TOPEKA PLANNING COMMISSION

AGENDA

Monday, December 14, 2015
6:00 P.M.

620 SE Madison
1st Floor, Holliday Conference Room
Holliday Building
Topeka, Kansas 66607

Members of the Topeka Planning Commission

Brian Armstrong
Kevin Beck
Rosa Cavazos
Scott Gales, Chair
Dennis Haugh
Nicholas Jefferson, Vice Chair
Carole Jordan
Katrina Ringler
Patrick Woods

Topeka Planning Staff

Bill Fiander, AICP, Planning Director
Carlton O. Scroggins, AICP, Planner III
Dan Warner, AICP, Planner III
Mike Hall, AICP, Planner III
Tim Paris, Planner II
Dean W. Diediker, Planner II
Annie Driver, AICP, Planner II
Susan Hanzlik, AICP, Planner II
Taylor Ricketts, Planner I
Kris Wagers, Office Specialist

ADA Notice: For special accommodations for this event, please contact the Planning Department at 785-368-3728 at least three working days in advance.
AGENDA ITEMS
Topeka Planning Commission
Monday, December 14, 2015 at 6:00 P.M.

A. Roll Call

B. Approval of Minutes – November 16, 2015

C. Presentations and Discussion Items
   1. Bikeways Presentation
   2. North Topeka West Neighborhood Plan Preview
   3. CIP 2017-21 Preview
   4. Quick Updates
      i. Downtown D-1 District
      ii. Early Site Plan Review

D. Other

E. Adjournment
CITY OF TOPEKA
TOPEKA PLANNING COMMISSION

MINUTES

Monday, November 16, 2015

6:00PM – Municipal Building, 214 SE 8th Street, 2nd floor Council Chambers

Members present: Scott Gales (Chair), Brian Armstrong, Kevin Beck, Rosa Cavazos, Dennis Haugh, Carole Jordan, Katrina Ringler, Patrick Woods (8)

Members Absent: Nicholas Jefferson (1)

Staff Present: Bill Fiander, Planning Director; Mike Hall, Planner III; Dan Warner, Planner III; Susan Hanzlik, Planner II; Kris Wagers, Office Specialist; Mary Feighny, Legal

A) Roll Call

7 Members present for a quorum; Mr. Woods arrived after rollcall.

B) Approval of Minutes from October 19, 2015

Motion to approve as typed; moved by Mr. Beck, second by Ms. Jordan. APPROVED (6-0-2 with Brian Armstrong and Katrina Ringler abstaining)

C) Communications to the Commission –

Mr. Fiander welcomed the two new Planning Commissioners, Brian Armstrong and Katrina Ringler.

Mr. Fiander informed the Planning Commission that the December meeting will be held a week early (December 14) at the Holliday Building and will not be televised. There will be no action items, but important updates will be on the agenda.

Mr. Fiander reported that City Council passed the Shawnee County Aquatic Center (CU15/2). The case was heard and approved by Planning Commission at the October 19, 2015 meeting.

Mr. Fiander stated that two KDOT Transportation Alternative (TA) grants would be presented to City Council on 11/17/15, one for Hi-Crest and one for implementation of Safe Routes to School project for Quincy Elementary.

Mr. Gales welcomed Mr. Armstrong and Ms. Ringler to the Commission.

D) Declaration of conflict of interest/exparte communications

by members of the commission or staff

None.

E) Public Hearings
**CPA15/1 by the City of Topeka** amending the text and map of the City of Topeka’s Comprehensive Plan updating the Highland Crest Neighborhood Plan. The area affected by the amendment is bounded by SE 29th Street to the north, SE California Street to the east, SE 37th to the south, and S Kansas to the west. *(Hanzlik)*

Mr. Fiander introduced Susan Hanzlik, who reviewed the Hi-Crest Neighborhood Plan update.

Mr. Haugh asked for clarification on how rehab programs work. Ms. Hanzlik explained that they are based on the owner or occupant’s income level. If they are below the 80% median family income, they are eligible to apply. If it’s rental property, they can apply for exterior improvements (siding, roofing, etc.). If the property is owner occupied, they are allowed to apply for interior rehab also.

Mr. Woods asked if there’s a timeline for implementation of the plan. Ms. Hanzlik stated that housing improvements should start next year. Mr. Fiander added that the funding will be there beginning in 2016. Construction of large infrastructure projects (i.e. street projects) would likely begin in 2018, based on a 3-year process of one year for design, one year for right of way / utilities, and the third year for construction.

Ms. Cavazos asked if thought had been given to offering military incentives. She referenced p. 30 and the housing plan. Ms. Hanzlik stated that it hadn’t come up before, but they will explore the suggestion.

Ms. Jordan asked Ms. Hanzlik to expand on landlord licensing / housing inspections. Ms. Hanzlik stated that the idea was put forth by residents of the neighborhood and is being used in Lawrence.

Ms. Jordan asked if, in Lawrence, it generates fees. Mr. Warner stated that it does, but he doesn’t know those fees pay for the program.

Mr. Gales noted the correlation between rental properties and deterioration of property and acknowledged the challenges of getting some landlords to make improvements. He asked regarding the threshold of replacement rather than renovation of a property. Ms. Hanzlik stated that HND handles those decisions. Mr. Fiander added that the goal is to get landlords to participate more in the City’s housing programs.

Ms. Ringler asked if there are stipulations about not allowing landlords to raise the rent once improvements have been made. Ms. Hanzlik noted that one of the stipulations is that renters fall under the 80% median family income.

Mr. Armstrong asked if there is a landowner match to the housing grant fund. Ms. Hanzlik stated that in the past, there was with the rental units, but she doesn’t know if that will continue. Property owners receive a soft mortgage with approx. 55% forgiven in 10 years if the property owner keeps the property. The remainder is due when property is sold or deed is transferred.

With no further questions of staff, Mr. Gales invited Mr. Joseph Ledbetter, Hi-Crest NIA President, to speak regarding the Neighborhood Plan proposal. Mr. Ledbetter came forward, stated his name,
stated that he’s a lawyer, and stated that he is the President of the Hi-Crest Neighborhood Improvement Association.

Mr. Ledbetter thanked Ms. Hanzlik for the work she’s done with the Hi-Crest NIA. He noted the potential for economic development in Hi-Crest based on commercial development surrounding it. He added that the NIA is very supportive of the East Topeka Interchange proposal. He stated that the road improvements that had recently been completed are “phenomenal”, adding that Fremont Street is yet to be re-paved. He pointed out that the neighborhood prefers to rehab houses rather than tear them down and infill them, noting that most of the houses can be rehabbed for as little as $25-30k for the worst ones.

Mr. Ledbetter spoke about landlords who are not taking care of their properties. He stated that he likes the idea put forth about military incentives, and added that the idea of a BMX park had been discussed.

Mr. Woods asked Mr. Ledbetter if he felt the plan “dreams big enough.” Mr. Ledbetter stated he believes they included about everything they could think of, noting that there is practicality in the plan. He stated the BMX park would be great, and he really wants to see Fremont Road reconstructed because it’s in such bad shape. He stated he believes the areas to the east are fairly well stabilized and reiterated that he believes the recent roadwork is very, very good. He stated he believes the housing part in Hi-Crest West will be the most difficult to deal with, largely because of landlord issues and their unwillingness to maintain their properties.

With no additional questions for Mr. Ledbetter, Mr. Gales opened the Public Hearing.

Mr. Alfred Goodwin, a Hi-Crest property owner/resident, came forward stating that he wished to thank and compliment the City on the work and improvements that have been done already.

Ms. Rita Stanley came forward to speak in support of Hi-Crest, stating she lives on the east side of Hi-Crest. She’s with Harvest Church at 3200 SE Indiana; they will occupy that building in December. She stated that they support the west side and they are active with the NetReach program. She stated that the roads are beautiful and they look forward to the completion of curbs around their church building.

Mr. Fiander stated that improvements on 32nd between Indiana and Minnesota are in the table for implementation as part of the Safe Routes to School study area for Eisenhower and Ross. He stated that it’s probably a 3-5 year outlook.

With nobody else coming forward to speak, Mr. Gales closed the Public Hearing.

Mr. Fiander explained that with the presentation of the plan, the conversation is not whether something will be done, but rather what the priorities are. The plan attempts to capture the priorities and values of the residents and lays forth a plan to strategically improve the neighborhood. He added that we can make physical improvements, but here, the community building aspect must lead. He complimented NetReach and others who are reaching out to the citizens of the neighborhood.
Mr. Gales complimented staff and especially Ms. Hanzlik for their work. He noted again that this plan requires more than mere infrastructure; staff has looked comprehensively at the community and determined that there are underlying challenges that need to be addressed with policy, procedures and programs. It appears staff took a focused approach and determined what the biggest challenges are and where we can best get a return on our investment.

Ms. Jordan moved to accept the draft Hi-Crest Neighborhood plan as part of the Topeka Comprehensive Plan. Second by Mr. Haugh. APPROVAL (8-0-0)

F. Presentations / Discussion Items

1. KTA Interchange
   Mr. Fiander presented an update on the KTA Interchange, stating that the Hi-Crest neighborhood was the genesis for spearheading the interchange to the next level. He stated that the Planning Commission will be reviewing the CIP in a couple months, and that will include a cost estimate.

2. Arvonia Study
   Mr. Fiander introduced Brian Armstrong of Bartlett & West, who performed the traffic study. Mr. Armstrong reviewed the study and findings, as well as cost estimates.

Adjournment at 7:40 PM
WHAT IS IT?

- Approved Plan 2012 (MTPO/Gov Body)
- Destination-Based vs. Recreation
  - On-Street vs. Off-Street
- Make Topeka more sustainable and bike-friendly
**The Numbers**

- **25** New Bike Routes
- **7** Interconnected Trails
- **122** Miles of on-street Bikeways
- **2,117** Street signs
- **1,981** Street symbol signs
- **$4.5 - $5 MILLION** (basic network*)

*basic network = no trail additions, protected lanes, traffic calming/ boulevard effects, etc.*
Construction
Where are We?

- 43% on-street network in place or complete by 2016
- Phase I - 32 miles being implemented now
- Phase II - 13 miles in 2016-17
- Phase III, IV, V - 77 miles in 2018-2031

Phase 1 & 2
Bikeways Infrastructure Types

Sharrow 63 miles

6th and Mulvane
Bike Boulevards

30 Miles
Sidepaths 12 Miles

Gage Park  Construction at Gage between 6th-10th

17th Street
Signage & Connectors

Blue Boulevard Signs

Bikeways Sign at 27th and Clay

Wayfinding Sign in NOTO

Connector at College and Willow Park
Funding

Basic Network funded

Phase 1-2 Pilot (2014-16)
- KDOT Grants = $1.3 million
- City Match/Design = $280K/$110K
- Private Funding = $55K

Phases 3-5 (2017-31)
- Countywide Sales Tax (2017-2031) = $3.5 million + proposed $5 million

New CIP road projects integrate routes when applicable (e.g., sidepaths)
Where are we?

Support System

- Advisory Committee (Bikeways -> Bike/Ped)
- Multi-modal Planner
- Bike Share (red bikes) / TMTA
- Bike Friendly Community Status – Goin for Bronze!
- Pvt. fundraising – topekabikeways.org (ph. 2 = $55k)!
- Policy and Ordinances
  - Sidewalk Speed - passed
  - Bike Parking Requirements – passed
  - Downtown dismount zone – in the works
  - Motor vehicle ban on trails – in the works
  - Harassment – in the works
Education & Marketing Campaign

- Social Media, radio PSAs, TV, fliers
- Rules of the Road Videos
- 501 Bicycle Education Program

@COTBikePed
MEMORANDUM
Date: December 14, 2015

To: Topeka Planning Commission
From: Bill Fiander, AICP, Director

Re: CPA15/2 – North Topeka West Neighborhood Plan

Background

• The North Topeka West NIA was awarded one of two SORT (Stages of Resources Targeting) grants to begin in 2015.

• This is a two-part process with neighborhood planning occurring in the first year and implementation occurring in the second and third years.

• The NIA has been working with Planning staff since July 2015 in updating and creating their new plan.

• The planning stage of this process has been completed, the final neighborhood meeting held on December 7, 2015, and the draft North Topeka West Neighborhood Plan released for public comment.

Process

• Staff notified all property owners in the planning area and held a Kickoff meeting on July 6 to present a “current conditions” analysis.

• 4 steering committee meetings were held to receive input and ideas for the new plan over the summer.

• All property owners and renters throughout North Topeka West received a mailed notice advertising the Final Meeting on December 7.

• At the Final Meeting, attendees will be presented with the draft of the final plan and will be asked to rate their implementation priorities. These will be included in the final document.

• The purpose of the December 14 discussion is to allow the Planning Commission to preview a summary of the final plan before scheduling a public hearing on January 20, 2016. Staff will present the Plan for approval as part of the City’s Comprehensive Plan.
TO: Topeka Planning Commission  
FROM: Bill Fiander, AICP  
Planning Director  
DATE: December 4, 2015  
RE: Proposed Capital Improvement Program 2017-2021

Section 2.65.130 of the Topeka Municipal Code states: “In accordance with K.S.A. 12-748(b) the Topeka planning commission shall review the city’s capital improvement program to ensure that it is consistent with the comprehensive metropolitan plan. The Topeka planning commission shall then submit its findings to the governing body as to whether such plans and programs or projects are consistent with the comprehensive metropolitan plan.”

KSA 12-748 further states that “no public improvement, public facility, or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof shall be constructed without first being submitted to and being approved by the planning commission. Whenever the planning commission has reviewed a capital improvement program and found that a specific public improvement, public facility or public utility of a type embraced within the recommendations of the comprehensive plan or portion thereof is in conformity with such plan, no further approval by the planning commission is necessary under this section.”

Last year, the Planning Commission recommended the following projects in the proposed 2016-2020 CIP as being in conformity with the City’s Comprehensive Plan elements:

**Neighborhoods**
- Neighborhood Infrastructure

**Public Safety**
- South Fire Station #14

**Traffic**
- Traffic Safety Projects

**Streets**
- Complete Streets
- Citywide Infrastructure
- SE California Ave. -- 33rd St. to 37th St.
- SE California Ave. -- 29th St. to 33rd St.
- SW Arvonia Place/Huntoon Street/I-470 ramps
• Infill Sidewalks/Pedestrian Master Plan
• SW 10th Avenue –SW Fairlawn to SW Wanamaker
• SE 29th Street/KTA Interchange
• Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70

Water
• South Elevated Tank - 65th Street
• Southeast Elevated Tank - SE 41st St
• West Elevated Tank (West Zone)
Below is a summary of projects by Funding Source. The CIP document also includes detailed sheets for each project including project definition, Department, location, and impact on operating budgets.

<table>
<thead>
<tr>
<th>General Obligation Bond Projects</th>
<th>Capital Improvement Budget</th>
<th>Capital Improvement Plan</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td>Neighborhoods</td>
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<td>Neighborhood Infrastructure</td>
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<td>Public Safety</td>
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<td>South Fire Station (FS #14)</td>
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<td>Secure Staging Facility</td>
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<td>Purchase 1 Truck Apparatus (Truck 10)</td>
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<td>Purchase Two Engine Apparatus (Engines 1 &amp; 12)</td>
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<tr>
<td>Purchase One Aerial Apparatus</td>
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<tr>
<td>Purchase Two Engine Apparatus (Engines 8 &amp; 10)</td>
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<td>Traffic</td>
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<tr>
<td>Traffic Safety Projects</td>
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<td>Traffic Signal Replacement</td>
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<td>Traffic Signal Communication System Upgrade</td>
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<td>Streets</td>
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<td>Complete Streets</td>
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<td>Citywide Infrastructure</td>
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<td>SW 37th Street -- SW Burlingame Rd to Gage Blvd.</td>
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<td>SE California Ave. -- 33rd St. to 37th St.</td>
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<td>SE California Ave. -- 29th St. to 33rd St.</td>
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<td>Bike Lanes on SE 6th &amp; SE 10th Ave Bridges over I-70</td>
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<td>SW Arvonia Place/Huntoon Street/I-470 Ramps</td>
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<td>Infill Sidewalks/Pedestrian Master Plan</td>
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<td>SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road</td>
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<td>Quality of Life</td>
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<td>Zoo Green House and Storage Building</td>
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<td>Zoo Service Road Repair</td>
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<td>Zoo Rain Forest HVAC</td>
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<td>Zoo Discovering Apes Roof Roof Replacement</td>
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<td>City Facilities</td>
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<td>Municipal Building Renovations &amp; Mechanical System Upgrades</td>
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<td>Facility Improvements</td>
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<td>TOTAL GO Bond Projects</td>
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<td>Total Annual Target</td>
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<td>Difference Target to Subtotal</td>
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Capital Improvement Plan projects occur throughout the City. Below is a map showing where the 2016-2020 projects will occur. Note that Citywide projects, like half-cent sales tax projects, will occur in multiple locations but are represented by a single blue point.
### Other Funding Sources

<table>
<thead>
<tr>
<th>Category</th>
<th>Adopted 2016</th>
<th>Adopted 2017</th>
<th>Proposed 2018</th>
<th>Proposed 2019</th>
<th>Proposed 2020</th>
<th>5 Year Total</th>
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<td>Maintain &amp; Improve Existing Streets</td>
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<td>Curbs, Gutters and Street Maintenance and Repair</td>
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<td>Sidewalk Repair 50-50</td>
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<td>Neighborhoods (Housing Portion)</td>
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<td>Cyrus K. Holliday Building Boiler/carpet replacement</td>
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<td>Parking Garage Systems (Hardware and software) Upgrades</td>
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<td>Upstream River Weir (Cash and Donations Portion)</td>
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<td><strong>Countywide Sales Tax Proposal (2017-2031)</strong></td>
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<td>SW 6th-Gage to Fairlawn</td>
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</tr>
<tr>
<td>12th Street (2 lanes) - Gage to Kansas Ave</td>
<td>$500,000</td>
<td></td>
<td>$300,000</td>
<td></td>
<td></td>
<td>$800,000</td>
</tr>
<tr>
<td>SE California-37th-45th</td>
<td>$400,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$400,000</td>
</tr>
<tr>
<td><strong>Total Other Sources</strong></td>
<td>$28,351,176</td>
<td>$27,405,000</td>
<td>$28,800,000</td>
<td>$20,680,000</td>
<td>$25,210,000</td>
<td>$130,446,176</td>
</tr>
</tbody>
</table>

**Total Capital Improvements**                                         $ 61,814,746  $ 73,418,097  $ 60,111,163  $ 43,930,310  $ 37,725,750  $ 277,000,066
The City has far more infrastructure needs than funding available. Below is a nonexclusive list of currently unfunded projects. These are projects that have been identified as potential projects in the next 5 – 10 years, but are not included in the Capital Improvement Plan due to funding constraints. Note there may be additional unfunded projects that aren’t included below. This list is a “living document” which will be added to throughout the year and considered each year with the next CIP process.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Type of Project</th>
<th>Estimated Unfunded Amount</th>
<th>Reason for Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW 10th Avenue -- SW Wanamaker Road to SW Gerald Lane</td>
<td>Street</td>
<td>2,000,000</td>
<td>Road Expansion; Future Commercial Development</td>
</tr>
<tr>
<td>SW Huntoon Street -- SW Executive Drive to SW Urish Road</td>
<td>Street</td>
<td>3,800,000</td>
<td>Road Expansion; Future Residential Development</td>
</tr>
<tr>
<td>Replacement of Medians</td>
<td>Street</td>
<td>300,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Union Pacific Railroad Pedestrian Crossing N. Kansas Ave/NOTO</td>
<td>Street</td>
<td>1,300,000</td>
<td>Safety</td>
</tr>
<tr>
<td>SW Wanamaker - 6th to loop road entrance</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion; Future Office/Medical Campus Development</td>
</tr>
<tr>
<td>Southwest Parkway - Gage to Wanamaker</td>
<td>Street</td>
<td>To be determined</td>
<td>New Road Construction; Future Development</td>
</tr>
<tr>
<td>SW Fairlawn - 37th to Southwest Parkway</td>
<td>Street</td>
<td>To be determined</td>
<td>New Road Construction; Future Development</td>
</tr>
<tr>
<td>SW Urish - 21st to 29th</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion</td>
</tr>
<tr>
<td>SW Urish - 17th to Huntoon</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion; Future Development</td>
</tr>
<tr>
<td>SW 45th - Gage to Burlingame</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion; Future Residential Development</td>
</tr>
<tr>
<td>SW 49th - Topeka to Wenger</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion; Future Industrial Development</td>
</tr>
<tr>
<td>SW 57th - Topeka to Hwy 75</td>
<td>Street</td>
<td>To be determined</td>
<td>Road Expansion; Future Industrial Development</td>
</tr>
<tr>
<td>SE Indiana - 45th to 42nd</td>
<td>Street</td>
<td>1,500,000</td>
<td>New Road Construction; Future Development</td>
</tr>
<tr>
<td>LEC Parking Lot Improvements</td>
<td>Facility</td>
<td>500,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Wastewater Replacement Program (Partially Funded)</td>
<td>Utility</td>
<td>7,500,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Storm Conveyance System Rehab (Partially Funded)</td>
<td>Utility</td>
<td>13,500,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Water Main Replacement Program (Partially Funded)</td>
<td>Utility</td>
<td>5,000,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>Water Plant Rehabilitation Program (Partially Funded)</td>
<td>Utility</td>
<td>1,750,000</td>
<td>Maintenance</td>
</tr>
<tr>
<td>WTP High Service Pumping Emergency Power</td>
<td>Utility</td>
<td>2,763,400</td>
<td>System Resiliency</td>
</tr>
<tr>
<td>Strait at Seward; South - 2nd - Tefft</td>
<td>Utility</td>
<td>2,233,400</td>
<td>Capacity Improvements</td>
</tr>
<tr>
<td>Fairlawn; 45th - 53rd and East - Burlingame</td>
<td>Utility</td>
<td>4,301,400</td>
<td>Growth</td>
</tr>
<tr>
<td>41st &amp; California east to West Edge &amp; south to 45th St</td>
<td>Utility</td>
<td>2,195,000</td>
<td>Capacity Improvements</td>
</tr>
<tr>
<td>Burlingame; 49th to 57th and east to Wengers</td>
<td>Utility</td>
<td>4,951,400</td>
<td>System Reliability</td>
</tr>
<tr>
<td>East High Service Pumping Electrical Controls</td>
<td>Utility</td>
<td>2,363,400</td>
<td>System Resiliency</td>
</tr>
<tr>
<td>Tefft from 2nd to 6th St &amp; 6th east to Norwood - Ph. I</td>
<td>Utility</td>
<td>4,172,300</td>
<td>Capacity Improvements</td>
</tr>
<tr>
<td>California from 21st to 28th (33rd) - Ph. I</td>
<td>Utility</td>
<td>2,726,500</td>
<td>Capacity Improvements</td>
</tr>
<tr>
<td>57th &amp; Wenger to 65th &amp; Westview</td>
<td>Utility</td>
<td>2,529,600</td>
<td>System Reliability</td>
</tr>
<tr>
<td>Fairlawn - 41st (Skyline Dr) to 45th and East to Gage</td>
<td>Utility</td>
<td>3,141,500</td>
<td>Growth</td>
</tr>
<tr>
<td>West Elevated Tank (West Zone)</td>
<td>Utility</td>
<td>5,464,900</td>
<td>Capacity Improvements</td>
</tr>
<tr>
<td>Disinfection Modification Phase I</td>
<td>Utility</td>
<td>10,000,000</td>
<td>Regulatory Compliance</td>
</tr>
<tr>
<td>Disinfection Modification Phase II</td>
<td>Utility</td>
<td>12,000,000</td>
<td>Regulatory Compliance</td>
</tr>
<tr>
<td>South Elevated Tank; SW 65th Street</td>
<td>Utility</td>
<td>5,360,690</td>
<td>Capacity Improvements</td>
</tr>
</tbody>
</table>

**Estimated Total**: 101,353,490
The CIP includes Citywide Half-Cent Sales Tax funding each year for the maintenance and improvement of existing city streets. The total amount is approved in a combined amount (i.e. $14,300,000 in 2016) but there are many specific projects which are completed with these funds. Below is a tentative list of what the City plans to use the funds for from 2016-2020. Note that projects beyond 2016 are tentative, as each year needs are reassessed and resources reallocated based on updated street conditions and priorities.

### 2016
- SW Hope Street from 17th Street to 21st Street, Ph. 2
- NE Seward Avenue from Branner Street to Rice Road, Ph. 2
- SW 6th Avenue from Wanamaker Road to I-70 Bridge, Ph. 2
- SW Clay Street from 6th Street to 10th Street
- SW 25th Street from Wanamaker Road to Arrowhead Road
- SW Belle Avenue from 17th Street to 21st Street
- S Topeka Blvd. from 7th Street to 11th Street
- SW Wanamaker Road from 6th Street to Huntoon Street & Winding Road to 21st Street – Mill & Overlay
- SW 21st Street from Westridge Drive to Wanamaker Road
- Bridge Repair Program – As identified in Bi-Annual Bridge Inspections
- Local Street Repair Program in Central Park and Chesney Park areas

### 2017 Tentative Projects
- SW 29th Street from Burlingame Road to Topeka Blvd.
- NW Tyler Street from Lyman Road to Hwy 24
- SE Fremont Street from 29th Street to 31st Street
- SW 25th Street from Arrowhead Road to Fairlawn Road
- SW Oakley Avenue from 10th Street to 12th Street
- S. Kansas Avenue from 17th Street to 21st Street
- N. Kansas Avenue from Curtis Street to Norris Street
- SE 10th Avenue & Rice Road
- Bridge Repair Program – As identified in Bi-Annual Bridge Inspections
- Local Street Program in Prospect Hills and West Hills areas

### 2018 Tentative Projects
- SE Adams Street from 29th Street to 33rd Street
- SW Gage Blvd. from 21st Street to 25th Street
- S. Topeka Blvd. from 37th Street to 49th Street
- S. Kansas Avenue from 10th Street to 17th Street
- N. Vail Avenue from Gordon Street to Hwy 24 Frontage Road
- N. Kansas Avenue from Morse Street to Old Soldier Creek
- Bridge Repair Program – As identified in Bi-Annual Bridge Inspections
- Local Street Repair Program in College Hill and North Topeka areas

### 2019 Tentative Projects
- SE Adams Street from 33rd Street to 37th Street
- SW Gage Blvd. from 25th Street to 29th Street
- S. Topeka Blvd from 21st Street to 29th Street
- SW 21st Street from I-470 Bridges To Fairlawn Road
- SE Quincy Street from 6th Street to 10th Street
- Bridge Repair Program – As identified in Bi-Annual Bridge Inspections
- Local Street Repair Program in Central Highland Park, Tennessee Town & Historic Holliday Park areas

### 2020 Tentative Projects
- SW Gage Blvd. from I-70 to 6th Street
- SW 6th Avenue from Wanamaker Road west to Museum Drive
- SE 29th Street from Kansas Avenue to Adams Street
- SW Fairlawn Road from 23rd Street to 29th Street
- Bridge Repair Program – As identified in Bi-Annual Bridge Inspections
- Local Street Program in Oakland and East Topeka areas
MEMORANDUM

To: Topeka Planning Commission

From: Dan Warner, AICP, Comprehensive Planning Manager

Re: Downtown Zoning D-1 Conversion Update

Date: December 14, 2015

There are three components to the D-1 District:

- use matrix,
- design guidelines, and
- signs.

Staff presented the D-1 components to the Topeka Planning Commission at meetings on July 20, 2015 and August 12, 2015. Since that time:

- Staff has been working on changes to the use matrix based on feedback from the Planning Commission and other considerations. Those changes are primarily complete.

- Staff also met with a working group of local architects to review the existing D-1 Design Guidelines. Revisions to the D-1 Design Guidelines, including the addition of sign guidelines, are proceeding and should be complete by the end of 2015.

The next steps include presenting the package of changes in public meetings with downtown property owners, and other stakeholders, including Downtown Topeka, Inc. during the 1st quarter of 2016. The expectation is to bring this project to the Planning Commission for consideration following the public meetings.
Purpose: To determine compliance with Topeka’s subdivision and zoning regulations, and to provide for coordination with policies and regulations of other city departments and local agencies.

Initial Review / Pre-application: To determine planning application requirements and to identify issues associated with the reviewing departments and agencies.

Application Process: If not compliant with subdivision or zoning regulations, the applicant submits application materials for:
- re-zoning,
- subdivision platting, and
- variances, as applicable.

Public Participation: Kansas statutes and City regulations determine how and to what extent the public and other stakeholders are engaged in the process, including:
- property owner notices,
- neighborhood information meetings, and
- public hearings.

Planning Phase

Building Permit and Construction Phase

Step 1: Building Permit Application & Review
- Applicant submits complete building permit application with construction plans.
- Applicant submits site plan for Development Services and Planning review.
- Application routed for review to:
  - Development Services
  - Building
  - Trades
  - Site
  - Planning
  - Fire Prevention
  - Engineering
  - Utilities
  - Water Pollution Control
- As needed, review comments and request for revisions are sent to design professional.
- Design professional makes any necessary revisions and resolves issues.

Step 2: Building Permit Issuance
- After compliance is determined, approve & issue building permit upon payment of fees.
- Schedule pre-construction meeting.
- Create trade permits.
- Verify deferred submittal requirements & approvals.

Step 3: Inspections & Certificate of Occupancy
- Inspections: Work related to building, the trades - mechanical, electrical, & plumbing systems - & fire prevention is required to be inspected & approved during the progress of construction including but not limited to footings and foundations, framing, fire separations, mechanical, electrical, plumbing, fire prevention and suppression systems.
- Upon final inspection and compliance building official issues certificate of occupancy. (Letter of compliance issued instead for 1 and 2-family residential)
Planning Process – prior to early site plan review process

Initial Review
Purpose: Typically to determine whether a use is allowed and what applications are required.
Usually happens with first and/or second inquiry and contact.

Pre-Application Meeting
Purpose: Confirm application and submittal requirements; identify regulatory and other issues; consider design solutions; prevent costly surprises and major design revisions post-application.

Use Allowed in Zone?
Yes

Site Plan Review

No
Rezone or CUP 1

Building Permit Application & Review

Platted?
Yes

Start

No
Subdivision Plat (major or minor) 1

1. Rezone, CUP, and major plats require approval of Planning Commission and the Governing Body and thus typically require 10-12 weeks for a decision.