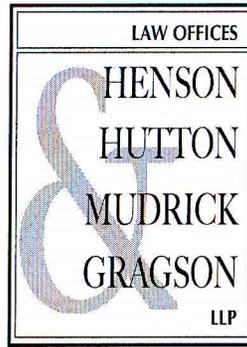


JOHN H. HUTTON *
DAVID P. MUDRICK*
J. PHILLIP GRAGSON*
AMANDA S. VOGELSBERG*
MATTHEW J. DONNELLY



Retired:
CHARLES N. HENSON

* Also Admitted in Missouri

Sender's e-mail
jhutton@hensonlawoffice.com

File No.: 017831-00001

June 13, 2014

City of Topeka Planning Commission
620 SE Madison
Topeka, KS 66607

Re: Rezoning Application No. PUD 14/02

Dear Commissioners:

My client Market Place Shopping Center, LP opposes the above-referenced proposed zoning amendment. As this Commission is aware, its review of the proposed zoning amendment must be done in accordance with the factors set forth by the Kansas Supreme Court in *Golden v. City of Overland Park*, 224 Kan. 591 (1978). Unfortunately, this proposed zoning amendment fails to take into consideration the concerns of the surrounding neighbors, and the safety of the traveling public on 29th Street and Gage Boulevard. Further, this proposal is unnecessary. The development is ostensibly for the location of a 24-hour Walgreens store. Presently, there is a Walgreens store south of the proposed project area with approximately three years left on its lease and a site concept to build a free-standing store at its present location. All of these issues will be addressed below in our examination of the pertinent *Golden* factors as they relate to this case.

1. Character of the neighborhood: The neighborhood is clearly single-family residential. All of the homes that are proposed to be taken in this development are single family and all of the remaining homes are single family. In the City of Topeka's 2011 assessment of neighborhoods throughout the City, this area was identified as "healthy." See the City of Topeka Neighborhood Health 2011 Map attached hereto as **Ex. A**. In staff's zoning report, lengths are taken to describe the retail uses on the east side of Gage and the south side of 29th street; however, it is abundantly clear that a residential neighborhood will be significantly disturbed by this proposed project.

2. Zoning classification and use of surrounding properties: Again, the uses on the east side of Gage and the south side of 29th street are C-4 and C-2 uses. This project involves moving a C-2 use immediately adjacent to residential properties when the existing C-4 and C-2 uses have been separated from the residential properties by significant thoroughfares being Gage and 29th street for decades. Again, this R-1 use is part of a healthy neighborhood as described and identified by the City of Topeka.

3. Length of time property has remained vacant as zoned or used for its current use under present restrictions: The subject area has been purely residential for at least 55 years. Each individual who purchased a home adjacent to the proposed redevelopment purchased in an established residential neighborhood with no forewarning that a C-2 usage could be developed immediately adjacent to their home especially when that C-2 usage (Walgreens) was already well established much further to the south, on the south side of 29th street in its own separate development.

4. Suitability of property for uses to which it has been restricted: Both the developer and City staff are approaching this project on the basis that some sort of “urban renewal” is required or necessary on the northwest corner of 29th and Gage. In fact, staff notes that “the subject properties along southwest Gage and 29th are no longer suitable for single family dwellings based upon the pattern of surrounding land uses, the location of the property at the intersection of the two principle arterials and their condition.” Staff seems to feel that since they have identified a few houses within the proposed redevelopment area that are problematic that the remaining neighbors whose homes are in excellent shape must now be forced to live next to a C-2 usage which will be a 24 hour Walgreens store. Unfortunately, staff’s analysis of this factor fails to take into consideration the fact that there are numerous classifications between R-1 and C-2 which are less intensive ranging from single family, multiple family and office and institutional classifications. Zoning regulations cannot dictate the specific type of development that will be constructed at a certain site; however, this Commission certainly realizes that the role of zoning regulations and indeed this Planning Commission is to assure that the intensity of the proposed land use is not overwhelming and damaging to the existing property owners. The proposed development intends to skip over 12 less intensive land use classifications to get to the intensive C-2 use necessary for the proposed development.

5. The extent to which removal of the restrictions will detrimentally affect nearby properties: It is unquestioned that a C-2 use which is proposed to be a 24-hour, high volume retail operation will detrimentally affect the remaining neighbors. The staff so much as agrees with this assertion by indicating that “removal of the present restrictions may have detrimental effect upon the nearby single-family residential properties without effective buffering techniques.” Unfortunately, for those properties that are immediately adjacent to the proposed development, there are no effective buffering techniques, especially when those residential structures are within eight to ten feet from the property line. It is absurd to think that a ten foot fence will adequately dampen sound from delivery trucks which according to staff’s proposed restriction would be allowed to start their deliveries at 5:00 a.m. in the morning. There is a significant portion of the population that reasonably expects to be asleep for at least several more hours beyond 5:00 a.m.

This proposed development also creates significant traffic safety issues that have not been appropriately addressed by the developer's traffic impact study. Please reference Chris Huffman, PE's correspondence attached hereto as **Ex. B** which identifies those concerns. The proposed ingress to and egress from this development will significantly increase stored traffic beyond the expectations set forth in the developer's study. The proposed development will make a bad traffic situation much worse on Gage north of 29th and 29th east and west of Gage.

6. The length of time the subject property has remained vacant as zoned: N/A.

7. The relative gain to the public health, safety and welfare by the destruction or the value of the owner's property as compared to the hardship imposed upon the individual landowner: Each and every landowner adjacent to and within a reasonable proximity of the proposed development stands to lose significantly both financially and in terms of their quality of life for many years to come. On the other hand, the developer stands to make a significant profit and move on to the next deal. Unfortunately, neither the developer nor staff have taken into consideration other less intensive uses that might create more of a win-win type situation for this property. As has been stated before, it is a huge jump in intensity to go from R-1 to C-2. There are numerous less intensive classifications in between that might offer a successful development with its "urban renewal" benefits which are so desired by staff. These less intensive options offer the remaining land owners a more compatible usage that does not impose 24 hour-a-day traffic along with diesel trucks making deliveries at the wee hours of the morning. Certainly it cannot be reasonably argued that a multiple family or office use would not be more appropriate for this site. Less intensive zoning also allows for much less impact on traffic conditions which clearly adds to the health, safety and welfare of all of us.

Effective zoning and land planning requires a comprehensive look at the entire area affected by development. Walgreens is presently located in the Market Place Shopping Center on the southwest corner of 29th and Gage. Walgreens has been in discussions with the Market Place Shopping Center about building a freestanding building within that long-standing commercial development. Please see a site plan with the proposed freestanding Walgreens store which is attached hereto as **Ex. C**. Clearly, it makes sense to fully utilize the areas in the vicinity that have traditionally been commercial in nature before allowing the wholesale destruction of a decades-old residential neighborhood.

8. Conformance with current zoning and master plan: The subject property is slated to remain residential into the foreseeable future according to the Topeka Land Use & Growth Management Plan – 2025. While staff makes mention of the "Nodal" concept of focusing non-residential uses at major intersections, this certainly cannot mean that highly intensive C-2 uses are paramount to single-family residential rights when the proposed C-2 use is not necessary and other less intensive development options have not been explored. Master plans are conceptual blueprints for the future that are created and endorsed by City government. Citizens have a right

Topeka Planning Commission
June 13, 2014
Page 4 of 4

to rely on these plans. The citizens in the area adjacent to the proposed development have a right to rely on continued R-1 for their neighborhood.

This proposed project is destructive to property rights, and public safety. The Planning Commission should take a very hard look at this project. A rushed decision could have far reaching negative impacts on this area for years to come. The proposed C-2 usage with a 24 hour, high-volume retail store on this site is not necessary or appropriate. Other options exist which accomplish solutions for both the developer and the surrounding neighborhood.

Please do not recommend approval of this zoning amendment.

Very truly yours,

HENSON, HUTTON,
MUDRICK & GRAGSON, LLP

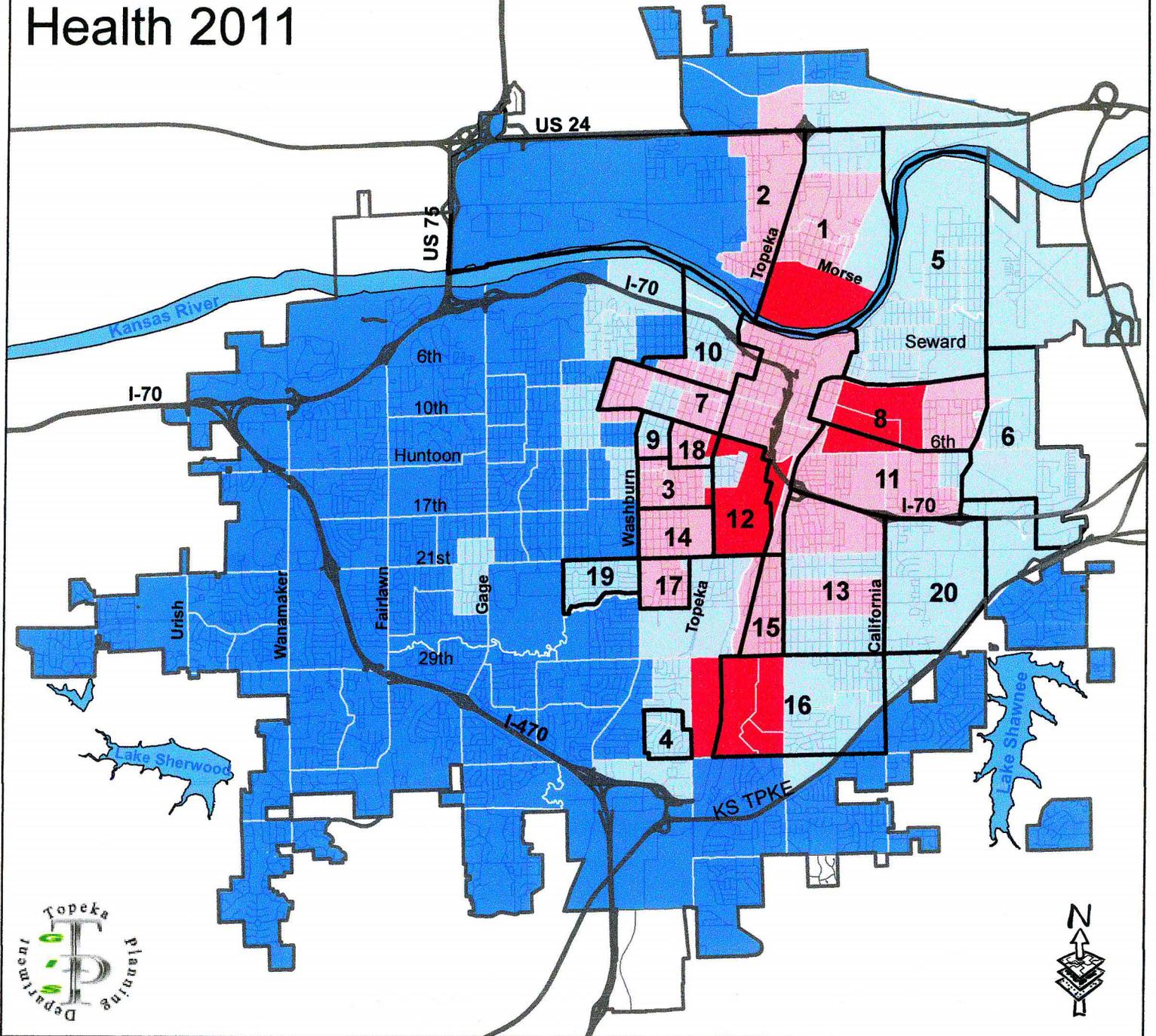


John H. Hutton

JHH/ss
cc: Bill Fiander (via email)

City of Topeka Neighborhood Health 2011

Neighborhood Health



Legend

- Healthy
- Out Patient
- At Risk
- Intensive Care
- City Limits

NIA's

- | | | |
|---------------------|--------------------------|---------------------------|
| 1 North Topeka East | 8 East Topeka North | 15 Jefferson Square |
| 2 North Topeka West | 9 Tennessee Town | 16 Highland Crest |
| 3 Central Park | 10 Ward Meade | 17 Quinton Heights Steele |
| 4 Likins Foster | 11 East Topeka South | 18 Historic Holliday Park |
| 5 Oakland | 12 Monroe | 19 Valley Park |
| 6 East End | 13 Central Highland Park | 20 Highland Acres |
| 7 Historic Old Town | 14 Chesney Park | |

"Vital Signs" Which Determine Neighborhood Health Include:

- 1) % of Persons Below Poverty Level
- 2) Part 1 Crimes Per Capita
- 3) Average Residential Property Values
- 4) % of Owner Occupied Homes
- 5) Number of Boarded Houses

Exhibit A





June 12, 2014

Mr. John H. Hutton, Attorney at Law
Henson, Hutton, Mudrick, Gragson, LLP
100 SW 9th Street, 2nd Floor
Topeka, KS 66601-3555

RE: A Review of the Traffic Impact Study for Proposed Walgreens NWQ of SW 29th & SW Gage Blvd
Conducted by Kaw Valley Engineering, Inc. and Dated April 17, 2014

Mr. Hutton,

As you requested, I have conducted a review of the above noted Traffic Impact Study (TIS). As part of that review, I have consulted published sources regarding best practices and I observed the traffic operations of the area from 4:30pm to 5:30pm on Tuesday, June 10th. The purpose of this letter is to convey my findings and recommendations arising from these reviews and field observations. My qualifications to conduct such reviews are outlined on the Curriculum Vitae submitted to you previously.

Capacity Analysis

In brief, I am unable to confirm the results of the capacity analysis due to the lack of input parameter information in the TIS report. However, I do note material discrepancies between the conclusions of the capacity analysis and my own observations. One notable example of this is in checking the signal operation and queuing analysis reported in the TIS. The signal inputs in the TIS seem to indicate a cycle length of 197.2 seconds. There does not appear to be any field confirmation of this, however, and my own observations show a cycle length as long as 230 seconds. Since the west and south legs of the intersection were obstructed by a construction zone, my observations are of the north and east legs. The TIS indicates reasonably balanced traffic demands on all legs, and so observations of one side are likely to be mirrored on the opposite leg. Taking the west leg of the intersection as an example, the TIS indicates peak through traffic volumes of 487 vehicles travelling eastbound on SW 29th Street (Figure 5). Assuming perfect lane distribution (which is not likely), and utilizing Equation 1, page 173 of the TRB Access Management Manual:

$$L = [V/N]ks, \text{ where}$$

L = Storage Length Required

V = Anticipated Volumes

N = Number of Signal Cycles per Hour

k = The Ratio of [longest queue/average queue]; k=2.0 for 95th% confidence, and

s = Storage Length per vehicle (25 feet for passenger vehicles)



Using this equation gives an estimated standing queue of traffic on the west leg of 1,109 feet (44 vehicles), where the analysis in the TIS indicates 307 feet (13 vehicles) for that same leg. Even if the above equation is somehow unduly conservative, this is a very large and worrisome difference. Observation of the east leg of the intersection revealed standing queues of 25 or more vehicles, and 12 to 15 vehicles on the north leg (see the photographs appended to this letter). The capacity analysis in the TIS appears drastically optimistic.

Site Generated Impacts

It is noted in Table 3 of the TIS (page 4) that the average trips per 1,000 sq.ft. of gross floor area is assumed for site generated traffic. However, in the Appendix of the TIS, Land Use 881 from the ITE Trip Generation Manual shows that this average is derived from studies in: California, Colorado, Florida, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Vermont, and Wisconsin. It does not appear that driveway counts were made of other Walgreens sites in the Topeka area, so there is no way to determine whether or not the average from ITE Trip Generation represents a reasonable estimate of site generated traffic for the SW 29th & SW Gage location. In the absence of local data, expectations from the market analysis conducted for site selection regarding expected daily volumes would be helpful. Also, without the benefit of the market analysis, there is no way to verify or dispute the assumptions regarding trip distribution. Figure 5, however, shows two fully directional drives, despite the recommendation of right-in/right-out access. This apparent disconnect between recommendation and analyzed condition is potentially misleading. Finally, the conclusion that the proposed site will not generate significant traffic to the 29th & Gage intersection is one with which I strongly disagree. Differences between Figures 4 and 5 in the TIS indicate increases in traffic at 29th & Gage as a result of the proposed Walgreens. I question whether or not any proposal that doesn't add traffic is financially feasible.

Safety Considerations

I find the lack of safety analysis disturbing. There is no discussion of historical crash patterns, no collision diagrams, and no safety mitigations proposed. Numerous studies indicate that of the total collisions at intersections and access points, 67% to 72% are attributable to left turns. Therefore, analysis of two fully-directional access points without apparent consideration of existing safety conditions is a serious gap in the analysis. Also, page 2 of the TIS recommends points of access that are offset from existing access points across the respective streets. The direction of offset and the small offset distance are causes of significant concern, as they create overlapping left-turn conflicts – an inherently unsafe condition. While specific guidance on the subject of recommended driveway offset are not numerous, Table 8-5 (page 138) of the TRB Access Management Manual recommends an offset of 300 feet for major arterial streets (both 29th and Gage are classified as “Other Principal Arterial”) while the TIS indicates an offset of 50 feet for the proposed 29th Street drive (page 2 of the TIS), and an unspecified offset for the proposed Gage Blvd access point.



HUFFMAN
CORRIDOR
CONSULTING LLC

In conclusion, it is my opinion that there are sufficient gaps in the study, and sufficient discrepancies between study results and observed condition, that the TIS should be rejected. I strongly recommend a more detailed analysis of the 29th & Gage intersection in its existing condition, existing plus development, and some consideration of future year operations. This more detailed analysis should be consistent with local market data regarding site generated traffic and traffic distribution for Walgreens sites. The baseline condition should be more carefully field calibrated to actual operating conditions. Finally, the more detailed study should consider existing crash patterns, likely safety concerns of the added site traffic, and make appropriate recommendations for safety improvements. Thank you for the opportunity to review this study.

Respectfully,



Chris Huffman, P.E.



HUFFMAN
CORRIDOR
CONSULTING LLC



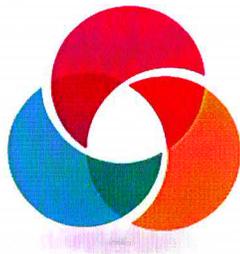
SW 29th Street (East Leg), Looking West, in Front of Power Substation



SW Gage Blvd. (North Leg), Looking South, in Front of Kirk & Cobb Real Estate Office

CHRIS HUFFMAN P.E.

HUFFMAN CORRIDOR CONSULTING, LLC



HUFFMAN
CORRIDOR
CONSULTING LLC

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TOPEKA, KS 66603

PHONE: (888) 804-4367

FAX: (888) 804-4612

CHRIS@HUFFMANCORRIDORCONSULTING.COM

Christopher (Chris) W. Huffman, P.E.
NCEES International File Registry Number 35531
Kansas Professional Engineer License Number 14916

Engineering Work Experience

Recent Work Experiences:

Project History:

Development Consultant, Classic Real Estate, Inc.

Time Period: On-going

Mr. Huffman is lead consultant on a team of legal and engineering consultants coordinating the re-development of a retail corner under threat of condemnation from a transportation project. Mr. Huffman utilizes his engineering and appraisal backgrounds to engage federal, state, and city stakeholders on behalf of a developer-client trying to re-develop a hard corner for a national retailer.

SHRP II R-11, Subcontractor to Louis-Berger Group

Time Period: October 2009 - June 2013

Mr. Huffman functioned as Team Leader assessing right-of-way and economic impacts resulting from transportation renewal programs. Chris has been working with other team members from University of Louisiana-Baton Rouge, University of Florida, University of Arizona, and SAIC as well as Louis-Berger Group (prime) to develop data plans and experimental designs, and to gather and analyze the large volumes of highly subjective data that is inherent to this effort. This project is now in the validation stage, testing and improving the software tool developed. Mr. Huffman is Lead for this stage of this effort.

Southern African Transport Conference

July 2012

Mr. Huffman is one of two internationally recognized access management experts who developed and delivered a two day workshop in conjunction with the 2012 Southern African Transport Conference in Pretoria, South Africa. Mr. Huffman also developed and delivered a conference paper on the subject of sustainable land use planning as a result of access planning. The paper was delivered in Pretoria, South Africa and at the National Access Management Conference in Dallas, Texas in July of 2012.

US-54 Highway (Kellogg) Freeway Retrofit Planning Study – Andover, KS
Time Period: Completed late 2011.

Mr. Huffman directed the right-of-way impact analysis for this corridor study and has played a significant role in the public involvement activities. Intergovernmental coordination between State, MPO, and local authorities has been a key element of this project.

1st International Access Management Conference – Athens, Greece

Mr. Huffman was one of a team of three invited presenters who put on a day-long workshop as part of this conference in its first hosting outside of the United States. Mr. Huffman's presentations focused upon the engineering applications and techniques of Access Management, and upon an end-of-workshop exercise.

US-24 Highway Corridor Management Study – Southern LV County, KS

Time Period: 2007 – 2008

Duties: Interagency coordination of: KDOT, Mid-America Regional Council, Leavenworth County, Cities of Basehor and Tonganoxie; Transportation Corridor and Land Use Analysis and Coordination; Market Analysis; Implementation Planning.

US-183 Hwy Corridor Study Implementation and Monitoring – Hays, KS

Time Period: 2006 – 2008

Duties: Implementation of Corridor Study in Conjunction with System Enhancement of US-183, Ellis County; Interagency Coordination Amongst KDOT, Ellis County, and City of Hays; Acquisition of Rights of Way; Development Coordination.

Previous Position: Assistant Chief of Traffic Engineering/State Corridor Engineer Kansas Department of Transportation (KDOT)

Time Period: June 2003 – August 2008

Duties: Traffic Engineering; Corridor Management; Freight Transport; Budget and Procurement; Training; Senior Manager in the absence of the Bureau Chief; CVISN Program Coordinator; Expert Witness

Previous Position: Corridor Management Administrator, KDOT Bureau of Traffic Engineering

Time Period: August 1997 – June 2003

Duties: Principal Author – KDOT Corridor Management Policy; Manager of the Corridor Management Unit, Policy, and Program; Chair – Standing Committee on Corridor Management; Chief Reviewer of Site Plans, Development Plans, and Traffic Impact Studies; Outreach and Education in Corridor/Access Management; Expert Witness

Transportation Research Board (TRB) Affiliations:

- Member:** TRB Committee on Access Management (AHB70) (Recently Re-Appointed)
Chair, Subcommittee on Outreach
Chair, 2004 National Access Management Conference
- Past Member:** TRB Committee on Eminent Domain and Land Use (AL060)

National Cooperative Highway Research Program (NCHRP) Affiliations:

- Panel Member:** NCHRP 03-99 – Development and Application of Access Management Guidelines [*IN PUBLICATION*]
- Panel Member:** NCHRP 03-91 – Left Turn Accommodation at Unsignalized Intersections [*RECENTLY PUBLISHED*]
- Panel Member:** NCHRP 08-65 – A Guidebook for Successful Communication, Cooperation, and Coordination Strategies Between Transportation Agencies and Tribal Communities
- Panel Member:** NCHRP 08-46 – Incorporation of Access Management Into the Transportation Planning Process
- Panel Member:** NCHRP Synthesis 337 – Cooperative Agreements for Corridor Management
- Panel Member:** NCHRP Synthesis 289 – Corridor Management

Systems Development:

Truck Routing Information System (TRIS) –

The Truck Routing Information System was developed to aid in the routing of oversize/weight and super-loads of freight throughout the Kansas State Highway System. It integrates with several spatially enabled engineering systems as well as fiscal systems to issue permits for such loads in accordance with State and Federal law.

Highway Access Permit System (HAPS) –

The Highway Access Permit System converted all highway access permit forms to electronic format, automated all workflows, and automated the archival of data for all pertinent applications. It was also designed to automatically update the statewide intersection inventory.

Intersection Inventory –

The intersection inventory is a spatially based, statewide inventory of all

intersections and access points on the Kansas State Highway System. The data is also structured in such a way to allow spatial integration with other point data and linear data associated with the base network. The intersection inventory data was collected using GPS data-loggers that are now part of KDOT's IT inventory and an integral part of the agency's spatial enablement efforts.

Research Conducted:

- Associated Costs of Intersection Crashes on the Kansas State Highway System
- The Relationship Between Intersection Density and Crashes on the Kansas State Highway System
- Use of Travel Time, Crash Data, and Intersection Density in Corridor Retrofit Planning

Education:

- Bachelor of Science - Civil Engineering, University of Missouri-Rolla, 1992
- National Highway Institute (NHI) Course #420018A - Instructor Development Course
- NHI Course #133078 - Access Management, Location, and Design
- NHI Course #133005C - Highway Capacity and Quality of Flow
- NHI Course #380032A - Roadside Design Guide
- NHI Course #137022 - CORSIM Traffic Simulation Model Training
- NHI Course #152054 - Introduction to Urban Travel Demand Forecasting
- NHI Course #14205 - Context Sensitive Solutions
- NHI Course #35005 - Highway Program Financing

Expert Witness Work:

Chris Huffman PE has also served numerous times as a litigation consultant or expert witness in matters including condemnation, condemnation appeal, inverse condemnation, and other civil matters. Chris Huffman PE has been accepted as an expert in access management/accessibility, traffic flow and safety, and commercial property valuation. A summary of these experiences is found in the following chart.

Chris Huffman, PE - Expert Witness Activities							
Case	Client	Date	Location	Expertise	Function	Description	Sworn Testimony?
Westar v. Goddard Land Development	Adams-Jones	May-12	Sedgwick Co., KS	Appraiser	Valuation Expert	Valuation of Strip Taking - Damages to Remainder	Yes
Confederated Builders v. City of Derby	Hinkle-Elkouri	Mar-12	Sedgwick Co., KS	Appraiser	Valuation Expert	Severance Damages, Costs of Cure	No - Settled
Traster v. Traster	Kristi Simpson, Esq.	Oct-10	Sedgwick Co., KS	Appraiser	Valuation Expert	Division of Estate	Yes
Harrison Family Farms v. KDOT	Barber-Emerson	Sep-09	Douglas Co., KS	Appraiser	Valuation Expert	Severance Damages, Costs of Cure	No - Settled
BJ Investments, Inc. v. KDOT	Adams-Jones	Nov-08	Reno Co., KS	Engineer	Accessibility / Public Policy Expert	Total deprivation of access.	Yes
Michelson v. KTA	Ks. Turnpike Authority	Apr-07	Lyon Co., KS	Engineer	Access Management Expert	Consolidation/relocation of access led to appeal of condemnation award.	Yes
Hunt v. KDOT	Ks. Dept. of Trans.	May-04	Butler Co., KS	Engineer	Access Management Expert	Consolidation/relocation of access led to appeal of condemnation award.	Yes
Bannon Land & Cattle Co. v. KDOT	Ks. Dept. of Trans.	Feb-04	Butler Co., KS	Engineer	Access Management Expert	Consolidation/relocation of access led to appeal of condemnation award.	Yes
DeHoff v. KDOT	Ks. Dept. of Trans.	Feb-03	Butler Co., KS	Engineer	Access Management Expert	Consolidation/relocation of access led to appeal of	Yes
Meyer v. KDOT	Ks. Dept. of Trans.	Nov-00	Wilson Co., KS	Engineer	Access Management Expert	Circuity of Access led to landowner appeal of condemnation award.	Yes
Gladden v. KDOT	Ks. Dept. of Trans.	May-00	Ford Co., KS	Engineer	Access Management Expert	Circuity of Access led to landowner appeal of condemnation award.	Yes
Cohee v. KDOT	Ks. Dept. of Trans.	Feb-99	Johnson Co., KS	Engineer	Access Management Expert	Circuity of Access led to landowner appeal of condemnation award.	No - Settled
Dara's Fastlane v. KDOT	Ks. Dept. of Trans.	Jun-98	Riley Co., KS	Engineer	Litigation Consultant	Circuity of Access led to landowner appeal of	No - Secretary's Representative

Christopher (Chris) W. Huffman, P.E.

National Highway Institute Certified Instructor #0180

2013, 2012, 2011, 2010, & 2009 Instructor of Excellence Recipient

National Highway Institute Instructor Experience:

NHI 134073: Leap Not Creep – Accelerating Innovation Implementation – Lead Instructor

Mr. Huffman is Lead Senior Instructor for, and was involved in the development and piloting of, this new NHI course; which is a combination of WCT and ILT instructional platforms. This course, which is focused upon implementation of innovation within transportation agencies, has been offered 9 times since piloting, and at various locations throughout the U.S.

NHI 133078: Access Management, Location, and Design –Senior Instructor

Mr. Huffman is one of two Senior Instructors for the National Highway Institute's 3-day course. Mr. Huffman has instructed this course approximately 25 times, and at various locations in the U.S.

Local Technical Assistance Program Instructor Experience:

Workshop - Organization and Review of Traffic Impact Studies

Mr. Huffman developed and taught a one-day workshop on the Organization and Review of Traffic Impact Studies in the state of Kansas through the Kansas University Local Technical Assistance Program and for the Missouri Department of Transportation. Instructional materials included information on trip generation, network distribution, capacity and quality of flow, and geometric improvements and safety and congestion countermeasures.

Workshop – Corridor Management Tools and Techniques

Mr. Huffman developed and taught a one-day workshop on Corridor Management Tools and Techniques through the Kansas University Local Technical Assistance Program center. Instructional materials included information on corridor preservation, advance acquisition of rights of way, acquisition of lesser degrees of interest, and land use controls.

Guest Lecturer Experience:

Kansas University Graduate School of Civil Engineering

Mr. Huffman has lectured on the impacts of Access Management at the Graduate Safety Seminar at Kansas University.

Kansas University Graduate School of Public Administration

Mr. Huffman has lectured on the impacts of Access Management on public policy and economic sustainability at the Infrastructure Management class of the Kansas University Masters of Public Administration program.

Christopher (Chris) W. Huffman, P.E.

Certified General Real Property Appraiser (KS #G-2537, MO #2008018065)

Mr. Huffman evaluates the market value of varying types of income-generating real property for clients such as lenders, owners, investors, acquiring agencies, and legal counsel.

Appraisal Work History:

Real Property Appraisal Experience Types Include:

- Retail Single and Multi Tenant
- Office Single and Multi Tenant and Condominium
- Industrial Single and Multi Tenant
- Lodging Facilities
- Apartment Complexes
- Banks
- Development Land
- Agricultural Land
- Special Use (Churches, Movie Theaters, Schools)
- Before/After Appraisal for purposes of acquisition and/or condemnation

Appraisal Education and Training:

Successfully completed the following courses offered by Bobbitt and Company:

- Basic Appraisal Theory
- Basic Appraisal Techniques

Successfully completed and passed the following courses & seminars offered by the Appraisal Institute:

- Course 310 – Basic Income Capitalization Theory & Techniques
- Course 510 – Advanced Income Capitalization Theory & Techniques
- Course 520 – Highest and Best Use and Market Analysis
- Course 540 – Report Writing and Valuation Analysis
- Litigation Skills for the Appraiser – An Overview
- Eminent Domain and Condemnation
- USPAP Updates: 2012, 2011, 2009, &2007
- An Intro to GIS Applications in Real Estate Appraisal
- Commercial Appraisal Engagement and Review Seminar for Bankers and Appraisers
- Feasibility, Market Value, Investment Timing: Option Value
- IAAO Hotel Valuation Seminar
- Fundamentals of Separating Real Property, Personal Property, and Business Value
- Uniform Appraisal Standards for Federal Land Acquisition

Successfully completed and passed the following courses & seminars offered by McKissock

- Appraising and Analyzing Industrial and Flex Buildings for Mortgage Underwriting
- Appraising Apartments – The Basics
- Appraising and Analyzing Office Buildings for Mortgage Underwriting

Christopher (Chris) W. Huffman, P.E.

Kansas Supreme Court Approved Core and Civil Mediator

Kansas Supreme Court Approved Core Mentor Mediator

Public Policy Facilitation Experiences:

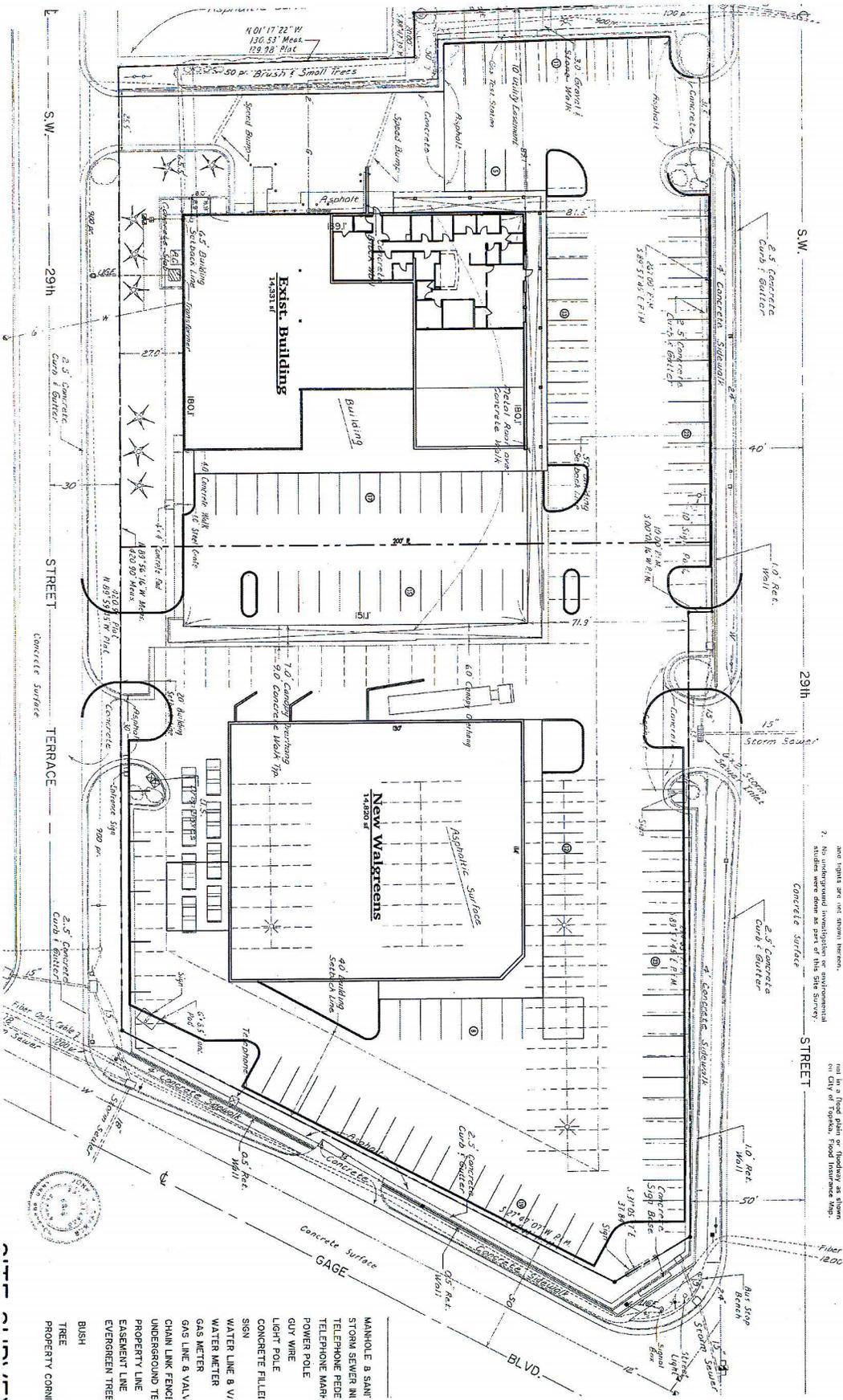
- Location and Design of Access Points to the Kansas State Highway System
- Facilitation of Concurrent Regulatory Review by Multiple Jurisdictions
- Facilitation of Public Involvement Plans for Highway Corridor Projects
- Facilitation of Workplace Disputes
- Acquisition of Easements and Rights of Way for Highway and Street Projects

Workshop Presentation:

- "Dispute Resolution in Access Management" - 2006 National Access Management Conference

Mediation Education:

- Mediation Core Skills "Dispute Resolution Skills and Strategies", April 2005
- Public Policy Civil Mediation Training, May 2005
- Employee Relations Disputes, June 2005
- Mentor Mediator Training - KIPCOR, February 2008



Preliminary
Site Plan
SCALE: 1"=20'-0"

PROPOSED TERRACE
PROPOSED DRIVE
SCALE: 1"=20'-0"

PROPERTY CORNER

- MANHOLE & SANIT
- STORM SEWER IN
- TELEPHONE PEDE
- TELEPHONE MARK
- POWER POLE
- GUY WIRE
- LIGHT POLE
- CONCRETE FILLER
- SIGN
- WATER LINE & V/
- WATER METER
- GAS METER
- GAS LINE & VALV
- CHAIN LINK FENCE
- UNDERGROUND TE
- PROPERTY LINE
- EASEMENT LINE
- EVERGREEN TREE
- BUSH
- TREE
- PROPERTY CORN

and lights are not shown herein.
2. No underground investigation or environmental studies were done as part of this site survey.

not in a road plan or roadway as shown on City of Topeka, Road Inventory Map.

Exhibit C

	<p>A Proposed:</p> <h1 style="margin: 0;">Walgreens</h1> <p>29th & Gage Topeka, KS</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; height: 50px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>									<p>ARCHITECT</p> <p>3500 SW FAULKNER RD., #100 TOPEKA, KANSAS 66614 PHONE: 785 / 271-7010 FAX: 785 / 271-7020 WWW.ARCHITECTONKS.COM</p>
<p>DATE: 10-07-10 DRAWN BY: TFLW CHECKED BY: O.B. GAGE</p>	<p>PROJECT: WALGREENS SITE PLAN</p>		<p>ARCHITECT: ARCHITECTONKS, P.A. 3500 SW FAULKNER RD., #100 TOPEKA, KANSAS 66614 PHONE: 785 / 271-7010 FAX: 785 / 271-7020 WWW.ARCHITECTONKS.COM</p>								