

II. NEIGHBORHOOD PROFILE

A. LOCATION AND CHARACTER

- Location** Historic North Topeka is located along the north bank of the Kansas River, approximately 1 mile from the Capital in downtown Topeka. The Planning Area is bound by the Kansas River to the east and south, the old Soldier Creek channel to the north and the Kansas River Dike System and West Street to the west. The Planning Area comprises approximately 850 acres.
- Setting** The community is intersected by two major north-south thoroughfares – Topeka Boulevard and Kansas Avenue – that connect to the downtown south of the Kansas River by way of two bridges at Topeka Boulevard and Quincy Street. Areas to the west of the community are largely rural/agricultural in character. Areas to the north of the community are predominantly residential with a large concentration of commercial and industrial development along Topeka Boulevard and US 24 Highway.
- History & Character** Historic North Topeka can be referred to as a crossroads in the settling of the West. In 1849, three brothers named Joseph, Achan and Louis Pappan moved to what is now North Topeka and began a ferry service across the Kansas River for Oregon Trail travelers. Pappans landing rested somewhere in the vicinity between Topeka Boulevard and Harrison Street and was also utilized as a segment by John Brown’s followers on the Underground Railroad. The first African-American churches in Topeka were established just north of the river.



Originally called “Eugene” by its founders William Curtis (grandfather of Charles Curtis who became Vice President of The United States during the Hoover Administration) and Louis Laurent, the town was laid out on the north side of the Kansas River in 1865, near the landing of the Pappan’s Ferry. The first passenger train in Topeka rolled through North Topeka in 1866 when there were only a handful of houses and a few stores. Shortly thereafter in 1867, the area was annexed into the City of Topeka. Once the railroad arrived, the community began to grow with the construction of a flourmill, hotels, saloons, banks, homes and schools. In 1869, after several previous floating bridges were swept down the river, a permanent structure was built connecting North Kansas Avenue to South Kansas Avenue. After that North Topeka was booming with development, including the construction of the Union Pacific Passenger Depot and Place Hotel built at the southwest corner of Kansas Avenue and Railroad Street in 1872. The following was printed in the North Topeka Times

describing North Topeka before the turn of the century:

“A more live and energetic class of businessmen cannot be found in the whole state of Kansas. Broad streets, tastily built houses and a busy thoroughfare present indisputable evidences of present activity and future growth of this ‘city over the river’”

The community is made up of more than 35 different subdivisions, beginning with Eugene’s Addition in 1867. Lots sizes range from 25’ x 130’ to 25’ x 175’ with the exception of Eugene’s Addition which is typified by 75’ wide lots. The streets in Historic North Topeka typically lie within 60’ wide rights-of-way, except Topeka Boulevard and Kansas Avenue, which are 100’ and 80’, respectively.

The history of the community is filled with frequent floodings, the most notable occurring in 1903 and 1951. After the floods of 1903 and again in 1908, a dike system was built to protect North Topeka from future floods and restore confidence in the community. However, in 1951 a major flood once again inundated the community, causing tremendous damage. Many homes were razed or left uninhabitable following the flood and were often replaced by mobile homes as a low-cost alternative to traditional site-built homes. Concurrently, suburban development trends were also accelerating migration from inner city neighborhoods to outlying areas. In an effort to encourage redevelopment, much of the area was “upzoned” from its base zoning of single-family and two-family districts, to zoning districts that allowed multiple-family dwellings and highly intensive commercial and industrial uses. The Army Corps of Engineers built a new levee system in the mid-50s to protect the area from flooding and reassure property owners.



A decline in population was soon followed by a decline in neighborhood business activity years later when the Kansas Avenue bridge was rebuilt in the mid-60s and relocated to Quincy Street thus bypassing the traditional business district on Kansas Avenue. Many historic buildings from the turn of the century still exist in Historic North Topeka, although most are in need of rehabilitation. The Kansas Avenue business district has positioned itself more for the construction industry than travelers or residents. The 1927-edition of the Union Pacific Depot, moved to the west side of Kansas Avenue in line with the Capital building, is being reincarnated as a railroad museum and is the only structure on the National Register of Historic Places located in the Planning Area.

B. EXISTING CONDITIONS

Land Use Land use in Historic North Topeka can be characterized as predominantly residential with 65% of all parcels and 37% of the land area devoted to residential uses. Site-built single-family dwellings together with manufactured “mobile homes” account for 90% of the residential properties. Open/Recreational Space accounts for 23% of the land area and includes Garfield Park, the old Soldier Creek channel and the “Charles Curtis Greenway” on North Topeka Boulevard. Industrial and open storage uses account for an additional 17% of the land area. Historic North Topeka exhibits a relatively high percentage of vacant land, with vacant parcels accounting for 9% of the total land area and 16% all parcels.

Table 1
Existing Land Use – Historic North Topeka

Land Use	Acres	Percent	Parcels	Percent
Agricultural Land	4.0	0.6%	1	0.06%
Automobile Parking - Open	5.4	0.8%	17	1.02%
Commercial	26.8	4.1%	101	6.05%
Commercial - Mixed Use	0.7	0.1%	3	0.18%
Cultural/Recreational Land	18.2	2.8%	2	0.12%
Industrial	99.3	15.2%	85	5.09%
Institutional	18.4	2.8%	29	1.74%
Mobile Home Court	23.0	3.5%	24	1.44%
Mobile Home Site	14.0	2.1%	67	4.01%
Office	14.9	2.3%	17	1.02%
Open Space	150.9	23.1%	23	1.38%
Open Storage	11.9	1.8%	26	1.56%
Residential - Multi Family	4.9	0.8%	23	1.38%
Residential - Other	3.1	0.5%	15	0.90%
Residential - Single Family	184.9	28.3%	915	54.82%
Residential - Two Family	13.0	2.0%	53	3.18%
Utility	1.2	0.2%	1	0.06%
Vacant	58.9	9.0%	267	16.00%
SUBTOTAL	653.6	100.0%	1669	100.0%

Land Use	Acres	Percent	Parcels	Percent
Public R-O-W	196.9			
TOTAL AREA	850.5			

Source: Topeka-Shawnee County Metropolitan Planning & Shawnee County Appraisers (1998)

Map #1 illustrates the existing land use in Historic North Topeka. High concentrations of commercial uses are found along North Topeka Boulevard and North Kansas Avenue, including the historic business district comprised of century-old row-style buildings. A small commercial strip also exists in the 500 and 600 blocks of NW Paramore Street. High concentrations of industrial uses are found south of Laurent Street adjacent to the Union Pacific railroad tracks and the Kansas River. An area of transition exists south of Gordon Street and west of N Kansas Avenue, which separates the predominantly low-density residential blocks to the north from the commercial/industrial areas to the south with a mix of vacant, commercial, industrial, institutional, and residential land uses. Intact single-family residential blocks are generally found north of Gordon Street, with the highest concentrations occurring east of Topeka Boulevard. A “ring” of open space partially encircles the community, including the areas within the Kansas River levee, the Old Soldier Creek channel, and the old Kansas River Dike System to the west.

Zoning

As early as 1939, the community was primarily zoned for residential uses, with areas east of N Kansas Avenue being zoned for two-family use and areas west of N Kansas Avenue generally being zoned for single-family use. Areas adjacent to the railroad tracks, in the southern and eastern portions of the community, were zoned for industrial uses, including the small residential enclave known as “Little Russia”. Areas along Kansas Avenue, Topeka Boulevard and NW Paramore Street were zoned for commercial uses. After the 1951 flood, the area experienced a massive “upzoning” in an effort to promote redevelopment. All of the residential areas were zoned for more intensive residential, industrial, or commercial uses. Single-family zoning districts were eliminated from the Planning Area. The zoning pattern established by these upzonings remains relatively intact today as depicted on Map #2.

Housing Density

The very low density of 1.8 units/acre found in Historic North Topeka can be attributed to the large percentage of dwelling units in single-family residences and large areas of non-residential use. Nearly 8 out of 10 housing units in the Planning Area are in single-family structures. Two and multiple-family dwellings combined account for only 15.8% of the housing units in the area despite the fact that the area has largely been zoned for two-family and multiple-family use for the better part of 50 years.

Table 2
Housing Density – Historic North Topeka

Housing Types	Units	Percent	Acres	Units/Ac.
Mobile Home Court	169	12.48%	23.0	7.3
Mobile Home Site	67	4.95%	14.1	4.8

Residential - Multi Family	98	7.24%	4.9	20.0
Residential - Single Family	914	67.50%	184.9	4.9
Residential - Two Family	106	7.83%	13.0	8.1
Sub Total (Net)	1354	100.00%	240.0	5.6
Total with ROW (Gross)			850.5	1.6

Source: Topeka-Shawnee County Metropolitan Planning Department (1998)

Housing Conditions

Housing conditions in Historic North Topeka, as surveyed by the Metropolitan Planning Department in November and December of 1998, can be characterized as relatively poor with 41% of all residential structures exhibiting major deficiencies and an additional 31% exhibiting intermediate deficiencies, as seen in Table #4 (*housing conditions and ratings are defined in Appendix "A"*). The large number of single-family structures with major deficiencies contributed the most to these conditions, accounting for 88% of dilapidated residential structures, or 36% of all residential structures. Two-family and multiple-family dwellings were also significant contributors with 56.5% of multiple-family dwellings and 44% of two-family dwellings exhibiting major deficiencies.

Map #3 illustrates the building conditions by block. The highest concentrations of blocks exhibiting major deterioration generally occur east of N Kansas Avenue. Blocks located along NE Jefferson, NE Madison and NE Monroe Streets in particular exhibited poor exterior conditions. The blocks with the best conditions were found along NW Jackson Street (north of Morse Street) and west of Topeka Boulevard on NW Harrison and NW Eugene. (***NOTE: Average block conditions are relative to the neighborhood and should not be compared to similar surveys in other neighborhoods. Refer to Appendix "A" for specific definitions of conditions***)

Table 3
Housing Conditions – Historic North Topeka

Housing Types	Minor Deficiencies		Intermediate Deficiencies		Major Deficiencies		Total
	Prop.	%	Prop.	%	Prop.	%	
Mobile Home	1	4.5%	14	63.6%	7	31.8%	22
Mobile Home Court	35	53.0%	20	30.3%	11	16.7%	66
Multi Family	4	17.4%	6	26.1%	13	56.5%	23
Single Family	250	27.7%	269	29.8%	385	42.6%	904

Housing Types	Minor Deficiencies		Intermediate Deficiencies		Major Deficiencies		Total
	Prop.	%	Prop.	%	Prop.	%	Prop.
Two Family	7	13.2%	22	41.5%	24	45.3%	53
TOTAL	297	27.8%	331	31.0%	440	41.2%	1068

Source: Topeka-Shawnee County Metropolitan Planning Department (1998)

Tenure

Historic North Topeka is predominantly a renter community with 59% of all housing units being renter occupied (see [Table 5](#)). A majority of the occupied housing units in all housing types are renter occupied. Properties containing mobile home courts, two-family structures and multi-family structures demonstrated the lowest homeownership levels and the highest vacancy rates. Site-built single-family homes exhibited the highest homeownership levels and lowest vacancy rates. Overall vacancy rates are surprisingly low which may be attributable to a localized demand for low-cost units.

[Map #4](#) illustrates that homeownership levels in *Historic North Topeka* directly correspond to the types of housing and conditions. The lowest homeownership levels are generally found in the southeast portion of the community where the deterioration is greatest. The highest levels of homeownership are found in the northern and western areas where deterioration is not as prevalent. Areas east of Kansas Avenue exhibited the lowest homeownership levels, particularly those blocks south of Morse Street. Blocks with particularly high levels of owner occupancy include the 1500 block of NW Logan, the 1200 and 1300 blocks of NW Van Buren, and the 1400 block of NW Central.

Property Values/Age

According to data provided by the Shawnee County Appraisers Office, the median value of single-family homes were nearly \$20,000 (see [Table #5](#)). The mean and median values for mobile home sites and courts were considerably less (by nearly \$20,000) than site-built single-family and two-family homes. Multi-family structures had the highest appraised values.

According to data provided by the Shawnee County Appraisers Office, 77% of the housing units in Historic North Topeka were built prior to 1940 and nearly 6% were built before the turn-of-the-century. Of those housing units built prior to 1940 a majority (76%) are in single-family dwellings, accounting for 82% of all single-family dwellings in Historic North Topeka. 23% of the housing units in the community were built after 1940, of which 57% (167 housing units) are in single-family dwellings. Mobile home sites and parks account for 1/3 of all housing units created after 1940 in Historic North Topeka. The age of structures in the Focus Area is depicted in [Map #5](#) that also illustrates buildings of significant historical character as surveyed by Historic Topeka, Inc.

Table 4
Housing Tenure – Historic North Topeka

Housing Types	Owner Occupied		Renter Occupied		Vacant		Total units
	units	%	Units	%	units	%	
Mobile Home Court	4	2.4%	154	91.1%	11	6.5%	169
Mobile Home Site	27	40.3%	37	55.2%	3	4.5%	67
Multi-Family	3	3.1%	86	87.8%	9	9.2%	98
Single-Family	436	47.7%	442	48.4%	36	3.9%	914
Two-Family	11	10.4%	85	80.2%	10	9.4%	106
TOTAL	481	35.5%	804	59.4%	69	5.1%	1354

Source: Topeka-Shawnee County Metropolitan Planning Department (1998)

Table 5
Property Values & Age – Historic North Topeka

Use	Values		Age (% of Units)	
	Median	Mean	Pre – 1940	Post - 1940
Mobile Home Court	\$9,227.50	\$10,107.25	0%	100%
Mobile Home Site	\$2,345.00	\$3,421.56	0%	100%
Multi-Family	\$27,600.00	\$27,559.57	93%	7%
Single-Family	\$19,800.00	\$21,035.71	82%	18%
Two-Family	\$22,720.00	\$22,747.00	84%	16%

Source: Shawnee County Appraiser (1998)

**Environment/
Public Safety**

Map #6 illustrates the data collected from the City's Code Compliance Services division in 1998 on nuisance code violations which include accumulation of junk and abandoned vehicles. The map indicates that blocks in the northern and central portions of the community experienced the largest number of violations, with several blocks averaging between 8 and 19 violations. Generally the east and west portions of the community exhibited the soundest environmental conditions with most blocks averaging between 0 and 3 violations. This mirrors the locations of industrial zoning districts that would legally allow more open storage than the more restrictive residential districts in the central portion of the neighborhood.

Map #7 illustrates the number of major crimes committed by block according to crime statistics collected from the Topeka Police Department from 11/97 to 11/98. The highest crime levels generally occurred in commercial activity areas such as the 800-1100 blocks of Kansas Avenue and the 1000 block of Topeka Boulevard. Residential areas were not found to have many high crime spots. The notable exceptions occurred at NW Eugene (1300 block), NW Jackson (1000 block), and the blocks to the southeast of Quincy Elementary School. The safest concentration of blocks occurred in the low-density area west of NW Tyler. Major crimes are defined as Part 1 crimes – murder, rape, aggravated assault, robbery, burglary, and theft.

Development Activity

Development activity in the community between 1990 and 1997 has primarily consisted of demolitions (see Map #8). There were 55 permits issued for the demolition or removal of a structure in that time period. Of the 28 permits issued for development, 22 were for mobile homes, 3 for commercial structures, 2 public/quasi-public structures and 1 single-family dwelling. Building permits tracked are for new construction and whole demolitions and do not include rehabilitation.

Circulation

A diverse street network provides pedestrian and vehicular circulation in Historic North Topeka. Historic North Topeka is intersected by 1 principal arterial street (Topeka Boulevard), 3 minor arterial streets (Quincy, Kansas and Morse) and 2 collector streets (Tyler and Gordon). The Topeka Boulevard, Kansas Avenue and Sardou Avenue bridges provide access to areas south and east of the Kansas River.



There are two major constraints to traffic circulation in Historic North Topeka. The Topeka and Kansas Avenue Bridges, which provide access to Interstate 70, also create an obstacle to efficient traffic circulation by only providing access north of Laurent Street. Therefore, all traffic (including heavy trucks) from areas to the south of Laurent are forced onto local residential streets and the historic business district on Kansas Avenue in order to gain access to the Topeka and Kansas Avenue bridges at Gordon and Laurent streets respectively. The second major obstacle to efficient traffic circulation is the railroad tracks which “rope-off” the community to the east and south, isolating areas between the river and the tracks. The “Great Overland Station” and the small residential enclave known as “Little Russia” are both within this area. Little Russia is a prime example of the circulation problems that the railroad tracks create, with the only vehicular access to the community provided at the Gordon Street railroad crossing. Vehicular access in and out of “Little Russia” is delayed frequently by the 75-85 trains that pass through the intersection each day. It is these same

trains that frequently delay both pedestrian and vehicular movement at the Kansas Avenue railroad crossing around the bend from the Gordon Street crossing.

There is a significant amount of large truck (3 or more axles) traffic generated by industrial uses in Historic North Topeka. Often times, in an effort to access the Kansas Avenue and Topeka Boulevard bridges this traffic is forced onto local streets and the historic business district on Kansas Avenue. Much of the heavy truck traffic is generated by industrial uses located south of Gordon Street, primarily by Cargill and Farmers Cooperative grain elevators. Transporting back and forth to their plant downtown south of the river mainly causes Cargill's trips, which can peak at 75-80/day (one-way) during harvest season. Traffic counts taken by the City of Topeka Public Works Department on January 19th and 20th, 1999 show that there were 142 heavy trucks (12.7% of the total traffic volume for the 24 hour period) on North Kansas Avenue, just south of the railroad tracks. This count includes both north and south-bound traffic. As expected, truck traffic peaked during business hours (8am-5pm), with only 5 truck between 5pm and 11pm.



Table 6 summarizes the busiest and most accident prone streets and intersections in Historic North Topeka.

Table 6
Street Classification & AADT
(Vehicles Entering Intersection)

Street	Classification	AADT	Entering Intersection	Accidents
N. Topeka Boulevard	Principal Arterial	22,536	NW Gordon	10
N. Topeka Boulevard	Principal Arterial	18,563	NW Morse	8
NE Morse	Minor Arterial	14,245	NE Quincy	9
N. Topeka Boulevard	Principal Arterial	N/A	NW Grant	7

Source: Topeka City Engineer (1996)

Public Facilities

Within the boundaries of Historic North Topeka there are 6 public facilities. These include Garfield Park, Quincy Elementary School, Veterans Park, McKinley Park, Charles Curtis Greenway/Cemetery, and Fire Station No. 1. Garfield Park is the main community facility in terms of recreational use and includes a swimming pool, tennis courts, outdoor grills and picnic areas and

an enclosed community center and shelter house. Utilities – storm sewer, water distribution, and sanitary sewer – are depicted on Map #9.

C. SOCIOECONOMIC TRENDS

The following data pertains to the Focus Area only since the boundaries of Planning Area do not align with Census Tract or Block Group boundaries. The “Focus Area” is bounded by Morse Street on the north, Topeka Boulevard to the west, and the Kansas River to the south and east. It represents Census Block Groups 5 and 6 within Census Tract 8.

The Focus Area experienced a net loss of population from 1980 to 1990 of 25% (see Table 7). Almost every age cohort experienced a loss in population, although the largest loss occurred in the 10-24 year old age group. Persons 45 years of age or older accounted for 40% of the total population in 1990, with over half of those people 65 years or older. The number of households also substantially decreased, with 578 households in 1980 as compared to 411 in 1990 (see Table 8). The 10% decrease in student enrolment at Quincy Elementary School since 1994 may indicate that the population is continuing to decline into the 1990’s. Nearly 20% of the Focus Area population in 1990 were living below the poverty level. According to USD 501, during the 1998-99 school year 84% of the students at Quincy Elementary School participated in the free lunch program, the highest percentage of any school in the school district (the average percentage in USD 501 is 44%).

Table 7
Population – Historic North Topeka

	1990	Percentage	1980	Percentage	%Change
Population	1034	100%	1381	100%	-25%
<u>Gender</u>					
Female	477	46%	685	50%	-30%
Male	557	54%	696	50%	-20%
<u>Race</u>					
White	877	85%	1200	87%	-27%
Black	53	5%	31	2%	71%
Other	104	10%	76	6%	37%
Hispanic Origin	69	7%	73	5%	-5%

Source: U.S. Census Bureau – 1980 & 1990

Table 8
Age – Historic North Topeka

	1990	Percentage	1980	Percentage	%Change
<u>Age</u>					
Under 5 years	84	8%	111	8%	-24%
5 to 9 years	102	10%	57	4%	79%
10 to 14 years	23	2%	85	6%	-73%
15 to 19 years	37	4%	110	8%	-66%
20 to 24 years	38	4%	156	11%	-76%
25 to 34 years	185	18%	175	13%	6%
35 to 44 years	158	15%	139	10%	14%
45 to 54 years	96	9%	153	11%	-37%
55 to 64 years	104	10%	177	13%	-41%
65 and Over	207	20%	218	16%	-5%
Total Persons	1034	100%	1381	100%	

Source: U.S. Census Bureau – 1980 & 1990

Table 9
Households – Historic North Topeka

	1990	Percentage	1980	Percentage	%Change
Households	411		578		-29%
Families	244	59%	344	60%	42%
Husband-Wife	136	33%	107	19%	27%
Female-Headed (no husband)	81	20%	N/A	N/A	
w/ child.	18	4%	N/A	N/A	
<18					
Persons per Household	2.5		2.4		
Persons per Family	2.1		4.0		

Source: U.S. Census Bureau – 1980 & 1990

D. PROFILE SUMMARY: Needs and Opportunities

Historic North Topeka, once a thriving low-density residential community capable of supporting its own business district, has lost its original character to the effects of several devastating floods and urban-to-suburban migration patterns. The result is a community with vast potential, but in dire need of re-investment. The preceding sections have identified the following needs and opportunities, which are summarized below:

Needs/Constraints

- The low density of population in HNT, which is due in large part to a preponderance of vacant parcels and non-residential land uses, presents a constraint to developing a critical mass of population that can thrive as a traditional urban community and be better able to support commercial services.
- 41% of all residential structures exhibited major deficiencies.
- The highly intensive zoning is not reflective of the predominantly low-density residential character and has allowed the intrusion of deleterious land uses in traditional residential neighborhoods.
- Only 1/3 of the housing units are owner occupied.
- Mobile homes and vacant lots, which together account for 21% of the parcels in HNT, are scattered throughout traditional residential neighborhoods with a median property value 10 times less than the surrounding homes.
- 2/3 of the building permits issued between 1990 and 1998 were for demolitions, and the other 1/3 mainly for mobile home development; such development does not inspire confidence or re-investment by homeowners.
- Inefficient traffic circulation caused by lack of direct Interstate access and frequent train traffic at-grade crossings.
- Heavy truck traffic on N. Kansas Avenue and in residential neighborhoods.
- The population in HNT decreased by 25% during the 1980's and students at Quincy Elementary participated in the free lunch program at the highest rate of any school in USD 501.
- Declining population, homeownership, and concentration of low income households are a combination signaling potentially devastating economic, educational, and social divestiture in the community.
- Perception that the area is prone to flooding.

Opportunities

- The traditional small town design found in HNT, if restored to its original character, could be an attractive alternative to suburban living with shopping and entertainment within walking distance from residential areas and the close proximity to downtown.
- The area has retained its original low-density residential character despite being zoned for multiple-family and highly intensive non-residential uses for the better part of 50 years.
- The area has retained many of its historic residential and commercial buildings, although many are in need of rehabilitation. North Kansas Avenue is the only intact traditional commercial district in Topeka.

- The substantial investment going into the renovation of the Great Overland Station could attract people, and new investment, to the community's historic commercial district on N. Kansas Avenue. Upon completion, the Great Overland Station museum represents a destination anchor for the Kansas Avenue business district.
- The large number of vacant lots presents an opportunity for new in-fill housing development.
- Residential blocks in the community boast relatively low crime.
- Single-family homes exhibit a relatively high percentage of homeowners and a relatively low vacancy rate.
- The riverfront offers significant development potential and an opportunity to re-define Topeka's and North Topeka's regional image.

Historic North Topeka is one of the oldest and most diverse areas in Topeka. The area is rich in history and still exhibits many characteristics of its original traditional small town design. However, the effects of several devastating floods forever altered its original character. Today the areas' hidden qualities remain largely undiscovered, with numerous vacant lots, little or no compatible development activity, dilapidated building conditions, and a declining population more dependent. The residential areas have suffered from the blighting influences of industrial uses and heavy truck and railroad traffic. The business climate flourishes here only because of low overhead. It clearly is an area where many businesses make a good living, but it is not clear how they can contribute back to revitalization efforts in the area's current state. These factors have eroded any homeowner confidence in the community. With the recent renovation efforts on the Great Overland Station much attention is once again focused on the area. It is this renewed interest in conjunction with a new neighborhood vision that, if capitalized on, will help to revitalize the historic business district, riverfront area, and surrounding residential areas and to redefine Historic North Topeka's image as a viable mixed-use community of choice.