

# Downtown

## MASTER PLAN





# Current Gen



# Next Gen



# Many Boats...

- 2019 Downtown Market Strategy
- Dynamic Core TIF District
- Convention/Hotel Site Study
- TMTA Relocation Study
- Fieldhouse Site Study
- Docking Building Study
- Mayors Institute on City Design
- Downtown Parking Study
- D1/D3 Building Design & Sign Standards
- Momentum 2022

- Pappan's Ferry Charrette Plan/NPS
- NOTO Arts District Master Plan / LaMotte
- Historic District Design Guidelines
- Historic North Topeka East Neighborhood Plan
- Kansas Avenue Design
- Riverfront Master Plan
- Polk-Quincy Viaduct design
- Trails and Greenways Plan
- 2000 Downtown Topeka Redevelopment Plan

# What is it?

1

- Physical Development/Land Use Guide
- Market-Based (10 yrs)
- Aspirational (>10 yrs)
- Aligns 9 districts together (“plans within a plan”)



- **Welcoming**

- Civic pride, high aesthetic, authentic

- **Activated**

- Living, workspace, co-work, 3<sup>rd</sup> spaces

- **Resilient**

- Diverse uses, extend stay, compliment

- **Connected**

- Walkable

**Quality  
of  
Life/  
Place**

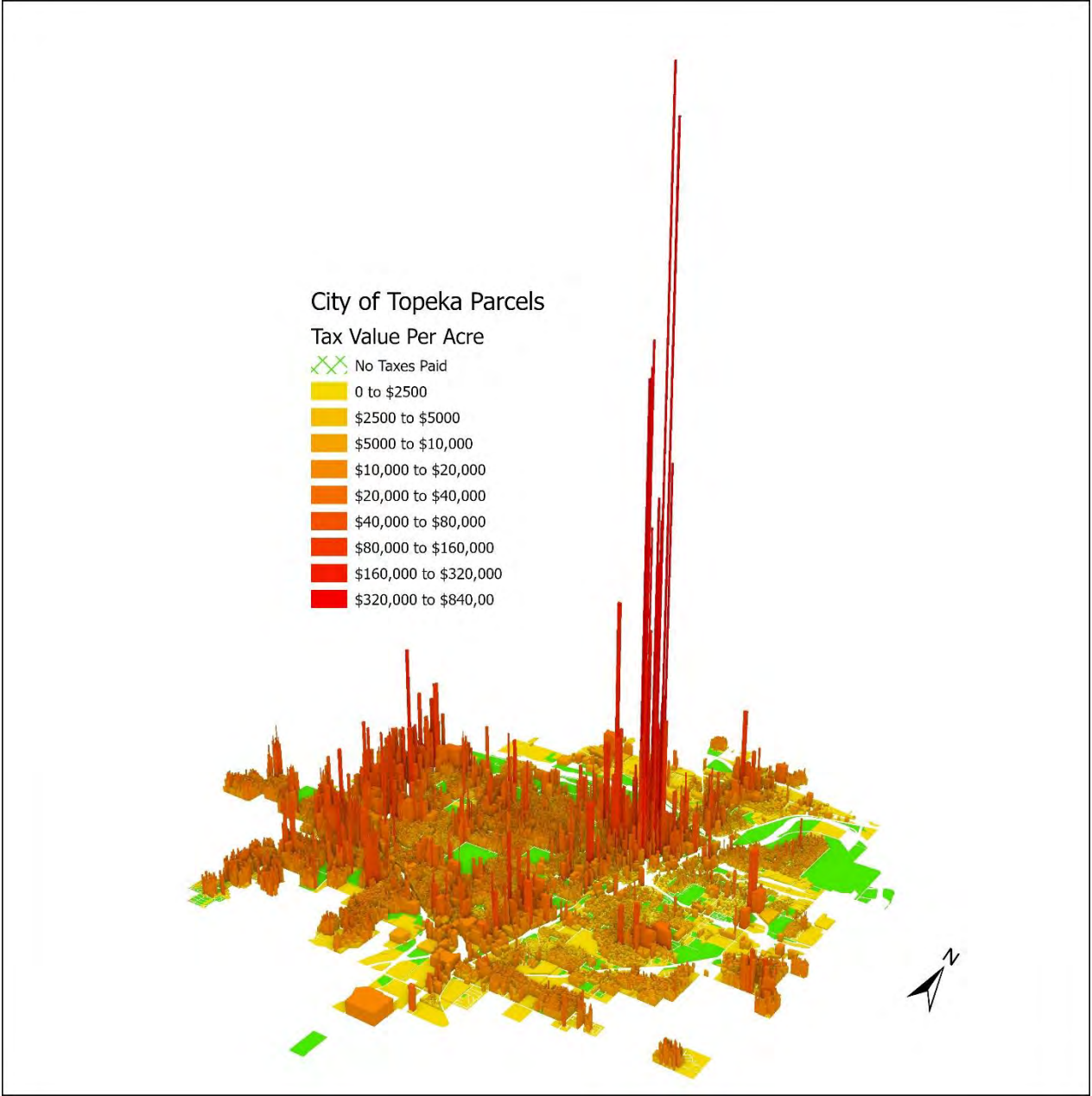
**Talent**

**Jobs**

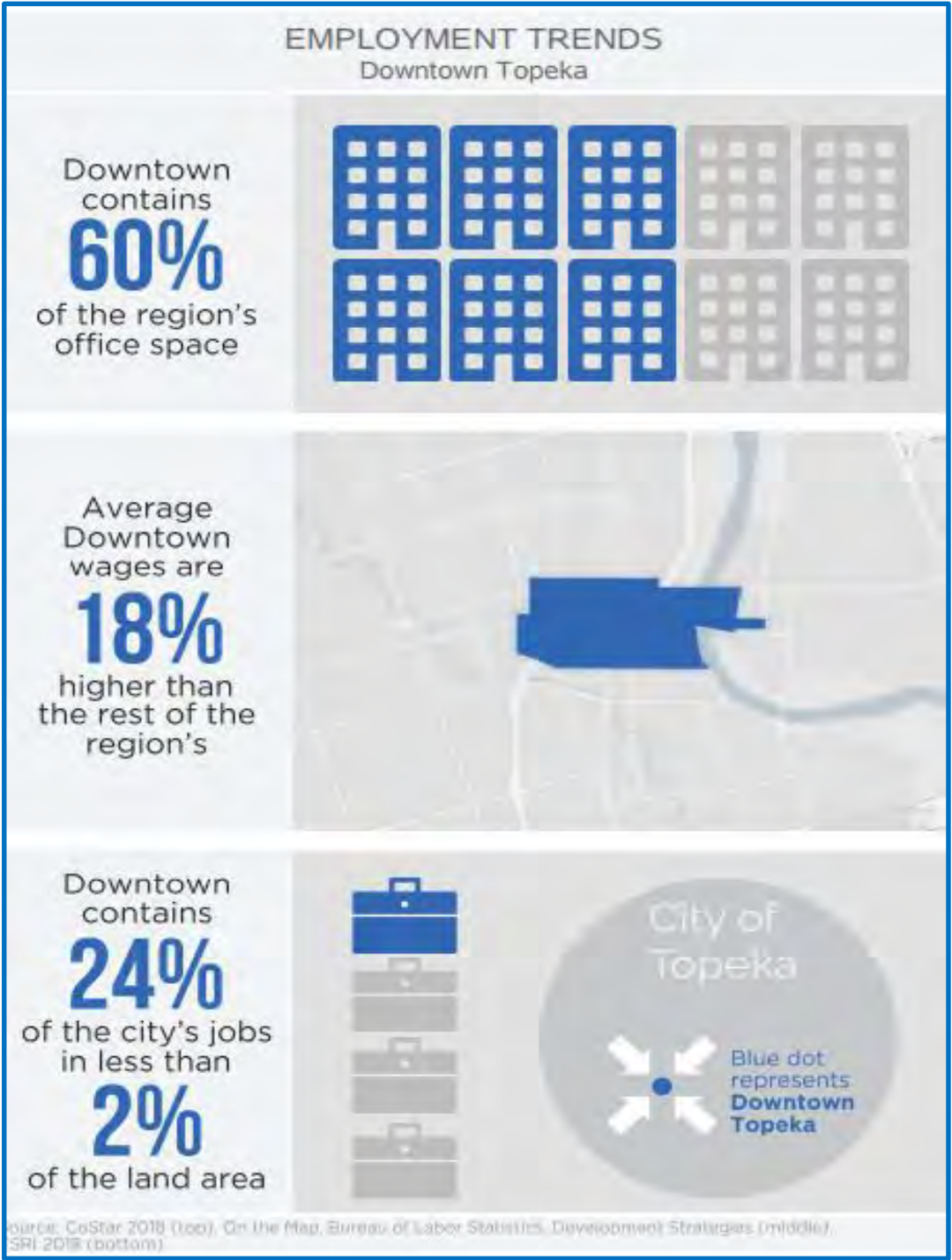
**ROI**



# Value Per Acre



Downtown Topeka Master Plan





PEOPLE



**YOUNG PROFESSIONALS**

<b>Target Demo (s)</b> Singles Couples	<b>Peak Activity Hours</b> Evening/Late Evening Weekends
<b>Income</b> \$35,000-\$45,000	<b>Product Types</b> Apartments - New and Rehabbed
<b>Tenure</b> 80% Renter	<b>Level Of Support</b> High



**MID-CAREER & EMPTY NESTERS**

<b>Target Demo (s)</b> Empty Nesters Professional Couples	<b>Peak Activity Hours</b> Early Evening Weekends
<b>Income</b> \$70,000-\$75,000	<b>Product Types</b> Townhomes and Condo Apartments
<b>Tenure</b> 20% Renter	<b>Level Of Support</b> Moderate



**STUDENTS**

<b>Target Demo (s)</b> Graduates Undergraduates	<b>Peak Activity Hours</b> Evening Weekends
<b>Income</b> \$20,000-\$25,000	<b>Product Types</b> Apartments
<b>Tenure</b> 100% Renter	<b>Level Of Support</b> Low

PRODUCTS



**NEW CONSTRUCTION**

<b>Avg. Rent Per Month</b> \$850-\$1,200	<b>Demand</b> ± 350
<b>Unit Sizes (Sq. Ft.)</b> 600-950	<b>Target Market</b> Young Professionals Mid-Career Professionals Students
<b>Avg. Rent Per Sq. Ft.</b> \$1.25-\$1.50	



**TOWNHOMES**

<b>Avg. Rent Per Month</b> \$1,000-\$1,650	<b>Demand</b> ± 100
<b>Unit Sizes (Sq. Ft.)</b> 1,100-1,850	<b>Target Market</b> Empty Nesters Mid-Career Professionals
<b>Avg. Rent Per Sq. Ft.</b> \$0.90-\$1.10	



**REHABBED APARTMENTS**

<b>Avg. Rent Per Month</b> \$750-\$1,200	<b>Demand</b> ± 175
<b>Unit Sizes (Sq. Ft.)</b> 700-1,100	<b>Target Market</b> Young Professionals Mid-Career Professionals
<b>Avg. Rent Per Sq. Ft.</b> \$1.00-\$1.25	



**FOR-SALE**

<b>Avg. Sale Price</b> \$200K-\$350K+	<b>Demand</b> ± 250
<b>Unit Sizes (Sq. Ft.)</b> 1,500-2,500	<b>Target Market</b> Empty Nesters Mid-Career Professionals
<b>Price Per Sq. Ft.</b> \$120-\$150+	



## MARKET CONCLUSIONS

HOUSING

**900**

New Housing  
Units

RETAIL

**690K**

Supportable  
SF

OFFICE

**300K**

New/Rehabbed  
SF

HOSPITALITY

**200**

New Rooms



“There is not enough development opportunity to reinvent all areas of downtown that need reinvestment today”

-Downtown Market Strategy Topeka, KS  
Development Strategies (2019)

*Recommendation:*

***Make investments that are carefully targeted and optimally located for increasing chances of success***

# Downtown Topeka



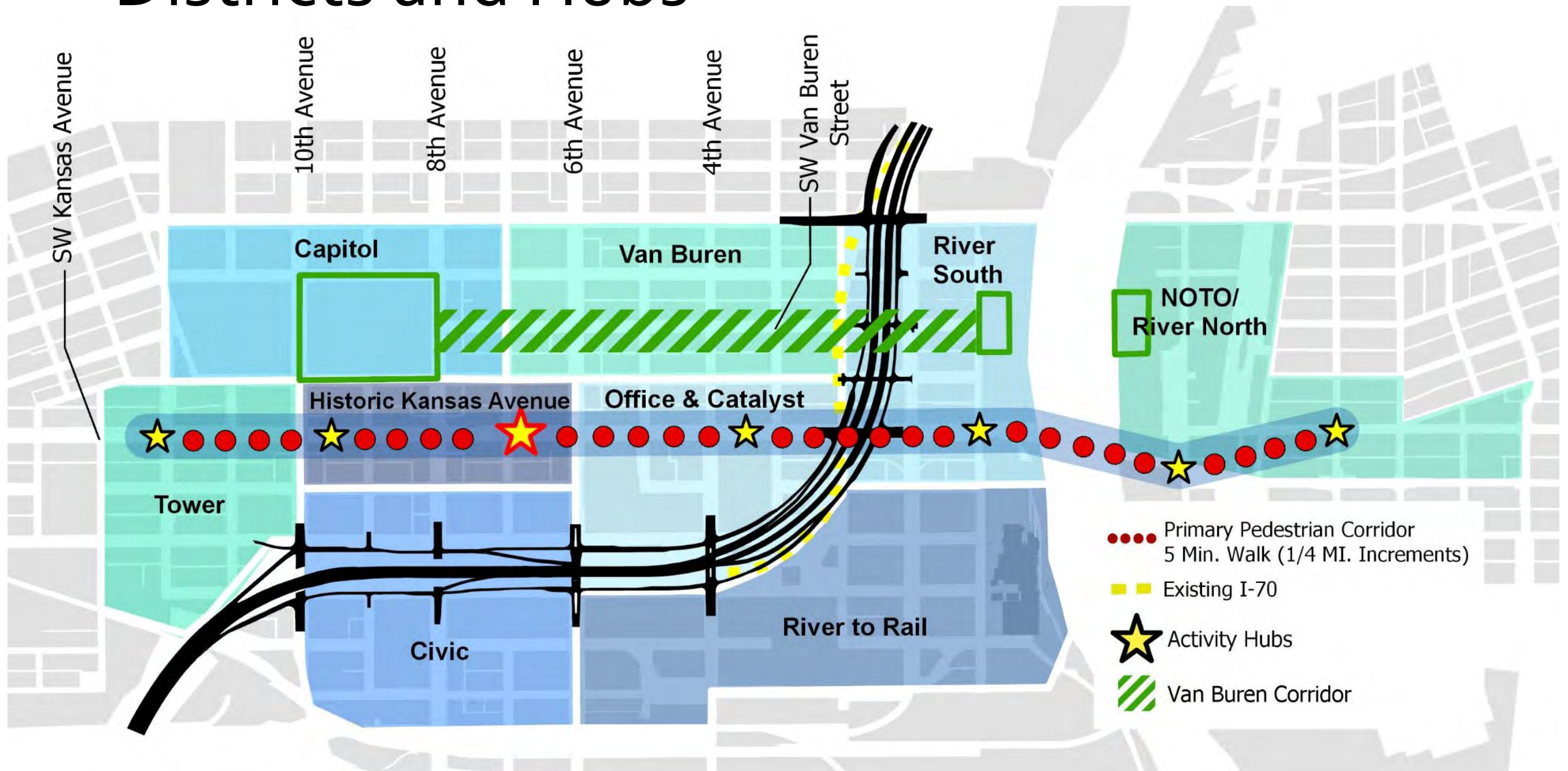
**Downtown Topeka – 740 acres**



**Downtown Lawrence – 100 acres**

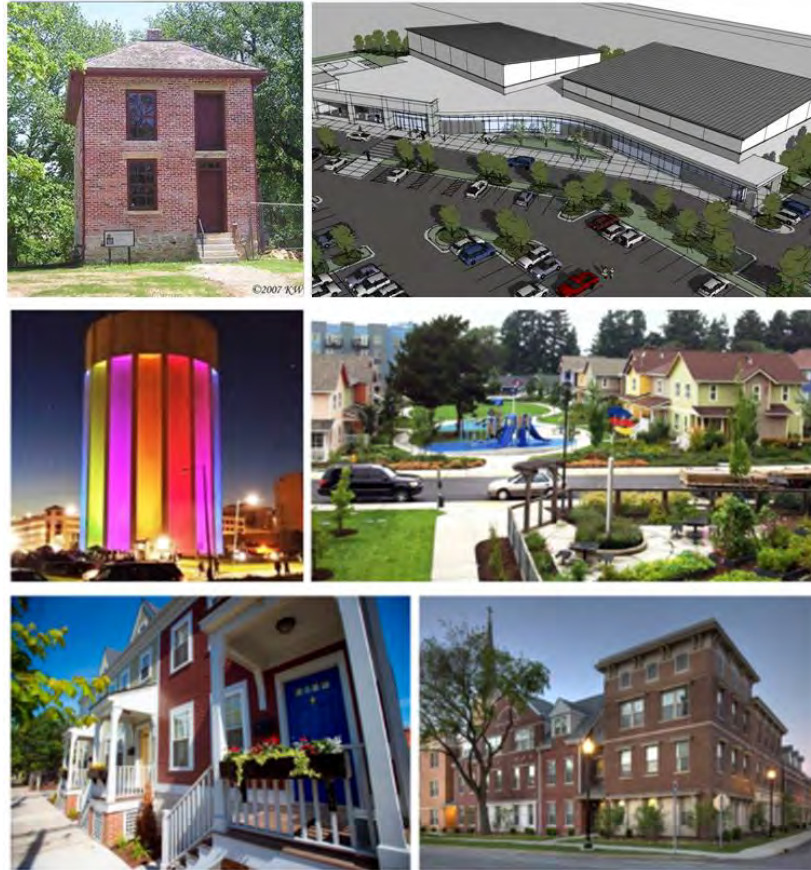


# Districts and Hubs





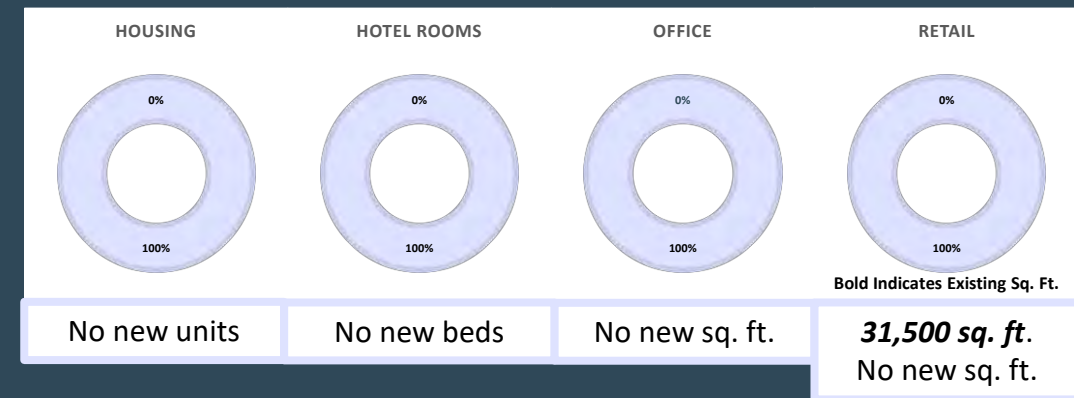
# Tower



## Urban Village

- Sports complex/Fieldhouse
- Residential Village
- Mature households
- Connection to heritage sites
- Feasibility challenged

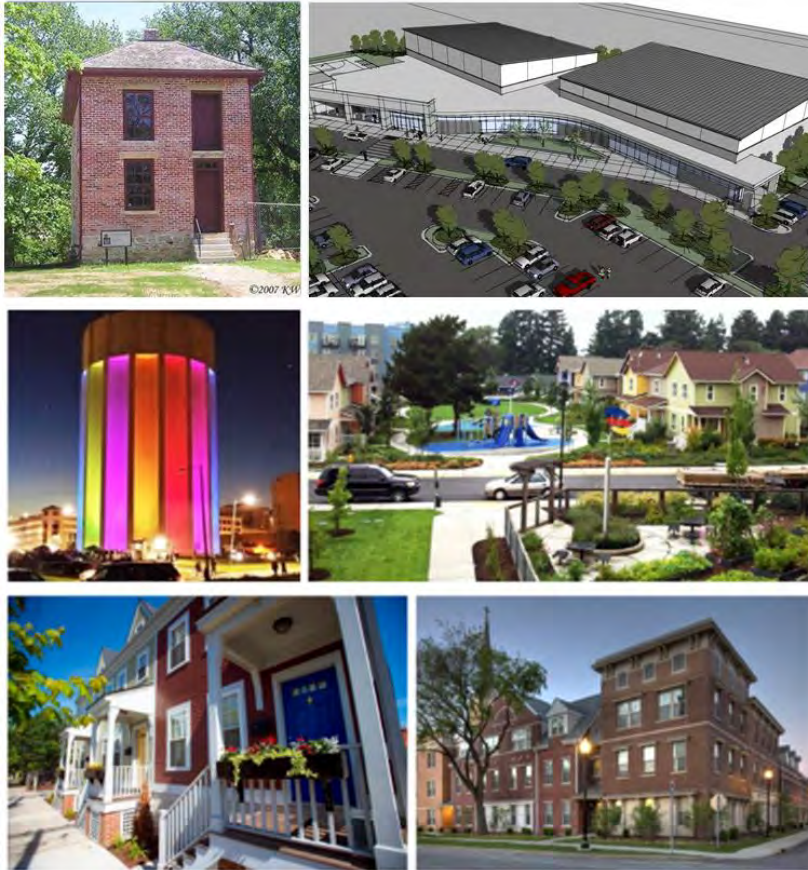
# 10 Year Market Demand



*\*Click the Image to view the full Tower District Plan\**



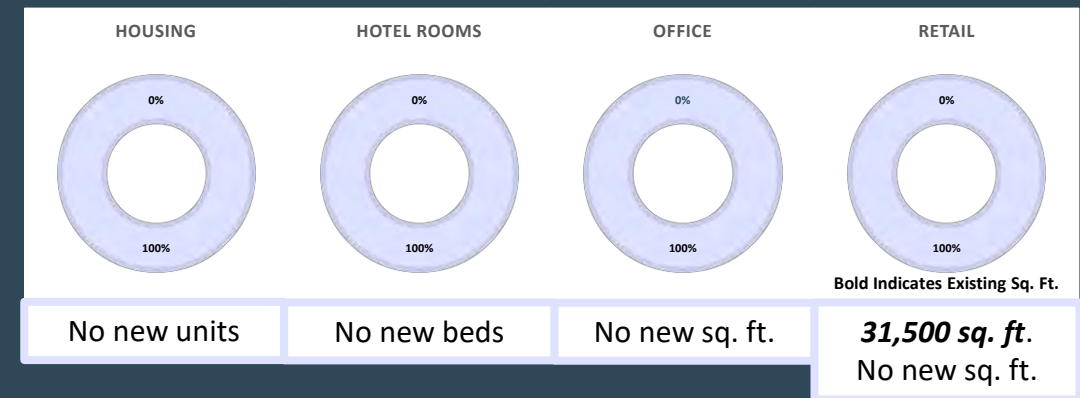
# Tower



## Urban Village

- Sports complex/Fieldhouse
- Residential Village
- Mature households
- Connection to heritage sites
- Feasibility challenged

# 10 Year Market Demand



*\*Click the Image to view the full Tower District Plan\**



# Residential Village and Sports Complex





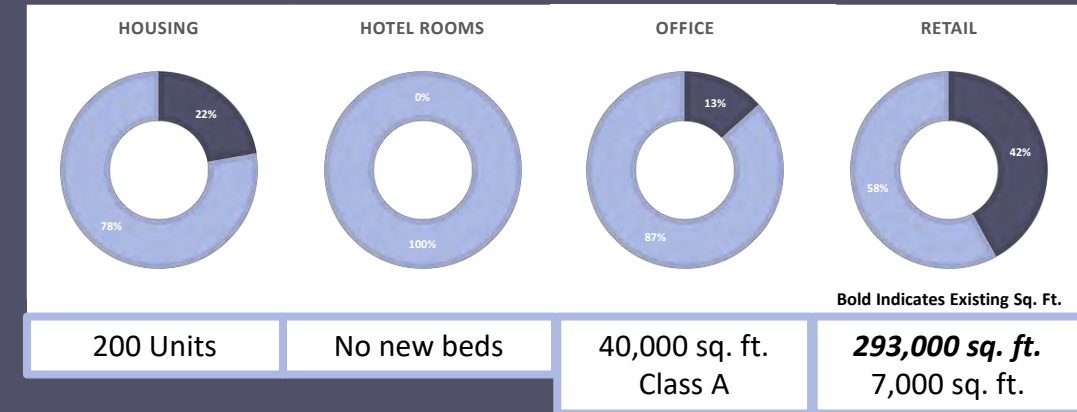
# Historic Kansas Avenue



## Historic Mixed Use Centerpiece

- Destination – place to gather, be seen, date night, etc.
- Retail/Dining core
- Office to residential conversions
- Historic eclectic – renovations and key infill
- Quincy Street makeover

## 10 Year Market Demand



*\*Click the Image to view the full Historic Kansas Avenue District Plan\**



# Envisioning Quincy Street





# Envisioning Quincy Street

Before

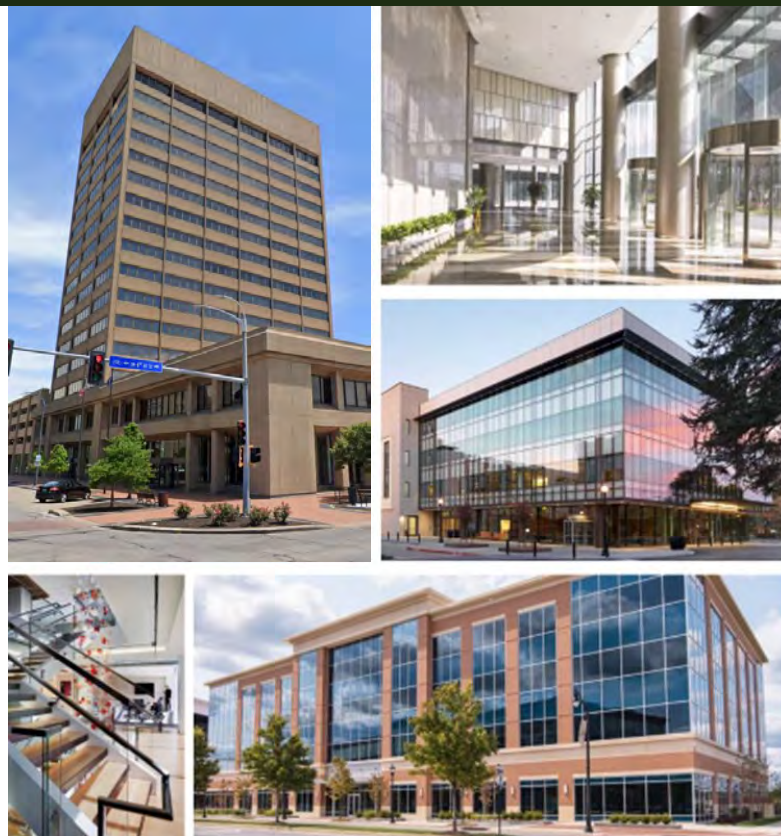


After





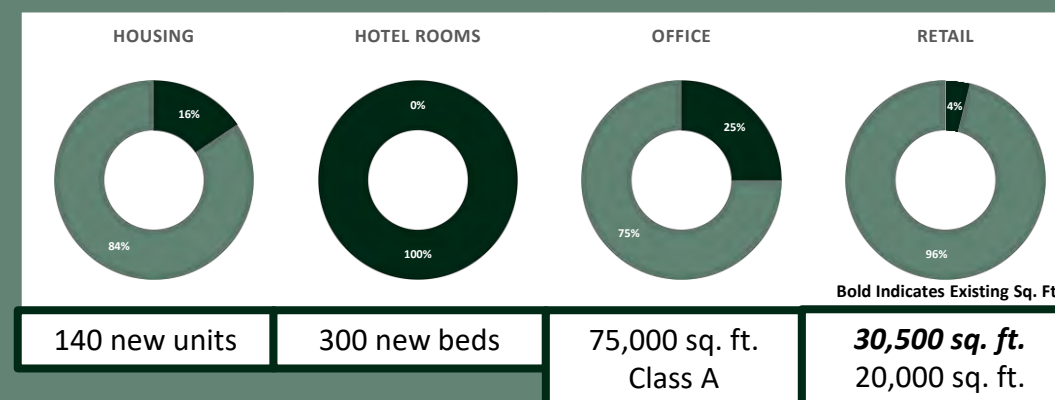
# Office and Catalyst



## Convention Center Hub

- Class A office upgrades/HQs
- Office to residential conversions
- Catalyst 1 – Convention Center/Hotel
- Catalyst 2 – Post Office redux
- Extend KS Ave makeover (“bridge” to river)
- PQV northern anchor

## 10-Year Market Demand



*\*Click the Image to view the full Office and Catalyst District Plan\**



# Post Office



# Convention Center/Hotel





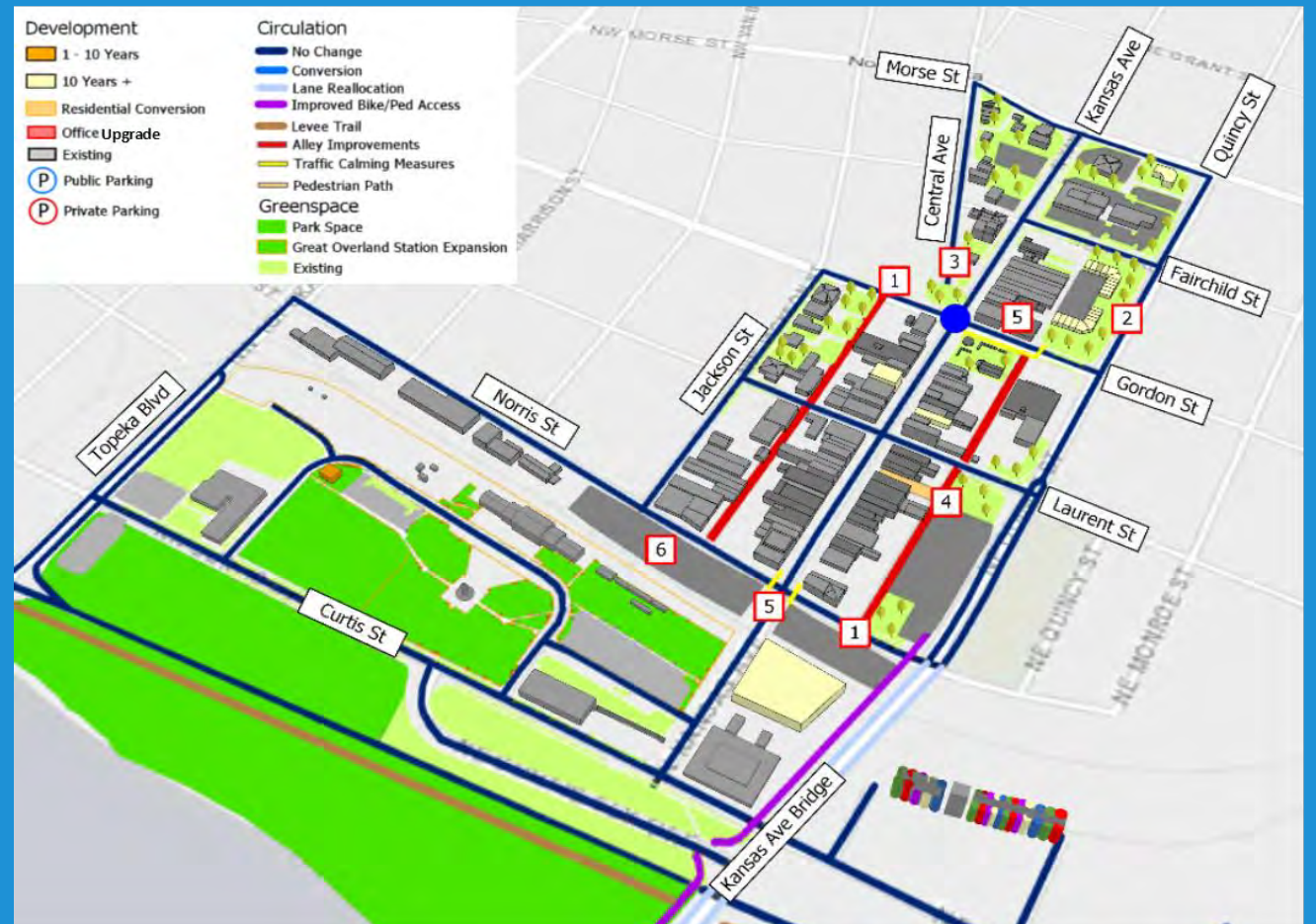
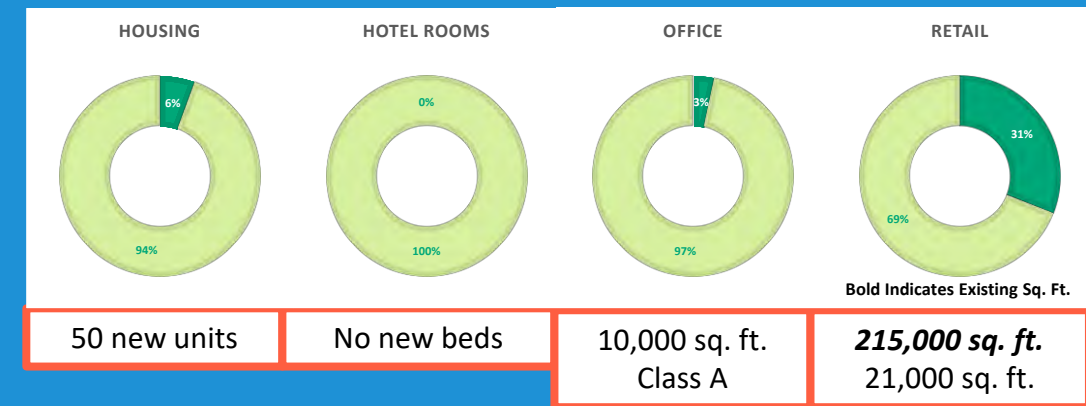
# NOTO / River North



## Arts & Park Destination

- Eclectic arts district +
- “Main Street” feel
- Live-work opportunities
- Outdoor activated – river, events, bike/walk, art, music
- Rebrand Great Overland Station

## 10 Year Market Demand



*\*Click the Image to view the full NOTO/River North District Plan\**







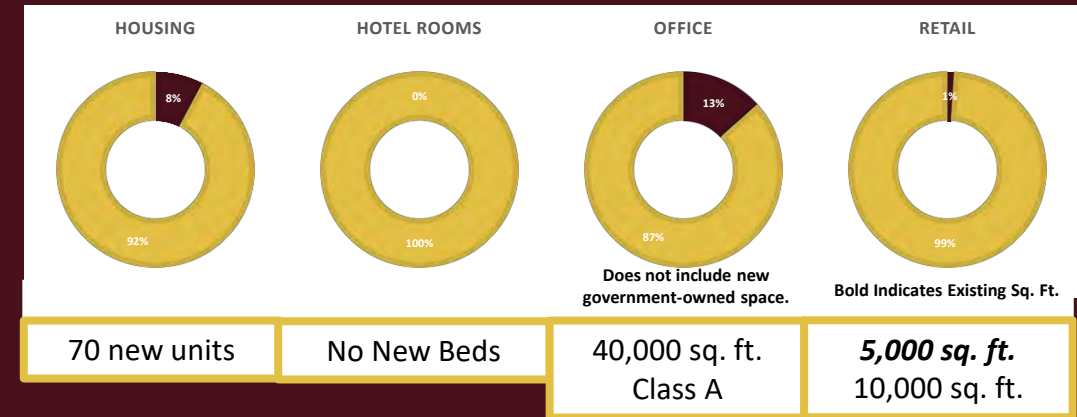
# Capitol



## Government Green Space

- State government focus
- The People's greenspace – dual purpose
- Docking renovation/Class A space
- Parking lot re-use/infill
- Jackson/Harrison conversions

# 10 Year Market Demand



**\*Click the Image to view the full Capitol District Plan\***

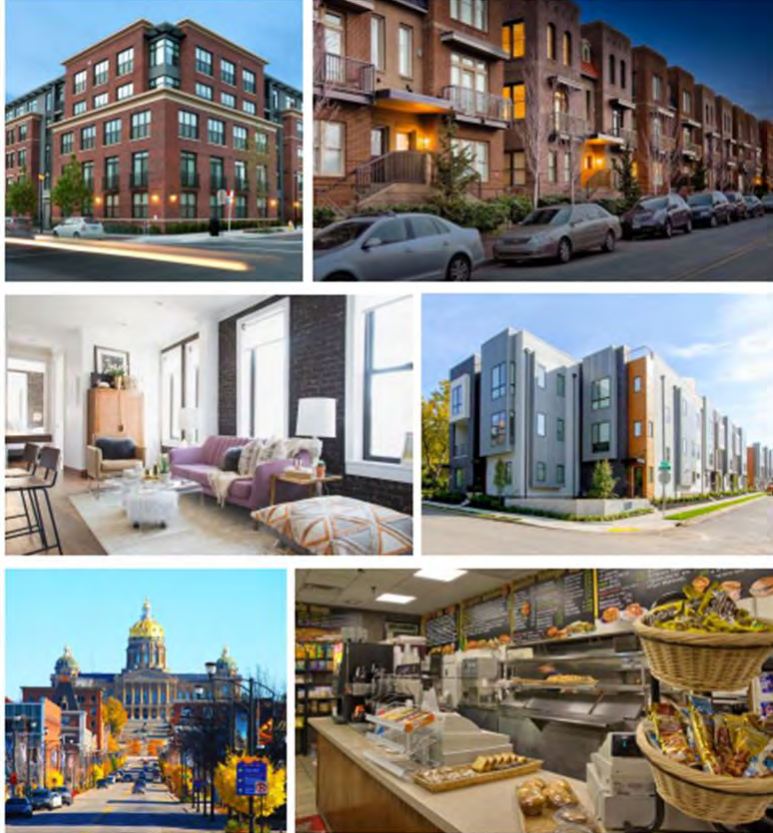


# 7<sup>th</sup> and Van Buren





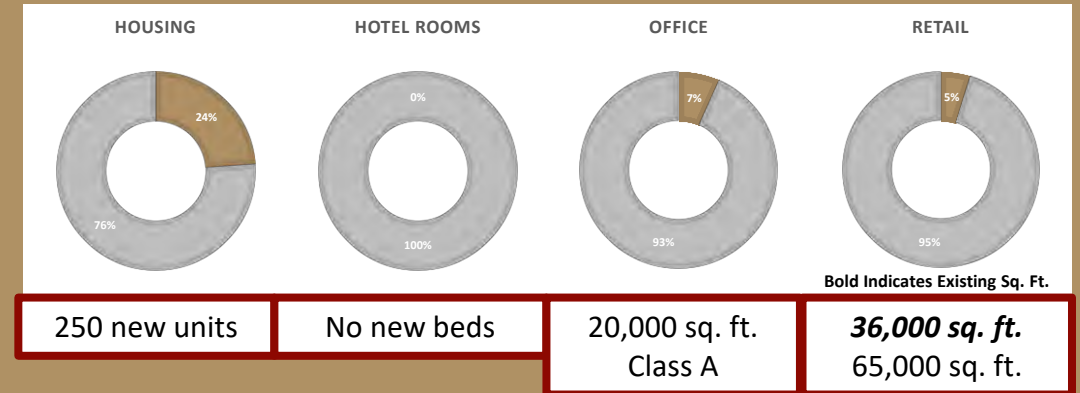
# Van Buren



## New Residential Corridor

- New residential construction
- Younger professionals focus - closer to action
- Pedestrian/bike connection to river
- State – development partner
- Grocery anchor

## 10 Year Market Demand



*\*Click the Image to view the full Van Buren District Plan\**



# Envisioning Van Buren









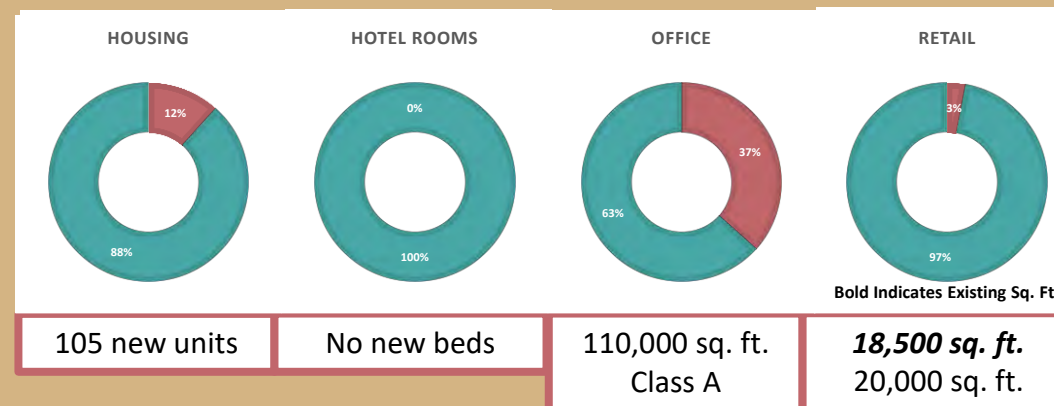
# River South



## Innovation District

- Reclaimed riverfront land
- Potential Plug and Play/R&D
- Mix of old and new buildings; walkable scale
- Amenity rich – housing, food/beverage, “open” to public, river access
- New Polk-Quincy Viaduct access
- Convergence of all districts and corridors

## 10 Year Market Demand



*\*Click the Image to view the full River South District Plan\**



# 1<sup>st</sup> and Van Buren





# River South Potential Build Out





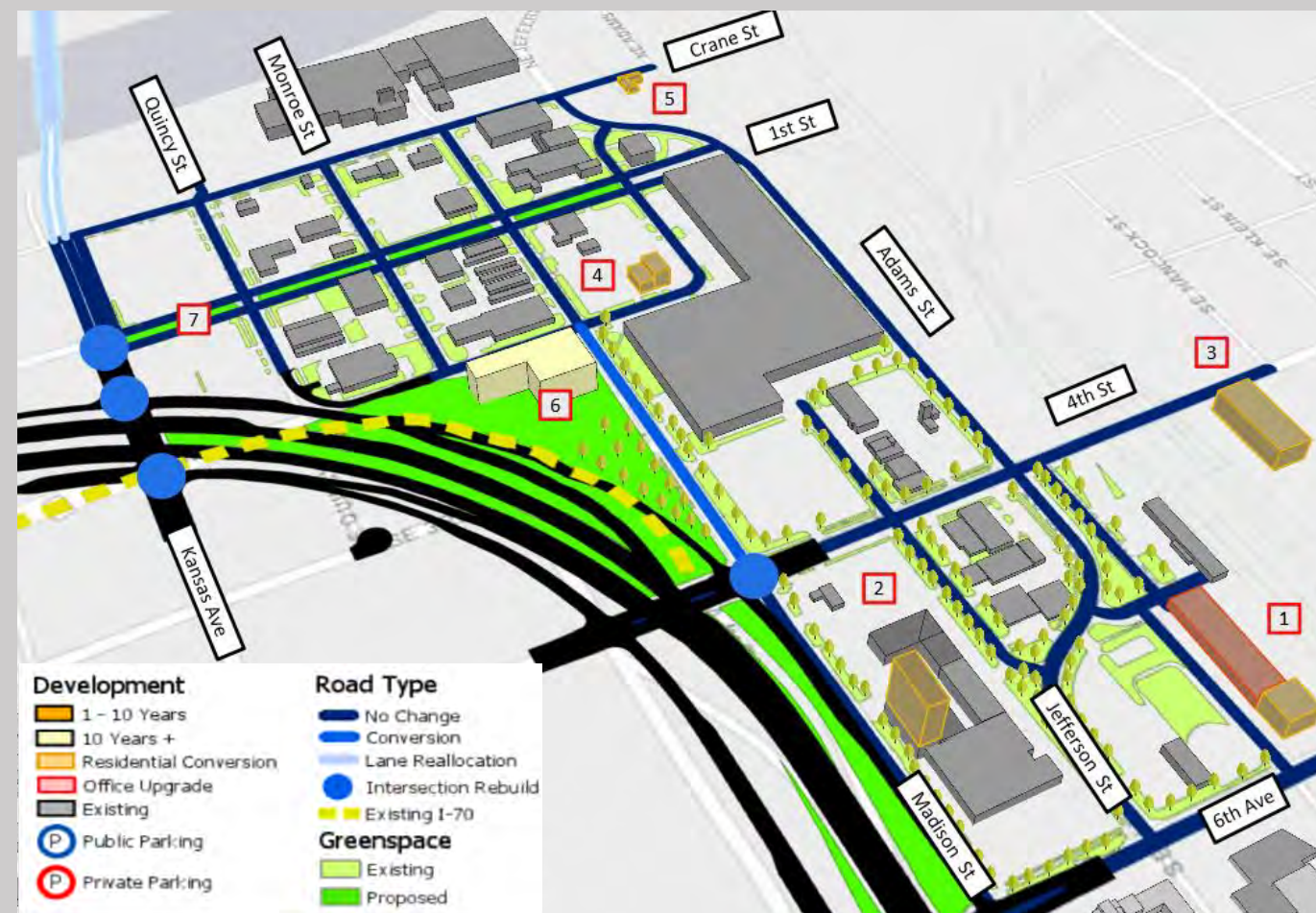
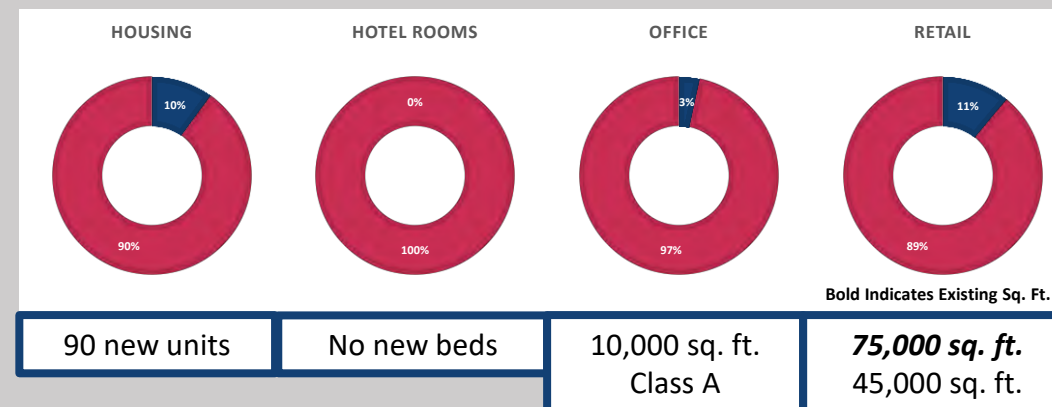
# River to Rail



## Industry and Re-Use

- Railroad roots
- Large-scale industry
- Smaller-scale industrial services
- PQV impacts/sustain intuitive freight access
- Reclaim new development site
- Historic conversions

## 10 Year Market Demand



*\*Click the Image to view the full River to Rail District Plan\**



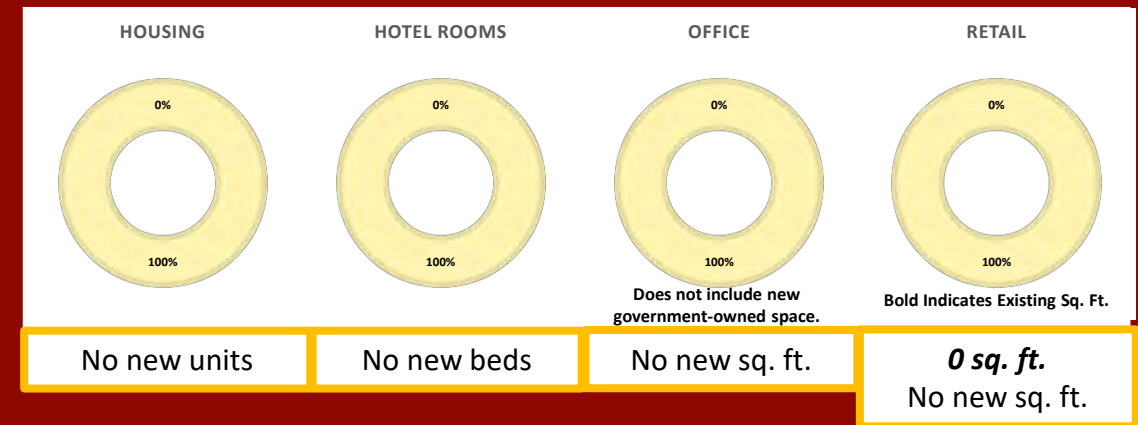
# Civic



## Local Government Hub

- Government complex
- Office/facility consolidations
- High-quality public building design
- Gateway

## 10 Year Market Demand



*\*Click the Image to view the full Civic District Plan\**



# LEC/Justice Center



# Topeka Metro Facility









# Office and Catalyst History

The history of this area closely parallels the rest of Downtown Topeka, albeit only a decade later than the histories of those districts extending north toward the Kansas River. Permanent commercial development south of 6<sup>th</sup> Avenue began in earnest during the 1870s, roughly 20 years after the City's initial settlement. By this time, the State of Kansas had been officially admitted to the Union as a Free State, and Topeka had won a popular vote to become the State's official capital city. The City's two major railroads, the Union Pacific, and the Atchison, Topeka & Santa Fe Railroad, had both become firmly established within the entire region, thus propelling the city to new economic heights.



As the population of the city increased, the building known as Constitution Hall ceased being a free-standing building, and was incorporated within the block by adjacent structures, and was given a new, matching brick façade. Several of the buildings within this block extending north were later collectively utilized as the Kansas State Capital during construction of the (current) State Capital building.

Construction within this block culminated in the 1870s with the construction of the first Shawnee County Courthouse and jail, built at the southwest corner of SW 4<sup>th</sup> St. & S. Kansas Ave.

Most of what is visible today within the Office & Catalyst District is the result of Topeka Urban Renewal program. Topeka initiated its Urban Renewal program in 1956 with the creation of the Topeka Urban Renewal Authority (URA). The URA established its mission in accordance with the Federal Urban Renewal Program by designating an area in the northeast corner of Downtown Topeka, for clearance and redevelopment. This area was referred to by the URA as the Keyway Urban Renewal Project, and included an area known as “The Bottoms.” Regular flooding concerns from the Kansas River prevented the Bottoms area from receiving much large-scale commercial development. This resulted in the vast majority of the area becoming owned and occupied by homes and businesses of Topeka's immigrant and ethnic minorities.

Over the next decade, all properties were acquired and its population displaced, with demolition commencing in 1964 to make room for new development. The result of Keyway Urban Renewal Project was the construction of US Interstate Highway 70 along the east side of Downtown Topeka. Other significant developments were the construction of a Montgomery Ward's Department store (currently used as the Topeka & Shawnee County Law Enforcement Center), The Townsite Plaza & Tower (S. Kansas Ave. & SE 6<sup>th</sup> Ave.), the American Home Life Insurance Building (S. Kansas Ave. & SE 4<sup>th</sup> St.), and the Southwestern Bell Telephone Building (SE 6<sup>th</sup> & Madison).

Other notable buildings within this area include Constitution Hall and the US Federal Courthouse, home to the historic Brown v Board of Education decision ending racial segregation in the United States.





# Van Buren Land Use and Zoning

## Land Use

The existing land uses in Van Buren District is composed primarily of office, commercial and residential, with pockets of industrial found along Van Buren Street. However, as noted in the Downtown Market Study, the Van Buren District has potential to become the residential district. The large quantity of surface parking and vacant lots provides an opportunity for new infill housing , ranging from high density apartments to new single-family homes. A new mixed use development , north of the State’s Eisenhower building, would replace a large State owned surface parking lot. This building could provide new market rate housing, as well as provide new commercial uses for Downtown Topeka. East of this site a new mixed use development could provide a Downtown with a much needed grocery store and structured parking. Other new housing options could focus on addressing the need for missing middle housing.



## Zoning

The Van Buren District has segments of “M-3” Multi-family, “C-2 and C-4” Commercial, “OI-2” Office and Institutional, “I-1” Industrial, and “D-1” Downtown. It is proposed to rezone this area to D-1, D-2 and D-3, allowing the existing uses to remain and expanding options for new development and aligning zoning with the existing uses.

- D-1 Zoning** - Designed to facilitate a compatible mixed use activity center within the core area of downtown Topeka. The district is predominately composed of state offices, as well as local and federal facilities, commercial and retail uses. The district includes compatible residential, office, civic, and commercial retail/service uses which complement and support a high density of activity and facilitate pedestrian usage.
- D-2 Zoning** - Intended to integrate a compatible mixed use activity with urban residential neighborhood. The district includes a balance of compatible residential, office, cultural, and neighborhood commercial retail/service uses of low to moderate intensity that complement and support neighborhood residential areas and pedestrian usage.
- D-3 Zoning** - Intended to reestablish the linkage between downtown and the Kansas River. The district includes industrial, commercial and office uses as primary uses and housing as a secondary use. Land use in this zoning district should emphasize the relationship between downtown and the river, as well as expand cultural opportunities in the general downtown area.



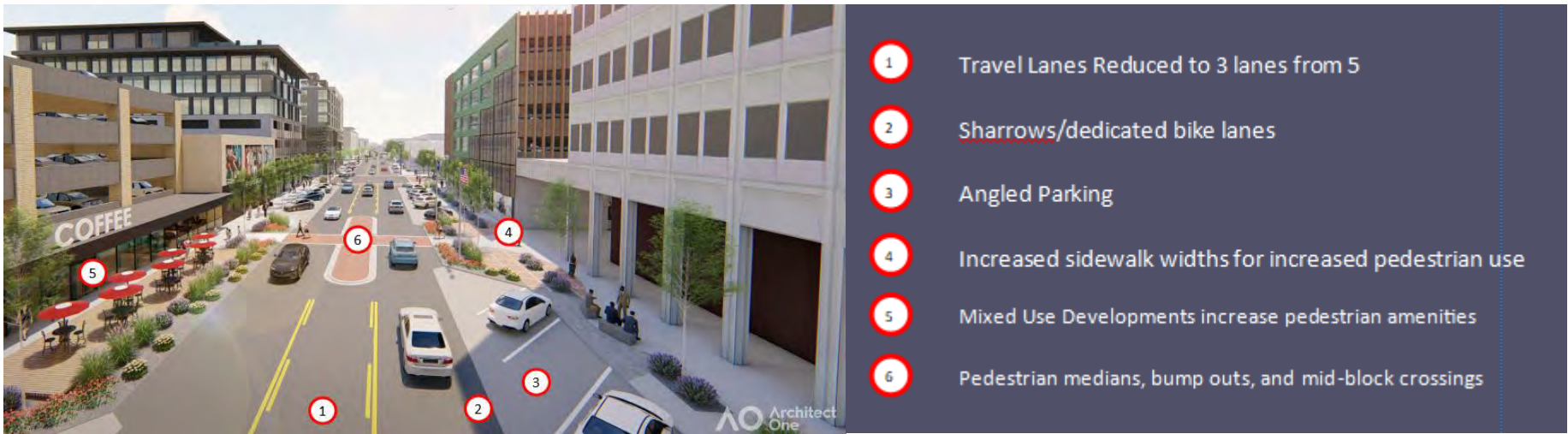
# Historic Kansas Avenue Circulation/Complete Streets

Significant changes are proposed on Jackson St. and Quincy St. While accommodating existing traffic counts, Quincy St will have a reduction in travel lanes, creating a pedestrian friendly streetscape and promoting residential and retail uses. Jackson St. is recommended for conversion with two-way traffic throughout Downtown Topeka. While not directly influencing the boundaries of the district, changes to the Polk/Quincy Viaduct (I-70) will impact 6th Ave, 8th Ave and 10th Ave. The current proposed Polk/Quincy Viaduct alignment will provide indirect access at 6th Ave and 8th Ave, with the only direct access at 10th Ave.



Type/Location	Recommendation	Complete Streets Typology	Ped	Bike	Bus	Car
Conversions (1-way to 2-way)	Jackson St. (10th Ave to 6th Ave)	Main Street	•	•		•
Lane Reallocation (Removal of Travel Lanes)	Quincy St. (10th Ave to 6th Ave) - Street treatment to create pedestrian friendly environment. See Below.	Main Street	•	•	•	•
No Change	Kansas Avenue	Main Street	•	•	•	•
	6th Avenue	Mixed Use Boulevard	•	•	•	•
	7th Street	Main Street	•	•	•	•
	8th Avenue	Main Street	•		•	•
	9th Street	Main Street	•		•	•
	10th Avenue	Mixed Use Boulevard	•		•	•

## Quincy Street 6th Avenue to 10th Street





# PART III: IMPLEMENTATION

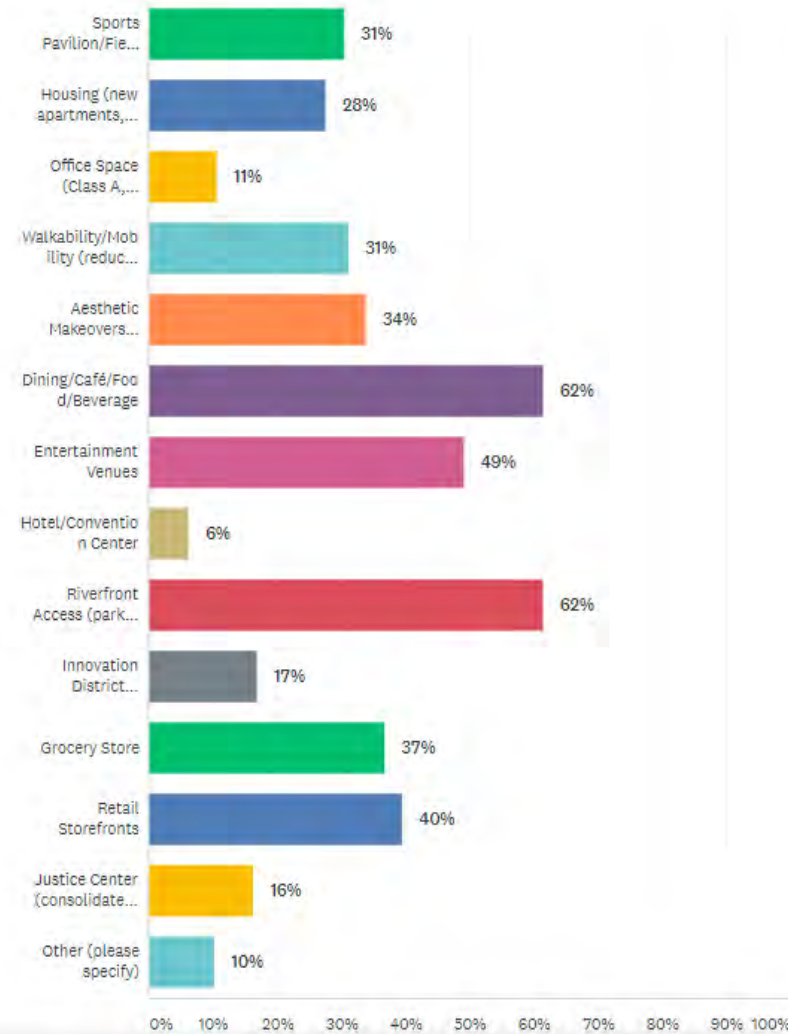




# Big Ideas - Community Survey

What new developments or ideas are your highest priorities for Downtown over the next 10 years? (Pick up to 5)

Answered: 177 Skipped: 0



## Top 5 Priorities

- Riverfront Access (62%)
- Dining/Café/Food/Beverage (62%)
- Entertainment Venues (49%)
- Retail Storefronts (40%)
- Grocery Store (37%)

Honorable Mention: Aesthetic Makeovers (34%), Sports Pavilion (31%), and Walkability/Mobility (31%)



# Big Ideas - Takeaways

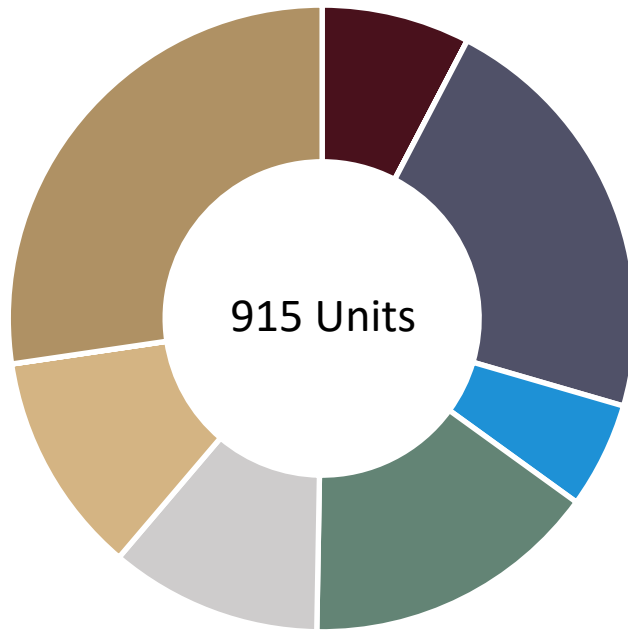
- **Housing will be the Bellwether**
- **Riverfront Access is a Priority**
- **Dining/Entertainment/Retail experiences are highest priorities of non-Downtowners**
- **Grocery Store and Aesthetic Makeovers are highest priorities of Downtowners**
- **Big Catalytic Projects Need To Show “Need” and Feasibility**
- **Downtown is Everybody’s Neighborhood**



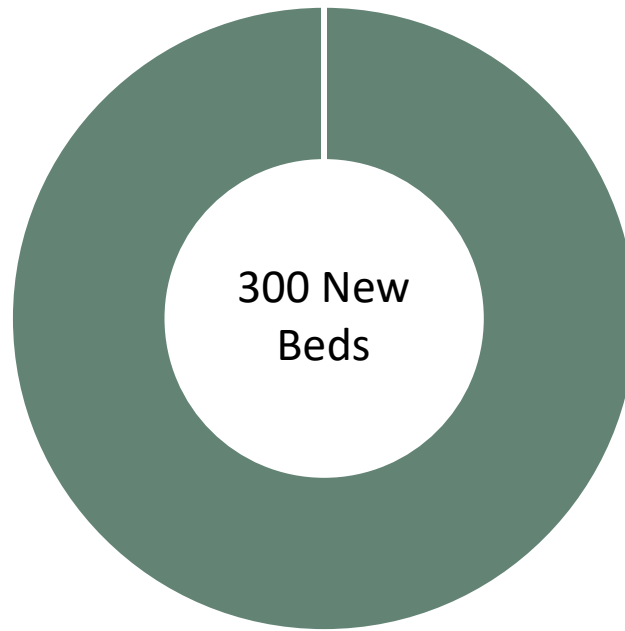
# District Totals

(10 year)

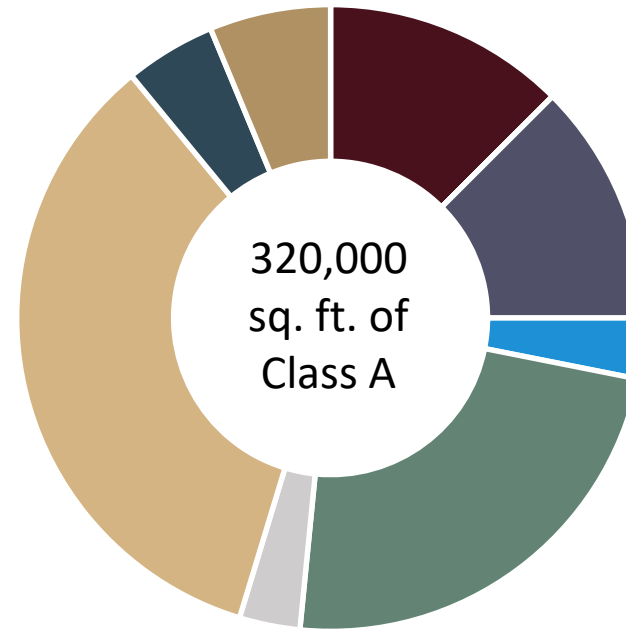
Housing



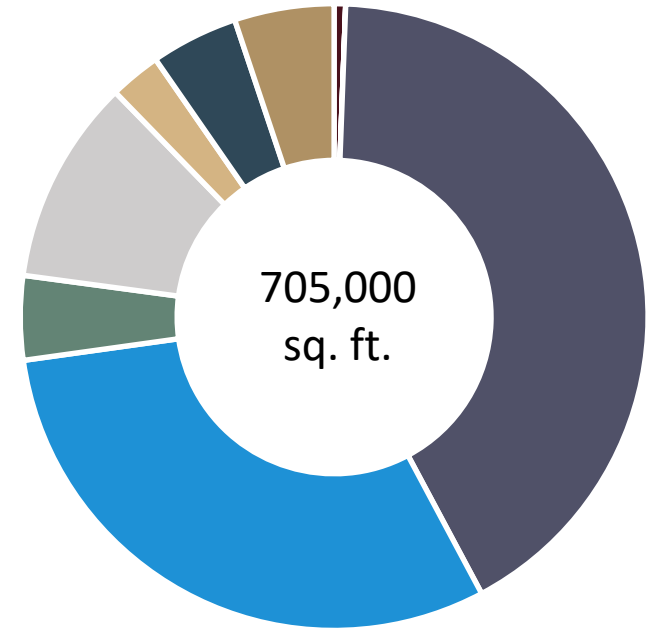
Hotel Beds



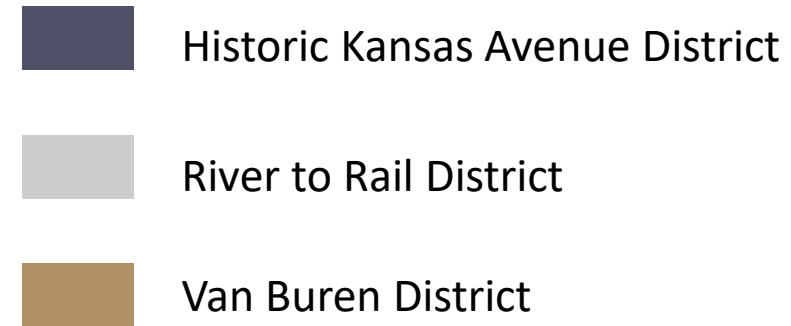
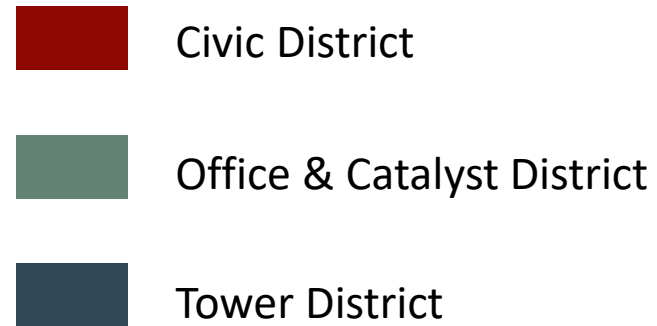
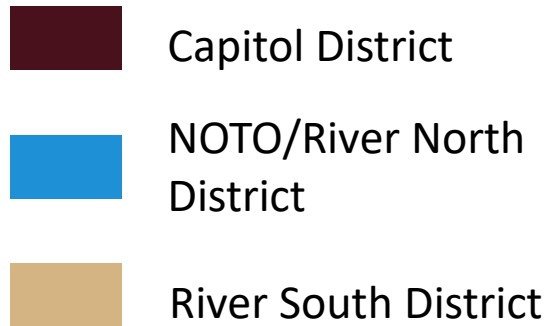
Office



Existing Retail



213,000 sq. ft. of proposed new retail





# Downtown Topeka Roadway Projects

There are numerous roadway projects identified in the Downtown Master Plan. Improvements will include repair and replacement of waterlines, storm water structures and piping, sanitary sewer mains, pavement, sidewalk infrastructure, streetscapes, and complete street elements. Projects fall into two categories - “independent” and “development dependent”. Independent projects are listed below in priority order and can proceed as funding allows. Development dependent projects are not listed in priority order but instead “float” until a future development proposal warrants them as a priority. The categories help to prioritize projects and establish a rough implementation sequence. It is recommended a “Downtown” line item be funded in the CIP to implement on an annual basis over 10 years using a variety of sources including G.O. Bonds, TIF, Grants, Sales Tax, Polk-Quincy match, etc.

Priority	Independent Projects (Proceed as funding allows)	Project Type
1	Quincy Street (6th Avenue to 8th Avenue)	Lane Reallocation
2	Quincy Street (8th Avenue to 10th Avenue)	Lane Reallocation
3	Kansas Avenue (4th Street to 6th Avenue)	Lane Reallocation
4	Gordon Street Intersection at Kansas Avenue	Intersection
5	Jackson Street (3rd Street to 14th Street) and 14th Street west of Kansas Avenue	Conversion
6	Harrison Street (2nd Street to 12th Street)	Conversion
7	Kansas Avenue (10th Avenue to 13th Street)	Lane Reallocation
8	4th Street (Topeka Blvd to Kansas Avenue)	Conversion + Lane
9	5th Street (Topeka Blvd to 4th Street)	Conversion + Lane
10	Monroe Street (11th Avenue to 17th Street)	Conversion
11	Kansas Avenue (13th Street to 17th Street)	Lane Reallocation
12	1st Street (Quincy Street to Adams Street)	Lane Reallocation
Total Estimated Cost		\$28,200,000

Development Dependent Projects ("Floating" Priorities)	Project Type
Van Buren Street (6th Avenue to 8th Avenue)	Complete Street
Van Buren Street (2nd Street to 6th Street)	Complete Street
Quincy Street (10th Street to 11th Street)	Lane Reallocation
Kansas Avenue (3rd Street to 4th Street)	Lane Reallocation
Crane Street (Topeka Boulevard to Quincy Street)	Complete Street
Van Buren Street (1st Street to Crane Street)	Complete Street
Van Buren (1st Street to 2nd Street)	PQV/ Complete Street
Madison Street (2nd Street to 4th Street)	PQV
Kansas Avenue (1st Street to 3rd Street)	PQV
3rd Street (Kansas Avenue to Quincy Street)	PQV
6th Avenue (Branner Traffic way to Topeka Blvd.)	Complete Street
8th Avenue (Topeka Blvd. to Quincy Street)	Complete Street
4th Street (Monroe Street to Kansas Avenue)	Streetscape
Total Estimated Cost	\$13,175,000

## Project Type:

**Lane Reallocation:** Reduction of travel lanes typically from five travel lanes to three travel lanes or as traffic demand models dictate.

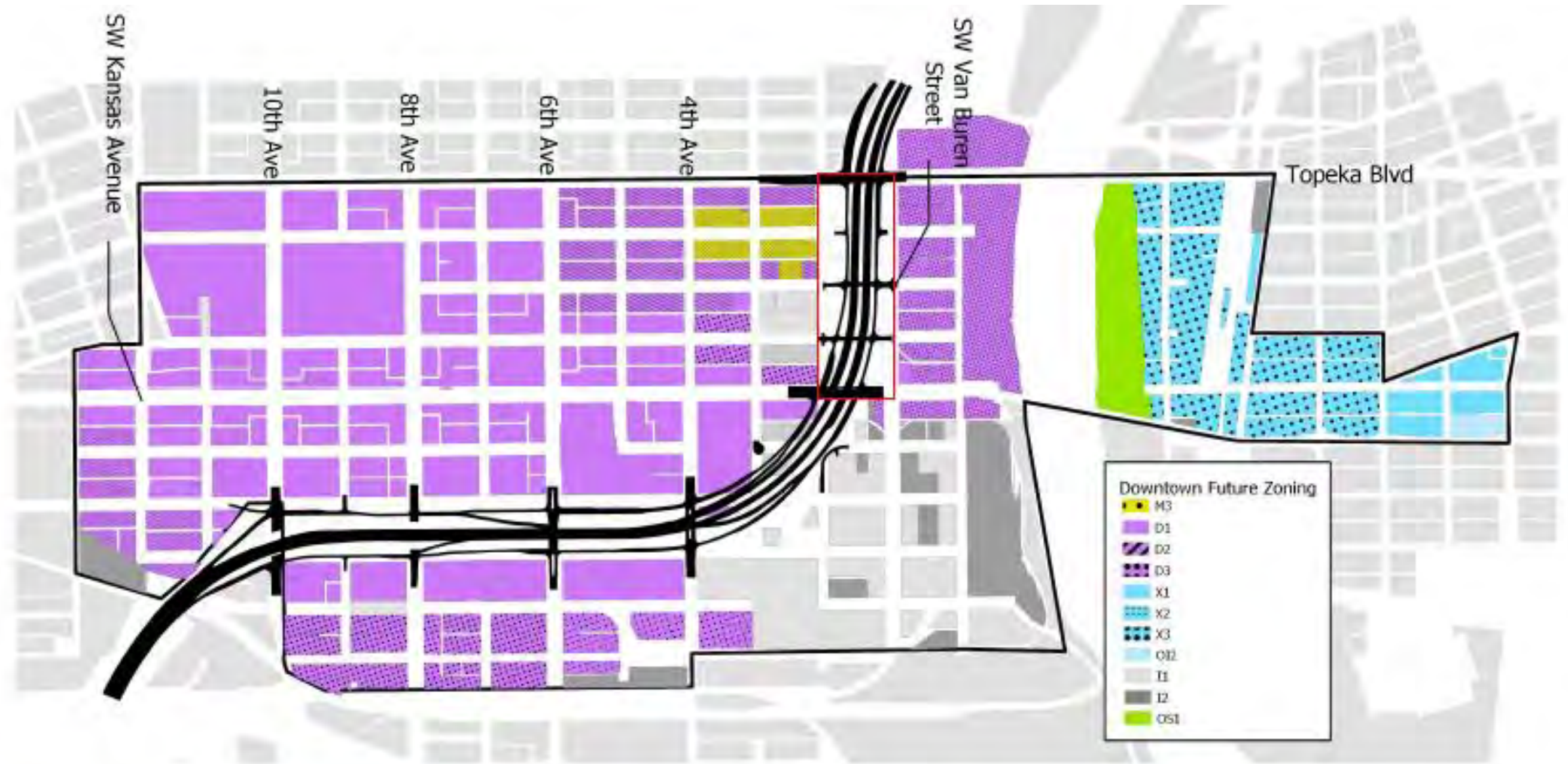
**Conversion:** Change in direction of travel from one-way to two-way.


**Complete Street:** Complete Street projects will enhance the multi-modal travel with emphasis placed on bike/ped/transit improvements.

**PQV (Polk-Quincy Viaduct):** The PQV project presents an opportunity to make roadway improvements through various Federal, State, or Local sources .



# Downtown Zoning Changes



 Parcels impacted by the Polk-Quincy Viaducts future zoning will be assessed based upon which parcels are acquired as right-of-way.



# Design Standards



*Typical Façade Architectural Features  
Traditional Vertical and Horizontal  
Demarcation of Primary Building Façade*





**“If you don’t see it,  
before you see it,  
you will never see it”**

*Takeaway:  
We need to have believable vision*



# Downtown

## MASTER PLAN

Comments

Dan Warner

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<https://www.topeka.org/planning/downtown-master-plan/>

