RESOLUTION NO. 8358

A RESOLUTION introduced by Acting City Manager Daniel R. Stanley requesting the Board of Commissioners, Shawnee County, Kansas, to approve annexation of noncontiguous property in accordance with KSA 12-520c.

WHEREAS, the City of Topeka has received a written consent for annexation (Exhibit A) from the Growth Organization of Topeka Shawnee County Incorporated for two tracts of land in the vicinity of SW 77th Street, SW Topeka Boulevard, and SW U.S. Highway 75 (Exhibits B and C) and described as follows:

Tract 1


BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 15 EAST OF THE SIXTH PRINCIPAL MERIDIAN: THENCE ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER ON AN ASSUMED BEARING OF NORTH 01 DEGREE 51 MINUTES 46 SECONDS WEST FOR A DISTANCE OF 442.99 FEET TO THE EASTERLY RIGHT OF WAY OF U.S. 75 HIGHWAY AND THE SOUTHERLY RIGHT OF WAY LINE OF SW. GARY ORMSBY DRIVE; THENCE ALONG THE SOUTH RIGHT OF WAY LINE OF SW. GARY ORMSBY DRIVE, NORTH 51 DEGREES 03 MINUTES 44 SECONDS EAST FOR A DISTANCE OF 402.23 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 61 DEGREES 43 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 1013.41 FEET, (1013.77 FEET RECORD); THENCE CONTINUING ALONG SAID RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 669.38 FEET, A RADIUS OF 1706.04 FEET, A CHORD BEARING OF NORTH 50 DEGREES 29 MINUTES 12 SECOND EAST, 665.10 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 39 DEGREES 14 MINUTES 47 SECONDS EAST FOR A DISTANCE OF 393.84 FEET, (392.84 FEET RECORD); THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 42 DEGREES 40 MINUTES 48 SECONDS EAST FOR A DISTANCE OF 164.34 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 37 DEGREES 14 MINUTES 14 SECONDS EAST FOR A DISTANCE OF 280.75 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY
ALONG A CURVE TO THE RIGHT HAVING AN ARC DISTANCE OF 439.63
FEET, A RADIUS OF 1246.72 FEET, A CHORD BEARING OF NORTH 49
DEGREES 20 MINUTES 51 SECONDS EAST, 437.35 FEET TO THE EAST
LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 12, SAID POINT
BEING 194.81 FEET SOUTH OF THE NORTHEAST CORNER OF THE SAID
SOUTHWEST QUARTER; THENCE CONTINUING ALONG SAID RIGHT OF
WAY ALONG A CURVE TO THE RIGHT HAVING AN ARC LENGTH OF 635.32
FEET, A RADIUS OF 1246.72 FEET, A CHORD BEARING OF NORTH 74
DEGREES 02 MINUTES 54 SECONDS EAST, 628.47 FEET; THENCE
CONTINUING ALONG SAID RIGHT OF WAY, NORTH 82 DEGREES 14
MINUTES 58 SECONDS EAST FOR A DISTANCE OF 147.21 FEET; THENCE
CONTINUING ALONG SAID RIGHT OF WAY, NORTH 88 DEGREES 38
MINUTES 48 SECONDS EAST FOR A DISTANCE OF 1686.92 FEET, (1687.30
RECORD) TO THE WEST LINE OF THE BNSF RAILWAY COMPANY'S 100
FOOT WIDE RIGHT OF WAY; THENCE ALONG SAID RAILWAY RIGHT OF
WAY, SOUTH 16 DEGREES 11 MINUTES 04 SECONDS WEST FOR A
DISTANCE OF 2764.51 FEET TO THE SOUTH LINE OF THE SOUTHEAST
QUARTER OF SAID SECTION 12; THENCE CONTINUING ALONG SAID
RAILWAY RIGHT OF WAY, SOUTH 16 DEGREES 11 MINUTES 04 SECONDS
WEST FOR A DISTANCE OF 1180.97 FEET; THENCE CONTINUING ALONG
SAID RAILWAY RIGHT OF WAY ALONG A CURVE TO THE RIGHT HAVING
AN ARC DISTANCE OF 565.36 FEET, A RADIUS OF 2722.53 FEET, A CHORD
BEARING OF SOUTH 22 DEGREES 08 MINUTES 01 SECOND WEST, 564.34
FEET; THENCE CONTINUING ALONG SAID RAILWAY RIGHT OF WAY,
SOUTH 28 DEGREES 04 MINUTES 57 SECONDS WEST FOR A DISTANCE
OF 1149.58 FEET TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF
SECTION 13, TOWNSHIP 13 SOUTH, RANGE 15 EAST, SAID POINT BEING
422.07 FEET EAST OF THE SOUTHWEST CORNER OF THE SAID
NORTHEAST QUARTER; THENCE CONTINUING ALONG SAID RAILWAY
RIGHT OF WAY, SOUTH 28 DEGREES 04 MINUTES 57 SECONDS WEST
FOR A DISTANCE OF 644.33 FEET; THENCE CONTINUING ALONG SAID
RAILROAD RIGHT OF WAY ALONG A CURVE TO THE LEFT HAVING AN
ARC LENGTH OF 211.12 FEET, A RADIUS OF 3869.83 FEET, A CHORD
BEARING OF SOUTH 26 DEGREES 31 MINUTES 11 SECONDS WEST,
211.09 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID
SECTION 13, SAID POINT IS 746.69 FEET SOUTH OF THE NORTHWEST
CORNER OF SAID SOUTHEAST QUARTER; THENCE CONTINUING ALONG
SAID RAILWAY RIGHT OF WAY ON A CURVE TO THE LEFT HAVING AN
ARC LENGTH OF 311.50 FEET, A RADIUS OF 3869.83 FEET, A CHORD
BEARING OF SOUTH 22 DEGREES 39 MINUTES 03 SECONDS WEST,
311.42 FEET TO THE EASTERLY RIGHT OF WAY OF U.S. 75 HIGHWAY;
THENCE DEPARTING SAID RAILWAY RIGHT OF WAY AND ALONG SAID
HIGHWAY RIGHT OF WAY, NORTH 42 DEGREES 32 MINUTES 49 SECONDS
WEST FOR A DISTANCE OF 510.92 FEET, (510.88 FEET RECORD); THENCE
CONTINUING ALONG SAID RIGHT OF WAY, NORTH 38 DEGREES 07
MINUTES 05 SECONDS WEST FOR A DISTANCE OF 803.03 FEET TO THE
NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 13, SAID POINT IS 937.10 FEET WEST OF THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 36 DEGREES 49 MINUTES 35 SECONDS WEST FOR A DISTANCE OF 600.40 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 41 DEGREES 50 MINUTES 35 SECONDS WEST FOR A DISTANCE OF 401.50 FEET; THENCE CONTINUING ALONG SAID RIGHT OF WAY, NORTH 35 DEGREES 42 MINUTES 46 SECONDS WEST FOR A DISTANCE OF 1981.44 FEET TO THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 13; THENCE ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, NORTH 01 DEGREES 43 MINUTES 56 SECONDS WEST FOR A DISTANCE OF 208.94 FEET TO THE POINT OF BEGINNING, CONTAINING 397.97 ACRES MORE OR LESS, INCLUSIVE OF EXISTING SW 77TH STREET RIGHT OF WAY.

Tract 2

A PORTION OF THE SOUTHEAST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 15 EAST OF THE SIXTH PRINCIPAL MERIDIAN, SHAWNEE COUNTY, KANSAS, BEING A PORTION OF THAT CERTAIN TRACT OF LAND DESCRIBED IN DEED RECORDED IN BOOK 4760, PAGE 250 IN THE OFFICE OF THE REGISTER OF DEEDS OF SHAWNEE COUNTY, KANSAS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE ON AN ASSUMED AZIMUTH OF 268 DEGREES 25 MINUTES 32 SECONDS, COINCIDENT WITH THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 465.80 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ON AZIMUTH 268 DEGREES 25 MINUTES 32 SECONDS, COINCIDENT WITH THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 489.32 FEET TO THE EASTERLY RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY, (FORMERLY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY), BEING A 100 FEET WIDE STRIP; THENCE ON AZIMUTH 16 DEGREES 11 MINUTES 04 SECONDS, COINCIDENT WITH SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 2422.46 FEET TO THE SOUTH LINE OF THAT CERTAIN TRACT OF LAND DESCRIBED FIRST A DEED RECORDED MARCH 7, 2011 IN BOOK 4882, PAGE 136 IN THE OFFICIAL RECORDS OF SHAWNEE COUNTY; THENCE ON AZIMUTH 88 DEGREES 18 MINUTES 23 SECONDS, COINCIDENT WITH THE SOUTH LINE OF SAID TRACT DESCRIBED IN BOOK 4882, PAGE 136, A DISTANCE OF 131.05 FEET TO THE WESTERLY RIGHT OF WAY LINE OF S.W. TOPEKA BLVD.; THENCE ON AZIMUTH 189 DEGREES 17 MINUTES 20 SECONDS, COINCIDENT WITH SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 329.80 FEET; THENCE ON AZIMUTH 182 DEGREES 28 MINUTES 32 SECONDS, COINCIDENT WITH SAID WESTERLY RIGHT OF WAY LINE, A
DISTANCE OF 536.40 FEET; THENCE ON AZIMUTH 179 DEGREES 02
MINUTES 32 SECONDS, COINCIDENT WITH SAID WESTERLY RIGHT OF
WAY LINE, A DISTANCE OF 1375.10 FEET; THENCE ON AZIMUTH 263
DEGREES 24 MINUTES 32 SECONDS, COINCIDENT WITH SAID WESTERLY
RIGHT OF WAY LINE, A DISTANCE OF 266.80 FEET TO THE NORTH RIGHT
OF WAY LINE OF S.W. 77TH STREET; THENCE ON AZIMUTH 178 DEGREES
25 MINUTES 32 SECONDS, A DISTANCE OF 50.00 FEET TO THE POINT OF
BEGINNING. EXCEPTING THEREFROM, THE SOUTH 50.00 FEET.
CONTAINING 20.77 ACRES, MORE OR LESS.

WHEREAS, the City of Topeka can provide services to the property as evidenced
by the attached statements from the various departments of the City (See Exhibit D);
and

WHEREAS, the Governing Body of the City of Topeka desires to annex this area
into the corporate limits of the City of Topeka; and

WHEREAS, the land constitutes an "island" annexation requiring review by the
Board of Commissioners of Shawnee County.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY of the City
of Topeka, Kansas, that it requests the Board of Commissioners of Shawnee County to
make a finding as required under K.S.A. 12-520c(a)(3) that the annexation of the above-
described land will not hinder or prevent the proper growth and development of the area
or that of any other incorporated city.

PASSED and APPROVED by the Governing Body July 26, 2011.

CITY OF TOPEKA, KANSAS

William W. Bunten, Mayor

ATTEST:

Brenda Younger, City Clerk
ADMINISTRATIVE ACTIV

Contact Person: Bill Flander, Deputy Planning Director

Date: 3/1/11

Document: Consent to Annexation

Document #: 

Second Party/Subject: GO Topeka

Project #: 

Originating Department: Planning - PLAN

CIP Project: No

Category/Subcategory: Consent to Annexation

Requested Action:

File with the City Clerk and Shawnee County

Financial Implications: None

Description: GO Topeka consents to Annexation by the City of Topeka for certain property concerning the Kanza Fire Commerce Park (Phase I) plus additional land between the commerce park and Heartland Park. The attached legal description has been approved by City Engineering.

MAR 08 2011

Approval/Action Routing: (See Routing Instructions on Sheet 2).

Approved by: Legal Date: 3-2-11

Approved by: Clerk Date: __________

Approved by: Date: __________

Approved by: Date: __________

Approved by: Date: __________

Approved by: Date: __________

Approved by: Date: __________

Approved by: Date: __________

Return to: Recorded Copy to Planning Date: __________

Rev. 10/08
Consent to Annexation

Now on this 14th day of December, 2010, Growth Organization of Topeka/Shawnee County, Inc., as owner of record of the following described real estate, does hereby evidence it's complete and irrevocable consent to annexation by the City of Topeka, in accordance with the laws of the State of Kansas of the following described property to wit:

(See attached legal description)

This consent shall run with the land described above and shall be binding upon the heirs, successors and assigns of the undersigned and shall be filed of record with the Shawnee County Register of Deeds Office upon execution.

Growth Organization of Topeka/Shawnee County, Inc.

By: Doug Kinsinger
Name/Title: Doug Kinsinger, President

STATE OF KANSAS

) ss:

COUNTY OF SHAWNEE

Be it remembered that on this 14th day of December, 2010, before me a Notary Public in and for said County and State, came Doug Kinsinger as President of Growth Organization of Topeka/Shawnee County, Inc., to me personally known to be the same person who executed the foregoing instrument of writing and duly acknowledged the execution of the same.
In testimony whereof I have hereunto set my hand and affixed my notary seal the day and year above written.

[Signature]

NORA J. PATTON TAYLOR
NOTARY PUBLIC
STATE OF KANSAS
My Appt Exp: 10-31-13
LEGAL DESCRIPTION:

A tract of land located in the South Half of the Southwest Quarter and in the Southeast Quarter of Section 12, and the Northwest, the Northeast, the Southeast and the Southwest Quarters of Section 13 all in Township 13 South, Range 15 East of the Sixth Principal Meridian in Shawnee County, Kansas, more particularly described as follows:

That parcel being platted as Kanza Fire Commerce Park: Beginning at the Southwest Corner of the Southwest Quarter of Section 12, Township 13 South, Range 15 East of the Sixth Principal Meridian; Thence along the West line of said Southwest Quarter on an assumed bearing of North 01 degree 51 minutes 46 seconds West for a distance of 442.99 feet to the Easterly Right of Way of U.S. 75 Highway and the Southerly Right of way line of SW. Gary Ormsby Drive; Thence along the South right of way line of SW. Gary Ormsby Drive, North 51 degrees 03 minutes 44 seconds East for a distance of 402.23 feet; Thence continuing along said right of way, North 61 degrees 43 minutes 37 seconds East for a distance of 1013.41 feet, (1013.77 feet record); Thence continuing along said right of way along a curve to the left having an arc length of 669.38 feet, a radius of 1706.04 feet, a chord bearing of North 50 degrees 29 minutes 12 second East, 665.10 feet; Thence continuing along said right of way, North 39 degrees 14 minutes 47 seconds East for a distance of 393.67 feet, (393.84 feet record); Thence continuing along said right of way, North 42 degrees 40 minutes 48 seconds East for a distance of 164.34 feet; Thence continuing along said right of way, North 37 degrees 14 minutes 14 seconds East for a distance of 280.75 feet, Thence continuing along said right of way along a curve to the right having an arc distance of 439.63 feet, a radius of 1246.72 feet, a chord bearing of North 49 degrees 20 minutes 51 seconds East, 437.35 feet to the East line of the Southwest Quarter of said Section 12, said point being 194.81 feet South of the Northeast Corner of the said Southwest Quarter; Thence continuing along said right of way along a curve to the right having an arc length of 635.32 feet, a radius of 1246.72 feet, a chord bearing of North 74 degrees 02 minutes 54 seconds East, 628.47 feet; Thence continuing along said right of way, North 82 degrees 14 minutes 58 seconds East for a distance of 147.21 feet; Thence continuing along said right of way, North 88 degrees 38 minutes 48 seconds East for a distance of 1686.92 feet, (1687.30 record) to the West line of the BNSF Railway Company’s 100 foot wide right of way; Thence along said railroad right of way, South 16 degrees 11 minutes 04 seconds West for a distance of 2764.51 feet to the South line of the Northeast Quarter of said Section 12; Thence continuing along said railroad right of way, South 16 degrees 11 minutes 04 seconds West for a distance of 1180.97 feet; Thence continuing along said railroad right of way along a curve to the right having an arc distance of 565.36 feet, a radius of 2722.53 feet, a chord bearing of South 22 degrees 08 minutes 01 second West, 564.34 feet; Thence continuing along said railroad right of way, South 28 degrees 04 minutes 57 seconds West for a distance of 1149.58 feet to the South line of the Northeast Quarter of Section 13, Township 13 South, Range 15 East, said point being 422.07 feet East of the Southwest Corner of the said Northeast Quarter; Thence continuing along said railroad right of way, South 28 degrees 04 minutes 57 seconds West for a distance of 644.33 feet; Thence continuing along said railroad right of way along a curve to the left having an arc length of 211.12 feet, a radius of 3869.83 feet, a chord bearing of South 26 degrees 31
minutes 11 seconds West, 211.09 feet to the West line of the Southeast Quarter of said Section 13, said point is 746.69 feet south of the Northwest corner of said Southeast Quarter; Thence continuing along said railway right of way on a curve to the left having an arc length of 311.50 feet, a radius of 3869.83 feet, a chord bearing of South 22 degrees 39 minutes 03 seconds West, 311.42 feet to the Easterly right of way of U.S. 75 Highway; Thence departing said railway right of way and along said Highway right of way, North 42 degrees 32 minutes 49 seconds West for a distance of 510.92 feet, (510.88 feet record); Thence continuing along said right of way, North 38 degrees 07 minutes 05 seconds West for a distance of 803.03 feet to the North line of the Southwest Quarter of said Section 13, said point is 937.10 feet West of the Northeast Corner of said Southwest Quarter; Thence continuing along said right of way, North 36 degrees 49 minutes 35 seconds West for a distance of 600.40 feet; Thence continuing along said right of way, North 41 degrees 50 minutes 35 seconds West for a distance of 401.50 feet; Thence continuing along said right of way, North 35 degrees 42 minutes 46 seconds West for a distance of 1981.44 feet to the West line of the Northwest Quarter of said Section 13; Thence along the West line of said Northwest Quarter, North 01 degrees 43 minutes 56 seconds West for a distance of 208.94 feet to the Point of Beginning. Containing 397.97 acres more or less, inclusive of existing SW 77th street right of way.

AND ALSO, a portion of a parcel of land described in Book 4760, Page 251, more particularly described as:

The Southeast Quarter of Section 12, Township 13 South, Range 15 East of the 6th P.M., Shawnee County, Kansas, EXCEPT right of way of the Atchison, Topeka, and Santa Fe Railway Company;

ALSO EXCEPT that part taken for roads and highway; ALSO EXCEPT Beginning on the West right of way of US 75 Highway and the North line of the Southeast Quarter; thence South along said Highway right of way 350 feet; thence West at right angles 154.54 feet to the Easterly right of way of the Atchison, Topeka and Santa Fe Railroad; thence Northeastly 358.48 feet to the North line of said Quarter; thence East 40.82 feet, more or less, to the point of beginning; and ALSO EXCEPT the parcel above to be platted as Kanza Fire Commerce Park.
Exhibit D

Annexation Proposal (A11/1)
GO Topeka/Kanza Fire Commerce Park
Fact Sheet

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**Site**

Address/Location: SW US Hwy 75 and SW 77th St  
Owner: Growth Organization of Topeka Shawnee County Inc  
Size: 397.97 acres (tract 1), 20.77 acres (tract 2)  
Existing Land Use: agriculture/undeveloped  
Proposed Land Use: industrial park  
Subdivision: Kanza Fire Commerce Park (tract 1) final plat awaiting Council approval; unplatted (tract 2)

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**Planning**

Current Population: 0 residents  
Projected Population: 0 residents  
Projected Development: 1.5 – 2.0 million sq. ft. of light/heavy industrial uses  
Comprehensive Plan: Employment Growth Area/Industrial  
Municipal Service Area (MSA): Yes  
Primary Service Area: Yes  
Existing Zoning: I-2 (Heavy Industrial) and RR-1 (Residential Reserve)  
Proposed Zoning: I-2 (Heavy Industrial) and I-1 (Light Industrial)
Annexation Proposal (A11/1)
GO Topeka/Kanza Fire Commerce Park
Fact Sheet

Annexation Procedure

Contiguous?: No. “Island” annexation.

Consent?: Yes. Owner consent recorded 3/4/11 (Book 4882, Page 9)

Approval Method: COT governing body passes resolution asking County to find annexation will not hinder or prevent proper growth and development of area. County has 30 days to respond.

Requirements: No service extension plan is required. Planning Commission notification is not required. Consolidated Rural Water District (CRWD) #3 must be notified of City’s intent to annex no less than 60 days before effective date of annexation. New legislation (SB 150) does not impact “island” annexations.

Utility and Service Providers

<table>
<thead>
<tr>
<th>Service</th>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>CRWD #3/COT</td>
<td>COT (industrial users)</td>
</tr>
<tr>
<td>Wastewater</td>
<td>None</td>
<td>COT</td>
</tr>
<tr>
<td>Fire</td>
<td>Shawnee Heights</td>
<td>COT</td>
</tr>
<tr>
<td>Police</td>
<td>Shawnee County</td>
<td>COT</td>
</tr>
<tr>
<td>Streets - local</td>
<td>Williamsport Township</td>
<td>COT (est. 4,000 ft. proposed)</td>
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<tr>
<td>Streets – arterials</td>
<td>Shawnee County</td>
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<td>Parks</td>
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<tr>
<td>Governing Body</td>
<td>Shawnee County (#3)</td>
<td>COT (# 9)</td>
</tr>
</tbody>
</table>

CRWD #3 approved COT Water to serve Mars development. Both parties are negotiating to allow COT Water service to all industrial and commercial users. COT water and sewer main extensions to serve Mars development are either in place or planned for construction.

Revenue Estimates

Property tax revenue to the City of Topeka in 2011 would be $174 before any industrial development takes place. Current property tax revenue to Williamsport Township is approximately $66 in 2011.

At projected build-out of the 400 acres in Phase I (15 years), property tax revenue to the City would be $1,022,850 to $1,412,708 annually. This is based upon the 2011 mill levy, 1.5 - 2.0 million sq. ft. of building area, and comparable appraised values to the Target distribution center in Central Crossing Commerce Park. The 600-acre Phase II (20 years) would create another $1.6 million annually. The likelihood exists that the City will not add any property tax revenue for at least 10-15 years AFTER the initial development takes place. This assumes a 10-year tax exemption similar to Target’s initial tax exemption approved by Shawnee County. The City would stand to benefit indirectly from the secondary spending this development creates through new primary jobs in the local economy.

There is currently no water or sewer utility revenue collected for the Kanza Fire area. COT utility revenue will vary greatly dependent on the type of development built here in the future and therefore is difficult to project.
1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

Current response times to the area are 8-10 minutes from Station #10 at SW 37th and Burlingame. Standard response time is 4-5 minutes. In order to provide standard response times and support, options include:

Option 1 (preferred) - Construct a 2 company fire station ($1,500,000), occupy with one Engine Company ($500,000), and one Truck Company ($500,000). Estimated total = $2,500,000. Land acquisition for this proposal is currently in the adopted CIP for 2015 ($212,000). The new fire station could be located to also improve response and support to the Southwest residential growth area which is also currently below standard. It is recommended that the CIP be amended to include design, construction and equipment costs for the South Station.

Option 2 – Occupy a currently constructed building – probably within the MTAA grounds – with a structured lease ($100,000/year) and occupy with one Engine Company ($500,000), one Truck Company ($500,000). Estimated total = $1,100,000. Such a building has not been specifically identified.

Option 3 – Occupy with a structured lease one bay in the current MTAA ($100,000) fire station with one Engine Company ($500,000). Estimated total = $600,000.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

No it could not be carried out under our current or anticipated budget.

Option 1 - Our annual budget would need increased by approximately $2,300,000 to accommodate the addition of 24 fire fighters and 3 Battalion Chiefs.

Option 2 - Our annual budget would need increased by $2,300,000 to accommodate the addition of 24 fire fighters and 3 Battalion Chiefs.

Option 3 – Our annual budget would need increased by $1,000,000 to accommodate the addition of 12 fire fighters.

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

Our concern would be if we’re not allowed to proceed with any of our three options and were forced to protect the area with fire stations currently in operations. Not allowing any of our options would dramatically increase our response time to the area, therefore increasing risk to the public and fire fighters. Both Option 2 and 3 are intended to be temporary solutions until such time a permanent station can be located west of the BNSF rail line which runs parallel to S. Topeka Blvd.
Ability to Provide Adequate Public Services

PARKS

1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

No cost at this time since there are no trees in the road right-of-way. Minimal cost by forestry section to maintain any trees planted in future.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

Yes

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

None
Ability to Provide Adequate Public Services
POLICE

1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

The average cost of a single resource which includes an officer and vehicle is $10,000 for providing services to industrialized areas within the city. This would be for crime prevention activities, addressing crime problems and routine property checks which would include traffic enforcement.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

The area in question would need to be addressed after occupation to determine the amount of enforcement and preventative measures needed. Initial costs could be absorbed with current staffing levels with some modifications to zone territories.

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

This area is not currently attached to any patrol territories so boundary changes may be necessary but could be accomplished. The department evaluates efficiency and effectiveness on a routine basis and this area could be added to the evaluation process.

For clarification our findings addressed Topeka Blvd. We don't routinely patrol Heartland Park but it will still cause an increase in resources. The traffic issues we made reference to would be similar to the issues we have at the Target distribution center and Frito Lay; not issues with Topeka Blvd.
Ability to Provide Adequate Public Services

STREETS

1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

The Kanza Fire Industrial Park will add additional snow removal, patching, crack sealing, and sweeping responsibilities on the Street Maintenance Section, and signage need by the Traffic Operations section. Initially, there would be no or very minimal maintenance costs until SW Innovation Parkway is constructed from SW Gary Ormsby Drive to SW Topeka Boulevard.

Once SW Innovation Parkway is built, the responsibilities will center on snow removal and sweeping work, but will eventually require sealing and patching. It is estimated the annual maintenance costs are $6,860 annually for the first 5 years. This estimate is based on, current costs, 4 snow events per year, not needing to patch potholes at all for the first 5 years, and not crack sealing for the first two.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

If need be, we will make it work, but our long term budget will be challenging. Being completely funded from motor fuel tax, increased vehicle MPG and high fuel costs paint a picture of a diminishing budget each and every year.

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

As far as the annexation of Topeka Blvd, we know it will also create additional work but believe we could manage it, but at some point we will need additional staff to manage the infrastructure we gain responsibility for through additional annexation.
Ability to Provide Adequate Public Services

WASTEWATER

1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

Currently, large capacity water and wastewater infrastructure is being installed to the northern portion of this property at an approximate cost of $3.1 Million which has been funded by GO Topeka and a federal grant.

For the northern portion of the proposed annexation area, there is an estimated 1,600 feet of sewer main installations needed at a cost of $120,000. This is estimated to provide sewer service to all but the southern two lots.

To provide sewer service to the southern two lots, a pump station and force main will be needed. The cost is difficult to estimate because it will depend upon the larger area that may be served by this pump station. If only the southern two lots are served by the force main and pump station, a rough estimate of cost is $1.4 Million.

Since the infrastructure in this area will be new, many of the actual operational costs will be lower than listed below. The information listed below is related to standard costs of maintenance. Operational costs will be dependent upon the amount of water and sewage treated and delivered the site.

Wastewater – Cost of line inspections are not determined as of this writing but would not anticipate this to exceed $1,000 annually.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

Maintenance costs are anticipated to be fully funded by the additional water and wastewater revenue generated in this area. Large water/wastewater users would fund many if not all of the improvements from the additional revenue.

If no large water/wastewater users locate to this area, it will create the need for a rate increase to fund the capital improvements.

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

The size of water and/or wastewater users that locate in this area is the largest single factor in the cost associated with water and wastewater service to this area.
Annexation Proposal (A11/1)
GO Topeka/Kanza Fire Commerce Park
Fact Sheet

Ability to Provide Adequate Public Services
WATER

1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?

Currently, large capacity water and wastewater infrastructure is being installed to the northern portion of this property at an approximate cost of $3.1 Million which has been funded by GO Topeka and a federal grant.

1. To serve anticipated water users in the entire proposed annexation area, approximately 5,000 feet of additional 16 inch water main is anticipated to be installed at an approximate cost of $350,000. It is anticipated that these costs will be borne by GO Topeka since they are development dependent.

2) A new South water tower must also be installed at an approximate cost of $4.0 million when the water demands to this area exceed approximately 400,000 gallons per day. This tower will serve a much greater area than Kanza Fire but will likely be needed to support Kanza Fire development.

3) Additional connector mains along Topeka Boulevard and University Boulevard will be needed to increase the reliability of water service to the Kanza Fire development. This is estimated to cost $1.3 Million.

Since the infrastructure in this area will be new, many of the actual operational costs will be lower than listed below. The information listed below is related to standard costs of maintenance. Operational costs will be dependent upon the amount of water and sewage treated and delivered the site.

Cost of fire hydrant and valve maintenance is estimated at $280 annually.

2) Can the estimated cost be carried out under your current or anticipated future budget? If not, what would it take to do so?

Maintenance costs are anticipated to be fully funded by the additional water revenue generated in this area. Large water users would fund many if not all of the improvements from the additional revenue. If no large water users locate to this area, it will create the need for a rate increase to fund the capital improvements. The size of water users that locate in this area is the largest single factor in the cost associated with water service to this area.

3) Describe any other issues associated with the proposed annexation that would affect your ability to provide adequate service now or to the expected development in the future.

The City of Topeka has an agreement with CRWD #3 to serve the northeast portion of Kanza Fire. Both entities are currently negotiating a similar agreement so the City can serve commercial and industrial users of the remaining portions of the annexation area.