jobs lost the year prior were restored. As of the most recent data from the Bureau of Labor Statistics (April 2023), total employment in the county is 76,681 jobs, surpassing pre-pandemic totals. The county unemployment rate is 3.6 percent—lower than the national rate (3.7 percent), though still higher than rates in the MSA and Kansas (2.6 and 2.8 percent, respectively).

According to the Bureau of Economic Analysis, from 2010 to 2021, employment growth was heavily concentrated in the transportation and warehousing sector, strengthened nationally by the rapid expansion of e-commerce. Other industries that experienced significant expansion in the county were utilities, accommodation and food services, and professional, scientific, and technical services. In contrast, both manufacturing and government positions diminished considerably. Wyandotte County's leading industries by employment are manufacturing, healthcare and social assistance, and retail trade, employing a combined 34 percent of the total workforce.



KEY METRICS

Median Annual Wage

$46,410	$41,870
KANSAS CITY MSA	KANSAS

Job Gain (2014 to 2019)

5.3%	2.0%
WYANDOTTE COUNTY	KANSAS

Unemployment Rate (April 2023)

3.6%	2.8%
WYANDOTTE COUNTY	KANSAS

Bachelor's Degree or Higher

21%	36%
WYANDOTTE COUNTY	KANSAS

Largest Industry by Employment

	WYANDOTTE COUNTY	KANSAS
Manufacturing	12%	12%
Health Care/Social Assistance	11%	14%
Retail Trade	11%	10%
Construction	11%	6%

Relative to both the state and nation, the county has a larger share of employment in "blue collar" industry sectors, manufacturing, construction, and transportation and warehousing. Further, around one fifth of county residents have a Bachelor's degree or higher, compared to 40 percent and 36 percent of residents in the MSA and state, respectively.

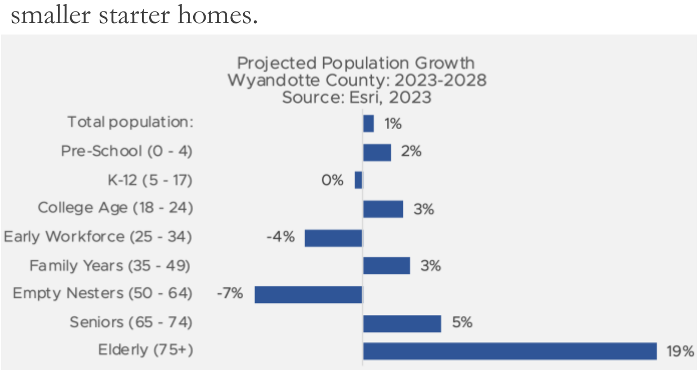
According to the Kansas Department of Labor's long-term industry projections, employment gains in the Kansas City, Kansas region between 2018 to 2028 will be concentrated in the "professional class" sectors, professional, scientific, and technical services, healthcare and social assistance, and administration and support services. Combined, these three industries are projected to account for around half of the over 30,000 jobs that will be added to the region. Consistent with trends from the prior decade, job losses are projected in the retail trade and manufacturing sectors, with an overall gain in total employment of 23,400 jobs.

Population

Wyandotte County saw moderate overall population growth over the prior decade, reflecting regionwide trends. According to Esri (a third-party provider of socioeconomic data from the census) estimates, from 2010 to 2023, the county's population grew by nearly 13,000 residents, for a present total of around 170,400. The majority (93 percent) of Wyandotte County residents live within the boundaries of Kansas City, Kansas, which grew 7.5 percent in population during the period. In contrast, the Kansas City MSA increased 11.4 percent, while statewide growth lagged behind at 3.5 percent.

The age distribution of the county's population skews slightly younger relative to the region. The county has a median age of 35.6 years, with larger shares of residents in the Pre-School (ages zero to four) and K-12 (ages five to 17) cohorts compared to the MSA and state. The MSA and state both have relatively greater proportions of residents in the Empty Nesters (ages 50 to 64), Seniors (ages 65 to 74), and Elderly (ages 75 and older) age cohorts, resulting in median ages of 38.7 years (MSA) and 37.9 years (state).

Per Esri projections, the populations of all studied areas are projected to increase minimally through 2028 (0.2 percent for city and county). Accordingly, the city's population is projected to gain approximately 2,000 residents during this same time period. Consistent with national trends, the fastest projected growth in the city will be among the Seniors and Elderly cohorts, increasing five percent and 19 percent, respectively, by 2028. The Pre-School (ages zero to four), College Age (ages 18 to 24), and Family Years (ages 35 to 49) cohorts are expected to rise slightly, whereas K-12, Early Workforce, and Empty Nesters are projected to decline or remain unchanged. Hence, the city has an aging population, increasing the median age to 35.8 years by 2028. These demographic trends strongly indicate a need for a mix of new housing types for seniors and the elderly, but also rental housing to attract young professionals and new families looking for smaller starter homes.



KEY METRICS
Wyandotte County

7.4%	population growth since 2010
35.6 TO 37.9	median age relative to the state
40% TO 32%	household rental rates compared to the state
$57K TO $65K	median household income compared to the state
1.8% TO 2.6%	expected annual growth in median income compared to the state
$164K	median housing value
20% TO 17%	population earning less than $25K a year compared to the state

Source: ESRI, 2023

Households & Housing

With a larger proportion of families with children, Wyandotte County also has larger household sizes. The mean household size in the county is 2.68 persons, whereas both the state and MSA have averages of 2.46 and 2.47 persons, respectively. The median household size in KCK is more similar to the county at 2.69 persons.

Since 2010, total households in the county have grown 6.1 percent, eclipsing the statewide increase (4.7 percent), yet falling short of that in the MSA (13 percent). Household generation in the city corresponded to population trends, increasing 6.2 percent since 2010. According to Esri, in the county, household generation over the next half decade will outpace slight population increases (0.7 percent), with no impact on household size.

The county has approximately 68,800 housing units. Of the county's 6,141 vacant units, the vast majority (95 percent) are in KCK. Hence the citywide occupancy rate is the same as the countywide rate (90 percent).

Within KCK, 78 percent of housing units are in single-family attached or detached structures, and multi-family units are roughly evenly distributed across small- to mid-sized developments. These rates are similar across all other studied areas, such as 79 percent in the county, 76 percent in the MSA, and 77 percent in the state. In the city, only seven (7) percent of total housing stock is in multi-family developments with 20 units or more. In the county, owners occupy 60 percent of housing units, lower than the owner-occupancy shares in the MSA (66 percent) and state (68 percent).

The median housing value in KCK is $159,000, just below the countywide median of $164,000. In comparison, Kansas has a median housing value of $205,000, while the MSA has the highest value at $268,000.

Income

KCK has a median household income of approximately $55,000—slightly lower than the countywide median ($57,000). Approximately one fifth (21 percent) of households in the city are very low income, earning less than $25,000 annually, compared to 20 percent of households in the county. Households in the larger study areas tend to be more affluent; the median household incomes in the MSA and state are $77,000 and $65,000 respectively.

Over the next half decade, the city and the county will see similar annual income growth at 1.7 and 1.8 percent, respectively. However, the MSA and the state will experience slightly higher income growth at 2.2 and 2.6 percent, respectively. Consequently, current income disparities between study areas will be remain the same over the next half decade.

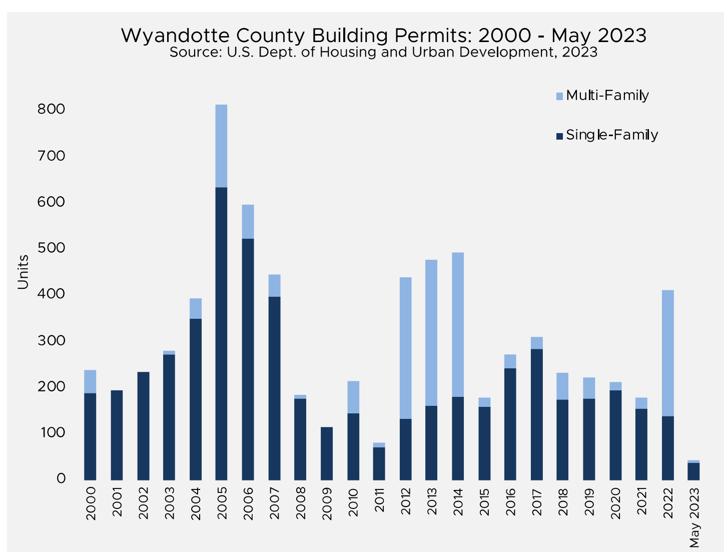
Housing Permit Activity

According to HUD, a total of 7,263 housing units have been permitted in Wyandotte County since 2000. Of these units, 74 percent are single-family homes, consistent with the county's owner majority. Permitting activity steadily increased from 2000 to 2005, when it peaked at 635 units, before lowering following the Great Recession. Activity resumed beginning in the early-2010s, with an increasing share of multi-family development. In the prior decade permitting activity peaked in 2014 with the delivery of 493 units. However, this activity diminished significantly in 2015, and remained at around 200 to 300 units permitted annually until 2022, in which rapid multi-family development led total permits to rise to over 400 units. As of the most recent HUD data (May 2023) just 44 units in primarily single-family structures have been permitted in the county year to date.

Population and Household Composition

Description	KCK	Wyandotte County	Kansas City, MO-KS MSA	Kansas
Population				
2028 Projection	158,077	170,464	2,273,700	2,960,000
2023 Estimate	156,671	169,200	2,238,600	2,952,400
2010 Census	145,770	157,505	2,009,300	2,853,100
Annual Change 2023-2028	0.2%	0.1%	0.3%	0.1%
Annual Change 2010-2023	0.6%	0.6%	0.8%	0.3%
Households				
2028 Projection	58,029	62,718	914,075	1,178,377
2023 Estimate	57,274	62,011	892,148	1,164,380
2010 Census	53,925	58,399	789,533	1,112,096
2000 Census	55,489	59,700	708,309	1,037,891
Annual Growth 2023-2028	0.3%	0.2%	0.5%	0.2%
Annual Growth 2010-2023	0.5%	0.5%	0.9%	0.4%
Average Household Size				
2028 Projection	2.68	2.67	2.45	2.44
2023 Estimate	2.69	2.68	2.47	2.46
2010 Census	2.68	2.67	2.51	2.49

© ESRI, 2023



Residential Analysis

Market Overview

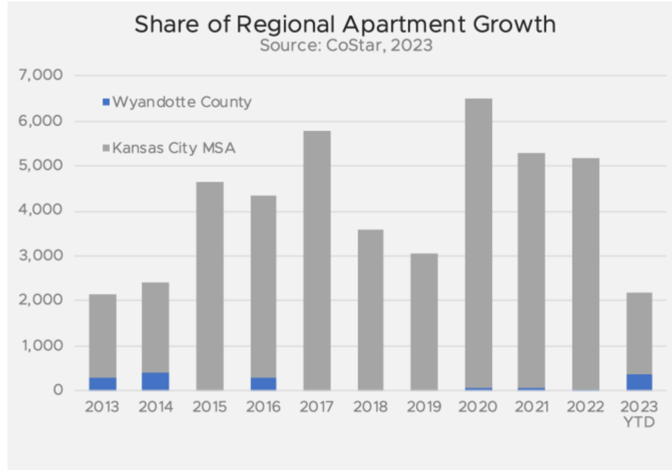
According to CoStar, a third-party source for commercial real estate information, Wyandotte County's multi-family market is comprised of approximately 15,500 units across approximately 250 buildings. The county accounts for just seven percent of multi-family residential units in the Kansas City MSA, which totals roughly 215,400 units within professionally-managed properties.

Of the over 45,000 units added to the MSA throughout the last decade, around 1,600, or 3.5 percent, were in Wyandotte County. From 2013 to 2017, the region added over 19,300 apartment units, then slowing in the following years as these units were absorbed. Likewise, the bulk of recent deliveries in Wyandotte County occurred during this time period, adding more than 1,000 units, followed by no deliveries in 2017 through 2019. Rapid expansion in the MSA resumed in 2020, as around 6,500 units were delivered, then continuing at a rate of approximately 5,200 units delivered annually in 2021 and 2022. As of July 2023, nearly 2,650 units were delivered in the year so far. In contrast, Wyandotte County only gained 160 units from 2020 to 2022, yet experienced a significant increase in activity in 2023, with 389 units delivered year to date. Per CoStar, an additional 1,100 units are currently under construction in the county, comprising 11 percent of the roughly 10,500 units under construction MSA-wide. This finding suggests that, relative to prior years' trends, multi-family development is expanding in the county, as the area is capturing an increasing number of deliveries regionwide.

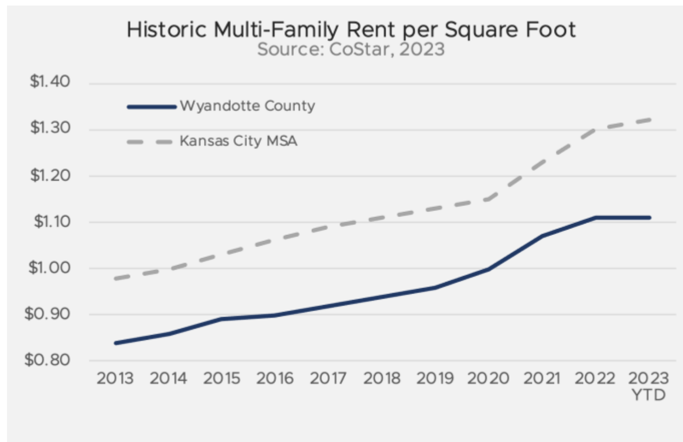
Rent growth in Wyandotte County occurred at a healthy pace in tandem with a general reduction in vacancy rates. The average asking rent is $954, or $1.12 per square foot—an increase of 33 percent since 2013 ($720, or $0.84 per square foot). This increase trails just behind regionwide rent growth, having increased 35 percent during the decade. The MSA has a comparatively high asking rent of $1,202, or $1.32 per square foot, as of mid-2023. Vacancy rates in the county steadily diminished over the course of the last decade, from a high of 9.3 percent in 2013 to a low of 4.8 percent in 2021; however, due to the recent increase in deliveries, vacancy has since risen to around eight percent. Relative to the county, the MSA has maintained a stable vacancy rate over the decade, generally hovering between seven (7) and eight (8) percent.

While the majority of Wyandotte County's housing is single-family, the county offers a wide variety of multi-family housing typologies. Newly-delivered properties are mainly found in suburbs, west of Interstate 435 in Village West in particular, and consist of townhome and amenity-rich mid-rise multi-family properties. Closer to Downtown KCK, the housing stock trends older, with mostly garden-style and low-rise properties dating from the 1940s to 1970s. Affordable properties are also more heavily clustered in and near the Interstate 70 and Interstate 435 corridors. They include traditional cement high-rises, in addition to townhome and garden-style developments. Kansas City contains a small number of historic properties rehabbed as market-rate and low-income lofts, mainly located west of Downtown.

The graphic on the following page depicts the location, scale, and target market for all properties delivered in the county since 2010.



**Data from July 2023; YTD reflects January to June 2023*



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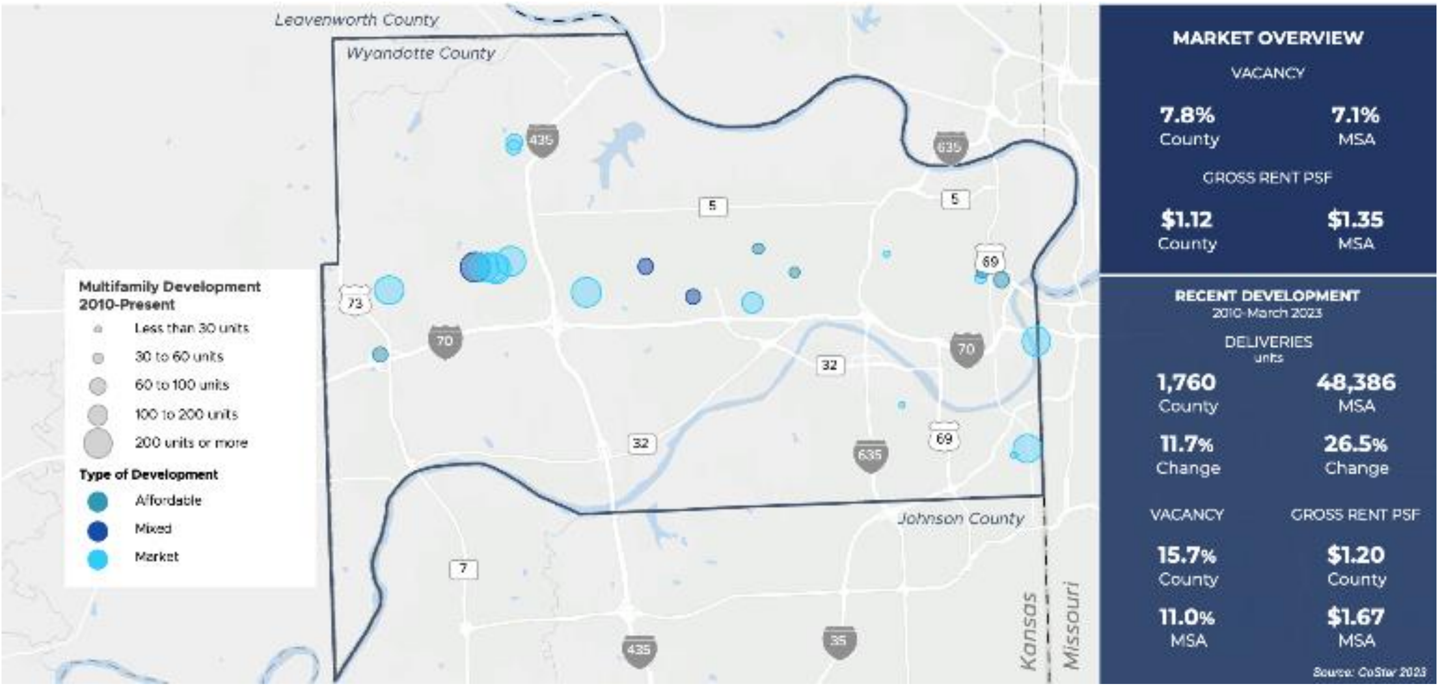


Competitive Supply

Multifamily properties in Wyandotte County vary significantly in age, building amenities, neighborhood amenities, and physical condition. The region is dominated by single-family homes, with many dating to as early as the early-twentieth century. However, the county features a growing multi-family market, characterized principally by high-end townhome and mid-rise properties. The newest, upscale properties are generally concentrated to the west near The Legends Outlet, which offers among the region's premier retail, dining, and entertainment amenities. Other newly-built multi-family properties can be found in the Rosedale neighborhood, adjacent to Kansas University Medical Center, or near River Bridge. The county also features older garden-style, low-rise, and select high-rise properties, largely dating to the midcentury. These properties are clustered in KCK neighborhoods near downtown and many are income restricted.

To establish achievable rents and absorption rates for new market rate multi-family development in the county, we surveyed six apartment properties in the county. These properties represent a range of market-rate development in the region, though are generally toward the top of the market, and all but one were built or rehabbed within the last decade. These are the upper end of the market for their respective locations and are therefore the best comparisons for a hypothetical, recently-built, market-rate multi-family property in the county.

The selected rental communities are fairly typical of modern suburban apartment communities. They mostly contain a mix of one-bedroom, two-bedroom, and three-bedroom units. The properties generally consist of two-story or three-story walk-up apartment buildings or townhomes with a community building and other amenities such as a swimming pool or a fitness center, and surface or garage parking.

The newest and highest-end market rate properties are clustered near the Kansas Speedway and Legends Outlet and include Switch Apartments, Prairie View at Village West, and Heights at Delaware Ridge. The 274-unit Switch Apartments opened in the April of 2023 and, as of July 2023, is occupied at 40 percent, giving a three-month absorption of about 37 units per month (including pre-lease). The mid-rise property offers a comprehensive in-unit and community amenity package and studio, one-, two-, and three-bedroom units with rents ranging from $1.40 to $1.80 per square foot. Built in 2016, Prairie View at Village West is a 311-unit mid-rise development featuring similar high-end amenities and one- and two-bedroom units renting for $1.20 to $1.70 per square foot. Lastly, the comparatively older Heights at Delaware Ridge, built in 2013, offers 228 one- through three-bedroom garden-style units, priced at $1.15 to $1.40 per square foot. Both of the latter two properties are occupied at about 94 percent.

The remaining three market-rate properties are located nearer to central KCK. Stonehedge Townhomes is a 138-

unit townhome community, located in the Coronado neighborhood, that was built in 2004. The property's two- and three-bedroom units are priced from $1.00 to $1.10 per square foot and is occupied at 96 percent; while the units offer relatively basic amenities, community amenities are competitive with other new development. A newer townhome development, 3809 South Thompson Street, is located in the Rosedale neighborhood, near Kansas University Medical Center. The 25-unit development was completed last year and includes three-bedroom townhomes priced at $1.50 per square foot, featuring attached garages, yet no community amenities. Kansas City has an increasing number of historic buildings that were recently rehabbed and converted to multi-family properties. Among these properties, we surveyed Horace Mann Lofts—a 30-unit redevelopment of a school building constructed in 1906. The low-rise development, which is occupied at 93 percent, includes a basic amenity package and one- and two-bedroom units renting for around $1.10 per square foot.

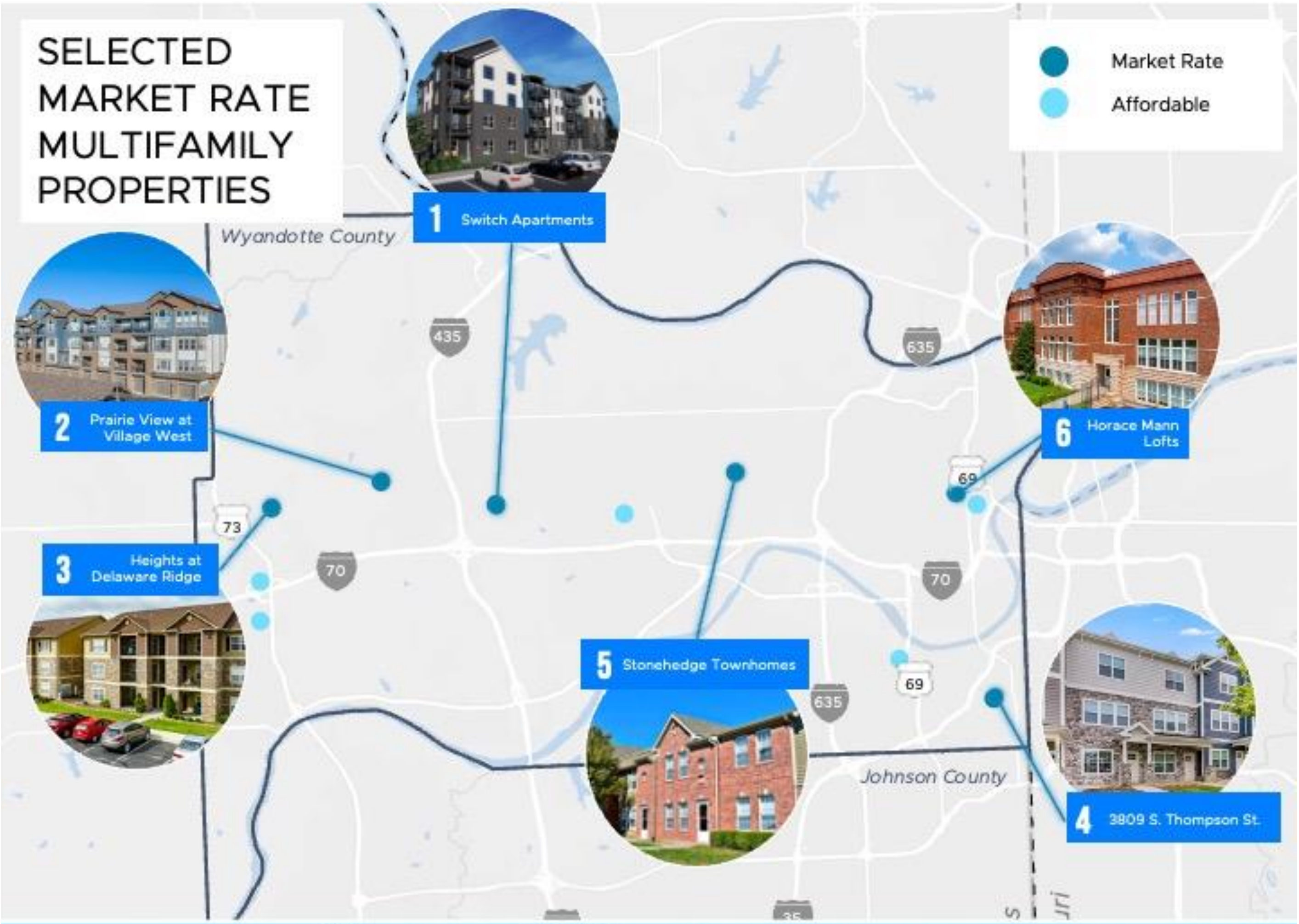
Unit sizes are relatively comparable across the surveyed market rate properties. Most one-bedroom units contain about 700 to 1,000 square feet, two-bedroom units contain 900 to 1,200 square feet, and three-bedroom units contain 1,400 to 1,700 square feet. Units in townhome properties are generally on the larger side, while those in loft-style and mid-rise developments trend smaller.

According to CoStar, affordable and mixed-income properties total around 4,640 units, accounting for just under one third of the county's multi-family inventory. Income restricted properties in the county tend to be older, with the majority dating having been built from 1960 to 1980, and most are clustered near downtown KCK and in the Coronado, Victory Hills, and Rosedale neighborhoods. To establish competitive rents and project performance for new affordable multi-family development in the county, we surveyed six income-restricted and mixed-income properties. The majority of properties contain one-, two-, and three-bedroom units and were developed under the Low-Income Housing Tax Credit (LIHTC) program, with tenancy restricted to households earning from 30 to 80 percent of the area median income (AMI).

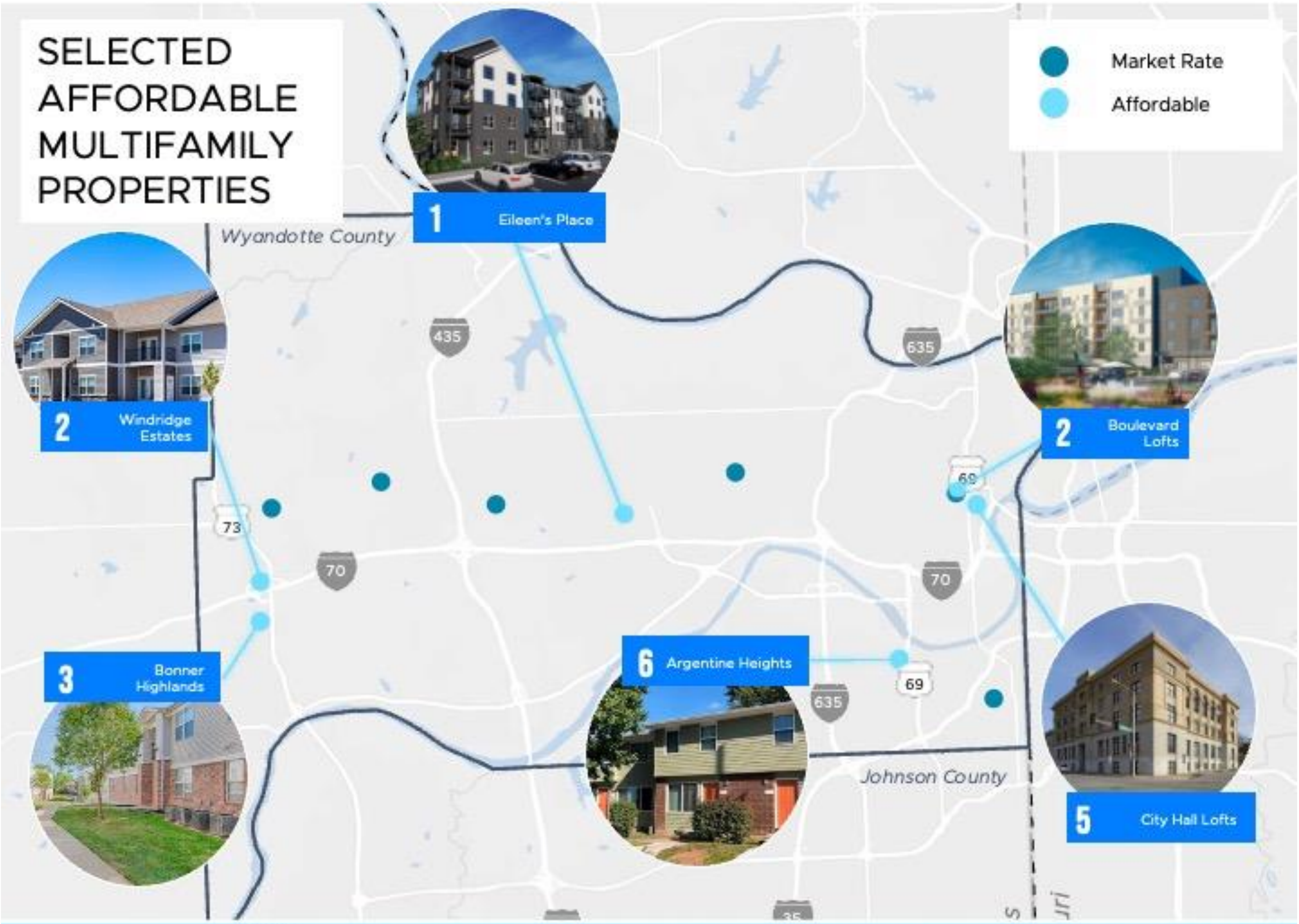
Located in Downtown KCK, Boulevard Lofts is the newest affordable development in the county. The 50-unit midrise development is currently under construction, with delivery anticipated in October 2023, and is preleased at 76 percent. Offering both market rate and affordable units, income-restricted one-, two-, and three-bedroom units are priced at $0.90 to $1.30 per square foot. Another nearby affordable development, City Hall Lofts, is a 42-unit rehab property, which formerly served as the City Hall of KCK. Built in 1911, the building was rehabbed in 2005, and offers studio, one-, and two-bedroom units, priced at $0.80 to $1.40 per square foot, all of which are currently occupied. In the Coronado neighborhood, Eileen's Place is a 60-unit newly-constructed property delivered in 2021 and includes one-, two-, and three-bedroom units renting at rates from $1.30 to $1.60 per square foot. Rents for Eileen's Place are comparatively elevated due to its strong amenity package and proximity to two shopping plazas and Kansas City Kansas Community College.

The three other income-restricted properties we surveyed are characteristic of contemporary suburban development. Located in the Argentine neighborhood, south of the Kansas River, Argentine Heights is a 160-unit garden-style community that was built in 1970 and renovated in 2021. The property offers two- and three-bedroom units, generally priced from $0.90 to $1.10 per square foot, with basic in-unit and no community amenities. We reviewed two developments in Bonner Springs, both located along Interstate 70. Bonner Highlands Apartments II was built in 2006 and offers a total of 36 garden-style one-, two-, and three-bedroom units. The nearby 72-unit Windridge Estates is newer, having been delivered in 2020, and includes two- and three-bedroom garden-style units. Both properties charge rent ranging from $0.90 to $1.00 per square feet, though Bonner Highlands' smaller units can reach up to $1.20 per square feet. Likewise, both properties offer relatively limited community amenities, though include playgrounds, shared laundry, and off-street parking. All three of these properties are performing well, with occupancy rates upwards of 92 percent, indicating high demand for affordable suburban multi-family development in the region.

The location and summary information for the properties is provided in the graphic on the following page.



		Year Built/Reno.	Total Units	Occupancy Rate	Unit Type	Average Rent	Avg. Size (SF)	Avg. Rent/SF
1	Switch Apartments	2023	274	40%	Studio	$1,051	584	$1.80
					1-BR/1-Ba	$1,299 - $1,449	705 - 913	$1.58 - $1.84
					2-BR/2-Ba	$1,545 - $1,745	1,026 - 1,191	$1.47 - $1.51
					3-BR/2-Ba	$1,950	1,384	$1.41
2	Prairie View at Village West	2016	311	94%	1-BR/1-Ba	$1,210 - $1,465	707 - 1,213	$1.21 - $1.71
					2-BR/2-Ba	$1,810 - $2,073	1,088 - 1,615	$1.28 - $1.66
3	Heights at Delaware Ridge	2013	228	94%	1-BR/1-Ba	$1,200	873	$1.37
					2-BR/2-Ba	$1,500	1,171	$1.28
					3-BR/2-Ba	$1,600	1,393	$1.15
4	3809 S. Thompson Street	2022	25	93%	3-BR/2.5-Ba (TH)	$2,250 - $2,450	1,536 - 1,678	$1.46
5	Stonehedge Townhomes	2004	138	96%	2-BR/2-Ba (TH)	$1,085 - $1,122	1,122	$0.97 - $1.00
					3-BR/2-Ba (TH)	$1,475 - $1,550	1,350 - 1,400	$1.09 - $1.11
6	Horace Mann Lofts	1906/2014	30	93%	1-BR/1-Ba	$745	667	$1.12
					2-BR/1-Ba	$1,028	920	$1.12



		Year Built/Reno.	Total Units	Occupancy Rate	Unit Type	Average Rent	Avg. Size (SF)	Avg. Rent/SF
					1-BR/1-Ba	$965	600	$1.61
1	Eileen's Place	2021	60	93%	2-BR/1-Ba	$1,033	800	$1.29
					3-BR/2-Ba	$1,505	1,000	$1.51
					1-BR/1-Ba	$650 - $940	707 - 1,213	$0.92 - $1.34
2	Boulevard Lofts	2023	50	76%*	2-BR/1-Ba	$910 - $995	979 - 990	$0.93 - $1.01
					3-BR/2-Ba	$1,275	1,291 - 1,410	$0.90 - $0.99
					1-BR/1-Ba	$682 - $925	765	$0.89 - $1.21
3	Bonner Highlands Apartments II	2006	36	94%	2-BR/1-Ba	$999	840	$1.19
					3-BR/1-Ba	$931 - $1,099	1,010	$0.92 - $1.09
4	Windridge Estates	2020	72	97%	2-BR/2-Ba	$991	1,034	$0.96
					3-BR/2-Ba	$1,142	1,240	$0.92
					Studio	$772 - $888	560 - 646	$1.37 - $1.38
5	City Hall Lofts	1911/2005	42	100%	1-BR/1-Ba	$911 - $1,104	684 - 1,086	$1.02 - $1.33
					2-BR/1-Ba	$1,064	1,126	$0.94

Competitive Market Position

To be competitive with new and existing supply in the county, any potential property should offer similar quality, condition, and amenities to the competitive apartments surveyed, depending on their location, target market, and style. Wyandotte County has a growing multi-family market, which has performed well in recent years, as evidenced by the surveyed properties' high occupancy rates and absorption.

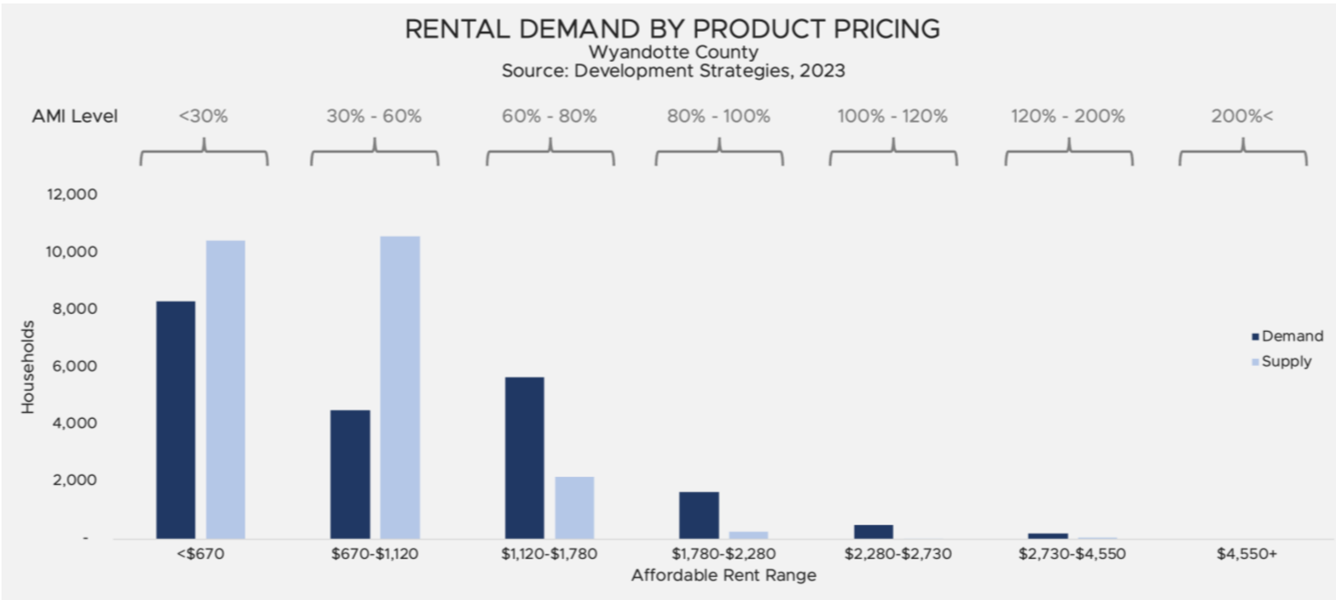
New competitive market-rate development is comprised primarily of large-scale garden-style and townhome communities, offering a wide array of community amenities, as well as high-end features like stainless steel appliances and attached garages. This type of development is in-demand in KCK's suburban neighborhoods, like Piper and Victory Hills, and in adjacent communities like Bonner Springs. Further, rents are particularly high in communities adjacent to The Legends Outlet. Significant swaths of vacant and underutilized land west of Interstate 635 and Interstate 435 also offer greater development opportunity for these large-scale developments. While these townhome-style developments compete with the area's large single-family rental market, they are generally far newer and more heavily-amenitized relative to surrounding for-rent homes.

Multi-family development opportunity is more limited in areas near downtown KCK. Properties in the city's urban neighborhoods cannot compete with comparable properties in Downtown Kansas City, Missouri, where rents can well exceed $2.00 per square foot, owing to superior walkability, amenities, and transportation access. However, the city's relative affordability and direct access to the Missouri side creates an opportunity for attracting new residents. Additionally, strong performance among recently-rehabbed income-restricted and market-rate historic properties indicates opportunity for future multi-family conversion, supplemented with Historic Tax Credits and/or LIHTC. Our analysis of the regional market hence suggests that the market most heavily supports new multi-family development in neighborhoods near shopping centers, transportation networks, and community assets. While there are strong opportunities for redevelopment and infill development closer to Kansas City's urban core, they may require use of additional incentive and gap financing.

Demand Analysis

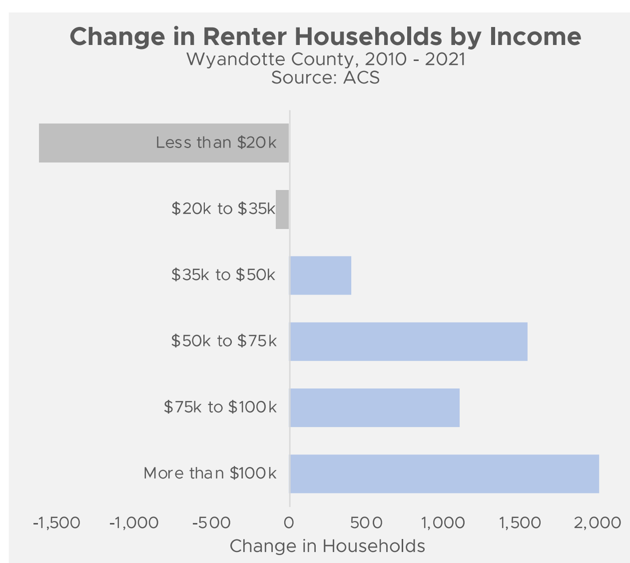
While the viability of a project is partially determined by its competitive market position, a demand analysis is also needed to ensure there is adequate depth in the market for a particular product or unit type. An analysis of household incomes and rental affordability helps determine the level of market support for units at different price points.

Demand can also be estimated by analyzing a number of demographic variables, including tenure (likelihood to rent versus own), age, and household size. Other variables, such as marital status, presence of children, and consumer preferences also serve a role in determining demand, but a conventional methodology that uses standard demographic variables is sufficient for most single-site projects. Using a demographic-based demand methodology, the number of qualified households for housing at various price points can be determined. This analysis uses household income data provided by Esri, as well as American Community Survey (ACS) data on household rent as a percentage of income and housing tenure by income. The resulting range of monthly rent affordability is then calculated. Supply was calculated utilizing contract rent data sourced from ACS 2021 five-year estimates. We assumed a scenario in which no household is housing cost burdened—that is, paying more than 30 percent of household income on rent. This scenario is an idealized one; in actuality, around 45 percent of renter households in Wyandotte County are housing cost burdened, according to the ACS. The distribution of households by rental housing price points within Wyandotte County is provided in the following chart:



With approximately 20,800 renter households in the county, the greatest demand is among the roughly 8,300 households earning less than 30 percent AMI. This group is currently oversupplied with affordable units, or those priced below $670 per month, which total over 10,400. The 30 to 60 percent AMI bracket, totaling 4,500 households, is also oversupplied with 10,570 attainable units, priced from $670 to $1,120. However, of consideration is that the data is agnostic to housing quality—units priced at these low rents may be undersized relative to tenant needs, in need of significant repair or updating, and even potentially hazardous. Furthermore, the roughly 5,700 households earning 60 to 80 percent AMI face a shortage of affordable units, priced from $1,120 to $1,730 per month, at just 2,200 units. A similar, though less severe, gap also exists for the 1,650 renter households earning 80 to 100 percent AMI (270 units) and the 500 renter households above 100 percent AMI (40 units). Consequently, market pressures may lead renter households earning at the 60 percent AMI level and above to rent out units priced below budget. This scenario can lead to an artificial shortage of affordable housing units, potentially leading to a rise in rents and increasing housing cost burden among low and very low-income renters.

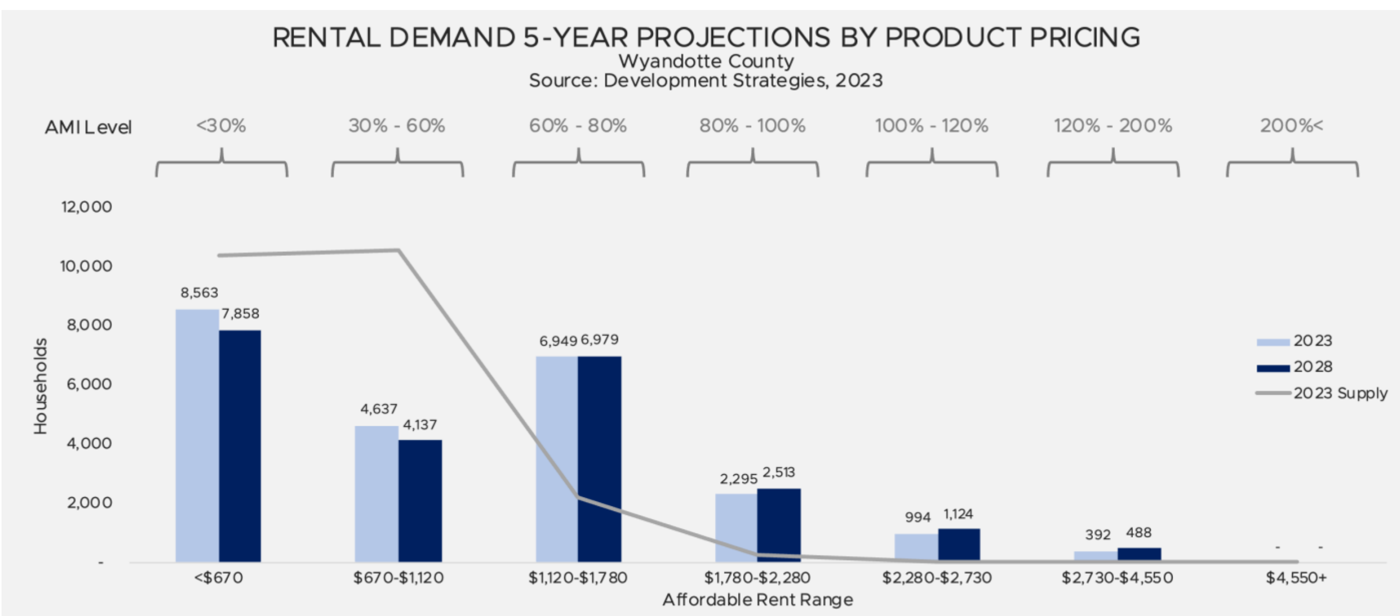
In our analysis, we utilized five-year population projections from Esri to quantify the change in housing demand through 2028. Overall, we found that the number of renter households earning below 60 percent AMI is projected to decline, thereby widening the gap between the current oversupply and demand. In contrast, renter households earning 60 percent AMI and above are projected to increase, resulting in a further strain on the county's limited supply of units priced appropriately for these households. This finding is consistent with trends from the ACS showing a significant increase in high-income renter households from 2010 to 2021, shown in the graph below. We then calculated the change in demand across income groups through the next five years. While demand among households earning less than 60 percent AMI is projected to decline, positive demand growth was observed among comparatively higher-income households. When accounting solely for positive demand growth, we calculated five-year demand for an additional 511 units, assuming a stabilized occupancy rate of 93 percent.



The greatest support for future multi-family development is among the "workforce" (60 to 80 percent AMI), with units priced from $1,120 to $1,780 per month. We estimate that this population could support an additional 260 units through 2028, given the current severe undersupply. Additional, albeit much more limited, support is also found among households earning 80 to 100 percent AMI and 100 to 120 percent AMI. Very few renter households in the county can afford rents upwards of $2,300, indicating minimal support of "luxury" class developments. Hence, an additional 250 units, primarily targeting the lower end of the rent and income range, could be supported over the next five years.

While oversupplied, affordable housing in Wyandotte County attainable to household earning less than 60 percent AMI is generally dated. Further, demand for new LIHTC properties is robust, as recently-built affordable properties have performed strongly, with competitive rents and rapid absorption. Rapidly rising housing costs regionally and nationally due to post-pandemic inflation has also greatly exacerbated need for affordable housing. Thus, our analysis suggests the strongest opportunity for developing mixed-income and midscale market rate housing, designed to serve the workforce, offer affordable alternatives to comparatively higher income households, and improve the quality of housing stock attainable to very low income households.

As of August 2023, there are 1,300 units that are expected to be delivered from 2023 to 2025 across market rate, mixed income, and income-restricted properties. These deliveries will be crucial to closing the gap between demand and supply among higher-income renters, while improving the quality of the available housing stock for lower-income renters. That being said, following this rapid expansion of the market, without robust population growth, multi-family development may slow in the latter half of the decade.



Retail Analysis

Market Overview

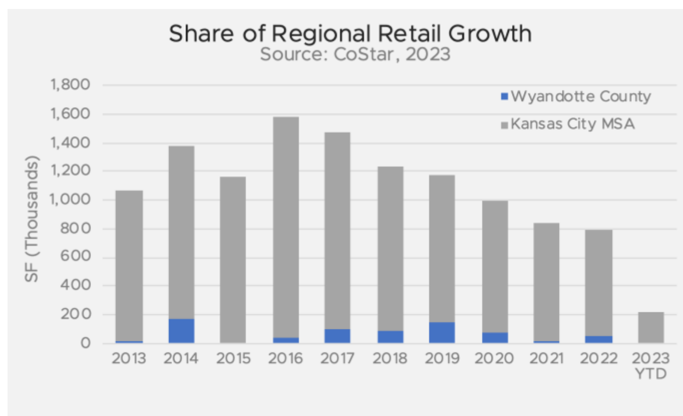
Wyandotte County contains nearly 10 million square feet of retail space across approximately 1,020 buildings, accounting for about eight (8) percent of all retail space within the greater Kansas City MSA, totaling 131,816,850 square feet. In the recent decades, deliveries in the county have fluctuated. In 2006, deliveries totaled over 450,000 square feet, or around 15 percent of MSA-wide deliveries that year. However, during the Great Recession, deliveries slowed considerably, adding an average of 67,600 square feet annually from 2007 to 2011. This trend was also observed in the MSA, such that the retail space delivered annually from 2007 to 2011 was roughly half that from prior to the recession. Following economic recovery, retail deliveries in the county ranged widely, from a low of 5,400 square feet delivered in 2015 to a high of 166,750 square feet completed in 2014. In contrast, the variability of deliveries in the MSA was less, from 787,450 square feet (2020) to 1,577,230 square feet (2014). Altogether, around 710,800 square feet has been added in the county since 2013, accounting for six percent of MSA-wide deliveries during the period. For future retail, around 6,400 square feet of retail space is under construction as of July 2023, representing a minute fraction of the over one million square feet currently being constructed in the MSA.

Despite recent deliveries, Wyandotte County has experienced a net loss of retail space over the past decade. In 2016, demolition of the Indian Springs Mall led to the loss of over 783,000 square feet, or more than what was added to the market over the course of the decade. Consequently, the county's inventory peaked in 2014 at 10,333,000 square feet. The demolition of such a large space was felt acutely in the county, though was also observed in the MSA, which endured a net loss of over 150,000 square feet of retail space from 2015 to 2016; however, the MSA has since gained around 2,561,000 square feet, while total space in the county still lags behind pre-demolition figures.

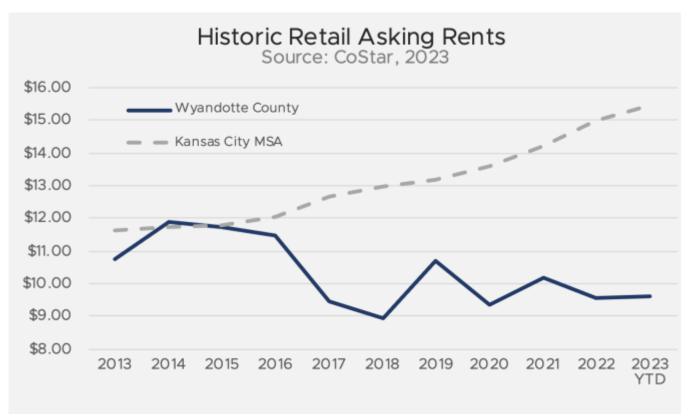
Historically, the county has sustained high retail vacancy rates, hovering around 11 percent, or two to three percentage points above regionwide vacancy. In 2016, Indian Springs' demolition sharply reduced vacancy to just 2.4 percent. From 2017 to 2022, vacancy ranged from 2.3 percent (2018) to 3.4 percent (2022)—consistently lower than simultaneous MSA-wide vacancy, which averaged 5.1 percent. As of July 2023, the county has a vacancy rate of 3.1 percent, still below that in the MSA (4.2 percent).

The current all service direct rent for retail space in the county is $9.62 per square foot, well below that in the MSA at $15.46 per square foot. During the past decade, rents have decreased in the county, having peaked in 2014 at $11.90 per square foot. Rents then dropped precipitously, from $11.50 in 2016 to $9.46 in 2017, coinciding with the mall demolition. Such a sharp decrease in rent during the period is counterintuitive—the loss of supply should theoretically increase demand, as evidenced by the diminished vacancy rate. This finding could suggest that rents at the now-demolished property were set above market rates, artificially driving up the cost of rent, and/or could reflect a decline in marketability of and traffic associated with other retail spaces in the county, particularly those located near the now-vacant mall site. It is unlikely that regionwide trends (as opposed to county- or site-specific trends) may have impacted market rents, as average rents in the MSA have consistently increased each year, overall growing 33 percent since 2013.

The graphic on the following page depicts the location and size of retail properties delivered in the county since 2010.



**Data from July 2023; YTD reflects January to June 2023*



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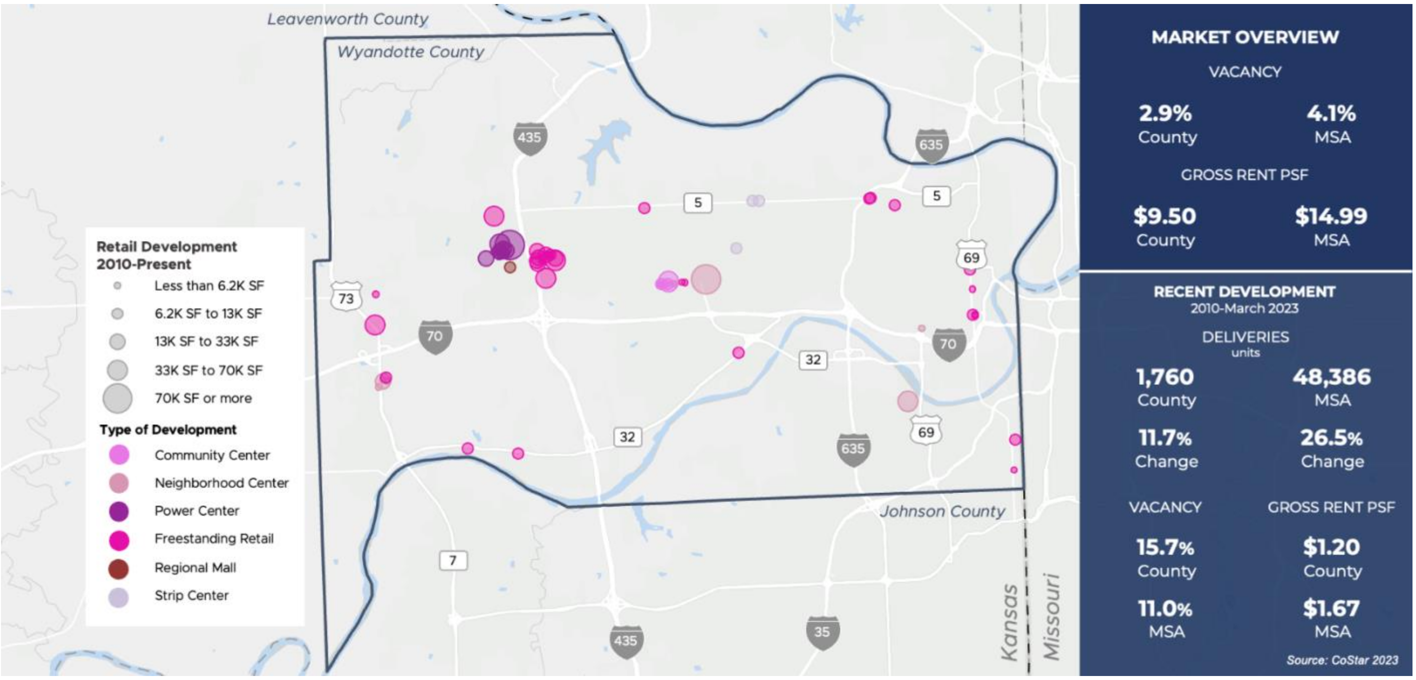


Competitive Supply

Of Wyandotte County's approximately 10 million square feet of retail space, around 38 percent was built since 2000. The majority of this space, however, was constructed from 2000 to 2010, totaling nearly 2.8 million square feet, while just over 950,000 square feet has been delivered since 2011. Properties built from 2000 to 2010 achieve triple-net rents at about $18 per square foot, or around double the countywide market rent. Interestingly, retail space built since 2011 achieves a lower triple-net rent of $14.50 per square foot. This disparity is a product of development trends over the decades; in the aughts, retail deliveries included large-scale shopping centers and a super-regional mall, The Legends Outlet. These centers offer a range of retailers, paying a premium for access to daily mall traffic. In contrast, retail developed in the 2010s includes primarily freestanding retail, located in and around existing shopping plazas and along major thoroughfares. Typical tenants for these properties are discount stores, fast food restaurants, auto and auto parts dealerships.

Retail development within Wyandotte County's urban core, or neighborhoods located within the Interstate 635 loop, is generally characterized by freestanding retail, clustered along commercial thoroughfares such as State Avenue, Central Avenue, North Seventh Street Trafficway, and Quindaro Boulevard. These properties are largely older, mainly dating to the first half of the twentieth century, interspersed with vacated lots and structures and limited recent infill development. Tenants include a high density of locally-owned small businesses serving the surrounding community, while typical chain retailers are discount stores.

Comparatively suburban areas located to the west of Interstate 635 have retail clustered in shopping plazas along Leavenworth Street, Parallel Parkway, and State Avenue. These centers date to the 1960s through 1980s, though some have since been renovated, and mainly consist of neighborhood and community centers, catering to everyday retail needs. Department store, clothing, and other large-scale retailers are near-exclusively found at Village West—a nearly 730,000-square foot super-regional mall completed in 2003 and renovated in 2018. To the west of the mall, additional smaller-scale shopping centers are found in Bonner Springs, adjacent to the interstate system, and interspersed to the south along Highway 32. In the Shawnee Heights area, retail clusters are located along Southwest Boulevard and Merriam Lane, and Rainbow Boulevard near Kansas University Medical Center. Lastly, Armourdale has a heavy concentration of retailers along Kansas Avenue and Osage Avenue, which are generally industrial in character.

Our analysis of the retail competitive environment has focused on showing the breadth of characteristics including their age, location, quality, scale and tenant-mix of properties within the county. We have surveyed and analyzed eight (8) competitive retail developments.

The aforementioned Legends Outlet contains some of the newest, highest-quality retail spaces in Wyandotte County.

The development is fully leased by 103 tenants, anchored by AMC Theatre, H&M, Old Navy, Forever 21, HomeGoods, and Nike. It is in a high-traffic area, owing to adjacent recreational attractions, such as the Kansas Speedway, Hollywood Casino, Children's Mercy Park, and Legends Field, which are home to sports teams, Sporting Kansas City and the Kansas City Monarchs, respectively. Consequently, rents are among the highest in the region, with triple-net rents ranging from $18.50 to upwards of $35 per square foot per year.

We reviewed three neighborhood centers, all located in suburban communities throughout the county. The newest property, Piper Plaza, is a 51,100-square foot center, constructed in 1999, and is leased at 96 percent. The center is anchored by a UPS Store and is adjacent to The Legends Outlet, leading to its comparatively high estimated rents of $19 to $23 per square foot per year (NNN). Triple Net Lease, or NNN, is a lease agreement in which the tenant or lessee agrees to pay all the expenses of the property including real estate taxes, building insurance, and maintenance; this is common for commercial real estate properties. Bonner Springs Plaza is located just south of the interchange of Interstate 70 and Highway 7 and is anchored by Ace Hardware, Dollar Tree, and the Salvation Army Family Store. The 101,770-square foot property was constructed in 1983 and renovated in 2011, is fully occupied, and is leased at estimated triple-net rents of $12 to $15 per square foot. Lastly, Northwoods Shopping Center is a 55,140-square foot development, constructed in 1962 and renovated in 2015, located along West 47th Avenue in the Rosedale neighborhood. The property is occupied at 94 percent, with spaces leased at $10 to $12 per square foot (NNN).

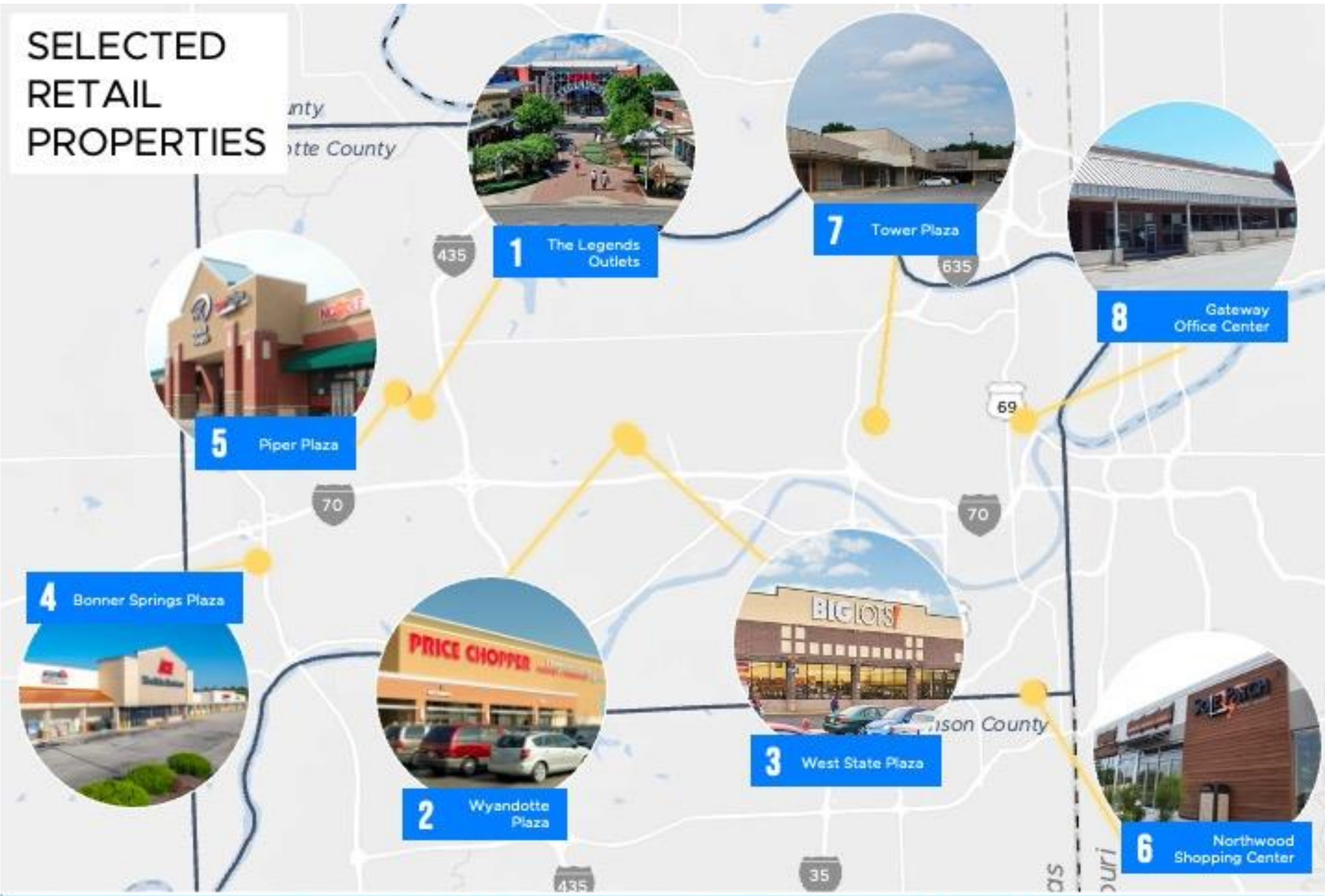
We reviewed further retail properties located in and near Kansas City's urban core, generally located on or near State Avenue. Tower Plaza Shopping Center is a 177,300-square foot community center located on State Avenue, immediately east of Interstate 635. The property is among the oldest surveyed, delivered in 1965 and has not since been renovated. It is anchored by Dollar General and CVS Pharmacy and has the lowest occupancy of all properties surveyed at just 24 percent. Consequently, its rents are quite low, ranging from $3.50 to $12 per square foot (NNN). Furthermore, we surveyed two strip centers, both located along State Avenue, adjacent to Kansas City Kansas Community College. Constructed in 1961 and renovated in 2015, Wyandotte Plaza is a 191,420-square foot center anchored by Price Chopper and PetSmart, which is occupied at 97 percent and has an average triple-net rent of $16 per square foot. West State Plaza is much smaller, totaling 99,300 square feet, and was constructed and renovated in 1984 and 2005, respectively. The property is anchored by Ace Hardware and Big Lots, occupied at 95 percent, and has estimated rents from $12 to $14 per square foot. Finally, we reviewed one storefront retail center in Downtown KCK. The Gateway Office Centre is a 20,730-squre foot property built in the early-1970s. Occupied at around 50 percent, it sustains a quite low average NNN rent of $9 per square foot, and is anchored by a mental healthcare provider and church.

The eight properties surveyed are summarized in the graphic on the following page.

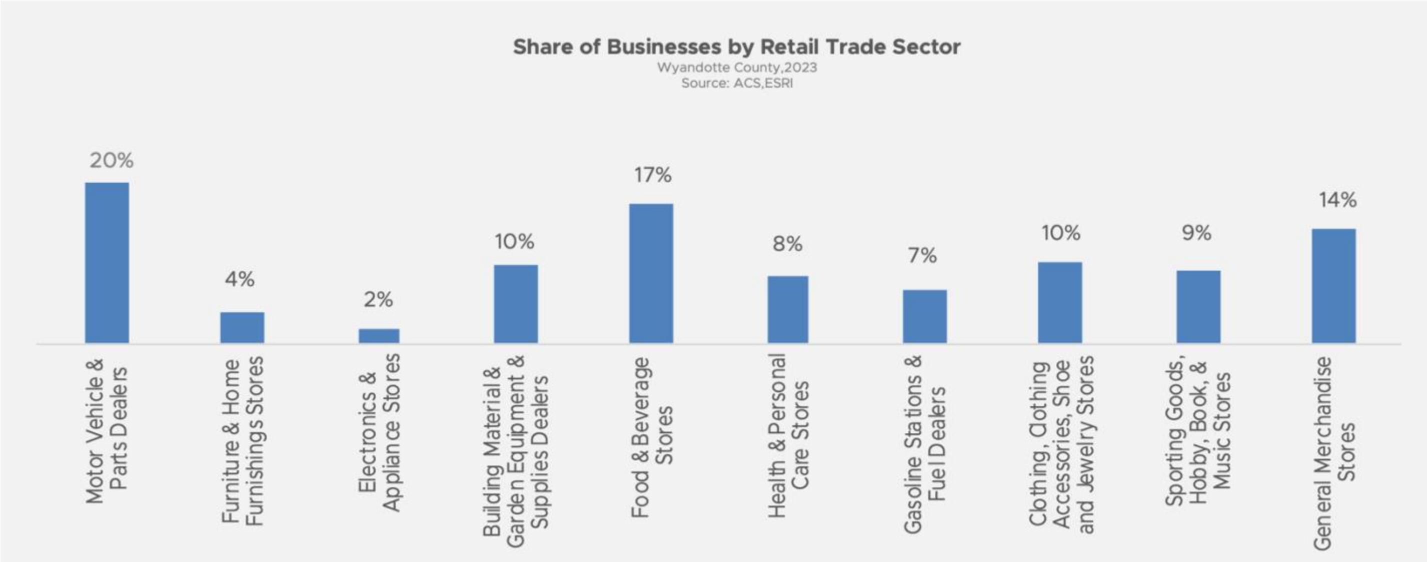
Competitive Position Analysis

Wyandotte County supports a highly competitive retail market, which is by far the strongest in its suburban communities. While multiple retail typologies can be found in the county, the highest performing properties are newer or recently-renovated neighborhood and regional centers located to the west of Interstate 435. Hence, future retail development would be most-heavily market-supported in these areas; however, recent trends suggest that the county retail market may be oversaturated, or at capacity, as the market-wide vacancy rate is low, yet rents are decreasing. This scenario is likely compounded by the growing e-commerce market, as well as long term economic hardship brought on by inflation and the pandemic.

Within the county's urban core, market support for new retail development is quite limited. Kansas City, Kansas, has a dearth of high-quality and large-scale retail, especially that which is walkable. Further, residents in the Northeast and Midtown neighborhoods lack access to needed daily retail, such as grocery stores and banks. That being said, Kansas City has strong local commercial corridors, supported by small-businesses that serve the local community, with two prominent corridors located along Central Avenue and Quindaro Boulevard, respectively. Weak market conditions thus demand the use of incentives and community-focused strategies to attract needed retail to the city, while preserving, strengthening, and improving infrastructure along small-business corridors.



	Development	Year Built/Reno.	Total Size (SF)	Lot Size (Acre)	Retail Type	Occupancy Rate	Total Tenants	Estimated NNN Lease Rate ($/SF)	Key Tenants
1	Legends Outlets Kansas City	2003/2018	726,544	621.42	Regional Mall	100%	103	$18.50 - $35	AMC, H&M, Old Navy, Forever 21, Books-A-Million, TJ Maxx
2	Wyandotte Plaza	1961/2015	191,420	26.10	Strip Center	97%	44	$16	Price Chopper, Dollar Tree, PetSmart, Marshalls, Five Below
3	West State Plaza	1984/2005	99,301	19.39	Strip Center	95%	11	$12 - $14	Ace Hardware, Big Lots
4	Bonner Springs Plaza	1983/2011	101,770	24.01	Neighborhood Center	95%	18	$12 - $15	Ace Hardware, Dollar Tree, The Salvation Army Family Store
5	Piper Plaza	1999	51,110	11.19	Neighborhood Center	96%	25	$16 - $19	First Watch, Jimmy John's
6	Northwood Shopping Center	1962/2015	55,143	8.08	Neighborhood Center	94%	9	$10 - $12	Junior Achievement of Kansas City
7	Tower Plaza Shopping Center	1965	177,316	11.44	Community Center	24%	11	$3.50 - $12	CVS Pharmacy, Dollar General, Adelante Thrift
8	Gateway Office Centre	1973	20,733	2.2	Storefront Retail	50%	6	$9	Behavioral Health Group – Kansas City, Berean Fellowship Church



Demand Analysis

Demand gap analysis helps to determine whether an area is underserved or oversaturated for various retail uses. By comparing the types of goods that households in a market area are buying with the actual stores located in a market area, gap analysis can determine whether supply is effectively meeting demand. While the analysis is useful in determining the level of existing residential support in the market, it fails to account for demand from nearby employment centers and office parks, tourists, or seasonal residents that will likely come from outside of the retail market area. To determine total retail spending in the county, we sourced retail sales data from the 2021 Wyandotte County Annual Comprehensive Financial Report. Next, to narrow down demand by retail sector category, we applied proportions of consumer spending by category as calculated for the nation for years 2017 to 2022; in other words, if households nationwide spend 23 percent of total retail expenditures on motor vehicle, accessories, and tire retailers, we apply the assumption that 23 percent of the total consumer retail sales in Wyandotte County were on motor vehicle, accessories, and tire retailers.

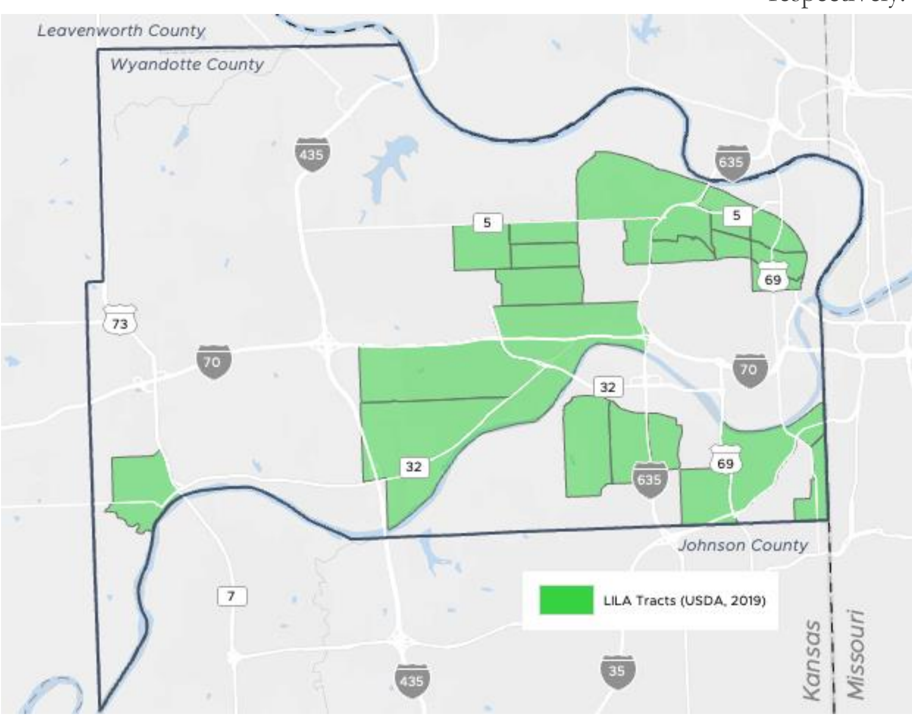
With major shopping centers and significant recent deliveries, Wyandotte County is a regional retail destination that attracts visitors throughout the MSA. For instance, according to data sourced from Placer.ai, approximately 37 percent of visitors to The Legends Outlet from July 2022

to July 2023 reside in Wyandotte County. Consequently, the county overall supports retail demand outside the county and, therefore, is heavily oversupplied across numerous categories. According to Esri, almost all retail sectors are "oversupplied" in the county, with the greatest excess inventory associated with automotive parts, accessories, and tire and general merchandise stores (e.g., Walmart). Of note is that this scenario is not uncommon within rapidly growing suburban areas, as most new retail development is anticipating future growth. That being said, the county could support up to 547 additional miscellaneous retail stores, such as gift stores, antique stores, and florists, as well as 322 specialty food and drink stores, 19 furniture and home stores, and nine (9) pharmacies.

Countywide analysis suggests a significant retail oversupply, which is consistent with the nearly one million square feet in retail space delivered since 2010. However, the vast majority of recently-completed retail space in the county is within suburbs, generally west of Interstate 635, with the strongest growth observed in Village West. Looking forward, the market is set to expand these existing retail centers to continue meeting regional retail demand. Simultaneously, Wyandotte County's urban core—loosely defined as areas within the Interstate 635 loop—have seen very minimal retail development. Of the retail properties located in the core, though particularly in northernly neighborhoods, many are older, dating to as early as the beginning of the 20th Century. Newer properties in the area are generally retailers that supply a limited range of goods, such as discount and convenience stores. As a result, numerous communities in Wyandotte County are left without adequate access to vital retail, such as grocery stores or pharmacies, creating a significant quality of life issue.

To quantify existing gaps in eastern Wyandotte County, we reviewed and mapped its "food deserts". The U.S. Department of Agriculture (USDA) defines food deserts as census tracts that are both "low income" and "low access". Within urban areas, "low income" tracts refer to those that have either a poverty rate about 20 percent or a median family income that is less than or equal to 80 percent of AMI. In this scenario, "low access" tracts have a sizable share of residents that live more than one mile from a full-service grocery store. The low income and low access tracts in Wyandotte County as of 2019 are illustrated in the map below.

As shown, food access is particularly poor in neighborhoods in northeast KCK, while gaps can also be observed in Muncie, Shawnee Heights, and Bonner Springs. In our analysis, we elected to focus on northern neighborhoods like the Northeast and Midtown north of State Avenue, as they have relatively high population density and acute lack of recent retail development. Based on trade area data from Placer.ai, area residents primarily shop at grocery stores located along State Avenue. At two of the closest properties, a Save-A-Lot and ALDI, residents of the 66104 zip code accounted for 28 percent and 27 percent of visits from July 2022 to July 2023, respectively. For reference, residents of the 66102 zip code, in which these two stores are located, accounted for 36 percent (ALDI) and 42 percent (Save A Lot) of visits.



The density of low-income households, high retail vacancy, and low rents in the urban core severely hinder market support for a future grocery store within or near currently underserved areas. It is therefore unlikely that development of a grocery store will occur organically. Strategy to improve grocery access will thereby require use of gap financing and incentives, coupled with community and stakeholder engagement. Within Wyandotte County, success of this approach has already been observed in The Merc Co+op—a community-owned

grocery store that opened in Downtown KCK in 2020. Since opening, the store has seen continuous growth in equity, netting a 1.71 percent profit in the 2022 fiscal year, according to the organization's annual impact report, and has significantly improved food access for residents living in or near Downtown KCK.

Despite gaps in access to retail, eastern KCK has numerous retail assets. Commercial corridors along Quindaro Boulevard and Central Avenue are home to longstanding locally-owned businesses and eateries, which serve the surrounding community, as well as reflect Kansas City's cultural identities. These areas are also assets for the county, attracting visitors throughout the region, and keep wealth within the community. In fact, based on data from Placer.ai, the total number of visitors to the Central Avenue Corridor has increased every year since 2020, with nearly 40 percent of total visits since the beginning of 2018 arising from residents living at least five miles away. Placer.ai is a third-party provider of aggregated cell phone location data used to provide insight on visitation to select public places, retailers, and other popular venues. Though it supports a much lower number of visitors, the Quindaro Boulevard Corridor has seen a significant increase in the number of monthly visits since 2019, even through 2020, and 45 percent of visits over the past five years come from individuals living at least five miles away. Further, based on our countywide analysis, there is a gap between demand and supply for miscellaneous store retailers, suggesting opportunity for expansion of these small businesses selling a variety of wares and services. Thus, the challenge for future development is to preserve and strengthen these businesses, while simultaneously attracting and retaining retailers that can provide access to needed goods.

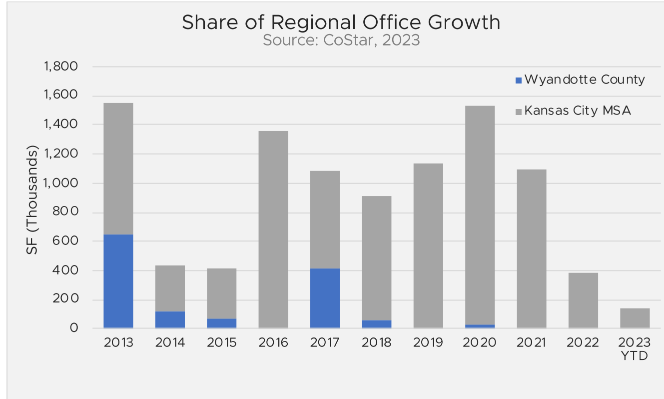
Office Analysis

Market Overview

Wyandotte County's office market is comprised of approximately 5,400,000 square feet of space across 323 buildings. Despite accounting for around eight (8) percent of the Kansas City MSA's population, it contains only four percent of the MSA's total office supply of around 128 million square feet. Since 2013, a total of 1,332,000 square feet were delivered in the county. Properties delivered in the MSA ranged heavily in size, from a 6,500-square foot medical office completed in 2020 to the nearly 650,000-square foot Cerner Campus delivered in 2013. During this period, the county captured 13 percent of MSA-wide deliveries, totaling approximately 10 million square feet through the decade. For the sake of comparison, the county only captured around two percent of the roughly 12 million square feet delivered in the MSA from 2003 to 2012. According to CoStar, as of July 2023, there are no office properties currently under construction in the county, while around 1,134,000 square feet is under construction in the MSA.

Although over one million square feet of space was delivered in the county in the last decade, the net increase in total office space was only around 230,000 square feet. This discrepancy is due to the delivery of renovated and rehabbed space. Further, significant demolition activity occurred over the course of the decade, whereby 11 properties, ranging in size from 1,000 to over 60,000 square feet, were demolished. In some cases, these properties were repurposed for other uses, such as housing.

Vacancy rates have largely remained stable over the last decade despite heightened delivery activity. From 2013 to 2016, vacancy rates averaged nine (9) percent. Beginning in 2017, vacancy lowered to between four to five percent, where it remained through 2022. Relative to the county, the MSA maintained high vacancy rates, ranging from 6.1 percent (2018) to 11.4 percent (2013), averaging 8.4 percent annually. Of note is that the county's office vacancy rate remained stable at about four percent through the beginning of the pandemic, while MSA-wide vacancy grew two percentage points from 2019 to 2020. This finding could indicate that the county has a greater proportion of "essential" industries, such as healthcare and government, compared to the MSA. That being said, in the first half of 2023, the countywide vacancy rate spiked to 17.2 percent due to a net negative absorption of nearly 670,000 square feet of space. This dip in absorption, which



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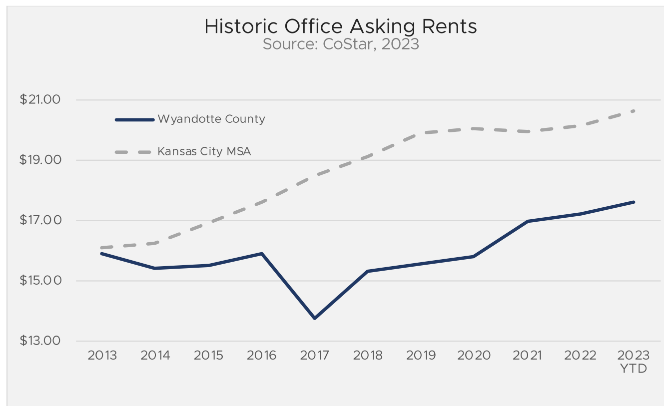
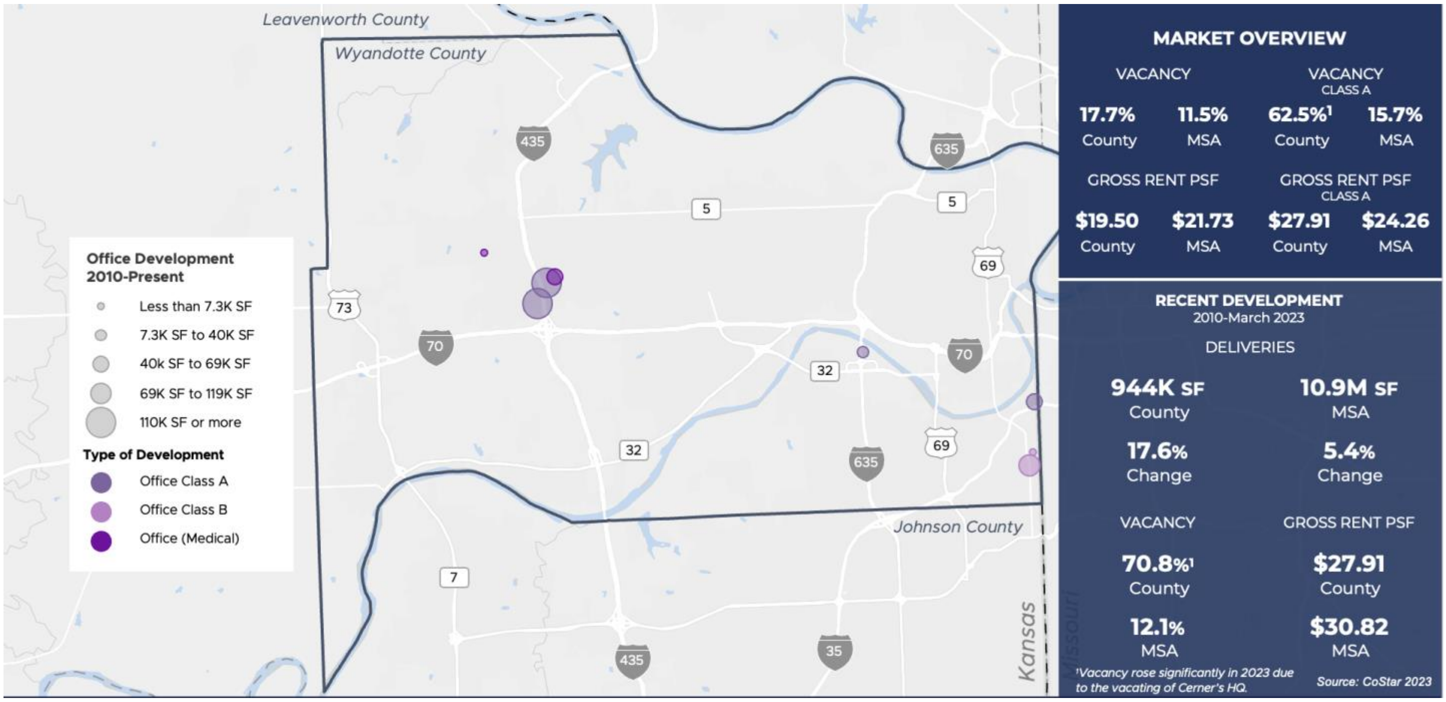


**Data from July 2023; YTD reflects January to June 2023*

was also observed in the MSA, was due to the closure of Cerner's nearly 650,000-square foot office center adjacent to The Legends Outlet. Coupled with negative net absorption in every year since 2020, trends in the larger MSA reflect the shrinking demand for office space throughout the region.

While absorption rates have diminished in recent years, rents in the county have continued to rise. From 2013 to 2022, the county's base rent direct rose 8.8 percent. With a current average rent of $17.33 per square foot per year, office space in the county is considerably more affordable than that in the MSA, which has a mean rent of $21.22 per square foot per year. Since 2013, the MSA's office rents have grown 31 percent—far more than in the county, indicating comparatively higher demand for office space across the MSA.

In recent years, a handful of sizable leases were signed for properties located in Wyandotte County. In 2022, the Environmental Protection Agency renewed its 20-year lease of 47,000 square feet at a downtown Kansas City property. In 2020, Vibrant Health leased approximately 16,730 square feet of medical office space in the Bethany Medical Building for $18.50 per square foot (NNN) for a



ten-year term. That same year, a large-scale law firm renewed its ten-year lease of over 30,000 square feet at an office property in the Rosedale neighborhood. According to CoStar, nearly all of the office spaces leased since 2018 were for less than 5,000 square feet.

The above graphic depicts the class, location, and size of office properties delivered in the county since 2010.

Competitive Supply

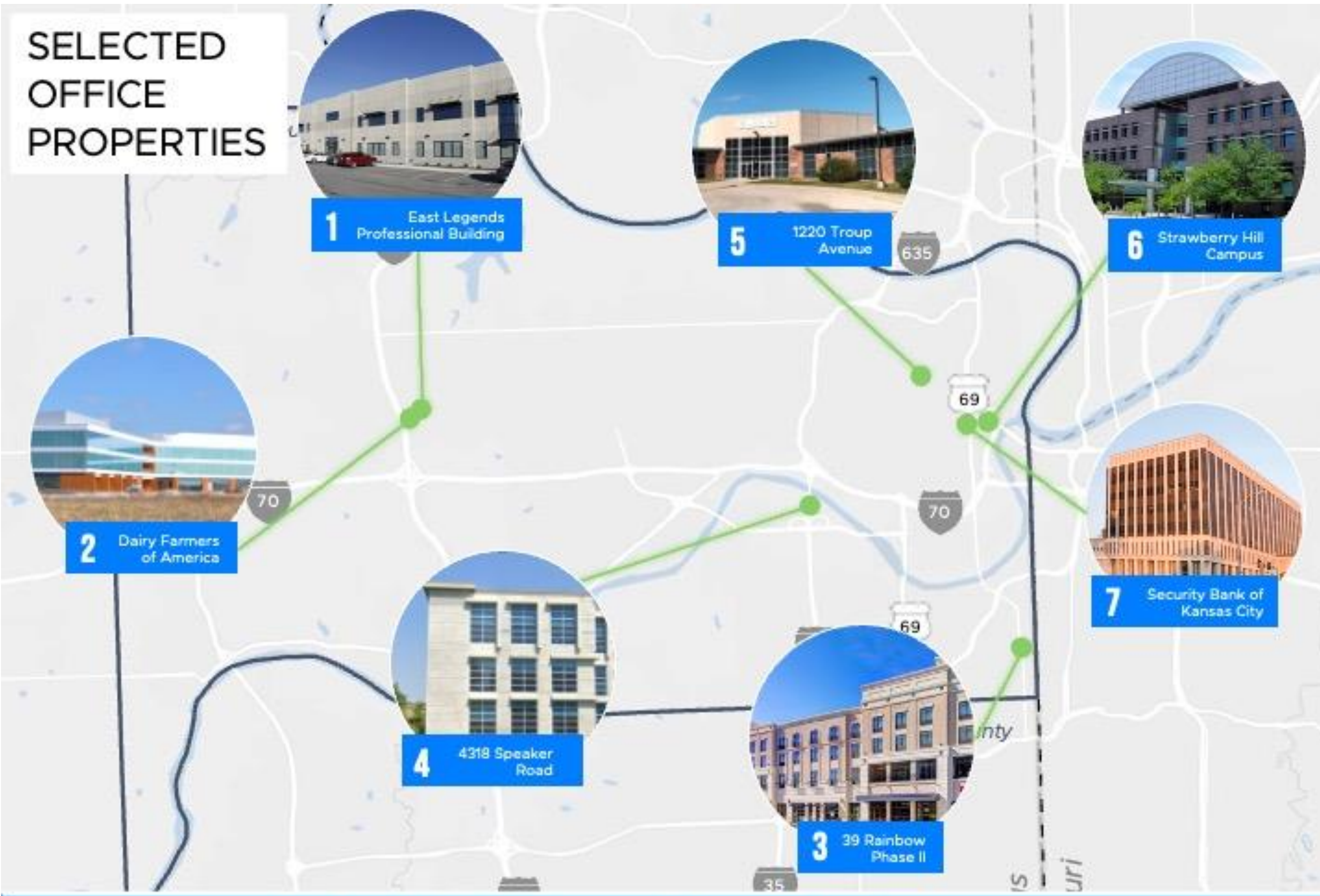
Wyandotte County has a moderate office supply, heavily occupied by healthcare, community service, and industrial organizations. Office development is generally clustered in Downtown KCK, along State Avenue and Parallel Parkway, in industrial areas, Santa Fe and Armourdale, and in the Rosedale neighborhood, near the University of Kansas Medical Center. Recent office development has been restricted to areas near the Medical Center, as well as in Village West. To illustrate office market conditions countywide, we reviewed seven (7) office developments, which reflect the breadth and range of uses, typologies, and submarket characteristics of office development in the county. The majority of these properties were built or renovated within the last decade and all are either Class A or Class B properties.

Three of the surveyed properties are located in KCK's urban core. Located immediately west of the Lewis and Clark Intercity Viaduct, the Strawberry Hill Campus of the University of Kansas Hospital is 192,600 square feet and was constructed and renovated in 1999 and 2019, respectively. The Class A property is fully occupied by the Hospital, with full-service rents estimated at $26 to $31 per square foot. Just three blocks west, the Security Bank Building is a multi-tenant 129,300-square foot Class B property, which is fully occupied. The development dates to the late-1970s and supports relatively low full-service estimated rents, ranging from $16 to $18 per square foot. Lastly, 1220 Troupe Avenue is a Class B 45,070-square foot development in the Northeast neighborhood. Occupied by the Boys & Girls Club of America, the multi-tenant property is 85 percent leased, with an average modified gross rent of $15 per square foot.

Two comparable properties are situated south of the Kansas River. Located in the Rosedale area, 39 Rainbow Phase II is one of multiple medical buildings that comprise the University of Kansas Medical Center. The multi-tenant Class B property is 109,200 square feet and was built in 2014. It is fully occupied, with the largest tenant being the university, and estimated lease rates range from $26 to $32 per square foot. The newest of all surveyed properties, 4318 Speaker Road is in the Santa Fe neighborhood and is occupied by an industrial firm. The single-tenant Class A property, delivered in 2020, is among the smallest of those surveyed at 21,590 square feet and sustains estimated full-service rents of $25 to $31 per square foot.

Finally, we surveyed two recently-delivered properties located within close proximity to The Legends Outlet. Completed in 2017, the Dairy Farmers of America headquarters is a 111,185-square foot Class A property, leased at an estimated full-service rate of $25 to $31 per square foot. East Legends Professional Building is a smaller, approximately 40,000-square foot property, that is currently occupied at 50 percent. The multi-tenant Class A property is leased by healthcare providers at a triple-net rate of $23 per square foot, positioning it below other healthcare offices surveyed.

Overall, the surveyed properties represent the higher end of the office market for their respective locations. They range significantly in size and all but two are fully occupied. Rents reach as high as $32 per square foot for properties near concentrations of medical and industrial uses, situated near Kansas City, Missouri. Rents for older and less advantageously-located properties are as low as $15 per square foot. Hence, future office development could achieve rents at the higher end of the range ($26 to $32) should it be positioned for use by a major employer, such as a healthcare provider, and located in an in-demand neighborhood surrounded by similar uses.



	Development	Year Built/Reno.	Total Size (SF)	Lot Size (Acre)	Class	Occupancy Rate	Tenancy Type	Lease Rate ($/SF)	Key Tenants
1	East Legends Professional Building	2018	40,016	5.21	A	50%	Multi	$23	Providence Hospital Physicians
2	Dairy Farmers of America	2017	111,185	13.51	A	100%	Single	$25 - $31	Dairy Farmers of America
3	39 Rainbow Phase II	2014	109,200	1.49	B	100%	Multi	$26 - $32	University of Kansas Hospital
4	4318 Speaker Road	2020	21,592	3.76	A	100%	Single	$25 - $31	Geiger Ready Mix Company
5	1220 Troup Avenue	2006	45,072	3.48	B	85%	Multi	$15	Boys & Girls Club of America
6	Strawberry Hill Campus	1999/2019	32,276	4.18	A	100%	Single	$26 - $31	University of Kansas Hospital
7	Security Bank Building	1978	129,287	0.83	B	100%	Multi	$16 - $18	Security Bank of Kansas City

Demand Analysis

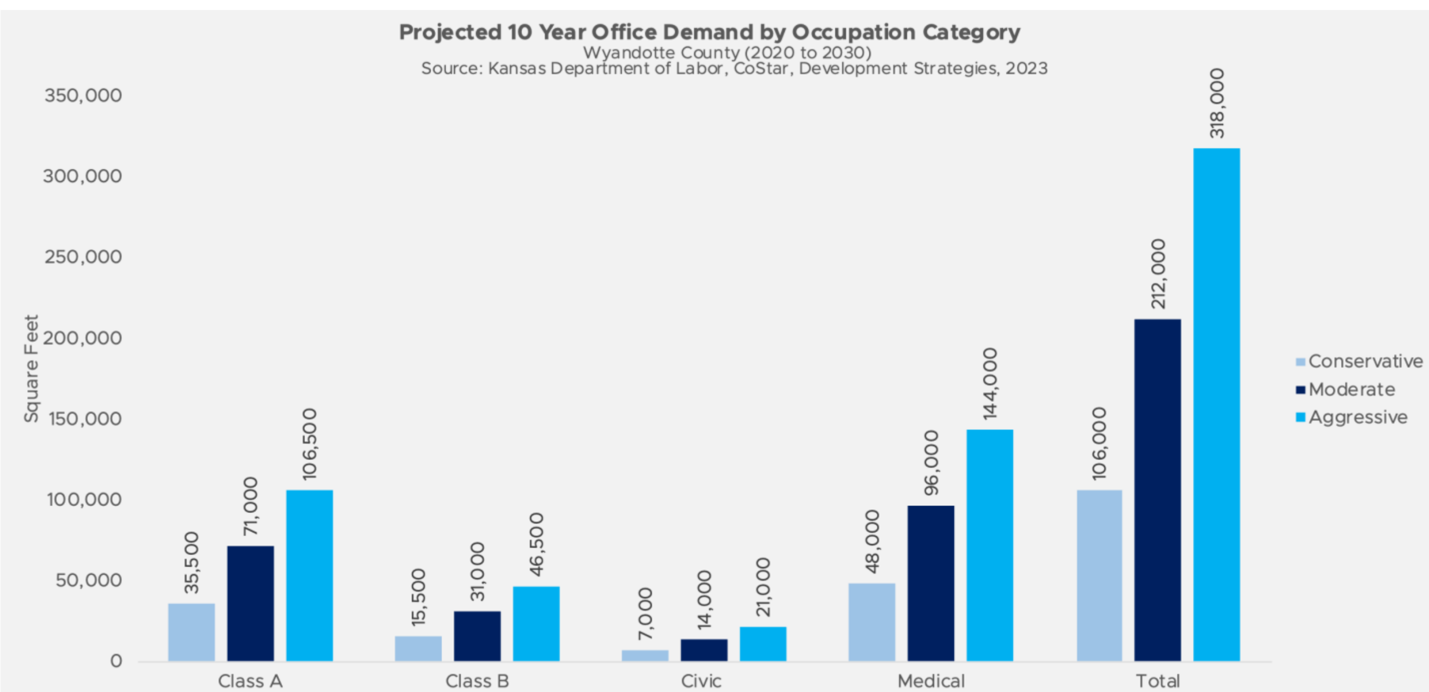
Determining future demand for office development involves evaluating a complex set of variables, including the desirability of the location, availability (and price) of land, existing industry clusters, and potential changes in consumer preferences and industry growth. A somewhat simpler method involves analyzing past office performance and calculating the regional share of office growth captured by the local market over the past decade and estimating future office demand using projected regional job growth in office-related industries.

The Kansas Department of Labor provides job projections for the Kansas City Area which includes Leavenworth, Wyandotte, Johnson and Miami counties. These projections show increase of roughly 29,700 jobs between 2020 to 2030, with roughly 16,800 in occupations that occupy various types of office space. Class A space is usually occupied by finance, law, architecture, and engineering occupations; while sales, arts and design, computer programming, and the sciences occupations tend to occupy Class B space. However, in recent years, the distinction between Class A and Class B office requirements by occupation have become blurred. Furthermore, following the adoption of work-from-home and hybrid work as a norm post-COVID, overall office utilization has declined; one result of this is that previous tenants of Class B and C offices are increasingly leasing smaller spaces within amenity-rich Class A properties.

From 2020 to 2030, occupations that historically occupy Class A space are projected to increase by over 2,800 employees, while occupations that occupy Class B space are projected to increase by approximately 5,000 employees. Medical-oriented occupations are projected to increase by an additional 5,200 jobs, while Civic occupations that use office space are projected to increase by around 3,800 jobs by 2030.

Based on estimates of roughly one employee per 150 to 250 square feet of office space, depending on occupation, these job figures imply regional demand for more than 2.1 million square feet of total office development through 2030. Demand by office type was calculated with additional weight on in-demand Class A space over comparatively poorly-performing Class B space. In the course of the decade, the region will see demand for 710,000 square feet of Class A space, 310,000 square feet of Class B space, 960,000 square feet of medical office space, and 140,000 square feet of civic office space.

Based on trends from the past two decades, Wyandotte County captures roughly 10 percent of total office development in the Kansas City Area, indicating demand for about 212,000 square feet of new development within the county. Assuming capture rates between five percent (conservative) and 15 percent (aggressive) yields an overall projected ten-year office demand between 106,000 to 318,000 square feet of office space in the county. Applying moderate capture rates, expected demand is 71,000 square feet of Class A space, 31,000 square feet Class B, 14,000 square feet civic, and 96,000 square feet medical. When accounting for space delivered since 2020, the demand for Class A office space lowers to between 13,900 to 35,500



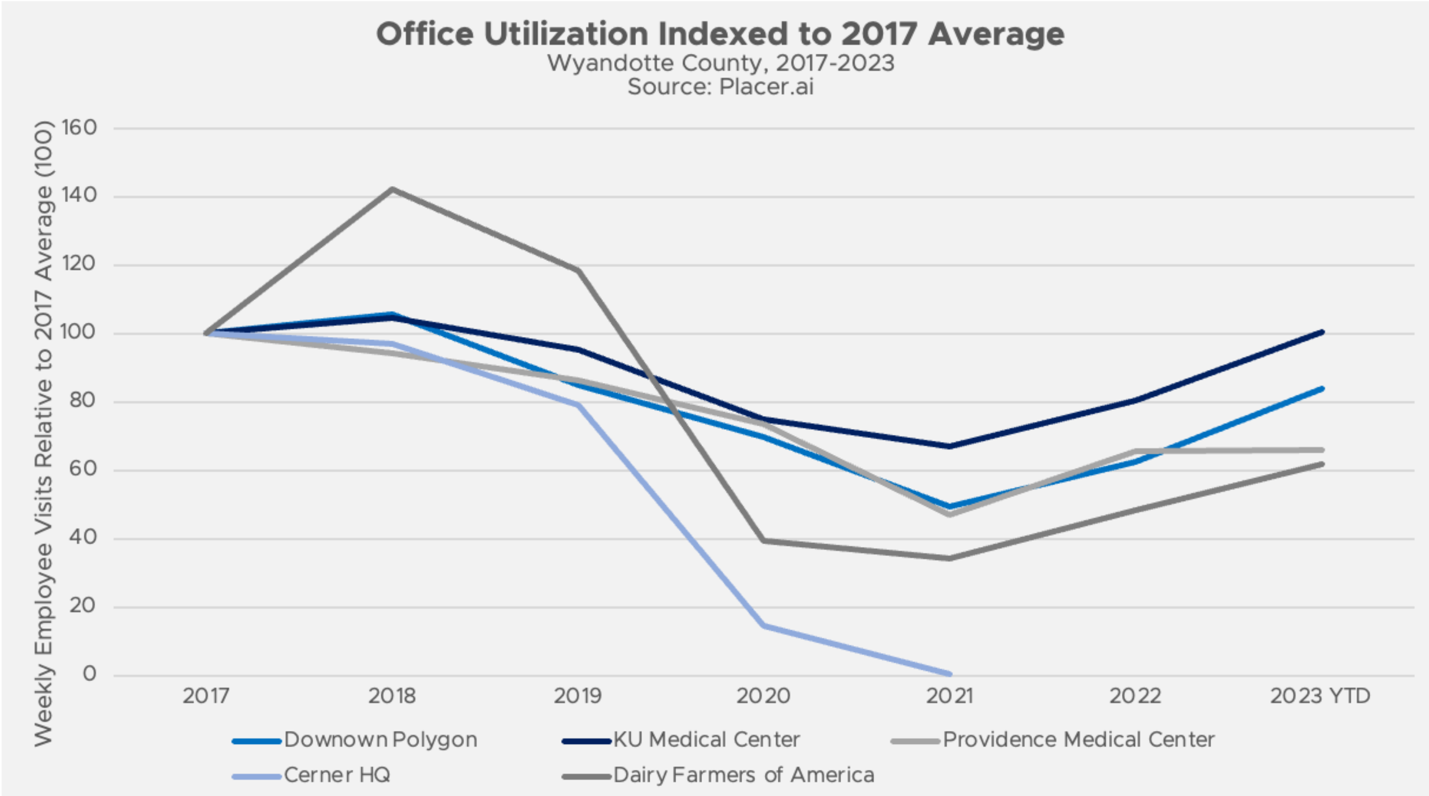
square feet, while demand for Class B diminishes to 9,000 to 40,000 square feet.

In the wake of the pandemic, office demand in the nation has declined significantly, with users increasingly moving towards higher-quality, smaller spaces. In Wyandotte County, this trend is partially evident—while overall vacancy rates remained relatively low through the pandemic, ranging from four to five percent, the current (July 2023) vacancy rate is 17 percent. That being said, occupancy offers only limited information on utilization; an office may be fully “occupied” without only few workers physically present in the building. Poor utilization can foreshadow vacancy, heavily impacting the long-term viability of a property.

To assess office utilization in Wyandotte County, we reviewed employee visit trends within four properties and one office-dense area within the county using data from Placer.ai. The properties—two medical and two Class A buildings—represent high-quality, recently developed office space in the region. The analysis area is approximately five million square feet of land within Downtown KCK, bound by Washington Boulevard to the north, North 10th and 9th streets to the west, Armstrong Avenue to the south, and North 5th Street to the east. We could not review all comparable properties, including those in Downtown, due to a lack of data availability. For those selected, we indexed the number of weekly by employees to the average from 2017, the earliest year available. The indices of weekly visits by employees for the years 2017 to 2023 is shown in the graphic below.

All but one of the sites have not returned to pre-pandemic utilization levels. According to CoStar, the Cerner Camps in Village West was formally vacated in 2023, though Placer.ai data indicates that it had been poorly occupied since the onset of the pandemic. Excluding this property, current utilization ranges from around 60 percent of 2017 averages to 100 percent. The strongest performing properties are the University of Kansas Medical Center and those in the Downtown area, which has a high density of public administration and government offices. In comparison, the two properties near The Legends Outlet (Dairy Farmers of America and Providence Medical Center) sustain relatively low utilization rates.

This data, combined with currently very high vacancy among existing Class A properties, suggest that countywide strategy should focus on the preservation and improvement of existing Class A and Class B space. Medical offices have opportunity to expand in the county and they likely will; recently, the University of Kansas announced the development of a $143-million cancer research center adjacent to its medical center in Rosedale, with expected completion in 2025. Other future office development will be spurred by institutional users, like the local government, which have seen relatively strong returns to offices. Speculative development will remain quite risky and should be directed toward high-amenity, small office spaces at heavily-trafficked and easily-accessible locations.


Office Utilization Indexed to 2017 Average
Wyandotte County, 2017-2023
Source: Placer.ai
Weekly Employee Visits Relative to 2017 Average (100)
160
140
120
100
80
60
40
20
0
2017
2018
2019
2020
2021
2022
2023 YTD
Downown Polygon
KU Medical Center
Providence Medical Center
Cerner HQ
Dairy Farmers of America

Hospitality Analysis

Market Overview

According to Visit KC, there are more than 36,000 hotel rooms within the Kansas City MSA, accommodating roughly 10.9 million annual overnight visitors. A diverse and growing economy, as well as increasing annual visitation will help bolster the performance of existing and new hotels within the region. Per CoStar, Wyandotte County has a total supply of about 2,087 rooms, accounting for just six percent of the MSA's total supply.

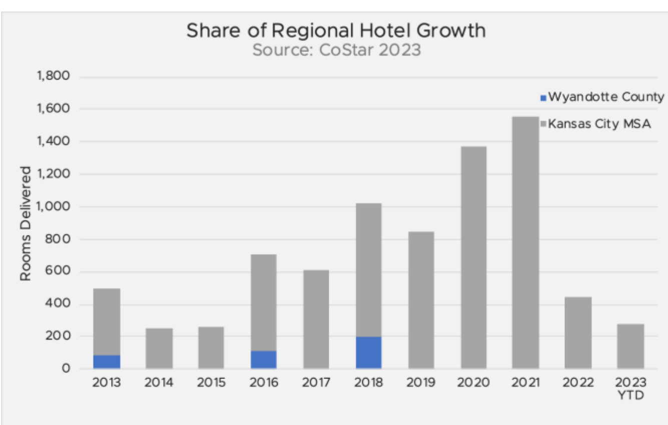
Prior to the pandemic, hotel demand in Wyandotte County and the MSA steadily grew. From 2013 to 2017, hotel demand in the county grew 22 percent, peaking at 466,000 annual room-nights in 2017. Demand remained fairly stable at 460,000 room-nights through February 2020, before plummeting to a decade-low of 308,000 room-nights in February 2021. As the effects of the pandemic waned, countywide hotel demand has resumed; as of May 2023, annual demand reached 442,000 room-nights.

Hotel trends have been similar in the larger MSA. Demand for hotel rooms in the Kansas City region peaked at 7.6 million room-nights in 2019, but fell drastically in 2020 and 2021 to a low of 4.8 million room-nights annually. In 2022, demand escalated rapidly to 7.3 million room-nights. This pattern continues into 2023, indicating that the hospitality market is beginning to return to pre-pandemic levels. Current demand for hotels in the Kansas City MSA is stronger than it was a decade ago, in 2013, when it totaled 6.3 million room-nights, another positive sign of growth.

Despite a downturn in hotel demand throughout the past few years, the supply of hotel rooms in the Kansas City MSA has increased steadily. From 2017 to 2022, the hotel supply grew from 31,637 rooms to 36,187 rooms. Of the roughly 4,500 rooms that have been added to the market since 2017, only around 394 rooms, or nine (9) percent of regional deliveries, were completed in Wyandotte County.

The Kansas City MSA saw a hotel construction boom between 2017 and 2020, with an average of 10 buildings, or 984 rooms, added each year. Construction starts have fallen to half that level since 2021 in the wake of the pandemic. Four buildings were added in 2022 and just one building thus far in 2023. Despite the construction downturn, new developments in the region are significant; deliveries totaled nearly 500 rooms in 2022 and 276 rooms thus far in 2023. Wyandotte County has seen similar trends in the past decade. A record 197 rooms were added in 2018 followed by an additional 108 rooms in 2019. Home2Suites by Hilton Kansas City KU Medical Center, an upper midscale hotel with 89 guest rooms, was added in 2018. Homewood Suites by Hilton Kansas City Speedway, an upscale hotel with 108 guest rooms, was added in 2019. It is located within The Legends Outlets. Construction stalled in 2020 and has remained stagnant since then. No rooms have been added in the county since 2019 as of collecting this data. A new hotel is currently under construction (2023) at Parallel Parkway and 98th street in KCK.

Of the 7,356 total hotel rooms added in the Kansas City region in the past decade, approximately 585, or around eight percent, have been in Wyandotte County. The bulk of new hotels in the region have been located in Kansas City, Missouri. Despite its lack of recent hotel additions, Wyandotte County is expected to see a large development, Vacation Village, on the site of the old Schlitterbahn Water Park, which closed in 2018. The site is located across Interstate 435 from the Kansas Speedway near the intersection of State Avenue and North 94th Street. Construction has begun on this $838 million development, which will include athletic training facilities through Homefield Kansas City, Big Shots Golf, Atlas 9 Museum, and



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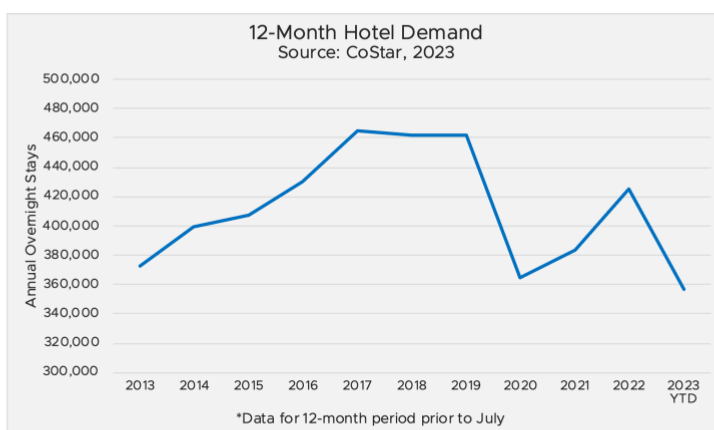


**Data from July 2023; YTD reflects January to June 2023*

a 55,000 square foot entertainment arena. The development will also include Margaritaville Resort, a $145 million hotel project bringing 250 guest rooms, a themed restaurant, and a small waterpark.

With the exception of a slight dip in 2021, the Kansas City MSA's hospitality market has seen steady price growth for the past decade. The average daily rate (ADR) in the MSA grew consistently from $86.77 in 2013 to $103.80 in 2019. Similarly, the ADR in Wyandotte County increased from $89.68 in 2013 to $107 in 2019. Rates plummeted in 2020 and 2021 due to the pandemic, falling to a low of $79.82 in the MSA in March 2021 and a low of $87.27 in the county in the same month, respectively. Rates have steadily rebounded since 2022 and are currently an average of $114.16 per night in the MSA and $121.50 per night in the county. The ADR in the county is more than six percent higher than that in the region, mostly due to the numerous hotels, more than 10, located adjacent to the Kansas Speedway and Legends Outlet attractions, bringing in premium rates. The remainder of hotels in the county are generally concentrated along State Avenue, one of the largest commercial corridors in the area.

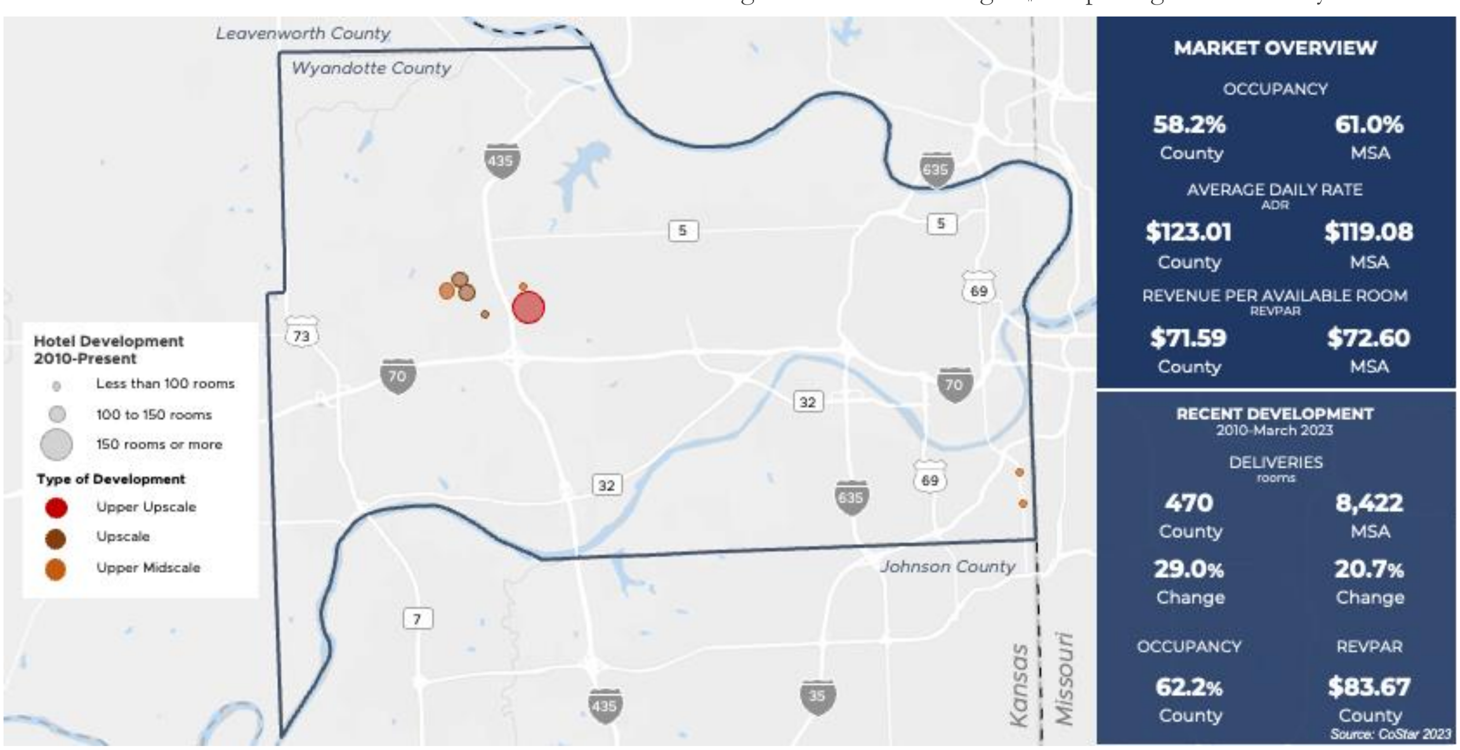
The graphic below depicts the location and size of hotel properties delivered in the county since 2010.

Competitive Supply

Wyandotte County contains approximately 2,100 hotel rooms. Roughly 21 percent of the supply has been built since 2010, but only 173 rooms, or eight (8) percent, have been built in the past five years. Hotels in the county are concentrated around the Kansas Speedway and Legends Outlet, near the University of Kansas Medical Center, along State Avenue, a major commercial thoroughfare, and along the Kansas City Turnpike. Our analysis of the hospitality competitive environment within Wyandotte County has focused on showing pertinent hotel characteristics including age, location, quality, and daily rates. We have surveyed and analyzed six competitive hotels.

According to CoStar, the average daily rate (ADR) among hotels in the county is $121.50, up 26 percent from $89.68 in 2013. Newer hotels in the area, built in the past decade, bring in $139 to $161 per night on weekdays and $209 to $248 per night on weekends. Home2Suites by Hilton Kansas City KU Medical Center, an upper midscale hotel, was built in 2018 and contains 89 guest rooms. It averages $139 per night on weekdays and $248 per night on weekends. Residence Inn Kansas City at The Legends, an upscale hotel, was built in 2016 and contains 108 guest rooms. It averages $161 per night on weekdays and $209 per night on weekends. These prices reflect summer rates, which are generally higher than in the winter.

Older hotels, built around 2000, typically range from $104 per night on weekdays to $119 per night on weekends. Hilton Garden Inn Kansas City/Kansas, an upscale hotel, was built in 2002 and contains 147 guest rooms. It charges $156 per night on weekdays and $163 per night on weekends. Quality Inn I-70, a midscale hotel, was built in 1998 and contains 45 guest rooms. It averages $104 per night on weekdays and



$119 per night on weekends. Like prices at the newer hotels, these prices also reflect summer rates, which are generally higher than in the winter.

Location also plays a large part in hotel rates in Wyandotte County. Hotels located by the Kansas Speedway and Legends Outlet attractions and the University of Kansas Medical Center draw a premium. Best Western Premier KC Speedway Inn & Suites includes 82 guest rooms and averages $155 per night on weekdays and $240 per night on weekends. Residence Inn Kansas City at The Legends, averages $161 per night on weekdays and $209 per night on weekends.

Similarly, hotels near the Medical Center draw high rates. Home2Suites by Hilton Kansas City KU Medical Center, located about three blocks north of the hospital, is priced at $139 per night on weekdays and $248 per night on weekends. Holiday Inn Express & Suites Kansas City KU Medical Center, an 83-room upper midscale hotel located directly across from the Medical Center, averages $146 per night on weekdays and $219 per night on weekends. This is in contrast to hotels located along State Avenue and the Kansas City Turnpike. Hilton Garden Inn Kansas City, considered an upscale hotel situated at State Avenue and North 5th Street near the Kansas-Missouri border, draws a similar weeknight rate ($156 per night) but is in far less demand on the weekends, charging $163 per night. Similarly, Quality Inn I-70, located farther from area attractions at the Kansas City Turnpike and North 78th Street, averages $104 per night on weekdays and $119 per night on weekends. These rates also represent summer prices, which are generally higher than in the winter.

New hotel construction in Wyandotte County includes Fairfield Inn, located at 98th Street and Parallel Parkway in Village West which will offer 87 rooms and is planned to be completed by 2024. Just south of that development is the planned Margaritaville Resort, which is expected to include a 230-room resort hotel.

The hotel properties surveyed are summarized in the graphic on the next page.

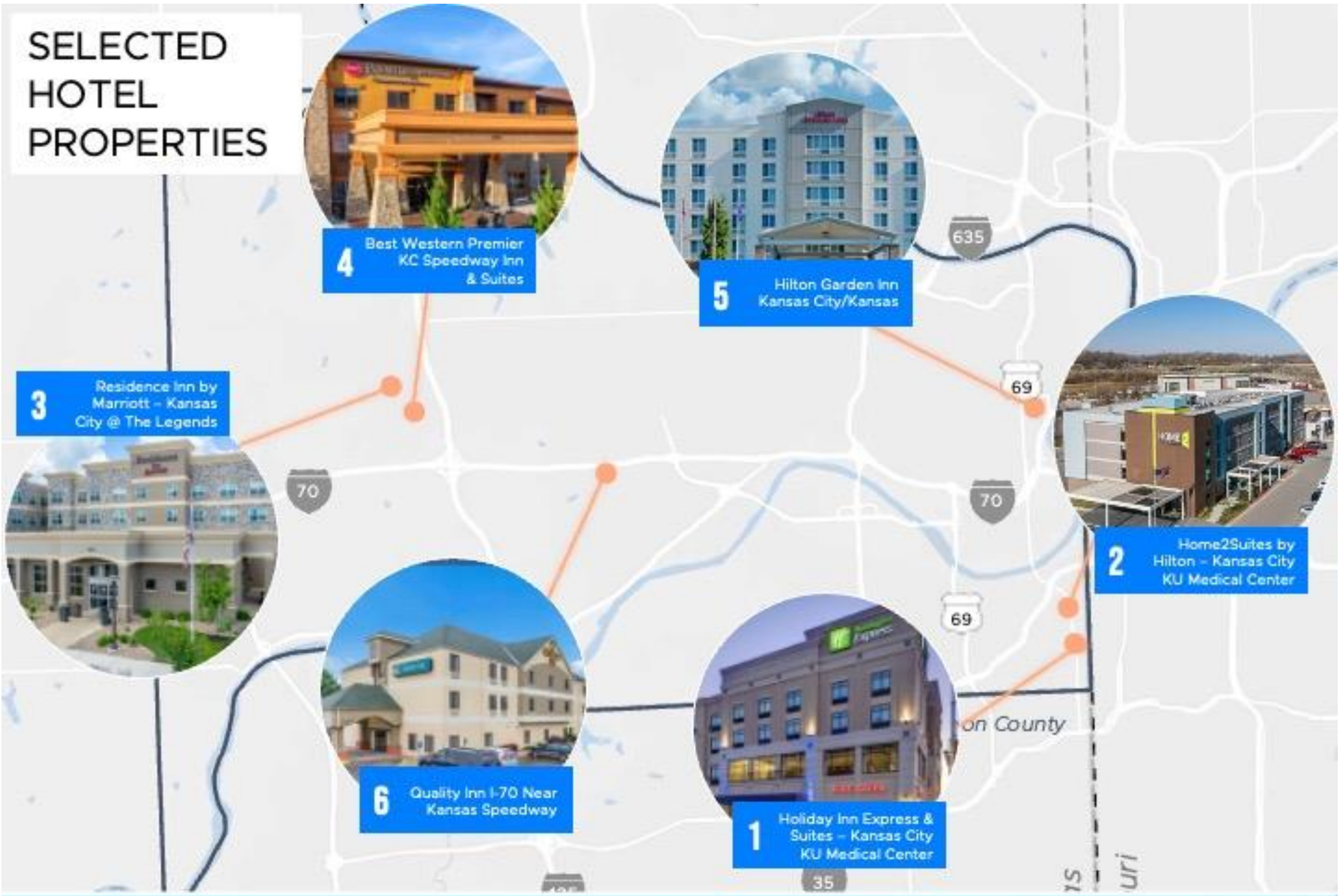
Competitive Market Position

Wyandotte County's hospitality market was thriving prior to the pandemic. It took a downward turn in March 2020 and witnessed decreasing demand through March 2021. Since then, the market has been slowly building back, with both demand and average daily rates increasing through May 2023. Hotels of all ages and classes can be found in the county, with newer hotels and those located in desirable locations near the Kansas Speedway and University of Kansas Medical Center drawing the highest daily rates. Thus, future hotel development is market-supported in those areas. That being said, long-term economic hardship caused by the pandemic and inflation is changing the nature of travel; leisure travel is on the decline while business travel remains strong. Hence, hotel development near large corporations in the county, specifically near KCK's urban core and along Interstate 70, is also market-supported.

A number of the county's largest employers, including Kansas City Kansas Community College, the Unified Government of Wyandotte County and Kansas City, Kansas and Associate Wholesale Grocers, are located along the Interstate 70 corridor. Hotels in this area draw much lower average daily rates than hotels to the west near the Kansas Speedway, despite being conveniently located directly off the highway. Many of these hotels are older and largely outdated, and newer, more attractive options will be in demand as business travel begins to drive the hospitality market.

In addition to shifting travel patterns, tighter lending practices are increasing demand for the use of incentives and community-led and-focused strategies to attract needed hotel development to the county, particularly in under-served neighborhoods in mid-county.

SELECTED HOTEL PROPERTIES



	Hotel	Year Built	Class	Number of Rooms	Weekday Rate per Night*	Weekend Rate per Night*
1	Holiday Inn Express & Suites – Kansas City KU Medical Center	2012	Upper Midscale	83	$146	$219
2	Home2Suites by Hilton – Kansas City KU Medical Center	2018	Upper Midscale	89	$139	$248
3	Residence Inn by Marriott – Kansas City @ The Legends	2016	Upscale	108	$161	$209
4	Best Western Premier KC Speedway Inn & Suites	2011	Upscale	82	$155	$240
5	Hilton Garden Inn Kansas City/Kansas	2002	Upscale	147	$156	$163
6	Quality Inn I-70 Near Kansas Speedway	1998	Midscale	45	$104	$119

Source: Hotels.com, CoStar

*These figures represent rates for standard two-bed rooms for the month of July

Demand Analysis

Determining future demand for hotels involves evaluating many variables, including the desirability of the location, price per room, occupational projections, and tourism trends. A somewhat simpler method involves analyzing historical room nights and average annual growth to project future room nights and demand, then using an occupancy rate of 75 percent to project the future number of additional rooms that could be supported to determine supply.

The Kansas Department of Labor provides job projections for the Kansas City Area which includes Leavenworth, Wyandotte, Johnson and Miami counties. These projections show an increase of roughly 29,700 jobs between 2020 to 2030, with roughly 16,800 in professional occupations such as finance, law, architecture, engineering, sales, computer programming, and the sciences. These occupations are generally the most likely to require business travel, indicating the need for out-of-town workers to utilize hotel space. Other strong drivers of hotel demand are universities, medical schools, and hospitals. While students themselves do not typically utilize hotel space, their families make up a sizable component of annual hotel demand. The University of Kansas Medical School, located just east of Rainbow Boulevard in the Hanover Heights neighborhood, educates nearly 3,700 students each year, with about 14 percent, or 518 students, hailing from states other than Kansas.

Similarly, the University of Kansas Medical Center reports a large contingent of out-of-state visitors. Of the nearly 3.1 million visits to the medical center each year, approximately 140,000, or five percent, are from those who live outside of Kansas and Missouri.

According to Visit Kansas City KS, the city welcomes more than 12 million visitors annually. In addition to business travelers, school travelers, and those seeking medical care, another top driver of hotel demand in Wyandotte County is tourists. A 2018 economic impact and visitor profile of the Kansas City region showed that in Wyandotte County alone, nearly $209 million in direct tourism spending was recorded with an overall economic impact of $340 million. In particular, visitors flock to Kansas Speedway, Hollywood Casino Kansas Speedway, and The Legends Outlets. Based on information from the same study, Hollywood Casino Kansas Speedway is one of the top overnight attractions in the region, drawing about 13 percent of all overnight tourists. A study conducted by the Kansas City Sports Commission shows that events at the Kansas Speedway contribute nearly $250 million annually to the local economy, with 70 percent of that spending coming from residents outside of the metro area. The Legends Outlets are also a top tourist destination. Legacy Development released a report showing the average drive to the outlets is more than 81 miles in all directions. Just 37 percent of Legends visitors are Wyandotte County residents. Hotels near these top attractions should continue to see high demand.

Another, somewhat simpler, way to calculate future hotel demand in the county is to use demand calculations. The number of hotel rooms in Wyandotte County as of 2023 totals 2,087. Average occupancy for these rooms hovers around 58 percent. The estimated number of overnight stays in the county in 2023 is 442,000. Overnight stays grew approximately 4.6 percent each year from 2013 to 2019.

Pandemic years (2020 to 2022) have been excluded from this analysis for accurate projection purposes. Using this figure to calculate growth in overnight stays results in a projected total of 554,756 overnight stays in 2028. Comparing this number to overnight stays in 2023 results in total growth of 112,756 overnight stays. When compared to the total estimated room nights in 2023, this number implies a 26 percent share of demand. Using this growth projection and dividing by a 75 percent occupancy rate results in an estimated 412 hotel rooms that could be supported through 2028. That is 20 percent of the current share of supply. We have also calculated the penetration rate to confirm there is sufficient support for new rooms within Wyandotte County. The penetration rate is the ratio of a particular property's actual room nights captured versus its fair share. Fair share is the number of the property's rooms relative to the number of rooms in the market.

A penetration rate above 100 percent indicates that a hotel must capture more than its fair share of existing hotel demand, which is typical for better quality brand-name hotels. The penetration rate in our county-wide analysis, 129, indicates that the hotel to be developed will need to capture slightly above its fair share. Although there is continued growth in demand throughout the market, lower occupancy rates indicate that the market is somewhat oversaturated. To capture more than its fair share, the development of 412 new hotel rooms should be carefully developed—perhaps at a later phase—within the context of a larger, well-established mix of development.

The demand calculations are displayed in the table below.

Demand Calculations	
Existing Supply	**Hotel Rooms**
Total Hotel Rooms in Wyandotte County in 2023	2,087
Occupancy (2023)	58%
Historical Demand	**Overnight Stays**
Estimated Room Nights in 2023	442,000
Avg. Annual Growth (2013-19)	4.6%
Projected Demand	**Overnight Stays**
Proj. Room Nights in 2028	554,756
Proj. Growth in Room Nights (2023-28)	112,756
Proj. Hotel Rooms in 2028 @75% occ.	412
Fair Share of Supply	20%
Fair Share of Demand	26%
Overall Penetration Rate	129%

During the pandemic, hotel demand in the nation declined significantly, with tourism and other forms of travel coming to an abrupt halt. In Wyandotte County, this trend is particularly evident—total overnight stays dropped sharply from 461,361 in 2019 to 343,523 in 2021. Despite this decline, recovery was quick. Overnight stays grew more than 22 percent in 2022, to 420,204, and have continued to grow to 442,000 stays in 2023, which is just 4.5 percent less than pre-pandemic highs. Strong recovery can foreshadow occupancy, impacting the long-term growth of the sector.

Annual growth data of overnight stays coupled with strong indicators from the local tourism sector suggest that hotel development can be supported in the next five years, and the best strategy will be to develop near major tourist attractions or the medical center corridor.

Industrial Analysis

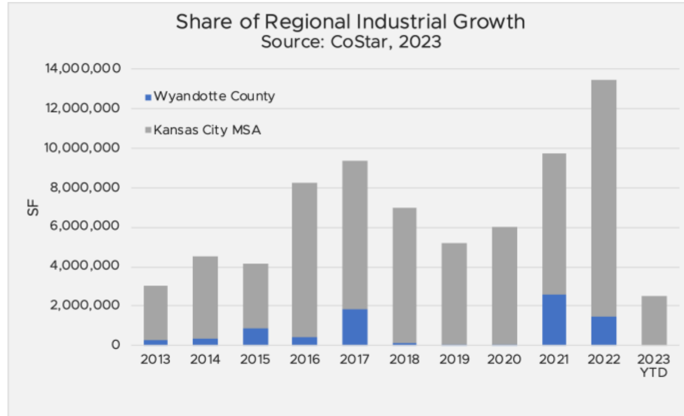
Market Overview

The industrial market in both the Kansas City MSA and Wyandotte County remains strong, with rents increasing, vacancies decreasing, and units being added. According to CoStar, Wyandotte County's industrial market is comprised of approximately 48.9 million square feet across 980 buildings. The county accounts for about 15 percent of industrial square footage in the Kansas City MSA, which totals roughly 333.9 million square feet within 6,871 buildings.

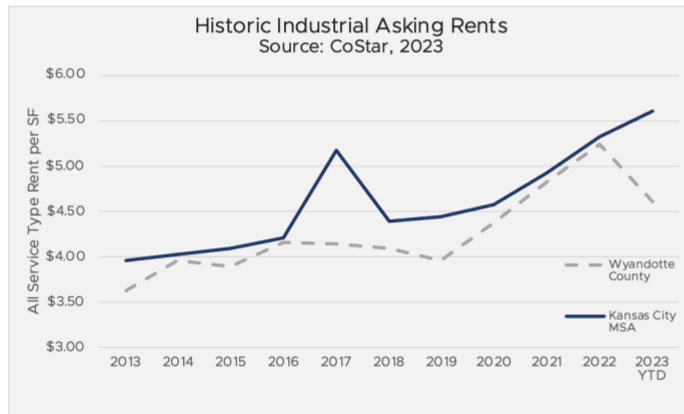
Deliveries have increased substantially each year over the past decade in both the MSA and the county. Of the 71 million square feet of industrial space delivered in the MSA in the last 10 years, eight (8) million square feet, or 11 percent, were in Wyandotte County. Deliveries in the MSA grew from just three million square feet within 17 buildings added in 2013 to seven (7) million square feet across 53 buildings added in 2018. Deliveries slowed in 2019 and 2020 as those units were absorbed and increased again to 9.7 million square feet in 2021 and a decade-high of 13.5 million square feet in 2022.

Likewise, deliveries in Wyandotte County grew from just 280,000 square feet in one building added in 2013 to 1.8 million square feet in nine (9) buildings added in 2017. The majority of these buildings are located north and south of the Interstate 70/Turner Diagonal Freeway interchange. At least half are distribution facilities, while another half are warehouse buildings. Countywide development stalled between 2018 and 2020, adding just 193,000 square feet. In 2021 and 2022, deliveries began increasing again, with the delivery of 2.6 million square feet within 12 buildings and 1.5 million square feet in three buildings, respectively. As of July 2023, 2.5 million square feet across 11 buildings have been added in the Kansas City MSA this year, of which less than one percent, or 2,500 SF, is located in Wyandotte County. Per CoStar, an additional two buildings, totaling 80,000 SF, are currently under construction in the county, comprising five percent of the 10.3 million square feet under construction region-wide. These numbers indicate that deliveries in the county have slowed, while deliveries elsewhere in the region remain on pace with that of the last five years.

Rents within the industrial market in both Wyandotte County and the Kansas City MSA have increased steadily in tandem with a general reduction in vacancy rates. The average asking rent in the MSA is $5.61 per square foot—a nearly 30 percent increase since 2013, when rents averaged



**Data from July 2023; YTD reflects January to June 2023*

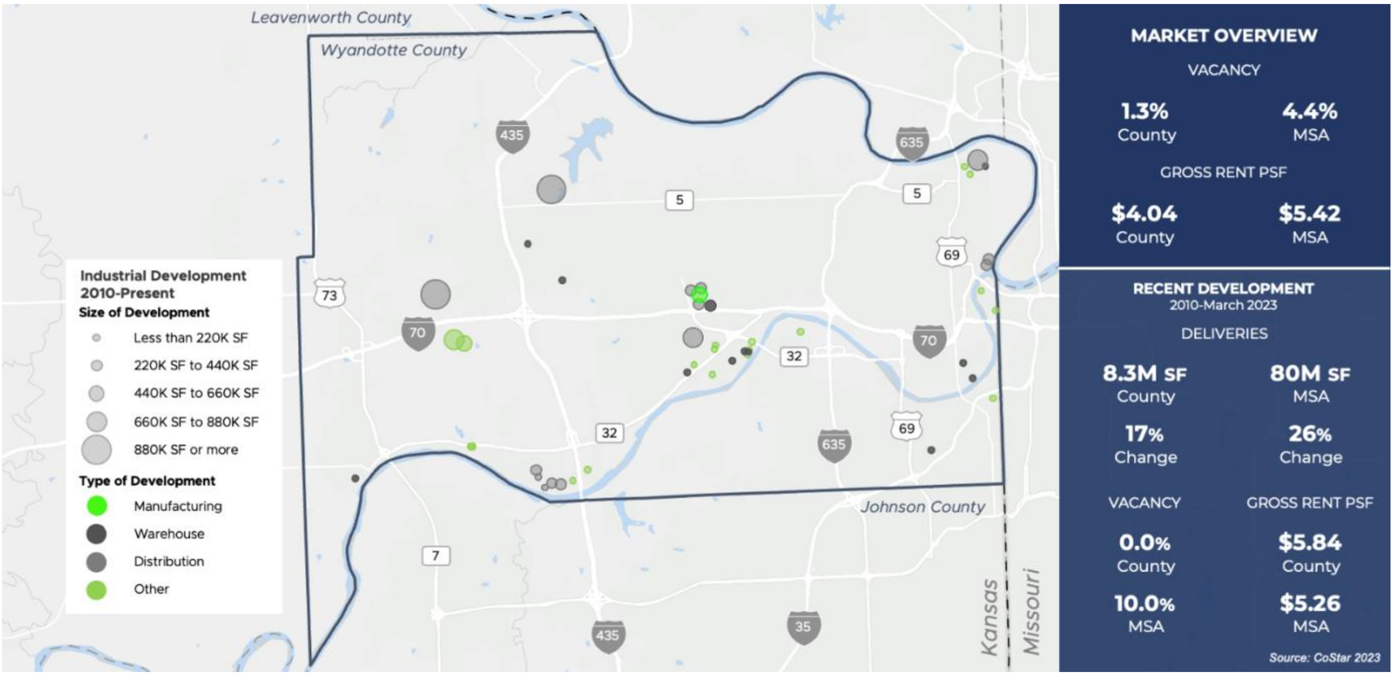


**Data from July 2023; YTD reflects January to June 2023*

$3.96 per square foot. The average asking rent in the county is 18 percent below that of the MSA at $4.60 per square foot. Rent growth in the county has been comparable, having increased 21 percent since 2013.

Vacancy rates in Wyandotte County have steadily diminished over the last decade. The county saw high vacancy rates of 4.1 percent in 2013, which fell to 3.1 percent by 2020. Vacancy rates increased in 2021, to 4.6 percent, due to the pandemic, but fell to 2.9 percent by 2022. The vacancy rate of 1.3 percent as of July 2023 is the lowest the county has seen in the past 20 years. Similarly, vacancy rates in the Kansas City MSA have largely declined since 2014. Vacancy rates fell from 6.6 percent in 2014 to five percent in 2018 and 2019, respectively. Despite the effects of the pandemic, vacancy rates in the MSA remained low, or 4.4 percent and 4.5 percent in 2020 and 2021, respectively. The MSA's current vacancy rate of 3.2 percent is the same as in 2022 and is the lowest vacancy rate in the region in 20 years.

The graphic on the following page depicts the location and size of industrial properties delivered in the county since 2010.



In Wyandotte County, several sizeable leases have been signed since 2022. Two have been in the Armourdale neighborhood, including Stryten Energy for 124,000 square feet and CED for 107,000 square feet; five have been in the Interstate 435 West neighborhood, including Amazon Fulfillment Center for 1.1 million square feet; and two have been in Bonner Springs, including the county's largest, an Urban Outfitter's headquarters, for over 880,000 square feet.

Competitive Supply

Wyandotte County contains approximately 49 million square feet of industrial space. Roughly 19 percent of the supply has been built since 2000, and eight (8) percent of that has been in the past five years. Industrial properties are spread throughout the county, with several expansive distribution facilities added in the past two years. Our analysis of the industrial competitive environment within Wyandotte County focuses on age, size, and average rent. We have surveyed and analyzed seven (7) competitive industrial properties, summarized in the graphic on the following page.

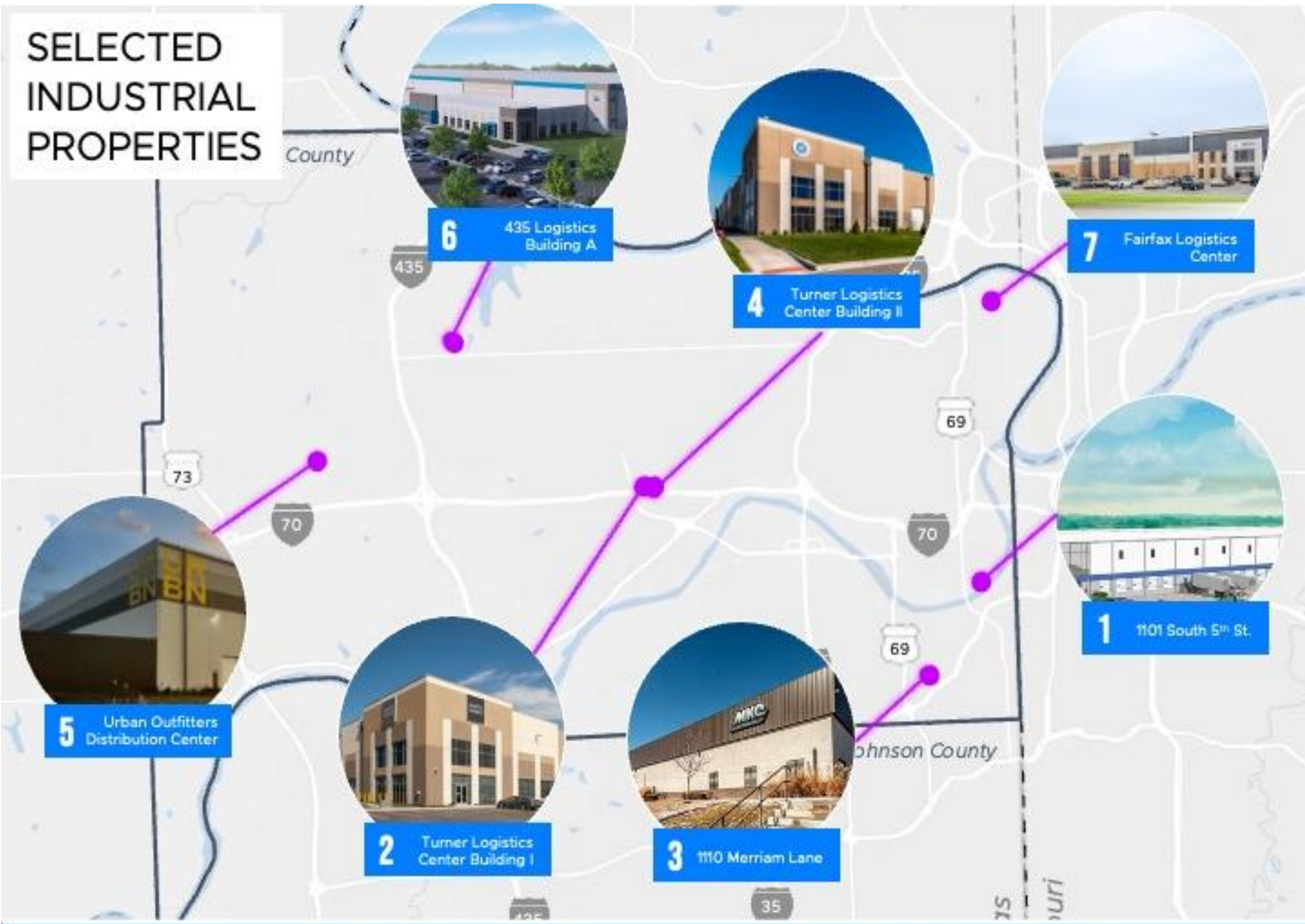
According to CoStar, the average rental rates among industrial properties in the county is $4.60 per square foot, up from $3.63 per square foot a decade ago. Newer industrial properties, built in the past decade, lease for an average of four to five dollars per square foot. Some of the smaller, more niche industrial facilities in the county lease for as much as seven (7) dollars per square foot.

The Turner Logistics Center is the largest industrial deliverable in Wyandotte County in the past decade, boasting a total of 1.5 million square feet over five buildings. The buildings range from 346,826 square feet to 543,554 square feet across 250 acres. The development was built in stages between 2021 and 2022 and is just north of Interstate 70 at the Turner Diagonal Freeway.

Other large industrial facilities in Wyandotte County include the Urban Outfitters Distribution Center, built in 2022 and comprising over 880,000 square feet of space. The property is located adjacent to the highly-trafficked Legends Outlet. Another large-scale property, the 435 Logistics Center Building A, was built in 2021 and comprises 1.1 million square feet of space. The warehouse, located just east of the intersection of interstates 70 and 435, is fully leased as an Amazon Warehouse. It is part of a larger 400-acre master-planned logistics park that will include five additional buildings ranging from 100,000 to 855,000 square feet at the former Woodlands race track site. The Fairfax Logistics Center is one of the county's largest, built in 2017 and comprising 840,000 square feet of space. The logistics center houses Comprehensive Logistics Company. Another notable industrial facility in the county, the 1101 South 5th Street Warehouse building, was built in 2021 and is comprised of nearly 75,000 square feet occupied by PepsiCo. It is located at Levee Road and South 7th Street, just north of the Kansas River in the Armourdale neighborhood. All four of these industrial facilities are single-tenant buildings and lease for five dollars per square foot triple net.

Smaller, more specialized facilities in the county include 1110 Merriam Lane, a 14,000-square foot warehouse building built in 2016. It is home to a single tenant, Buck Roofing Construction LLC, and leases for $7.50 per square foot. It is located in a highly developed area just north of Interstate 35 along a busy commercial and industrial corridor.

Scannell Properties is in the process of converting the former Woodlands Racetrack in Wyandotte County to a master-planned logistics park consisting of 3.4 million square feet of space across six buildings. The development is located just east of the intersection of Interstate 435 and Leavenworth Road. As aforementioned, one building has been built and is occupied by Amazon. The other five buildings are speculative and are build-to-suit to lease or build-to-suit to own. They sit on parcels of roughly 35 to 40 acres each. Marvin Companies, a Minnesota-based window manufacturer, is in the permitting stages to build one of the buildings, which will comprise a 406,960 square feet manufacturing facility.



	Development	Year Built/Reno.	Total Size (SF)	Lot Size (Acre)	Type	Percent Leased	Total Tenants	Average Rent (SF/yr)	Key Tenants
1	1101 South 5th Street	2021	74,256	11.1	Warehouse	100%	1	$5	PepsiCo
2	Tuner Logistics Center Building I	2021	406,000	23.98	Warehouse	100%	2	$4.50	Harte Hanks
3	1110 Merriam Lane	2016	14,000	1.12	Warehouse	100%	1	$7.50	Buck Roofing Construction
4	Turner Logistics Center Building II	2021	375,536	9.00	Distribution Center	100%	4	$5	Eiko, Plastic Packaging Technology
5	Urban Outfitters Distribution Center	2022	880,254	553.8	Distribution Center	100%	1	$5	Urban Outfitters
6	435 Logistics Building A	2021	1,100,000	382.02	Distribution Center	100%	1	$5	Amazon Fulfillment Center
7	Fairfax Logistics Center	2017	840,000	51.25	Distribution Center	100%	1	$4	Comprehensive Logistics Co.

Competitive Market Position

Wyandotte County's industrial market continues to witness strong demand, driven by the global shift to e-commerce and the increasing need for distribution centers. Industrial facilities of all ages and types can be found in the county, and nearly all are at 100 percent occupancy with rents averaging four to five dollars per square foot. Numerous newer distribution centers and warehouse facilities are located to the north and south of the Interstate 70/Turner Diagonal Freeway interchange as well as to the west along Interstate 435 near the Kansas Speedway. Future industrial development will be space-dependent; vacant industrial land in the county is heavily concentrated along Interstate 635 south of Metropolitan Avenue in the Sandifer Industrial Park. A handful of other industrial-zoned plots are located near Interstate 435 and Kaw Drive. Recent trends suggest growing demand for industrial properties in the county, with rents remaining stable for the past four years and the vacancy rate falling to the lowest it has been in 20 years. Despite the pandemic, or perhaps in part because of it, the industrial market benefits from the shift to e-commerce. However, the threat to the county industrial market going forward will be tighter lending standards for construction loans and a reduction of greenfield opportunities; as of 2023, industrial deliveries in the county are down sharply from that of 2021, a sign that lending practices could already be impacting the market.

Wyandotte County is well-positioned for future industrial development, given its historically strong market, strategic location, and excellent access to regional and national end markets. The county benefits from its proximity to multiple modes of transportation, including by rail, water, vehicle, and air. Location adjacent to Downtown KCK Missouri, and its comparatively significant concentration of undeveloped land gives the county a competitive edge over other locations in the MSA. Further, nearby major medical centers, such as the University of Kansas Medical Center, and offices of organizations like the Environmental Protection Agency position the county to benefit from recent increased federal investment into reshoring jobs in bioscience and pharmaceutical and medical device manufacturing. The Kansas Speedway has also precipitated development of distribution centers and warehouses—a trend that is expected to escalate with the growing e-commerce market. Perhaps most notably, Wyandotte County boasts direct interstate connections to regional cities, like Topeka and Columbia, Missouri, as well as large metropolitan centers like St. Louis, Oklahoma City, Denver, and Minneapolis.

One of every three jobs in Wyandotte County is within industries centered around industrial sectors, including manufacturing, warehousing, and transportation. This finding underscores the importance of preserving the sector's growth. Several of the county's new industrial and logistics park, including the 435 Logistics Center located just east of the intersection of Interstate 435 and Leavenworth Road, have build-to-suit spaces still available, while industrial construction in the county has fallen consistently since 2020. Tighter lending practices are increasing demand for the use of incentives and community-led and-focused strategies to attract manufacturing companies to the county, which will bolster both industry and job growth going forward.

Demand Analysis

To quantify industrial demand through the next decade, we employed occupational projections for the Kansas City Region, inclusive of Wyandotte, Johnson, Leavenworth, and Miami counties. We then isolated occupations that utilize industrial space, which include production and transportation and material moving occupations. Through 2030, the region is expected to gain nearly 4,000 new industrial jobs of these types. As of 2021, Wyandotte County accounted for around 45 percent of regionwide industrial positions.

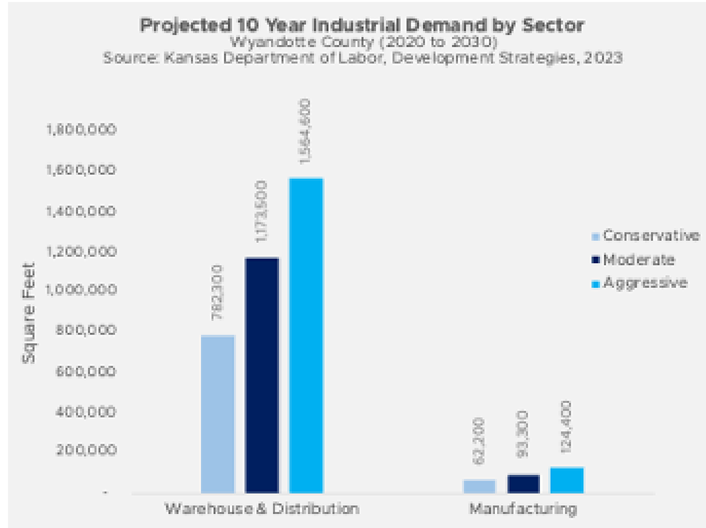
Industrial space utilization per worker varies heavily based on use, geography, and machinery, among many other factors. In Wyandotte County, from 2011 to 2021, the addition of one industrial worker was associated with the delivery of 991 square feet of industrial space, per data from CoStar. When selecting only transportation and material moving occupations, which comprise the lion's share of recent industrial job growth, this association increases to 1,117 square feet per worker. According to the U.S. Energy Information Administration, as of the most recent data available (2018), the mean utilization rate in distribution centers is around 2,000 square feet per worker. Given such a wide range of utilization rates, we applied three assumptive scenarios: 1,000 square feet per employee (conservative), 1,500 square foot per employee (moderate), and 2,000 square foot per employee (aggressive). From the period of 2000 to 2010, then 2011 to 2021, Wyandotte County consistently captured 21 percent of industrial deliveries in the four-county Kansas City region. Hence, we applied the stable capture rate of 21 percent to projected future industrial supply.

Based on 10-year employment projections, the region can support the delivery of between 3,964,000 square feet to 7,928,000 square feet of industrial space. Of this space, between 3,782,000 to 7,564,000 square feet will be within warehouse and distribution centers, while 182,000 to 364,000 square feet will be in manufacturing properties. Wyandotte County is expected to be able to support between 844,500 to 1,689,000 square feet of additional industrial space through 2030, assuming that the county captures a consistent share of regionwide growth. The majority of this space, between around 780,000 to 1,564,000 square feet, will be in warehouse and distribution centers, with between 62,000 to 124,000 square feet delivered in manufacturing facilities.

In our analysis, we calculated the projected delivery of up to around 1.7 million square feet for the period of 2020 to 2030, however, since 2020 alone, the county has added over three million square feet within 22 new warehouse and distribution properties, indicating that existing projections constitute a significant underestimate of 10-year growth. This discrepancy may be the product of a variety of factors. Firstly, regional occupational projections for 2020 to 2030 could have underestimated job growth within the transportation and warehousing sector, as they were potentially calculated prior to the meteoric rise of the e-commerce sector around the pandemic. According to data from the Bureau of Economic Analysis, this sector gained only around 1,000 employees from 2011 to 2016, before adding upwards of 5,000 employees between 2017 to 2021. Consistent with this massive growth, the industrial market in Wyandotte County expanded rapidly in the following years—a trend that could slow significantly in coming years, as these recently-delivered properties are absorbed and the market cools. Next, another potential factor is that our assumption of the ratio of industrial space to worker is inaccurate. With increasing automation and considerable technological advancement since utilization rates were last published in 2018, the current ratio of space to worker may have increased. For example, the 1,100,000-square foot Amazon Fulfillment Center FOE1, delivered in 2021, employs around 1,100 workers, giving a utilization rate of 1,000 square feet per employee.

Finally, one other possibility is that we have underestimated Wyandotte County's capture rate of regional industrial deliveries. Although the county consistently captured around 20 percent of regional development historically, from 2020 to the present, it accounted for 28 percent of total deliveries. In other words, Wyandotte County is growing into a more competitive regional e-commerce center.

Located centrally in the country, with strong connections to end markets throughout the Midwest and South via rail, water, interstate, and air, Wyandotte County is very well positioned for future growth of the transportation and



warehousing industry. Hence, future trends will be heavily dependent on continued growth of the e-commerce market. Growth hinges on the popularity of existing major employers with significant real estate footprints, including Amazon and Urban Outfitters. It will also depend on the stability of longstanding manufacturing centers like the General Motors Fairfax Assembly Plant. Among the greatest barriers to future industrial development is the availability of unimproved land. As space within longstanding industrial districts along the riverfront becomes scarce, industrial deliveries have been creeping northward. For instance, clusters of recently developed warehouses and distribution centers have arisen along the Turner Diagonal Freeway in the Coronado neighborhood, as well as near The Kansas Speedway. Such migration of industrial deliveries has the potential to conflict with surrounding uses and disrupt neighborhood conditions, demanding proactive and community-oriented strategy for the selection and approval of future industrial space development.

Altogether, Wyandotte County has a strong and growing industrial market, which has already surpassed 10-year delivery estimates. While this growth is likely to slow in coming years, the county is well-positioned as a regional center for e-commerce and logistics.

Demand Summary

The table on the following pages summarizes a prospective development program consisting of retail, multi-family, hospitality, and office uses.

As indicated, demand is estimated for:

- approximately **500 units** of affordable and market-rate housing,
- more than **320,000 square feet of retail and office space**
- up to **400 hotel rooms**, and
- over **1.7 million square feet of industrial space**

Demand Summary: Context & Marketability

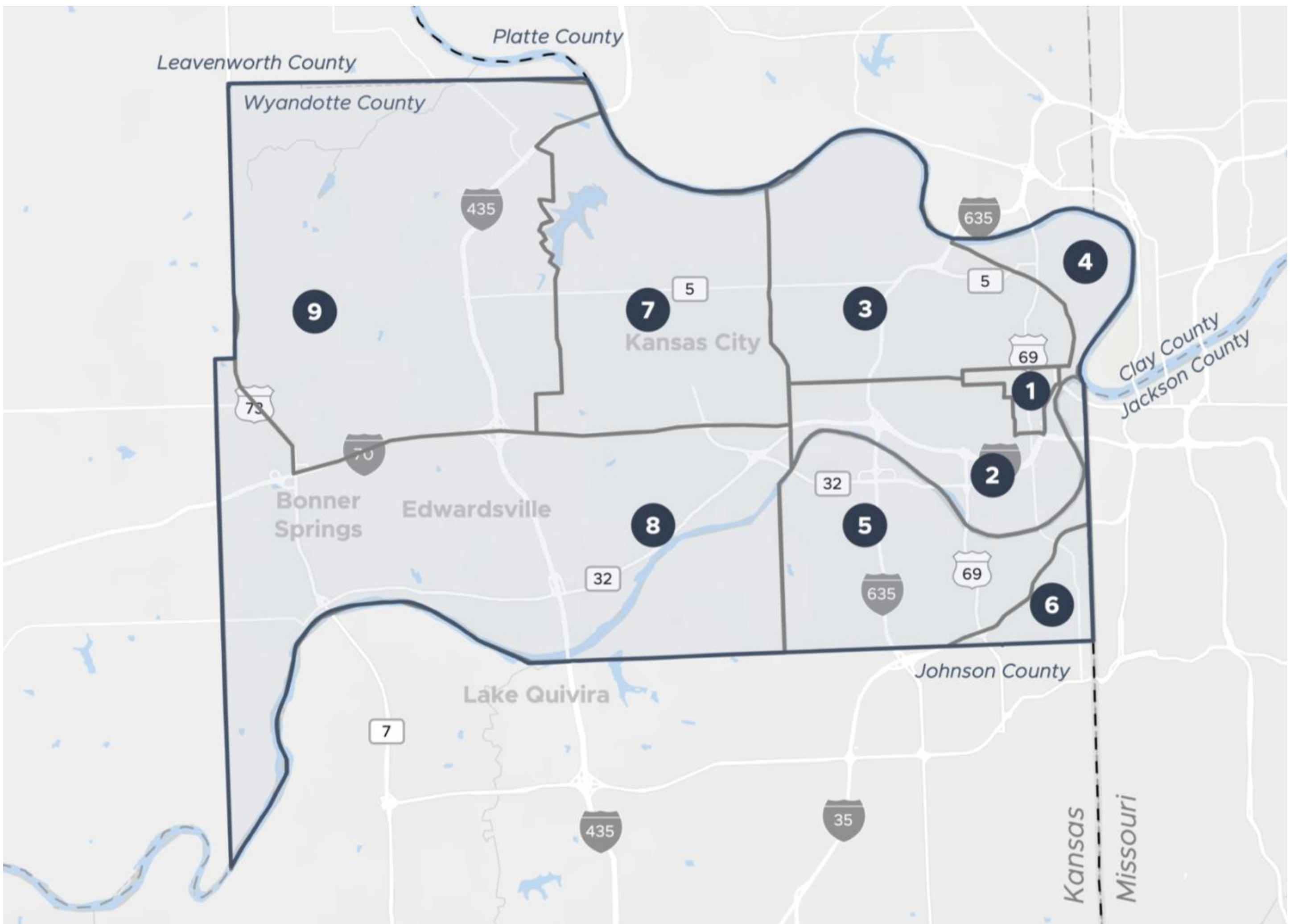
	Industrial	Office	Retail	Multifamily	Hotel
					
COUNTYWIDE MARKET CONDITIONS	**VERY STRONG**	**LIMITED**	**MODERATE**	**STRONG**	**MODERATE**
WYANDOTTE COUNTY FUTURE DEMAND	Up to 1.7 million SF	Up to 320K SF	Urban Core Retail Strategy	Up to 500 new multi-family units	Up to 400 new rooms
WYANDOTTE COUNTY MARKETABILITY	Regional market Workforce Undeveloped land	Institutional office Future medical office	Regional shopping destination Demand for misc. store retailers Stable small business corridors	Strong regional access Historic rehab New construction Relative affordability	Legends KU Medical Center Downtown core Future events
WYANDOTTE COUNTY MARKETABILITY CHALLENGES	Regional competition Land use compatibility Current demand is met	High vacancy Low worker utilization Regional competition from Class A/A+ space	Food deserts in KCK Local socio-economic conditions Preservation of small businesses	Regional competition Transit connectivity Low projected population growth	Recent low occupancy rates Lack of walkability and non-car transportation Regional competition

Subarea Analysis

Introduction to Subareas

For the purposes of clarifying existing market conditions in Wyandotte County, we carved the county into nine (9) distinct subareas. These areas were identified through analysis of recent development trends, demographic and economic conditions, employment activity, real estate and neighborhood characteristics, and shared history and identity. They were refined further via discussion with local policy and planning officials. Borders between subareas were drawn with respect to natural and manmade boundaries, such as roadways. While the subareas vary significantly in geographic size and population, they are comprised of similar neighborhoods and communities that demand a coordinated approach to future development.

A map of the identified subareas is shown below.

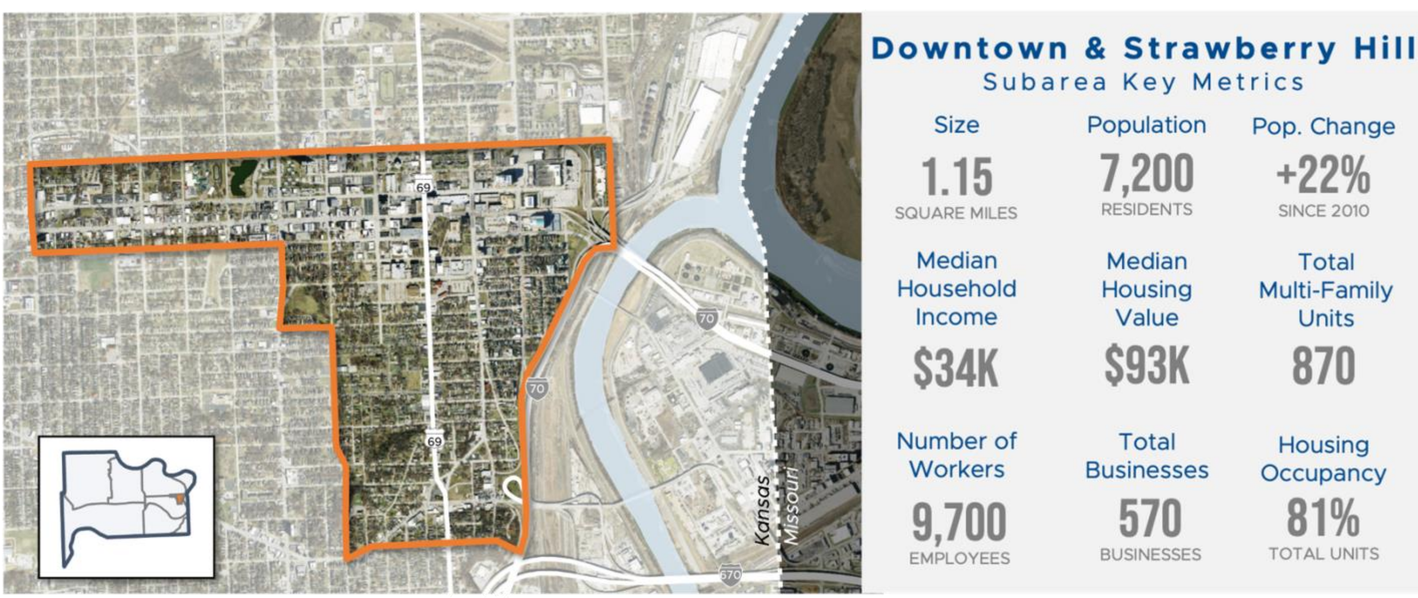


Subarea One: Downtown & Strawberry Hill

The 1.15-square mile subarea encompasses Downtown Kansas City, Kansas and the Strawberry Hill neighborhood. The area captures the State Avenue commercial corridor to 18th Street, as well extensive commercial development along 7th Street. The subarea serves as the "gateway" to the city from the east and is the city's principle economic center. Downtown features a variety of museums, parks, and entertainment venues, including Memorial Hall and the 7th Street Casino, while Strawberry Hill is dominated by locally-owned retail and single-family homes. It is the most densely populated subarea, with 7,200 residents, as well as one of the fastest growing, having expanded 22 percent since 2010.

The subarea has a high density of economic activity. Workers outnumber permanent residents, with 9,700 workers across approximately 570 businesses. These businesses represent a diverse range of industry sectors and have particularly strong employment in the health care and social assistance, professional, scientific and tech services, wholesale trade, and real estate sectors, altogether employing over a quarter (2,500) of the area's workforce. Additionally, the subarea is a major center of the public sector, and nearly 40 percent (3,800) of all employees work in public administration.

According to the 2021 ACS, housing units in the subarea are generally older, with 1944 as the median year of structure built. Nearly half (46 percent) of units were built prior to 1939, as the subarea includes some of the oldest neighborhoods in Wyandotte County.



Demographic Overview

According to current Esri estimates, the subarea has a population of around 7,200 residents, having grown 22 percent since 2010. Though the vast majority (73 percent) of the subarea's 2,140 households contain one or two people, it has an average household size of 2.76 persons. According to Esri, the subarea's population is projected to rise 0.9 percent annually through 2028.

Housing units are occupied at just 81 percent. Half of all units are detached or attached single-family homes, while occupied multi-family units predominantly contain upwards of 20 units. The median housing value is $93,000 and the majority (65 percent) of householders are renters.

The subarea's median age is 37.7 years. The largest age cohorts are the Family Years (ages 35 to 49) and Empty Nesters (ages 50 to 64) at 21 percent and 18 percent of residents, respectively. Around 18 percent of residents have attained Bachelor's degrees or higher. Households have relatively low incomes, with a median household income of $34,000, and 39 percent earn below $25,000 annually.

Residential Market Overview

Downtown has a limited multi-family supply totaling 870 units within 24 buildings. In the past decade, only one property has been delivered: the 30-unit historic rehab, Horace Mann Lofts, completed in 2014. The majority of the subarea's multi-family developments are historic low-rise properties, built as early as the turn of the 20th Century, and contain fewer than 20 units. Larger-scale properties are generally affordable and public housing developments erected in the 1960s and 70s. The current market rent of $953 per month has risen 18 percent since 2013, when it was $803 per month.

Office Market Overview

The Downtown Subarea has a total inventory of 1,840,580 square feet of office space within 66 buildings. Over the last decade, no new office properties have been added, while one building was demolished. The current market vacancy rate is 8.5 percent, with an average base rent of $13.85 per square foot. Most office buildings in the subarea are older, dating from around 1930 to 1980. Office properties are clustered predominantly around State Avenue and Huron Park, and are mostly leased by institutional and government entities.

Retail Market Overview

The retail in the subarea is highly concentrated along commercial corridors, State Avenue, Central Avenue, and South 6th Street, and is mainly comprised of storefront retail properties under 5,000 square feet. Like other sectors, most properties are older, built from the 1920s to 1960s, though some have been renovated more recently. Since 2013, the subarea has gained three new retail properties, totaling 11,700 square feet, while three buildings at a combined 95,100 square feet were demolished. As of August 2023, the average NNN direct rent is $13.94 per square foot, having increased by over 300 percent since 2013, when it totaled just $3.27 per square foot. Vacancy rates have remained quite low since 2015, generally below three percent. The current vacancy is just 0.4 percent, indicating a very tight market.

Hospitality Market Overview

As tracked by CoStar, the 146-room Hilton Garden Inn south of State Avenue is the only hotel property in the subarea.

Industrial Market Overview

The subarea has a number of older, small-scale warehouse and manufacturing facilities, totaling 37 properties at a combined 429,000 square feet. Almost all of these properties date to before 1970, owing to the city's industrial history, and no new properties have delivered since 2001. Industrial properties are scattered throughout the subarea, though congregate around the State Avenue corridor. The subarea has a current all-service type asking rent of $6.59, and market vacancy of 5.5 percent, up from that of recent years.

Subarea One Overview

- **Strengths:** Subarea One is the historic and cultural core of Kansas City, Kansas. The area is highly accessible from throughout the Kansas City region and offers a great diversity of local businesses, institutions, and greenspaces. It has maintained relatively strong office occupancy, owing to the stable tenancy of institutions like the Environmental Protection Agency and Unified Government, and a robust and stable retail market, primarily tenanted by locally-owned restaurants and retailers. Among the more densely population areas in the county, the subarea has seen significant population growth over the last decade.
- **Weaknesses:** The subarea has seen minimal recent development in tandem with demolition of office and retail properties. These factors contribute to the area's preponderance of vacant and underutilized lots. The area is adjacent to major regional thoroughfare, Lewis and Clark Viaduct, which carries 20,000 to 25,000 vehicles per day, per Placer.ai; however, most travelers bypass Downtown. Very low incomes among residents in the subarea also limit market-driven support for retail and multi-family development.
- **Opportunities:** Benefitting from its central location, Subarea One is relatively walkable and has a high-density of daily retail and services. Paired with the area's strong recent rent and population growth, it is well-suited for future multi-family development. Due to its relative affordability, the area has the opportunity to attract residents from neighboring Kansas City, Missouri. While its housing stock is older, the numerous underutilized historic structures create significant opportunities for redevelopment as market-rate and/or affordable housing. Further, the subarea is well-positioned to preserve existent and support future small-scale, locally-owned retail, owing to concentrations of businesses along State Avenue and North 7th Street Trafficway.
- **Threats:** Among all subareas, Subarea One competes most directly with Downtown Kansas City, Missouri, which has seen far greater development activity in recent years and has fewer vacant or underutilized sites. Additionally, the area's large stock of office buildings makes it particularly vulnerable to the effects of declining office utilization. Despite positive population trends, the number of residents under age 35 has declined. As a result, the population is rapidly aging, with the median age increasing from 32.3 years in 2010 to 37.7 years at present, creating potential obstacles to maintaining the area's workforce and resident base in the long term.

Subarea Two: Kensington, Riverview, & Armourdale

The subarea is characterized by older single-family homes, bordering alongside industrial development south of and commercial development along Interstate 70. The 9.37-square mile subarea has a stable population of around 21,700 residents. Additionally, the Central Avenue commercial corridor is a gastronomic and cultural destination, with a multitude of restaurants and other small businesses serving the local Hispanic community. The area is a home to City Park and Westlawn Cemetery, in addition to Donnelly College and the Kansas National Guard.

With over 720 businesses and 10,740 employees, the subarea is a major employment hub. These businesses represent a diverse range of industry sectors and have particularly strong employment in the wholesale trade, manufacturing, construction, and retail trade sectors, altogether employing over half (5,360) of the area's workforce.

According to the 2021 ACS, housing units in the subarea are generally older, with 1942 as the median year of structure built. Nearly half (48 percent) of units were built prior to 1939, and only 10 percent of units have been delivered since 1980.

Demographic Overview

According to current Esri estimates, the subarea has a population of around 22,128 residents, a two percent decrease since 2010. Of the subarea's 7,190 households, half (50 percent) contain one or two people. However, it has an average household size of 2.99 persons, the highest of all studied subareas. According to Esri, the subarea's population is projected to rise 0.4 percent annually through 2028.

Housing units are occupied at just 88 percent. The majority (71 percent) of housing units are detached or attached single-family homes, and only seven (7) percent of units are contained in structures with more than 20 units. The median housing value is $90,000, and just under half (46 percent) of householders are renters.

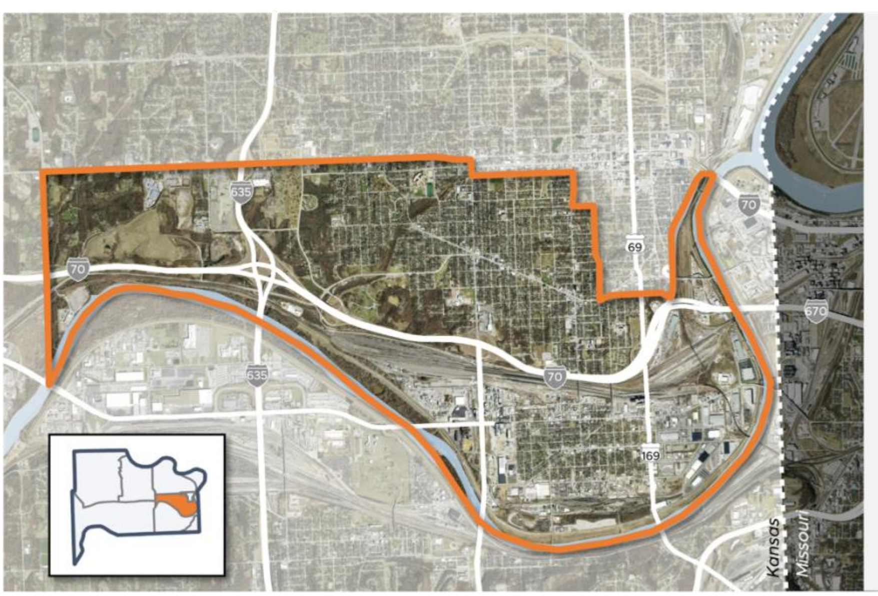
The subarea has a younger population with a median age of 29.7 years. The largest age cohorts are the K-12 (ages 5 to 17) and Family Years (ages 35 to 49) at 23 percent and 20 percent of residents, respectively. Around 12 percent of residents have attained Bachelor's degrees or higher. Households have relatively low incomes, with a median household income of $46,000, and 25 percent earn below $25,000 annually.

Residential Market Overview

The majority of multi-family properties in the subarea are located in the Kensington and Riverview neighborhoods. They generally consist of small-scale older properties, with some upwards of 80 years old, and larger scale garden-style and low-rise developments constructed in the mid 20th Century. It also contains a handful of high-rise affordable properties developed in the 1970s. The subarea has a total supply of 1,267 units across 30 buildings. With vacancy currently at 2.6 percent, the market asking rent of $766 has increased 29 percent since 2013. Over the last decade, no new units have been added to the subarea.

Office Market Overview

Office development is scattered along the Central Avenue corridor, State Avenue, and within central Armourdale. Properties within Armourdale were nearly all constructed



Kensington, Riverview & Armourdale
Subarea Key Metrics

Size	Population	Pop. Change
9.37 SQUARE MILES	21,700 RESIDENTS	-2% SINCE 2010

Median Household Income	Median Housing Value	Total Multi-Family Units
$46K	$90K	1,267

Number of Workers	Total Businesses	Housing Occupancy
10,740 EMPLOYEES	720 BUSINESSES	88% TOTAL UNITS

from the 1930s to 1960s and consist of freestanding properties under 10,000 square feet, associated with adjacent industrial uses. Riverview and Kensington have a greater number of larger-scale office properties, many of which are medical offices built in the latter half of the 20th Century. Altogether, the subarea has a total inventory of 469,000 square feet within 47 buildings, which has remained unchanged since the mid-2000s. Properties are currently occupied at over 99 percent with a base rent of $14.50 per square foot—up 19 percent since 2013.

Retail Market Overview

The subarea has a total retail supply of 1.34 million square feet within 226 buildings. In the past decade, the total supply endured a net decrease of nearly 800,000 square feet due to the 2016 demolition of the Indian Springs Mall, which contributed to a steep decline in market vacancy from 39 percent (2015) to just 2.7 percent at present. Existent retail in the subarea is mainly comprised of free-standing properties clustered along Central Avenue, State Avenue, and Kansas Avenue. Retail development occurred in waves, such that properties generally date either to before 1930, the 1960s, or 1980s, with limited additional development in the early 2000s. Retail along commercial corridors are heavily tenanted by local small businesses, particularly restaurants, while shopping plazas along State Avenue contain a higher density of chain retailers. The subarea's current NNN rent is $10.27, having increased substantially in recent years.

Hospitality Market Overview

The subarea has one hotel, the 60-room Regency Inn, which was constructed in 1956. The economy class hotel is adjacent to the former Indian Springs mall site.

Industrial Market Overview

Armourdale features densely-packed industrial development, including warehouse, manufacturing, and distribution facilities ranging heavily in size and uses. The industrial area was largely built up in the 1940s through 1970s, though two large-scale warehouses have been added over the last decade. Altogether, the subarea has 8.69 million square feet of industrial space across 269 buildings, with a vacancy rate of 3.5 percent. The current all-service type rent is $5.56 per square foot, having steadily increased in the last three years following fluctuation.

Subarea Two Overview

- **Strengths:** Subarea Two offers residents and visitors unique cultural assets and a high density of locally-owned businesses. The area is relatively stable, with a steady population and office properties that are mostly tenanted by longstanding industrial and medical entities that are more resilient to post-pandemic trends. The Central Avenue Corridor is also a draw to the region, attracting visitors from throughout the MSA. As a result, occupancy rates within both retail and office properties are notably high, while rent rates across all commercial real estate sectors have consistently risen. Like Subarea One, the area benefits from strong transportation connectivity and public transit access.
- **Weaknesses:** With an aging stock, the subarea has seen the delivery of only industrial properties in the last decade. Simultaneously, it endured the demolition of the Indian Springs Mall, which drastically reduced overall retail supply and created a more than 60-acre vacant site alongside the interstate. The median housing value and market rent in the subarea are among the lowest in the county, limiting market support for future development.
- **Opportunities:** Armourdale has a large-scale industrial district, situated along the riverfront and adjacent to the railroad. Resultantly, it is well-positioned for future industrial development that can continue to grow this district. The Central Avenue Corridor also presents opportunities to stabilize and strengthen the existing retail market, while potentially supporting small-scale infill retail development with similar tenants. Although the Indian Springs Mall site detracts from the area's marketability, it presents a clean slate for the development of both market-rate and affordable multi-family as part of a mixed-use district.
- **Threats:** While rent growth across all sectors contribute to the marketability of the area, such growth could potentially displace the small businesses that contribute massively to the area's character and vibrancy. Industrial opportunity is strong in the subarea; however, available space in the district has declined, such that development will likely be restricted to smaller properties, such as those under 100,000 square feet, whereas the countywide market has trended toward very large-scale distribution and warehouse properties. Finally, the legacy of the Indian Springs Mall and its eventual demolition could challenge perceptions of the viability of future development of all types, though especially retail.

Subarea Three: Northwest & Quindaro

The subarea includes Kansas City neighborhoods, Northeast, Northwest, Quindaro Bluffs, and Nearman, as well as portions of Bethel Welborn and Coronado. The area, totaling 17.8 square miles, is predominately residential in character, with scattered commercial development. Boasting a population of 36,270, the subarea is relatively densely populated and has experienced moderate growth (seven (7) percent) since 2010. It features a major archeological site, the Quindaro Townsite—the footprint of a town settled in the 1850s as an abolitionist stronghold and stop on the Underground Railroad. Quindaro Boulevard is one of the area's primary corridors, featuring a select number of locally-owned restaurants and retailers.

The subarea has a moderate density of economic activity with 4,070 workers across roughly 490 businesses. These businesses represent a diverse range of industry sectors and have particularly strong employment in the health care and social assistance, education services, retail trade, and construction sectors, altogether employing over half (2,089) of the area's workforce.

According to the 2021 ACS, the median year of a housing structure built is 1954. The area experienced an uptick in housing development in the 1950's and 60's, with 38 percent of all units built between 1950 and 1969.

Demographic Overview

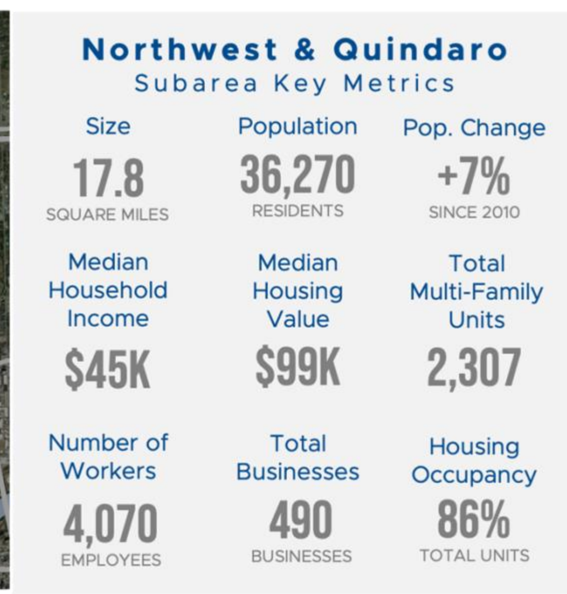
According to current Esri estimates, the subarea has a population of around 36,266 residents, having grown 6.8 percent since 2010. Though the majority (58 percent) of the subarea's 12,659 households contain one or two people, it has an average household size of 2.86 persons. According to Esri, the subarea's population is projected to fall 0.2 percent annually through 2028.

Housing units are occupied at just 86 percent. The vast majority (87 percent) of all housing units are detached or attached single-family homes, and only four (4) percent of units are contained in structures of 10 units or more. The median housing value is $99,000 and the majority (58 percent) of householders are owners.

The subarea's median age is 34.2 years. The largest age cohorts are the K-12 (ages 5 to 17) and Family Years (ages 35 to 49) at 20 percent and 18 percent of residents, respectively. Around 13 percent of residents have attained Bachelor's degrees or higher. Households have relatively low incomes, with a median household income of $45,000, and 27 percent earn below $25,000 annually.

Residential Market Overview

Multi-family properties are scattered throughout the Northeast, Northwest, and Bethel Welborn neighborhoods. The subarea is dominated by garden-style and townhome developments erected in the 1960s and 70s, though pockets of comparatively recent development can be found along State Avenue and Meadowlark Lane. Overall, multi-family properties in the area contain a total of 2,307 units in 55 buildings, with a current asking rent of $765, up 19.9 percent since 2013. The subarea has a high vacancy rate of 9.6 percent, which has remained relatively steady over the past half decade. Although no units have been delivered in the past 10 years, one 50-unit income-restricted property—Boulevard Lofts—is currently under construction and partially opened.



Office Market Overview

Office space is limited in the subarea, totaling just 193,640 square feet in 18 buildings. Most office properties are toward the southern and western edges of the subarea and consist of office park properties, developed in the 1970s to 2000s, in addition to smaller freestanding properties built in the 1930s to 1950s. They are mainly tenanted by small firms. The office market has a relatively high vacancy of 15.6 percent and has ranged from 13.5 to 21.8 percent since 2014. No new offices properties have been added since 2006.

Retail Market Overview

The subarea has a high density of free-standing retail development along Quindaro Boulevard, as well as within shopping plazas and strip malls along Leavenworth Road, State Avenue, and Parallel Parkway. Strip mall development was mainly constructed in the mid 20th Century, with a limited number of structures developed in the 2000s. Freestanding retail is generally older, dating to the 1930s and 40s. The subarea has a total retail inventory of 730,650 square feet across 123 buildings. Vacancy fluctuated heavily over the past decade, reaching a peak of 19.2 percent as of August 2023. Two properties, totaling 16,640 square feet, were delivered in the past decade, while three properties at around 18,500 square feet total were demolished. The subarea average NNN rent is $4.45, having fluctuated widely, though overall declining since 2013.

Hospitality Market Overview

According to CoStar, the subarea has one hotel, the Relax Inn, located on State Avenue near Kensington Park. The economy class property has 27 rooms and was constructed in 1995.

Industrial Market Overview

Industrial properties are primarily found in the Northeast neighborhood, near Downtown Kansas City, Kansas totaling 756,000 square feet. Of the 35 industrial properties, most are smaller warehouses less than 20,000 square feet. Larger properties, upwards of 50,000 square feet, are within close proximity to the Fairfax industrial district. All properties are dated, mainly constructed in the 1940s to 1960s, and none have been added since a warehouse was renovated in 2000. The market has a vacancy rate of 5.2 percent—a historic high, following years of close to one percent vacancy. The current asking rent is unknown; CoStar gives a most recent market rent of $3.56 per square foot from 2017.

Subarea Three Overview

- **Strengths:** Subarea Three boasts unique historic assets, strong community organizations, a variety of retail and housing typologies, and excellent access to extensive greenspace and Downtown KCK. The area has among the highest rates of homeowners of all subareas, indicating relative stability of population. In fact, the subarea population grew 6.8 percent since 2010. The Quindaro Boulevard Corridor is a draw to the region, as it offers diverse retail and dining options. While incomes are generally higher in areas to the west, the subarea has the highest median household income of all subareas in Wyandotte County's urban core.
- **Weaknesses:** Per CoStar, the subarea has seen very limited to no recent development across all sectors. Further, vacancy rates are persistently high, especially among the retail and office markets. These patterns are evident within the subarea's primary commercial corridor, Quindaro Boulevard, which has numerous derelict and abandoned retail and single-family properties and vacant lots. Due to poor market conditions, the area sees massive gaps in access to vital retail, leading much of the subarea to qualify as a "food desert".
- **Opportunities:** Although the subarea's significant vacancy may hinder marketability, it also presents opportunity for future redevelopment. The area has extensive undeveloped land to the northwest, though strategy should foremost focus on improving existing conditions within the urban core. Quindaro Boulevard is a prime candidate for infill retail and multi-family development, while stabilizing and strengthening existing businesses. Additionally, areas to the northeast, along the Fairfax Trafficway, are well-positioned for future industrial development, as consistent and appropriate with surrounding uses.
- **Threats:** The subarea faces weak market conditions generally, with relatively low rents and occupancy rates. Consequently, future development is unlikely to be purely market-driven; instead, community development and incentive-based approaches will be needed. As a result, multi-family development will likely be restricted to tax credit properties, while a potential grocery store would need public subsidy, more rooftops, and/or increased household incomes.

Subarea Four: Fairfax

Fairfax is a 4.28-square mile district along the Missouri River, separated from Kansas City, Kansas by the railroad. The subarea is the city's leading industrial center, featuring one of the region's largest employers, General Motors. The area is near-exclusively industrial, with 163 businesses employing 7,100 workers, predominantly in the manufacturing, logistics, and wholesale trade sectors. As such, it has no permanent residents.

The subarea is the manufacturing center of KCK, and the majority (57 percent) of employment is concentrated in the manufacturing sector. Businesses in the manufacturing sector account for 18 percent of all businesses in the subarea, and employ over 4,000 workers across 30 businesses. Remaining employment is distributed among the retail trade, wholesale trade, and construction sectors, which all together employ 27 percent of the workforce.

The area is utilized almost exclusively for industrial uses. Despite high levels of employment, there are no residents or housing units in the area. Employees commute from surrounding neighborhoods to work in the Fairfax district.

Residential Market Overview

According to CoStar, there are no multi-family apartment buildings in this subarea.

Office Market Overview

According to CoStar, there are no office buildings in this subarea.

Retail Market Overview

According to CoStar, there are no retail buildings in this subarea.

Hospitality Market Overview

According to CoStar, there are no hotels in this subarea.

Industrial Market Overview

Industrial properties are primarily concentrated on the western edge of the subarea west of Fairfax Trafficway and total about 15 million square feet. Of the 126 industrial properties, about 40 percent are small warehouses under 30,000 square feet while another 40 percent are medium warehouses between 30,000 and 100,000 square feet. Larger properties of more than 100,000 square feet are spread throughout the subarea, while the largest, with more than 3.2 million square feet, is located at the northeastern edge of the subarea off Levee Road. Most properties are dated, mainly constructed in the 1940s to 1980s with some having been renovated in the past 10 years, and five have been added since 2000. The market has a vacancy rate of 0.8 percent—a historic low, following years of 1.5 to 3.5 percent vacancy. The current average asking rent is $4.39 per square foot, which is the highest it has been in a decade.

Fairfax
Subarea Key Metrics

Size	Population	Pop. Change
4.3 SQUARE MILES	0 RESIDENTS	- SINCE 2010
Median Household Income	**Median Housing Value**	**Total Multi-Family Units**
-	-	-
Number of Workers	**Total Businesses**	**Housing Occupancy**
7,100 EMPLOYEES	163 BUSINESSES	- TOTAL UNITS

Subarea Four Overview

- **Strengths:** Subarea Four is one of the principal employment hubs in Wyandotte County. It is a longstanding industrial center, with very low vacancy rates and strong recent rent growth. The area has a diverse array of industrial businesses, thereby reducing reliance on the area's largest employer, General Motors. While Fairfax has no permanent residents, it has a daytime population of upwards of 7,000 people, according to Esri. Located across the river from North Kansas City, Missouri, the district has ready access to the region via multiple modes of transportation. The clustering of the region's industrial uses within the Fairfax district and those like it isolates and reduces resident exposure to externalities associated with industrial activity.

- **Weaknesses:** The subarea is comprised near-exclusively of industrial properties, with retail limited to a handful of gas stations and banks. This scenario leads to leakage, such that workers have to exit the district to access daily retail. Subarea Four is contained by the railroad and, as a result, has few entry and exit points, creating potential congestion. Furthermore, relative to other industrial centers in the county, Fairfax has an older inventory, has seen limited recent development, and has a smaller concentration of businesses in the growing e-commerce sector.

- **Opportunities:** As a regional manufacturing center, Subarea Four is well-positioned to benefit from public and private investment in the advanced manufacturing sector. Additionally, growing post-pandemic investment in "reshoring", or bringing previously outsourced jobs back to the nation, creates opportunity for growth within the manufacturing industry. With good regional connectivity, the subarea can also capitalize on the county's burgeoning e-commerce sector. Although there is little to no data on the local retail market, there appears to be a built-in, underserved market for a small freestanding retailer, such as a convenience store or deli.

- **Threats:** Future development in Fairfax will be limited by the shrinking availability of undeveloped land and the area's few access points to the rest of the city and region. Such restrictions will particularly curtail development of warehouses and distribution centers, given their high demand on transportation infrastructure. Expansion of the logistics market in the district would increase resiliency in the wake of long-term employment declines within and future uncertainty regarding the manufacturing industry.

Subarea Five: Santa Fe, Argentine, & Shawnee Heights

This subarea comprises KCK neighborhoods south of the Kansas River and north of Interstate 35, bordered by 59th Street to the west. It includes industry-dominated neighborhoods, Santa Fe and the Central Industrial District, which are separated from residential communities to the south by the railroad. These areas feature some of the region's largest employers, including the Burlington Northern-Santa Fe Railroad, Associate Wholesale Grocers, and United Parcel Service. Altogether, the 15.5-square mile area has a workforce of 15,860 across 822 businesses. With a steady population of around 26,340 residents, the area includes mainly single-family homes, in addition to significant commercial development along Merriam Lane and Interstate 635. The historic Argentine neighborhood, once a separate city, retains its own unique community identity to this day.

The subarea's 822 businesses represent a diverse range of industry sectors and have particularly strong employment in the wholesale trade, transportation and warehousing, manufacturing, and educational services, altogether employing over half (8,600) of the area's workforce.

According to the 2021 ACS, the median year of a housing structure built is 1957. Nearly half (44 percent) of units were built between 1950 and 1969, and only about six percent of units have been built since 1990.

Demographic Overview

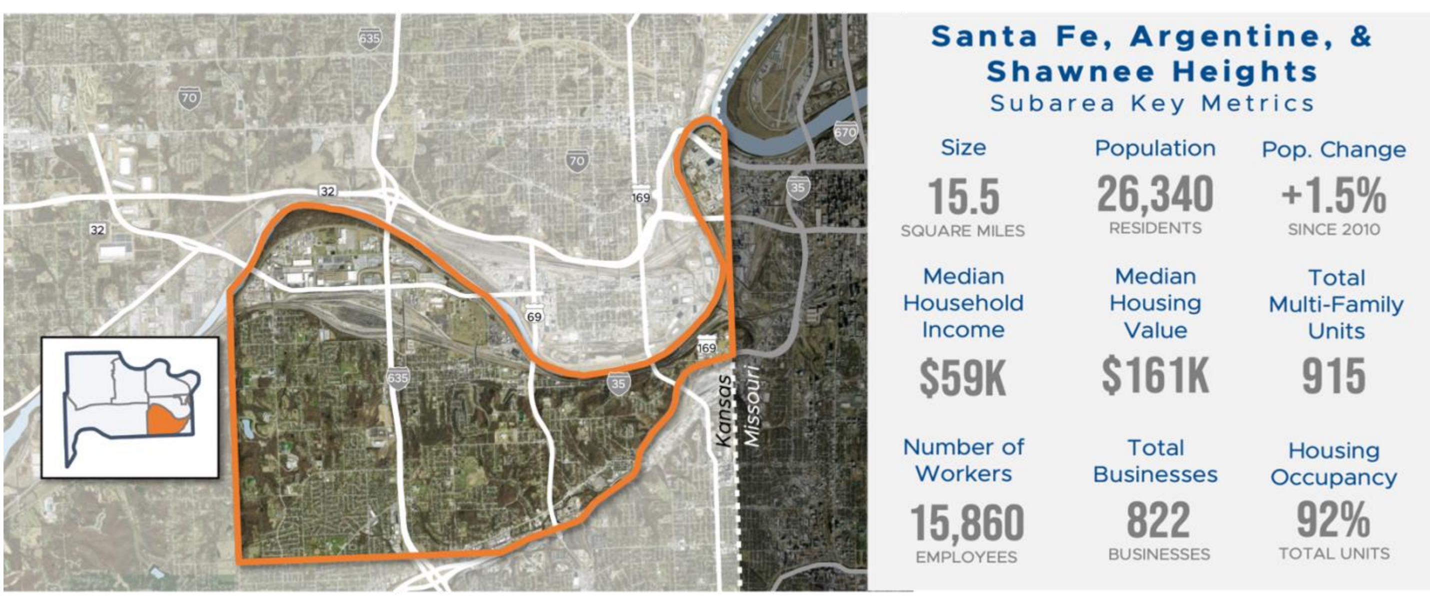
According to current Esri estimates, the subarea has a population of around 26,343 residents, having grown 1.5 percent since 2010. Though the majority (59 percent) of the subarea's 9,294 households contain one or two people, it has an average household size of 2.83 persons. According to Esri, the subarea's population is projected to decline 0.4 percent annually through 2028.

Housing units are occupied at 92 percent. The vast majority (87 percent) of all units are detached or attached single-family homes, while only three percent of occupied multi-family units contain upwards of 20 units. The median housing value is $161,000, and the majority (65 percent) of householders are owners.

The subarea's median age is 34.6 years. The largest age cohorts are the K-12 (ages 5 to 17) and Family Years (ages 35 to 49) at 19 percent of residents each. Around 15 percent of residents have attained Bachelor's degrees or higher. Households have average incomes, with a median household income of $59,000, and 17 percent earn below $25,000 annually.

Residential Market Overview

Multi-family properties are scattered throughout the subarea. They are predominantly garden-style developments erected prior to 1970, though one development located just south of the Kansas River was built in 2010 and one development located at the Missouri/Kansas border is currently under construction in an emerging mixed use district in the Historic West Bottoms that is unlike the rest of the subarea. Overall, multi-family properties in the area contain a total of 915 units in 16 buildings, with a current asking rent of $909, up 22.2 percent since 2013. The subarea has a low vacancy rate of 4.8 percent, which is nearly double that of last year, 2.6 percent, but significantly lower than the eight percent vacancy rate in 2021. Although no units have been delivered in the past ten



years, one 232-unit market-rate property—The Yards—is currently under construction.

Office Market Overview

Office space is abundant in the subarea, totaling just 543,000 square feet in 46 buildings. Many of the office properties are toward the southern and northern edges of the subarea with another handful in the middle of the subarea along Metropolitan Avenue. They consist of mainly single-tenant buildings, developed prior to the 1980s, with a handful of multi-tenant office buildings built in the 1970s to early 2000s. The office market has a relatively low vacancy rate for the region, 6.6 percent, but it is much higher than in the past decade, which has ranged from less than one (1) percent to 4.8 percent. One office property was added in 2019, while the Cambridge Business Park is a proposed office park with 68,400 square feet that would be located near the Missouri/Kansas border.

Retail Market Overview

The subarea has a high density of free-standing retail development along Metropolitan Avenue, as well as within neighborhood centers along Merriam Lane, Shawnee Drive and North James Avenue near Downtown. Retail development in the subarea was mainly constructed prior to 1980, with one or two structures developed in the early 2000s. The subarea has a total retail inventory of 768,000 square feet across 129 buildings. Vacancy fluctuated heavily over the past decade, reaching a peak of 5.9 percent in Q3 2021, but falling to 0.8 percent as of August 2023. One property, totaling 41,670 square feet, was delivered in the past decade, while 10 properties at a combined 57,000 square feet were demolished. The subarea average NNN rent is $12.90, which has increased steadily since 2013.

Hospitality Market Overview

According to CoStar, the subarea has one hotel, the Clark Motel, located on Merriam Lane near the 18th Street Expressway. The economy class property has 15 rooms and was constructed in 1953.

Industrial Market Overview

Industrial properties are concentrated to the south along Merriam Lane, to the north along Turner Diagonal Freeway, and in the Central Industrial District neighborhood in the Historic West Bottoms. Overall, the subarea has a total of 9.3 million square feet of industrial space. Of the 254 industrial properties, most are small to medium warehouses less than 100,000 square feet. Larger properties over 100,000 square feet are nearly all within Santa Fe. Most of the properties are dated, mainly constructed in the 1950s to 1980s, and two have been added in the past 10 years. The market has a decade-low vacancy rate of 1.7 percent, which has been fairly consistent since 2021, but is substantially lower than the 10 years prior to that. The current asking rent is $3.69 per square foot, which is down from $5.39 in 2022, yet is similar to rates between 2018 and 2021.

Subarea Five Overview

- **Strengths:** Subarea Five is characterized by a diverse array of neighborhoods and real estate typologies. Argentine, in particular, has a unique identity, owing to its history as an independent city. The subarea's population is relatively stable and includes a large share of family households. The Santa Fe and Historic West Bottoms areas are home to many of the area's largest employers and feature excellent access to regional transportation, especially railroads. The subarea has a range of retail typologies, including auto-oriented strip and neighborhood centers and comparatively walkable freestanding retailers. Industrial and retail vacancy rates are both notably low, while office and multi-family vacancy are low for the region.
- **Weaknesses:** Strong Avenue, just south of Santa Fe, has a concentration of walkable retail and restaurants, though these are interspersed with underutilized and abandoned retail structures. Merriam Lane, another significant thoroughfare, is lined with small-scale industrial properties and retailers and also contains numerous vacant lots and structures. Conditions on the roadway also greatly improve toward and within Johnson County. Future industrial development within Santa Fe will be restricted by the BNSF railway lines. The area's multi-family market is very limited and dated, leaving few options for area renters.
- **Opportunities:** Following stabilization of existing businesses, the Strong Avenue commercial corridor is a good candidate for multi-family and infill retail development, as it has good access to transit networks, many undeveloped lots, and is within close proximity to daily retail and services. Along Merriam Lane, there is a market for small-scale industrial development. For both corridors, strategy should focus on repositioning existing vacant and underutilized stock, which is relatively intact, combined with new multi-family construction. The Historic West Bottoms has opportunity for market rate, loft-style development not seen elsewhere in Wyandotte County. Depending on amenities, finish, and location, such a development could achieve rents comparable to that in Kansas City, Missouri. Lastly, Santa Fe has a handful of large unimproved parcels, which could

support future warehouse or distribution center development.

- **Threats:** Subarea Five has seen minimal recent development activity, limited solely to office and industrial properties. The area also faces direct competition from Overland Park and Merriam to the south and west, which have relatively affluent populations and high density of retail, while the Historic West Bottoms competes with bordering in Kansas City, Missouri. The sprawling pattern of development has favored new construction in growing suburbs to the south, leaving properties in the subarea's northern communities to decay. Most development is heavily auto-oriented and the area has limited transit connectivity. Lastly, with a sizable office market, rising office vacancy and decreasing utilization leave the future of these properties uncertain.

Subarea Six: Rosedale

The area is 2.64 square miles and located southeast of Interstate 35 to the southeastern border of Wyandotte County. The area is foremost defined by the University of Kansas Medical Center—Wyandotte County's largest employer, with a workforce of around 6,500 employees, accounting for over half of the 12,145 workers in the area. In fact, workers outnumber the 10,000 residents, making it the second most densely-populated of all subareas. Consequently, the subarea has a particularly high density of multi-family housing. It has seen significant recent office, hotel, retail, and multi-family development, principally clustered along Rainbow Boulevard and associated with the medical center. Additionally, the subarea features community amenities, Rosedale Park and Fisler Park.

The subarea has a high density of economic activity. Workers outnumber permanent residents, with 12,145 workers across roughly 418 businesses. The majority of employment is concentrated in the professional, scientific, and tech services sector and the health care and social assistance sector, which employ 53 percent and 25 percent of the workforce, respectively. Together, the sectors employ over 9,500 workers.

According to the 2021 ACS, housing units in the subarea area relatively newer, with 1969 as the median year of structure built. Approximately 340 units (17 percent) have been delivered since 1990.

Demographic Overview

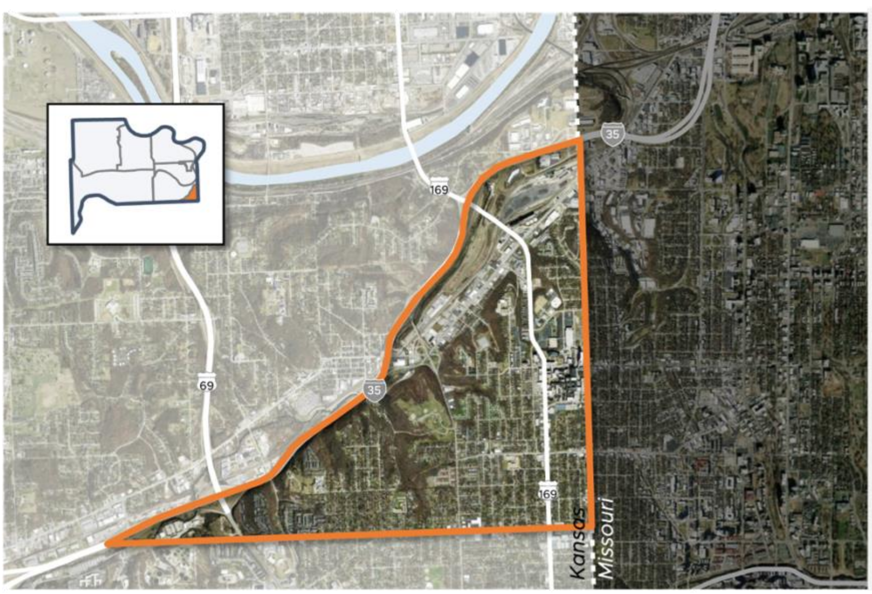
According to current Esri estimates, the subarea has a population of around 10,000 residents, having remained stagnant since 2010. The vast majority (79 percent) of the subarea's 2,140 households contain one or two people, resulting in an average household size of 1.93 persons. According to Esri, the subarea's population is projected to rise 1.1 percent annually through 2028.

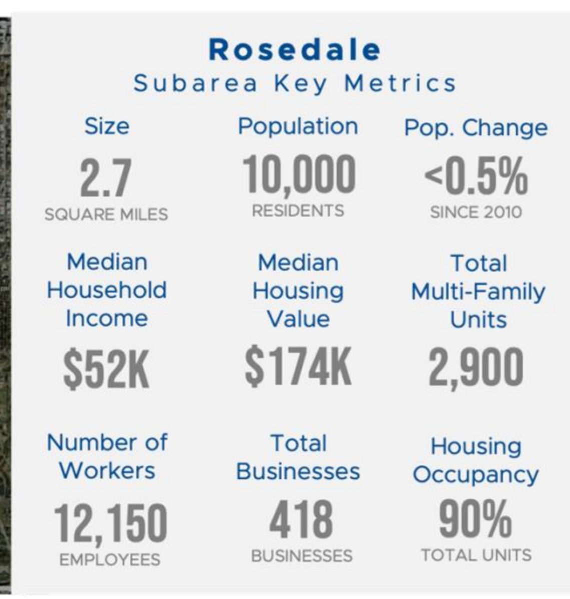
Housing units are occupied at 90 percent. Half of all units are detached or attached single-family homes, while occupied multi-family units predominantly contain between 5 to 19 units. The median housing value is $174,000, and the majority (73 percent) of householders are renters.

The subarea's median age is 32.4 years. The largest age cohorts are the Early Workforce (ages 24 to 34) and Family Years (ages 35 to 49) cohorts at 23 percent and 20 percent of residents, respectively. Around 41 percent of residents have attained Bachelor's degrees or higher. Households have average incomes, with a median household income of $52,000, and 23 percent earn below $25,000 annually.

Residential Market Overview

Rosedale has a deep multi-family market, totaling roughly 2,900 units within 59 properties. These properties are clustered heavily to the west of Rainbow Boulevard, adjacent to the University of Kansas Medical Center, as well as along Eaton Street. Properties in the subarea are largely mid-rise and garden-style developments constructed in the 1960s to 1980s, with a handful of older and recently-built developments. One property with 25 units was delivered over the last decade. Since 2013, the total unit inventory has declined slightly due to the demolition of a 49-unit property, to be replaced by a 228-unit property that is currently under construction. Market vacancy has remained relatively stable, hovering from seven (7) to eight (8) percent. With a current asking rent of $964, the area has seen particularly strong rent growth, increasing 52 percent since 2013.





Office Market Overview

Excluding healthcare properties (note, CoStar provides only partial data on healthcare properties), the subarea has a total office inventory of 763,760 square feet within 38 buildings. Office properties are generally located to the east of Rainbow Boulevard, particularly around KU Medical Center. While the area was principally built up in the 1970s to 1990s, a few larger, multi-tenant properties have been added in the past decade. Large-scale office developments ranging from 50,000 to 100,000 square feet surround the campus and are principally tenanted by related medical providers. According to CoStar, the current vacancy rate is low, under one (1) percent, and the average base rent is $27 per square foot, having increased by over 56 percent just within the past half decade.

Retail Market Overview

Retail properties in the subarea are heavily concentrated along Rainbow and Southwest Boulevards. The dominant typology is freestanding retail, under 5,000 square feet. Retail near the medical center was largely built concurrently with office properties, while remaining developments are generally older, dating to the mid 20th Century. Currently, the subarea has a total inventory of 357,490 square feet within 72 buildings. Around 8,300 square feet has been delivered since 2013, though roughly 15,000 square feet was demolished. Retail properties have a vacancy rate of 3.8 percent and NNN market rent of $22 per square foot.

Hospitality Market Overview

The subarea has a relatively strong hotel market, bolstered by the medical center. Inventory totals 279 rooms within three properties, one of which (Home2 Suites) was built in 2018. All hotels are midscale or upper midscale and are located near Rainbow Boulevard.

Industrial Market Overview

Numerous small-scale warehouses and service centers, dating to the latter half of the 20th Century, line Southwest Boulevard. Altogether, the subarea has 1.36 million square feet of industrial space across 65 buildings, with one 16,000-square foot property added in the last decade. Vacancy has historically remained very low—around one (1) percent—while rents have risen to $10 per square foot, up 67 percent since 2013.

Subarea Six Overview

- **Strengths:** Subarea Six is a unique area of the county, as it functions much like an extension of Kansas City, Missouri, directly bordering to the east and not physically or psychologically separated by bluffs or rivers like much of the rest of the border. Recent development in the subarea has almost exclusively been associated with KU Medical Center along the Rainbow Boulevard corridor. Consequently, the area has among the highest quality newly-delivered office, retail, and multi-family properties. The subarea has seen very high rent growth within the multi-family and office sectors and low vacancy across all commercial sectors. Further, the area has a concentration of hotels, supported by visitors to the medical campus, and a built-in market from staff and students at the medical center. The area workforce is also highly educated, as 41 percent of residents have at least four-year college degrees.
- **Weaknesses:** While the area has seen recent construction of multiple high-end properties, particularly along Rainbow Boulevard, much of the existing multi-family stock is comprised of aged, garden-style developments dating to the mid 20th Century. The subarea has a wide disparity in the quality of stock and neighborhood conditions between areas around the medical center and those located to the south and west. Further, Southwest Boulevard—the other primary commercial corridor in Rosedale—features a hybrid of industrial and retail development that is heavily oriented toward wholesale and auto shops, though also includes coffee shops, restaurants, and well-maintained single-family homes.
- **Opportunities:** Given its inclusion of the medical center and strong recent development velocity, the subarea is one of the few areas of the county that could support future office development, ideally related to medical use. In fact, the medical center recently released plans to develop a $143-million cancer research center within its Rosedale campus, to begin construction in the fall of 2024. Additionally, the area could feasibly support hotel development; although it would be near-exclusively dependent on traffic to the medical center, it is not far from Downtown Kansas City, Missouri, and could potentially capture visitors. Finally, having seen rapidly rising rents, the subarea has among the greatest market support for future market rate multi-family development.
- **Threats:** The disparity of conditions within and outside of the Rainbow Boulevard corridor could limit expansion of future development. Furthermore, the unparalleled rise in rents within multi-family and office properties have the potential to displace longstanding residents and businesses. Hence, strategy will need to balance expansion of uses related to the medical center with the needs of the local community—one that is likely to include a greater proportion of transitory or impermanent residents who are students and/or staff at the medical center.

Subarea Seven: Victory Hills

The subarea incorporates the neighborhoods of Victory Hills, Nearman Hills, and Pomeroy. The 20.7-square mile subarea has 30,170 residents, up from 27,800 in 2010, and features a mix of single-family and multi-family residential, with density increasing with closer proximity to central thoroughfares, State Avenue and Parallel Parkway. The area features extensive retail along State Avenue, particularly near Kansas City Kansas Community College (KCKCC) and has nearly 650 businesses, employing 9,800 workers. Recent development has largely been industrial, dominated by the completion of the multi-building Turner Logistics Center immediately north of Interstate 70. At the subarea's northwestern edge, Wyandotte County Lake Park offers 1,500 acres of rugged parkland and an extensive trail system.

Employment is highly concentrated in the health care and social assistance and educational services sector, which employ 28 percent and 22 percent of the workforce, respectively. Together, these sectors employ over 4,800 workers, or around half (49 percent) of the area's workforce.

According to the 2021 ACS, housing units in the subarea are generally newer, with 1968 as the median year of structure built. Half of all housing units in the subarea were built between 1960 and 1979, and about 12 percent of units have been built since 1990.

Demographic Overview

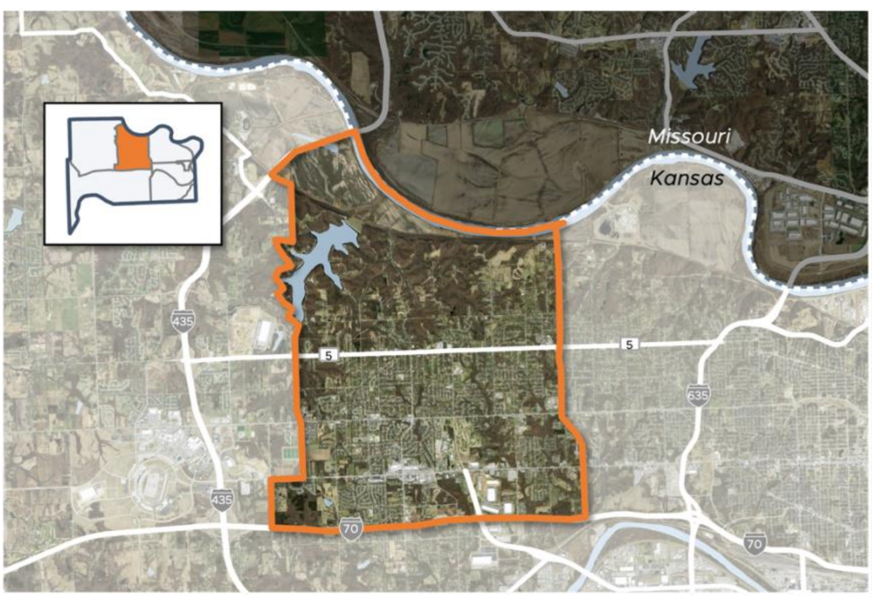
According to current Esri estimates, the subarea has a population of around 30,166 residents, having grown 8.6 percent since 2010. Although the majority (65 percent) of the subarea's 11,417 households contain one or two people, the average household size in the subarea is 2.6 persons. According to Esri, the subarea's population is projected to rise 0.1 percent annually through 2028.

Housing units are occupied at 91 percent. The vast majority (79 percent) of units are detached or attached single-family homes, while just nine (9) percent of occupied multi-family units contain upwards of 20 units. The median housing value is $168,000, and the majority (63 percent) of householders are owners.

The subarea's median age is 39.4 years. The largest age cohorts are the Family Years (ages 35 to 49) and Empty Nesters (ages 50 to 64) at 18 residents each. Around 21 percent of residents have attained Bachelor's degrees or higher. Households have average incomes, with a median household income of $58,000, and 18 percent earn below $25,000 annually.

Residential Market Overview

Victory Hills has a strong multi-family market, totaling nearly 3,000 units within 42 properties. These properties are clustered heavily to the south of Leavenworth Road, with many adjacent to KCKCC. Properties in the subarea are largely mid-rise and garden-style developments constructed in the 1960s to 1980s, with a handful of older and more recently-built developments. One property with 60 units was delivered in 2021, while another with 115 units, Davidson's Landing, was delivered this year (2023). Market vacancy has fluctuated greatly over the past decade, ranging from 2.5 percent to 10.6 percent and currently sits at 7.1 percent. With a current asking rent of $928, the area has seen particularly strong rent growth, increasing 28 percent since 2013.



Victory Hills
Subarea Key Metrics

Size	Population	Pop. Change
20.7 SQUARE MILES	30,166 RESIDENTS	+8.6% SINCE 2010
Median Household Income	**Median Housing Value**	**Total Multi-Family Units**
$58K	$168K	3,000
Number of Workers	**Total Businesses**	**Housing Occupancy**
9,800 EMPLOYEES	650 BUSINESSES	91% TOTAL UNITS

Office Market Overview

The subarea has a total office inventory of 396,000 square feet within 48 buildings. Office properties are generally located along the east-west corridors of Leavenworth Road, Parallel Parkway, and State Avenue. Nearly all were built prior to 1990, with just a few being added around 2000. The majority of office buildings are less than 20,000 square feet with only the Wyandotte Providence Hospital surpassing 50,000 square feet. According to CoStar, the current vacancy rate is high, about 12.7 percent, and the average base rent is $19.95 per square foot, having increased about 18 percent within the past decade.

Retail Market Overview

Retail properties in the subarea, like the office buildings, are heavily concentrated along Leavenworth Road, Parallel Parkway, and State Avenue. The dominant typology is freestanding retail, under 5,000 square feet, and neighborhood centers between 50,000 and 100,000 square feet. Much of the retail dates to the mid 20th Century, but 11 properties totaling around 275,000 square feet have been delivered since 2013. Currently, the subarea has a total inventory of 1.8 million square feet within 149 buildings. Retail properties have a vacancy rate of 5.0 percent and NNN market rent of $12.23 per square foot.

Hospitality Market Overview

The subarea has just three hotels, all located near State Avenue in the Coronado neighborhood. Inventory totals 104 rooms, one of which (Days Inn Near Kansas City Speedway) was built in 2022. All three hotels are economy.

Industrial Market Overview

Numerous small-scale warehouses and service centers, primarily built in the 1970s and 1980s, are concentrated at State Avenue and North 64th Terrace. The Turner Logistics Center, located near State Avenue and the Turner Diagonal Freeway, is the subarea's large-scale industrial development with five buildings ranging from 248,000 to 543,000 square feet. Altogether, the subarea has 2.1 million square feet of industrial space across 23 buildings, with four buildings from the Turner Logistics Center added in the last decade. Vacancy has historically remained very low—around one (1) percent—with the exception of periods of absorption from the new buildings, while rents have risen to $5.51 per square foot, up 28 percent since 2013.

Subarea Seven Overview

- **Strengths:** Subarea Seven has a number of retail centers located along State Avenue, which were built in the 1960s to 1980s, though have all been recently renovated and expanded. As a result, the subarea has captured a significant share of the recent retail deliveries in the county. The area has a relatively high density of multi-family development, which is also clustered around retail centers. There is a growing logistics sector, with the subarea including the Turner Logistics Center—one of the largest recent warehouse and distribution centers in the county, which has been delivered in phases since 2021. Due to this development, the subarea maintains relatively high industrial rents.
- **Weaknesses:** The subarea is highly suburban in character, as most uses are heavily auto-oriented and walkability is limited. As such, retail is limited to strip and neighborhood centers, tenanted by chain retailers and big-box stores. Both these properties and the area's aged suburban office developments are particularly vulnerable to changing consumer and tenant preferences toward accessibility and density.
- **Opportunities:** With good availability of unimproved land, the subarea is well-positioned to support future large-scale development. In particular, the area's proximity to The Legends Outlet and major thoroughfares could allow logistics uses to continue expansion. Large-scale multi-family development would be appropriate around existing shopping centers and thoroughfares; accessibility to such amenities positions the area well to support new construction of senior and/or affordable housing.
- **Threats:** The delivery of the Turner Logistics Center and an Amazon distribution center to the south indicates a trend of industrial development creeping northward from its historic location along the riverfront. As these buildings demand large footprints and can create significant congestion, pollution, and other negative externalities, such patterns of development may conflict with surrounding uses, community needs, and future housing or retail development. While most retail along State Avenue is well occupied, the area includes a handful of now vacated big-box stores. These "grayfields" detract from the community and are exceedingly challenging to reposition given their large floorplates and construction quality.

Subarea Eight: Southwest Wyandotte

At 44.6 square miles, this subarea is the largest by area and has a population of 20,720 residents. Comprising Kansas City's southwestern neighborhoods, Muncie and Morris, as well as suburbs, Edwardsville, Sunflower, and Bonner Springs, the vast majority of the subarea is made up of low-density single-family homes. Industrial uses—mainly warehouses and logistics facilities—dominate to the south of Kaw Drive along the riverfront, employing a significant portion of the subarea's 11,340 workers within 683 businesses. Retail and other commercial development cluster around the town centers of Edwardsville and Bonner Springs and at the intersection of Interstate 70 and State Route 7. Further, the subarea is home of the Grinter Place Historic Site, a farmhouse dating to the 1850s.

The subarea's 683 businesses represent a diverse range of industry sectors and have particularly strong employment in the wholesale trade, retail trade, transportation and warehousing, and information sectors, altogether employing around half (5,400) of the area's workforce.

According to the 2021 ACS, housing units in the subarea are generally newer, with 1975 as the median year of structure built. The area saw a significant amount (12 percent) of units delivered between 2000 and 2009, indicating a large amount of recently developed housing stock.

Demographic Overview

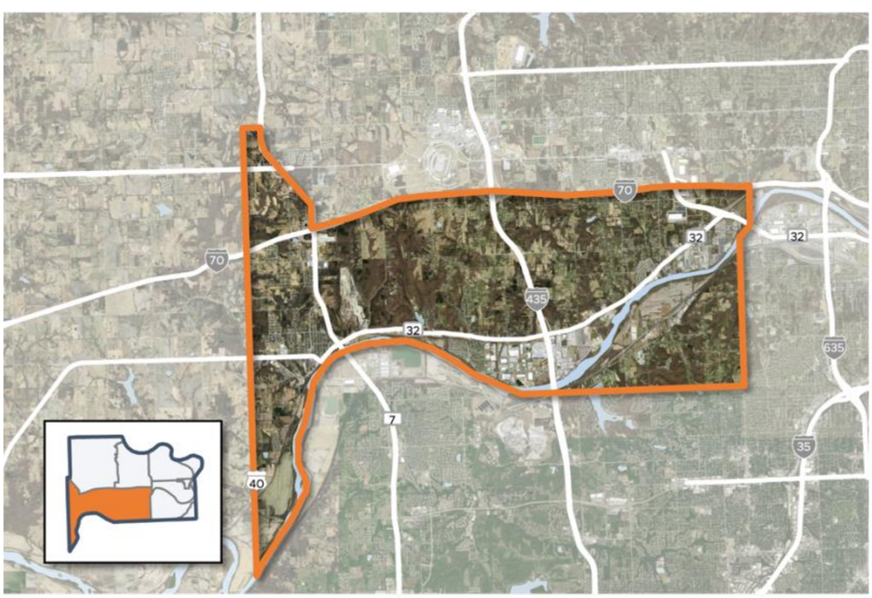
According to current Esri estimates, the subarea has a population of around 20,700 residents, having grown 3 percent since 2010. The majority (62 percent) of the subarea's 8,040 households contain one or two people, and it has an average household size of 2.55 persons. According to Esri, the subarea's population is projected to decline 0.1 percent annually through 2028.

Housing units are occupied at 93 percent. The vast majority (72 percent) of all units are detached or attached single-family homes, while a significant portion of the population is housed in mobile homes (17 percent). The median housing value is $189,000 and the majority (73 percent) of householders are owners.

The subarea's median age is 38.5 years. The largest age cohorts are the Family Years (ages 35 to 49) and Empty Nesters (ages 50 to 64) at 19 percent of residents each. Around 23 percent of residents have attained Bachelor's degrees or higher. Households have relatively high incomes, with a median household income of $70,000, and 15 percent earn below $25,000 annually.

Residential Market Overview

Southwest Wyandotte's multi-family developments are concentrated in Bonner Springs, Edwardsville, and Muncie. Inventory totals nearly 3,000 units within 25 properties. Properties in the subarea are largely mid-rise and garden-style developments constructed in the 1960s to 1980s. One property with 72 units, Windridge Estates, was delivered in 2020, but there have been no other deliveries in the past decade. Market vacancy has fluctuated greatly over the past decade, ranging from 3.5 percent to 8.3 percent and currently sits at 6.5 percent. With a current asking rent of $874, the area has seen strong rent growth, increasing 22 percent since 2013.



Southwest Wyandotte
Subarea Key Metrics

Size	Population	Pop. Change
44.6 SQUARE MILES	20,720 RESIDENTS	+3% SINCE 2010
Median Household Income	**Median Housing Value**	**Total Multi-Family Units**
$70K	$189K	3,000
Number of Workers	**Total Businesses**	**Housing Occupancy**
11,340 EMPLOYEES	683 BUSINESSES	93% TOTAL UNITS

Office Market Overview

The subarea has a total office inventory of 190,000 square feet within 26 buildings. Office properties are generally to the west of Kaw Drive in the Bonner Springs neighborhood with a handful along Kaw Drive. Nearly all were built prior to 1980, with a few century properties located in Downtown Bonner Springs, and the majority are less than 10,000 square feet. According to CoStar, the current vacancy rate is low, about three (3) percent, and the average base rent is $17.47 per square foot, having increased about 20 percent within the past decade.

Retail Market Overview

Retail in Southwest Wyandotte is strong and heavily concentrated in the Bonner Springs, Loring, and Edwardsville neighborhoods and in an area just south of the Turner Diagonal Freeway. The dominant typology is freestanding retail, under 5,000 square feet, and neighborhood centers between 10,000 and 20,000 square feet. Numerous fast-food chain restaurants are located along State Highway 7 in Bonner Springs. Much of the retail on the western edge of the subarea is newer, built since 1990, while most of the inventory to the east was built prior to 1990. Four buildings have been delivered in the past decade with the most recent added in 2022. Currently, the subarea has a total inventory of 803,000 square feet within 98 buildings. Retail properties have a vacancy rate of 0.7 percent and NNN market rent of $13.35 per square foot.

Hospitality Market Overview

The subarea has eight (8) hotels primarily located along the Interstate-70 corridor. Inventory totals 349 rooms, two of which were renovated in the past five years. The hotels range in type from economy to upper midscale, including one bed and breakfast.

Industrial Market Overview

The industrial market in Southwest Wyandotte is deep, concentrated along Kaw Drive, with particularly dense pockets at the intersection of Interstate-435 and to the northeast near Turner Diagonal Freeway. The majority of industrial product are warehouses with less than 100,000 square feet. Compass 70 Business Park is located at the northern edge of the subarea just south of Interstate 70 and consists of an 806,000 square foot building, a 600,000 square foot building that is under construction, and a planned 672,000 square foot building. Altogether, the subarea has 7.4 million square feet of industrial space across 184 buildings, with 12 buildings added in the last decade. Vacancy has historically remained very low—around one (1) percent—with the exception of periods of absorption from the new buildings, while rents have risen to $7.56 per square foot, up 32 percent since 2013.

Subarea Eight Overview

- **Strengths:** Subarea Eight has a stable population, largely residing within single family, suburban communities. The area has strong industrial districts along the riverfront, predominantly occupied by logistics and small-scale manufacturing firms. These districts captured a significant share of recent industrial deliveries, including the Amazon MKC6 distribution center, and industrial rents are among the highest of all subareas. There are strong retail centers clustered around major thoroughfares, which have low vacancy rates and strong rent growth, and the area has generally high housing values and relatively newer homes. Visitors are drawn to the subarea by its extensive camping areas and small downtowns in Edwardsville and Bonner Springs.
- **Weaknesses:** Excluding industrial deliveries, the area has seen minimal recent development, having added just one multi-family and one retail property since 2015. Further, the subarea has a relatively high median household income, yet significant wealth disparity. It also has a high density of mobile homes, with few other affordable housing options, and these are largely found alongside industrial districts.
- **Opportunities:** Market support for future development is by far strongest in the industrial sector. The subarea is well-suited for further industrial development, as its existing districts feature large, currently unutilized parcels, and immediate proximity to the riverfront, Kaw Drive, and Village West. With relatively strong rent growth, the area can also support townhome-style or otherwise low-density multi-family housing.
- **Threats:** The subarea faces very strong competition from the high-quality retail, housing, and office space recently developed around The Legends Outlets. For multi-family housing, in particular, offerings are high-amenity and centrally located, with which proposed properties in the subarea would be unlikely to be able to compete. Additionally, while the area has existing large-scale industrial centers, future industrial development could creep into residential communities, creating conflict between uses.

Subarea Nine: Piper & Speedway

The subarea is defined by the presence of super-regional mall, The Legends Outlets, and the Kansas Speedway, making it among the most popular entertainment and shopping destinations in the region. Since opening in the early-2000s, extensive retail development surrounding the mall has been added, expanding the district's footprint from Interstate 70 to the south to Georgia Avenue to the north. The mall is flanked by recently-developed for-sale subdivisions and high-end apartment communities, contributing to the subarea's addition of over 5,000 residents since 2010, giving a present population of 16,720. The area has also seen recent industrial development, such as the Amazon Fulfillment Center, and boasts a total workforce of 10,850 employees across 538 businesses. Beyond the Legends, density in the 40-square mile subarea drops precipitously, such that communities towards its northwestern edge become increasingly rural in character.

Because of the presence of a super-regional mall, a significant proportion (38 percent) of the subarea's employment is concentrated in retail trade, employing over 4,000 workers. The second top industry in the subarea is accommodation and food services, also uplifted by the presence of the outlet mall and ancillary retail development. The accommodation and food services sector accounts for 20 percent of employment in the area, employing over 2,000 workers.

According to the 2021 ACS, housing units in the subarea are very new, with 2002 as the median year of structure built. Over half (58 percent) of housing units were built after 2000, signifying this area is very recently developed.

Demographic Overview

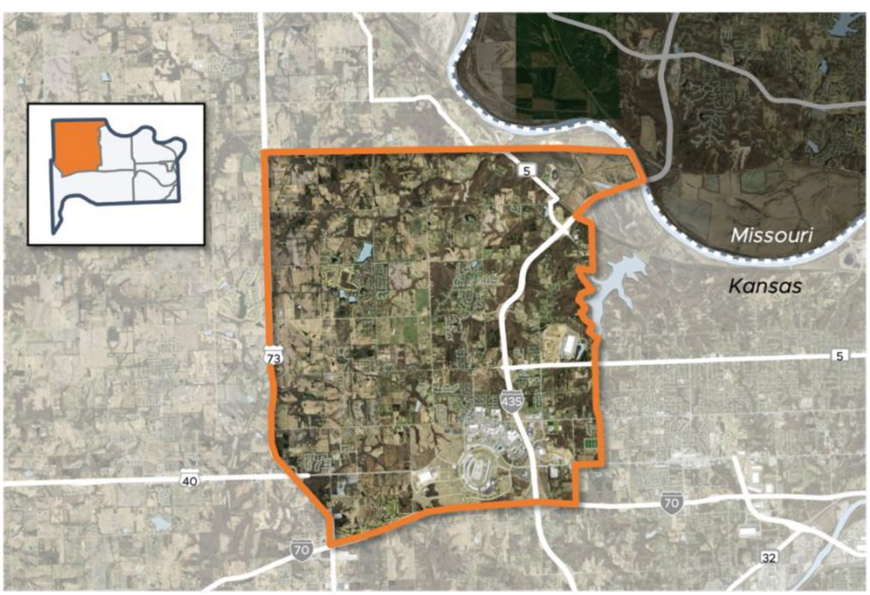
According to current Esri estimates, the subarea has a population of around 16,700 residents, having grown 44 percent since 2010. The majority (55 percent) of the subarea's 6,711 households contain one or two people, and it has an average household size of 2.62 persons. According to Esri, the subarea's population is projected to rise 0.9 percent annually through 2028.

Housing occupancy is high at 96 percent. The vast majority (85 percent) of all units are detached or attached single-family homes, while only nine (9) percent of occupied multi-family units contain upwards of 20 units. The median housing value is $280,000, and the majority (73 percent) of householders are owners.

The subarea's median age is 39.2 years. The largest age cohorts are the Family Years (ages 35 to 49) and Empty Nesters (ages 50 to 64) at 21 percent and 19 percent of residents, respectively. Around 42 percent of residents have attained Bachelor's degrees or higher. Households have very high incomes, with a median household income of $105,000, and only five (5) percent earn below $25,000 annually.

Residential Market Overview

Multi-family development in the Piper & Speedway subarea is mostly new, built since 2000, and is concentrated around the Kansas Speedway and Legends Outlets, as well as along State Avenue near Wyandotte County Park. Inventory totals 1,416 units within 14 properties. Properties in the subarea are mostly mid-rise and townhome developments. Six properties have been delivered in the past decade, one of which, Switch, was added in early 2023 delivering 274 units. Two properties are currently under construction, both located near the



Piper & Speedway
Subarea Key Metrics

Size	Population	Pop. Change
40.0 SQUARE MILES	16,720 RESIDENTS	+44% SINCE 2010
Median Household Income	**Median Housing Value**	**Total Multi-Family Units**
$105K	$280K	1,416
Number of Workers	**Total Businesses**	**Housing Occupancy**
10,850 EMPLOYEES	538 BUSINESSES	96% TOTAL UNITS

Kansas Speedway, and will provide a combined 500 units. Market vacancy has generally remained around 5.0 percent throughout the past decade, but currently sits at 18.7 percent as the new units from Switch are absorbed. With a current asking rent of $1,417, the area has seen strong rent growth, increasing 21 percent since 2013.

Office Market Overview

The subarea has a total office inventory of 954,000 square feet within 18 buildings. Office properties are concentrated along Parallel Parkway to the east and west of Interstate-435. All but three were built since 2000, and the majority are smaller, less than 40,000 square feet. The Dairy Farmers of America maintain their headquarters within the subarea, and it is located just northwest of State Avenue and Interstate-435 and consists of 111,185 square feet. A large Cerner Corporation campus was just west of this, containing nearly 650,000 square feet, but it has recently closed and is currently for sale. According to CoStar, the vacancy rate has remained between one (1) and three (3) percent over the past decade, but is now 70 percent due to the Cerner building closure. The average base rent is $27.16 per square foot, an increase of about 26 percent in the past decade.

Retail Market Overview

Retail properties in the subarea, like office buildings, are heavily concentrated along Parallel Parkway with the largest contingent located in Village West near the Kansas Speedway and Legends Outlets. The typology is a mix of fast-food restaurants, gas stations, and freestanding retail surrounding The Legends Outlets, a regional mall containing more than 1.2 million square feet of space that was built in 2005. Nearly all of the inventory has been built since 2000, and 11 properties totaling around 312,000 square feet have been delivered since 2015. Currently, the subarea has a total inventory of 3.2 million square feet within 93 buildings, and 640,000 SF of inventory is under construction. Retail properties have a vacancy rate of 0.6 percent and NNN market rent of $24.14 per square foot, which has increased consistently since 2013.

Hospitality Market Overview

The subarea has 13 hotels, 10 of which are near the Kansas Speedway and The Legends Outlets and three of which are to the east of Interstate 435. Ten hotels have been built since 2000, while the remaining three are under construction or in the planning stages. Fairfield by Marriott Inn & Suites will open by the end of the year and provide 87 rooms. TownePlace Suites by Marriott is in the final planning stages and is slated to open in 2025 with 101 rooms. Margaritaville Kansas City hotel is also in the final planning stages and is set to open in 2026 with 230 rooms. Inventory totals 1,106 rooms, and the hotels range in type from midscale to upscale.

Industrial Market Overview

Industrial facilities in the subarea are mainly concentrated to the east of Interstate 435, north and south of Leavenworth Road. The majority are distribution centers with large footprints. Urban Outfitters maintains its headquarters in the subarea, with an 880,000-square feet distribution center located along State Avenue near the Kansas Speedway. The 435 Logistics Center, built in 2021, comprises 1.1 million square feet of space located along Leavenworth Road to the east of Interstate-435 and is fully leased as an Amazon Warehouse. It is part of a larger 400-acre master-planned logistics park that will include five additional buildings ranging from 100,000 to 855,000 square feet. Altogether, the subarea has 2.1 million square feet of industrial space across nine (9) buildings, with five buildings proposed or under construction. Vacancy has historically remained very low—less than one (1) percent—with the exception of periods of absorption from the new buildings, while rents have risen to $5.46 per square foot, up 31 percent since 2013.

Subarea Nine Overview

- **Strengths:** Subarea Nine is the most rapidly growing part of Wyandotte County, with population having increased by over 5,000 residents since 2010. The area is highly affluent and contains a relatively new housing stock. As such, the median housing value is quite high ($280,000). Owing to The Legends and Speedway, the area has captured among the highest-quality recent retail, multi-family, and office development, leading to significant increases in market rents across all sectors. Additionally, the subarea added new industrial development, with two large-scale distribution centers. The area's economic prosperity is heavily tied to The Legends Outlets and its associated uses, the number of visits to which have almost entirely recovered from the pandemic. According to Placer.ai, as the westernmost retail center in the region, Village West is able to capture visitors from across the eastern portion of the state and sees strong visitation from as far as Topeka.
- **Weaknesses:** The subarea's development has nearly entirely been shaped by The Legends and Speedway, leading to little activity elsewhere. As a result, the subarea has massively uneven population distribution, with very low density to the northwest. These developments, which only occurred in the last two decades, have led the area to experience a rapid change in identity. Furthermore, nearly

all retail is comprised of brand name chains, and it is heavily auto dependent.

- **Opportunities:** Given strong recent development velocity, Subarea Nine is expected to continue acting as a leading entertainment and retail destination within the county. Planned expansions of attractions in the area will drive visitation, retail sales, and hotel occupancy. Simultaneously, positive projected population growth can support additional multi-family development, particularly catering to the county's growing high-income renter market. While heavily built out, The Legends is still surrounded by a handful of empty parcels, giving it room to expand. Altogether, these factors suggest that the market will continue to drive hospitality, office, retail, and multi-family development.
- **Threats:** Market conditions in the subarea are generally strong and are expected to propel future development. That being said, the mall features steep competition from shopping centers across the region. Further, evolving shopping preferences among consumers and the closure of a single anchor store could (and would) deeply impact the long-term vitality of the mall. The subarea also saw the delivery of new large office properties in the last decade that are now performing poorly, with low occupancy and utilization. Lastly, multi-family rents and for-sale housing prices in the subarea are exceedingly high, pricing out existing low-to moderate-income residents and the workforce within the mall and surrounding attractions.

Staff Request for Commission Action

Tracking No. 212769

Full Commission Meeting Date:
Committee: Economic Development & Finance

Date of Standing Committee Action: (If none, please explain):

Publication Required: No

Date:	Contact Name:	Contact Phone:	Contact Email:	Department/Division:
09/27/2023	Debbie Jonscher	x5847	djonscher@wycokck.org	Finance

Item Description: A resolution and Ordinance authorizing 2024 debt projects, submitted by Debbie Jonscher, Interim Chief Financial Officer.
Action Requested:
Budget Impact: (if applicable) Amount: Source: Included In Budget: Other (explain):
Attachments List: edf debt project

[PROJECT DOCUMENTS]

A. Excerpt of Minutes of Meeting approving Ordinance/Resolution
B. Ordinance/Resolution
C. Summary of Ordinance
D. Notice

EXCERPT OF MINUTES OF A MEETING OF
THE GOVERNING BODY OF
THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS
HELD ON OCTOBER 26, 2023

The governing body met in regular session at the usual meeting place in the Unified Government, at 7:00 p.m., the following members being present and participating, to-wit:

Present: ____

____.

Absent: ____.

The Mayor/CEO declared that a quorum was present and called the meeting to order.

* * * * * * * * * * * * * *

(Other Proceedings)

There was presented a Resolution and an Ordinance entitled:

A RESOLUTION AND AN ORDINANCE AUTHORIZING VARIOUS PUBLIC IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS AND/OR TEMPORARY NOTES TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF UTILITY SYSTEM REVENUE BONDS TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; REQUESTING THE PUBLIC BUILDING COMMISSION OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS TO ISSUE ITS LEASEHOLD REVENUE BONDS FOR THE PURPOSE OF FINANCING ALL OR A PORTION OF THE COSTS OF CERTAIN IMPROVEMENTS; AND AUTHORIZING ONE OR MORE LEASE PURCHASE AGREEMENTS TO FINANCE THE ACQUISITION AND INSTALLATION OF CERTAIN EQUIPMENT.

Commissioner _____________ moved that said Resolution and Ordinance be adopted. The motion was seconded by Commissioner _____________. The Resolution and Ordinance was duly read and considered, and upon being put, the motion for the adoption of the Resolution and Ordinance was carried by the vote of the governing body, the vote being as follows:

Yea: ____

____.

Nay: ____.

The Mayor/CEO declared the Resolution and Ordinance duly adopted and the Resolution was then duly numbered Resolution No. R-___-23 and the Ordinance was then duly numbered Ordinance No. O-___-23 was signed and approved by the Mayor/CEO and attested by the Clerk.

* * * * * * * * * * * * * *

(Other Proceedings)

On motion duly made, seconded and carried, the meeting thereupon adjourned.

CERTIFICATE

I hereby certify that the foregoing Excerpt of Minutes is a true and correct excerpt of the proceedings of the governing body of the Unified Government of Wyandotte County/Kansas City, Kansas, held on the date stated therein, and that the official minutes of such proceedings are on file in my office.

(SEAL)

____
Clerk

RESOLUTION NO. R-___-23

ORDINANCE NO. O-___-23

A RESOLUTION AND AN ORDINANCE AUTHORIZING VARIOUS PUBLIC IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS AND/OR TEMPORARY NOTES TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF UTILITY SYSTEM REVENUE BONDS TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; REQUESTING THE PUBLIC BUILDING COMMISSION OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS TO ISSUE ITS LEASEHOLD REVENUE BONDS FOR THE PURPOSE OF FINANCING ALL OR A PORTION OF THE COSTS OF CERTAIN IMPROVEMENTS; AND AUTHORIZING ONE OR MORE LEASE PURCHASE AGREEMENTS TO FINANCE THE ACQUISITION AND INSTALLATION OF CERTAIN EQUIPMENT.

WHEREAS, the Unified Government of Wyandotte County/Kansas City, Kansas (the "Unified Government"), successor to the City of Kansas City, Kansas, is a duly organized and existing municipal corporation under the laws of the State of Kansas, is a consolidated city-county having all the powers, functions and duties of a county and of a city of the first class; and

WHEREAS, Charter Ordinance No. CO-03-09 was previously approved by the Unified Government, acting as a city of the first class and pursuant to Article 12, Section 5 of the Constitution of the State of Kansas (the "Home Rule Amendment"), and such Charter Ordinance authorizes the governing body of the Unified Government to make the following improvements and to issue its general obligation bonds and/or temporary notes to finance the costs of such improvements:

> Bridge, viaduct, street, sidewalk or pedestrian way improvements, airport, public building or structure, parking improvement, or other public utility or works, including any appurtenances related thereto and the land necessary therefor, for lands for public parks and recreation facilities, including golf courses, stadiums and community centers, and developing and making improvements to the same, within or without the city, for the establishment, development and construction of crematories, desiccating or reduction works, including any appurtenances related thereto and the land necessary therefor, within or without the city, or for the improvement, repair or extension of any waterworks, sanitary sewer facilities, sewage treatment or disposal plant, sewerage system storm water improvement, electric light plant, crematory, desiccating or reduction works or other public utility plant or works owned by the city, and for the purpose of rebuilding, adding to or extending the same or acquiring land necessary therefor from time to time, as the necessities of the city may require, or for the acquisition of equipment, vehicles and other personal property to be used in relation to any of the improvements authorized herein; and

WHEREAS, the Unified Government is authorized under K.S.A. 10-1201 *et seq.* to issue utility revenue bonds to repair, alter, extend, reconstruction, enlarge or improve the sanitary sewer system (the "Sanitary Sewer System") and the storm water system (the "Storm Water System" and collectively with the Sanitary Sewer System, the "System") owned and operated by the Unified Government; and

WHEREAS, the Unified Government under the authority of K.S.A. 12-1757 *et seq.*, as amended by Charter Ordinance No. CO-1-98 and Charter Resolution No. CR-1-98 of the County (jointly the "PBC Act"), has previously created the Public Building Commission of the Unified Government of Wyandotte County/Kansas City, Kansas, a municipal corporation of the State of Kansas (the "PBC"); and

WHEREAS, the PBC has the power and authority under the PBC Act to pay all or a portion of the costs of:

> acquiring real estate for purposes of constructing, reconstructing, equipping and furnishing, or purchase or otherwise acquire, a building or buildings or other facilities of a revenue producing character, including a building or buildings or facilities maintained and operated for (i) Unified Government offices or such other purposes as are commonly carried on in connection with such facilities and general Unified Government buildings, (ii) for public, municipal, community or recreational purposes of the Unified Government, (iii) for educational, recreational or administrative purposes for school districts, (iv) housing and accommodation of city offices or city businesses or such other purposes as are commonly carried on in connection with such facilities and general city buildings and (v) for housing, accommodations and parking facilities for offices of state and federal agencies

(collectively, "PBC Facilities"), to lease such facilities to the Unified Government, and to issue leasehold revenue bonds to provide funds for the purpose of paying all or a portion of the costs of such PBC Facilities; and

WHEREAS, the Unified Government may request that the PBC provide financing for certain PBC Facilities to be used by the Unified Government; and

WHEREAS, the Unified Government is authorized under K.S.A. 10-1101 *et seq.* to enter into lease agreements and lease-purchase agreements for the purpose of financing the acquisition of certain equipment; and

WHEREAS, the Home Rule Amendment and K.S.A. 12-101 empower cities to determine their local affairs and government and provide that such power and authority granted thereby to cities shall be liberally construed for the purpose of giving to cities the largest measure of self-government; and

WHEREAS, the Unified Government is a city within the meaning of the Home Rule Amendment; and

WHEREAS, there is no enactment of the Kansas legislature which authorizes the Unified Government to issue general obligation bonds to provide funds to finance the acquisition and development of software necessary for efficient city operations or other technology related capital expenditures, or which prohibits the City from issuing general obligation bonds to provide funds to finance such costs; and

WHEREAS, the Unified Government hereby exercises its authority pursuant to the Home Rule Amendment and authorizes the acquisition and development of certain software technology and equipment for public safety and other public purposes, and the issuance of general obligation bonds or notes to finance the costs thereof; and

WHEREAS, the Unified Government now seeks to: (1) authorize certain improvements and the issuance of general obligation bonds or notes to finance the costs of such improvements, all as set forth in **Exhibit A** attached hereto; (2) request that the PBC provide financing for certain PBC Facilities to be used by the Unified Government as set forth in **Exhibit A** attached hereto; (3) authorize certain improvements and the issuance of utility system revenue bonds to finance the costs of such improvements, all as set forth in **Exhibit A** attached hereto, and (4) authorize the acquisition and installation of certain equipment and entering into a lease purchase agreement on a year-to-year basis with an option to purchase the lessor's interest in the equipment for the purpose of financing such equipment, all as set forth in **Exhibit A** attached hereto.

NOW, THEREFORE, BE IT RESOLVED AND ORDAINED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, AS FOLLOWS:

Section 1. Approval of the Projects. The governing body of the Unified Government hereby authorizes and orders the construction of the improvements described in **Exhibit A** attached hereto.

Section 2. Issuance of General Obligation Bonds. Pursuant to Charter Ordinance CO-03-09 and the Home Rule Amendment, the governing body of the Unified Government hereby authorizes the issuance of general obligation bonds and/or general obligation temporary notes to fund the improvements authorized in Section 1 of this Resolution. Such general obligation bonds and/or general obligation temporary notes may be issued in the maximum principal amounts set forth in **Exhibit A** attached hereto. The Unified Government expects to make expenditures prior to the issuance of such general obligation bonds and/or general obligation temporary notes, and any such tax-exempt general obligation bonds and/or general obligation temporary notes issued under the authority of this Resolution may be used to reimburse expenditures made on or after the date that is 60 days before the date of passage of this Resolution pursuant to U.S. Treasury Regulation §1.150-2.

Section 3. Issuance of Utility Revenue Bonds. Pursuant to K.S.A. 10-1201 *et seq.*, the governing body of the Unified Government hereby authorizes the issuance of utility revenue bonds to fund the improvements to the System. Such utility revenue bonds may be issued in the maximum principal amount not to exceed $107,504,000 plus the cost of any required reserves, costs of issuance and related expenses. The Unified Government expects to make expenditures prior to the issuance of such utility revenue bonds, and any such tax-exempt utility revenue bonds issued under the authority of this Resolution may be used to reimburse expenditures made on or after the date that is 60 days before the date of passage of this Resolution pursuant to U.S. Treasury Regulation §1.150-2.

Before issuing utility revenue bonds, there shall be published one (1) time in the official newspaper of the Unified Government, this notice of the intention of the governing body to undertake the following projects as more fully described in **Exhibit A** attached hereto:

Argentine Basin Stormwater Improvements
Census Tract 422 Clifton Park Green Infrastructure
Jersey Creek Basin Stormwater Improvements
Jersey Creek Naturalization
Kaw Point Biosolids Digestion
Muncie Creek Basin Stormwater Improvements
Stormwater Renewal & Replacement
Waterway Corridor Stormwater Improvements

(the "Utility Projects") and to issue the utility revenue bonds to pay the costs thereof. If within fifteen (15) days after the publication of the notice there shall be filed with the Clerk a written protest against the Utility Projects or the issuance of the utility revenue bonds, signed by not less than twenty percent (20%) of the qualified electors of the Unified Government, the governing body shall submit such proposed Utility Projects and the utility revenue bonds to the electors of the Unified Government at a special election to be called for that purpose as provided by K.S.A. 10-1201 *et seq.* If no sufficient protest is filed with the Clerk within the period of time hereinbefore stated, then the governing body of the Unified Government shall proceed to undertake the Utility Projects and to issue the utility revenue bonds therefor.

Section 4. Request for PBC Financing. Pursuant to the PBC Act, the Unified Government hereby requests that the PBC provide financing for certain PBC Facilities described in **Exhibit A** attached hereto.

Section 5. Lease Purchase Financing. Pursuant to K.S.A. 10-1101 *et seq.*, the governing body of the Unified Government hereby authorizes the use of one or more lease purchase agreements to finance the acquisition and installation of certain equipment, in the maximum amounts, all as set forth in **Exhibit A** attached hereto. The Unified Government expects to make expenditures prior to the execution of such lease purchase agreement(s), and the proceeds of any such tax-exempt lease purchase agreement issued under the authority of this Resolution may be used to reimburse expenditures made on or after the date that is 60 days before the date of passage of this Resolution pursuant to U.S. Treasury Regulation §1.150-2.

Section 6. Further Authority. The Mayor/CEO, Unified Government Clerk, County Administrator, acting Unified Government Chief Financial Officer, and acting Unified Government Chief Counsel and other appropriate officers and agents of the Unified Government are hereby authorized and directed to take such action, expend such funds and execute such documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of this Resolution.

Section 7. Effective Date. This Ordinance shall be in full force and effect following its adoption by the governing body of the Unified Government and publication (or a summary thereof) in the official newspaper of the Unified Government.

ADOPTED by the governing body of the Unified Government of Wyandotte County/Kansas City, Kansas, and **APPROVED AND SIGNED** by the Mayor/CEO this 26th day of October, 2023.

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

By: ______________________________
Mayor/Chief Executive Officer

(SEAL)

ATTEST:

____
Unified Government Clerk

Approved as to Form:

____
Unified Government Legal Department

EXHIBIT A

2024 FINANCING: PROJECT AUTHORIZATIONS

(Published in the ***Wyandotte Echo*** on November __, 2023)

SUMMARY OF ORDINANCE NO. O-_____-23

On October 26, 2023, the governing body of the Unified Government of Wyandotte County/Kansas City, Kansas passed an ordinance entitled:

A RESOLUTION AND AN ORDINANCE AUTHORIZING VARIOUS PUBLIC IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION BONDS AND/OR TEMPORARY NOTES TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; AUTHORIZING THE ISSUANCE OF UTILITY SYSTEM REVENUE BONDS TO FINANCE A PORTION OF THE COSTS OF SUCH IMPROVEMENTS; REQUESTING THE PUBLIC BUILDING COMMISSION OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS TO ISSUE ITS LEASEHOLD REVENUE BONDS FOR THE PURPOSE OF FINANCING ALL OR A PORTION OF THE COSTS OF CERTAIN IMPROVEMENTS; AND AUTHORIZING ONE OR MORE LEASE PURCHASE AGREEMENTS TO FINANCE THE ACQUISITION AND INSTALLATION OF CERTAIN EQUIPMENT.

This ordinance authorized various improvements to be made in the Unified Government and also authorized the financing of certain costs related thereto.

A complete text of the Ordinance may be obtained or viewed free of charge at the office of the Unified Government Clerk, 701 N. 7th Street, Kansas City, Kansas 66101. A reproduction of the Ordinance is available for not less than 7 days following the publication date of this Summary at wycokck.org.

This Summary is hereby certified to be legally accurate and sufficient pursuant to the laws of the State of Kansas.

DATED: October 26, 2023.

____

Chief Counsel

(Published in the *Wyandotte Echo* on November __, 2023)

NOTICE

TO: THE RESIDENTS OF UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

You are hereby notified that the governing body of the Unified Government of Wyandotte County/Kansas City, Kansas (the "Issuer") intends to repair, alter, extend, reconstruct, enlarge or improve the sanitary sewer system and/or the stormwater system by making the following improvements:

1. Argentine Basin Stormwater Improvements - Stormwater Improvements to be located in a site adjacent to the Kansas River and bordered by S. 7th Street Trafficway to the east and S. 12th Street to the west. Project includes engineering studies and design as well as construction of improvements to address the Metropolitan Avenue drainage issues, a pipe outfall near 10th Street, mitigating icy conditions caused by a natural spring near 12th Street and Ruby Avenue, and add additional pipe and inlet capacity. Exact nature of construction improvements is unknown at this time.
2. Census Tract 422 Clifton Park Green Infrastructure - This project will address areas sensitive to regulatory oversight within a combined sewer area to capture and treat stormwater runoff through the implementation of green infrastructure. The project locations will be specified in the final design but will expand the existing storm system on Park Drive, a neighborhood connection between Central Ave and I-70. The expansion is to include curb extensions, rain gardens, dry creek beds, and vegetated extensions to build a green infrastructure network to address and mitigate stormwater runoff.
3. Jersey Creek Basin Stormwater Improvements - Project known as JERS-1 identified as high priority within the stormwater deficiency study. The area location is within the area of Jersey Creek Watershed, bound by 3rd Street, Richmond Street, and Fairfax Trafficway. Stormwater Improvements to be located within the Jersey Creek watershed, upstream of a piped (concrete box) section that empties into the Missouri River. Improvements include reduction of peak flow flooding by removing the concrete lined channel and restoring the area to a stabilized natural channel, constructing flood benches, adjacent green infrastructure components, and modification of existing stormwater infrastructure to accommodate the project work. Grey infrastructure is anticipated to be approximately 1900 LF of pipe and associated manholes.
4. Jersey Creek Naturalization - Jersey Creek Naturalization is a project partnership under the US Army Corp of Engineers (USACE) Section 206 program with a scope that was initiated by the North East Area Masterplan and substantiated through the watershed deficiency study (identified as JERS-2) of the Jersey Creek Watershed. The site includes a reach of Jersey Creek located in Jersey Creek Park, extending approximately 4,000 linear feet south of Parallel Parkway, bounded by North 18th Street on the west and North 10th Street on the east. A proposed solution that will be reviewed as part of this project includes restoring the concrete lined channel to stabilized natural channel and enhancing the stormwater capacity and quality through the use of green infrastructure.
5. Kaw Point Biosolids Digestion - Design and construct improvements to restore biosolids digestion process at Kaw Point Waste Water Treatment Plant. The non-utilized existing digester tanks will be structurally rehabilitated and new equipment installed so that the Unified Government may stabilize the biosolids produced at Kaw Point to increase disposal options and decrease disposal costs.
6. Muncie Creek Basin Stormwater Improvements - Stormwater Improvements to be located south of Kaw Valley Scenic Highway and west of the Kansas River. Improvements include addressing drainage issues along Speaker Road, Royal Drive, and South 59th Lane by replacing outfalls and upsizing the maximum pipe diameter to 60-inch RCP in the area. The Speaker Road improvements include extending the stormwater network north for approx. 985 feet with 48" RCP, removing sediment deposits and grading.

7. Stormwater Renewal & Replacement - The maintenance and replacement of stormwater assets that have failed or are preparing to fail in the stormwater infrastructure system. 2400 locations have been identified at this time. Work will be prioritized to locations requiring emergency repairs and failures, followed by an improvement plan developed to prioritize locations based on need and greatest impact. Renewal and replacement program includes improvements such as cured-in-place pipe lining, point repairs to pipes, full replacement of pipes, manhole or inlet repair/replacement, soil replacement and stabilization at pipe outlets and along streams, soil and other similar activities. This funding will augment the WIFIA projects: Argentine Basin Stormwater Improvements, Jersey Creek Basin Stormwater Improvements, Muncie Creek Basin Stormwater Improvements, and Wyandotte High Lombardy Drive.
8. Waterway Corridor Stormwater Improvements - The waterway corridor project is additional green infrastructure to increase the stormwater capacity and minimize local flooding in support of grey infrastructure installed in CSO19 sewer separation project. The stormwater capacity increase for green infrastructure installation in the area of Sandusky Ave. to Jersey Creek, 12th Street to 8th Street.

(collectively, the "Project") at an estimated cost of $107,504,000.

In order to finance costs of the Project and related bond reserves and financing costs, the governing body of the Issuer further intends to issue utility system revenue bonds, consisting of sanitary sewer utility revenue bonds and stormwater utility revenue bonds, or combined sewer system revenue bonds, in an amount not to exceed $107,504,000 plus capitalized interest on any temporary financing, costs of issuance and any required debt service reserves (the "Bonds") in one or more series, under the authority of K.S.A. 10-1201 *et seq*. (the "Act"). The Bonds will not be general obligations of the Issuer payable from taxation, but shall be payable only from net revenues of the sanitary sewer system and/or the stormwater system. The proceeds of the Bonds will be used to pay the costs of the Project and related bond reserves and financing costs.

This Notice shall be published one time in the official newspaper of the Issuer, and if within fifteen (15) days after the date of said publication, there shall be filed with the Clerk, a written protest against the Project or the issuance of the Bonds, signed by not less than twenty per cent (20%) of the qualified electors of the City of Kansas City, Kansas, then the governing body shall submit such proposed Project and the Bonds to the electors of the City of Kansas City, Kansas at a special election to be called for that purpose as provided by the Act. If no sufficient protest is filed within said period of time, the governing body shall proceed with the Project and the issuance of the Bonds.

DATED: October 26, 2023.

ATTEST: /s/Tyrone Garner, Mayor/CEO

/s/Brett Deichler, Clerk

6th St. Improvements, Ann Ave. to Central Ave.

CMIP #: PRJ1072

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19; R-76-19

Prior Authorization Amount Approved*: $650,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant street to sidewalk access, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs associated with the project location along 6th Street, between Ann Avenue and Central Avenue.

7th St./US-69 and Central Ave. Reconstruction

CMIP #: PRJ1073

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19; R-76-19

Prior Authorization Amount Approved*: $2,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will include improvements at US-69/7th St. Trafficway and Central Avenue. Elements of this project will include, but are not limited to, the widening of radii, reconstruction of curb and gutter, pedestrian ramps, new traffic signals, resurfacing, pavement marking and signing at this intersection. Also included in this project are any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs at this location.

Annual ADA Modif-UG Facilities, 2020

CMIP #: PRG00013

Annual CMIP#: 948-0320

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19 (RR); R-76-19 (RR); O-37-20/R-47-20; O-124-21

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will make ADA (Americans With Disabilities Act) modifications, corrections and new construction to UG facilities. Included in this project will be plumbing, electrical, restroom fixtures, door, building signage and all other components of facilities to comply with local, state and federal regulation as it applies to ADA. The project will also address exterior, parking, drives, sidewalks, curbs, handrails and other items that will require modifications and or additions. Scope of work will include engineering/architectural design needed to execute the improvements and modifications. This project is mandated by the DOJ as part of the signed settlement agreement.

City Hall 701 N 7th Street
Memorial Hall 600 N 7th Street
Parking Lot A Located on North side of State Avenue. Between 7th & 8th Street
Parking Lot C Located on North side of Armstrong. Between 7th & 8th Street
Parking Lot D Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking Lot E Located on North side of Barnett Avenue Between 6th & 7th Street
Parking Lot 1 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 2 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 3 Located on South side of Barnett Avenue Between 6th & 7th Street

Annual ADA Modif-UG Facilities, 2021

CMIP #: PRG00013
Annual CMIP#: 948-0321

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-37-20/R-47-20 (RR); O-124-21
Prior Authorization Amount Approved*: $100,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will make ADA (Americans With Disabilities Act) modifications, corrections and new construction to UG facilities. Included in this project will be plumbing, electrical, restroom fixtures, door, building signage and all other components of facilities to comply with local, state and federal regulation as it applies to ADA. The project will also address exterior, parking, drives, sidewalks, curbs, handrails and other items that will require modifications and or additions. Scope of work will include engineering/architectural design needed to execute the improvements and modifications. This project is mandated by the DOJ as part of the signed settlement agreement.

City Hall 701 N 7th Street
Memorial Hall 600 N 7th Street
Parking Lot A Located on North side of State Avenue. Between 7th & 8th Street
Parking Lot C Located on North side of Armstrong. Between 7th & 8th Street
Parking Lot D Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking Lot E Located on North side of Barnett Avenue Between 6th & 7th Street
Parking Lot 1 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 2 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 3 Located on South side of Barnett Avenue Between 6th & 7th Street
Police Headquarters 700 Minnesota
Police Station, Division 3 2151 S 24th
Fire Headquarters 801 N 6th
Fire Station No. 8 3131 N 123rd
Fire Station No. 20 7741 Kansas Avenue
Fire Station No. 4 3046 N 81st
Fire Station No. 18 5427 Leavenworth Rd

Fire Station No. 19	1011 N 80th
Fire Station No. 2	6241 State Avenue
Fire Station No. 3	418 Kansas Avenue

Annual ADA Modif-UG Facilities, 2022

CMIP #: PRG00013

Description Amended

Annual CMIP#: 948-0322

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21 (RR); O-132-22/R-54-22

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will make ADA (Americans With Disabilities Act) modifications, corrections and new construction to UG facilities. Included in this project will be plumbing, electrical, bathroom modifications and restroom fixtures, door and door openers, building signage, ramps, audio assist, water fountains, handrails, and all other components of facilities to comply with local, state and federal regulation as it applies to ADA. The project will also address exterior, parking, drives, sidewalks, curbs, handrails and other items that will require modifications and or additions. Scope of work will include engineering/architectural design needed to execute the improvements and modifications. This project is mandated by the DOJ as part of the signed settlement agreement.

City Hall	701 N 7th Street
Fleet Center	5033 State Avenue
Memorial Hall	600 N 7th Street
Police Headquarters	700 Minnesota

Annual ADA Modif-UG Facilities, 2023

CMIP #: PRG00013

Annual CMIP#: 948-0323

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22

Prior Authorization Amount Approved*: $200,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will make ADA (Americans With Disabilities Act) modifications, corrections and new construction to UG facilities. Included in this project will be plumbing, electrical, bathroom modifications and restroom fixtures, door and door openers, building signage, ramps, audio assist, water fountains, handrails, handicap parking spaces, painting and striping, and all other components of facilities to comply with local, state and federal regulation as it applies to ADA. The project will also address exterior, parking, drives, sidewalks, curbs, handrails and other items that will require modifications and or additions. Scope of work will include engineering/architectural design needed to execute the improvements and modifications. This project is mandated by the DOJ as part of the signed settlement agreement.

City Hall 701 N 7th Street
Memorial Hall 600 N 7th Street

Parking Lot A Located on North side of State Avenue. Between 7th & 8th Street
Parking Lot C Located on North side of Armstrong. Between 7th & 8th Street
Parking Lot D Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking Lot E Located on North side of Barnett Avenue Between 6th & 7th Street
Parking Lot 1 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 2 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 3 Located on South side of Barnett Avenue Between 6th & 7th Street
Reardon Center 510 Minnesota Avenue
Police Headquarters 700 Minnesota
West Patrol 1011 N 80th Terr
South Patrol 2200 Metropolitan Avenue

Annual ADA Modif-UG Facilities, 2024

CMIP #: PRG00013

New Project

Annual CMIP#: 948-0324

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $200,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will make ADA (Americans With Disabilities Act) modifications, corrections and new construction to UG facilities. Included in this project will be plumbing, electrical, bathroom modifications and restroom fixtures, door and door openers, building signage, ramps, audio assist, water fountains, handrails, handicap parking spaces, painting and striping, and all other components of facilities to comply with local, state and federal regulation as it applies to ADA. The project will also address exterior, parking, drives, sidewalks, curbs, handrails and other items that will require modifications and or additions. Scope of work will include engineering/architectural design needed to execute the improvements and modifications. This project is mandated by the DOJ as part of the signed settlement agreement.

City Hall 701 N 7th Street
Memorial Hall 600 N 7th Street
Parking Lot A Located on North side of State Avenue. Between 7th & 8th Street
Parking Lot C Located on North side of Armstrong. Between 7th & 8th Street
Parking Lot D Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking Lot E Located on North side of Barnett Avenue Between 6th & 7th Street
Parking Lot 1 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 2 Located on north side of Ann Avenue between 7th and 8th Streets
Parking Lot 3 Located on South side of Barnett Avenue Between 6th & 7th Street
Police Headquarters 700 Minnesota

Annual Alley Improvement Program, 2022

CMIP #: PRG00014

Description Amended

Annual CMIP#: 941-1222

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $300,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs associated with the replacement or repair of alleyways adjacent to some but not all locations below:

REYNOLDS AVENUE, from BROADVIEW AVENUE to 7TH STREET TRAFFICWAY
REYNOLDS AVENUE, from 8TH STREET to BROADVIEW AVENUE
RIDGE AVENUE, from 8TH STREET to CENTRAL AVENUE
RIDGE AVENUE, from MILL STREET to 8TH STREET
RIDGE AVENUE, from FERREE STREET to BOEKE STREET
RIDGE AVENUE, from 10TH STREET to FERREE STREET
11TH STREET, from OAKLAND AVENUE to FREEMAN AVENUE
CALVIN STREET, from WESTEND to BROADVIEW AVENUE
EVERETT AVENUE, from 8TH STREET to 7TH STREET TRAFFICWAY
EVERETT AVENUE, from 9TH STREET to 8TH STREET
EVERETT AVENUE, from 10TH STREET to 9TH STREET
EVERETT AVENUE, from 11TH STREET to 10TH STREET
EVERETT AVENUE, from 12TH STREET to 11TH STREET
8TH STREET, from CENTRAL AVENUE to RIDGE AVENUE
SIMPSON AVENUE, from BROADVIEW AVENUE to CENTRAL AVENUE
BROADVIEW AVENUE, from LYON AVENUE to REYNOLDS AVENUE
BROADVIEW AVENUE, from CALVIN STREET to LYON AVENUE
BROADVIEW AVENUE, from SIMPSON AVENUE to CALVIN STREET
BROADVIEW AVENUE, from RIDGE AVENUE to SIMPSON AVENUE

Annual Alley Improvement Program, 2023

CMIP #: PRG00014
Annual CMIP#: 941-1223

Description Amended

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22

Prior Authorization Amount Approved*: $300,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs associated with the replacement or repair of alleyways adjacent to some but not all locations below:

10TH ST from WAVERLY AVE to HASKELL AVE
10TH ST from CLEVELAND AVE to QUINDARO BLVD
10TH ST from QUINDARO BLVD to DS@265N QUINDARO BLVD
10TH ST from LAFAYETTE AVE to GREELEY AVE
10TH ST from GREELEY AVE to WAVERLY AVE
10TH ST from ELLA AVE to ORVILLE AVE
10TH ST from HASKELL AVE to CLEVELAND AVE
10TH ST from LAUREL AVE to KIMBALL AVE
10TH ST from FREEMAN AVE to NEW JERSEY AVE
10TH ST from LYON AVE to REYNOLDS AVE
10TH ST from STATE AVE to NEBRASKA AVE
10TH ST from ELLA AVE to ELLA AVE
10TH ST from MINNESOTA AVE to STATE AVE
10TH ST from NEBRASKA AVE to WASHINGTON BLVD
10TH ST from GARFIELD AVE to MILDRED DR
10TH ST from DS@239N SANDUSKY AVE to GRANDVIEW BLVD
10TH ST from ANN AVE to ARMSTRONG AVE
CENTRAL AVE from VALLEY ST to 12TH ST
CENTRAL AVE from 8TH ST to COY ST
CENTRAL AVE from BOEKE ST to 9TH ST
CENTRAL AVE from BETHANY ST to 11TH ST
CENTRAL AVE from LOWELL AVE to BOEKE ST
CENTRAL AVE from VALLEY ST to VALLEY ST
CENTRAL AVE from 6TH ST to CENTRAL AVE VIA
CENTRAL AVE from 13TH ST to THORPE ST

Annual Alley Improvement Program, 2024

CMIP #: PRG00014
Annual CMIP#: 941-1224

New Project

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: None
Prior Authorization Amount Approved*: NONE
New Authorization Amount*: $300,000

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs associated with the replacement or repair of alleyways adjacent to some but not all locations below:

Armourdale/Argentine

MERRIAM LANE, from COUNTY LINE ROAD to 34TH STREET
12TH STREET, from SHAWNEE AVENUE to CUSTER AVENUE

12TH STREET, from HASBROOK AVENUE to SHAWNEE AVENUE
12TH STREET, from PENNSYLVANIA AVENUE to OSAGE AVENUE
43RD AVENUE, from BOOTH STREET to ADAMS STREET
43RD AVENUE, from FISHER STREET to BOOTH STREET
MISSION ROAD, from 42ND AVENUE to 42ND AVENUE
43RD AVENUE, from PEARL STREET to LLOYD STREET
43RD AVENUE, from EATON STREET to CAMBRIDGE STREET
43RD AVENUE, from FRANCIS STREET to EATON STREET
43RD AVENUE, from RAINBOW BOULEVARD to FRANCIS STREET
5TH STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
MINNIE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
MINNIE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from MINNIE STREET to HILL STREET
SOUTHWEST BOULEVARD, from LINCOLN STREET to HILL STREET
SOUTHWEST BOULEVARD, from MINNIE STREET to LINCOLN STREET
BOOTH STREET, from 38TH AVENUE to NORTH END
RAINBOW EXT, from SOUTHWEST BOULEVARD to SEMINARY STREET
SEMINARY STREET, from HILL STREET to RAINBOW EXT
IOWA STREET, from SEMINARY STREET to SUMMIT STREET
RUBY AVENUE, from WOODLAND BOULEVARD to 30TH STREET
SOUTHWEST BOULEVARD, from 9TH STREET to 9TH STREET
SOUTHWEST BOULEVARD, from BOEKE STREET to 9TH STREET
STATE LINE ROAD, from 43RD AVENUE to 42ND AVENUE
STATE LINE ROAD, from 43RD PL to 43RD AVENUE
STATE LINE ROAD, from SENECA AVENUE to 43RD PL
STATE LINE ROAD, from 46TH AVENUE to 45TH AVENUE
STATE LINE ROAD, from SOUTH END to 46TH AVENUE
WOODLAND BOULEVARD, from SILVER AVENUE to METROPOLITAN AVENUE
10TH STREET, from KANSAS AVENUE to SCOTT AVENUE
10TH STREET, from CUSTER AVENUE to KANSAS AVENUE
42ND STREET, from STRONG AVENUE to POWELL AVENUE
42ND STREET, from STRONG AVENUE to STRONG AVENUE
42ND STREET, from METROPOLITAN AVENUE to STRONG AVENUE
43RD AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
BARBER AVENUE, from CAMBRIDGE STREET to EAST END
BARBER AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from SOUTHWEST BOULEVARD to ELMWOOD AVENUE
EATON STREET, from BARBER AVENUE to ELMWOOD AVENUE
SEMINARY STREET, from 5TH STREET to IOWA STREET
IOWA STREET, from SEMINARY STREET to SEMINARY STREET
KANSAS AVENUE, from DS@261E NB I-635 TO WB KANSAS AVENUE/K-32 to NB I-635 HWY TO SB S 39TH STREET
36TH AVENUE, from NW END to 36TH AVENUE
36TH AVENUE, from NW END to 36TH AVENUE
ELMWOOD AVENUE, from EATON STREET to EAST END
LAWRENCE AVENUE, from CAMBRIDGE STREET to EAST END
STATE LINE ROAD, from FEDERAL AVENUE to ESTERLY AVENUE
STATE LINE ROAD, from 37TH AVENUE to 36TH AVENUE

36TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
36TH AVENUE, from EATON STREET to CAMBRIDGE STREET
37TH AVENUE, from EATON STREET to CAMBRIDGE STREET
BRISTOW AVENUE, from FRANCIS PL to FRANCIS STREET
CAMBRIDGE STREET, from 37TH AVENUE to 36TH AVENUE
CAMBRIDGE STREET, from 38TH AVENUE to 37TH AVENUE
CHESTER AVENUE, from FRANCIS STREET to EATON STREET
CHESTER AVENUE, from FRANCIS PL to FRANCIS STREET
ESTERLY AVENUE, from FRANCIS STREET to STATE LINE ROAD
FEDERAL AVENUE, from EATON STREET to STATE LINE ROAD
FRANCIS PL, from CHESTER AVENUE to BRISTOW AVENUE
FRANCIS STREET, from CHESTER AVENUE to BRISTOW AVENUE
39TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
STATE LINE ROAD, from UNNAMED – 4379 to 38TH AVENUE
STATE LINE ROAD, from 39TH AVENUE to UNNAMED – 4379
CAMBRIDGE STREET, from UNNAMED – 4379 to 38TH AVENUE
CAMBRIDGE STREET, from 39TH AVENUE to UNNAMED – 4379
MISSION ROAD, from 45TH AVENUE to 44TH PL
MISSION ROAD, from 46TH AVENUE to 46TH AVENUE
MISSION ROAD, from COUNTY LINE ROAD to 46TH AVENUE
43RD AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
43RD AVENUE, from THOMPSON STREET to MINNIE STREET
43RD AVENUE, from MISSION ROAD to THOMPSON STREET
43RD AVENUE, from PEARL STREET to PEARL STREET
43RD AVENUE, from FISHER STREET to FISHER STREET
43RD AVENUE, from LLOYD STREET to FISHER STREET
SOUTHWEST BOULEVARD, from CHEROKEE STREET to MINNIE STREET
CHEROKEE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
CHEROKEE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from IOWA STREET to CHEROKEE STREET
IOWA STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
SOUTHWEST BOULEVARD, from 5TH STREET to 5TH STREET
SOUTHWEST BOULEVARD, from MILL STREET to EARLY STREET
43RD AVENUE, from MINNIE STREET to PEARL STREET
39TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
BOOTH STREET, from 39TH AVENUE to 38TH AVENUE
38TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
39TH AVENUE, from BOOTH STREET to ADAMS STREET
SOUTHWEST BOULEVARD, from 31ST STREET to NE END
31ST STREET, from SOUTHWEST BOULEVARD to SE END
SOUTHWEST BOULEVARD, from TREMONT STREET to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD, from 43RD AVENUE to 42ND AVENUE
MISSION ROAD, from 45TH AVENUE to 45TH AVENUE
MISSION ROAD, from 44TH TERRACE to 44TH AVENUE
MISSION ROAD, from ROSEDALE PARK ROAD to 40TH TERRACE
SOUTHWEST BOULEVARD, from 9TH STREET to MILL STREET
7TH STREET ACCESS ROAD, from PAWNEE AVENUE to CHEYENNE AVENUE

SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO MISSION ROAD to NB MISSION ROAD TO SOUTHWEST BOULEVARD
42ND STREET, from POWELL AVENUE to SWARTZ ROAD
SOUTHWEST BOULEVARD, from RAINBOW EXT to MARSHALL STREET
HILL STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
RAINBOW EXT, from SEMINARY STREET to BOOTH STREET
KANSAS AVENUE, from NB S 39TH STREET TO NB I-635 HWY to DS@163E NB S 39TH STREET TO NB I-635 HWY
KANSAS AVENUE, from DS@163E NB S 39TH STREET TO NB I-635 HWY to DS@460E NB S 39TH STREET TO NB I-635 HWY
SILVER AVENUE, from WOODLAND BOULEVARD to RUBY TRFY
SILVER AVENUE, from WOODLAND BOULEVARD to WOODLAND BOULEVARD
KANSAS AVENUE, from 12TH STREET to 11TH STREET
KANSAS AVENUE, from VALLEY STREET to 12TH STREET
KANSAS AVENUE, from 14TH STREET to VALLEY STREET
KANSAS AVENUE, from BOEKE STREET to ARGENTINE BOULEVARD
KANSAS AVENUE, from ARGENTINE BOULEVARD to MILL STREET
KANSAS AVENUE, from MILL STREET to MILL STREET
KANSAS AVENUE, from FERREE STREET to BOEKE STREET
KANSAS AVENUE, from SB 18TH/US-69 TO WB KANSAS AVENUE to SB 18TH/US-69 TO EB KANSAS AVENUE
KANSAS AVENUE, from KANSAS AVENUE/K-32 TO NB 18TH/US-69 to BAYARD AVENUE
KANSAS AVENUE, from UNNAMED – 6079 to 14TH STREET
KANSAS AVENUE, from NB 18TH/US-69 TO EB KANSAS AVENUE to UNNAMED – 6079
STEELE ROAD, from WB STEELE ROAD TO NB 18TH STREET/US-69 to 15TH STREET
STEELE ROAD, from NB 18TH STREET/US-69 TO WB STEELE ROAD to STEELE ROAD
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
SOUTHWEST BOULEVARD, from FERREE STREET to BOEKE STREET
SOUTHWEST BOULEVARD, from DS@283E 10TH STREET to FERREE STREET
KANSAS AVENUE, from 6TH STREET to 5TH STREET
SUMMIT STREET, from SW END to MINNIE STREET
37TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
38TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from DS@456W SOUTHWEST BOULEVARD to DS@568N SOUTHWEST BOULEVARD
39TH AVENUE, from WEST END to THOMPSON STREET
MISSION ROAD, from 42ND AVENUE to ROSEDALE PARK ROAD
METROPOLITAN AVENUE, from 30TH STREET to 29TH STREET
METROPOLITAN AVENUE, from 32ND STREET to 30TH STREET
METROPOLITAN AVENUE, from 34TH STREET to 33RD STREET
METROPOLITAN AVENUE, from 35TH STREET to 34TH STREET
METROPOLITAN AVENUE, from 36TH STREET to 35TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 36TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 38TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 39TH STREET to 38TH STREET
METROPOLITAN AVENUE, from 40TH STREET to 39TH STREET
METROPOLITAN AVENUE, from 41ST STREET to 40TH STREET
METROPOLITAN AVENUE, from 42ND STREET to 41ST STREET
METROPOLITAN AVENUE, from 43RD STREET to 42ND STREET

METROPOLITAN AVENUE, from EB METROPOLITAN AVENUE TO NB I-635 to WB METROPOLITAN AVENUE TO NB I-635
KANSAS AVENUE, from SB 18TH/US-69 TO EB KANSAS AVENUE to 18TH STREET EXPY
METROPOLITAN AVENUE, from 44TH STREET to 44TH STREET
METROPOLITAN AVENUE, from 44TH STREET to 43RD STREET
METROPOLITAN AVENUE, from 29TH STREET to ALLEY E OF 29TH – 6499
38TH AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from 38TH AVENUE to 37TH AVENUE
39TH AVENUE, from EATON STREET to CAMBRIDGE STREET
39TH AVENUE, from RAINBOW BOULEVARD to EATON STREET
SOUTHWEST BOULEVARD, from 8TH STREET to I-35 HWY
SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO NB I-35 HWY to SB MISSION ROAD VIA
SB MISSION ROAD VIA, from DS@361S MISSION ROAD TO SOUTHWEST BOULEVARD to DS@451S MISSION ROAD TO SOUTHWEST BOULEVARD
LAKE AVENUE, from MINNIE STREET to LLOYD STREET
THOMPSON STREET, from LAKE AVENUE to 39TH AVENUE
THOMPSON STREET, from 39TH AVENUE to THOMPSON CIR
THOMPSON CIR, from THOMPSON STREET to THOMPSON STREET
LAKE AVENUE, from THOMPSON STREET to MINNIE STREET
MINNIE STREET, from LAKE AVENUE to DS@672N LAKE AVENUE
LAKE AVENUE, from LLOYD STREET to FISHER STREET
FISHER STREET, from LAKE AVENUE to NORTH END
LLOYD STREET, from LAKE AVENUE to NORTH END
LAKE AVENUE, from FISHER STREET to 39TH AVENUE
39TH AVENUE, from LAKE AVENUE to SPRINGFIELD STREET
SB MISSION ROAD VIA, from DS@121S SOUTHWEST BOULEVARD TO NB I-35 HWY to NB I-35 HWY TO SB MISSION ROAD
NB MISSION TO WB SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from NB MISSION TO WB SOUTHWEST BOULEVARD to NB MISSION ROAD VIA
SOUTHWEST BOULEVARD, from NB MISSION TO WB SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD, from I-35 HWY to HENNING STREET
STEELE ROAD, from 18TH STREET EXPY to NB 18TH STREET/US-69 TO WB STEELE ROAD
ROE LANE, from I-35 HWY to ALMA STREET
METROPOLITAN AVENUE, from I-635 HWY to EB METROPOLITAN AVENUE TO NB I-635
METROPOLITAN AVENUE, from ALLEY E OF 29TH – 6499 to 25TH STREET
18TH STREET, from BAYARD AVENUE to 18TH STREET EXPY
KANSAS AVENUE, from 18TH STREET EXPY to KANSAS AVENUE/K-32 TO NB 18TH/US-69
METROPOLITAN AVENUE, from 33RD STREET to 32ND STREET
SOUTHWEST BOULEVARD, from MARSHALL STREET to RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from RAINBOW BOULEVARD to EATON STREET
LAKE AVENUE, from WEST END to THOMPSON STREET
EATON STREET, from 39TH AVENUE to 38TH AVENUE
NB MISSION ROAD VIA, from SB MISSION ROAD VIA to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD TO SOUTHWEST BOULEVARD, from NB MISSION ROAD VIA to NB MISSION TO WB SOUTHWEST BOULEVARD

24TH STREET, from NB I-35 HWY TO SB S 24TH STREET to NB I-35 HWY TO NB S 24TH STREET
SOUTHWEST BOULEVARD, from EARLY STREET to 8TH STREET
KANSAS AVENUE, from 3RD STREET to 2ND STREET
KANSAS AVENUE, from 8TH STREET to COY STREET
KANSAS AVENUE, from 2ND STREET to ADAMS STREET
KANSAS AVENUE, from 5TH STREET to 5TH STREET
KANSAS AVENUE, from 5TH STREET to 4TH STREET
KANSAS AVENUE, from STREET PAUL STREET to 6TH STREET
18TH STREET EXPY, from SE END to NB 18TH STREET/US-69 HWY TO NB I-35
SOUTHWEST BOULEVARD, from MERRIAM LANE to SOUTHWEST BOULEVARD
RUBY TRFY, from SILVER AVENUE to RUBY AVENUE
STEELE ROAD, from STEELE ROAD to WB STEELE ROAD TO NB 18TH STREET/US-69
KANSAS AVENUE, from BAYARD AVENUE to NB 18TH/US-69 TO EB KANSAS AVENUE
10TH STREET, from SCOTT AVENUE to MCALPINE AVENUE
KANSAS AVENUE, from 10TH STREET to FERREE STREET
KANSAS AVENUE, from 11TH STREET to 10TH STREET
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
KANSAS AVENUE, from 34TH STREET to 26TH STREET
RAINBOW EXT, from BOOTH STREET to RAINBOW BOULEVARD
SPRINGFIELD STREET, from 38TH AVENUE to BOOTH STREET
BOOTH STREET, from SPRINGFIELD STREET to RAINBOW EXT
SOUTHWEST BOULEVARD, from IOWA STREET to CHEROKEE STREET
SOUTHWEST BOULEVARD, from 5TH STREET to IOWA STREET
PARK ACC DR – 4481, from WEST END to BOOTH STREET
MINNIE STREET, from DS@672N LAKE AVENUE to SUMMIT STREET
ADAMS STREET, from 39TH AVENUE to RAINBOW BOULEVARD
STATE LINE ROAD, from 42ND AVENUE to 41ST AVENUE
STATE LINE ROAD, from 41ST AVENUE to OLATHE BOULEVARD
STATE LINE ROAD, from OLATHE BOULEVARD to 39TH AVENUE
STATE LINE ROAD, from 38TH AVENUE to 37TH AVENUE
FRANCIS STREET, from EATON STREET to CHESTER AVENUE
EATON STREET, from 37TH AVENUE to 36TH AVENUE
EATON STREET, from 36TH AVENUE to FEDERAL AVENUE
EATON STREET, from FEDERAL AVENUE to FRANCIS STREET
STATE LINE ROAD, from 36TH AVENUE to FEDERAL AVENUE
STATE LINE ROAD, from ESTERLY AVENUE to EATON STREET
EATON STREET, from STATE LINE ROAD to CAMBRIDGE STREET
CAMBRIDGE STREET, from LAWRENCE AVENUE to BARBER AVENUE
FRANCIS STREET, from BRISTOW AVENUE to EATON STREET
EATON STREET, from FRANCIS STREET to CAMBRIDGE STREET
CAMBRIDGE STREET, from EATON STREET to LAWRENCE AVENUE
SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO SB MISSION ROAD
SOUTHWEST BOULEVARD, from NB MISSION ROAD TO SOUTHWEST BOULEVARD to 5TH STREET
39TH AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
EATON STREET, from LAWRENCE CT to BARBER AVENUE
LAWRENCE CT, from EATON STREET to LAWRENCE CT

EATON STREET, from FRANCIS STREET to LAWRENCE CT
SPRINGFIELD STREET, from 39TH AVENUE to 38TH AVENUE
BRISTOW AVENUE, from WEST END to FRANCIS PL
BRISTOW AVENUE, from FRANCIS STREET to EAST END
36TH AVENUE, from DS@785E RAINBOW BOULEVARD to DS@1022E RAINBOW BOULEVARD
36TH AVENUE, from DS@1022E RAINBOW BOULEVARD to EATON STREET
36TH AVENUE, from RAINBOW BOULEVARD to DS@785E RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from HILL STREET to RAINBOW EXT
SUMMIT STREET, from MINNIE STREET to IOWA STREET
LAWRENCE CT, from LAWRENCE CT to LAWRENCE CT
STATE LINE ROAD, from 45TH AVENUE to SENECA AVENUE

Annual Bridge Repair, 2019 f/k/a Annual Emergency Bridge Repair, 2019

CMIP #: PRG00019
Annual CMIP#: 942-0119

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: R-52-18 (RR); O-53-19/R-50-19 (RR); R-76-19 (RR); O-124-21
Prior Authorization Amount Approved*: $300,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Repair, removal and replacement of certain bridges and associated streets within the City of Kansas City, Kansas, and any appurtenances related thereto. All work includes necessary traffic control, detour signing, and utility adjustments necessary to accommodate the improvements as well as all necessary engineering, design, inspection, appurtenances, and related construction. Project sites will be Structure #199 on Fairfax Trafficway, south of Quindaro Boulevard and Bridge #311, on Thorn Drive, South of Kansas Avenue.

Annual Bridge Repair, 2021 f/k/a Annual Emergency Bridge Repair, 2021

CMIP #: PRG00019
Annual CMIP#: 942-0121

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-37-20/R-47-20 (RR); O-124-21
Prior Authorization Amount Approved*: $300,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project funds will include all work related to the removal, repair, and replacement of expansion joints along the S. 42nd Street Bridge (Structure #244) over the Burlington Northern Santa Fe railyard, and joint repair of a failed joint on the Kansas Avenue Bridge (Structure # 59) over the Kansas River. All work includes necessary traffic control and detour signing, and utility adjustments, necessary to accommodate the improvements as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Annual Bridge Repair, 2022

CMIP #: PRG00019

Annual CMIP#: 942-0122

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-124-21 (RR); O-132-22/R-54-22
Prior Authorization Amount Approved*:	$300,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project funds will include all work related to the removal, repair, and replacement of bridge elements on the structures listed below:
Structure #88: 91st St and Webster Ave
- Removal and replacement of the upstream side wing walls, that had separated from the bridge structure and fallen into the creek. Grading of the steam channel and strengthening of the creek banks were also included with this project.

Structure #199: Fairfax Trafficway
- Installation of permanent traffic control and mitigation to reduce the lanes due to the failure of the roadway over the bridge structure at this location.

All work includes necessary traffic control and detour signing, and utility adjustments, necessary to accommodate the improvements as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Annual Bridge Repair, 2023

Description Amended

CMIP #: PRG00019

Annual CMIP#: 942-0123

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-132-22/R-54-22 (RR)
Prior Authorization Amount Approved*:	$300,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Repair, removal and replacement of certain bridges and associated streets within the City of Kansas City, Kansas at locations to be determined, and any appurtenances related thereto. All work includes necessary traffic control, detour signing, and utility adjustments necessary to accommodate work as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Locations:
Structure #199 – Fairfax Trafficway, south of Quindaro Boulevard
Structure #57 – East Kansas Avenue Bridge over the Kansas River
Structure #281 – Holiday Drive, near 73rd Street
Structure #283 – Holiday Drive, near 78th Street

Annual Bridge Repair, 2024

New Project, Reimbursement Resolution

CMIP #: PRG00019

Annual CMIP#: 942-0124

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	None
Prior Authorization Amount Approved*:	NONE
New Authorization Amount*:	$600,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Repair, removal and replacement of certain bridges and associated streets within the City of Kansas City, Kansas at locations to be determined, and any appurtenances related thereto. All work includes necessary traffic control, detour signing, and utility adjustments necessary to accommodate work as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Annual Concrete Repair Program, 2022

Description Amended

CMIP #: PRG00017

Annual CMIP#: 941-0322

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-124-21
Prior Authorization Amount Approved*:	$1,500,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve, but is not limited to, the removal and replacement of concrete roadway elements such as curb and gutter, sidewalk, curb access ramps, or concrete roadway panels, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs within the following locations:

LOCUST AVENUE, from 51st STREET to 50TH STREET
MELODY LANE, from 48TH TERRACE to 48TH STREET
MILL STREET, from CENTRAL AVENUE to RIDGE AVENUE
32ND STREET, from WOOD AVENUE to GARFIELD AVENUE
32ND STREET, from GARFIELD AVENUE to PARALLEL PARKWAY
NEW JERSEY AVENUE, from 8TH STREET to 7TH STREET TRAFFICWAY
NEW JERSEY AVENUE, from 10TH STREET to 9TH STREET
NEW JERSEY AVENUE, from 11TH STREET to 10TH STREET
OAK GROVE ROAD, from 48TH TERRACE to 48TH STREET
OAK GROVE ROAD, from 49TH STREET to 48TH TERRACE
OAK GROVE ROAD, from 49TH TERRACE to 49TH STREET
OAK GROVE ROAD, from 50TH STREET to 49TH TERRACE
RIDGE AVENUE, from 8TH STREET to CENTRAL AVENUE
RIDGE AVENUE, from MILL STREET to 8TH STREET

RIDGE AVENUE, from FERREE STREET to BOEKE STREET
RIDGE AVENUE, from 10TH STREET to FERREE STREET
TAUROMEE AVENUE, from 80TH PLACE to 80TH TERRACE
TAUROMEE AVENUE, from 81st TERRACE to 80TH PLACE
TAUROMEE AVENUE, from 82ND TERRACE to 82ND STREET
48TH STREET, from OAK GROVE ROAD to MELODY LANE
49TH STREET, from UNNAMED – 7809 to NEBRASKA AVENUE
49TH STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
49TH STREET, from 48TH TERRACE to GIBBS ROAD
49TH TERRACE, from MELODY CT to GIBBS ROAD
50TH STREET, from FOREST AVENUE to VISTA STREET
50TH STREET, from LOCUST AVENUE to FOREST AVENUE
51st STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
80TH TERRACE, from ELLA AVENUE to ELIZABETH AVENUE
82ND STREET, from ELLA AVENUE to ORVILLE AVENUE
82ND STREET, from ORVILLE AVENUE to ELIZABETH AVENUE
83rd STREET, from ELLA AVENUE to ORVILLE AVENUE
83rd TERRACE, from BARNETT AVENUE to ISABEL STREET
84TH STREET, from BARNETT AVENUE to ISABEL STREET
84TH STREET, from ISABEL STREET to ANN AVENUE
BOEKE STREET, from CENTRAL AVENUE to RIDGE AVENUE
CRESTREET DR, from 51st STREET to 49TH STREET
ELLA AVENUE, from WESTEND to 83rd PLACE
HIGHLAND DR, from 49TH STREET to WOODEND AVENUE
HASKELL CT, from 59TH STREET to 58TH DR
50TH STREET, from 49TH TERRACE to 49TH TERRACE
WOODEND AVENUE, from 48TH STREET to 47TH STREET
49TH STREET, from 49TH STREET to 48TH TERRACE
MELODY CT, from 49TH TERRACE to MELODY CT
48TH STREET, from OTTAWA STREET to OAK GROVE ROAD
CREST DR, from HAGEMANN STREET to 47TH STREET
80TH TERRACE, from 80TH TERRACE to ELLA AVENUE
ORVILLE AVENUE, from 82ND STREET to ORVILLE AVENUE
TAUROMEE AVENUE, from 84TH STREET to 83rd TERRACE
83rd TERRACE, from 83rd PLACE to ELIZABETH AVENUE
81st TERRACE, from 81st TERRACE to 81st TERRACE
83rd STREET, from 83rd STREET to 83rd STREET
83rd TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
83rd PLACE, from ELLA AVENUE to 83rd TERRACE
83rd STREET, from 83rd STREET to 83rd STREET
83rd STREET, from ORVILLE AVENUE to 83rd STREET
ELIZABETH AVENUE, from UNNAMED – 9866 to 82ND STREET
84TH STREET, from ARMSTRONG AVENUE to NORTH END
84TH STREET, from 84TH DR to ARMSTRONG AVENUE
84TH STREET, from ANN AVENUE to 84TH DR
83rd TERRACE, from TAUROMEE AVENUE to ORIENT DR
84TH STREET, from TAUROMEE AVENUE to BARNETT AVENUE

84^{TH} STREET, from SANDUSKY AVENUE to TAUROMEE AVENUE
84^{TH} STREET, from SOUTH END to SANDUSKY AVENUE
TAUROMEE AVENUE, from 83^{rd} TERRACE to 82^{ND} TERRACE
83^{rd} TERRACE, from ORIENT DR to BARNETT AVENUE
80^{TH} PLACE CDS, from 80^{TH} PLACE to TAUROMEE AVENUE
ELLA AVENUE, from 83^{rd} STREET to 82^{ND} TERRACE
ELLA AVENUE, from 82^{ND} TERRACE to 82^{ND} STREET
81^{st} TERRACE, from 81^{st} TERRACE to ELLA AVENUE
49^{TH} STREET, from HIGHLAND DR to OAK GROVE ROAD
48^{TH} TERRACE, from HAGEMANN STREET to OAK GROVE ROAD
OTTAWA STREET, from 48^{TH} STREET to OTTAWA AVENUE
HAGEMANN STREET, from 48^{TH} TERRACE to 48^{TH} STREET
HAGEMANN STREET, from 48^{TH} STREET to 47^{TH} STREET
48^{TH} STREET, from HAGEMANN STREET to OTTAWA STREET
48^{TH} TERRACE, from 49^{TH} STREET to MELODY LANE
47^{TH} DR, from 47^{TH} STREET to MELODY DR
47^{TH} DR, from MELODY DR to GIBBS ROAD
MELODY LANE, from 48^{TH} STREET to MELODY DR
MELODY LANE, from MELODY DR to 47^{TH} STREET
WOODEND AVENUE, from 51^{st} STREET to VISTA STREET
VISTA STREET, from WOODEND AVENUE to NATOMA STREET
NATOMA STREET, from VISTA STREET to HIGHLAND DR
VISTA STREET, from 48^{TH} STREET to 47^{TH} STREET
HIGHLAND DR, from VISTA STREET to SHAWNEE DR
HIGHLAND DR, from NATO MA STREET to VISTA STREET
HIGHLAND DR, from WOODEND AVENUE to NATOMA STREET
82^{ND} STREET, from ELIZABETH AVENUE to TAUROMEE AVENUE
81^{st} TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
81^{st} TERRACE, from ELLA AVENUE to ELIZABETH AVENUE
80^{TH} TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
TAUROMEE AVENUE, from 82^{ND} STREET to 82^{ND} STREET
TAUROMEE AVENUE, from 82^{ND} STREET to 81^{st} TERRACE

Annual Concrete Repair Program, 2023

CMIP #: PRG00017
Annual CMIP#: 941-0323

Description Amended

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22

Prior Authorization Amount Approved*: $2,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve, but is not limited to, the removal and replacement of concrete roadway elements such as curb and gutter, sidewalk, curb access ramps, or concrete roadway panels, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs within the following locations:

100TH ST from EDITH AVE to SLOAN AVE
100TH ST from SOUTH END to PARKVIEW AVE
100TH ST from SLOAN AVE to NORTH END
100TH ST from SOUTH END to EDITH AVE
103RD TER from WEBSTER AVE to LEAVENWORTH RD
107TH TER from 108TH ST to WAGON TRAIL CT
107TH TER from WAGON TRAIL CT to 108TH ST
108TH CT from SW END to 108TH ST
108TH ST from 108TH ST to 108TH ST
108TH ST from 107TH TER to 107TH TER
108TH ST from 107TH TER to 108TH ST
108TH ST from 108TH TER to 107TH TER
108TH ST from 108TH ST to 108TH ST
108TH ST from 108TH CT to 108TH TER
108TH ST from 107TH TER to 108TH CT
108TH ST from 108TH ST to INDEPENDENCE BLVD
108TH ST CDS from 108TH ST to NE END
108TH TER from 108TH TER to 108TH TER
108TH TER from 108TH TER to 108TH TER
108TH TER from 108TH TER to 108TH ST
109TH ST from WAGON TRAIL DR to INDEPENDENCE BLVD
109TH ST from SOUTH END to WAGON TRAIL DR
109TH TER from INDEPENDENCE BLVD to 109TH TER
109TH TER from 109TH TER to INDEPENDENCE BLVD
109TH TER from 109TH TER to 109TH TER
110TH ST from INDEPENDENCE BLVD to NORTH END
110TH ST from WAGON TRAIL DR to INDEPENDENCE BLVD
110TH ST from WINCHESTER DR to 110TH TER
110TH ST from 110TH TER to WEST END
110TH TER from LAKESIDE DR to INDEPENDENCE BLVD
110TH TER from 110TH ST to LAKESIDE DR
111TH ST from LAKESIDE DR to INDEPENDENCE BLVD
111TH ST from WINCHESTER DR to NW END
111TH ST from SW END to WINCHESTER DR
111TH ST from SW END to LAKESIDE DR
111TH ST from INDEPENDENCE BLVD to NORTH END
112TH ST from INDEPENDENCE BLVD to 112TH ST
112TH ST from WINCHESTER DR to 113TH CT
113TH CT from NW END to INDEPENDENCE BLVD
INDEPENDENCE BLVD from 109TH ST to 108TH ST
INDEPENDENCE BLVD from 110TH TER to 110TH ST
INDEPENDENCE BLVD from 111TH ST to 110TH TER
INDEPENDENCE BLVD from 110TH ST to 109TH TER
INDEPENDENCE BLVD from 108TH ST to HUTTON RD
INDEPENDENCE BLVD from 109TH TER to 109TH ST
INDEPENDENCE BLVD from 112TH ST to 111TH ST

INDEPENDENCE BLVD from DONAHOO RD to WINCHESTER DR
INDEPENDENCE BLVD from WINCHESTER DR to WINGFOOT DR
INDEPENDENCE BLVD from 113TH CT to 112TH ST
INDEPENDENCE BLVD from WINGFOOT DR to 113TH CT
PARKVIEW AVE from 99TH TER to 99TH ST
PARKVIEW AVE from 100TH ST to 99TH TER
WAGON TRAIL CT from 107TH TER to EAST END
WAGON TRAIL DR from SW END to 110TH ST
WAGON TRAIL DR from 110TH ST to 109TH ST
WINCHESTER DR from 112TH ST to 111TH ST
WINCHESTER DR from 111TH ST to 110TH ST
WINCHESTER DR from 110TH ST to DONAHOO RD
WINCHESTER DR from INDEPENDENCE BLVD to 112TH ST
WINGFOOT DR from NW END to INDEPENDENCE BLVD

Annual Concrete Repair Program, 2024

CMIP #: PRG00017

New Project

Annual CMIP#: 941-0324

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $2,000,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve, but is not limited to, the removal and replacement of concrete roadway elements such as curb and gutter, sidewalk, curb access ramps, or concrete roadway panels, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs within the following locations:

MERRIAM LANE, from COUNTY LINE ROAD to 34TH STREET
12TH STREET, from SHAWNEE AVENUE to CUSTER AVENUE
12TH STREET, from HASBROOK AVENUE to SHAWNEE AVENUE
12TH STREET, from PENNSYLVANIA AVENUE to OSAGE AVENUE
43RD AVENUE, from BOOTH STREET to ADAMS STREET
43RD AVENUE, from FISHER STREET to BOOTH STREET
MISSION ROAD, from 42ND AVENUE to 42ND AVENUE
43RD AVENUE, from PEARL STREET to LLOYD STREET
43RD AVENUE, from EATON STREET to CAMBRIDGE STREET
43RD AVENUE, from FRANCIS STREET to EATON STREET
43RD AVENUE, from RAINBOW BOULEVARD to FRANCIS STREET
5TH STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
MINNIE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
MINNIE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from MINNIE STREET to HILL STREET
SOUTHWEST BOULEVARD, from LINCOLN STREET to HILL STREET
SOUTHWEST BOULEVARD, from MINNIE STREET to LINCOLN STREET

BOOTH STREET, from 38TH AVENUE to NORTH END
RAINBOW EXT, from SOUTHWEST BOULEVARD to SEMINARY STREET
SEMINARY STREET, from HILL STREET to RAINBOW EXT
IOWA STREET, from SEMINARY STREET to SUMMIT STREET
RUBY AVENUE, from WOODLAND BOULEVARD to 30TH STREET
SOUTHWEST BOULEVARD, from 9TH STREET to 9TH STREET
SOUTHWEST BOULEVARD, from BOEKE STREET to 9TH STREET
STATE LINE ROAD, from 43RD AVENUE to 42ND AVENUE
STATE LINE ROAD, from 43RD PL to 43RD AVENUE
STATE LINE ROAD, from SENECA AVENUE to 43RD PL
STATE LINE ROAD, from 46TH AVENUE to 45TH AVENUE
STATE LINE ROAD, from SOUTH END to 46TH AVENUE
WOODLAND BOULEVARD, from SILVER AVENUE to METROPOLITAN AVENUE
10TH STREET, from KANSAS AVENUE to SCOTT AVENUE
10TH STREET, from CUSTER AVENUE to KANSAS AVENUE
42ND STREET, from STRONG AVENUE to POWELL AVENUE
42ND STREET, from STRONG AVENUE to STRONG AVENUE
42ND STREET, from METROPOLITAN AVENUE to STRONG AVENUE
43RD AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
BARBER AVENUE, from CAMBRIDGE STREET to EAST END
BARBER AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from SOUTHWEST BOULEVARD to ELMWOOD AVENUE
EATON STREET, from BARBER AVENUE to ELMWOOD AVENUE
SEMINARY STREET, from 5TH STREET to IOWA STREET
IOWA STREET, from SEMINARY STREET to SEMINARY STREET
KANSAS AVENUE, from DS@261E NB I-635 TO WB KANSAS AVENUE/K-32 to NB I-635 HWY TO SB S 39TH STREET
36TH AVENUE, from NW END to 36TH AVENUE
36TH AVENUE, from NW END to 36TH AVENUE
ELMWOOD AVENUE, from EATON STREET to EAST END
LAWRENCE AVENUE, from CAMBRIDGE STREET to EAST END
STATE LINE ROAD, from FEDERAL AVENUE to ESTERLY AVENUE
STATE LINE ROAD, from 37TH AVENUE to 36TH AVENUE
36TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
36TH AVENUE, from EATON STREET to CAMBRIDGE STREET
37TH AVENUE, from EATON STREET to CAMBRIDGE STREET
BRISTOW AVENUE, from FRANCIS PL to FRANCIS STREET
CAMBRIDGE STREET, from 37TH AVENUE to 36TH AVENUE
CAMBRIDGE STREET, from 38TH AVENUE to 37TH AVENUE
CHESTER AVENUE, from FRANCIS STREET to EATON STREET
CHESTER AVENUE, from FRANCIS PL to FRANCIS STREET
ESTERLY AVENUE, from FRANCIS STREET to STATE LINE ROAD
FEDERAL AVENUE, from EATON STREET to STATE LINE ROAD
FRANCIS PL, from CHESTER AVENUE to BRISTOW AVENUE
FRANCIS STREET, from CHESTER AVENUE to BRISTOW AVENUE
39TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
STATE LINE ROAD, from UNNAMED – 4379 to 38TH AVENUE
STATE LINE ROAD, from 39TH AVENUE to UNNAMED – 4379

CAMBRIDGE STREET, from UNNAMED – 4379 to 38TH AVENUE
CAMBRIDGE STREET, from 39TH AVENUE to UNNAMED – 4379
MISSION ROAD, from 45TH AVENUE to 44TH PL
MISSION ROAD, from 46TH AVENUE to 46TH AVENUE
MISSION ROAD, from COUNTY LINE ROAD to 46TH AVENUE
43RD AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
43RD AVENUE, from THOMPSON STREET to MINNIE STREET
43RD AVENUE, from MISSION ROAD to THOMPSON STREET
43RD AVENUE, from PEARL STREET to PEARL STREET
43RD AVENUE, from FISHER STREET to FISHER STREET
43RD AVENUE, from LLOYD STREET to FISHER STREET
SOUTHWEST BOULEVARD, from CHEROKEE STREET to MINNIE STREET
CHEROKEE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
CHEROKEE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from IOWA STREET to CHEROKEE STREET
IOWA STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
SOUTHWEST BOULEVARD, from 5TH STREET to 5TH STREET
SOUTHWEST BOULEVARD, from MILL STREET to EARLY STREET
43RD AVENUE, from MINNIE STREET to PEARL STREET
39TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
BOOTH STREET, from 39TH AVENUE to 38TH AVENUE
38TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
39TH AVENUE, from BOOTH STREET to ADAMS STREET
SOUTHWEST BOULEVARD, from 31ST STREET to NE END
31ST STREET, from SOUTHWEST BOULEVARD to SE END
SOUTHWEST BOULEVARD, from TREMONT STREET to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD, from 43RD AVENUE to 42ND AVENUE
MISSION ROAD, from 45TH AVENUE to 45TH AVENUE
MISSION ROAD, from 44TH TERRACE to 44TH AVENUE
MISSION ROAD, from ROSEDALE PARK ROAD to 40TH TERRACE
SOUTHWEST BOULEVARD, from 9TH STREET to MILL STREET
7TH STREET ACCESS ROAD, from PAWNEE AVENUE to CHEYENNE AVENUE
SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO MISSION ROAD to NB MISSION ROAD TO SOUTHWEST BOULEVARD
42ND STREET, from POWELL AVENUE to SWARTZ ROAD
SOUTHWEST BOULEVARD, from RAINBOW EXT to MARSHALL STREET
HILL STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
RAINBOW EXT, from SEMINARY STREET to BOOTH STREET
KANSAS AVENUE, from NB S 39TH STREET TO NB I-635 HWY to DS@163E NB S 39TH STREET TO NB I-635 HWY
KANSAS AVENUE, from DS@163E NB S 39TH STREET TO NB I-635 HWY to DS@460E NB S 39TH STREET TO NB I-635 HWY
SILVER AVENUE, from WOODLAND BOULEVARD to RUBY TRFY
SILVER AVENUE, from WOODLAND BOULEVARD to WOODLAND BOULEVARD
KANSAS AVENUE, from 12TH STREET to 11TH STREET
KANSAS AVENUE, from VALLEY STREET to 12TH STREET
KANSAS AVENUE, from 14TH STREET to VALLEY STREET
KANSAS AVENUE, from BOEKE STREET to ARGENTINE BOULEVARD
KANSAS AVENUE, from ARGENTINE BOULEVARD to MILL STREET

KANSAS AVENUE, from MILL STREET to MILL STREET
KANSAS AVENUE, from FERREE STREET to BOEKE STREET
KANSAS AVENUE, from SB 18TH/US-69 TO WB KANSAS AVENUE to SB 18TH/US-69 TO EB KANSAS AVENUE
KANSAS AVENUE, from KANSAS AVENUE/K-32 TO NB 18TH/US-69 to BAYARD AVENUE
KANSAS AVENUE, from UNNAMED – 6079 to 14TH STREET
KANSAS AVENUE, from NB 18TH/US-69 TO EB KANSAS AVENUE to UNNAMED – 6079
STEELE ROAD, from WB STEELE ROAD TO NB 18TH STREET/US-69 to 15TH STREET
STEELE ROAD, from NB 18TH STREET/US-69 TO WB STEELE ROAD to STEELE ROAD
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
SOUTHWEST BOULEVARD, from FERREE STREET to BOEKE STREET
SOUTHWEST BOULEVARD, from DS@283E 10TH STREET to FERREE STREET
KANSAS AVENUE, from 6TH STREET to 5TH STREET
SUMMIT STREET, from SW END to MINNIE STREET
37TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
38TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from DS@456W SOUTHWEST BOULEVARD to DS@568N SOUTHWEST BOULEVARD
39TH AVENUE, from WEST END to THOMPSON STREET
MISSION ROAD, from 42ND AVENUE to ROSEDALE PARK ROAD
METROPOLITAN AVENUE, from 30TH STREET to 29TH STREET
METROPOLITAN AVENUE, from 32ND STREET to 30TH STREET
METROPOLITAN AVENUE, from 34TH STREET to 33RD STREET
METROPOLITAN AVENUE, from 35TH STREET to 34TH STREET
METROPOLITAN AVENUE, from 36TH STREET to 35TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 36TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 38TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 39TH STREET to 38TH STREET
METROPOLITAN AVENUE, from 40TH STREET to 39TH STREET
METROPOLITAN AVENUE, from 41ST STREET to 40TH STREET
METROPOLITAN AVENUE, from 42ND STREET to 41ST STREET
METROPOLITAN AVENUE, from 43RD STREET to 42ND STREET
METROPOLITAN AVENUE, from EB METROPOLITAN AVENUE TO NB I-635 to WB METROPOLITAN AVENUE TO NB I-635
KANSAS AVENUE, from SB 18TH/US-69 TO EB KANSAS AVENUE to 18TH STREET EXPY
METROPOLITAN AVENUE, from 44TH STREET to 44TH STREET
METROPOLITAN AVENUE, from 44TH STREET to 43RD STREET
METROPOLITAN AVENUE, from 29TH STREET to ALLEY E OF 29TH – 6499
38TH AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from 38TH AVENUE to 37TH AVENUE
39TH AVENUE, from EATON STREET to CAMBRIDGE STREET
39TH AVENUE, from RAINBOW BOULEVARD to EATON STREET
SOUTHWEST BOULEVARD, from 8TH STREET to I-35 HWY
SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO NB I-35 HWY to SB MISSION ROAD VIA
SB MISSION ROAD VIA, from DS@361S MISSION ROAD TO SOUTHWEST BOULEVARD to DS@451S MISSION ROAD TO SOUTHWEST BOULEVARD
LAKE AVENUE, from MINNIE STREET to LLOYD STREET
THOMPSON STREET, from LAKE AVENUE to 39TH AVENUE

THOMPSON STREET, from 39TH AVENUE to THOMPSON CIR
THOMPSON CIR, from THOMPSON STREET to THOMPSON STREET
LAKE AVENUE, from THOMPSON STREET to MINNIE STREET
MINNIE STREET, from LAKE AVENUE to DS@672N LAKE AVENUE
LAKE AVENUE, from LLOYD STREET to FISHER STREET
FISHER STREET, from LAKE AVENUE to NORTH END
LLOYD STREET, from LAKE AVENUE to NORTH END
LAKE AVENUE, from FISHER STREET to 39TH AVENUE
39TH AVENUE, from LAKE AVENUE to SPRINGFIELD STREET
SB MISSION ROAD VIA, from DS@121S SOUTHWEST BOULEVARD TO NB I-35 HWY to NB I-35 HWY TO SB MISSION ROAD
NB MISSION TO WB SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from NB MISSION TO WB SOUTHWEST BOULEVARD to NB MISSION ROAD VIA
SOUTHWEST BOULEVARD, from NB MISSION TO WB SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD, from I-35 HWY to HENNING STREET
STEELE ROAD, from 18TH STREET EXPY to NB 18TH STREET/US-69 TO WB STEELE ROAD
ROE LANE, from I-35 HWY to ALMA STREET
METROPOLITAN AVENUE, from I-635 HWY to EB METROPOLITAN AVENUE TO NB I-635
METROPOLITAN AVENUE, from ALLEY E OF 29TH – 6499 to 25TH STREET
18TH STREET, from BAYARD AVENUE to 18TH STREET EXPY
KANSAS AVENUE, from 18TH STREET EXPY to KANSAS AVENUE/K-32 TO NB 18TH/US-69
METROPOLITAN AVENUE, from 33RD STREET to 32ND STREET
SOUTHWEST BOULEVARD, from MARSHALL STREET to RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from RAINBOW BOULEVARD to EATON STREET
LAKE AVENUE, from WEST END to THOMPSON STREET
EATON STREET, from 39TH AVENUE to 38TH AVENUE
NB MISSION ROAD VIA, from SB MISSION ROAD VIA to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD TO SOUTHWEST BOULEVARD, from NB MISSION ROAD VIA to NB MISSION TO WB SOUTHWEST BOULEVARD
24TH STREET, from NB I-35 HWY TO SB S 24TH STREET to NB I-35 HWY TO NB S 24TH STREET
SOUTHWEST BOULEVARD, from EARLY STREET to 8TH STREET
KANSAS AVENUE, from 3RD STREET to 2ND STREET
KANSAS AVENUE, from 8TH STREET to COY STREET
KANSAS AVENUE, from 2ND STREET to ADAMS STREET
KANSAS AVENUE, from 5TH STREET to 5TH STREET
KANSAS AVENUE, from 5TH STREET to 4TH STREET
KANSAS AVENUE, from STREET PAUL STREET to 6TH STREET
18TH STREET EXPY, from SE END to NB 18TH STREET/US-69 HWY TO NB I-35
SOUTHWEST BOULEVARD, from MERRIAM LANE to SOUTHWEST BOULEVARD
RUBY TRFY, from SILVER AVENUE to RUBY AVENUE
STEELE ROAD, from STEELE ROAD to WB STEELE ROAD TO NB 18TH STREET/US-69
KANSAS AVENUE, from BAYARD AVENUE to NB 18TH/US-69 TO EB KANSAS AVENUE
10TH STREET, from SCOTT AVENUE to MCALPINE AVENUE
KANSAS AVENUE, from 10TH STREET to FERREE STREET

KANSAS AVENUE, from 11TH STREET to 10TH STREET
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
KANSAS AVENUE, from 34TH STREET to 26TH STREET
RAINBOW EXT, from BOOTH STREET to RAINBOW BOULEVARD
SPRINGFIELD STREET, from 38TH AVENUE to BOOTH STREET
BOOTH STREET, from SPRINGFIELD STREET to RAINBOW EXT
SOUTHWEST BOULEVARD, from IOWA STREET to CHEROKEE STREET
SOUTHWEST BOULEVARD, from 5TH STREET to IOWA STREET
PARK ACC DR – 4481, from WEST END to BOOTH STREET
MINNIE STREET, from DS@672N LAKE AVENUE to SUMMIT STREET
ADAMS STREET, from 39TH AVENUE to RAINBOW BOULEVARD
STATE LINE ROAD, from 42ND AVENUE to 41ST AVENUE
STATE LINE ROAD, from 41ST AVENUE to OLATHE BOULEVARD
STATE LINE ROAD, from OLATHE BOULEVARD to 39TH AVENUE
STATE LINE ROAD, from 38TH AVENUE to 37TH AVENUE
FRANCIS STREET, from EATON STREET to CHESTER AVENUE
EATON STREET, from 37TH AVENUE to 36TH AVENUE
EATON STREET, from 36TH AVENUE to FEDERAL AVENUE
EATON STREET, from FEDERAL AVENUE to FRANCIS STREET
STATE LINE ROAD, from 36TH AVENUE to FEDERAL AVENUE
STATE LINE ROAD, from ESTERLY AVENUE to EATON STREET
EATON STREET, from STATE LINE ROAD to CAMBRIDGE STREET
CAMBRIDGE STREET, from LAWRENCE AVENUE to BARBER AVENUE
FRANCIS STREET, from BRISTOW AVENUE to EATON STREET
EATON STREET, from FRANCIS STREET to CAMBRIDGE STREET
CAMBRIDGE STREET, from EATON STREET to LAWRENCE AVENUE
SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO SB MISSION ROAD
SOUTHWEST BOULEVARD, from NB MISSION ROAD TO SOUTHWEST BOULEVARD to 5TH STREET
39TH AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
EATON STREET, from LAWRENCE CT to BARBER AVENUE
LAWRENCE CT, from EATON STREET to LAWRENCE CT
EATON STREET, from FRANCIS STREET to LAWRENCE CT
SPRINGFIELD STREET, from 39TH AVENUE to 38TH AVENUE
BRISTOW AVENUE, from WEST END to FRANCIS PL
BRISTOW AVENUE, from FRANCIS STREET to EAST END
36TH AVENUE, from DS@785E RAINBOW BOULEVARD to DS@1022E RAINBOW BOULEVARD
36TH AVENUE, from DS@1022E RAINBOW BOULEVARD to EATON STREET
36TH AVENUE, from RAINBOW BOULEVARD to DS@785E RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from HILL STREET to RAINBOW EXT
SUMMIT STREET, from MINNIE STREET to IOWA STREET
LAWRENCE CT, from LAWRENCE CT to LAWRENCE CT
STATE LINE ROAD, from 45TH AVENUE to SENECA AVENUE

Annual Elevator Upgrades, 2022

CMIP #: PRG00219

Description Amended

Annual CMIP#: 948-0122

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $500,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will include engineering and design necessary to upgrade and improve elevators at PDHQ freight (700 Minnesota Avenue) to insure compliance with City, State, and Federal codes and regulations including Americans With Disabilities Act mandates. The scope of work will include but is not limited to the repair and replacement of drives, brakes, hoist cables, sheave brakes, governor, motor controls, and other associated mechanical equipment. The project will upgrade and replace interior lighting, panels, flooring and railings of the cab itself. Elevator will have new operational systems install with new push-button automated operations and controls.

Annual Elevator Upgrades, 2024

CMIP #: PRG00219

Annual CMIP#: 948-0124

New Project, Reimbursement Resolution

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $200,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will include engineering and design necessary to upgrade and improve elevators at locations to be determined to insure compliance with City, State, and Federal codes and regulations including Americans With Disabilities Act mandates. The scope of work will include but is not limited to the repair and replacements of drives, brakes, hoist cables, sheave brakes, governor, motor controls, and other associated mechanical equipment. The project will upgrade and replace interior lighting, panels, flooring and railings of the cab itself. Elevator will have new operational systems install with new push-button automated operations and controls.

Annual Facilities/Parking Maintenance & Repair, 2022

CMIP #: PRG00020

Annual CMIP#: 948-0222

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $700,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will provide for all engineering, design, inspection and construction for one or more of the following Unified Government parking garages and surface lots. Work will include concrete surface and deck repair and replacement. Construction work shall include new gates, entry control equipment, lighting, signage and security equipment upgrades. Also will be new deck ware surface treatment and new canopy.

Surface Lots: Downtown
Parking lots 1 and 2 at Memorial Hall.
Lot # 3 – Located on South side of Barnett Avenue Between 6th & 7th Street
Memorial Hall Lot- Located between Barnett and Tauromee Avenue Between 7th & 8th Street
Reardon Lot - Located on South side of Minnesota Avenue. Between 5th & 6th Street
Parking Garages: Downtown
Parking garage A – Located on North side of State Avenue. Between 7th & 8th Street
Parking garage C- Located on North side of Armstrong. Between 7th & 8th Street
Parking garage D- Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking garage E- Located on North side of Barnett Avenue Between 6th & 7th Street
E Reserve- Located between Ann and Barnett Avenue Between 6th & 7th Street
VIP Lot F- Located between Ann and Barnett Avenue Between 6th & 7th Street

Annual Facilities/Parking Maintenance & Repair, 2023

CMIP #: PRG00020
Annual CMIP#: 948-0223

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-132-22/R-54-22
Prior Authorization Amount Approved*: $700,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will provide for all engineering, design, inspection and construction for one or more of the following Unified Government parking garages and surface lots. Work will include concrete surface and deck repair and replacement. Construction work shall include new gates, entry control equipment, lighting, signage and security equipment upgrades. Also will be new deck ware surface treatment and new canopy.

Surface Lots: Downtown
Lot # 3 – Located on South side of Barnett Avenue Between 6th & 7th Street
Reardon Lot - Located on South side of Minnesota Avenue. Between 5th & 6th Street
Parking Garages: Downtown
Parking garage A – Located on North side of State Avenue. Between 7th & 8th Street
Parking garage C- Located on North side of Armstrong. Between 7th & 8th Street
Parking garage E- Located on North side of Barnett Avenue Between 6th & 7th Street
E Reserve- Located between Ann and Barnett Avenue Between 6th & 7th Street
VIP Lot F- Located between Ann and Barnett Avenue Between 6th & 7th Street

Annual Facilities/Parking Maintenance & Repair, 2024

CMIP #: PRG00020
New Project
Annual CMIP#: 948-0224

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: NONE

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $200,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will provide for all engineering, design, inspection and construction for one or more of the following Unified Government parking garages and surface lots. Work will include concrete surface and deck repair and replacement. Construction work shall include new gates, entry control equipment, lighting, signage and security equipment upgrades. Also will be new deck ware surface treatment and new canopy.

Surface Lots: Downtown
Lot #1 – Located between Barnett and Tauromee Avenue Between 7th & 8th Street
Lot #2 – Located between Barnett and Tauromee Avenue Between 7th & 8th Street
Lot #3 – Located on South side of Barnett Avenue Between 6th & 7th Street
Lot #4 – Located at 424 State Avenue
Lot #5 – Located at 530 Armstrong Avenue
Lot #6 – Located on the North side of Armstrong Ave. Between 5th & 6th Street.
Reardon Lot – Located on South side of Minnesota Avenue. Between 5th & 6th Street
Parking Garages: Downtown
Parking garage A – Located on North side of State Avenue. Between 7th & 8th Street
Parking garage C- Located on North side of Armstrong. Between 7th & 8th Street
Parking garage D- Located between Ann and Barnett Avenue. Between 7th & 8th Street
Parking garage E- Located on North side of Barnett Avenue Between 6th & 7th Street
E Reserve- Located between Ann and Barnett Avenue Between 6th & 7th Street
VIP Lot F- Located between Ann and Barnett Avenue Between 6th & 7th Street

Annual Monitoring and Control Improvements 2018-2020 f/k/a Pump Stations SCDA, 2018-2020

CMIP #: PRG00268

Annual CMIP#: 946-0620

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-80-16; O-53-19/R-50-19; R-76-19; O-37-20/R-47-20; O-124-21

Prior Authorization Amount Approved*: $9,500,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include design and construction to upgrade hardware, software, instrumentation, controls and electrical equipment system wide.

Annual Monitoring and Control Improvements, 2022

CMIP #: PRG00268

Annual CMIP#: 946-0622

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $1,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include design and construction to upgrade hardware, software, instrumentation, controls and electrical equipment for the entire wastewater system, including pump stations, treatment plants, and satellite sites.

Annual Monitoring and Control Improvements, 2024

CMIP #: PRG00268

New Project

Annual CMIP#: 946-0624

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: NONE

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $1,000,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include design and construction to upgrade hardware, software, instrumentation, controls and electrical equipment for the entire wastewater system, including pump stations, treatment plants, and satellite sites. Locations may include the following sites:

Wastewater Treatment Plant No 1
Wastewater Treatment Plant No 3
Wastewater Treatment Plant No 5
Wastewater Treatment Plant No 14
Wastewater Treatment Plant No 20
Pump Station No 1
Pump Station No 2
Pump Station No 3
Pump Station No 4
Pump Station No 5
Pump Station No 6
Pump Station No 7
Pump Station No 8
Pump Station No 9
Pump Station No 10
Pump Station No 11
Pump Station No 13
Pump Station No 14
Pump Station No 15
Pump Station No 16
Pump Station No 18
Pump Station No 19
Pump Station No 20
Pump Station No 21

Pump Station No 22
Pump Station No 23
Pump Station No 24
Pump Station No 25
Pump Station No 26
Pump Station No 27
Pump Station No 28
Pump Station No 29
Pump Station No 30
Pump Station No 31
Pump Station No 32
Pump Station No 32A
Pump Station No 33
Pump Station No 34
Pump Station No 35
Pump Station No 36
Pump Station No 37
Pump Station No 38
Pump Station No 39
Pump Station No 40
Pump Station No 41
Pump Station No 42
Pump Station No 43
Pump Station No 44
Pump Station No 45
Pump Station No 46
Pump Station No 47
Pump Station No 48
Pump Station No 49
Pump Station No 50 (EFHB)
Pump Station No 51
Pump Station No 52
Pump Station No 53
Pump Station No 54
Pump Station No 55
Pump Station No 56
Pump Station No 57
Pump Station No 60
Pump Station No 61
Pump Station No 62
Pump Station No 63
Pump Station No 64
Pump Station No 65
Pump Station No 66
Pump Station No 69
Pump Station No 70
Pump Station No 71

Pump Station No 72
Pump Station No 73
Pump Station No 74
Pump Station No 78
Pump Station No 79
Pump Station No 80
Pump Station No 81
Pump Station No 86
Flood Pump Station No 01
Flood Pump Station No 02
Flood Pump Station No 10
Flood Pump Station No 11
Flood Pump Station No 12
Flood Pump Station No 13
Flood Pump Station No 14
Flood Pump Station No 16
Flood Pump Station No 17
Data Collection and transmission related improvements associated with Rain Gage /Weather Monitoring Network
Roswell Tower
Fire Station 3 Radio Tower
City Hall (701 N 7th Street)
Mill Street Bridge at Turkey Creek

Annual Neighborhood ADA Pedestrian Handicapped Ramps, 2022

CMIP #: PRG00258
Annual CMIP#: 941-0822

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-124-21 (RR); O-132-22/R-54-22
Prior Authorization Amount Approved*: $800,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Removal and replacement of curbs and sidewalks with curbs, sidewalks and ramps to provide street to sidewalk access with complies with the Americans With Disabilities Act in coordination with our 10-year ADA Curb Ramp and Sidewalk Improvement Plan, including concrete pouring, resurfacing, utility cover adjustments, and associated construction costs, including any appurtenances related thereto, and necessary land acquisitions, engineering, design' at the following locations within the City of Kansas City, Kansas:

Intersections as follows:

Area #1: 18th and State Ave
Area bounded by,
Washington Boulevard, on the North,
11th Street, on the East,

Orville Avenue, on the South,
And 30th Street on the West.

Area #2: Downtown
Area bounded by,
Parallel Parkway on the North,
6th Street, on the East,
Central Avenue, on the South
And 10th Street on the West

Area #3: Northeast
Area bounded by
Quindaro Boulevard on the North,
3rd Street on the East,
Parallel Parkway on the South,
And 7th Street on the West

Annual Neighborhood ADA Pedestrian Handicapped Ramps, 2023

CMIP #: PRG00258
Annual CMIP#: 941-0823

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-132-22/R-54-22
Prior Authorization Amount Approved*: $800,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Removal and replacement of curbs and sidewalks with curbs, sidewalks and ramps to provide street to sidewalk access with complies with the Americans With Disabilities Act in coordination with our 10-year ADA Curb Ramp and Sidewalk Improvement Plan, including concrete pouring, resurfacing, utility cover adjustments, and associated construction costs, including any appurtenances related thereto, and necessary land acquisitions, engineering, design' at the following locations within the City of Kansas City, Kansas:

Intersections as follows:

Area #1: City Park Area
Area bounded by,
Orville Avenue on the North,
18th Street on the East,
Ridge Drive on the South,
And 38th Street on the West.

Area #2: Armourdale
Area bounded by,
Berger Street on the North,

12th Street on the East,
Miami Avenue on the South,
And 18th Street on the West.

Area #3: Argentine
Area bounded by
Powell Avenue on the North,
18th Street on the East,
Steele Road on the South,
And 42nd Street on the West

Annual Neighborhood ADA Pedestrian Handicapped Ramps, 2024

CMIP #: PRG00258
Annual CMIP#: 941-0824

New Project

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: None
Prior Authorization Amount Approved*: NONE
New Authorization Amount*: $800,000

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

Removal and replacement of curbs and sidewalks with curbs, sidewalks and ramps to provide street to sidewalk access with complies with the Americans With Disabilities Act in coordination with our 10-year ADA Curb Ramp and Sidewalk Improvement Plan, including concrete pouring, resurfacing, utility cover adjustments, and associated construction costs, including any appurtenances related thereto, and necessary land acquisitions, engineering, design' at the following locations within the City of Kansas City, Kansas:

Intersections as follows:

Area #1 bounded by:
Leavenworth Road on the North,
91st Street on the West,
Parallel Parkway on the South,
And 70th Street on the East

Area #2 bounded by:
Donahoo Road on the North,
47th Street on the West,
Parallel Parkway on the South,
And 34th Street on the East.

Area #3 bounded by:
I-635 on the North,
I-635 on the West,

Brown Avenue on the South,
And 26th Street on the East.

Annual Overflow CSO Reduction Program, 2021-2022

Description Amended

CMIP #: PRG00232
Annual CMIP#: 946-0822

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-124-21
Prior Authorization Amount Approved*:	$8,000,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Work includes design and construction improvements made resulting from the 2020 analysis of Jersey Creek which identified locations: CSO 14, 16, 17, 19, and 55, primarily focusing on CSO 14 & 16.

CSO 14 – The project area is in the north central portion of the Jersey Creek Basin. The area is generally bounded by 18th Street on the west, 12th Street on the east, Quindaro Boulevard on the north, and Parallel Parkway on the south. Improvements will include sewer separation and potentially stormwater BMPs or green infrastructure where feasible to supplement or reduce the following separation quantities of approximately 10,200 LF of 12-inch through 60-inch diameter storm sewer and 700 LF of 18-inch through 21-inch diameter sanitary sewer.

CSO 16 – The project area is in the north central portion of the Jersey Creek Basin. The area is generally bounded on the west by North 12th Street, on the east by North 10th Street, on the north by Kimball Avenue, and on the south by Parallel Parkway. Improvements will include sewer separation and potentially stormwater BMPs or green infrastructure where feasible to supplement or reduce the following separation quantities of approximately 5,000 LF of 12-inch through 36-inch diameter storm sewer and 1,800 LF of 15-inch diameter sanitary sewer.

Annual Overflow CSO Reduction Program, 2023

Description Amended

CMIP #: PRG00232
Annual CMIP#: 946-0823

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-132-22/R-54-22
Prior Authorization Amount Approved*:	$7,000,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Work includes design and construction improvements made resulting from the 2020 analysis of Jersey Creek which identified locations: CSO 14, 16, 17, 19, and 55, primarily focusing on CSO 19.

CSO 19 – The project area is in the south-central portion of the Jersey Creek Basin. The area is generally bounded by North 14th Street on the west, North 7th Street Trafficway on the east, Walker Avenue on the north, and Sandusky Avenue on the south and includes the Big 11 Lake and Waterway Park areas. Improvements will include sewer separation and potentially stormwater BMPs or green infrastructure where feasible to supplement or reduce the following separation quantities of approximately 2,700 LF of 12-inch through 42-inch diameter storm sewer and 13,500 LF of 8-inch through 21-inch diameter sanitary sewer.

Annual Overflow CSO Reduction Program, 2024

CMIP #: PRG00232

Annual CMIP#: 946-0824

New Project

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: NONE

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $5,000,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Work includes design and construction improvements made resulting from the 2020 analysis of Jersey Creek which identified locations: CSO 14, 16, 17, 19, and 55, primarily focusing on CSO 17 and 55.

CSO 17 – The project area is in the north central portion of the Jersey Creek Basin. The area is generally bounded on the east by North 8th Street, on the west by North 10th Street, on the north by Sanford Avenue, and on the south by Parallel Parkway. Improvements will include sewer separation and potentially stormwater BMPs or green infrastructure where feasible to supplement or reduce the following separation quantities of approximately 1,500 LF of 12-inch through 21-inch diameter storm sewer and 2,200 LF of 10-inch through 15-inch diameter sanitary sewer.

CSO 55 – The project area is in the south-central portion of the Jersey Creek Basin with a tributary area of approximately 600 acres. The area is generally bounded on the west by Westview Drive, North 10th Street on the east, Garfield Avenue on the south, and Riverview Avenue on the north and includes the Lombardy Drive area. Improvements will include sewer separation and potentially stormwater BMPs or green infrastructure where feasible to supplement or reduce the following separation quantities of approximately 9,300 LF of 12-inch through 21-inch diameter storm sewer and 29,000 LF of 8-inch through 24-inch diameter sanitary sewer

Annual Pavement Preservation Program, 2022

CMIP #: PRG00011

Annual CMIP#: 941-1122

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $2,400,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant Street to sidewalk access, and surface treatment applications including any appurtenances related thereto any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs at the following locations.

LOCUST AVENUE, from 9TH STREET to 8TH TERRACE
LOCUST AVENUE, from 9TH TERRACE to 9TH STREET
LOCUST AVENUE, from 9TH TERRACE to 9TH TERRACE
LOCUST AVENUE, from 9TH PLACE to 9TH TERRACE
LOCUST AVENUE, from 10TH STREET to 9TH PLACE
LOCUST AVENUE, from UNNAMED – 6669 to 10TH STREET
LOCUST AVENUE, from 51st STREET to 50TH STREET
MELODY LANE, from 48TH TERRACE to 48TH STREET
MILL STREET, from CENTRAL AVENUE to RIDGE AVENUE
32ND STREET, from WOOD AVENUE to GARFIELD AVENUE
32ND STREET, from GARFIELD AVENUE to PARALLEL PARKWAY
NEW JERSEY AVENUE, from 8TH STREET to 7TH STREET TRAFFICWAY
NEW JERSEY AVENUE, from 10TH STREET to 9TH STREET
NEW JERSEY AVENUE, from 11TH STREET to 10TH STREET
OAK GROVE ROAD, from 48TH TERRACE to 48TH STREET
OAK GROVE ROAD, from 49TH STREET to 48TH TERRACE
OAK GROVE ROAD, from 49TH TERRACE to 49TH STREET
OAK GROVE ROAD, from 50TH STREET to 49TH TERRACE
OAKLAND AVENUE, from 11TH STREET to 10TH STREET
OAKLAND AVENUE, from 12TH STREET to 11TH STREET
PARALLEL AVENUE, from 29TH STREET to 28TH STREET
PARALLEL AVENUE, from 30TH STREET to 29TH STREET
REYNOLDS AVENUE, from BROADVIEW AVENUE to 7TH STREET TRAFFICWAY
REYNOLDS AVENUE, from 8TH STREET to BROADVIEW AVENUE
RIDGE AVENUE, from 8TH STREET to CENTRAL AVENUE
RIDGE AVENUE, from MILL STREET to 8TH STREET
RIDGE AVENUE, from FERREE STREET to BOEKE STREET
RIDGE AVENUE, from 10TH STREET to FERREE STREET
ROWLAND AVENUE, from 59TH STREET to 58TH STREET
WOOD AVENUE, from 30TH STREET to 29TH STREET
WOOD AVENUE, from 37TH STREET to 36TH STREET
TAUROMEE AVENUE, from 80TH PLACE to 80TH TERRACE
TAUROMEE AVENUE, from 81st TERRACE to 80TH PLACE
TAUROMEE AVENUE, from 82ND TERRACE to 82ND STREET
TENNYSON STREET, from WOOD AVENUE to GARFIELD AVENUE
TENNYSON STREET, from GARFIELD AVENUE to PARALLEL PARKWAY
WEBSTER AVENUE, from WESTEND to 55TH STREET
WEBSTER AVENUE, from 58TH STREET to 57TH STREET
WEBSTER AVENUE, from 59TH STREET to 58TH STREET
YECKER AVENUE, from 56TH STREET to 55TH STREET
YECKER AVENUE, from 58TH STREET to 57TH STREET
YECKER AVENUE, from 59TH STREET to 58TH STREET
11TH STREET, from OAKLAND AVENUE to FREEMAN AVENUE
28TH STREET, from WOOD AVENUE to GARFIELD AVENUE
28TH STREET, from GARFIELD AVENUE to PARALLEL AVENUE
29TH STREET, from WOOD AVENUE to GARFIELD AVENUE
29TH STREET, from GARFIELD AVENUE to PARALLEL AVENUE

30TH STREET, from WOOD AVENUE to GARFIELD AVENUE
30TH STREET, from GARFIELD AVENUE to PARALLEL AVENUE
31st STREET, from WOOD AVENUE to GARFIELD AVENUE
48TH STREET, from OAK GROVE ROAD to MELODY LANE
49TH STREET, from UNNAMED – 7809 to NEBRASKA AVENUE
49TH STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
49TH STREET, from 48TH TERRACE to GIBBS ROAD
49TH TERRACE, from MELODY CT to GIBBS ROAD
50TH STREET, from FOREST AVENUE to VISTA STREET
50TH STREET, from LOCUST AVENUE to FOREST AVENUE
51st STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
CALVIN STREET, from WESTEND to BROADVIEW AVENUE
EVERETT AVENUE, from 8TH STREET to 7TH STREET TRAFFICWAY
EVERETT AVENUE, from 9TH STREET to 8TH STREET
EVERETT AVENUE, from 10TH STREET to 9TH STREET
EVERETT AVENUE, from 11TH STREET to 10TH STREET
EVERETT AVENUE, from 12TH STREET to 11TH STREET
57TH STREET, from NOGARD AVENUE to GEORGIA AVENUE
57TH STREET, from YECKER AVENUE to WEBSTER AVENUE
57TH STREET, from Webster AVENUE to ROSWELL AVENUE
57TH STREET, from ROSWELL AVENUE to SPRING AVENUE
57TH STREET, from SPRING AVENUE to LATHROP AVENUE
57TH STREET, from LATHROP AVENUE to LEAVENWORTH ROAD
58TH STREET, from YECKER AVENUE to Webster AVENUE
58TH STREET, from Webster AVENUE to LEAVENWORTH ROAD
80TH TERRACE, from ELLA AVENUE to ELIZABETH AVENUE
82ND STREET, from ELLA AVENUE to ORVILLE AVENUE
82ND STREET, from ORVILLE AVENUE to ELIZABETH AVENUE
83rd STREET, from ELLA AVENUE to ORVILLE AVENUE
83rd TERRACE, from BARNETT AVENUE to ISABEL STREET
84TH STREET, from BARNETT AVENUE to ISABEL STREET
84TH STREET, from ISABEL STREET to ANN AVENUE
BOEKE STREET, from CENTRAL AVENUE to RIDGE AVENUE
CRESTREET DR, from 51st STREET to 49TH STREET
ELLA AVENUE, from WESTEND to 83rd PLACE
HIGHLAND DR, from 49TH STREET to WOODEND AVENUE
FOREST AVENUE, from 9TH STREET to 8TH TERRACE
FREEMAN AVENUE, from 10TH STREET to 9TH STREET
FREEMAN AVENUE, from 11TH STREET to 10TH STREET
GARFIELD AVENUE, from 29TH STREET to 28TH STREET
GARFIELD AVENUE, from 30TH STREET to 29TH STREET
GARFIELD AVENUE, from 31st STREET to 30TH STREET
GARFIELD AVENUE, from TENNYSON STREET to 31st STREET
GARFIELD AVENUE, from 32ND STREET to TENNYSON STREET
GARFIELD AVENUE, from 33rd STREET to 32ND STREET
GARFIELD AVENUE, from 37TH STREET to 36TH STREET
GREELEY AVENUE, from 56TH TERRACE to EASTR END

ISABEL STREET, from 84TH STREET to 83rd TERRACE
HOLMES STREET, from PUCKETT ROAD to NORTH END
9TH STREET, from FOREST AVENUE to WOODEND AVENUE
WOODEND AVENUE, from 9TH TERRACE to 9TH STREET
LOCUST AVENUE, from 8TH STREET to PUCKETT ROAD
8TH STREET, from LOCUST AVENUE to FOREST AVENUE
FERREE STREET, from CENTRAL AVENUE to RIDGE AVENUE
LYON AVENUE, from BROADVIEW AVENUE to SIMPSON AVENUE
LYON AVENUE, from BOEKE STREET to 9TH STREET
LYON AVENUE, from FERREE STREET to BOEKE STREET
LYON AVENUE, from 10TH STREET to FERREE STREET
9TH STREET, from CENTRAL AVENUE to RIDGE AVENUE
WOOD AVENUE, from 31st STREET to 30TH STREET
WOOD AVENUE, from TENNYSON STREET to 31st STREET
WOOD AVENUE, from 33rd STREET to 32ND STREET
WOOD AVENUE, from 29TH STREET to 28TH STREET
33rd STREET, from WOOD AVENUE to RICHMOND AVENUE
33rd STREET, from RICHMOND AVENUE to GARFIELD AVENUE
LYON AVENUE, from MILL STREET to BROADVIEW AVENUE
LYON AVENUE, from 9TH STREET to MILL STREET
REYNOLDS AVENUE, from MILL STREET to EARLY STREET
29TH STREET, from PARALLEL AVENUE to PARALLEL PARKWAY
35TH STREET, from SOUTH END to UNNAMED – 5628
GARFIELD AVENUE, from UNNAMED – 5628 to 33rd STREET
GARFIELD AVENUE, from 36TH STREET to UNNAMED – 5628
RICHMOND AVENUE, from WESTEND to 33rd STREET
8TH TERRACE, from WOODEND AVENUE to NORTH END
8TH TERRACE, from LOCUST AVENUE to FOREST AVENUE
8TH TERRACE, from FOREST AVENUE to WOODEND AVENUE
WOODEND AVENUE, from 8TH TERRACE to 8TH STREET
WOODEND AVENUE, from 8TH TERRACE to 8TH TERRACE
WOODEND AVENUE, from 8TH PLACE to 8TH TERRACE
WOODEND AVENUE, from 9TH STREET to 8TH PLACE
LOCUST AVENUE, from 8TH TERRACE to 8TH STREET
FOREST AVENUE , from 8TH TERRACE to 8TH STREET
8TH STREET, from CENTRAL AVENUE to RIDGE AVENUE
SIMPSON AVENUE, from BROADVIEW AVENUE to CENTRAL AVENUE
BROADVIEW AVENUE, from LYON AVENUE to REYNOLDS AVENUE
BROADVIEW AVENUE, from CALVIN STREET to LYON AVENUE
BROADVIEW AVENUE, from SIMPSON AVENUE to CALVIN STREET
BROADVIEW AVENUE, from RIDGE AVENUE to SIMPSON AVENUE
ROSWELL AVENUE, from 57TH STREET to EAST END
SPRING AVENUE, from 57TH STREET to EAST END
WEBSTER AVENUE, from 57TH STREET to EAST END
LATHROP AVENUE, from WESTEND to 57TH STREET
ROSWELL AVENUE, from WESTEND to 57TH STREET
SPRING AVENUE, from WESTEND to 57TH STREET

HOLMES STREET, from SOUTH END to PUCKETT ROAD
8TH STREET, from HOLMES STREET to NORTH END
ALLEY E OF 8TH – 6874, from OAKLAND AVENUE to FREEMAN AVENUE
8TH STREET, from REYNOLDS AVENUE to NORTH END
8TH STREET, from RIDGE AVENUE to RIDGE AVENUE
LATHROP AVENUE, from 57TH STREET to EAST END
WOODEND AVENUE, from VISTA STREET to HIGHLAND DR
56TH STREET, from SOUTH END to LEAVENWORTH ROAD
WASHINGTON AVENUE, from 48TH STREET to 48TH STREET
50TH STREET, from STATE AVENUE to 49TH TERRACE
52ND CT, from WASHINGTON AVENUE to 52ND CT
51st STREET, from WASHINGTON AVENUE to 50TH TERRACE
GREELEY AVENUE, from DS@356E 57TH STREET to 56TH TERRACE
HASKELL CT, from 59TH STREET to 58TH DR
50TH STREET, from 49TH TERRACE to 49TH TERRACE
WOODEND AVENUE, from 48TH STREET to 47TH STREET
49TH STREET, from 49TH STREET to 48TH TERRACE
MELODY CT, from 49TH TERRACE to MELODY CT
48TH STREET, from OTTAWA STREET to OAK GROVE ROAD
CREST DR, from HAGEMANN STREET to 47TH STREET
80TH TERRACE, from 80TH TERRACE to ELLA AVENUE
ORVILLE AVENUE, from 82ND STREET to ORVILLE AVENUE
TAUROMEE AVENUE, from 84TH STREET to 83rd TERRACE
83rd TERRACE, from 83rd PLACE to ELIZABETH AVENUE
STATE AVENUE, from 37TH STREET to 37TH STREET
STATE AVENUE, from 37TH STREET to CEMETEREY DR – 5795
REYNOLDS AVENUE, from EARLY STREET to 8TH STREET
JODEE LANE, from WESTEND to 55TH STREET
STATE AVENUE, from CEMETEREY DR – 5795 to 34TH STREET
STATE AVENUE, from 33rd STREET to 32ND STREET
STATE AVENUE, from 32ND STREET to 31st STREET
STATE AVENUE, from 31st STREET to 29TH STREET
STATE AVENUE, from 34TH STREET to 33rd STREET
STATE AVENUE, from 38TH STREET to 38TH STREET
RIDGE AVENUE, from 9TH STREET to NE END
STATE AVENUE, from 34TH STREET to 34TH STREET
STATE AVENUE, from CEMETEREY DR – 5795 to CEMETEREY DR – 5795
9TH STREET, from RIDGE AVENUE to LYON AVENUE
MILL STREET, from 8TH PLACE to I-35 HWY
81st TERRACE, from 81st TERRACE to 81st TERRACE
8TH STREET, from OAKLAND AVENUE to NORTH END
STATE AVENUE, from 32ND STREET to 32ND STREET
STATE AVENUE, from 38TH STREET to 37TH STREET
9TH TERRACE, from SOUTH END to WOODEND AVENUE
83rd STREET, from 83rd STREET to 83rd STREET
83rd TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
83rd PLACE, from ELLA AVENUE to 83rd TERRACE

83rd STREET, from 83rd STREET to 83rd STREET
83rd STREET, from ORVILLE AVENUE to 83rd STREET
ELIZABETH AVENUE, from UNNAMED – 9866 to 82ND STREET
84TH STREET, from ARMSTRONG AVENUE to NORTH END
84TH STREET, from 84TH DR to ARMSTRONG AVENUE
84TH STREET, from ANN AVENUE to 84TH DR
83rd TERRACE, from TAUROMEE AVENUE to ORIENT DR
84TH STREET, from TAUROMEE AVENUE to BARNETT AVENUE
84TH STREET, from SANDUSKY AVENUE to TAUROMEE AVENUE
84TH STREET, from SOUTH END to SANDUSKY AVENUE
TAUROMEE AVENUE, from 83rd TERRACE to 82ND TERRACE
83rd TERRACE, from ORIENT DR to BARNETT AVENUE
80TH PLACE CDS, from 80TH PLACE to TAUROMEE AVENUE
ELLA AVENUE, from 83rd STREET to 82ND TERRACE
ELLA AVENUE, from 82ND TERRACE to 82ND STREET
81st TERRACE, from 81st TERRACE to ELLA AVENUE
49TH STREET, from HIGHLAND DR to OAK GROVE ROAD
48TH TERRACE, from HAGEMANN STREET to OAK GROVE ROAD
OTTAWA STREET, from 48TH STREET to OTTAWA AVENUE
HAGEMANN STREET, from 48TH TERRACE to 48TH STREET
HAGEMANN STREET, from 48TH STREET to 47TH STREET
48TH STREET, from HAGEMANN STREET to OTTAWA STREET
48TH TERRACE, from 49TH STREET to MELODY LANE
47TH DR, from 47TH STREET to MELODY DR
47TH DR, from MELODY DR to GIBBS ROAD
MELODY LANE, from 48TH STREET to MELODY DR
MELODY LANE, from MELODY DR to 47TH STREET
WOODEND AVENUE, from 51st STREET to VISTA STREET
VISTA STREET, from WOODEND AVENUE to NATO MA STREET
NATO MA STREET, from VISTA STREET to HIGHLAND DR
VISTA STREET, from 48TH STREET to 47TH STREET
50TH PLACE, from NEBRASKA AVENUE to 50TH TERRACE
50TH TERRACE, from STATE AVENUE to 50TH PLACE
49TH TERRACE, from 50TH STREET to 49TH TERRACE
49TH TERRACE, from 50TH STREET to NEBRASKA AVENUE
50TH STREET, from 49TH TERRACE to WASHINGTON AVENUE
WASHINGTON AVENUE, from 48TH STREET to 47TH STREET
WASHINGTON AVENUE, from 49TH STREET to 48TH STREET
49TH TERRACE, from 50TH STREET to 50TH STREET
48TH STREET, from WASHINGTON AVENUE to OAKLAND AVENUE
50TH TERRACE, from 50TH PLACE to 51st STREET
52ND STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
NEBRASKA AVENUE, from 52ND STREET to 50TH PLACE
SEMINARY STREET, from 8TH PLACE to 8TH STREET
8TH PLACE, from WOODEND AVENUE to SEMINARY STREET
VICTORY DR, from 38TH STREET to WOOD AVENUE
WOOD AVENUE, from VICTO RY DR to 37TH STREET

SEMINARY STREET, from 8^{TH} STREET to NE END
WAVERLYAVENUE, from 57^{TH} TERRACE to 57^{TH} STREET
WASHINGTON AVENUE, from 52^{ND} CT to 51^{st} STREET
WASHINGTON AVENUE, from 50^{TH} STREET to 49^{TH} STREET
58^{TH} STREET, from 57^{TH} DR to 58^{TH} STREET
ROWLAND AVENUE, from 58^{TH} STREET to 57^{TH} DR
NOGARD AVENUE, from 57^{TH} DR to 57^{TH} TERRACE
NOGARD AVENUE, from 57^{TH} TERRACE to 57^{TH} STREET
58^{TH} DR, from 59^{TH} STREET to HASKELL CT
57^{TH} TERRACE, from 57^{TH} STREET to GREELEY AVENUE
57^{TH} TERRACE, from GREELEY AVENUE to WAVERLYAVENUE
LATHROP AVENUE, from WESTEND to 55^{TH} STREET
56^{TH} STREET, from YECKER AVENUE to NORTH END
YECKER AVENUE, from 57^{TH} STREET to 56^{TH} STREET
GEORGIA AVENUE, from 59^{TH} STREET to 57^{TH} STREET
GEORGIA AVENUE, from 57^{TH} STREET to 55^{TH} STREET
58^{TH} STREET, from 58^{TH} STREET to ROWLAND AVENUE
WAVERLYAVENUE, from WESTEND to 57^{TH} TERRACE
GREELEY AVENUE, from 57^{TH} TERRACE to SE END
49^{TH} TERRACE, from HAGEMANN STREET to OAK GROVE ROAD
9^{TH} TERRACE, from LOCUST AVENUE to NORTH END
10^{TH} STREET, from LOCUST AVENUE to FORESTCT
33^{rd} STREET, from GARFIELD AVENUE to PARALLEL PARKWAY
REYNOLDS AVENUE, from 10^{TH} STREET to MILL STREET
MILL STREET, from LYON AVENUE to REYNOLDS AVENUE
38^{TH} STREET, from WOOD AVENUE to GARFIELD AVENUE
STATE AVENUE, from STATE AVENUE to CEMETEREY DR – 5818
FERREE STREET, from RIDGE AVENUE to LYON AVENUE
FREEMAN AVENUE, from WESTEND to 11^{TH} STREET
PUCKETT ROAD, from LOCUST AVENUE to ROSEDALE PARK ROAD
PUCKETT ROAD, from ROSEDALE PARK ROAD to HOLMES STREET
ROSEDALE PARK ROAD, from PUCKETT ROAD to ROSEDALE PARK ROAD
8^{TH} STREET, from FOREST AVENUE to WOODEND AVENUE
9^{TH} TERRACE, from WOODEND AVENUE to HAGEMANN STREET
PUCKETT ROAD, from HOLMES STREET to 8^{TH} STREET
8^{TH} STREET, from WOODEND AVENUE to HOLMES STREET
HOLMES STREET, from SE END to 8^{TH} STREET
8^{TH} STREET, from PUCKETT ROAD to SEMINARY STREET
BOEKE STREET, from RIDGE AVENUE to LYON AVENUE
9^{TH} STREET, from LOCUST AVENUE to FOREST AVENUE
9^{TH} PLACE, from LOCUST AVENUE to NORTH END
HAGEMANN STREET, from 9^{TH} TERRACE to NE END
GREELEY AVENUE, from NW END to 57^{TH} TERRACE
GARFIELD AVENUE, from 38^{TH} STREET to 37^{TH} STREET
FOREST AVENUE , from 51^{st} STREET to 50^{TH} STREET
HIGHLAND DR, from VISTA STREET to SHAWNEE DR
HIGHLAND DR, from NATO MA STREET to VISTA STREET

HIGHLAND DR, from WOODEND AVENUE to NATO MA STREET
HASKELL AVENUE, from 57TH STREET to 56TH TERRACE
ELLA AVENUE, from 83rd PLACE to 83rd TERRACE
ELLA AVENUE, from 83rd TERRACE to 83rd STREET
ELLA AVENUE, from 82ND STREET to 81st TERRACE
ELLA AVENUE, from 81st TERRACE to 80TH TERRACE
ELIZABETH AVENUE, from WESTEND to 83rd TERRACE
ELIZABETH AVENUE, from 82ND STREET to 81st TERRACE
ELIZABETH AVENUE, from 81st TERRACE to 80TH TERRACE
83rd TERRACE, from ELLA AVENUE to 83rd PLACE
82ND TERRACE, from ELLA AVENUE to ORVILLE AVENUE
82ND STREET, from ELIZABETH AVENUE to TAUROMEE AVENUE
81st TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
81st TERRACE, from ELLA AVENUE to ELIZABETH AVENUE
80TH TERRACE, from ELIZABETH AVENUE to TAUROMEE AVENUE
58TH STREET, from 58TH STREET to ROWLAND AVENUE
58TH STREET, from ROWLAND AVENUE to 58TH STREET
58TH STREET, from ROWLAND AVENUE to 58TH STREET
57TH TERRACE, from WAVERLYAVENUE to NOGARD AVENUE
57TH STREET, from HASKELL AVENUE to NOGARD AVENUE
57TH STREET, from WAVERLYAVENUE to HASKELL AVENUE
57TH DR, from ROWLAND AVENUE to NOGARD AVENUE
56TH TERRACE, from GREELEY AVENUE to HASKELL AVENUE
56TH TERRACE, from PARALLEL PARKWAY to GREELEY AVENUE
53rd TERRACE, from NEBRASKA AVENUE to NORTH END
49TH TERRACE, from OAK GROVE ROAD to MELODY CT
48TH TERRACE, from OAK GROVE ROAD to MELODY LANE
48TH TERRACE, from STATE AVENUE to NEBRASKA AVENUE
48TH STREET, from VISTA STREET to SHAWNEE DR
48TH STREET, from WOODEND AVENUE to VISTA STREET
48TH STREET, from NEBRASKA AVENUE to WASHINGTON AVENUE
81st TERRACE, from 81st TERRACE to 81st TERRACE
80TH PLACE CDS, from 80TH PLACE to 80TH PLACE
80TH PLACE CDS, from 80TH PLACE to 80TH PLACE
ORVILLE AVENUE, from ORVILLE AVENUE to ORVILLE AVENUE
ORVILLE AVENUE, from ORVILLE AVENUE to ORVILLE AVENUE
80TH TERRACE, from 80TH TERRACE to 80TH TERRACE
80TH TERRACE, from 80TH TERRACE to 80TH TERRACE
MELODY CT, from MELODY CT to MELODY CT
MELODY CT, from MELODY CT to MELODY CT
49TH STREET, from 49TH STREET to 49TH STREET
49TH STREET, from 49TH STREET to 49TH STREET
57TH STREET, from 57TH TERRACE to GREELEY AVENUE
GREELEY AVENUE, from 57TH STREET to 57TH STREET
8TH STREET, from SOUTH END to PUCKETT ROAD
37TH STREET, from GARFIELD AVENUE to GARFIELD AVENUE
37TH STREET, from WOOD AVENUE to GARFIELD AVENUE

36TH STREET, from WOOD AVENUE to GARFIELD AVENUE
31st STREET, from GARFIELD AVENUE to PARALLEL AVENUE
WOODEND AVENUE, from HIGHLAND DR to 48TH STREET
VISTA STREET, from NATO MA STREET to HIGHLAND DR
TAUROMEE AVENUE, from 82ND STREET to 82ND STREET
TAUROMEE AVENUE, from 82ND STREET to 81st TERRACE
WOOD AVENUE, from 36TH STREET to 33rd STREET
PARALLEL AVENUE, from 31st STREET to 30TH STREET
ORVILLE AVENUE, from 83rd STREET to 82ND TERRACE
OAK GROVE ROAD, from 48TH STREET to 47TH STREET
NEBRASKA AVENUE, from 53rd TERRACE to 52ND STREET
NEBRASKA AVENUE, from 49TH TERRACE to 49TH STREET
NEBRASKA AVENUE, from 49TH STREET to 48TH TERRACE
NEBRASKA AVENUE, from 48TH STREET to 47TH STREET
MELODY DR, from MELODY LANE to 47TH DR
LOCUST AVENUE, from 50TH STREET to SHAWNEE DR
LAFAYETTE AVENUE, from WESTEND to 55TH TERRACE

Annual Pavement Preservation Program, 2023

CMIP #: PRG00011
Annual CMIP#: 941-1123

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-132-22/R-54-22
Prior Authorization Amount Approved*: $4,400,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant Street to sidewalk access, and surface treatment applications including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs at the following locations.

100TH ST from EDITH AVE to SLOAN AVE
100TH ST from SOUTH END to PARKVIEW AVE
100TH ST from SLOAN AVE to NORTH END
100TH ST from SOUTH END to EDITH AVE
103RD TER from WEBSTER AVE to LEAVENWORTH RD
107TH TER from 108TH ST to WAGON TRAIL CT
107TH TER from WAGON TRAIL CT to 108TH ST
108TH CT from SW END to 108TH ST
108TH ST from 108TH ST to 108TH ST
108TH ST from 107TH TER to 107TH TER
108TH ST from 107TH TER to 108TH ST
108TH ST from 108TH TER to 107TH TER
108TH ST from 108TH ST to 108TH ST

108TH ST from 108TH CT to 108TH TER
108TH ST from 107TH TER to 108TH CT
108TH ST from 108TH ST to INDEPENDENCE BLVD
108TH ST CDS from 108TH ST to NE END
108TH TER from 108TH TER to 108TH TER
108TH TER from 108TH TER to 108TH TER
108TH TER from 108TH TER to 108TH ST
109TH ST from WAGON TRAIL DR to INDEPENDENCE BLVD
109TH ST from SOUTH END to WAGON TRAIL DR
109TH TER from INDEPENDENCE BLVD to 109TH TER
109TH TER from 109TH TER to INDEPENDENCE BLVD
109TH TER from 109TH TER to 109TH TER
10TH ST from WAVERLY AVE to HASKELL AVE
10TH ST from CLEVELAND AVE to QUINDARO BLVD
10TH ST from QUINDARO BLVD to QUINDARO BLVD
10TH ST from LAFAYETTE AVE to GREELEY AVE
10TH ST from GREELEY AVE to WAVERLY AVE
10TH ST from ELLA AVE to ORVILLE AVE
10TH ST from HASKELL AVE to CLEVELAND AVE
10TH ST from LAUREL AVE to KIMBALL AVE
10TH ST from FREEMAN AVE to NEW JERSEY AVE
10TH ST from LYON AVE to REYNOLDS AVE
10TH ST from STATE AVE to NEBRASKA AVE
10TH ST from ELLA AVE to ELLA AVE
10TH ST from MINNESOTA AVE to STATE AVE
10TH ST from NEBRASKA AVE to WASHINGTON BLVD
10TH ST from GARFIELD AVE to MILDRED DR
10TH ST from SANDUSKY AVE to GRANDVIEW BLVD
10TH ST from ANN AVE to ARMSTRONG AVE
10TH ST from CALVIN ST to LYON AVE
10TH ST from BARNETT AVE to ANN AVE
10TH ST from ORVILLE AVE to SANDUSKY AVE
10TH ST from REYNOLDS AVE to REYNOLDS AVE
10TH ST from WASHINGTON BLVD to EVERETT AVE
10TH ST from SPLITLOG AVE to ELLA AVE
10TH ST from NORTHRUP AVE to OHIO AVE
10TH ST from RIVERVIEW AVE to RIVERVIEW AVE
10TH ST from RIDGE AVE to CALVIN ST
10TH ST from CENTRAL AVE to RIDGE AVE
10TH ST from EVERETT AVE to OAKLAND AVE
10TH ST from OAKLAND AVE to FREEMAN AVE
10TH ST from NEW JERSEY AVE to WALKER AVE
10TH ST from FORD AVE to RIVERVIEW AVE
10TH ST from OHIO AVE to SPLITLOG AVE
10TH ST from RIVERVIEW AVE to TENNY AVE
10TH ST from TENNY AVE to TENNY AVE
10TH ST from TENNY AVE to NORTHRUP AVE

10TH ST from SPLITLOG AVE to SPLITLOG AVE
10TH ST from REYNOLDS AVE to FORD AVE
10TH ST from GRANDVIEW BLVD to BARNETT AVE
10TH ST from SANDUSKY AVE to SANDUSKY AVE
10TH ST from OHIO AVE to OHIO AVE
10TH ST from ARMSTRONG AVE to MINNESOTA AVE
10TH ST from MONTANA AVE to RAY AVE
10TH ST from GILMORE AVE to GILMORE AVE
10TH ST from RAY AVE to GILMORE AVE
110TH ST from INDEPENDENCE BLVD to NORTH END
110TH ST from WAGON TRAIL DR to INDEPENDENCE BLVD
110TH ST from WINCHESTER DR to 110TH TER
110TH ST from 110TH TER to WEST END
110TH TER from LAKESIDE DR to INDEPENDENCE BLVD
110TH TER from 110TH ST to LAKESIDE DR
111TH ST from LAKESIDE DR to INDEPENDENCE BLVD
111TH ST from WINCHESTER DR to NW END
111TH ST from SW END to WINCHESTER DR
111TH ST from SW END to LAKESIDE DR
111TH ST from INDEPENDENCE BLVD to NORTH END
112TH ST from INDEPENDENCE BLVD to 112TH ST
112TH ST from WINCHESTER DR to 113TH CT
113TH CT from NW END to INDEPENDENCE BLVD
11TH ST from MINNESOTA AVE to STATE AVE
123RD ST from PEBBLE BEACH DR to CLUBHOUSE DR
123RD ST from DONAHOO RD to PEBBLE BEACH DR
13TH ST from MINNESOTA AVE to STATE AVE
13TH ST from ANN AVE to ARMSTRONG AVE
13TH ST from STATE AVE to NEBRASKA AVE
13TH ST from NEBRASKA AVE to WASHINGTON AVE
18TH ST from QUINDARO BLVD to QUINDARO BLVD
18TH ST from WAVERLY AVE to WAVERLY AVE
18TH ST from GREELEY AVE to WAVERLY AVE
18TH ST from RICHMOND AVE to GARFIELD AVE
18TH ST from LOWELL AVE to RIDGE AVE
18TH ST from EVERETT AVE to WASHINGTON BLVD
18TH ST from GARFIELD AVE to GARFIELD AVE
18TH ST from SHORT AVE to TROUP AVE
18TH ST from TAUROMEE AVE to BARNETT AVE
18TH ST from ROWLAND AVE to LONGWOOD AVE
18TH ST from RIDGE AVE to WILSON BLVD
18TH ST from WOOD AVE to RICHMOND AVE
18TH ST from WASHINGTON AVE to EVERETT AVE
18TH ST from GARFIELD AVE to SHORT AVE
18TH ST from GRANDVIEW BLVD to ORVILLE AVE
18TH ST from ORVILLE AVE to TAUROMEE AVE
18TH ST from BARNETT AVE to ANN AVE

18TH ST from PARK DR to GRANDVIEW BLVD
18TH ST from OAKLAND AVE to FREEMAN AVE
18TH ST from ANN AVE to ARMSTRONG AVE
18TH ST from WB I-70/US-24/40/69 TO NB 18TH to WB I-70/US-24/40/69 TO NB 18TH
27TH ST from ROSWELL AVE to QUINDARO BLVD
27TH ST from HICKAM DR to KIMBALL AVE
27TH ST from QUINDARO BLVD to SPRING AVE
27TH ST from PARALLEL PKWY to STEWART AVE
27TH ST from LATHROP AVE to RUSSELL AVE
27TH ST from SPRING AVE to LATHROP AVE
29TH ST from NEW JERSEY AVE to WALKER AVE
29TH ST from WALKER AVE to WOOD AVE
29TH ST from EVERETT AVE to OAKLAND AVE
29TH ST from WASHINGTON AVE to EVERETT AVE
29TH ST from STATE AVE to NEBRASKA AVE
29TH ST from OAKLAND AVE to OAKLAND AVE
29TH ST from CALUMET AVE to STATE AVE
34TH ST from KIMBALL AVE to WEBSTER AVE
34TH ST from ROWLAND AVE to GEORGIA AVE
38TH ST from EVERETT AVE to OAKLAND AVE
38TH ST from FREEMAN AVE to WALKER AVE
38TH ST from OAKLAND AVE to FREEMAN AVE
38TH ST from BRYANT CIR to BRYANT CIR
38TH ST from WASHINGTON AVE to EVERETT AVE
38TH ST from ROSWELL AVE to NB I-635 HWY TO SB N 38TH ST
38TH ST from NB I-635 HWY TO NB N 38TH ST to FRONTAGE RD
38TH ST from STATE AVE to WASHINGTON AVE
38TH ST from STATE AVE to STATE AVE
38TH ST from WALKER AVE to WALKER AVE
5TH ST from ANN AVE to ARMSTRONG AVE
5TH ST from SB N 5TH TO WB I-70/US-24/40/69 to ORVILLE AVE
5TH ST from SANDUSKY AVE to TAUROMEE AVE
5TH ST from TAUROMEE AVE to BARNETT AVE
5TH ST from ORVILLE AVE to ELIZABETH AVE
5TH ST from ARMSTRONG AVE to MINNESOTA AVE
5TH ST from MINNESOTA AVE to STATE AVE
5TH ST from BARNETT AVE to ANN AVE
5TH ST from ELIZABETH AVE to SANDUSKY AVE
5TH ST from NEBRASKA AVE to WASHINGTON BLVD
5TH ST from STATE AVE to NEBRASKA AVE
5TH ST from OAKLAND AVE to FREEMAN AVE
5TH ST from WALKER AVE to PARALLEL PKWY
5TH ST from WASHINGTON BLVD to EVERETT AVE
5TH ST from FREEMAN AVE to NEW JERSEY AVE
5TH ST from EVERETT AVE to OAKLAND AVE
6TH ST from ANN AVE to ARMSTRONG AVE
6TH ST from OHIO AVE to SPLITLOG AVE

6TH ST from ARMSTRONG AVE to MINNESOTA AVE
97TH ST from UNNAMED – 12304 to HUTTON RD
99TH ST from PARALLEL PKWY to LAFAYETTE AVE
99TH ST from WEBSTER LN to WEBSTER AVE
99TH ST from LONGWOOD AVE to WEBSTER LN
99TH ST from WEBSTER AVE to LEAVENWORTH RD
99TH ST from LAFAYETTE AVE to CLEVELAND AVE
99TH ST from CLEVELAND AVE to GEORGIA AVE
99TH ST from GEORGIA AVE to LONGWOOD AVE
99TH TER from SOUTH END to PARKVIEW AVE
9TH ST from STATE AVE to NEBRASKA AVE
BROWN AVE from 34TH ST to 33RD ST
BROWN AVE from 33RD ST to 32ND ST
BROWN AVE from 30TH ST to 30TH ST
BROWN AVE from 30TH ST to 29TH ST
BROWN AVE from 33RD ST to 33RD ST
BROWN AVE from 32ND ST to 31ST ST
BROWN AVE from 29TH ST to 27TH ST
BROWN AVE from 31ST ST to 30TH ST
BROWN AVE from 32ND ST to 32ND ST
CENTRAL AVE from 2ND ST to 1ST ST
CENTRAL AVE from 20TH ST to 19TH ST
CENTRAL AVE from PYLE ST to SIMPSON AVE
CENTRAL AVE from 21ST ST to 20TH ST
CENTRAL AVE from 22ND ST to 21ST ST
CENTRAL AVE from GRANDVIEW BLVD to 22ND ST
CENTRAL AVE from 7TH ST TRFY to TREMONT ST
CENTRAL AVE from CENTRAL AVE to 7TH ST TRFY
CENTRAL AVE from 24TH ST to GRANDVIEW BLVD
CENTRAL AVE from 19TH ST to PARK DR
CENTRAL AVE from VALLEY ST to 12TH ST
CENTRAL AVE from 8TH ST to COY ST
CENTRAL AVE from BOEKE ST to 9TH ST
CENTRAL AVE from BETHANY ST to 11TH ST
CENTRAL AVE from LOWELL AVE to BOEKE ST
CENTRAL AVE from VALLEY ST to VALLEY ST
CENTRAL AVE from 6TH ST to CENTRAL AVE VIA
CENTRAL AVE from 13TH ST to THORPE ST
CENTRAL AVE from EWING ST to STATE LINE RD
CENTRAL AVE from BALTIMORE ST to 10TH ST
CENTRAL AVE from 11TH ST to BALTIMORE ST
CENTRAL AVE from 15TH ST to WILSON BLVD
DONAHOO RD from 115TH ST to INDEPENDENCE BLVD
DONAHOO RD from 112TH ST to WINCHESTER DR
DONAHOO RD from WINCHESTER DR to 108TH TER
DONAHOO RD from 108TH TER to HUTTON RD
DONAHOO RD from I-435 HWY to DONAHOO RD TO NB I-435 HWY

EDITH AVE from 100^{TH} ST to 99^{TH} ST
FAIRFAX TRFY from SUNSHINE RD to KINDELBERGER RD
FAIRFAX TRFY from STANLEY RD to MARLEY RD
FAIRFAX TRFY from MARLEY RD to FUNSTON RD
FAIRFAX TRFY from FUNSTON RD to SUNSHINE RD
GEORGIA AVE from I-435 HWY to 103^{RD} TER
GEORGIA AVE from 105^{TH} ST to I-435 HWY
GEORGIA AVE from 106^{TH} ST to 105^{TH} ST
GEORGIA AVE from 107^{TH} ST to 106^{TH} ST
GRANDVIEW BLVD from 18^{TH} ST to 17^{TH} ST
GRANDVIEW BLVD from 17^{TH} ST to 16^{TH} ST
GRANDVIEW BLVD from 16^{TH} ST to 15^{TH} ST
HOLLINGSWORTH RD from 126^{TH} ST to 125^{TH} ST
HOLLINGSWORTH RD from 124^{TH} ST to CANAAN LAKE CIR
HOLLINGSWORTH RD from 125^{TH} ST to 124^{TH} ST
HUTTON RD from UNNAMED – 12002 to ROWLAND CT
HUTTON RD from CLEVELAND AVE to UNNAMED – 12002
HUTTON RD from GEORGIA AVE to 109^{TH} ST
HUTTON RD from 109^{TH} ST to KIMBALL AVE
HUTTON RD from ROWLAND CT to GEORGIA AVE
HUTTON RD from NORTHRIDGE DR to HOLLINGSWORTH RD
HUTTON RD from AUGUSTA DR to NORTHRIDGE DR
HUTTON RD from HASKELL AVE to CLEVELAND AVE
HUTTON RD from DONAHOO RD to INDEPENDENCE BLVD
HUTTON RD from 107^{TH} ST to DONAHOO RD
HUTTON RD from NELSON LN to CLUBHOUSE DR
HUTTON RD from CLUBHOUSE DR to AUGUSTA DR
HUTTON RD from PARALLEL PKWY to HASKELL AVE
HUTTON RD from INDEPENDENCE BLVD to NELSON LN
HUTTON RD from CLEVELAND AVE to CLEVELAND AVE
HUTTON RD from 97^{TH} ST to WOLCOTT DR
INDEPENDENCE BLVD from 109^{TH} ST to 108^{TH} ST
INDEPENDENCE BLVD from 110^{TH} TER to 110^{TH} ST
INDEPENDENCE BLVD from 111^{TH} ST to 110^{TH} TER
INDEPENDENCE BLVD from 110^{TH} ST to 109^{TH} TER
INDEPENDENCE BLVD from 108^{TH} ST to HUTTON RD
INDEPENDENCE BLVD from 109^{TH} TER to 109^{TH} ST
INDEPENDENCE BLVD from 112^{TH} ST to 111^{TH} ST
INDEPENDENCE BLVD from DONAHOO RD to WINCHESTER DR
INDEPENDENCE BLVD from WINCHESTER DR to WINGFOOT DR
INDEPENDENCE BLVD from 113^{TH} CT to 112^{TH} ST
INDEPENDENCE BLVD from WINGFOOT DR to 113^{TH} CT
JAMES ST from RIVERVIEW AVE to OHIO AVE
JAMES ST from LYON AVE to REYNOLDS AVE
JAMES ST from CENTRAL AVE to LYON AVE
K-5 HWY from SB I-435 HWY TO NB K-5 HWY to UNNAMED – 12304
KINDELBERGER RD from FIBERGLASS RD to CENTRAL INDUSTRIAL AVE

KINDELBERGER RD from BRINKERHOFF RD to FIBERGLASS RD
KINDELBERGER RD from BRINKERHOFF RD to BRINKERHOFF RD
KINDELBERGER RD from WB KINDELBERGER RD TO 7TH ST to BRINKERHOFF RD
LAKESIDE DR from 111TH ST to 110TH TER
LEAVENWORTH RD from WEST END to 139TH ST
LEAVENWORTH RD from 139TH ST to 131ST ST
MINNESOTA AVE from 5TH ST to MINNESOTA AVE
MINNESOTA AVE from 6TH ST to 5TH ST
N 38TH ST TO WB I-70/US-24/40 from 38TH ST to EB KAW DR TO SB N 38TH ST
PACIFIC AVE from 12TH ST to BETHANY ST
PACIFIC AVE from 13TH ST to VALLEY ST
PACIFIC AVE from 14TH ST to 13TH ST
PACIFIC AVE from 16TH ST to 15TH ST
PACIFIC AVE from 15TH ST to 14TH ST
PARALLEL PKWY from 24TH ST to 24TH ST
PARALLEL PKWY from 33RD TER to 33RD ST
PARALLEL PKWY from 34TH ST to 33RD TER
PARALLEL PKWY from 33RD ST to 32ND ST
PARALLEL PKWY from 27TH ST to 24TH ST
PARALLEL PKWY from 32ND ST to 32ND ST
PARALLEL PKWY from 32ND ST to TENNYSON ST
PARALLEL PKWY from 40TH ST to 38TH ST
PARALLEL PKWY from NB I-635 HWY TO PARALLEL PKWY to 40TH ST
PARALLEL PKWY from 29TH ST to 27TH ST
PARK DR from 25TH ST to 24TH ST
PARK DR from 21ST ST to 20TH ST
PARK DR from 26TH ST to 25TH ST
PARK DR from 32ND ST to GRANDVIEW BLVD
PARKVIEW AVE from 99TH TER to 99TH ST
PARKVIEW AVE from 100TH ST to 99TH TER
QUINDARO BLVD from 20TH ST to 18TH ST
QUINDARO BLVD from 21ST ST to 21ST ST
QUINDARO BLVD from 27TH ST to 26TH ST
QUINDARO BLVD from GEORGIA AVE to 11TH ST
QUINDARO BLVD from HIAWATHA ST to CISSNA ST
QUINDARO BLVD from 21ST ST to 20TH ST
QUINDARO BLVD from ROWLAND AVE to 10TH ST
QUINDARO BLVD from BETHANY ST to GEORGIA AVE
QUINDARO BLVD from 11TH ST to ROWLAND AVE
QUINDARO BLVD from 12TH ST to BETHANY ST
QUINDARO BLVD from 12TH ST to 12TH ST
QUINDARO BLVD from 17TH ST to 16TH ST
QUINDARO BLVD from HUTCHINGS ST to HIAWATHA ST
QUINDARO BLVD from 18TH ST to HUTCHINGS ST
QUINDARO BLVD from CISSNA ST to 17TH ST
QUINDARO BLVD from 16TH ST to 13TH ST
QUINDARO BLVD from ALLIS ST to WAVERLY AVE

QUINDARO BLVD from 13^{TH} ST to ROOSEVELT ST
QUINDARO BLVD from ROOSEVELT ST to 12^{TH} ST
SIMPSON AVE from LYON AVE to 7^{TH} ST TRFY
SLOAN AVE from 100^{TH} ST to EAST END
SUNSHINE RD from BRINKERHOFF RD to DODGE RD
VICTORY DR from PRAUN LN to 39^{TH} ST
VICTORY DR from 40^{TH} ST to PRAUN LN
WAGON TRAIL CT from 107^{TH} TER to EAST END
WAGON TRAIL DR from SW END to 110^{TH} ST
WAGON TRAIL DR from 110^{TH} ST to 109^{TH} ST
WASHINGTON BLVD from 10^{TH} ST to 9^{TH} ST
WASHINGTON BLVD from 6^{TH} ST to 5^{TH} ST
WASHINGTON BLVD from 8^{TH} ST to 7^{TH} ST TRFY
WASHINGTON BLVD from 7^{TH} ST TRFY to 6^{TH} ST
WASHINGTON BLVD from 9^{TH} ST to 8^{TH} ST
WB I-70/US-24/40 TO NB 38^{TH} ST from NB N 38^{TH} ST TO EB PARK DR to 38^{TH} ST
WINCHESTER DR from 112^{TH} ST to 111^{TH} ST
WINCHESTER DR from 111^{TH} ST to 110^{TH} ST
WINCHESTER DR from 110^{TH} ST to DONAHOO RD
WINCHESTER DR from INDEPENDENCE BLVD to 112^{TH} ST
WINGFOOT DR from NW END to INDEPENDENCE BLVD
WOLCOTT DR from WEST END to 107^{TH} ST
WOLCOTT DR from MARXEN RD to ELM ST
WOOD AVE from 36^{TH} ST to 36^{TH} ST

Annual Pavement Preservation Program, 2024

New Project

CMIP #: PRG00011
Annual CMIP#: 941-1124

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: None
Prior Authorization Amount Approved*: NONE
New Authorization Amount*: $4,400,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that will involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant Street to sidewalk access, and surface treatment applications including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs at the following locations.

North of Parallel Parkway

LATHROP AVENUE, from WEST END to 51^{ST} STREET
LEAVENWORTH ROAD, from 80^{TH} TERRACE to 79^{TH} STREET
LEAVENWORTH ROAD, from 81^{ST} STREET to 80^{TH} TERRACE
LEAVENWORTH ROAD, from 82^{ND} TERRACE to 81^{ST} STREET

LEAVENWORTH ROAD, from 83RD STREET to 82ND TERRACE
LEAVENWORTH ROAD, from 84TH TERRACE to 83RD STREET
LEAVENWORTH ROAD, from 84TH TERRACE to 84TH TERRACE
LEAVENWORTH ROAD, from 84TH PLACE to 84TH TERRACE
LEAVENWORTH ROAD, from 89TH TERRACE to 89TH STREET
CLEVELAND AVENUE, from 48TH TERRACE to 47TH TERRACE
NOGARD AVENUE, from 54TH STREET to 53RD STREET
NOGARD AVENUE, from 53RD STREET to EAST END
PARKVIEW AVENUE, from 64TH STREET to 63RD STREET
PARKVIEW AVENUE, from 66TH STREET to 64TH STREET
PARKVIEW AVENUE, from 67TH STREET to 66TH STREET
ROSWELL AVENUE, from 41ST STREET to 40TH STREET
ROSWELL AVENUE, from 42ND STREET to 41ST STREET
ROSWELL AVENUE, from 54TH STREET to 53RD STREET
ROSWELL AVENUE, from WEST END to 54TH STREET
ROWLAND AVENUE, from 51ST STREET to 49TH TERRACE
SEWELL AVENUE, from 61ST STREET to 60TH STREET
SLOAN AVENUE, from 60TH TERRACE to 60TH STREET
SLOAN AVENUE, from 61ST STREET to 60TH TERRACE
WEBSTER AVENUE, from 78TH STREET to 77TH STREET
WEBSTER AVENUE, from 47TH STREET to 46TH STREET
WEBSTER AVENUE, from UNNAMED – 7505 to 51ST STREET
WEBSTER AVENUE, from 53RD STREET to UNNAMED – 7505
WEBSTER AVENUE, from 55TH STREET to 53RD STREET
YECKER AVENUE, from 47TH PLACE to 47TH TERRACE
YECKER AVENUE, from YECKER AVENUE to 51ST STREET
41ST STREET from GEORGIA AVENUE to ROSWELL AVENUE
42ND STREET from SOUTH END to ROSWELL AVENUE
42ND STREET from ROSWELL AVENUE to ROSWELL AVENUE
43RD STREET from LATHROP AVENUE to LEAVENWORTH ROAD
44TH STREET from GEORGIA AVENUE to YECKER AVENUE
44TH STREET from SOUTH END to ROSWELL AVENUE
45TH STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
46TH STREET from YECKER AVENUE to KIMBALL AVENUE
47TH STREET from CLEVELAND AVENUE to CLEVELAND AVENUE
47TH STREET from CLEVELAND AVENUE to GEORGIA AVENUE
47TH STREET from WEBSTER AVENUE to LEAVENWORTH ROAD
47TH TERRACE, from GEORGIA AVENUE to YECKER AVENUE
48TH TERRACE, from CLEVELAND AVENUE to MALONE DRIVE
48TH TERRACE, from SOUTH END to WELBORN LAKE DRIVE
49TH STREET from ROWLAND AVENUE to GEORGIA AVENUE
51ST STREET from PARALLEL PKWY to WAVERLY AVENUE
51ST STREET from WAVERLY AVENUE to HASKELL AVENUE
51ST STREET from GEORGIA AVENUE to YECKER AVENUE
51ST STREET from YECKER AVENUE to KIMBALL AVENUE
51ST STREET from KIMBALL AVENUE to KIMBALL AVENUE
51ST STREET from KIMBALL AVENUE to WEBSTER AVENUE

51ST STREET from WEBSTER AVENUE to LATHROP AVENUE
51ST STREET from LATHROP AVENUE to LATHROP AVENUE
51ST STREET from LATHROP AVENUE to LEAVENWORTH ROAD
51ST STREET from PARKVIEW AVENUE to EDITH AVENUE
52ND STREET from GEORGIA AVENUE to YECKER AVENUE
52ND STREET from UNNAMED – 7505 to LEAVENWORTH ROAD
52ND TERRACE, from GEORGIA AVENUE to YECKER AVENUE
53RD STREET from SOUTH END to HASKELL AVENUE
53RD STREET from WEBSTER AVENUE to ROSWELL AVENUE
53RD STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
54TH STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
55TH STREET from PARALLEL PKWY to HASKELL AVENUE
55TH STREET from GEORGIA AVENUE to YECKER AVENUE
55TH STREET from YECKER AVENUE to WEBSTER AVENUE
55TH STREET from WEBSTER AVENUE to WEBSTER AVENUE
55TH STREET from WEBSTER AVENUE to LATHROP AVENUE
55TH STREET from LEAVENWORTH ROAD to FARROW AVENUE
55TH STREET from FARROW AVENUE to PARKVIEW AVENUE
55TH STREET from PARKVIEW AVENUE to SLOAN AVENUE
57TH TERRACE, from PARALLEL PKWY to 57TH STREET
59TH STREET from HASKELL AVENUE to HASKELL COURT
59TH STREET from HASKELL COURT to 58TH DRIVE
59TH STREET from 58TH DRIVE to NOGARD AVENUE
59TH STREET from NOGARD AVENUE to ROWLAND AVENUE
59TH STREET from ROWLAND AVENUE to GEORGIA AVENUE
59TH STREET from GEORGIA AVENUE to YECKER AVENUE
59TH STREET from PARKVIEW AVENUE to EDITH AVENUE
59TH STREET from EDITH AVENUE to EDITH AVENUE
59TH TERRACE, from EDITH AVENUE to SEWELL AVENUE
60TH STREET from EDITH AVENUE to SLOAN AVENUE
60TH STREET from SLOAN AVENUE to SEWELL AVENUE
60TH TERRACE, from EDITH AVENUE to SLOAN AVENUE
61ST STREET from LEAVENWORTH ROAD to FARROW AVENUE
61ST STREET from PARKVIEW AVENUE to EDITH AVENUE
61ST STREET from EDITH AVENUE to EDITH AVENUE
61ST TERRACE, from PARKVIEW AVENUE to NORTH END
63RD STREET from CLEVELAND AVENUE to CLEVELAND AVENUE
63RD STREET from CLEVELAND AVENUE to ROWLAND AVENUE
63RD STREET from ROWLAND AVENUE to GEORGIA AVENUE
63RD STREET from GEORGIA AVENUE to LONGWOOD COURT
63RD STREET from WEBSTER AVENUE to ROSWELL AVENUE
63RD STREET from ROSWELL AVENUE to ROSWELL AVENUE
63RD STREET from ROSWELL AVENUE to LATHROP AVENUE
63RD STREET from LATHROP AVENUE to LEAVENWORTH ROAD
63RD STREET from LEAVENWORTH ROAD to FARROW AVENUE
63RD STREET from FARROW AVENUE to MAY LANE
63RD STREET from MAY LANE to PARKVIEW AVENUE

63^{RD} STREET from PARKVIEW AVENUE to PARKVIEW AVENUE
63^{RD} STREET from PARKVIEW AVENUE to EDITH AVENUE
63^{RD} STREET from EDITH AVENUE to SLOAN AVENUE
63^{RD} TERRACE, from FARROW AVENUE to 63^{RD} TERRACE
66^{TH} STREET from FARROW AVENUE to OAK DRIVE
67^{TH} STREET from LEAVENWORTH ROAD to PARKVIEW AVENUE
72^{ND} STREET from HASKELL AVENUE to HASKELL AVENUE
72^{ND} STREET from HASKELL AVENUE to ROWLAND AVENUE
72^{ND} STREET from ROWLAND AVENUE to GEORGIA AVENUE
72^{ND} STREET from PARK ACC DRIVE – 8954 to WEBSTER AVENUE
72^{ND} STREET from WEBSTER AVENUE to ROSWELL AVENUE
77^{TH} STREET from WEBSTER AVENUE to ROSWELL AVENUE
77^{TH} STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
81^{ST} STREET from PARALLEL PKWY to GREELEY AVENUE
81^{ST} STREET from WAVERLY AVENUE to WAVERLY AVENUE
81^{ST} STREET from WAVERLY AVENUE to CLEVELAND AVENUE
81^{ST} STREET from CLEVELAND AVENUE to ROWLAND AVENUE
81^{ST} STREET from LONGWOOD AVENUE to YECKER AVENUE
81^{ST} STREET from YECKER AVENUE to YECKER AVENUE
81^{ST} STREET from YECKER AVENUE to ROSWELL AVENUE
81^{ST} STREET from ROSWELL AVENUE to SEWARD AVENUE
83^{RD} STREET from 83^{RD} LANE to GEORGIA AVENUE
83^{RD} STREET from GEORGIA AVENUE to GEORGIA AVENUE
83^{RD} STREET from FAYETTE AVENUE to WEBSTER AVENUE
CERNECH ROAD, from 61^{ST} STREET to 60^{TH} STREET
CERNECH ROAD, from 62^{ND} STREET to 61^{ST} STREET
CERNECH ROAD, from 63^{RD} STREET to 62^{ND} STREET
CERNECH ROAD, from 63^{RD} TERRACE to 63^{RD} STREET
CERNECH ROAD, from 64^{TH} TERRACE to 63^{RD} TERRACE
CERNECH ROAD, from 65^{TH} STREET to 64^{TH} TERRACE
CERNECH ROAD, from 67^{TH} STREET to 65^{TH} STREET
HASKELL AVENUE, from 55^{TH} STREET to 53^{RD} STREET
FARROW AVENUE, from 63^{RD} TERRACE to 63^{RD} STREET
GEORGIA AVENUE, from 42^{ND} STREET to 41^{ST} STREET
GEORGIA AVENUE, from 47^{TH} TERRACE to 47^{TH} STREET
GEORGIA AVENUE, from MALONE DRIVE to 47^{TH} TERRACE
GEORGIA AVENUE, from 48^{TH} TERRACE to MALONE DRIVE
GEORGIA AVENUE, from 48^{TH} TERRACE to 48^{TH} TERRACE
GEORGIA AVENUE, from 49^{TH} STREET to 48^{TH} TERRACE
GEORGIA AVENUE, from 51^{ST} STREET to 49^{TH} STREET
GEORGIA AVENUE, from 52^{ND} STREET to 51^{ST} STREET
GEORGIA AVENUE, from 52^{ND} STREET to 52^{ND} STREET
GEORGIA AVENUE, from 52^{ND} TERRACE to 52^{ND} STREET
GEORGIA AVENUE, from 53^{RD} STREET to 52^{ND} TERRACE
GEORGIA AVENUE, from 53^{RD} TERRACE to 53^{RD} STREET
GEORGIA AVENUE, from 55^{TH} STREET to 53^{RD} TERRACE
38^{TH} STREET from SOUTHBOUND N 38^{TH} STREET TO SOUTHBOUND I-635 HWY to LEAVENWORTH ROAD

46TH STREET from KIMBALL AVENUE to WEBSTER AVENUE
47TH STREET from SOUTH END to WEBSTER AVENUE
GEORGIA AVENUE, from 46TH STREET to 45TH TERRACE
GEORGIA AVENUE, from WELBORN LANE to 46TH STREET
YECKER AVENUE, from 44TH STREET to EAST END
51ST STREET from HASKELL AVENUE to CLEVELAND AVENUE
51ST STREET from CLEVELAND AVENUE to ROWLAND AVENUE
51ST STREET from ROWLAND AVENUE to GEORGIA AVENUE
53RD TERRACE, from GEORGIA AVENUE to NORTH END
YECKER AVENUE, from 52ND TERRACE to 52ND STREET
YECKER AVENUE, from 55TH STREET to 52ND TERRACE
59TH STREET from EDITH AVENUE to SLOAN AVENUE
59TH STREET from HONNELL LANE to NORTH END
63RD STREET from LONGWOOD COURT to YECKER AVENUE
63RD STREET from YECKER AVENUE to YECKER AVENUE
63RD STREET from YECKER AVENUE to WEBSTER AVENUE
PARKVIEW AVENUE, from WEST END to 61ST TERRACE
61ST STREET from EDITH AVENUE to SLOAN AVENUE
61ST STREET from SLOAN AVENUE to SLOAN AVENUE
61ST STREET from SEWELL AVENUE to SEWELL AVENUE
61ST STREET from SLOAN AVENUE to SEWELL AVENUE
59TH STREET from SEWELL AVENUE to CERNECH ROAD
59TH STREET from SLOAN AVENUE to SEWELL AVENUE
55TH STREET from LATHROP AVENUE to LEAVENWORTH ROAD
77TH STREET from YECKER AVENUE to WEBSTER AVENUE
77TH STREET from ROWLAND AVENUE to LONGWOOD AVENUE
77TH STREET from LONGWOOD AVENUE to YECKER AVENUE
LEAVENWORTH ROAD, from 79TH STREET to SAVAGE DRIVE
LAKEVIEW DRIVE, from 55TH STREET to SE END
63RD STREET from SLOAN AVENUE to SEWELL AVENUE
63RD STREET from SEWELL AVENUE to CERNECH ROAD
EDITH AVENUE, from 59TH TERRACE to 59TH STREET
EDITH AVENUE, from 60TH STREET to 59TH TERRACE
EDITH AVENUE, from 60TH TERRACE to 60TH STREET
EDITH AVENUE, from 61ST STREET to 60TH TERRACE
66TH TERRACE, from FARROW AVENUE to FARROW AVENUE
53RD STREET from PARALLEL PKWY to NORTH END
72ND STREET from GEORGIA AVENUE to PARK ACC DRIVE – 8954
67TH STREET from PARKVIEW AVENUE to SEWELL AVENUE
67TH STREET from SEWELL AVENUE to CERNECH ROAD
72ND STREET from ROSWELL AVENUE to LATHROP AVENUE
72ND STREET from LAFAYETTE AVENUE to GREELEY AVENUE
72ND STREET from GREELEY AVENUE to GREELEY AVENUE
72ND STREET from PARALLEL PKWY to LAFAYETTE AVENUE
72ND STREET from LAFAYETTE AVENUE to LAFAYETTE AVENUE
72ND STREET from GREELEY AVENUE to WAVERLY AVENUE
72ND STREET from WAVERLY AVENUE to HASKELL AVENUE

77TH STREET from HASKELL AVENUE to CLEVELAND AVENUE
77TH STREET from CLEVELAND AVENUE to ROWLAND AVENUE
77TH STREET from PARALLEL PKWY to HASKELL AVENUE
83RD STREET from WEBSTER AVENUE to ROSWELL AVENUE
83RD STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
81ST STREET from GEORGIA AVENUE to LONGWOOD AVENUE
83RD STREET from GEORGIA AVENUE to FAYETTE AVENUE
LEAVENWORTH ROAD, from 85TH STREET to 84TH PLACE
LEAVENWORTH ROAD, from 85TH PLACE to 85TH STREET
LEAVENWORTH ROAD, from 87TH STREET to 85TH PLACE
81ST STREET from GREELEY AVENUE to GREELEY AVENUE
81ST STREET from GREELEY AVENUE to WAVERLY AVENUE
81ST STREET from SEWARD AVENUE to LEAVENWORTH ROAD
GEORGIA AVENUE, from 41ST STREET to I-635 HWY
55TH STREET from HASKELL AVENUE to JODEE LANE
55TH STREET from JODEE LANE to GEORGIA AVENUE
83RD STREET from 82ND STREET to DS@96N 82ND STREET
LEAVENWORTH ROAD, from 89TH TERRACE to 89TH TERRACE
83RD STREET from DS@158N 82ND STREET to GREELEY AVENUE
UNNAMED – 7660, from UNNAMED – 7661 to NE END
CLEVELAND AVENUE, from WEST END to 51ST STREET
LEAVENWORTH ROAD, from 91ST STREET to 89TH TERRACE
91ST STREET from HASKELL AVENUE to GEORGIA AVENUE
91ST STREET from PARALLEL PKWY to HASKELL AVENUE
82ND STREET from PARALLEL PKWY to 83RD STREET
GEORGIA AVENUE, from 84TH STREET to DS@424E 84TH STREET
83RD STREET from HASKELL AVENUE to 83RD LANE
81ST STREET from ROWLAND AVENUE to GEORGIA AVENUE
72ND STREET from LATHROP AVENUE to LEAVENWORTH ROAD
ROWLAND COURT, from WEST END to 54TH STREET
54TH STREET from NOGARD AVENUE to ROWLAND COURT
66TH STREET from OAK DRIVE to PARKVIEW AVENUE
EDITH AVENUE, from 63RD STREET to 61ST STREET
YECKER AVENUE, from YECKER AVENUE to YECKER AVENUE
66TH TERRACE, from FARROW AVENUE to OAK DRIVE
FARROW AVENUE, from 66TH TERRACE to FARROW AVENUE
FARROW AVENUE, from 66TH TERRACE to DS@140N 66TH TERRACE
OAK DRIVE, from 66TH TERRACE to 66TH STREET
66TH STREET from PARKVIEW AVENUE to SLOAN AVENUE
63RD TERRACE, from 63RD TERRACE to 63RD TERRACE
63RD TERRACE, from 63RD TERRACE to 63RD TERRACE
55TH STREET from LAKEVIEW DRIVE to JOYCE DRIVE
55TH STREET from SLOAN AVENUE to LAKEVIEW DRIVE
BRENNER DRIVE, from HONNELL LANE to DICKINSON ROAD
42ND STREET from UNNAMED – 5393 to LEAVENWORTH ROAD
40TH STREET from ROSWELL AVENUE to LEAVENWORTH ROAD
42ND STREET from GEORGIA AVENUE to GEORGIA AVENUE

LEAVENWORTH ROAD, from 78TH STREET to SAVAGE DRIVE
59TH STREET from MEADOWLARK LANE to HASKELL AVENUE
59TH STREET from WEBSTER AVENUE to LEAVENWORTH ROAD
SEWELL AVENUE, from 60TH STREET to 59TH TERRACE
SEWELL AVENUE, from 59TH TERRACE to 59TH STREET
62ND STREET from SLOAN AVENUE to SEWELL AVENUE
SLOAN AVENUE, from 62ND STREET to 61ST STREET
MAY LANE, from 63RD STREET to LEAVENWORTH ROAD
PARKVIEW AVENUE, from 63RD STREET to EAST END
PARKVIEW AVENUE, from DS@171E 61ST TERRACE to 61ST STREET
PARKVIEW AVENUE, from WEST END to PARKVIEW AVENUE
PARKVIEW AVENUE, from 61ST TERRACE to DS@171E 61ST TERRACE
63RD STREET from WAVERLY AVENUE to CLEVELAND AVENUE
59TH STREET from CERNECH ROAD to HONNELL LANE
HONNELL LANE, from 59TH STREET to BRENNER DRIVE
59TH STREET from LEAVENWORTH ROAD to PARKVIEW AVENUE
JOYCE DRIVE, from 55TH STREET to UNNAMED – 7464
DICKINSON ROAD, from BRENNER DRIVE to 55TH STREET
55TH STREET from JOYCE DRIVE to DICKINSON ROAD
54TH STREET from PARALLEL PKWY to NORTH END
52ND STREET from SW END to ROWLAND AVENUE
51ST STREET from LEAVENWORTH ROAD to PARKVIEW AVENUE
47TH PLACE, from YECKER AVENUE to WELBORN LANE
WELBORN LAKE DRIVE, from 48TH TERRACE to 48TH STREET
47TH TERRACE, from YECKER AVENUE to YECKER AVENUE
GEORGIA AVENUE, from 47TH STREET to 46TH TERRACE
45TH STREET from GEORGIA AVENUE to NORTH END
ROSWELL AVENUE, from 45TH STREET to 44TH STREET
KIMBALL AVENUE, from 47TH PLACE to 46TH STREET
YECKER AVENUE, from 47TH TERRACE to 46TH STREET
LATHROP AVENUE, from 44TH STREET to 43RD STREET
44TH STREET from ROSWELL AVENUE to LATHROP AVENUE
38TH STREET from NB N 38TH STREET TO SOUTHBOUND I-635 HWY to SOUTHBOUND N 38TH STREET TO SOUTHBOUND I-635 HWY
CERNECH ROAD, from 60TH STREET to 59TH STREET
GEORGIA AVENUE, from 45TH TERRACE to 45TH STREET
GEORGIA AVENUE, from 45TH STREET to 44TH STREET
GEORGIA AVENUE, from 44TH STREET to 43RD STREET
GEORGIA AVENUE, from 43RD STREET to 42ND STREET
FARROW AVENUE, from DS@140N 66TH TERRACE to 66TH STREET
FARROW AVENUE, from 66TH STREET to 63RD TERRACE
FARROW AVENUE, from UNNAMED – 7661 to 61ST STREET
CLEVELAND AVENUE, from 47TH TERRACE to 47TH STREET
83RD STREET from GREELEY AVENUE to HASKELL AVENUE
64TH STREET from OAK DRIVE to PARKVIEW AVENUE
63RD STREET from PARALLEL PKWY to WAVERLY AVENUE
61ST STREET from SEWELL AVENUE to CERNECH ROAD

61ST STREET from FARROW AVENUE to PARKVIEW AVENUE
59TH STREET from YECKER AVENUE to WEBSTER AVENUE
53RD STREET from ROWLAND AVENUE to GEORGIA AVENUE
53RD STREET from NOGARD AVENUE to ROWLAND AVENUE
53RD STREET from HASKELL AVENUE to NOGARD AVENUE
52ND STREET from YECKER AVENUE to KIMBALL AVENUE
52ND STREET from ROWLAND AVENUE to GEORGIA AVENUE
48TH STREET from SOUTH END to WELBORN LAKE DRIVE
47TH TERRACE, from KIMBALL AVENUE to LEAVENWORTH ROAD
46TH STREET from WEBSTER AVENUE to ROSWELL AVENUE
46TH STREET from GEORGIA AVENUE to YECKER AVENUE
45TH TERRACE, from GEORGIA AVENUE to NORTH END
44TH STREET from YECKER AVENUE to NORTH END
43RD STREET from SOUTH END to LATHROP AVENUE
42ND STREET from ROSWELL AVENUE to LATHROP AVENUE
UNNAMED – 7744, from CERNECH ROAD to NORTH END
WELBORN LANE, from WEST END to 47TH PLACE
47TH PLACE, from WELBORN LANE to KIMBALL AVENUE
YECKER AVENUE, from YECKER AVENUE to YECKER AVENUE
WELBORN LAKE DRIVE, from LEAVENWORTH ROAD to 48TH TERRACE
48TH STREET from WELBORN LAKE DRIVE to LEAVENWORTH ROAD
SLOAN AVENUE, from 66TH STREET to 63RD STREET
SEWELL AVENUE, from 67TH STREET to EAST END
SEWELL AVENUE, from 63RD STREET to 62ND STREET
SEWELL AVENUE, from 62ND STREET to 61ST STREET
ROWLAND AVENUE, from 53RD STREET to 52ND STREET
ROSWELL AVENUE, from 46TH STREET to 45TH STREET
ROSWELL AVENUE, from WEST END to 42ND STREET
OAK DRIVE, from 66TH STREET to 64TH STREET
NOGARD AVENUE, from SW END to 54TH STREET
LATHROP AVENUE, from 43RD STREET to 42ND STREET
KIMBALL AVENUE, from 52ND STREET to 51ST STREET

Armourdale/Argentine

MERRIAM LANE, from COUNTY LINE ROAD to 34TH STREET
12TH STREET, from SHAWNEE AVENUE to CUSTER AVENUE
12TH STREET, from HASBROOK AVENUE to SHAWNEE AVENUE
12TH STREET, from PENNSYLVANIA AVENUE to OSAGE AVENUE
43RD AVENUE, from BOOTH STREET to ADAMS STREET
43RD AVENUE, from FISHER STREET to BOOTH STREET
MISSION ROAD, from 42ND AVENUE to 42ND AVENUE
43RD AVENUE, from PEARL STREET to LLOYD STREET
43RD AVENUE, from EATON STREET to CAMBRIDGE STREET
43RD AVENUE, from FRANCIS STREET to EATON STREET
43RD AVENUE, from RAINBOW BOULEVARD to FRANCIS STREET
5TH STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET

MINNIE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
MINNIE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from MINNIE STREET to HILL STREET
SOUTHWEST BOULEVARD, from LINCOLN STREET to HILL STREET
SOUTHWEST BOULEVARD, from MINNIE STREET to LINCOLN STREET
BOOTH STREET, from 38TH AVENUE to NORTH END
RAINBOW EXT, from SOUTHWEST BOULEVARD to SEMINARY STREET
SEMINARY STREET, from HILL STREET to RAINBOW EXT
IOWA STREET, from SEMINARY STREET to SUMMIT STREET
RUBY AVENUE, from WOODLAND BOULEVARD to 30TH STREET
SOUTHWEST BOULEVARD, from 9TH STREET to 9TH STREET
SOUTHWEST BOULEVARD, from BOEKE STREET to 9TH STREET
STATE LINE ROAD, from 43RD AVENUE to 42ND AVENUE
STATE LINE ROAD, from 43RD PL to 43RD AVENUE
STATE LINE ROAD, from SENECA AVENUE to 43RD PL
STATE LINE ROAD, from 46TH AVENUE to 45TH AVENUE
STATE LINE ROAD, from SOUTH END to 46TH AVENUE
WOODLAND BOULEVARD, from SILVER AVENUE to METROPOLITAN AVENUE
10TH STREET, from KANSAS AVENUE to SCOTT AVENUE
10TH STREET, from CUSTER AVENUE to KANSAS AVENUE
42ND STREET, from STRONG AVENUE to POWELL AVENUE
42ND STREET, from STRONG AVENUE to STRONG AVENUE
42ND STREET, from METROPOLITAN AVENUE to STRONG AVENUE
43RD AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
BARBER AVENUE, from CAMBRIDGE STREET to EAST END
BARBER AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from SOUTHWEST BOULEVARD to ELMWOOD AVENUE
EATON STREET, from BARBER AVENUE to ELMWOOD AVENUE
SEMINARY STREET, from 5TH STREET to IOWA STREET
IOWA STREET, from SEMINARY STREET to SEMINARY STREET
KANSAS AVENUE, from DS@261E NB I-635 TO WB KANSAS AVENUE/K-32 to NB I-635 HWY TO SB S 39TH STREET
36TH AVENUE, from NW END to 36TH AVENUE
36TH AVENUE, from NW END to 36TH AVENUE
ELMWOOD AVENUE, from EATON STREET to EAST END
LAWRENCE AVENUE, from CAMBRIDGE STREET to EAST END
STATE LINE ROAD, from FEDERAL AVENUE to ESTERLY AVENUE
STATE LINE ROAD, from 37TH AVENUE to 36TH AVENUE
36TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
36TH AVENUE, from EATON STREET to CAMBRIDGE STREET
37TH AVENUE, from EATON STREET to CAMBRIDGE STREET
BRISTOW AVENUE, from FRANCIS PL to FRANCIS STREET
CAMBRIDGE STREET, from 37TH AVENUE to 36TH AVENUE
CAMBRIDGE STREET, from 38TH AVENUE to 37TH AVENUE
CHESTER AVENUE, from FRANCIS STREET to EATON STREET
CHESTER AVENUE, from FRANCIS PL to FRANCIS STREET
ESTERLY AVENUE, from FRANCIS STREET to STATE LINE ROAD
FEDERAL AVENUE, from EATON STREET to STATE LINE ROAD

FRANCIS PL, from CHESTER AVENUE to BRISTOW AVENUE
FRANCIS STREET, from CHESTER AVENUE to BRISTOW AVENUE
39TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
STATE LINE ROAD, from UNNAMED – 4379 to 38TH AVENUE
STATE LINE ROAD, from 39TH AVENUE to UNNAMED – 4379
CAMBRIDGE STREET, from UNNAMED – 4379 to 38TH AVENUE
CAMBRIDGE STREET, from 39TH AVENUE to UNNAMED – 4379
MISSION ROAD, from 45TH AVENUE to 44TH PL
MISSION ROAD, from 46TH AVENUE to 46TH AVENUE
MISSION ROAD, from COUNTY LINE ROAD to 46TH AVENUE
43RD AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
43RD AVENUE, from THOMPSON STREET to MINNIE STREET
43RD AVENUE, from MISSION ROAD to THOMPSON STREET
43RD AVENUE, from PEARL STREET to PEARL STREET
43RD AVENUE, from FISHER STREET to FISHER STREET
43RD AVENUE, from LLOYD STREET to FISHER STREET
SOUTHWEST BOULEVARD, from CHEROKEE STREET to MINNIE STREET
CHEROKEE STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
CHEROKEE STREET, from SEMINARY STREET to SE END
SEMINARY STREET, from IOWA STREET to CHEROKEE STREET
IOWA STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
SOUTHWEST BOULEVARD, from 5TH STREET to 5TH STREET
SOUTHWEST BOULEVARD, from MILL STREET to EARLY STREET
43RD AVENUE, from MINNIE STREET to PEARL STREET
39TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
BOOTH STREET, from 39TH AVENUE to 38TH AVENUE
38TH AVENUE, from SPRINGFIELD STREET to BOOTH STREET
39TH AVENUE, from BOOTH STREET to ADAMS STREET
SOUTHWEST BOULEVARD, from 31ST STREET to NE END
31ST STREET, from SOUTHWEST BOULEVARD to SE END
SOUTHWEST BOULEVARD, from TREMONT STREET to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD, from 43RD AVENUE to 42ND AVENUE
MISSION ROAD, from 45TH AVENUE to 45TH AVENUE
MISSION ROAD, from 44TH TERRACE to 44TH AVENUE
MISSION ROAD, from ROSEDALE PARK ROAD to 40TH TERRACE
SOUTHWEST BOULEVARD, from 9TH STREET to MILL STREET
7TH STREET ACCESS ROAD, from PAWNEE AVENUE to CHEYENNE AVENUE
SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO MISSION ROAD to NB MISSION ROAD TO SOUTHWEST BOULEVARD
42ND STREET, from POWELL AVENUE to SWARTZ ROAD
SOUTHWEST BOULEVARD, from RAINBOW EXT to MARSHALL STREET
HILL STREET, from SOUTHWEST BOULEVARD to SEMINARY STREET
RAINBOW EXT, from SEMINARY STREET to BOOTH STREET
KANSAS AVENUE, from NB S 39TH STREET TO NB I-635 HWY to DS@163E NB S 39TH STREET TO NB I-635 HWY
KANSAS AVENUE, from DS@163E NB S 39TH STREET TO NB I-635 HWY to DS@460E NB S 39TH STREET TO NB I-635 HWY
SILVER AVENUE, from WOODLAND BOULEVARD to RUBY TRFY
SILVER AVENUE, from WOODLAND BOULEVARD to WOODLAND BOULEVARD

KANSAS AVENUE, from 12TH STREET to 11TH STREET
KANSAS AVENUE, from VALLEY STREET to 12TH STREET
KANSAS AVENUE, from 14TH STREET to VALLEY STREET
KANSAS AVENUE, from BOEKE STREET to ARGENTINE BOULEVARD
KANSAS AVENUE, from ARGENTINE BOULEVARD to MILL STREET
KANSAS AVENUE, from MILL STREET to MILL STREET
KANSAS AVENUE, from FERREE STREET to BOEKE STREET
KANSAS AVENUE, from SB 18TH/US-69 TO WB KANSAS AVENUE to SB 18TH/US-69 TO EB KANSAS AVENUE
KANSAS AVENUE, from KANSAS AVENUE/K-32 TO NB 18TH/US-69 to BAYARD AVENUE
KANSAS AVENUE, from UNNAMED – 6079 to 14TH STREET
KANSAS AVENUE, from NB 18TH/US-69 TO EB KANSAS AVENUE to UNNAMED – 6079
STEELE ROAD, from WB STEELE ROAD TO NB 18TH STREET/US-69 to 15TH STREET
STEELE ROAD, from NB 18TH STREET/US-69 TO WB STEELE ROAD to STEELE ROAD
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
SOUTHWEST BOULEVARD, from FERREE STREET to BOEKE STREET
SOUTHWEST BOULEVARD, from DS@283E 10TH STREET to FERREE STREET
KANSAS AVENUE, from 6TH STREET to 5TH STREET
SUMMIT STREET, from SW END to MINNIE STREET
37TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
38TH AVENUE, from CAMBRIDGE STREET to STATE LINE ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from DS@456W SOUTHWEST BOULEVARD to DS@568N SOUTHWEST BOULEVARD
39TH AVENUE, from WEST END to THOMPSON STREET
MISSION ROAD, from 42ND AVENUE to ROSEDALE PARK ROAD
METROPOLITAN AVENUE, from 30TH STREET to 29TH STREET
METROPOLITAN AVENUE, from 32ND STREET to 30TH STREET
METROPOLITAN AVENUE, from 34TH STREET to 33RD STREET
METROPOLITAN AVENUE, from 35TH STREET to 34TH STREET
METROPOLITAN AVENUE, from 36TH STREET to 35TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 36TH STREET
METROPOLITAN AVENUE, from 37TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 38TH STREET to 37TH STREET
METROPOLITAN AVENUE, from 39TH STREET to 38TH STREET
METROPOLITAN AVENUE, from 40TH STREET to 39TH STREET
METROPOLITAN AVENUE, from 41ST STREET to 40TH STREET
METROPOLITAN AVENUE, from 42ND STREET to 41ST STREET
METROPOLITAN AVENUE, from 43RD STREET to 42ND STREET
METROPOLITAN AVENUE, from EB METROPOLITAN AVENUE TO NB I-635 to WB METROPOLITAN AVENUE TO NB I-635
KANSAS AVENUE, from SB 18TH/US-69 TO EB KANSAS AVENUE to 18TH STREET EXPY
METROPOLITAN AVENUE, from 44TH STREET to 44TH STREET
METROPOLITAN AVENUE, from 44TH STREET to 43RD STREET
METROPOLITAN AVENUE, from 29TH STREET to ALLEY E OF 29TH – 6499
38TH AVENUE, from EATON STREET to CAMBRIDGE STREET
EATON STREET, from 38TH AVENUE to 37TH AVENUE
39TH AVENUE, from EATON STREET to CAMBRIDGE STREET
39TH AVENUE, from RAINBOW BOULEVARD to EATON STREET
SOUTHWEST BOULEVARD, from 8TH STREET to I-35 HWY

SOUTHWEST BOULEVARD, from SOUTHWEST BOULEVARD TO NB I-35 HWY to SB MISSION ROAD VIA
SB MISSION ROAD VIA, from DS@361S MISSION ROAD TO SOUTHWEST BOULEVARD to DS@451S MISSION ROAD TO SOUTHWEST BOULEVARD
LAKE AVENUE, from MINNIE STREET to LLOYD STREET
THOMPSON STREET, from LAKE AVENUE to 39TH AVENUE
THOMPSON STREET, from 39TH AVENUE to THOMPSON CIR
THOMPSON CIR, from THOMPSON STREET to THOMPSON STREET
LAKE AVENUE, from THOMPSON STREET to MINNIE STREET
MINNIE STREET, from LAKE AVENUE to DS@672N LAKE AVENUE
LAKE AVENUE, from LLOYD STREET to FISHER STREET
FISHER STREET, from LAKE AVENUE to NORTH END
LLOYD STREET, from LAKE AVENUE to NORTH END
LAKE AVENUE, from FISHER STREET to 39TH AVENUE
39TH AVENUE, from LAKE AVENUE to SPRINGFIELD STREET
SB MISSION ROAD VIA, from DS@121S SOUTHWEST BOULEVARD TO NB I-35 HWY to NB I-35 HWY TO SB MISSION ROAD
NB MISSION TO WB SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD TO MISSION ROAD, from NB MISSION TO WB SOUTHWEST BOULEVARD to NB MISSION ROAD VIA
SOUTHWEST BOULEVARD, from NB MISSION TO WB SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO MISSION ROAD
SOUTHWEST BOULEVARD, from I-35 HWY to HENNING STREET
STEELE ROAD, from 18TH STREET EXPY to NB 18TH STREET/US-69 TO WB STEELE ROAD
ROE LANE, from I-35 HWY to ALMA STREET
METROPOLITAN AVENUE, from I-635 HWY to EB METROPOLITAN AVENUE TO NB I-635
METROPOLITAN AVENUE, from ALLEY E OF 29TH – 6499 to 25TH STREET
18TH STREET, from BAYARD AVENUE to 18TH STREET EXPY
KANSAS AVENUE, from 18TH STREET EXPY to KANSAS AVENUE/K-32 TO NB 18TH/US-69
METROPOLITAN AVENUE, from 33RD STREET to 32ND STREET
SOUTHWEST BOULEVARD, from MARSHALL STREET to RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from RAINBOW BOULEVARD to EATON STREET
LAKE AVENUE, from WEST END to THOMPSON STREET
EATON STREET, from 39TH AVENUE to 38TH AVENUE
NB MISSION ROAD VIA, from SB MISSION ROAD VIA to MISSION ROAD TO SOUTHWEST BOULEVARD
MISSION ROAD TO SOUTHWEST BOULEVARD, from NB MISSION ROAD VIA to NB MISSION TO WB SOUTHWEST BOULEVARD
24TH STREET, from NB I-35 HWY TO SB S 24TH STREET to NB I-35 HWY TO NB S 24TH STREET
SOUTHWEST BOULEVARD, from EARLY STREET to 8TH STREET
KANSAS AVENUE, from 3RD STREET to 2ND STREET
KANSAS AVENUE, from 8TH STREET to COY STREET
KANSAS AVENUE, from 2ND STREET to ADAMS STREET
KANSAS AVENUE, from 5TH STREET to 5TH STREET
KANSAS AVENUE, from 5TH STREET to 4TH STREET
KANSAS AVENUE, from STREET PAUL STREET to 6TH STREET
18TH STREET EXPY, from SE END to NB 18TH STREET/US-69 HWY TO NB I-35
SOUTHWEST BOULEVARD, from MERRIAM LANE to SOUTHWEST BOULEVARD

RUBY TRFY, from SILVER AVENUE to RUBY AVENUE
STEELE ROAD, from STEELE ROAD to WB STEELE ROAD TO NB 18TH STREET/US-69
KANSAS AVENUE, from BAYARD AVENUE to NB 18TH/US-69 TO EB KANSAS AVENUE
10TH STREET, from SCOTT AVENUE to MCALPINE AVENUE
KANSAS AVENUE, from 10TH STREET to FERREE STREET
KANSAS AVENUE, from 11TH STREET to 10TH STREET
WOODLAND BOULEVARD, from SILVER AVENUE to SILVER AVENUE
KANSAS AVENUE, from 34TH STREET to 26TH STREET
RAINBOW EXT, from BOOTH STREET to RAINBOW BOULEVARD
SPRINGFIELD STREET, from 38TH AVENUE to BOOTH STREET
BOOTH STREET, from SPRINGFIELD STREET to RAINBOW EXT
SOUTHWEST BOULEVARD, from IOWA STREET to CHEROKEE STREET
SOUTHWEST BOULEVARD, from 5TH STREET to IOWA STREET
PARK ACC DR – 4481, from WEST END to BOOTH STREET
MINNIE STREET, from DS@672N LAKE AVENUE to SUMMIT STREET
ADAMS STREET, from 39TH AVENUE to RAINBOW BOULEVARD
STATE LINE ROAD, from 42ND AVENUE to 41ST AVENUE
STATE LINE ROAD, from 41ST AVENUE to OLATHE BOULEVARD
STATE LINE ROAD, from OLATHE BOULEVARD to 39TH AVENUE
STATE LINE ROAD, from 38TH AVENUE to 37TH AVENUE
FRANCIS STREET, from EATON STREET to CHESTER AVENUE
EATON STREET, from 37TH AVENUE to 36TH AVENUE
EATON STREET, from 36TH AVENUE to FEDERAL AVENUE
EATON STREET, from FEDERAL AVENUE to FRANCIS STREET
STATE LINE ROAD, from 36TH AVENUE to FEDERAL AVENUE
STATE LINE ROAD, from ESTERLY AVENUE to EATON STREET
EATON STREET, from STATE LINE ROAD to CAMBRIDGE STREET
CAMBRIDGE STREET, from LAWRENCE AVENUE to BARBER AVENUE
FRANCIS STREET, from BRISTOW AVENUE to EATON STREET
EATON STREET, from FRANCIS STREET to CAMBRIDGE STREET
CAMBRIDGE STREET, from EATON STREET to LAWRENCE AVENUE
SOUTHWEST BOULEVARD, from MISSION ROAD TO SOUTHWEST BOULEVARD to SOUTHWEST BOULEVARD TO SB MISSION ROAD
SOUTHWEST BOULEVARD, from NB MISSION ROAD TO SOUTHWEST BOULEVARD to 5TH STREET
39TH AVENUE, from ADAMS STREET to RAINBOW BOULEVARD
EATON STREET, from LAWRENCE CT to BARBER AVENUE
LAWRENCE CT, from EATON STREET to LAWRENCE CT
EATON STREET, from FRANCIS STREET to LAWRENCE CT
SPRINGFIELD STREET, from 39TH AVENUE to 38TH AVENUE
BRISTOW AVENUE, from WEST END to FRANCIS PL
BRISTOW AVENUE, from FRANCIS STREET to EAST END
36TH AVENUE, from DS@785E RAINBOW BOULEVARD to DS@1022E RAINBOW BOULEVARD
36TH AVENUE, from DS@1022E RAINBOW BOULEVARD to EATON STREET
36TH AVENUE, from RAINBOW BOULEVARD to DS@785E RAINBOW BOULEVARD
SOUTHWEST BOULEVARD, from HILL STREET to RAINBOW EXT
SUMMIT STREET, from MINNIE STREET to IOWA STREET

LAWRENCE CT, from LAWRENCE CT to LAWRENCE CT
STATE LINE ROAD, from 45TH AVENUE to SENECA AVENUE

Annual Priority Traffic Signal Replacements, 2020 f/k/a Priority Traffic Signal Replacements, 2020

CMIP #: PRG00267

Annual CMIP#: 943-0120

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19; R-76-19; O-124-21

Prior Authorization Amount Approved*: $400,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The project will be focused on traffic signal equipment upgrades to improve operation efficiency and connection to the communication network. Scope of work includes but is not limited to upgrades to the communication switches, underground connection to backbone fiber network, and upgrades to traffic signal controller, servers, and software. Work includes retiming of traffic signals for coordination along corridors. This includes upgrades to traffic signals along major arterial streets controlled by traffic signals. Arterial streets this project includes but are not limited to are Kansas Avenue, 55th Street, State Avenue, Parallel Parkway, Metropolitan Avenue, Shawnee Drive, Downtown area and others as needed. The scope of work also includes equipment upgrades to signalized intersections at K-59 and Kansas Avenue, and preliminary design plans for intersection of Metropolitan and 42nd Street.

Annual Priority Traffic Signal Replacements, 2021 f/k/a Priority Traffic Signal Replacements, 2021

CMIP #: PRG00267

Annual CMIP#: 943-0121

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-37-20/R-47-20; O-124-21

Prior Authorization Amount Approved*: $800,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Scope of work includes but is not limited to the following: (1) upgrades to the traffic signal detection system at 2nd St and Kansas Ave, 59th St and Kansas Ave, 7th Street and Sunshine, or other intersections detection deficiencies within the network. (2) Relocation of signalized crossing from Holy Name of Jesus Church entrance to Iowa St and Southwest Blvd and traffic/pedestrian signal upgrades at Olathe Blvd at Rainbow Blvd. (3) Transition from local server at BPU workshop to OGL regional server, upgrades or replacement of ATMS operation systems from TACTICS to TRANSUITE from OGL server, and/or traffic signal equipment upgrades to support the intersections in the OGL network. (4) Continue the transition and expansion of the fiber optic communication network along K-32, Rainbow Blvd, Southwest Blvd, 18th Street corridors and other corridors adjacent to the fiber optic backbone network. Work includes but is not limited to extension of fiber optic network, purchasing of equipment, and connection to backbone fiber network.

Annual Priority Traffic Signal Replacements, 2023

CMIP #: PRG00267
Annual CMIP#: 943-0123

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-132-22/R-54-22
Prior Authorization Amount Approved*: $800,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Continued evaluation and complete removal of existing non-warranted traffic signals in the downtown area bound within the boundary of 10th Street to 4th Street and Central Ave. to Parallel Ave as well as the installation of a new traffic signal at Hutton Road and Donahoo Road. This work will encompass design and construction including but not limited to new poles, mast arms, controllers, underground conduits, and wiring, fiberoptic connections, video and pavement vehicle detectors, associated curbs, sidewalks, pavement repairs, Americans with Disabilities Act accessible ramps, signing, and pavement markings. This project includes all associated construction costs and any appurtenances related thereto, any necessary land acquisition, engineering, and design as well as concept design of adjacent signals and coordination.

Annual Priority Traffic Signal Replacements, 2024

New Project

CMIP #: PRG00267
Annual CMIP#: 943-0124

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: None
Prior Authorization Amount Approved*: NONE
New Authorization Amount*: $800,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will involve the review, design, and potential installation of traffic control elements along the State Avenue Corridor, from 94th Street to 118th Street. Possible elements could include the removal, replacement, or installation of traffic signals, removal and replacement of pavement marking patterns, installation or modification of traffic controller computer cabinets or equipment, pavement reconditioning, installation or modification of American with Disabilities Act accessible ramp and push buttons, or any appurtenances related to, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs along the above mentioned corridor.

Annual R/R Crossing Improvement, 2020

CMIP #: PRG00012
Annual CMIP#: 941-1020

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-53-19/R-50-19 (RR); R-76-19 (RR); O-124-21
Prior Authorization Amount Approved*: $150,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project funds will involve the removal and replacement of two (2), 88-foot railway street crossing surfaces on Sunshine Road, approximately 200 feet east of 7th Street (MP 2.31 Fairfax Industrial Lead, DOT#814983G), and one (1) 80-foot railway street crossing surface on Kindleberger Road, approximately 270 feet east of 7th Street Trafficway. Replacement of project items to include the crossing surfaces, ties, rails, other track materials, and roadway approaches. Also included in this project will be all necessary traffic marking, detours, pavement markings, and area restoration. Some work to be completed by the Union Pacific Railroad Company in conjunction with the Unified Government of Wyandotte County/ Kansas City, Kansas.

Annual R/R Crossing Improvement, 2022

CMIP #: PRG00012

Annual CMIP#: 941-1022

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-124-21 (RR); O-132-22/R-54-22
Prior Authorization Amount Approved*:	$150,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project funds will involve the removal and replacement of 4 Crossing locations as related to the Quiet Zone Improvements Project as listed below;

98th Street Crossing, located 200ft south of Kansas Highway 32
9th Street Crossing, located 150ft south of Kansas Highway 32
4th Street Crossing, located 300ft south of Kansas Highway 32
Swingster Road Crossing, located 150ft south of Kansas Highway 32

Replacement of project items to include the crossing surfaces, ties, rails, other track materials, and roadway approaches. Also included in this project will be all necessary traffic marking, detours, pavement markings, and area restoration. Some work to be completed by the Union Pacific Railroad Company in conjunction with the Unified Government of Wyandotte County/ Kansas City, Kansas.

Annual Sanitary Sewer System Capacity Upgrades, 2021 f/k/a Sewer Main Extension 2021

CMIP #: PRG00233

Annual CMIP#: 946-0521

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-37-20/R-47-20 (RR); O-124-21
Prior Authorization Amount Approved*:	$3,500,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project helps fund sewer extensions and/or capacity upgrades. This is an annual program to upgrade the sanitary sewer collection system on a priority basis. Reasons for upgrades are to eliminate pump stations, provide service to growth areas, to replace private systems, or to meet/exceed minimum level of service. Areas identified for 2021 include Pump Station 15 elimination near the intersection of Georgia and Hutton Road, 49th and Armstrong, and near 74th and Tauromee.

Annual Sanitary Sewer System Capacity Upgrades, 2022

CMIP #: PRG00233
Annual CMIP#: 946-0522

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-124-21
Prior Authorization Amount Approved*: $1,500,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project helps fund sewer extensions and/or capacity upgrades. This is an annual program to upgrade the sanitary sewer collection system on a priority basis. Reasons for upgrades are to eliminate pump stations, provide service to growth areas, to replace private systems, or to meet/exceed minimum level of service. Areas identified for 2022 include Pump Station 41 discharge, 49th and Armstrong, Pump Station 6 Excess Flow Holding Basin siting, area NW of 118th and I70.

Annual Sanitary Sewer System Capacity Upgrades, 2023

CMIP #: PRG00233
Annual CMIP#: 946-0523

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: O-132-22/R-54-22
Prior Authorization Amount Approved*: $1,500,000
New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project helps fund sewer extension and/or capacity upgrades as an annual program to upgrade the collection system on a priority basis. Reasons for upgrades are to eliminate pump stations, provide service to growth areas, replace private systems, or to meet/exceed minimum levels of service. Areas identified for 2023 include Pump Station 41 service area and discharge, 79th and Armstrong, 65th and Tauromee, Pump Station 6 Excess Flow Holding Basin, area NW of 118th and I70, area near 14th and Gibbs, interceptor near I70 and 57th street, and area near 104th and Parallel.

Annual Sanitary Sewer System Capacity Upgrades, 2024

New Project

CMIP #: PRG00233
Annual CMIP#: 946-0524

Statutory Authority: Charter Ordinance CO-03-09
Prior Authorization Approved: None
Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $1,600,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project helps fund sewer extensions and/or capacity upgrades. This is an annual program to upgrade the sanitary sewer collection system on a priority basis. Reasons for upgrades are to eliminate pump stations, provide service to growth areas, to replace private systems, or to meet/exceed minimum level of service. Targeted areas for 2024 are:

14th and Gibbs
78th and Armstrong
65th and Tauromee
44th and Metropolitan
71st and Holiday Drive
Targeted Septic Tank Elimination Areas

Annual Stream Bank Stabilization Improvements, 2022 f/k/a Stream Bank Stabilization Improvements, 2022

CMIP #: PRG00278
Annual CMIP#: 945-0222

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21 (RR); O-132-22/R-54-22

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construction for protection of existing storm sewer structures due to stream bank failures and erosion. Streambank stabilization program is designed to support emergency and stormwater and sewer repairs that are within streams and require stabilization outside of the infrastructure repairs and replacements. These sites are located within the City, and are discovered and prioritized as part of the MS4 requirement for annual storm sewer outfall inspections. The 2022 improvements will be focused on a location in the middle and lower reach and stream bank sections affected by Turkey Creek in the area surrounding the Turkey Creek USACE project bound by approximately Lamar to the mouth of the Tunnel to Kansas River (east of 7th street bridge).

Annual Stream Bank Stabilization Improvements, 2023

CMIP #: PRG00278
Annual CMIP#: 945-0223

Description Amended

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22 (RR)

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construction for protection of existing storm sewer structures due to stream bank failures and erosion along Jersey Creek between 9th and 12th streets. Streambank stabilization program is designed to support emergency and stormwater and sewer repairs that are within streams and require stabilization outside of the infrastructure repairs and replacements. These sites are located within the City, and are discovered and prioritized as part of the MS4 requirement for annual storm sewer outfall inspections.

Annual Stream Bank Stabilization Improvements, 2024

New Project, Reimbursement Resolution

CMIP #: PRG00278
Annual CMIP#: 945-0224

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	None
Prior Authorization Amount Approved*:	NONE
New Authorization Amount*:	$100,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construction for protection of existing storm sewer structures due to stream bank failures and erosion along Jersey Creek between 12th and 18th Streets. Streambank stabilization program is designed to support emergency and stormwater and sewer repairs that are within streams and open channels that require stabilization outside of the scheduled infrastructure repairs and replacements. These sites are located within the City, and are discovered and prioritized as part of the MS4 requirement for annual storm sewer outfall inspections.

Annual Wastewater System Renewal, 2022

CMIP #: PRG00229
Annual CMIP#: 946-0722

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-124-21
Prior Authorization Amount Approved*:	$8,000,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Includes the inspection, rehabilitation, repair, and/or replacement of wastewater related facilities for the collection, conveyance, treatment, or utility operations. Areas considered for 2022 include: AID Pump Station (general/pumps/screens), FID Pump Station (general/pumps), PS6 (general), large diameter brick sewers in the Jersey Creek/Armourdale/Argentine/CID service areas, river siphons and forcemain inspections/rehab, WWTP 20 (Structural/roofing), WWTP 01 (grit blowers), and other collection system pipe/manhole rehabilitation/repairs.

Annual Wastewater System Renewal, 2023

CMIP #: PRG00229
Annual CMIP#: 946-0723

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-132-22/R-54-22
Prior Authorization Amount Approved*:	$8,000,000
New Authorization Amount*:	N/A

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

This is an annual program that includes the inspection, rehabilitation, repair, and/or replacement of wastewater related facilities for the collection, conveyance, treatment of wastewater and/or utility operations. Areas considered for 2023 include: AID Pump Station, FID Pump Station, Pump Stations 6, 41, 26, 27, 47, 63, 66, Kaw Point WWTP, WWTP 14, WWTP 20, interceptor near Donahoo and east of Hutton Road, large diameter brick lines in Jersey Creek / Armourdale / Argentine / CID service areas, river siphons, forcemain inspections/rehab, and other collection system pipe/manhole repairs/rehabilitation.

Annual Wastewater System Renewal, 2024

New Project

CMIP #: PRG00229

Annual CMIP#: 946-0724

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: NONE

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $9,000,000

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

This is an annual program that includes the inspection, rehabilitation, repair, and/or replacement of wastewater related facilities for the collection, conveyance, treatment of wastewater and/or utility operations. Areas considered for 2024 include:

Wastewater Treatment Plant No 1
Wastewater Treatment Plant No 3
Wastewater Treatment Plant No 5
Wastewater Treatment Plant No 14
Wastewater Treatment Plant No 20
Pump Station No 1
Pump Station No 2
Pump Station No 3
Pump Station No 4
Pump Station No 5
Pump Station No 6
Pump Station No 7
Pump Station No 8
Pump Station No 9
Pump Station No 10
Pump Station No 11
Pump Station No 13
Pump Station No 14
Pump Station No 15
Pump Station No 16
Pump Station No 18
Pump Station No 19

Pump Station No 20
Pump Station No 21
Pump Station No 22
Pump Station No 23
Pump Station No 24
Pump Station No 25
Pump Station No 26
Pump Station No 27
Pump Station No 28
Pump Station No 29
Pump Station No 30
Pump Station No 31
Pump Station No 32
Pump Station No 32A
Pump Station No 33
Pump Station No 34
Pump Station No 35
Pump Station No 36
Pump Station No 37
Pump Station No 38
Pump Station No 39
Pump Station No 40
Pump Station No 41
Pump Station No 42
Pump Station No 43
Pump Station No 44
Pump Station No 45
Pump Station No 46
Pump Station No 47
Pump Station No 48
Pump Station No 49
Pump Station No 50 (EFHB)
Pump Station No 51
Pump Station No 52
Pump Station No 53
Pump Station No 54
Pump Station No 55
Pump Station No 56
Pump Station No 57
Pump Station No 60
Pump Station No 61
Pump Station No 62
Pump Station No 63
Pump Station No 64
Pump Station No 65
Pump Station No 66
Pump Station No 69

Pump Station No 70
Pump Station No 71
Pump Station No 72
Pump Station No 73
Pump Station No 74
Pump Station No 78
Pump Station No 79
Pump Station No 80
Pump Station No 81
Pump Station No 86
Flood Pump Station No 01
Flood Pump Station No 02
Flood Pump Station No 10
Flood Pump Station No 11
Flood Pump Station No 12
Flood Pump Station No 13
Flood Pump Station No 14
Flood Pump Station No 16
Flood Pump Station No 17
Data Collection and transmission related improvements associated with Rain Gage /Weather Monitoring Network
Roswell Tower
Fire Station 3 Radio Tower
City Hall (701 N 7th Street)
Mill Street Bridge at Turkey Creek
Kansas River Crossings
Sewer Interceptor Pipes, pressure mains, Local Sewer Collection Pipes, Sewer Junction Structures (Manholes) and associated facilities in the following watersheds:
Armourdale Industrial District
Barber Creek
Brenner Heights Creek
Brenner Heights Tributary
Brush Creek
Central Industrial District
Connor Creek
East Mission Creek
Eddy Creek
Esplanade Creek
Fairfax Industrial District
Honey Creek
Island Creek (and tributary)
Jersey Creek
Little Muncie
Little Turkey Creek (North, South, Tributary)
Marshall Creek
Matoon Creek
Mill Creek
Morris Creek

Muncie Bluff Creek
Muncie Creek
Nearman Creek
Piper Creek
Pomeroy Creek
Sortor Creek
Splitlog Creek
Timmons Creek
Turkey Creek
Turner Creek
Union Pacific Bottoms
Vance Creek
Wolf Creek

APX Radio Replacement Project

CMIP #: PRJ7316

Statutory Authority:	K.S.A. 19-101a
Prior Authorization Approved:	R-4-23
Prior Authorization Amount Approved*:	$5,300,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Acquire and implement public safety radio system subscriber units

Argentine Basin Stormwater Improvements

CMIP #: PRJ5060

Statutory Authority:	Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project
Prior Authorization Approved:	O-124-21
Prior Authorization Amount Approved*:	$6,745,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Stormwater Improvements to be located in a site adjacent to the Kansas River and bordered by S. 7th Street Trafficway to the east and S. 12th Street to the west. Project includes engineering studies and design as well as construction of improvements to address the Metropolitan Avenue drainage issues, a pipe outfall near 10th Street, mitigating icy conditions caused by a natural spring near 12th Street and Ruby Avenue, and add additional pipe and inlet capacity. Exact nature of construction improvements is unknown at this time. Project anticipated to be funded from any and all: Go bonds, Revenue Bonds, SRF.

Bridge #210 (18th St.) over Turkey Creek

CMIP #: PRJ2170

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19; R-76-19

Prior Authorization Amount Approved*: $150,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project to include the inspection, evaluation, and removal or replacement of the currently closed Bridge #210 over Turkey Creek. Removal of the bridge would include the complete removal of the super structure, sub-structure, and any other structural bases for the bridge. Removal would also include the cleaning/clearing of the Turkey Creek Channel, and restoration of the embankments on either side of the creek to natural conditions. Replacement would involve the re-design of the bridge location to account for the new raised flood limits from the Army Corp. of Engineers, and allow for suitable right-of-way for the adjacent railroad.

Bridge #223 (36th and Ohio Ave.) Replacement

CMIP #: PRJ2169

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-52-18; O-124-21

Prior Authorization Amount Approved*: $410,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the design, construction and inspection for the removal and replacement of the existing single cell 6'x 8'x 68' reinforced concrete box that has significant structural deficiencies. These deficiencies have caused the flow line of the creek feeding this structure to change drastically and cause erosion of the creek bank, and failure of the adjacent roadway. The new structure will be the same height and width dimensions but will be 200ft long and skewed at a different angle to allow for continuous flow of the creek, as to not create any new erosion issues. The additional length will also allow us to not require guardrails for the structure, as the ends of the structure will be outside of the required clear zones for vehicle and pedestrian traffic. Other elements of the project will include the removal and replacement of 8 tons of existing road pavement, 400 ft. of new curb and gutter, and 2 new storm drainage inlets to accommodate the water flowing down the roadway.

Census Tract 422 Clifton Park Green Infrastructure

CMIP #: PRJ5066

Statutory Authority: Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $1,182,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project will address areas sensitive to regulatory oversight within a combined sewer area to capture and treat stormwater runoff through the implementation of green infrastructure. The project locations will be specified in the final design but will expand the existing storm system on Park Drive, a neighborhood connection between Central Ave and I-70. The expansion is to include curb extensions, rain gardens, dry creek beds, and vegetated extensions to build a green infrastructure network to address and mitigate stormwater runoff. Project anticipated to be funded from any and all: Go bonds, Revenue Bonds, SRF.

KCK Riverfront Park

CMIP #: PRJ-010041

New Project

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $2,400,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Projects consist of fill and grading for the area between the Eastern access of the Rock Island Bridge along the levee to the North property line of the parcel to create a level green space that is at the height of the levee top. The scope includes fill, grading, walkways, maintenance access roads, landscaping and any other work necessary to complete the project.

City Hall Structure Study and Stabilization

CMIP #: PRJ8176

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-52-18

Prior Authorization Amount Approved*: $10,355,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Exploratory Study, including both Architectural and Structural to investigate structural integrity of City Hall with possible temporary stabilization and repair in lieu of major structure plan, decking and diaphragm renovation.

Community Care Center

CMIP #: TBD

New Project; Public Building Commission

Statutory Authority: K.S.A. 12-1757 et seq., as amended by Charter Ordinance CO-1-98 and Charter Resolution CR-1-98

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $3,000,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The initiative involves the development and construction of a versatile multi-service facility, strategically situated to tackle the socio-economic challenges faced by Wyandotte County residents. The project encompasses a comprehensive scope, encompassing site selection, site acquisition, architectural design, and construction of the facility. Additionally, the endeavor extends to the design and construction of offsite enhancements, including sewers and roadways, along with essential sitework and parking facilities.

Courthouse

CMIP #: PRJ8220

Public Building Commission

Statutory Authority: K.S.A. 12-1757 et seq., as amended by Charter Ordinance CO-1-98 and Charter Resolution CR-1-98

Prior Authorization Approved: O-37-20/R-47-20

Prior Authorization Amount Approved*: $4,375,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Court House
Elevator Rehab

- Rehabilitate and Modernize the existing elevators at the Court House. This work will include all items needed for rehabilitation including but not limited to Power Supply, Control System, Traction Components, Pulleys, Bearings, Seals, Interior, Flooring, Doors and other associated equipment needed to meet the scope of design for Elevator Improvement.

Plumbing Improvements – Waste/Distribution/Fixture – To replace or improve all plumbing features including:

- All drainage components from any and all Appliances, Drinking Fountains, Fixtures, Machines, Piping, Fittings, Valves, Automated Control Devices or other Building Components from source to destination.
- All components related to Fresh water distributions from City Water Supply to all fixtures, machines, or other building components from source to destination including Hot Water Heaters, Circulation Pumps, Valves, Fittings Control Devices, Sinks, Toilets, Drinking Fountains, Ice Maker Machines and other associated components needed to meet modern standards of water distribution and control for the general building and public health & safety.
- All components related to the replacement or improvement of all fixtures including Sinks, Faucets, Stools, Appliances, Valves, Fittings, and any Automatic Control Devices needed to finish the scope of design.

Windows

- Remove and replace windows for the purpose of modernizing, sealing and improving energy savings with updated equipment and material. The project shall include any relevant construction, painting, re-covering of walls and/or floors or the alteration of walls or openings relevant to the design and installation of new equipment and/or material. This project is to include any window accessories such as tinting, shading, coverings, screenings, polishing or wrapping needed to fulfill the scope of project design.

Continued Masonry Rehab
• Aid in the restoration of masonry deficiencies to the interior and exterior of the Court House shell. Work shall include but not be limited to Tuck Pointing, Caulking, Sealing, Mortar Work, Joint Work, Sill Plate Work, Soffit Repair, Scabbard Repair, Brick or Surface Cracking or Spalling, etc.

DA Digitizing Project

CMIP #: PRJ-010036

Amount Amended

Former # *7318*

Statutory Authority: K.S.A. 19-101a

Prior Authorization Approved: R-80-22

Prior Authorization Amount Approved*: $1,022,000

New Authorization Amount*: $1,400,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Acquisition and implementation of a records digitization software system to serve the county, including particularly the Wyandotte County District Attorney record management and supporting applications of the County.

Fairfax Industrial Area Improvements, 2022

CMIP #: PRG00247

Annual CMIP#: 941-0922

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21 (RR); O-132-22/R-54-22

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Annual project that may involve the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant Street to sidewalk access, and surface treatment applications including any appurtenances related to the improvement of public infrastructure asset there to any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs within the Fairfax Industrial Area, bounded by the Missouri River on the north, Fairfax Trafficway on the East, Quindaro Boulevard on the South, and North 10th Street on the West.

Fairfax Infrastructure Improvements, 2023 f/k/a Fairfax Industrial Area Improvements, 2023

CMIP #: PRG00247

Description Amended

Annual CMIP#: 941-0923

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22 (RR)

Prior Authorization Amount Approved*: $100,000

New Authorization Amount*: N/A

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

Project to include the removal and replacement of concrete curb and gutter, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access in the Fairfax industrial area along 7th Street Trafficway/ US-69 Highway from Sunshine Road to Kindleberger Road, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs. All work includes necessary traffic control and detour signing and utility adjustments necessary to accommodate the improvements as well as all necessary engineering, design, inspection, appurtenances, and related construction.

Fairfax Infrastructure Improvements, 2024

CMIP #: PRG00247

New Project, Reimbursement Resolution

Annual CMIP#: 941-0924

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $100,000

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

Project to include the milling, concrete pouring, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access, and removal and replacement of curb, all in the Fairfax industrial area, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs. All work includes necessary traffic control and detour signing and utility adjustments necessary to accommodate the improvements as well as all necessary engineering, design, inspection, appurtenances, and related construction.

Fairfax Trafficway

CMIP #: PRJ1059

Description Amended

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-64-22

Prior Authorization Amount Approved*: $800,000

New Authorization Amount*: N/A

plus capitalized interest on any temporary financing and costs of issuance

Project Description:

Milling, concrete pouring, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans with Disabilities Act compliant street to sidewalk access, removal and replacement of curb, and other traffic control and roadway improvements on Fairfax Trafficway. This project involves the removal of the failed section of roadway that extends out over the concrete box under the road and reestablishment of the structural integrity of the roadway base. This project includes removals, new curbs, full depth pavement replacement, singing, striping and other ancillary items to complete the work.

Fiber Connectivity Projects, 2018-2020 f/k/a Fiber Connectivity Projects

CMIP #: PRG00288

Name Change, Description Amended, Amount Amended

Statutory Authority:	Charter Ordinance CO-03-09 and Article 12, Section 5 of the Constitution of the State of Kansas
Prior Authorization Approved:	O-66-17
Prior Authorization Amount Approved*:	$4,100,000
New Authorization Amount*:	$2,700,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the installation of fiber optic cable, conduit and other elements. All work includes necessary traffic control and detour signing, and utility adjustments, necessary to accommodate the improvements as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Public Safety
- Fiber installations in all Phase I and Phase II sites for PD
- Southern connection to carrier hotel – creating fully redundant loop for PD
- Installation of additional network switch for Internet Circuit redundancy across the 2 fiber paths
- Implementation of fiber connectivity with KCMO PD through carrier hotel to support video federation
- Fiber and network connectivity to Edwardsville Police Department (also Fire Department, City Hall, Community Center) from 911 Dispatch Center
- Implementation of PD LPR fiber network; incorporating 13 intersections with LPR cameras; creating redundant loop

Fire
- Installation of fiber in 9 fire stations (and PD HQ & 911 Center) in ring topology to support redundancy (FD Ring 1)
- Installation of fiber in 6 fire stations (and PD HQ & 911 Center) in ring topology to support redundancy (FD Ring 2)

UG
- Implementation of fiber to stand-alone Unified Government buildings on redundant fiber (UG Services Ring 1)
- Implementation of fiber to Community Centers on UG Services Ring 2
- Implementation of point-to-point fiber connections from City Hall to Memorial Hall, Juvenile Hall and to the Court House
- Installation of fiber at the Amphitheatre and connection to KCK PD/911 Center
- Installation of fiber to Kaw Point Water Pollution Plant
- Implementation of fiber connectivity to Speedway network/cameras

Traffic
- Implementation of new Traffic Layer III network and firewall on UPN fiber
- Move the Traffic Video server from behind the BPU firewall to UG Traffic firewall
- Implementation of 50+ traffic intersections/cameras on UG's new Traffic network
  - 7th & Central to 18th & Central corridor (8 sites)
  - Campus & Parallel Parkway to 99th & Parallel Parkway (9 sites)
  - Rainbow sites (5 sites)

Economic Development
- Implementation of fiber in key economic corridors
  - 7th & Central to 18th & Central
  - Downtown (4th to 18th Street – State & Minnesota)

– Armourdale/Kansas Avenue
– Merriam/SW Boulevard

Fiber Connectivity Projects, 2023

CMIP #: PRG00288
Annual CMIP#: 9430223

Statutory Authority:	Charter Ordinance CO-03-09 and Article 12, Section 5 of the Constitution of the State of Kansas
Prior Authorization Approved:	O-66-17
Prior Authorization Amount Approved*:	$4,100,000
New Authorization Amount*:	$430,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Fiber Connectivity Projects, 2023 was previously grouped with Fiber Connectivity Projects, 2018-2020, formerly known as Fiber Connectivity Projects. Fiber Connectivity is a comprehensive program without a defined start/end date. Starting with 2023, each year will be treated as a separate project for debt purposes.

Project will include the installation of fiber optic cable, conduit and related hardware, software and services. The project will include continued fiber implementation for the Traffic Network intersections and connectivity to other Unified Government buildings or assets. Projects will include, but are not limited to:

• Connection of remaining feasible Fire stations – FS#5, FS#16, FS#18
• Completion of the fiber and camera installations in identified parks
• Adding 7+ PD/Video/LPR sites on fiber
• Continue implementing 25 traffic intersections on UG fiber and Traffic network (focus on sites with no BPU connectivity)
• Connection of UG Facilities to fiber – Parkwood Pool, Pierson Park
• Extension of fiber on Leavenworth Road (Phase 1 – 27th to 63rd)
• 6 Traffic signals, 1 Fire Station, 2 PD LPR/Video sites
Economic Development
• Implementation of fiber in key economic corridors
  – Downtown (4th to 18th Street – State & Minnesota)
  – Armourdale/Kansas Avenue
  – Merriam/SW Boulevard

Fiber Connectivity Projects, 2024

New Project

CMIP #: PRG00288
Annual CMIP#: 9430224

Statutory Authority:	Charter Ordinance CO-03-09 and Article 12, Section 5 of the Constitution of the State of Kansas
Prior Authorization Approved:	None
Prior Authorization Amount Approved*:	NONE
New Authorization Amount*:	$430,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the installation of fiber optic cable, conduit and related hardware, software and services. The project will include continued fiber implementation for the Traffic Network intersections and connectivity to other Unified Government buildings or assets.

- Kansas & Kaw for Traffic and PD LPR sites
- Leavenworth Road Phase II – 63rd Street to 77th Street
- Fairfax including FS#15
- The new CSI/Water Pollution building

Fire Station Replace & Repair #20

CMIP #: PRJ8085

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $6,300,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design, engineering, construction, repair, and improvements to a new Fire Department Station that will replace Fire Station 20 which is located at 78th and Kansas. Left over funds from this project will be utilized to repair and improve existing fire facilities.

Green Infrastructure Improvements

CMIP #: PRJ6048

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-52-18; O-124-21

Prior Authorization Amount Approved*: $7,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construction of green infrastructure, including adding pervious pavement, rain gardens (water retention basins), bioswales, planters, and other similar improvements to reduce stormwater run-off the amount entering the combined sanitary sewer system. Locations include:

Juvenile Justice Center (JJC) located between 7th and 8th on Armstrong
Eighth Street Park
Lombardy Drive (Tract 422)
Big Eleven Lake
East Jersey Creek

Holiday Drive Bridge Replacements

CMIP #: PRJ2141

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-66-17

Prior Authorization Amount Approved*: $1,300,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the removal and replacement of three (Bridge #s 281, 282, and 283) short span bridge structures located along Holiday Drive between South 73rd Street and Quivira Lane and any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs.

All work includes necessary traffic control and detour signing, and utility adjustments, necessary to accommodate the improvements as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Hutton & Donahoo Rd Intersection Improvements

CMIP #: PRJ1618

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-37-20/R-47-20

Prior Authorization Amount Approved*: $350,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construction of intersection improvements at Hutton Road and Donahoo Road. Additional scoping will determine if the intersection is appropriate to be a fully signalized intersection or if some other design element will allow for the greatest flow of traffic and cause minimal impact to the surrounding area, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs.

Hutton & Leavenworth Rd Intersection Reconstruction

CMIP #: PRJ1609

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-081-12; O-37-20/R-47-20

Prior Authorization Amount Approved*: $7,450,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and reconstruct the intersection of Hutton Road and Leavenworth Road. Project will include the removal, grading, and replacing of road surface through the intersection, as well as extending east through the intersection of

N. 107th St. Also included will be the installation of new storm sewer, and curb and gutter system along the improved sections of road and intersection. Additional scoping will determine if the intersection is appropriate to be a fully signalized intersection or if some other design element will allow for the greatest flow of traffic and cause minimal impact to the surrounding area.

Jersey Creek Basin Stormwater Improvements

CMIP #: PRJ5061

Description Amended

Statutory Authority:	Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project
Prior Authorization Approved:	O-124-21
Prior Authorization Amount Approved*:	$2,736,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project known as JERS-1 identified as high priority within the stormwater deficiency study. The area location is within the area of Jersey Creek Watershed, bound by 3rd Street, Richmond Street, and Fairfax Trafficway.

Stormwater Improvements to be located within the Jersey Creek watershed, upstream of a piped (concrete box) section that empties into the Missouri River. Improvements include reduction of peak flow flooding by removing the concrete lined channel and restoring the area to a stabilized natural channel, constructing flood benches, adjacent green infrastructure components, and modification of existing stormwater infrastructure to accommodate the project work. Grey infrastructure is anticipated to be approximately 1900 LF of pipe and associated manholes.
Project anticipated to be funded from any and all: Go bonds, Revenue Bonds, SRF.

Jersey Creek Naturalization

CMIP #: PRJ5067

Amount Amended

Statutory Authority:	Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project
Prior Authorization Approved:	O-132-22/R-54-22
Prior Authorization Amount Approved*:	$100,000
New Authorization Amount*:	$1,500,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Jersey Creek Naturalization is a project partnership under the US Army Corp of Engineers (USACE) Section 206 program with a scope that was initiated by the North East Area Masterplan and substantiated through the watershed deficiency study (identified as JERS-2) of the Jersey Creek Watershed. The site includes a reach of Jersey Creek located in Jersey Creek Park, extending approximately 4,000 linear feet south of Parallel Parkway, bounded by North 18th Street on the west and North 10th Street on the east. A proposed solution that will be reviewed as part of this project includes restoring the concrete lined channel to stabilized natural channel and enhancing the stormwater capacity and quality through the use of green infrastructure.

Kaw Point Biosolids Digestion

CMIP #: PRJ6045

Statutory Authority: Charter Ordinance CO-03-09 (for general obligation bonds) and K.S.A. 10-1201 et seq. (for sewer system revenue bonds)

Prior Authorization Approved: R-52-18; O-37-20/R-47-20

Prior Authorization Amount Approved*: $80,500,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design and construct improvements to restore biosolids digestion process at Kaw Point Waste Water Treatment Plant. The non-utilized existing digester tanks will be structurally rehabilitated and new equipment installed so that the Unified Government may stabilize the biosolids produced at Kaw Point to increase disposal options and decrease disposal costs.

KCKPD West Patrol Station

CMIP #: PRJ-010043

New Project

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $10,000,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Design, engineering, construction, repair, and improvements to a new Patrol Station that will house the West Patrol Division of the Kansas City Kansas Police Department at a site to be determined. The facility will include, but not be limited to offices, meeting space, restrooms, storage and garage space, as well as grounds for storage of additional equipment and a large garage to store tactical vehicles, and including any appurtenances related thereto, any associated land acquisition, inspection, engineering, design, and construction costs.

Leavenworth Road, 78th - 63rd Street

CMIP #: PRJ1612

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-66-17

Prior Authorization Amount Approved*: $9,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, Americans With Disabilities Act compliant street to sidewalk access, along 1.8 miles of Leavenworth Road, from 63rd Street to 78th Street and any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs. All work includes necessary traffic control and detour signing, and utility adjustments, necessary to accommodate the improvements as well as all necessary engineering, design, inspection, and all necessary appurtenances and related construction.

Maintenance Facility Quarter Master Project

CMIP #: PRJ8013

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	O-132-22/R-54-22
Prior Authorization Amount Approved*:	$1,500,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The Quartermaster project consists of the design and construction of an area to store and organize all of the fire department's equipment, uniforms, and janitorial supplies. The project includes construction of a clean room designed to facilitate SCBA maintenance, repairs, and for firefighter mask-fit testing. The Quartermaster project will be located in the fire maintenance facility at 5440 Kansas Avenue.

Muncie Creek Basin Stormwater Improvements

CMIP #: PRJ5065

Statutory Authority:	Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project
Prior Authorization Approved:	O-124-21; O-132-22/R-54-22
Prior Authorization Amount Approved*:	$4,359,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Stormwater Improvements to be located south of Kaw Valley Scenic Highway and west of the Kansas River. Improvements include addressing drainage issues along Speaker Road, Royal Drive, and South 59th Lane by replacing outfalls and upsizing the maximum pipe diameter to 60-inch RCP in the area. The Speaker Road improvements include extending the stormwater network north for approx. 985 feet with 48" RCP, removing sediment deposits and grading. Project anticipated to be funded from any and all: Go bonds, Revenue Bonds, SRF.

PDHQ Chiller System

CMIP #: PRJ8228

Statutory Authority:	Charter Ordinance CO-03-09

Prior Authorization Approved: O-132-22/R-54-22

Prior Authorization Amount Approved*: $3,750,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Replace & repair the HVAC system at the Police Headquarters, located at 700 Minnesota Avenue. Scope of work includes but is not limited to cooling tower(s), chillers, heaters, chemical support system, control system.

Plant 20 & 3 Equipment and Structural Rehab

CMIP #: PRJ6132

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-66-17/R-52-18

Prior Authorization Amount Approved*: $3,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will include the engineering, and installation for the replacement of the influent bar screens and bar screen conveyor system at Treatment Plant 20 and Treatment Plant 3. Currently, treatment plant #20 and #3 have aged bar screens that are failing and have deteriorated past the point of repair. The bar screens are necessary to remove the larger debris before entering the treatment facility in order to save wear and tear on the pumps and other equipment within the treatment plant.

Plant 20 Biosolids Dewatering

CMIP #: PRJ6047

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-52-18

Prior Authorization Amount Approved*: $5,000,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Rehabilitate and relocate existing equipment from the Kaw Point Wastewater Treatment Plant to Plant 20 to replace equipment that has outlived its useful life.

Police CSI Lab f/k/a Police Tow Lot & CSI Lab

CMIP #: PRJ8212

Name Change, Amount Amended

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-80-16; O-94-20; O-124-21; O-132-22/R-54-22

Prior Authorization Amount Approved*: $8,000,000

New Authorization Amount*: $9,650,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Funding will be used to design, engineer, construct, repair, and improved a crime scene lab to conduct basic evidence processing. The CSI Tow facility will be located near the intersection of Armstrong and N 50th Street. Project includes all renovations and/or actions to the acquired land and/or structures to make suitable for new construction.

Pump Station 18, 5, 4 Upgrade

CMIP #: PRJ6131

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-66-17; R-52-18; O-53-19/R-50-19; R-76-19

Prior Authorization Amount Approved*: $4,450,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project will require the study, design, construction, inspection, and testing to repair and/or replace the existing force main between pump station #18 and pump station #5, and the force main between pump station #5 and pump station #4 as well as structural upgrades. The aging infrastructure combined with the consequence of failure on these facilities has moved this project up the priority list.

Relocation of Sewer Maintenance Facilities

CMIP #: PRJ6039

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-114-13; R-98-15; R-52-18; O-132-22/R-54-22

Prior Authorization Amount Approved*: $21,375,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

This project involves the building of new facilities to house sewer maintenance offices for staff, equipment, and vehicles. Project includes the land acquisition consisting of several parcels totaling approximately 17 acres near the intersection of Armstrong and N 50th Street. This project includes design and construction of offsite improvements (sewers and roadway), sitework, outdoor parking, material storage, operations center and office space for Sewer Maintenance Section including preventative maintenance, construction, asset management and information management work groups. Building facility will include finished areas for uses such as offices, meeting spaces, and locker rooms as well as unfinished garage space for large vehicles, equipment, and supplies and similar items used in the sewer maintenance section.

Safe Routes to Schools-Phase G (Northwest Middle and Caruthers Elem.)

CMIP #: PRJ3037

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-53-19/R-50-19; R-76-19

Prior Authorization Amount Approved*: $528,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Construction of new sidewalks that would provide pedestrian connectivity between two schools, Northwest Middle and Bertram Caruthers Elementary, in the Northeast Historic Neighborhood in Kansas City, KS. The project will emphasize filling the gaps on sidewalks along two east-west streets (Cleveland Avenue and Waverly Avenue between the boundaries of 18th St and 11th St) and north-south streets between Cleveland Ave and Parallel Pkwy. The project will construct new sidewalk to fill the gaps on sidewalks between the schools, provide access to major arterial roadways, activity centers, and transit routes.

Stormwater Enhancements, 2021

CMIP #: PRJ5317

Annual CMIP#: 945-0321

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-37-20/R-47-20 (RR); O-124-21

Prior Authorization Amount Approved*: $500,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project includes the repair and replacement of deteriorated or debilitating stormwater infrastructure in areas of critical need. Elements of these enhancements includes inspection and design of infrastructure and right-of-way/easement acquisition in preparation of repairs. Work includes grading, installation of pipes, devices, and structures related to repair and replacement of deteriorated or debilitating stormwater infrastructure. Repair and replacement scope will be traditional and green infrastructure where feasible and cost effective. We are doing improvements in the areas of Jersey Creek, Muncie Creek, and Argentine, but prioritize emergency needs.

Stormwater Enhancements, 2022

CMIP #: PRJ5317

Annual CMIP#: 945-0322

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: O-124-21 (RR); O-132-22/R-54-22

Prior Authorization Amount Approved*: $500,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project includes the repair and replacement of deteriorated or debilitating stormwater infrastructure in areas of critical need. Elements of these enhancements includes inspection and design of infrastructure and right-of-way/easement acquisition in preparation of repairs. Work includes grading, installation of pipes, devices, and structures related to repair and replacement of deteriorated or debilitating stormwater infrastructure. Repair and replacement scope will be traditional and green infrastructure where feasible and cost effective. The 2022 project location is within the Jersey Creek watershed as it relates to the Jersey Creek Watershed Management and the Stormwater Repair and Restoration program bound by Highway 5 (north boundary), 27th Street (east boundary), Fairfax Trafficway (west boundary), and Oakland Ave (south boundary).

Stormwater Renewal & Replacement

CMIP #: PRG00277

Statutory Authority: Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project

Prior Authorization Approved: O-124-21

Prior Authorization Amount Approved*: $4,912,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The maintenance and replacement of stormwater assets that have failed or are preparing to fail in the stormwater infrastructure system. 2400 locations have been identified at this time. Work will be prioritized to locations requiring emergency repairs and failures, followed by an improvement plan developed to prioritize locations based on need and greatest impact. Renewal and replacement program includes improvements such as cured-in-place pipe lining, point repairs to pipes, full replacement of pipes, manhole or inlet repair/replacement, soil replacement and stabilization at pipe outlets and along streams, soil and other similar activities. This funding will augment the WIFIA projects: Argentine Basin Stormwater Improvements, Jersey Creek Basin Stormwater Improvements, Muncie Creek Basin Stormwater Improvements, and Wyandotte High Lombardy Drive. Project anticipated to be funded from any and all: GO bonds, Revenue Bonds, SRF.

Turkey Creek Channel/Tunnel Repair

CMIP #: TBD

New Project

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $5,180,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Turkey Creek Channel/Tunnel Repair will include work based upon contractual agreement with the USACE and KCMO for repairs and restoration to approximately .25 miles of open channel and .25 miles of enclosed tunnel. Design and study required to understand and identify the full extent and prioritization of type of work. Type of work will include grading, masonry repair, concrete patching and all other appurtenances deemed necessary to complete the project.

UG Levee Trail James Street Trailhead

CMIP #: PRJ-010042

New Project

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $200,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The project includes a trailhead to be constructed at N James Street with green infrastructure, public bike repair facilities and water and electrical services to accommodate a water drinking/bottle refill station and lighting for safety. The concrete trail surfacing will connect to the levee trail system and the project will also include wayfinding (aligned with MARC's Regional Wayfinding Plan and Guidelines).

Waterway Corridor Stormwater Improvements

CMIP #: TBD

New Project

Statutory Authority: Charter Ordinance CO-03-09 (for general obligation bonds), K.S.A. 10-1201 et seq. (for sewer system revenue bonds), and K.S.A. 65-3321 et seq. (for KDHE SRF Loans); any or all funding of these funding sources may be used to provide financing of the project

Prior Authorization Approved: None

Prior Authorization Amount Approved*: NONE

New Authorization Amount*: $5,570,000

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

The waterway corridor project is additional green infrastructure to increase the stormwater capacity and minimize local flooding in support of grey infrastructure installed in CSO19 sewer separation project. The stormwater capacity increase for green infrastructure installation in the area of Sandusky Ave to Jersey Creek, 12th street to 8th street. Project anticipated to be funded from any and all: GO Bonds, Revenue Bonds, SRF.

Wyandotte County Lake Waterline Study & Repair

CMIP #: PRJ4425

Statutory Authority: Charter Ordinance CO-03-09

Prior Authorization Approved: R-94-12/R-97-15/O-66-17; O-37-20/R-47-20

Prior Authorization Amount Approved*: $2,895,000

New Authorization Amount*: N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Project design for the replacement of the existing UG owned water line around Wyandotte County Lake Park that was mostly originally constructed in the 1930's. Project construction will include the clearing of trees, earthwork, line removal and replacement, base stabilization, compaction, removal and replacement of existing lines, and restoration of disturbed areas.

Wyandotte County Park Road Repairs

CMIP #: PRJ4253

Statutory Authority:	Charter Ordinance CO-03-09
Prior Authorization Approved:	R-52-18
Prior Authorization Amount Approved*:	$200,000
New Authorization Amount*:	N/A

**plus capitalized interest on any temporary financing and costs of issuance*

Project Description:

Milling, concrete pouring, asphalt overlay, resurfacing, utility cover adjustments, pavement marking, traffic control modifications, railroad crossing enhancements, Americans With Disabilities Act compliant street to sidewalk access, including any appurtenances related thereto, any necessary land acquisitions, and associated engineering, design, inspection, removal, replacement, and construction costs at locations in and around several Wyandotte County Parks.
Possible locations:
Pierson Park
Wyandotte County Lake Park
Alvey Park
City Park
Garland Park
Klamm Park
Highland Park
Westheight Park