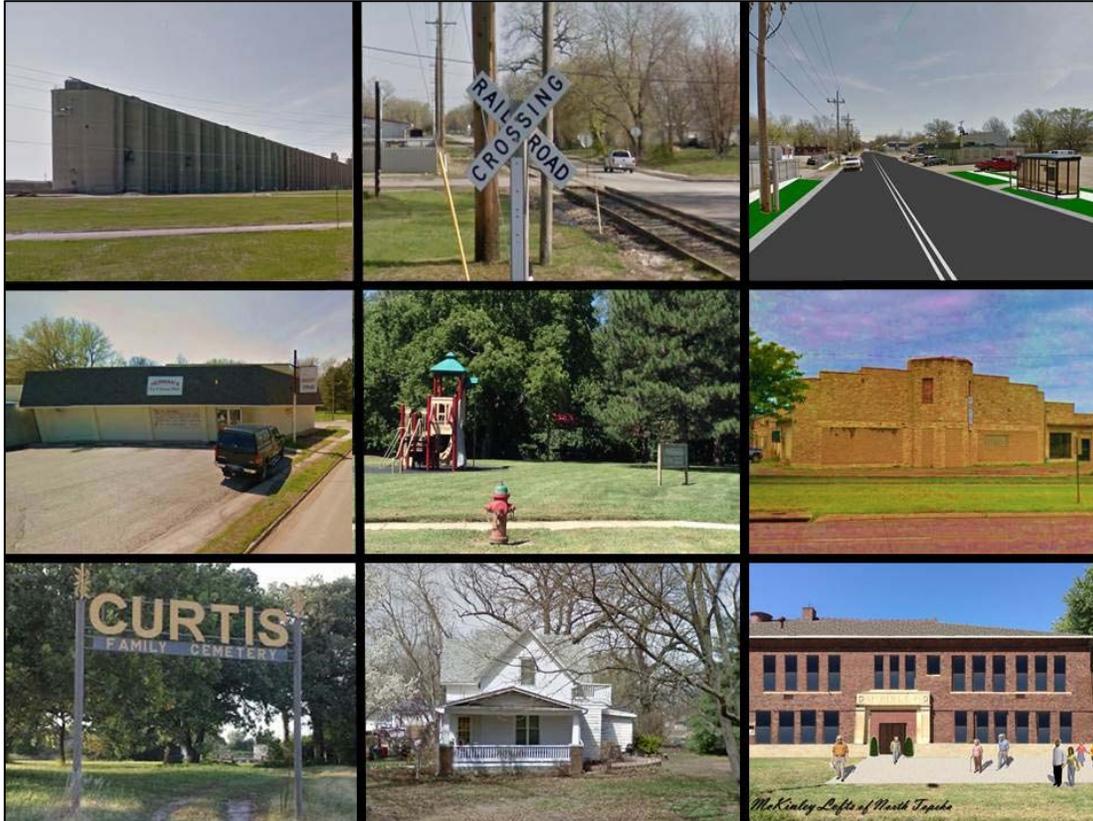


North Topeka West

Topeka, Kansas



Neighborhood Plan

An Element of the
Topeka Comprehensive Plan
A Cooperative Effort By:
The North Topeka West Neighborhood Improvement Association
&
Topeka Planning Department



ADOPTED:
Topeka Planning Commission, January 25, 2016
Topeka Governing Body, February 16, 2016

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Contents

I. INTRODUCTION AND PURPOSE	1
PURPOSE.....	1
II. NEIGHBORHOOD PROFILE.....	4
LOCATION AND CHARACTER.....	4
EXISTING CONDITIONS.....	7
SOCIOECONOMIC TRENDS	11
PROFILE SUMMARY	12
III. VISION AND GOALS	13
VISION STATEMENT.....	13
GOALS AND GUIDING PRINCIPLES.....	14
IV. FUTURE LAND USE PLAN.....	17
LAND USE PLAN CATEGORIES	17
V. REVITALIZATION THEMES	20
THEMES.....	21
TARGET AREA STRATEGIES	21
NEIGHBORHOOD-WIDE STRATEGIES	28
HOUSING	31
CHARACTER AND IMAGE.....	31
COMMUNITY BUILDING AND INITIATIVES	37
PARKS, OPEN SPACE AND TRAILS	42
CIRCULATION AND INFRASTRUCTURE	46
COMMERCIAL CORRIDORS	52
VI. IMPLEMENTATION	57
KEY ACTION PRIORITIES.....	57
APPENDIX A: MAPS.....	64
APPENDIX B: TABLES.....	72
APPENDIX C: MEETING SURVEY	76
APPENDIX D: HOUSING AND INFRASTRUCTURE SURVEYS	78
APPENDIX E: ADDRESS MAPS	81

Map 1: Current Land Use.....	60
Map 2: Current Zoning	61
Map 3: Housing Conditions.....	62
Map 4: Tenure.....	63
Map 5: Major Crimes.....	65
Map 6: Infrastructure	66
Map 7: Development Activity.....	67
Map 8: Circulation.....	68
Map 9: Future Land Use	21
Map 10: Target Area Evaluation	25
Map 11: Target Area Concept Map	26
Map 12: Proposed Zoning Map	56
Map 13: Primary Target Area.....	57
Map 14: Secondary Target Area	58
Map 15: Tertiary Target Area	59
Table 1: Land Use	72
Table 2: Housing Density.....	72
Table 3: Housing Conditions	73
Table 4: Owner Occupancy	73
Table 5: Median Appraised Property Values	73
Table 6: State Street Elementary and Chase Middle Schools	74
Table 7: Population and Race.....	74
Table 8: Age	74
Table 9: Households.....	75

I. INTRODUCTION AND PURPOSE

Background

In 1999, the Topeka City Council and Shawnee County Board of County Commissioners approved “Historic North Topeka Revitalization Plan.” Although this plan mostly focused on the North Kansas Avenue District, it did result in some improvements in the area known as North Topeka West. The area south of NW Beverly and west of NW Winter was rezoned to “R-2” Residential and “X-2” Mixed Use to discourage future industrial and multi-family land uses in conflict with single-family neighborhoods of the area. The main public and private investments were found east of Topeka Blvd.

PURPOSE

In 2014, the North Topeka West Neighborhood Improvement Association (NIA) applied to the City of Topeka for Stages of Resources Targeting (SORT) funding. In early 2015, the Topeka City Council approved the North Topeka West Neighborhood to be one of two designated neighborhoods to receive planning assistance in 2015 and implementation funding in the following two years.

The purpose of the North Topeka West Plan is to provide long-range guidance and feasible alternatives to the City, its agencies, residents, and private/public interests for the future revitalization of North Topeka West. The Plan should be fluid, not static. It establishes a 10-15 year vision with appropriate strategies and implementation measures for land use, housing, urban design, parks, commercial districts, infrastructure, and circulation. This Plan provides the policy basis from which to identify appropriate zoning and capital improvements, and programs to implement these.

Recommendations for infrastructure, housing, and parks all involve major City/County expenditures that are constrained by the amount of tax revenues the City/County collects. Other neighborhood plans also compete for such allocations. Reliance on non-City funding sources will also determine the pace of implementation. Thus, another purpose of this plan is to provide guidance for *priorities* in order to determine the most prudent expenditures with limited resources.

Relation to Other Plans

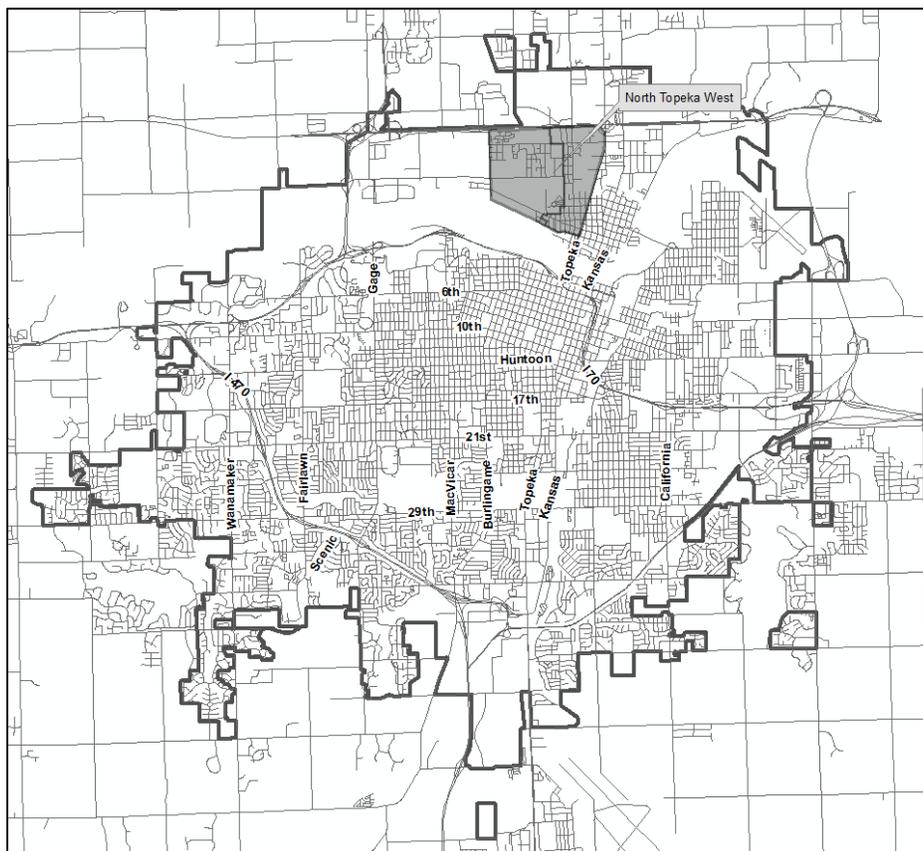
The Plan is a comprehensive community-based approach to neighborhood planning that constitutes an amendment to the Comprehensive Plan and is regularly monitored, reviewed, and updated as needed. It is intended to balance neighborhood needs with city-wide objectives and be consistent with goals of existing and future elements of the City’s Comprehensive Plan and Shawnee County’s Master Parks Plan.

PROCESS

This document has primarily been prepared in collaboration with the North Topeka West NIA. Beginning in the spring of 2015 planning staff conducted a property-by-property land use and housing survey of the neighborhood and collected pertinent demographic data. This “state-of-the-neighborhood” information was shared and presented during the kickoff meeting on July 6. The steering committee, comprised of neighborhood volunteers, met four times over the summer and looked in-depth at issues such as goals and guiding principles, land use and zoning, circulation and parks, corridors, and selected SORT Target Areas.

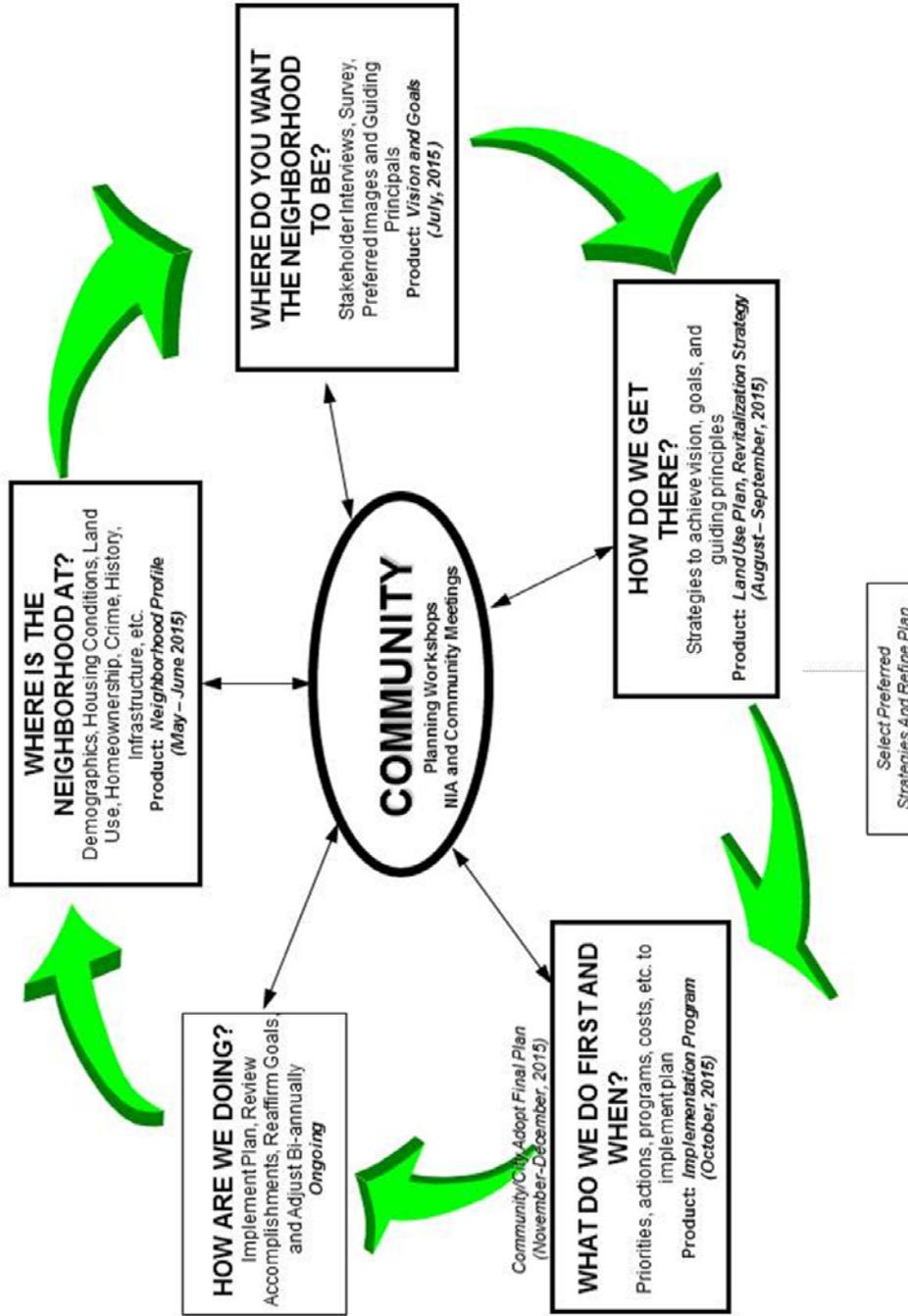
A summary of the final plan was presented to the community at a final meeting held on December 7, 2015 at the Papan’s Landing Senior Center. A work session was held with the Planning Commission on December 21, 2015 and a public hearing was held before the Commission on January 25, 2016.

All property owners in the North Topeka West planning area were specifically notified of two public meetings and the public hearing during the planning process. Staff was also present at 3 of the 4 NIA meetings between the kickoff and final meetings to give updates and answer questions about the SORT and neighborhood plan update process.



North Topeka West Neighborhood Plan Process

S T A R T



II. NEIGHBORHOOD PROFILE

HISTORY, LOCATION, AND CHARACTER

The earliest documented settlements in what is now known as the City of Topeka date back to 1825. In this year, the United States Government signed a treaty with the Kansa Indian Nation to reserve 23 square miles of land, divided into one-square mile parcels, each to be individually dedicated to 23 Kansa Indians of mixed-blood heritage. The land dedicated under this treaty became known as the Half-Breed Reservation, and extended from the current city of Topeka to Williamstown. The purpose of granting this land to the half-breed Indians was to gain the support of the Kansa Nation to cede a much larger amount of land to the United States in exchange for annuities.

Four of these tracts were granted to the grand-daughters of White Plume, who was the Chief of the Kansa Nation. White Plume was highly regarded by the United States, having guided the explorers Louis and Clark through the Kansas Territory on their journey west. One of White Plume's daughters, named Waisjasi (Wy-He-See), married a French Trader named Louis Gonvil. Louis and Waisjasi had four daughters, named Julia, Josette, Pelagie, and Victoire. Julia Gonvil was granted Half-breed Tract #3, which now encompasses much of North Topeka.

White Plume died in 1838, leaving the Kaw nation under the leadership of Fool Chief. Fool Chief's village was located roughly a mile northwest of the Half-breed Reservation, now near the intersection of NW Tyler Street and US Highway 24.

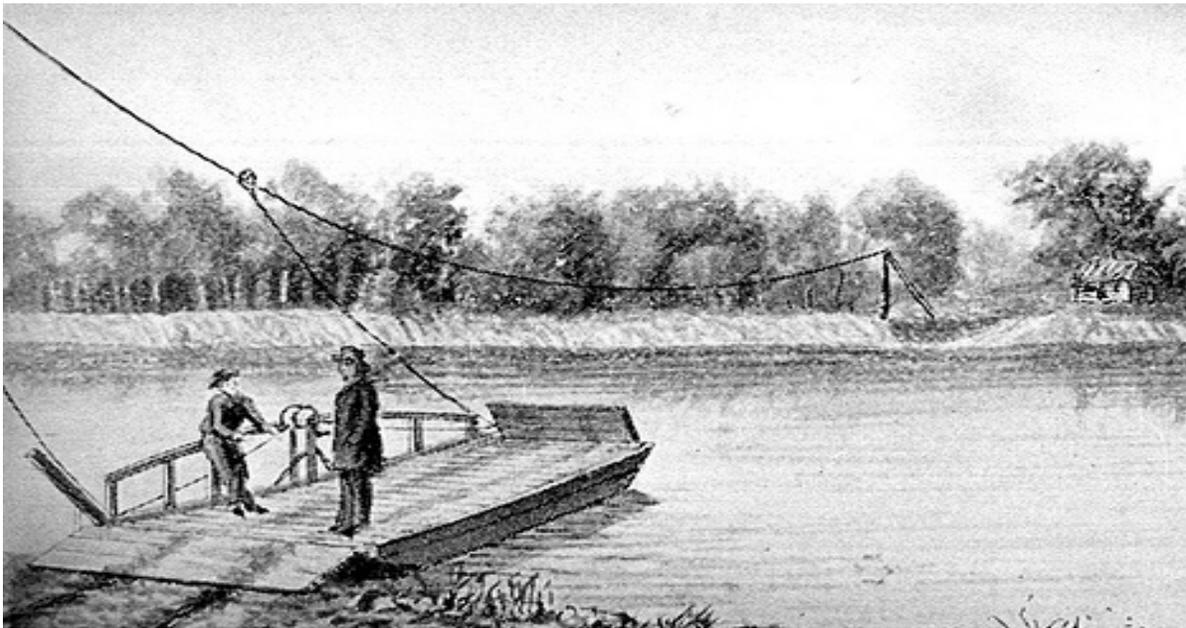


Location of Pappan's Ferry Crossing across the Kansas River on the Oregon Trail

In 1840, Julia married another French trader named Louis Pappan. In 1842, her tract of land within the Half-breed Reservation became the location of the Pappan's Ferry, which Louis operated with his two brothers, Joseph and Achan. The physical location of the original ferry along the Kansas River varied for a few years until a flood in 1844 washed their ferry downstream, along with all the cabins and log buildings that had been constructed within the Half-breed reservation. With the loss of their ferry, Louis and Julia Pappan left the Half-breed Reservation for Kansas City, where they stayed until returning in 1849.

Upon their return, they found that the course of the Kansas River had shifted 400 to 500 yards north from where their previous ferry had operated. They also discovered that a ferry service had already been resumed across the river, operated by two other half-breed men. Louis and his brothers purchased the ferry service from the men and

continued its operation near what is now the location of SW Harrison Avenue. This location led travelers across the river through Northwest Topeka along the Oregon Trail.



Pappan's Ferry

Many of the travels along the Oregon Trail, however, did not continue beyond the crossing. Two of the travelers who stayed were William and Permilia Curtis. William Curtis ventured west seeking land to begin a new town. Upon their arrival at Pappan's Ferry, William started a town site on the north bank of the Kansas River. On occasion, William Curtis even operated the ferry as an employee of the Pappan brothers.

The town begun by William Curtis was named Eugene. After only a few years, the presence of this rival town greatly worried other towns in the area of Indianola, Rochester, Tecumseh, and Topeka because Eugene had gained a resource that the other towns did not – the railroad. To eliminate the competition between two of these towns, William Curtis and Cyrus K. Holliday met in 1867 to allow the annexation of the City of Eugene into the City of Topeka. The resulting annexation gave the former City of Eugene the status of the First Ward of the City of Topeka.

Louis and Julia Pappan had several children of their own, the eldest of whom was Ellen Pappan. Ellen married Orrin Curtis, who was the son of William and Permilia Curtis. Ellen Pappan died in 1863 at the young age of 23 years, but before her death, she gave birth to a son, Charles Curtis, who would later become the Vice-President of the United States.

At a young age, Charles Curtis donated a portion of the Half-breed Reservation land that he had inherited to Negro Exodusters as a settlement community, when they were seeking freedom and land after the emancipation of the slaves after the Civil War. This land became known as The Sands, and was located very near the location of Pappan's ferry, extending both east and west a distance of approximately ¼ mile.

The Sands later became known as Redmondsville, and was one of several settlement communities set aside for Negro Exodusters in Topeka. Along with the Sands, there was also Tennessee Town,

Mud Town, and the Bottoms. By the turn of the 20th Century, however many of the Negro settlers in the Sands were forced out into one of the other settlements.

Although most the settlers within the Sands moved to other settlements, many institutions that defined their community remained within the First Ward of the City of Topeka. Three of the most prominent of these institutions are still visible today; the first being McKinley Elementary School.



McKinley Elementary School, 915 NW Western Avenue

McKinley Elementary was constructed in 1919 and still stands at 915 NW Western Avenue. McKinley was one of only four elementary schools built and operated solely for Negro children within the Topeka Public School system. Zelma Henderson, the lead plaintiff in the *Brown v. Board of Education* case that ended legal segregation in the United States, attended this school. Linda and Terry Brown, bearing the name of *Brown v. Board of Education*, also attended McKinley Elementary after their father, Oliver Brown, received his assignment as pastor of the nearby St. Mark AME Church. McKinley Elementary remained open as a public school until 1954, when Topeka Public Schools adopted a neighborhood-based enrollment system for elementary schools throughout the City.



St. Mark African Methodist Episcopal Church was founded in 1880, and in 1881 had secured a plot of land for the church on NW Railroad Street. In 1900 the church, which had grown, relocated to its current location at the northwest corner of NW Norris and NW Harrison Streets. A

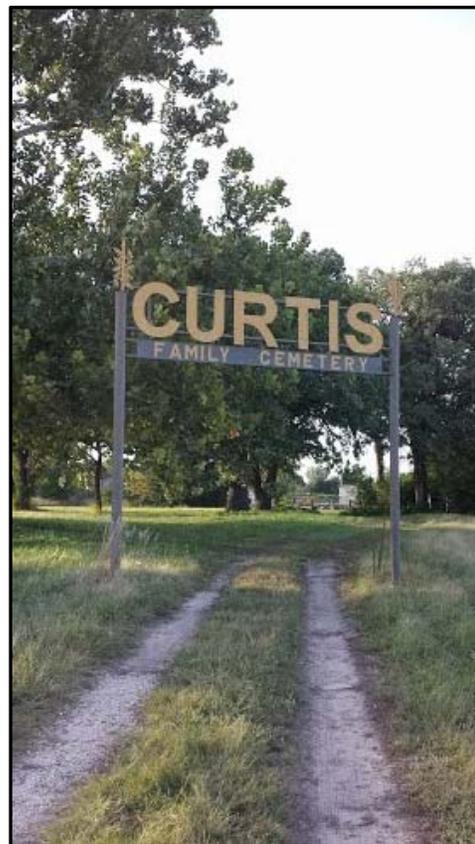
flood in 1951 forced its closure for repairs, and while it did reopen as a place of worship in 1952, the renovations took another 35 years to complete.

Another living legacy of the Sands is the Second Missionary Baptist Church. This church was originally founded in 1878 at the northwest corner of N. Tyler and NW Railroad Streets. The Second Missionary Baptist Church was also devastated by floods and fires, each time rebuilding as a stronger congregation. It is located at 424 NE Laurent in the shadow of the Topeka Blvd bridge.

Also remaining today as a testament of the original establishment of the Half-breed reservation in 1825 is the Curtis Cemetery, located at 1638 NW Harrison Street. Julia Pappan was granted Half-breed Tract #3, a small portion of which later became the final burial place for many members of the Curtis family. Although Charles Curtis is buried in the Topeka Cemetery, the Curtis Cemetery contains the burial plots of several others who were the earliest settlers in Topeka's history. The Curtis Cemetery was officially recognized as a Topeka Historic Landmark in 2008.



William Curtis Dec. 22, 1800 – May 1, 1873



EXISTING CONDITIONS

* All tables and maps are found in Appendix A and B

Health

The Neighborhood Element of the Comprehensive Plan establishes a neighborhood health rating system for all the neighborhoods in Topeka to prioritize planning assistance and resource allocation. This uses five categories—Poverty Level, Public Safety, Residential Property Values, Single Family Homeownership, and Boarded Houses—to assign a health rating to each Census Tract Block Group. The North Topeka West planning area falls in two block groups. In 2015, the eastern block group (roughly between N Topeka Blvd and Taylor) was rated as “At-Risk” and the western block group (from N Taylor to Hwy 75) was rated as “Healthy.”

The neighborhood’s application requested the Plan to focus on the “At-Risk” block group. Staff agreed with this and decided to include the land out to NW Vail as well, as that has a mix of residential, industrial, and agricultural uses. The remainder of the western block group is better suited for an area master plan, since most of it is still used for agricultural purposes.

Land Use (Map 1, Table 1)

Land use in southern North Topeka West was documented in the 1999 Plan and does not appear to have changed significantly from its previous pattern.

The neighborhood is predominantly residential, though a lower density than seen in more interior neighborhoods of Topeka. Agriculture and industrial uses are still plentiful in the area west of Taylor St. The North Topeka West planning area is bordered with industrial uses to the south, commercial to the east, Hwy 24 to the north, and transitions to agriculture and low density residential to the west.

Zoning (Map 2)

In the 1950s and 60s, areas of Topeka were zoned for industrial and multifamily uses in an attempt to stimulate the local economy and promote redevelopment after natural disasters. However, in the case of North Topeka West, land that had been historically used for single family residential purposes was now classed for light industrial. After the Historic North Topeka Revitalization Plan was adopted in 1999, the southern portion of North Topeka West was downzoned to reflect its actual usage, which is seen in the land use fabric today.

While the majority of parcels in North Topeka West are used for single family residential (65.5%), only 31.8% of the land in North Topeka West is devoted to this purpose. Agriculture and Industrial uses comprise the majority of the remaining land, especially in the western portion of the planning area.

Housing Density (Table 2)

The North Topeka West net housing density, looking at only residential land, is 2.3 units/acre. When the larger land uses, such as the industrial and agriculture lands, are factored in, this drops to 1.3 units/acre. When compared to the entire planning area and its right-of-way, the housing density falls to 1.12 units/acre.

Housing Conditions (Map 3, Table 3)

The housing conditions in North Topeka West can be generally divided along Lower Silver Lake Rd. The block areas south of this line tend to average needing intermediate or major repairs whereas north of this area, the blocks are sound or in need of minor repair.

Tenure (Map 4, Table 4)

There is both good and bad news. Owner occupancy in North Topeka West tends to be centered on the north central area of the neighborhood and ranges from as low as 25% for a block area to as high as 96%. The good part is that there's a relatively decent owner occupancy rate spread throughout North Topeka West (63.7% neighborhood wide). However, there is a concentration of low ownership down in the southeast corner which is a concern. As you move towards the southeast corner by the Kansas River and Topeka Blvd, there becomes an increasing number of rental properties.

Public Safety (Map 5)

Public safety is measured by the number of Part 1 crimes per block. These include crimes such as murder, aggravated assault, rape, theft, burglary, and robbery. When looking at this throughout a neighborhood, one expects to see higher numbers in commercial areas or other areas that have a higher population density. Simply put, more people in an area tend to equal more crime in that area.

For North Topeka West, the highest crime areas are the commercial corridor along N. Topeka Blvd and the commercial section around Tyler and Hwy 24. In residential sections, the higher areas are around the mobile home courts to the west of Tyler.

One thing to keep in mind, though, is perspective. The 2014 Neighborhood Health Maps show the eastern Census Block Group has 40 crimes per 100 persons (Intensive Care), but when you compare it to the block-by-block analysis in this Plan, it's clear that the area most affected by crime is the commercial areas, not the neighborhood itself.

Infrastructure (Map 6)

The eastern half of the North Topeka West Planning Area was developed along with the original Eugene town site in the mid- to late-1800's. It reflects an urban grid-pattern layout. Sidewalks in one condition or the other are present in the southeastern section of the neighborhood and in the newer developments in the northeast area.

Residential Building Activity (Map 7)

Since 2009, there have been 4 building permits issued for new, single-family residential construction, 3 demolition permits for single-family homes, and 5 demolition permits for other structures.

Circulation (Map 8)

Main roads:

North Topeka West is serviced by two major roads on its perimeter and a variety of local streets in the interior. To its east is N Topeka Blvd, a 5-lane arterial that is one of the major commercial centers in northern Topeka. On the northern border, US 24 passes through Kansas on its way from Michigan to Colorado. Commercial and industrial uses are predominant along this stretch of highway and are found at either interchanges or along frontage roads. Major north-south streets

in North Topeka West include Tyler, Taylor, and Vail and major east west streets include Gordon, Lower Silver Lake Road, and Lyman.

Road	Average Daily Trips (2013)
N Topeka Blvd @ NW Paramore St	19,225
US Hwy 24 @ NW Tyler St	18,700
NW Tyler @ NW Lyman Rd	8,555
NW Lyman @ Topeka Blvd	8,100
NW Tyler St @ NW Paramore St	4,325
Lower Silver Lake Rd @ NW Beverly	2,980
NW Lyman @ NW Lincoln St	2,980
NW Gordon @ NW Tyler St	2,965

Interior circulation is impeded by the railroad tracks crossing the center of the neighborhood, essentially dividing the residential section in half. There are at-grade crossings at every intersection and the wear and tear on the crossings degrades them quickly.

North Topeka West is serviced by the Topeka Metro Transit bus system and the route runs along N Topeka Blvd and Lyman before returning to the Quincy Station. The Topeka Metro also operates a bike share program with one hub in the neighborhood at the northwest corner of Topeka Blvd and Lyman. Three other hubs are located nearby—one at US 24 and Rochester, one at the southeast corner of Topeka Blvd and Lyman, and one in NOTO.

Public Facilities

McKinley Park

This park is adjacent to the McKinley School and is ¾ acre in size. It has a few play structures, a picnic table, and a shelter. The Board of County Commissioners owns land to the far west and the southwest of it, with a privately owned parcel in between. The NIA has been active in helping acquire new equipment for this park through grants.

Meadowood Park

This park is located off NW Lyman Road next to the Meadowood Mobile Home Park. It has a nice path leading to it from the streets and a few play structures. It has a large area that can be used for passive recreation and is used frequently by the children in the area.

Soldier Creek Trail

The Soldier Creek Trail is located in North Topeka, with one end located in Historic North Topeka East at Garfield Park and the other end located in North Topeka West on Lyman Road. This is a 1.8 mile concrete bicycle, pedestrian, and nature trail that follows Soldier Creek and passes by Historic Curtis Cemetery.

YMCA

One of 3 YMCA locations in Topeka, the Kuehne Branch at 1936 NW Tyler St has a variety of activities, classes, and facilities for use by its members.

Schools

Logan Elementary School

This school was originally built as Seaman High School, with students moving into the building in the fall of 1954 and the first class graduating in 1955. It served as a high school for 16 years until 1970 when it was renamed to Logan Junior High. At the end of the 2007-2008 school year, it was closed and remodeled to become Logan Elementary School. It currently has 567 students.

Heritage Christian School

Heritage Christian School was opened in 1996 as a non-denominational private school. It currently has over 150 students in pre-kindergarten through 12th grade. It is located at the former East Indianola Elementary School at 2000 NW Clay St.

McKinley Elementary School (closed)

This school was originally one of the four segregated schools in Topeka. It was prominent in the *Brown v Board* case in 1951, as the children of the plaintiff attended this school. The school was closed shortly after this, as development in Topeka created a demand for growth along the fringes of the city. The school district began closing inner-city schools due to population flight into other outlying school districts. The building has been in private ownership since and has most recently been used for storage.



SOCIOECONOMIC TRENDS

***Refer to Appendix A for Socio-Economic Tables (Table 7-Table 9)**

North Topeka West saw a 4% population gain from 2000-2010, increasing by 101 people. Table 7 shows that a small rise in the female population accounted for this change. There was a small increase in the number of persons defining themselves as white and a dramatic increase in the number claiming an “other” race. The number of people identifying as Hispanic rose slightly during this same time period.

The age profile of North Topeka West showed interesting changes during this decade as well. Looking at the 2000 and 2010 Census data in Table 8, people younger than 45 tended to leave the neighborhood at a faster rate than new people in that age group moved in. However, the age groups of 45 and older grew during this same time period. In some neighborhoods, this could be a sign that the area is good to retire in. However, for North Topeka West this may just be that the properties were more affordable for those looking to downsize.

The number of households decreased by 2% from 2000-2010, but the average median household income (MHI) failed to keep pace with the rest of the city-- it stayed at a steady 82% of area MHI from 2000 to 2010.

PROFILE SUMMARY

Needs/Constraints

- Main north/south routes—Tyler and Taylor—both narrow without shoulders or sidewalks
- Lyman road too narrow, no sidewalks or shoulders
- Lower Silver Lake Road is narrow with no sidewalks or shoulders
- Landlords do not maintain properties
- Dilapidated mobile homes
- Declining housing stock and vacant houses
- Needs to be more things for kids to do
- Infrastructure problems—ditch drainage, not enough sidewalks, potholes
- Drainage problems
- Too many mobile home parks
- McKinley School needs to be repaired
- Enhance, expand, and improve park facilities for the children

On the other hand, there are many strengths and opportunities that can be seized upon to overcome these constraints:

Strengths/Opportunities

- History in the Oregon Trail, Charles Curtis, and McKinley Elementary School
- Large parcels for commercial development around Hwy 24 and Topeka Blvd
- N. Topeka Blvd has an established mix of commercial stores and neighborhood services
- Nice, quiet neighborhood in a tight knit community
- Good parks, schools, trails
- Good people, kind, care about their community
- Nice place for seniors
- It has local businesses as well as chain stores
- Good, established commercial area on Hwy 24/Rochester
- Strength and coordination of the Neighborhood Improvement Association

III. VISION AND GOALS

VISION STATEMENT

“The old neighborhood sure doesn’t look like it used to. The commercial development along Topeka Boulevard has taken off—there aren’t any more properties for sale or lease along it. Each lot and storefront is occupied with services for the neighbors and people in town as well. And such a variety! The Ace Hardware store is still there, and the auto parts stores too, but now there are boutiques, salons, and retail stores. Restaurants have also filled in some of the gaps that used to be here. Not just fast food but real sit-down restaurants. Local favorites like The Pad are still full every evening, and some of the nationally known restaurants have opened as well.

The old neighborhood sure doesn’t look like it used to. The houses in North Topeka West are looking better than they did. Some of the older ones have been restored and on other lots new houses have been built. But you can’t tell the difference! It’s so good that they blend into the neighborhood so well. The best part is that with the new homeowners that are moving in, crime has gone down. The neighborhood watch helped with some of that, but it’s just so reassuring knowing that your neighbors are looking out for you.

The old neighborhood sure doesn’t look like it used to. The parks and trails have been improved, with McKinley Park now spread out over its own block making it open and attractive for kids to play in. Since the decorative new lighting was installed, parents let their kids go enjoy the play equipment in the evenings before calling them to come back home. Meadowood Park has new equipment, too. That’s been such a blessing for all the children in that area. Before they had to cross busy streets to get to a basketball court but now they can play right where they live. When you get on the Soldier Creek Trail, you can go north past Highway 24 to Brickyard Road or go east to connect with the Levee Trail.

The old neighborhood sure doesn’t look like it used to. The streets are better now. Tyler Street has sidewalks and curbs, making it enjoyable to walk along, not scary like it used to be. And storm drainage has been fixed as well so there’s not standing water after a rainstorm. Yeah, just looking around you can see how the streets have been repaired, and sidewalks, too!

The old neighborhood sure doesn’t look like it used to.”

Anonymous Source
Interview with the Topeka Ledger
“Time Changes North Topeka West”
Published September 28, 2025



GOALS AND GUIDING PRINCIPLES

LAND USE

Goal

Complete “build-out” of neighborhood in a land use pattern that re-establishes viable single-family residential areas, encourages healthy redevelopment of commercial corridors, and improves linkages to neighborhood commercial, open space, and institutional uses

Guiding Principles

- Protect single-family residential development from encroachment by industrial uses and mobile home parks
- Support the continued development of North Topeka Boulevard and Highway 24 as vibrant commercial corridors with a variety of businesses to serve the needs of the local and wider population, including retail, restaurants, entertainment, and services
- Encourage the reuse of vacant storefronts for neighborhood and community retail and services
- Locate higher density residential land uses within proximity to established commercial districts and/or higher traffic corridors

HOUSING

Goal

Increase the quality of the housing stock to promote the desirability to live in North Topeka West through investment and targeted marketing

Guiding Principles

- Improve existing housing stock through public and private investment
- Develop strategies with landlords to improve the appearance and living conditions of their properties through voluntary compliance, increased code enforcement, or other mechanisms
- Develop and adopt a landlord ordinance to ensure quality rental housing is available for all residents regardless of income
- Establish a program to acquire dilapidated houses and rehab them either to affordable rental units or affordable housing for first-time homebuyers
- Encourage affordable housing complexes and senior housing complexes to locate in North Topeka West

PUBLIC FACILITIES & SERVICES

Goal

Provide infrastructure and improvements to the North Topeka West neighborhood that demonstrate vitality and commitment to continued improvements in the quality of life of the residents

Guiding Principles

- Create a pedestrian corridor connecting the north and south residential areas along Tyler Street
- Gateway streets and pedestrian corridors should be constructed using the “complete streets” principle—streets designed for use by everyone—with sidewalks on both sides, curbs, gutters, and bike infrastructure if part of the Bikeways Master Plan.
- Continue streets improvements so they may provide the level of service required for their current use and support future planned development
- Make neighborhood parks, trails, and open spaces more accessible, visible, and “kid friendly”
- Eliminate “ditch” drainage systems in the more dense residential areas where they are present
- Create pedestrian friendly streetscapes (streets and sidewalks) that connect to the neighborhood’s amenities and assets

SAFETY

Goal

Create a safe, clean, and livable environment for all those in North Topeka West to live, learn, work and play.

Guiding Principles

- Promote a strong relationship with police and educational efforts so residents are fully aware of “what to look for” in detecting and preventing crime
- Continue neighborhood actions that have resulted in lower crime rates
- Improve the community network so that neighbors look out for neighbors and there are more “eyes on the street”
- Ensure playgrounds and parks are open and visible from the streets
- Improve the visibility and safety along the access to the Soldier Creek Trail to encourage additional usage of this asset by the neighborhood

NEIGHBORHOOD CHARACTER

Goal

Create a positive image that will stimulate homeownership investment and promote social connectivity.

Guiding Principles

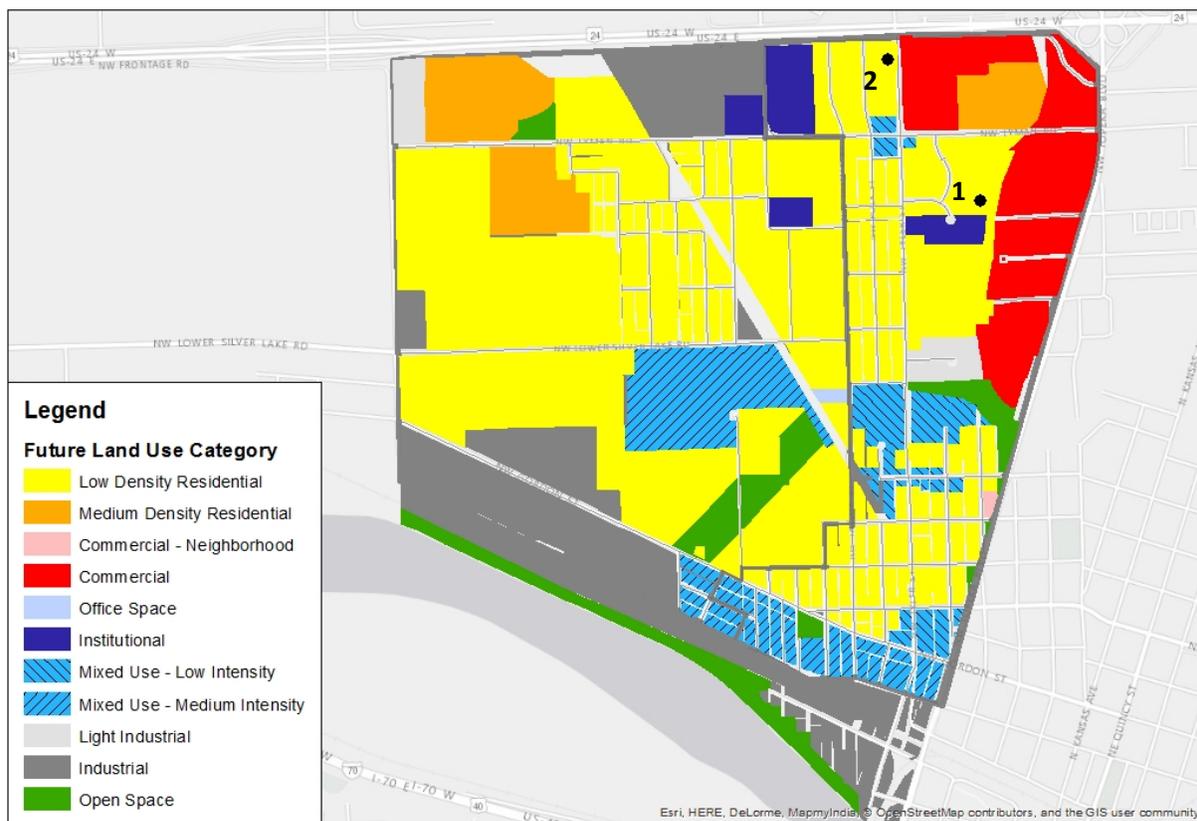
- Use community anchors as bookends to lend strength to areas between them
- Create and organize opportunities for neighbors to help neighbors

- Educate and assist residents in preventing nuisance and code violations from occurring and prioritize enforcement on habitual violations
- Establish a sense of pride and ownership within the community
- Create a sense of place by adding gateway signage, promoting the neighborhood and its residents
- Embrace the history of North Topeka West and use that as a way to engage the residents and promote the neighborhood to non-residents

IV. FUTURE LAND USE PLAN

Map 10: Future Land Use

North Topeka West Planning Area



LAND USE PLAN CATEGORIES

Residential – Low Density: This category reserves interior areas of North Topeka West that primarily front “local” low volume streets. These areas are fully developed with single-family housing, without a significant mixing of non-residential uses. New development in this area should be compatible with single family or duplex housing, and could include such uses as churches, small-scale daycares and institutional uses.

- Primary Uses: single- and multi-family dwellings
- Zoning Districts: R-1, R-2
- Density: 4-7 dwelling units/acre (net)

Residential – Medium Density: This category is applied exclusively to residential blocks that are either transitioning from a higher intensity land use area to a lower density single-family area or where viable two-unit complexes already exist. This category is applied to the vicinity of NW Fillmore and Lower Silver Lake Road. The purpose of this category is to allow flexibility for medium density uses in potential infill development sites that do not conflict with expectations of existing single-family areas.

Primary Uses: Two to four-unit dwellings
Zoning Districts: M-1, M-1a, M-2
Density: 8-14 dwelling units/acre (net)

Commercial – Neighborhood: This designation allows for small-scale “mom and pop” businesses located along main roads that serve local needs of the neighborhood residents. Compatible uses include a family restaurant, delicatessen, coffee shop, professional offices, video sales, etc. These uses are intended to be an asset to neighborhood residents that can serve pedestrian convenience and are not intended to attract a large number of non-local visitors.

Primary Uses: small-scale neighborhood commercial stores
Zoning Districts: C-1
Density: Low

Commercial: The purpose of this category is to define concentrated commercial districts that will support commercial, retail, or entertainment development and reflects the higher intensity than the Commercial – Neighborhood designation. This accommodates a variety of sizes of commercial uses, including the “big box” store model. Since this district is found along major image streets, quality building design should be emphasized and parking lots and open storage should be effectively screened from street frontages. Signage should be unified and monument signage encouraged. This district should provide a healthy combination of a mix of uses along an aesthetically pleasing regional corridor that avoids future “strip commercial” characteristics.

Primary Uses: commercial, retail, and entertainment
Zoning Districts: C-2, C-4
Density: medium to high

Mixed Use – Low Intensity: This district allows for a compatible mixed use activity center within a traditional residential neighborhood. The district includes a balance of compatible residential, office, civic, and neighborhood commercial retail/service uses of low- to moderate-intensity that compliment and support dense neighborhood residential areas and pedestrian usage with quality urban design.

Primary Uses: Mixed
Zoning Districts: X-1; no higher than C-2
Density: 5-7 units/acre, low

Mixed Use – Medium Intensity: This district facilitates a mixed use area that transitions from a higher intensity industrial use area to lower intensity neighborhood-scale residential areas and includes a balance of compatible residential, office, commercial service, and light industrial uses.

Primary Uses: Mixed
Zoning Districts: X-2
Density: 5-7 units/acre; low

Light Industrial: This designation recognizes industrial uses located at the Fox Meadows Industrial Park and includes Highway Commercial uses along Hwy 24 and Vail. Fox Meadows is located adjacent to residential properties; however, most activity occurs indoors and results in minimal impact to the surrounding area. The intersection of Hwy 24 and Vail provides good highway and frontage road access to highway commercial uses (such as warehouses, farm implements, and other commercial sales of this nature).

Primary Uses: *Light Industrial*
Zoning Districts: I-1 (Light Industrial)
Density/Intensity: medium

Industrial: This designation recognizes industrial use areas located throughout the North Topeka West neighborhood. These are mainly located either south of Gordon, west of the railroad tracks, or north of Lyman Rd. This includes existing and future industrial expansion areas. Some attention to site buffering will be needed for the existing industrial areas located near residential properties.

Primary Uses: *Industrial*
Zoning Districts: I-1 (Light Industrial); I-2 (Heavy Industrial);
Density/Intensity: high

Institutional: This designation recognizes existing schools and churches. Major expansion of existing institutional sites should be reflected on the map. Anticipated expansions are within low-density residential areas and should not pose any negative impacts on surrounding blocks.

Primary Uses: Schools, churches, etc.
Zoning Districts: Primarily R-1 or R-2 (Single-Family)
Density: Medium (limited occurrences)

Parks, Open Space, and Recreational: This designation represents the passive open space areas without structural or recreational elements, the active park areas with structural or recreational elements, and the YMCA. Current parks in North Topeka West include McKinley Park and Meadowood Park. Future park space should include expansions at these two existing parks. Under this category, open space could be public or privately-owned as long as it is accessible to the community for some form of recreation or cultural activities. Neighborhood-building activities such as community gardens can be an innovative, productive use for this land if it is not used as park-space. This category recognizes that the development of these sites is reserved for public recreational space and should not be developed for non-park uses.

Primary Uses: Parks, Open Space, and Recreational Space
Zoning Districts: Open Space
Density: Low



Figure 1: Neighborhood Commercial property located at North Topeka Blvd and NW St. John

Detailed Land Use Recommendations

- Shorey Estates Expansion and Soldier Creek Trail: This subdivision, located at NW Tyler and NW Laurent, has over 3.5 acres of undeveloped land between it and the YMCA. Future development could include additional single-family homes while still maintaining the open space and connection to the YMCA and Soldier Creek Trail. In fact, this connection could be enhanced during the expansion by providing a trailhead to allow residents direct access and providing a mid-trail connection. Not only would this improve safety by increasing access, it would also make it more convenient for residents to use the trail and to access Garfield Park through the trail network.
- Highway 24 and NW Tyler Rd: The existing commercial uses at this intersection extend south along the east side of NW Tyler to NW Lyman St. Expansion of commercial uses on the west side of NW Tyler for a limited distance could be appropriate if designed in a way that appropriately integrates the commercial development with the existing residential uses. Commercial should develop in a nodal pattern and extend no farther than halfway down the west side of Tyler and the east side of NW Polk. Site layout considerations will be part of the review for any new development that expands the commercial area here in addition to minimizing potential traffic impacts. Items such as building setbacks, parking lot layout, pedestrian connectivity, landscaping, and screening will be taken into account.

V. REVITALIZATION THEMES

THEMES

✓ **Tell the story**

North Topeka West's history dates back to before Topeka itself was even founded, with its roots weaving through a variety of populations whose stories aren't told elsewhere in Topeka. To have a neighborhood centered on land donated by a Vice-President of the United States—the only one with Native American heritage—is a claim not many areas in the United States can make.

✓ **Build the neighborhood**

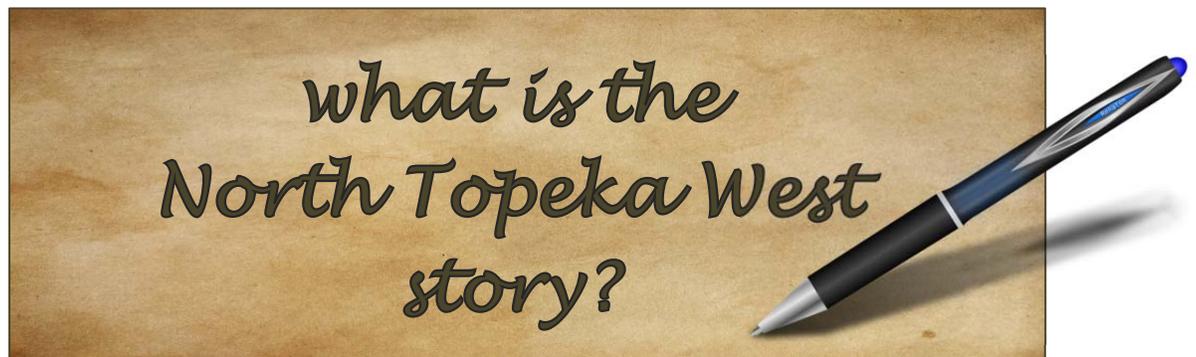
North Topeka West is really the tale of two neighborhoods. Part of the neighborhood is urban, with enough population density to necessitate urban infrastructure such as curbs, gutters, and sidewalks. Implementing larger infrastructure projects needs to be done so in a planned manner to either support the existing urban population or in conjunction with new development to support increased demand.

✓ **Put the “U” in “Community”**

North Topeka West residents have brought up many times that they miss the neighborhood connections and community feeling that was present in the neighborhood when they were growing up. Times have changed but the core values that drew North Topeka West neighbors together—openness, kindness, willingness to help each other—haven't changed. These core values are what need to be shown to the new residents of North Topeka West, to show them that they are wanted as part of this community and that their ideas and contributions will help shape the future of North Topeka West.

✓ **Grow on, Topeka!**

The City's recently adopted Land Use and Growth Management Plan identifies the Topeka Blvd corridor as continuing to be a key commercial area for North Topeka. Increasing the commercial and service-oriented businesses offered here will directly benefit the North Topeka West community with proximity to new jobs, new stores and restaurants, and new visitors to the area. This needs to be promoted within the Topeka development community and marketed to companies outside of the city by the Chamber of Commerce and other economic development agencies to draw attention to this opportunity. By promoting redevelopment and attractive design, this entire corridor can be revitalized.



TARGET AREA STRATEGIES

Target Concept and Principles

Neighborhoods make up the fabric of a city, but blocks make up the fabric of a neighborhood. When the fabric is strong, the city or the neighborhood is strong. If the fabric becomes frayed, wears down and tears, the city or neighborhood becomes weak and susceptible to accelerated decay. The most successful strategies in neighborhood revitalization involve the repairing and re-weaving of this fabric. To do this, a neighborhood revitalization strategy must protect key assets or anchors, isolate weaknesses, and re-position them as strengths. The Target Area Concept Map depicts these current features in North Topeka West as defined below:

Anchor – These are rigid points of support that give a neighborhood its identity. They are long-term community investments that draw people to them as destinations thereby lending stability to the area and making them desirable for residential investment (e.g., schools, churches, parks, shopping, etc.).

Strength/Potential – These areas are the relatively strongest blocks of a neighborhood that exhibit staying power and/or recent investment. These are also underachieving areas that have the potential to become strengths or anchors given an appropriate stimulus.

Weakness – In general, weaknesses are areas that have the highest concentrations of negative conditions such as low homeownership, vacant/boarded houses, poverty, substandard infrastructure, and high crime. The more concentrated these are, the greater social problems occur and the more entrenched they become. Diluting their concentration gives surrounding areas a greater chance to revitalize on their own.

Spatial relationships play a dynamic role in the overall concept. Spread too thin, anchors or areas of strength will fail to influence beyond their natural reach, leaving poorly performing areas little hope of turning around on their own. Conversely, much like a shopping mall where the stores between two anchors will benefit from greater pedestrian traffic, weaker blocks isolated between two closely placed areas of strength will be prone to more investment because they are “attaching” themselves to something more stable and desirable. In a similar fashion, a neighborhood can only be re-woven back together if the new threads (i.e. investment) are attached to something worth attaching themselves to for the long-term.

If the new investment is “public dollars”, the most effective and fair use of such an investment in a neighborhood is to **maximize the impact and transformation of the neighborhood**. Spreading out dollars throughout a neighborhood dilutes its effectiveness and impact. Combining the same amount of dollars for infrastructure and housing investments into a targeted 3-5 block area will give that area a much better chance to transform itself and become a another strength upon which to build. The more areas of strength or fewer areas of weakness for a neighborhood, the better it will be. The keys to this concept are that the targeted area will have an even greater chance to succeed if it can:

- attach itself to an anchor and/or area of strength (protect assets)
- address a significant need or weakness (transform)
- provide a benefit to the greatest number of people possible (can include image)
- leverage private investment to the greatest extent possible (sustainable)

Proposed Target Areas

During the planning process, the residents and participants realized that all of the North Topeka West planning area needed help. From infrastructure upgrades to housing improvements, every street had some need that could be met with the SORT funds. However, as they all realized, there was a finite amount of funding allocated to their neighborhood. It was necessary to step back and look objectively at the entire neighborhood to see which blocks were most in need and had the most potential. Four rating factors were used to evaluate each block to see which area was most in need:

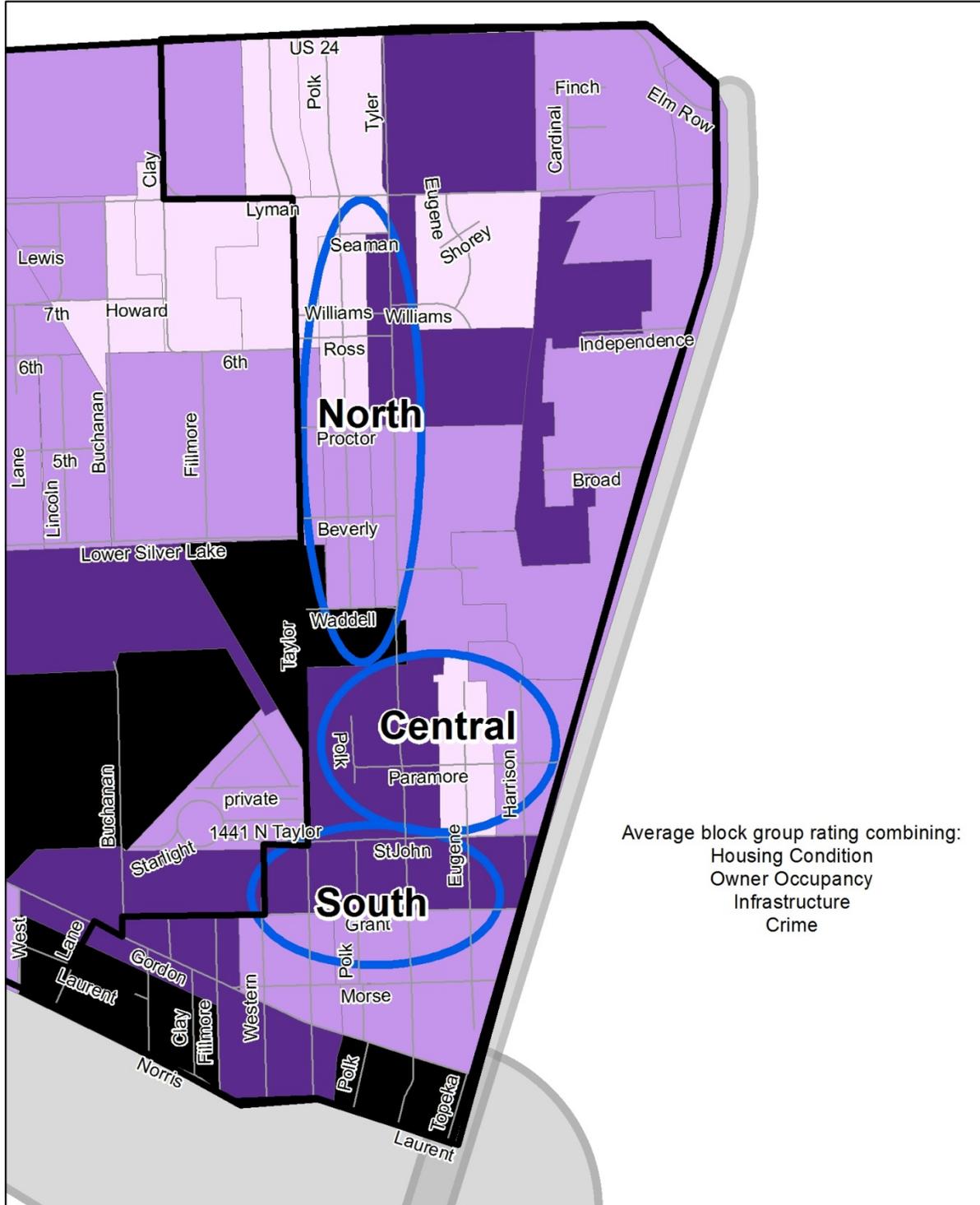
- Housing Conditions
- Home Ownership (Tenure)
- Major Part 1 Crimes
- Infrastructure

These rating factors were each mapped at the beginning of the planning process with the results averaged per block, and the maps were overlaid to see which blocks consistently scored low (Map 11). This allowed a pattern to emerge for areas that were in need and, based on their proximity to Anchor Areas and Strength/Potential Areas, had the highest potential for responding to public investment (Map 12).

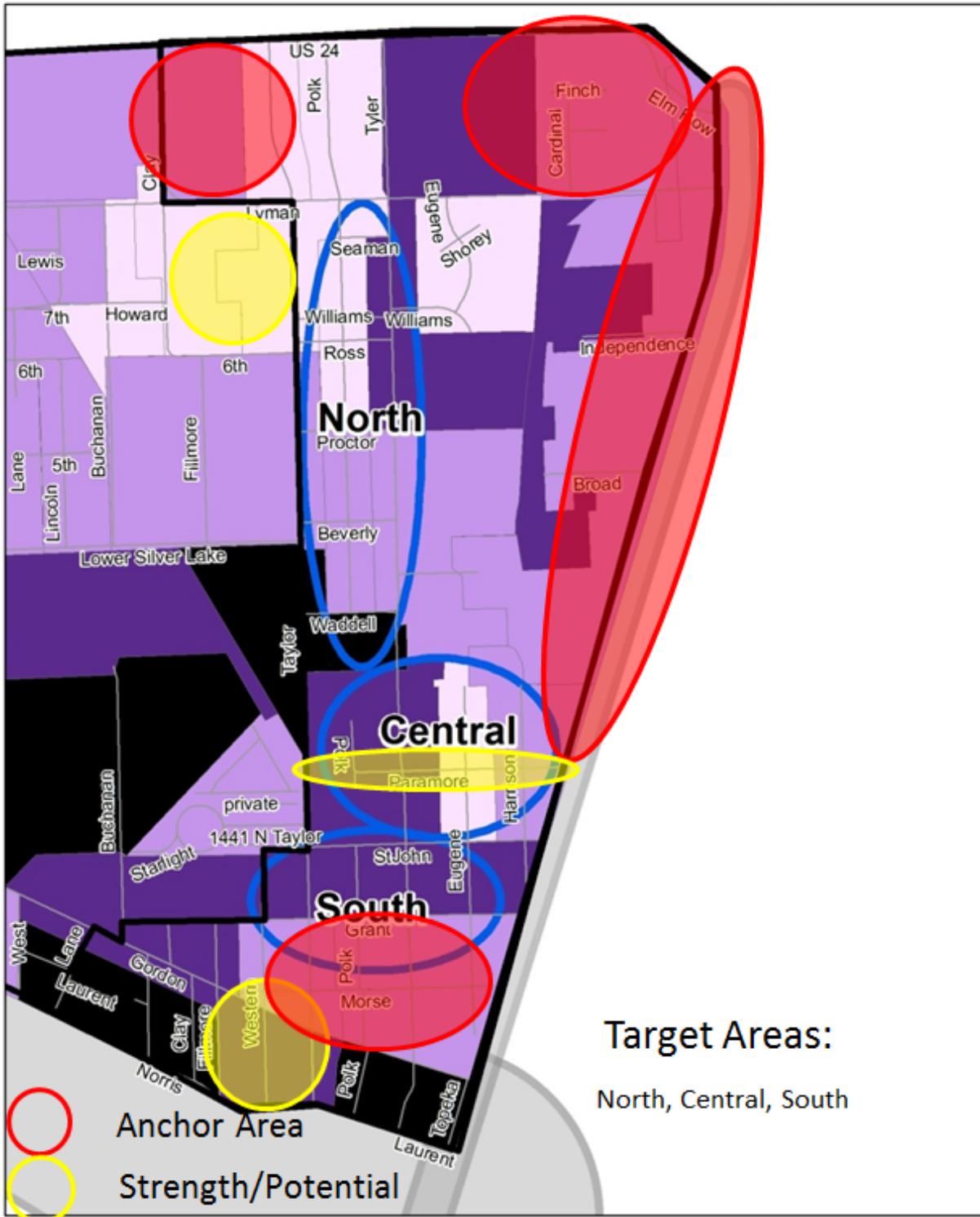
Using the Target Area Map, a presentation was given at the October 5, 2015 NIA meeting and attendees were asked to select which target area would produce the best rippling effect through the neighborhood. They felt that the highest priority area should be the Central area, with housing funding expanding outward from there as it was available. This area experiences high pedestrian and vehicular traffic, provides a connection between N. Topeka Blvd and Taylor, and is where the Senior Center is located. Building conditions in these blocks range from minor to intermediate deterioration. This could easily respond to the housing programs associated with SORT and create a new Anchor Area from this entire neighborhood.

The idea behind targeting is to focus a critical mass of improvements in a concentrated number of blocks so that it stimulates additional investment by adjacent property owners, increases property values, and leaves behind a visible transformation of the area. If the improvements are not visible enough, then the stabilization of that area is marginalized and investments to the area will not be leveraged. Each Target Area may require a different set of strategies for improvement. Ultimately, public funding is limited for improvement and some of the strategies outlined for these areas will not be made in a sufficiently timed manner for the improvements necessary.

North Topeka West Planning Area



North Topeka West Planning Area



Detailed descriptions below outline the proposed Target Areas based on their recommended order of priority. The most significant needs within each Target Area should be adequately addressed before moving on to the next area. Specific project details can be found in the Implementation Section.

1. Central Target Area

This target area includes Paramore St, St. John St, and the 1400 and 1500 blocks of Harrison, Eugene, and Tyler Streets. This target area had the strongest potential for stabilization in terms of moderately fair housing stock, average homeownership, and high visibility both from within the neighborhood and for visitors through the neighborhood. This Target Area, too, has the best combination of potential infrastructure projects and housing projects so that a visible impact will be made in this area through the targeted spending of SORT funds.

Infrastructure Projects

- NW Harrison from NW Paramore to NW Topeka Blvd
- NW Grant St from NW Topeka Blvd to NW Eugene St
- NW Eugene St from NW Grant St to NW Paramore
- NW St. John St from NW Harrison St to NW Eugene St
- NW Paramore St from NW Topeka Blvd to Tyler St
- Pave alleyways
- Infill sidewalks

Housing

Housing improvement strategies should include a combination of the following:

- Interior and exterior rehabilitation of existing owner-occupied homes
- Exterior rehab of some renter-occupied homes
- Conversion of some renter-occupied homes into owner-occupied homes
- Demolition of selected vacant, sub-standard homes

2. South Target Area

This target area includes Morse and Grant St, and the 1200-1300 blocks of Taylor, Polk, Tyler, and Eugene. This target area is limited to the south by the noise generated by the railroad tracks—federal housing funds cannot be used to rehab houses too close to the tracks. There is not as much drive-through traffic in this area, so investments made here would not be visible to Topekans outside of the neighborhood. Also, in this area, the housing stock is in more of a decline, so funding here would not stretch as far as in the Central Target Area.

Infrastructure Projects

- NW Morse St from NW Gordon St to NW Taylor St
- NW Taylor St from NW Gordon St to NW Laurent
- NW Western Ave from NW Laurent St to NW Morse St
- Pave alleyways
- Infill sidewalks

Housing

Housing improvement strategies should include a combination of the following:

- Interior and exterior rehabilitation of existing owner-occupied homes
- Exterior rehab of some renter-occupied homes
- Conversion of some renter-occupied homes into owner-occupied homes
- Demolition of selected vacant, sub-standard homes

3. North Target Area

This area stretches along Tyler and Taylor Streets from Lyman Rd almost to Paramore. Housing stock here is in the best condition of all three target areas and homeownership is the highest as well. However, the infrastructure improvement projects along these streets far exceed the available SORT funding. Even a single project, such as improving Tyler Road with curbs, gutters, and sidewalks, could not be fully completed to Paramore.

Infrastructure Projects

- NW Tyler Rd from NW Lyman Rd to NW Paramore Rd
- NW Lyman Rd from NW Tyler Rd to NW Vail Rd
- Pave alleyways
- Infill sidewalks

Housing

Housing improvement strategies should include a combination of the following:

- Interior and exterior rehabilitation of existing owner-occupied homes
- Exterior rehab of some renter-occupied homes
- Conversion of some renter-occupied homes into owner-occupied homes
- Demolition of selected vacant, sub-standard homes



NEIGHBORHOOD-WIDE STRATEGIES

Several livability strategies can be utilized that add significant value to the “demand-side” of the neighborhood. The quality of housing stock is but one facet of North Topeka West’s reinvestment strategy. Non-housing strategies related to amenities, neighborhood character, infrastructure, parks and open space, appearance, and safety are critical in creating an overall environment of livability emphasizing a traditional neighborhood quality of life. Additional livability strategies are in this section and the following sections.

BIG PLANS

“Make no little plans. They have no magic to stir men’s blood.”

Daniel Burnham, Chicago City Planner

Many people may look at a plan and call it a pie-in-the-sky dream; that there’s no way that an idea that grand can take root, flourish, and transform their community. Surely that was said in 2000 about the rough, seedy section of North Kansas Ave that the recent neighborhood plan proclaimed as a good place for an arts and antique district. Now, 15 years later sees a blossoming NOTO Arts District, with First Friday events that draw visitors city-wide and from outside the Topeka area.

The following “big plans” are concepts described and supported by the residents of North Topeka West. The ideas occur on a large scale. Work will have to go into making any of them a reality, but each one holds the power to transform the landscape of the neighborhood and to build on the ideas and forward thinking of its people.

Tyler Street Rehab

Tyler Street is a major north-south route through the North Topeka West neighborhood. It provides an easy connection between the various sections of the neighborhood, both east and west of the railroad tracks, receives all eastbound traffic from Lower Silver Lake Road, and connects Hwy 24 to Sutherlands and K-Mart. However, while the north section from Hwy 24 to Lyman is built for the heavy traffic this road sees, with sidewalks, curb, and guttering, the road south of Lyman is not built to these standards.

Tyler St from Laurent to Lyman is another story altogether. It is a circumstance that is seen all too frequently in sections of Topeka originally developed in the county and then annexed. Tyler St. was annexed along with the surrounding area but was never developed to urban standards. Now, as development has continued around it, it has become an even more vital link for the neighborhood. The narrow 20’ street width, ditch drainage, and lack of sidewalks now present hazards to pedestrians.

Improvements to this street are a high priority for the neighborhood and should be implemented as soon as funding is secured. Below are steps, both short-term and long-term, that can help reduce the conflicts seen along this neighborhood thoroughfare.

- Employ “No Thru Trucks” street signs to reduce the number of large vehicles along this roadway
- Reduce current 30 MPH speed limit to 25 MPH

- Allocate capital resources to reconstruct the road to standard urban standards
 - Appropriate street width
 - Sidewalks present on at least one side of the street
 - Curbs and guttering

Truck Stop Plaza

North Topeka West sits near the intersection of two highways (US Hwys 24 & 75) and relatively close to an interstate (I-70). In addition to location, much of the land fronting Hwy 24 is used for agriculture purposes in the western portion of this neighborhood. These factors, combined with existing nearby industrial uses (Goodyear), an existing interchange on Hwy 24 (the Goodyear exit), and the fact that the City’s Land Use and Growth Management Plan – 2040 shows this area of Hwy 24 as future commercial use, could make this a good location for a large truck stop plaza.

Despite the confluence of highways in Topeka, there are no filling stations specifically designed for the needs of a tractor-trailer semi-truck. There are some filling stations that could handle a few semi-trucks but not enough to advertise as a truck plaza. Besides the limited service ones along the Kansas Turnpike, the nearest actual truck plazas are in Maple Hill to the west, Ottawa, Emporia or Lebo to the south, and Kansas City to the east.

Not only could this bring local jobs and stimulate economic development along the Hwy 24 corridor, but it could also provide services to the residents of North Topeka as well. Many of the large truck plazas have sit-down restaurants included in the layout—something North Topeka desperately needs.



For example, according to a December 2014 press release from Pilot Flying J regarding a new plaza that opened in Iowa, it brought:

- 100 local jobs and economic benefits
- 10 gasoline lanes and 7 diesel lanes
- 2 restaurants
- An estimated \$3 million in state and local tax revenues

Discount Grocery Store

While there are two superstores and numerous convenience stores in North Topeka, one thing missing is a large, discount grocery store. Having one of these located in the neighborhood could give residents a place to shop closer to home, draw in people from outside of the neighborhood, and provide local jobs. Locating near one of the major streets such as Topeka Blvd, Lyman, or Hwy 24 could not only provide high visibility but good access as well.

During this plan process, the neighborhood has expressed strong support and desire for a national discount grocery store to locate in this area.

McKinley School Historic Site

This historic structure was built in 1919 and served an integral part in ending racially segregated schools in Topeka. However, it has fallen into a state of disrepair and will need substantial capital investment for it to become sound for reuse. Because of its history, though, the neighborhood feels strongly that it should be preserved and turned into a functional building that recognizes this important heritage.

There is a lot of historic preservation momentum in Topeka right now that could draw in McKinley School. The planned Riverfront Park in front of the Great Overland Station is now being considered by the National Park Service for its historic significance. And, in 2014 Topeka saw the 50th anniversary of the *Brown v Board* case with a speech by the First Lady of the United States. As it was one of the four schools for black children during this time, McKinley School could be a valuable asset to the historic mosaic found in Topeka.

It does not necessarily have to be reused as a national or state museum, however. Other adaptive reuses such as apartments, offices, or a job training center could be housed in this building while still maintaining its historic façade.



HOUSING

Infill Housing

The housing stock in North Topeka West represents a variety of architectural styles throughout the 20th century. Few houses remain that were built early in the 1900s, as few houses were made of stone and the wooden houses were demolished by the periodic flooding experienced until after 1951. Generally speaking, the housing stock in the southeast area of the neighborhood, south of St. John and east of Fillmore, tends to be more deteriorated. This is due, in part, to this area having the older housing stock, smaller lots, and historically being an “overlooked” area of the neighborhood.

Housing Styles

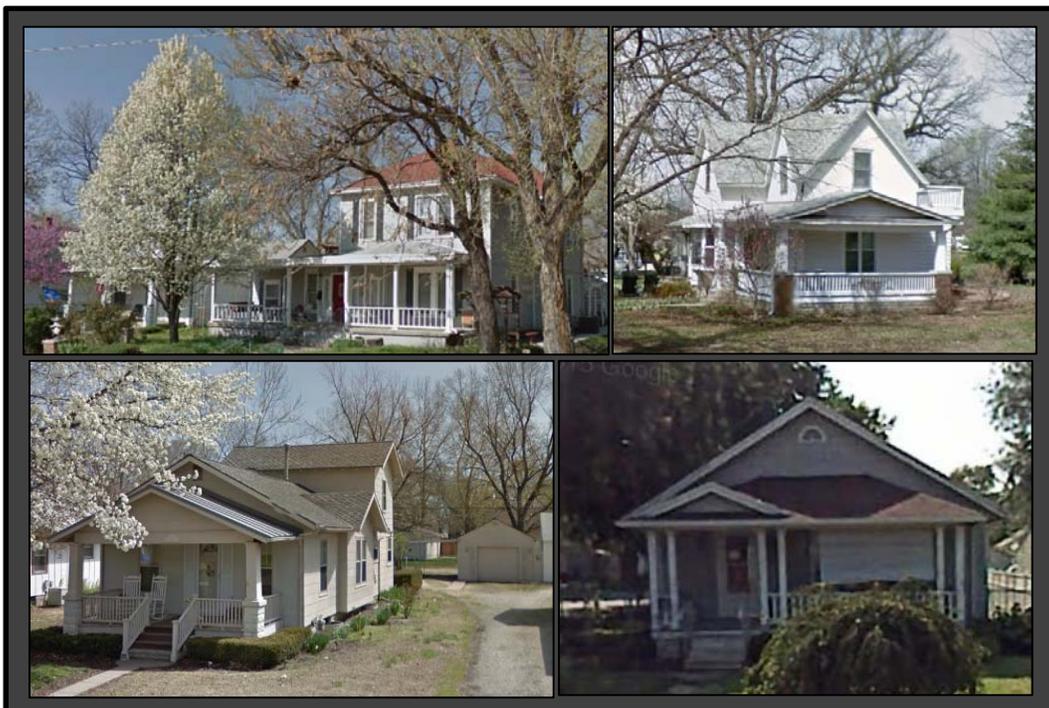
While there’s a variety of housing styles present in North Topeka West, most of the houses on each block share similar characteristics with each other in terms of style, setbacks, and orientation. New infill housing should preserve this rhythm and compliment it rather than standing out.

The exception to this would be in the case of a planned development, perhaps senior or low-income housing. Housing constructed for these types of higher-density uses would not be able to blend seamlessly into the existing neighborhood housing style, but it should compliment the historic nature of its surroundings rather than stand out.

Style

As stated before, no single architectural style or period dominates this area of Topeka. Most houses, though, share similar characteristics that would be essential for new construction to fit the pattern of existing development.

- Houses should have an elevated front porch, oriented towards the street
- Houses should have a narrow front and be deeper than they are wide
- Garages should be detached and located behind the residence



Setbacks

Setbacks in the southern part of the North Topeka West planning area tend to be smaller, locating the house closer to the street and retaining a traditional neighborhood feeling. As one moves to the north and west, the more recently developed areas start showing deeper setbacks. Any new construction should be located so that the front of the house is at the front setback line.

Orientation

Many of the homes in North Topeka West are oriented towards the street, with the house being deeper than it is wide. This reflects how the land was originally subdivided, with narrow and deep lots, and is a common pattern seen in older neighborhoods. This pattern should continue for any new housing in this area.

Lot Expansion

Expansion of the lot may help accomplish remodeling objectives of improving the housing stock while working to minimize the number of vacant, unkempt lots. Opportunities to demolish blighted vacant homes by the City and offer the vacant land to adjoining property owners should be considered.

Landlords

There is a constant divide between owners and renters. This is seen on every scale from local to national, with the implied assumption that more homeowners equal better maintained property and thus higher property values. However, stepping back from that argument, both homeowners and landlords have equal stakes in the property and the maintenance thereof. Homeowners have made the investment into owning their own property and reaping the benefits of proper maintenance. Landlords have bought the property with the expectation of reaping both the rents accrued from the property as well as the inherent value of the property itself. The golden nugget in the homeowner/landlord debate comes up when either a renter fails to maintain a property to expectations or when a landlord fails to do so, or fails to ensure the tenant does so. This is what needs to be addressed through the combined cooperation of homeowners and landlords, and supported by City departments and actions.

Licensing & Inspection

A rental property licensing and inspection program could help address the concerns about maintenance and the condition of the rental units and can be modeled after other successful programs in neighboring cities. Key to all of this is having a designated rental manager who lives in the city or county, rather than a landlord living far away who doesn't have an active role in the care of his or her property.

Lawrence, KS first initiated a rental monitoring program for rental units located in single-family neighborhoods. For Topeka, that would encompass all "R" zoned districts. Starting to monitor rental units in this type of neighborhood is perfectly understandable—it's where most of the owner/renter conflicts occur. Their adopted city ordinance was then expanded to include all rental units after an initial testing period. The ordinance itself then explained how often rental units need to be registered and how many years can go between the actual inspections themselves. This level of detailing would need additional study before it could be implemented in Topeka. However, having a program such as this – or utilizing a different model if one fits our city better – ensures that Topeka citizens who either chose to rent or have to rent will be in safe units and can incentivize landlords to make sure that their renters are responsible in regards to the property.

Housing Programs:

Some of the housing stock in North Topeka West is at a point where extensive repairs will need to be undertaken for the building to remain an asset to the community for another 60 years. Some programs are available through the City to assist with emergency repairs and/or regular maintenance and repairs. Other programs, available through non-profits or volunteer organizations, can assist homeowners with smaller exterior projects and yard maintenance.

Rehabilitation

- Non-Profits – **Cornerstone** operates a lease purchase program for households who demonstrate an interest and ability in becoming future homeowners. Low/moderate-income families are placed in rehabilitated single-family units and gain necessary credit-worthiness in a couple of years to eventually become homeowners.
- City Sponsored Programs – The City of Topeka, in cooperation with Housing and Credit Counseling, Inc. (HCCI) and participating lenders, offers the **TOTO II** (Topeka Opportunity to Own) program for new homebuyers. Assistance is provided as a 2nd mortgage, deferred loan subsidizing the purchase and rehab costs of a home for families at or below 80% of the median income. Other rehab incentives offered to income eligible homeowners by the City’s Neighborhood Relations & Housing Services include forgivable loans for **major rehab, emergency repair, and accessibility modifications.**
- Neighborhood Revitalization Program – This program, offered by the City, provides tax rebates to property owners making improvements that raise the appraised value of residential property by 10% and of commercial property by 20%.
- Partnerships – The Topeka Habitat for Humanity partners with area high schools to have students help build and construct homes for qualifying families. Through the donation of properties, materials, and volunteer labor, the neighborhood could look to partner with Habitat for Humanity to construct housing in North Topeka West.
- Institutional Partners – The neighborhood has the benefit of having a number of large institutions located throughout, as well as many partners across the community who want to help the North Topeka West residents improve their lives. Strategies to partner with these institutions for the benefit of improving the housing stock in the neighborhood include:
 - Churches in the neighborhood discuss the importance of home maintenance at weekly church services. This type of peer pressure could prove effective at convincing people to keep up their properties.
 - Schools, churches, and organizations across the city require their students or members to complete a set number of community service hours. The neighborhood could reach out to these organizations to help elderly or disabled residents repair their homes.
- Neighbor to Neighbor – The “broken windows” theory explains that little things such as a broken window or an unkempt porch at one property can leech out to other properties as people begin to feel that no one cares about what’s going on. The problem will continue to grow block-by-block, street-by-street, until it “tips” and the whole neighborhood is



suffering from an epidemic of decline. This “tipping point” can be avoided if attention is paid to the details.

Volunteer “neighbor to neighbor” programs can address smaller housing maintenance issues – painting, porches, gutters, etc. – that prolong life of existing housing stock and prevent the “broken window” cycle. These simpler yet critical home improvement needs can be easily met by a dedicated group of volunteers. It is recommended that the NIA seek sponsorship to help organize volunteer rehab “parties” each year that will assist 2-3 elderly homeowners. Outside organizations such as the City’s developing volunteer network, Christmas in April, and Habitat for Humanity could also partner in this effort.

- **Tree Trimming** – Overgrowth of trees and lawn vegetation lends to an unkempt appearance that detracts from the value of the housing and blocks lighting at night. If nothing else, trimming back trees and vegetation would make considerable difference in appeal and safety. This should be a neighborhood-driven effort and not be led by a partner agency. This will lead to more ownership of the North Topeka West neighborhood by the residents and increase their self-sufficiency.
- **Neighborhood Coordination** – The NIA members have a good opportunity to take an active role in assisting homeowners and other members of the community maintain their houses. This would require a dedicated commitment of people to organize volunteers and people in need of help, but it would be a great grass-roots approach to revitalizing the housing in North Topeka West.

CHARACTER AND IMAGE

Market the Neighborhood – “Welcome to North Topeka”

The keys to successfully marketing a neighborhood’s assets lie with getting the word out about these assets or potential assets so the neighborhood may show them off.

- **Homeowner and Landowner Recognition & Appreciation** – The Topeka Beautification Association already recognizes residents, who beautifully landscape their yards, by placing a note on their door commending them on their landscaping. The NIA should set up a program to recognize residents who beautifully landscape their yard, even by simply placing a note on their door commending them for their work. This could go one step further by recognizing those people and their yards by placing photos on a Community Board, possibly in the Papan’s Landing Senior Center or in some other central gathering spot for the neighborhood.



- **Block Captains** – The NIA should organize “Block Captains” to serve as a point of contact for NIA information and community activities. Each Captain could be in charge of a few blocks and help involve and engage the residents in community activities. Neighbors could come by to talk about problems, volunteer to help other neighbors, or learn about what the NIA is working on. This would be more informal than the NIA meetings but would provide another option for people to be involved in the North Topeka West community. The Block Captains would be active, community-oriented citizens who want to reach out to other neighbors and help revitalize the neighborhood.

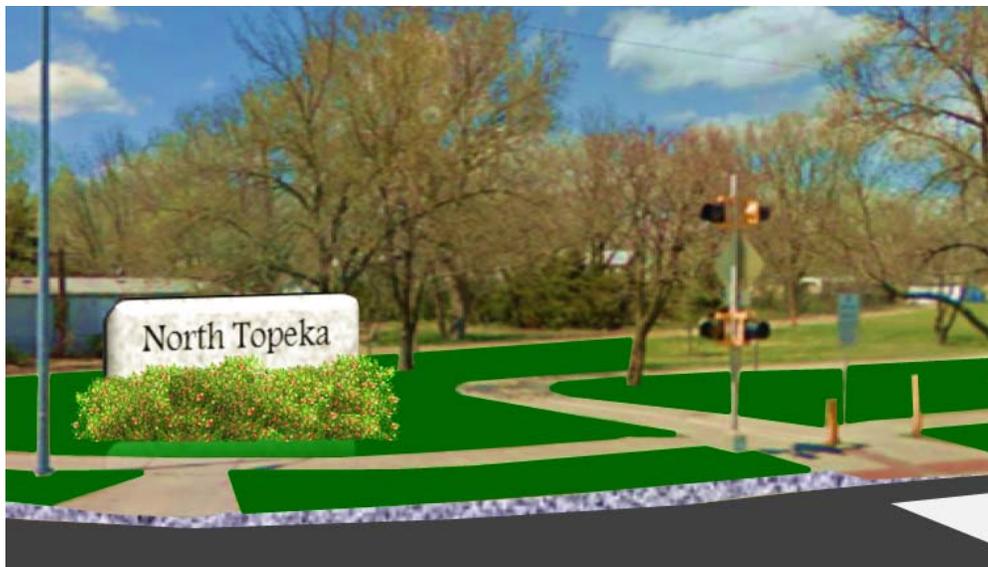
Another take on this to consider is the idea of landlords as block captains. While this would not necessarily be possible with larger property maintenance organizations or out-of-town landlords, the smaller rental agencies that just have a handful of properties know their renters on a more personal level. They talk with their tenants and it is through this conversation that the landlords learn what is going on in the neighborhood and could bring forward ideas and suggestions to the neighborhood leadership. Not only would this engage more people in their community but it would be a monumental step in bridging the gap between landlords and property owners. By welcoming landlords to the meetings and hearing the ideas that they and their tenants can provide, the neighborhood leadership can help forge a new relationship between all the stakeholders of the community.

- **Welcome Packet** – A good way to welcome new residents to North Topeka West is by developing a welcome packet. The packet could include a detailed listing of phone numbers and locations of the neighborhood schools, churches, businesses, community centers, parks, and any other neighborhood services. These packets will serve dual purpose, both providing important information to the new resident as well as providing advertising regarding the services of the local institutions and businesses. This could be in conjunction with the NIA Brochure and handed out by the local Block Captain. This would serve multiple functions: encourage a sense of community, educate new residents on neighborhood services, and promote involvement with the NIA.

Image

Unlike many other neighborhoods in Topeka, North Topeka does not have many pass-through streets for non-local traffic. North Topeka Boulevard, Highway 24, and Lyman are the few roads non-residents drive down, see the area, and form their opinion of the neighborhood. Every effort should be made to improve the edges of the neighborhood along these borders so that passers-by can get a true sense of the community they are driving through.

- **Gateways** –Topeka Boulevard serves as the major gateway entrance for North Topeka. As such, this would be an ideal location for a gateway entrance sign—perhaps around the Soldier Creek Trail crossing at Topeka Boulevard. Not only is this location highly visible to passersby, but its location near the trail and the Curtis Cemetery make it a destination place as well.



Historic Preservation

North Topeka West has history in its roots. This should be highlighted and shared, as some families have lived in this neighborhood for generations and know so much about the area and the history. To have that kind of familial ties to an area, showing the “living” legacy of the past, is a part of the North Topeka West story that needs to be told. A few of the more well-known stories about North Topeka West could include the following:

- It was part of a historic Oregon Trail crossing area, with the trail crossing through the neighborhood
- Charles Curtis, before he became the Vice-President of the United States, donated a portion of his land to Exodusters for the settlement that became known as “The Sands”
- The Curtis Family Cemetery is located in the neighborhood
- McKinley Elementary School from the *Brown v. Board* era is still standing here
- The historic St. Mark African Methodist Episcopal Church and the Second Missionary Baptist Church both were originally located in North Topeka West

Another tool for calling attention to the history of North Topeka West is Topeka’s **Local Landmark Registry**. This recognizes historic properties and gives them some protection through zoning, but it is not nearly as extensive or complicated as the National or State Historic Register. Some potential Local Landmarks could include:

- Herman’s Beef and Sausage House
- McKinley Elementary School after it is renovated
- The Second Missionary Baptist Church



COMMUNITY BUILDING AND INITIATIVES

“Together we find the way”

African Proverb

Community building is a key part of a neighborhood revitalization strategy because its focus is on making the neighborhood a stronger advocate for itself. Empowering the residents and institutions of a neighborhood with the notion they can foster change that impacts the neighborhood in a positive manner is one of the goals of community building.

Some of the principles of community building are:

- Build on community strengths
- Support families and children
- Foster broad community participation
- Forge partnerships through collaboration
- Value cultural strengths

The new Division of Community Engagement in the Department of Neighborhood Relations is one City resource that could be of great assistance in these efforts. As described on their webpage, they are devoted to empowering residents through education and neighborhood leadership development. They also work to increase the dialogue between the City and residents. In addition, they help coordinate educational programs, activities, and volunteer opportunities throughout the City.

Capacity

Successful organizations have the wherewithal to succeed. A neighborhood’s ability to complete a competitive grant application, run successful meetings that are open to all citizens of the neighborhood, and complete projects in a timely manner demonstrates to decision makers and funding organizations that the neighborhood is serious about getting things done. Ideally, the neighborhood should function like a business. Below are strategies to increase organizational capacity.

- **Non-profit status:** The neighborhood should consider organizing as a 501 (c) (3)--many doors can be opened to additional funding sources through this designation. 501 (c) (3) groups are eligible to receive public and private grants. Individual donors to 501 (c) (3) groups can claim a federal income tax reduction of up to 50%.
- **Education and Training:** NIA leaders should consider attending seminars and conferences that deal with community building, neighborhood revitalization, and other neighborhood issues. For example, United Way, NUSA, and Neighborworks all provide training opportunities. It is recommended that the NIA and the City explore ways to encourage neighborhood leaders to attend these conferences.

Organizing

The most important resources of any neighborhood are the people who live there. Organizing is the renewable resource that can power a neighborhood’s revitalization. An organized

neighborhood can be a strong advocate for itself. A neighborhood that can show it is willing to stand up for itself is a neighborhood that can be a force for change. Bringing more people into the NIA is a key step toward successful revitalization. Listed below are a number of strategies for building organization within the neighborhood.

- **Strength in numbers:** When opportunities present themselves for the neighborhood to appear before decision makers, the neighborhood must be able to demonstrate a unified voice with a large number of people.
- **Social Activities:** Fun activities that bring neighbors together are an important element of a strong neighborhood. North Topeka West should consider having block parties as a means to get neighbors together. These could be hosted or coordinated by the neighborhood Block Captains as a way for the residents to get to know each other and become active in their block and community. There are many forms that these events could take: block parties, meet 'n' greets, or even a neighborhood appreciation picnic hosted by area businesses.
- **National Night Out:** This is another social opportunity where North Topeka West's NIA should continue to participate. This annual event is an opportunity for the community and law enforcement to come together to form a powerful partnership in the fight for a safer, crime- and drug-free community. Safe Streets coordinates this national event for the Topeka and Shawnee County area.
- **Christmas in April:** The NIA should petition the Christmas in April organization to focus on a part of North Topeka West each year to do an all-out housing rehabilitation blitz. This volunteer effort will demonstrate pride in the neighborhood and will encourage others to take ownership in their neighborhood.
- **Collaborate to form partnerships:** Building community requires work by all sectors – local residents, community-based organizations, businesses, schools, religious institutions, and health and social service agencies – in an atmosphere of trust, cooperation and respect. This could include the NIA becoming involved in the schools PTA's so as to create a broader partnership with the schools. It will take time and committed work to make this collaboration more than rhetoric.
- **Preaching to the Choir:** The NIA should consider reaching out to area churches to advertise its events. Other neighborhoods do this, running announcements ranging from NIA meeting times to organizing neighborhood watch groups. This is a recently untapped resource of neighbors who may just be waiting for a chance to become more active in their neighborhood association.
- **Neighborhood History Association:** Many stories have been handed down through the generations about life in North Topeka—about growing up in the Sands, about McKinley



School, about the area in general. These stories are at the risk of being lost if they are not documented. Other neighborhoods in Topeka—Tennessee Town being a good example—are working to document the oral history of their area. The North Topeka West NIA could attract new membership by reaching out to residents who are interested in either sharing or learning about the area’s rich history.

Neighborhood Appearance

A neighborhood that takes pride in how it looks—how its yards are maintained and how the area is kept up—shows that the people care about what goes on there. It gives a visual message that if residents go out of their way to pick up a piece of trash that they see, they will certainly take notice of anything out of the ordinary that is going on, and report it to the authorities. A clean, well-kept neighborhood makes for a very unwelcoming atmosphere for criminal activity—that is why aspects such as the “broken window theory” and CPTED (below) play such an important role in establishing a healthy neighborhood. There are more things that can be done, though.

- **Improved Code Compliance:** Similar to the “broken window theory,” a single un-mowed yard or accumulation of trash can lead to the spread of the same throughout a block. Recognizing that the Code Enforcement section of the City is in the process of implementing the International Property and Building Maintenance Code—a process that could take a few years as they catch up on the accumulated problem properties—the neighborhood needs to be proactive in reporting problem properties to the Code Enforcement Officers. This allows the Officers to spend their time focusing on reported cases, instead of going to look for problems. For the time being, this will be the most effective and efficient manner of addressing these problems within the neighborhood.
- **Code Education Campaign:** Recognizing that a more recently adopted property maintenance code is in place, some residents and property owners may not be aware of the new requirements in the code. Similar to the public outreach other departments are doing with neighborhoods—like Neighborhood Relations’ “Coffee on Your Corner” and the Police Department’s “Walk with a Cop” program—the Code Enforcement Unit should work with the neighborhood to make its officers and information available to educate people. Either providing information to NIA leaders to distribute on the more common code violations, advertising that an Officer will be available to answer questions at an NIA meeting, or just going out to walk and talk with people may help be more proactive in cleaning up the neighborhood.

Public Safety

A major goal of this Plan is to: *create a safe, clean, and livable environment for all those in North Topeka West to live, learn, work, and play.* A crime problem is a multifaceted problem. There is no magic solution that is going to erase a crime problem. However, there are things that people can do to reverse the negative cycle and begin to reclaim their neighborhood.

- **Neighborhood Patrols:** The neighborhood should contact Safe Streets to help them set up a neighborhood patrol program. Stroll Patrols put people out walking the neighborhood. Neighborhood activity by residents discourages criminal activity.
- **Crime Prevention Through Environmental Design (CPTED):** Safe Streets and the Police Department can help the neighborhood determine which property layouts in the

neighborhood encourage crime. There are ways to design property and neighborhood layouts to help prevent criminal activity. For instance, the “5 & 2 rule” states that trees should be trimmed to at least 5 feet high and bushes should be trimmed to be no higher than 2 feet. Support adoption of Unified Development Code requiring CPTED principles be enforced for new development.

- **Clean-Ups** – The NIA should start an annual “trim-up” campaign (see pg. 35). These clean-ups by the NIA are vital to avoiding environmental code problems as well as deterring crime by showing that residents care about the appearance of their neighborhood.
- **Community Policing** – This vital program must be continued by the Topeka Police Department to maintain the gains made in recent years on ridding the neighborhood of serious drug activities. The individual contacts made by police officers and relationships made with the community are essential to the cooperation needed to ensure residents’ safety. This program can be extended by actively reaching out and engaging members of the community in promoting safe habits—for example, people should walk on the sidewalks and bicyclists should ride on the streets.
- **Youth and Education** – Youth are critical for the ongoing revitalization of the neighborhood. As these children grow up and are faced with choices about where to live, they are going to be more inclined to stay in the neighborhood if they had good experiences growing up in a place that provided a positive environment. If North Topeka West is “kid friendly,” it will have the two-fold benefit of attracting /retaining families in the short-term and becoming assets to the community in the long-term.
- **Use CPTED to Reinforce Ownership and Increase Safety**
Safe Streets and the Police Department can help the neighborhood determine which property configurations discourage criminal activity. These methods follow four basic principles: access control, surveillance, territorial reinforcement, and maintenance.

Natural Surveillance:

The design and placement of physical features in such a way as to maximize visibility

Access control:

This involves designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate transitions from the public environment to semi-private and private areas.

Surveillance:

This design principle maximizes the visibility of people, parking areas, vehicles, and site activities. Strategies involve the strategic placement of windows, doors, walkways, parking lots, and vehicular routes.

Territorial reinforcement:

Sidewalks, landscaping, and porches help distinguish between public and private areas. It uses physical attributes to express pride and ownership and limits or large spaces that have no specific purpose.

Maintenance:

This addresses management and maintenance of space. Proper upkeep includes mowing grass, trimming trees and landscaping, picking up trash, repairing broken windows and light fixtures, and painting over graffiti. It helps signal that a location or facility is well cared for and therefore would be inhospitable to a criminal and also signals that an owner, manager, or neighbor is watching out for the property and could spot illegal behavior.

Some general **Community Building and Initiative** implementation steps that could be taken include:

Clean-Ups – Encourage youth to help with neighborhood clean-ups, particularly of the nature areas along Soldier Creek Trail, McKinley Park, and Meadowood Park. These activities are vital to connecting youth with their neighborhood and assisting with environmental education.

Volunteer Activities – There are many young adult groups that ask their members to perform community service. Honor societies, KEY Club, boy and girl scouts, and 4-H all stress to their members the importance of being involved in their community. These groups could be contacted to help elderly North Topeka West residents or to work on specific community projects.

Family Events – By increasing the awareness of various family-friendly community events, more people would be aware of different ways they can be involved in their community. Picnics, block parties, community center events, church events, children’s sport events, and neighborhood festivals all provide opportunities for people to get out, socialize, and feel connected with their fellow neighbors.



Figure 2: A solar light at McKinley Park could improve CPTED surveillance and encourage more users to visit the park

PARKS, OPEN SPACE AND TRAILS

The quality of life in North Topeka West is directly influenced by the quality of the neighborhood's environment, its scenic beauty, and the variety of its cultural and recreational opportunities available to residents. Collectively, these resources not only contribute to the physical, mental, and emotional wellbeing of the neighborhood, but also greatly influence the perception of this neighborhood throughout the entire city. It should be noted, however, that ongoing maintenance costs can be more expensive than the acquisition of parkland itself. Maintenance funding becomes a limiting factor when expanding park facilities in an area and should be kept in mind when planning new facilities or the expansion of existing parks. Any park improvements proposed by residents of the neighborhood should be coordinated with the Shawnee County Parks and Recreation Department.



- **McKinley Park:** This Park, located by the old McKinley School, is maintained and advocated for by a loyal group of residents with family ties to the area. The neighborhood has worked to improve the park through Neighborhood Empowerment Grants but there is always more that can be done. This park may be small but it fills an important recreational role for the southern half of North Topeka West.
 - Purchase adjacent property and remove overgrowth to both increase recreational space as well as improve safety and visibility
 - Improve lighting in and around the park to improve visibility and reduce vandalism
 - Install and upgrade facilities and equipment as necessary to maintain this neighborhood park



Figure 3: Regulation American Cornhole Association Beanbag Toss Court

- Meadowood Park:** This Park is located on Lyman Road, next to the Meadowood mobile home park. It is connected to Lyman road with a meandering sidewalk and is surrounded by greenspace for passive recreation. There are a few play equipment structures but plenty of room to add additional features. Potential additions could include park benches, picnic tables, basketball courts, and additional landscaping.



- Soldier Creek Trail:** This 1.8 mile pedestrian and bicycle trail connects Garfield Park to Lyman Road. It meanders past the Curtis Cemetery along the Old Soldier Creek channel. Once past the cemetery, the area around the trail opens up and becomes more of a nature trail. This trail should be extended to complete the North Topeka trail loop, as described in the Bikeways Master Plan. This will involve going further north and crossing Hwy 24 and also extending east from Garfield Park to run south along the levee. Additional trailhead access points should be added to make it easier to enjoy this recreational feature.
 - Access from NW Waddell St: A 10' wide sidepath could be installed connecting NW Tyler at Waddell St to the Soldier Creek Trail. This mid-trail connection would make it easier for people in the western portion of the neighborhood to access this trail, Garfield Park, and – when it's completed – the Levee Trail network.

- Access from NW Williams St: The Soldier Creek Trail could have a trailhead added to connect it to NW Williams St, by the YMCA campus. Long-term plans for this trailhead connection could also include a bridge spanning Soldier Creek to connect to NW Independence Ave. This would provide more direct access to the commercial and retail along Topeka Blvd for residents living in the central portion of the neighborhood.

Soldier Creek Trail



Adopt-a-Park

Adopt-a-park programs are good ways neighborhoods, school groups, churches, businesses, etc. can assist local governments with the ongoing maintenance of park facilities. The local government gets the benefit of volunteer labor and the sponsoring group gets the benefit of “ownership” of a community. The neighborhood should work with the Parks and Recreation Department and other neighborhood groups to form adopt-a-park programs with the two neighborhood parks.

Community Gardens

Community Gardens provide a huge opportunity to a neighborhood. Not only can vacant land be put to a use, but residents will have access to locally-grown healthy food. These gardens can build community spirit—something that is needed in North Topeka West—as well as provide an outdoor activity for residents. They can also be planted in areas that may be ill-suited for development, such as near the railroad tracks or other high-noise areas.

CIRCULATION AND INFRASTRUCTURE

North Topeka West's circulation grid reflects its non-traditional history in the interwoven fabric of its streets and alleys. The traditional grid pattern layout is present, especially when viewed with an aerial map. From a map such as this, it seems that the streets follow a normal extension from Historic North Topeka East and with several large streets running north and south from Highway 24. However, on a closer level, the apparent organization is interrupted with the railroad tracks, creating a canyon effect almost between the two halves of residential North Topeka West.

Not only do these tracks create a psychological barrier, they create a visual and physical barrier as well. Not all streets cross the tracks, making it hard for visitors to the neighborhood, and the at-grade intersections of the streets that do cross are unmaintained and rough. This rough crossing gives the impression of a rough neighborhood, further reinforcing the negative stereotypes so often associated with North Topeka as a whole.

New Major Street Projects

Tyler Street

Tyler Street collects most local traffic in the North Topeka West neighborhood and, running parallel to Topeka Boulevard, collects non-local traffic as well. This road had average daily traffic counts of 4,325 vehicles in 2013, roughly a quarter of what Topeka Boulevard carries. Its width ranges from a full-two lanes in the northern area to a narrow 16' further south as it approaches Morse. As this road carries industrial truck traffic as well as residential traffic, this could lead to conflicts along this route. Sidewalks, curbs, and gutters are not present along any of this street.

Taylor Street

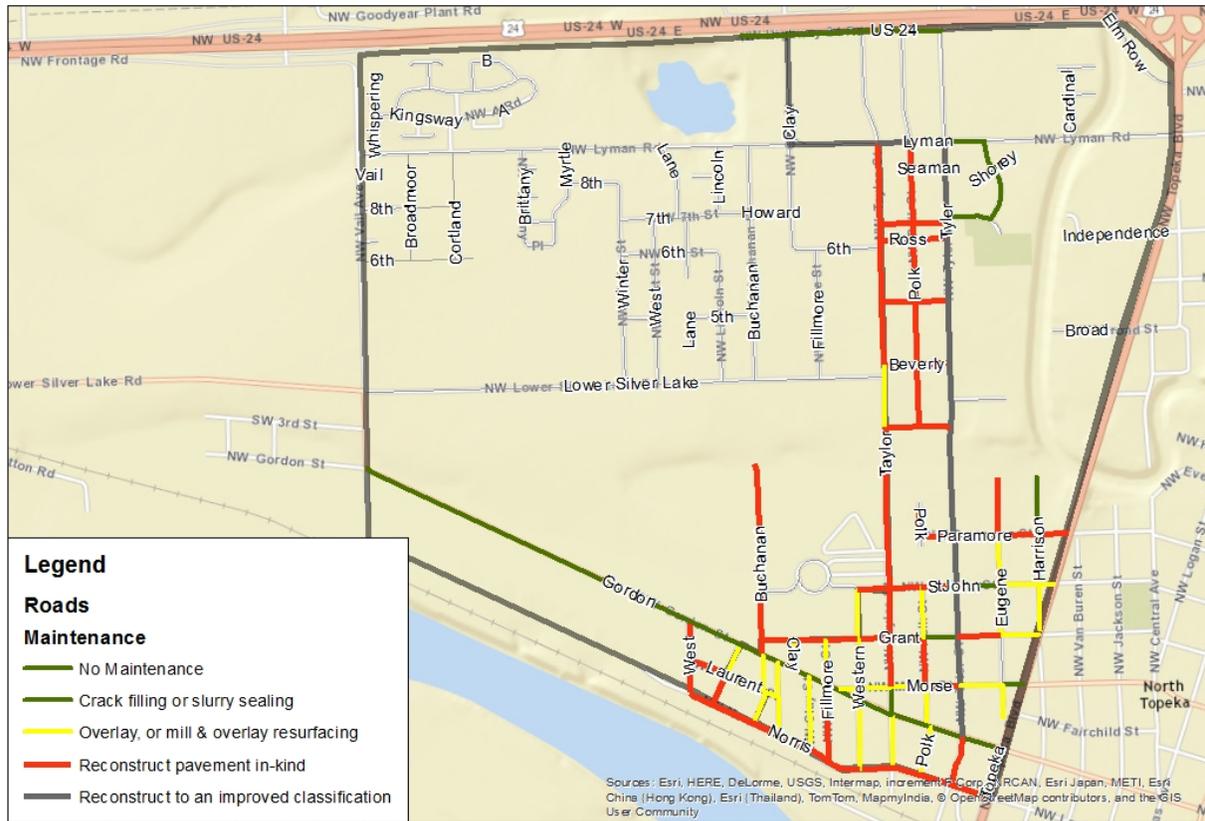
Taylor Street runs parallel to Tyler and provides a connection from Lower Silver Lake Road to Tyler St. It does not see as much traffic as Tyler and so does not have available traffic counts for it. However, it faces many of the same infrastructure challenges—narrow street width, pavement needing replacement, no sidewalks, ditch drainage instead of curbs and gutter, no storm sewer. However, because of the additional length, it will be more expensive to complete than Tyler. Due to the lower traffic demand, it is recommended that this be given a lower priority.

Lyman Road

Lyman Road provides an east-west connection for North Topeka East, connecting Topeka Boulevard to Vail, and then further east via frontage roads. Logan Elementary School is located on this road, adding to the average daily traffic counts of 2,980 vehicles in 2013. Currently, this two-lane road has a shoulder in some locations on the east end, tapering to just curbs and ditches west past NW Clay St. Sidewalks are not present along any of the street past Taylor.

Urban Infrastructure

North Topeka West Planning Area

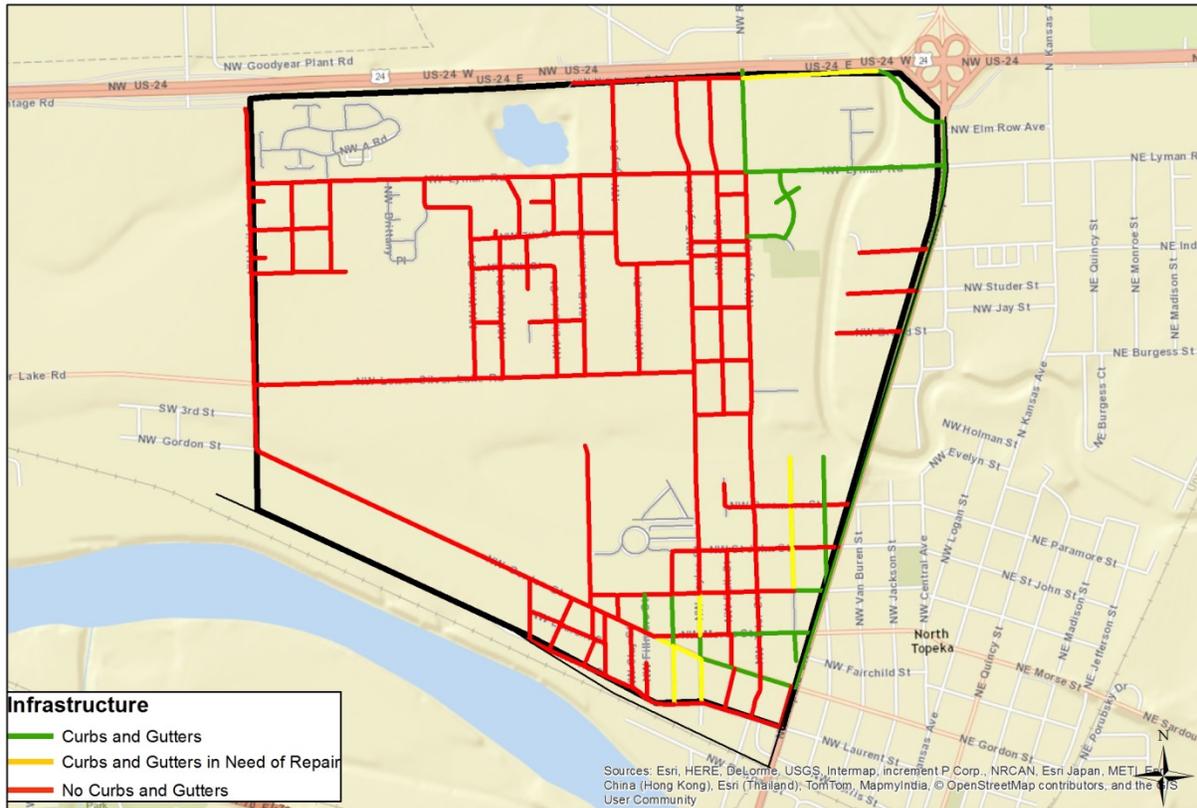


Streets

Streets in North Topeka West have a range of needs. Some just need maintenance such as filling in cracks or pot holes; others need to have a mill & overlay resurfacing; the rest need to be reconstructed. Of the ones that need to be reconstructed, NW Tyler needs to be built to a higher classification due to the traffic volume that it handles – a quarter of the traffic that NW Topeka Blvd handles.

Recognizing that not enough funding is available to repair all the roads here, road work in this area needs to be done strategically with the goal of maximizing the benefits to the neighborhood and leveraging funds from multiple funding sources.

North Topeka West Planning Area



Curbs and Gutters

Since North Topeka West already had many of its roads laid out before it became part of the City, roads were not built up to urban standards. But, in terms of storm water needs, there are really two different situations present in North Topeka West—one in the more residential settings where curb and gutter systems should be utilized for storm water management and one in the more agricultural areas where ditches are more appropriate.

Urban areas, such as around Tyler and Taylor streets, have so many residential properties along them it makes it hard to maintain a functional ditch drainage system. Not only are some of the ditches excessively deep—making it hard to keep the vegetation down—but with all of the driveway approaches, it's hard to keep debris clear and maintain a good channel for storm water. When there is this level of density, a curb and gutter storm water system proves useful.

In lower-density residential areas, the use of ditch drainage systems is not necessarily a bad thing so long as they are properly maintained. Maintenance is an on-going issue for the homeowners in terms of keeping vegetation trimmed, keeping the ditch clear of debris, and maintaining the culvert under their driveway. And, even with this array of preventative actions, some homeowners still find their property flooded if the ditch downstream of their property clogs and backs up stormwater. Best practices should be used to make sure the ditches function as well as possible—

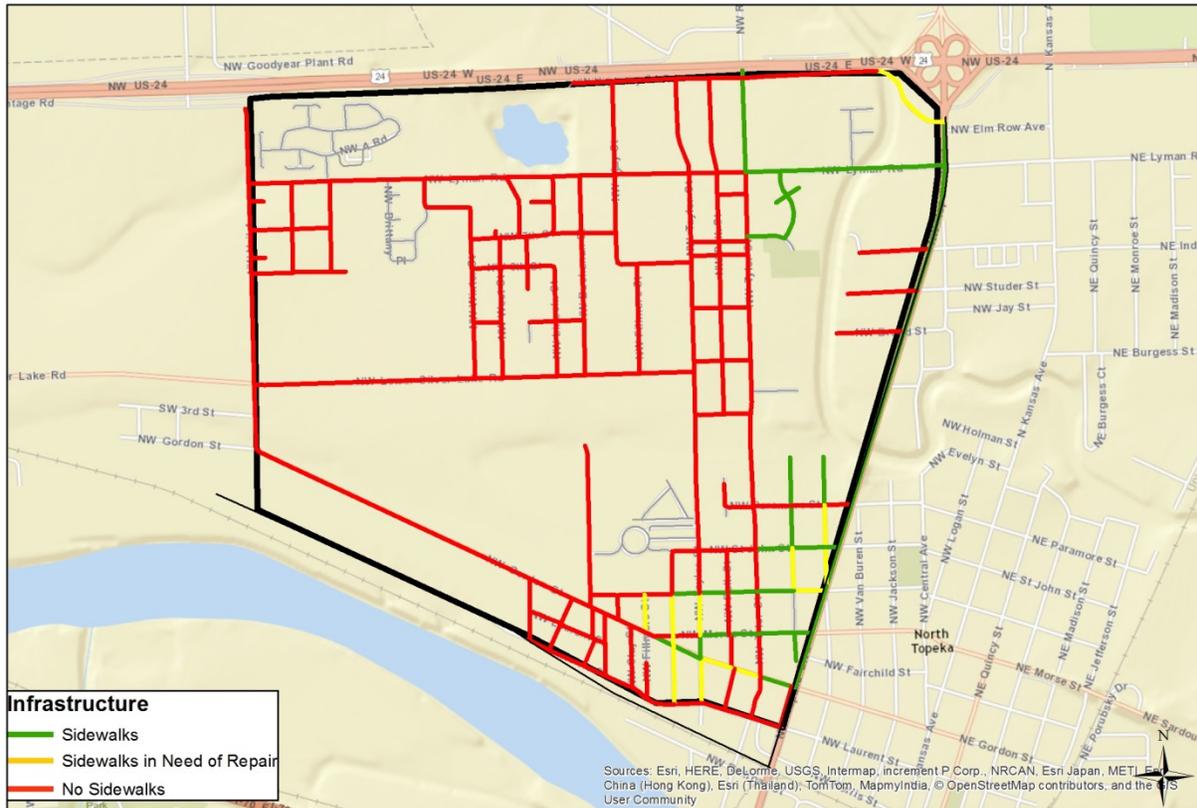
periodic removal of sediment deposits, mowing and weed control, and reseeding vegetation if needed to help with stormwater management.

Street Infrastructure Priorities & Recommendations

- The top priority in this section is the reconstruction of Tyler Street from Lyman Rd to Paramore to urban standards with sidewalks on both sides. This project should be placed on the City's CIP list as the cost for this reconstruction project would exceed available SORT funding.
- Paramore St is a good candidate for being revitalized as a "complete street," with repaving, new curbs, and sidewalks on both sides.
- Long-term funding for improving Lyman Road from Taylor to Vail should be secured and this road upgraded to a 3-lane collector with sidewalks for both pedestrian and vehicular safety.
- Mill and overlay projects should be undertaken on the interior neighborhood streets east of Taylor, with the understanding that not all of the streets were ever sufficiently constructed to urban standards. Some streets would require complete reconstruction, which may not be feasible with limited resources. Streets should be triaged so that the most used streets, with the most impact to the most amount of residents receive highest priority.



North Topeka West Planning Area



Sidewalks

Adding sidewalks is a priority for the neighborhood. In the 2010 Census, there were almost 1000 children under the age of 19 in this area, many of which may walk to school, to the park, or to see their friends. This basic infrastructure which most people take for granted is essential for neighborhood connectivity, ownership, and a necessity for areas where people may not have their own cars. The map above shows the roads which do not have sidewalks on at least one side of the street. Completing the sidewalk network should be considered a priority.

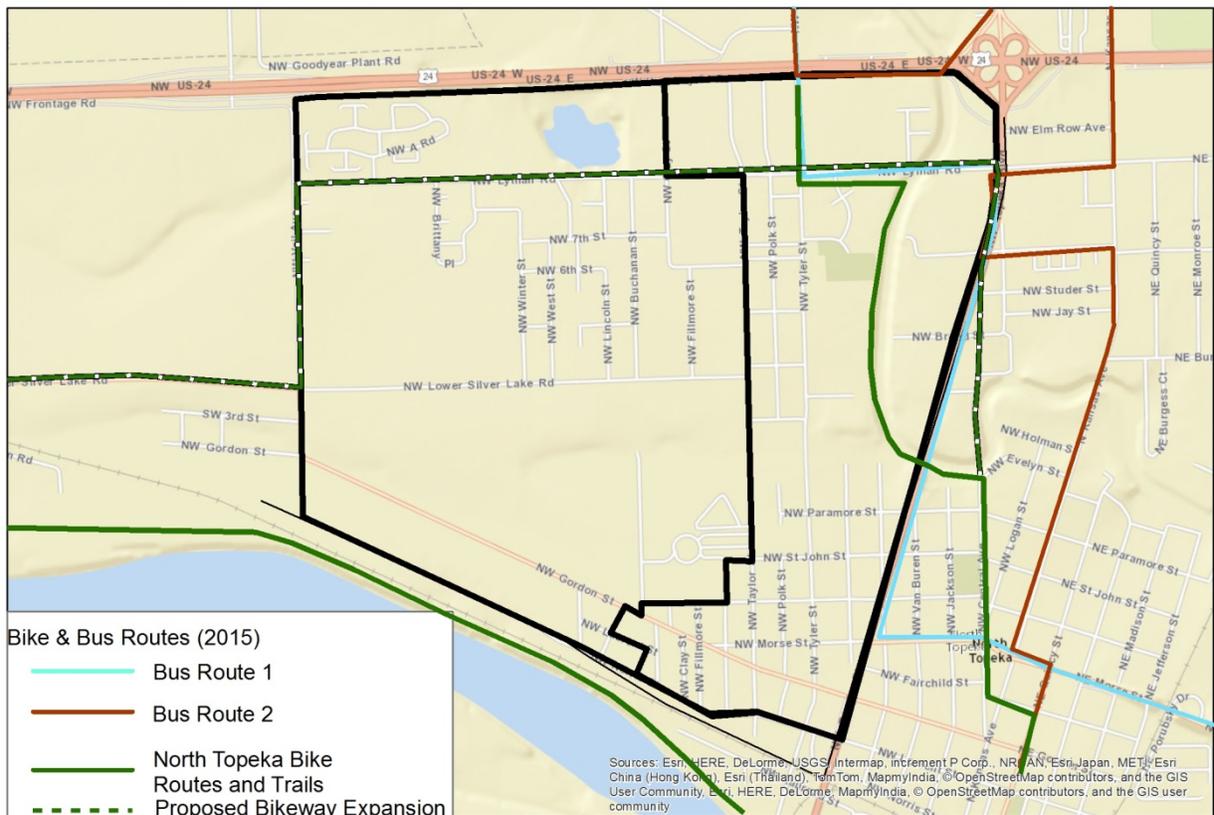
A Safe Routes to Schools study, or one modeled after such, should be undertaken to determine the most commonly used routes to school by children and barriers preventing more people from using them. Action steps and implementation methods should then be identified to systematically address the barriers, both in infrastructure improvements, and in short-term improvements such as pavement markings or code enforcement.

Additionally, the City's Pedestrian Plan identified North Topeka West as a high priority area for infill sidewalks. While much of this will focus on major street sidewalks, around community centers, and bus routes, there will be funding for infill sidewalks throughout the neighborhood as well. The map above shows where sidewalks are located in North Topeka West, highlighting the lack of connectivity in the internal pedestrian network.

Planning for People not Cars

Looking at North Topeka West from a public health standpoint as well as from an economic standpoint, it is important to ensure that planning for pedestrian improvements occurs alongside planning for roadway infrastructure. Not everyone in North Topeka West has access to a vehicle. To get to where they need to go, people walk, ride a bike, or take a bus. The following section includes recommendations for improvements in the neighborhood to create a walkable, bikeable neighborhood that supports the goals of the Topeka Bikeways Master Plan and the Topeka Pedestrian Plan.

North Topeka West Planning Area



Bike and Bus Routes

Bike Route 23: North Topeka Bikeway

This route crosses into North Topeka on the Kansas Avenue Bridge, meanders through Historic North Topeka East until it joins with the Solider Creek Trail, and then continues to Lyman Road and on to Rochester Rd. Most of this trail shares roadway with vehicular traffic, except for the portion along Soldier Creek Trail.

Soldier Creek Trail

This paved trail runs alongside the Soldier Creek from Garfield Park in Historic North Topeka East to Lyman Road in North Topeka West.

Levee Trail

This trail runs along the top of the north side of the Kansas River levee, connecting the east end of Soldier Creek Trail at Garfield Park to Brickyard and Lower Silver Lake Roads to the west.

Topeka Metro Route #1: Oakland

This route connects North Topeka to the Quincy Street Station by way of Topeka Boulevard and Oakland.

Topeka Metro Route #2: North Topeka

This route runs from the Quincy Street Station across the Kansas Avenue Bridge into North Topeka. It continues down Kansas Avenue to the apartment complexes on Walnut Grove Drive, and over to the Walmart and Dillon's complex before returning by the same route.

Sidewalk and Pedestrian Recommendations:

- Sidewalks identified for needed improvements through the Pedestrian Master Plan process should be given priority in the selected target areas.
- A pedestrian connection should be completed linking the north-south residential corridor with the school on Lyman Road.
- Advocate for continued public transportation, as elderly and low-income residents are less likely to have personal vehicles. Make access convenient, and safe, and provide bus shelters at more in-demand locations.
- Leverage funding from multiple sources such as state and federal grants and various funding streams to continue improving sidewalk connections throughout North Topeka West.



COMMERCIAL CORRIDORS

From its roots in Pappan's Ferry, retail and commercial uses in North Topeka have always been practical and purposeful. With that in mind, the following recommendations serve to illustrate desired types of future growth, compatible development, and ways to serve the needs of the North Topeka community.

North Topeka Boulevard

This is the main commercial corridor for North Topeka West. A variety of services can be found here, ranging from hair care to car care, and a variety of practical things in between. There are two distinct sections of the Boulevard, with different types of services to be found in each.

The South Half of the Boulevard

This section of the Boulevard has more local businesses, with a little more of an industrial feel to it. A well-maintained auto-sales lot sits at the foot of the Topeka Boulevard Bridge, with a hair shop located across the street. Other auto sales and services, both on the East and West side of the Boulevard, complete this area. While not industrial per se, the auto-service oriented businesses lend a different feel to the street than would strip malls and restaurants.



Recommendations:

- Encourage local businesses, especially goods and service oriented businesses
- Encourage restaurants
- Encourage redevelopment of parcels along Topeka Blvd to benefit neighborhood, including Heidelberg Café lot, and the old used auto sales lot in Historic North Topeka East side
- Identify a location for gateway signage to draw attention to neighborhood, perhaps around the Soldier Creek Trail and Topeka Boulevard intersection

The North Half of the Boulevard

Just north of the Soldier Creek Trail continues one last industrial-type facility before the uses transition over to more goods-oriented shopping. Here you will find auto parts stores, strip malls with restaurants, hair care, tax professionals, and medical services, print shops, and restaurants. National chain restaurants appear up here, with several fast-food and pizza shops being represented. Dry cleaning services, a pharmacy, and hometown-style hardware stores are also found in this area.



Recommendations:

- High-quality building design should be emphasized, as can already be seen in the renovated McDonald's building and the new Walgreen's building
- Building design should incorporate pedestrian scaling and detailing, like the awnings and windows shown below, and solid walls facing the street should be avoided
- Encourage the reuse and repurposing of existing buildings and infill development on vacant lots to fill in the street frontage along this corridor
- New commercial development should have parking lots located behind the buildings or landscaped to break up the view from Topeka Blvd



Solid building frontages should be avoided along Topeka Blvd. The lack of windows creates an empty corridor with no reason for pedestrian interaction. Details such as windows, awnings, and enhanced doorways all increase the dynamic between the building, the pedestrian, and the street frontage and should be encouraged in new developments along Topeka Blvd.

The stone building below was built in 1941 and has seen a wide range of uses—from a grocery store to a skating rink, a furniture store to a printing business. This highlights the versatility that these buildings have and how they can be reused so the street still maintains its character. After 75 years it would be a shame to see some of these buildings replaced.



The Highway 24/Lyman Rd/Topeka Blvd Area

This commercial area has strong development potential. With the access road fronting Highway 24, the Holiday Inn Express, and the Sutherlands anchor store, this section is solidly planted for commercial development. When one takes into account the Walmart/Dillon's development across Highway 24, it is evident that commercial uses will continue to grow in this location. The wide, open space to the southeast of the Holiday Inn Express would allow for a substantial, planned development to go in, further supplementing the commercial offerings of this area. Continuing development could include more large-scale retailers, more hotels, restaurants, or entertainment options.



In regards specifically to the Hwy 24/Topeka Blvd intersection, the commercial buildings located on the southwest corner are in a moderately visible yet difficult to access location. While they can be seen from both the Highway and the Boulevard, accessing them off the Boulevard means crossing the traffic merging on to the street from Highway 24. And, to access this area from the Highway requires driving down towards NW Tyler St and turning onto the frontage road either at the unprotected crossing by the Holiday Inn Express or going to the intersection of NW Tyler and Hwy 24. Increasing the amount of commercial development in this overall area would help mitigate some of the access difficulties, making this area have more of a “pull” effect on shoppers and diners.



Recommendations:

- Encourage sensitive expansion of these uses in areas fronting Hwy 24 or the frontage road, expanding commercial while still respecting the neighborhood around it
- Encourage the transition of land uses to continue towards consumer-oriented services
- Continue expanding commercial development in this area along Highway 24 as described in the Land Use and Growth Management Plan – 2040
- Prevent the “sea of parking lots” either by locating lots behind buildings or use of landscaping
- Encourage high-quality designed commercial development

VI. IMPLEMENTATION

“Be not afraid of growing slowly; be afraid only of standing still.”

-Chinese Proverb

After completing the planning process, action and implementation are essential. After identifying goals and target areas, the next logical step is taking action to achieve those goals. The implementation section of a plan identifies specific steps to be taken and by whom, and places a timeline on completing these steps. This allows for progress of the community’s vision to be tracked and evaluated. This section should be used by all stakeholders to guide their decision-making in implementing the priorities of the Plan.

KEY ACTION PRIORITIES

The meetings with the Neighborhood Improvement Association and Steering Committee brought up ideas for implementing specific strategies and actions in this Plan. The community was surveyed at the final meeting to determine their priorities for action. The actions below are organized based on the rankings received at that meeting and are not necessarily inclusive of all potential actions, but a checklist of some of the more significant actions that should be taken.

Potential Infrastructure Projects

- Reconstruct Tyler Rd from Beverly to Lyman to complete street standards
- Acquire land adjacent to McKinley Park to expand the facility
- Triage roads in target block group and repair 1’s (fill cracks) and 2’s (mill & overlays)
- Identify 2-3 blocks of street reconstruction to complete in southern part of block group
- Implement Bikeways Master Plan recommendations through on-street markings, signage, and other street treatments
- Repair existing curbs and sidewalks throughout neighborhood
- Build a gateway sign identifying North Topeka around Solider Creek Trail crossing
- Reconstruct Paramore to complete street standards
- Safety/security lighting at McKinley Park
- Sidewalks on Gordon
- Infill sidewalks
- Midblock crosswalk at Tyler (by Sutherlands and K-Mart)
- Sidewalk on west side of Rochester & Hwy 24
- Multiuse bridge connecting Soldier Creek Trail to Topeka Blvd
- Pave alleys

The tables below show the cost and timing of infrastructure improvements for the proposed target areas and other infrastructure recommendations of the plan. By combining several major actions within a concentrated area of a neighborhood, a greater cumulative impact can be realized than if they were dispersed throughout the larger planning area. In this manner, it is intended that multiple target areas can be worked on in various stages of completion. Once the first area is “finished”, the majority of the public investment can then be shifted to the second area, then the third, etc.

Important Note: The priorities and costs estimates for infrastructure and housing rehabilitation projects in the neighborhood are provided for *informational purposes only* and should not be relied upon for future costs or as actual bids for future projects. Increases in material costs, overhead and labor can change greatly in a short period of time. Funding is subject to availability as provided by federal grants and the governing body, and allocations change annually. The housing costs in the following tables represent subsidies from City Consolidated Plan funding (CDBG/HOME) and are intended to leverage private dollars. Costs for infrastructure and parks reflect City of Topeka capital costs from sources typically found within the City’s Capital Improvement Program (CIP), unless otherwise indicated. Cost assumptions are detailed at the bottom of this section.

Central Target Area (Primary)

Streets (mill & overlay, curbs, sidewalk)	Source	1-3 Years	3-5 Years	5+ Years
NW Harrison from Paramore to Topeka	GO Bonds	\$155,000		
NW Grant from Topeka to Eugene	GO Bonds	\$37,000		
NW Eugene from Grant to Paramore	GO Bonds	\$356,000		
NW St John from Harrison to Eugene	GO Bonds	\$189,000		
<i>(Streets Total)</i>		\$737,000		
Alleys				
NW Harrison from Paramore to St John	GO Bonds	\$85,000		
NW Harrison from St John to Grant	GO Bonds	\$85,000		
NW Eugene from Paramore to St John	GO Bonds	\$85,000		
NW Eugene from St John to Grant	GO Bonds	\$85,000		
<i>(Alleys Total)</i>		\$340,000		
Other Projects				
Curb repair in primary area	GO Bonds, CDBG,	\$50,000		
McKinley Park expansion & improvements	GO Bonds, CDBG,	\$70,000		
Midblock crosswalk in 2200 blk Tyler	GO Bonds, CDBG,	\$2,000		
Gateway enhancements	GO Bonds, CDBG,	\$10,000		
<i>(Other Projects Total)</i>		\$134,000		
<i>Design and Contingency</i>		\$189,000		
ALL INFRASTRUCTURE PROJECTS TOTAL		\$1,400,000		
Housing Rehabilitation				
Primary and Secondary Area	CDBG, HOME	\$509,000		
<i>(Housing Total)</i>		(\$509,000)		
INFRASTRUCTURE AND HOUSING PROJECTS TOTAL		\$1,909,000		

Neighborhood Wide Projects

	Source	1-3 Years	3-5 Years	5-8 Years	Unfunded
Pedestrian Plan Priority Areas (e.g., McKinley Park)	Pedestrian Plan Funding		\$500,000		
Neighborhood Street Repair	½ cent sales tax		\$1,000,000		
Tyler St Reconstruction (Lyman to Paramore)	GO Bonds			\$3,500,000	
Taylor St Reconstruction, Morse to Lyman	<i>Unknown</i>				\$4,200,000
Lyman St Reconstruction	<i>Unknown</i>				\$5,350,000
Multiuse Path at Waddell	<i>Unknown</i>				\$50,000
(Projects Total)					
		-	\$1,600,000	\$3,500,000	\$9,600,000
ALL INFRASTRUCTURE PROJECTS TOTAL					

Assumptions:

Total street reconstruction (curb/gutter): \$380/linear foot

Alleys (concrete): \$85,000

Curbs and gutters: \$32/linear foot

Sidewalks: \$32/linear foot

ADA sidewalk ramps: \$1000

Average Acquisition = \$35,000/residential unit

Average Demolition = \$7,500/ unit

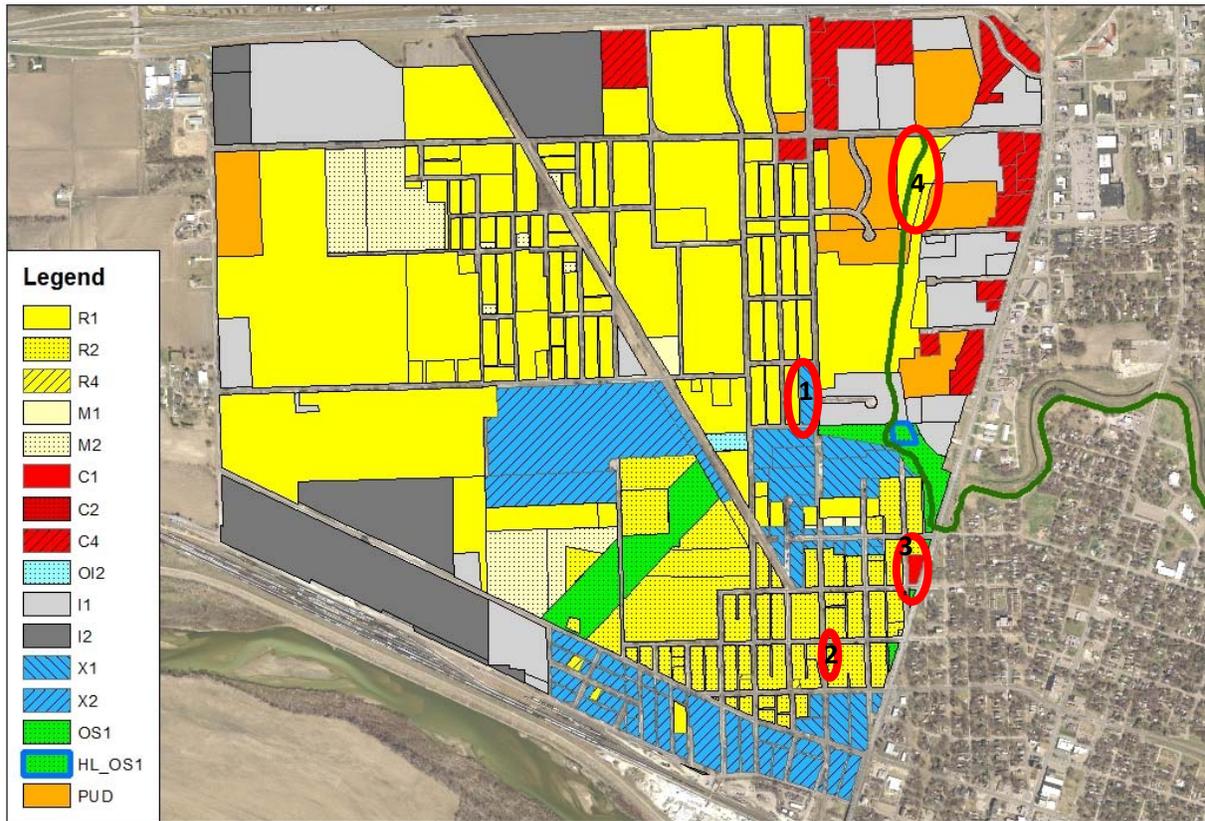
40% for design, engineering, and contingency

REZONING

There are a few areas in North Topeka West where the current zoning is inconsistent with the Future Land Use Plan. A rezoning should be initiated by the Planning Commission or property owners to reflect such (see Map 13 for the Proposed Zoning Map).

1. 1700 Block of NW Tyler, East Side to X-1
2. 1229 NW Eugene St to R-2
3. 1409 NW Topeka to C-1 or C-2 with a PUD (by developer)
4. Two unaddressed properties on NW Lyman Rd between Shorey Estates and Soldier Creek Trail to R-1

North Topeka West Planning Area



North Topeka West Primary Target Area



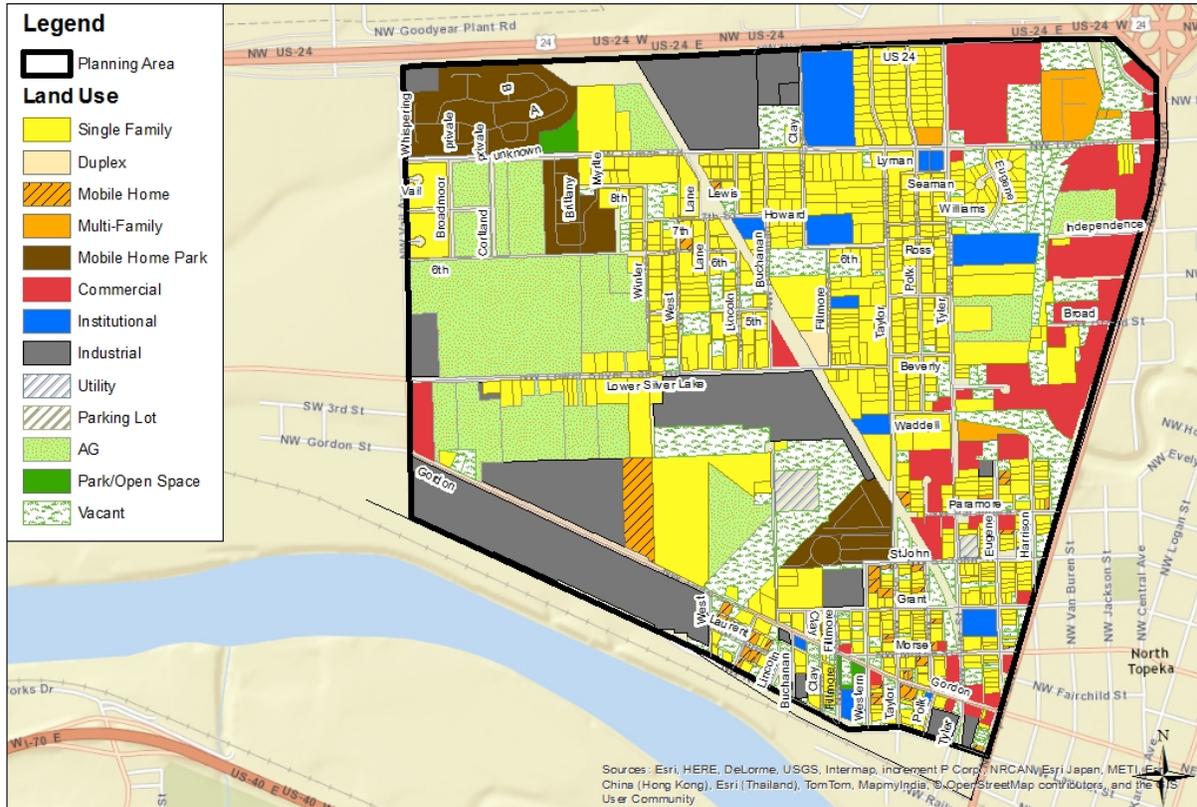
North Topeka West Secondary Target Area



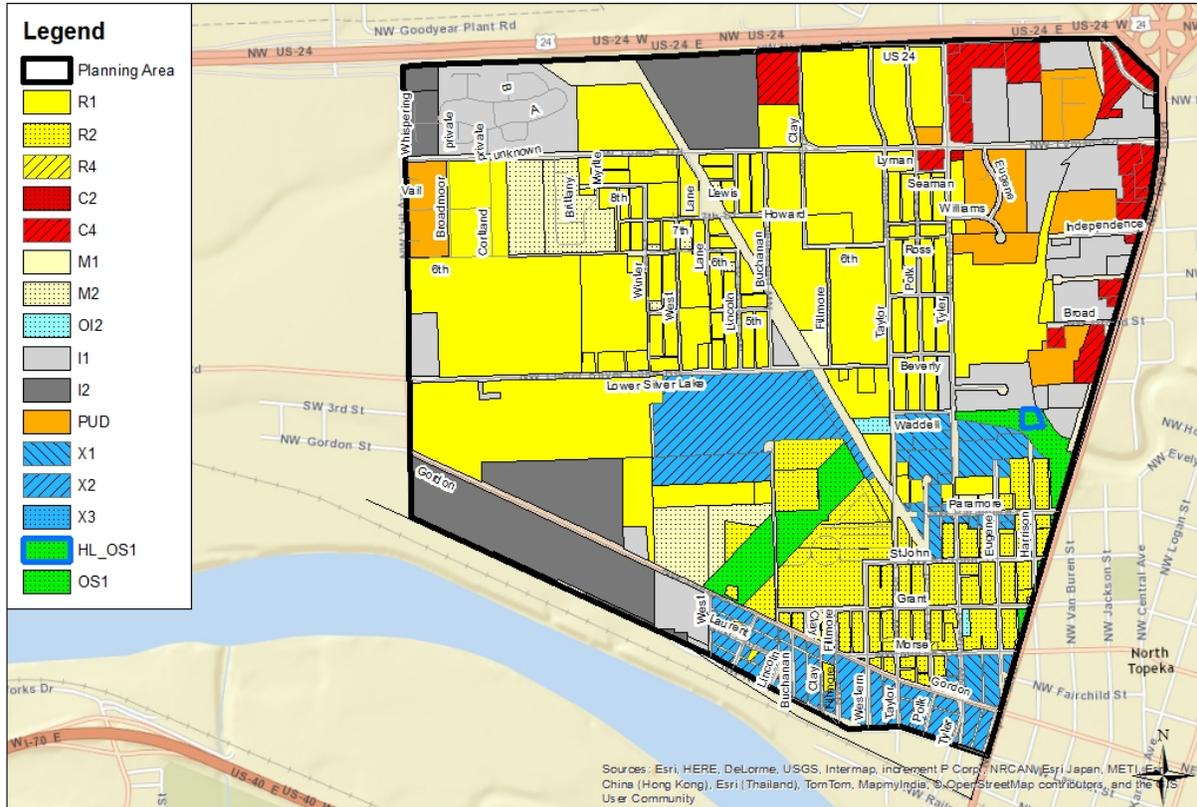
APPENDIX A: MAPS

Map 1: Current Land Use

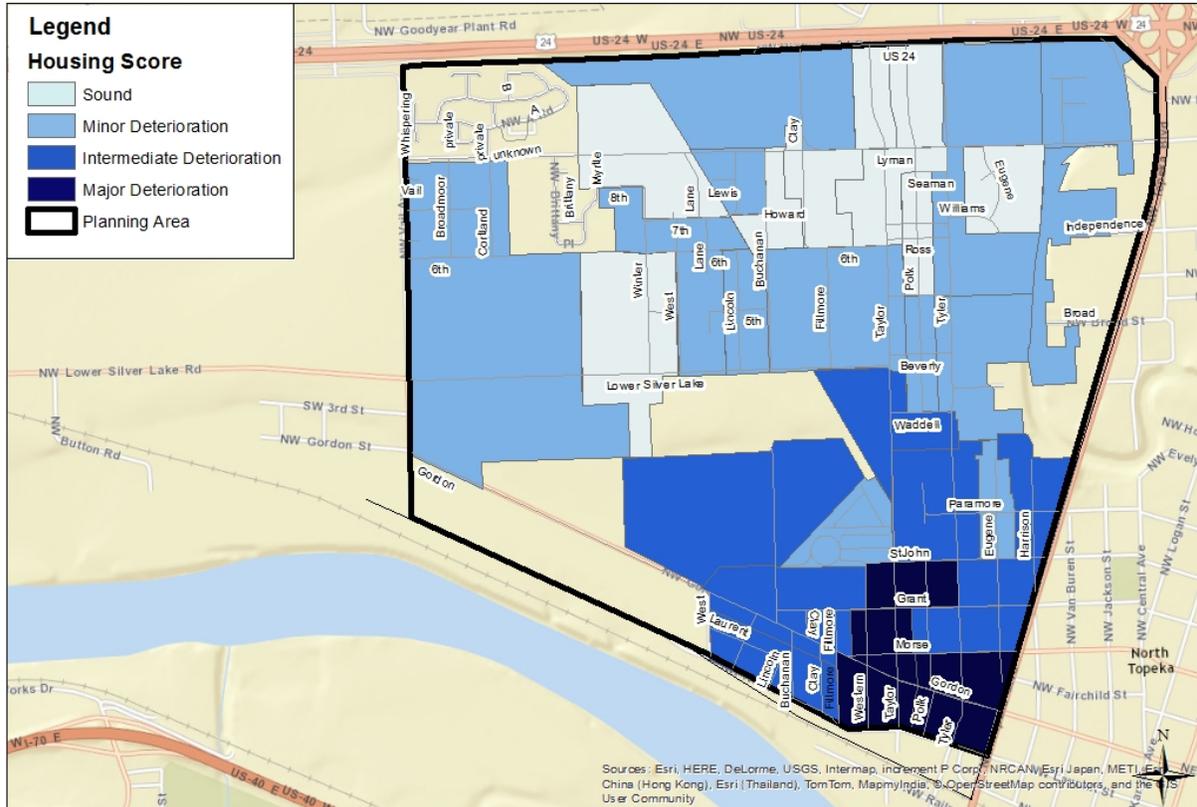
North Topeka West Planning Area



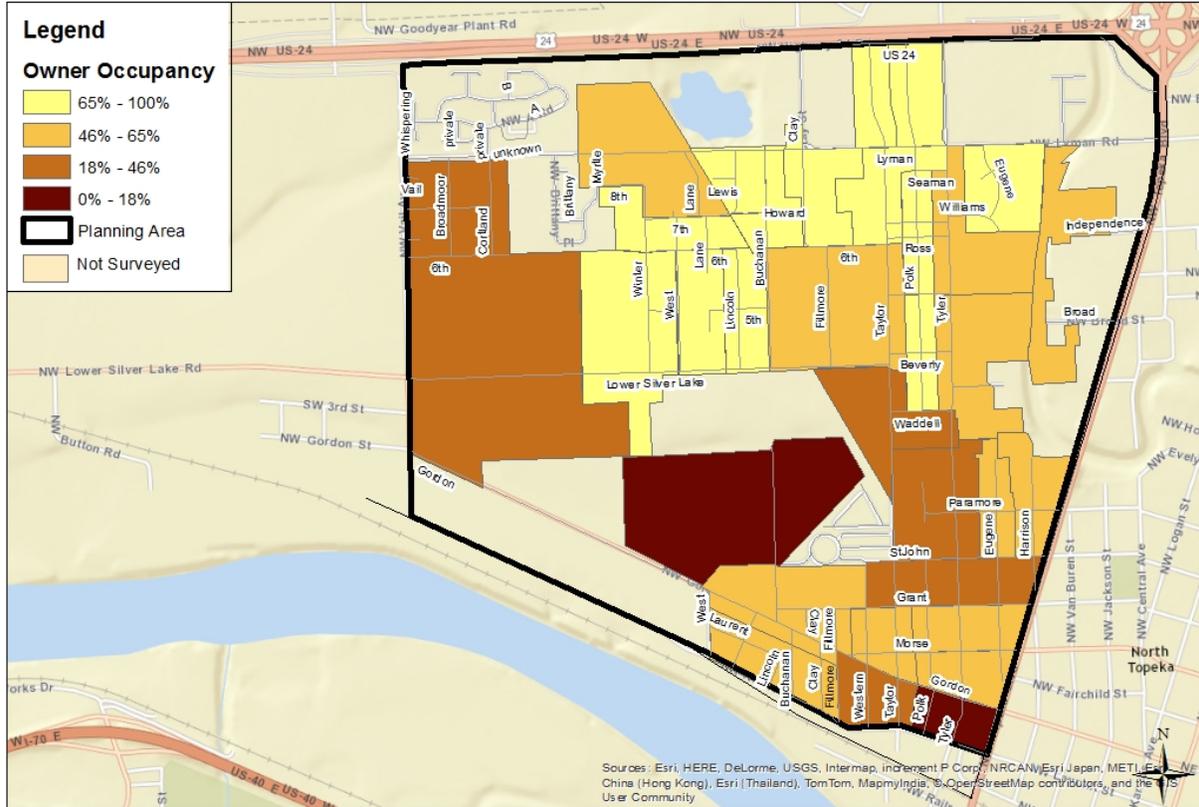
North Topeka West Planning Area



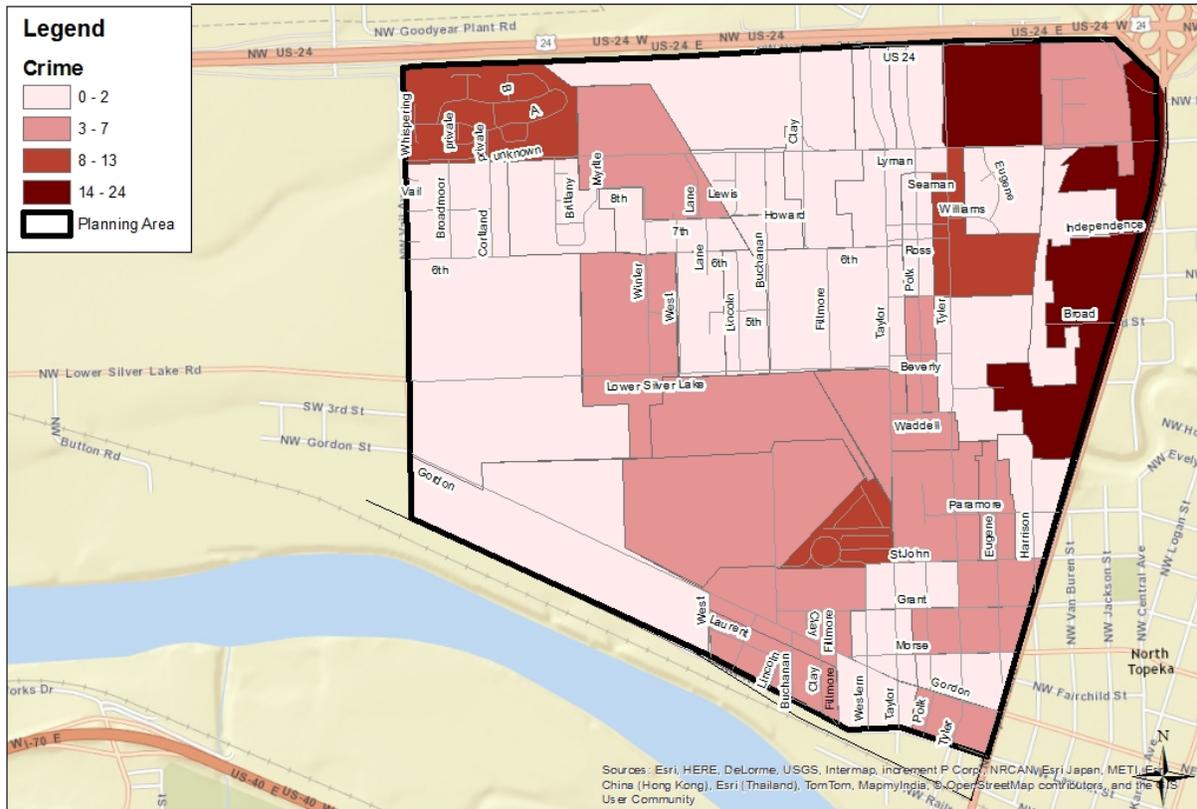
North Topeka West Planning Area



North Topeka West Planning Area



North Topeka West Planning Area



APPENDIX B: TABLES

Table 1: Land Use

	Parcels	% Total	Acres	% Total
Single Family	659	65.3%	313	31.8%
Duplex	1	0.1%	2	0.2%
Mobile Home	45	4.5%	18	1.9%
Multi-Family	6	0.6%	15	1.6%
Mobile Home Park	5	0.5%	67	6.9%
Commercial	80	7.9%	91	9.3%
Institutional	13	1.3%	36	3.7%
Industrial	16	1.6%	145	14.7%
Utilities	2	0.2%	6	0.6%
Parking Lots	4	0.4%	1	0.1%
Agriculture	16	1.6%	156	15.9%
Parks and Open Space	5	0.5%	4	0.4%
Vacant	157	15.6%	129	13.0%
Right-of-Way			173	
Grand Total	1009		1156	

Table 2: Housing Density

	# Units	% Total	Total Acres	Units/Acre
Single Family	677	52.1%	312.9	2.2
Duplex	10	0.8%	1.8	5.5
Mobile Home	56	4.3%	18.3	3.1
Multi-Family	121	9.3%	15.5	7.8
Mobile Home Park	433	33.3%	67.4	6.4
Agriculture (secondary use)	3	0.2%	156.3	0.02
Net Density Residential	1300	100%	572.1	2.3
Net Density All			984.1	1.3
Gross Density (w/ ROW)			1156.4	1.12

Table 3: Housing Conditions

Housing Conditions

Sound	422
Intermediate Deficiencies	144
Deteriorating	107
Dilapidated	68

Table 4: Owner Occupancy

Housing Ownership of Single Family Residences

Owner-Occupied Units	458
Renter-Occupied Units	261
Vacant Units	11

Table 5: Average Appraised Property Values

Average Appraised Property Values

Single Family	\$63,315
Duplex	\$732,350
Mobile Home	\$6,266
Multi-Family	\$811,963
Mobile Home Park	\$1,102,140

Table 6: Logan Elementary School

Category	State of Kansas			District 345			Logan Elementary School		
	State 2003	State 2013	Change	District 2003	District 2013	Change	2010	2013	Change
Economically Disadvantaged Students	37.5%	49.9%	-25%	21.1%	34.7%	-39%	63.1%	64.6%	-2%
Attendance	94.8%	94.9%	0	3,404	3,930	-13%	559	567	-1%
ELL Students	5.1%	8.3%	39%	0%	0.2%		2.5%	0	
Reading-- % @ Prof and Above	65.7%	85.7%	-23%	76.2%	91.1%	-16%	88.7%	81.6%	9%
Math-- % @ Prof and Above	53.9%	79.5%	-32%	73.3%	86.5%	-15%	83.5%	78.4%	7%

Table 7: Population and Race

	2010	2000	% Change 2000-2010	1990	% Change 1990-2000
Population	2,537	2,436	4%	2,823	-14%
Male	1,264	1,261	0%	1,337	-6%
Female	1,273	1,175	8%	1,486	-21%
White	2,138	2,120	1%	2,502	-15%
Black	123	129	-5%	212	-39%
Other	276	186	48%	109	71%
Hispanic	155	131	18%	147	11%
Not Hispanic	2,381	2,305	3%	2,676	-14%

Table 8: Age

Age	2010	2000	% Change 2000-2010	1990	% Change 1990-2000
>5	236	191	24%	238	-20%
5 to 9	187	165	13%	294	-44%
10 to 14	149	155	-4%	183	-15%
15 to 19	343	311	10%	221	41%
20 to 24	111	180	-38%	246	-27%
25 to 34	332	323	3%	509	-37%
35 to 44	270	379	-29%	288	32%
45 to 54	295	258	14%	268	-4%
55 to 64	275	192	43%	273	-30%
65 and older	338	281	20%	340	-17%

Table 9: Households

	2010	2000	% Change 2000-2010	1990	% Change 1990-2000
Households	912	932		1,077	
Topeka Avg. Household Median Income	\$40,342	\$35,928	12.29%	\$26,774	34.19%
NTW Avg. HH Median Income	\$33,050	\$29,624	1.12%	\$20,869	1.42%
NTW %MHI	82%	82%			78%
Housing Units	1,001	990		1,177	

APPENDIX C: MEETING SURVEY

What one thing do you like and want to preserve about North Topeka West?

- McKinley Park—kids need it, need more small parks
- Preserve historic sites—school by McKinley Park—Brown v Board
- Shunga creek trail expansion/connections
- Tight knit community
- Parks and schools
- Quiet neighborhood
- Preserve and improve McKinley Park
- The historical aspects and appeal of North Topeka
- I like and want to preserve McKinley Park
- There's a lot of history here and people have roots to McKinley park and school
- Preserve the school and make it an asset to the neighborhood
- Good people, kind, care about their community
- Nice place for seniors
- Local businesses as well as larger chain stores

What one thing would you fix or change about North Topeka West?

- Fix/repair McKinley School
- Hold commercial structures accountable to City code
- More code enforcement
- Infrastructure—street repairs, water standing in street, rail road crossings
- More sidewalks
- Tyler brought up from Paramore to Lyman
- Bikeways/designated
- Water drainage improved in w. Lyman/northwest area
- Make sure mobile homes are maintained
- Maintain property—cut grass, maintain up to code,
- More education regarding contract-to-own property sales
- Standards of housing should be required to keep them up
- No more vacant properties—they're not safe. Knock them down or fix them up
- Safe community centers—places for families and children
- Have a special pick up/clean up in the area to get rid of brush, junk, trash, etc.
- Fix railroad track to Goodyear
- Improve the drainage ditch by the trailer park up north
- Address/reduce cars, trucks & trailers parked in streets
- Also, address/reduce cars and trucks parked in yards
- Fix streets and drainage
- No more mobile home parks
- Fix railroad crossing at Lyman and Lane
- Improve/fix the basketball goal and the bathroom at McKinley Park—lots of kids use and it's a huge asset to the community
- General lighting—streetlights?

- Roadways
- Fix potholes
- Add streetlights
- Less crime, gunshots, vandalism
- Traffic control
- Better safety and more police on the streets
- Activities for kids—Boys & Girls Club, community center after school care
- Affordable housing
- More kid-friendly
- Park improvements

What would you like to see in 15 years?

- More senior housing, low-income housing apartments
- Curb/gutter, good infrastructure
- Street lighting
- Extend Buchanan out to L.S.L Rd (used to be)
- No more trailer parks
- Owners take pride in their property
- Better renters/screening/property management
- More cooperation between Landlord Association and the City to make better landlords
- Expand the trail and bike network
- More businesses—they bring money and jobs to the community. Would bring so much positivity that will take away from as much crime and negativity
- Employment and businesses would bring wonders to this community 😊
- Less trailer parks
- People maintaining their yards—keeping trees and bushes neat and cleaning out weeds
- Better streets and sidewalks
- Nice restaurants other than fast food
- A cleaner neighborhood
- McKinley school fixed up and used for a good purpose like senior housing, like Curtis Jr. High
- A changed impression of what North Topeka is like
- Less bars and more restaurants
- Incentive programs to help small businesses
- Greater sense of community
- Help elderly and disabled with lawn care and maintenance
- More people working together

APPENDIX D: HOUSING AND INFRASTRUCTURE SURVEYS

Criteria Used to Evaluate Housing Structural Defects

Minor Defects – deficiencies corrected during the course of regular maintenance.

- Missing shrubbery or bare spots on lawn, trash and garbage accumulation
- Deteriorated or lacking window screens.
- Weathered paint, minor painting needed.
- Wear on or light damage to steps, window and door sills, frames and porches.
- Weathering of mortar and small amounts of loose, missing material between bricks.
- Cracked window panes, loose putty.
- Handrails deteriorated or missing.
- Missing splash blocks at foot of down spouts.
- Lacking porch lights.

Intermediate Defects – deficiencies serious enough to require more extensive repair than required by regular maintenance.

- Gutters or drain spouts rotten or parts missing.
- Sagging, cracked, rotted or missing roofing, overhang or lattice work.
- Foundation or bearing walls cracked or sagging or with loose, missing material.
- Erosion of landscape due to improper drainage, abandoned vehicle, cracked or uneven sidewalks.
- Deteriorated fencing with loose or missing material.
- Rotted, cracked or sagging porches, columns, door frames and stairways.
- Cracked or missing material from chimney.
- Broken or missing window panes and/or rotted window sills.
- Peeling or cracked paint, complete paint job needed.
- Damaged or missing air vents in foundation.

Major Defects – condition of structural components which can be corrected only by major repairs.

- Holes, open cracks, rotted or missing material in foundations, walls, roofing, porches, columns, etc.
- Sagging or leaning of any portion of house indicating insufficient load bearing capacity: foundation, walls, porches, chimneys.
- Defective conditions caused by storms, fires, floods or land settlements.
- Inadequate or poor quality material used in permanent construction.
- Inadequate conversion for use involved.
- Major deteriorated or dilapidated out building or garage.
- Evidence of a lack of, or inadequate indoor plumbing such as no roof vents.

Category

Definition

Buildings/Properties

***Minor Deficiencies
(Sound)***

No major defects and no more than 1 intermediate defect and less than 4 minor defects. (3 points)

Intermediate Deficiencies

No major defects with 2 or more intermediate defects; no major defects with 1 intermediate defect and 4 or more minor defects. (2 points)

Major Deficiencies

1 to 4 (5+ is dilapidated) major defects in combination with intermediate or minor defects. (1 point)

Blocks

Sound

Average 3.0 – 2.5 points per block

Minor Deterioration

Average 2.49 – 2.0 points per block

Intermediate Deterioration

Average 1.99 – 1.5 points per block

Significant Deterioration

Average less than 1.5 points per block

Infrastructure Rating System

Criteria used for Evaluation:

Sidewalks:

- 3= No defects in sidewalk
- 2= Minor defects- partially overgrown with weeds and grass or broken, cracked (< 25% disrepair/substandard)
- 1= Intermediate defects- Completely missing segments within that block area, broken and cracked segments, completely overgrown with weeds and grass (> 25% disrepair)
- 0= Major defects- No sidewalks

Curbs and Gutters

- 3= No defects in curbs and gutters
- 2= Minor defects- Covered up by weeds (< 25 % disrepair/substandard); not draining (standing debris)
- 1= Intermediate defects- Broken, cracked, missing segments of curbing (> 25 % disrepair)
- 0= Major defects- None existent; drainage ditches

Streets:

- 3= No defects- concrete or asphalt, even, draining
- 2= Minor defects- uneven concrete/asphalt and/or significant pot holes, cracks, broken pavement (<25% disrepair/substandard)
- 1= Intermediate defects- uneven concrete/asphalt and/or significant pot holes, cracks, broken pavement (> 25% disrepair/substandard)
- 0= Major- gravel or dirt; road incomplete or dead-ends; street one-lane and does not allow cars to pass; or any combination of these.

Alleys:

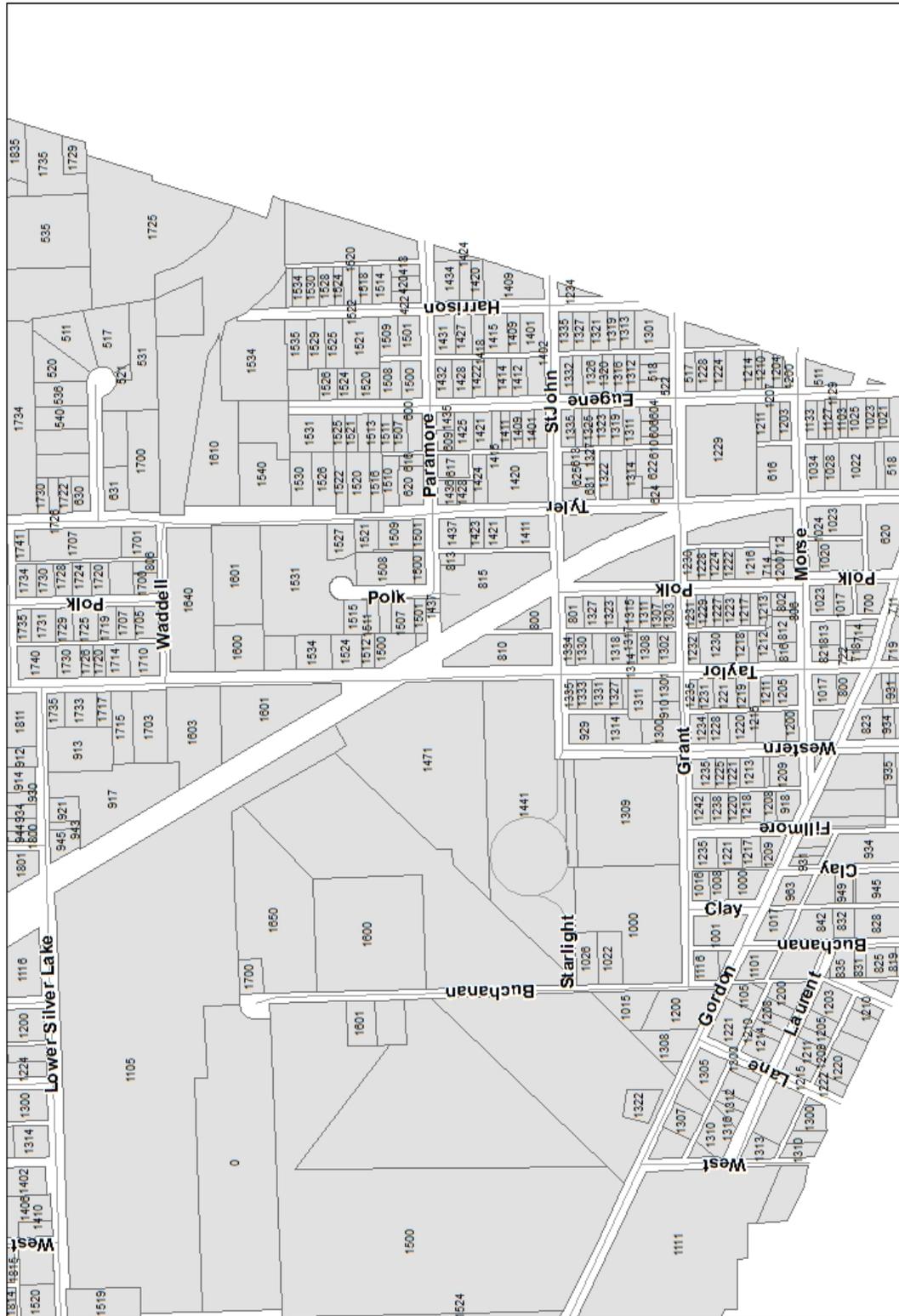
- 3= No defects- gravel or concrete/asphalt, even, draining
- 2= Minor defects- gravel and uneven concrete; alleys not platted (i.e. less cost to improve)
- 1= Intermediate- dirt and even; draining
- 0= Major- Dirt and uneven; or not draining; platted alleys, but never built

Block Averages

- No defects- 2.25 - 3
- Minor repairs/maintenance issues- 1.5 – 2.25
- Intermediate repairs- 0.75 – 1.5
- Major repairs/total construction or replacement- < 0.75

APPENDIX E: ADDRESS MAPS

North Topeka West



North Topeka West



North Topeka West



North Topeka West

