

291 North & Highway 50 TIF Plan

Staff Presentation to City Council

August 18, 2020



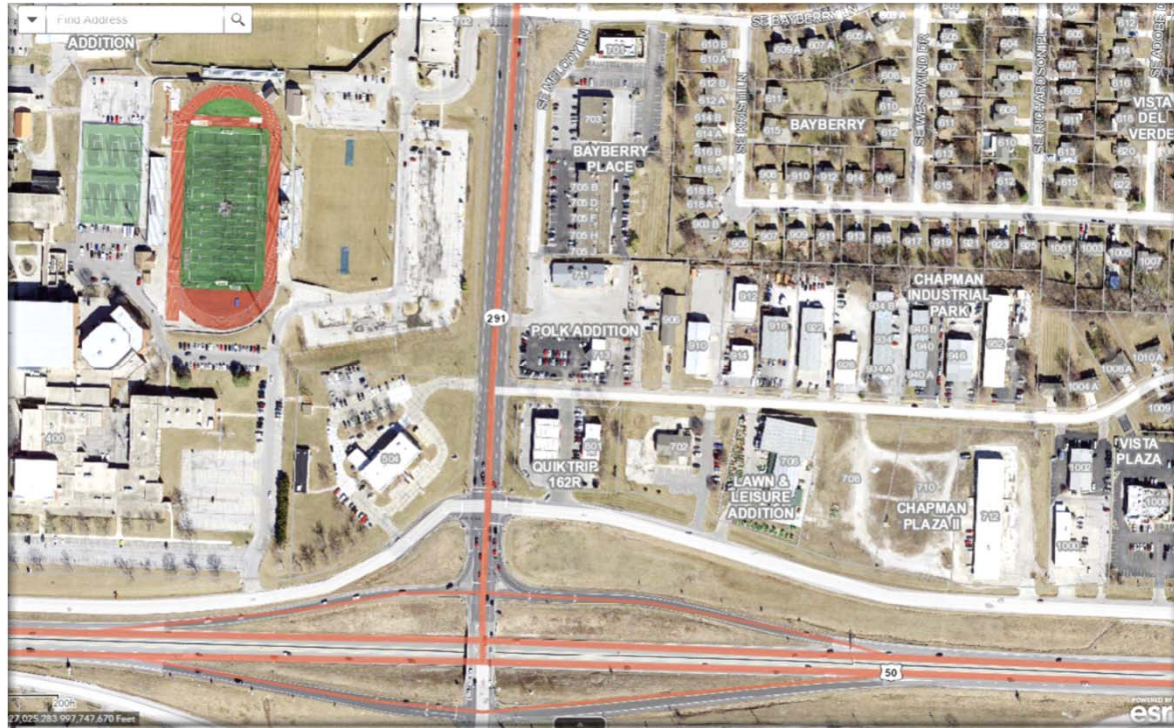
LEE'S SUMMIT
MISSOURI



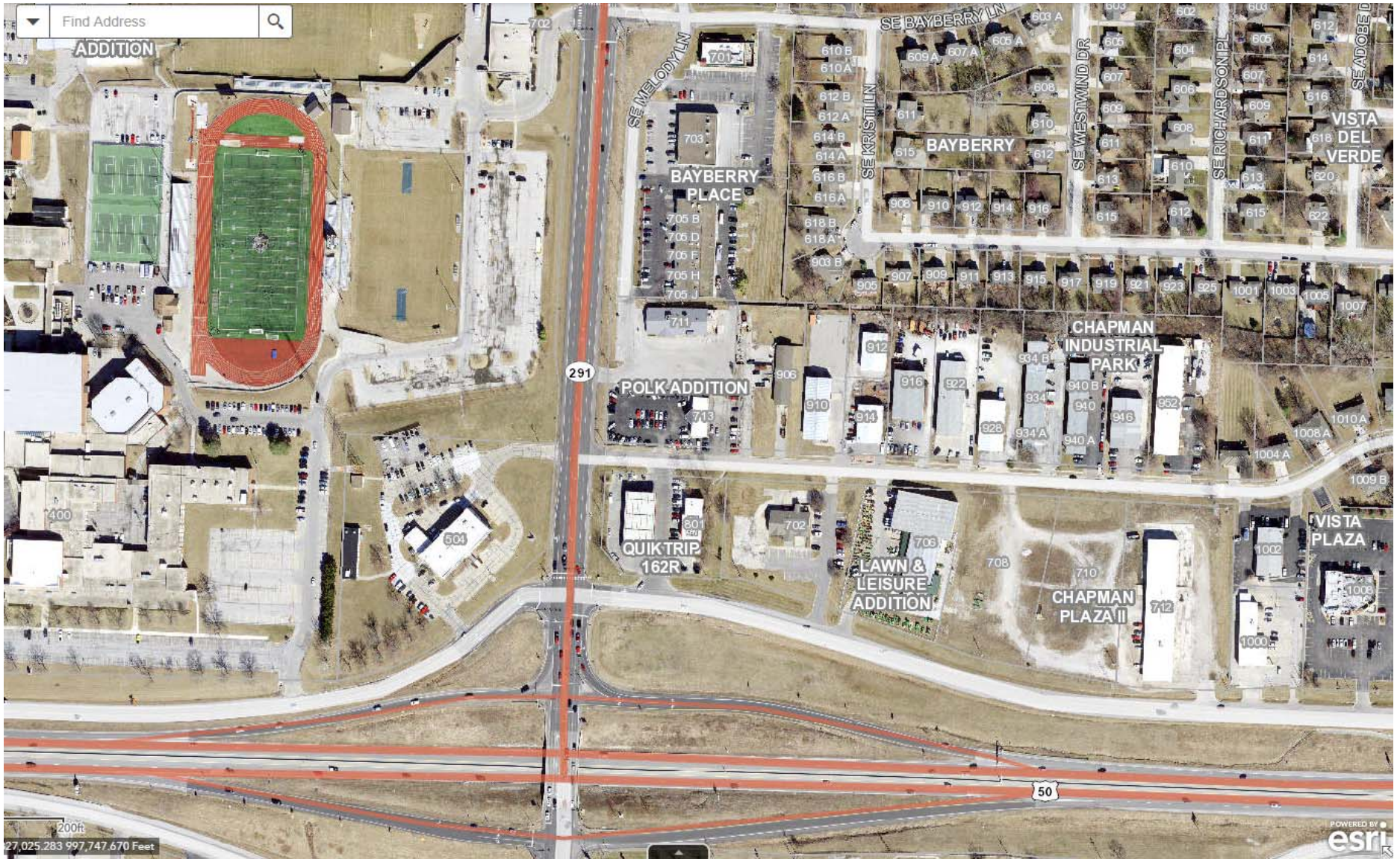
Yours Truly

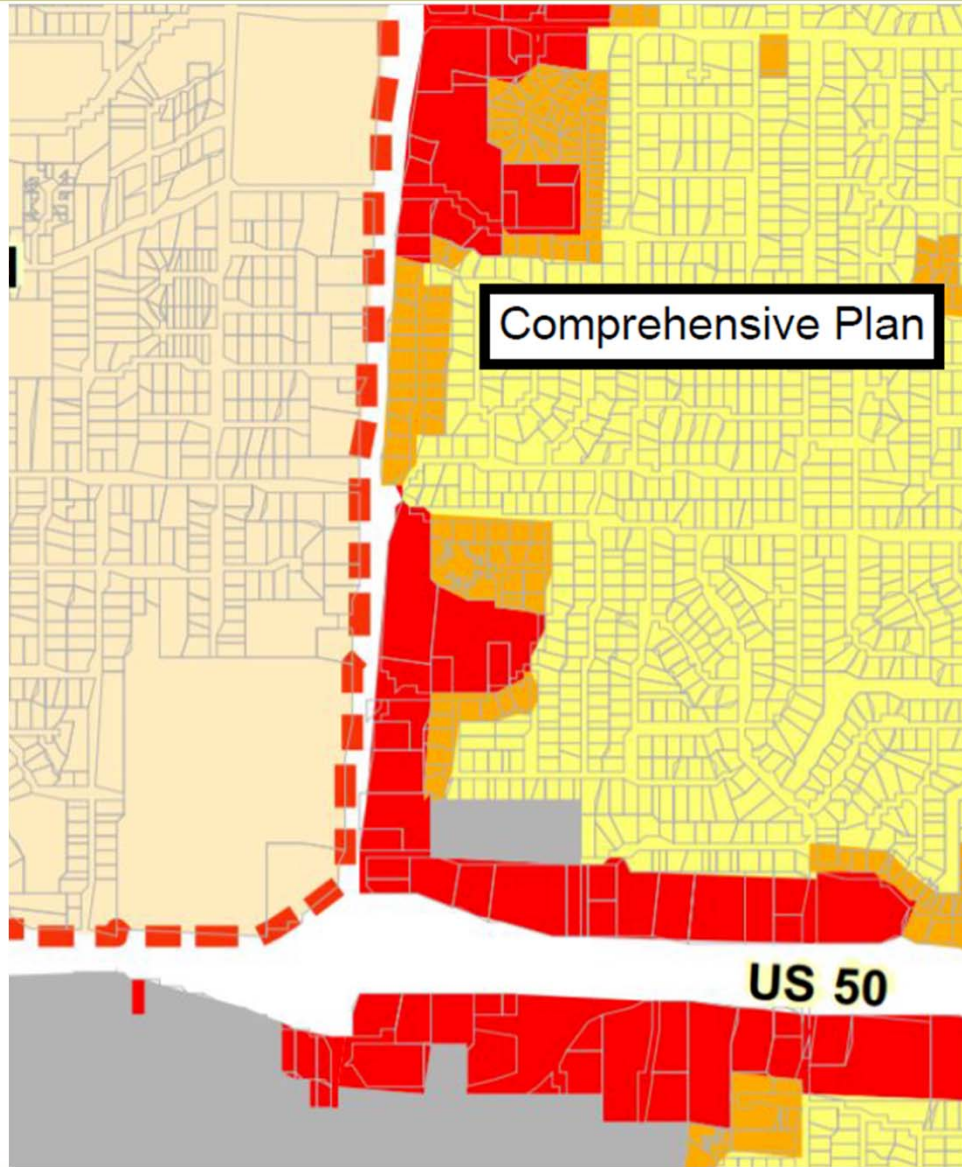
Presentation

1. Focus Area
2. Goals
3. Safety Concerns
4. Redevelopment Sequence
5. TIF Plan Review

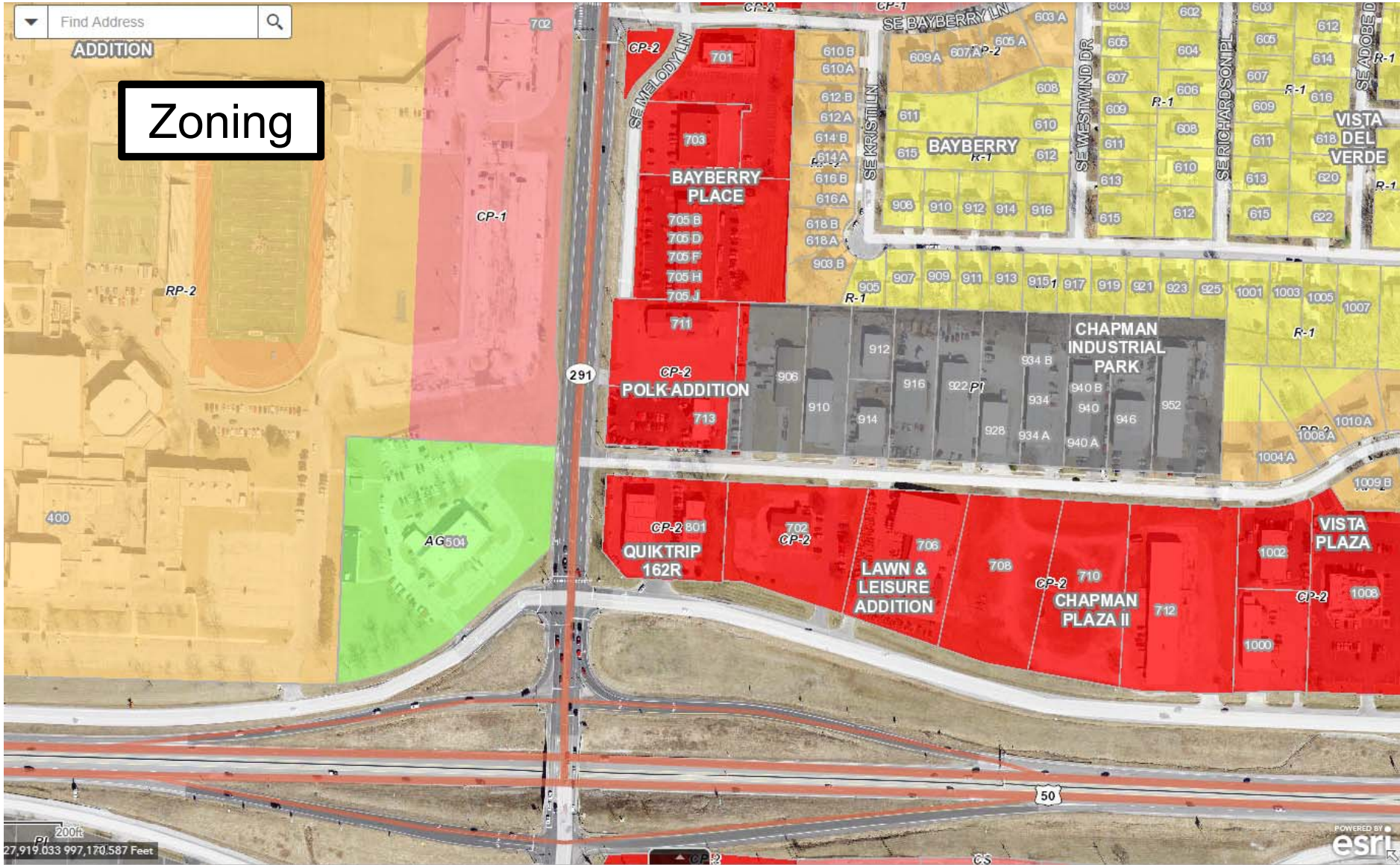


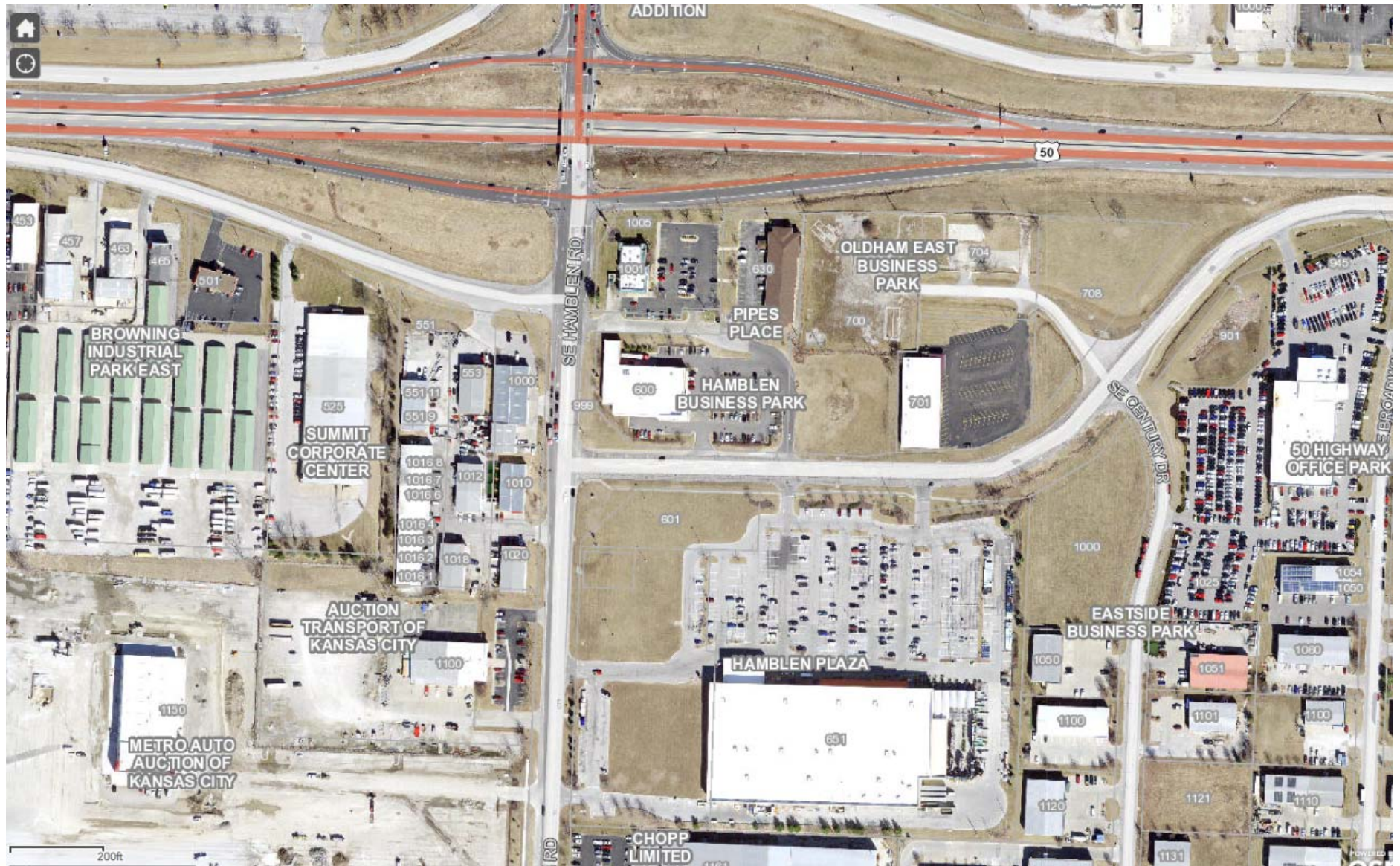
1. FOCUS AREA

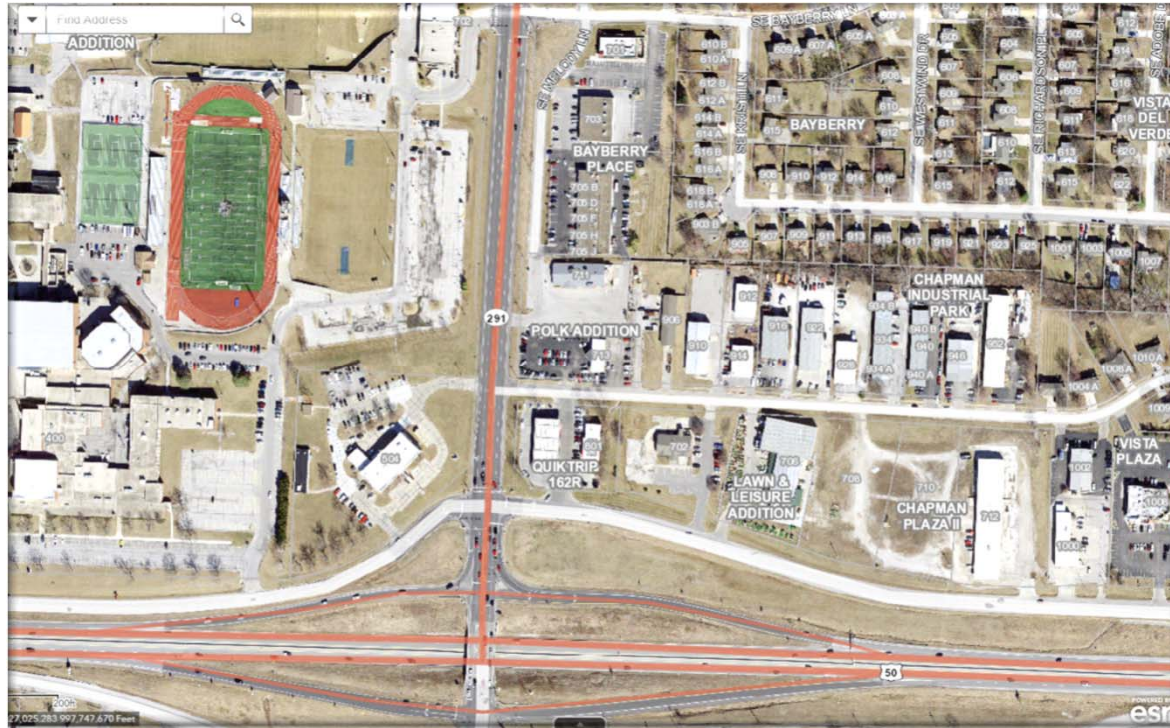




Zoning







2. GOALS

What City wants to accomplish and the desired end result.

City-Preferred Interchange Design



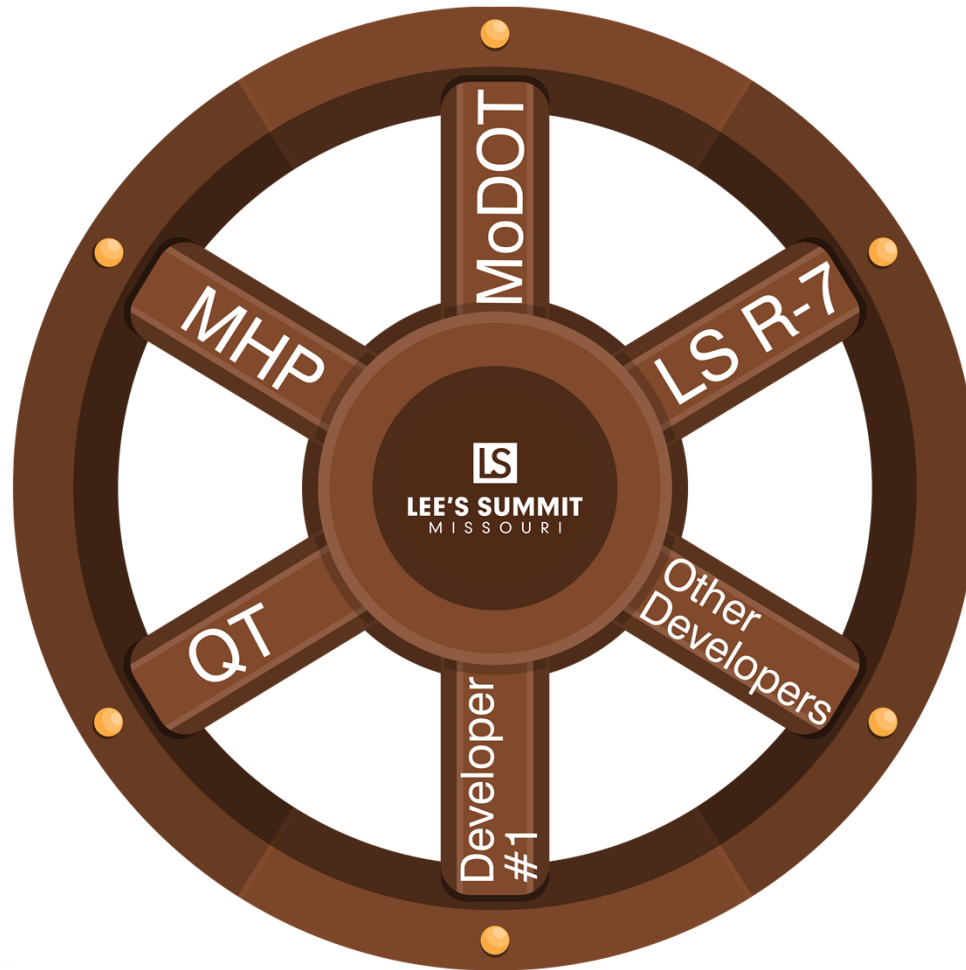
What City wants to accomplish

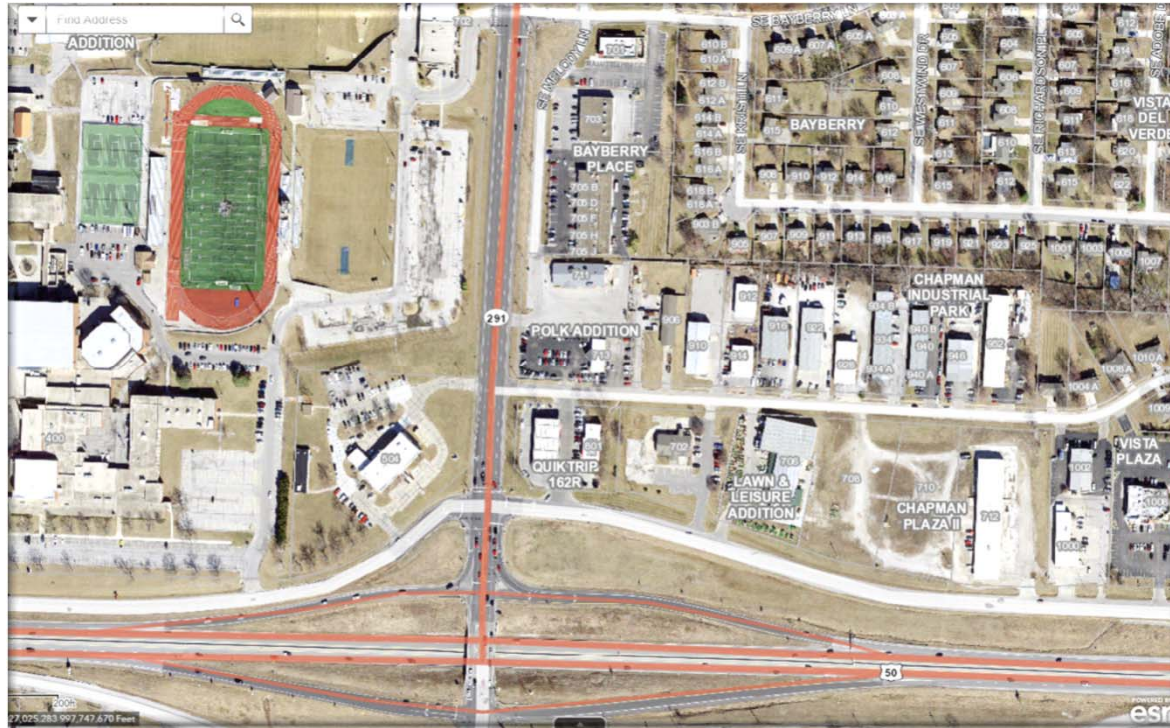
- Enhance traffic safety & circulation
 - Reconstruct 291 North & 50 Interchange
 - Reconfigure Blue Parkway
- Move Highway Patrol to new location in City
- Redevelop Highway Patrol Property for commercial uses
- Redevelop QuikTrip & commercial sites
- Access is catalyst for additional redevelopment opportunities in the area

Parties Involved

1. City of Lee's Summit
2. Missouri Highway Patrol & Missouri Office of Administration
3. Missouri Department of Transportation
4. Lee's Summit R-7 School District
5. Developer of Project #1
6. QuikTrip
7. Other businesses in Redevelopment Area

291 North “Project Wheel”

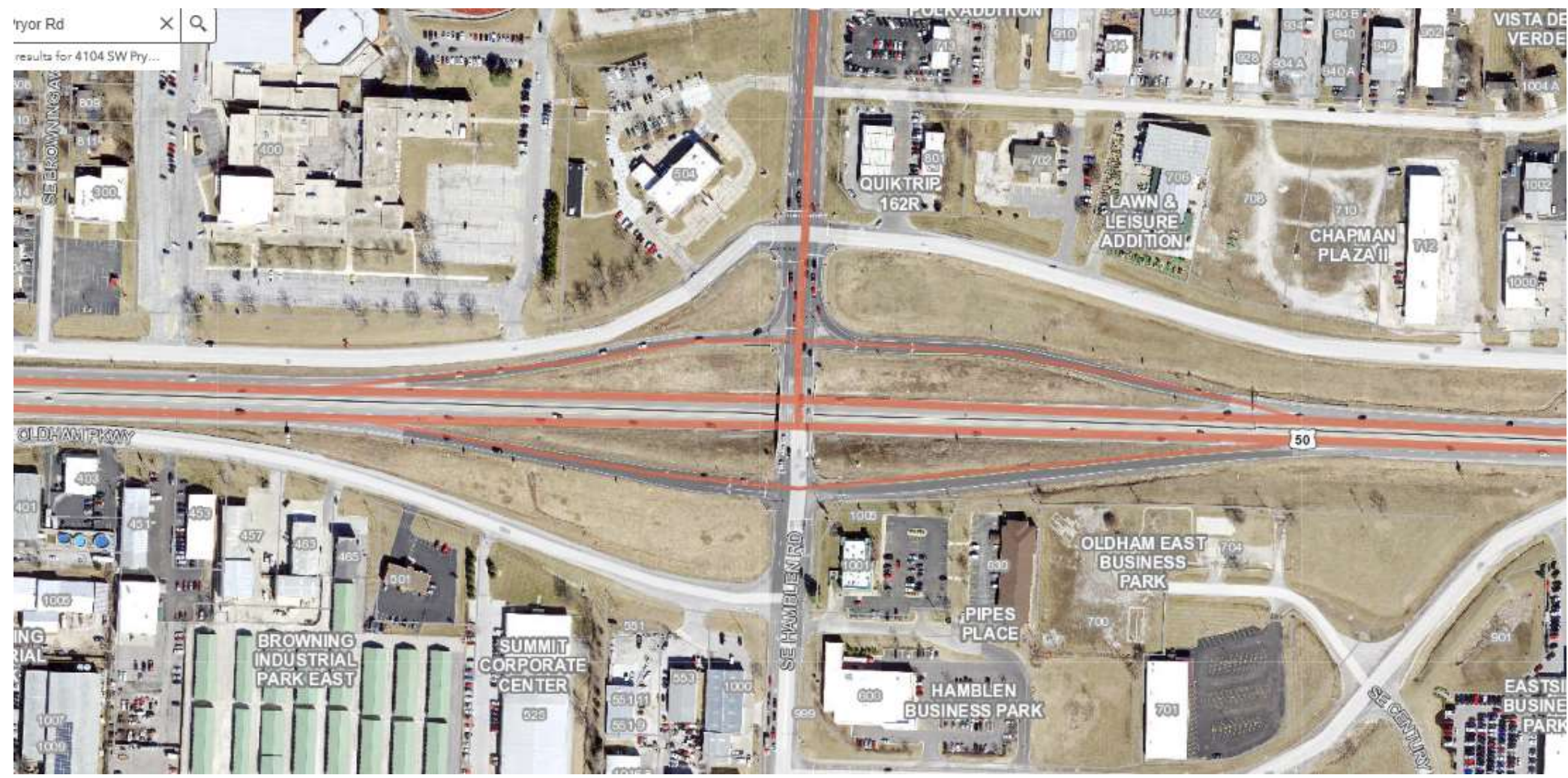




3. SAFETY CONCERNS

Primary reasons for the interchange project

ryor Rd X Q
results for 4104 SW Pry...



OLDHAM PKWAY

ING
RIAL

BROWNING
INDUSTRIAL
PARK EAST

SUMMIT
CORPORATE
CENTER

HAMLEN
BUSINESS PARK

PIPES
PLACE

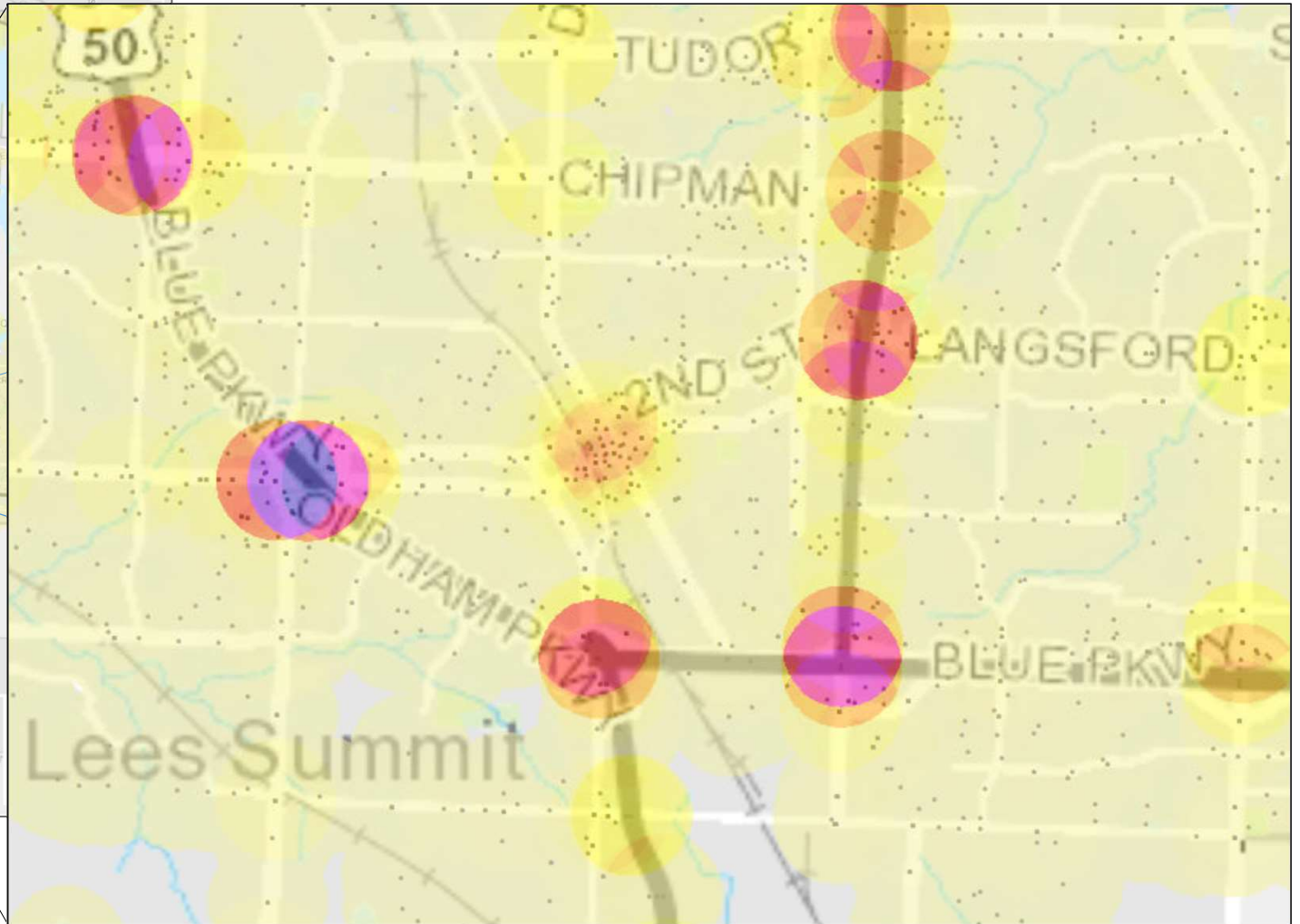
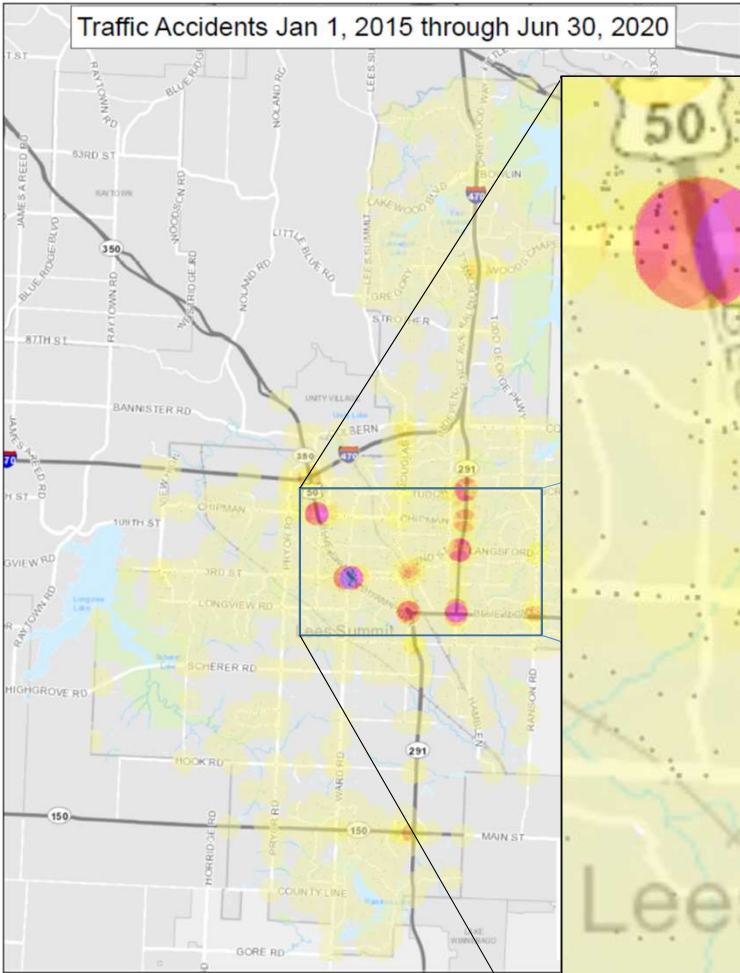
OLDHAM EAST
BUSINESS
PARK

EASTSI
BUSINE
PARK



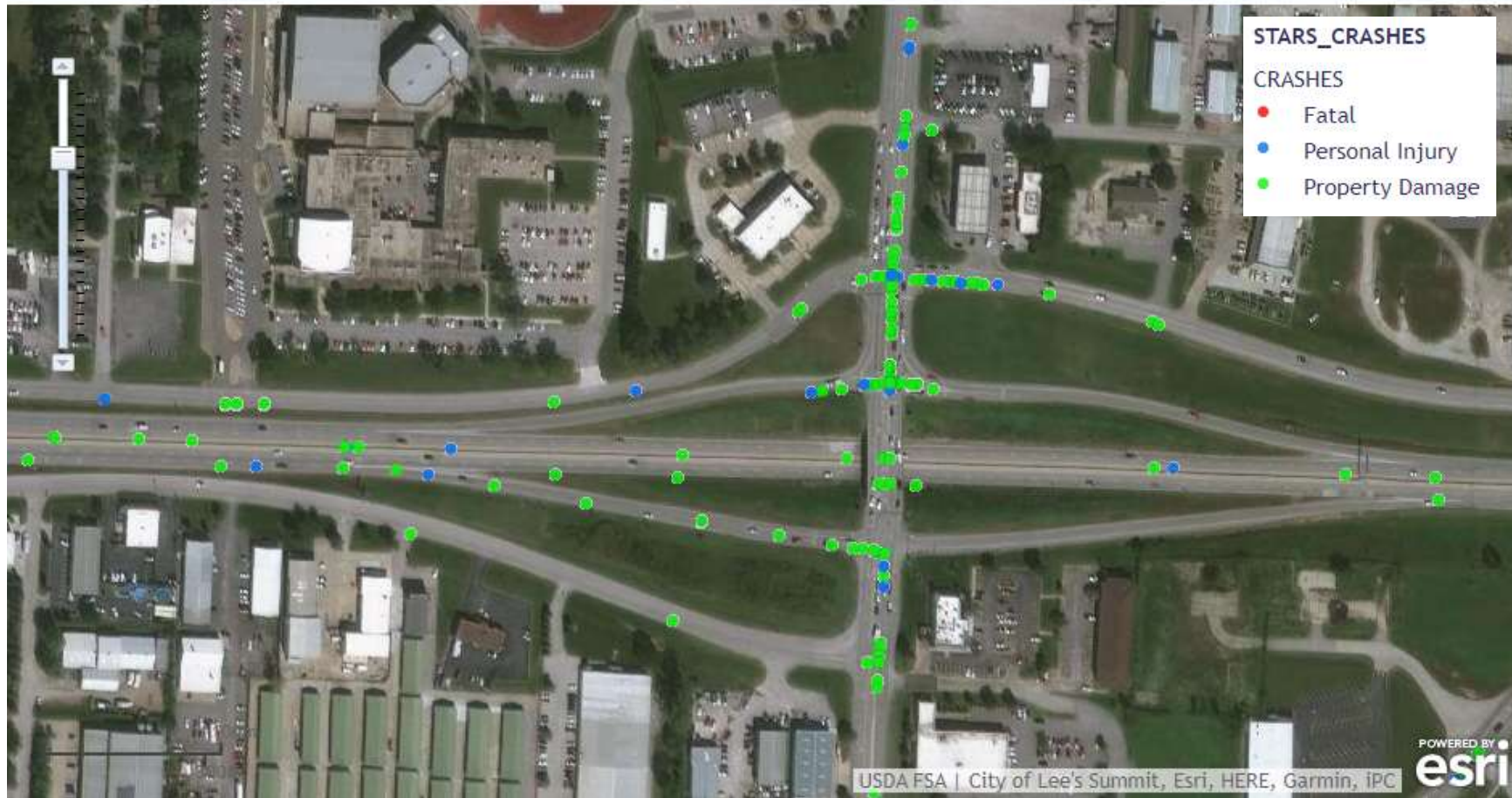


Traffic Accidents Jan 1, 2015 through Jun 30, 2020

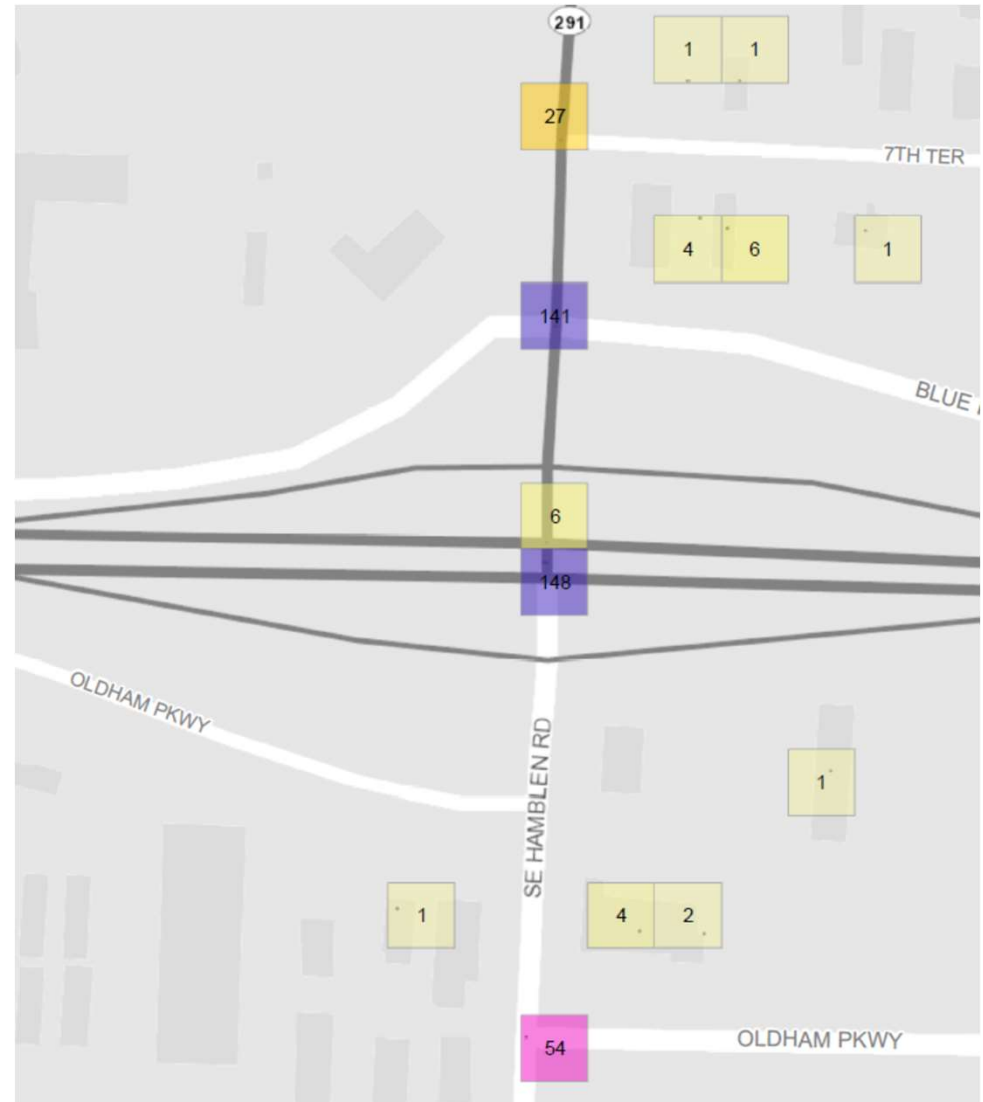




State of Missouri STARS Reporting



Row Labels	Count of Incident Number
M 291 & US 50	275
3RD & US 50	235
CHIPMAN & US 50	202
LANGSFORD & M 291	134
BLUE & M 291	125
I 470 & US 50	122
M 150 & M 291	100
CHIPMAN & M 291	98
CHIPMAN & 0	87
M 291 & TUDOR	85
I 470 & WOODS CHAPEL	85
COLBERN & DOUGLAS	82
DOUGLAS & TUDOR	81
Blue & CHIPMAN	81
3rd & WARD	77
3RD & BLUE	77
M 291 & PERSELS	76
LANGSFORD & TODD GEORGE	74
50 & M 291	74
BAYBERRY & M 291	39
M 291 & Oldham	35
7th & M 291	26
Jefferson & US 50	11
291 & US 50	9
M 291 & US 50	8
HAMBLEN & US 50	7
BRENTWOOD & Langsford	6
4TH & M 291	6
Arborlake & M 150	6
3RD & JOHNSON	6
Akin & RALPH POWELL	6
Arborwalk & WARD	6



Safety:

Crash Summary

High Crash Location

Age: Driver Under 21 State Data Average for LSMO 2.3% of all LSMO Crashes; Higher % at M291 N. Interchange.

September-May (School Year): No Significant Deviation

Average per Week: No Significant Deviation

Time of Day: Slight Deviation/Increase For School Release Hour

Severity:

10% to 15% - Injury Related (20%-25% at 7th & M291)

0 - Fatal

No Bicycle or Pedestrian Accommodations

Level of Service (LOS):

Congested/Significant Delay
 City Policy (Not City ROW) Not Met
 MoDOT Guidelines Not Met

No Bicycle Accommodations
 No Pedestrian Accommodations

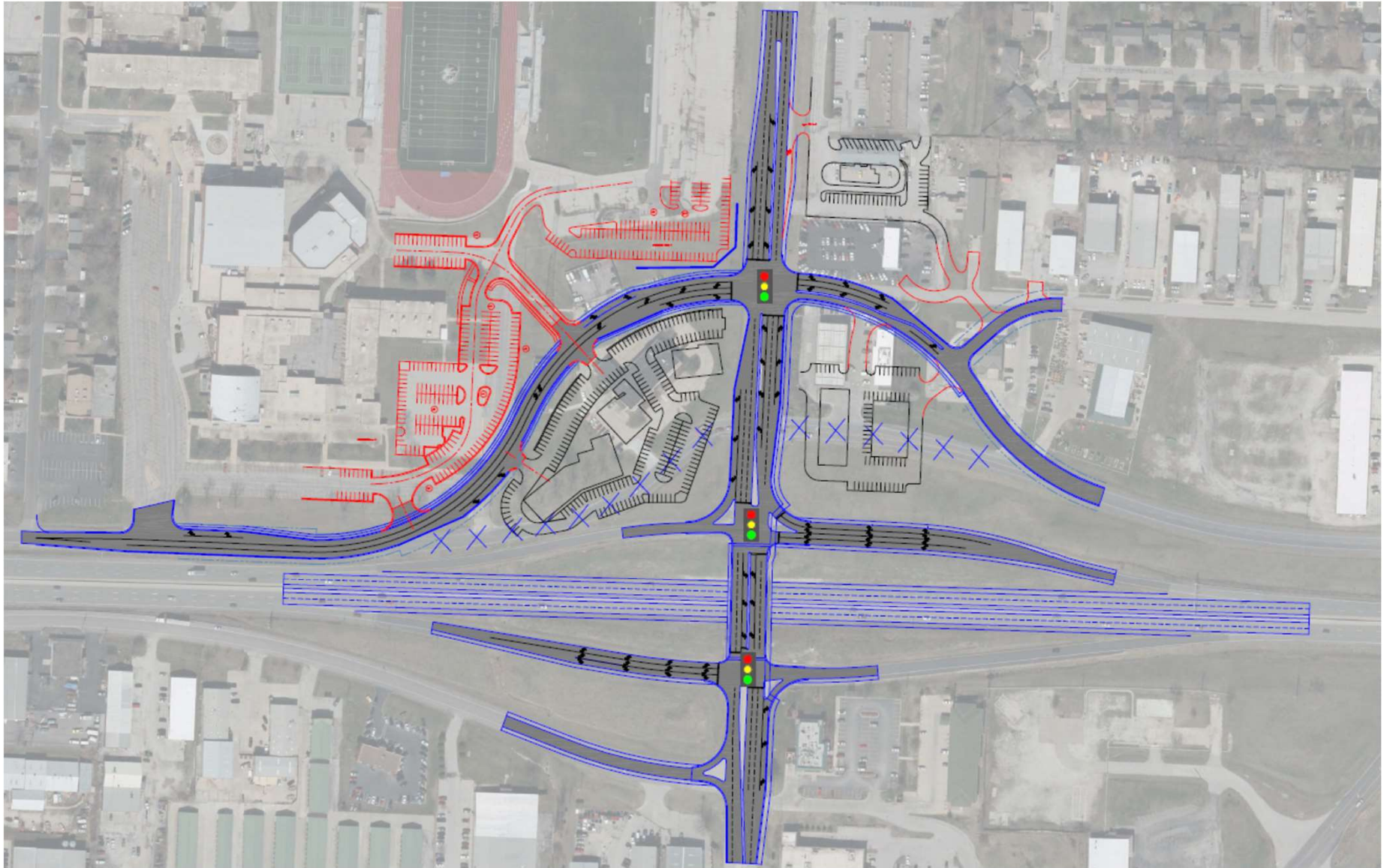
No room for Future Growth
 No capacity for Development.

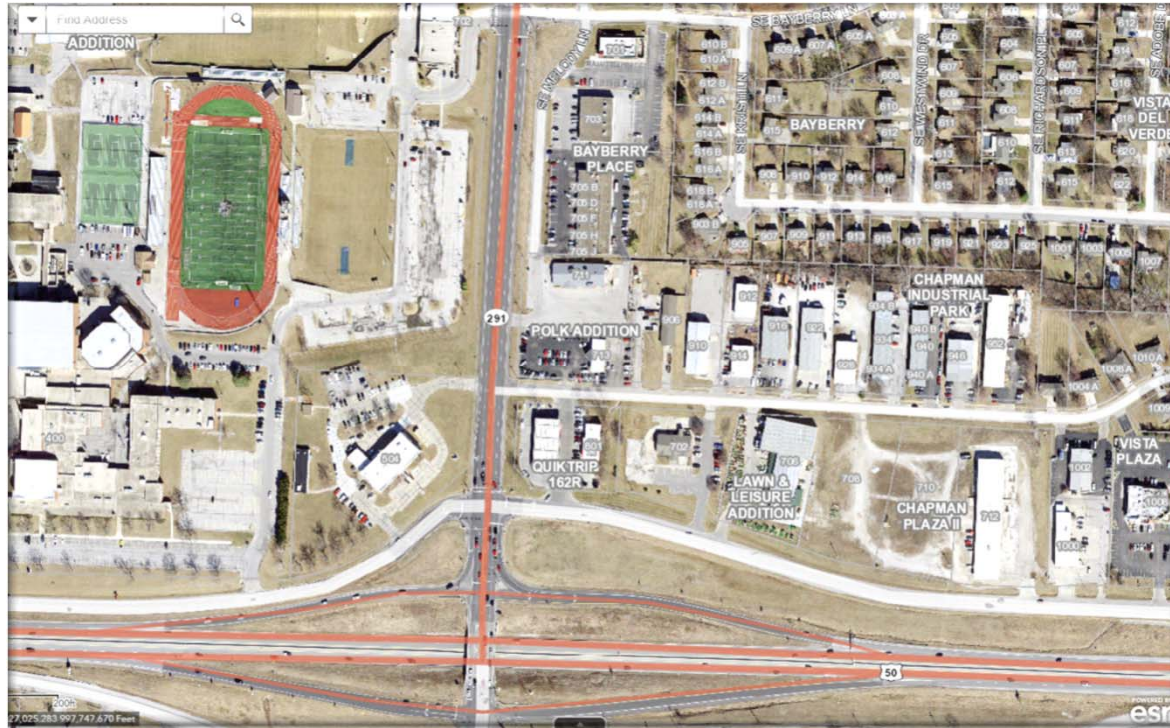
Existing (5 lane bridge) 2016 PM: US-50 at MO-291N													
Location			Queue Measures				Delay Measures				Throughput		
Intersection	Movement	Lengths (ft)		Allowable Storage (ft)	Percentages		Avg Delay (S)	Vehicles	movement LOS	Intersection		Percentage of Desired	
Name		Average	Maximum		Average	Maximum				Delay (S)	LOS		
Blue Parkway	SBL	85	527	225	38%	234%	66	74	E	18	B	94%	
Blue Parkway	SBT	93	537		41%	239%	18	1115	B			99%	
Blue Parkway	SBR				8	44	A	102%					
Blue Parkway	WBL	74	377			58	153	E	99%				
Blue Parkway	WBT	74	379			41	76	D	101%				
Blue Parkway	WBR			26	84	C	99%						
Blue Parkway	NBL	65	249	150	43%	166%	68	32	E			100%	
Blue Parkway	NBT	79	259		53%	173%	4	1097	A			100%	
Blue Parkway	NBR				2	256	A	100%					
Blue Parkway	EBL	53	269			55	26	D	96%				
Blue Parkway	EBT			58	78	E	94%						
Blue Parkway	EBR			43	49	D	98%						
north	US-50	160	472	150	107%	315%	19	827	B	13	B	100%	
north	US-50				SBR	5	489	A	98%				
north	US-50	WBL	16	220	1000	2%	22%	63	35			E	103%
north	US-50	WBR	29	285	3%	28%	28	217	C			101%	
north	US-50	NBL	27	241	185	14%	130%	16	309			B	98%
north	US-50	NBT	30	242	16%	131%	8	1167	A			99%	
south	US-50	SBL	43	255	185	23%	138%	16	308	B	41	D	101%
south	US-50	SBT						10	555	A			99%
south	US-50	NBT	522	847	190	275%	446%	45	867	D			99%
south	US-50	NBR						35	86	C			98%
south	US-50	EBL	298	988	920	32%	107%	73	608	E			100%
south	US-50	EBR	314	1,006		34%	109%	45	379	D			99%

Condition/Age/Replacement:

Over 50 Years Old...

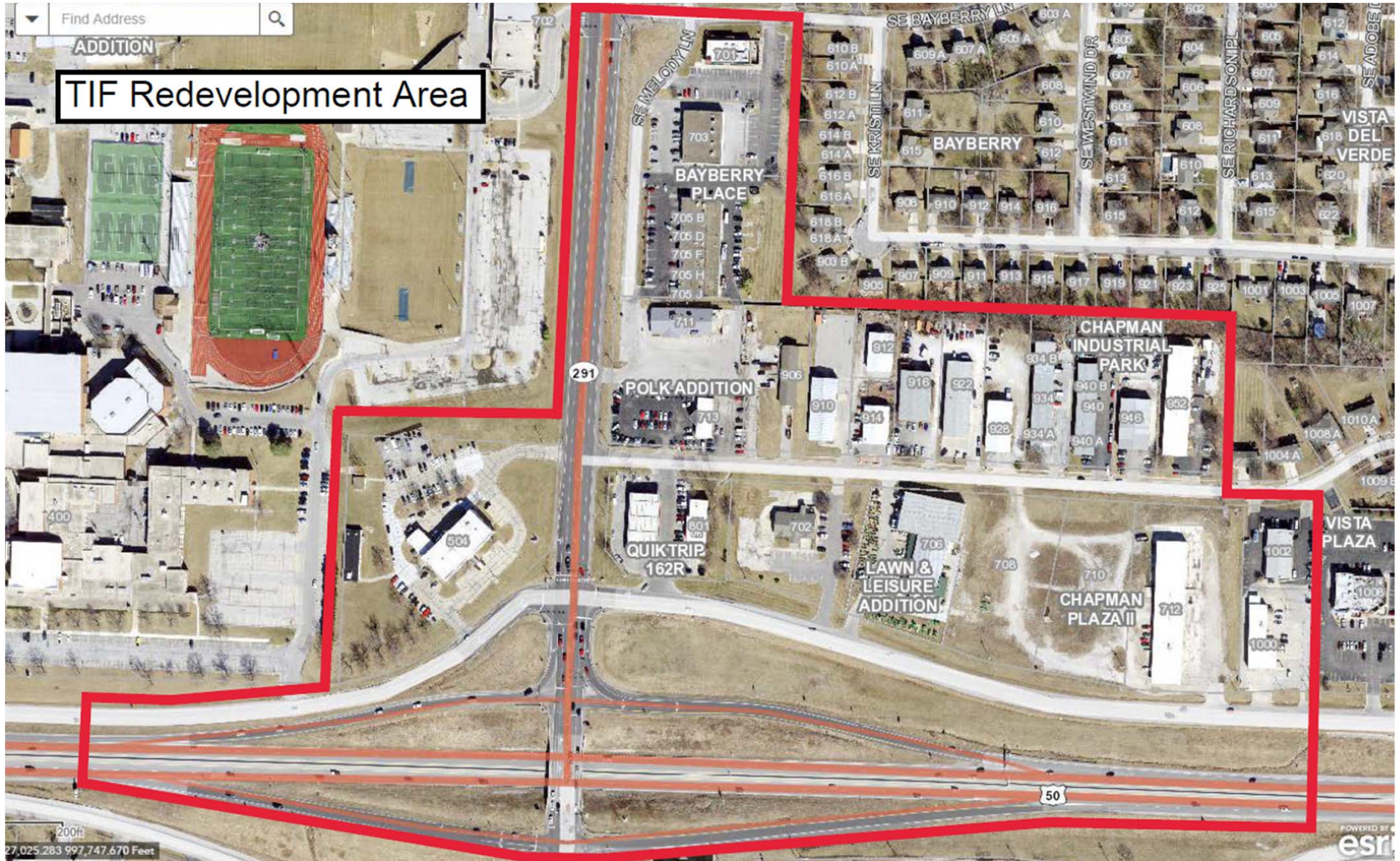
MoDOT not funded to improve, only to replace...a 50-year Improvement.





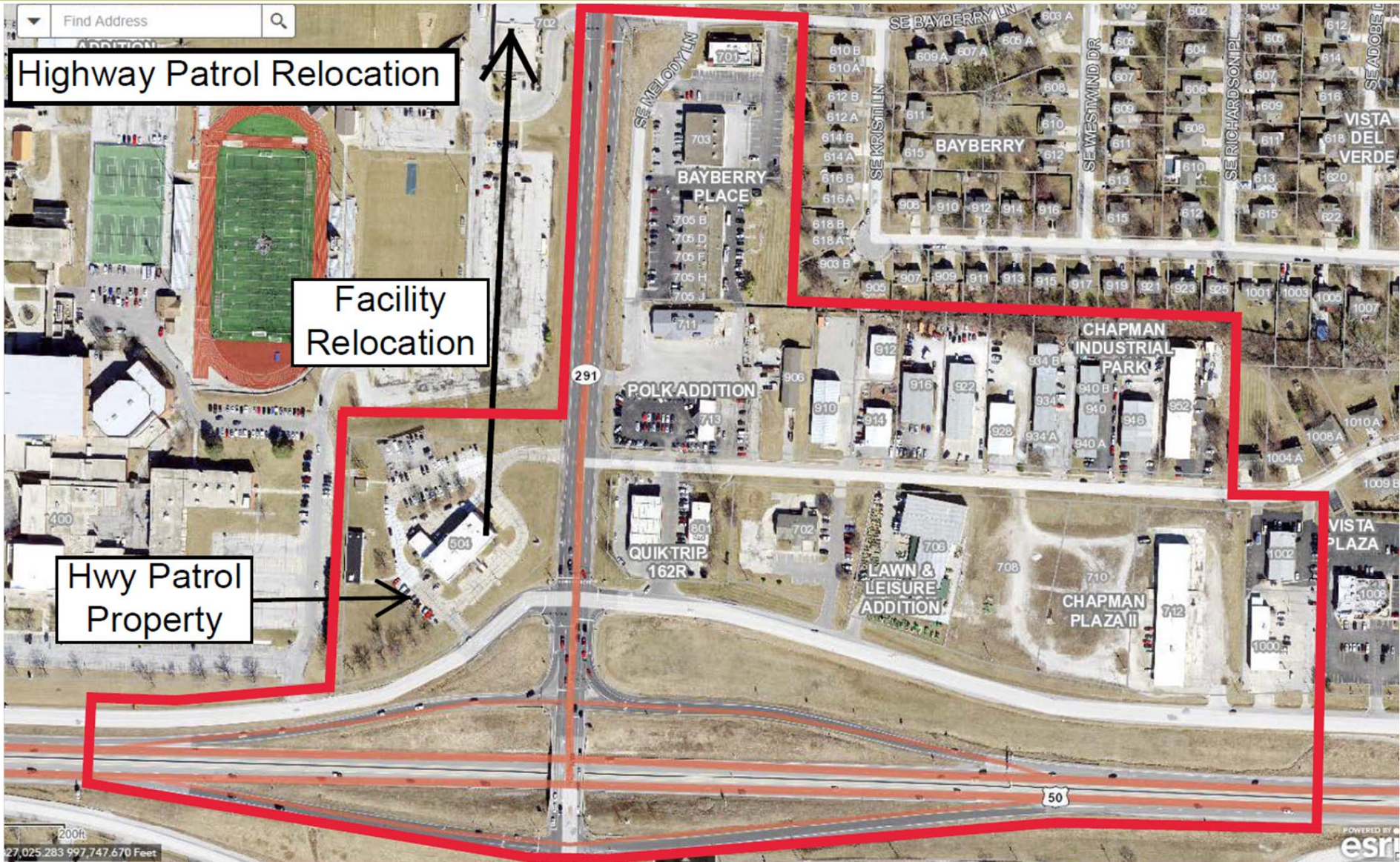
4. REDEVELOPMENT SEQUENCE

Land transactions, road reconstruction, TIF Plan approvals, redevelopment



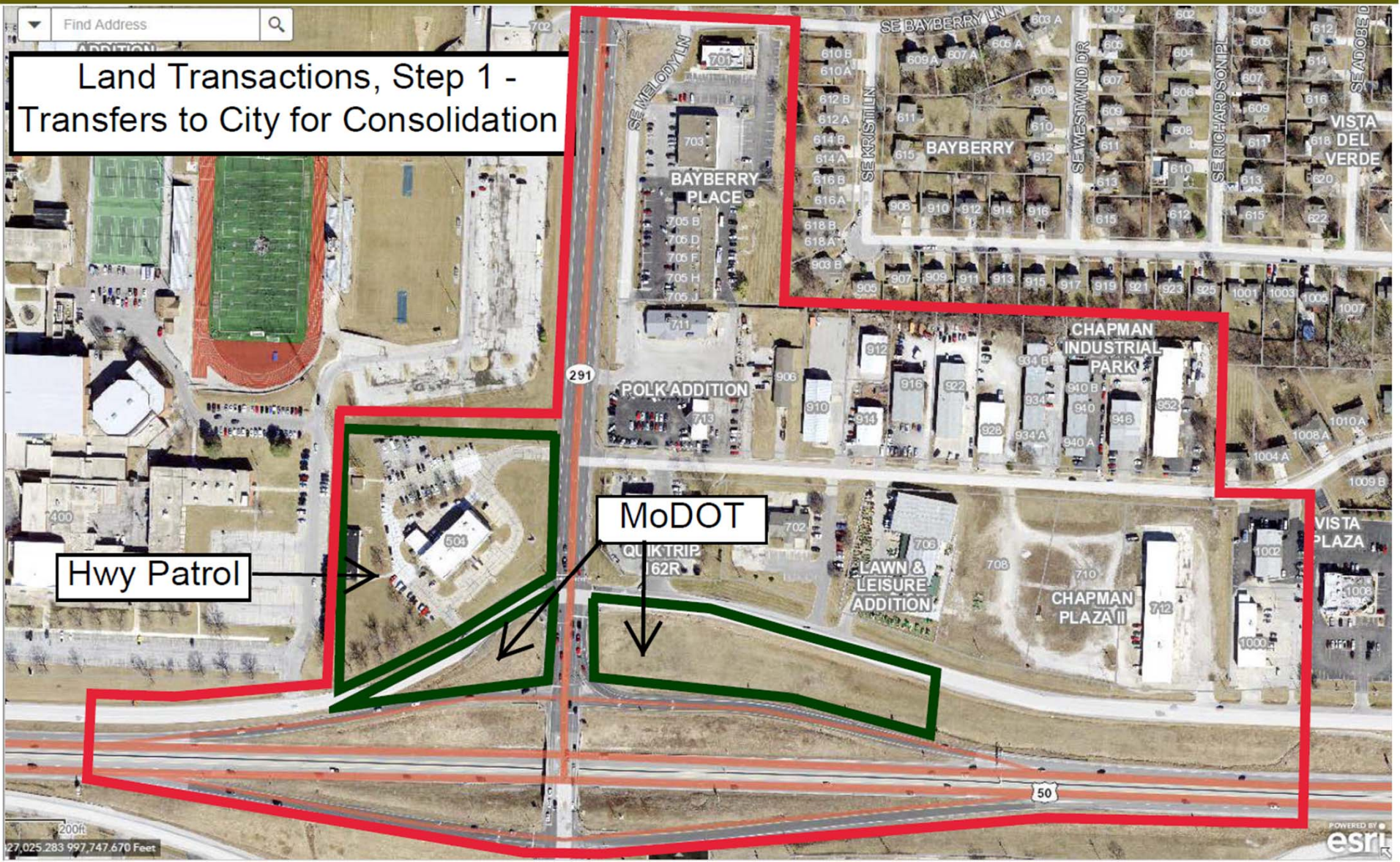
TIF Redevelopment Area





Find Address

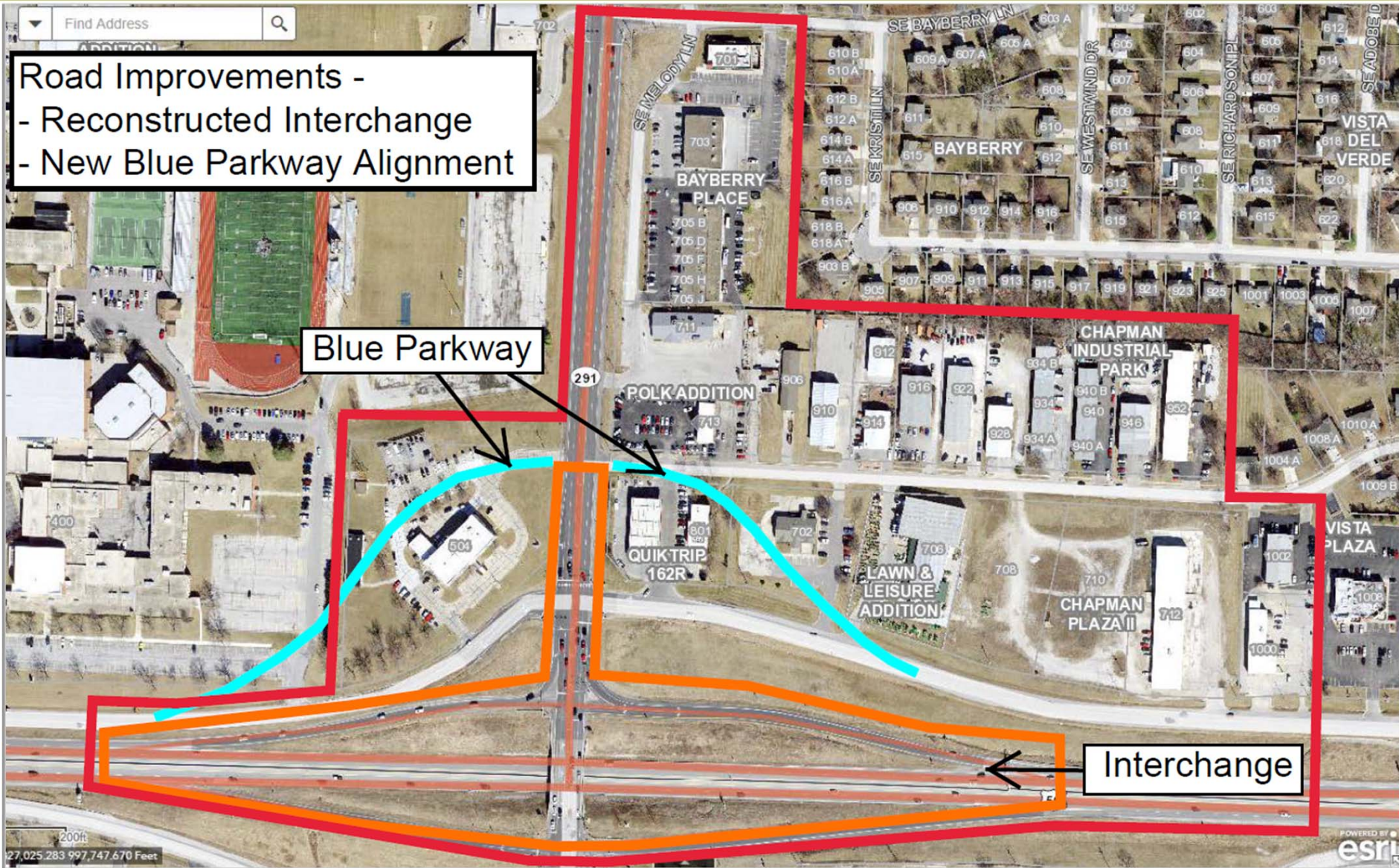
Land Transactions, Step 1 - Transfers to City for Consolidation



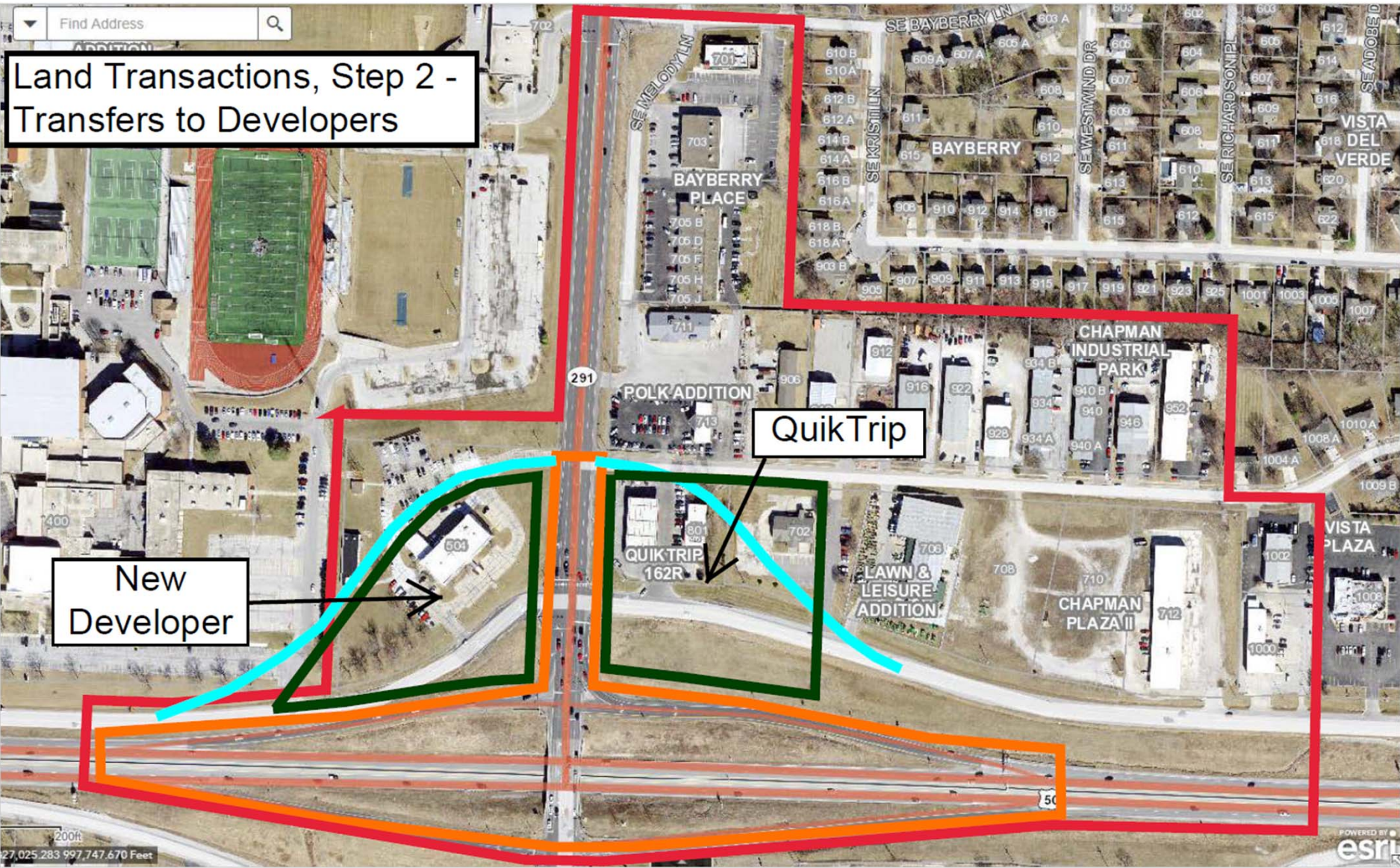
Road Improvements -
- Reconstructed Interchange
- New Blue Parkway Alignment

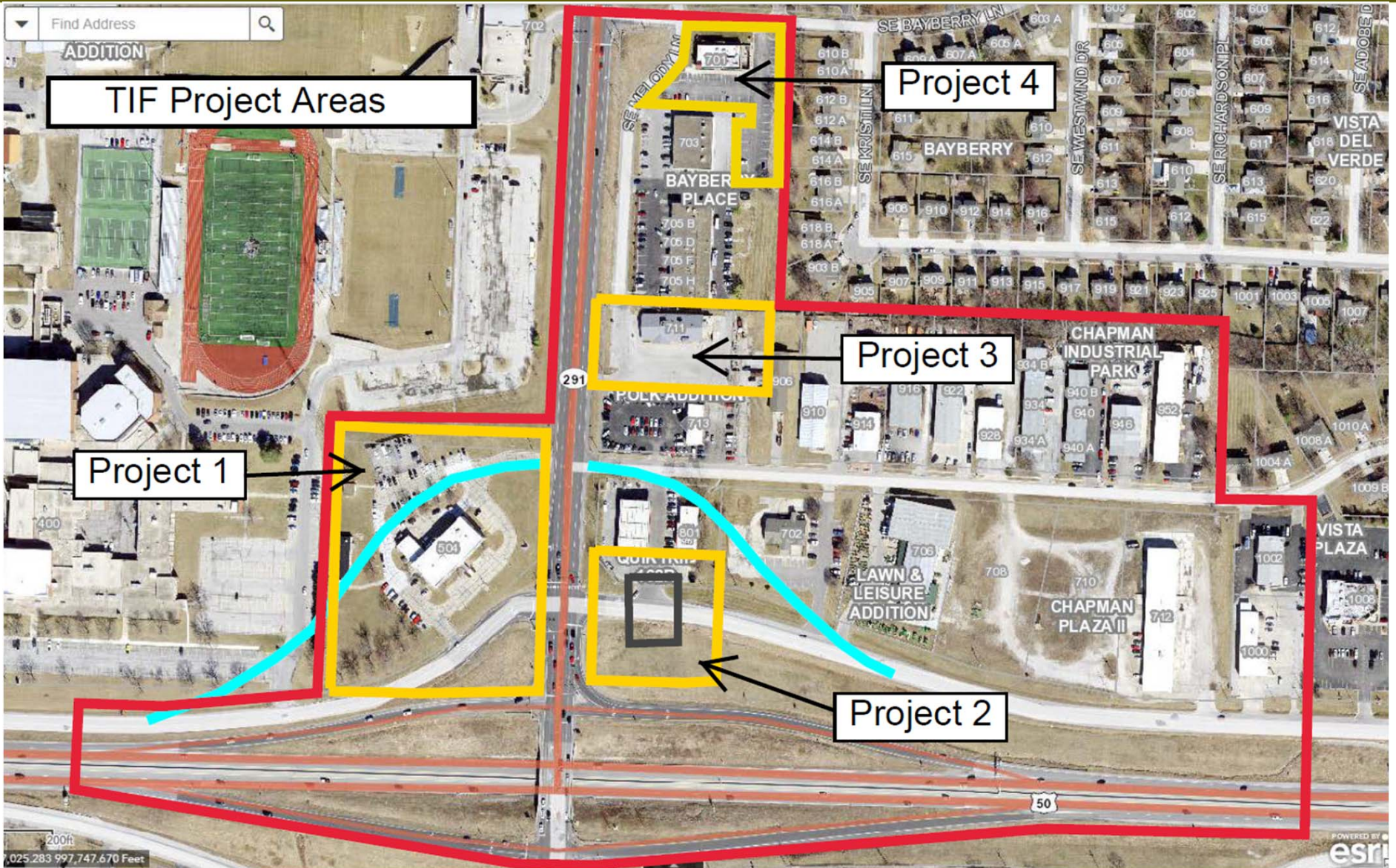
Blue Parkway

Interchange

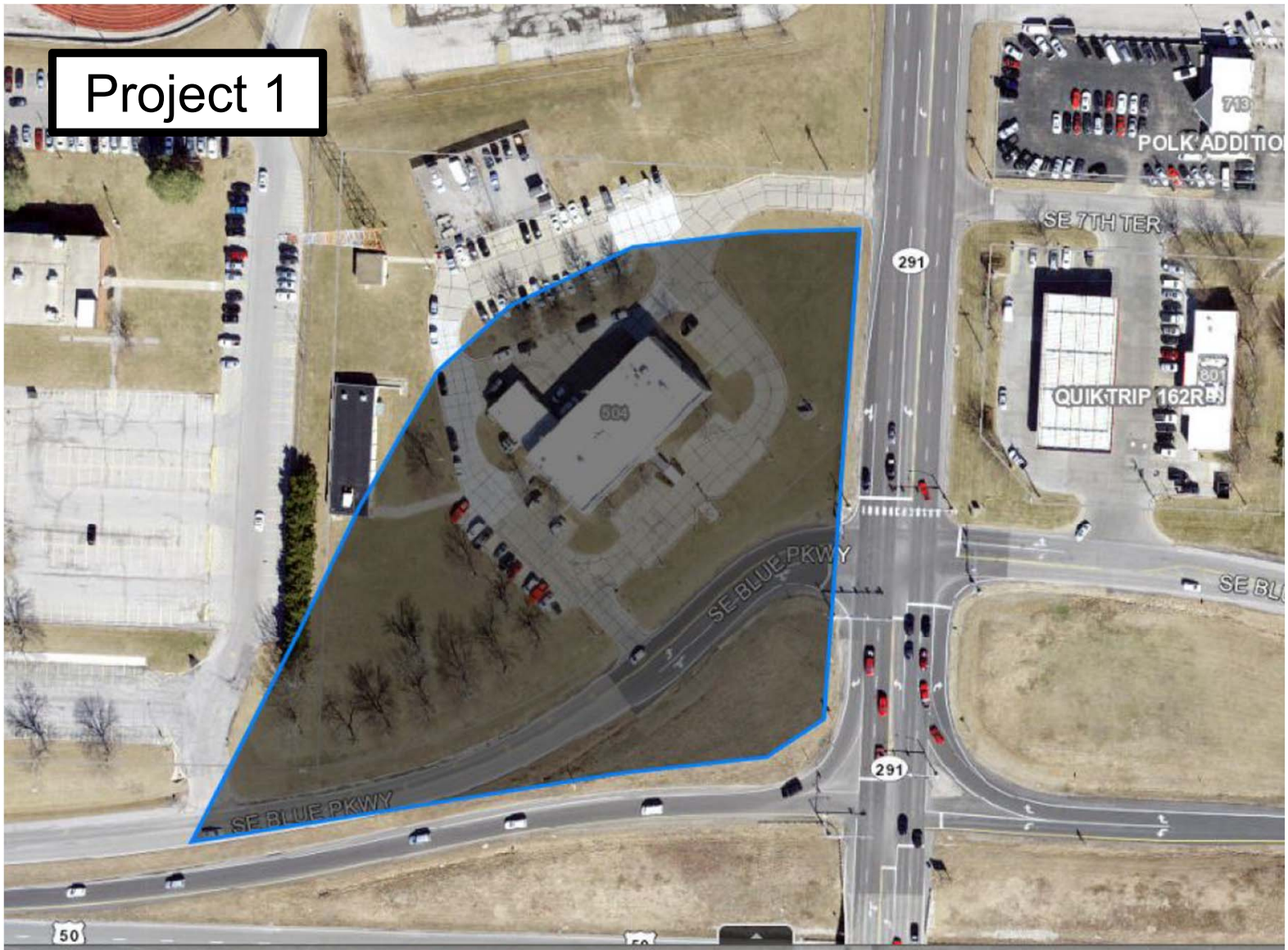


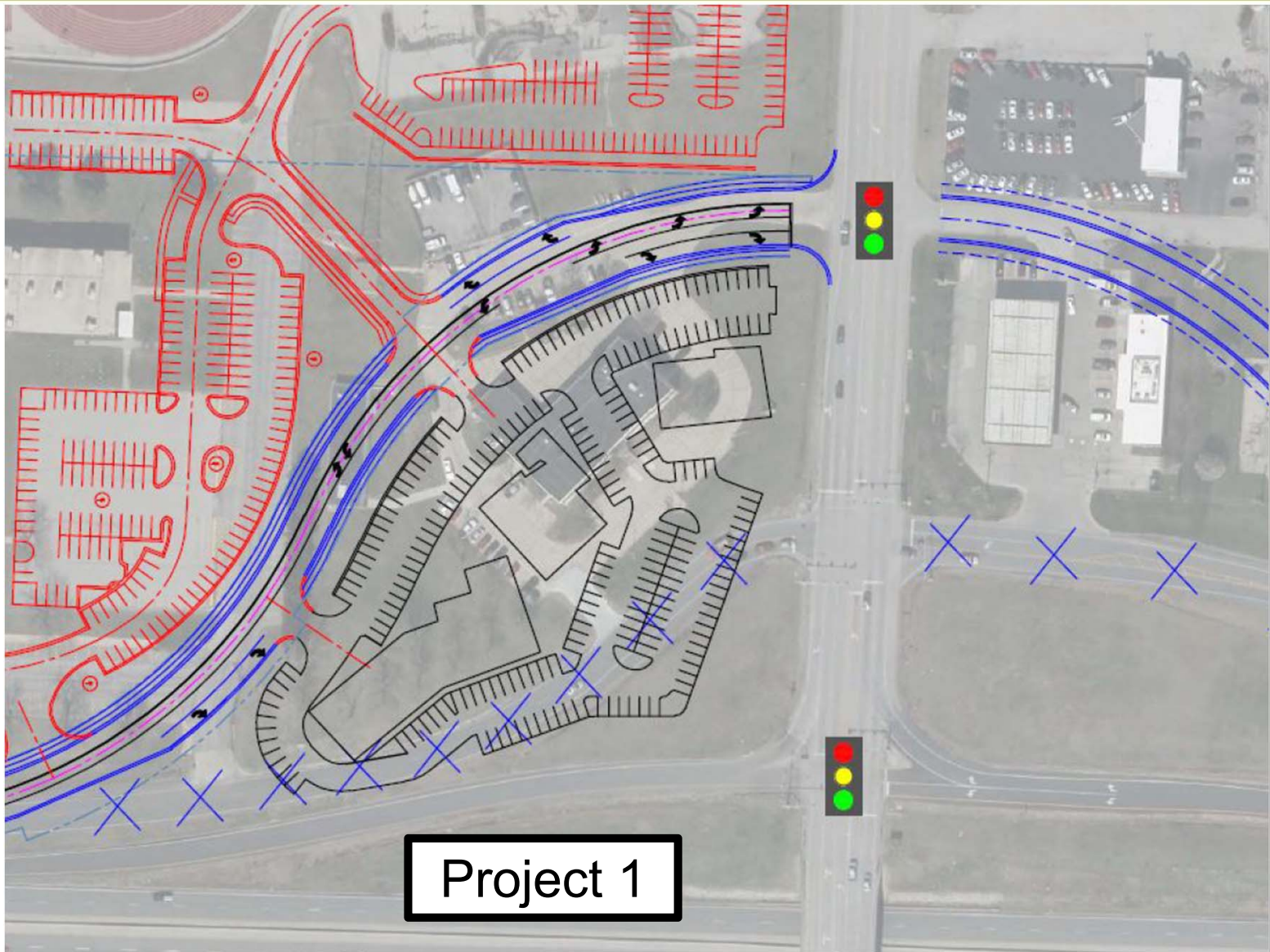
Land Transactions, Step 2 - Transfers to Developers



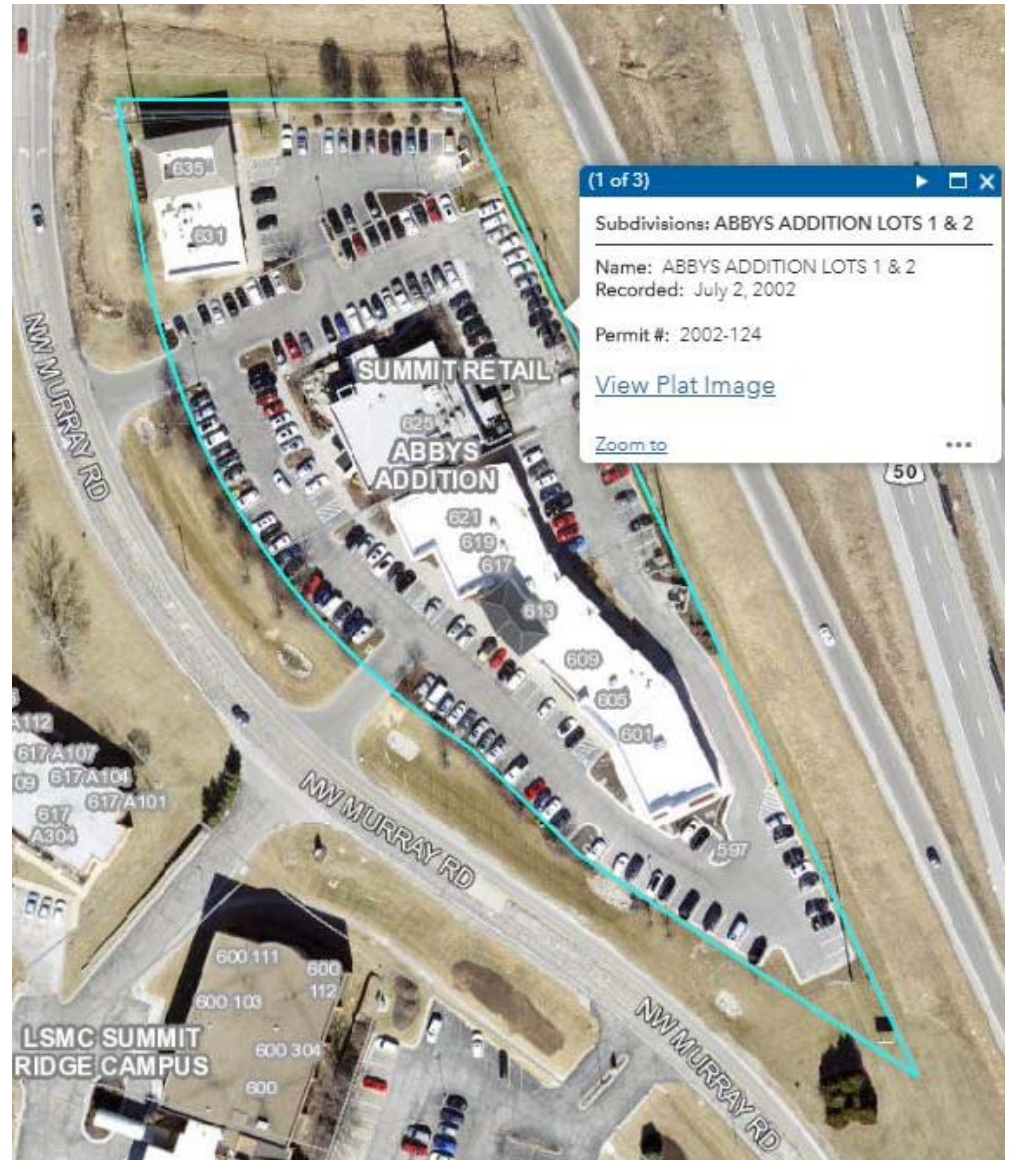
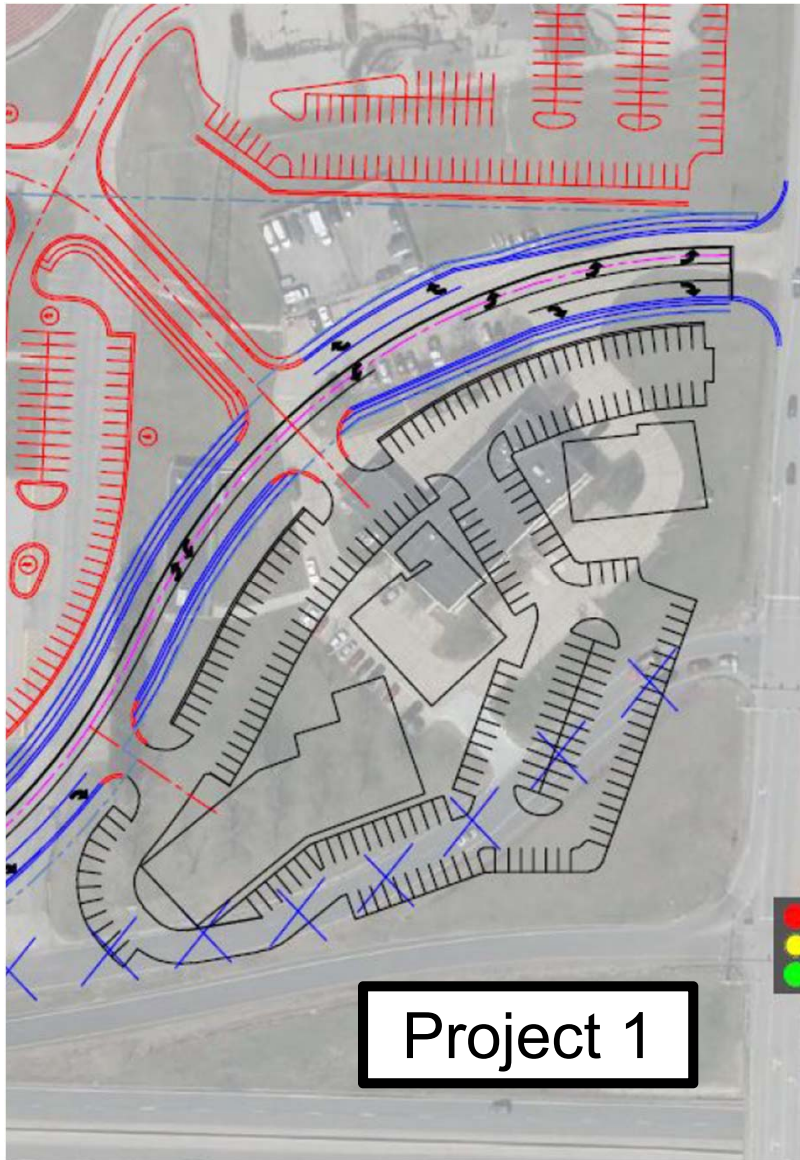


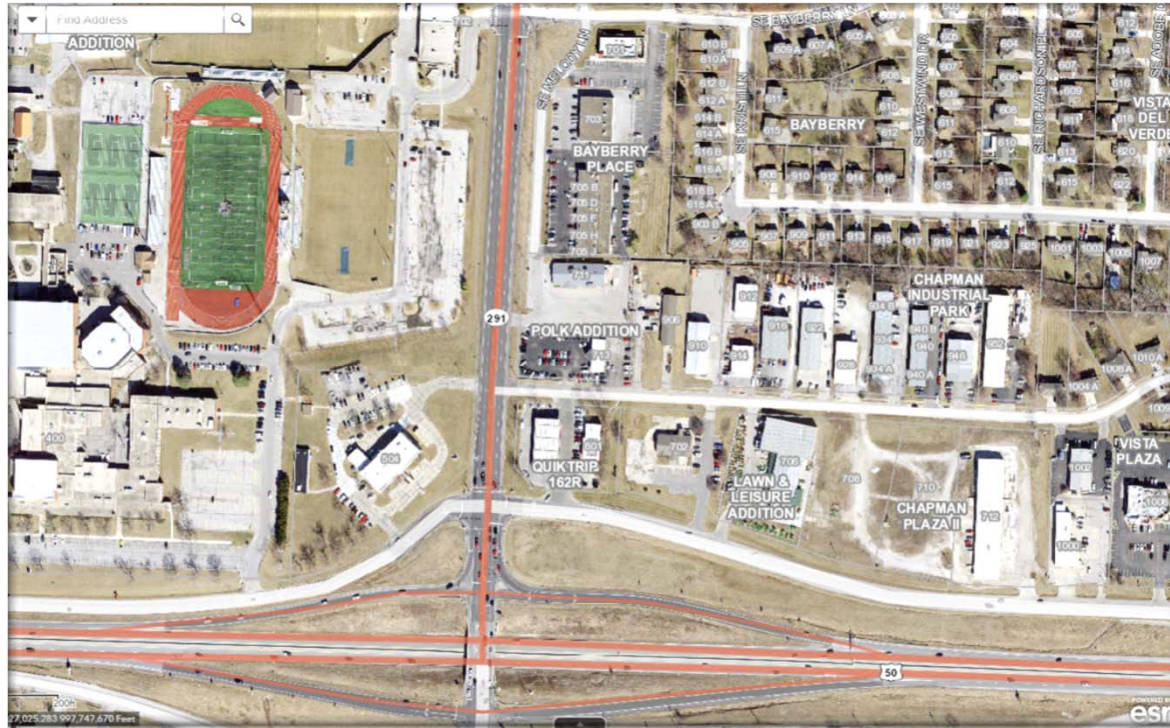
Project 1





Project 1





5. TIF PLAN REVIEW

Project Budget, CBA, Factual Findings, financing options

	<u>Total Project Cost</u>	Funded by Users	Funded by City		Funded by State
			Direct Funding & TIF Reimbursable	Priority TIF Reimbursable	
Land Acquisition	\$3,304,250	\$1,304,250	\$0		
Demolition	\$300,000		\$300,000		
Hwy Patrol Relocation Costs	\$8,113,000	\$2,000,000		\$4,056,500	\$2,056,500
Site Development Costs	\$1,100,000	\$1,100,000			
Public Improvements					
Outer Roads - Blue Parkway	\$2,957,500		\$2,957,500		
Interchange	\$18,000,000		\$9,000,000		\$9,000,000
Building Construction Costs	\$7,040,000	\$7,040,000			
Professional Services and Soft Costs (15% of construction)	\$1,026,000	\$1,026,000			
Financing Costs (5% during construction)	\$1,451,000	\$362,750	\$435,300	\$290,200	\$362,750
Contingency (10% of construction costs)	\$2,800,000	\$704,000	\$1,195,893		\$900,107
Totals	\$44,091,750	\$13,537,000 30.7%	\$13,888,693 31.5%	\$4,346,700 9.9%	\$12,319,357 27.9%

TIF Reimbursement Priorities

- City for Highway Patrol Relocation Costs (“Business Relocation Costs”)
- City for Interchange Improvement Costs (Outer Roads and Interchange)
- Financing Costs and Contingency
- Site-specific Improvement Costs

Financing Components

Interchange Project

- Cost Share Application; State appropriation
- Capital Improvements Sales Tax Funds
- License Tax funds

Highway Patrol Relocation – \$8.1M

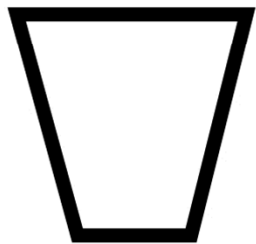
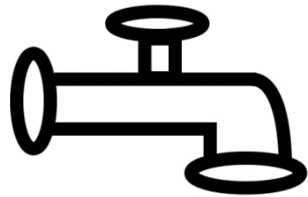
- TIF Revenue Bonds – \$4.1M
- City appropriation with reimbursement – \$2M
- State Appropriation – \$2M

TIF Financing Component

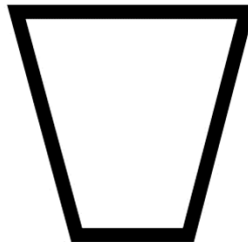
Highway Patrol Relocation – TIF Revenue Bonds – \$4.1M

<u>Project</u> <u>Year</u>	<u>Calendar</u> <u>Year</u>	<u>PILOTS</u>	<u>EATS</u>	<u>TIF Revenue</u>
1	2021	\$26,908	\$13,538	\$40,445
2	2022	\$110,709	\$179,696	\$290,405
3	2023	\$136,031	\$191,624	\$327,654
4	2024	\$137,006	\$193,540	\$330,546
5	2025	\$137,513	\$195,475	\$332,988
6	2026	\$138,498	\$197,430	\$335,928
7	2027	\$139,010	\$199,404	\$338,414
8	2028	\$140,005	\$201,398	\$341,403
9	2029	\$140,522	\$203,412	\$343,934
10	2030	\$141,527	\$205,446	\$346,973
11	2031	\$142,049	\$207,501	\$349,550
12	2032	\$143,064	\$209,576	\$352,640
13	2033	\$143,591	\$211,672	\$355,263
14	2034	\$144,617	\$213,788	\$358,405
15	2035	\$145,149	\$215,926	\$361,075
16	2036	\$146,185	\$218,085	\$364,270
17	2037	\$146,722	\$220,266	\$366,989
18	2038	\$147,768	\$222,469	\$370,237
19	2039	\$148,311	\$224,694	\$373,005
20	2040	\$149,368	\$226,941	\$376,309
21	2041	\$149,916	\$229,210	\$379,126
22	2042	\$150,983	\$231,502	\$382,486
23	2043	\$151,537	\$233,817	\$385,354
24	2044	\$122,876	\$202,117	\$324,993
Total		\$3,279,866	\$4,848,528	\$8,128,394
Ratio		40.4%	59.6%	100.0%

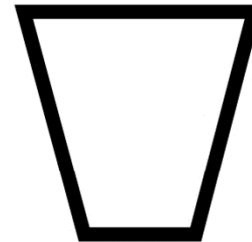
TIF Revenue Waterfall



**BUSINESS
RELOCATION
COSTS**



**INTERCHANGE
COSTS**



**FINANCING AND
CONTINGENCY**



**SITE-SPECIFIC
IMPROVEMENTS**

Factual Findings

- Blighted Area
- Expectations for Redevelopment – “But For” Test
- Conforms to Comprehensive Plan
- Completion of Redevelopment Projects (10-year limit)
- Relocation Assistance Plan
- Cost-Benefit Analysis
- No gambling establishment

Reasons to Approve TIF Plan

- **Public Safety** – New Interchange and outer roads, enhanced traffic safety & traffic flow
- **Enhanced Redevelopment Opportunities**
- **City Takes First Leadership Step**
- **Low Risk**
- **Absolute “But For Test”** – no TIF Plan means no project

- End -