

TOPEKA PLANNING COMMISSION

A G E N D A

Monday, February 16, 2015
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

Kevin Beck, Chairman
Dustin Crook
Rosa Cavazos
Scott Gales, Vice Chair
Dennis Haugh
Nicholas Jefferson
Carole Jordan
Mike Lackey
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
Julie Anderson, Planner I
Susan Hanzlik, AICP, Planner I
Kris Wagers, Office Specialist

AGENDA
Topeka Planning Commission
Monday, February 16, 2015 at 6:00 P.M.

A. Roll call

B. Approval of minutes – November 17, 2014 and January 21, 2015

C. Communications to the Commission

**D. Declaration of conflict of interest/exparte communications
by members of the commission or staff**

E. Action Items - Other

1. 2016-2020 CIP Projects

F. Public Hearings

- 1. Z15/02 by Southwest Publishing & Mailing Corporation** requesting to amend the District Zoning Classification “C-4” Commercial District **TO** “I-1” Light Industrial District on property located at 2600 NW Topeka Boulevard. **(Driver)**
- 2. CU15/01 Dillon Real Estate Co., Inc.** requesting a Conditional Use Permit to remodel and rebuild a legal non-conforming 14x48 sq. ft., 55 ft. tall billboard located on a monopole structure on property zoned “C-4” Commercial District and located at 1700 SW Topeka Boulevard. **(Driver)**
- 3. ASR14/01 Subdivision Regulations** requesting to amend Section 18 of the Comprehensive Zoning Regulations of the Topeka Municipal Code on matters concerning platting. These changes implement Land Use and Growth Management Plan 2040 recommendations concerning platting exemptions and minor plats within the City’s Extra-Territorial Jurisdiction. **(Warner)**

G. Adjournment

**Minutes of the
Topeka Planning Commission**

Monday, November 17, 2014

A. Roll call

Present: Kevin Beck –Chairman, Scott Gales, Dennis Haugh, Nicholas Jefferson, Dustin Crook, Mike Lackey, Patrick Woods **(7)**

Absent: Michelle Cuevas-Stubblefield, Carole Jordan **(2)**

Staff Present: Bill Fiander – Planning Director, Dan Warner, Planner III, Mary Feighny – City Attorney, and Kris Wagers – Office Specialist

B. Approval of minutes – October 20, 2014

Mike Lackey moved to approve as written, seconded by Dennis Haugh. **Approval (4-0-0)** (Mr. Woods, Jefferson & Crook arrived after the vote)

C. Discussion Items –

1. LUGMP 2040 Implementation

Bill Fiander presented an overview of the subdivision regulation amendments, focusing on key points. Roads should be compact and growth should be affordable for the city. We should plan so that we can one day grow into the area outside the city in a compact and dense urban pattern.

Dan Warner reviewed updates to Subdivision and Utility Regulation Amendments. Handouts provided.

Mr. Beck called for questions from commissioners. It was suggested that the lot ratio should be typed 1:2 rather than 1 / 2.

Mr. Beck called for questions from the public.

Mr. Ed Peck of Tecumseh Township asked for and received clarification regarding a map Mr. Fiander had shown.

Mr. Peck explained that he had contacted all the townships that touch the City of Topeka existing city limits. There are subdivisions in their townships and their concerns have to do with losing their township and fire district taxbases. He stated it's understandable that the city needs to set regulations regarding sizes of lots, etc. to plan for future growth. He commented that the old plan appeared "more threatening" to townships.

Representative Ken Corbet of Auburn, Kansas (Ravenwood Lodge) asked if people who would be affected by future annexation would have the option of being consented. Mr. Fiander explained that the city would not annex an area that is not capable of being unilaterally annexed (property owner must consent or be surrounded). Mr. Corbet expressed concern about Lake Sherwood being annexed and Mr. Fiander explained that the LUGMP 2040 does not propose this.

Mr. Fiander explained that the Planning Commission is going to work with the county to offer a meeting where people can come ask questions and learn more about LUGMP 2040. He also encouraged those in attendance to let people know they can contact the Planning Department to find out specifically how their property would be affected.

Mr. Peck expressed appreciation to the Planning Commission for taking his and Mr. Corbet's questions and stated that he believes they now can alleviate concerns of people in the subdivisions.

Mr. Haugh informed those in attendance that the link to the video explaining LUGMP 2040 is still available on the City website.

With no further questions, Mr. Warner reviewed the utility regulation amendments.

Mr. Beck asked for questions from the commissioners.

Mr. Corbet asked if the PC had gotten any feedback from developers or realtors. Mr. Fiander and Mr. Beck explained that Mr. Wiechert of the Topeka Homebuilders Assn. was at the October PC meeting and spoke in favor of the LUGMP 2040. The Planning Dept. and PC has held public meetings; the response has been positive and the plan generally supported.

Mr. Beck left the meeting due to scheduling conflict. Mr. Gales was asked to preside for the duration of the evening's meeting.

Mr. Peck thanked the Planning Commission for answering their questions and he, Mr. Corbet, and other public attendees left.

Mr. Fiander updated the commissioners on the CIP projects and encouraged them to let the Planning Department know if they have any specific road projects that would fit the proposed comprehensive plan. Mr. Lackey inquired about 37th from Gage to Fairlawn.

Mr. Fiander reviewed the I470/Arvonnia study and the Pedestrian Plan through MTPO.

Mr. Fiander briefly reviewed the Downtown & College Hill and stated they are looking at using tax credits to do maintenance projects on the TPAC/City Hall building. They learned that Topeka High/501 does the same thing so they'll be talking to people from USD 501 to get more information in regard to how to go about it.

With no further discussion items, the meeting was adjourned at 6:55PM.

**Minutes of the
Topeka Planning Commission
Wednesday, January 21, 2015**

A. Roll call

Present: Kevin Beck – 2014 Chairman, Dustin Crook, Scott Gales, 2014 Vice Chair, Rosa Cavazos, Nicholas Jefferson, Carole Jordan, Dennis Haugh and Mike Lackey **(8)**

Absent: Patrick Woods **(1)**

Staff Present: Bill Fiander – Planning Director, Mike Hall – Planner III, Dan Warner - Planner III, Annie Driver – Planner II, and Kris Wagers – Office Specialist.

Mr. Beck welcomed newly appointed Commissioner Rosa Cavazos and new Current Planning Manager Mike Hall, AICP.

B. Election of Officers

Nomination of Mr. Scott Gales as 2015 Planning Commission Chair; moved by Mr. Lackey, seconded by Mr. Haugh. **APPROVAL. (8-0-0)**

The gavel was passed to Mr. Gales, who thanked Mr. Beck for his service as Chair for the past two years.

Nomination of Mr. Nick Jefferson as 2015 Vice Chair; moved by Mr. Crook, seconded by Mr. Lackey. **APPROVAL. (8-0-0)**

C. Approval of minutes – November 17, 2014

Minutes from November 17, 2014 were not available. Mr. Beck moved that review/approval be delayed to the next Planning Commission meeting, seconded by Ms. Jordan. **APPROVAL (8-0-0)**

D. Communications to the Commission

Mr. Fiander reported that we are starting a Pedestrian Master Plan for the City of Topeka, funded from the MPO (transportation planning board). It will complement the Bikeways Master Plan that is currently being implemented. A stakeholders committee will be formed and include a volunteer from the Planning Commission. Any commissioner(s) interested should contact Mr. Fiander.

Mr. Fiander stated there will not be a Planning Commission meeting next Monday (January 26).

E. Declaration of conflict of interest/exparte communications by members of the Commission or staff –

None

F. Action Items –

1. Public Hearing

- I. **Z15/1 by CoreFirst Bank & Trust and River Hill LLC** requesting to amend the District Zoning Classification from “PUD” Planned Unit Development (“C-2” Commercial use group) **ALL TO** “OI-3” Office and Institutional District on properties located at 6202 SW 6th Avenue, all at the northwest intersection of SW 6th Avenue and SW River Hill Drive. **(Driver)**

Annie Driver summarized the staff report and advised the Planning Commission that staff recommends approval of this petition.

Mr. Gales called for questions from Commissioners.

Mr. Lackey asked if access would be off River Hill Road rather than 6th Street. Ms. Driver replied that yes, both access points would be off River Hill.

Mr. Jefferson asked if there was any plan for access from 6th Street and Ms. Driver answered that there is not.

Mr. Gales called for a representative of the applicant to come forward; Mr. Kevin Holland of Cook Flatt & Strobel Engineers. Mr. Holland referenced handouts of elevations that had been provided to the Commissioners this evening.

Mr. Lackey asked what sort of traffic the facility would generate. Mr. Holland stated it would be minimal. The facility will have about 50 employees who work 3 shifts in a 24 hour period. There will be about 3 truck deliveries/week for linens, food, etc. He stated that all access will be off River Hill due to detentions not making access from 6th Street feasible. The existing drive from 6th Street will be removed as part of their project.

Mr. Haugh asked how many units would be provided for assisted living and Mr. Holland replied 103.

Mr. Jefferson asked where onsite detention for stormwater would be. Mr. Holland replied it already exists on the south side of the property and they will add to it. Mr. Jefferson asked if it drains off to the west and Mr. Holland stated it goes into the existing storm section but they heard in a neighborhood meeting that it overtops and goes to the southwest so they have taken that into consideration as well.

With no further questions from Commissioners, Mr. Gail opened the floor for public comments.

Dr. Nancy Shand came forward to speak. Dr. Shand stated she has no objection to the proposal, but would like assurances that the treeline at the edge of the property will not be disturbed as it provides gives a natural barrier/buffer zone and is a habitat for wildlife. Dr. Shand attended the neighborhood meeting to express her concerns about the treeline going away. Mr. Gales asked Dr. Shand if she was happy with the response she received

and she stated that yes, the response was okay but they couldn't make any promises. She would like a guarantee.

Mr. Gales asked Mr. Holland if he would like to address her concerns. Mr. Holland stated that they have no intention to remove the treeline. Mr. Beck stated that there is a 20' landscape buffer; Mr. Holland stated he thinks the treeline she's talking about is actually outside their property line.

With no further public comments, Mr. Gales closed the public hearing and called for additional questions or comments from Commissioners.

Mr. Beck stated he thinks the majority of traffic would be on holidays and the intensity transition from the theater to the residences seems appropriate.

Mr. Beck moved to approve, second from Mr. Jefferson. **APPROVAL (8-0-0)**

- 2. P14/11 Misty Harbor Estates No. 5 (Final Plat Phase)** by F&L Enterprises, Inc. on property located approximately 400 feet north of SW 45th Street and approximately 2,300 feet west of SW Burlingame Road, all being within unincorporated Shawnee County, Kansas. The proposal includes an annexation request by F&L Enterprises, Inc. (A15/1). **(Driver)**

Annie Driver summarized the staff report and advised the Planning Commission that staff recommends approval of this petition.

Mr. Lackey asked regarding the status of the sewer/water servicing and Annie referred it to the applicant's representative, Steve LaCasse of Bartlett & West Engineers. He stated that city water and sewer are available to the site right now.

With no additional questions for Mr. LaCasse, Mr. Fiander explained that a Public Hearing was not required but neighbors had been informed of the meeting and may be present. Mr. Haugh moved that a Public Hearing be held, seconded by Mr. Beck. Mr. Gales invited comment/questions from the public. Hearing none, the public hearing was closed.

Mr. Gales called for additional comments/questions from the Commission.

Mr. Lackey stated that it looks routine and moved to accept, second from Ms. Jordan.

APPROVAL (8-0-0)

- 3. P14/13 Horseshoe Bend Subdivision No. 4 (Final Plat Phase)** by RT Builders, LLC on property located approximately 1,000 ft. north of SE 45th Street and 1,600 ft. east of SW Topeka Blvd, all being within the City of Topeka, Shawnee County, Kansas. **(Driver)**

Annie Driver summarized the staff report and advised the Planning Commission that staff recommends approval of this petition.

Mr. Gales called for questions/comments from Commissioners. Hearing none, he invited Mr.

LaCasse of Bartlett & West, applicant representative, to speak. Mr. LaCasse explained that the original name of the PUD, which was approved in 2000, was Grand Oaks. Three phases were completed as Grand Oaks, and three phases have been completed as Horseshoe Bend. Though the name has changed, Horseshoe Bend follows lots that were approved as Grand Oaks.

Mr. LaCasse stated that the variance requested allows for a 20' wide paved access road for emergency vehicles. Ms. Cavazos asked how long it took the last temporary road to become a permanent road. Mr. LaCasse thought it was 3-4 years. He anticipates a 2-3 year build-out on this phase.

Mr. Lackey moved to open a public hearing, seconded by Mr. Beck, and Mr. Gales opened the floor to public comments/questions.

Mr. Paul Kosmala came forward to speak. Mr. Kosmala stated he has lived in Grand Oaks for approximately 12 years now. He stated that during phases 2 and 3, RT Builders did not keep streets clean during construction, have left storage containers, and there were safety issues. Mr. Kosmala stated that he is for expanding and building but asked that more care be taken by the construction company.

Mr. Lackey asked Mr. Kosmala if he had contacted the City with concerns during earlier construction. Mr. Kosmala stated he had.

Mr. Gales gave Mr. LaCasse an opportunity to respond. He stated that the desire is to get the construction done so that construction issues end.

Mr. Lackey stated there is no excuse for leaving construction equipment and trash laying around for a year or two.

With no further comments, Mr. Gales closed the public hearing and called for additional questions/comments from Commissioners.

Mr. Jefferson asked Mr. Fiander what the proper channels would be to voice concerns such as Mr. Kosmala had. Mr. Fiander responded that he could contact the City's Neighborhood Relations Department, of which code enforcement is a part, and that he would give Mr. Kosmala the direct line/contact information.

Mr. Gales asked Mr. Fiander whether mud, etc. on the street would fall under jurisdiction of state stormwater control. Mr. Fiander stated there are erosion control permits that had to be obtained and invited Mr. LaCasse to speak to that. Mr. LaCasse replied the city has a permitting process that is fairly new and he's not sure it was in place during the last phase.

Mr. Beck stated that the NOI process is a state process and it is the applicant's responsibility to adhere; if they don't they can be fined by the state.

With no further comments/questions, Mr. Haugh moved to accept, seconded by Mr. Beck.

APPROVAL (8-0-0)

G. Discussion Items

1. LUGMP 2040 Implementation

Mr. Fiander explained that the Commission will eventually be asked to take action on item i. Item ii is informational only.

- 1. Subdivision Regulations Amendments;** Mr. Warner reviewed proposed amendments.

Mr. Beck asked what, if anything, had changed based on conversations with the county. Mr. Warner stated that the idea beginning on line 146 evolved as they went through the process.

Mr. Beck asked if the county is “on board” with what is proposed. Mr. Fiander explained county landowners that could be impacted had been contacted and invited to informational meetings. Participation was very good and Mr. Fiander stated he will be making a presentation to the county commission.

- 2. Subdivision Regulations Amendments;** Mr. Warner reviewed proposed amendments.

Mr. Lackey asked who decides whether the city should sell water to a rural water district. Mary Feighny replied that it is a policy issue. Contracts are approved by the City Manager.

- 3. 2016-2020 CIP Projects/Processes;** Mr. Fiander explained that by state law, the Planning Commission is charged with confirming that the City’s capital improvement projects are consistent with our comprehensive plan. Mr. Fiander reviewed the projects.

J. Adjournment at 7:55PM



CITY OF TOPEKA

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Bill Fiander, Director
Email: bfiander@topeka.org
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TO: Topeka Planning Commission

**FROM: Bill Fiander, AICP
Planning Director**

DATE: February 16, 2014

RE: Proposed Capital Improvement Program 2016-2020

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:

- All street and traffic projects are proposed within Tier 1 of the Urban Growth Area (UGA).
- Neighborhood Infrastructure implements neighborhood plans in Intensive Care and Out Patient neighborhoods.
- Infill Sidewalks and Complete Streets projects support transportation choices which is a pillar of the LUGMP 2040. Infill Sidewalks promote investment in high priority areas of the soon to be developed Pedestrian Master Plan.
- South Fire Station #14 is within the Employment Tier of the LUGMP 2040 and addresses service capacity issues in existing and future Tier 1 areas.

- SE Elevated Tank (SE 41st) is located within Tier 3 of the UGA. It increases the capacity of compact growth within a future Tier 1/2 area.
- West Elevated Tank is located within the Sherwood Improvement District but builds redundancies into pressure zones and ultimately increase reliability and capacity for growth within Tier 1/2 areas.
- South Elevated Tank is located within Employment Tier and builds redundancies into pressure zones and ultimately increases reliability and capacity for growth within existing and future Tier 1 areas.

Based on the above findings, staff concurs that the following projects in the proposed 2016-20 CIP are in conformity with the City's Comprehensive Plan elements:

Neighborhoods

- Neighborhood Infrastructure

Public Safety

- South Fire Station #14

Traffic

- Traffic Safety Projects

Streets

- Complete Streets
- Citywide Infrastructure
- SE California Ave. -- 33rd St. to 37th St.
- SE California Ave. -- 29th St. to 33rd St.
- SW Arvon Place/Huntoon Street/I-470 ramps
- Infill Sidewalks/Pedestrian Master Plan
- SW 10th Avenue –SW Fairlawn to SW Wanamaker
- SE 29th Street/KTA Interchange
- Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70

Water

- South Elevated Tank - 65th Street
- Southeast Elevated Tank - SE 41st St
- West Elevated Tank (West Zone)

	Adopted 2016	Adopted 2017	Proposed 2018	Proposed 2019	Proposed 2020	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)	\$263,187	\$1,968,407	\$1,968,407			\$4,200,000
Secure Staging Facility	\$0				\$750,000	\$750,000
Purchase 1 Truck Apparatus (Truck 10)	\$0	\$705,500				\$705,500
Purchase Two Engine Apparatus (Engines 1 & 12)		\$0	\$1,349,500			\$1,349,500
Purchase One Aerial Apparatus	\$0			\$1,378,000		\$1,378,000
Purchase Two Engine Apparatus (Engines 8 & 10)			\$0		\$1,417,500	\$1,417,500
Subtotal Fire Department	\$263,187	\$2,673,907	\$3,317,907	\$1,378,000	\$2,167,500	\$9,800,500
Traffic						
Traffic Safety Projects	\$185,000	\$185,000	\$185,000	\$185,000	\$185,000	\$925,000
Traffic Signal Replacement	\$640,000	\$0	\$640,000	\$640,000	\$640,000	\$2,560,000
Traffic Signal Communication System Upgrade	\$1,200,000					\$1,200,000
Subtotal Traffic	\$2,025,000	\$185,000	\$825,000	\$825,000	\$825,000	\$4,685,000
Streets						
Complete Streets	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Citywide Infrastructure	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
SW 37th Street -- SW Burlingame Rd to Gage Blvd.	\$300,000					\$300,000
SE California Ave. -- 33rd St. to 37th St.	\$3,300,000					\$3,300,000
SE California Ave. -- 29th St. to 33rd St.	\$200,000	\$2,200,000	\$500,000			\$2,900,000
Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70				0	\$500,000	\$500,000
SW Arvon Place/Huntoon Street/I-470 Ramps	\$500,000	\$1,000,000	\$500,000			\$2,000,000
Infill Sidewalks/Pedestrian Master Plan	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road		\$400,000	\$240,000	\$4,360,000	\$1,000,000	\$6,000,000
SE 29th Street/KTA Interchange					\$500,000	\$500,000
Subtotal Streets	\$5,100,000	\$4,400,000	\$2,040,000	\$5,160,000	\$2,800,000	\$19,500,000

	Adopted 2016	Adopted 2017	Proposed 2018	Proposed 2019	Proposed 2020	5 Year Total
Quality of Life						
Zoo Green House and Storage Building	\$154,200					\$154,200
Zoo Service Road Repair		\$212,520				\$212,520
Zoo Parking Lot			\$377,396			\$377,396
Zoo Rain Forest HVAC				\$184,800		\$184,800
Zoo Discovering Apes Roof Replacement					\$173,250	\$173,250
Subtotal Quality of Life	\$154,200	\$212,520	\$377,396	\$184,800	\$173,250	\$1,102,166
City Facilities						
Municipal Building Renovations and Mechanical System Upgrades	\$50,000	\$125,000	\$1,025,000			\$1,200,000
Facility Improvements					\$1,000,000	\$1,000,000
Subtotal Facilities	\$50,000	\$125,000	\$1,025,000	\$0	\$1,000,000	\$2,200,000
TOTAL GO Bond Projects	\$8,992,387	\$8,996,427	\$8,985,303	\$8,947,800	\$8,365,750	\$44,287,666
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	\$7,613	\$3,574	\$14,698	\$52,200	\$634,250	\$712,334

Enterprise Funded Projects

Utilities/Wastewater Fund						
Wastewater Replacement Program	\$1,500,000	\$2,000,000	\$2,500,000	\$3,000,000	\$4,000,000	\$13,000,000
South Kansas Pump Station - Ph. II	\$0					\$0
Oakland WWTP - Headworks Generator	\$850,000					\$850,000
Adams St IS Rehabilitation	\$450,000	\$1,550,000				\$2,000,000
Lining Repairs - NTWWTP and Wanamaker PS		\$321,586	\$1,178,414			\$1,500,000
NTWWTP Solids Handling - South Wall Replacement		\$376,586	\$1,123,414			\$1,500,000
Eastside IS-Relief-CSO#3 to Ash St PS			\$900,000	\$7,448,760		\$8,348,760
NTWWTP Nutrient Removal			\$6,363,627			\$6,363,627
Oakland WWTP - UV Expansion				\$2,703,750		\$2,703,750
Wastewater Plant Operations Equipment & Fleet Maintenance	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
WPC Inflow & Infiltration Program	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Oakland Wastewater Treatment Plant Solids Handling/Facility	\$1,425,000	\$8,098,274				\$9,523,274
Neighborhood Programs	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Wastewater Project	\$300,000	\$300,000				\$600,000
Subtotal Wastewater	\$5,525,000	\$13,646,446	\$13,065,455	\$14,152,510	\$5,000,000	\$51,389,411

	Adopted 2016	Adopted 2017	Proposed 2018	Proposed 2019	Proposed 2020	5 Year Total
Utilities/Stormwater Fund						
Storm Conveyance System Rehab	\$3,000,000	\$3,500,000	\$4,000,000	\$4,500,000	\$4,500,000	\$19,500,000
Kansas River Levee System Rehabilitation - Ph. II	\$1,500,000	\$5,000,000	\$2,500,000			\$9,000,000
Levee Repairs	\$573,800	\$4,726,700				\$5,300,500
Adams St IS SW Removal	\$543,172	\$2,456,828				\$3,000,000
Stormwater Operations Equipment & Fleet Maintenance & I	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Drainage Correction Program	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Subtotal Stormwater	\$6,416,972	\$16,483,528	\$7,300,000	\$5,300,000	\$5,300,000	\$40,800,500
Utilities/Water Fund						
Water Main Replacement Program	\$2,500,000	\$3,000,000	\$3,500,000	\$4,000,000	\$4,500,000	\$17,500,000
Crane at Jefferson-East to Seward/Strait	\$726,565					\$726,565
California - 33rd to 41st	\$625,362					\$625,362
Southeast Elevated Tank - SE 41st St	\$166,484	\$416,210	\$3,442,806			\$4,025,500
37th St. - Kentucky to California	\$1,558,700					\$1,558,700
Water Plant Rehabilitation Program	\$800,000		\$850,000		\$900,000	\$2,550,000
Topeka Blvd- University to Ormsby	\$744,400	\$1,960,646				\$2,705,046
Indian Hills Rd., SW 29th to 21st St.		\$2,110,100	\$1,000,000			\$3,110,100
Booster Pump Station (Meridan and Norwood)		\$550,000				\$550,000
WTP High Service Pumping Emergency Power			\$2,763,400			\$2,763,400
Strait at Seward; South - 2nd - Tefft			\$2,233,400	\$0		\$2,233,400
Fairlawn; 45th - 53rd and East - Burlingame			\$4,301,400			\$4,301,400
41st & California east to West Edge & south to 45th St			\$2,195,000	\$0		\$2,195,000
Burlingame; 49th to 57th and east to Wenger			\$0		\$4,951,400	\$4,951,400
East High Service Pumping Electrical Controls			\$2,363,400			\$2,363,400
Tefft from 2nd to 6th St & 6th east to Norwood - Ph. I				\$4,172,300		\$4,172,300
California from 21st to 28th (33rd) - Ph. I				\$2,726,500		\$2,726,500
57th & Wenger to 65th & Westview				\$2,529,600	\$0	\$2,529,600
Fairlawn - 41st (Skyline Dr) to 45th and East to Gage			\$2,141,500	\$1,000,000		\$3,141,500
West Elevated Tank (West Zone)				\$0	\$5,464,900	\$5,464,900
Water Plant Operations Equipment & Fleet Maintenance &	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Disinfection Modification Phase I	\$0			\$10,000,000		\$10,000,000
Disinfection Modification Phase II		\$0			\$12,000,000	\$12,000,000
Crane, NE Harrison to Jefferson to 2nd to Seward / Branne	\$2,758,900	\$1,399,740				\$4,158,640
South Elevated Tank; SW 65th Street	\$0	\$0		\$5,360,690		\$5,360,690
Subtotal Water	\$10,280,411	\$9,836,696	\$25,190,906	\$30,189,090	\$28,216,300	\$103,713,403
Total Enterprise Fund	\$22,222,383	\$39,966,670	\$45,556,361	\$49,641,600	\$38,516,300	\$195,903,314
Other Funding Sources						
City Half-Cent Sales Tax Street Repair						
Maintain & Improve Existing Streets	\$14,300,000	\$14,500,000	\$14,700,000	\$14,900,000	\$15,100,000	\$73,500,000
ADA Street Curb Repair	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Curbs, Gutters and Street Maintenance and Repair	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
Alley Repair	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Sidewalk Repair 50-50	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000
Subtotal Half-Cent Sales Tax	\$16,410,000	\$16,610,000	\$16,810,000	\$17,010,000	\$17,210,000	\$84,050,000
Federal Funds						
Bridge on Cherokee St over Ward Cr.	\$70,000	\$50,000	\$730,000			\$850,000
Bridge on 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 (Housing Portion)	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
Kansas River Levee System Rehabilitation - Ph. II	\$2,000,000	\$10,000,000	\$5,000,000			\$17,000,000
Subtotal Fed Funds	\$2,670,000	\$10,725,000	\$6,460,000	\$1,420,000	\$1,450,000	\$22,725,000
General Fund Cash						

	Adopted 2016	Adopted 2017	Proposed 2018	Proposed 2019	Proposed 2020	5 Year Total
Cyrus K. Holliday Building Boiler/carpet replacement	\$112,500					\$112,500
TFD Stations Renovations	\$60,000	\$120,000	\$180,000			\$360,000
Police Department Fleet Replacement	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$4,500,000
Zoo Digital X-Ray	\$91,140					\$91,140
Law Enforcement Building - Surveillance System	\$117,536					\$117,536
Subtotal General Fund Cash	\$1,281,176	\$1,020,000	\$1,080,000	\$900,000	\$900,000	\$5,181,176
Parking Fund Cash						
Parking Garage Systems (Hardware and software) Upgrade	\$690,000					\$690,000
Subtotal Parking Fund Cash	\$690,000	\$0	\$0	\$0	\$0	\$690,000
Countywide Sales Tax Proposal (2017-2031)						
SW 6th-Gage to Fairlawn		\$500,000	\$5,100,000			\$5,600,000
Zoo Master Plan			\$1,500,000	\$1,500,000	\$5,000,000	\$8,000,000
Bikeway Master Plan			\$300,000		\$600,000	\$900,000
12th Street (2 lanes) - Gage to Kansas Ave				\$500,000	\$300,000	\$800,000
SE California-37th-45th					\$400,000	\$400,000
Subtotal Countywide Sales Tax	\$0	\$500,000	\$6,900,000	\$2,000,000	\$6,300,000	\$15,700,000
Total Other Sources	\$21,051,176	\$28,855,000	\$31,250,000	\$21,330,000	\$25,860,000	\$128,346,176
Total Capital Improvements	\$ 52,265,946	\$ 77,818,097	\$ 85,791,663	\$ 79,919,400	\$ 72,742,050	\$ 368,537,156

City of Topeka

Capital Improvement Project Summary

1. Project Title: Neighborhood Infrastructure

2. Dept/Div: Public Works / Engineering / HND 3. Project Year(s): 2016-2020 (Annual)

4. Type: New Repair/Replace X 5. Project Location: Various locations throughout the City

6. Contact Name: Shawn Bruns/Bradley S Reiff 7. Contact Phone: 368-3033 & 368-4484

7. Project Description: This project is a component of the Stages of Resource Targeting program (SORT). The City generally targets a majority of HND'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 deteriorate streets, curb/gutter, alley 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.

9. Project Schedule and Estimate			10. Est. Annual Operating Cost
	<u>Year</u>	<u>Amount</u>	
a. Design/Administrative Fees	Annual	\$ 100,000	<u>Basis for Cost Estimate and Funding Source:</u> 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.
b. Right-of Way		-	
c. Construction/Service Fees	Annual	1,160,000	
d. Contingency		50,000	
e. Financing Costs (Temp Notes)		60,000	
f. Cost of Issuance (Rev/GO Bonds)		30,000	
g. Debt Reserve Fund (Rev Bonds)		-	
h. Capitalized Interest		-	
Project Total		\$ 1,400,000	
Estimated Life of Item (years):	<u>15-30 years</u>		
Source of Estimate/Year:	<u>City Engineering</u>		

11. Amount by source of financing

	1. G.O. Bonds	2. Federal Funding	3. Wastewater Fund	4.	5.	TOTAL
2016	1,400,000	600,000	200,000			\$2,200,000
2017	1,400,000	600,000	200,000			\$2,200,000
2018	1,400,000	600,000	200,000			\$2,200,000
2019	1,400,000	600,000	200,000			\$2,200,000
2020	1,400,000	600,000	200,000			\$2,200,000
TOTAL	\$7,000,000	\$3,000,000	\$1,000,000	\$0	\$0	\$11,000,000

Added federal and wastewater portion 1/16/15

City of Topeka

Capital Improvement Project Summary

1. Project Title: South Fire Station, Design and Construction

2. Dept/Div: Fire 3. Project Year(s): 2016-2020

4. Type: New Construction Repair/Replace 5. Project Location: South Topeka Area

6. Contact Name: Chief Greg Bailey 7. Contact Phone: 368-4000

7. Project Description: This is not a new CIP project. Funds will be used for the acquisition of land to build fire station in the South part of the City. Design - These funds will be used for architectural and engineering fees associated with the design of a fire station in the South part of the City. Construction - Funds will be used for the construction of fire station in South part of the City.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost	
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>	
a. Design/Administrative Fees		\$ 313,318	To be determined.	
b. Right-of Way		-		
c. Construction/Service Fees		3,417,070		
d. Contingency		250,655		
e. Financing Costs (Temp Notes)		145,970		
f. Cost of Issuance (Rev/GO Bonds)		72,987		
g. Debt Reserve Fund (Rev Bonds)		-		
h. Capitalized Interest		-		
Project Total		\$ 4,200,000		
Estimated Life of Item (years):	30-50 years			
Source of Estimate/Year:	Staff Estimates			

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	263,187					\$263,187
2017	1,968,407					\$1,968,407
2018	1,968,407					\$1,968,407
2019	0					\$0
2020	0					\$0
TOTAL	\$4,200,000	\$0	\$0	\$0	\$0	\$4,200,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: Traffic Safety Projects

2. Dept/Div: Public Works -- Engineering / Traffic Operations 3. Project Year(s): 2016-2020

4. Type: New Repair/Replace X 5. Project Location: Various

6. Contact Name: Ron Raines / Shawn Bruns 7. Contact Phone: 368-0929 or 268-3033

7. Project Description: These projects improve traffic safety at various locations within the City's transportation network. The types of projects include installation of a new traffic signal, equipment to synchronize a series of traffic signals, removal of a free-flowing right turn lane, construction of additional turn lanes or medians, and installation of pedestrian flashers at a crosswalk.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>
a. Design/Administrative Fees	Annual	\$ 15,000	Operating costs include pavement markings and crack sealing. The funding source for these costs is primarily Motor Fuel Tax. This project will provide a net reduction in operating costs for existing pavement. The project may also provide a savings in fuel costs by providing a more efficient operation of intersections.
b. Right-of Way		-	
c. Construction/Service Fees		155,000	
d. Contingency		5,000	
e. Financing Costs (Temp Notes)		6,700	
f. Cost of Issuance (Rev/GO Bonds)		3,300	
g. Debt Reserve Fund (Rev Bonds)		-	
h. Capitalized Interest		-	
Project Total		\$ 185,000	
Estimated Life of Item (years):	<u>30 years</u>		
Source of Estimate/Year:	<u>Eng. Div. -- 2014</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	185,000					\$185,000
2017	185,000					\$185,000
2018	185,000					\$185,000
2019	185,000					\$185,000
2020	185,000					\$185,000
TOTAL	\$925,000	\$0	\$0	\$0	\$0	\$925,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: Complete Streets

2. Dept/Div: Public Works-- Engineering 3. Project Year(s): 2016-2020

4. Type: New Repair/Replace X 5. Project Location: Various

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. 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.

9. Project Schedule and Estimate		10. Estimated Annual Operating Cost
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual \$	\$ 8,000
b. Right-of Way		-
c. Construction/Service Fees	Annual	82,000
d. Contingency		4,000
e. Financing Costs (Temp Notes)		4,000
f. Cost of Issuance (Rev/GO Bonds)		2,000
g. Debt Reserve Fund (Rev Bonds)		-
h. Capitalized Interest		-
Project Total		\$ 100,000
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div.-- 2014</u>	
		<u>Basis for Cost Estimate and Funding Source:</u> Operating costs will be minimal.

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	100,000					\$100,000
2017	100,000					\$100,000
2018	100,000					\$100,000
2019	100,000					\$100,000
2020	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. Dept/Div: Public Works-- Engineering 3. Project Year(s): 2016-2020

4. Type: New X Repair/Replace 5. Project Location: _____

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. 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 elements must be determined as with citywide sales tax projects. The improvements can include such elements as sidewalks, bikeways or street widening.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost	
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>	
a. Design/Administrative Fees	Annual	\$ 16,000	Operating costs will depend upon the type of infrastructure but should be minimal.	
b. Right-of Way		-		
c. Construction/Service Fees	Annual	160,000		
d. Contingency		-		
e. Financing Costs (Temp Notes)		12,000		
f. Cost of Issuance (Rev/GO Bonds)		8,000		
g. Debt Reserve Fund (Rev Bonds)		4,000		
h. Capitalized Interest		-		
Project Total		\$ 200,000		
Estimated Life of Item (years):		<u>15-30 years</u>		
Source of Estimate/Year:		<u>Eng. Div. -- 2014</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	200,000					\$200,000
2017	200,000					\$200,000
2018	200,000					\$200,000
2019	200,000					\$200,000
2020	200,000					\$200,000
TOTAL	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: SE California Avenue -- SE 33rd Street to SE 37th Street

2. Dept/Div: Public Works -- Engineering 3. Project Year(s): 2016

4. Type: New Repair/Replace X 5. Project Location: SE Calif. Ave. -- 33rd to 37th

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. Project Description: This project constructs new three lane pavement on SE California Avenue between SE 33rd Street and SE 37th Street and includes the intersection of SE California Avenue and SE 37th Street. The new roadway will include curb & gutter, sidewalks, street lighting and a drainage system.

9. Project Schedule and Estimate		<u>Year</u>	<u>Amount</u>	10. Estimated Annual Operating Cost
a. Design/Adm		2014-2015	\$ 300,000	<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 an et reduction in operating costs by reducing the maintenance needs for new pavement versus the existing deteriorated pavement.
b. Right-of Way		2015	200,000	
c. Construction/Service Fees		2016	3,000,000	
d. Contingency			100,000	
e. Financing Costs (Temp Notes)			140,000	
f. Cost of Issuance (Rev/GO Bonds)			60,000	
g. Debt Reserve Fund (Rev Bonds)			-	
h. Capitalized Interest			-	
Project Total			\$ 3,800,000	
Estimated Life of Item (years):		<u>30 years</u>		
Source of Estimate/Year:		<u>Eng. Div. -- 2013</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	0					\$0
2017	3,300,000					\$3,300,000
2018	0					\$0
2019	0					\$0
2020	0					\$0
TOTAL	\$3,300,000	\$0	\$0	\$0	\$0	\$3,300,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: SE California Avenue -- SE 29th Street to SE 33rd Street

2. Dept/Div: Public Works -- Engineering 3. Project Year(s): 2016-2017

4. Type: New Repair/Replace X 5. Project Location: SE Calif. Ave. -- 29th to 33rd

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. 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.

9. Project Schedule and Estimate		<u>Year</u>	<u>Amount</u>	10. Estimated Annual Operating Cost
a. Design/Administrative Fees		2015	\$200,000	<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 a new pavement versus the existing deteriorated pavement.
b. Right-of Way		2016	100,000	
c. Construction/Service Fees		2017	2,300,000	
d. Contingency			100,000	
e. Financing Costs (Temp Notes)			140,000	
f. Cost of Issuance (Rev/GO Bonds)			60,000	
g. Debt Reserve Fund (Rev Bonds)			-	
h. Capitalized Interest			-	
Project Total			\$ 2,900,000	
Estimated Life of Item (years):		<u>30 years</u>		
Source of Estimate/Year:		<u>Eng. Div. -- 2014</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	0					\$0
2017	200,000					\$200,000
2018	2,200,000					\$2,200,000
2019	500,000					\$500,000
2020	0					\$0
TOTAL	\$2,900,000	\$0	\$0	\$0	\$0	\$2,900,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: SW Arvonía Place/Huntoon Street/I-470 Ramps

2. Dept/Div: Public Works / Engineering 3. Project Year(s): 2016-2018

4. Type: Repair/Replace X 5. Project Location: SW Arvonía Pl./Huntoon/I-470 Ramps

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. Project Description: This project will improve traffic operations, safety, and level of service in the area of SW Arvonía 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.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>
a. Design/Administrative Fees	2016-17	\$ 500,000	Operating costs include pavement markings and crack sealing. The primary funding source is Motor Fuel Tax.
b. Right-of Way	2016-17	250,000	
c. Construction/Service Fees	2017-18	1,000,000	
d. Contingency		130,000	
e. Financing Costs (Temp Notes)		80,000	
f. Cost of Issuance (Rev/GO Bonds)		40,000	
g. Debt Reserve Fund (Rev Bonds)		-	
h. Capitalized Interest		-	
Project Total		\$ 2,000,000	
Estimated Life of Item (years):	<u>30 years</u>		
Source of Estimate/Year:	<u>Eng. Div. -- 2014</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	500,000					\$500,000
2017	1,000,000					\$1,000,000
2018	500,000					\$500,000
2019	0					\$0
2020	0					\$0
TOTAL	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: Infill Sidewalks/Pedestrian Master Plan

2. Dept/Div: Public Works / Engineering 3. Project Year(s): 2016-2020 (Annual)

4. Type: New X Repair/Replace 5. Project Location: Various locations

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. 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.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>
a. Design/Administrative Fees	Annual	\$ 35,000	Operating costs will be minimal.
b. Right-of Way		-	
c. Construction/Service Fees		415,000	
d. Contingency		20,000	
e. Financing Costs (Temp Notes)		20,000	
f. Cost of Issuance (Rev/GO Bonds)		10,000	
g. Debt Reserve Fund (Rev Bonds)		-	
h. Capitalized Interest		-	
Project Total		\$ 500,000	
Estimated Life of Item (years):	<u>30 years</u>		
Source of Estimate/Year:	<u>Eng. Div. -- 2014</u>		

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	500,000					\$500,000
2017	500,000					\$500,000
2018	500,000					\$500,000
2019	500,000					\$500,000
2020	500,000					\$500,000
TOTAL	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road

2. Dept/Div: Public Works -- Engineering 3. Project Year(s): 2017-2019

4. Type: Repair/Replace X 5. Project Location: SW 10th Ave. -- Fairlawn to Wanamaker

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. 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.

9. Project Schedule and Estimate		<u>Year</u>	<u>Amount</u>	10. Estimated Annual Operating Cost
a. Design/Administrative Fees	2017-18	\$	440,000	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.
b. Right-of Way	2018		200,000	
c. Construction/Service Fees	2019		4,900,000	
d. Contingency			100,000	
e. Financing Costs (Temp Notes)			240,000	
f. Cost of Issuance (Rev/GO Bonds)			120,000	
g. Debt Reserve Fund (Rev Bonds)			-	
h. Capitalized Interest			-	
Project Total		\$	6,000,000	
Estimated Life of Item (years):	<u>30 years</u>			
Source of Estimate/Year:	<u>Eng. Div. -- 2014</u>			

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	0					\$0
2017	400,000					\$400,000
2018	240,000					\$240,000
2019	4,360,000					\$4,360,000
2020	1,000,000					\$1,000,000
TOTAL	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000

City of Topeka

Capital Improvement Project Summary

1. Project Title: SE 29th Street/KTA Interchange

2. Dept/Div: Public Works / Engineering 3. Project Year(s): 2020

4. Type: New X Repair/Replace 5. Project Location: SE 29th Street/KTA Intersection

6. Contact Name: Shawn Bruns 7. Contact Phone: 368-3033

7. Project Description: This project will construct a new interchange on the Kansas Turnpike at SE 29th Street. The exact timeframe and cost of this project are unknown -- the project (design) is being placed in Year 2020 as a placeholder.

9. Project Schedule and Estimate			10. Estimated Annual Operating Cost	
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u>	
a. Design/Administrative Fees	2020	\$ 500,000	Operating costs are unknown at this time.	
b. Right-of Way				
c. Construction/Service Fees				
d. Contingency				
e. Financing Costs (Temp Notes)		-		
f. Cost of Issuance (Rev/GO Bonds)		-		
g. Debt Reserve Fund (Rev Bonds)		-		
h. Capitalized Interest		-		
Project Total		\$ 500,000		
Estimated Life of Item (years):	<u>30 years</u>			
Source of Estimate/Year:	<u>Eng. Div. -- 2014</u>			

11. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2016	0					\$0
2017	0					\$0
2018	0					\$0
2019	0					\$0
2020	500,000					\$500,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000

City of Topeka

Capital Improvement Request Form

Eng. Use Only	
Project #	T-281080.00

1. Project Title: South Elevated Tank; SW 65th Street
2. Dept/Div: Public Works / UAM - Water 3. Project Year(s): 2019-2020
4. Type : New Repair/Replace 5. Project Location(Add Map): 65th St - W. of Westview Rd
6. Contact Name: Larry Wilms 7. Contact Phone: 368-0152

8. Project Description: This project includes installation of a 2.0 MG gallon elevated tank that will replace the existing 0.5 MG elevated tank on SW 65th St west of Westview Rd across from Grant Bradbury Park on land acquired by the Water Utility. The existing elevated tank is over 50 years old and additional (elevated) water storage is needed to provide adequate water supply for existing and future domestic and fire flow demands in this area. 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 the water transmission mains and elevated water storage volume serving this area lack sufficient capacity to meet system demands during periods of moderate to heavy usage and concluded that existing mains and storage tank serving this geographic area of the city were inadequate. Accordingly, the study recommended this elevated water tank construction to meet the water storage demands to support the improvement in water pressures to existing service areas in south Topeka. This project is part of the phased improvement necessary for the creation of the new East and South Pressure Zones. The City's commitment to provide utility infrastructure in support of the Kanza Fire Commerce Park and MARS Corporation development also drives requirement to proceed with this project.

9. Project Schedule and Estimate			10. Est. Annual Operating Cost	
	Year	Amount		\$20,286
a. Design/Administrative Fees	2019	\$ 321,000	Basis for Cost Estimate and Funding Source: 2013 costs for electrical, maintenance and labor. Capital costs indexed for time delay in project scheduling. Operating Costs: Abandon 0.5 MG Tank / Add 2.0 MG tank net operating costs are zero change.	
b. Right-of Way		-		
c. Construction/Service Fees	2019-2020	4,007,975		
d. Contingency		394,100		
e. Financing Costs (Temp Notes)		70,846		
f. Cost of Issuance (Rev/GO Bonds)		94,462		
g. Debt Reserve Fund (Rev Bonds)		472,308		
h. Capitalized Interest		-		
Project Total		\$ 5,360,690		
Estimated Life of Item (years):		<u>50 to 100</u>		
Source of Estimate/Year:		<u>Bartlett & West/2011</u>		

11. Amount by source of financing

	1. G.O. Bonds	2. Rev Bonds	3.	4.	5.	TOTAL
2016						\$0
2017						\$0
2018						\$0
2019		1,500,000				\$1,500,000
2020		3,860,690				\$3,860,690
TOTAL	\$0	\$5,360,690	\$0	\$0	\$0	\$5,360,690

City of Topeka

Capital Improvement Request Form

Eng. Use Only	
Project #	T-281084.00

1. Project Title: Southeast Elevated Tank - SE 41st St.
2. Dept/Div: Public Works / UAM - Water 3. Project Year(s): 2017
4. Type : New Repair/Replace 5. Project Location(Add Map): Northeast of SE 41st & California
6. Contact Name: Larry Wilms 7. Contact Phone: 368-0152

8. Project Description: This project involves land acquisition and construction of a 500,000 gallon elevated water storage east of SE California on SE 41st Street and connecting transmission main. This elevated water storage tank is needed to replace the existing 250,000 gallon elevated tank located at SE 29th Street at California. The existing elevated tank is over 50 years old and 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. This project includes installation of a main connecting the new tower to the transmission main at SE California at 41st street.

9. Project Schedule and Estimate			10. Est. Annual Operating Cost	\$1,500
	<u>Year</u>	<u>Amount</u>	<u>Basis for Cost Estimate and Funding Source:</u> 2013	
a. Design/Administrative Fees	2017	\$265,000	costs for electrical, routine weekly inspections paid in	
b. Right-of Way	2017	100,000	annual operating and maintenance budget. This	
c. Construction/Service Fees	2017-2018	2,989,696	replacement project will not increase annual	
d. Contingency		192,000	operating cost.	
e. Financing Costs (Temp Notes)		53,200		
f. Cost of Issuance (Rev/GO Bonds)		70,934		
g. Debt Reserve Fund (Rev Bonds)		354,670		
h. Capitalized Interest		-		
Project Total		\$ 4,025,500		
Estimated Life of Item (years):		<u>50 to 100</u>		
Source of Estimate/Year:		<u>Bartlett & West/2003</u>		

11. Amount by source of financing

	1. G.O. Bonds	2. Rev Bonds	3.	4.	5.	TOTAL
2016						\$0
2017		365,000				\$365,000
2018		3,660,500				\$3,660,500
2019						\$0
2020						\$0
TOTAL	\$0	\$4,025,500	\$0	\$0	\$0	\$4,025,500

City of Topeka

Capital Improvement Request Form

Eng. Use Only Project #

1. Project Title: West Elevated Tank (West Zone)
 2. Dept/Div: Public Works / UAM - Water 3. Project Year(s): 2020
 4. Type : New Repair/Replace 5. Project Location(Add Map): Indian Hills Rd -
 6. Contact Name: Larry Wilms 7. Contact Phone: 368-0152
 8. Project Description: Construct new 2.0 Million Gallon elevated tank for water storage to meet the fire protectio

9. Project Schedule and Estimate

	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2020	\$ 311,000
b. Right-of Way		-
c. Construction/Service Fees	2020	4,311,890
d. Contingency		192,000
e. Financing Costs (Temp Notes)		72,223
f. Cost of Issuance (Rev/GO Bonds)		96,298
g. Debt Reserve Fund (Rev Bonds)		481,489
h. Capitalized Interest		-
Project Total		\$ 5,464,900
Estimated Life of Item (years):	<u>50 to 100</u>	
Source of Estimate/Year:	<u>Water/2013</u>	

10. Est. Annual Operating Cost

Basis for Cost Estimate and Funding
 costs for electrical, maintenance and annual operating cost are included in operating budget.

11. Amount by source of financing

	1. G.O. Bonds	2. Rev Bonds	3.	4.	5.
2016					
2017					
2018					
2019					
2020		5,464,900			
TOTAL	\$0	\$5,464,900	\$0	\$0	\$0

--

South of 29th St

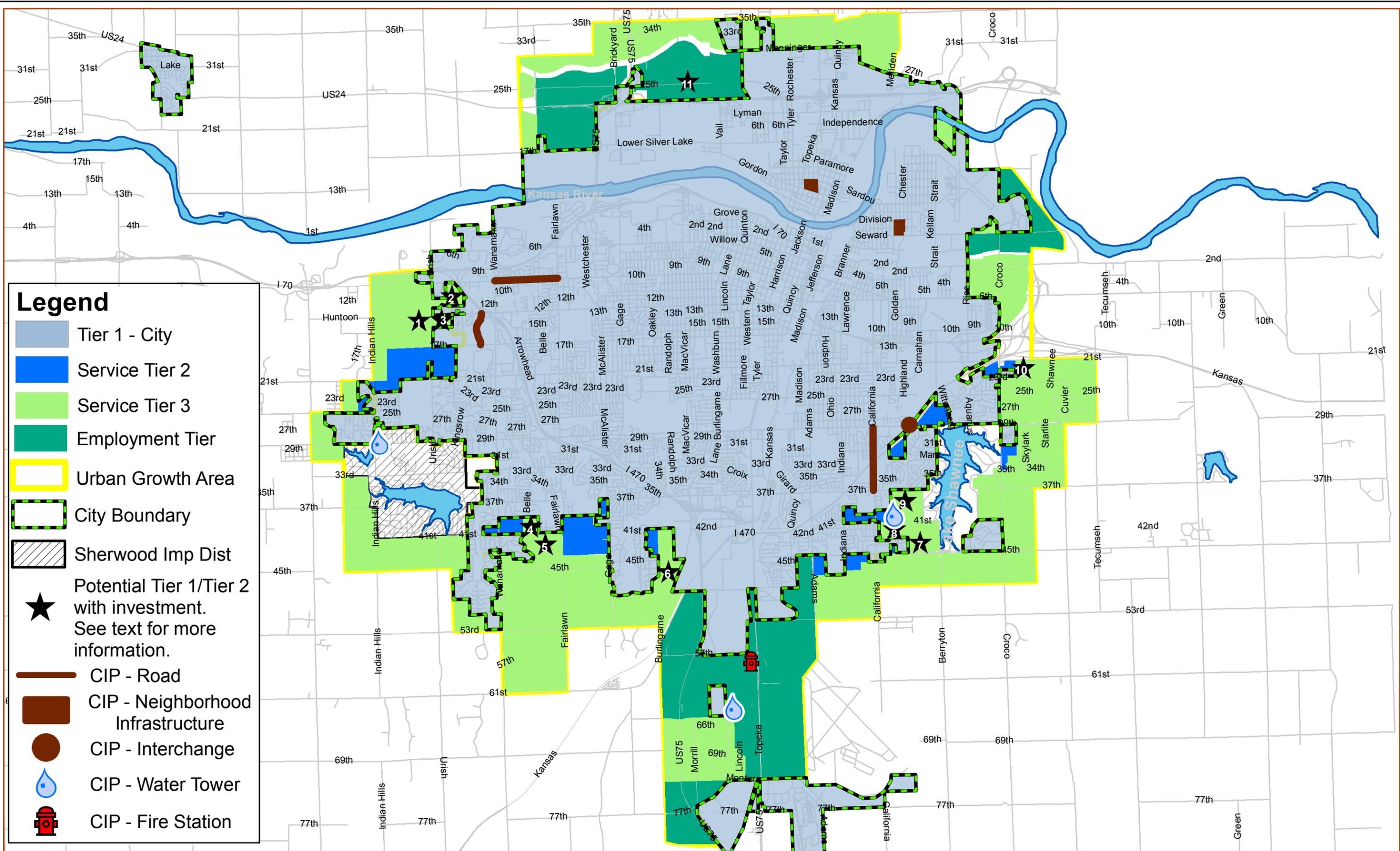
n and reliability

\$1,500

Source: 2013 labor. Estimated the annual
--

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TOTAL
\$0
\$0
\$0
\$0
\$5,464,900
\$5,464,900



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 - Road
- CIP - Neighborhood Infrastructure
- CIP - Interchange
- CIP - Water Tower
- CIP - Fire Station

**City of Topeka
2016-2020 Highlighted CIP Projects/Urban Growth Area**

ZONING REPORT

CITY OF TOPEKA PLANNING DEPARTMENT

CASE NO: Z15/2

By: Southwest Publishing & Mailing Corporation

PROPOSAL: Zone change from “C-4” Commercial District TO “I-1” Light Industrial District

LOCATION: 2600 NW Topeka Blvd (3.6 acres)

PRESENT USE: A vacant warehouse facility previously used for commercial publishing, mailing, and distribution since 1970. This is a permitted use in the “C-4” Commercial District.

PROPOSED USE: To allow the applicant to sell the existing 45,000 sq. ft. building for uses within the “I-1” Light Industrial District.

CHARACTER OF NEIGHBORHOOD: The subject property is located at the northeast intersection of NW Topeka Blvd (principal arterial) and NW U.S. 24 Highway. The area contains a mix of retail, highway commercial, warehouses, and other light industrial uses. A mobile home park is a legal non-conforming use in the “I-1” Light Industrial District (Prior to 1992 zoning code conversion, residential uses were permitted in industrial zoning districts.)



ZONING CLASSIFICATION AND USE OF SURROUNDING PROPERTIES:

	ZONING CLASSIFICATION	PRESENT LAND USE
North:	“C-4” Commercial District and “I-1” Light Industrial District	Automobile service garage, Warehousing/mini-warehousing
South:	“C-4” Commercial District	Vacant/undeveloped
East:	“I-1” Light Industrial District	Mobile home park
West:	“C-4” Commercial District and “I-1” Light Industrial District	Warehouses/Service repair garage

LENGTH OF TIME PROPERTY HAS REMAINED VACANT AS ZONED OR USED FOR ITS CURRENT USE UNDER PRESENT CLASSIFICATION:

The property has been zoned for commercial uses since 1965 and used for commercial publishing since the building was constructed in 1970. A 14,000 sq. ft. addition was added on to the back half of the building in 1997 to allow the expansion of the publishing facility. However, the use of the building for commercial publishing will soon cease and, because of the building's industrial nature, it makes it more difficult to find an occupant for the building unless the zoning is changed as proposed.

In 1965, the property was annexed into the City and subsequently rezoned from "A" Single-Family Dwelling District (converted to "R-1" in 1992) to "G" Commercial District (converted to "C-4" in 1992). In 1972, the rear 275' of the subject property was rezoned from "G" Commercial District to "I" Light Industrial as a part of a zone change on the properties directly to the north in order to accommodate future warehouses. This 275' was rezoned back to the "C-4" Commercial District in 1997 to allow for the 14,000 sq. ft. expansion on to the existing Southwest Publishing building.

SUITABILITY OF PROPERTY FOR USES TO WHICH IT HAS BEEN RESTRICTED:

The subject property may no longer be suitable as it is presently restricted for commercial based upon the pattern of land uses and zoning in the area for light industrial and heavy commercial uses. The existing building was constructed in 1970 for industrial-like uses and expanded in 1997 to accommodate the expansion of the commercial publishing facility. The nature of this type of use makes the existing building more suitable for other light industrial uses rather than limiting the building to commercial uses only. Due to the uses and zoning in the area for light industrial, there would also be other uses appropriate on the property other than those to which it has been restricted for commercial.

CONFORMANCE TO COMPREHENSIVE PLAN: The Land Use and Growth Management Plan – 2025 designates the corridor of Highway 24 for *Commercial/Office* uses. However, the future land use map is a broad brush approach and not intended to detail particular land uses for each particular lot within a neighborhood, but rather gives general guidelines for making land use and rezoning decisions. The plan encourages better efficiency and utilization of urban services and infrastructure in redevelopment and infill situations, such as this. The pattern of existing development along this section of Highway 24 has already been established for a heavy mix of commercial, highway commercial uses, and light industry. Therefore, the zone change request is in conformance to the policies and principles of the Land Use and Growth Management Plan – 2025.

The Topeka Land Use and Growth Management Plan – 2040 update and future land use map update designate the corridor of Highway 24 between NE Meridan Road and NW Vail Road for *Community Commercial* uses. This *Community Commercial* classification also describes those areas where the existing character and pattern of development provides for a heavy mix of both light industrial and highway commercial uses, such as this. Either light industrial or commercial uses would be appropriate within these areas in order to encourage the redevelopment and reuse of the existing buildings. Therefore, the zone change request is in conformance to the policies and principles of the Land Use and Growth Management Plan – 2040 update.

THE EXTENT TO WHICH REMOVAL OF THE RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES:

There would appear to be no detrimental effect upon nearby properties by removal of the present restrictions for commercial uses based upon the pattern of surrounding zoning and land uses for predominately light industrial.

THE RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE BY THE DESTRUCTION OF THE VALUE OF THE OWNER'S PROPERTY AS COMPARED TO THE HARDSHIP IMPOSED UPON THE INDIVIDUAL LANDOWNER:

The proposed reclassification would allow the existing building to be re-used in a manner consistent with the pattern of surrounding land uses and zoning for light industrial and heavy commercial. The hardship upon the individual landowner is evident since the existing building was constructed in 1970 for industrial-type uses and the current "C-4" zoning limits the landowner from using the building to its full potential for its intended purposes. The internal arrangement of 45,000 sq. ft. building is more suitable to the needs of a light industrial user rather than a commercial or retail user.

AVAILABILITY OF PUBLIC SERVICES: All essential public utilities, services and facilities are presently available to this area.

COMPLIANCE WITH ZONING AND SUBDIVISION REGULATIONS:

Minimum Lot Area: **Compliant** (3.6 acres)- Minimum lot area in "I-1" is 10,000 sq. ft.

Maximum building coverage: **Compliant** – Maximum 85% coverage allowed in "I-1".

Setbacks: **Compliant** – There are no setbacks in the "I-1" District

Platting: **Compliant** – Platted as Lot 8 and the south 275' of Louk Subdivision and functions as a zoning lot since the property is under a single owner.

CONCERNS OF STAFF AND REVIEWING AGENCIES: This request was submitted to all applicable reviewing agency staff for consideration and comment and all relevant issues were addressed as related to the zone change.

ADDITIONAL FACTORS:

1. Citizen Participation Process: The applicant conducted a neighborhood information meeting on Thursday, January 22, 2015 at 5:45 pm located at 2600 NW Topeka Blvd. The applicant's report to the City is attached. No nearby property owners or any interested parties attended this meeting. Staff has received no comments in opposition to the zone change.
2. Capitol Area Plaza Authority: N/A
3. Flood Hazard Area: N/A
4. Airport Hazard Area: N/A
5. Historic Properties: No registered properties within 500'.

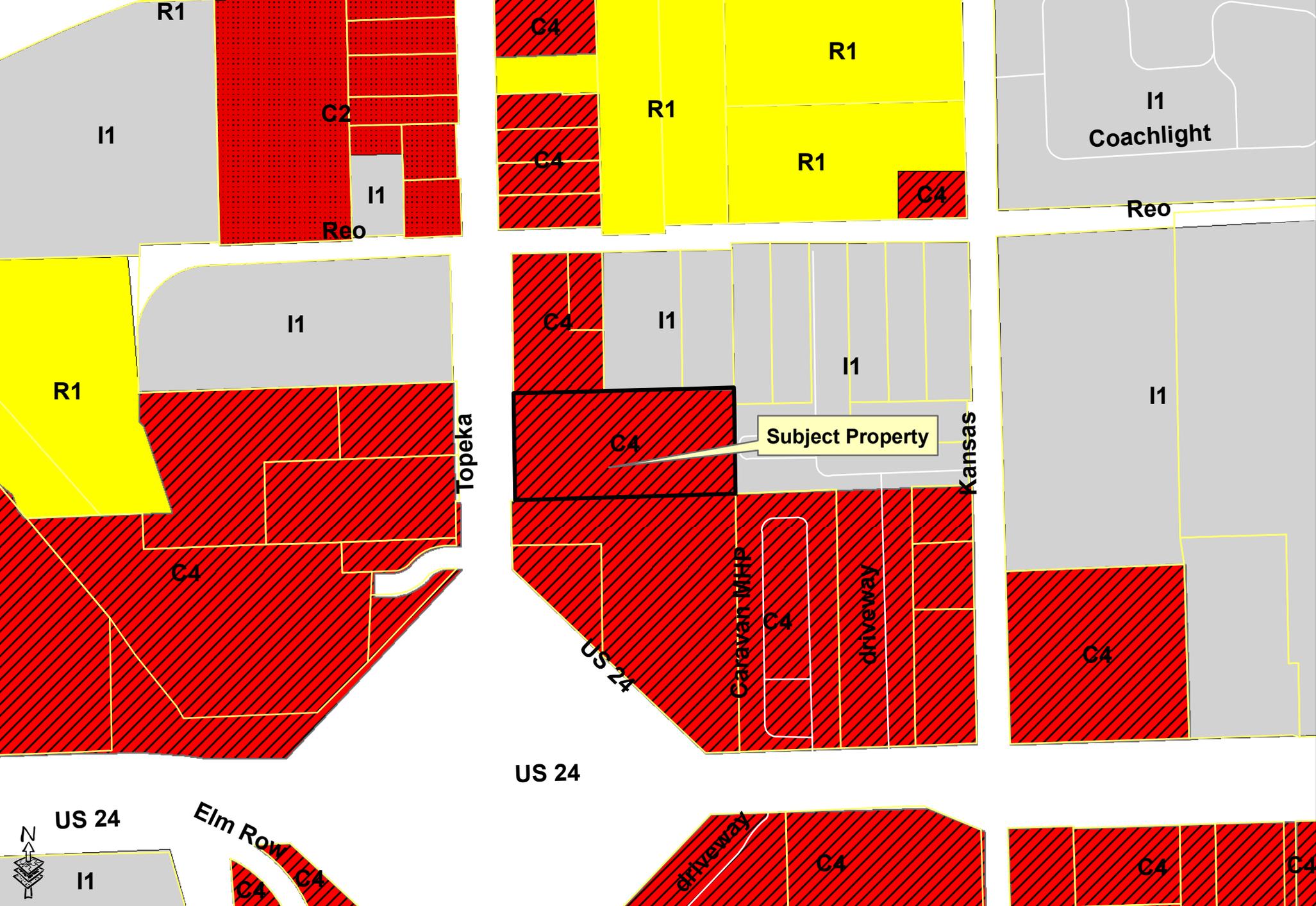
STAFF RECOMMENDATION: Based upon the above findings and analysis, the planning staff recommends **APPROVAL** of this proposal.

Prepared by:
Annie Driver,
Planner II



Z15/2 By: Southwest Publishing & Mailing Corporation





Z15/2 By: Southwest Publishing & Mailing Corporation



GAY, RIORDAN, FINCHER, MUNSON & SINCLAIR, PA

3500 SW FAIRLAWN ROAD, SUITE 210

TOPEKA, KS 66614

785.783.8323 / FAX: 785.783.8327

785.272.2607 / FAX: 785.272.2788

January 23, 2015

VIA E-MAIL [adriver@topeka.org]

City of Topeka Planning Department

Attn: Annie Driver

620 S.E. Madison, 3rd Floor (Unit 11)

Topeka, Kansas 66607-1118

RE: 2600 NW Topeka Blvd. – Neighborhood Information Meeting

Dear Annie:

This letter is intended to serve as a report of the Neighborhood Information Meeting related to Southwest Publishing and Mailing's application to rezone the property at 2600 NW Topeka Boulevard. The Neighborhood Information Meeting was held on January 22, 2015 at 6:00 p.m. The location of the meeting was 2600 NW Topeka Boulevard. Notice of the meeting was mailed to all property owners with 500 feet of 2600 NW Topeka Boulevard on January 2, 2015. Copies of the post-marked envelopes are enclosed.

The only party in attendance, aside from me, you, and the owner of Southwest Publishing, was Southwest Publishing's realtor, Dick Laird. Although the meeting was scheduled for 6:00 p.m., I stayed until 7:00 p.m. out of an abundance of caution. None of the property owners or other potential interested parties attended the Neighborhood Information Meeting. A copy of the Neighborhood Information Sign in Sheet is enclosed.

Please let me know if you have any additional questions or concerns.

Sincerely,

GAY, RIORDAN, FINCHER,
MUNSON & SINCLAIR, PA

A handwritten signature in black ink, appearing to read 'Ty A. Patton', with a long horizontal flourish extending to the right.

Ty A. Patton
patton@grfmslaw.com

Enclosure: Notice of Neighborhood Information Meeting Envelopes
Neighborhood Information Meeting Sign in Sheet

CONDITIONAL USE PERMIT REPORT

TOPEKA PLANNING DEPARTMENT

CASE NO: CU15/1

by: Dillon's Real Estate Co.

PROPOSAL: Requesting a Conditional Use Permit "CUP" to re-model and re-build a legal non-conforming 672 sq. ft. billboard sign on property currently zoned "C-4" Commercial District.

LOCATION: On property located at 1700 SW Topeka Blvd, lying between SW 17th and SW 18th streets on the east side of SW Topeka Blvd.

PRESENT USE: An approximate 48,352 square foot property presently occupied by a 55 foot, two-sided billboard sign comprising 672 sq. ft. per sign face that is located at the south property line. The remainder of the property will be occupied by a new Kwik Shop gas station and convenience store that is being re-built. (The building that was formerly on the subject property was demolished in late 2014 to allow for the future Kwik Shop expansion.)

PROPOSED USE: As provided for in the zoning regulations, the applicant seeks a Conditional Use Permit to re-build and re-model a legal non-conforming 55 foot tall, two-sided billboard sign comprising 672 sq. ft. per sign face. Each sign face is to measure 14 feet in height by 48 feet in length, with the bottom edge of the sign being 41 feet from the ground. The monopole sign is to be all steel construction (3' wide in diameter).

CHARACTER OF NEIGHBORHOOD: The subject property fronts along SW Topeka Blvd (principal arterial), which is predominantly a community commercial corridor. The Kansas Expocenter lies immediately to the west of the property. The area east of SW Topeka Blvd contains a mix of automobile dealerships, automobile service stations, and warehouses.

ZONING CLASSIFICATION AND USE OF SURROUNDING PROPERTIES:

	ZONING CLASSIFICATION	PRESENT LAND USE
North:	"C-4" Commercial District	Automobile Service Repair
South:	"C-4" Commercial District	Automobile Rental Establishment
East:	"C-4" Commercial District	Vacant
	"M-1" Two Family Dwelling District	
West:	"PUD" Planned Unit Development District (C-2 use)	Kansas Expocenter

GUIDELINES FOR EVALUATION: The Comprehensive Zoning Regulations states in considering an application for a "CUP", the Planning Commission and Governing Body will give consideration to the

following criteria in order to protect the integrity and character of the zoning district in which the proposed use is located; and to minimize adverse effects on surrounding properties and neighborhood, all Conditional Use Permit applications shall be evaluated in accordance with the guidelines established in Section 18.215 of the Topeka Municipal Code (TMC).

1. **The conformance of the proposed use to the Comprehensive Plan and other adopted planning policies:** The subject property is located within an area designated for *Commercial* uses as indicated by the Land Use and Growth Management Plan. The site's present land use classification is consistent with the established pattern of zoning and land uses in the surrounding area and the re-building of the legal non-conforming billboard is permitted by Conditional Use Permit under the current "C-4" Commercial District zoning use group. Therefore, the proposal is viewed as being consistent with the Comprehensive Plan, as conditioned.
2. **The character of the neighborhood including but not limited to: land use, zoning, density, architectural style, building materials, height, structural mass, siting, open space and floor-to area ratio:** The character of the neighborhood is within a prominent commercial corridor immediately east of the Kansas Expocenter. Surrounding buildings and uses are automobile dealerships, service stations, and warehouses. The legal non-conforming billboard is permitted by "CUP" in the "C-4" Commercial District provided it is upgraded to a single monopole structure. The legal non-conforming billboard has existed on the subject property for 25 years.
3. **The zoning and uses of nearby properties, and the extent to which the proposed use would be in harmony with such zoning and uses:** The use of site for a commercial gas station and convenience store is not changing and the re-modelling of a legal non-conforming billboard is permitted in the "C-4" Commercial District by "CUP". As required, the structural members shall be constructed entirely of non-combustible materials excepting only the sign face, ornamental molding and platform and is installed on a single pole structure. The sign shall not exceed 750 square feet including any extensions and may be erected to a height not exceeding 55 feet above the ground level in any location where the erection of the billboard is not in conflict with the zoning ordinance.
4. **The suitability of the property for the uses to which it has been restricted under the applicable zoning district regulations:** The site's present classification is consistent with the established zoning and land uses in the surrounding area and is therefore viewed as being consistent with the uses as presently restricted. The use of the property is not changing.
5. **The length of time the property has remained vacant as zoned:** The subject property has remained zoned for *Commercial* uses since it was zoned for the "G" Commercial District (converted to "C-4" in 1992) in 1957. Prior to that, it was zoned "F" Neighborhood Shopping District. The existing commercial buildings on the subject property were constructed between 1970 and 1980. The legal non-conforming billboard has existed on these properties for 25 years.

6. **The extent to which the approval of the application would detrimentally affect nearby properties:** As conditioned, the use is anticipated to have no detrimental effect upon nearby properties since it has been on located on the property for approximately 25 years. The legal non-conforming sign is being re-modified and upgraded to current billboard standards by placing it on to a steel monopole structure.
7. **The extent to which the proposed use would substantially harm the value of nearby properties:** Staff anticipates there would be no harm to the value of nearby properties by allowing the re-building of the legal non-conforming billboard since the billboard has existed in nearly the same location since 1989.
8. **The extent to which the proposed use would adversely affect the capacity or safety of that portion of the road network influenced by the use, or present parking problems in the vicinity of the property:** The applicant needs to demonstrate the billboard will be setback at the minimum 20 ft. from the public right-of-way. As the 672 sq. ft., 55-foot tall, legal non-conforming billboard has remained in the same location on the subject property for 25 years this re-model should create few changes that would impact the existing road network and vicinity.
9. **The extent to which the proposed use would create excessive air pollution, water pollution, noise pollution or other environmental harm:** None anticipated
10. **The economic impact of the proposed use on the community:** None anticipated
11. **The gain, if any, to the public health, safety and welfare due to denial of the application as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application:** The appears to be no gain to the public health, safety, and welfare by denying the proposed re-building of a legal non-conforming billboard, which is permitted by "CUP" in the "C-4" District.

COMPLIANCE WITH ZONING AND SUBDIVISION REGULATIONS: In seeking a conditional use permit, the applicant shall specify the location, size, height and area of the existing billboard proposed to be removed and that it meets the requirements as stated under *TMC 18.225(s), Specific Use Requirements, Relocation, Remodeling or Rebuilding of Legal Non-conforming Billboards:*

1. This subsection shall apply only to existing legal nonconforming billboards presently located within the C-4 commercial district. In seeking a conditional use permit, the applicant shall specify the location, size, height and area of the existing billboard proposed to be removed. **Compliant**
2. The structural members of all billboard materials shall be constructed entirely of noncombustible materials excepting only the sign face, ornamental molding and platform and shall be installed only on single-pole structures. **Compliant - The billboard is to be constructed on a steel monopole structure.**
3. The proposed relocated sign shall not be larger than the existing billboard proposed to be removed, but not to exceed 750 square feet including extensions; nor shall such relocated sign

have more than two sign faces. **Compliant - The two-sided billboard shall not exceed a maximum of 672 sq. ft. per sign face.**

4. No billboard to be relocated shall be erected upon the roof of any building or attached to any building. **Compliant**
5. No billboard to be relocated shall be set back less than 20 feet from any public right-of-way line. **The graphic the applicant submitted with the application indicated a setback of only 15 ft. from the right-of-way line. The applicant will need to provide a revised graphic or site plan indicating the billboard sign is setback at a minimum 20 ft. from the public right-of-way line.**
6. No billboard to be relocated shall be less than either 1,320 feet from any other such sign on the same street or closer than a 400-foot radius on different streets. This provision shall not apply to rebuilt or remodeled billboards remaining on the same parcel of land. **Compliant**
7. No billboard to be relocated shall be less than 200 feet from any underpass, overpass or bridge structure. **Compliant**
8. No billboard to be relocated shall be placed within 300 feet of a residential dwelling, which fronts on the same street right-of-way, nor within 500 feet of any religious assembly or public or private elementary or secondary school on the same street. **Compliant**
9. No billboard shall result in the loss or damage of natural, scenic, or historic features of significant importance; and shall be constructed and operated with minimal interference of the use and development of neighborhood property. **Compliant - The billboard is not within proximity to historic properties of significance.**
10. No billboard shall be so designed to include the vertical stacking of billboards on the sign pole. Each billboard shall be comprised of a single sign face oriented in a given direction. This provision does not preclude double sided billboards where arranged back to back on the sign pole. **Compliant**

Platting: **Compliant** – Lot 644, Walnut Grove Addition Subdivision

CONCERNS OF STAFF AND REVIEWING AGENCIES: This request has been submitted to all applicable reviewing agency staff for consideration and comment. All issues were addressed or will be addressed prior to the issuance of a sign permit. A flood plain permit is required by City Development Services Division, which includes submittal of calculations demonstrating the monopole will have a no-rise effect.

ADDITIONAL FACTORS:

1. Citizen Participation Process: The neighborhood information meeting requirement was waived as allowed at the discretion of the Planning Director for applications of a technical nature that are not considered to impact land owners beyond the standard 200 ft. legal notification area.
2. Capitol Plaza Area: N/A
3. Flood Hazard Area: The subject property is covered by Zone AE 100 year flood plain.

4. Airport Hazard Area: N/A
 5. Historic Properties: N/A
-

STAFF RECOMMENDATION: Based upon the above findings and analysis Planning Staff recommends **APPROVAL** of this proposal, subject to:

1. Construction of an all steel single monopole billboard sign not exceeding a total of fifty-five (55') feet in height and comprising a total of two (2) sign faces not exceeding six hundred seventy two (672) square feet per sign face.
2. Provide a revised site plan or other graphic documentation that demonstrates the billboard sign is setback a minimum of 20 feet from the public right-of-way line.

Prepared by:
Annie Driver, AICP
Planner II



17th

Existing
Kwik
Shop

300 sf,
existing
billboard

Topeka

Building
demolished
late 2014

Harrison

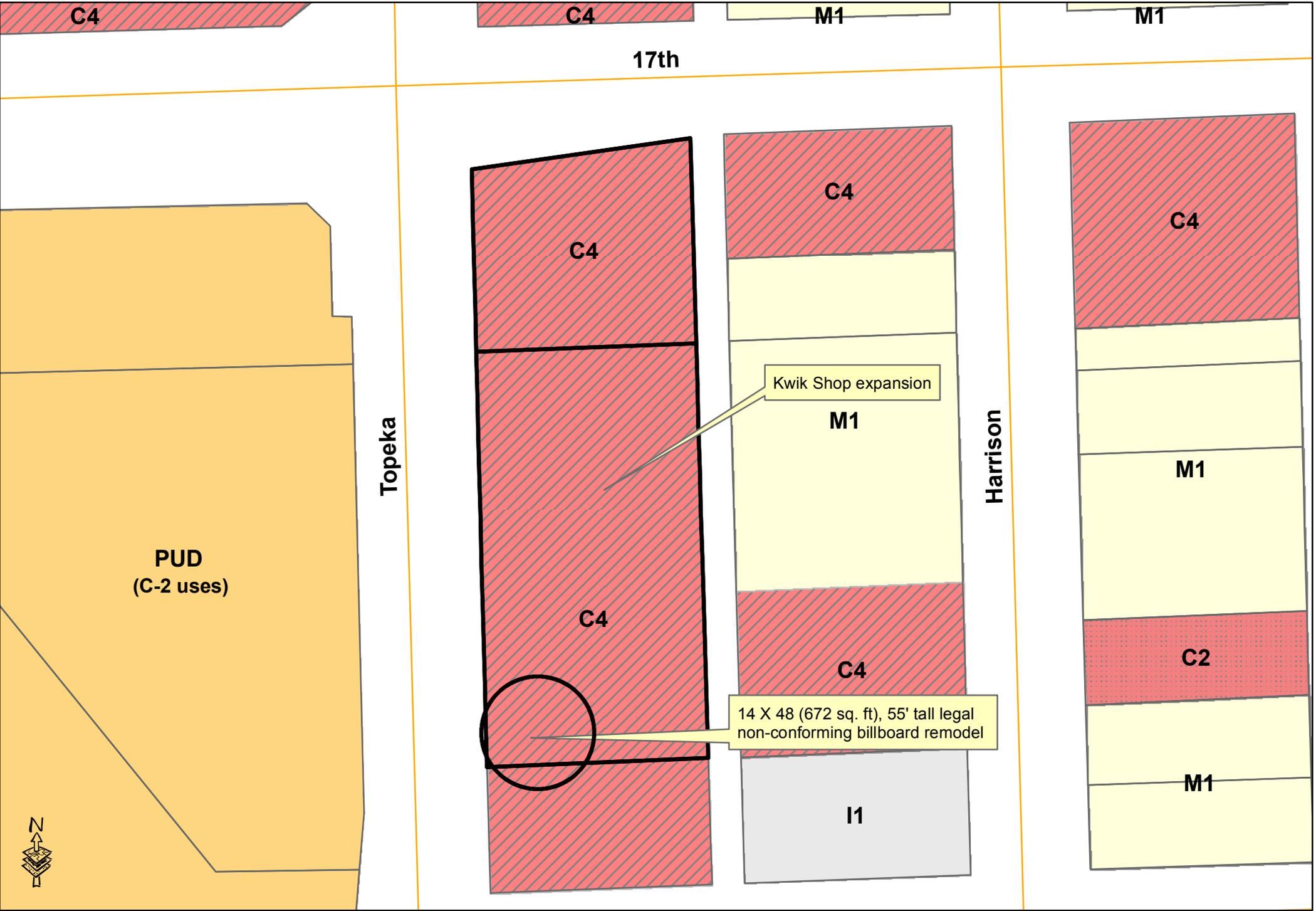
SUBJECT BILLBOARD
14 X 48 (672 sf), 55' tall

2014 Aerial

CU15/1 By: Dillon's Real Estate Co.

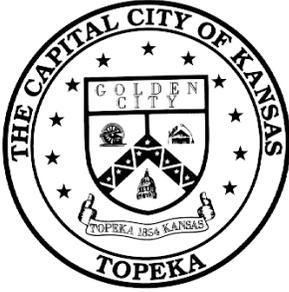


Topeka Planning Department



CU15/1 By: Dillon's Real Estate Co.





CITY OF TOPEKA

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

MEMORANDUM

To: Topeka Planning Commission

From: Dan Warner, AICP, Comprehensive Planning Manager

Re: ASR14/01 Subdivision Regulation Revisions Concerning Exemptions and Minor Plats

Date: February 16, 2015

Topeka controls platting within 3 miles of the city boundary, but existing rules permit a platting exemption for new lots that have 3 acres and 200' of road frontage. This rural residential sprawl development pattern does not readily permit the area to transition to urbanized development because no land is reserved for future urbanization. The current 3-acre lot patterns will never become urban neighborhoods.

The proposed Subdivision Regulations revisions are implementing major recommendations within the Land Use and Growth Management Plan 2040 regarding newly created lots and future urbanization outside the city.

Land Use and Growth Management Plan 2040 policies propose more flexibility to allow minor subdivisions of new lots less than 20 acres provided land is divided in a way that still leaves it open for future urbanized growth of the city. It would exempt new lots from the annexation requirement if done in this manner. Examples of acceptable new lots that are less than 20 acres are attached to this memo.

Summary of the Proposed Revisions

- Within the Urban Growth Area, the revisions propose to change the platting exemption for new lots to 20 acres, 300 feet of contiguous road frontage, and a lot width/depth ratio no greater than 1:2.
- Outside of the Urban Growth Area, but within 3 miles of the city, the revisions propose to change the platting exemption for new lots to 3 acres, 300' of contiguous road frontage, and a lot width/depth ratio no greater than 1:2.
- Existing legal lots of record created in accordance with the subdivision regulations in effect at the time of creation will be eligible for a platting exemption, provided there is no other ordinance requiring platting.

Staff Recommendation

As the proposed revisions to the Subdivision Regulations implement major recommendations within the Land Use and Growth Management Plan 2040 regarding newly created lots and future urbanization, staff's opinion is that the revisions are consistent with the intent of the Comprehensive Plan. Staff recommends approval of the revised Subdivision Regulations.

ASR14/01 - Examples of lot splits and annexation exemptions

- Yenke Subdivision lot split.
 - 40-acre parcel on SW Morrill Road, south of SW 65th Street. Located within the Urban Growth Area.
 - The approved plat clustered two half-acre lots in the northwest corner of the parcel and reserved the remainder of the parcel for future urban density in order to receive COT sewer.
- Lot split proposal at the northwest corner of NW 39th Street and NW Green Hills Road.
 - Existing 3-acre parcel outside of the Urban Growth Area. Did not require City utility service.
 - Considered an infill development as the lot split meets the existing character provision in the updated Land Use and Growth Management Plan 2040.
- NE 43rd St. and NE Kansas Ave.
 - 11-acre parcel requested City water.
 - The property was created prior to 2007, before the rules changed.
 - COT Governing Body approved the annexation exemption and the property was required to plat as a single lot. No further splits allowed.
- Audrey Acres subdivision lot split.
 - 4-acre property on the west side of SW Indian Hills Rd., near SW Oxfordshire Rd. requested City water.
 - The property was created after 2007.
 - It is an infill project because the lot is similar in size to the rural residential lots.
 - COT Governing Body approved the annexation exemption, and a plat and sewer connection were required.



1 (Published in the Topeka Metro News _____)
2

3 ORDINANCE NO. _____
4

5 AN ORDINANCE introduced by City Manager Jim Colson, concerning subdivision
6 and minor plat process, amending City of Topeka Code §
7 18.30.010, § 18.30.020, and § 18.35.010 and repealing original
8 sections.
9

10 BE IT ORDAINED BY THE COUNCIL OF THE CITY OF TOPEKA, KANSAS:
11

12 Section 1. That section 18.30.010, Definitions, of The Code of the City of
13 Topeka, Kansas, is hereby amended to read as follows:

14 **Definitions.**

15 The following words, terms and phrases, when used in this division, shall have
16 the meanings ascribed to them in this section, except where the context clearly
17 indicates a different meaning:

18 “Alley” means a public thoroughfare which affords only a secondary means of
19 access to abutting property.

20 “Block” means a piece or parcel of land entirely surrounded by public highways,
21 streets, streams, railroad rights-of-way, parks, etc., or a combination thereof.

22 Collector Streets.

23 (1) Primary. This class of street serves the internal traffic movement within an
24 area of the city such as a subdivision and connects this area with the arterial system. It
25 is intended to equally serve abutting property while at the same time serving traffic
26 movements for commercial and transit vehicles, and is normally spaced at one-half
27 intervals between the major traffic thoroughfares in the normal gridiron system.

28 (2) Secondary. This class of street serves the internal traffic movement within an
29 area of the city such as a subdivision and connects this area with the primary and

30 arterial system. It is intended to serve abutting property while at the same time serving
31 traffic movements excluding commercial and transit vehicles.

32 | “Comprehensive plan” means the [comprehensive metropolitan](#) plan described in
33 Chapter 18.05.

34 “Cul-de-sac” means a street having one end open to traffic and being
35 permanently terminated by a vehicle turnaround at the closed end.

36 “Design” means the location of streets, alignment of streets, grades and widths of
37 streets, alignment and widths of easements and rights-of-way for drainage and sanitary
38 sewers, and the designation of minimum lot area and width.

39 “Easement” means a grant by the property owner to a person or to the public of
40 the right to the use of a strip of land for specific purposes.

41 “Final plat” means a plan or map prepared in accordance with the provisions of
42 this division and those of any other applicable city ordinances, which plat is prepared to
43 be placed on record in the office of the county register of deeds for counties in which the
44 subdivision is located.

45 “Improvements” means any improvement and all street work, utilities, trafficways
46 and drainage facilities that are to be installed, or which the subdivider agrees to install
47 on the land for public or private streets, highways, ways and easements as are
48 necessary for the general use of the lot owners in the subdivision and local
49 neighborhood.

50 “Lot” means a portion of land in a subdivision, or other parcel of land, intended as
51 a unit for the purposes of transfer of ownership or development.

52 “Lot line adjustment” means a relocation of existing lot lines.

53 "Lot split" means a lot that is divided into two lots.

54 "Major plat approval" means a plan or map prepared in accordance with the
55 provisions of this division and those of any other city ordinance which requires the
56 approval of the planning commission and the city council.

57 Major Traffic Thoroughfares.

58 (1) "Primary" means a street or road of great continuity with either a single
59 roadway or a dual roadway which serves or is intended to serve major traffic flow, and is
60 designated in the master plan or is otherwise designated as a limited access highway or
61 freeway, highway, boulevard, parkway or other equivalent term, to identify those streets
62 comprising the basic street system of the city.

63 (2) "Secondary" means a street or road of considerable continuity which serves
64 or is intended to serve principal traffic flow between separated areas or districts and
65 which is the main means of access to the residential street or roadway system.

66 "Marginal access streets" or "frontage roads" means a minor street which is
67 generally parallel to or adjacent to a major traffic thoroughfare highway or railroad right-
68 of-way and provides access to abutting properties.

69 "Master plan" means the comprehensive plan made and adopted by the planning
70 commission for the physical development of the metropolitan area and its environs
71 indicating the general location, character and extent of streets, alleys, sewers, ways,
72 viaducts, bridges, subways, parkways, parks, playgrounds, waterways, waterfronts,
73 boulevards, squares, aviation fields and other public ways, grounds and open spaces,
74 the general location of public buildings and other public property, and the general
75 location and extent of public utilities and terminals; also the removal, location, widening,

76 narrowing, vacating, abandonment, change of use, or extension of any public ways,
77 grounds, open spaces, buildings, property, utilities or terminals, as well as a zoning plan
78 for the control of the height, area, bulk, location, use and intensity of use of buildings
79 and premises.

80 “Minor plat approval” means a plan or map of an area prepared in accordance
81 with the provisions of this division and those of any other ordinance which requires only
82 the joint approval of the planning director and public works director.

83 “Minor street” means a street of limited continuity, which serves or is intended to
84 serve the local needs of a neighborhood.

85 ~~“Municipal service area” is that area established by resolution of the city council~~
86 ~~which is located outside of the corporate boundaries of the city but within the city’s~~
87 ~~three-mile jurisdiction which is suitable for development and growth by the provision of~~
88 ~~municipal services including but not limited to municipal water, stormwater and sanitary~~
89 ~~sewer. Said municipal service area may from time to time be altered by resolution of the~~
90 ~~city council to provide for additional orderly growth; provided, however, that said~~
91 ~~municipal service area shall not extend beyond the city’s three-mile extraterritorial~~
92 ~~jurisdiction.~~

93 “Pedestrian way” means a right-of-way dedicated to public use, which cuts
94 across a block to facilitate pedestrian access to adjacent streets and properties.

95 “Planning commission” means the city of Topeka planning commission.

96 “Preliminary plat” means a map made for the purpose of showing the design of a
97 proposed subdivision and existing conditions in and around it; the map need not be
98 based on an accurate or detailed final survey of the property.

99 “Public water company” means any person who has a written permit from the
100 state to supply water for domestic purposes to the public.

101 “Setback line” or “building line” means a line on a plat generally parallel to the
102 street right-of-way, indicating the limit beyond which buildings or structures may not be
103 erected or altered.

104 “Street” means a right-of-way dedicated to the public use, or a private right-of-
105 way serving more than one owner, which provides principal vehicular and pedestrian
106 access to adjacent properties.

107 “Subdivider” means any person who causes land to be divided into a subdivision,
108 for themselves or for others.

109 “Subdivision” means the division of a parcel of land into two or more lots or
110 parcels for the purpose of transfer of ownership or building development, ~~or, if a new~~
111 ~~street is involved, any division of a parcel of land; provided, the division of land for~~
112 ~~agricultural purposes into lots or parcels each of which is three acres or more and not~~
113 ~~involving a new street or the division of land into parcels or tracts of land containing~~
114 ~~three acres or more with a minimum frontage dimension of 200 feet on a public road or~~
115 ~~way where the use is to be for purposes other than agricultural shall not be deemed a~~
116 subdivision.

117 “Urban growth area” means the area ~~described in the comprehensive plan~~
118 identified in the Land Use & Growth Management Plan 2040 which is an element of the
119 comprehensive plan.

120 Section 2. That section 18.30.020, Scope, of The Code of the City of Topeka,
121 Kansas, is hereby amended to read as follows:

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Scope.

(a) The regulations contained in the division shall apply to the following:

(1) ~~All plans, p~~Plats or replats of land laid out in building lots to be made for eachin subdivisions or each part thereof lying within the city or within three miles of the nearest point on thecity boundary of the city shall be prepared, presented and recorded as prescribed in this division.

(2) ~~The regulations contained in this division shall apply to the~~sSubdivision of a lot, tract or parcel of land into two or more lots, tracts or other division of land for the purpose of sale or of building development, whether immediate or future, including the resubdivision or replatting of land or lots.

(3) Subdivisions which require dedication of new streets.

(4) An ordinance requires that property be platted.

(b) Notwithstanding subsection (a), platting is not required in any of the following circumstances:

(1) Division of land for agricultural purposes into parcels or tracts of land of three acres or more, and not involving anyrequiring the dedication of new streets.

(2) ~~or the~~dDivision of land outside the urban growth area into parcels or tracts of land containing three acres or more with a minimum frontage dimension of200300 contiguous feet and with a lot width/depth ratio no greater than 1:2, on an existing public road or way where the use is to be for non-agricultural purposes other than agricultural, shall be exempt from the requirements of this division.

145 (3) Division of land within the urban growth area into parcels or tracts
146 of land containing twenty acres or more with a minimum frontage dimension of
147 300 contiguous feet and with a lot width/depth ratio no greater than 1:2, on an
148 existing public road or way where the use is to be for non-agricultural purposes.

149 (4) Existing legal lots of record created in accordance with the
150 subdivision regulations in effect at the time of creation.

151 (c) Lots shall comply with the minimum lot sizes in the zoning code unless the
152 comprehensive plan provides otherwise.

153 Section 3. That section 18.35.010, Administrative minor plat approval process
154 – Lot line adjustments and splits, of The Code of the City of Topeka, Kansas, is hereby
155 amended to read as follows:

156 | **Administrative ~~minor plat~~ approval process – Minor plats, Lot line**
157 | **adjustments and splits.**

158 (a) Minor Plat Approval. The following plats or replats may be approved
159 administratively upon the joint approval of the planning director and the public works
160 director without submission to or approval by the planning commission or city council;
161 provided, that all of the following criteria are met:

162 (1) Right-of-way for new streets is not proposed or required to serve
163 the lots or tracts in the subdivision;

164 (2) The subdivision includes the total contiguous tract of land owned,
165 or under control of, the applicant;

166 (3) The applicant has complied with any applicable stormwater
167 management requirements;

168 (4) No more than five lots or tracts are added;

169 (5) Except as provided in subsection (a)(1), Dedication of land for
170 public purposes is not required right-of-way or easements for public purposes are
171 allowed but no dedication of any ownership interest in land resulting in
172 acquisition of fee simple title;

173 (6) New lots or tracts front onto or are accessible from an existing
174 street right-of-way which, except for nonbuildable lots or tracts, conforms to city
175 specifications;

176 (7) Extensions of water or sewer mains are not required to serve the
177 additional lots or tracts;

178 (8) Easements for utilities are not vacated, altered, removed or
179 realigned unless the utility consents in writing and the planning director
180 determines that vacation will not adversely impact adjoining property owners or
181 the public health and welfare;

182 (9) The plat is consistent with the comprehensive metropolitan plan;
183 and

184 (10) Real estate taxes and special assessments on the property
185 proposed to be platted or replatted are not delinquent.

186 (b) Lot Line Adjustments. Lot line adjustments may be approved
187 administratively upon the joint approval of the planning director and the public works
188 director; provided all of the following criteria are met:

189 (1) The lots are either platted or are exempt from platting;

190 (2) Each lot meets the minimum lot size standards for the applicable
191 zoning district and all structures meet applicable building height, size, and
192 setback requirements;

193 (3) No additional lots are created; and

194 (4) No easements are added, relocated, or removed.

195 (c) Lot Splits. Lot splits may be approved administratively upon the joint
196 approval of the planning director and the public works director; provided all of the
197 following criteria are met:

198 (1) The lots are either platted or are ~~exempt from platting~~required to be
199 platted;

200 (2) Each lot meets the minimum lot size standards for the applicable
201 zoning district and all structures meet applicable building height, size, and
202 setback requirements;

203 (3) No easements are added, relocated, or removed;

204 (4) Water and sewer services will not be adversely impacted;

205 (5) Existing and proposed septic systems and wells meet all setback
206 and area requirements;

207 (6) No public infrastructure improvements are necessary to serve the
208 lots; and

209 (7) Lot splits comply with the comprehensive plan; and

210 (8) The lot(s) has not been the subject of a previous split.

211 Section 4. That original § 18.30.010, § 18.30.020, and § 18.35.010 of The
212 Code of the City of Topeka, Kansas, are hereby specifically repealed.

