

TOPEKA PLANNING COMMISSION

A G E N D A

Monday, February 15, 2016
6:00 P.M.

214 East 8th Street
City Council Chambers, 2nd Floor
Municipal Building
Topeka, Kansas 66603

Persons addressing the Planning Commission will be limited to four minutes of public address on a particular agenda item. Debate, questions/answer dialogue or discussion between Planning Commission members will not be counted towards the four minute time limitation. The Commission by affirmative vote of at least five members may extend the limitation an additional two minutes. The time limitation does not apply to the applicant's initial presentation.

Items on this agenda will be forwarded to the City Council for final consideration. The progress of the cases can be tracked at: http://www.topeka.org/planning/staff_assignment/tracker.pdf

All information forwarded to the City Council can be accessed via the internet on Thursday prior to the City Council meeting at: <http://public.agenda.topeka.org/meetings.aspx>



ADA Notice: For special accommodations for this event, please contact the Planning Department at 785-368-3728 at least three working days in advance.

HEARING PROCEDURES

Welcome! Your attendance and participation in tonight's hearing is important and ensures a comprehensive scope of review. Each item appearing on the agenda will be considered by the City of Topeka Planning Commission in the following manner:

1. The Topeka Planning Staff will introduce each agenda item and present the staff report and recommendation. Commission members will then have an opportunity to ask questions of staff.
2. Chairperson will call for a presentation by the applicant followed by questions from the Commission.
3. Chairperson will then call for public comments. Each speaker must come to the podium and state his/her name. At the conclusion of each speaker's comments, the Commission will have the opportunity to ask questions.
4. The applicant will be given an opportunity to respond to the public comments.
5. Chairperson will close the public hearing at which time no further public comments will be received, unless Planning Commission members have specific questions about evidence already presented. Commission members will then discuss the proposal.
6. Chairperson will then call for a motion on the item, which may be cast in the affirmative or negative. Upon a second to the motion, the Chairperson will call for a role call vote. Commission members will vote yes, no or abstain.

Each item appearing on the agenda represents a potential change in the manner in which land may be used or developed. Significant to this process is public comment. Your cooperation and attention to the above noted hearing procedure will ensure an orderly meeting and afford an opportunity for all to participate. Please Be Respectful! Each person's testimony is important regardless of his or her position. ***All questions and comments shall be directed to the Chairperson from the podium and not to the applicant, staff or audience.***

Members of the Topeka Planning Commission

Brian Armstrong
Kevin Beck, Chairman
Rosa Cavazos
Scott Gales, Vice Chair
Dennis Haugh
Carole Jordan
Wiley Kannarr
Katrina Ringler
Patrick Woods

Topeka Planning Staff

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

AGENDA
Topeka Planning Commission
Monday, February 15, 2016 at 6:00 P.M.

A. Roll call

B. Approval of minutes – January 25, 2016

C. Communications to the Commission

D. Action Items

- 1. 2017-2021 CIP Projects** – In accordance with K.S.A. 12-748(b), review the city’s capital improvement program to ensure that it is consistent with the comprehensive metropolitan plan and forward findings to the governing body as to whether such projects are consistent with the comprehensive metropolitan plan. **(Warner)**

- 2. Elmhurst Neighborhood Conservation District (NCD)** Elmhurst N.A. is requesting the initiation of a Neighborhood Conservation District Zoning overlay for the properties roughly bounded by SW 10th St to the north, the alley between SW Boswell Ave. and SW Jewell Ave. to the west, SW Huntoon Ave. to the south, and SW Washburn Ave to the east, excluding the commercial properties along SW 10th St, the Library, the Topeka Bible Church campus, Lowman Hill Elementary School, the Elmhurst Greenway Park, and the 1000 block located between SW Mulvane Ave. and SW Garfield Ave. **(Hanzlik)**

E. Adjournment



CITY OF TOPEKA
TOPEKA PLANNING COMMISSION

M I N U T E S

Monday, January 25, 2016

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

Members present: Scott Gales (Chair), Brian Armstrong, Kevin Beck, Rosa Cavazos, Dennis Haugh, Carole Jordan, Katrina Ringler (7)

Members Absent: Patrick Woods (1)

Staff Present: Dan Warner, Planner III; Mike Hall, Planner III; Annie Driver, Planner II, Susan Hanzlik, Planner II; Kris Wagers, Office Specialist; Mary Feighny, Legal

A) Roll Call

7 Members present for a quorum. Mr. Gales informed the Commission that Mr. Bill Fiander, Planning Director, was out of town.

B) Approval of Minutes from December 14, 2015

Motion to approve as typed; moved by Mr. Haugh, second by Mr. Armstrong. **APPROVED (7-0-0)**

C) Election of Chair and Vice Chair

Mr. Gales opened the floor for nominations of Vice Chair, the seat being open due to Mr. Nicholas Jefferson's resignation when he took a position with the City of Topeka. Mr. Patrick Woods was nominated by Mr. Gales; Mr. Armstrong seconded. No other nominations were made. **APPROVED (7-0-0)**

Mr. Gales opened the floor for nominations of Chair. Mr. Armstrong nominated Mr. Gales to serve a second term as Chair, and Ms. Jordan seconded. No other nominations were made. **APPROVED (7-0-0)**

D) Communications to the Commission –

None

E) Declaration of conflict of interest/exparte communications by members of the commission or staff

None.

F) Public Hearings

CU16/01 by William and Angelia Rahberg requesting a Conditional Use Permit to construct a vehicle surface parking lot at the northeast corner of SW 2nd Street and SW MacVicar Avenue in

DRAFT

association with a principal use (Shawnee County Health Agency) at the northwest corner of SW East Circle Drive and SW MacVicar Avenue. The property on which the parking lot is to be located is zoned "R-2" Single Family Dwelling District. **(Driver)**

Ms. Driver reviewed the staff report and stated that the applicant's representative and the City's traffic engineer (Terry Coder) were present and available for questions. With no questions directed to Ms. Driver, Mr. Kevin Holland came forward representing the applicant.

Mr. Holland stated that a public meeting was held and two neighbors attended. They expressed concern with the crime occurring on the affected property and thought converting it to a parking lot, removing some of the vegetation, would be beneficial.

Mr. Gales inquired as to stormwater detention. Mr. Holland stated that detention is not required in this basin, adding that the plan had been reviewed by Ms. Jennifer Harrell, COT.

With no further questions from the Commission, Mr. Holland took his seat and Mr. Gales opened the public hearing. With nobody coming forward to speak for or against, Mr. Gales stated that the public hearing was closed.

Mr. Beck stated that the note under traffic was vague and he would like to see the following added: the alley shall be improved to City standards from MacVicar east to the location past the entrance.

Ms. Jordan asked why the applicant isn't providing parking on the old hospital grounds. Ms. Driver explained that there will be parking there, but space is insufficient there so this is additional parking for employees.

Mr. Gales stated that though he initially had concerns, he has concluded that this will be a substantial improvement to the neighborhood in cleaning up dilapidated property and overgrowth.

Motion to approve with conditions as recommended by of city staff and those stated by Mr. Beck; moved by Ms. Ringler, seconded by Mr. Haugh. **APPROVAL (7-0-0)**

CPA15/2 by the City of Topeka amending the text and map of the City of Topeka's Comprehensive Plan updating the North Topeka West Neighborhood Plan. The area affected by the amendment is bounded by Highway 24 to the north, N Topeka Blvd to the east, the Kansas River to the south, and NW Vail Ave to the west. **(Hanzlik)**

Ms. Hanzlik presented information about the plan.

Ms. Cavazos noted that US 24 was one of the first roads connecting Washington, DC to California and it was called the Midland Trail. She suggested that perhaps some of this history could be researched.

Mr. Haugh asked if the McKinley School property was privately owned. Ms. Hanzlik stated it is, and ideas regarding private funding had been discussed.

Mr. Gales stated that he had driven around the area and noted key road and infrastructure problems. He suggested that some of that being targeted might encourage property owners to make improvements to their properties.

With no further questions or comments from Commissioners, Mr. Gales opened to public hearing.

Mr. John Birdwhistle of 917 N Topeka Blvd came forward to express concern about the projects not going past Gordon. It was agreed that he would speak with Ms. Hanzlik following the meeting.

Ms. Janet Fisher of 1214 NW Lawrence came forward, stating that she lives in the “gray” areas that cannot use the federal funds due to the buffer area requirement. She stated that she appreciates the efforts Ms. Hanzlik has made in the Neighborhood Plan and encouraged all to continue stressing the history around Paramore, specifically Pappan’s Landing, etc.

Mr. Ivan Weichert, owner of 2200 NW Polk, came forward, stating that his property is a 26-unit rent-assisted project. They do not intend to request any funding from SORT but are happy to see the plan move forward. He spoke about the importance of a mid-block pedestrian crosswalk across Tyler, stating that many of those who live in the area do not drive and need to be able to safely walk to stores in the neighborhood.

With nobody else coming forward to speak, Mr. Gales closed the public hearing.

Mr. Gales complimented the staff on prioritizing the projects over such a large area.

Mr. Haugh moved to approve the North Topeka West Neighborhood Plan as presented, second by Mr. Beck. **APPROVAL (7-0-0)**

G) Discussion Items

- 1. Topeka Pedestrian Master Plan** presentation was given by Mr. Carlton Scroggins of the Topeka Planning Department / MTPO. Handouts and a print-out of the presentation slides were provided to the Commissioners. Following the presentation, Commissioners were offered an opportunity to ask questions, which were answered by Mr. Scroggins.

At 7:00PM, Ms. Cavazos left the meeting to attend a prior engagement.

Adjournment at 7:13 PM



CITY OF TOPEKA

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MEMORANDUM

TO: Topeka Planning Commission

FROM: Bill Fiander, AICP
Planning Director

DATE: February 15, 2016

RE: Proposed Capital Improvement Program 2017-2021

I am pleased to convey the City's proposed Capital Improvement Program (CIP) 2016-2020 for your approval as required by city and state law.

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

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

City staff has reviewed the CIP for new facilities that increase capacity of the city for physical growth and may impact policies of the City's Land Use and Growth Management Plan (LUGMP) or other elements of the Comprehensive Plan. This does not include maintenance-type projects. The following findings were made:

Neighborhoods

- Neighborhood Infrastructure – Stages of Resource Targeting (SORT) program that targets two neighborhoods per year. North Topeka West and Hi-Crest are the 2016 and 2017 neighborhoods. Funding is used to make targeted improvements to streets, curb/gutter, alley and sidewalks. Consistent with the Neighborhood Element of the Comprehensive Plan.

Public Safety

- South Fire Station #14 – New fire station located within the Employment Tier of the Urban Growth Area (UGA) in south part of the city. This fire station helps improve service to existing developed property and is also beneficial for future growth within the Employment Tier.

Streets

- Complete Streets – Provides additional complete street elements to better serve all users of the transportation system. Consistent with the Long Range Transportation Plan 2040.
- Citywide Infrastructure – Provides for the construction of new infrastructure elements either as matching funds for grant projects or by providing funds for new elements for citywide sales tax projects. Tier 1 project consistent with the Comprehensive Plan
- SE California Ave. -- 29th St. to 33rd St. – Improving this section of SE California Ave. to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70 – Implements the Bikeways Mater Plan.
- SW Arvon Place/Huntoon Street/I-470 ramps – Projects to address street capacity issues in this area. Tier 1 street projects consistent with the Comprehensive Plan.
- Infill Sidewalks/Pedestrian Master Plan – Repair and construct new sidewalks. Consistent with the Pedestrian Master Plan.
- SW 10th Avenue –SW Fairlawn to SW Wanamaker – Improve 10th Avenue to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- SW Wanamaker Rd/SW Huntoon/I470 Ramps - Projects to address street capacity issues in this area. Tier 1 street projects consistent with the Comprehensive Plan.
- NW Tyler St, NW Lyman Rd to NW Beverly St – Project to improve/rebuild NW Tyler St. to complete street. Implements recommendations from the North Topeka West Neighborhood Plan.
- SE 29th Street/KTA Interchange – Project to construct a new interchange. Project increases access to the interstate system for a Tier 1 area.
- 12th Street – Gage Boulevard to Kansas Avenue – Project provides funding for replacing 12th Street between Gage Blvd. and Kansas Avenue in conjunction with a citywide sales tax project. Tier 1 street project consistent with the Comprehensive Plan.

Wastewater

- Wanamaker Force Main Rehab Replace – Project to repair/rehabilitate a 4-mile long force main that serves the needs of the Wanamaker corridor. Tier 1 project.

Stormwater

- Kansas River Levee System Rehabilitation – Ph. II – This project includes rehabilitation efforts for four levee units within the City. Tier 1 project that improves flood protection.
- Shunga Flood Mitigation Study – United States Army Corp of Engineers study to determine the feasibility for major flood control facilities along the creek. Tier 1 project.

Water

- Water Main Replacement Program – Program to restore water mains in areas of extensive break and repair history. The program focuses on needed replacements associated with half-cent sales tax and other priority street improvement projects. Tier 1 project.

- Indian Hills Rd., SW 29th to 21st St. – Project to install a water main to reinforce water transmission capacity in the West Pressure Zone to support existing and continued growth in the westerly portion of Topeka. Tier 1 project that also supports future compact growth.
- West Elevated Tank – Indian Hills Road – Project is located within Tier 3 of the UGA. It increases the capacity of compact growth within a future Tier 1/2 area.
- 24" NE Strait from NE Seward to SE 6th Avenue – Tier 1 water line replacement project that is also on the edge of the Tier 3 and the Employment Tier. Project will help improve the delivery of potable water and fire protection throughout the city.

Federal Funds

- Upstream River Weir – Tier 1 project that improves access to the Kansas river and helps with downtown development.

2017-2021 Proposed CIP Projects for Planning Commission 2/15/2016

Below is an excerpt of projects from the preliminary 2017-2021 Capital Improvement Plan. The following projects will tentatively be included in the proposed CIP for the City Council to consider in March 2016. Projects, years and amounts are subject to change.

	Capital Improvement Budget			Capital Improvement Plan			Comments/Questions/Changes from 2016-2020 CIP
	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	5 Year Total	
General Obligation Bond Projects							
Neighborhoods							
Neighborhood Infrastructure	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$7,000,000	
Subtotal Citywide	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$7,000,000	
Public Safety							
South Fire Station (FS #14)	\$1,768,407	\$1,636,007				\$3,404,413	
Secure Staging Facility				\$750,000		\$750,000	
Purchase 1 Truck Apparatus (Truck 10)	\$750,375					\$750,375	
Purchase Two Engine Apparatus (Engines 1 & 12)		\$1,345,500				\$1,345,375	Move engine to 2018
Purchase One Aerial Apparatus			\$1,345,000			\$1,345,000	Moved from 2016 to 2019
Purchase Two Engine Apparatus (Engines 8 & 10)		\$0		\$1,345,500		\$1,345,500	Moved from 2018 to 2020
Purchase 2 Trucks (Engines 3 & 9)					\$1,552,500	\$1,552,500	New
Subtotal Fire Department	\$2,518,657	\$2,981,507	\$1,345,000	\$2,095,500	\$1,552,500	\$10,493,163	
Traffic							
Traffic Safety Projects	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$925,000	Added 2021 funding
Traffic Signal Replacement		\$640,000	\$640,000	\$640,000	\$640,000	\$2,560,000	Added 2021
Subtotal Traffic	\$185,000	\$825,000	\$825,000	\$825,000	\$825,000	\$3,485,000	
Streets							
Complete Streets	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Added 2021
Citywide Infrastructure	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	Added 2021
SE California Ave. -- 29th St. to 33rd St.	\$2,200,000	\$500,000				\$2,700,000	
Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70					\$500,000	\$500,000	Moved out one year
SW Arvon Place/Huntoon Street/I-470 Ramps	\$1,125,000	\$1,125,000				\$2,250,000	Added extra 2017 and 2018 funds
Infill Sidewalks/Pedestrian Master Plan	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	Added 100,000 to every year
SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road	\$400,000	\$240,000	\$2,360,000	\$3,000,000		\$6,000,000	New
SW Wanamaker Rd/SW Huntoon/ I470 Ramps			\$200,000	\$1,000,000	\$1,000,000	\$2,200,000	New
NW Tyler St, NW Lyman Rd to NW Beverly St				\$150,000	\$1,650,000	\$1,800,000	New
SE 29th Street/KTA Interchange				\$500,000		\$500,000	
12th Street (2 lanes) - Gage to Kansas Ave				\$400,000	\$2,400,000	\$2,800,000	
Subtotal Streets	\$4,625,000	\$2,765,000	\$3,460,000	\$5,950,000	\$6,450,000	\$23,250,000	
Quality of Life							
Zoo Parking Lot			\$396,267			\$396,267	Added 5% -Moved to 2018
Zoo Rain Forest HVAC			\$194,040			\$194,040	Added 5%
Zoo Discovering Apes Roof Replacement				\$181,913		\$181,913	Added 5%
Subtotal Quality of Life	\$0	\$0	\$590,307	\$181,913	\$0	\$772,220	
City Facilities							
Municipal Buildings Systems Renovation (Elec, HVAC, Mech)	\$261,164					\$261,164	New
Municipal Building Renovations (abatement, plumbing)	\$175,000	\$859,125	\$859,125	\$859,125		\$2,752,375	Increased Project Costs

	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	5 Year Total	Comments/Questions/Changes from 2016-2020 CIP
Sustainability Initiative: High Efficiency LEDs			\$400,000	\$451,700	\$451,700	\$1,303,400	New
Subtotal Facilities	\$436,164	\$859,125	\$1,259,125	\$1,310,825	\$451,700	\$4,316,939	
TOTAL GO Bond Projects	\$9,164,821	\$8,830,632	\$8,879,432	\$11,763,238	\$10,679,200	\$49,317,322	
Total Annual Target	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$45,000,000	
Difference Target to Subtotal	(\$164,821)	\$169,369	\$120,568	(\$2,763,238)	(\$1,679,200)	(\$4,317,322)	
Utility Funded Projects							
Utilities/Wastewater Fund							
Wastewater Replacement Program	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$2,000,000	
Adams St IS Rehabilitation	\$1,550,000					\$1,550,000	Changed year--Previously \$2m in 2016
Lining Repairs - NTWWTP and Wanamaker PS	\$321,586	\$1,178,414				\$1,500,000	Updated funding
Eastside IS-Relief-CSO#3 to Ash St PS		\$900,000	\$7,448,760			\$8,348,760	Changed year--Previously in 2018
NTWWTP Nutrient Removal				\$6,363,627		\$6,363,627	Moved to 2020
Oakland WWTP - UV Expansion & Replacement Program	\$300,000	\$100,000	\$300,000	\$100,000	\$300,000	\$1,100,000	
WPC Inflow & Infiltration Program	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	New; 400k per year operating funds, 100k SORT funds
Oakland Wastewater Treatment Plant Solids Handling/Facility Upgrades Phase II	\$8,098,274					\$8,098,274	New
Neighborhood Infrastructure	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	
Combined Sewer Overflow Management Plan*	\$391,000					\$391,000	Added 91,000 / Part of KDHE Consent Order
WPC Facility Rehabilitation Program	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$2,000,000	New 2017
ADS System Meter Upgrade & Maint. Program	\$200,000	\$200,000	\$200,000	\$200,000	\$315,000	\$1,115,000	
Small WW Pump Station Rehab & Repl Progr.	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$3,000,000	
Sanitary Sewer Interceptor Maint & Rehab	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$3,000,000	
SCADA System Upgrade	\$406,000					\$406,000	New
Wanamaker Force Main Rehab Repl	\$125,000	\$8,500,000				\$8,625,000	New
Ash St Force Main Repl	\$2,500,000	\$2,500,000				\$5,000,000	New
Shunga Pump Station Rehab	\$300,000	\$6,500,000				\$6,800,000	New
WW Pump Station VFP Repl	\$1,000,000					\$1,000,000	New
Oakland Aerator & Mixing Repl	\$2,500,000	\$2,500,000				\$5,000,000	New
Grant/Jefferson Pump Station Rehab		\$1,321,000	\$9,000,000			\$10,321,000	New; funding 1 year later
Subtotal Wastewater	\$23,341,860	\$29,349,414	\$20,302,510	\$7,313,627	\$1,265,000	\$81,572,411	
Utilities/Stormwater Fund							
Storm Conveyance System Rehab	\$2,500,000	\$1,000,000	\$0	\$0	\$0	\$3,500,000	
Kansas River Levee System Rehabilitation - Ph. II	\$3,600,000	\$2,700,000				\$6,300,000	
Levee Repairs	\$4,726,700					\$4,726,700	
Adams St IS SW Removal*	\$2,456,828					\$2,456,828	Part of KDHE Consent Order
Stormwater Operations Equipment & Fleet Mant. & Replacement Program	\$100,000	\$300,000	\$100,000	\$300,000	\$100,000	\$900,000	Added 2021
Drainage Correction Program	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	Added 2021; 100k per year in SORT in fed area
Levee Asset Repair / Rehab	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	New
BMP Development & Construction	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	New
Shunga Flood Mitigation Study	\$560,000					\$560,000	New
Subtotal Stormwater	\$14,543,528	\$4,600,000	\$700,000	\$900,000	\$700,000	\$21,443,528	
Utilities/Water Fund							

	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	5 Year Total	Comments/Questions/Changes from 2016-2020 CIP
Water Main Replacement Program	\$3,000,000	\$3,000,000	\$1,500,000	\$1,500,000	\$1,500,000	\$10,500,000	
Water Plant Rehabilitation Program	\$1,300,000	\$1,000,000	\$500,000	\$200,000	\$200,000	\$3,200,000	
Indian Hills Rd., SW 29th to 21st St.	\$539,100	\$1,288,250				\$1,827,350	
2.2-MGD Meriden Booster Pump Station	\$788,826					\$788,826	Updated name and amount
East High Service Pumping Motor Control and Electrical Switch Gear		\$2,689,950				\$2,689,950	
2.0-MG West Elevated Tank - Indian Hills Road		\$4,744,300	\$0	\$0		\$4,744,300	Moved to 2018
Water Plant Operations Equipment & Fleet Maint. & Replacement Program	\$300,000	\$200,000	\$200,000	\$100,000	\$100,000	\$900,000	Added 2021 funding
24" on Crane - NW Harrison to NE Branner; 24" on Jefferson - NE Crane to SE 2nd	\$491,100					\$491,100	Formerly Crane, NE Harrison to Jefferson to 2nd to Seward / Branner
Annual Valve & hydrant Exercising Repl Progr	\$200,000	\$0	\$0	\$0	\$0	\$200,000	New
Meter Replacement / AMR Upgrade Program	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	New
Water Storage Tank Maint (Inspect-Repair-Painting)	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	New
Rehab East Filters at the Water Treatment Plant	\$1,600,000					\$1,600,000	New
Water Treatment Plant Master Plan Update	\$200,000					\$200,000	New
Water Distribution Master Plan	\$150,000					\$150,000	New
24" NE Strait from NE Seward to SE 6th Ave	\$2,700,000					\$2,700,000	New
Phase II Layne High Service Pump Rehabilitation	\$1,402,500					\$1,402,500	New
CIS Utility Billing, Dynamic Portal, CS System	\$500,000	\$650,000				\$1,150,000	New
Subtotal Water	\$13,671,526	\$14,072,500	\$2,700,000	\$2,300,000	\$2,300,000	\$35,044,026	
Total Utility Fund	\$51,556,914	\$48,021,914	\$23,702,510	\$10,513,627	\$4,265,000	\$138,059,965	

Other Funding Sources

City Half-Cent Sales Tax Street Repair

Maintain & Improve Existing Streets 2017	\$9,350,000					\$9,350,000	
Maintain & Improve Existing Streets 2018		\$9,485,000				\$9,485,000	
Maintain & Improve Existing Streets 2019			\$9,621,350			\$9,621,350	
ADA Sidewalk Ramp Repair	\$300,000	\$300,000	\$300,000			\$900,000	Added 2021 funding
Curbs, Gutters & Street Repair	\$1,500,000	\$1,500,000	\$1,500,000			\$4,500,000	Added 2021 funding
Alley Repair	\$250,000	\$250,000	\$250,000			\$750,000	Added 2021 funding
Sidewalk Repair Program	\$100,000	\$100,000	\$100,000			\$300,000	Added 2021 funding, 40,000 to each year
Street Maintenance and Repair: Local Streets	\$2,000,000	\$2,000,000	\$2,000,000			\$6,000,000	
Subtotal Half-Cent Sales Tax	\$13,500,000	\$13,635,000	\$13,771,350	\$0	\$0	\$40,906,350	

Federal Funds

Bridge on SW Cherokee St over Ward Cr.	\$50,000	\$730,000				\$780,000	
Bridge on SW 3rd St over Ward Cr.	\$75,000	\$50,000	\$750,000			\$875,000	
Bridge on SE 29th Street over Butcher Creek		\$80,000	\$70,000	\$850,000		\$1,000,000	
Neighborhoods Infrastructure (Housing Portion)	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	
Kansas River Levee System Rehabilitation - Ph. II	\$10,000,000	\$5,000,000				\$15,000,000	
Upstream River Weir (Federal Portion)	\$500,000					\$500,000	
Bridge Deck Patching and Polymer Overlay					\$1,200,000	\$1,200,000	New
SW Arvon Place/Huntoon Street/I-470 Ramps	\$1,375,000	\$1,375,000				\$2,750,000	

	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	5 Year Total	Comments/Questions/Changes from 2016-2020 CIP
SW Wanamaker Rd/SW Huntoon/ I470 Ramps				\$1,100,000	\$1,100,000	\$2,200,000	
Subtotal Fed Funds	\$12,600,000	\$7,835,000	\$1,420,000	\$2,550,000	\$2,900,000	\$27,305,000	
General Fund/Debt Service Cash							
TFD Stations Renovations	\$170,000	\$230,000				\$400,000	Increased Project Costs
Police Department Fleet Replacement	\$550,000	\$550,000	\$250,000	\$250,000	\$250,000	\$1,850,000	
City portion of Heritage Grant for steps/entryway TPAC City Hall	\$330,000					\$330,000	New
City4 TV Equipment Replacement	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000	
Zoo - Fire Hydrants	\$158,500					\$158,500	New
Facility Roof Requests	\$82,855					\$82,855	
LEC Parking Garage	\$1,006,745					\$1,006,745	New
Zoo Service Road Repair	\$223,146					\$223,146	Added 5%
Upstream River Weir (Cash Portion)	\$300,000					\$300,000	Updated amount 1/22/15
Self Contained Breathing Apparatus (SCBA)		\$795,000				\$795,000	New
Subtotal General Fund Cash	\$2,891,246	\$1,645,000	\$320,000	\$320,000	\$320,000	\$5,496,246	
IT Fund Cash							
Telephone System Replacement	\$137,000	\$137,000				\$274,000	New
Desktop Computer Replacement	\$83,250	\$83,250	\$83,250	\$83,250		\$333,000	New
Security System Replacement	\$52,500	\$52,500	\$52,500	\$52,500		\$210,000	New
Data Back-up System Replacement	\$62,500	\$62,500	\$62,500	\$62,500		\$250,000	New
Citywide Single Payment Portal	\$200,000	\$190,000				\$390,000	New
Citywide Asset Management System		\$360,000	\$300,000			\$660,000	New; moved out one year
Subtotal IT Fund Cash	\$535,250	\$885,250	\$498,250	\$198,250	\$0	\$2,117,000	
Donations/Outside Funding Sources							
Kay's Garden	\$3,000,000		\$0	\$0	\$0	\$3,000,000	New
Zoo Masterplan	\$2,848,000	\$1,500,000	\$1,200,000	\$4,800,000	\$0	\$10,348,000	
Heritage Grant for steps/entryway TPAC City Hall	\$90,000					\$90,000	New
SW Wanamaker -- SW 4th to SW 6th	\$650,000					\$650,000	New -- GO Topeka Portion
Subtotal Donations	\$6,588,000	\$1,500,000	\$1,200,000	\$4,800,000	\$0	\$14,088,000	
Countywide Sales Tax Proposal (2017-2031)							
SW 6th-Gage to Fairlawn	\$500,000	\$5,100,000				\$5,600,000	
Zoo Master Plan		\$2,000,000	\$1,500,000	\$4,500,000		\$8,000,000	
Bikeway Master Plan		\$300,000		\$600,000		\$900,000	
12th Street (2 lanes) - Gage to Kansas Ave			\$500,000	\$300,000	\$3,600,000	\$4,400,000	Added 2021 funding.
SE California-37th-45th				\$400,000	\$200,000	\$600,000	Added 2021 funding
Subtotal Countywide Sales Tax	\$500,000	\$7,400,000	\$2,000,000	\$5,800,000	\$3,800,000	\$19,500,000	
Total Other Sources	\$36,614,496	\$32,900,250	\$19,209,600	\$13,668,250	\$7,020,000	\$109,412,596	
Total Capital Improvements	\$ 97,336,231	\$ 89,752,796	\$ 51,791,542	\$ 35,945,115	\$ 21,964,200	\$ 296,789,883	



City of Topeka

Capital Improvement Project Summary

1. Project Title: Neighborhood Infrastructure 2. Project #: T-601056
 3. Dept/Div: Public Works/Engineering/Neighborhood Relations 4. Project Year(s): 2017-2021
 5. Type: New Repair/Replace x 6. Project Location: Various Locations
 7. Contact Name: Shawn Bruns/Sasha Haehn 8. Contact Phone: 368-3033 & 368-4484

9. Project Description: This project is a component of the Stages of Resource Targeting program (SORT). The City generally targets a majority of Neighborhood Relation's resources in two redevelopment areas or neighborhoods per year, those being North Topeka West and Hi-Crest in 2016 and 2017. The neighborhood infrastructure piece includes improvements such as rebuilding deteriorated streets, curb/gutters, alleys and sidewalks. These funds are leveraged with the Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) funds utilized for housing rehab and construction.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ 100,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ 1,910,000
d. Contingency		\$ 50,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 60,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 30,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 2,150,000
Estimated Life of Item (years):	<u>30</u>	
Source of Estimate/Year:	<u>2012</u>	

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source: The funding source for street repair work is primarily Motor Fuel Tax. This project should provide a net reduction in operating costs by improving deteriorated infrastructure elements.

12. Amount by source of financing

	1. G.O. Bonds	2. Federal Funding	3. Wastewater Cash	4.	5.	TOTAL
2017	1,400,000	600,000	150,000			\$2,150,000
2018	1,400,000	600,000	150,000			\$2,150,000
2019	1,400,000	600,000	150,000			\$2,150,000
2020	1,400,000	600,000	150,000			\$2,150,000
2021	1,400,000	600,000	150,000			\$2,150,000
TOTAL	\$7,000,000	\$3,000,000	\$750,000	\$0	\$0	\$10,750,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: South Fire Station 2. Project #: _____
 3. Dept/Div: Fire 4. Project Year(s): 2017-2018
 5. Type: New x Repair/Replace 6. Project Location: South Topeka Area
 7. Contact Name: Chief Greg Bailey 8. Contact Phone: 368-4000

9. Project Description: Funds will be used for the acquisition of land, design and construction of a fire station in the South part of the City (Station # 14). Location and operating costs are to be determined.

10. Project Schedule and Estimate			11. Estimated Annual Operating Cost	
	Year	Amount	Basis for Cost Estimate and Funding Source: To be determined	
a. Design/Administrative Fees	2016	\$ 50,132		
b. Right-of Way		\$ -		
c. Construction/Service Fees	2017-2018	\$ 2,955,835		
d. Contingency		\$ 250,655		
e. Technology		\$ -		
f. Financing Costs (Temp Notes)		\$ 88,675		
g. Cost of Issuance (Rev/GO Bonds)		\$ 59,117		
h. Debt Reserve Fund (Rev Bonds)		\$ -		
i. Capitalized Interest		\$ -		
Project Total		\$ 3,404,414		
Estimated Life of Item (years): <u>30</u>				
Source of Estimate/Year: <u>2012</u>				

12. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	\$1,768,407					\$1,768,407
2018	\$1,636,007					\$1,636,007
2019	\$0					\$0
2020	\$0					\$0
2021	\$0					\$0
TOTAL	\$3,404,414	\$0	\$0	\$0	\$0	\$3,404,414



City of Topeka

Capital Improvement Project Summary

1. Project Title: Complete Streets 2. Project #: T-601058.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2017-2021
 5. Type: New Repair/Replace x 6. Project Location: Various
 7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project provides for the addition of complete street elements to existing streets to better serve all users of the transportation system. Common complete street elements include sidewalks, bike lanes, crosswalks/pedestrian flashers, accessible curb ramps, pedestrian refuge medians, bus stop access to adjacent trails. Complete street elements may be constructed with projects funded from other sources like citywide sales tax projects or this project may provide matching funds for grant projects.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ 8,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ 82,000
d. Contingency		\$ 6,700
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 1,400
g. Cost of Issuance (Rev/GO Bonds)		\$ 1,900
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 100,000
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

11. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs will be minimal.

12. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	100,000					\$100,000
2018	100,000					\$100,000
2019	100,000					\$100,000
2020	100,000					\$100,000
2021	100,000					\$100,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Citywide Infrastructure 2. Project #: T-601059.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2017-2021
 5. Type: New x Repair/Replace 6. Project Location: Various
 7. Contact Name: Shwn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project provides for the construction of new infrastructure elements by providing the required matching funds for grant projects or providing additional funds for projects where funding for new infrastructure is needed as with citywide sales tax projects. The improvements can include such elements as sidewalks, bikeways or street widening.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ 16,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ 168,000
d. Contingency		\$ 9,200
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 2,900
g. Cost of Issuance (Rev/GO Bonds)		\$ 3,900
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 200,000

Estimated Life of Item (years): 15-30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs will depend upon the type of infrastructure but should be minimal.

12. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	200,000					\$200,000
2018	200,000					\$200,000
2019	200,000					\$200,000
2020	200,000					\$200,000
2021	200,000					\$200,000
TOTAL	\$1,000,000		\$0	\$0	\$0	\$0



City of Topeka

Capital Improvement Project Summary

1. Project Title: SE California Ave. -- 29th St. to 33rd St. 2. Project #: T-701011.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2017-2018
 5. Type: New Repair/Replace x 6. Project Location SE Calif. Ave. -- 29th to 33rd
 7. Contact Name Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will widen SE California Avenue between SE 29th Street and SE 33rd Street. The new roadway will include curb & gutter, sidewalks, street lighting and a drainage system. Design started in 2015 with utility relocation in 2016 and construction in 2017.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2017-2018	\$ 2,500,000
d. Contingency		\$ 109,000
e. Technology		\$ 39,000
f. Financing Costs (Temp Notes)		\$ 52,000
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 2,700,000
Estimated Life of Item (years): <u>30 years</u>		
Source of Estimate/Year: <u>Eng. Div. -- 2015</u>		

11. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs for a new pavement versus the existing deteriorated pavement.

12. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	2,200,000					\$2,200,000
2018	500,000					\$500,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$2,700,000		\$0	\$0	\$0	\$0 \$2,700,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70 2. Project #: T-861009.00
3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2017-2021
5. Type: New x Repair/Replace 6. Project Location: SE 6th & SE 10th Bridges over I-70
7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will fund widening of the SE 6th Avenue and SE 10th Avenue bridges over I-70 for bike lanes when the bridges are replaced with the Kansas Department of Transportation's Polk-Quincy Realignment Project. The Topeka Bikeways Master Plan recommends a 5' bike lane on both sides of 6th Avenue (Bike Route 1) and 10th Avenue (Bike Route 7) in future replacements of these roadways. An exact timeframe for the realignment project is unknown until KDOT receives full funding for construction. The project is being placed in the last year of the 5 year Capital Improvement Program (CIP) and will likely keep moving back to the fifth year of subsequent CIPs until a more exact construction timeframe is known.

10. Project Schedule and Estimate			11. Estimated Annual Operating Cost	
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>	
a. Design/Administrative Fees		\$ -	Operating costs to the City are minimal as these bridges are maintained by the Kansas Department of Transportation.	
b. Right-of Way		\$ -		
c. Construction/Service Fees	2021	\$ 483,000		
d. Contingency		\$ -		
e. Technology		\$ 7,000		
f. Financing Costs (Temp Notes)		\$ 10,000		
g. Cost of Issuance (Rev/GO Bonds)		\$ -		
h. Debt Reserve Fund (Rev Bonds)		\$ -		
i. Capitalized Interest		\$ -		
Project Total		\$ 500,000		
Estimated Life of Item (years): <u>30 years</u>				
Source of Estimate/Year: <u>Eng. Div. 2015</u>				

12. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019						\$0
2020						\$0
2021	500,000					\$500,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW Arvonla Place/Huntoon Street/I-470 Ramps 2. Project #: T-701014.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2017-2018
 5. Type: New Repair/Replace x 6. Project Location: SW Arvonla Pl./SW Huntoon/I-470
 7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will improve traffic operations, safety, and level of service in the area of SW Arvonla Place, SW Huntoon Street, SW Winding Road, I-470 Ramps, and SW Wanamaker Road. The existing roadway network serving the area bounded on the north by SW Huntoon Street, on the west by SW Urish Road, on the south by SW 17th Street, and on the east by SW Wanamaker Road is operating at or near capacity at several locations. Both the City and Kansas Department of Transportation have determined that additional development in the area should be closely reviewed so that a roadway network is provided with acceptable capacity for the additional development. Recent traffic impact studies for proposed developments in the area have revealed that geometric and traffic operation deficiencies in the existing roadway network are so significant that further development would cause traffic operations failure of several intersections.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ -
b. Right-of Way	2017	\$ 200,000
c. Construction/Service Fees	2017-2018	\$ 4,500,000
d. Contingency		\$ 223,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 33,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 44,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 5,000,000

Estimated Life of Item (years): 30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax.

12. Amount by source of financing

	1. G.O. Bonds	2. Federal Funds	3.	4.	5.	TOTAL
2017	1,125,000	1,375,000				\$2,500,000
2018	1,125,000	1,375,000				\$2,500,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$2,250,000	\$2,750,000	\$0	\$0	\$0	\$5,000,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Infill Sidewalks/Pedestrian Master Plan 2. Project #: T-241034.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2017-2021
 5. Type: New Repair/Replace 6. Project Location: Various
 7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project constructs new sidewalks to provide continuous pedestrian access as identified in the Pedestrian Master Plan or through requests from the public. The project will improve connectivity by extending the network of pedestrian routes in the community and adding to the City's multi-modal transportation system. Priority areas will focus on those areas identified in the Pedestrian master Plan.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual	\$ 45,000
b. Right-of Way		\$ -
c. Construction/Service Fees	Annual	\$ 500,000
d. Contingency		\$ 34,000
e. Technology		\$ 9,000
f. Financing Costs (Temp Notes)		\$ 12,000
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 600,000

Estimated Life of Item (years): 30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost
Basis for Cost Estimate and Funding Source:
 Operating costs will be minimal.

12. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	600,000					\$600,000
2018	600,000					\$600,000
2019	600,000					\$600,000
2020	600,000					\$600,000
2021	600,000					\$600,000
TOTAL	\$3,000,000		\$0	\$0	\$0	\$0 \$3,000,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road 2. Project #: _____
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2017-2021
 5. Type: New Repair/Replace x 6. Project Location: SW 10th Ave. Fairlawn to Wanamaker
 7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will widen SW 10th Avenue between SW Fairlawn Road and SW Wanamaker Road. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. Design is scheduled to start in 2017 with utility relocation in 2018 and construction in 2019.

10. Project Schedule and Estimate	11. Estimated Annual Operating Cost																																	
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%; text-align: center;"><u>Year</u></th> <th style="width: 20%; text-align: center;"><u>Amount</u></th> </tr> </thead> <tbody> <tr> <td>a. Design/Administrative Fees</td> <td style="text-align: center;">2017-2019</td> <td style="text-align: right;">\$ 495,000</td> </tr> <tr> <td>b. Right-of Way</td> <td style="text-align: center;">2018-2019</td> <td style="text-align: right;">\$ 200,000</td> </tr> <tr> <td>c. Construction/Service Fees</td> <td style="text-align: center;">2017-2020</td> <td style="text-align: right;">\$ 5,000,000</td> </tr> <tr> <td>d. Contingency</td> <td></td> <td style="text-align: right;">\$ 102,000</td> </tr> <tr> <td>e. Technology</td> <td></td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td>f. Financing Costs (Temp Notes)</td> <td></td> <td style="text-align: right;">\$ 87,000</td> </tr> <tr> <td>g. Cost of Issuance (Rev/GO Bonds)</td> <td></td> <td style="text-align: right;">\$ 116,000</td> </tr> <tr> <td>h. Debt Reserve Fund (Rev Bonds)</td> <td></td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td>i. Capitalized Interest</td> <td></td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td style="text-align: right;">Project Total</td> <td></td> <td style="text-align: right;">\$ 6,000,000</td> </tr> </tbody> </table>		<u>Year</u>	<u>Amount</u>	a. Design/Administrative Fees	2017-2019	\$ 495,000	b. Right-of Way	2018-2019	\$ 200,000	c. Construction/Service Fees	2017-2020	\$ 5,000,000	d. Contingency		\$ 102,000	e. Technology		\$ -	f. Financing Costs (Temp Notes)		\$ 87,000	g. Cost of Issuance (Rev/GO Bonds)		\$ 116,000	h. Debt Reserve Fund (Rev Bonds)		\$ -	i. Capitalized Interest		\$ -	Project Total		\$ 6,000,000	<p><u>Basis for Cost Estimate and Funding Source:</u> Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs for the new pavement versus the existing deteriorated pavement.</p>
	<u>Year</u>	<u>Amount</u>																																
a. Design/Administrative Fees	2017-2019	\$ 495,000																																
b. Right-of Way	2018-2019	\$ 200,000																																
c. Construction/Service Fees	2017-2020	\$ 5,000,000																																
d. Contingency		\$ 102,000																																
e. Technology		\$ -																																
f. Financing Costs (Temp Notes)		\$ 87,000																																
g. Cost of Issuance (Rev/GO Bonds)		\$ 116,000																																
h. Debt Reserve Fund (Rev Bonds)		\$ -																																
i. Capitalized Interest		\$ -																																
Project Total		\$ 6,000,000																																
Estimated Life of Item (years): <u>30 years</u> Source of Estimate/Year: <u>Eng. Div. -- 2015</u>																																		

12. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017	400,000					\$400,000
2018	240,000					\$240,000
2019	2,360,000					\$2,360,000
2020	3,000,000					\$3,000,000
2021						\$0
TOTAL	\$6,000,000		\$0	\$0	\$0	\$6,000,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW Wanamaker Road/SW Huntoon Street/ I-470 Ramps 2. Project #: T-701018.00
3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2019-2021
5. Type: New Repair/Replace X 6. Project Location: SW Wanamaker/SW Huntoon/I-470
7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will improve traffic operations, safety and level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I-470/Winding Road Entrance Ramp areas.

-

The existing roadway network serving the area bounded by SW Huntoon Street, SW Urish Road, SW 17th Street, and SW Wanamaker Road is operating at or near capacity at several locations. Recent traffic impact studies for proposed developments in the area have indicated further development will cause traffic operation failures of several intersections. City staff has worked with the Kansas Department of Transportation and a consultant on a Traffic Impact Study to determine geometric and intersection improvements and access control necessary to accommodate anticipated traffic from future developments and traffic growth in the area. This project will provide recommended geometric improvements to the intersection of SW Wanamaker Road and SW Huntoon Street and along SW Wanamaker Road at the I-470 Exit Ramp and I-470/Winding Road Entrance Ramp. This area is experiencing congestion and a low level of service under existing conditions. Design is expected to start in 2019 with construction to follow in 2020-21.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2019-20	\$ 350,000
b. Right-of Way	2019-20	\$ 50,000
c. Construction/Service Fees	2020-21	\$ 3,720,000
d. Contingency		\$ 206,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 32,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 42,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 4,400,000

Estimated Life of Item (years): 30 years

Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax.

12. Amount by source of financing

	1. G.O. Bonds	Federal Funds	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019	200,000					\$200,000
2020	1,000,000	1,100,000				\$2,100,000
2021	1,000,000	1,100,000				\$2,100,000
TOTAL	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$4,400,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: NW Tyler Street -- NW Lyman Road to NW Beverly Street 2. Project #: T-701019.00
3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2020-2021
5. Type: New Repair/Replace X 6. Project Location NW Tyler St. -- Lyman to Beverly
7. Contact Name Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project provides funding for widening NW Tyler Street between NW Lyman Road and NW Beverly Street to three lanes in conjunction with a city-wide sales tax project. The new roadway will include curb & gutter, sidewalks and a drainage system. NW Tyler Street is a minor arterial street. Design is expected to start in 2020 with construction to follow in 2021. *Additional funding may be contingent on the extension of the citywide half cent sales tax.*

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2020	\$ 150,000
b. Right-of Way	2021	\$ 50,000
c. Construction/Service Fees	2021	\$ 1,525,000
d. Contingency		\$ 47,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 12,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 16,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 1,800,000

Estimated Life of Item (years): 30 years

Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs for new pavement versus existing deteriorated pavement.

12. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019						\$0
2020	150,000					\$150,000
2021	1,650,000					\$1,650,000
TOTAL	\$1,800,000	\$0	\$0	\$0	\$0	\$1,800,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SE 29th Street/KTA Interchange 2. Project #: T-701017.00
3. Dept/Div: Public Works/Engineering 4. Project Year(s): 2020-2021
5. Type: New X Repair/Replace 6. Project Location: SE 29th St/KTA Interchange
7. Contact Name: Shawn Bruns 8. Contact Phone: (785) 368-3033

9. Project Description: This project will construct a new interchange on the Kansas Turnpike at SE 29th Street. The exact configuration, timeframe, and cost of this project are unknown--the project (design) is being placed in year 2020 and construction in year 2021 as a placeholder. A portion of the costs will be paid by the Kansas Department of Transportation -- this project sheet represents the estimated City portion only.

10. Project Schedule and Estimate	
	<u>Year</u> <u>Amount</u>
a. Design/Administrative Fees	2020 \$ 500,000
b. Right-of Way	
c. Construction/Service Fees	
d. Contingency	
e. Technology	\$ -
f. Financing Costs (Temp Notes)	
g. Cost of Issuance (Rev/GO Bonds)	
h. Debt Reserve Fund (Rev Bonds)	\$ -
i. Capitalized Interest	\$ -
Project Total	\$ 500,000
Estimated Life of Item (years):	<u>30 years</u>
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>

11. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs are unknown at this time.

12. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019						\$0
2020	500,000					\$500,000
2021						\$0
TOTAL	\$500,000		\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: 12th Street -- Gage Boulevard to Kansas Avenue 2. Project #: T-701016.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2019-2022
 5. Type: New Repair/Replace x 6. Project Location: 12th Street --Gage to Kansas
 7. Contact Name: Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project provides funding for replacing 12th Street between Gage Blvd. and Kansas Avenue in conjunction with a citywide sales tax project. The new roadway will include two lanes of pavement and sidewalks. This portion of funding is from the extension of the Countywide Half Cent sales tax to take effect January 1, 2017. The project is expected to be constructed in 2021-2022. Note that exact years and funding amounts are proposed at this time and may change. *A portion of this projects cost may be contingent on the citywide half cent sales tax extension.*

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2019-2020	\$ 600,000
b. Right-of Way	2020	\$ 200,000
c. Construction/Service Fees	2021-2022	\$ 6,100,000
d. Contingency	2020-2022	\$ 300,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 7,200,000
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

11. Estimated Annual Operating Cost
Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs for the new pavement versus the existing deteriorated pavement.

12. Amount by source of financing						
	1. Countywide Half Cent Sales	2. GO Bonds	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019	500,000					\$500,000
2020	300,000	400,000				\$700,000
2021	3,600,000	2,400,000				\$6,000,000
TOTAL	\$4,400,000	\$2,800,000	\$0	\$0	\$0	\$7,200,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Wanamaker Force main Rehabilitation Replacement 2. Project #: T-291056.00
3. Dept/Div: Public Works / UAM - Wastewater 4. Project Year(s): 2017-2018
5. Type: New Repair/Replace X 6. Project Location: Approx. par. S of I-70 at SW 9th St. E to SW Westchester Rd.
7. Contact Name Michelle Neiswender 8. Contact Phone: 368-4251

9. Project Description: Project will include preliminary investigation, design, and construction to repair and or rehabilitate the force main. This force main is approximately sixty years old and four miles in length and serves the sanitary needs of the Wanamaker corridor. Its integrity has been compromised at least three times. The current structural condition of the pipe is of concern to the City as well as KDHE.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2017	\$ 125,000
b. Right-of Way		
c. Construction/Service Fees	2017-2018	\$ 7,474,119
d. Contingency		\$ -
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 113,987
g. Cost of Issuance (Rev/GO Bonds)		\$ 151,982
h. Debt Reserve Fund (Rev Bonds)		\$ 759,912
i. Capitalized Interest		\$ -
Project Total		\$ 8,625,000
Estimated Life of Item (years):	<u>40-80</u>	
Source of Estimate/Year:	<u>WPC/2015</u>	

11. Estimated Annual Operating Cost	
<u>Basis for Cost Estimate and Funding Source:</u>	

12. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2017	125,000					\$125,000
2018	8,500,000					\$8,500,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$8,625,000	\$0	\$0	\$0	\$0	\$8,625,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Kansas River Levee System Rehabilitation - Phase II 2. Project #: T-831000.01
 3. Dept/Div: WPC / Stormwater Utility 4. Project Year(s): 2016-2018
 5. Type: New Repair/Replace X 6. Project Location: Throughout the levee system
 7. Contact Name: Michelle Neiswender 8. Contact Phone: 368-4251

9. Project Description: This project includes rehabilitation efforts for four levee units within the City as required by the United States Army Corps of Engineers (USACE) 2009 Kansas Flood Damage Reduction Feasibility Study. This study indicates that the levee system does not provide the authorized level of flood protection to the city and recommends the following improvements: installation of an earth stability berm on the landside of the floodwall to protect against the wall sliding at the Waterworks levee unit, located at the Topeka Water Treatment Plant; replacement of 1900 feet of the South Topeka levee unit floodwall east of Kansas Ave. to improve foundation stability and the installation of an earth berm or relief wells for under seepage 2,600 feet west of Topeka Blvd.; improvements to the Oakland levee unit including, installation of an earth berm or relief wells for under seepage 1,600 feet along the Oakland Wastewater Treatment Plant and the installation of an earth stability berm for 500 feet along Shunganunga Creek near S.E. 6th St. and Branner St.; and installation of an earth berm or relief wells for under seepage 2,400 feet west of the North Topeka Wastewater Treatment Plant for the North Topeka levee unit. The project was recommended for construction funding (through inclusion in the Water Resources Development Act (WRDA)) by the USACE. Total project cost is estimated to be \$24,200,000 with the City to provide a minimum of 35% of the total project costs. The design phase was initiated in 2009. Ordinance 19848 authorized the design budget of \$650,000.

10. Project Schedule and Estimate			11. Estimated Annual Operating Cost	
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>	
a. Design/Administrative Fees		\$ -		
b. Right-of Way		\$ -		
c. Construction/Service Fees	2017-2018	\$ 21,300,000		
d. Contingency		\$ -		
e. Technology		\$ -		
f. Financing Costs (Temp Notes)		\$ -		
g. Cost of Issuance (Rev/GO Bonds)		\$ -		
h. Debt Reserve Fund (Rev Bonds)		\$ -		
i. Capitalized Interest		\$ -		
Project Total		\$ 21,300,000		
Estimated Life of Item (years):	<u>25-50</u>			
Source of Estimate/Year:	<u>USACE/2009</u>			

12. Amount by source of financing

	1. SW Ops Fund	2. Federal Funds	3.	4.	5.	TOTAL
2017	3,600,000	10,000,000				\$13,600,000
2018	2,700,000	5,000,000				\$7,700,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$6,300,000	\$15,000,000		\$0	\$0	\$21,300,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Water Main Replacement Program 2. Project #: T-281088.00 (2017)
 3. Dept/Div: Public Works / UAM - Water 4. Project Year(s): 2017-2021
 5. Type: New Repair/Replace X 6. Project Location: Citywide
 7. Contact Name: Paul Bodner 8. Contact Phone: 368-2448

9. Project Description: The Water Main Replacement Program focuses on restoring mains located in areas with extensive break and repair histories. In recent years, water main breaks have become more prevalent due to the aging infrastructure. Based on historic studies and experience in the United States, the average useful life for water mains ranges between 75-100 years, depending upon local (soil & environmental) conditions. Beyond this period, failure is imminent. Topeka's water distribution system consists of nearly 861 miles of transmission and neighborhood distribution water mains ranging in size from 2 to 48 inches in diameter. Assuming the optimal asset life span of 100 years, an annual replacement program approaching eight plus (8.0 +) miles per year is required to mitigate continued progressive water main break rates. Replacement program efforts will also focus on needed replacements associated with half-cent sales tax and other priority street improvement projects to be implemented by the City Engineering Division. This comprehensive replacement program has been implemented to reduce the destructive and costly impact of water main breaks and aging water main infrastructure on Topeka neighborhoods, local businesses and future developments. The continuation of this program reduces the likelihood of higher failure rates, and increasing operations and maintenance costs associated with aging water mains.

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2017-2021	\$ 910,000
b. Right-of Way		\$ 300,573
c. Construction/Service Fees	2017-2021	\$ 7,200,000
d. Contingency		\$ 840,528
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 138,767
g. Cost of Issuance (Rev/GO Bonds)		\$ 185,022
h. Debt Reserve Fund (Rev Bonds)		\$ 925,110
i. Capitalized Interest		\$ -
Project Total		\$ 10,500,000

Estimated Life of Item (years): 75 -100
 Source of Estimate/Year: Water/2013

11. Estimated Annual Operating Cost: **\$753**

Basis for Cost Estimate and Funding Source:
 Estimated Annual Operating Cost increase breakdown funded by annual operating budgets:
 2016 - 3,844 ft. @ \$0.14 = \$538
 2017 - 4613 ft. @ \$0.14 = \$646
 2018 - 5381 ft. @ \$0.14 = \$753
 2019 - 6150 ft. @ \$0.14 = \$861
 2020 - 6919 ft. @ \$0.14 = \$969
 5 Year CIP Annual Average = \$753

12. Amount by source of financing

	1. Revenue Bonds	3.	4.	5.	TOTAL
2017	3,000,000				\$3,000,000
2018	3,000,000				\$3,000,000
2019	1,500,000				\$1,500,000
2020	1,500,000				\$1,500,000
2021	1,500,000				\$1,500,000
TOTAL	\$10,500,000	\$0	\$0	\$0	\$10,500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: 18" on SW Indian Hills - SW 29th to SW 21st 2. Project #: T-281090.00
 3. Dept/Div: Public Works / UAM - Water 4. Project Year(s): 2017-2018
 5. Type: New X Repair/Replace 6. Project Location Indian Hills Rd, SW 29th to 21st St
 7. Contact Name Paul Bodner 8. Contact Phone: 368-2448

9. Project Description: This project consists of installing 5300-ft of 18-inch main to reinforce the water transmission capacity in the West Pressure Zone (generally west of SW Wanamaker Road south of the Kansas River to SW 45th Street) area for domestic and fire flows to support existing and continued growth and development in the westerly portion of Topeka. This project is part of an overall plan to assure the capability of the transmission and distribution system to meet both existing and future peak day and fire protection requirements in this portion of the city water service area. This main will improve the reliability of the supply to portions of west Topeka and is part of the improvements needed to provide connectivity between within the West Pressure Zone water storage tanks and booster pump stations for reliability of supply. This project was identified as part of the Water Distribution System Master Plan prepared in February 2002.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2017	\$ 270,100
b. Right-of Way	2017	\$ 50,000
c. Construction/Service Fees	2017-2018	\$ 1,070,900
d. Contingency		\$ 219,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 24,150
g. Cost of Issuance (Rev/GO Bonds)		\$ 32,200
h. Debt Reserve Fund (Rev Bonds)		\$ 161,000
i. Capitalized Interest		\$ -
Project Total		\$ 1,827,350
Estimated Life of Item (years):	<u>75 -100</u>	
Source of Estimate/Year:	<u>Water/2013</u>	

11. Estimated Annual Operating Cost: **\$742**
 Basis for Cost Estimate and Funding Source:
 Annual estimated operating cost will be included in operating budget.

12. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2017	539,100					\$539,100
2018	1,288,250					\$1,288,250
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$1,827,350	\$0	\$0	\$0	\$0	\$1,827,350



City of Topeka

Capital Improvement Project Summary

1. Project Title: 2.0-MG West Elevated Tank - Indian Hills Road (13) 2. Project #: T-281055.00
 3. Dept/Div: Public Works / UAM - Water 4. Project Year(s): 2018
 5. Type: New Repair/Replace X 6. Project Location: Indian Hills between 29th and 33rd
 7. Contact Name: Paul Bodner 8. Contact Phone: 368-2448

9. Project Description: This project involves land acquisition and construction of a 2.0 M gallon elevated water storage located on Indian Hills between 29th and 33rd St. This elevated water storage tank is needed to replace the existing 750k gallon elevated tank located at Indian Hills and 17th St. The existing elevated tank is inadequate for current and future fire and domestic water storage needs within this pressure zone. This tank is also part of the phased improvement needed to allow for creation of the new East and new South Pressure Zones out of the existing Southeast and West Zones. This project was identified as part of the Water Distribution System Master Plan (February 2002). This plan was established to assess deficiencies and system capacity needs for transmission mains and system storage requirements based on the then current master plan for the City of Topeka for growth and land use. The report concludes that additional storage is needed to maintain domestic service and fire flows and to provide operational equalization for pumps and booster stations. Additional storage will also assist in reducing broken mains in this area.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2018	\$ 237,500
b. Right-of Way		\$ 150,000
c. Construction/Service Fees	2018	\$ 3,630,000
d. Contingency		\$ 162,500
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 62,700
g. Cost of Issuance (Rev/GO Bonds)		\$ 83,600
h. Debt Reserve Fund (Rev Bonds)		\$ 418,000
i. Capitalized Interest		\$ -
Project Total		\$ 4,744,300
Estimated Life of Item (years):	<u>50 to 100</u>	
Source of Estimate/Year:	<u>Bartlett & West/2003</u>	

11. Estimated Annual Operating Cost: **\$1,500**
 Basis for Cost Estimate and Funding Source: 2013 costs for electrical, routine weekly inspections paid in annual operating and maintenance budget. This replacement project will not increase annual operating cost.

12. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2017	4,744,300					\$4,744,300
2018						\$0
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$4,744,300	\$0	\$0	\$0	\$0	\$4,744,300



City of Topeka

Capital Improvement Project Summary

1. Project Title: 24" NE Strait from NE Seward to SE 6th Ave 2. Project #: T-281104.00
 3. Dept/Div: Public Works / UAM - Water 4. Project Year(s): 2017
 5. Type: New Repair/Replace X 6. Project Location: Strait from Seward to 6th
 7. Contact Name: Paul Bodner 8. Contact Phone: 368-2448

9. Project Description: This main supplements necessary improvements that provide the foundation for the new East and South Zones. Continued re-development and expansion in these areas will require the additional water supplied by this water main. The project timing is driven as a result of the proposed improvements to SE Seward Avenue from Branner to Rice Road to provide the source water connectivity for that transmission main. This project was identified as part of the Water Distribution System Master Plan (February 2002). The alignment is going on NE Strait from NE Seward to SE 2nd St, continuing parallel to Deer Creek Park to SE 6th Ave. The 2002 Water Distribution System Master Plan determined that this project among others will improve the delivery of potable water and fire protection throughout the city.

10. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2017	\$ 320,000
b. Right-of Way		
c. Construction/Service Fees	2017	\$ 1,900,000
d. Contingency		\$ 158,855
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 35,683
g. Cost of Issuance (Rev/GO Bonds)		\$ 47,577
h. Debt Reserve Fund (Rev Bonds)		\$ 237,886
i. Capitalized Interest		\$ -
Project Total		\$ 2,700,000
Estimated Life of Item (years):	<u>75 -100</u>	
Source of Estimate/Year:	<u>Water/2013</u>	

11. Estimated Annual Operating Cost	
<u>Basis for Cost Estimate and Funding Source:</u>	

12. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2017	2,700,000					\$2,700,000
2018						\$0
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$2,700,000	\$0	\$0	\$0	\$0	\$2,700,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Upstream River Weir 2. Project #: 281058.01
 3. Dept/Div: Public Works 4. Project Year(s): 2016-2017
 5. Type: New Repair/Replace x 6. Project Location Water Plant Weir - Kansas River
 7. Contact Name: Doug Gerber 8. Contact Phone: 368-3947

9. Project Description: Retrofit the current dam in order to eliminate the public safety threat, provide reasonable fish passage, maintain adequate upstream pool elevation for the intake and pumps, and provide navigation through the weir. The City intends to pay for the project with cash from several potential sources to be determined based on cash availability (additional federal funds, utility funds, general funds, etc).

10. Project Schedule and Estimate		Year	Amount
a. Design/Administrative Fees	2016	\$	-
b. Right-of Way		\$	-
c. Construction/Service Fees	2017	\$	1,900,000
d. Contingency		\$	-
e. Technology		\$	-
f. Financing Costs (Temp Notes)		\$	-
g. Cost of Issuance (Rev/GO Bonds)		\$	-
h. Debt Reserve Fund (Rev Bonds)		\$	-
i. Capitalized Interest		\$	-
Project Total		\$	1,900,000
Estimated Life of Item (years):	<u>30 years</u>		
Source of Estimate/Year:	<u>2013</u>		

11. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs for the new pavement versus the existing deteriorated pavement.

12. Amount by source of financing						
	1. Federal Funds	2. Utilities	3. Cash	4.	5.	TOTAL
2017			1,100,000			\$1,100,000
2018	500,000	300,000				\$800,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$500,000	\$300,000	\$1,100,000	\$0	\$0	\$1,900,000

UNFUNDED PROJECT LIST



The City has far more infrastructure needs than funding available. Below is a nonexclusive list of currently unfunded projects. These are projects that have been identified as potential projects in the next 5 –10 years, but are not included in the Capital Improvement Plan due to funding constraints. Note there may be additional unfunded projects that aren't included below. This list is a “living document” which will be added to throughout the year and considered each year with the next CIP process.

Project Title	Type of Project	Estimated Unfunded Amount	Reason for Project
SW 10th Avenue -- SW Wanamaker Road to SW Gerald Lane	Street	2,000,000	Road Expansion; Future Commercial Development
SW Huntoon Street -- SW Executive Drive to SW Urish Road	Street	3,800,000	Road Expansion; Future Residential Development
Replacement of Medians	Street	300,000	Maintenance
Union Pacific Railroad Pedestrian Crossing N. Kansas Ave/NOTO	Street	1,300,000	Safety
SW Wanamaker - 6 th to loop road entrance	Street	<i>To be determined</i>	Road Expansion; Future Office/Medical Campus Development
Southwest Parkway - Gage to Wanamaker	Street	<i>To be determined</i>	New Road Construction; Future Development
SW Fairlawn - 37 th to Southwest Parkway	Street	<i>To be determined</i>	New Road Construction; Future Development
SW Urish - 21 st to 29 th	Street	<i>To be determined</i>	Road Expansion
SW Urish - 17 th to Huntoon	Street	<i>To be determined</i>	Road Expansion; Future Development
SW 45 th - Gage to Burlingame	Street	<i>To be determined</i>	Road Expansion; Future Residential Development
SW 49 th - Topeka to Wenger	Street	<i>To be determined</i>	Road Expansion; Future Industrial Development
SW 57 th - Topeka to Hwy 75	Street	<i>To be determined</i>	Road Expansion; Future Industrial Development
SE Indiana - 45 th to 42 nd	Street	1,500,000	New Road Construction; Future Residential Development
LEC Parking Lot Improvements	Facility	500,000	Maintenance
Wastewater Replacement Program (<i>Partially Funded</i>)	Utility	7,500,000	Maintenance
Storm Conveyance System Rehab (<i>Partially Funded</i>)	Utility	13,500,000	Maintenance
Water Main Replacement Program (<i>Partially Funded</i>)	Utility	5,000,000	Maintenance
Water Plant Rehabilitation Program (<i>Partially Funded</i>)	Utility	1,750,000	Maintenance
WTP High Service Pumping Emergency Power	Utility	2,763,400	System Resiliency
Strait at Seward; South - 2nd - Tefft	Utility	2,233,400	Capacity Improvements
Fairlawn; 45th - 53rd and East - Burlingame	Utility	4,301,400	Growth
41st & California east to West Edge & south to 45th St	Utility	2,195,000	Capacity Improvements
Burlingame; 49th to 57th and east to Wenger	Utility	4,951,400	System Reliability
East High Service Pumping Electrical Controls	Utility	2,363,400	System Resiliency
Tefft from 2nd to 6th St & 6th east to Norwood - Ph. I	Utility	4,172,300	Capacity Improvements
California from 21st to 28th (33rd) - Ph. I	Utility	2,726,500	Capacity Improvements
57th & Wenger to 65th & Westview	Utility	2,529,600	System Reliability
Fairlawn - 41st (Skyline Dr) to 45th and East to Gage	Utility	3,141,500	Growth
West Elevated Tank (West Zone)	Utility	5,464,900	Capacity Improvements
Disinfection Modification Phase I	Utility	10,000,000	Regulatory Compliance
Disinfection Modification Phase II	Utility	12,000,000	Regulatory Compliance
South Elevated Tank; SW 65th Street	Utility	5,360,690	Capacity Improvements
Estimated Total		101,353,490	



City of Topeka

Capital Improvement Project Summary

1. Project Title: Maintain and Improve Existing Streets 2. Project #: T-841017.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2017
 5. Type: New Repair/Replace X 6. Project Location: Various Locations
 7. Contact Name Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will provide maintenance and improvements to existing city streets, curbs, gutters, and sidewalks. Maintenance and improvements will be limited to elements which are already in place and in need of maintenance, repair or replacement. Projects will be administered by the Engineering Division. Proposed 2017 projects include:

- NW Tyler Street from Lyman Road to Hwy 24
- SE Fremont Street from 29th Street to 31st Street
- SE Golf Park Blvd. between Adams Street and Fremont Street
- SW 25th Street from Arrowhead Road to Fairlawn Road
- SW Oakley Avenue from 10th Street to 12th Street
- N. Kansas Avenue from Curtis Street to Norris Street
- SE 10th Avenue and Rice Road
- SW Wanamaker Road from 4th Street to 10th Street
- Local Street Repair Program in Central Park
- Street Restoration with Utility Work

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual	\$ 700,000
b. Right-of Way		
c. Construction/Service Fees	Annual	\$ 8,500,000
d. Contingency		\$ 150,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		
g. Cost of Issuance (Rev/GO Bonds)		
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 9,350,000

Estimated Life of Item (years): 10 to 30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs include pavement maintenance and pavement markings. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs of the existing deteriorated pavement.

12. Amount by source of financing

	1. Citywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2017	9,350,000					\$9,350,000
2018						\$0
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$9,350,000	\$0	\$0	\$0	\$0	\$9,350,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Maintain and Improve Existing Streets 2. Project #: T-841017.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2018
 5. Type: New Repair/Replace X 6. Project Location: Various Locations
 7. Contact Name Shawn Bruns 8. Contact Phone: 368-3033

9. Project Description: This project will provide maintenance and improvements to existing city streets, curbs, gutters, and sidewalks. Maintenance and improvements will be limited to elements which are already in place and in need of maintenance, repair or replacement. Projects will be administered by the Engineering Division. The tentative list of 2018 projects include the following projects. Each year's projects will be reassessed and resources reallocated based on updated street conditions and needs.

- SE Adams Street from 29th Street to 33rd Street
- SW Gage Blvd. from 21st Street to 25th Street
- SW 29th Street & Burlingame Road
- S. Kansas Avenue from 19th Street to 21st Street
- N. Vail Avenue from Gordon Street to Hwy 24 Frontage Road
- Bridge Repair Program - As identified in Bi-Annual Bridge Inspections
- Local Street Repair Program in Central Park
- Street Restoration with Utility Projects

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual	\$ 715,000
b. Right-of Way		
c. Construction/Service Fees	Annual	\$ 8,620,000
d. Contingency		\$ 150,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		
g. Cost of Issuance (Rev/GO Bonds)		
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 9,485,000

Estimated Life of Item (years): 10 to 30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs include pavement maintenance and pavement markings. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs of the existing deteriorated pavement.

12. Amount by source of financing

	1. Citywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2017						\$0
2018	9,485,000					\$9,485,000
2019						\$0
2020						\$0
2021						\$0
TOTAL	\$9,485,000	\$0	\$0	\$0	\$0	\$9,485,000



City of Topeka

Capital Improvement Project Summary

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- SE Adams Street from 33rd Street to 37th Street
- SW Gage Blvd. from 25th Street to 29th Street
- N. Kansas Avenue from Morse Street to Old Soldier Creek
- Bridge Repair Program - As identified in Bi-Annual Bridge Inspections
- Local Street Repair Program in Chesney Park
- Street Restoration with Utility Projects

10. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual	\$ 730,000
b. Right-of Way		
c. Construction/Service Fees	Annual	\$ 8,741,350
d. Contingency		\$ 150,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		
g. Cost of Issuance (Rev/GO Bonds)		
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 9,621,350

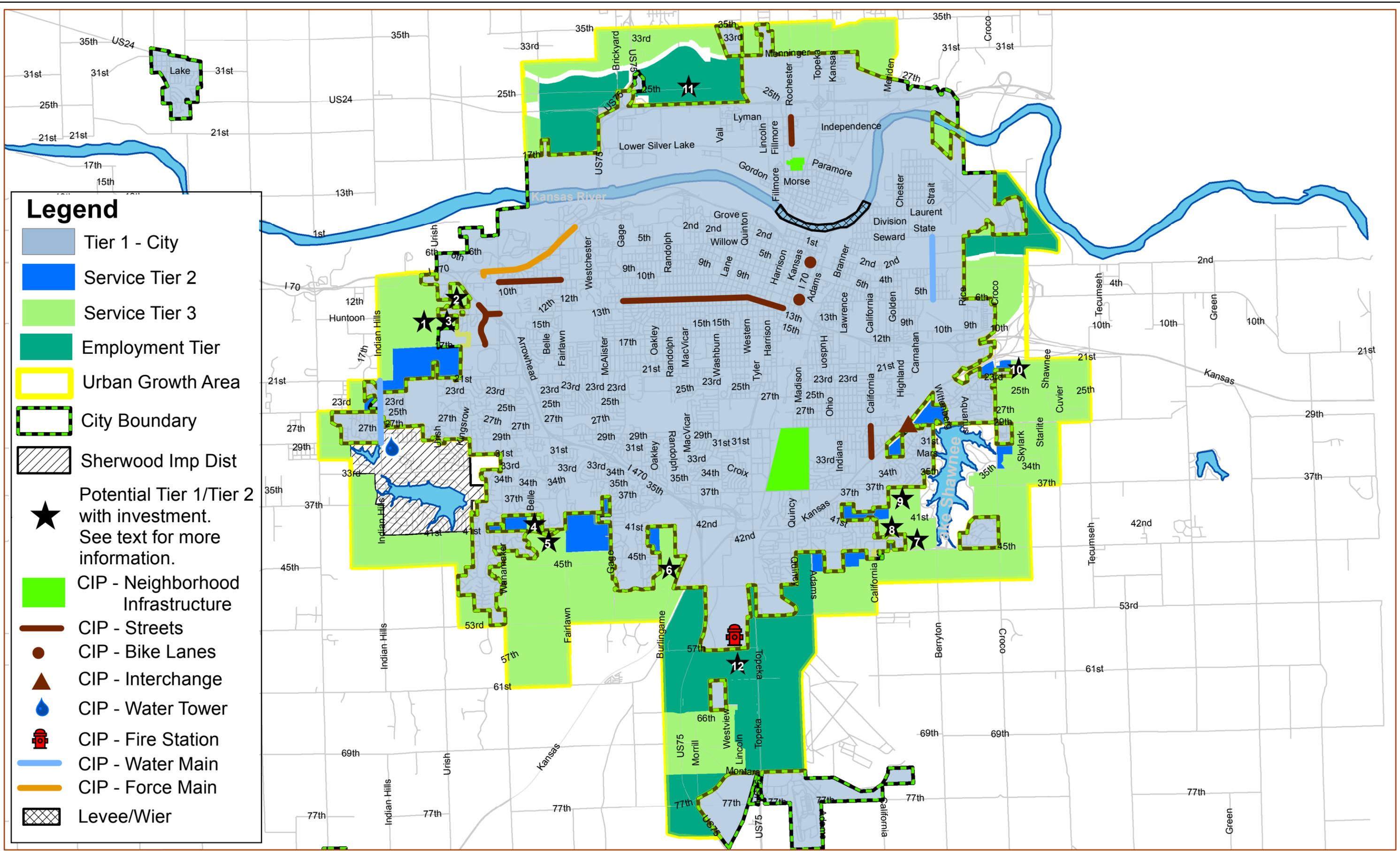
Estimated Life of Item (years): 10 to 30 years
 Source of Estimate/Year: Eng. Div. -- 2015

11. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source:
 Operating costs include pavement maintenance and pavement markings. The primary funding source is Motor Fuel Tax. This project will provide a net reduction in operating costs by reducing the maintenance needs of the existing deteriorated pavement.

12. Amount by source of financing

	1. Citywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2017						\$0
2018						\$0
2019	9,621,350					\$9,621,350
2020						\$0
2021						\$0
TOTAL	\$9,621,350		\$0	\$0	\$0	\$0

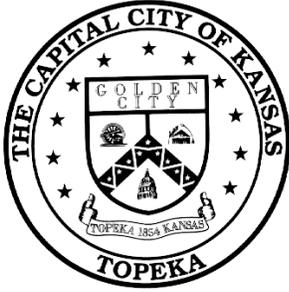


Legend

- Tier 1 - City
- Service Tier 2
- Service Tier 3
- Employment Tier
- Urban Growth Area
- City Boundary
- Sherwood Imp Dist
- ★ Potential Tier 1/Tier 2 with investment. See text for more information.
- CIP - Neighborhood Infrastructure
- CIP - Streets
- CIP - Bike Lanes
- CIP - Interchange
- CIP - Water Tower
- CIP - Fire Station
- CIP - Water Main
- CIP - Force Main
- Levee/Wier

City of Topeka

2017 - 2021 Highlighted CIP Projects/Urban Growth Area



CITY OF TOPEKA

PLANNING DEPARTMENT
620 SE Madison Street, Unit 11
Topeka, Kansas 66607-1118
Tel.: (785) 368-3728
Fax: (785) 368-2535

MEMORANDUM

Date: January 25, 2016

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

Re: **Initiation of Elmhurst Neighborhood Conservation District**

The Neighborhood Conservation District (NCD) Ordinance was *adopted* by Topeka City Council on May 7, 2013 as an element of Topeka's Municipal Code. On December 2, 2015, the Elmhurst Neighborhood Association submitted their NCD application and letter requesting that the Planning Commission initiate the NCD process, leading to self-initiated design standards for their neighborhood. The NCD application was completed by the Elmhurst NA Board, with technical assistance provided by Planning staff, and reflects the opinions and goals of the Elmhurst NA.

The Planning Commission, as permitted under the City Zoning Regulations, should initiate an area-wide rezoning to implement the zoning overlay as shown on the attached map in order to implement the Elmhurst Neighborhood Conservation District. **Adoption of this recommendation only allows staff to set the public hearing for future consideration and does not adopt any of the attached proposals.**

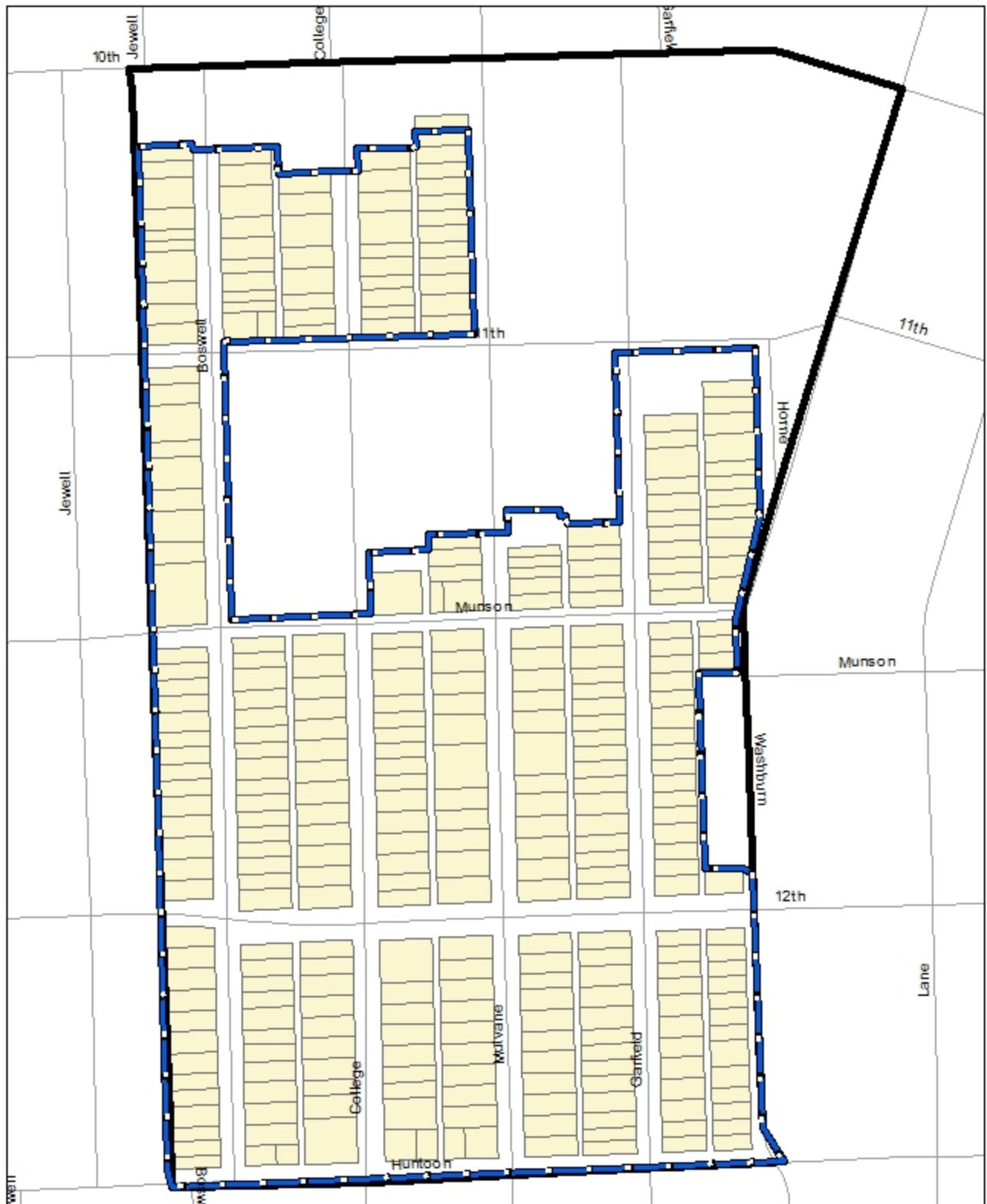
The process to review the NCD would be typical of any rezoning case before the Commission. Staff will review the attached proposals, hold a public information meeting in the neighborhood, provide a written staff report, and make recommendations at a scheduled public hearing before the Commission. Public notice requirements do vary slightly. Notices will be sent out to every affected owner whose property is being proposed for re-zoning with this property owner notification area becoming the official protest area.

At the public hearing, the Planning Commission may amend the NCD by "shrinking" the boundaries or making the proposal more restrictive if deemed appropriate after testimony. Any other amendments beyond these by the Planning Commission would typically trigger a new public hearing and notification of property owners.

Staff Recommendation:

- Staff recommends the Planning Commission initiate the Elmhurst Neighborhood Conservation District.

Elmhurst Neighborhood Conservation District



Legend

-  Elmhurst NA Boundary
-  Elmhurst NCD Boundary

 Parcels



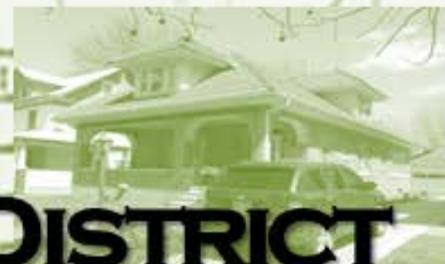


Neighborhood Conservation Districts

ELMHURST



NEIGHBORHOOD CONSERVATION DISTRICT



ELMHURST NEIGHBORHOOD ASSOCIATION

ELMHURST NEIGHBORHOOD ASSOCIATION

ELMHURST NEIGHBORHOOD ASSOCIATION

2015 BOARD MEMBERS

MARC GALBRAITH	PRESIDENT
L J POLLY	VICE PRESIDENT
BEBO LOWERY-BORN	TREASURER
MARGE AHRENS	SECRETARY
JIM WOODS	HISTORIAN
KIM RIBELIN	SAFETY CHAIR
L J POLLY	NEIGHBORHOOD APPEARANCE
SHERRY TYREE	NEWSLETTER EDITOR
JANET CATHCART	SPECIAL EVENTS
SHERRY TYREE	DATABASE ADMINISTRATOR

MISSION STATEMENT

Elmhurst should be a visibly safe, clean, stable, nurturing and economically viable neighborhood that strives to achieve a deep-rooted sense of community which encompasses and celebrates the diversity and creativity of all. ELMHURST: A PLACE WHERE PEOPLE WANT TO LIVE!

NEIGHBORHOOD GOALS

- To ensure that Elmhurst is inviting to all residents
 - To ensure that Elmhurst is a viable option for home buyers
 - To protect the established historic character of the neighborhood
 - To ensure new development complements the traditional feel of the existing neighborhood
 - To encourage home maintenance
 - To encourage crime prevention
 - To develop a walkable neighborhood
 - To support neighborhood schools and the highest quality of education
-

WHY OUR NEIGHBORHOOD SHOULD BE A NEIGHBORHOOD CONSERVATION DISTRICT

The Elmhurst neighborhood was established in 1909 and features a variety of housing styles including the American Foursquare, several variations on the Bungalow, the American Craftsman, as well as others. While the Craftsman Style can be traced to the British Arts and Crafts movement, the American version included its own distinct adaptations and emphasized originality, simplicity, local materials and honest woodwork. Captured within these late 19th and early 20th century homes, and particularly so with regard to the Craftsman Bungalow, was a desire to ennoble the modest home for a rapidly expanding U.S. middle class. Similarly, the American Foursquare was purposively boxy to maximize floor space and to capture, to best advantage, the typically small urban tract on which they were built. These are classically American styles and they are all well represented within the boundaries of Elmhurst. Of further local interest is the fact that a handful of Elmhurst homes were built from Bungalow style home plans featured in locally produced catalogs by the Garlinghouse Company.

A BRIEF HISTORY OF THE ELMHURST NEIGHBORHOOD

The 1880's were boom years for the U.S. and for Topeka. The city saw phenomenal growth downtown with many new office buildings and many large, mansion like homes along Topeka Blvd and suburbs spreading out from the city center. In the year 1909, the value of building permits issued in Topeka was \$1.6M, greater by half a million dollars than permits issued in 1907, which had been a record year.

Seeing opportunities, two young Topeka businessmen, L.F. Garlinghouse and Napoleon B. Burge, jumped into real-estate promoting Westside subdivisions.

On January 29, 1909, the Daily Capital announced Elmhurst as Topeka's newest addition. Quoted sources indicate the developer intended Elmhurst to be beautiful. Accounts also note each home would be located on a block of ground 50 feet wide, 125 feet long and 35 feet back from the front of the lot. Most properties in Elmhurst continue to exhibit this urban residential style.

Advertisements for the Elmhurst development proclaimed that all homes would be located close to Lowman Hill School and that elm trees were to be planted throughout the addition. Elmhurst would be served by two street car lines and was to be the first development in which all homes would be served by a new gas main and high pressure water main. The streets would be paved and, in another first for Topeka, all homes would be fronted by new cement sidewalks. Local advertisements listed universal telephone service, nearby churches, proximity to Washburn University, terraced lots, fine homes and fine people as other reasons to live in Elmhurst.

'Choice lots' in Elmhurst were to be sold for \$325 and other lots for \$200. The June 10, 1911 Topeka Capital Journal listed a newly constructed Elmhurst bungalow, at 1172 Mulvane, for sale at \$3,300.

Elmhurst thrived through the first decades of early 20th century. Many prominent citizens built homes in Elmhurst including J.W. Crane, Judge James McClure and Dr. Alvin Harrison. While Elmhurst was closely located to downtown and served by street car lines, the neighborhood was also served by the commercial development, Elmhurst Plaza, fashioned after the J.C. Nichols Country Club Plaza of Kansas City, and built by the Dibbles Company in an old English style. The development was likely welcomed by Elmhurst residents as they could easily walk to the nearby shops which included a grocery store, drug store, interior decorators, dry cleaners, shoe store and more.

Elmhurst was off to a great start, but it must be acknowledged that not all was good and high minded in Elmhurst as its history is regrettably marred by the fact that ads for the new development clearly indicated only white people would be allowed to buy or lease in the neighborhood. This is sad history, to be sure, but it is also history that will, we trust, never be repeated. In fact, Elmhurst is now a social and economically diverse neighborhood and hopefully will continue to evolve in that fashion.

Architecturally, Elmhurst is homogeneous. Its houses reflect middle class tastes from the second decade of the 20th century. The neighborhood, stylistically, consists of larger 2 ½ story houses. Whether the front gable, side gable, hip roof (the American Foursquare type) or 1 ½-story version, all are classified by the authoritative *Field Guide to American House* as the Prairie or Craftsman style. Most of the residences date from the late 'teens or early 1920s and are in the popular bungalow design or the unique Topeka Airplane Bungalow type. Here and there other styles, notably Tudor and Dutch Colonial, can be identified.

The neighborhood blends the different architectural styles well, whether a block of Foursquares or Airplane Bungalows. At least ten residences appeared in catalogues of Topeka's L.F. Garlinghouse Co., either built from a catalogue design or they were the inspiration for one.

After WWII, pressure mounted from different groups, including the local Chamber of Commerce, to expand the conversion of older homes into multi-unit complexes. While neighborhoods such as Holliday Park and Bethany Square felt the full brunt of this change, Elmhurst was, for a while, able to retain its single family zoning designation. Unfortunately, by 1956, the neighborhood was up-zoned. This made it possible to divide single family style homes north of Munson and on Garfield, Washburn, and some parts of Huntoon.

In 1965, Lowman Hill Methodist Church left Elmhurst and the Methodist Home for the Aged, left the neighborhood in 2003. Both large institutional locations were eventually purchased and refurbished by Topeka Bible Church.

A huge blow in the 60s and 70s was the loss of the elm trees for which the neighborhood was named. These trees had dominated the landscape and provided a lush green canopy arching over the streets. Dutch elm disease took virtually all of the Elmhurst elms.

Elmhurst couldn't very well change with modern fashions and trends in residential architecture and modern living. In the 1980's and 90's, it did see a shift in attitudes, at least among some, as

older homes began to be viewed as classic, charming and historic. Newcomers to Elmhurst sought solutions to present conditions and civic leaders realized the necessity for strong city cores.

During the 1980s, older Topeka neighborhoods, where 51% of the population earned under the median income level, formed Neighborhood Improvement Associations (NIAs). The new districts were eligible for HUD based grants for neighborhood upgrades, as well as home owner tax rebates for house improvements. Elmhurst did not fit the NIA guidelines and formed a Neighborhood Association (NA).

By the end of the 1990's Elmhurst had experienced considerable change. In 1996 Elmhurst requested down zoning from the Topeka-Shawnee County Planning Commission, a process designed to halt and ultimately reverse the decades-old encroachment in older areas of single-family to multi-family home conversions. The down zoning work led to a cooperative study and planning effort between the Elmhurst Neighborhood Association and the city's Planning Department. The final product of that cooperative effort was the creation and approval of "2001 Elmhurst Neighborhood Plan." That plan, as employed by the Elmhurst NA, has served as an ongoing guide for neighborhood stabilization and revitalization.

The following paragraph is excerpted from the "2001 Elmhurst Neighborhood Plan":

"The Elmhurst neighborhood is comprised of two ratings - at risk for the area north of 11th Street and outpatient for the area south of 11th Street. Both areas are considered stable and would fall into "average" to "low" priority, respectively. However, Elmhurst shares Washburn Avenue along its eastern edge with Tennessee Town, an intensive care and "high" priority neighborhood. The eastern edge of Elmhurst would be considered a high priority for resource allocation since it would help to anchor Tennessee Town's high priority area and prevent further spread of blight westward."

The Plan notes that 50 residences within the neighborhood exhibited major deficiencies. Some of those deficiencies have been corrected, but informal surveys subsequent to the publication of the Plan have indicated that deficiencies continue to be a problem and are one of the neighborhood's most significant challenges. Elmhurst actively encouraged Topeka to confront some of the priority concerns along Washburn Avenue. That effort resulted in dilapidated housing being removed along the west side of the second 1100 block of Washburn and it was replaced with green space.

To develop community pride and as a means of revitalization, the Elmhurst NA engaged in a host of activities. These include: organized neighborhood and home clean-ups, sponsored crime watches, fund raising, a regularly published newsletter, a periodic Christmas open house, home owner renovation assistance, contributions to help neighbors to replace damaged sidewalks and tree planting. In addition, the NA supports central Topeka's Turn-Around Team, the Lowman Hill School, the Washburn-Lane Parkway corridor project and revitalization of the College Hill commercial district.

In 2009 residents celebrated the Elmhurst centennial with a block party and an open house tour in November. The past 100 years saw countless alterations to homes and landscapes in

Elmhurst. Similarly, the socio-economic make-up of neighborhood residents has also continued to change. Elmhurst is best described as a richly mixed and diverse urban neighborhood.

Elmhurst has survived the fads and fashions of the times and remains a classic example of early 20th Century America. Today more and more people appreciate the unique qualities of Elmhurst and that fact in conjunction with solid, beautiful, century-old homes helps assure the future of Elmhurst.

Written by the Elmhurst Neighborhood Association

(Much thanks to the Shawnee County Historical Society for its “Lively Elmhurst; the Classic Topeka Neighborhood” Bulletin No. 84)

HOW AN NCD DESIGNATION AND OUR DESIGN GUIDELINES WILL IMPROVE OUR NEIGHBORHOOD

Since its inception the Elmhurst neighborhood has seen a great deal of change. Among the most significant of those was the post-World War II movement to the suburbs. That development was accompanied by a change in zoning which allowed homes, originally designed for single family residency, to be divided into two or more living quarters. Fortunately, the appeal of older homes and neighborhoods began to change again in the late 1980s and Elmhurst saw a resurgence of new owners with an interest in stabilization and restoration. Elmhurst is now a diverse neighborhood with a wide spectrum of demographics. Some of the divided homes have reverted back to single family, the neighborhood has benefitted from new infill construction and residents are also working together to rebuild infrastructure.

While much restoration still needs to be done, the original architecture and design of Elmhurst homes remains largely intact. Among Elmhurst residents there is a shared desire to preserve the quality and craftsmanship of neighborhood homes for current and future occupants. Elmhurst residents believe the protection offered by the NCD designation is key. The Elmhurst Neighborhood Association also believes that the designed standards within its NCD application will not only help with preservation, but will also encourage new development.

EXAMPLES OF OUR UNIQUE CHARACTERISTICS

Originally platted in 1909, the homes within the Elmhurst Neighborhood have been built in a variety of distinct and representative architectural styles, using equally distinct materials, and craftsmanship. The following are a collective sample of the styles of home built within the Elmhurst Neighborhood through the last 106 years.

Craftsman Bungalow



Time Period of Significance: 1905 - 1930

Neighborhood Significance: This architectural style is common within the greater Elmhurst, Norton, and Bartholomew Additions. Its Craftsman distinctions were representative of residential construction styles within the period of the neighborhood's initial development.

Architectural Description: Craftsman Bungalows can be constructed with a variety of external siding, most commonly either wood, stone, or stucco. This style features a low-pitched roof, with wide eaves with triangular brackets, exposed roof rafters, and a porch with thick square or round columns. Porches may also have stone porch supports, and an exterior chimney made with stone, or brick. The interior of a Craftsman Bungalow has an open floor plans, with few hallways, numerous windows, some being decorative with stained or leaded glass. Craftsman Bungalows may also feature beamed ceilings in the larger interior rooms.

California Bungalow



Time Period of Significance: 1905 - 1930

Neighborhood Significance: California Bungalows are unique to the original Elmhurst Addition. Their numbers are few, but they are representative of the scale, massing, materials, and craftsmanship typically used during the time period of development of the majority of the Elmhurst Neighborhood.

Architectural Description: California Bungalows are typically 1 to 1 ½ stories in height, with a low sloping roof supported by sturdy beams. This style features spacious front porches, with exposed brackets and other Craftsman details. Their orientation is typically narrow frontage, with greater depth extending toward the rear of the property.

Neighborhood Conservation District Application

Chicago Bungalow



Time Period of Significance: 1905 - 1930

Neighborhood Significance: Though there are few examples of Chicago Bungalows within the Elmhurst Neighborhood, this style is still representative of the architectural styles constructed across the nation during the early decades of the 20th Century. As exhibited within Elmhurst, this style typically required a greater initial investment, and was reflective of the occupant's values for quality materials, design, and presence within the community.

Architectural Description: Chicago Bungalows are usually built with a brick exterior, with a full basement, extending the full length and width of the house. Typical of many bungalow styles, the Chicago Bungalow features a narrow frontage, low hipped roof, with large gabled dormer facing the street. This home also features a spacious porch, which is often enclosed for additional living space.

Swiss Bungalow



Time Period of Significance: 1905 - 1930

Neighborhood Significance: Swiss bungalows are relatively rare within the Elmhurst Neighborhood, but do represent a significant architectural style for residential construction during the early 20th Century across the country. This time period is consistent with the development of Elmhurst, and much of Central Topeka.

Architectural Description: Swiss bungalows are typified by a broad front-facing roofline, often featuring a curved truss or gable above the front door. This style may be constructed with decorative half-timbering, similar to Tudor Revival, with other elements such as scalloped verge boards, and exposed interior rafters.

Neighborhood Conservation District Application

English Cottage



Time Period of Significance: 1890 - 1940

Neighborhood Significance: The English Cottage actually predates the time-period of development of the Elmhurst Neighborhood, and was constructed within its current boundaries within the Bartholomew Addition, which lies adjacent to and north of the Elmhurst Addition.

Architectural Description: English Cottages are typically 1 to 2 stories in height, with an asymmetrical floor plan and exterior facade. This style is also cross-gabled, with a medium to steeply pitched roof, sometimes with clipped gables. The exterior features arrangements of tall, narrow multi-light windows, often casements with leaded or diamond paned decorative features. Over scaled chimneys with decorative brick or stone work and chimney pots are also typical elements of this style. Doors may be half-round or arched with decorative hardware. Siding is commonly stucco, shingle, lapped panels. Decorative half-timbering is often seen.

American Foursquare



Time Period of Significance: 1895 - 1930

Neighborhood Significance: American Foursquare homes are perhaps the most common form of residential architecture within the Elmhurst Neighborhood. Within the original Elmhurst Addition, this style establishes the predominate character of each block.

Architectural Description: This style of architecture is typified by a simple box shape, usually two-and-a-half stories high, with a four-room floor plan on each floor. The roof is low-hipped, with deep overhanging eaves, and often features a large central dormer. American Foursquare homes also feature a full-width porch with wide stairs. The exterior façade may be of brick, stone, stucco, or wood siding.

Neighborhood Conservation District Application

Prairie Craftsman



Time Period of Significance: 1890 - 1940

Neighborhood Significance: Prairie Craftsman is a rare architectural style within the Elmhurst Neighborhood, but was constructed by a limited number of prominent local businessmen to showcase their stature and wealth within an early 20th Century suburban development.

Architectural Description: Prairie Craftsman architecture is predominately characterized by a low-pitched roof with wide overhanging eaves, accentuated by long, uninterrupted horizontal lines. The presence of a central chimney is also common, as is a broad, open interior floor plan. Clerestory windows, or a high wall with a band of narrow windows along the very top, are also an important design element to this style of architecture. Materials used for Prairie Craftsman structures are most commonly brick, stucco, or a mixture of both within the same structure.

Cape Cod



Time Period of Significance: 1880 - 1960

Neighborhood Significance: Cape Cod signifies the end of development of single-family homes within the Elmhurst Neighborhood. Few examples of this style of architecture exist within the Elmhurst Neighborhood boundaries, and represent the last period of infill development during the post WWI era.

Architectural Description: Cape Code homes are small and very efficient, built with a steep pitched roof with side gables, a narrow roof overhang, are typically limited to 1 or 1½ stories in height, and are typically sided in wood, shingle, or stucco. Cape Cod homes are also generally rectangular shape. The front door is typically placed at the center or, in some cases, at the side of the front façade. Use of this style during the middle of 1950s and 1960s added the feature of one, or two dormers to the upper floor, to allow for more functional upper living space.

Neighborhood Conservation District Application

Dutch Colonial Revival



Period of Significance: 1920 - 1940

Neighborhood Significance: There are several examples of Dutch Colonial Revival within the Elmhurst Neighborhood, each representing a popular style of architecture within the early part of the 20th Century.

Architectural Description: Dutch Colonial Revival homes are usually 1 ½ to 2 stories in height, with a distinguished shed, hipped, or gambrel roof, sometimes seen with flared eaves. Siding may be wood clapboard, shingle, brick, or stone. Its façade may be symmetrical, but it's common to see side entries and balanced asymmetry, often offset with a gable-end chimney. A porch may be present under the overhanging eaves, occasionally running the full width of the house. The entry may have a decorative hood with brackets or portico with classically-styled columns supporting the porch. Windows are multi-light such as six-over-one, six-over-six, or eight-over-eight.

English Tudor Cottage



Period of Significance: 1890 - 1940

Neighborhood Significance: During the time period of the development of the Elmhurst neighborhood, English Tudor was a common style of home, and was constructed within several of Topeka's earliest subdivisions. Most remaining examples of this style are currently present within Elmhurst on Garfield Street.

Architectural Description: English Tudor features combinations of half-timbered accents on its facades, casement windows, steep gables, prominent chimneys, often with decorative chimney pots, Tudor arched doorways, and is constructed of a combination of materials, consisting of brick, stone, wood, and stucco.

Neighborhood Conservation District Application

Folk Victorian



Period of Significance: 1870 - 1910

Neighborhood Significance: Smaller Folk Victorian homes are prevalent within the Elmhurst Neighborhood. Most of these homes were constructed within the Bartholomew Addition, north of SW Munson Street. A few larger Folk Victorian homes were also built within the Elmhurst Addition.

Architectural Description: Folk Victorian is a generic, vernacular Victorian style. Builders of these homes typically added spindles or Gothic windows to simple square and L-shaped buildings. Creative carpenters with the newly-invented jigsaw created detailed trim, but such details were usually added to a no-nonsense farmhouse. Folk Victorian architecture generally utilized wood siding in its construction, with detailed brackets under the eaves. Detailed spindlework was added to porches. This style also contains a low-pitched roof with a front and side gables.

Neo-Classical Revival – 1895 – 1950



Period of Significance: 1895 - 1950

Neighborhood Significance: Neo-Classical Revival is not a common architectural theme within the Elmhurst Neighborhood. The lone home exemplifying this style, however, is a grand expression of its originating history, reflecting the *classical* ideals of order and symmetry.

Architectural Description: Neo-Classical designs are typically one to two and one-half stories in height, with symmetrical side-gabled or hipped, medium pitched roofs. This style also presents boxed eaves with a moderate overhang, dentil molding, or a frieze band beneath the cornice. Details include decorative surrounds on doorways including pediments, sidelights, transoms. Windows were built using double hung sashes, with multiple panes of glass on the upper sash, with a single pane below. Windows also exemplified a wide variety of different configurations including paired, triple, bayed or arched. Perhaps most prominently, Neo-Classical Architecture features large balustrades or columns on the porch, often rising to the second floor of the structure.

Neighborhood Conservation District Application

MAP AND DESCRIPTION OF BOUNDARIES

The Elmhurst Neighborhood Conservation District encompasses all properties within the area bounded on the North by Southwest 10th Street, on the East by Southwest Washburn Avenue, on the South by Southwest Huntoon Street and on the West by the alley between SW Jewell and SW Boswell. However, it does exclude institutional properties presently found within these boundaries.

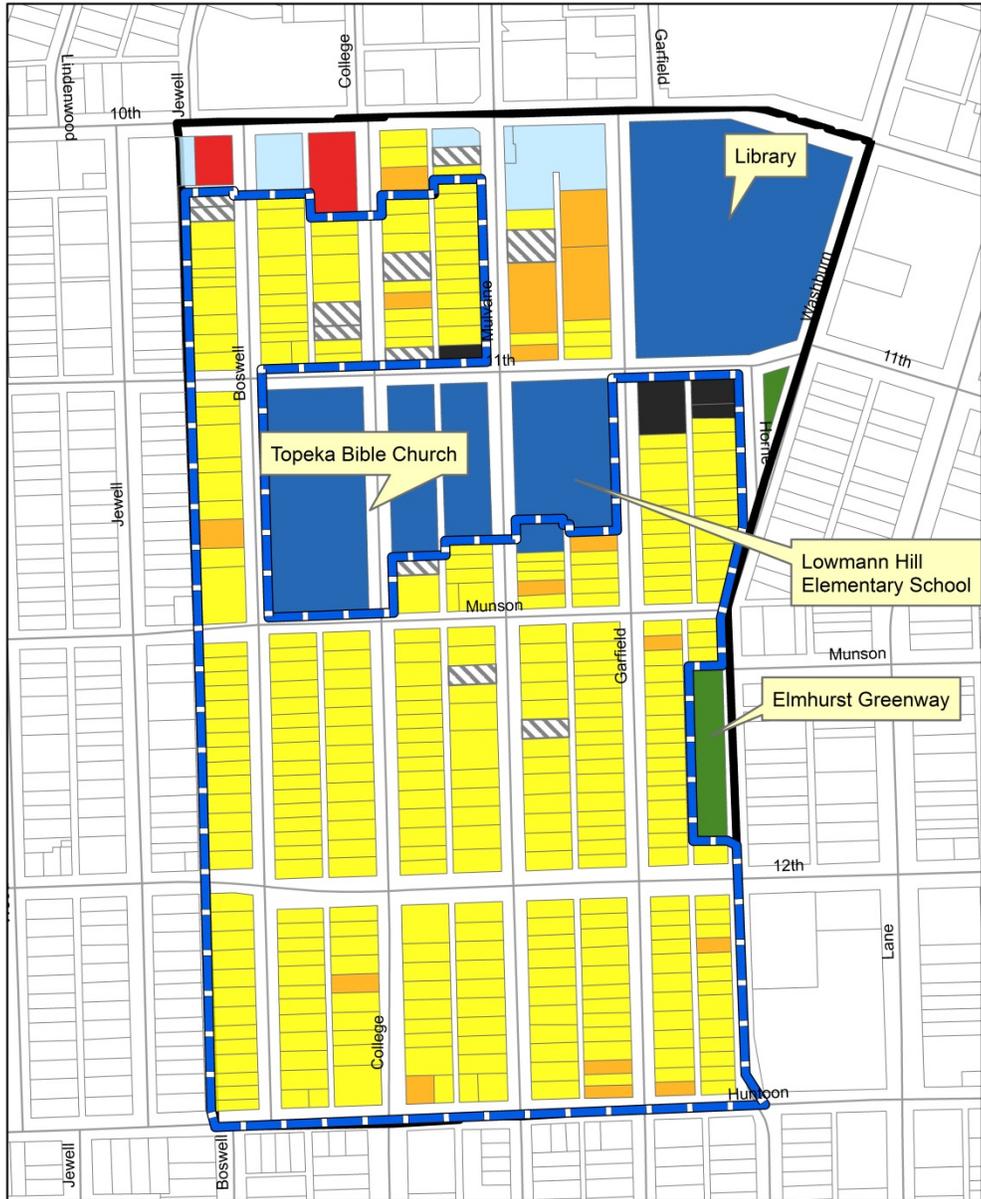
Map 1: Parcels and Zoning



Neighborhood Conservation District Application

Map 2: Existing Land Use

Elmhurst Existing Land Use



Legend

Elmhurst NA Boundary
 Elmhurst NCD Boundary

LandUse

- | | | | |
|--|--|--|---|
| Residential - Single Family | Commercial | Lowmann Hill Elementary | Elmhurst Greenway |
| Residential - Multi Family | Office | Topeka Bible Church | Vacant |
| | Library | Parking Lot | |

Neighborhood Conservation District Application

Map 3: Architectural Styles

Elmhurst Architectural Styles



Legend

Elmhurst NA Boundary

Elmhurst NCD Boundary

Architecture Style

- | | | | |
|---------------------|------------------------|-----------------------|---------------|
| American Foursquare | Colonial Revival | Folk Victorian | Tudor Revival |
| Bungalow | Craftsman | Neo-Classical Revival | Vacant |
| Cape Cod | Dutch Colonial Revival | Ranch | Parking Lot |
| English Cottage | Shotgun | | |

Neighborhood Conservation District Application

Map 4: Garage Placement Character

Garage Placement Character refers to where the garage is located in relation to the primary structure. The majority of garages in Elmhurst are detached and located behind the rear face of the house.

Elmhurst Garage Placement



Legend

- Elmhurst NA Boundary
- Elmhurst NCD Boundary

Elmhurst Garage Placements

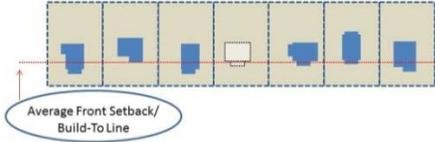
- Detached, Rear
- Attached, Side
- Detached, Side
- Attached, Rear
- No Garage



- These design standards shall be applied to residential properties only.
- They shall address both new construction and substantial additions to existing residential properties. Substantial Additions shall mean any project visible from the public street whose square footage equals or exceeds 10% of the primary structure's square footage.
- All lawfully existing structures and improvements made non-conforming by the City of Topeka's adoption of this document shall be considered legal non-conforming (grandfathered).

RESIDENTIAL DESIGN STANDARDS

CHARACTERISTICS AND FEATURES	THE SCOPE OF THE RESIDENTIAL DESIGN STANDARDS	CURRENT ZONING CODE REQUIREMENTS *	
PRIMARY BUILDINGS	<ul style="list-style-type: none"> • Only single-family residential housing shall be allowed. 	<ul style="list-style-type: none"> • Primary permitted use is single family residential. However, other uses may be allowed with Provisional Use or Conditional Use permits. 	
CHARACTERISTICS AND FEATURES	NCD DESIGN STANDARD	CURRENT ZONING CODE REQUIREMENTS* (R2)	ILLUSTRATIVE EXAMPLES APPROPRIATE/INAPPROPRIATE
ACCESSORY BUILDINGS	<ul style="list-style-type: none"> • No metal storage sheds or metal carports visible from the public street shall be permitted. • Garages shall be detached and shall be located to the rear of the primary structure. 	<ul style="list-style-type: none"> • Cumulative footprint of all accessory buildings shall not total more than 90% of the building coverage of the principal structure. • Accessory structure height: No greater than 15' when the principle building is one-story or 20' when the principle building is two-stories or more. • Detached accessory buildings rear yard setback 5' • Detached accessory buildings side yard setback 3' • Accessory structures shall not be located within a required front yard. 	
BUILDING HEIGHT	<ul style="list-style-type: none"> • All new residences shall be between 1 ½ and 2 ½ stories high. 	<ul style="list-style-type: none"> • Primary structure: 42' maximum • Accessory structure: 20' maximum 	

CHARACTERISTICS AND FEATURES	NCD DESIGN STANDARD	CURRENT ZONING REQUIREMENTS* (R2)	CODE	ILLUSTRATIVE EXAMPLES APPROPRIATE/INAPPROPRIATE
BUILDING SIZE/MASSING	<ul style="list-style-type: none"> New residences shall be of a similar size to the other houses on the block. The Floor-to-Area Ratio of a new residence shall fall between the smallest and the largest Floor-to-Area Ratio on the block, $\pm 10\%$. 	<ul style="list-style-type: none"> n/a 		
BUILDING ARCHITECTURAL STYLE AND DETAILS	<ul style="list-style-type: none"> Each new residence shall be constructed consistent with one of the architectural styles currently identified on its block, as shown in the "Architectural Styles" map. Substantial additions shall incorporate and shall be consistent with the architecture of the primary structure. 	<ul style="list-style-type: none"> n/a 		
BUILDING SETBACKS	<ul style="list-style-type: none"> New residences shall be built to the front setback line that is $\pm 10\%$ of the average front setback on the block. 	<ul style="list-style-type: none"> Front yard setback: 25' Side yard setback: 5' Rear yard setback: 25' Unenclosed porch, deck or stoop may encroach not more than 10' into the front or rear yard. 		
BUILDING ORIENTATION AND SITE PLANNING	<ul style="list-style-type: none"> New residences shall face the street. 	<ul style="list-style-type: none"> n/a 		
LOT SIZE	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Minimum 5,000 square feet 		
LOT COVERAGE	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Buildable envelope is subject to setback limits. 		
OFF-STREET PARKING REQUIREMENTS	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> 2 spaces per dwelling unit having more than 950 square feet of floor area. 		

CHARACTERISTICS AND FEATURES	NCD DESIGN STANDARD	CURRENT ZONING REQUIREMENTS* (R2)	CODE	ILLUSTRATIVE EXAMPLES APPROPRIATE/INAPPROPRIATE
ROOF LINE AND PITCH	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 		
PAVING, IMPERVIOUS, OR HARDSCAPE COVERAGE	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 		
WINDOW OPENINGS	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 		
FENCES AND WALLS	<ul style="list-style-type: none"> Chain link and other wire fencing shall not be allowed in any designated front yard. 	<ul style="list-style-type: none"> Shall be less than 8' in height Shall not extend into public right-of-way or closer than 1' to a public sidewalk. Fences in front of the front face of the primary structure shall not exceed 4' in height. 		 
DRIVEWAYS, CURB CUTS, ALLEYS, AND SIDEWALKS	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 		
TREE PRESERVATION	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 		

CHARACTERISTICS AND FEATURES	NCD DESIGN STANDARD	CURRENT ZONING CODE REQUIREMENTS* (R2)	ILLUSTRATIVE EXAMPLES APPROPRIATE/INAPPROPRIATE
PRIVATE AND PUBLIC UTILITY STRUCTURES	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> Satellite receiving devices, shall not be located in the front yard or the required side yards. 	
PUBLIC ART	<ul style="list-style-type: none"> n/a 	<ul style="list-style-type: none"> n/a 	

* These are generalized code requirements from the Topeka Municipal Code. These regulations are in addition to any NCD standards which take precedence and are more restrictive. For specific zoning regulations, please see Chapter 18 of the Topeka Municipal Code or contact the Topeka Planning Department.

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