

TOPEKA PLANNING COMMISSION

A G E N D A

Monday, February 20, 2017
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.

All information forwarded to the City Council can be accessed via the internet on Thursday prior to the City Council meeting at: <https://www.topeka.org/calendar>



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

HEARING PROCEDURES

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

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

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

Members of the Topeka Planning Commission

Brian Armstrong
Ariane Burson
Rosa Cavazos
Scott Gales
Dennis Haugh
Carole Jordan
Wiley Kannarr
Katrina Ringler
Patrick Woods

Topeka Planning Staff

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

AGENDA

Topeka Planning Commission

Monday, February 20, 2017 at 6:00 P.M.

- A. Roll call**
- B. Approval of minutes – January 23, 2017**
- C. Election of 2017 Chair and Vice Chair**
- D. Communications to the Commission**
- E. Declaration of conflict of interest/exparte communications by members of the commission or staff**
- F. Public Hearings**
 - 1. PUD17/01 by Charles and Joseph Schmidt et al (Schmidt Vending)** requesting to rezone property located at 1903 NW Lower Silver Lake Road, 1911 NW Lower Silver Lake Road, and approximately 187 ft. of property to the west from R-1 Single Family Dwelling District TO PUD Planned Unit Development (I-1 Uses). **(Driver)**
- G. Other Action Items**
 - 1. 2018-2027 CIP** – In accordance with K.S.A. 12-748(b), review the City of Topeka's capital improvement program (CIP) to ensure that it is consistent with the comprehensive metropolitan plan. **(Warner)**
 - 2. Z71/02E by Old Dominion Freight Lines** requesting a variance to allow an electrically charged security fence to a height of 10 feet, exceeding the maximum fence height of 8 feet pursuant to TMC 18.210.040 (Fences) in association with a minor amendment to a planned unit development (PUD) master plan. **(Hall)**
 - 3. ACZR17/01 Amending the Zoning Code / Matrix**

On January 23, 2017 the Planning Commission conducted a public hearing to consider amendments to the zoning regulations regarding the conversion of the existing C-5 zoning to D-1 and an update of other sections of the zoning regulations. Upon closing the public hearing the Planning Commission moved to forward a recommendation of approval to the Governing Body with the exception of the sections listed below and any other minor modifications not presented:

 - 18.200.090 (f) (2) Painted Exterior Wall Signs
 - 18.200.090 (f) (4) Window Signs
 - 18.200.0900 (f) (6) Monument Signs
 - 18.210.050 (f) Cargo Containers
- H. Adjournment**



CITY OF TOPEKA
TOPEKA PLANNING COMMISSION
M I N U T E S

Monday, January 23, 2017

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

Members present: Katrina Ringler, Wiley Kannarr, Rosa Cavazos, Scott Gales, Brian Armstrong, Ariane Burson (6)

Members Absent: Carole Jordan, Dennis Haugh, Patrick Woods (3)

Staff Present: Bill Fiander, Planning Director; Dan Warner, Planner III; Mike Hall, Planner III; Kris Wagers, Office Specialist; Mary Feighny, Legal

Roll Call – Six members present for a quorum.

Approval of Minutes from December 19, 2016

Motion to approve as typed; moved by Mr. Kannarr, **second** by Ms. Ringler. **APPROVED** (6-0-0)

Election of 2017 Chair and Vice Chair

Due to the Vice-Chair and two others not being in attendance, Mr. Gales suggested holding elections at the February 2017 meeting. There were no objections.

Communications to the Commission

Mr. Fiander pointed out that the commissioners should have received a total of 4 handouts which would be reviewed as they became relevant to the agenda items.

Mr. Fiander informed the commissioners that City Council approved all three cases relevant to Reser's Fine Foods; other items approved by Planning Commission have yet to go before the Governing Body.

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

Mr. Gales reported that he had a lengthy conversation with Mr. James Parrish and noted that the evening's handouts included an email from Mr. Parrish to Mr. Fiander.

Consent Agenda

P16/20 Lewis Industrial Park Subdivision (Final Plat Phase) by Lewis Family Limited Partnership on property located at 840 NE U.S. 24 Highway, all being within the City of Topeka, Shawnee County, Kansas. **(Hall)**

With no discussion or questions, Mr. Armstrong made a **motion** to approve the consent agenda; **second** by Ms. Burson. **APPROVAL** (6-0-0)

Public Hearing

ACZR17/01 Amending the Zoning Code / Matrix

Mr. Fiander pointed out that many of the proposed amendments were reviewed at previous Planning Commission meetings (Sept/Oct/Nov 2016) and what was now before commissioners was the package as a whole.

Mr. Warner reviewed Downtown Zoning D-1 Conversion with a PowerPoint presentation. He explained that staff recommends converting existing C-5 zoning to D-1 and eliminating the C-5 zoning district from our City Code. Both C-5 and D-1 are downtown zoning districts, and D-1 includes design guidelines.

DRAFT

With no questions from Commissioners, Mr. Hall began a review of proposed sign standards in D Districts (Section A-15 thru A-18 of the agenda packet). A PowerPoint presentation [also provided as handouts] was used. Mr. Hall answered questions from commissioners, which included questions about wall signs on the side of a building rather than the front and questions about EMC signs.

There was discussion regarding window signs and changes were proposed by Commissioners. Suggestions included making window signage restrictions per tenant and specifying 1st floor windows in the percentage calculations.

As review and discussion of D1 conversion came to a close, Mr. Gales declared a **public hearing open** so people could speak about the items reviewed thus far.

Ms. Virginia Baumgartner with Luminous Neon came forward to speak. She stated that she had served on the sign standard review committee and has spoken with many people regarding the proposed sign standards. She said that most of the group's concerns had been addressed and thinks it's a very good compromise. She suggested regarding monument signs [Section A-16/A-17 #6 (i) – Ground Signs] that 75% might be a more visually appealing number than 90%, but added that was her opinion.

Mr. Hall confirmed that 90% is intended to be regulatory because it's linked to the definition of a monument sign. He stated that in a historic district, a pylon sign (which is similar to a monument sign) is not allowed, whereas a monument sign is. It was agreed that due to the urban density of the downtown setting, visibility may be a consideration and flexibility may be useful.

Mr. Clayton Sherwood, Swims and Sweeps, came forward and asked for clarification as to art vs. signage. He stated that his building has the name of his business painted on it and he would consider that signage, but it also has a large mural that he would consider art. Mr. Hall stated that if what was intended was a commercial message about the business or their products, then it is considered a sign. If no message was intended, it's not a sign but a mural. Mr. Gales asked for (and received) verification that the painted sign would be considered legal non-conforming and could be both retained and maintained.

There was continued discussion amongst commissioners and staff regarding signs vs. artwork. Mr. Kannarr asked for a definition of what constitutes a "message" and Ms. Feighny stated SCOTUS has determined that the content of a sign cannot be regulated. Following questions from Mr. Gales, Mr. Hall stated that message content may be either text or pictures of products supplied by the business and be considered a sign.

Ms. Burson expressed concern about clarifying regulations so as not to impede the use of murals and discussion continued. Mr. Fiander pointed to the mural on the Subway building at 10th & Kansas as a good example of mural/art.

Ms. Cindy Proett of Luminous Neon came forward stating she'd like to thank the Planning Department and especially Mr. Hall on how cooperative and inclusive they've been throughout the process.

With nobody else coming forward, Mr. Gales declared the **Public Hearing Closed**.

Mr. Hall reviewed Section B – Miscellaneous Amendments, focusing on those that had previously brought up questions by the commissioners.

Mr. Hall reviewed Mobile Retail Vendors (especially food trucks), explaining that the changes are meant to be more clear and less restrictive. Discussion included questions about how parking restrictions and required parking spaces are to be handled, as well as stipulating a minimum distance to maintain for residential homes. Mr. Hall explained that parking spaces could be determined using GIS software and specific issues could be handled at the time the license is applied for. He explained that minimum distances from residences were intentionally left out to allow some discretion. He added that parking regulations must also be complied with.

Mr. Hall reviewed Accessory Dwelling Units ("mother-in-law" quarters or "carriage house") explaining that additional dwelling units are allowed in districts where multiple dwellings are allowed on a site (M-1, M-1a, M-2, M-3). He stated that the intent was to not allow greater density than is allowed in the zoning district.

Mr. Gales asked about why a carriage house wouldn't be allowed in R-1. Mr. Hall stated that allowing this is something that would need to include stakeholder input. Mr. Fiander stated that the amendment isn't saying this is something we shouldn't have, but it is something that would require further engagement and consideration.

Ms. Cavazos asked regarding "Little Free Libraries" and the size limitations. Mr. Hall pointed to Page B-26, which specifies size regulations. Ms. Cavazos did not request any changes.

There was discussion about Cargo Containers – pp. B12-15 of the agenda packet. Mr. Hall explained that currently they're only allowed short-term in all but Industrial Districts and he reviewed the proposed changes.

Mr. Gales expressed concern about not requiring fence screening for some retail if the container is visible from another business but not the street.

There was discussion about the language in 18.210.050 (d)1, and staff clarified that the intent of the word "permitted" was "allowed" rather than work that requires a building permit. Mr. Fiander invited commissioners to help staff determine when "temporary" becomes too long and requires screening of the cargo container. He explained that staff had talked about a variety of ways to determine how long a container that's visible from a public street could remain for a construction project before the City required it be screened, and their thought was that a specific time period would be easiest to enforce. Mr. Gales concurred, adding that requiring a semi-permanent screen might encourage people to build storage space rather than use a cargo container. He suggested adding text such as Mr. Fiander had recommended.

Mr. Hall reviewed Uncovered Horizontal Structures.

With no further questions from commissioners, Mr. Gales declared the **public hearing open**. With none coming forward, Mr. Gales declared the **public hearing closed**.

Mr. Fiander explained the motion/vote options, which included passing the amendments as a whole, deferring a vote until a February meeting while staff make the recommended changes, or passing part of the amendments and bringing the others back in February after staff has made changes.

Following discussion, Mr. Armstrong made a **motion** to approve all but the following items:

18.200.090 (f) (2) Painted Exterior Wall Signs. It was agreed that the text needs to be more explicit about grandfathering existing murals. Mr. Fiander stated staff will attempt to better define signs.

18.200.090 (f) (4) Window Signs. It was agreed that staff should make changes based on earlier discussion and suggestions.

18.200.090 (f) (6) Monument Signs. Mr. Fiander stated that staff will review in light of Ms. Baumgartner's concerns about a 90% base vs. 75% base.

18.210.050 Cargo Containers. It was agreed that staff should define a length of construction time allowed prior to requiring screening as discussed earlier.

Second by Mr. Kannarr. **APPROVAL** (6-0-0)

It was agreed that staff will work on the above 4 items and bring them back to the February meeting.

Mr. Fiander explained that next month's meeting includes a Conditional Use Permit that might take some time and suggested a 4th Monday Policy Board meeting to review the above 4 items and the 2018-2021 CIP. Commissioners agreed: February 20, 6:00PM will be the televised meeting in Council Chambers. February 27, 5:30PM there will be an untelevised meeting at the Holliday Building, 1st floor Holliday Conference Room.

Adjournment at 8:07PM

PUD17/01

by Charles and Joseph Schmidt et al (Schmidt Vending)

**STAFF REPORT – PLANNED UNIT DEVELOPMENT
TOPEKA PLANNING DEPARTMENT**

PLANNING COMMISSION DATE: Monday, February 20, 2017

APPLICATION CASE NO

PUD17/1

REQUESTED ACTION / CURRENT ZONING:

Rezoning from “R-1” Single Family Dwelling District and “I-1” Light Industrial District **ALL TO** “PUD” Planned Unit Development (I-1 use group)

APPLICANT / PROPERTY OWNER:

Charles & Joseph Schmidt et. al.

APPLICANT REPRESENTATIVE:

Mark Boyd, Schmidt, Beck and Boyd Engineering LLC

PROPERTY ADDRESS & PARCEL ID:

1903 and 1911 NW Lower Silver Lake Road combined with property to the west/PID: 0962404001009010, 0962404001009010, 0962404001010020

PARCEL SIZE:

2.07 acres

STAFF PLANNER:

Annie Driver, AICP, Planner II

PROJECT AND SITE INFORMATION

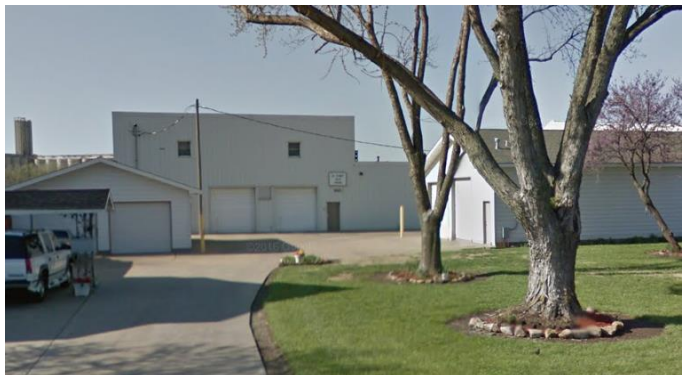
PROPOSED USE / SUMMARY:

New accessory building and addition to existing building for the storage of products and equipment (6,072 sq. ft. total)

DEVELOPMENT / CASE HISTORY:

The property and surrounding area was annexed in 1958. The property located at 1903 Lower Silver Lake has been zoned for single family residential uses since that time. 1911 NW Lower Silver Lake Road which contains the Existing Building #1 was rezoned to light industrial in 1971 for a warehouse.

PHOTOS:



View from Lower Silver Lake Road – Entrance #1



View from Lower Silver Lake Road – Entrance #2



Character of the area – north side of Lower Silver Lake Road

**PUD MASTER PLAN ELEMENTS
(PROPOSED):**

DEVELOPMENT PHASING:

The PUD proposes two buildings/additions for future development. Building #1 contains 3,072 sq. ft. and Building #2 contains 3,000 sq. ft.

GENERAL NOTES:

The property will be re-platted prior to building permit issuance for Phase 2. The plat proposes to include property zoned “R-1” to the west as a separate lot since it is under the control of a single owner.

**PARKING, CIRCULATION &
TRAFFIC:**

A minimum of 5 new parking stalls are required for the proposed warehouse expansions per TMC 18.240 Off-Street Parking Regulations (industrial uses, warehousing)

**BUILDINGS, SETBACKS, AND
DESIGN:**

Front yard – 30 ft. minimum
Side yards – 7 ft. minimum

LANDSCAPE:

A variance is requested to TMC 18.235.060(d)(2)(ii) regarding reducing the required 20 ft. landscape setback along the street to 5 ft.

A variance is requested to TMC 18.235.060(d)(1)(ii) regarding the impervious visual barrier where the property is adjacent to a residential zoning district.

A landscape plan for the future improvements will be approved at the site development stage. A 5 ft. setback is provided along Lower Silver Lake Road for landscaping.

SIGNAGE:

The applicant is proposing more restrictive signage than what is allowed by-right under the I-1 District as follows:

Electronic Message Centers, temporary or portable signs are not permitted.

Sign Illumination: Use of ground level spot lights or indirect only.

Free-standing signs: A maximum of one monument sign for the PUD area not to exceed 7 ft. and 50 sq. ft.

Wall signs: One sign per building; a maximum of 40 sq. ft.

PROJECT DATA:

Use groups: "I-1" Light Industrial (warehouse/product storage)

Height: 40 ft.

COMPLIANCE WITH DEVELOPMENT STANDARDS AND GUIDELINES

The Master PUD Plan establishes development standards and guidelines, as indicated above.

OTHER FACTORS

SUBDIVISION PLAT:

A portion of the property is platted as Lot 2 and 3, Block A, Leander Subdivision. A re-plat is required prior to site development.

TRANSPORTATION/MTPO:

NW Lower Silver Lake Road is classified as a collector street east of NW Vail.

FLOOD HAZARDS, STREAM BUFFERS:

The property is not affected by a stream buffer or flood zone. The property lies within FEMA Zone "X" Area Protected by Levee

HISTORIC PROPERTIES:

There are no "listed" historic properties in the neighborhood.

NEIGHBORHOOD MEETING:

The applicant held a Neighborhood Information Meeting on January 31, 2017. Property owners in 300 ft. and NIAs within ½ mile were notified of the meeting. There was one resident who attended the meeting. No opposition to the zone change has been expressed.

REVIEW COMMENTS BY CITY DEPARTMENTS AND EXTERNAL AGENCIES

ENGINEERING/STORMWATER:

Stormwater quality treatment is not required since there is not a net increase in new impervious surface exceeding one acre.

A stormwater drainage report and/or calculations for water quantity will be reviewed and approved by the Department of Public Works at the plat and site development stages.

ENGINEERING/TRAFFIC:

The PUD proposes to consolidate access openings along Lower Silver Lake Road for future development. There is currently a large access opening across the frontage that does not conform to City policy for access control or street design standards.

FIRE:

The Fire Department will review future plans prior to construction. Access within 150 ft. is required around all sides of the buildings or a sprinkler may need to be provided. The proposed PUD Plan has provided a turnaround for fire trucks.

DEVELOPMENT SERVICES:

Parking Lot, Building, and Driveway Permits are required.

KEY DATES

SUBMITTAL:

January 6, 2017

NEIGHBORHOOD INFORMATION MEETING:

January 31, 2017

LEGAL NOTICE PUBLICATION:

January 25, 2017

PROPERTY OWNER NOTICE MAILED:

January 27, 2017

STAFF ANALYSIS

CHARACTER OF THE NEIGHBORHOOD:

The character of the neighborhood is predominantly comprised of single family residential neighborhoods to the east and rural, agricultural tracts or agricultural land uses (greenhouses, fruit markets) to the west along Lower Silver Lake Road. The neighborhood contains scattered industrial land uses, particularly along the rail road lines.

ZONING OF PROPERTIES NEARBY:

The nearby properties to the north, south, east, and west are all zoned "R-1" Single Family Dwelling District. The primary exceptions are the northeast corner of NW Vail and Lower Silver Lake Road and property to the south along Gordon that are zoned industrial. Residential development on surrounding property is not likely within the foreseeable future.

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

The subject properties have remained zoned for single family dwellings since at least 1958 when the area was annexed into the City. The industrial tract has remained zoned for light industrial since 1971. A warehouse was constructed on this tract in the 1970s. The "R-1" tract contained an agricultural or storage building in 2006, but has since been demolished and is used for storage or parking currently. The remainder of the property has likely been used for agricultural land.

SUITABILITY OF USES TO WHICH THE PROPERTY HAS BEEN RESTRICTED:

The subject properties are suitable as zoned for single family residential land uses due to like uses along Lower Silver Lake Road even though some properties have remained undeveloped as zoned. In general, the broader area has remained undeveloped for residential uses since annexed in the 1950s. A subdivision was platted (North Park Addition) just west of NW Vail, but has never developed as it was intended for residential uses. Rezoning of the property will allow the current owner to grow his existing vending business to the west closer to more intensive uses.

CONFORMANCE TO THE COMPREHENSIVE PLAN:

The subject properties are located within an area designated *Residential Low Density* on the North Topeka West Neighborhood Plan. The proposed PUD is not intended to allow for the overall expansion of future industrial land uses within this category of the neighborhood plan. The PUD accommodates some reasonable expansion of a light industrial use that has existed since 1971 on the site in a manner that provides for design standards and limitations on the use. Expansion of new industrial uses is generally not appropriate within this category. However, due to the fact the properties are not viable for single family residential, the expansion of existing light industry may be appropriate through the use of PUD or mixed use zoning that incorporates design standards and restrictions on outdoor storage.

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

Approval of this Master PUD Plan will not have a detrimental effect upon nearby properties as it is primarily intended to accommodate the very limited expansion of the existing use on the site. The proposed use will have little impact upon any nearby properties. The PUD allows the expansion so that any storage can be enclosed inside the buildings. Staff recommends there be no outside storage of products or supplies and all vehicles parked outside be screened from public view.

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 will not have a detrimental effect upon the public health, safety, and welfare as the area is primarily undeveloped or used as agricultural farmland. The zoning allows the property owner the ability to expand a business that has existed since 1971 on this site. The hardship upon the individual land owner is that there are limited options to develop his property for residential uses due to the length of time it has remained vacant. Furthermore, if the rezoning is not approved the owner would have to accommodate business growth, storage of equipment in particular, in a different location.

AVAILABILITY OF PUBLIC SERVICES:

All essential public utilities, services and facilities are available to the area or will be extended at developer expense.

COMPLIANCE WITH ZONING AND SUBDIVISION REGULATIONS:

The Master PUD Plan establishes development standards and guidelines as indicated. The property will be re-platted prior to site development.

STAFF RECOMMENDATION

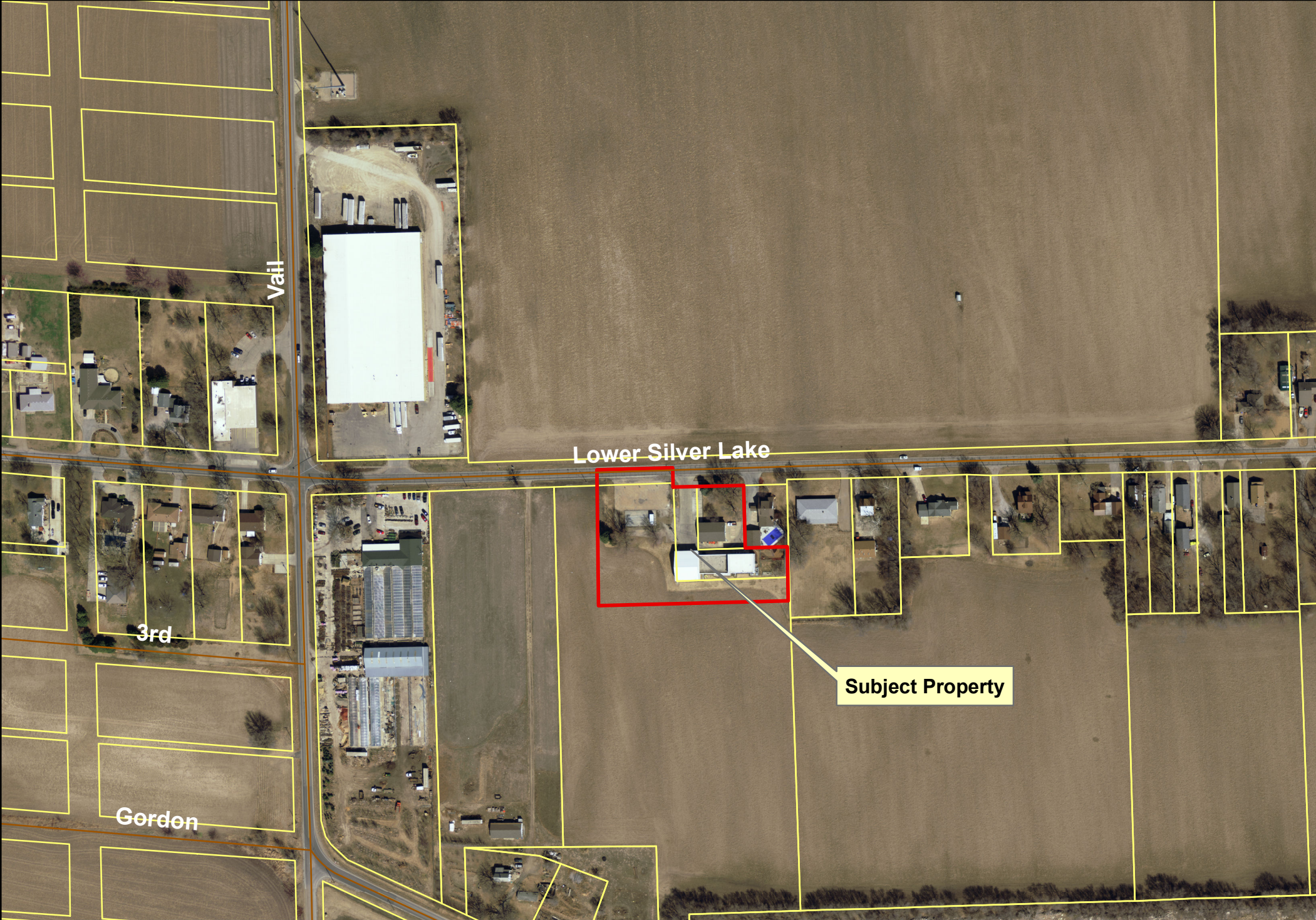
Based upon the above findings and analysis Planning Staff recommends **APPROVAL** of this proposal, **subject to:**

1. Use and development of the site in accordance with the **Master Planned Unit Development Plan for Schmidt Vending** as recorded with the Office of the Shawnee County Register of Deeds.
2. Removing reference to "Proposed Legal Description".

3. Revising Note #4 under Circulation, Parking, and Traffic: *“Entrances #2 and #3 as depicted on the master plan shall be reconstructed at the time of site development of either the proposed Building #1 or #2, whichever is built first, in accordance with City street design standards and to provide a shared driveway with property to the west (proposed Lot 2). The access easement allows for cross access with the property to the west and shall be binding on all owners, heirs, executors, and assigns of said owners.”*
4. Revising note #1 under Landscaping to include: *“. . . A 5' landscape buffer is provided along the frontage of NW Lower Silver Lake Road for Building #1. The landscape buffer shall be planted with “Large” trees at the time of site development of the proposed Building #1 or Building #2, whichever is constructed first. Landscape requirements shall emphasize screening along residential zoned property to the west and south where adjacent to the new developed areas even though this may exceed the required landscape points per TMC18.235.”*
5. Revising outdoor storage note under Landscaping to state: *“The outdoor storage of products and supplies is not permitted. Business vehicles parked outside shall be located on an approved surface and substantially screened from public view by fencing and/or landscaping.”*
6. Revising Note #2 under Building and Structural notes to also indicate there is a minimum rear yard setback of 30 ft.
7. Add note #3 under Building and Structural notes: *“There shall be no fences within the required 30' front yard setback. Any use of barbed wire on fencing shall not permitted.”*

ATTACHMENTS:

Aerial Photo
Zoning Map
Master PUD Plan
Neighborhood Meeting note/sign in



PUD17/1 By: Charles & Joseph Schmidt et. al. (Schmidt Vending PUD)





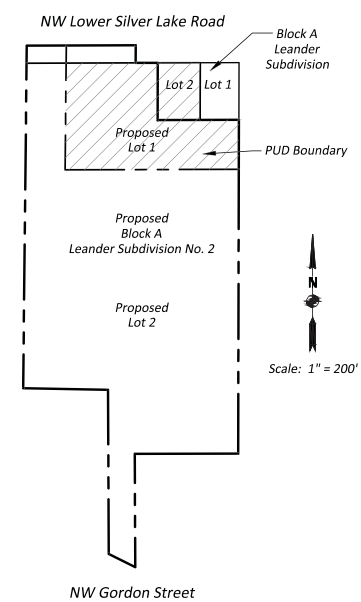
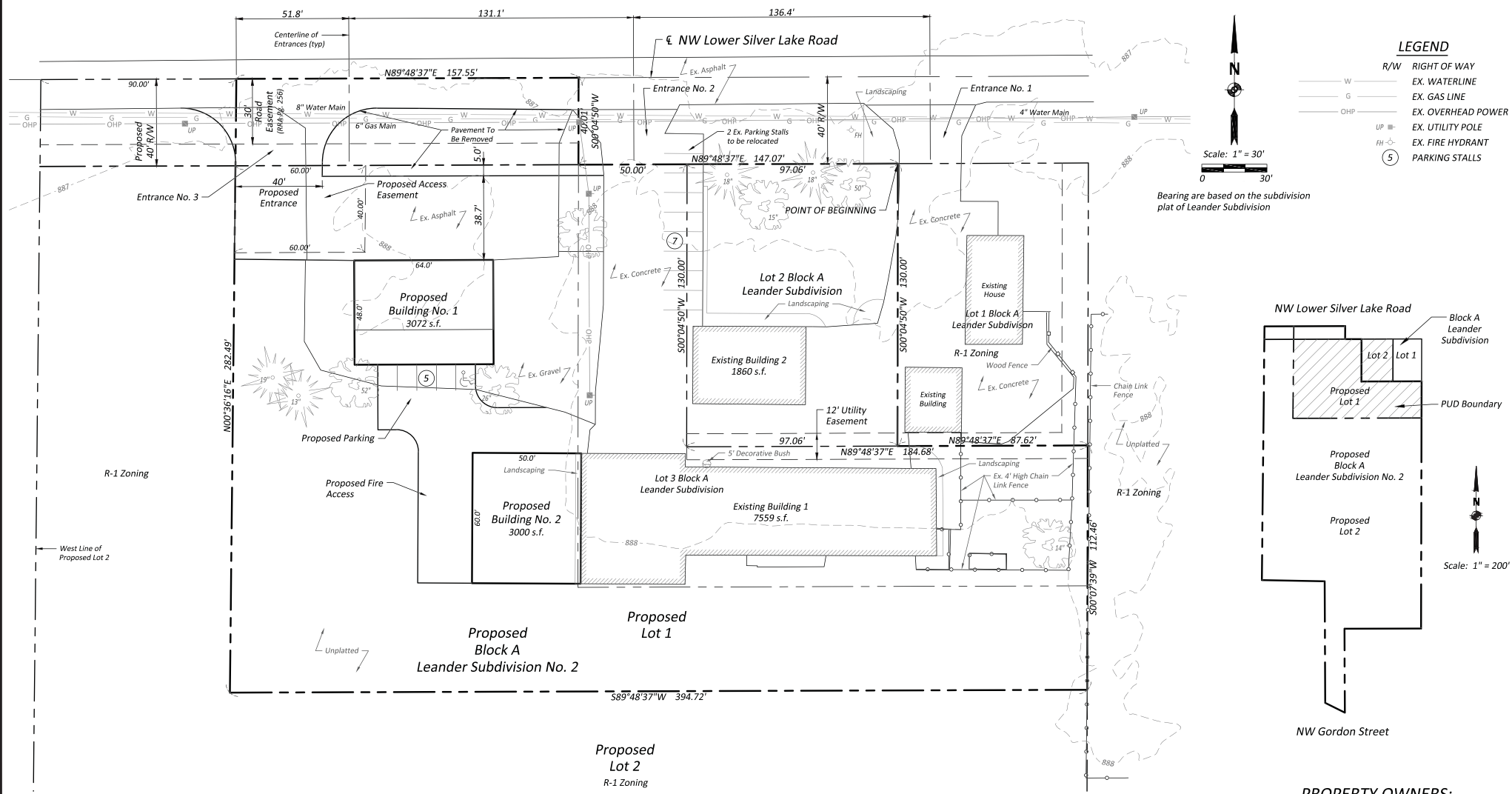
PUD17/1 By: Charles & Joseph Schmidt et. al. (Schmidt Vending PUD)



SCHMIDT VENDING MASTER PLANNED UNIT DEVELOPMENT PLAN

BOOK _____ PAGE _____

DATE _____ TIME _____



DESCRIPTION:
Lot 2 and 3, Block A, Leander Subdivision and a tract of land in Kaw Half Breed Reserve Number 3, in Shawnee County, Kansas all being more particularly described as follows: BEGINNING at the Northeast corner of said Lot 2, Block A, Leander Subdivision; thence S00°04'50"W, a distance of 130.00 feet to the Southeast corner of said Lot 2, Block A, Leander Subdivision; thence N89°48'37"E, a distance of 87.62 feet to the Northeast corner of said Lot 1, Block A, Leander Subdivision; thence S00°07'39"W, a distance of 112.46 feet; thence S89°48'37"W, a distance of 394.72 feet; thence N00°36'16"E, a distance of 282.49 feet; thence N89°48'37"E, a distance of 157.55 feet; thence S00°04'50"W, a distance of 40.01 feet to the Northwest corner of said Lot 1, Block A, Leander Subdivision; thence N89°48'37"E, a distance of 147.07 feet to the POINT OF BEGINNING.

PROPOSED LEGAL DESCRIPTION: Lot 2, Block A, Leander Subdivision and Lot 1, Block A, Leander Subdivision No. 2, City of Topeka, Shawnee County, Kansas.

PERFORMANCE OBJECTIVE:
To provide for a new accessory building and addition that will remain subordinate and in conjunction with the existing light industrial use on proposed Lot 1. Existing building 2 and proposed buildings No. 1 and 2 will be used for storage of product and equipment.

GENERAL NOTES:

- No building or parking lot permits shall be issued until the property is re-platted. No building or parking lot permits shall be issued until individual site development plans for each phase subject to TMC 18.190.060(c) have been reviewed and approved by the Planning Director. These site plans shall address individual building site locations, off-street parking and internal circulation, fire hydrants, landscaping, pedestrian connectivity, external lighting, signage, building elevations, utilities, storm water, relationship to adjacent lots, etc. The building and parking lot configuration is conceptual. Minor adjustments may be necessary upon further review to comply with all applicable City Codes.
- No building permit(s) shall be issued until all Stormwater Management requirements set forth in the Topeka Municipal Code (TMC) are met including: approval of Stormwater Management Plan and granting of any necessary Stormwater Management Easements.

VARIANCES:

- A variance has been granted for the 20' Landscape Setback pursuant with TMC 18.235.060(d)(2)(ii).
- A variance has been granted for the Residential Zoning District Landscape Buffer for an impervious visual barrier pursuant with TMC 18.235.060(d)(1)(ii).

UTILITY NOTES:

- This property is currently served by a septic tank and lateral field system.
- This property is currently served by the City of Topeka Water Department.
- Fire hydrant locations and access to be approved by the City of Topeka Fire Department as part of the improvement plans prior to the start of construction.
- Lighting shall be shielded and recessed with cut off angles to prevent the cast of lighting beyond the property and not exceed three foot-candles as measured at the property line.
- All utilities shall be placed underground pursuant to the City's right-of-way management standards.

CIRCULATION, PARKING & TRAFFIC NOTES:

- A 40 foot sight triangle, measured from the face of curb extended, shall be maintained at all entrances, no obstructions greater than (30) inches above grade of any adjacent street or entrance may be placed within this area. (Reference City of Topeka Code for Fence Construction)
- All new drives, streets, parking areas, approaches and walks shall be constructed to City of Topeka Standards.
- All drives, lanes, and privately owned access ways providing accessibility to structures, buildings, and uses within the planned unit development shall be considered and serve as mutual rights of access of owners, tenants, invited guests, clients, customers, support and utility service personnel and emergency service providers, including law enforcement, fire protection, and ambulance services. All access ways providing general accessibility to, and circulation among, the uses within the planned unit development shall be maintained at all times in good serviceable condition with the maintenance of said access ways being the responsibility of the owner.
- Entrance No. 3 is not needed until the building of Proposed Building No. 1 and/or the development of the Proposed Lot 2, Block A, Leander Subdivision No. 2.

SIGNAGE:

- No electronic message centers (EMC), temporary or portable signs shall be permitted. Temporary real estate signs relating to the sale or lease of the property are not included within these restrictions.
- Proposed Buildings signage shall be lit only indirectly, such as through the use of flood lighting or ground level spot lights.
- Free standing signs: One (1) monument style sign shall be permitted for the PUD boundary. Not to exceed 7' in height and 50 sq. ft. per side.
- Wall signs: One (1) wall sign shall be permitted per building. Maximum size to be no greater than 40 sq. ft.
- TMC Title 18, DIVISION 2 signs shall govern all other signs unless specifically stated herein.
- Signs shall be approved by separate sign permit application.

LANDSCAPE NOTES:

- Future improvements will be subject to City of Topeka Landscape Ordinance No. 17846 and addendums thereto.
- The care, maintenance, and ownership of common open space, parking areas, utilities, private streets, access ways, stormwater management easements, fencing, and landscaping shall be the responsibility of the owners. All landscaping shall be installed pursuant to phasing schedule and properly maintained. If any portion of the landscaped material dies, it shall be replaced by the next planting season.
- Outdoor storage is permitted compliant with TMC 18.225.010(o).

BUILDING AND STRUCTURE NOTES:

- No building within development shall exceed 40' in height.
- There is a minimum 30' front yard setback and a 7' side yard setback.

Project Phasing Notes:
Proposed Phase: Construct proposed 3072 s.f. accessory Building No. 1.
Proposed Phase: Construct proposed addition Building No. 2.

PROPERTY OWNERS:
Charles & Joseph Schmidt
1911 NW Lower Silver Lake Road
Topeka, Kansas 66608
Lee & Rose Marie Schmidt Trust

PROPOSED ZONING:
PUD "I-1" Light Industrial Use Group

TOTAL STRUCTURES:

Existing Building 1:
Two-Story Office, Warehouse & Product Storage
Ground Floor = 7559 s.f.

Existing Building 2:
Single-Story Warehouse & Product Storage
Ground Floor = 1860 s.f.

Proposed Building:
Building No. 1 Warehouse & Product Storage
Ground Floor = 3072 s.f.
Building No. 2 Warehouse & Product Storage
Ground Floor = 3000 s.f.

Parcel Size: 2.07 Acres

PARKING CALCULATIONS:

Parking Provided: 12 Spaces
New Parking Required: 5 Spaces
Ex. Building: 7 spaces
Prop. Buildings: 100% Warehouse = 5 spaces

RECORDED WITH THE SHAWNEE COUNTY REGISTER OF DEEDS:

Rebecca J. Nioce, Register Of Deeds

This Planned Unit Development (PUD) Master Plan has been reviewed and approved in accordance with the provisions of Chapter 18.190 of the Comprehensive Zoning Regulations of the City Of Topeka, Shawnee County, Kansas and may be amended only as prescribed in TMC 18.190.070 of said chapter and as set forth on this document or as may subsequently be approved and recorded.

CERTIFICATION OF MASTER PUD PLAN APPROVAL:

Date: _____

Bill Fiander, Planning Director
Secretary to the Planning Commission

STATE OF KANSAS)
COUNTY OF SHAWNEE)

BE IT REMEMBERED THAT ON THIS _____ day of _____, 2017, before me, a notary public in and for said county and state came Bill Fiander, Planning Director, who is personally known to be the same person who executed the within instrument of writing, and such person duly acknowledged the execution of the same.

IN WITNESS WHEREOF, I hereby set my hand and affix my notarial seal the day and year last written above.

Notary Public
My Commission Expires: _____

OWNER'S CERTIFICATE:
The owners, Charles and Pamela S. Schmidt, husband and wife, agree to comply with the conditions and restrictions as set forth on the Master Planned Unit Development Plan.

IN TESTIMONY WHEREOF, the owner of the above described property, Charles and Pamela S. Schmidt, husband and wife, have signed these presents this _____ day of _____, 2017.

Charles Schmidt

Pamela S. Schmidt

STATE OF KANSAS)
COUNTY OF SHAWNEE)

BE IT REMEMBERED THAT ON THIS _____ day of _____, 2017 before me, the undersigned, a notary public in and for said county and state personally appeared Charles and Pamela S. Schmidt, husband and wife, who are personally known to be the same person who executed the within instrument of writing.

IN WITNESS WHEREOF, I hereby set my hand and affix my notarial seal the day and year last written above.

Notary Public
My Commission Expires: _____

OWNER'S CERTIFICATE:
The owner, Joseph Schmidt, a single person, agrees to comply with the conditions and restrictions as set forth on the Master Planned Unit Development Plan.

IN TESTIMONY WHEREOF, the owner of the above described property, Joseph Schmidt, a single person, has signed these presents this _____ day of _____, 2017.

Joseph Schmidt

STATE OF KANSAS)
COUNTY OF SHAWNEE)

BE IT REMEMBERED THAT ON THIS _____ day of _____, 2017 before me, the undersigned, a notary public in and for said county and state personally appeared Joseph Schmidt, a single person, who is personally known to be the same person who executed the within instrument of writing.

IN WITNESS WHEREOF, I hereby set my hand and affix my notarial seal the day and year last written above.

Notary Public
My Commission Expires: _____

OWNER'S CERTIFICATE:
The owners, Lee & Rose Marie Schmidt Trust, agree to comply with the conditions and restrictions as set forth on the Master Planned Unit Development Plan.

IN TESTIMONY WHEREOF, the owner of the above described property, Rose Marie Schmidt, Trustee, has signed these presents this _____ day of _____, 2017.

Rose Marie Schmidt, Trustee

STATE OF KANSAS)
COUNTY OF SHAWNEE)

BE IT REMEMBERED THAT ON THIS _____ day of _____, 2017 before me, the undersigned, a notary public in and for said county and state personally appeared Rose Marie Schmidt, Trustee of Lee & Rose Marie Schmidt Trust, who is personally known to be the same person who executed the within instrument of writing.

IN WITNESS WHEREOF, I hereby set my hand and affix my notarial seal the day and year last written above.

Notary Public
My Commission Expires: _____

SCHMIDT VENDING
MASTER PLANNED UNIT DEVELOPMENT PLAN

SCHMIDT VENDING
1911 NW Lower Silver Lake Road
Topeka, Kansas 66608

SCHMIDT, BECK & BOYD
ENGINEERING, LLC
1415 SW Topeka Blvd.
Topeka, KS 66612
Ph: (785) 215-8650

SBB

SBB Proj. No.: 16-289
Drawn by: JEM
Checked by: MB
Date: 1/5/2017
Scale: 1" = 30'
Drawing No.:
Sh. 1 of 1

Date: January 31, 2017
To: City of Topeka Planning Department
From: Schmidt, Beck, & Boyd Engineering, LLC
Mark A. Boyd
Re: Schmidt Vending PUD
Neighborhood Meeting Minutes

To whom it may concern:

On January 31, 2017 at 5:30 P.M., we held a publicized meeting for the above referenced case. There was 1 person present for the meeting. An attendance sheet is attached for name and address. Others in attendance were Michael Hall with the Topeka Planning Department, Charlie Schmidt, applicant, and Mark Boyd and Joe Mauk with SBB Engineering.

We explained the project and why we were rezoning to PUD. The conditions of the PUD were covered.

The one attendee was a neighbor and owns a house east of the PUD on the south side of Lower Silver Lake Rd. She really didn't have any concerns about the property as it is used. Her concerns were whether her taxes would increase due to this property being rezoned to PUD and why the rezoning was necessary since Schmidt Vending already operates the business at this location. It was explained that her taxes were not likely to increase, but she should verify that with the County Appraiser and that the rezoning is necessary because the applicant wishes to construct a building on land he owns but is not zoned properly.

The owner was present to address questions or concerns.

Respectfully submitted,



Mark A. Boyd
Schmidt, Beck & Boyd Engineering, LLC



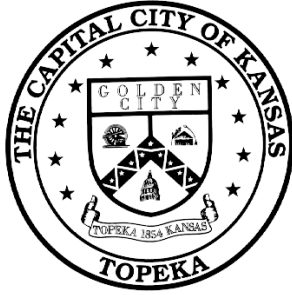
Neighborhood Information Meeting

Schmidt Vending

Sign-In Sheet

NAME	ADDRESS	PHONE	EMAIL
<i>Wanda Greener</i>	<i>1821 NW Linn St. Ln Rd</i>	<i>233-6412</i>	<i>WJTREIN@SBCGLOBAL.net</i>

2018-2027 CIP



CITY OF TOPEKA

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

Bill Fiander, AICP, Director
Email: bfiander@topeka.org
Fax: 785-368-2535
www.topeka.org

MEMORANDUM

TO: Topeka Planning Commission

FROM: Bill Fiander, AICP
Planning Director

DATE: February 20, 2017

RE: Proposed Capital Improvement Program 2018-2022

I am pleased to convey the City's proposed Capital Improvement Program (CIP) 2018-2022 for your approval as required by city and state law.

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

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

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

Neighborhoods

- Neighborhood Infrastructure – Stages of Resource Targeting (SORT) program that targets two neighborhoods per year. Tennessee Town and Quinton Heights-Steele are the 2017 and 2018 neighborhoods. Funding is used to make targeted improvements to streets, curb/gutter, alley and sidewalks. Consistent with the Neighborhood Element of the Comprehensive Plan.

Public Safety

- West Fire Station #13 – New fire station located within Tier 1 of the Urban Growth Area (UGA) in the west part of the city. This fire station helps improve service to existing developed property within Tier 1.

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

Streets

- Complete Streets – Provides additional complete street elements to better serve all users of the transportation system. Consistent with the Long Range Transportation Plan 2040.
- Citywide Infrastructure – Provides for the construction of new infrastructure elements either as matching funds for grant projects or by providing funds for new elements for citywide sales tax projects. Tier 1 project consistent with the Comprehensive Plan
- SE California Ave. – 29th St. to 33rd St. – Improving this section of SE California Ave. to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- SE California Ave. – SE 37th Street to SE 45th Street – Improving this section of SE California Ave. to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70 – Implements the Bikeways Mater Plan.
- SW Arvon Place/Huntoon Street/I-470 ramps – Projects to address street capacity issues in this area. Tier 1 street projects consistent with the Comprehensive Plan.
- Infill Sidewalks/Pedestrian Master Plan – Repair and construct new sidewalks. Consistent with the Pedestrian Master Plan.
- SW 10th Avenue –SW Fairlawn to SW Wanamaker – Improve 10th Avenue to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- SW 10th Avenue – Wanamaker Road to SW Gerald Lane – Improve 10th Avenue to three lanes. Tier 1 street project consistent with the Comprehensive Plan.
- SW Wanamaker Rd/SW Huntoon/I470 Ramps - Projects to address street capacity issues in this area. Tier 1 street projects consistent with the Comprehensive Plan.
- NW Tyler St, NW Lyman Rd to NW Beverly St – Project to improve/rebuild NW Tyler St. to complete street. Implements recommendations from the North Topeka West Neighborhood Plan.
- SE 29th Street/KTA Interchange – Project to construct a new interchange. Project increases access to the interstate system for a Tier 1 area.
- Bikeway Master Plan – Install bikeway routes identified in the Topeka Bikeways Master Plan.
- Kansas Avenue – SW 1st Street to SW 6th Street – Project continues the downtown S. Kansas Avenue Infrastructure and streetscape improvements. Tier 1 street project consistent with the Comprehensive Plan.
- 12th Street – SW Gage Boulevard to S Kansas Avenue – Project provides funding for replacing 12th Street between Gage Blvd. and Kansas Avenue in conjunction with a citywide sales tax project. Tier 1 street project consistent with the Comprehensive Plan.
- SW 6th Street – SW Gage Boulevard to SW Fairlawn Road – Project provides funding to improve 6th Street to three lanes. Tier 1 street project consistent with the Comprehensive Plan.

- SW 17th Street – MacVicar Ave. to Interstate 470 – Project replaces the pavement. Includes curb & gutter, sidewalks and a drainage system. Tier 1 street project consistent with the Comprehensive Plan.
- Wayfinding Signs – Multi-phase project involving the manufacturing and installation of Topeka’s wayfinding messaging system to provide efficient vehicular guidance to key Tier 1 destinations. Project is an extension of the Complete Streets concept.

Wastewater

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

Stormwater

- Kansas River Levee System Rehabilitation – Ph. II – This project includes rehabilitation efforts for four levee units within the City. Tier 1 project that improves flood protection.

Water

- Water Main Replacement Program – Program to restore water mains in areas of extensive break and repair history. The program focuses on needed replacements associated with half-cent sales tax and other priority street improvement projects. Tier 1 project.
- Indian Hills Rd., SW 29th to 21st St. – Project to install an 18’ water main to reinforce water transmission capacity in the West Pressure Zone to support existing and continued growth in the westerly portion of Topeka. Tier 1 project that also supports future compact growth.
- West Elevated Tank – Indian Hills Road – Project is located within Tier 3 of the UGA. It increases the capacity of compact growth within a future Tier 1/2 area.
- Fairlawn Rd and SW 45th Street. – SW 41st to SW Gage – Project to install an 18” water main to provide connectivity for current (short-term) and long-term growth capacity for the South Pressure Zone. Project increases the capacity of compact growth within a future growth area (Tier 2/3).

Draft as of February 9, 2017

Subject to change

Highlighted Projects	Proposed Number	Capital Improvement Budget			Capital Improvement Plan			5 Year Total
		Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	Proposed 2022		
General Obligation Bond Projects								
Neighborhoods								
Neighborhood Infrastructure	T-601056.00	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$7,000,000
Subtotal Neighborhoods		\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$7,000,000
Public Safety								
Fire Station (FS #13)	T-131037.00	\$5,776,261						\$5,776,261
Fire Station (FS #14)	T-131023.00				\$5,776,261			\$5,776,261
Purchase Two Engine Apparatus (Engines 1 & 11)	T-801004.00	\$1,345,500						\$1,345,500
Purchase One Aerial Apparatus (Aerial 8)	T-801005.00		\$1,345,500					\$1,345,500
Purchase Two Engine Apparatus (Engines 8 & 10)	T-801006.00			\$1,345,500				\$1,345,500
Purchase 2 Trucks (Trucks 3 & 9)	T-801007.00				\$1,552,500			\$1,552,500
Purchase Two Engine Apparatus (Engines 3 & 9)						\$1,424,670		\$1,424,670
Fire Portable Radios						\$693,450		\$693,450
Subtotal Public Safety		\$7,121,761	\$1,345,500	\$1,345,500	\$7,328,761	\$2,118,120		\$19,259,642
Traffic								
Traffic Safety Projects	T-601057.00	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$1,100,000
Traffic Signal Replacement	T-141020.00	\$885,000	\$885,000	\$885,000	\$885,000	\$885,000	\$885,000	\$4,425,000
Public Works Facilities Assessment				\$80,000	\$150,000	\$150,000		\$380,000
Subtotal Traffic		\$1,105,000	\$1,105,000	\$1,185,000	\$1,255,000	\$1,255,000		\$5,905,000
Streets								
Complete Streets	T-601058.00	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Citywide Infrastructure	T-601059.00	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
SE California Ave. -- 29th St. to 33rd St.	T-701011.00	\$500,000						\$500,000
Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70	T-861009.00					\$500,000		\$500,000
SW Arvon Place/Huntoon Street/I-470 Ramps	T-701014.00		\$1,023,500	\$1,024,000	\$1,594,000			\$3,641,500
Infill Sidewalks/Pedestrian Master Plan	T-241034.00	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000
SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker Road	T-701015.00			\$240,000	\$1,360,000	\$4,000,000		\$5,600,000
SW Wanamaker Rd/SW Huntoon/ I470 Ramps	T-701018.00			\$200,000	\$1,000,000	\$1,000,000		\$2,200,000
NW Tyler St, NW Lyman Rd to NW Paramore St	T-701019.00			\$150,000	\$150,000	\$1,600,000		\$1,900,000
SE 29th Street/KTA Interchange	T-701017.00					\$500,000		\$500,000
SW 29th St Burlingame to Mulvane						\$50,000		\$50,000
SE Quincy St from 6th-8th						\$300,000		\$300,000
SW 10th Wanamaker-SW Gerald						\$150,000		\$150,000
Kansas Avenue Project 1st-6th				\$150,000	\$50,000	\$100,000		\$300,000
Wayfinding Signs		\$300,000	\$170,000					\$470,000
Subtotal Streets		\$1,700,000	\$2,093,500	\$2,664,000	\$5,054,000	\$9,100,000		\$20,611,500
Quality of Life								
Zoo Parking Lot Resurfacing and Enlargement Phase 1	T-301052.00	\$416,079						\$416,079
Zoo Tropical Rain Forest HVAC Replacement	T-301053.00		\$243,432					\$243,432
Zoo Discovering Apes Roof Replacement	T-301054.00			\$191,009				\$191,009
Kay's Garden	T-301049.00	\$2,233,086						\$2,233,086
Zoo Public Area Electrical Upgrade						\$262,500		\$262,500
Zoo - School and Group Entrance and Parking Lot Phase 2				\$600,000				\$600,000
Zoo Public Path Barrier Replacement Project						\$500,000		\$500,000
Subtotal Quality of Life		\$2,649,165	\$243,432	\$791,009	\$0	\$762,500		\$4,446,106
City Facilities								
Municipal Building Renovations	T-131036.00	\$1,350,000	\$2,000,000	\$2,000,000	\$1,650,000	\$1,200,000		\$8,200,000
Subtotal Facilities		\$1,350,000	\$2,000,000	\$2,000,000	\$1,650,000	\$1,200,000		\$8,200,000
Annual Total GO Bond Projects		\$15,325,926	\$8,187,432	\$9,385,509	\$16,687,761	\$15,835,620		\$65,422,248
TOTAL GO Bond Projects in CIB								\$32,898,867
Total Aggregate Target for CIB								\$27,000,000
Difference Target to Subtotal								(\$5,898,867)
Difference Target to Subtotal, excluding Kay's Garden and Prior Station Author								\$1,819

*The city is bonding the project cost, but Friends of the Zoo (FOTZ) will pay \$250,000 annually to cover the full debt payment.

**Prior authorization amounts have been back out and were included in prior GO bond caps.

Highlighted Projects	Proposed Number	Capital Improvement Budget			Capital Improvement Plan			5 Year Total
		Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	Proposed 2022		
Utility Funded Projects								
Utilities/Wastewater Fund								
Annual Wastewater Lining & Replacement Program	T-291048.00	\$2,000,000	\$3,000,000	\$4,000,000	\$5,000,000	\$8,000,000		\$22,000,000
Annual WPC Facility Rehabilitation Program	T-291069.00	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000		\$5,000,000
Annual Small WW Pump Station Rehab & Repl Progr.	T-291068.00	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		\$7,500,000
Annual Sanitary Sewer Interceptor Maint & Rehab	T-291067.00	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000		\$7,500,000
Annual WPC Operations Equipment & Fleet Maint. & Replace	T-291081.00	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		\$1,500,000

Subject to change

Highlighted Projects	Proposed Number	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	Proposed 2022	5 Year Total
Annual WPC Inflow & Infiltration Program & Neighborhood I	T-291084.00	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Lining Repairs - NTWWTP and Wanamaker PS	T-291043.00	\$1,178,414					\$1,178,414
Wanamaker Force Main Rehab Repl	T-291056.00	\$8,500,000					\$8,500,000
Ash St Force Main Repl	T-291057.00	\$2,500,000					\$2,500,000
Shunga Pump Station Rehab	T-291058.00	\$6,500,000					\$6,500,000
Oakland Aerator & Mixing Repl	T-291060.00	\$2,500,000					\$2,500,000
Eastside IS-Relief-CSO#3 to Ash St PS*	T-291050.00	\$900,000	\$7,448,760				\$8,348,760
Grant/Jefferson Pump Station Rehab	T-291061.00	\$1,321,000	\$9,000,000				\$10,321,000
Oakland WWTP - UV Expansion	T-291062.00		\$2,703,750				\$2,703,750
NTWWTP Nutrient Removal	T-291052.00			\$6,363,627			\$6,363,627
Oakland Wastewater Treatment Plant Solids Handling/Facilit	T-291018.02	\$10,500,000					\$10,500,000
Oakland WWTP - Headworks Generator	T-291040.00				\$850,000		\$850,000
North Topeka Pump Station Rehabilitation					\$2,846,000		\$2,846,000
Subtotal Wastewater		\$40,699,414	\$26,952,510	\$15,163,627	\$13,496,000	\$12,800,000	\$94,915,551
Utilities/Stormwater Fund							
Annual Storm Conveyance System Rehab	T-501035.00	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Annual Stormwater Operations Equipment & Fleet Mant. & F	T-501039.00	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Annual Drainage Correction Program	T-151031.00	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Annual Levee Asset Repair / Rehab Program	T-161004.00	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Annual BMP Development & Construction	T-501043.00	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,100,000
Kansas River Levee System Rehabilitation - Ph. II	T-831000.01	\$2,700,000					\$2,700,000
Subtotal Stormwater		\$6,100,000	\$3,550,000	\$3,550,000	\$3,550,000	\$3,550,000	\$20,300,000
Utilities/Water Fund							
Annual Water Main Replacement Program	T-281095.00	\$3,000,000	\$3,000,000	\$3,000,000	\$4,500,000	\$4,000,000	\$17,500,000
Annual Water Plant Rehabilitation Program	T-281113.00	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Annual Water Plant Operations Equipment & Fleet Maint. & T	T-281125.00	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
18" Indian Hills Rd., SW 29th to 21st St.	T-281090.00	\$1,288,250					\$1,288,250
CIS Utility Billing, Dynamic Portal, CS System	IS-2017-001	\$650,000					\$650,000
East High Service Pumping Motor Control and Electrical Swit	T-281107.00	\$2,689,950					\$2,689,950
2.0-MG West Elevated Tank - Indian Hills Road	T-281055.00	\$4,744,300					\$4,744,300
City-Wide Water Meter Replacement/AMI Upgrade	T-281141.00	\$12,485,000					\$12,485,000
Soldier Township Transmission Improvements	T-281106.00				\$1,299,575		\$1,299,575
Disinfection Modification Phase I	T-281037.02		\$10,000,000				\$10,000,000
18" on SW Fairlawn and SW 45th - SW 41st to SW Gage	T-281108.00				\$2,213,250		\$2,213,250
Disinfection Modification Phase II	T-281037.03			\$12,000,000			\$12,000,000
16" on SW Wenger - Home Depot to SW 57th; 18" on SW 57th - SW Wenger to SW Topeka	T-281142.00					\$2,462,950	\$2,462,950
24" on SW MacVicar - SW 29th to SW 37th	T-281143.00					\$2,400,525	\$2,400,525
Subtotal Water		\$26,257,500	\$14,400,000	\$16,400,000	\$9,412,825	\$10,263,475	\$46,357,500
Total Utility Fund		\$73,056,914	\$44,902,510	\$35,113,627	\$26,458,825	\$26,613,475	\$206,145,351

* This effort is part of a Consent Order Agreement by and between KDHE and the City of Topeka

	Proposed Number	Capital Improvement Budget			Capital Improvement Plan			5 Year Total
		Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	Proposed 2022		
Other Funding Sources								
City Half-Cent Sales Tax Street Repair								
Maintain & Improve Existing Streets 2018	T-841017.01	\$8,660,311					\$8,660,311	
Maintain & Improve Existing Streets 2019	T-841017.02		\$8,800,000				\$8,800,000	
ADA Sidewalk Ramp Repair	T-241036.00	\$300,000	\$300,000				\$600,000	
Curbs, Gutters & Street Repair	T-841034.00	\$1,500,000	\$1,500,000				\$3,000,000	
Alley Repair	T-841041.00	\$250,000	\$250,000				\$500,000	
Sidewalk Repair Program	T-241037.00	\$100,000	\$100,000				\$200,000	
Street Maintenance and Repair: Local Streets	T-841040.00	\$2,998,000	\$2,888,000				\$5,886,000	
Subtotal Half-Cent Sales Tax		\$13,808,311	\$13,838,000	\$0	\$0	\$0	\$27,646,311	
Federal Funds								
Bridge on SW Cherokee St over Ward Cr.	T-121001.00	\$730,000					\$730,000	
Bridge on SW 3rd St over Ward Cr.	T-121003.00	\$50,000	\$750,000				\$800,000	
Bridge on SE 29th Street over Butcher Creek	T-121005.00	\$80,000	\$70,000	\$850,000			\$1,000,000	
Neighborhoods Infrastructure	T-601056.00	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	
Kansas River Levee System Rehabilitation - Ph. II	T-831000.01	\$5,000,000					\$5,000,000	
Bridge Deck Patching and Polymer Overlay	T-121006.00				\$1,200,000		\$1,200,000	
SW Arvon Place/Huntoon Street/I-470 Ramps	T-701014.00	\$1,000,000					\$1,000,000	
SW Wanamaker Rd/SW Huntoon/ I470 Ramps	T-701018.00			\$1,100,000	\$1,100,000		\$2,200,000	
Subtotal Fed Funds		\$7,460,000	\$1,420,000	\$2,550,000	\$2,900,000	\$600,000	\$14,930,000	

Subject to change

Highlighted Projects	Proposed Number	Proposed 2018	Proposed 2019	Proposed 2020	Proposed 2021	Proposed 2022	5 Year Total
General Fund/Debt Service Cash							
Body Worn Camera/Taser Equipment Replacement Plan		\$291,865	\$235,224	\$235,224	\$235,224	\$235,224	\$1,232,761
Zoo Service Road Repair	T-301051.00				\$217,060		\$217,060
Self Contained Breathing Apparatus (SCBA) - Fire	T-801009.00	\$159,304	\$159,304	\$159,304	\$159,304	\$159,304	\$796,520
City4 TV Equipment Replacement	T-861011.00	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$350,000
Fire Station (FS #13) Furniture	T-131037.00	\$200,000					\$200,000
Fire Station (FS #14) Furniture	T-131023.00				\$200,000		\$200,000
GPS Based AVL System			\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
GeoCortex				\$59,280			\$59,280
Public Safety/Code Compliance at Municipal Buildings		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Fire House Annual Renovation		\$321,080	\$370,000	\$370,000	\$370,000	\$370,000	\$1,801,080
Fleet Replacement		\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$17,500,000
Police Department Fleet Replacement		\$800,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,800,000
Subtotal General/Debt Service Fund Cash		\$5,442,249	\$5,034,528	\$5,093,808	\$5,451,588	\$5,034,528	\$26,056,701
IT Fund Cash							
Telephone System Replacement	IS-2017-004	\$137,000					\$137,000
Desktop Computer Replacement	IS-2017-005	\$83,250	\$83,250	\$83,250			\$249,750
Security System Replacement	IS-2017-006	\$52,500	\$52,500	\$52,500			\$157,500
Data Back-up System Replacement	IS-2017-007	\$62,500	\$62,500	\$62,500			\$187,500
Citywide Single Payment Portal	T-801011.00	\$190,000					\$190,000
Citywide Asset Management Upgrade	T-801012.00	\$360,000	\$300,000				\$660,000
Microsoft Azure	IS-2018-001	\$150,000	\$100,000	\$50,000			\$300,000
Network Switch Upgrade - Phase-1	IS-2018-002	\$100,000	\$100,000	\$100,000	\$100,000		\$400,000
Computer Upgrade - 2	IS-2018-003	\$44,750	\$44,750	\$44,750	\$44,750		\$179,000
Microsoft Enterprise Agreement	IS-2018-004	\$250,000	\$250,000	\$250,000			\$750,000
Network Switch Upgrade - Phase-2	IS-2019-001		\$23,750	\$23,750	\$23,750	\$23,750	\$95,000
Computer Upgrade - 3	IS-2019-002		\$37,250	\$37,250	\$37,250	\$37,250	\$149,000
Fire Department Mobile Data Terminal Upgrade	IS-2019-003		\$31,250	\$31,250	\$31,250	\$31,250	\$125,000
Police Department Mobile Data Terminal Upgrade Phase - 1	IS-2019-004		\$56,250	\$56,250	\$56,250	\$56,250	\$225,000
Police Department Mobile Data Terminal Upgrade Phase-2	IS-2019-005		\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Storage Area Network Upgrade	IS-2019-006		\$162,500	\$162,500	\$162,500	\$162,500	\$650,000
Security Systems Replacement - 2	IS-2020-01			\$65,000	\$65,000	\$65,000	\$195,000
Computer Upgrade - 4	IS-2020-02			\$33,250	\$33,250	\$33,250	\$99,750
Data Back-up System Replacement - 2	IS-2020-003			\$75,000	\$75,000	\$75,000	\$225,000
Subtotal IT Fund Cash		\$1,430,000	\$1,329,000	\$1,152,250	\$654,000	\$509,250	\$5,074,500
Parking Fund Cash							
512 Jackson Elevator Upgrade			\$105,881	\$105,881			\$211,762
9th Street Elevator		\$123,528	\$123,528				\$247,056
Parking Garage Systems (Hardware and Software)		\$138,000	\$138,000	\$138,000	\$138,000	\$138,000	\$690,000
Subtotal Parking Fund Cash		\$261,528	\$367,409	\$243,881	\$138,000	\$138,000	\$1,148,818
Donations/Outside Funding Sources							
Zoo Masterplan	T-301047.00	\$1,800,000		\$1,500,000		\$5,000,000	\$8,300,000
Kay's Garden	T-301049.00	\$3,360,317					\$3,360,317
Subtotal Donations		\$5,160,317	\$0	\$1,500,000	\$0	\$5,000,000	\$11,660,317
Countywide Sales Tax Proposal							
SW 6th-Gage to Fairlawn	T-701013.00	\$3,100,000					\$3,100,000
Kay's Garden	T-301049.00	\$500,000					\$500,000
Zoo Masterplan	T-301047.00	\$1,000,000		\$250,000		\$1,750,000	\$3,000,000
Bikeway Master Plan	T-861010.00	\$500,000		\$500,000		\$500,000	\$1,500,000
12th Street (2 lanes) - Gage Blvd to Kansas Ave	T-701016.00		\$500,000	\$400,000	\$6,140,000	\$6,140,000	\$13,180,000
SE California Avenue -- SE 37th Street to SE 45th Street	T-701021.00	\$200,000	\$400,000	\$5,000,000			\$5,600,000
S.W. 17th Street, MacVicar to Interstate 470					\$800,000	\$500,000	\$1,300,000
Pavement Management Project		\$3,330,000	\$3,330,000	\$3,330,000			\$9,990,000
Zoo - School and Group Entrance and Parking Lot Phase 2				\$250,000			\$250,000
Subtotal Countywide Sales Tax		\$8,630,000	\$4,230,000	\$9,730,000	\$6,940,000	\$8,890,000	\$38,420,000
Total Other Sources		\$42,192,405	\$26,218,937	\$20,269,939	\$16,083,588	\$20,171,778	\$124,936,647
Total Capital Improvements		\$ 130,575,245	\$ 79,308,879	\$ 64,769,075	\$ 59,230,174	\$ 62,620,873	\$ 396,504,246



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>Neighborhood Infrastructure</u>	2. Project #:	<u>T-601056</u>
3. Dept/Div:	<u>Public Works/Engineering/Neighborhood Relations</u>	4. Project Year(s):	<u>2018-2022</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>Various Locations</u>
7. Contact Name:	<u>Brian Faust/Sasha Haehn</u>	8. Contact Phone:	<u>368-3033 & 368-4484</u>

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

10. Previous Funding:	<u>\$2.15M/yr</u>	Total Funding:	<u>\$2.15M/yr</u>	Future Funding:	<u>\$1.75M/yr</u>
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11. Project Schedule and Estimate			12. Estimated Annual Operating Cost	
	Year	Amount	<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.	
a. Design/Administrative Fees	Annual	\$ 100,000		
b. Right-of Way		\$ -		
c. Construction/Service Fees	Annual	\$ 1,910,000		
d. Contingency	Annual	\$ 50,000		
e. Technology		\$ -		
f. Financing Costs (Temp Notes)	Annual	\$ 60,000		
g. Cost of Issuance (Rev/GO Bonds)		\$ 30,000		
h. Debt Reserve Fund (Rev Bonds)		\$ -		
i. Capitalized Interest		\$ -		
Project Total		\$ 2,150,000		
Estimated Life of Item (years):	<u>30</u>			
Source of Estimate/Year:	<u>2016</u>			

13. Amount by source of financing						
	1. G.O. Bonds	2. Federal Funding	3. Wastewater Cash	4.	5.	TOTAL
2018	1,400,000	600,000	150,000			\$2,150,000
2019	1,400,000	600,000	150,000			\$2,150,000
2020	1,400,000	600,000	150,000			\$2,150,000
2021	1,400,000	600,000	150,000			\$2,150,000
2022	1,400,000	600,000	150,000			\$2,150,000
TOTAL	\$7,000,000	\$3,000,000	\$750,000	\$0	\$0	\$10,750,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Fire Station #13 2. Project #: T-131023.00
 3. Dept/Div: Topeka Fire Department 4. Project Year(s): 2018
 5. Type: New 6. Project Location: To be determined
 7. Contact Name: Interim Chief Sigle 8. Contact Phone: 368-4401

9. Project Description: This project consists of the design and construction of a new fully furnished high efficiency Fire Station (#13) and four (4) door Apparatus Bay. This facility will be designed and constructed under high-efficiency design guidelines to provide an approximate 5,800 square foot station with an approximate 6,800 square foot drive through Apparatus Bay. Site improvements include rock excavation, utilities, street & drainage improvements, and warning signals.

10. Previous Funding: \$ - Total Funding: \$ 5,976,361.00 Future Funding: \$ -

11. Project Schedule and Estimate

	Year	Amount
a. Design/Administrative Fees	2018	\$ 428,094
b. Right-of Way		\$ 1,000,000
c. Construction/Service Fees	2018	\$ 4,076,570
d. Contingency	2018	\$ 366,597
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)	2018	\$ 105,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 5,976,261
Estimated Life of Item (years):	<u>30-50</u>	
Source of Estimate/Year:	<u>2016 Staff</u>	

13. Amount by source of financing

	1. G.O. Bonds	2. Debt Service Fund Cash	3.	4.	5.	TOTAL
2018	5,776,261	200,000				\$5,976,261
2019						\$0
2020						\$0
2021						\$0
2022						\$0
5 Year Total:	\$5,776,261	\$200,000	\$0	\$0	\$0	\$5,976,261



City of Topeka

Capital Improvement Project Summary

1. Project Title: Fire Station #14 2. Project #: T-131037.00
 3. Dept/Div: Topeka Fire Department 4. Project Year(s): 2021
 5. Type: New 6. Project Location: To be determined
 7. Contact Name: Interim Chief Sigle 8. Contact Phone: 368-4401

9. Project Description: This project consists of the design and construction of a new fully furnished high efficiency Fire Station (#14) and four (4) door Apparatus Bay. This facility will be designed and constructed under high-efficiency design guidelines to provide an approximate 5,800 square foot station with an approximate 6,800 square foot drive through Apparatus Bay. Site improvements include rock excavation, utilities, street & drainage improvements, and warning signals.

10. Previous Funding: \$ - Total Funding: \$ 5,976,261.00 Future Funding: \$ -

11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2021	\$ 428,094
b. Right-of Way	2021	\$ 1,000,000
c. Construction/Service Fees	2021	\$ 4,076,570
d. Contingency	2021	\$ 366,597
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)	2021	\$ 105,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 5,976,261
Estimated Life of Item (years):	<u>30-50</u>	
Source of Estimate/Year:	<u>2016 Staff</u>	

13. Amount by source of financing						
	1. G.O. Bonds	2. Debt Service Fund Cash	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021	5,776,261	200,000				\$5,976,261
2022						\$0
5 Year Total:	\$5,776,261	\$200,000		\$0	\$0	\$5,976,261



City of Topeka

Capital Improvement Project Summary

1. Project Title: Complete Streets 2. Project #: T-601058.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2018-2022
 5. Type: Repair/Replace 6. Project Location: Various
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

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

10. Previous Funding: \$100K/yr Total Funding: \$100K/yr Future Funding: \$100K/yr

11. Project Schedule and Estimate

	Year	Amount
a. Design/Administrative Fees	Annual	\$ 8,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ 82,000
d. Contingency		\$ 6,700
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 1,400
g. Cost of Issuance (Rev/GO Bonds)		\$ 1,900
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 100,000

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

12. Estimated Annual Operating Cost

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

13. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018	100,000					\$100,000
2019	100,000					\$100,000
2020	100,000					\$100,000
2021	100,000					\$100,000
2022	100,000					\$100,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Citywide Infrastructure 2. Project #: T-601059.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2018-2022
 5. Type: New x 6. Project Location: Various
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

9. Project Description: This project provides for the construction of new or repair/replacement of infrastructure elements through stand alone projects, by providing the required matching funds for grant projects, or providing additional funds for projects where funding for new infrastructure is needed as with citywide sales tax projects. The improvements can include such elements as sidewalks, bikeways, street widening, or green infrastructure such as landscaping, street trees, or porous paving.

10. Previous Funding: \$200K/yr Total \$200K/yr Future Funding: \$200K/yr

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

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

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018	200,000					\$200,000
2019	200,000					\$200,000
2020	200,000					\$200,000
2021	200,000					\$200,000
2022	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:	<u>SE California Ave. -- 29th St. to 33rd St.</u>	2. Project #:	<u>T-701011.00</u>
3. Dept/Div:	<u>Public Works -- Engineering</u>	4. Project Year:	<u>2018</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>SE Calif. Ave. -- 29th to 33rd</u>
7. Contact Name:	<u>Brian Faust/Jeff Hunt</u>	8. Contact Phone:	<u>368-3033</u>

9. Project Description: This project will widen SE California Avenue between SE 29th Street and SE 33rd Street. The new roadway will include curb & gutter, sidewalks, street lighting and a drainage system. Design started in 2015 with right-of-way acquisition started in 2016. Utility relocation, while planned for 2016, won't occur until spring of 2017 once ROW is acquired. Construction will likely start later in 2017.

10. Previous Funding:	\$2,505,000	Total Funding:	\$3,005,000	Future:	\$0
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11 Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2018	\$ 462,500
d. Contingency		\$ 20,000
e. Technology		\$ 7,500
f. Financing Costs (Temp Notes)		\$ 10,000
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 500,000
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018	500,000					\$500,000
2019						\$0
2020						\$0
2021						\$0
2022						\$0
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>SE California Avenue -- SE 37th Street to SE 45th Street</u>	2. Project #:	<u>T-701021.00</u>
3. Dept/Div:	<u>Public Works -- Engineering</u>	4. Project Year(s):	<u>22018-2020</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>SE California Ave. 37th to 45th</u>
7. Contact Name:	<u>Brian Faust</u>	8. Contact Phone:	<u>368-3033</u>

9. Project Description: This project will widen SE California Avenue between SE 37th Street and SE 45th Street. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. The project will be funded by an extension of the Countywide Half Cent sales tax to take effect January 1, 2017. The project is expected to be constructed in 2020. Due to need for road repair, a mill and overlay will be performed in 2017 prior to the 2020 full reconstruction, with \$200,000 being reappropriated from T-841040.00

10. Previous Funding:	Total Funding:	\$ 5,600,000.00	Future Funding:	\$ -
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11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2018-2019	\$ 400,000
b. Right-of Way	2019	\$ 200,000
c. Construction/Service Fees	2020	\$ 4,800,000
d. Contingency	2020	\$ 200,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 5,600,000

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

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

13. Amount by source of financing						
	1. Countywide Half Cent Sales	2.	3.	4.	5.	TOTAL
2018	200,000					\$200,000
2019	400,000					\$400,000
2020	5,000,000					\$5,000,000
2021						\$0
2022						\$0
TOTAL	\$5,600,000	\$0	\$0	\$0	\$0	\$5,600,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Bike Lanes on SE 6th & SE 10th Ave Bridges over I-70 2. Project #: T-861009.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2018-2022
 5. Type: New 6. Project Location: SE 6th & SE 10th Bridges over I-70
 7. Contact Name: Brian Faust/Terry Coder 8. Contact Phone: 368-3033

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

10. Previous Funding: \$ - Total Funding: \$500,000 Future Funding: \$ -

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2022	\$ 483,000
d. Contingency		\$ -
e. Technology		\$ 7,000
f. Financing Costs (Temp Notes)		\$ 10,000
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 500,000
Estimated Life of Item (years):		<u>30 years</u>
Source of Estimate/Year:		<u>Eng. Div. 2015</u>

12. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:
 Operating costs to the City are minimal as these bridges are maintained by the Kansas Department of Transportation.

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021						\$0
2022	500,000					\$500,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW Arvonía Place/Huntoon Street/I-470 Ramps 2. Project #: T-701014.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2016-2021
 5. Type: Repair/Replace 6. Project Location: SW Arvonía Pl./SW Huntoon/I-470
 7. Contact Name: Brian Faust/Terry Coder 8. Contact Phone: 368-3033

9. 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 (KDOT) 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. Also includes a water line relocation estimated at \$500,000. Design is total design including water line. Funding of \$1.125M (GO) was included in 2017 CIP. Design and right-of-way are estimated at \$520,000. KDOT funding has not been secured but is estimated to only be \$1.0 Million.

10. Previous Funding:	\$1.25m - Design/ROW 2016/17	Total Funding:	\$5,767,000	Future Funding:	\$0
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11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2019-2021	\$ 4,300,000
d. Contingency	6%	\$ 264,500
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 33,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 44,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 4,641,500
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

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

13. Amount by source of financing						
	1. G.O. Bonds	2. Federal Funds	3.	4.	5.	TOTAL
2018		1,000,000				\$1,000,000
2019	1,023,500					\$1,023,500
2020	1,024,000					\$1,024,000
2021	1,594,000					\$1,594,000
2022						\$0
TOTAL	\$3,641,500	\$1,000,000		\$0	\$0	\$4,641,500



City of Topeka

Capital Improvement Project Summary

1. Project Title: Infill Sidewalks/Pedestrian Master Plan 2. Project #: T-241034.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2018-2022
 5. Type: New and Repair/Replace 6. Project Location: Various
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

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

10. Previous Funding: \$600K/yr Total Funding: \$600K/yr Future Funding: \$600K/yr

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

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

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018	600,000					\$600,000
2019	600,000					\$600,000
2020	600,000					\$600,000
2021	600,000					\$600,000
2022	600,000					\$600,000
TOTAL	\$3,000,000		\$0	\$0	\$0	\$3,000,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW 10th Avenue -- SW Fairlawn Road to SW Wanamaker 2. Project #: T-701015.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2 2017-2022
 5. Type: Repair/Replace 6. Project Location: SW 10th Ave. Fairlawn to Wanamaker
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

9. Project Description: This project will widen SW 10th Avenue between SW Fairlawn Road and SW Wanamaker Road. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. Design is scheduled to start in 2017 with utility relocation in 2018 and construction in 2019. \$400k from GO Bonds was included in 2017 CIP.

10. Previous Funding: \$400,000 Total Funding: \$6,000,000 Future Funding: \$ -

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	2017-2019	\$ 95,000
b. Right-of Way	2020-2022	\$ 200,000
c. Construction/Service Fees	2020-2022	\$ 5,000,000
d. Contingency		\$ 102,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 87,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 116,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 5,600,000
Estimated Life of Item (years):	<u>30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020	240,000					\$240,000
2021	1,360,000					\$1,360,000
2022	4,000,000					\$4,000,000
TOTAL	\$5,600,000		\$0	\$0	\$0	\$5,600,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW 10th Avenue from Wanamaker to SW Gerald Lane 2. Project #: _____
 3. Dept/Div: Public Works/Engineering 4. Project Year(s): 2022-2024
 5. Type: New 6. Project Location: SW 10th
 7. Contact Name: Brian Faust 8. Contact Phone: 785-369-3033

9. Project Description: SW 10th Street just west of Wanamaker narrows to a 2-lane rural section. There is commercial development on this this section with a transition to residential housing to the west. Road should be upgraded to a 3-lane section to Gerald Lane with additional expansion to the west at a future date. Note - significant drainage structure (bridge) just east of Gerald Lane with 2 lanes across. With residential to the west, an option is to narrow to a two lane section at the bridge and transition back to 3 lane further west. Need to look at traffic projections and growth potential before finalizing design. Length is approximately 1200'.

10. Previous Funding: \$ - Total Funding: \$ 1,500,000.00 Future Funding: \$ 1,350,000.00

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	2022	\$ 150,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ -
d. Contingency		\$ -
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 150,000
Estimated Life of Item (years): <u>30 years</u>		
Source of Estimate/Year: <u>Eng. Div. -- 2015</u>		

12. Estimated Annual Operating Cost
 Basis for Cost Estimate and Funding Source:

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021						\$0
2022	150,000					\$150,000
5 Year Total:	\$150,000		\$0	\$0	\$0	\$150,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW Wanamaker Road/SW Huntoon Street/ I-470 Ramps 2. Project #: T-701018.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2020-2022
 5. Type: Repair/Replace 6. Project Location: SW Wanamaker/SW Huntoon/I-470
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

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

10. Previous Funding: \$ - Total Funding: \$4,400,000 Future Funding: \$ -

11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2020-2021	\$ 350,000
b. Right-of Way	2020-2021	\$ 50,000
c. Construction/Service Fees	2021-2022	\$ 3,720,000
d. Contingency		\$ 206,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 32,000
g. Cost of Issuance (Rev/GO Bonds)		\$ 42,000
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 4,400,000

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

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

13. Amount by source of financing						
	1. G.O. Bonds	2. Federal Funds	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020	200,000	1,100,000				\$1,300,000
2021	1,000,000	1,100,000				\$2,100,000
2022	1,000,000					\$1,000,000
TOTAL	\$2,200,000	\$2,200,000	\$0	\$0	\$0	\$4,400,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: NW Tyler Street -- NW Lyman Road to NW Paramore Street 2. Project #: T-701019.00
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2020-2025
 5. Type: Repair/Replace 6. Project Location: NW Tyler St. -- Lyman to Beverly
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

9. Project Description: This project provides funding for widening NW Tyler Street between NW Lyman Road and NW Beverly Street to three lanes in conjunction with a citywide sales tax project. The new roadway will include curb & gutter, sidewalks and a drainage system. NW Tyler Street is a minor arterial street. Design is expected to start in 2020 with right-of-way acquisition and utility relocation in 2021. Construction to follow in 2022.

10. Previous Funding: \$ - Total Funding: \$1,900,000 Future Funding: \$ 1,500,000.00

11. Project Schedule and Estimate	
	Year
a. Design/Administrative Fees	2020
b. Right-of Way	2021
c. Construction/Service Fees	2022
d. Contingency	
e. Technology	
f. Financing Costs (Temp Notes)	
g. Cost of Issuance (Rev/GO Bonds)	
h. Debt Reserve Fund (Rev Bonds)	
i. Capitalized Interest	
Project Total	

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

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020	150,000					\$150,000
2021	150,000					\$150,000
2022	1,600,000					\$1,600,000
TOTAL	\$1,900,000		\$0	\$0	\$0	\$0 \$1,900,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SE 29th Street/KTA Interchange 2. Project #: T-701017.00
 3. Dept/Div: Public Works/Engineering 4. Project Year(s): 2022
 5. Type: New X 6. Project Location: SE 29th St/KTA Interchange
 7. Contact Name: Brian Faust 8. Contact Phone: (785) 368-3033

9. Project Description: This project will construct a new interchange on the Kansas Turnpike at SE 29th Street. The exact configuration, timeframe, and cost of this project are unknown--the project (design) is being placed in year 2022 as a placeholder. A portion of the costs will be paid by the Kansas Department of Transportation -- this project sheet represents the estimated City portion only.

10. Previous Funding: \$ - Total Funding: \$500,000 Future Funding: \$0

11. Project Schedule and Estimate		Year	Amount
a. Design/Administrative Fees	2022	\$	500,000
b. Right-of Way			
c. Construction/Service Fees			
d. Contingency			
e. Technology		\$	-
f. Financing Costs (Temp Notes)			
g. Cost of Issuance (Rev/GO Bonds)			
h. Debt Reserve Fund (Rev Bonds)		\$	-
i. Capitalized Interest		\$	-
Project Total		\$	500,000
Estimated Life of Item (years):		<u>30 years</u>	
Source of Estimate/Year:		<u>Eng. Div. -- 2015</u>	

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

13. Amount by source of financing						
	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021						\$0
2022	500,000					\$500,000
TOTAL	\$500,000	\$0	\$0	\$0	\$0	\$500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>Bikeways Master Plan</u>	2. Project #:	<u>T-861010.00</u>
3. Dept/Div:	<u>Public Works -- Engineering / Planning</u>	4. Project Year(s):	<u>2018, 2020, 2022</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>Various</u>
7. Contact Name:	<u>Terry Coder</u>	8. Contact Phone:	<u>368-3029</u>

9. Project Description: This project will construct bikeway routes identified in the Topeka Bikeways Master Plan. The project will improve the bicycle network across the City by providing such features as side paths, shared routes, connecting links, and bike lanes. The project will be funded by an extension of the Countywide Half Cent sales tax to take effect January 1, 2017. The project will be constructed in phases every other year starting in 2018.

10. Previous	\$	-	Total Funding:	\$ 1,500,000.00	Future Funding:	\$ 1,000,000.00
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11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2018, 2020, 2022	\$ 112,500
b. Right-of Way		\$ -
c. Construction/Service Fees	2018, 2020, 2022	\$ 1,275,000
d. Contingency	2018, 2020, 2022	\$ 112,500
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 1,500,000

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

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

13. Amount by source of financing						
	1. Countywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2018	500,000					\$500,000
2019						\$0
2020	500,000					\$500,000
2021						\$0
2022	500,000					\$500,000
TOTAL	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: S. Kansas Avenue (1st Street - 6th Street) 2. Project #: _____
 3. Dept/Div: Public Works 4. Project Year(s): 2020-2027
 5. Type: Repair/Replace 6. Project Location: S. Kansas Avenue (1st - 6th)
 7. Contact Name: Jason M. Peek 8. Contact Phone: 368-3801

Project Description: This project will continue the downtown S. Kansas Avenue infrastructure and streetscape improvements. The project is in support of continued renewal of Topeka's downtown and effort to complete a revitalize street corridor between 10th street and the Kansas River. The project will include repair and replacement of waterline, stormwater, sewer, street, sidewalk infrastructure, and other streetscape elements.

10. Previous Funding: \$ - Total \$ 300,000.00 Future Funding: \$ 14,700,000.00

11. Project Schedule and Estimate

	Year	Amount
a. Design/Administrative Fees		\$ 300,000
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ -
d. Contingency		\$ -
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 300,000

Estimated Life of Item (years): 20-30
 Source of Estimate/Year: 2016

12. Estimated Annual Operating Cost

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

13. Amount by source of financing

	1. G.O. Bonds	4.	5.	TOTAL
2018				\$0
2019				\$0
2020	150,000			\$150,000
2021	50,000			\$50,000
2022	100,000			\$100,000
TOTAL	\$300,000		\$0	\$0



City of Topeka

Capital Improvement Project Summary

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

9. Project Description: This project provides funding for replacing 12th Street between Gage Blvd. and Kansas Avenue in conjunction with a countywide sales tax project. The new roadway will include two lanes of pavement and sidewalks. This portion of funding is from the extension of the Countywide Half Cent sales tax to take effect January 1, 2017. The project is expected to be constructed in 2021-2022. Estimating half the project to be constructed in 2021 with remaining half in 2022. Phasing of project may be longer with the number of driveways, intersections, and utility coordination. Reconstruction along the corridor will be challenging.

10. Previous Funding: \$ - Total Funding: \$ 13,180,000.00 Future Funding: \$ -

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	2019-2020	\$ 700,000
b. Right-of Way	2020	\$ 200,000
c. Construction/Service Fees	2021-2022	\$ 11,980,000
d. Contingency	2021-2022	\$ 300,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 13,180,000

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

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

13. Amount by source of financing

	1. Countywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2018						\$0
2019	500,000					\$500,000
2020	400,000					\$400,000
2021	6,140,000					\$6,140,000
2022	6,140,000					\$6,140,000
TOTAL	\$13,180,000		\$0	\$0	\$0	\$13,180,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: SW 6th Avenue -- SW Gage Boulevard to SW Fairlawn Road 2. Project #: T-701013.00
 3. Dept/Div: Public Works -- Engineering 4. Project Year(s): 2 2016-2018
 5. Type: Repair/Replace 6. Project Location: SW 6th Ave. --Gage to Fairlawn
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

9. Project Description: This project will widen SW 6th Avenue between SW Gage Blvd. and SW Fairlawn Road. The new roadway will include curb & gutter, sidewalks, street lighting, and a drainage system. The project will be funded by the extension of the Countywide Half Cent Sales Tax that takes effect January 1, 2017. The construction will be phase into two sections. First phase will be constructed late summer/fall of 2017 and the remainder completed in 2018. Project will expend \$3.045 M in 2017 and 3.1 in 2018.

10. Previous Funding: \$ 3,045,000.00 Total Funding: \$ 6,145,000.00 Future Funding: \$ -

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2018	\$ 2,900,000
d. Contingency	2018	\$ 200,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 3,100,000

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

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

13. Amount by source of financing						
	1. Countywide Half Cent Sales	2.	3.	4.	5.	TOTAL
2018	3,100,000					\$3,100,000
2019						\$0
2020						\$0
2021						\$0
2022						\$0
TOTAL	\$3,100,000	\$0	\$0	\$0	\$0	\$3,100,000



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>SW 17th Street MacVicar to Interstate 470</u>	2. Project #:	<u>T-</u>
3. Dept/Div:	<u>Public Works -- Engineering</u>	4. Project Year(s):	<u>2 2021-2025</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u></u>
7. Contact Name:	<u>Brian Faust</u>	8. Contact Phone:	<u>368-3033</u>

9. Project Description: This project will replace the pavement on SW 17th Street between SW MacVicar Avenue and Interstate 470. The roadway will include curb & gutter, sidewalks, and a drainage system. The project will be funded by an extension of the Countywide Half Cent sales tax to take effect January 1, 2017. The project is expected to be constructed in three sections from 2023-25 with additional funding of \$13,800,000 provided in years 2022-25.

10. Previous Funding:	\$ -	Total Funding:	\$ 14,600,000	Future Funding:	\$ 13,300,000
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11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	2021	\$ 800,000
b. Right-of Way	2022	\$ 500,000
c. Construction/Service Fees		\$ -
d. Contingency		\$ -
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 1,300,000

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

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

13. Amount by source of financing						
	1. Countywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021	800,000					\$800,000
2022	500,000					\$500,000
TOTAL	\$1,300,000		\$0	\$0	\$0	\$1,300,000



City of Topeka

Capital Improvement Project Summary

1. Project Title: Wayfinding Signs 2. Project #: _____
 3. Dept/Div: Planning 4. Project Year(s): 2018-2019
 5. Type: New 6. Project Location: Various
 7. Contact Name: Bill Fiander 8. Contact Phone: 368-3008

9. Project Description: This project involves the manufacturing and installation of Topeka's wayfinding messaging system to provide efficient vehicular guidance to key destinations within and outside the city designed in alignment with the adopted brand for Topeka. Key destinations have been identified using a set of criteria based on their civic value, volume of traffic, visitor traffic, navigation difficulty, and traffic safety. 27 primary sites and 22 secondary sites were identified. The signs follow tenets of the Manual of Uniform Traffic Control Devices (MUTCD) and will be much more readable, intuitive, and durable than the present wayfinding signs. There are 127 vehicular guidance signs and 14 public parking signs for Downtown broken up into two phases. The first phase would remove/replace all of the existing wayfinding signs (78 signs plus 14 parking signs). The second phase would install signs where they currently are not located (49 signs). The costs include 3M vinyl graphics, supports structures, footings, and Z-clip brackets. The vehicular and parking signs are part of a comprehensive wayfinding program that also includes gateway signs along key entrances to the city and pedestrian-scale signage for Downtown.

10. Previous Funding: \$ - Total \$ 470,000.00 Future Funding: \$ -

11. Project Schedule and Estimate

	Year	Amount
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees		\$ 470,000
d. Contingency		\$ -
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ -
g. Cost of Issuance (Rev/GO Bonds)		\$ -
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 470,000

Estimated Life of Item (years): 20 years
 Source of Estimate/Year: Axia Creative/2016

12. Estimated Annual Operating Cost

Basis for Cost Estimate and Funding Source: City of Topeka Wayfinding Program by Axia Creative (December, 2016). Bid-ready documents already provided. Maintenance funding will be minimal after installation to address signs that may get damaged due to crashes or future destinations being added (1-2 signs per year = \$6,000). Source of funding should come from Street Operations Division of Public Works. Any cost to add or change signs due to a new destination would be born by the new destination.

13. Amount by source of financing

	1. G.O. Bonds	2.	3.	4.	5.	TOTAL
2018	300,000					\$300,000
2019	170,000					\$170,000
2020						\$0
2021						\$0
2022						\$0
5 Year Total:	\$470,000	\$0	\$0	\$0	\$0	\$470,000



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>Kansas River Levee System Rehabilitation - Phase II</u>	2. Project #:	<u>T-831000.01</u>
3. Dept/Div:	<u>WPC / Stormwater Utility</u>	4. Project Year(s):	<u>2016-2018</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>Throughout the levee system</u>
7. Contact Name:	<u>Kelly Ryan</u>	8. Contact Phone:	<u>368-3980</u>

9. Project Description: This project includes rehabilitation efforts for four levee units within the City as required by the United States Army Corps of Engineers (USACE) 2009 Kansas Flood Damage Reduction Feasibility Study. This study and subsequent design analysis indicates that the levee system does not provide the authorized level of flood protection to the city and recommends the following improvements: installation of an earth stability berm on the landside of the floodwall and removal of stoplog gap at the Waterworks Levee Unit; fortification of 1900 feet of existing floodwall and installation of 1800 feet of earth stability berm at the South Topeka Levee Unit, the installation of an earth berm and rock anchors at the Oakland Levee Unit; and installation of an earth berm and 30 relief wells for under seepage on the North Topeka Levee Unit. The project is cost shared with the Federal Government, with the City to provide a minimum of \$10,600,000 (35%) of the estimated \$29,500,000 total project costs. Construction began in 2015 and will continue through 2020. Amount required in SW Ops Funds in 2018 is \$2,700,000 which will be the final year that the City needs to fully fund their portion of the project.

10. Previous Funding:	\$ 21,800,000.00	Total Funding:	\$ 29,500,000.00	Future Funding:	\$ -
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11. Project Schedule and Estimate			12. Estimated Annual Operating Cost	
	Year	Amount	Basis for Cost Estimate and Funding Source: 2009 USACE Feasibility Study; 2015 Oakland Unit construction contract amount; 2016 North Topeka Unit construction contract amount; on-going USACE design of remaining work. Estimated Annual Operating Cost: included in operating budget.	
a. Design/Administrative Fees		\$ -		
b. Right-of Way		\$ -		
c. Construction/Service Fees	2018-2020	\$ 7,700,000		
d. Contingency		\$ -		
e. Technology		\$ -		
f. Financing Costs (Temp Notes)				
g. Cost of Issuance (Rev/GO Bonds)				
h. Debt Reserve Fund (Rev Bonds)				
i. Capitalized Interest		\$ -		
Project Total		\$ 7,700,000		
Estimated Life of Item (years):	<u>25-50</u>			
Source of Estimate/Year:	<u>USACE/2009</u>			

13. Amount by source of financing						
	1. SW Ops Fund	2. Federal Funds	3.	4.	5.	TOTAL
2018	2,700,000	5,000,000				\$7,700,000
2019						\$0
2020						\$0
2021						\$0
2022						\$0
5 Year Total:	\$2,700,000	\$5,000,000	\$0	\$0	\$0	\$7,700,000



City of Topeka

Capital Improvement Project Summary

1. Project Title:	<u>Annual Water Main Replacement Program</u>	2. Project #:	<u>T-281095.00</u>
3. Dept/Div:	<u>Public Works / UAM - Water</u>	4. Project Year(s):	<u>2018-2019</u>
5. Type:	<u>Repair/Replace</u>	6. Project Location:	<u>Citywide</u>
7. Contact Name:	<u>Paul Bodner</u>	8. Contact Phone:	<u>368-2448</u>

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

10. Previous Funding:	<u>Up To \$3,000,000 Annual</u>	Total Funding:	<u>\$ 40,000,000.00</u>	Future Funding:	<u>\$ 19,500,000.00</u>
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11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	2018-2022	\$ 1,750,000
b. Right-of Way		\$ 500,000
c. Construction/Service Fees	2018-2022	\$ 11,500,000
d. Contingency		\$ 1,668,502
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 231,278
g. Cost of Issuance (Rev/GO Bonds)		\$ 308,370
h. Debt Reserve Fund (Rev Bonds)		\$ 1,541,850
i. Capitalized Interest		\$ -
Project Total		\$ 17,500,000
Estimated Life of Item (years):	<u>75 -100</u>	
Source of Estimate/Year:	<u>Water/2013</u>	

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

13. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2018	3,000,000					\$3,000,000
2019	3,000,000					\$3,000,000
2020	3,000,000					\$3,000,000
2021	4,500,000					\$4,500,000
2022	4,000,000					\$4,000,000
5 Year Total:	\$17,500,000			\$0	\$0	\$17,500,000



City of Topeka

Capital Improvement Project Summary

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

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

10. Previous Funding: \$ 539,100 Total Funding: \$ 1,827,350 Future Funding: \$ -

11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees		\$ -
b. Right-of Way		\$ -
c. Construction/Service Fees	2018	\$ 916,022
d. Contingency		\$ 219,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 17,025
g. Cost of Issuance (Rev/GO Bonds)		\$ 22,700
h. Debt Reserve Fund (Rev Bonds)		\$ 113,502
i. Capitalized Interest		\$ -
Project Total		\$ 1,288,250
Estimated Life of Item (years):		<u>75 -100</u>
Source of Estimate/Year:		<u>Water/2013</u>

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

13. Amount by source of financing						
	1. Revenue	2.	3.	4.	5.	TOTAL
2018	1,288,250					\$1,288,250
2019						\$0
2020						\$0
2021						\$0
2022						\$0
5 Year Total:	\$1,288,250		\$0	\$0	\$0	\$1,288,250



City of Topeka

Capital Improvement Project Summary

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

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

10. Previous Funding: \$ - Total Funding: \$ 4,744,300 Future Funding: \$ -

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	2018	\$ 237,500
b. Right-of Way		\$ 150,000
c. Construction/Service Fees	2018	\$ 3,630,000
d. Contingency		\$ 162,500
e. Technology		\$ -
f. Financing Costs (Temp Notes)		\$ 62,700
g. Cost of Issuance (Rev/GO Bonds)		\$ 83,600
h. Debt Reserve Fund (Rev Bonds)		\$ 418,000
i. Capitalized Interest		\$ -
Project Total		\$ 4,744,300

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

Estimated Life of Item (years): 50 to 100
 Source of Estimate/Year: Bartlett & West/2003

13. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2018	4,744,300					\$4,744,300
2019						\$0
2020						\$0
2021						\$0
2022						\$0
5 Year Total:	\$4,744,300	\$0	\$0	\$0	\$0	\$4,744,300



City of Topeka

Capital Improvement Project Summary

1. Project Title: 18" on SW Fairlawn and SW 45th - SW 41st to SW Gage 2. Project #: T-281108.00

3. Dept/Div: Public Works / UAM - Water 4. Project Year(s): 2019

5. Type: New X 6. Project Location: Fairlawn & 45th-41st-Gage

7. Contact Name: Paul Bodner 8. Contact Phone: 368-2448

9. Project Description: The 2002 Water Distribution System Master Plan determined that this project among others will improve the delivery of potable water and fire protection throughout the city. A new 18" water main will be located on Fairlawn and 45th St and continue north to approximately 41st St, then continue northeast to 37th St and Gage Rd. The installation of this main will provide connectivity for current (short-term) and long-term growth capacity for the South Pressure Zone.

10. Previous Funding: \$ - Total Funding: \$ 2,213,250 Future Funding: \$ -

11. Project Schedule and Estimate	
	<u>Year</u> <u>Amount</u>
a. Design/Administrative Fees	2021 \$ 230,000
b. Right-of Way	
c. Construction/Service Fees	2021 \$ 1,520,000
d. Contingency	\$ 200,000
e. Technology	\$ -
f. Financing Costs (Temp Notes)	\$ 29,250
g. Cost of Issuance (Rev/GO Bonds)	\$ 39,000
h. Debt Reserve Fund (Rev Bonds)	\$ 195,000
i. Capitalized Interest	\$ -
Project Total	\$ 2,213,250
Estimated Life of Item (years):	<u>75 -100</u>
Source of Estimate/Year:	<u>Water/2013</u>

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

13. Amount by source of financing						
	1. Revenue Bonds	2.	3.	4.	5.	TOTAL
2018						\$0
2019						\$0
2020						\$0
2021	2,213,250					\$2,213,250
2022						\$0
5 Year Total:	\$2,213,250		\$0	\$0	\$0	\$0

Draft

In addition to the 3 year Capital Improvement Budget, the 2018-2027 CIP will include 10 years of projects. The first 5 years of projects will be detailed with specific project sheets as in prior years, but years 6-10 (2023-2027) will be included in a summarized list, similar to the Future Funding list. By December 15th, 2016, in addition to the detail project sheets for 2018-2022, please submit projects for years 2023-2027 in the format below. For many departments, projects on this list may have been included in the 2017-2021 Future Funding List, included on another tab for your reference.

6-10 Year Project List (2023-2027)					
Project	Department	Estimated Year	Estimated Cost	Estimated Funding Source (if known)	
Bikeway master Plan	PW	2024 and 2026	\$ 2,000,000	Countywide	
Master Address Database	PW	2023	\$ 750,000	G.O. Bonds	
Neighborhood Infrastructure	PW	2023-2027	\$ 5,000,000	GO Bond (continuation of current funding levels)	
Neighborhood Infrastructure	PW	2023-2027	\$ 3,000,000	CDBG (continuation of current funding levels)	
Traffic Safety Projects	PW	2023-2027	\$ 1,100,000	GO Bond (Increase from current funding level of \$0.185M)	
Traffic Signal Replacement	PW	2023-2027	\$ 4,400,000	GO Bond (Increase from current funding level of \$0.64M)	
Complete Streets	PW	2023-2027	\$ 500,000	GO Bond (continuation of current funding levels)	
Cityside Infrastructure	PW	2023-2027	\$ 1,000,000	GO Bond (continuation of current funding levels)	
Curb & Gutter Replacement Program	PW	2023-2027	\$ 7,500,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown	
Alley Repair	PW	2023-2027	\$ 1,250,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown	
ADA Sidewalk Ramp Program	PW	2023-2027	\$ 500,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown	
Sidewalk Repair Program (50/50)	PW	2023-2027	\$ 500,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown	
Local Street Preservation Program (Micropaver) - (was Street Maint/Repair)	PW	2023-2027	\$ 10,000,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown	
Collector Street Preservation/Reconstruction Program (Micropaver) - programmed around 9.5 to 10M under 'Maint & Improve Existing Streets 2017-2019. Program is critical to maintain our Collector network.	PW	2023-2027	\$ 4,000,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown Renamed from Maintain and Improve existing Streets - Assuming 36' wide (3 lane), mill/overlay 10 miles at this funding level.	
Arterial Street Preservation/Reconstruction Program (Micropaver) - programmed around 9.5 to 10M under 'Maint & Improve Existing Streets 2017-2019. Program is critical to maintain our Arterial network.	PW	2023-2027	\$ 6,000,000	Currently Citywide 1/2 sales tax thru 2019, future funding unknown Renamed from Maintain and Improve existing Streets - Assuming 60 wide (5 lane), mill/overlay 10 miles at this funding level.	
SW 29th Street from Burlingame to Mulvane Street	PW	2022-2023	\$ 1,750,000	G.O. Bonds; Continuation of 2022 funding	
SW Huntoon Street – SW Executive Drive to SW Urish Road	PW	2023-2025	\$ 3,800,000	G.O Bond and/or sales tax funding dependent	
Replacement of Medians	PW	2023-2024	\$ 600,000	G.O Bond and/or sales tax funding dependent	
Union Pacific Railroad Pedestrian Crossing N. Ks Ave./NOTO	PW	2025	\$ 1,300,000	G.O Bond and/or sales tax funding dependent	
Public Works Facility Improvements	PW	2023-2027	\$ 8,000,000	GO Bond _project to fund facility improvements/relocation fo Public Works Facilities due to potential river front development and operational needs	
S. Kansas Avenue (1st Street to 6th Street)	PW	2023-2027	\$ 14,700,000	GO Bond - project is to continue streetscape and infrastructure replacement of Kansas Avenue	
SW Urish Road – SW 21 st Street to SW 29 th Street	PW	2023-2025	\$ 5,000,000	G.O Bond and/or sales tax funding dependent	
NW Tyler Street – NW Beverly Street to NW Paramore Street	PW	2023-2025	\$ 1,500,000	G.O. or potentially renewed City Sales Tax if approved	
S. Topeka Blvd from 15th Street to 21st Street	PW	2026-2028	\$ 4,900,000	County Sales - \$500k in 2026/27 - \$4.4M const 2028	
S. Topeka Blvd from 21st Street to 29th Street	PW	2023-2024	\$ 1,680,000	G.O Bond and/or sales tax funding dependent	
S. Topeka Blvd from 29th Street to 37th Street	PW	2023-2025	\$ 2,500,000	G.O Bond and/or sales tax funding dependent	
S. Topeka Blvd. from 37th Street to 49th Street	PW	2025-2027	\$ 5,200,000	G.O Bond and/or sales tax funding dependent	
S. Kansas Avenue from 10th Street to 17th Street	PW	2023-2024	\$ 2,000,000	G.O Bond and/or sales tax funding dependent	
S. Kansas Avenue from 17th Street to 19th Street	PW	2025-2026	\$ 1,500,000	G.O Bond and/or sales tax funding dependent	
SW 6th Avenue from Wanamaker Road west to Museum Drive	PW	2026	\$ 1,500,000	G.O Bond and/or sales tax funding dependent	
SW 10 th Avenue – SW Wanamaker Road to SW Gerald Lane	PW	2022-2024	\$ 1,350,000	G.O. Bonds - Design 2021 ROW/Utilities 2022	
SW 17th Street - MacVicar to I470	PW	2021-2025	\$ 13,300,000	County Sales - \$1.3M (21/22) - \$13.3M (23-25)	
SW 21st Street from I-470 Bridges To Fairlawn Road	PW	2025-2027	\$ 2,000,000	G.O Bond and/or sales tax funding dependent	
SW 29th Street from Fairlawn Road to Wanamaker Road	PW	2027-2029	\$ 6,100,000	County Sales Tax - \$400k in 2027	
SW 29 th Street from Topeka Blvd to Burlingame Road.	PW	2023-2024	\$ 1,075,000	G.O Bond and/or sales tax funding dependent	
SE 29th Street from Kansas Avenue to Adams Street	PW	2023-2024	\$ 2,500,000	G.O Bond and/or sales tax funding dependent	
SW 37th Street - Scapa Place to Burlingame Road	PW	2027-2029	\$ 3,700,000	County Sales Tax - \$200k in 2027	
SE Quincy Street from 8th Street to 10th Street	PW	2022-2023	\$ 1,000,000	G.O Bond and/or sales tax funding dependent	
SW Gage Blvd. from I-70 to 6th Street	PW	2022-2024	\$ 2,200,000	G.O Bond and/or sales tax funding dependent	
Huntoon (2 Lanes) Gage to SW Harrison	PW	2024-2027	\$ 11,740,000	County Sales - \$500k (24) - \$300k (25) - \$11M (26/27)	
SW Fairlawn Road from 23rd Street to 29th Street	PW	2024-2026	\$ 3,000,000	G.O Bond and/or sales tax funding dependent	
SW Adams from 37th to 45th. Improve to a 3 lane urban section w/ enclosed storm	PW	2025-2027	\$ 3,000,000.00	G.O Bond and/or sales tax funding dependent	



City of Topeka

Capital Improvement Project Summary

1. Project Title: Maintain and Improve Existing Streets -2018 2. Project #: T-841017.01
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2018
 5. Type: Repair/Replace X 6. Project Location: Various Locations
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

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

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

10. Previous Funding: \$9,350,000 (2017 CIP) Total Funding: \$8,660,311 Future Funding: \$8,800,000 (2019)

11. Project Schedule and Estimate		
	<u>Year</u>	<u>Amount</u>
a. Design/Administrative Fees	Annual	\$ 866,031
b. Right-of Way		
c. Construction/Service Fees	Annual	\$ 7,644,280
d. Contingency		\$ 150,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		
g. Cost of Issuance (Rev/GO Bonds)		
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 8,660,311
Estimated Life of Item (years):	<u>10 to 30 years</u>	
Source of Estimate/Year:	<u>Eng. Div. -- 2015</u>	

12. Estimated Annual Operating Cost

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

13. Amount by source of financing						
	1. Citywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2018	8,660,311					\$8,660,311
2019						\$0
2020						\$0
2021						\$0
2022						\$0
TOTAL	\$8,660,311	\$0	\$0	\$0	\$0	\$8,660,311



City of Topeka

Capital Improvement Project Summary

1. Project Title: Maintain and Improve Existing Streets - 2019 2. Project #: T-841017.02
 3. Dept/Div: Public Works / Engineering 4. Project Year(s): 2019
 5. Type: Repair/Replace X 6. Project Location: Various Locations
 7. Contact Name: Brian Faust 8. Contact Phone: 368-3033

9. Project Description: This project will provide maintenance and improvements to existing city streets, curbs, gutters, and sidewalks. Maintenance and improvements will be limited to elements which are already in place and in need of maintenance, repair or replacement. Projects will be administered by the Engineering Division. The tentative list of 2019 projects include the following projects. Each year's projects will be reassessed and resources reallocated based on updated street conditions and needs.

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

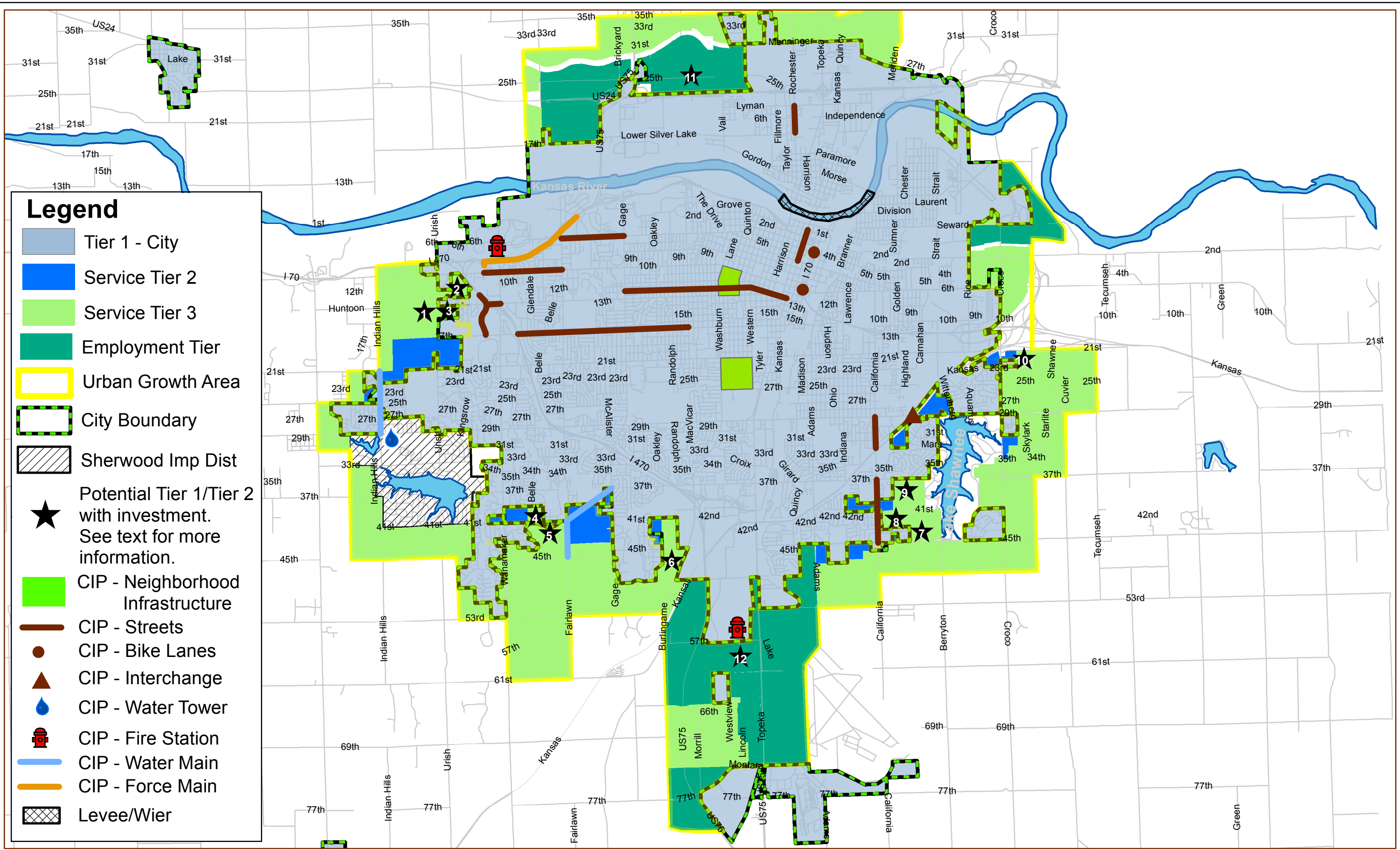
10. Previous Funding: \$8,660,311 (2018) Total Funding: \$ 8,800,000.00 Future Funding: Tax Expires

11. Project Schedule and Estimate		
	Year	Amount
a. Design/Administrative Fees	Annual	\$ 880,000
b. Right-of Way		
c. Construction/Service Fees	Annual	\$ 7,770,000
d. Contingency		\$ 150,000
e. Technology		\$ -
f. Financing Costs (Temp Notes)		
g. Cost of Issuance (Rev/GO Bonds)		
h. Debt Reserve Fund (Rev Bonds)		\$ -
i. Capitalized Interest		\$ -
Project Total		\$ 8,800,000
Estimated Life of Item (years):		<u>10 to 30 years</u>
Source of Estimate/Year:		<u>Eng. Div. -- 2015</u>

12. Estimated Annual Operating Cost

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

13. Amount by source of financing						
	1. Citywide Half Cent Sales Tax	2.	3.	4.	5.	TOTAL
2018						\$0
2019	8,800,000					\$8,800,000
2020						\$0
2021						\$0
2022						\$0
TOTAL	\$8,800,000		\$0	\$0	\$0	\$0
			\$0	\$0	\$0	\$8,800,000



Legend

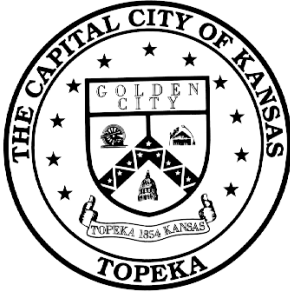
- Tier 1 - City
- Service Tier 2
- Service Tier 3
- Employment Tier
- Urban Growth Area
- City Boundary
- Sherwood Imp Dist
- ★ Potential Tier 1/Tier 2 with investment. See text for more information.
- CIP - Neighborhood Infrastructure
- CIP - Streets
- CIP - Bike Lanes
- CIP - Interchange
- CIP - Water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

City of Topeka

2018 - 2022 Highlighted CIP Projects/Urban Growth Area

Z71/02E

by Old Dominion Freight Lines



CITY OF TOPEKA

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

Bill Fiander, AICP, Director
Email: bfiander@topeka.org
Fax: 785-368-2535
www.topeka.org

MEMORANDUM

To: Topeka Planning Commission

From: Michael Hall, AICP, Current Planning Manager

Re: Variance for Fence Exceeding Height of 8 Feet as a Minor Amendment to Planned Unit Development Z71/2E

Date: February 20, 2017

Old Dominion Freight Lines proposes to construct an electric security fence at a height of 10 feet and located parallel with, and 6 to 12 inches inside, the existing 8' high chain link fence located along the property perimeter. As indicated on the site plan, the existing fence is located outside utility easements and is thus approximately 12 feet from the east, north, and west property lines. Along the property frontage on SE 21st Street the setback for the existing fence varies but is located a minimum of 20 feet from the front property line along a part of the frontage and behind the parking lot and building façade for the balance of the frontage.

Development of the property as a truck freight and distribution use was approved by a planned unit development (PUD) master plan. Therefore, any significant change to the master plan requires an amendment to the master plan. The proposed fence may be approved by minor amendment and approved by the planning director (Planning Commission and Governing Body approval of the PUD is not required.) but is subject to the fence standards in TMC 18.210.040. With the Planning Commission's approval of a variance for fence height, staff can make all of the findings necessary to support approval of a minor amendment.

The fence standards restrict fences to a height of 8 feet except for parks and recreation, public use, or public utility facilities when approved by the planning director, and prohibit fencing hazardous to persons or animals. Electric fences are potentially unsafe. However, based on the information provided by the applicant, Planning and Legal staff have determined the proposed electric fence to be safe.¹

Pursuant to TMC 18.190.080 for PUDs the Planning Commission is "solely empowered to grant variances" to the zoning ordinance only under the following circumstances:

- (a) *The applicant demonstrates that the plan as submitted more effectively accomplishes the goals and objectives of the comprehensive plan than such plan incorporating the provision for which a variance is requested; or*

(b) The strict application of any provision would result in peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon, the owner of such property; provided, that the variance may be granted without substantial detriment to the public good and without substantially impairing the purpose of this chapter. (Ord. 19218 § 7, 2-3-09. Code 1995 § 48-24.07.)

Analysis and Recommendation

Staff finds that the proposed variance for fence height satisfies the criteria in TMC 18.190.080 based on the following:

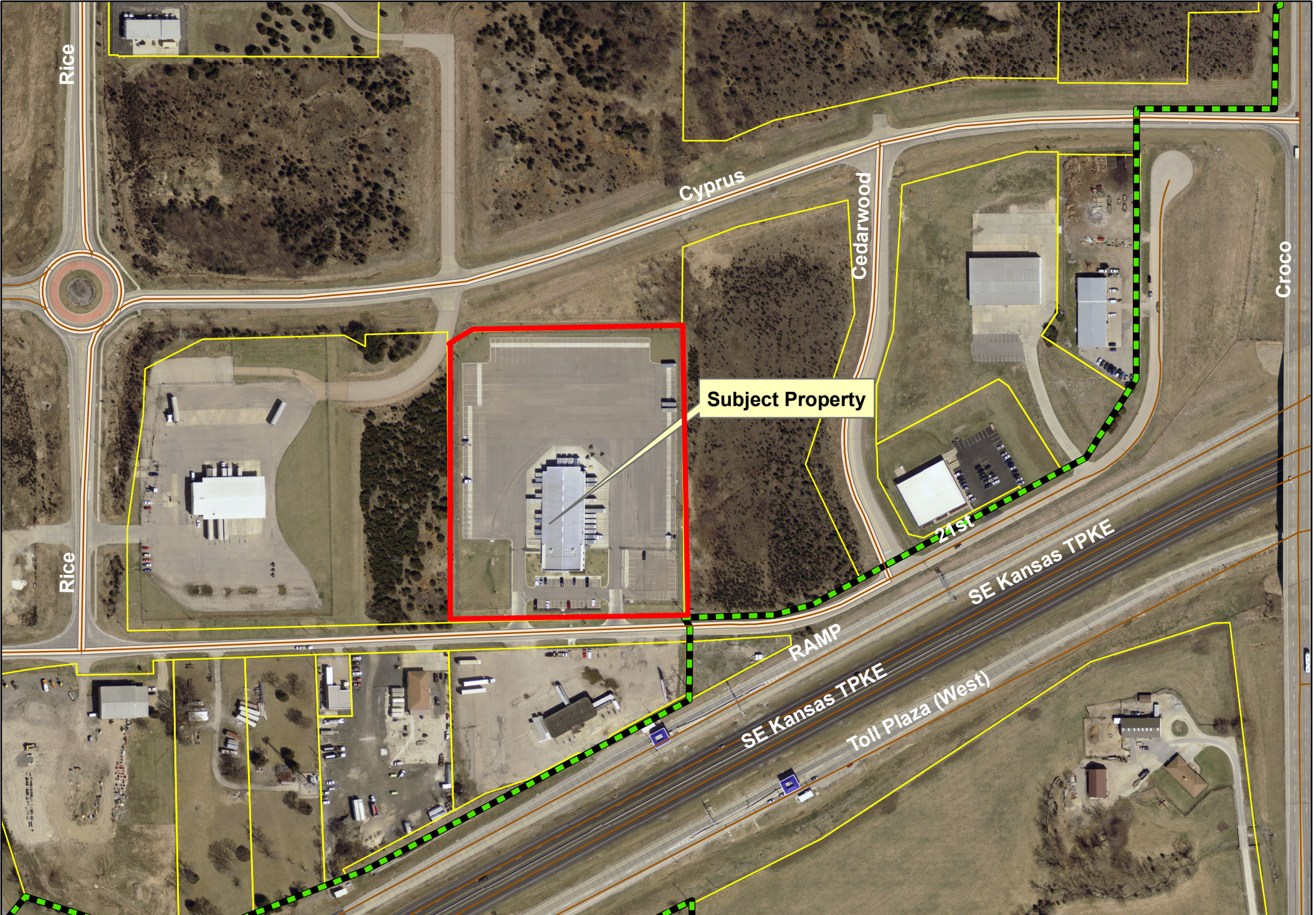
- The strict application of the height standards would impose a practical and undue hardship upon the owner of the property. Old Dominion Freight Lines has purportedly suffered major problems with theft, and the fence as proposed is needed for security reasons as described in the attached letter from the fence vendor “The Electric Guard Dog”. As stated in the letter, *“the 10-foot height prevents the perpetrators from simply hurdling both the perimeter fence and Security Fence as a single barrier in one continuous motion. They would be required to navigate 2 unequal barriers to access the property for purposes of criminal intent.”*
- Old Dominion Freight Lines is surrounded by industrial zoning with industrial uses to the south and mostly vacant land to its immediate east, north, and west.
- The proposed security fence is located on the inside of the existing fence and is set back substantially from all property lines. The security fence will not be highly visible and will not have any significant negative visual impact.

For the above reasons staff recommends the Planning Commission approve a variance for the proposed 10 foot high security fence.

Attachments

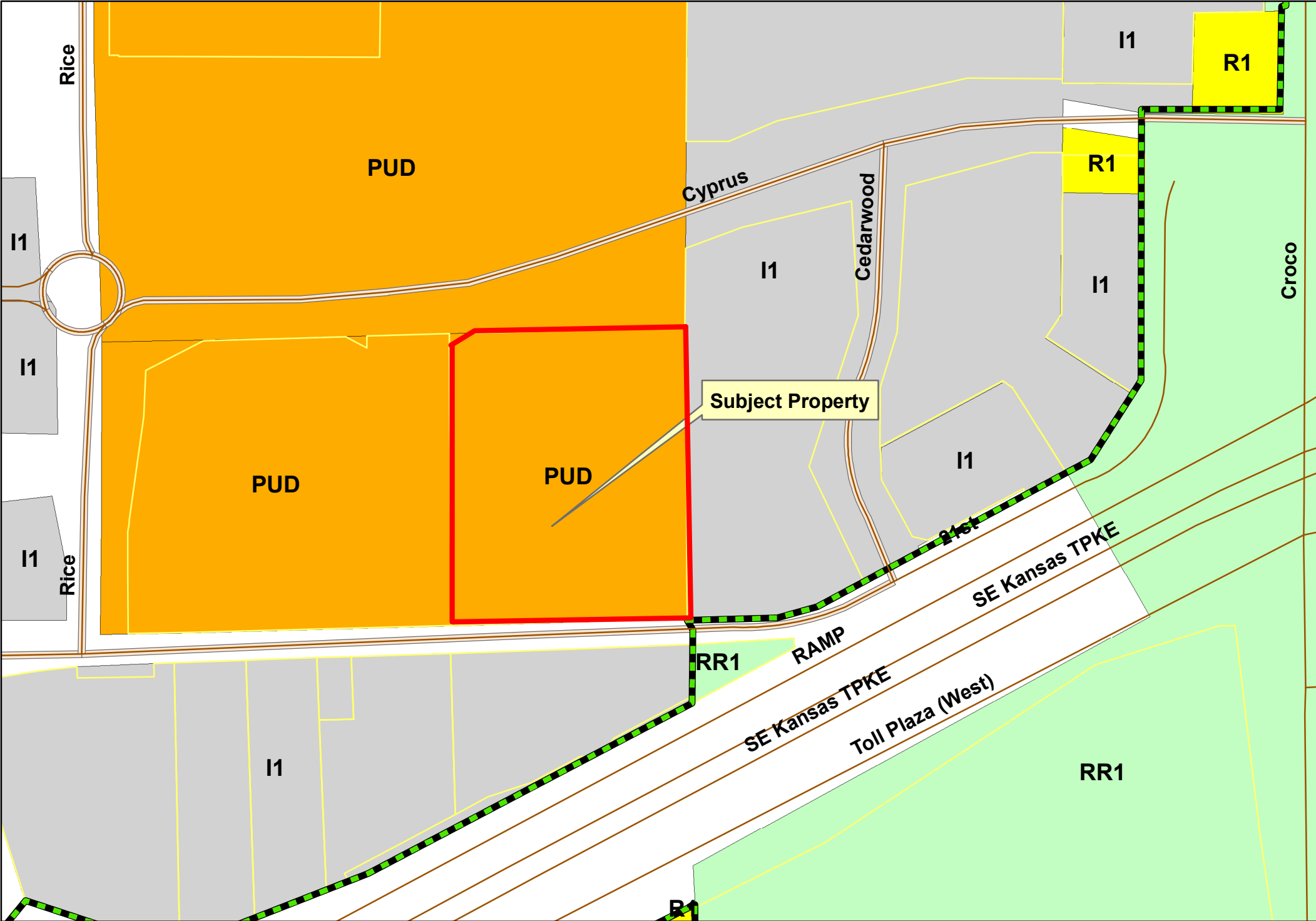
- Z71/2E Aerial Map
- Z71/2E Zoning Map
- Site Plan
- Typical Details
- January 20, 2017 Letter from Applicant, Justification for Fence Height
- Photos of Site including Existing Fence

¹ Applicant describes the power source as a 12 volt, DC battery using short electric pulses lasting .0003 seconds, the equivalent of “being slapped on the back of the hand with a ruler.” Vendor “The Electric Guard Dog” has provided a document to certify safety of the electric fence.



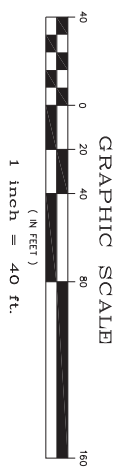
Z71/12E By: Old Dominion Freight Lines (minor PUD amendment) - Variance request



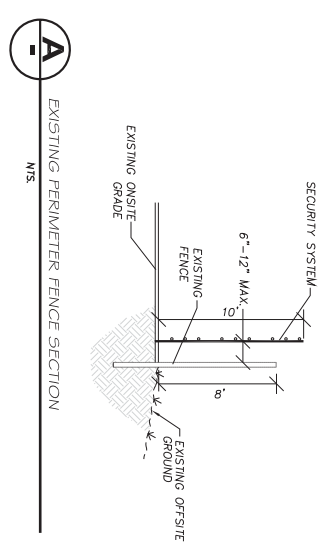
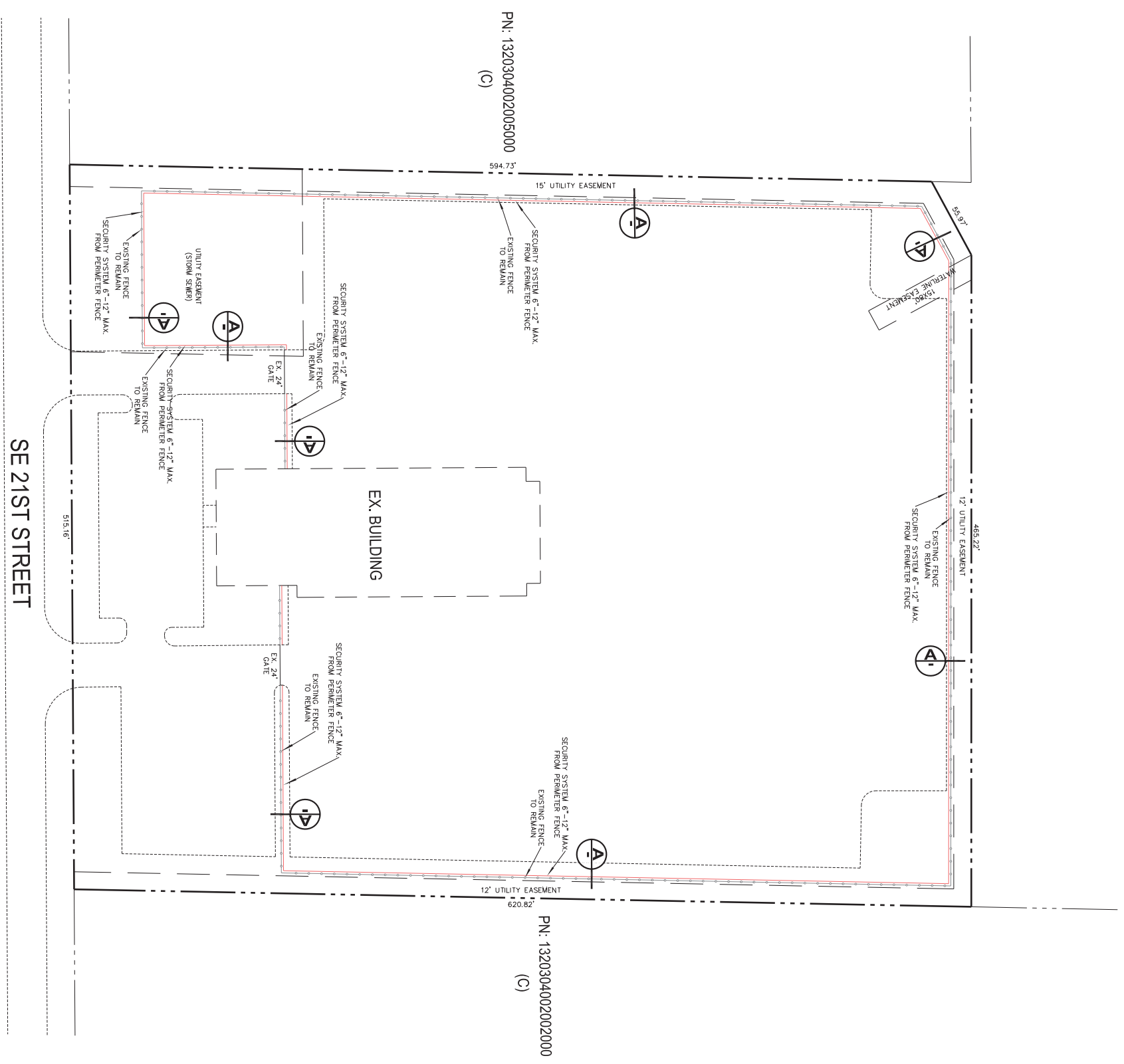


Z71/12E By: Old Dominion Freight Lines (minor PUD amendment) - Variance request





SITE PLAN
REQUEST TO AUTHORIZE A
SECURITY SYSTEM
OLD DOMINION FREIGHT LINE
3508 SE 21ST STREET
TOPEKA, KS 66607

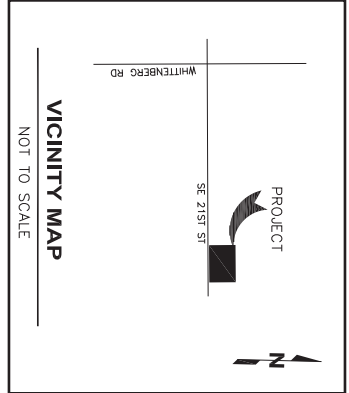


LEGEND	
	ROW LINE
	CENTERLINE
	PROPERTY LINE
	SETBACK
	LANDSCAPE EASEMENT
	EXISTING SCREEN FENCE
	EXISTING FENCE
	PROPOSED SECURITY SYSTEM
	LS = LANDSCAPE AREA

DEVELOPER
 Old Dominion
 3508 SE 21st St.
 Topeka, KS 66607

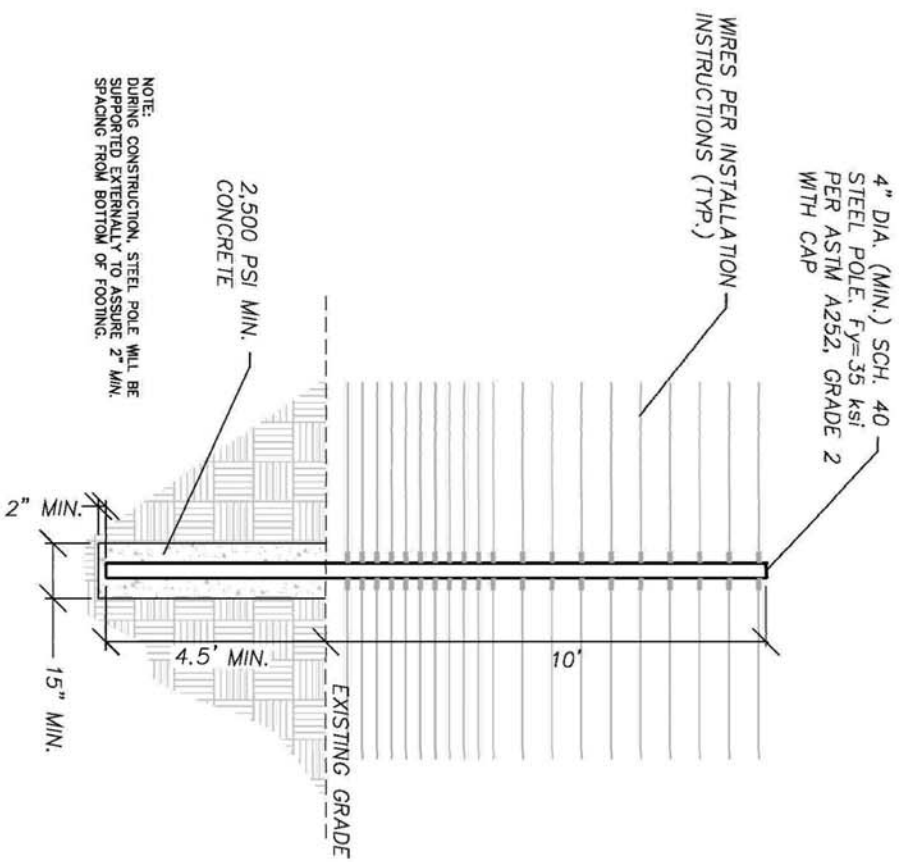
PROJECT DATA	
PN:	1320304002006000
ACREAGE:	7.38 +/- NET ACRES 7.38 +/- GROSS ACRES
BUILDING FOOTPRINT:	15,080 TOTAL S.F.
LOT COVERAGE:	4.69% COVERAGE
ZONING:	EXISTING: C PROPOSED: C
PARKING:	REQUIRED: 31 SPACES PROVIDED: 31+ SPACES
MINIMUM SYSTEM SETBACKS:	FRONT (STREET) - 48' SIDE - 14' REAR - 14'

STORM DRAIN: THE EXISTING STORM DRAIN ADJACENT TO THE PROPERTY. NO STORM DRAIN IS BEING PROPOSED AS PART OF THIS PROJECT.
UTILITY RIGHT-OF-WAY/EASEMENTS: NOTE: THERE ARE NO UTILITY RIGHT-OF-WAY OR EASEMENTS LOCATED ON THE PROPERTY.
DRAINAGE/IRRIGATION NOTE: THERE ARE NO IRRIGATION OR DRAINAGE EASEMENTS ON THE PROPERTY.
LANDSCAPE/RESERVATIONS NOTE: ALL COMMON AREA LANDSCAPE WILL BE MAINTAINED AT ALL TIMES. THERE ARE NO IRRIGATION OR DRAINAGE EASEMENTS FOR PARKS, SCHOOLS OR OTHER PUBLIC USES.



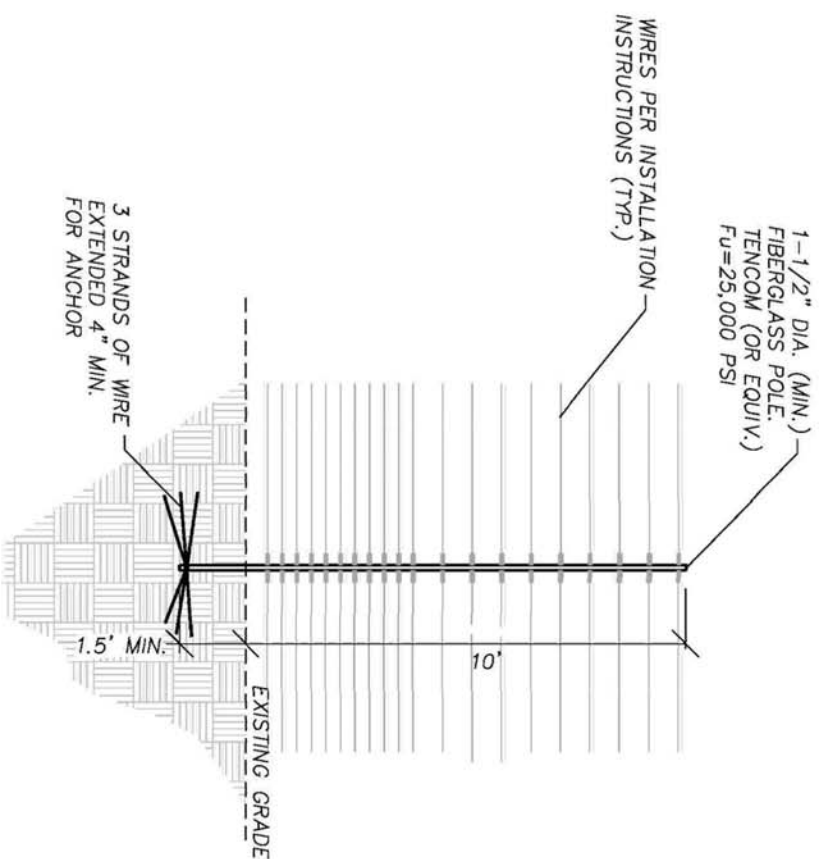
Electric Guard Dog
 121 Executive Center Driver, Ste 230
 Columbia SC 29210
 PHONE: 803-786-6333
 FAX: 803-404-5378

PROJECT:	REQUEST TO AUTHORIZE A SECURITY SYSTEM
DATE:	DEC. 23, 2016
SCALE:	1" = 20'
SHEET TITLE:	SITE PLAN
SHEET:	1 OF 3



STEEL POLE DETAIL

NTS



FIBERGLASS POLE DETAIL

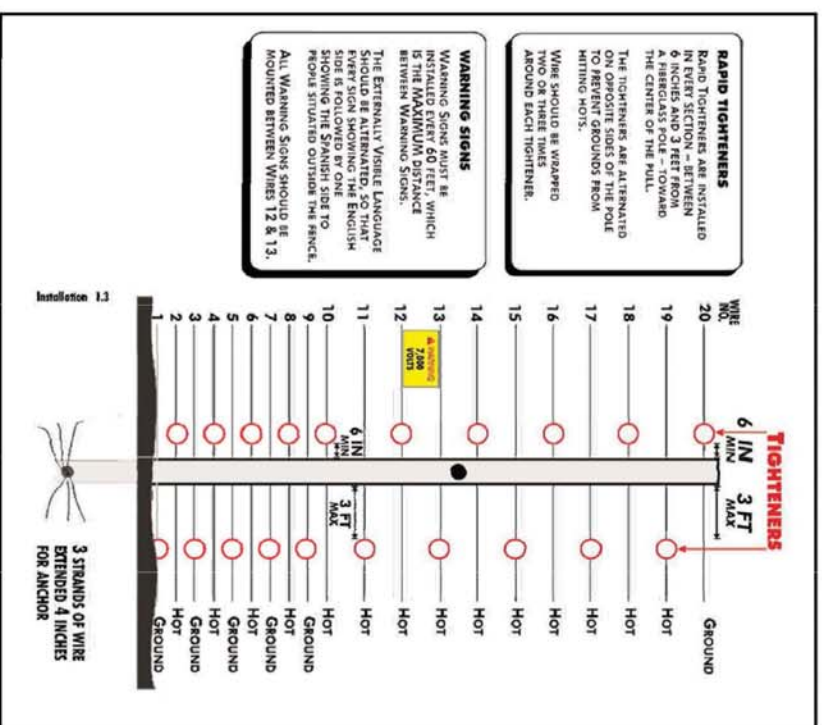
NTS



NOTE:
BOTH ENGLISH AND SPANISH VERSION OF THE "WARNING SIGN" WILL BE PLACED EVERY 60 FEET MAXIMUM.

EXAMPLE WARNING SIGNS

NTS



WIRE CONNECTIONS

NTS

#	DATE / DESCRIPTION

Electric Guard Dog

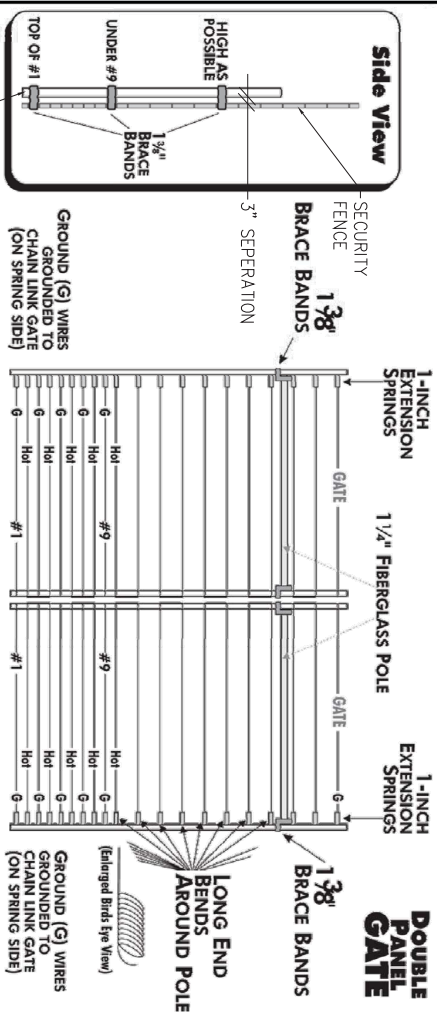
121 Executive Center Driver, Ste 230
Columbia SC 29210
PHONE: 803-786-6333
FAX: 803-404-5378

PROJECT: **REQUEST TO AUTHORIZE A SECURITY SYSTEM**
3508 SE 21ST STREET
TOPEKA, KS 66607
PN: 1320304002006000

SHEET TITLE:
TYPICAL DETAILS

DATE: DEC. 23, 2016
SCALE: N/A

SHEET
2 OF 3

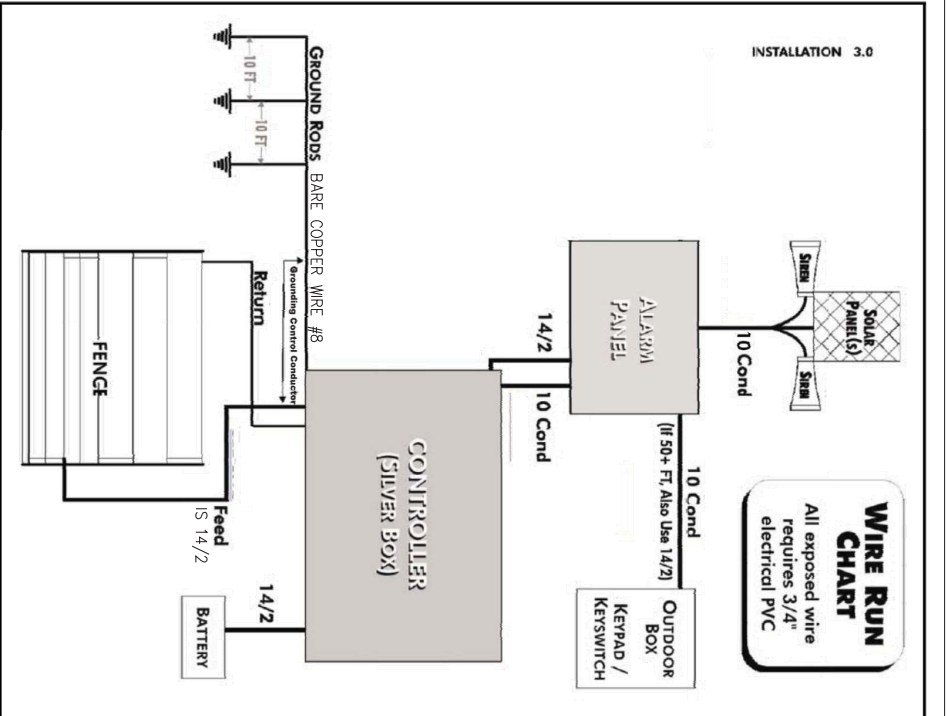


1. Brace Bands are located on top of #1, under #9, and set high on the chain link as possible.
2. Springs are located on opposite side of lock.
3. All contacts must include spring.
4. All contacts must have bolt through fiberglass (no set screws).
5. All Brace Bands hooked to chain link must have set screw.
6. Every gate panel must have a sign.
7. All gate contacts must be secured in a manner that ensures contact when closed by a blind person.

NOTE:
 GATE MOUNTS WILL NOT AFFECT FUNCTIONALITY OF THE GATE(S).

GATE DETAIL

NTS

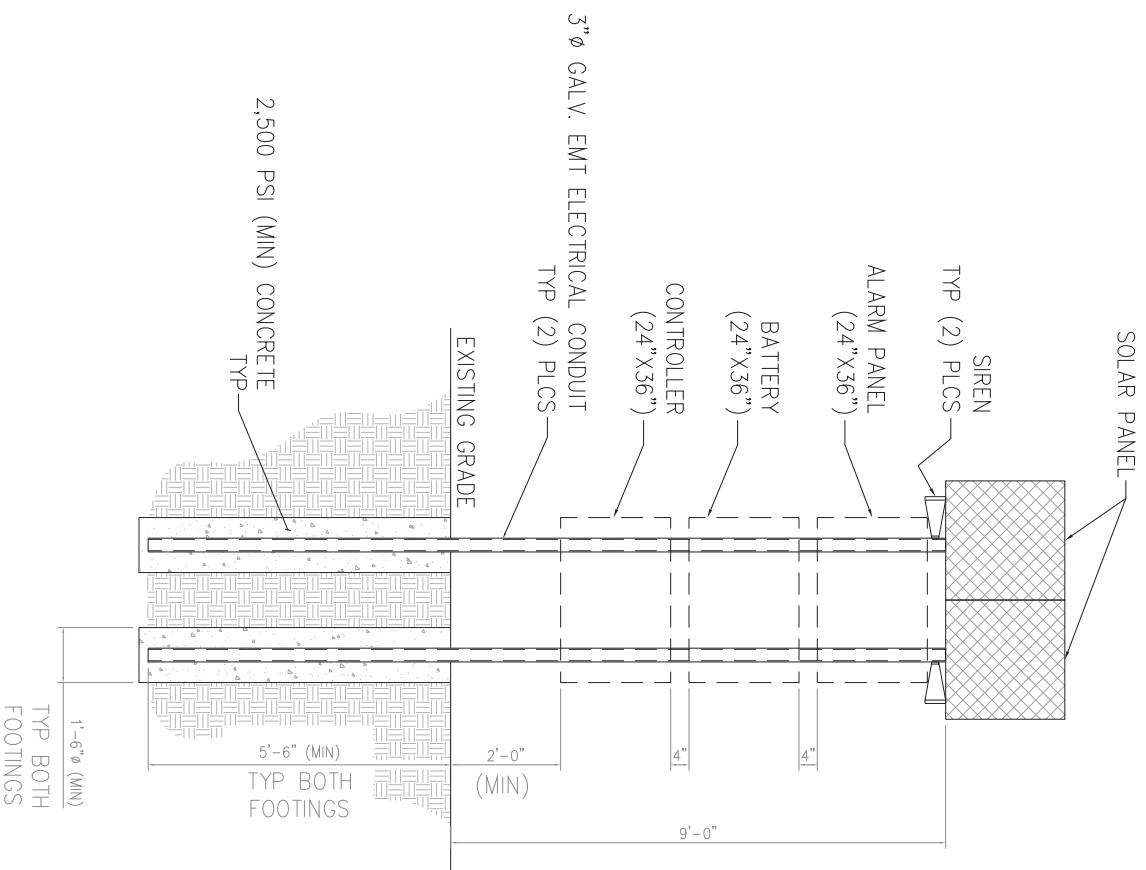


WIRE RUN DETAILS

NTS

OUTSIDE MOUNTED ELECTRONICS

MOUNT THREE EMPTY GALVANIZED SILVER BOXES TO A PAIR OF 3"Ø GALVANIZED EMT ELECTRICAL CONDUIT STEEL POLES. THE BOTTOM OF THE LOWEST BOX MUST BE AT LEAST 2 FEET ABOVE GROUND LEVEL, AND THE POLES MUST BE ANCHORED AT LEAST 5'-6" BELOW GROUND LEVEL.



STEEL POLE DETAIL

Electric Guard Dog

121 Executive Center Driver, Ste 230
 Columbia SC 29210
 PHONE: 803-786-6333
 FAX: 803-404-5378

PROJECT: **REQUEST TO AUTHORIZE A SECURITY SYSTEM**
 3508 SE 21ST STREET
 TOPEKA, KS 66607
 PN: 1320304002006000

SHEET TITLE:
TYPICAL DETAILS

DATE: DEC. 23, 2016
 SCALE: N/A



The #1 Theft Deterrent Service in the U.S.

121 Executive Center Drive • Suite 230

Columbia, SC 29210

(803) 786-6333 • Fax (803) 786-6458

1/20/17

City of Topeka

Topeka Planning Department

ATTN: Mike Hall

RE- Recommendations for Monday's meeting regarding code amendments

Mike,

We, Electric Guard Dog LLC. Would like to recommend that security fencing up to 10-FT be allowed in zoning districts C-4 & C-5 as well as all industrial zoning districts only when 6-12 inches behind properties existing barrier/perimeter fence.

Presently, the fence code of Topeka do not allow for fences over eight feet. We are recommending 10-FT be allowed in above listed zoning districts due to the following:

- The perimeter fence is allowed at 8-feet.
- The security fence should be considerably higher than the perimeter fence.
- The 10-foot height prevents the perpetrators from simply hurdling both the perimeter fence and Security Fence as a single barrier in one continuous motion. They would be required to navigate 2 unequal barriers to access the property for purposes of criminal intent.
- At 10-feet, the fence is more imposing to someone thinking about scaling it. We have experimented with different heights and have found shorter fences (8-feet) to be too tempting to breach.

We appreciate your consideration.

Thank you,

Nikki Huggins

Electric Guard Dog, LLC

121 Executive Center Drive, Suite 230, Columbia, SC 29210

Direct Phone: 803-978-5828 | Main Phone: 803-786-6333 | Fax: 803-404-5378

Email: nhuggins@electricguarddog.com

Website: <http://www.electricguarddog.com>

**Z71/2E Old Dominion Freight Lines / Minor PUD Amendment with Variance for Fence Height over 8 ft.
February 20, 2017 Planning Commission**



View from SE 21st Street (south)



View from SE 21st Street (southwest corner)

**Z71/2E Old Dominion Freight Lines / Minor PUD Amendment with Variance for Fence Height over 8 ft.
February 20, 2017 Planning Commission**



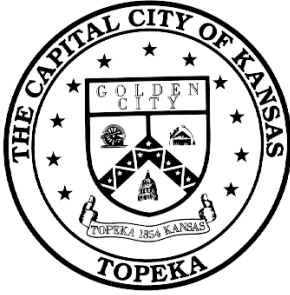
View from SE 21st Street (southeast corner)



View from SE Cypress Drive (northwest corner)

ACZR17/01

Amending the Zoning Code / Matrix



CITY OF TOPEKA

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

Bill Fiander, AICP, Director
Email: bfiander@topeka.org
Fax: 785-368-2535
www.topeka.org

MEMORANDUM

To: Topeka Planning Commission

From: Bill Fiander, AICP, Topeka Planning Director

Re: ACZR17_01 / Downtown Zoning D-1 Conversion and Miscellaneous Code Amendments

Date: February 20, 2017

On January 23, 2017 the Planning Commission conducted a public hearing to consider amendments to the zoning regulations regarding the conversion of the existing C-5 zoning to D-1 and an update of other sections of the zoning regulations. Upon closing the public hearing the Planning Commission moved to forward a recommendation of approval to the Governing Body all of the proposed amendments with the exception of the sections listed below, and requested Planning staff bring revised drafts of these sections back to the Planning Commission for discussion.

- **18.200.090 (f) (2) Painted Exterior Wall Signs.** The Commission agreed the regulations need to address that part of murals constituting a “sign” but in such a way as not to discourage or place unnecessary restrictions on artistic expression in the form of murals.
- **18.200.090 (f) (4) Window Signs.** The Commission agreed the proposed limitation on window signs (*window signs shall not exceed 50% of the area of all windows on each side of the building*) should apply for each tenant instead of the aggregate of all exterior windows on each exterior wall.
- **18.200.090 (f) (6) Monument Signs.** The Commission requested staff address the recommendation (from public testimony at the hearing) that the minimum width of a base for a monument sign be a minimum of 75 percent the width of the sign instead of 90 percent as staff presented at the meeting.
- **18.210.050 Cargo Containers.** The Commission agreed the proposed amendment should more specifically limit the length of time for which cargo containers, when used for construction, are allowed temporarily.

Staff is recommending the attached changes to the earlier draft in response to the Planning Commission’s direction. The following is also presented to you for your consideration and discussion at the meeting:

- For greater clarity staff is recommending minor changes to the proposed amendment regarding “Free Little Libraries”.
- Proposed revision to the definition of “park” to include parks owned by non-governmental entities.
- Proposed revision to the definition of “commercial vehicle” to include “box trucks”.

Attachments:

- Exhibit 1: Standards for Signs in D Districts (Revised Draft)
- Exhibit 2: Standards for Cargo Containers as an Accessory Use (Revised Draft)
- Exhibit 3: Standards for “free little libraries (Revised Draft)
- Exhibit 4: Revised Definition of “Park”
- Exhibit 5: Revised Definition of “Commercial Vehicle”

Exhibit 1

Standards for Signs in D Districts

18.55.190 “S” definitions.

* * *

“Sign” means any outdoor device, structure, fixture or placard using graphics, symbols, and/or written copy designated for the purpose of advertising or identifying any establishment, product, goods, services, activities, or uses.

“Sign, animation” means the use of movement or some element thereof, to depict action or create a special effect or scene.

“Sign area” means the total area of the space to be used for advertising purposes, including the spaces between open-type letters and figures, including the background structure or other decoration or addition which is an integral part of the sign. Sign supports shall be excluded in determining the area of a sign. A double-faced sign shall have twice the total area of a single-faced sign.

* * *

18.200.090 Design and appearance guidelines and sign standards.

(a) Within the D-1, D-2 and D-3 districts, all new development, including permitted commercial, office, institutional, multifamily residential, industrial uses, or combination thereof, or change of uses with exterior modifications shall be consistent with the following design guidelines. No building permit shall be issued unless it is in compliance with the downtown Topeka general design and appearance guidelines which are set forth in Exhibit A at the end of this section.

(b) Compliance shall be determined by the planning director by evaluating site plans and exterior elevations for conformity with the downtown Topeka general design and appearance guidelines.

(c) Decisions on conformity with the guidelines shall be made within 10 working days of submission.

(d) An appeal from the planning director’s decision as to compliance with the downtown Topeka general design and appearance guidelines may be made to the ~~Topeka Shawnee County metropolitan planning commission’s planning and policy committee~~ board of zoning appeals pursuant to Chapter 2.45 TMC. ~~Such appeal shall be heard at the next scheduled meeting of the committee.~~

(e) On-premise signs in the D-2 district shall comply with the standards for signs in the X (Mixed Use) districts pursuant to TMC 18.20.020 (e). Off-premise signs shall be regulated by TMC 18.25, Article IV.

(f) On-premise signs in the D-1 and D-3 districts shall comply with the following standards. Off-premise signs shall be regulated by TMC 18.25, Article IV.

(1) Wall Signs

(i) Each establishment is permitted one or more wall signs at the first floor on each building face occupied by said establishment. The accumulated area of wall signs on each building face shall be limited to 20 percent of the area of the exterior building elevation at the pedestrian level or 150 square feet, whichever is less.

(ii) Wall signage above the first floor shall be limited to no more than one sign ~~of no more than not exceeding~~ 150 square feet, for every 50 lineal feet of street frontage, on the exterior wall of the floor on which the signage is located. For buildings ~~of over-in excess of~~ three floors or ~~of a height of exceeding~~ 40 feet ~~in height or more, on any level above the third floor or above 40 feet from grade,~~ one wall sign per building face is permitted no larger than 300 square feet and ~~such wall sign shall be located above the third floor or above 40 feet, whichever is the least.~~ For signage above the third floor, the Planning Director, or the Historic Landmarks Commission if the sign is located on a historic landmark or in a historic district, may approve signage of greater than 300 square feet to the extent the applicant demonstrates signage exceeding 300 square feet is necessary for visibility and legibility of the sign.

(2) Painted Exterior Wall Signs

(i) A painted exterior wall sign ~~is a sign identifying-identifies~~ a use or ~~on-premise~~ establishment ~~within the building on which the sign is located~~ and consists ~~ings~~ entirely of copy that is painted directly on the exterior material of a building not including ~~any signs painted directly on~~ the exterior surface of a window, awnings, or other appurtenances.

(ii) Any painted exterior wall sign applied to the front or side of a building directly facing a street shall be regulated in the same manner as a wall sign. Any painted exterior wall sign applied to the side or rear of a building that does not directly abut a street is permitted ~~and provided~~ the area of all such signs ~~shall does~~ not exceed 300 square feet on the wall on which the signage is applied. ~~In determining the number of square feet, Only that part of the painted wall consisting of text or logos pertaining to the business, industry, or activity conducted on or within the premises shall constitute the area of the sign be included.~~ Art and graphic representations associated with the painted exterior wall sign that ~~do not constitute~~ are not text or logos shall not be subject to the ~~area~~ restriction ~~on area.~~¹

(3) Awning and Marquee Signs

(i) Awning and marquee signs are ~~defined as~~ signs incorporated in the awning material or attached flat to the face of an awning or marquee. A marquee is a roof-like projection or shelter, typically over the entrance to an entertainment venue, and typically containing an illuminated flat area for static or changeable sign copy. Signage attached such that the sign face is parallel with, or at an angle between 0 and less than 45 degrees of the building façade, shall be regulated in the same manner as wall signs. Signs attached in such a way as to be at a 45 degree or greater angle to the building façade shall be regulated in the same manner as projecting signs. For marquees electronic message centers (EMCs) may comprise 100 percent of the face of the marquee and 100 percent of the size allowed for marquee signs.

(4) Window Signs

(i) Window signs are ~~defined as those signs~~ on the inside or outside of the window ~~and that are~~ visible from the outside of the window. Window signs are permitted provided all window signs in aggregate constitute no more than 50 percent of ~~the area of all windows for each tenant and for on~~ ~~the each side and floor~~ of the building on which ~~said the~~ window signs are located. ~~Window signs do not require a sign permit.~~

(5) Projecting Signs

(i) Each establishment is permitted a maximum of one projecting sign, visible from any single angle, mounted to the exterior of the first or second floors. The area of the projecting signs shall be limited to 10 percent of the building face at the level on which the establishment is located or 75 square feet, whichever is less.

(6) Ground Signs

(i) A ~~“ground sign”~~ is any sign placed upon, or supported by, the ground independently of any building or structure on the property. Ground signs permitted in the D-1 district include ~~“monument”~~ signs and ~~“pylon”~~ signs. A ~~“monument sign”~~ is a ground sign for which the width of the widest part of the base or pylon cover of the sign is at least ~~9975~~ percent of the width of the widest part of the sign face, and for which the total height of the sign does not exceed 5 feet. A ~~“pylon sign”~~ is a ground sign whose sign face or cabinet is above ground level and is supported by poles, pylons, or posts.

(ii) Any parcel of land located in the Downtown Topeka Historic District is allowed one monument sign ~~or pylon sign~~ per street frontage not to exceed two signs, to a height not to exceed 10 feet. For each sign the sign area shall not exceed .5 square feet per lineal foot of frontage on the street to which it is oriented or 50 square feet, whichever is less. A pylon sign located on a base that is within 2 feet of the exterior building wall may be mounted on a pylon or similar support structure and the dimensional standards for projecting signs shall apply.

(iii) All other parcels of land may be permitted one sign per street frontage not to exceed two signs, to a height not to exceed 20 feet. For each sign the cumulative sign area shall not exceed .75 square foot per foot of frontage on the street to which it is oriented or 120 square feet, whichever is less.

(iv) Parcels of land with frontage on two or more streets may utilize a single ground sign in lieu of two ground signs provided the total area of said sign ~~shall does not exceed~~ 150 percent of the sign area allowed for any of the ground signs and in no instance ~~be is~~ greater than 75 square feet in the Downtown Topeka Historic District and ~~no more than~~ 150 square feet in area outside of the historic district.

(v) The poles or pylons used to support the cabinet of a pylon sign shall be contained within ~~the pole~~ or pylon covers of a material and color compatible with the sign and adjacent buildings. Pole or pylon covers shall ~~be of~~ have an outside ~~a~~ diameter of one foot or more.

(vi) Legal nonconforming ground signs may be refaced or have cabinets replaced without being required to comply with the standards in paragraphs i-iii. Legal non-conforming signs shall comply with the standards in paragraphs i-iii in the event they are removed or pole, pylon, or base is replaced.

(7) Roof Signs

(i) Each building ~~of a height of that exceeds~~ three floors or 40 feet ~~or more~~ is permitted one roof sign no larger than 300 square feet. The height of a roof sign, measured from the top of the highest parapet to the top of the sign, shall not exceed 25% of the height of the building or 30 feet, whichever is most restrictive. Roof signs shall comply with all applicable engineering and construction code requirements. The Planning Director, or the Historic Landmarks Commission if the sign is located on a historic landmark or in a historic district, may approve signage exceeding the above dimensional standards to the extent the applicant demonstrates signage exceeding the dimensional standards is necessary for visibility and legibility of the sign.

(8) Electronic Message Centers (EMC)

(i) EMCs may be incorporated in whole or in part into any of the above sign types. One EMC sign is permitted per street frontage per establishment provided the size of the EMC is limited to 50 percent of the allowable sign area for the type of sign in which it is incorporated. EMCs that are part of a marquee are allowed 100 percent of the allowed sign area and may comprise 100 percent of the face of the marquee.

(9) Directional Signs

(i) A directional sign ~~is a sign designed to provide~~s direction to pedestrian or vehicular traffic into and out of a site, or within a site. In addition to the ground signs provided in paragraph ~~“g”~~ ~~“f”~~ ~~“6”~~, up to two directional signs, constructed as ground signs, whether as a monument or pylon type, each not to exceed 6 square feet and 5 feet in height, are permitted for each 50 feet of street frontage not to exceed four per parcel. All other directional signs shall be regulated in accordance with paragraphs ~~“1”~~ through ~~“5”~~ and paragraphs ~~“7”~~, and ~~“8”~~, and ~~“10”~~.

Comment [MF1]: Make sure this reference is correct. Is it "f"?

Comment [MF2]: Are these references correct? I don't see a "10"

(10) Illumination

(i) Internal, flood illumination, or direct (i.e. neon) are permitted. Flashing, strobing, blinking, fluttering, chasing, and similar lighting features are prohibited unless they are determined by the Planning Director to contribute to or consistent with the historic character of the sign and building.

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Exhibit 2

Cargo Containers

18.55.030 “C” definitions.

“Cargo container” means any portable, weather-resistant receptacle, container or other structure that is designed or used for the storage or shipment of household goods, commodities, building materials, furniture, or merchandise. A cargo container is synonymous with “shipping container”, may be rented for temporary or long term, and is typically delivered and removed from the property via truck.

* * *

Chapter 18.210

ACCESSORY USES

18.210.010 Accessory uses.

Accessory uses, buildings and land customarily associated with, and clearly incidental to, a permitted use, special use requirement or conditional use permit shall be permitted provided they are:

- (a) Located on the same lot or parcel as a principal use and commonly associated with a principal building or use.
- (b) Subordinate in area, extent and purpose to the principal building. The cumulative footprint of all accessory buildings shall not exceed 90 percent of the principal building’s footprint.
- (c) Operated and maintained under the same ownership and are contributory to the comfort, convenience or necessity of the occupants, business or industry in the principal building or use served.
- (d) Time of Construction. No accessory building shall be constructed or established more than 120 days prior to the time of completion of the construction or establishment of the principal building or use to which it is an accessory. (Ord. 19921 § 136, 9-23-14.)

18.210.020 Permitted uses.

The accessory uses, buildings and other structures permitted in each zone may include the following:

- (a) In the RR-1 district:

* * *

(18) Temporary construction buildings for on-site construction purposes for a period not to exceed the duration of the construction project.

- (b) In the R-1, R-2, R-3, R-4, M-1 and M-1a districts: in addition to the accessory uses included in subsections (a)(6) through (a)(18) of this section, the following shall be permitted:

(1) Storage buildings and garages for the storage of wood, lumber, lawn or gardening equipment and other materials and equipment, exclusively for the personal use of the residents of the premises, but not including storage for commercial purposes. Truck bodies and cargo containers are not allowed as accessory uses. However, cargo containers may be used on a temporary basis ~~for up to 30 days within a calendar year~~ as regulated by TMC [18.210.050](#).

(2)(i) No farming equipment or farming machinery shall be parked or stored on a lot or tract of land unless within an enclosed lawful structure, or screened from view from any abutting property or street. No truck, excluding a pickup truck, trailer, boat, bus, tractor, or similar vehicle, machinery, or equipment with a curb weight (unloaded vehicle weight) or manufacturer's gross vehicle weight rating exceeding six tons shall be parked or stored any place on a lot or tract of land within an R, M-1 or M-1a district.

(ii) No commercial vehicles or commercial equipment, machinery or materials of any kind shall be stored any place on a lot or tract of land, except if such vehicles, equipment, machinery or materials are in temporary usage to actively accomplish permitted temporary activities on the premises such as construction, repair, moving, and other similar activities. In such case they shall be removed from the lot or tract of land within 48 hours of completion of said activity.

(3) Off-street parking as regulated by Chapter [18.240](#) TMC.

(4) A child's playhouse.

(c) In the M-2 and M-3 districts: in addition to the accessory uses included in subsection (b) of this section, the following shall be permitted:

(1) A maintenance storage building incidental to a permitted use, provided no such structure shall exceed 160 square feet in gross floor area, and shall be in keeping with the principal structure.

(2) A facility for leasing, managing and/or maintenance of a multiple-family dwelling or planned unit development, provided such facility is of such size and scale which is in keeping with, and is accessory in nature to, said multiple-family dwelling or planned unit development, all as determined by the planning director.

(d) In the O&I-1, O&I-2 and O&I-3 districts:

(1) For residential uses, the accessory uses included in subsection (c) of this section shall be permitted.

(2) Off-street parking as regulated by Chapter [18.240](#) TMC.

(3) A storage building incidental to a permitted use, provided no such structure shall exceed 400 square feet in gross floor area, and shall be in keeping with the principal structure.

(4) Employee restaurants and cafeterias, when located in a principal structure.

(5) Signs as regulated by Chapter [18.20](#) TMC.

(6) Fences as regulated by TMC [18.210.040](#).

(7) Flagpoles and statuary.

(8) Private garages and carports.

(e) In the C-1, C-2, C-3, C-4 and C-5 districts: in addition to the accessory uses included in subsection (d) of this section, the following shall be permitted:

(1) Restaurants, drugstores, gift shops, clubs, lounges, newsstands, and travel agencies when located in a permitted hotel or motel.

(2) One independent, freestanding commercial structure of 400 square feet or less in the C-1 district and 600 square feet in the other districts shall be permitted on a zoning lot. Such accessory structure shall not be required to provide off-street parking, but shall be located as to not interfere with or reduce the amount of required parking for the principal use. The location of such accessory structure shall be reviewed and approved by the planning director at the time of building permit application, provided such location does not conflict or interfere with site access and interior vehicular circulation.

* * *

18.210.050 Cargo Containers

Cargo containers as an accessory use are permitted in the I-1 and I-2 districts. In all other districts cargo containers are permitted only in accordance with the following provisions and standards.

(a) In a residential zoning district, one cargo container used as a moving pod ~~lessno larger~~ than 160 square feet and no more than 9 feet tall may be used on a temporary basis for up to 30 days within a calendar year

(b) In a non-residential or mixed use zoning district, cargo containers ~~lessno larger~~ than 320 square feet and no more than 9 feet tall may be used on a temporary basis for up to 30 days within a calendar year

(c) In commercial zoning districts C-3, C-4, X-2 and where accessory to institutional uses in other zoning districts, cargo containers shall not be visible from a public street either by placement or opaque fence/landscape screening. Any cargo container only visible from the front of buildings on adjacent property shall be set against the primary building and color matched with the building, and shall be limited to one cargo container. In addition, cargo containers shall:

- (1) not displace or interfere with required parking, circulation, or emergency access; and
- (3) not be used as a base, platform, or location for business identification signs; and
- (3) not be located in any required front or side yard setback adjoining a street right-of-way; and
- (4) be located at grade level and not be stacked.

(d) Exceptions to the requirements in paragraphs a – c above include:

1) Cargo containers used for ~~permitted~~ allowed on-site construction purposes for a period not to exceed the duration of ~~the~~ a construction project with a valid building permit and for no more than 180 days for construction projects not requiring a building permit.

2) Cargo containers used where accessory to public or institutional athletic fields as the primary use.

(e) Any legally existing cargo containers made non-conforming as a result of these regulations have 180 days from the adoption and publication of these regulation to conform.

Exhibit 3

Free Little Libraries

18.55.060 “F” definitions.

“Fabrication” means that part of manufacturing which relates to stamping, cutting or otherwise shaping processed materials into objects and may include the assembly of standard component parts, but does not include extracting, refining, or other initial processing of basic raw materials.

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“Free little libraries” are structures for the storage and donation of books or other print-media non-perishable items made available to the general public for no remuneration, and which may be located on private property in a structure or receptacle of a limited size and volume.

“Frontage” means any lot line abutting a public street right-of-way. (Ord. 19370 § 103, 3-23-10. Code 1995 Appx. C, Art. XXXV.)

Chapter 18.210 ACCESSORY USES

Sections:

- [18.210.010](#) Accessory uses.
- [18.210.020](#) Permitted uses.
- [18.210.030](#) *Repealed.*
- [18.210.035](#) Home occupations.
- [18.210.040](#) Fences.

18.210.010 Accessory uses.

Accessory uses, buildings and land customarily associated with, and clearly incidental to, a permitted use, special use requirement or conditional use permit shall be permitted provided they are:

- (a) Located on the same lot or parcel as a principal use and commonly associated with a principal building or use.

- (b) Subordinate in area, extent and purpose to the principal building. The cumulative footprint of all accessory buildings shall not exceed 90 percent of the principal building's footprint.
- (c) Operated and maintained under the same ownership and are contributory to the comfort, convenience or necessity of the occupants, business or industry in the principal building or use served.
- (d) Time of Construction. No accessory building shall be constructed or established more than 120 days prior to the time of completion of the construction or establishment of the principal building or use to which it is an accessory. (Ord. 19921 § 136, 9-23-14.)

18.210.020 Permitted uses.

The accessory uses, buildings and other structures permitted in each zone may include the following:

(a) In the RR-1 district:

- (1) Open or enclosed storage of farm materials and equipment.
- (2) Farm buildings, including barns, stables, sheds, toolrooms, shops, tanks, bins and silos.
- (3) Fuel storage tanks and dispensing equipment for fuels used solely for farming operations. No wholesale/retail sales of such fuels shall be allowed as an accessory use.
- (4) Wholesale and retail sales of agricultural products grown or raised upon the premises.
- (5) Roadside stands for the sale of produce grown on the premises; provided, that such a stand shall not contain more than 600 square feet of floor area, the stand is located no closer than 20 feet from the right-of-way, and access to the stand is from an entrance to the farm or residence.
- (6) Private, noncommercial antenna and supporting structure when used for amateur radio service; citizens band radio; a telecommunication device that receives only a radio frequency signal; a sole-source emitter with more than one kilowatt average output; and satellite receiving devices, provided they shall not be located in the area between the street and principal building nor within the required side yard.
- (7) Fences as regulated by TMC [18.210.040](#).
- (8) Gazebos, enclosed patios and similar buildings for passive recreational use.

(9) Home occupations as regulated by TMC [18.210.035](#).

(10) Private garages and carports.

(11) Private greenhouses or conservatories.

(12) Private recreational uses and facilities including but not limited to swimming pools and tennis courts, if the use of such facilities is restricted to occupants of the principal use and guests for whom no admission or membership fees are charged.

(13) Private or public utility transmission, distribution and/or collection systems; and not, however, including substations and distribution substations, pump stations, reservoirs, towers, transmission equipment buildings and similar facilitating structures.

(14) Residential accessory storage buildings for the storage of wood, lumber, lawn or gardening equipment and other materials and equipment, exclusively for the personal use of the residents of the premises, but not including a storage building for commercial purposes.

(15) Signs as regulated by Chapter [18.20](#) TMC.

(16) Statuary, arbors, trellises, flagpoles, and barbecue stoves.

(17) Structures for the shelter of household pets except kennels.

(18) Temporary construction buildings for on-site construction purposes for a period not to exceed the duration of the construction project.

(19) Free little libraries and other similar donation receptacles -associated with residential uses are limited to a height of 6 feet, a width of 2 feet, and volume of 6 cubic feet, and to a height of 6 feet, width of 4 feet, and volume of 10 cubic feet when associated with non-residential uses.

(b) In the R-1, R-2, R-3, R-4, M-1 and M-1a districts: in addition to the accessory uses included in subsections (a)(6) through (a)(~~18~~19) of this section, the following shall be permitted:

Exhibit 4

Definition of “Park”

18.55.160 “P” definitions.

“Parcel” means a lot, or contiguous group of lots in single ownership or under single control and usually considered a unit for purposes of development.

“Park” means a tract of land ~~owned by or controlled by a governmental entity and~~ open to used by the public for open space, cultural activities, or active and passive recreational purposes. It may include the following accessory uses: swimming pools, spray parks, court and field games, shelters, preserve and natural areas, historic sites, museums, botanical gardens, arboretums, performing art or live theaters, aquariums, planetariums, wildlife preserves, dog parks, boat ramps, fishing piers, zoos, and similar facilities, including related maintenance and support facilities.

Exhibit 5

Commercial Vehicles

18.55.030 “C” definitions.

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“Commercial equipment” means any equipment or machinery used in a business, trade or industry, including liquid storage tanks exceeding 100 gallons, earth-moving equipment, trenching or pipe-laying equipment, landscaping equipment, spools of wiring/cable, portable pumps, portable generators, portable air compressors, pipes, pool cleaning equipment and supplies, and any other equipment or machinery similar in design or function. However, equipment and machinery for business use kept within an enclosed pickup truck or van; ladders, PVC pipe, or conduit attached to a truck or van via a rack; or equipment and machinery solely for personal residential use are not included.

“Commercial vehicle” means any vehicle, excluding pickup trucks, used for a business that has a height (including ladder racks and other items attached thereto) exceeding a height of 10 and one-half feet, or width (excluding mirrors) exceeding eight feet, or length exceeding 25 feet or manufacturer’s rating exceeding 12,000 pounds of gross vehicle weight. Additionally, the following types of vehicles shall all be considered commercial vehicles: flatbed, ~~or~~ stake-bed, or box trucks except those that are pickup trucks, buses, semi-trailers or tractor-trailers, dump trucks, cement mixers, wreckers, and trailers loaded with any commercial equipment or construction materials. Additionally, any vehicles, including pickup trucks, with any of the following exterior modifications shall be considered commercial vehicles: liquid storage tanks exceeding 100 gallons, aerial buckets or platforms, welding equipment, or mechanical lifts or arms for loading and unloading materials/equipment. Vehicles for transferring passengers and their personal luggage/cargo for churches, nonprofit agencies, nursing homes, retirement communities, and other similar facilities shall not be considered commercial vehicles. Recreational vehicles are not considered commercial vehicles unless used for business purposes.