



City Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
<https://www.topeka.org>

Governing Body Agenda

December 12, 2017
6:00 PM

Mayor: Larry E. Wolgast

Councilmembers

Karen A. Hiller	District No. 1	Brendan Jensen	District No. 6
Sandra Clear	District No. 2	Elaine Schwartz	District No. 7
Sylvia E. Ortiz	District No. 3	Jeff Coen	District No. 8
Tony Emerson	District No. 4	Richard Harmon	District No. 9
Michelle De La Isla	District No. 5		

City Manager: Brent Trout

Addressing the Governing Body: No person shall address the Governing Body during a Governing Body Meeting, unless they have notified the City Clerk at (785)368-3940 or by email at cclerk@topeka.org by 5:00 P.M. on the day of any Governing Body Meeting or sign up to speak at the meeting by 6:00 P.M. This limitation shall not apply to items added during the course of a meeting. The Governing Body does not take action with respect to any subject not on the agenda unless added to the agenda by a two-thirds vote of the Governing Body.

Persons addressing the Governing Body will be limited to four (4) consecutive minutes on a particular agenda item. Debate, question/answer dialogue or discussion between Governing Body members will not be counted towards the four (4) minute time limitation. The Chair may extend time with the unanimous consent of the Governing Body or by an affirmative vote of five (5) Governing Body members may extend the four (4) minute limitation. The requirement to notify the City Clerk will not apply towards public hearings required by State and Federal law.

To make arrangements for special accommodations please call 785-368-3940. A 48-hour advance notice is preferred.

The Federal Communications Commission (FCC) has adopted use of the 711 dialing code for access to Telecommunications Relay Services (TRS). TRS permits persons with a hearing or speech disability to use the telephone system via a text telephone (TTY) or other device to call persons with or without such disabilities. To reach the City Clerk's office using the TRS, please dial 711.

(Agendas are available on Thursday afternoon in the City Clerk's office, 215 SE 7th -Room 166 and on the City's web site at <https://www.topeka.org>)

CALL TO ORDER:

INVOCATION:

PLEDGE OF ALLEGIANCE:

1. MAYORAL PROCLAMATIONS:

2. PRESENTATIONS:

"Refuel Topeka Partners Association"
"Snow and Ice Removal Plan"

3. ROLL CALL:

4. APPOINTMENTS:

A. Board Appointment - Downtown Business Improvement District Advisory Board

BOARD APPOINTMENT recommending the reappointment of James Parrish to the Downtown Business Improvement District Advisory Board for a term ending January 2, 2020. *(Downtown Business Improvement District)*

5. CONSENT AGENDA:

A. MINUTES of the regular meeting of December 5, 2017

B. APPLICATIONS:

6. ACTION ITEMS:

A. Ordinance - 2017 Budget Amendment

AN APPROPRIATION ORDINANCE introduced by City Manager Brent Trout, approving and adopting certain amendments to the operating budget for the City of Topeka for the year 2017, and appropriating the amounts for the purpose as set forth therein.

Voting Requirement: Majority vote of the Governing Body (6)

(The amendment would increase the expenditure level of the 2017 Adopted Budget in specified funds from \$21,776,719 to \$26,534,523, a \$4,758,224 increase.)

B. Ordinance - Health Care Improvement Revenue Bonds Interest Rate Swap - Brewster Place

ORDINANCE introduced by City Manager Brent Trout, authorizing the City of Topeka, Kansas, to execute an eighth supplemental indenture by and between the City and Corefirst Bank and Trust, Topeka, Kansas, as trustee; authorizing the execution of an eighth supplemental lease by and between the City and the Congressional Home, a Kansas not-for-profit corporation; and authorizing the approving certain amendments in connection with the acknowledgement of parity swap obligations.

Voting Requirement: Majority vote of the Governing Body (6)

(Approval would authorize the Brewster Place Bonds project to enter into an interest rate Swap Transaction to hedge its interest rate exposure on the Bonds. There would be no liability, general

obligation or budgetary impact to the City.)

C. Ordinance - Tennessee Town Neighborhood Plan (CPA17/02)

ORDINANCE introduced by City Manager Brent Trout, pertaining to an amendment to the text and map of the Topeka Comprehensive Plan for the Tennessee Town Neighborhood Plan. (CPA 17/02)

Voting Option Requirements: (1) Approve Planning Commission's recommendation, 6 votes required (2) Reject or Amend Planning Commission's recommendation, 7 votes required; or (3) Remand back to Planning Commission, 6 votes required.

(Approval of the Plan would promote preserving the neighborhood's historic structures, includes design guidelines to ensure new construction is compatible, and encourages cultural heritage improvements.)

D. Ordinance - 2018 Downtown Business Improvement District Fee Structure

ORDINANCE introduced by City manager Brent Trout, amending City of Topeka Code 3.40.030 establishing a service fee levy for 2018 relating to the Capital City Downtown Business Improvement District and specifically repealing said original section.

Voting Requirement: Majority vote of the Governing Body (6).

(Approval would continue the imposition of business improvement service fees on businesses located within the Capital City Downtown Business Improvement District.)

E. Ordinance - Wheatfield Project Plan Effective Date

ORDINANCE introduced by City Manager Brent Trout reaffirming the adoption of the Redevelopment Project Plan for the Wheatfield Village Redevelopment District; establishing an effective date; and rescinding Ordinance No. 20094.

Voting Requirement: Two-thirds vote of the Governing Body (7).

(Approval would reaffirm adoption of the Wheatfield Project Plan and establish an effective date of January 1, 2019)

F. Approval - Downtown Comprehensive Parking Plan Report

REPORT on the Downtown Comprehensive Parking Plan recommendations. *(Deferred from the meeting of December 5, 2017.)*

Voting Requirement: Majority vote of the Governing Body (6).

(Approval would adopt the attached Downtown Comprehensive Parking Plan and authorize staff to implement recommendations included in the plan.)

7. NON-ACTION ITEMS:

A. Discussion - 2017 Excess General Funds

DISCUSSION regarding the use of the 2017 general fund excess fund transfers.

(Discussion is needed per the City's Reserve Policy which provides staff guidance on the use of reserves and establishes procedures for transferring reserves.)

B. Discussion - Ambulance Service Franchise Fees and AMR Franchise Agreement

DISCUSSION concerning franchise fees for ambulance service; and renewal of the American Medical Response nonexclusive Franchise Agreement.

(Discussion on the proposed increases in franchise fees related to ambulance services and extension of the AMR Franchise agreement for two years. The current agreement expires on December 31, 2017.)

C. Discussion - Proposed Utility Rate Increases

DISCUSSION of proposed utility rate increases.

(Potential rate changes for infrastructure maintenance include a 6% increase for water, wastewater and stormwater in 2018; a 5% increase for water, wastewater and stormwater in 2019; and 5% increase for water, wastewater and stormwater in 2020.

8. ANNOUNCEMENTS:

PRELIMINARY AGENDA

(The City Clerk will provide a brief summary of items on the next scheduled Council meeting agenda. Also during this time, the City Manager and Governing Body Members may offer comments regarding City business and announce upcoming events.)

9. PUBLIC COMMENT:

10. EXECUTIVE SESSION:

Executive Sessions are closed meetings held in accordance with the provisions of the Kansas Open Meetings Act.

(Executive sessions will be scheduled as needed and may include topics such as personnel matters, considerations of acquisition of property for public purposes, potential or pending litigation in which the city has an interest, employer-employee negotiations and any other matter provided for in K.S.A. 75-4319.)

11. ADJOURNMENT:



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE:	December 12, 2017	
CONTACT PERSON:		DOCUMENT #:
SECOND PARTY/SUBJECT:		PROJECT #:
CATEGORY/SUBCATEGORY		
CIP PROJECT:	No	
ACTION OF COUNCIL:		JOURNAL #:
		PAGE #:

DOCUMENT DESCRIPTION:

"Refuel Topeka Partners Association"
"Snow and Ice Removal Plan"

VOTING REQUIREMENTS:

POLICY ISSUE:

STAFF RECOMMENDATION:

BACKGROUND:

BUDGETARY IMPACT:

SOURCE OF FUNDING:



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE: December 12, 2017
CONTACT PERSON: Mayor Larry Wolgast DOCUMENT #:
SECOND PARTY/SUBJECT: Downtown Business Improvement District PROJECT #:
Advisory Board
CATEGORY/SUBCATEGORY 006 Communication / 005 Other
CIP PROJECT: No
ACTION OF COUNCIL: JOURNAL #:
PAGE #:

DOCUMENT DESCRIPTION:

BOARD APPOINTMENT recommending the reappointment of James Parrish to the Downtown Business Improvement District Advisory Board for a term ending January 2, 2020. (*Downtown Business Improvement District*)

VOTING REQUIREMENTS:

Mayor does not vote.

POLICY ISSUE:

The purpose of the downtown business improvement district advisory board (BID) is to monitor and oversee services provided pursuant to the business improvement district act. The board shall conduct its business in accordance with City Code.

STAFF RECOMMENDATION:

Mayor Wolgast nominates and recommends the reappointment of James (Jim) Parrish for a term that would end January 2, 2020. Members of the board must be a representative in the downtown business improvement district. Mr. Parrish is President and CEO of Parrish Hotel Corporation and owner of the Jayhawk Tower Office Building located in downtown Topeka at 700 SW Jackson Avenue.

BACKGROUND:

This is a statutory board wherein the Mayor nominates and the Council has final approval. The downtown business improvement district advisory board shall consist of nine members representing businesses located in the district. Members serve two-year terms and there are no term limits.

BUDGETARY IMPACT:

There is no budgetary impact to the City.

SOURCE OF FUNDING:

Not applicable.

ATTACHMENTS:

Description

J.Parrish Application

J. Parrish Bio

Profile

James

First Name

Parrish

Last Name

jwp@parrishhotels.com

Email Address

700 SW Jackson Street

Street Address

Suite 200

Suite or Apt

Topeka

City

KS

State

66603

Postal Code

Are you a resident of the City of Topeka?

☐ Yes ☒ No

What district do you live in? *

☒ Other / Outside City Limits

Check for your district here -> <https://www.topeka.org/citycouncil>

Home: (785) 233-5411

Primary Phone

Home: (785) 233-5411

Alternate Phone

Which Boards would you like to apply for?

Downtown Business Improvement District Advisory Board: Appointed

Parrish Hotel Corporation

Employer

President & CEO

Job Title

Are you a registered voter?

☐ Yes ☒ No

Are you currently a full or part-time employee of the City of Topeka?

☐ Yes ☒ No

If yes, please advise in which department you work:

Are you or any immediate family member related to any city governmental official or employee?

☐ Yes ☒ No

Tyler Parrish, son

If yes, please advise who and how you are related:

Are you or have you been a party to any civil litigation involving the City of Topeka?

☐ Yes ☒ No

If yes, please explain:

Are you delinquent in payment of any taxes, fees, fines or special assessments owed to the State of Kansas, Shawnee County or the City of Topeka?

☐ Yes ☒ No

If yes, please explain:

Please state why you are interested in serving on this board or commission:

For several decades I have been involved in working to improve Topeka's downtown including the property inside the Business Improvement District. I currently serve as a board member of Downtown Topeka Incorporated (DTI), I have served as its legal advisor and its president. I negotiated the contract between the city of Topeka (on behalf of the Business Improvement District) and DTI in which DTI administers the affairs of the district on behalf of the city. It has been a long standing interest and goal of mine that downtown Topeka prospers. The Business Improvement District has taken a vital role in improving and maintaining the public property within the district. Members of its advisory board have been active and instrumental in promoting downtown improvements. Now that public and private improvements are taking place on a large scale, the Business Improvement District can play a vital role in helping make Topeka's downtown a friendly, safe and inviting place. Service on the Business Improvement District Advisory Board provides me an opportunity to continue my mission of public service and help achieve the goal of a revitalized downtown.

Interests & Experiences

Please describe your education, experience and expertise including any honors or awards, civic, cultural, charitable or professional organization memberships that relate to the position you are seeking.

Many of the elements requested by this question are set forth in my resume which is attached. As a practicing attorney in Topeka, I obtained a juris doctor degree at Washburn Law School and have used the legal knowledge and skill to assist the Business Improvement District Advisory Board in the past. I am a member of Kansas and American Bar Associations, the Topeka Bar Association (Immediate past president) and have served as a member and chair of the Metropolitan Topeka Airport Authority. I am a member of the Greater Topeka Chamber of Commerce and have served on its board and as its chairman in the past. I am currently a member of the Go Topeka board of directors. I am on the YMCA board of directors and past president of that organization. I am a member of the Stormont Vail Healthcare board of directors and hold the office of corporate secretary. I also serve on the Downtown Topeka Foundation board of directors. Under professional licenses I am a license attorney to practice law in the State of Kansas and in Federal court.

[JWP.Bio.8.25.15.Current.docx](#)

Upload a Resume

Please attach any additional information you believe may be helpful in considering your application.

Voluntary Self Identification

Ethnicity

☒ Caucasian/Non-Hispanic

Gender

☒ Prefer not to say

Acknowledgements and Verification

Purpose of information being submitted.

☒ I Agree

The information I am submitting is true and correct.

☒ I Agree

Electronic Signature

☒ I Agree

Notification to applicants for City Board/Commissions

Please be advised that your application and any documents that you attach are public records and, as such, are available to the public, upon request, pursuant to the Kansas Open Records Act.

If you are appointed to the position, your application and resume will be included in the governing body meeting agenda which is posted online.

<http://topeka.novusagenda.com/agendapublic/>

BIOGRAPHICAL SKETCH

James W. Parrish

August, 2015

James W. Parrish is an attorney in Topeka, Kansas and is president and owner of Parrish Hotel Corporation. He owns the Senate Luxury Suites Hotel in Topeka and is the principal owner of the Downtown Ramada Hotel and Convention Center. He is president and owner of Parrish Management Corporation, which owns and manages residential and commercial real estate, including the historic Jayhawk Tower Office Complex. Mr. Parrish is administrator for the Kansas Workers Risk for Counties Cooperative, a self-insurance pool providing workers compensation insurance for more than half of the counties in Kansas.

Mr. Parrish was born in Great Bend, Kansas on August 25, 1946. He was graduated from Great Bend High School in 1964, Pratt Community Jr. College in 1967 and Kansas State University in 1970 all with honors. He holds a Bachelor of Science degree in technical journalism. At K-State, he was a member of Phi Delta Theta social fraternity, Phi Kappa Phi and Blue Key honor societies and served as editor of the Kansas State Collegian daily newspaper. He was designated as distinguished military student and distinguished military graduate in the Army ROTC.

Mr. Parrish was graduated cum laude from Washburn University Law School in Topeka where he received his Juris Doctorate in 1973. He has served as legal counsel for the Metropolitan Topeka Airport Authority (MTAA) and Director of Development and General Counsel for ShowBiz Pizza Place, Inc., a subsidiary of Brock Hotel Corporation. Later he served on the MTAA board for 10 years and was elected chair four times. He maintained a private law practice until he acquired hotel properties in 2002.

Mr. Parrish served in the Kansas House of Representatives from 1973 until 1975 and the Kansas Senate from 1975 until 1980 where he was elected assistant minority leader. Mr. Parrish was elected in 1985 as state chair of the Kansas Democratic Party, serving until February 1991. Mr. Parrish served as Kansas Securities Commissioner from January 1991 until January 1995.

Mr. Parrish is a member of the Stormont Vail Health Care Board of Directors and currently serves as corporate secretary. He is also a member of the Stormont Vail Foundation Board of Trustees. In 2007 he was elected chair of the Greater Topeka Chamber of Commerce and served on its board and executive committee. He now serves on the board of Go Topeka Inc. He served on the Heartland Visioning Steering Committee and was on the business advisory council for Washburn Technical School.

Early in 1980, Mr. Parrish founded the Highland Park Baseball Association for youth baseball. The Shawnee County Parks and Recreation Foundation recently honored him by naming one of the diamonds at Bettis Sports Complex, "Jim Parrish Field".

Mr. Parrish is past president of the Topeka Bar Association having served two years as treasurer. He is past chair of the YMCA of Topeka Metro Board of Directors, having served three years as treasurer. He is past president of Downtown Topeka, Inc. and remains on its board and the Downtown Foundation board. He serves as legal advisor for both. He is past chair of the Capital City Business Improvement District Advisory Board and remains as a member. He is past president of the Topeka Phi Delta Theta Alumni Board. Mr. Parrish holds a real estate brokers license, has held series 22 and series 63 securities licenses and is a licensed airplane pilot.

Mr. Parrish was a 2002 recipient of the Dr. Martin Luther King Civil Rights & Political Action Award given by Topeka's Living the Dream organization and was recognized in 2004 as Volunteer of the Year by the Greater Topeka Chamber of Commerce. In 2009, he was recognized by the Jayhawk Area Council Boy Scouts of America as a Distinguished Citizen and was recognized as a "Friend of Education" for Topeka Public Schools. In 2010 was inducted into the Junior Achievement Business Hall of Fame and was named Executive of the Year by Sales & Marketing Executives of Topeka. In 2014 he served as a chair of the Midland Health Care Celebration Walk. In June of 2015, was named "50 Kansans You Should Know" by Ingram's Magazine.

Mr. Parrish is married to Judge Nancy Parrish, a State Court Judge in the Third Judicial District since 1994; she served eight years as Chief Judge of that district. Prior to that, Judge Parrish served as Kansas Secretary of Revenue for a short time on the Court of Tax appeals and served nearly 13 years in the Kansas State Senate. She began her career as an elementary school teacher. Mr. and Mrs. Parrish have been married since January 1970 and have four children: W.T. Moody, 51; Les, 46; Tyler, 33; Monte, 26. They have 14 grandchildren and eight great-grandchildren.



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE:	December 12, 2017	
CONTACT PERSON:	Nick Hawkins, Budget and Performance Manager	DOCUMENT #:
SECOND PARTY/SUBJECT:	Budget Amendment/Establish Public Hearing Date	PROJECT #:
CATEGORY/SUBCATEGORY	004 Budgets or Appropriations / 001 Operating Budget - City	
CIP PROJECT:	No	
ACTION OF COUNCIL:		JOURNAL #:
		PAGE #:

DOCUMENT DESCRIPTION:

AN APPROPRIATION ORDINANCE introduced by City Manager Brent Trout, approving and adopting certain amendments to the operating budget for the City of Topeka for the year 2017, and appropriating the amounts for the purpose as set forth therein.

Voting Requirement: Majority vote of the Governing Body (6)

(The amendment would increase the expenditure level of the 2017 Adopted Budget in specified funds from \$21,776,719 to \$26,534,523, a \$4,758,224 increase.)

VOTING REQUIREMENTS:

Majority vote of the governing body (6)

POLICY ISSUE:

K.S.A. 79-2929 allows for governing bodies to amend a budget based upon a standard process outlined in statute that follows a similar process for the budget adoption. Any amended budgets for proposed increases in expenditures are required to be balanced by previous unbudgeted revenues or balances other than ad valorem property taxes. At no time after setting the maximum taxes levied can the governing body increase the ad valorem property taxes.

During budget planning, staff are planning for budgets typically eight months in advance of the beginning of the upcoming fiscal year. The governing body typically will adopt the budget four months in advance of the upcoming fiscal year. Amendments are needed due to the changing nature of the City's budget, especially if

more revenues are received than estimated.

As required by State law, the governing body must hold a public hearing to consider amendments to the 2017 Operating Budget. On November 14th the Governing Body set a public hearing date of December 5, 2017, and authorized the publication of the public hearing notice in the Topeka Metro Newspaper on November 20, 2017. Approval of the appropriation ordinance is now required.

STAFF RECOMMENDATION:

Staff recommends the Governing Body adopt the ordinance.

BACKGROUND:

The Notice of Public Hearing was published on November 20, 2017, in the Topeka Metro Newspaper and the Public Hearing was held December 5, 2017. The proposed amendments for the 2017 budget would increase the adopted budget from \$21,776,719 to \$26,534,523, a \$4,758,224 increase for the following funds:

Citywide Half Cent Sales Tax (292)

The 2017 adopted budget was \$18,805,175, and is recommended to increase to \$23,000,000. The fund accounts for revenues received from citywide half cent sales tax and is utilized for maintenance of existing streets. While the entire \$23m will not be spent in 2017, a budget amendment is required as encumbrances have been established to accommodate for a large amount of projects that will be completed in 2017 and 2018.

Transient Guest Tax Funds (271/272/273)

The 2017 adopted budget was \$2,781,121, and is recommended to increase to \$3,285,000. These funds account for revenues received from the 7% transient guest tax that is imposed on hotel and motel room rentals and is utilized for promotion of conventions and tourism in the City of Topeka. 5% is spent on general tourism with the majority going to Visit Topeka; 1% on Sunflower Soccer; and 1% on 4 projects (Downtown Plaza, Evel Knievel, Jayhawk Theatre and Constitution Hall). The primary reason for this amendment is due to the timing of the payments to the 4 projects. The distribution of 2016 funding was made in 2017 due to the timing of the development agreement approvals, making the 2017 expenditures higher than anticipated.

Tax Increment Financing Fund (220)

The 2017 adopted budget was \$190,000, and is recommended to increase to \$250,000. These funds were established to monitor the amount of property taxes received for tax increment financing districts created for redevelopment of blighted areas. The City currently has one district: College Hill. Revenues from the fund are transferred to the Debt Service fund to pay for capital projects within the College Hill district. Revenues have been higher than anticipated due to growth within the district.

BUDGETARY IMPACT:

The amendment would increase the expenditure level of the 2017 Adopted Budget in the specified funds from \$21,776,719 to \$26,534,523, a \$4,758,224 increase.

SOURCE OF FUNDING:

The following source of funding includes:

Citywide Half Cent Sales Tax (292): Fund Balance
Transient Guest Tax Funds (271/272/273): Fund Balance
Tax Increment Financing (220): Revenue

ATTACHMENTS:

Description

Public Hearing Notice
2017 Budget Amendment Summary
2017 Budget Amendment State Forms
Appropriation Ordinance

2017

**Notice of Budget Hearing for Amending the
2017 Budget**

The governing body of
Topeka

will meet on the day of December 5, 2017 at 6:00 p.m. at City Council Chambers, 214 E Eighth Street for the purpose of hearing and answering objections of taxpayers relating to the proposed amended use of funds.

Detailed budget information is available at Office of the City Clerk at City Hall
and will be available at this hearing.

Summary of Amendments

Fund	2017 Adopted Budget			2017 Proposed Amended Expenditures
	Actual Tax Rate	Amount of Tax that was Levied	Expenditures	
Transient Guest Tax			2,781,124	3,284,523
Tax Increment Financing			190,000	250,000
Half Cent Sales Tax (Street)			18,805,175	23,000,000
			0	0
			0	0
			0	0


Official Title: City Clerk

2017 Budget Amendment Summary



Below is a summary of each of the proposed amendments to the 2017 budget.

Citywide Half Cent Sales Tax (292) – The 2017 adopted budget was \$18,805,175, and is recommended to increase to \$23,000,000. The fund accounts for revenues received from citywide half cent sales tax and is utilized for maintenance of existing streets. While the entire \$23m will not be spent in 2017, a budget amendment is required as encumbrances have been established to accommodate for a large amount of projects that will be completed in 2017 and 2018.

Transient Guest Tax Funds (271/272/273) – The 2017 adopted budget was \$2,781,121, and is recommended to increase to \$3,285,000. These funds account for revenues received from the 7% transient guest tax that is imposed on hotel and motel room rentals and is utilized for promotion of conventions and tourism in the City of Topeka. 5% is spent on general tourism with the majority going to Visit Topeka; 1% on Sunflower Soccer; and 1% on 4 projects (Downtown Plaza, Evel Knievel, Jayhawk Theatre and Constitution Hall). The primary reason for this amendment is due to the timing of the payments to the 4 projects. The distribution of 2016 funding was made in 2017 due to the timing of the development agreement approvals, making the 2017 expenditures higher than anticipated.

Tax Increment Financing Fund (220) – The 2017 adopted budget was \$190,000, and is recommended to increase to \$250,000. These funds were established to monitor the amount of property taxes received for tax increment financing districts created for redevelopment of blighted areas. The City currently has one district: College Hill. Revenues from the fund are transferred to the Debt Service fund to pay for capital projects within the College Hill district. Revenues have been higher than anticipated due to growth within the district.

2017

**Amended
Certificate
For Calendar Year 2017**

To the Clerk of Shawnee, State of Kansas
We, the undersigned, duly elected, qualified, and acting officers of
Topeka
certify that: (1) the hearing mentioned in the attached publication was
held;(2) after the Budget Hearing this Budget was duly approved and
adopted as the maximum expenditure for the various funds for the year.

			2017 Amended Budget		
			Amount of 2016 Tax that was Levied	Adopted 2017 Expenditures	Proposed Amended 2017 Expenditures
Table of Contents:			Page No.		
Fund	<u>K.S.A.</u>				
Transient Guest Tax	Charter Ord 69	2		2,781,124	3,284,523
Tax Increment Financing	12-1775 (b)(2)	3		190,000	250,000
Half Cent Sales Tax (Street)	Admin; Code Sec. 138-36	4		18,805,175	23,000,000
Totals		xxxxxxxx	0	21,776,299	26,534,523
Summary of Amendments		5			

Attested date: _____

County Clerk

Assisted by:

Address:

Email:

Governing Body

Topeka

2017

Adopted Budget

Transient Guest Tax	2017 Adopted Budget	2017 Proposed Budget
Unencumbered Cash Balance January 1	178,119	966,680
Receipts:		
Ad Valorem Tax		
Delinquent Tax		
Motor Vehicle Tax		
Recreational Vehicle Tax		
16/20M Vehicle Tax		
Transient Guest Tax	2,268,256	2,268,256
Transient Guest Tax - Sunflower Soccer	380,482	380,482
Other	132,386	132,386
Interest on Idle Funds		
Total Receipts	2,781,124	2,781,124
Resources Available:	2,959,243	3,747,804
Expenditures:		
Visit Topeka	1,663,239	2,105,000
Grants Other Agencies	372,535	670,000
Transfer Capital Sunflower Soccer	372,535	284,523
Transfer to General Fund (Zoo)	184,804	200,000
Admin Fees	55,622	25,000
Contingency	132,389	0
Total Expenditures	2,781,124	3,284,523
Unencumbered Cash Balance December 31	178,119	463,281

Topeka

2017

Adopted Budget

Tax Increment Financing	2017 Adopted Budget	2017 Proposed Budget
Unencumbered Cash Balance January 1	0	0
Receipts:		
Ad Valorem Tax		
Delinquent Tax		
Motor Vehicle Tax		
Recreational Vehicle Tax		
16/20M Vehicle Tax		
College Hill	190,000	250,000
Interest on Idle Funds		
Total Receipts	190,000	250,000
Resources Available:	190,000	250,000
Expenditures:		
Other	190,000	250,000
Total Expenditures	190,000	250,000
Unencumbered Cash Balance December 31	0	0

Topeka

2017

Adopted Budget

Half Cent Sales Tax (Street)	2017 Adopted Budget	2017 Proposed Budget
Unencumbered Cash Balance January 1	4,155,570	13,607,220
Receipts:		
Ad Valorem Tax		
Delinquent Tax		
Motor Vehicle Tax		
Recreational Vehicle Tax		
16/20M Vehicle Tax		
Sales Tax	14,619,605	14,619,605
Private Contributions	30,000	30,000
Interest on Idle Funds		
Total Receipts	14,649,605	14,649,605
Resources Available:	18,805,175	28,256,825
Expenditures:		
Projects	12,980,272	17,175,097
Personnel	169,328	169,328
Contractual	700,500	700,500
Commodities	800,000	800,000
Capital Outlay	4,155,075	4,155,075
Total Expenditures	18,805,175	23,000,000
Unencumbered Cash Balance December 31	0	5,256,825

2017

**Notice of Budget Hearing for Amending the
2017 Budget**

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Topeka

will meet on the day of December 5, 2017 at 6:00 p.m. at City Council Chambers, 214 E Eighth Street for the purpose of hearing and answering objections of taxpayers relating to the proposed amended use of funds.

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and will be available at this hearing.

Summary of Amendments

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	Actual Tax Rate	Amount of Tax that was Levied	Expenditures	
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Tax Increment Financing			190,000	250,000
Half Cent Sales Tax (Street)			18,805,175	23,000,000
			0	0
			0	0
			0	0

Brenda Younger

Official Title: City Clerk

1 (Published in the Topeka Metro News _____.)

2
3 ORDINANCE NO. _____

4
5 AN APPROPRIATION ORDINANCE introduced by Brent Trout, City Manager, approving
6 and adopting certain amendments to the operating
7 budget for the City of Topeka, for the year 2017, and
8 appropriating the amounts for the purpose as set
9 forth therein.

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

12
13 Section 1. *Amendments to the Budget incorporated by reference as a part of this*
14 *Ordinance.* The amendments to the operating budget for the City of Topeka, Kansas, for
15 the year 2017 as set forth in a document in the format prescribed by the Director of
16 Accounts and Reports of the Kansas Department of Administration, as required by law,
17 which has been published in a summary format together with a notice of public hearing, is
18 hereby incorporated by reference as a part of this Ordinance with the same force and
19 effect as if it were set forth herein in its entirety.

20 Section 2. *Amendments to the Budget approved and adopted.* The amendments
21 to the operating budget as described and incorporated by reference in Section 1 above are
22 hereby approved and adopted as amendments to the operating budget for the year 2017.

23 Section 3. *Funds appropriated by budget.* The amendments to the budget as
24 approved and adopted herein shall constitute and shall be declared to be appropriations for
25 the funds and departments as set forth therein, and the appropriations thus made shall not
26 be used for any other purpose. No money in any fund or fund type shall be used to pay for
27 any indebtedness created in excess of the amount appropriated for such fund or fund type,
28 or for the departments of such fund or fund type as referred to in the operating budget.
29 The appropriations made herein are for the year 2017 and no expenditures shall be

incurred as being authorized by such appropriations prior to January 1, 2017 or subsequent to December 31, 2017.

Section 4. *Budget amendments.* Any further amendment to the operating budget must be approved by the Governing Body and enacted in accordance with the provisions of K.S.A. § 79-2929a.

Section 5. *As used in this ordinance "fund" is defined as follows:*

Fund. A fiscal and accounting entity with a self balancing set of accounts in which cash and other financial resources, all related liabilities and residual equities, or balances, and changes therein are recorded and segregated to carry on specific activities or attain certain objectives in accordance with special regulations, restrictions, or limitations.

Section 6. *The following fund types are authorized:*

Governmental (or statutory) Fund Type: including General Fund, Special Revenue Funds, Debt Service Funds, and Capital Projects Funds; Proprietary Fund Type: including Enterprise Funds and Internal Service Funds (fixed or flexible); and, Fiduciary Fund Type: including Trust and Agency Funds. This Ordinance applies to all funds as listed on the budget certificate and fund summary adopted and submitted to the county and state.

Section 7. This Ordinance shall take effect and be in force from and after its passage, approval and publication in the official city newspaper.

PASSED and APPROVED by the Governing Body on _____.

CITY OF TOPEKA, KANSAS

Larry E. Wolgast, Mayor

ATTEST:

57
58
59
60

Brenda Younger, City Clerk

BUDGETARY IMPACT:

There is no budgetary impact to the City.

SOURCE OF FUNDING:

Not applicable.

ATTACHMENTS:

Description

Ordinance

Eighth Supplemental Indenture

Eighth Supplemental Lease

ORDINANCE NO. _____

**AN ORDINANCE INTRODUCED BY CITY MANAGER BRENT TROUT
AUTHORIZING THE CITY OF TOPEKA, KANSAS, TO EXECUTE AN
EIGHTH SUPPLEMENTAL INDENTURE BY AND BETWEEN THE
CITY AND COREFIRST BANK & TRUST, TOPEKA, KANSAS, AS
TRUSTEE; AUTHORIZING THE EXECUTION OF AN EIGHTH
SUPPLEMENTAL LEASE BY AND BETWEEN THE CITY AND THE
CONGREGATIONAL HOME, A KANSAS NOT-FOR-PROFIT
CORPORATION; AND AUTHORIZING AND APPROVING CERTAIN
AMENDMENTS IN CONNECTION WITH THE ACKNOWLEDGEMENT
OF PARITY SWAP OBLIGATIONS.**

WHEREAS, the City of Topeka, Kansas, (the "City" or the "Issuer") is authorized by K.S.A. 12-1740 to 12-1749d, inclusive, as amended, (the "Act") to both acquire, construct, renovate, and improve, and equip certain facilities (as defined in the Act) for commercial, hospital, industrial and manufacturing purposes, and to enter into leases and lease-purchase agreements with any persons, firm or corporation for said facilities, and to issue revenue bonds for the purposes of paying the costs of any such facilities and refunding any such revenue bonds issued for such purposes; and

WHEREAS, pursuant to the Act, the governing body of the City duly adopted June 8, 1999, and published as required by law, its Ordinance No. 17386 (the "1999 Ordinance") which authorized the City to, among other things, issue its City of Topeka, Kansas, Health Care Facilities Revenue Bonds, Series 1999A, (Brewster Place Project) (the Series 1999A Bonds") and Taxable Health Care Facilities Revenue Bonds, Series 1999B, (Brewster Place Project) in the aggregate principal amount of \$10,485,000 (the "Series 1999B Bonds") (the Series 1999A Bonds and Series 1999B Bonds are collectively the "Series 1999 Bonds") to finance among other things the cost of acquiring certain land and rehabilitating, remodeling, constructing, furnishing and equipping certain assisted living and health care facilities thereon (the "1999 Facility") and lease the same to The Congregational Home, a Kansas not-for profit corporation (the "Tenant") pursuant to a Lease Agreement dated as of June 1, 1999 (the "1999 Lease"); and

WHEREAS, pursuant to both the Act and the 1999 Ordinance, the City as the Issuer of the Series 1999 Bonds entered into a Trust Indenture dated as of June 1, 1999, (the "1999 Indenture") by and between the Issuer and Commerce Bank & Trust, Topeka, Kansas, now known as CoreFirst Bank & Trust, as Trustee, (the "Trustee") relating to the issuance by the Issuer of the Series 1999 Bonds; and

WHEREAS, pursuant to **Section 203** of the 1999 Indenture, bonds in addition to the Series 1999 Bonds may be issued under and equally and ratably secured by the 1999 Indenture to, among other things, provide funds to pay the costs of completing an Additional Facility as such term is defined in the 1999 Indenture; and

1
2 **WHEREAS**, any bonds issued in addition to the Series 1999 Bonds shall, subject to the
3 terms and conditions of **Section 203** of the 1999 Indenture, qualify to be on a parity with the
4 Series 1999 Bonds and any Additional Bonds outstanding at any time and from time to time; and
5

6 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted November
7 7, 2000, and published as required by law, its Ordinance No. 17590 (the "2000 Ordinance")
8 which authorized the City to, among other things, issue its City of Topeka, Kansas, Health Care
9 Facilities Revenue Bonds, Series 2000, (Brewster Place Project) in the aggregate principal
10 amount of \$2,100,000 (the "Series 2000 Bonds") to finance among other things the cost of
11 acquiring certain land and rehabilitating, remodeling, constructing, furnishing and equipping
12 certain assisted living and health care facilities thereon (the "2000 Facility") and lease the same
13 to the Tenant pursuant to a First Supplemental Lease Agreement dated as of November 1, 2000
14 (the "First Supplemental Lease"); and
15

16 **WHEREAS**, pursuant to both the Act and the 2000 Ordinance, the City as the Issuer of
17 the Series 2000 Bonds entered into a First Supplemental Indenture dated as of November 1,
18 2000, (the "First Supplemental Indenture") by and between the Issuer and the Trustee relating to
19 the issuance by the Issuer of the Series 2000 Bonds; and
20

21 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted August
22 13, 2002, and published as required by law, its Ordinance No. 17872 (the "2002 Ordinance")
23 which authorized the City to, among other things, issue its City of Topeka, Kansas, Housing and
24 Health Care Revenue Bonds, Series 2002, (Brewster Place Project) in the aggregate principal
25 amount of \$2,225,000 (the "Series 2002 Bonds") to finance among other things the cost of
26 acquiring certain land and rehabilitating, remodeling, constructing, furnishing and equipping
27 certain assisted living and health care facilities thereon (the "2002 Facility") and lease the same
28 to the Tenant pursuant to a Second Supplemental Lease Agreement dated as of August 15, 2002
29 (the "Second Supplemental Lease"); and
30

31 **WHEREAS**, pursuant to both the Act and the 2002 Ordinance, the City as the Issuer of
32 the Series 2002 Bonds entered into a Second Supplemental Indenture dated as of August 15,
33 2002, (the "Second Supplemental Indenture") by and between the Issuer and the Trustee relating
34 to the issuance by the Issuer of the Series 2002 Bonds; and
35

36 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted May 11,
37 2004, and published as required by law, its Ordinance No. 18231 (the "2004 Ordinance") which
38 authorized the City to, among other things, issue its City of Topeka, Kansas, Housing and Health
39 Care Refunding and Improvement Revenue Bonds, Series 2004, (Brewster Place Project) in the
40 aggregate principal amount of \$12,000,000 (the "Series 2004 Bonds") to finance among other
41 things (i) the cost of acquiring certain land and rehabilitating, remodeling, constructing,
42 furnishing and equipping certain assisted living and health care facilities thereon (the "2004
43 Facility") and lease the same to the Tenant pursuant to a Third Supplemental Lease Agreement
44 dated as of May 15, 2004 (the "Third Supplemental Lease"), (ii) currently refund all of the
45 outstanding Series 1999A Bonds and (iii) advance refund all of the outstanding Series 2000
46 Bonds; and

1
2 **WHEREAS**, pursuant to both the Act and the 2004 Ordinance, the City as the Issuer of
3 the Series 2004 Bonds entered into a Third Supplemental Indenture dated as of May 15, 2004,
4 (the "Third Supplemental Indenture") by and between the Issuer and the Trustee relating to the
5 issuance by the Issuer of the Series 2004 Bonds; and
6

7 **WHEREAS**, none of the Series 1999 Bonds or the Series 2000 Bonds remain
8 outstanding; and
9

10 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted July 20,
11 2010, and published as required by law, its Ordinance No. 19446 (the "2010 Ordinance") which
12 authorized the City to, among other things, issue its City of Topeka, Kansas, Housing and Health
13 Care Improvement Revenue Bonds, Series 2010, (Brewster Place Project) in the principal
14 amount of \$9,765,000 (the "Series 2010 Bonds") to finance, among other things, the costs of (i)
15 certain improvements to the Facility, (ii) currently refund and pay all of the outstanding Series
16 2002 Bonds in the principal amount of \$1,740,000, (iii) refinance a portion of a commercial bank
17 loan incurred to acquire land for future expansion of the Brewster Place campus, including all or
18 part of the Series 2010 Site, as defined in the Fourth Supplemental Indenture (as defined in the
19 recital to this ordinance which recital immediately follows this recital), (iv) fund a deposit to the
20 Series 2010 Debt Service Reserve Account, and (v) pay certain costs of issuing the Series 2010
21 Bonds, and lease the 2010 Facility to the Tenant pursuant to a Fourth Supplemental Lease
22 Agreement dated as of July 1, 2010 (the "Fourth Supplemental Lease"); and
23

24 **WHEREAS**, pursuant to both the Act and the 2010 Ordinance, the City as the Issuer of
25 the Series 2010 Bonds entered into a Fourth Supplemental Indenture dated as of July 1, 2010,
26 (the "Fourth Supplemental Indenture") by and between the Issuer and the Trustee relating to the
27 issuance by the Issuer of the Series 2010 Bonds; and
28

29 **WHEREAS**, none of the Series 2002 Bonds remain outstanding; and
30

31 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted February
32 19, 2013, and published as required by law, its Ordinance No. 19795 (the "2013 Ordinance")
33 which authorized the City to, among other things, issue its City of Topeka, Kansas, Housing and
34 Health Care Improvement Revenue Bonds, Series 2013, (Brewster Place Project) in the principal
35 amount of \$10,000,000 (the "Series 2013 Bonds") to finance, among other things, the costs of (i)
36 certain improvements to the Facility, (ii) currently refund and pay all of the outstanding Series
37 2004 Bonds in the principal amount of \$8,500,000, and (iii) pay certain costs of issuing the
38 Series 2013 Bonds, and lease the 2013 Facility to the Tenant pursuant to a Fifth Supplemental
39 Lease Agreement dated as of March 1, 2013 (the "Fifth Supplemental Lease"); and
40

41 **WHEREAS**, pursuant to both the Act and the 2013 Ordinance, the City as the Issuer of
42 the Series 2013 Bonds entered into a Fifth Supplemental Indenture dated as of March 1, 2013,
43 (the "Fifth Supplemental Indenture") by and between the Issuer and the Trustee relating to the
44 issuance by the Issuer of the Series 2013 Bonds; and
45

46 **WHEREAS**, none of the Series 2004 Bonds remain outstanding; and

1
2 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted July 21,
3 2015, and published as required by law, its Ordinance No. 19959 (the “2015 Ordinance”) which
4 authorized the City to, among other things, issue its City of Topeka, Kansas, Housing and Health
5 Care Improvement Refunding Revenue Bonds, Series 2015, (Brewster Place Project) in the
6 principal amount of \$8,190,000 (the “Series 2015 Bonds”) to (i) currently refund and pay all of
7 the outstanding Series 2010 Bonds in the principal amount of \$8,550,000, and (ii) pay certain
8 costs of issuing the Series 2015 Bonds, and lease the 2015 Facility to the Tenant pursuant to a
9 Sixth Supplemental Lease Agreement dated as of July 1, 2015 (the “Sixth Supplemental Lease”);
10 and

11
12 **WHEREAS**, pursuant to both the Act and the 2015 Ordinance, the City as the Issuer of
13 the Series 2015 Bonds entered into a Sixth Supplemental Indenture dated as of July 1, 2015, (the
14 “Sixth Supplemental Indenture”) by and between the Issuer and the Trustee relating to the
15 issuance by the Issuer of the Series 2015 Bonds; and

16
17 **WHEREAS**, none of the Series 2010 Bonds remain outstanding; and

18
19 **WHEREAS**, pursuant to the Act, the governing body of the City duly adopted June 13,
20 2017 and published as required by law, its Ordinance No. 20069 (the “2017 Bond Ordinance”) which
21 authorized the City to, among other things, issue its (1) Housing and Health Care
22 Improvement and Refunding Revenue Bonds, Series 2017A1, (Brewster Place Project) (the
23 “Series 2017A1 Bonds”); (2) Housing and Health Care Improvement and Refunding Revenue
24 Bonds, Series 2017A2, (Brewster Place Project) (the “Series 2017A2 Bonds”); (3) Housing and
25 Health Care Improvement and Refunding Revenue Bonds, Series 2017B1 (Brewster Place
26 Project) (the “Series 2017B1 Bonds”); (4) Housing and Health Care Improvement and Refunding
27 Revenue Bonds, Series 2017B2 (Brewster Place Project) (the “Series 2017B2 Bonds”); and (5)
28 Housing and Health Care Improvement and Refunding Revenue Bonds, Series 2017C, (Brewster
29 Place Project) (the “Series 2017C Bonds”) (the Series 2017A1 Bonds, the Series 2017A2 Bonds,
30 the Series 2017B1 Bonds, the Series 2017B2 Bonds, and the Series 2017C Bonds are collectively
31 referred to as the “Series 2017 Bonds”) to (i) finance the project costs of the Series 2017 Project
32 to be leased by the Issuer to the Tenant, (ii) currently refund all of the outstanding Series 2013
33 Bonds and (iii) pay certain costs of issuing the Series 2017 Bonds, and lease the 2017 Facility to
34 the Tenant pursuant to a Seventh Supplemental Lease Agreement dated as of June 1, 2017 (the
35 “Seventh Supplemental Lease”); and

36
37 **WHEREAS**, none of the Series 2013 Bonds remain outstanding; and

38
39 **WHEREAS**, the Seventh Supplemental Lease required that the Tenant enter into an
40 interest rate swap transaction (the “2017 Swap Transaction”) secured on a parity basis with all
41 outstanding Bonds in order to mitigate interest rate risk in connection with the Series 2017
42 Bonds; and

43
44 **WHEREAS**, the City therefore finds and determines that it is necessary and desirable to
45 execute and deliver both the Eighth Supplemental Indenture with CoreFirst Bank & Trust,
46 Topeka, Kansas, as Trustee, and the Eighth Supplemental Lease, between the City, as Landlord,

1 and the Tenant for the purposes as more fully described therein to assist the Tenant acknowledge
2 the parity security interest granted to secure the 2017 Swap Transactions and make certain other
3 amendments relating to the 2017 Swap Transaction and Series 2017 Bonds; and to execute such
4 other documents and agreements in connection with the 2017 Swap Transaction as hereinafter
5 provided;

6
7 **NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF**
8 **TOPEKA, SHAWNEE COUNTY, KANSAS, AS FOLLOWS:**
9

10 **Section 1. Authorization and Approval of Documents.** The following documents (the
11 "Issuer Documents") are hereby approved in substantially the forms presented to the Governing
12 Body at this meeting with such changes therein as shall be approved by the officer of the Issuer
13 executing such documents, such officer's signature thereon being conclusive evidence of such
14 officer's approval and the Issuer's approval thereof:
15

16 (a) Eighth Supplemental Indenture dated as of December 1, 2017, by and between the
17 Issuer and CoreFirst Bank & Trust, Topeka, Kansas, (the "Trustee") (the "Eighth Supplemental
18 Indenture"); and
19

20 (b) Eighth Supplemental Lease dated as of December 1, 2017, by and between the
21 Tenant and the Issuer (the "Eighth Supplemental Lease").
22

23 **Section 2. Execution of Documents.** The Mayor or Deputy Mayor of the Issuer is
24 hereby authorized and directed to execute and deliver the Issuer Documents including, but not
25 limited to, the Eighth Supplemental Indenture and the Eighth Supplemental Lease, for and on
26 behalf of and as the act and deed of the Issuer. The Clerk or Deputy Clerk of the Issuer is hereby
27 authorized and directed to attest Mayor's or Deputy Mayor's signatures to the Issuer Documents,
28 and to such other documents, certificates and instruments, as may be necessary or desirable to
29 carry out and comply with the intent of this Ordinance.
30

31 **Section 3. Approval of Parity Swap Indebtedness.** The grant by the Tenant of the parity
32 security interest in its Unrestricted Receivables to secure to the 2017 Swap Transaction, as set
33 forth in the Issuer Documents and other related documents, is hereby approved.
34

35 **Section 4. Further Authority.** The Issuer shall, and the officers, agents and employees of
36 the Issuer are hereby authorized and directed to, take such further action, and execute such other
37 documents, certificates and instruments, including, without limitation, any security documents,
38 arbitrage certificate, closing certificates and tax forms, as may be necessary or desirable to carry
39 out and comply with the intent of this Ordinance, and to carry out, comply with and perform the
40 duties of the Issuer with respect to the 2017 Swap Transaction, Series 2017 Bonds and the Issuer
41 Documents.
42

43 **Section 5. Repeal of Conflicting Ordinances.** All prior ordinances of the Issuer or any
44 parts thereof in conflict with any or all of the foregoing ordinances are hereby repealed to the
45 extent of such conflict.
46

Section 6. Severability. If any section, paragraph, clause or provision of this Ordinance shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any remaining provisions of this Ordinance.

Section 7. Effective Date. This Ordinance shall take effect and be in full force immediately after its adoption by the Issuer and publication once in the official newspaper of the City.

PASSED and approved by the Governing Body this ____ day of _____, 2017.

CITY OF TOPEKA, KANSAS

ATTEST:

Larry E. Wolgast, Mayor

Brenda Younger, City Clerk

(SEAL)

I, BRENDA YOUNGER, City Clerk of the City of Topeka, Shawnee County, Kansas, do hereby certify that the above and foregoing is a true and correct copy of Ordinance No. _____ adopted and approved by the Governing Body on _____, 2017.

Brenda Younger, City Clerk

EIGHTH SUPPLEMENTAL INDENTURE

Dated as of December 1, 2017

between

CITY OF TOPEKA, KANSAS

and

COREFIRST BANK & TRUST, TOPEKA, KANSAS
As Trustee

City of Topeka, Kansas
Housing and Health Care Improvement and Refunding Revenue Bonds
(Brewster Place Project)

Series 2017A1	\$ 3,560,000
Series 2017A2	\$14,105,000
Series 2017B1	\$ 3,605,000
Series 2017B2	\$ 6,685,000
Series 2017C	\$ 3,200,000

EIGHTH SUPPLEMENTAL INDENTURE

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EIGHTH SUPPLEMENTAL INDENTURE

THIS EIGHTH SUPPLEMENTAL INDENTURE, dated as of December 1, 2017, (the "Eighth Supplemental Indenture"), between the **CITY OF TOPEKA, KANSAS**, a municipal corporation duly organized and existing under the laws of the State of Kansas (the "Issuer"), and **COREFIRST BANK & TRUST, TOPEKA, KANSAS**, a banking association organized and existing and authorized to accept and execute trusts of the character herein set out under and by virtue of the laws of the State of Kansas with its principal corporate trust office located in the City of Topeka, Kansas, as trustee (the "Trustee");

RECITALS

1. The Issuer is a municipal corporation duly organized and existing under the laws of the State of Kansas with full and lawful power and authority under K.S.A. 12-1740 et seq., as amended (collectively, the "Act") to issue revenue bonds, the proceeds of which shall be used for the purpose of paying all or part of the cost of purchasing, acquiring, constructing, reconstructing, improving, equipping, furnishing, repairing, enlarging or remodeling facilities, as such term is used in the Act, and to enter into leases or lease-purchase agreements with any person, firm or corporation for such facilities and to issue revenue bonds to refund any such revenue bonds.

2. Pursuant to the Act, Ordinance No. 17386 of the Issuer passed and approved June 8, 1999, and published as required by law, (the "Series 1999 Ordinance") and an Indenture of Trust dated as of June 1, 1999, (the "1999 Indenture") between the Issuer and the Trustee, the Issuer issued its Health Care Facilities Revenue Bonds, Series 1999A (Brewster Place Project), dated June 15, 1999, in the aggregate principal amount of \$9,970,000 (the "Series 1999A Bonds") and its Taxable Health Care Facilities Revenue Bonds, Series 1999B (Brewster Place Project), dated June 15, 1999, in the aggregate principal amount of \$515,000 (the "Series 1999B Bonds," together with the Series 1999A Bonds, the "Series 1999 Bonds"), none of which remains outstanding.

3. Pursuant to **Section 203** of the 1999 Indenture, the Issuer from time to time may issue Additional Bonds secured by the Indenture, subject to the terms and conditions of that Section.

4. Pursuant to the Act, Ordinance No. 17590 of the Issuer passed and approved November 7, 2000, and published as required by law, (the "Series 2000 Ordinance") and a First Supplemental Indenture dated as of November 1, 2000, (the "First Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Health Care Facilities Revenue Bonds, Series 2000, (Brewster Place Project) in the aggregate principal amount of \$2,100,000 (the "Series 2000 Bonds"), none of which remains outstanding.

5. Pursuant to the Act, Ordinance No. 17872 of the Issuer passed and approved August 13, 2002, and published as required by law, (the "Series 2002 Ordinance") and a Second Supplemental Indenture dated as of August 15, 2002, (the "Second Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Revenue Bonds, Series 2002, (Brewster Place Project) in the aggregate principal amount of \$2,225,000 (the "Series 2002 Bonds"), none of which remains outstanding.

6. Pursuant to the Act, Ordinance No. 18231 of the Issuer passed and approved May 11, 2004, and published as required by law, (the "Series 2004 Ordinance") and a Third Supplemental Indenture dated as of May 15, 2004, (the "Third Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Refunding and Improvement Revenue Bonds, Series 2004, (Brewster Place Project) in the aggregate principal amount of \$12,000,000 (the "Series 2004 Bonds"), none of which remains outstanding.

7. Pursuant to the Act, Ordinance No. 19446 of the Issuer, passed and approved July 20, 2010, and published as required by law, (the "Series 2010 Ordinance") and a Fourth Supplemental Indenture dated as of July 1, 2010, (the "Fourth Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Improvement Revenue Bonds, Series 2010, (Brewster Place Project) in the aggregate principal amount of \$9,765,000 (the "Series 2010 Bonds"), none of which remains outstanding.

8. Pursuant to the Act, Ordinance No. 19795 of the Issuer, passed and approved February 19, 2013, and published as required by law, (the "Series 2013 Ordinance") and a Fifth Supplemental Indenture dated as of March 1, 2013, (the "Fifth Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Improvement Revenue Bonds, Series 2013, (Brewster Place Project) in the aggregate principal amount of \$10,000,000 (the "Series 2013 Bonds"), none of which remains outstanding.

9. Pursuant to the Act, Ordinance No. 19959 of the Issuer, passed and approved July 21, 2015, and published as required by law, (the "Series 2015 Ordinance") and a Sixth Supplemental Indenture dated as of July 1, 2015, (the "Sixth Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Improvement Refunding Revenue Bonds, Series 2015, (Brewster Place Project) in the aggregate principal amount of \$8,190,000 (the "Series 2015 Bonds"), \$7,530,000 of which remains outstanding and subject to optional redemption by the Issuer upon written instructions from the Corporation at a redemption price equal to 100% of the principal amount thereof plus accrued interest to the redemption date.

10. Pursuant to the Act and Ordinance No. 20069 passed and approved June 13, 2017, duly adopted by the Issuer, and published as required by law, and a Seventh Supplemental Indenture dated as of June 1, 2017 (the "Seventh Supplemental Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Improvement and Refunding Revenue Bonds (Brewster Place Project) consisting of five separate series designated as follows: (1) Series 2017A1 Bonds in the principal amount of \$3,560,000 (the "Series 2017A1 Bonds"); (2) Series 2017A2 Bonds in the maximum principal amount of \$14,105,000 (the "Series 2017A2 Bonds"); (3) Series 2017B1 Bonds in the principal amount of \$3,605,000 (the "Series 2017B1 Bonds"); (4) Series 2017B2 Bonds in the maximum principal amount of \$6,685,000 (the "Series 2017B2 Bonds"); and (5) Series 2017C Bonds in the maximum principal amount of \$3,200,000 (the "Series 2017C Bonds") (the Series 2017A1 Bonds, Series 2107A2 Bonds, Series 2017B1 Bonds, Series 2017B2 Bonds and Series 2017C Bonds are collectively referred to as the "Series 2017 Bonds").

11. The Seventh Supplemental Lease Agreement dated as of June 1, 2017, between The Congregational Home, a not-for-profit corporation organized and existing under the laws of the State of Kansas (the "Corporation"), as lessee and the Issuer, as lessor, (the "Seventh

Supplemental Lease Agreement” and together with the 1999 Lease Agreement, First Supplemental Lease Agreement, Second Supplemental Lease Agreement, Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, and the Sixth Supplemental Lease Agreement, the "Lease Agreement"), requires that the Corporation enter into a Swap Transaction secured on a parity basis with all Bonds Outstanding under the Indenture.

12. The Corporation has requested and the Issuer and the Trustee have agreed, with the consent of the Owners of all of the Bonds Outstanding, to enter into this Eighth Supplemental Indenture to set forth the parity provisions with respect to the hereinafter defined 2017 Swap Transaction and to make certain other amendments related thereto and to the Series 2017 Bonds.

NOW, THEREFORE, in consideration of the premises, the Issuer covenants and agrees with the Trustee, for the benefit of all Bonds issued under the Indenture and the hereinafter defined 2017 Swap Counterparty, as follows:

ARTICLE I

DEFINITIONS; RULES OF INTERPRETATION

Section 1.01. Definitions. In addition to words and terms defined in this Eighth Supplemental Indenture, the words and terms as used in this Eighth Supplemental Indenture shall have the meanings specified in **Section 101** of the 1999 Indenture or the following meanings, unless otherwise expressly provided in this Eighth Supplemental Indenture or unless some other meaning is plainly intended:

“2017 Swap Agreement” means the ISDA Master Agreement, together with a Schedule thereto (the **“Master Agreement”**) dated as of the date hereof, between the Corporation and the 2017 Counterparty, (ii) the Confirmation entered into thereunder dated the date hereof, with Reference No. [] (the **“2017 Confirmation”**) and (iii) any future Confirmations to be entered into from time to time to evidence Transactions under and as defined in the Master Agreement.

“2017 Swap Counterparty” means UMB Bank, N.A. a national banking association.

“2017 Swap Note” means the Secured Promissory Note dated December [], 2017 given by the Corporation in favor of the 2017 Swap Counterparty.

“Commodity Exchange Act” shall mean the Commodity Exchange Act (7 U.S.C. § 1 et seq.), as amended from time to time, and any successor statute.

“Indenture” means the 1999 Indenture, the First Supplemental Indenture, the Second Supplemental Indenture, the Third Supplemental Indenture, the Fourth Supplemental Indenture, the Fifth Supplemental Indenture, the Sixth Supplemental Indenture, the Seventh Supplemental Indenture, and the Eighth Supplemental Indenture each between the Issuer and the Trustee, as from time to time amended and supplemented by Supplemental Indentures in accordance with the provisions thereof.

"1999 Indenture" means the Indenture of Trust, dated as of June 1, 1999, between the Issuer and the Trustee.

"Parity Indebtedness" mean any Indebtedness of the Corporation issued or incurred by the Corporation pursuant to **Section 6.2** of the Lease Agreement and secured on parity with the Bonds, which obligation may be issued to any Person including Persons other than the Issuer, and any Swap Indebtedness specifically identified as Parity Indebtedness pursuant to a Supplemental Indenture and Supplemental Lease Agreement.

"Eighth Supplemental Indenture" means this Eighth Supplemental Indenture dated as of December 1, 2017, between the Issuer and the Trustee.

"Eighth Supplemental Lease" means the Eighth Supplemental Lease Agreement dated as of December 1, 2017, between the Issuer and the Corporation.

"Swap Agreement" shall mean, any agreement, contract or transaction that constitutes a "swap" within the meaning of **Section 1a(47)** of the Commodity Exchange Act, including any agreement with respect to any swap, forward, future or derivative transaction or option or similar agreement involving, or settled by reference to one or more rates, currencies, commodities, equity or debt instruments or securities, or economic, financial or pricing indices or measures of economic, financial or pricing risk or value or any similar transaction or any combination of these transactions; provided that no phantom stock or similar plan providing for payments only on account of services provided by current or former directors, officers, employees or consultants of the Corporation or any of its subsidiaries shall be a "Swap Agreement."

"Swap Indebtedness" means all indebtedness, liabilities, fees, costs, assessments, penalties, losses or obligations, now existing or hereafter arising due or to become due, absolute or contingent, of the Corporation to a Purchaser or any Affiliate of a Purchaser under any Swap Transaction, Swap Transaction Documents or financial contract.

"Swap Transactions" means one or more agreements between the Corporation and a Purchaser or an Affiliate of a Purchaser with respect to any interest rate swap, cap, collar, floor, forward, future or derivative transaction or option or similar agreement involving, or settled by reference to, one or more interest rates, currencies, commodities, equity or debt instruments or securities, or economic, financial or pricing indices or measures of economic, financial or pricing risk or value.

"Swap Transaction Documents" means: any and all documents related to any Swap Transactions by and between the Purchaser or any Affiliate of a Purchaser including but not limited to the following: 2002 version of the International Swaps and Derivatives Association, Inc. Master Agreement (the "ISDA"), the Schedule to the Master Agreement, any Credit Support Annexes, any Swap Trade Confirmations, Risk Disclosure Statements, Eligible Contract Participant Verification Forms, and all such other related documents as a Purchaser or an Affiliate of a Purchaser may require. All such Swap Transaction Documents shall be in form and content, and include such terms and conditions, as required by Purchaser or an Affiliate of a Purchaser.

Section 1.02. Rules Interpretation.

(a) Words of the masculine gender shall be deemed and construed to include correlative words of the feminine and neuter genders.

(b) Except as otherwise indicated or provided, words in the singular form include the plural as well as the singular and vice versa.

(c) The table of contents hereto and the headings and captions herein are for convenience of reference only and shall not define, limit or describe the provisions of the Indenture.

Section 1.03. Severability. If any provision of this Eighth Supplemental Indenture shall be held or deemed to be or shall, in fact, be illegal, inoperative or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent whatever.

Section 1.04. Counterparts. This Eighth Supplemental Indenture may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

Section 1.05. Applicable Law. This Eighth Supplemental Indenture shall be governed by and construed in accordance with the laws of the State.

ARTICLE II

AMENDMENTS TO INDENTURE

Section 2.01. Amendments to Definitions. The following definitions of words and terms contained in **Section 101** of the 1999 Indenture, Section 1.01 of the Fourth Supplemental Indenture and in Section 1.01 of the Seventh Supplemental Indenture, as applicable, are amended in their entirety to provide as follows.

“Debt Service” shall mean aggregate principal payments (whether at maturity or pursuant to sinking fund redemption requirements), interest payments and other payments of the Corporation on the Series 1999 Bonds, Parity Indebtedness and other Outstanding Long-Term Indebtedness for the period of time for which calculated; provided, however, that for the purposes of calculating such amount:

- (a) the amount of such payments for future period shall be calculated in accordance with the assumptions contained in Sections 6.4, 6.5, 6.6 and 6.7 of the Lease Agreement as amended by Section 4.7 of the Seventh Supplemental Lease.
- (b) principal and interest shall be excluded from the determination of Debt Service to the extent that such principal or interest is payable from amounts deposited in trust, escrowed or otherwise set aside

for the payment thereof with the Trustee or another Person approved by the Trustee; and

(c) the amount of such payments for Indebtedness for which a Swap Agreement has been obtained by the Corporation shall be calculated in accordance with the assumptions contained in Section 6.8 of the Lease Agreement as amended by the Section 3.1 of the Eighth Supplemental Lease. **“LIBOR”** means the London Interbank Offered Rate in United States dollars for a one month period as reported on Reuters Screen LIBOR01, or other similar service (the “Index”), adjusted for any reserve requirement and any subsequent costs arising from a change in government regulation. The initial LIBOR rate applicable hereunder shall be the Index in effect as of 11:00 a.m. (London time) two London Banking Days prior to date of issuance of the Series 2017 Bonds. Thereafter, the LIBOR rate shall be subsequently adjusted as of 11:00 a.m. (London time) on the first day of each calendar month (whether or not such day is a Business Day), to be the Index as of 11:00 a.m. (London time) two London Banking Day prior to such date. Notwithstanding the foregoing, in no event shall the LIBOR be deemed to be less than zero; provided, however, that if Corporation and a Purchaser have entered into a Swap Transaction in relation to the interest rate in respect of any Series 2017 Bonds, then LIBOR shall be as determined for such Series 2017 Bonds, irrespective if such determination is less than zero. As used herein “London Banking Day” means a day on which commercial banks are open for general business (including dealings in foreign exchange and foreign currency deposits) in London, England. Purchaser’s internal records of applicable interest rates shall be determinative in the absence of manifest error.

If the Index becomes unavailable, Purchasers may designate a substitute index after notifying the Corporation, provided, however, such substitute index shall (a) be the rate designated by the International Swaps and Derivatives Association to replace LIBOR in its standard interest rate swap master agreements; or (b) be a widely-recognized substitute rate available and reported on the Bloomberg Professional Service reflecting an unsecured loan with a one-month tenor between two sophisticated counterparties, each with investment grade credit ratings. In selecting its substitute rate, Purchasers shall use reasonable efforts to select a substitute rate that (x) does not cause a reissuance for tax purposes of the Series 2017 Bonds and (y) is not different than the substitute rate used on any Swap transaction related to the Series 2017 Bonds.

Section 2.02. Amendment of Section 2.04 of the Seventh Supplemental Indenture. The Indenture is hereby supplemented by amending **Section 2.04** of the Seventh Supplemental Indenture as follows:

(a) The fourth sentence of the first paragraph is hereby amended to read as follows: “The Final Advance shall be no later than the first calendar day of January 2020 for the Series 2017A2 Bonds and the 2017B2 Bonds, and the first calendar day of December 2018 for the Series 2017C Bonds.

(b) The following paragraph shall be added at the end thereof:

Notwithstanding the foregoing, upon written request of the Corporation received by the Purchasers, the Issuer and the Trustee by no later than December 26, 2017, the Purchasers shall, by no later than December 31, 2017, make a Principal Advance (which shall also constitute the Final Advance) in an amount equal to the Maximum Principal Amount of each series of applicable Bonds owned by it, less the then-Cumulative Outstanding Principal Amount of such Bonds (the “Extraordinary Advance”). The Extraordinary Advance shall be deposited by the Bond Trustee in the Project Fund as provided in Section 4.01 of the Seventh Supplemental Indenture. If the Extraordinary Advance is requested for any series of Series 2017 Bonds that are not fully drawn, it must be requested for each series of Series 2017 Bonds that are not fully drawn.

Section 2.03. Amendment of Section 3.03 of Seventh Supplemental Indenture. The Indenture is hereby supplemented by amending *Section 3.03* of the Seventh Supplemental Indenture by adding the following paragraph at the end of such section:

Notwithstanding the foregoing, if any Series 2017 Bonds are subject to a Swap Agreement, in whole or in part, it is expressly understood by the Corporation that such a redemption of the Series 2017 Bonds may also cause breakage, termination or like fees to be due under the terms of the Swap Agreement. Accordingly, the Corporation should consult the terms of the Swap Agreement and other disclosure provided therewith for determination of fees or penalties which may be associated with such a redemption.

Section 2.04. Amendment of Article VI of the Seventh Supplemental Indenture. The Indenture is hereby supplemented by amending *Article VI* of the Seventh Supplemental Indenture by adding the following section:

Section 6.05. Payment of Series 2017 Bonds. Payment, redemption or acceleration of Series 2017 Bonds which are subject to Swap Transactions, whether voluntary or involuntary, may constitute a Termination Event (as defined in the Swap Transaction Documents) under a Swap Transaction, permitting a Purchaser or an Affiliate of a Purchaser terminate the Swap Transaction. Moreover, at no time during the term of any applicable Series 2017 Bonds may the then-outstanding aggregate principal balance of the Series 2017 Bonds be less than the notional amount of the Swap Transaction, and any payment, redemption or acceleration of the applicable Series 2017 Bonds below the Swap Transaction notional amount will require an equivalent reduction in the notional amount under the Swap Transaction Documents. Any such termination of a Swap Transaction, or reduction in Swap Transaction notional amount, may subject the Corporation to payment to a Purchaser or an Affiliate of a Purchaser of all assessments losses, fees and costs of any kind nor nature as set forth in any and all Swap Transaction Documents or otherwise as may be incurred by a Purchaser or an Affiliate of a Purchaser under such Swap Transaction Documents, which arise, directly or indirectly, as a result of such prepayment or termination.

Section 2.05. Acknowledgment of Parity Indebtedness. The Issuer and the Trustee hereby acknowledge and agree that: (a) the 2017 Swap Obligations constitute “Parity Indebtedness” under the Indenture and Lease Agreement and, as such, the security interest in the Corporation’s Unrestricted Receivables set forth in the 2017 Swap Note is on a parity basis with

the security interest in the Corporation's Unrestricted Receivables set forth in the Lease Agreement, (ii) the 2017 Swap Obligations and the Bonds shall be of equal rank and be entitled to share without preference in the security interest in the Corporation's Unrestricted Receivables, (iii) prior to exercising any remedies upon a default by the Corporation under the 2017 Swap Obligations, the Counterparty has appointed the Trustee to act with respect to the Unrestricted Receivables and the Trustee (or the Counterparty, if the Trustee so consents) shall consider the interests of the Counterparty and the Bonds and proceed such that the interests of the Counterparty and the Bondowners shall be equally protected and (iv) all amounts realized from the Unrestricted Receivables shall be paid to the Trustee for application in accordance with Section 709 of the Indenture. The Issuer and the Trustee waive the other requirements of Section 6.2(a)(v) of the Lease Agreement with respect to Parity Indebtedness.

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IN WITNESS WHEREOF, the Issuer has caused these presents to be executed in its corporate name and with its official seal hereunto affixed and attested by its duly authorized official; and to evidence its acceptance of the trusts hereby created, the Trustee has caused these presents to be executed in its corporate name and with its corporate seal hereunto affixed and attest by its duly authorized officers, as of the date first above written.

CITY OF TOPEKA, KANSAS

(SEAL)

By _____
Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk

ACKNOWLEDGMENT

STATE OF KANSAS)
) SS:
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, came Larry E. Wolgast, Mayor of the City of Topeka, Kansas, and Brenda Younger, City Clerk of said Issuer, who are personally known to me to be such officers, and who are personally known to me to be the same persons who executed, as such officers, the within instrument on behalf of said Issuer, and such persons duly acknowledged the execution of the same to be the act and deed of said Issuer.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year last above written.

Notary Public in and for said
County and State

My Appointment expires: _____.

COREFIRST BANK & TRUST
Topeka, Kansas, as Trustee

(SEAL)

By _____
Ryan P. Hellmer, J.D.
Vice President and Trust Officer

ATTEST:

Kirk L. Johnson,
First SVP, Director of Trust and
Investment Services

ACKNOWLEDGMENT

STATE OF KANSAS)
) SS:
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, came Ryan P. Hellmer J.D., a duly authorized Vice President and Trust Officer of CoreFirst Bank & Trust, Topeka, Kansas, (the "Bank"), a duly organized and existing state banking association and Kirk L. Johnson, First SVP, Director of Trust and Investment Services of said bank, who are personally known to me to be the same persons who executed the within instrument on behalf of said bank, and such persons duly acknowledged the execution of the same to be the act and deed of said bank.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed by official seal, the day and year last above written.

Notary Public in and for said
City and State

My Appointment expires: _____.

CONSENT OF TRUSTEE

CoreFirst Bank & Trust, Topeka, Kansas, as Trustee, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Trust Indenture.

COREFIRST BANK & TRUST
Topeka, Kansas

By: _____
Ryan P. Hellmer, J.D.
Vice President and Trust Officer

Dated _____, 2017.

CONSENT OF BOND OWNER

First Midwest Bank, as Purchaser, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Trust Indenture.

FIRST MIDWEST BANK

By: _____
Michael J. Mason, Senior Vice President

Dated _____, 2017.

CONSENT OF BOND OWNER

Kansas City Financial Corporation, as Purchaser, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Trust Indenture.

KANSAS CITY FINANCIAL CORPORATION

By: _____
Leo Nunnink, President

Dated _____, 2017.

CONSENT OF SERIES 2015 BOND OWNER

UMB Bank, n.a., as holder of the Series 2015 Bonds, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Trust Indenture.

UMB BANK, n.a.

By: _____
_____, _____

Dated _____, 2017.

EIGHTH SUPPLEMENTAL LEASE AGREEMENT

Dated as of December 1, 2017

between the

CITY OF TOPEKA, KANSAS

and

THE CONGREGATIONAL HOME

Entered into in connection with:

**City of Topeka, Kansas
Housing and Health Care Improvement and Refunding Revenue Bonds
(Brewster Place Project)**

Series 2017A1	\$ 3,560,000
Series 2017A2	\$14,105,000
Series 2017B1	\$ 3,605,000
Series 2017B2	\$ 6,685,000
Series 2017C	\$ 3,200,000

SEVENTH SUPPLEMENTAL LEASE AGREEMENT

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EIGHTH SUPPLEMENTAL LEASE AGREEMENT

THIS EIGHTH SUPPLEMENTAL LEASE AGREEMENT, made and entered into as of December 1, 2017, by and between the **CITY OF TOPEKA, KANSAS**, a municipal corporation duly organized and existing under the laws of the State of Kansas (the "Issuer"), as Lessor, and **THE CONGREGATIONAL HOME**, a not-for-profit corporation organized and existing under the laws of the State of Kansas (the "Corporation"), as Lessee;

RECITALS

1. The Issuer is a municipal corporation duly organized and existing under the laws of the State of Kansas with full and lawful power and authority under K.S.A. 12-1740 et seq., as amended (collectively, the "Act"), to issue revenue bonds, the proceeds of which shall be used for the purpose of paying all or part of the cost of purchasing, acquiring, constructing, reconstructing, improving, equipping, furnishing, repairing, enlarging or remodeling facilities for, among other things, commercial and hospital purposes and to enter into leases or lease-purchase agreements with any person or firm including the Corporation for such facilities;

2. Pursuant to the Act, Ordinance No. 17386 of the Issuer passed and approved June 8, 1999, and published as required by law, and an Indenture of Trust dated as of June 1, 1999, (the "1999 Indenture") between the Issuer and CoreFirst Bank & Trust, Topeka, Kansas, (the "Trustee"), the Issuer issued its Health Care Facilities Revenue Bonds, Series 1999A and Series 1999B (Taxable) (Brewster Place Project), dated June 1, 1999, in the aggregate principal amount of \$10,485,000 (the "Series 1999 Bonds"), none of which remain outstanding, for the purpose of constructing and acquiring certain facilities (the "Original Facility");

3. Simultaneously with the execution and delivery of the 1999 Indenture, the Issuer entered into a Lease Agreement dated as of June 1, 1999, (the "1999 Lease Agreement") with the Corporation, pursuant to which the Issuer leased the Original Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 1999 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

4. Pursuant to **Section 203** of the 1999 Indenture, the Issuer from time to time may issue Additional Bonds secured by the Indenture on a parity with the Series 1999 Bonds as set forth in the 1999 Indenture, subject to the terms and conditions of that Section;

5. Pursuant to the Act, Ordinance No. 17590 of the Issuer passed and approved November 7, 2000, and published as required by law, (the "Series 2000 Ordinance") and a First Supplemental Indenture dated as of November 1, 2000, (the "First Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Health Care Facilities Revenue Bonds, Series 2000, (Brewster Place Project) in the aggregate principal amount of \$2,100,000 (the "Series 2000 Bonds"), none of which remain outstanding;

6. Simultaneously with the execution and delivery of the First Supplemental Indenture, the Issuer entered into a First Supplement Lease Agreement dated as of November 1, 2000, (the

"First Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2000 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2000 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

7. Pursuant to the Act, Ordinance No. 17872 of the Issuer passed and approved August 13, 2002, and published as required by law, (the "Series 2002 Ordinance") and a Second Supplemental Indenture dated as of August 15, 2002, (the "Second Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Housing and Health Care Revenue Bonds, Series 2002, (Brewster Place Project) in the aggregate principal amount of \$2,225,000 (the "Series 2002 Bonds"), none of which remain outstanding;

8. Simultaneously with the execution and delivery of the Second Supplemental Indenture, the Issuer entered into a Second Supplement Lease Agreement dated as of August 15, 2002, (the "Second Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2002 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2002 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

9. Pursuant to the Act, Ordinance No. 18231 of the Issuer passed and approved May 11, 2004, and published as required by law, (the "Series 2004 Ordinance") and a Third Supplemental Indenture dated as of May 15, 2004, (the "Third Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Housing and Health Care Refunding and Improvement Revenue Bonds, Series 2004, (Brewster Place Project) in the aggregate principal amount of \$12,000,000 (the "Series 2004 Bonds"), none of which remain outstanding;

10. Simultaneously with the execution and delivery of the Third Supplemental Indenture, the Issuer entered into a Third Supplemental Lease Agreement dated as of May 15, 2004, (the "Third Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2004 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2004 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

11. Pursuant to the Act, Ordinance No. 19446 of the Issuer passed and approved July 20, 2010, and published as required by law, (the "Series 2010 Ordinance") and a Fourth Supplemental Indenture dated as of July 1, 2010, (the "Fourth Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Housing and Health Care Improvement Revenue Bonds, Series 2010, (Brewster Place Project) in the aggregate principal amount of \$9,765,000 (the "Series 2010 Bonds"), none of which remain outstanding;

12. Simultaneously with the execution and delivery of the Fourth Supplemental Indenture, the Issuer entered into a Fourth Supplemental Lease Agreement dated as of July 1, 2010, (the "Fourth Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2010 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2010 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture; and

13. Pursuant to the Act, Ordinance No. 19795 of the Issuer passed and approved February 19, 2013, and published as required by law, (the "Series 2013 Ordinance") and a Fifth Supplemental Indenture dated as of March 1, 2013, (the "Fifth Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Housing and Health Care Improvement Revenue Bonds, Series 2013, (Brewster Place Project) in the aggregate principal amount of \$10,000,000 (the "Series 2013 Bonds"), none of which remain outstanding;

14. Simultaneously with the execution and delivery of the Fifth Supplemental Indenture, the Issuer entered into a Fifth Supplemental Lease Agreement dated as of March 1, 2013, (the "Fifth Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2013 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2013 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

15. Pursuant to the Act, Ordinance No. 19959 of the Issuer passed and approved July 21, 2015, and published as required by law, (the "Series 2015 Ordinance") and a Sixth Supplemental Indenture dated as of July 1, 2015, (the "Sixth Supplemental Indenture") between the Issuer and the Trustee the Issuer issued its Housing and Health Care Improvement Refunding Revenue Bonds, Series 2015, (Brewster Place Project) in the aggregate principal amount of \$8,190,000 (the "Series 2015 Bonds"), \$7,530,000 of which remain outstanding;

16. Simultaneously with the execution and delivery of the Sixth Supplemental Indenture, the Issuer entered into a Sixth Supplemental Lease Agreement dated as of July 1, 2015, (the "Sixth Supplemental Lease Agreement") with the Corporation, pursuant to which the Issuer leased the 2015 Facility to the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2015 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

17. Pursuant to the Act and Ordinance No. 20069 of the Issuer passed and approved June 13, 2017, and published as required by law (the "Series 2017 Bond Ordinance") and a Seventh Supplemental Indenture dated as of June 1, 2017 (the "Seventh Supplemental Indenture" together with the 1999 Indenture, the First Supplement Indenture, the Second Supplemental Indenture, the Third Supplemental Indenture, the Fourth Supplemental Indenture, the Fifth Supplemental Indenture, and the Sixth Supplemental Indenture, the "Indenture") between the Issuer and the Trustee, the Issuer issued its Housing and Health Care Improvement and Refunding Revenue Bonds (Brewster Place Project) consisting of five separate series designated as follows: (1) Series 2017A1 Bonds in the principal amount of \$3,560,000 (the "Series 2017A1 Bonds"); (2) Series 2017A2 Bonds in the principal amount of \$14,105,000 (the "Series 2017A2 Bonds"); (3) Series 2017B1 Bonds in the principal amount of \$3,605,000 (the "Series 2017B1 Bonds"); (4) Series 2017B2 Bonds in the principal amount of \$6,685,000 (the "Series 2017B2 Bonds"); and (5) Series 2017C Bonds in the principal amount of \$3,200,000 (the "Series 2017C Bonds") (the Series 2017A1 Bonds, Series 2107A2 Bonds, Series 2017B1 Bonds, Series 2017B2 Bonds and Series 2017C Bonds are collectively referred to as the "Series 2017 Bonds");

18. Simultaneously with the execution and delivery of the Seventh Supplemental Indenture, the Issuer entered into a Seventh Supplemental Lease Agreement, dated as of June 1, 2017 (the "Seventh Supplemental Lease Agreement," together with the 1999 Lease Agreement, the First Supplemental Lease Agreement, the Second Supplemental Lease Agreement, the Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, and the Sixth Supplemental Lease, the "Lease Agreement") with the Corporation, and the Corporation agreed to make rental payments sufficient to pay the principal of and premium, if any, and interest on, the Series 2015 Bonds, and any additional parity Bonds issued from time to time under the 1999 Indenture;

19. The Seventh Supplemental Lease Agreement requires that the Corporation enter into a Swap Transaction secured on a parity basis with all Bonds Outstanding under the Indenture; and

20. The Corporation has requested and the Issuer and the Trustee have agreed, with the consent of the Owners of all of the Bonds Outstanding, to enter into this Eighth Supplemental Indenture to set forth the parity provisions with respect to the 2017 Swap Transaction (as defined in the Eighth Supplemental Indenture) and to make certain other amendments related thereto and to the Series 2017 Bonds.

NOW, THEREFORE, for and in consideration of the premises and the mutual covenants hereinafter contained, the parties hereto agree as follows:

ARTICLE I

DEFINITIONS; RULES OF INTERPRETATION

Section 1.1. Definitions. In addition to words and terms defined in this Eighth Supplemental Lease Agreement, the words and terms as used in this Eighth Supplemental Lease Agreement shall have the meanings specified in the Indenture, unless otherwise expressly provided in this Eighth Supplemental Lease Agreement or unless some other meaning is plainly intended.

Section 1.2. Rules of Interpretation.

(1) All references in this instrument to designated "Articles," "Sections" and other subdivisions are to the designated Articles, Sections and other subdivisions of this Eighth Supplemental Lease Agreement, except as otherwise indicated. The words "herein," "hereof," "hereunder" and "herewith" and other words of similar import refer to this Eighth Supplemental Lease Agreement as a whole and not to any particular Article, Section or other subdivision.

(2) The terms defined in the Indenture or herein include the plural as well as the singular and vice versa.

(3) All accounting terms not otherwise defined herein have the meanings assigned to them in accordance with generally accepted accounting principles.

(4) Words of the masculine gender shall be deemed and construed to include correlative words of the feminine and neuter genders.

(5) The headings used in this Eighth Supplemental Lease Agreement are for convenience of reference only and shall not define or limit the provisions hereof.

(6) Whenever an item or items are listed after the word "including," such listing is not intended to be a listing that excludes items not listed.

ARTICLE II

REPRESENTATIONS, COVENANTS AND WARRANTIES

Section 2.1. Representations, Covenants and Warranties of the Issuer. The Issuer represents, covenants and warrants as follows:

(a) The Issuer is a municipal corporation organized and existing under the laws of the State. Under the Act, the Issuer is authorized to enter into the transactions contemplated by this Eighth Supplemental Lease Agreement and the Eighth Supplemental Indenture (collectively, the "Bond Documents") and to carry out its obligations under the Bond Documents. The Issuer has by proper corporate action duly authorized the execution and delivery of such Bond Documents.

(b) Neither the execution and delivery of any Bond Document, nor the consummation of the transactions contemplated by any Bond Document nor the fulfillment of or compliance with the terms and conditions of any Bond Document conflicts with or results in a breach of the terms, conditions or provisions of any restriction or any agreement or instrument to which the Issuer is now a party or by which the Issuer is bound, or constitutes a default under any of the foregoing, or results in the creation or imposition of any lien, charge or encumbrance whatsoever upon any of the property or assets of the Issuer under the terms of any instrument or agreement.

(c) The execution and delivery of this Eighth Supplemental Lease Agreement by the Issuer is permitted under the 1999 Lease Agreement as amended and supplemented by the First Supplemental Lease Agreement, the Second Supplemental Lease Agreement, the Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, the Sixth Supplemental Lease Agreement, and the Seventh Supplemental Lease in connection with the issuance of the Series 2017 Bonds.

Section 2.2. Representations, Covenants and Warranties of the Corporation. The Corporation represents, covenants and warrants as follows:

(a) The Corporation is a private not-for-profit corporation not operated for private or corporate profit and is authorized by law to provide or operate its facilities in the State.

(b) The Corporation is duly authorized and licensed to operate its facilities under the laws, rulings, regulations and ordinances of the State and the departments, agencies and political subdivisions thereof, and the Corporation has obtained all requisite approvals of the State and other federal, regional and local governmental bodies relating to the acquisition, construction and equipping of the facilities. The Facility complies in all material respects with applicable federal, state and local zoning, subdivision, environmental, pollution control and other laws, rules, regulations, codes and ordinances.

(c) The Corporation has lawful power and authority to enter into, execute and deliver this Eighth Supplemental Lease Agreement, the amended and restated Guaranty Agreement and the Swap Transaction Documents (collectively, the “Corporation Documents”) and to carry out its obligations thereunder, and by all necessary corporate action has been duly authorized to execute and deliver the Corporation Documents, acting by and through its duly authorized officers.

(d) The execution and delivery of the Corporation Documents by the Corporation will not conflict with or result in a breach of any of the terms of, or constitute a default under, any indenture, mortgage, deed of trust, lease or other agreement or instrument to which the Corporation is a party or by which it or any of its property is bound or its articles of incorporation, bylaws, or any of the rules or regulations applicable to the Corporation or its property of any court or other governmental body.

(e) No litigation, proceedings or investigations are pending or, to the knowledge of the Corporation, threatened against the Corporation, except litigation involving claims which if adversely determined will not, in the opinion of general counsel to the Corporation, materially and adversely affect the financial condition or operations of the Corporation. In addition, no litigation, proceedings or investigations are pending or, to the knowledge of the Corporation, threatened against the Corporation seeking to restrain, enjoin or in any way limit the approval and delivery of the Eighth Supplemental Lease Agreement, the amended and restated Guaranty Agreement, the Eighth Supplemental Indenture or the Corporation Documents by the Corporation or which would in any manner challenge or adversely affect the corporate existence or powers of the Corporation to enter into and carry out the transactions described in or contemplated by the execution, delivery, validity or performance by the Corporation of, the Corporation Documents.

(f) The audited financial statements of the Corporation certified by independent certified public accountants, correctly and fairly present the financial condition of the Corporation as of the dates and for the periods stated therein, and the results of the operations of the Corporation for each of such periods, respectively, all in accordance with generally accepted accounting principles consistently applied except as stated in the notes thereto, and there has been no material adverse change in the condition, financial or otherwise, of the Corporation from that set forth in said financial statements.

(g) The financial statements, including balance sheets, referred to in paragraph (f) of this Section do not, nor does any Corporation Document, or any written statement furnished by the Corporation to the Issuer, contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements contained therein or herein not misleading. There is no fact which the Corporation has not disclosed, which materially affects adversely or, so far as the Corporation can now foresee, will materially affect adversely the financial condition of the Corporation, its tax exempt status, its ability to own and operate the Facility or its other properties or its ability to make the payments hereunder when and as the same become due and payable.

(h) The corporation and each Guarantor is an “eligible contact participant” as defined in the Commodity Exchange Act.

ARTICLE III AMENDMENTS TO THE 1999 LEASE AGREEMENT

Section 3.1. Amendment to Article V of 1999 Lease Agreement. *Article VI* of the 1999 Lease Agreement is hereby amended to add the following Section 6.8 at the end thereof:

Section 6.8. Calculation of Debt Service (Swap Agreements). Anything herein to the contrary notwithstanding, any portion of any Indebtedness for which a Swap Agreement with a Qualified Financial Institution has been obtained shall be deemed to bear interest for the period of time that such Swap Agreement is in effect at a net rate that takes into account the interest payments made by the Corporation on such Indebtedness and the payments made or received by the Corporation on such Swap Agreement. For the purposes of determining Debt Service for any future period of time with respect to any Indebtedness for which a Swap Agreement with a Qualified Financial Institution has been obtained (i) if the Corporation is required to pay a fixed rate of interest under the Swap Agreement, such Indebtedness shall be deemed to bear interest at such fixed rate(s) and (ii) if the Corporation is required to pay interest at a variable rate under the Swap Agreement, Debt Service shall be calculated in accordance with Section 6.7. In addition, so long as any Indebtedness is deemed to bear interest at a rate taking into account a Swap Agreement, any payment made by the Corporation on such Swap Agreement shall be excluded from Total Expenses and any payments received by the Corporation on such Swap Agreement shall be excluded from Total Operating Revenues for purposes of covenant calculations hereunder and under the Indenture. Finally, for the avoidance of doubt, termination payments made by the Corporation under a Swap Agreement shall not be included as Debt Service. .

Section 3.2. Acknowledgment of Parity Indebtedness. The Issuer and the Corporation hereby acknowledge and agree that: (a) the 2017 Swap Obligations constitute “Parity Indebtedness” under the Indenture and Lease Agreement and, as such, the security interest in the Corporation’s Unrestricted Receivables set forth in the 2017 Swap Note is on a parity basis with the security interest in the Corporation’s Unrestricted Receivables set forth in the Lease

Agreement, (ii) the 2017 Swap Obligations and the Bonds shall be of equal rank and be entitled to share without preference in the security interest in the Corporation's Unrestricted Receivables, (iii) prior to exercising any remedies upon a default by the Corporation under the 2017 Swap Obligations, the Counterparty has appointed the Trustee to act with respect to the Unrestricted Receivables and the Trustee (or the Counterparty, if the Trustee so consents) shall consider the interests of the Counterparty and the Bonds and proceed such that the interests of the Counterparty and the Bondowners shall be equally protected and (iv) all amounts realized from the Unrestricted Receivables shall be paid to the Trustee for application in accordance with Section 709 of the Indenture. The Issuer and the Corporation waive the other requirements of Section 6.2(a)(v) of the Lease Agreement with respect to Parity Indebtedness.

ARTICLE IV

MISCELLANEOUS

Section 4.1. Status of 1999 Lease Agreement. The granting by the Issuer of the leasehold and the lease by the Corporation thereof pursuant to **Section 4.1** of the 1999 Lease Agreement are hereby ratified and confirmed. Except insofar as herein otherwise expressly provided, all the provisions, definitions, terms and conditions of the 1999 Lease Agreement, as amended and supplemented by the First Supplement Lease Agreement, the Second Supplemental Lease Agreement, the Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, the Sixth Supplemental Lease Agreement, and the Seventh Supplemental Lease Agreement shall be deemed to be incorporated in, and made a part of, this Eighth Supplemental Lease Agreement; and the 1999 Lease Agreement as supplemented and amended by the First Supplemental Lease Agreement, the Second Supplemental Lease Agreement, the Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, the Sixth Supplemental Lease Agreement, the Seventh Supplemental Lease Agreement, and this Eighth Supplemental Lease Agreement is in all respects ratified and confirmed; and the 1999 Lease Agreement, the First Supplemental Lease Agreement, the Second Supplemental Lease Agreement, the Third Supplemental Lease Agreement, the Fourth Supplemental Lease Agreement, the Fifth Supplemental Lease Agreement, the Sixth Supplemental Lease Agreement, the Seventh Supplemental Lease Agreement, and this Eighth Supplemental Lease Agreement shall be read, taken and construed as one and the same instrument. Subject to termination in accordance with its terms, the term of the 1999 Lease as supplemented has been extended to December 1, 2037.

Section 4.2. Binding Effect. The covenants, agreements and conditions herein contained shall run with the Facility and shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. The Trustee and the Registered Owners of the Bonds are third-party beneficiaries of this Eighth Supplemental Lease Agreement.

Section 4.3. Severability. In the event any provision of this Eighth Supplemental Lease Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.

Section 4.4. Execution in Counterparts. This Eighth Supplemental Lease Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

Section 4.5. Applicable Law. This Eighth Supplemental Lease Agreement shall be governed by and construed in accordance with the laws of the State.

(REMAINDER OF THIS PAGE LEFT INTENTIONALLY BLANK)

IN WITNESS WHEREOF, the Issuer has caused this Eighth Supplemental Lease Agreement to be executed in its name and with its official seal hereunto affixed and attested by its duly authorized officials and the Corporation has caused this Eighth Supplemental Lease Agreement to be executed in its corporate name with its corporate seal hereunto affixed and attested by its duly authorized officers, all as of the date first above written.

CITY OF TOPEKA, KANSAS

(SEAL)

ATTEST:

By: _____
Larry E. Wolgast, Mayor

By: _____
Brenda Younger, City Clerk

ACKNOWLEDGMENT

STATE OF KANSAS)
) SS:
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, came Larry E. Wolgast, Mayor of the City of Topeka, and Brenda Younger, City Clerk of said City, who are personally known to me to be such officers, and who are personally known to me to be the same persons who executed, as such officers, the within instrument on behalf of said City, and such persons duly acknowledged the execution of the same to be the act and deed of said City.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year last above written.

Notary Public in and for said
County and State

My Appointment expires: _____

THE CONGREGATIONAL HOME

By _____
David M. Beck, President and CEO

(SEAL)

ATTEST:

By: _____
Glenda Bower, Secretary

ACKNOWLEDGEMENT

STATE OF KANSAS)
) ss:
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 David M. Beck, President and CEO, of The Congregation Home, a not-for-profit corporation duly organized and existing under and by virtue of the laws of said state and Glenda Bower, Secretary of said corporation, who are personally known to me to be such officers, and who are personally known to me to be the same persons who executed, as such officers, the within instrument on behalf of said corporation, and such persons duly acknowledged the execution of the same to be the act and deed of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year last above written.

Notary Public in and for
said County and State

My Appointment Expires: _____

CONSENT OF TRUSTEE

CoreFirst Bank & Trust, Topeka, Kansas, as Trustee, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Lease Agreement.

COREFIRST BANK & TRUST
Topeka, Kansas

By: _____
Ryan P. Hellmer, J.D.
Vice President and Trust Officer

Dated _____, 2017.

CONSENT OF BOND OWNER

First Midwest Bank, as Purchaser, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Lease Agreement and waive the requirement in Section 5.23 of the 1999 Lease Agreement, as amended by Section 4.10 of the Seventh Supplemental Lease Agreement, that the Corporation enter into the applicable Swap Transaction within 45 days of the date of Closing of the Series 2017 Bonds so long as it is entered into by no later than December 31, 2017.

FIRST MIDWEST BANK

By: _____
Michael J. Mason, Senior Vice President

Dated _____, 2017.

CONSENT OF BOND OWNER

Kansas City Financial Corporation, as Purchaser, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Lease Agreement and waive the requirement in Section 5.23 of the 1999 Lease Agreement, as amended by Section 4.10 of the Seventh Supplemental Lease Agreement, that the Corporation enter into the applicable Swap Transaction within 45 days of the date of Closing of the Series 2017 Bonds so long as it is entered into by no later than December 31, 2017.

KANSAS CITY FINANCIAL CORPORATION

By: _____
Leo Nunnink, President

Dated _____, 2017.

CONSENT OF SERIES 2015 BOND OWNER

UMB Bank, n.a., as holder of the Series 2015 Bonds, does hereby consent to the execution and delivery of the foregoing Eighth Supplemental Lease Agreement and waive the requirement in Section 5.23 of the 1999 Lease Agreement, as amended by Section 4.10 of the Seventh Supplemental Lease Agreement, that the Corporation enter into the applicable Swap Transaction within 45 days of the date of Closing of the Series 2017 Bonds so long as it is entered into by no later than December 31, 2017.

UMB Bank, n.a.

By: _____
_____, _____

Dated _____, 2017.



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE:	December 12, 2017	
CONTACT PERSON:	Bill Fiander / Dan Warner	DOCUMENT #:
SECOND PARTY/SUBJECT:	Tim Esparza	PROJECT #:
CATEGORY/SUBCATEGORY	014 Ordinances – Non-Codified / 009 Planning	
CIP PROJECT:	No	
ACTION OF COUNCIL:	JOURNAL #:	PAGE #:

DOCUMENT DESCRIPTION:

ORDINANCE introduced by City Manager Brent Trout, pertaining to an amendment to the text and map of the Topeka Comprehensive Plan for the Tennessee Town Neighborhood Plan. (CPA 17/02)

Voting Option Requirements: (1) Approve Planning Commission's recommendation, 6 votes required (2) Reject or Amend Planning Commission's recommendation, 7 votes required; or (3) Remand back to Planning Commission, 6 votes required.

(Approval of the Plan would promote preserving the neighborhood's historic structures, includes design guidelines to ensure new construction is compatible, and encourages cultural heritage improvements.)

VOTING REQUIREMENTS:

1. Approve the Planning Commission's recommendation. A minimum of 6 votes of the Governing Body is required.
2. Amend or reject the Planning Commission's recommendation. A minimum of 7 votes of the Governing Body is required.
3. Remand to the Planning Commission for further consideration, with a statement specifying the basis for the governing body's failure to approve or disapprove. A minimum of 6 votes of the Governing Body is required.

POLICY ISSUE:

Key policies issues from the Plan include:

- Major revitalization theme to "fill in the gaps". There is surplus of vacant lots throughout the neighborhood which presents a great opportunity for infill development. SORT housing funds have been set aside to

- help implement infill housing in the secondary target area.
- "Tennessee Town North Focus" - the area north of Munson Avenue is the most critical area of need in the neighborhood. Improving the conditions in these blocks through infrastructure and housing improvements will have a positive impact throughout the entire neighborhood.
- Tennessee Town has history in its roots. The Plan promotes preserving the neighborhood's historic structures, includes design guidelines to ensure new construction is compatible, and encourages cultural heritage improvements.

STAFF RECOMMENDATION:

Staff recommends the Governing Body adopt the ordinance.

BACKGROUND:

Planning Process - Tennessee Town was awarded a Stages of Resource Targeting (SORT) grant in 2017 to improve infrastructure and housing in designated target areas. Prior to determining infrastructure needs and target areas, their neighborhood plan needed to be updated from the previous 2001 plan. A kickoff meeting was held in March 2017, followed by 5 steering committee meetings. The planning process wrapped up in September with a final meeting. The NIA voted to approve the plan at their September 26, 2017 meeting.

The Plan - The updated plan includes six chapters and four appendices. Each chapter is summarized below.

Chapter 1 – Introduction and Purpose

Beginning in 1998, Tennessee Town began revitalization efforts to halt the neighborhood's slide into disrepair. In 2001, the first Tennessee Town Neighborhood Plan was adopted. At the time the neighborhood plan was adopted, the Topeka Planning Department rated Tennessee Town as an "intensive care" neighborhood, meaning that it was one of the city's neighborhoods "with the most seriously distressed conditions." In 2014, Tennessee Town began a new journey to improve its "at risk" rating to "outpatient" while building on the diversity that the neighborhood embodies. In 2016, the Tennessee Town Neighborhood Improvement Association (NIA) applied to the City of Topeka for Stages of Resources Targeting (SORT) funding. In late 2016, the Topeka City Council approved the Tennessee Town Neighborhood to be one of two designated neighborhoods to receive planning assistance in 2017 and implementation funding in the following two years. With this decision comes the opportunity to update the neighborhood plan and create new opportunities to guide future resource allocation and project ideas.

Chapter 2 – Neighborhood Profile

The background information for the Plan is contained in this chapter: location and character, history, socioeconomic trends, and a needs and opportunities profile summary. Some main points for Tennessee Town include:

History: The earliest residents of Tennessee Town were newly freed slaves who migrated from the South to the West as part of the Exoduster Movement. After arriving in Topeka and establishing Tennessee Town, the settlers built homes, businesses, schools and churches, making Tennessee Town one of the centers of Topeka's African-American community. Soon after, businesses, schools and churches began to dot the Tennessee Town landscape. By the early 1900's, four churches had sank roots in Tennessee Town. The Colored Women's Club was also founded at about that time.

Profile Summary

1. The neighborhood is bounded by 10th Avenue to the north, Washburn Avenue to the west, Huntoon Street to the south, and Clay Street to the east. It comprises approximately 89 acres of land with 224 parcels.
2. Single family structures dominate the architectural character of the neighborhood with 65% of all parcels being devoted to single family residential use
3. Housing Conditions in Tennessee Town exhibit an average rating of 52% with minor deficiencies and 30% with major deficiencies
4. The highest concentration of blocks with intermediate or major deterioration can be found in the northern half of the neighborhood
5. Single-family structures account for 68% of all housing units, of which 45% are owner occupied.
6. There are significant infrastructure challenges facing the neighborhood, with many streets requiring new pavement, many alleys needing repair, several areas needing sidewalk infill, and other costly repairs such as water line replacement.

Chapter 3 – Vision and Goals

This chapter looks to define what the Tennessee Town community wants to accomplish over the next 10 years by defining their vision and the goals to achieve it. The goals within the plan are:

1. Preserve the viable-single family character of the neighborhood, while accommodating commercial, office and higher density residential within established higher intensity areas.
2. Increase the quality of the housing stock to promote the desirability to live in Tennessee Town through investment and targeted marketing
3. Provide infrastructure improvements to the Tennessee Town neighborhood that demonstrate commitment to continued improvements in the quality of life of the residents
4. Create a safe, clean, and livable environment for all those in Tennessee Town to live, learn, work and play
5. Create a positive image for Tennessee Town while preserving its deeply rooted historic character and rich social heritage.

Chapter 4 – Future Land Use Plan

The Tennessee Town Neighborhood planning area currently contains a diverse mix of land uses, including residential, office, institutional, retail, and open space. Tennessee Town's future land use plan calls for only a few changes from the current development and will share many similarities to the 2001 Tennessee Town future land use map. The neighborhood will remain predominantly single family residential use. However, the former "Dillon's block" will reflect changes to ownership and upcoming plans to construct a new health clinic. Due to this, the neighborhood will no longer have any areas designated for commercial use. This updated conceptual guide will also highlight the numerous churches in the area, showing them as "institutional" use. Kings Court and an expanded Lane Garden will also be noted as open space.

Chapter 5 – Revitalization Strategy

The key revitalization strategies for Tennessee Town are to provide infill housing and rehabilitation efforts, highlight and preserve its history, and to strategically focus on improving infrastructure in the northern portion of the neighborhood. SORT housing infill will begin in the secondary target area, but the potential for future infill will be recommended throughout the entire neighborhood. Rehabilitation efforts will be employed in the primary and secondary target areas—spreading outward accordingly. SORT infrastructure projects will include the improvement of three local streets within the target areas. Portions of SW Lincoln, SW Lane, and SW Munson within the primary target area will be targeted with SORT funds. The recommendation includes mill and overlay, base patch, and curbs.

Additional revitalization strategies included in the plan address housing; character and image; circulation and infrastructure; community building Initiatives; and parks and open space.

Chapter 6 – Implementation

At the final meeting the neighborhood came to an agreement on several projects that would serve as the best investments for SORT funding:

SORT Housing

- Infill housing
 - Priority of plan is to support and encourage new housing to be built in Tennessee Town. This plan sets aside \$75k in SORT housing funds to help implement new housing in the secondary target area.
- Rehabilitation
 - There is also \$255k in SORT housing dedicated to housing rehabilitation activities in the target areas.

SORT Infrastructure

- Repave the following streets (mill and overlay, base patch, and curbs)
 - SW 11th from Lane to Clay
 - SW Munson from Clay to the alley between Lincoln and Lane
 - SW Lincoln from Munson to 10th
- Concrete the alley
 - The alley between Munson to 11th between Lane and Lincoln
- Repair the alleys
 - Lincoln Westward ½ block between 10th and 11th
 - 11th northward 2 lots between Lincoln and 10th
- Water line replacement
 - New water line under 11th St from Clay to Washburn

Other

- County-wide ½ cent sales tax projects
 - Reconstruct Huntoon Street and 12th Street
- Park improvements

- Potential ice house redevelopment
- African-American Heritage improvements

BUDGETARY IMPACT:

There is no budgetary impact to the City by adopting the plan. Implementation of the plan to carry out SORT target area infrastructure and housing improvements as currently budgeted for in the CIP and Consolidated Plan will require governing body approval.

SOURCE OF FUNDING:

Not applicable

ATTACHMENTS:

Description

Ordinance

Summary Report

Tennessee Town Neighborhood Plan

October 16, 2017 Planning Commission Minutes

(Published in the Topeka Metro News _____)

ORDINANCE NO. _____

AN ORDINANCE introduced by Brent Trout, City Manager, pertaining to an amendment to the text and map of the Topeka Comprehensive Plan for the Tennessee Town Neighborhood Plan. (CPA 17/02)

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

Section 1. The Comprehensive Plan for the City of Topeka may be adopted by the Governing Body upon the recommendation of the Topeka Planning Commission.

Section 2. Section 18.05.020 of the Topeka Municipal Code lists the elements that may be included in the Comprehensive Metropolitan Plan, and specifies that the Plan may include neighborhood plans for all geographic sub-areas of Topeka.

Section 3. The Tennessee Town Neighborhood Plan, a copy of which is attached hereto as Attachment A and incorporated by reference as if fully set forth herein, provides long-range guidance for the future growth and development of the area generally bounded by SW 10th Street to the north, SW Clay Street to the east, SW Huntoon Street to the south, and SW Washburn to the west. The Neighborhood Plan sets forth a ten (10) year vision with goals and strategies relating to land use, housing, historic preservation, parks, infrastructure, public safety, and community organization in a comprehensive manner that recognizes the desire to increase the livability of the Tennessee Town Neighborhood.

Section 4. The Topeka Comprehensive Metropolitan Plan is hereby amended by the addition of the Tennessee Town Neighborhood Plan as a separate Plan Element.

Section 5. This ordinance shall take effect and be in force from and after its passage, approval and publication in the official City newspaper.

PASSED AND APPROVED by the Governing Body of the City of Topeka,

_____, 2017.

Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk

To Be Codified

Not To Be Codified

X

CITY OF TOPEKA PLANNING DEPARTMENT

SUMMARY REPORT

Re: CPA17/02 – Tennessee Town Neighborhood Plan

Planning Process

Tennessee Town was awarded a Stages of Resource Targeting (SORT) grant in 2017 to improve infrastructure and housing in designated target areas. Prior to determining infrastructure needs and target areas, their neighborhood plan needed to be updated from the previous 2001 plan. A kickoff meeting was held in March 2017, followed by 5 steering committee meetings. The planning process wrapped up in September with a final meeting. The NIA voted to approve the plan at their September 26, 2017 meeting.

The Plan

The updated plan includes six chapters and four appendices. Each chapter is summarized below.

Chapter 1 – Introduction & Purpose

Beginning in 1998, Tennessee Town began revitalization efforts to halt the neighborhood's slide into disrepair. In 2001, the first Tennessee Town Neighborhood Plan was adopted. At the time the neighborhood plan was adopted, the Topeka Planning Department rated Tennessee Town as an "intensive care" neighborhood, meaning that it was one of the city's neighborhoods "with the most seriously distressed conditions." In 2014, Tennessee Town began a new journey to improve its "at risk" rating to "outpatient" while building on the diversity that the neighborhood embodies. In 2016, the Tennessee Town Neighborhood Improvement Association (NIA) applied to the City of Topeka for Stages of Resources Targeting (SORT) funding. In late 2016, the Topeka City Council approved the Tennessee Town Neighborhood to be one of two designated neighborhoods to receive planning assistance in 2017 and implementation funding in the following two years. With this decision comes the opportunity to update the neighborhood plan and create new opportunities to guide future resource allocation and project ideas.

Chapter 2 – Neighborhood Profile

The background information for the Plan is contained in this chapter: location and character, history, socioeconomic trends, and a needs & opportunities profile summary. Some main points for Tennessee Town include:

History: The earliest residents of Tennessee Town were newly freed slaves who migrated from the South to the West as part of the Exoduster Movement. After arriving in Topeka and establishing Tennessee Town, the settlers built homes, businesses, schools and churches, making Tennessee Town one of the centers of Topeka's African-American community. Soon after, businesses, schools and churches began to dot the Tennessee Town landscape. By the early 1900's, four churches had sank roots in Tennessee Town. The Colored Women's Club was also founded at about that time.

Profile Summary

1. The neighborhood is bounded by 10th Avenue to the north, Washburn Avenue to the west, Huntoon Street to the south, and Clay Street to the east. It comprises approximately 89 acres of land with 224 parcels.
2. Single family structures dominate the architectural character of the neighborhood with 65% of all parcels being devoted to single family residential use
3. Housing Conditions in Tennessee Town exhibit an average rating of 52% with minor deficiencies and 30% with major deficiencies
4. The highest concentration of blocks with intermediate or major deterioration can be found in the northern half of the neighborhood
5. Single-family structures account for 68% of all housing units, of which 45% are owner occupied.
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This chapter looks to define what the Tennessee Town community wants to accomplish over the next 10 years by defining their vision and the goals to achieve it. The goals within the plan are:

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Additional revitalization strategies included in the plan address housing; character and image; circulation and infrastructure; community building Initiatives; and parks and open space.

Chapter 6 – Implementation

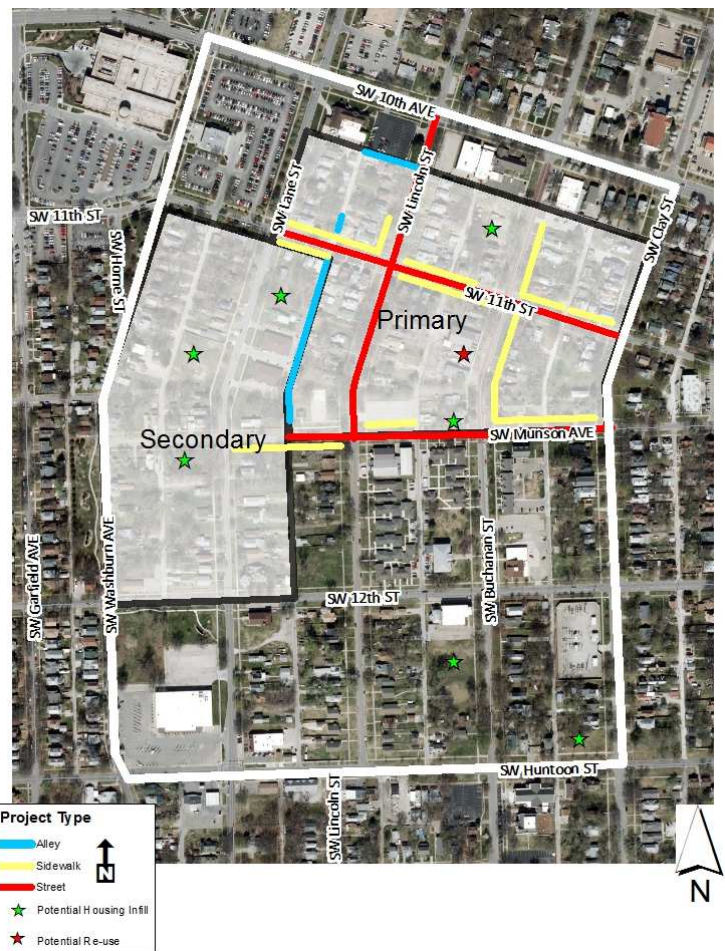
At the final meeting the neighborhood came to an agreement on infrastructure projects that would serve as the best investments for SORT funding. Below are the selected projects.

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 - New water line under 11th St from Clay to Washburn

Other

- County-wide ½ cent sales tax projects
 - Reconstruct Huntoon Street and 12th Street
- Park improvements
- Potential ice house redevelopment
- African-American Heritage improvements

Recommendation

The Topeka Planning Commission met to hold the Public Hearing on the Tennessee Town Neighborhood Plan on October 16, 2017 and voted unanimously to recommend approval of the Plan to the Topeka Governing Body.

Staff recommends **APPROVAL** of the Tennessee Town Neighborhood Plan.

TENNESSEE TOWN

Topeka, Kansas



Neighborhood Plan

An Element of the
Topeka Comprehensive Plan

A Cooperative Effort By:

The Tennessee Town Neighborhood Improvement Association

&

Topeka Planning Department



ADOPTED:

Topeka Planning Commission, 10.16.17

Topeka Governing Body, **DATE**

ACKNOWLEDGEMENTS

Tennessee Town Neighborhood Improvement Association

Michael Bell – President
Pat DeLapp – Vice President
Sandy Lassiter – Secretary-Treasurer
Don Fortin – CAC Member

City of Topeka Mayor

Larry Wolgast

Topeka City Council

Karen Hiller	Tony Emerson	Elaine Schwartz
Sandra Clear	Michelle De La Isla	Jeff Coen
Sylvia Ortiz	Brendan Jensen	Richard Harmon

Topeka Planning Commission

Wiley Kannarr, Chair

Brian Armstrong	Ariane Burson
Rosa Cavazos	Marc Fried
Dennis Haugh	Carole Jordan
Katrina Ringler	Matt Werner

Topeka Planning Department

Bill Fiander, AICP, Director
Dan Warner, AICP, Comprehensive Planning Manager, Tim Esparza, Planner I

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CHAPTER 1

INTRODUCTION AND PURPOSE

INTRODUCTION AND PURPOSE

BACKGROUND

In August, 1996, the Tennessee Town Neighborhood Improvement Association (NIA), through the Central Topeka TurnAround Team, submitted a request to the Topeka-Shawnee Metropolitan County Planning Commission for the rezoning of their neighborhood to a single-family residential classification. In September of 1997, Topeka City Council passed a resolution directing the Planning Commission and staff to prepare the necessary studies, reports, and recommendations in response to the this request. Planning staff collected field data in 1998 and facilitated goal statements in support of the NIA's planning process. However, due to staffing commitments, the plan and downzoning proposal were not finalized at that time. The NIA moved forward with adoption of a draft strategic plan to begin addressing many of their housing needs.

In 2001, the Tennessee Town Neighborhood Plan was adopted. At the time the neighborhood plan was adopted, the Topeka Planning Department rated Tennessee Town as an "intensive care" neighborhood, meaning that it was one of the city's neighborhoods "with the most seriously distressed conditions." All of the city's neighborhoods were rated, with the most distressed being rated "intensive care," those with fewer issues "at risk," those with fewer issues still "outpatient," and those with few or no issues "healthy." The Planning Department said that while Tennessee Town had been declining, it had "high revitalization potential, and therefore is considered a high priority for reinvestment." Three short years later, in 2004, the Planning Department reexamined the health of all of the city's neighborhoods, including Tennessee Town. With the addition of 61 new or rehabilitated single- and multi-family housing units created by public and private partners, increased property values and safety, and infrastructure improvements, among other upgrades, Tennessee Town went from being rated "intensive care" to "at risk." No other Topeka Neighborhood had moved up one whole rating in such a short period of time, let alone accomplishing such an achievement while starting out as one of the most distressed neighborhoods in the city.

In 2014, Tennessee Town began a new journey to improve its "at risk" rating to "outpatient" while building on the diversity that the neighborhood embodies. In 2016, Tennessee Town submitted an application and was selected as a SORT neighborhood. With this decision comes the opportunity to update the neighborhood plan and create new opportunities to guide future resource allocation and project ideas.

ACCOMPLISHMENTS SINCE THE 2001 PLAN

- In partnership with the City of Topeka and Topeka City Homes, the NIA was able to rehabilitate several single-family housing units throughout Tennessee Town. The creation of new housing allowed the NIA to begin the process of becoming a neighborhood with no abandoned homes or vacant lots. These changes have inspired other homeowners in the neighborhood to begin rehabilitating their own homes as well.

- The NIA's work at creating or rehabilitating housing, while maintaining the neighborhood's historical, social, and economic character enabled the NIA to balance the need to develop quality in-fill housing with the need to compliment the architectural fabric of the neighborhood.
- The NIA and Faith Temple Church created King's Court, a basketball facility and playground on Southwest Lincoln and Munson Streets. By building this new community asset, they helped the neighborhood achieve its goal of becoming more "kid-friendly" and were even able to include local youth and their families in the overall decision making process. There has also been an increase in youth programs sponsored by neighborhood churches.
- The Buchanan Center created a neighborhood history area featuring photographs and other memorabilia.

PURPOSE

In 2016, the Tennessee Town Neighborhood Improvement Association (NIA) applied to the City of Topeka for Stages of Resources Targeting (SORT) funding. In late 2016, the Topeka City Council approved the Tennessee Town Neighborhood to be one of two designated neighborhoods to receive planning assistance in 2017 and implementation funding in the following two years.

In the spring and summer of 2017, the NIA and Planning staff was able to collaborate on finalizing a neighborhood plan that fully addressed land use, housing, economic development, safety, infrastructure, and neighborhood character issues as well as the vision and goals from the previous neighborhood plan. The purpose of this document is to provide long-range guidance and clear direction to the City and its agencies, residents, and private/public interests for the future revitalization of the Tennessee Town neighborhood. It establishes a 10-year vision and appropriate policies for land use, housing, community character, and circulation for the Tennessee Town neighborhood. This Plan provides the policy basis from which to identify appropriate zoning, capital improvements and programs for implementation.

Recommendations for infrastructure, housing, and parks all involve major City/County expenditures that are constrained by the amount of tax revenues the City/County collects. Other neighborhood plans also compete for such allocations. Reliance on non-City funding sources will also determine the pace of implementation. Thus, another purpose of this plan is to provide guidance for *priorities* in order to determine the most prudent expenditures with limited resources.

Through the SORT program, Tennessee Town residents seek to continue efforts to reach a status of a "Healthy" neighborhood. If Tennessee Town is successful in this, it will be the first NIA to go from "Intensive Care" to "Healthy."

RELATION TO OTHER PLANS

The Plan is a comprehensive community-based approach to neighborhood planning that constitutes an amendment to the Comprehensive Plan and is regularly monitored, reviewed, and updated as needed. It is intended to balance neighborhood needs with city-wide objectives and be consistent with goals of existing and future elements of the Comprehensive Plan including Downtown, Transportation, Economic Development, and Trails Elements. This plan is consistent with the 2001 plan for Tennessee Town and aligns with other City of Topeka plans such as the Washburn Lane Parkway Plan, Bikeways Plan, Pedestrian Plan, Futures 2014, and the Land Use and Growth Management Plan.

PROCESS

This document has been prepared in collaboration with the Tennessee Town NIA. Beginning in January of 2017 planning staff conducted a property-by-property land use and housing survey of the neighborhood and collected pertinent demographic data. (Refer to flow chart on following page 5)

This “state-of-the-neighborhood” information was shared and presented during the kickoff meeting on March 29, 2017. The steering committee, comprised of neighborhood volunteers, met 5 times between April and September, and looked in-depth at issues such as goals and guiding principles, land use and zoning, circulation and parks, corridors, and selected SORT Target Areas.

A summary of the final plan was presented to the community at a final meeting held on September 26, 2017 at the First Church of the Nazarene located at 1001 SW Buchanan Street. A work session was held with the Planning Commission on September 16, 2017.

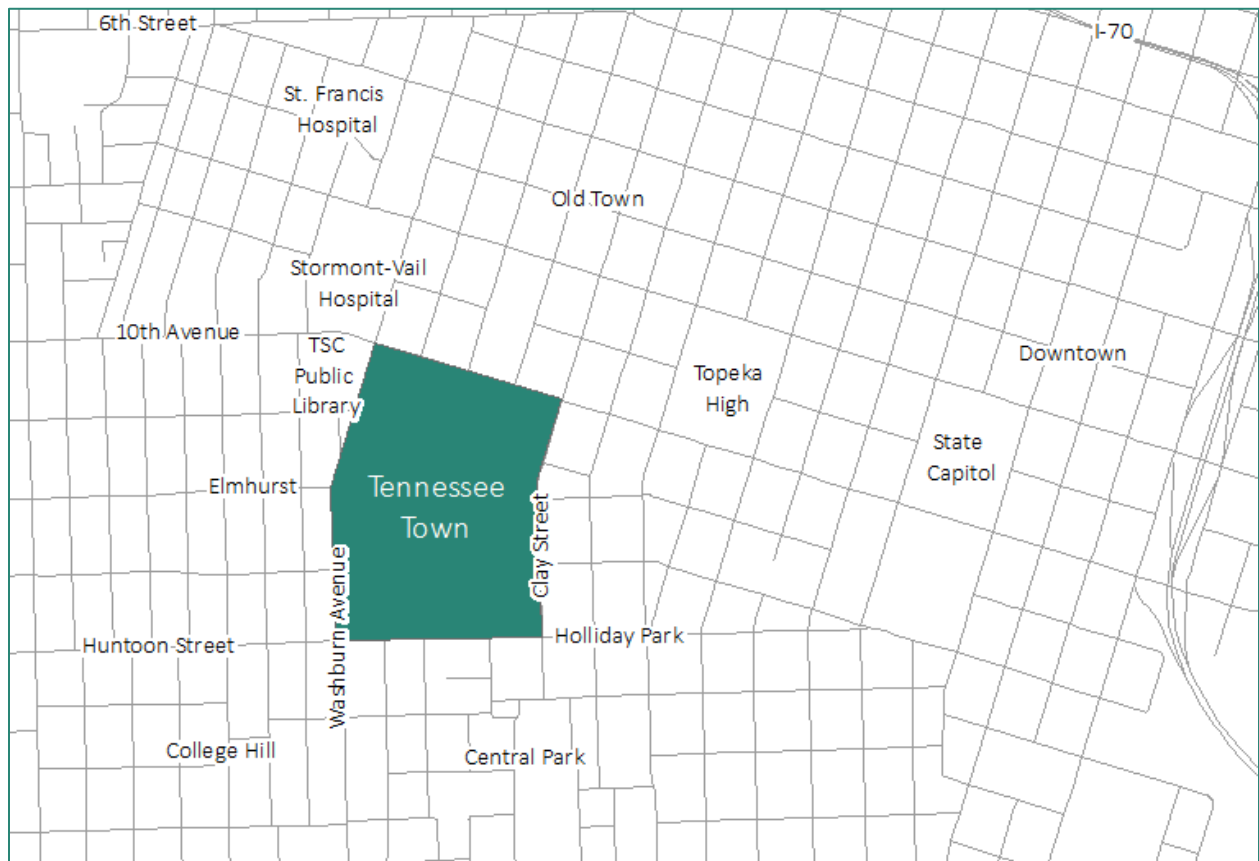
TENNESSEE TOWN NEIGHBORHOOD PLAN PROCESS



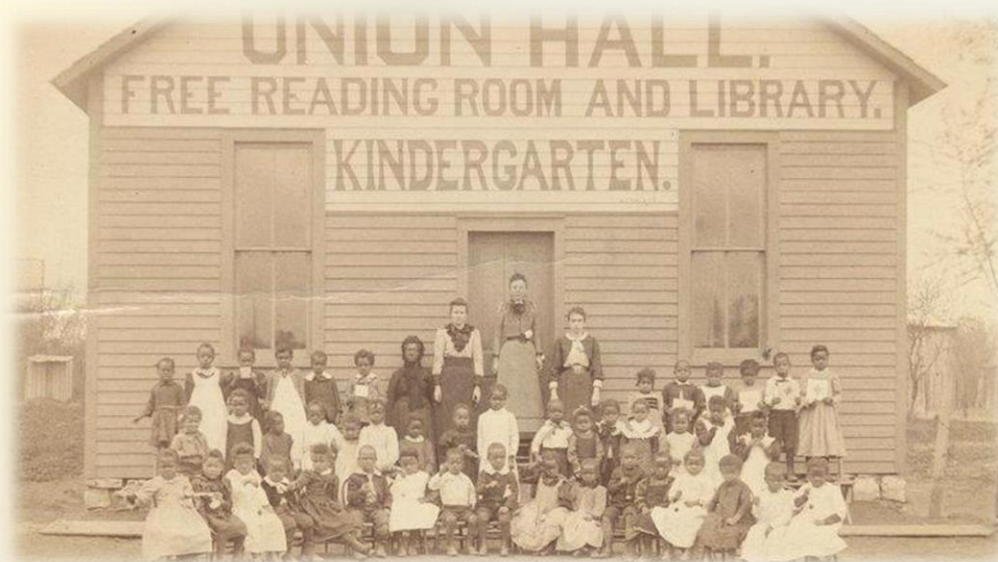
NEIGHBORHOOD PROFILE

LOCATION AND CHARACTER

The Tennessee Town Neighborhood is located in the city of Topeka, Kansas, approximately one mile southwest of the State Capitol Building and Downtown. The neighborhood is bounded by 10th Avenue to the north, Washburn Avenue to the west, Huntoon Street to the south, and Clay Street to the east. The neighborhood comprises approximately 89 acres with roughly 35 acres dedicated primarily to residential land use.



Heavily traveled arterial streets, Washburn Avenue, 10th Avenue and Huntoon Street bound three sides of the neighborhood. The areas to the west, east, and south are generally residential in character with the area bordering 10th Avenue and the northwest corner of the neighborhood being generally institutional and medical service uses. A major resource for the neighborhood is its proximity to major employers, institutions, and services, much of which is within walking distance. Topeka's Medical District is adjacent to the neighborhood, as well as the recently expanded Topeka Public Library. Schools within walking distance are Lowman Hill Elementary , Topeka High School, Robinson Middle School, Cair Paravel Latin, Mater Dei Catholic Elementary, and Washburn University.



Students and teachers standing in front of Union Hall located at the southwest corner of 11th & Lincoln. This was a kindergarten for African American children sponsored by the Central Congregational Church.

HISTORY

The earliest residents of Tennessee Town were newly freed slaves who migrated from the South to the West as part of the Exoduster Movement. Some of them, who left plantation life behind in Tennessee, arrived in Topeka in 1879 on what was then the western edge of the city, in an area known as King's Addition. After arriving in Topeka and establishing Tennessee Town, the settlers built homes, businesses, schools and churches, making Tennessee Town one of the centers of Topeka's African-American community. The 1880 Topeka census identified 880 blacks in the city, comprising 31 percent of the city's population. Lacking financial and city support to aid their efforts to settle here, living conditions were less than those of the rest of the city. However, during the 1890's, Tennessee Town residents began to garden and trade produce for clothes and other necessities. Soon after, businesses, schools and churches began to dot the Tennessee Town landscape.

Also during the 1890's, the first white man to show any real interest in Tennessee Town, Dr. Charles Sheldon, came into the settlement from his post as pastor of Central Congregational Church, which still stands at SW Huntoon and Buchanan Street. He spent three weeks in Tennessee Town surveying the people and conditions. He found that there were about 800 people who had migrated here directly after leaving behind plantation life in the South, 100 children between the ages of three and seven who might be considered kindergarten age, and four black churches. Sheldon thought that Jordan Hall would be a good place to start a kindergarten, and by the spring of 1893, the first black kindergarten west of the Mississippi River was opened.

By the early 1900's, four churches had sank roots in Tennessee Town: Shiloh Baptist (still on the southwest corner of 12th and Buchanan Streets), Mt. Olive Episcopal (now Asbury-Mt. Olive United Methodist Church, on the northeast corner of 12th and Buchanan Streets), The Church of God (now Lane Chapel, at 12th and Lane Streets), and the Christian Church (now Dovetail, at 12th and Washburn Streets). The Colored Women's Club was also founded at about that time. It occupied the house at 1149 SW Lincoln St. until a few years ago. The Topeka nonprofit Living the Dream, Inc. restored the clubhouse now owned by Faith Temple.

During the 1970s Tennessee Town experienced the first rumblings of a renaissance. The Community Development Block Grant Program, through the U.S. Department of Housing and Urban Development, began in Topeka in 1974. CDBG funds began to come to Topeka as an entitlement to poor neighborhoods like Tennessee Town.

In 1976, Tennessee Town became one of the first Neighborhood Improvement Associations in the city. A group of Kansas State University architecture students came into the neighborhood in the early 1980's to conduct a semester-long inventory of housing. The results of their work were impressive, including recommendations for in-fill housing that included actual prototypes. At about that same time the neighborhood began working with Topeka Metropolitan Planning on a comprehensive look at Tennessee Town, including housing, infrastructure and safety issues. A comprehensive manual was compiled, along with an executive summary.

The 1980's began the downward spiral of Tennessee Town. Once a proud, vibrant neighborhood inhabited by low- to middle-class folks who often worked two jobs to support their families, lived in modest but well-kept homes and interacted with their neighbors on a daily basis; Tennessee Town became older, less vibrant, more lower-class socioeconomically and less interactive. As the neighborhood's most senior residents began to pass on, the neighborhood began to decay and slowly wither away. Homes that were formerly owned became rentals, and some of the landlords and renters seemed indifferent about keeping up with basic maintenance to their homes. Stable families were often replaced with short term renters, tending to only live here for only months. Older homes were demolished, creating vacant lots, but new homes were not built in their places. The commercial strip along the 1300 block of SW Huntoon St. deteriorated even faster than the housing. Many businesses in the area suffered structural damage or closed all together during this time. A number of businesses have been in and out of that strip since then.

Nevertheless, a few positive outcomes did occur during the 1980's. In the 1980's was the construction of the Tennessee Town Plaza Apartments through the Topeka Housing Authority. Tennessee Town Plaza's units were, and still are, geared towards seniors and the physically challenged. Tennessee Town Plaza, since its inception, has been one of THA's most successful complexes. The first phase of construction, completed in 1983, replaced aged housing in the second 1100 block of SW Buchanan St. and along the 1200 blocks of SW Munson Street and 12th Street. The second phase, completed in 2010, replaced aged housing and vacant lots in the second 1100 block of SW Lincoln St. Also, two infill houses were built in the 1980's, one on Lincoln and the other on Lane. Residents during this time also rallied for hands-on participation in brick sidewalk projects, tree planting and neighborhood cleanups.

Things began to change in the late 1990's. Beginning in 1998, Tennessee Town began revitalization efforts to halt the neighborhood's slide into disrepair. By 2001, the NIA's neighborhood plan was adopted by local government, setting new standards for stability and growth. At the time the neighborhood plan was adopted, the Topeka Planning Department rated Tennessee Town as an "intensive care" neighborhood, meaning that it was one of the city's neighborhoods "with the most seriously distressed conditions." The Planning Department said that while Tennessee Town had been declining, it had "high revitalization potential, and therefore is considered a high priority for reinvestment."

In 2004, the Planning Department reexamined the health of all of the city's neighborhoods, including Tennessee Town. During this time, the neighborhood experienced

many positive changes. With the addition of 61 new or rehabilitated single- and multi-family housing units created by public and private partners, increased property values and safety, and infrastructure improvements, among other upgrades, Tennessee Town went from being rated "intensive care" to "at risk." No other Topeka Neighborhood had moved up one whole rating rung in such a short period of time, let alone doing it while starting out with the rating characterizing the most distressed neighborhoods in the city. New decorative lighting along Lane and Washburn, Millennium Park, the library expansion, and the Art Park all benefited the community. Around 2009 the 12th Street sidewalk, Kings Court expansion, and the Leal Family house build privately in keeping with design guidelines further aided the neighborhood's image. In 2016, Tennessee Town submitted an application and was selected as a SORT neighborhood, with the decision to update the neighborhood plan prior to the funding of implementation projects or the selection of target areas.

CHARACTER

Tennessee Town is comprised of five subdivisions: Kings Addition, Moffits, W.H. Brooks Jr. 2nd (Bona), Lafayette Place Addition, and Youngs Addition 3. The typical lot sizes in Tennessee Town are 25 feet wide and between 150 to 162 feet deep. The street widths for those running north to south are on average 100 feet wide and the streets that run east to west are 75 to 80 feet wide. The average lot size in Tennessee Town is 0.13 acres.

Single family structures dominate the architectural character of the neighborhood. Homes in this neighborhood are typically small to accommodate the small lot size common throughout the neighborhood. Other characteristics of the architecture in this Tennessee Town include front facing doors/ porches, raised foundation, and horizontal siding.



1942 Tennessee Town Aerial



2016 Tennessee Town Aerial

EXISTING CONDITIONS

HEALTH

The Neighborhood Element of the Comprehensive Plan establishes a neighborhood health rating system for all neighborhoods in Topeka to prioritize planning assistance and resource allocation. This uses five categories—Poverty Level, Public Safety, Residential Property Values, Single Family Homeownership, and Boarded Houses—to assign a health rating to each Census Tract Block Group. Tennessee Town encompasses 2 block groups, with group 5.3 comprising the northern section of the neighborhood and 4.1 in the southern section. In 2011, Tennessee Town, due to the continued efforts of neighborhood members and the City of Topeka, moved from a classification of “Intensive Care” to “Outpatient.” The 2014 Health Ratings showed the two block groups as “At Risk” due in part to the economic downturn. In 2013, Tennessee Town was named Topeka’s most improved neighborhood. Please see Appendix A for more detailed information.

LAND USE

The neighborhood is predominantly residential, with 72% of all parcels being devoted to residential uses. Single-family residential use accounts for 65% of all parcels and 50% of the land area within Tennessee Town (see Table #1). Vacant land accounts for 16% of all parcels and 12% of the total land area. Four parcels are committed to public open space. The remaining land area falls in the following categories: commercial – office, commercial – retail/service, institutional, parking/other, and recreation/open space.

Table #1: Existing Land Use – Tennessee Town

Land Use Category	Parcels	Percent	Acres	Percent
Residential – Single Family	180	64.75%	29.45	49.45%
Residential – Two Family	9	3.24%	1.36	2.29%
Residential – Multi Family	12	4.32%	3.83	6.43%
Commercial	7	2.52%	3.18	5.34%
Institutional	12	4.32%	5.17	8.67%
Industrial	0	0%	0	0%
Office	4	1.44%	0.58	1.64%

Shawnee County Appraiser’s Office (2017)

In the early 2000’s, multiple entities such as the City of Topeka and the Topeka Housing Authority began new construction and rehabilitation activities throughout the neighborhood including a Habitat for Humanity House on Southwest Buchanan.

Map #1 illustrates the existing land use in the neighborhood. Several areas in the interior of the neighborhood have high concentrations of two- and multi-family residential structures. These areas of medium/high density residential development are generally located where high intensity uses are encroaching upon older single-family residential neighborhoods. Commercial and office uses are generally located on the perimeter of the neighborhood along 10th Avenue, and at Huntoon Street and Lane Avenue.

ZONING

Historically, the neighborhood was zoned for single-family uses. Gradually, the neighborhood began to experience more intensive residential zoning with Clay Street, and the northern portions of Buchanan and Lincoln converting to two-family residential around the mid-1940s. From the mid-1940's until around 1956, the zoning in the neighborhood transformed, roughly splitting the area between two-family and multi-family. One of the goals of the 2001 plan was to "down zone" to reflect the single family character of the neighborhood. In 2001, the neighborhood was rezoned based on the future land use map of the 2001 plan. Map 2 illustrates the current zoning for Tennessee Town and reflects a residential pattern.

HOUSING DIVERSITY

The housing density of 7.7 units/acre found in Tennessee Town can be attributed to the number of single family housing units with a few multiple-family structures. In 2000 at the time of the first neighborhood plan, the housing density in Tennessee Town was 5.4 units/acre. Of the housing units, 68% in the neighborhood are single-family structures while multiple-family structures account for 32% of the housing units. Each of these numbers have increased since 2000. Present densities are low considering the amount of vacant land. Tables 2 and 3 demonstrate the housing diversity and housing values of Tennessee Town.

Table #2: Housing Density – Tennessee Town

Housing Type	Units	Percent	Acres	Units/Acre
Single Family	180	67%	29.45	6.1
Two Family	18	7%	1.36	13.2
Multiple Family	69	26%	3.83	18
<i>Net Density Residential</i>	<i>2637</i>	<i>100%</i>	<i>34.6</i>	<i>7.7</i>
<i>Net Density All</i>	<i>267</i>		<i>59.6</i>	<i>4.5</i>
<i>Gross Density (with ROW)</i>			<i>88.59</i>	<i>3</i>

Shawnee County Appraiser's Office (2017)

Table #3: Property Values

	Median	Mean	Minimum	Maximum
Residential – Single Family	\$32,680	\$42,378	\$2,680	\$113,400
Residential – Two Family	\$38,290	\$41,137	\$25,310	\$64,680
Residential – Multi Family	\$185,645	\$206,848	\$36,860	\$600,200
Vacant	\$1,805	\$3,444	\$420	\$37,720

Shawnee County Appraiser's Office (2017)

HOUSING CONDITIONS

Housing conditions in Tennessee Town exhibit a below-average rating, with only slightly more than half of the residential structures having minor deficiencies, as seen in Table #4 (*housing conditions and ratings are defined in Appendix "A"*). Housing Conditions in Tennessee Town exhibit an average rating of 52% with minor deficiencies and 30% with major deficiencies.

The highest concentration of blocks with intermediate or major deterioration can be found in the northern half of the neighborhood, (see on Map #3). Blocks north of Munson contain the highest concentrations of deteriorated housing, particularly in the second 1100 block of Washburn Avenue, and the second 1100 block of Clay and Lane Streets. (*NOTE: Average block conditions are relative to the neighborhood and should not be compared to other neighborhoods. Refer to Appendix "A" for specific definitions of conditions*)

Table #4: Housing Conditions

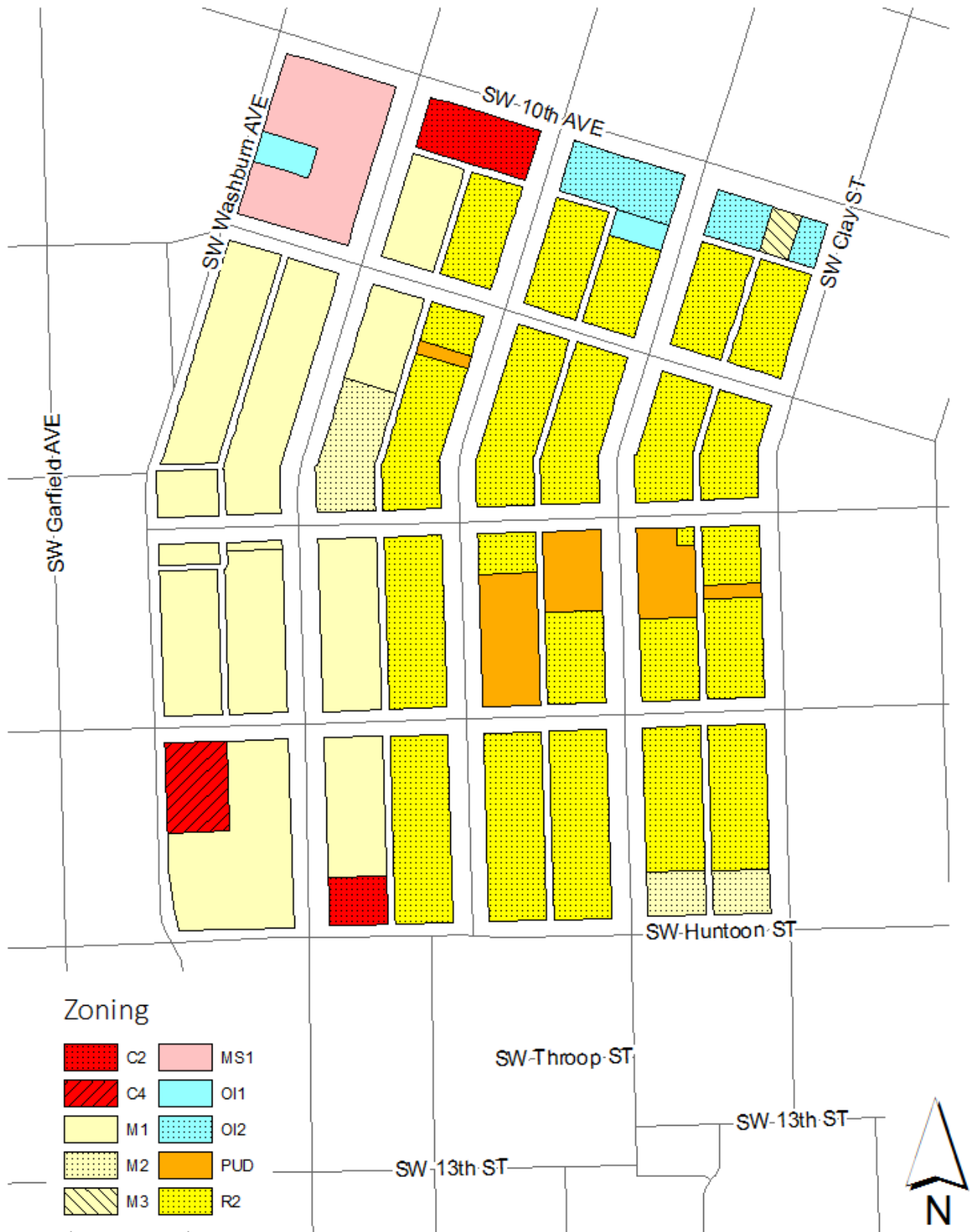
Housing Type	Minor Deficiencies		Intermediate Deficiencies		Major Deficiencies		Total
	Prop.	Percent	Prop.	Percent	Prop.	Percent	Prop.
Single Family	92	87.6%	31	29.5%	57	54.3%	180
Two Family	5	4.8%	2	1.9%	2	1.9%	9
Multi-Family	8	7.6%	2	1.9%	2	1.9%	12
Total	105	52.2%	35	17.4%	61	30.3%	201

Shawnee County Appraiser's Office (2017)

Current Land Use Map 1



Zoning Map 2



Housing Conditions Map 3



TENURE (OWNER VS RENTER)

Tennessee Town has almost double the number of renter-occupied housing units compared to the number of owner-occupied housing units (see Table 4). Single-family structures account for 68% of all housing units, of which 45% are owner occupied.

The areas with the highest concentrations of homeownership are located around 12th Street and Buchanan Street. A slightly higher concentration of blocks with high levels of owner occupancy can be found in the northern portion of the neighborhood than in the southern section of the neighborhood. The lowest owner occupancy levels can be found along Lincoln Street and Washburn Avenue. These trends are demonstrated in Map #4.

INFRASTRUCTURE

Infrastructure includes pavement, sidewalk, curb and alleyway conditions. All of the streets in Tennessee have been improved to urban standards. Infill projects have improved sidewalks on many streets and all have curb and gutter drainage systems in place. The one area with major infrastructure problems in this area is SW Munson Avenue and SW Buchanan Street. The cross section of these streets has poor pavement, curb, and sidewalk conditions. Another area in need of infrastructure rehabilitation is on SW Lincoln between 10th Street and 11th Street. If alley repair is prioritized by the neighborhood, staff will evaluate conditions at that time. Sewer, water and storm water infrastructure are evaluated for possible replacement when cost estimates for street are being developed. The infrastructure conditions are illustrated by Map #5

PUBLIC SAFETY

Map # 6 illustrates the number of reported major crimes committed by block according to crime statistics provided by the Topeka Police Department for 2016. Criminal activity was dispersed throughout the neighborhood. Although blocks with high levels of crime can be found throughout the community, high concentrations of reported major crimes occurred on Lane and Washburn between 11th and Munson Streets, and on Lincoln Street and Buchanan Street between Munson and 12th. Major crimes are defined as Part 1 crimes – murder, rape, robbery, aggravated assault, burglary, and theft. Almost every single major reported crime in Tennessee Town during 2016 was some form of burglary or theft.

Tenure (Owner vs Renter) Map 4

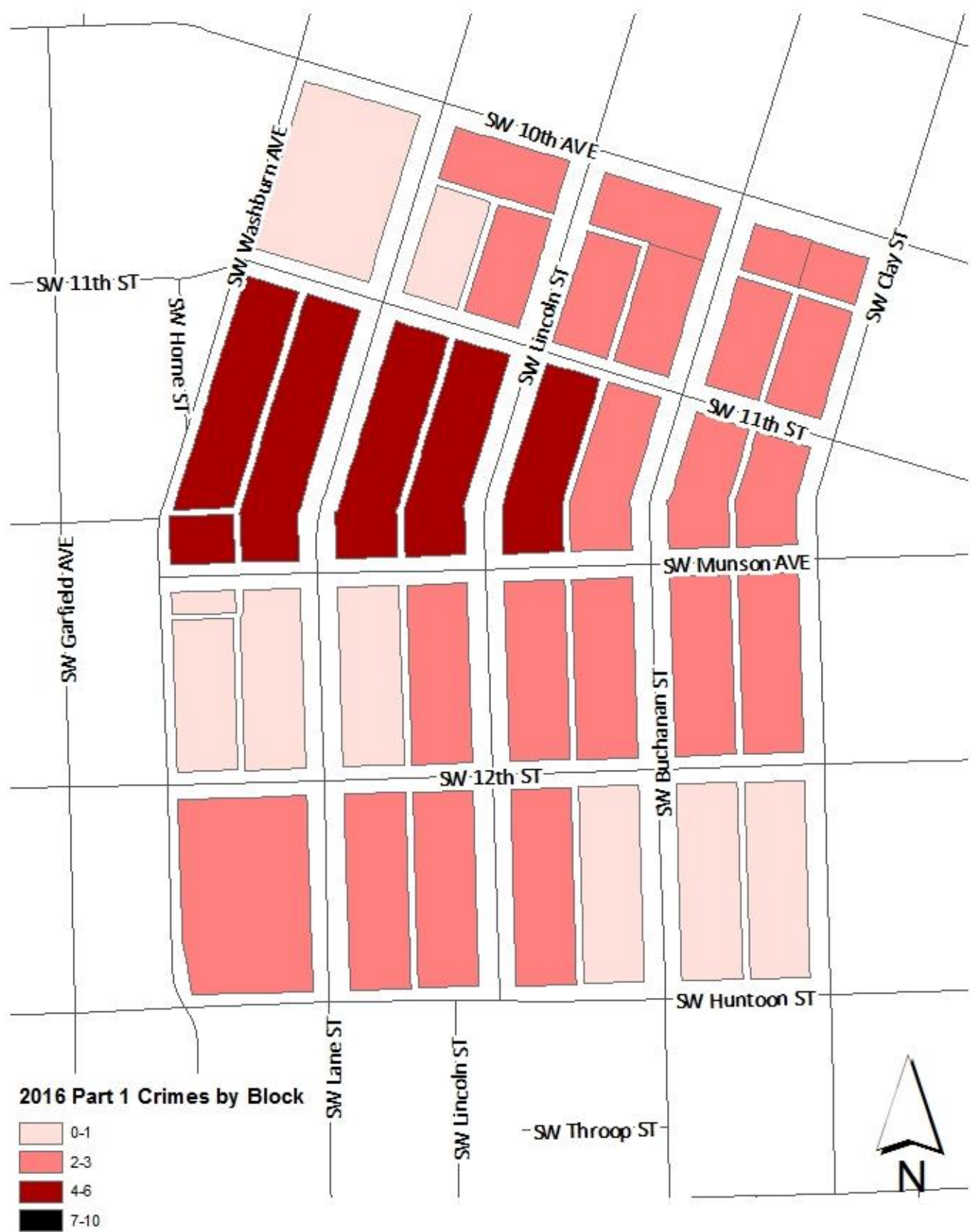


Infrastructure Conditions Map 5



*Infrastructure conditions include: pavement, sidewalk, and curb conditions

Major Reported Crimes 2016
Map 6



BUILDING ACTIVITY

Development activity in the neighborhood between 1990 and 1997 was limited almost entirely to demolitions. No building permits were issued for new construction during that time period. The 12 building permits issued for that time period were for demolitions. Development activity in the neighborhood between 2000 and 2016 has been similar with many of the building permits being for primarily demolitions. Building permits (Map #7) tracked are for new construction or whole demolitions and do not include rehabilitation or additions.

Building Permits 1990-2016
Map 7



CIRCULATION

As identified by the Topeka-Shawnee County Transportation Plan, the neighborhood is bound to the west by the minor arterials SW Washburn Avenue and SW Lane Street, to the north and south and by minor arterials 10th Ave and Munson Street and to the east by the collector Clay Street. The neighborhood also experiences heavy traffic as one minor arterial street, 12th Street, runs through the interior of the neighborhood.

Tennessee Town is well served by the City's bus service with bus lines running on 10th, Washburn, Lane, Huntoon, and 12th.

PUBLIC FACILITIES

On the corner of Southwest Lane and 12th Street is Aaron Douglas Park. This park is currently owned and maintained by Shawnee County.

HISTORIC PROPERTIES

In Tennessee Town, there is one registered historic property. 1149 Southwest Lincoln is on the Register of Historic Kansas Places and is known as the Topeka Council of Colored Women's Club Building.

HALFWAY HOUSE ORDINANCE

The 2001 plan promoted the establishment of a halfway house ordinance. That idea was implemented when standards for halfway houses were employed in the city's zoning code. There is currently one halfway house in the neighborhood.

SOCIO-ECONOMIC TRENDS

*Refer to Socio-Economic Tables (Table 5-Table 7)

Tennessee Town is located within parts of census tracts 4 and 5. Information from the US Census on population, age, households and income are summarized in Tables #5-7. The neighborhood population increased by 21 percent between 1990 and 2010. The largest decrease was seen in the under 5 years old cohort, accounting for 14 percent of the population in 1990 as opposed to 4 percent in 2010. The 45-54 year old cohort, accounting for 16 percent of the 2010 population as opposed to 5 percent of the 1990 population experienced the largest increase in population.

Within the decades spanning from 1990 to 2010, the number of households in Tennessee Town increased, while the average household size decreased. The number of households increased by 56 %, while the persons per household decreased by a small fraction. The number of female headed households with a child under 18 years of age slightly increased during this time as well. Between 1990 and 2010, the number of families increased 14.5%, moving from 131 to 150. With this increase in households and families, also comes a 34% increase in the number of married couples. Although many of these numbers are smaller if taken as a percentage of the neighborhood's total households, it seems as though the perception of being family oriented has held strong throughout the years in Tennessee Town.

Incomes in the neighborhood increased in real terms during the 1990's to 2010. The household median income more than doubled, increasing from \$10,774 in 1990 to \$24,538 in 2010. Over that same decade, per capita income increased from \$6,373 to \$15,417. The number of people below the poverty level decreased significantly, representing 19.17 percent of the population in 2010 compared to 49.4 percent in 1990. The population can therefore be described as an increasing population with smaller household sizes, residing in an aging housing stock. It is an aging population with lower incomes, which are just over half of the household median income of the City of Topeka.

Table #5: Population Demographics

POPULATION	Tennessee Town 2010		Tennessee Town 1990		Topeka	
Total	765	100%	605	100%	127,473	100%
Female	342	45%	330	55%	66,532	52%
Male	423	55%	275	45%	60,941	48%
Black	148	19%	413	68%	17,918	14%
White	505	66%	156	26%	102,698	81%
Other	60	8%	36	6%	13,732	11%
Hispanic Origin	82	11%	0	0%	17,026	13%
Under 5 years	30	4%	85	14%	9,505	7%
5 to 9 years	53	7%	61	10%	8,948	7%
10 to 14 years	103	13%	44	7%	7,877	6%
15 to 19 years	77	10%	27	4%	8,050	6%
20 to 24 years	66	9%	50	8%	9,200	7%
25 to 34 years	60	8%	129	21%	18,601	15%
35 to 44 years	108	14%	58	10%	14,714	12%
45 to 54 years	125	16%	31	5%	17,080	13%
55 to 64 years	51	7%	41	7%	15,312	12%
65 and over	93	12%	79	13%	18,186	14%
Median Age	28		27		36	

Table #6: Households

HOUSEHOLDS	Tennessee Town 2010		Tennessee Town 1990		Topeka	
Households	357.84	100%	229	100%	53,943	100%
Families	150	42%	131	57%	30,707	56.92%
With Children <18	219	61%	99	76%	14,240	26.40%
Husband-Wife	86	24%	64	28%	20,430	37.87%
Female-Headed (no husband)	62	17%	48	21%	7,661	14.20%
With Children <18	80	22%	48		4,760	8.82%
Persons per Household	2.13		2.64		2.29	
Persons Per Family	5.09		3.49		2.99	

Table #7: Income and Work

INCOME	Tennessee Town 2010	Tennessee Town 1990	Topeka
Household Median	\$24,538	\$10,774	\$40,342
Family Median	\$32,105	\$11,563	\$52,483
Family Per Capita Income	\$15,417	\$6,373	\$21,638
Below Poverty Level			
Percent of Families	19.7%	49.4	23.4%
Percent with children <18	52.0%	61.2	41.0%

US Census Bureau. (2010)

PROFILE SUMMARY:

The Tennessee Town neighborhood is a proud neighborhood rooted in its single-family development. Its character gave way somewhat to more multi-family over the years. However, the neighborhood was downzoned in 2001 in order to reflect the single family character of the neighborhood. Following the 2001 neighborhood plan, improvements were made in the area south of Munson. The conditions in the remaining portion have now presented the neighborhood with a number unique of opportunities and constraints, as summarized by the following:

NEEDS AND CONSTRAINTS

- Problems associated with low-income concentrations: social, transportation, health
- What the neighborhood considers “slumlords” running down rental properties
- Deteriorating housing stock
- Abandoned houses
- Most concentrated in the north half of neighborhood
- 16% of all parcels are vacant
- Loss of Dillon’s grocery store has put a strain on the inventory of amenities within walking distance

STRENGTHS/ OPPORTUNITIES

- Diversity of land uses and proximity to downtown typifies strength of traditional neighborhood living, working, shopping, recreating, and schooling within walking distance
- Family oriented neighborhood with over 82% of housing types dedicated to single family structures
- Close knit, supportive community strengthens quality of life
- Aaron Douglas Art Park/ Fair/ Mural attracts positive attention to the area and draws in local artists
- Kings Court Basketball Tournament attracts positive attention to the neighborhood
- Neighborhood is spatially close to the medical district, Lowman Hill Elementary, Robinson Middle School, Cair Paravel Latin, Mater Dei Catholic Elementary, and Topeka High School
- A concentration of churches and the Buchanan Center provide anchors and amenities, which increases the social utility of residents
- Grace Med developing a clinic on the former Dillon's lot will further strengthen the neighborhood
- Vacant lots available for infill housing gives the neighborhood the potential to increase home ownership and overall neighborhood appeal
- A history rooted in African American culture presents the opportunity to share a story of historical significance

CHAPTER 3
VISION AND
GOALS

VISION AND GOALS

VISION STATEMENT

"The History of Tennessee Town Will Live On"

The sweet smells of home cooking waft through the screen door like ambrosia. Soft voices of sweet souls inside blend in with the food smells to create a symphony of delights auditory and olfactory.

A voice calls out to children seated on the porch outside: only a few more minutes of cool breezes before bed-time. Elders chat and laugh in cool, relaxing voices as they play dominos. Smaller children play games of "hide and seek" and "red light, green light" on the front lawn; one of them yawns a child's yawn of exhaustion after a long summer's day of play. Soon the children's bedrooms will be cool enough for sleep.

Neighbors call out from their porch across the street. Yes, it was hot today. Yes, we will see you at church tomorrow. We'll call Mrs. Johnson in the morning to see if she needs a ride to church. You sleep well, too.

As the children tire of their yard games, they gather on the porch to listen to adult conversations about which they know little but know that those conversations carry a serious tone. The children know instinctively that the stories told that night will define them as adults.

The eldest of the elders, 85 years young and full of vim and vigor, tells the story of how her neighborhood -- their neighborhood -- came to be.

"In the 1870s, after the Civil War had divided this country north and south, black and white, newly freed slaves began to leave the South to start new lives in the West," she said.

"That migration became known as the Exoduster Movement," she said. "They went west under the big, broad sky of hope. They crossed the Mississippi, mindful of its breadth and of the oppression its mighty waters would lead to as it meandered south.

"They arrived in this part of Kansas in the late 1870s. Some of them, who had left Tennessee behind, arrived in Topeka in 1879 and founded Tennessee Town on the southwestern edge of our city in what was known then as King's Addition. The Tennessee Town settlement was a result of the Compromise of 1877, which ended Reconstruction and led to the Exoduster Movement. That initial settlement included about 3,000 settlers who were able to buy land outright and put down stakes in their new home.

"Unfortunately, but not unexpectedly, some Topekans weren't thrilled with their new neighbors of southern and African ancestry. In fact, Topeka's Mayor at the time, Michael C. Case, said that, instead of providing assistance to the immigrants to facilitate their efforts to settle, the city should provide assistance through distributing road maps with the routes back to Tennessee highlighted! (He didn't quite put it that way, but that was his message.)

"Relatively undaunted, the settlers built two- and three-room houses to deal with the cold Kansas winters. Help came later in 1879 when a conference of the Methodist Episcopal Church decided to address the settlers' situation. The First Congregational Church also assisted,

including underwriting the construction of the Tennessee Town Congregational Church with the understanding that it would be a relief center as well as a church.

"After the settlers built homes, other edifices that housed businesses, schools and churches began to dot the Tennessee Town landscape. In the 1880 Topeka census 880 blacks were found to comprise 31 percent of the city's population.

"Of course, lacking finances and city support for their efforts to settle here, living conditions were less than those of the rest of the city. The local press, mistakenly but not surprisingly, attributed the 'substandard' living conditions to the incompetence of the settlers. That bigotry remains a problem to this day.

"During the 1890s our predecessors began to garden and trade produce they produced for clothes and other necessities, thereby refuting the contention and the bigotry of the press.

"Wherever there is new development there will be old problems. In the 1890s Jordan Hall was the center of gam-bling and other activities of an unsavory nature. Andrew Jordan founded the building, which also doubled as a dance hall. It was located just down the street from us, at Lincoln and Munson Streets. Munson Street was then called King Street.

"Also during the 1890s the first white man to show any real interest in Tennessee Town, Dr. Charles Sheldon, came into the settlement from his post as pastor of Central Congregational Church. He spent three weeks in Tennessee Town surveying the people and conditions. He found that there were about 800 people who had migrated here directly after leaving behind plantation life in the South, 100 children between the ages of three and seven who might be considered kindergarten age, and four black churches.

"Sheldon thought that Jordan Hall would be a good place to start a kindergarten, and by the spring of 1893 the first black kindergarten west of the Mississippi River was opened. There were three teachers, a principal (Carrie Roberts), and two assistants (Jeanette Miller and Margaret Adams). Mrs. Jane Chapman was instrumental in helping in several projects, including organizing a PTA for the children's mothers.

"Two years later new quarters were found for the kindergarten; it had been such a success that it had outgrown its confines at Jordan Hall! The new kindergarten was housed at the Tennessee Town Congregational Church. The kindergarten, at its new location, taught our children until 1910 when the city -- better late than never -- decided to support it and relocated it at the Buchanan School, now known as the Buchanan Center, at 12th and Buchanan Streets.

"The most prominent graduate of the Tennessee Town kindergarten was the attorney Elisha Scott. Scott's two sons, John and Charles, both became attorneys also and argued the Kansas portion of the landmark Brown v. Topeka Board of Education case that outlawed segregation in public schools. One of the other graduates of the kindergarten was a long-time neighbor of ours, Minus Gentry. He lived at 1191 Lincoln until his death in 1991 at the age of 95.

"After the success of the kindergarten a library was established in Tennessee Town; Rev. B.C. Duke was its first librarian.

"By the first decade of the 1900s four churches had sank roots in Tennessee Town: Shiloh Baptist (still on the southwest corner of 12th and Buchanan Streets), Mt. Olive Episcopal (now Asbury-Mt. Olive United Methodist Church, on the northeast corner of 12th and Buchanan Streets), The Church of God (now Lane Chapel, at 12th and Lane Streets), and the Christian Church (now Dovetail, at 12th and Washburn Streets).

"The Colored Women's Club was also founded at about that time. It occupied a house in the first 1100 block of Lincoln Street until the turn of this century. The city's icehouse was built around this time in the first 1100 block of Lincoln. The buildings still stand there.

"Tribute was paid to Charles Sheldon for his 13 years of work in Tennessee Town. Sheldon put his memories of his service in Tennessee Town into book form: 'In His Steps,' which at one time was the most widely read book in the world next to the Bible, was the result. Looking back on Sheldon's time in Tennessee Town, I must say it was a mixed blessing. Undoubtedly conditions improved because he was able to bridge the gap between the needs of the new settlers and a reticent city. However, the condescending tone he took towards the 'heathens' in Tennessee Town who needed to be 'Christianized' in 'In His Steps' was unforgivable. The only unassailable thing we had then was our dignity, and his words attempted to take that away from us.

"Many community leaders emerged in the early 1900s. Mother Emma Gaines, along with Mr. and Mrs. Thomas Gaines and Robert Baker, founded Gaines Funeral Home. Other community leaders included Betty Patterson, Sally Oglesvie, Annie Gentry, Henry Williams, Andrew Jordan, Rilda Preer, Mrs. Louis Knott, Mrs. Ed Link, Andrew Ferguson, Rev. and Mrs. B.C. Duke, H.I. Monroe and George Graham.

"Throughout the next several decades businesses sprang up along Huntoon Street, including the Caravan Club, which was the favored watering hole for our state legislators for years. Silver's Furs occupied a storefront along Huntoon for years, too. The Brown v. Board case ended school segregation, but it also ended the existence of Topeka's historically black schools, including Buchanan School. Bobo's Drive In, at Huntoon and Lincoln Streets, was a neighborhood restaurant for years, but our neighborhood residents sometimes were served in brown-paper bags until the 1960s. Dibble's Grocery Store was located in a lovely Tudor-style building at Huntoon and Lane Streets until the middle 1970s; Dillon's built a new store there and was a neighborhood presence for 40 years until it abandoned the neighborhood and Central Topeka. GraceMed Health Care soon will move into the former Dillon's building. The gas across the street has been at its current location for decades. First Impressions Printing, across Lane Street from Dillons, became WCW Property Management. The Topeka and Shawnee County Public Library, as it's now called, has been at our northwestern border since its inception, as has Stormont-Vail Hospital.

During the 1970s Tennessee Town experienced the first rumblings of a renaissance. The Community Development Block Grant Program, through the U.S. Department of Housing and Urban Development, began in Topeka in 1974. CDBG funds began to come to Topeka as an entitlement to poor neighborhoods like ours. In 1976, Tennessee Town became the first Neighborhood Improvement Association in the city. Mrs. Lillian Bennett was our first president. She served in that capacity for 10 years.

"A group of Kansas State University architecture students came into our neighborhood in about 1980 to conduct a semester-long inventory of housing. The results of their work were impressive, including recommendations for in-fill housing that included actual prototypes! At about that same time the neighborhood began working with Metropolitan Planning on a comprehensive look at Tennessee Town, including housing, infrastructure and safety issues. A big manual was compiled, along with an executive summary. Those two efforts to ready our neighborhood for revitalization inspired hope.

"The 1980s began the downward spiral of Tennessee Town. Once a proud, vibrant neighborhood inhabited by low- to middle-income folks who often worked two jobs to support their families, lived in modest but well-kept homes and interacted with their neighbors on a daily basis, Tennessee Town became older, less vibrant, more lower-income and less interactive. However, the one constant throughout this period was the pride that the elder residents still felt for their neighborhood.

"As our senior neighbors began to die, the neighborhood did, too. Homes that were formerly owned became rentals. Stable families were often replaced with people who tended to only live here for several months. Older homes were razed, creating vacant lots, but new homes were rarely built in their places.

"The commercial strip along Huntoon deteriorated even faster than the housing here did. Silver's Furs suffered a fire in the 1970s and closed. Bobo's closed in the 1980s, as did the Caravan Club. A number of businesses have been in and out of that strip.

"Our people began to lose faith in the proposition that, if we remained vigilant, the city would eventually get to us. Except for sidewalks, through CDBG funds, the city didn't seem to care.

"But, and this is important, *our people never lost faith in each other.*

"And, of course, your family has lived in Tennessee Town for the past 90 years. Your mothers and fathers for six generations have loved this neighborhood for what it was and will be: a stable, working-class, low- to moderate-income, family-oriented residential area where people know one another, visit with one another on our porches, pray together at our five churches, meet as a unit to plot a future that is carefully considered and completely inclusive, and preserve the lore and history of the neighborhood so that it may be treasured and passed on to successors yet unknown. You and your successors must fight to preserve this neighborhood, because I only plan on being here another 30 years or so!"

A laugh from her daughter ended the conversation. The children, with eyelids heavy from impending slumber, went to their cooled bedrooms with the story of their ancestors still fresh in their minds.

Back on the porch the woman who had just woven the incredible story of her neighborhood -- indeed, her life -- rocked back and forth in her chair.

A twinkle could be detected in her eyes. She knew that the next caretakers of her neighborhood were now ready to do right by it.

She smiled.

Fifteen years later the eldest of the elders and her family gathered for her 100th birthday. The neighborhood's Black History Museum conference room was filled with five generations of the elder's family. Neighborhood friends attended, also. The five churches also were represented by their respective pastors. The Mayor and three city council members also took time to pay tribute to Tennessee Town's Miss Jane Pittman.

The elder's daughter, the one who laughed at her mother's prediction of life-long service to her neighborhood, had assumed her mother's position as leader. The daughter gathered everyone around the day's honoree and said:

"On this day, the 100th birthday of my mother, let us rejoice. Let us rejoice that we are all here to give thanks and praise to her and her many accomplishments and sacrifices for this

neighborhood. Let us rejoice that her many years of service have resulted in many improvements here, including new and rehabilitated housing and an absence of vacant lots.

"Let us rejoice that we have a thriving senior and physically challenged apartment complex that respects our neighbors who are aged and handicapped.

"Let us rejoice that we have a youth outreach program that has placed many of our young at Washburn University and in other positions from which they could succeed.

"Let us rejoice that we have a community center and commons area for our neighbors to gather for special, or everyday, occasions.

"Let us rejoice that we have lush, tranquil greenspaces scattered about our neighborhood, where our children can play and their parents can relax.

"Let us rejoice that we have lighting and infrastructure improvements to streets and alleys that have made travel, both by car and by foot, safer.

"Let us rejoice that we have this Black history museum, which pays tribute on a daily basis to the struggles and successes of predecessors and shines light on what successors must never forget -- that is, if they hope to succeed in the future.

"And let us certainly rejoice that what was once a neighborhood on the brink 15 years earlier has rebounded and become, once again, a haven for diversity, respect, spirituality, culture and education and that Tennessee Town's come-back has been driven by its residents.

"And now, a few words from our guest of honor. Mama..."

The elder, still walking on her own and with most of her vim and vigor still intact, looked around the room at all of the warm, familiar faces -- and at the warm but unfamiliar faces, too -- and smiled. She drew in a breath and said:

"The baton has been passed. You have done magnificently, but the race is not over. It will never be. The history and lore of this neighborhood and, by extension, yourselves, must be watered and weeded. You must remain vigilant, because no one else will care about us unless we care about us. I am very grateful that I have been allowed to see the changes here. They are wonderful! I am satisfied, and you should be, too."

Later that fall the eldest of the elder's went home to God. It was as if she had hung in there long enough to see her work, as well as the work of others, rewarded. Her neighborhood was poorer because of her absence there.

But Heaven was much richer because of her presence there.

Her picture hangs in the entry way of the museum as a constant reminder that dreams can come true.





GOALS AND GUIDING PRINCIPLES

LAND USE

Preserve the viable-single family character of the neighborhood, while accommodating commercial, office and higher density residential within established higher intensity areas.

- Single family residential should remain the predominant land use
- Restrict commercial activity to its current locations and preclude large institutional encroachment into the neighborhood
- Strengthen current park system by providing additional equipment and increase the amount of useable greenspace accessible to residents.
- Define a neighborhood center that can serve as a mixed-use commons for community-based activities and events

HOUSING

Increase the quality of the housing stock to promote the desirability to live in Tennessee Town through investment and targeted marketing

- Improve existing housing stock through public and private investment
- Strive to achieve a neighborhood of no abandoned homes or vacant lots
- Support new infill development and ensure it is complimentary to the traditional character of the neighborhood through design guidelines and standards
- Encourage landlords and homeowners to improve the appearance and living conditions of their properties through rehabilitation activities such as voluntary compliance, increased code enforcement, or any other mechanism deemed appropriate/feasible
- Promote Tennessee town as a niche market for elderly accessible housing, environmental friendly housing, or affordable housing due to its unique lot sizes and configurations.

PUBLIC FACILITIES AND INFRASTRUCTURE

Provide infrastructure improvements to the Tennessee Town neighborhood that demonstrate commitment to continued improvements in the quality of life of the residents

- Continue street, sidewalk and alley infrastructure improvements so they may provide the level of service required for their current use and support future planned development
- Create pedestrian friendly streetscapes (streets and sidewalks) that connect to neighborhood amenities and assets while increasing pedestrian safety.
- Make neighborhood parks more “kid friendly”, appealing, and accessible.

SAFETY

Create a safe, clean, and livable environment for all those in Tennessee Town to live, learn, work and play

- Promote a strong relationship with police and promote community wide educational programs and efforts related to crime prevention and detection techniques
- Increase effectiveness of public and private lighting in order to reduce incidents of crime and increase public safety
- Ensure playgrounds and parks are open and visible from the streets.
- Support improvements that will increase safety of pedestrians and school children at crossings and bus stops
- Organize volunteer resources to take on a more organized and proactive role in safety

NEIGHBORHOOD CHARACTER

Create a positive image for Tennessee Town while preserving its deeply rooted historic character and rich social heritage.

- Identify, preserve, and promote the heritage of Tennessee Town by ensuring that it remains welcoming and supportive to a diversity of people
- Historic infrastructure elements, such as brick streets, sidewalks, and stone curbs should be preserved where appropriate
- Identify, preserve and restore historic structures
- Create a cultural heritage center that documents the neighborhood’s linkages to Black History in Topeka
- Enable youth to enhance their academic and life skills by increasing participation and investment of local churches in neighborhood revitalization activities
- Identify neighborhood gateways and work to enhance and beautify their image

CHAPTER 4

FUTURE LAND USE PLAN

Future Land Use Map 8



FUTURE LAND USE PLAN

The Tennessee Town Neighborhood planning area currently contains a diverse mix of land uses, including residential, office, institutional, retail, and open space. The Tennessee Town Land Use Plan (Map 8) graphically illustrates a conceptual guide for land-use development of the neighborhood that embodies the vision and goals presented in Section III. The map depicts preferred land-use categories and is intended to be more conceptual than explicit in terms of land use boundaries. This section describes the land use categories in greater detail.

LAND USE PLAN CATEGORIES

RESIDENTIAL - LOW DENSITY:

This category comprises the areas of Tennessee Town that front on “local” low volume streets: Lincoln, Buchanan, and Clay. These areas are where the highest concentrations of single-family uses exist without a significant mixing of originally built two/multiple-family uses or major frontage along arterial streets. These are areas whose original development was single-family and where a realistic potential exists to sustain this as the predominant character. New development in this area should be compatible with the existing single-family character, which could include such new uses as church-related uses and small-scale daycare.

Primary Uses: Single- Family Dwellings

Zoning Districts: R-2

Density: 5-7 dwelling units/acre (net)

RESIDENTIAL - LOW DENSITY (URBAN/PD):

This category comprises the single-family areas of Tennessee Town that front on higher-volume arterial streets: Washburn, Lane, and Huntoon. This category differs from the *residential – low-density* (urban) category by providing more flexibility on appropriate housing types in a planned development (PD) setting that fits the scale and character of the neighborhood. This category applies in the event of future development of vacant lots in order to give the area flexibility to redevelop more creatively with attached/detached residential units in a unified development. Existing residential uses are appropriate for two-family dwellings given their lot size and frontage along arterial streets.

Primary Uses: Single-Family and Two-Family

Zoning Districts: M-1 and M-2

Density: 7-10 dwelling units/acre (net)

NEIGHBORHOOD MIXED-USE COMMONS:

This land-use category comprises the area of Tennessee Town that lies in the second 1100 block of Buchanan Street, in the center of the neighborhood. The Buchanan Center and adjoining grounds are the focal point of this land-use category. Inter-generational community space and uses include: public greenspace, elderly housing, single-family housing, social service agencies,

faith-based institutions, children's uses, heritage collections, etc. Another characteristic of this category is that all uses would be within a 10-minute walk of neighborhood residents.

Primary Uses: Multi-family dwellings (5+ units)

Zoning Districts: M-2, OI-1, OI-2, and PUD

Density: 15-29 dwelling units/acre (net)

PROFESSIONAL SERVICES/RESIDENTIAL:

This land-use designation comprises the area of Tennessee Town that fronts a primary image corridor (10th Avenue). This also serves as a frontage buffer between Grace-Med and the low-density residential neighborhood on Lane Street. Mixed uses, which could include neighborhood commercial, professional office/services, institutional, and residential, should maintain a respectful character at a neighborhood scale. Adaptive reuse of existing residential buildings is highly encouraged so as not to promote strip commercial development.

Primary Uses: Neighborhood Residential, Professional Offices/Services, and Institutional

Zoning Districts: OI-1, OI-2, C-1, M-1, M-3 and PUD

Density/Intensity: Medium

COMMERCIAL:

This designation comprises the southern half of the "Grace-Med block" and is surrounded by four minor or principal arterials: Washburn, Lane, Huntoon, and 12th. This is a highly visible and prominent location in which high-quality design standards should be taken into consideration for new development.

Primary Uses: Grocery Store, Retail Anchor and Health Clinic

Zoning Districts: C-2, C-4 and PUD

Density/Intensity: High

MEDICAL SERVICES:

This designation comprises the block surrounded by three minor or principal arterials: Washburn, Lane, and 10th. The potential exists that this block could serve future expansion of medical service facilities in the area. The types of uses that characterize this category include: health care facility, health service facility, hospital, health care office/clinic, public health agency, and professional office/services. Given this block's location along Washburn/Lane and 10th Avenue, new development should follow high-quality design guidelines for these corridors. In addition, rather than being developed in a piecemeal fashion, this block should be a unified planned development.

Primary Uses: Medical Facilities and Supporting Ancillary Services

Zoning Districts: MS-1, OI-1, and OI-2

Density/Intensity: High

INSTITUTIONAL:

This designation recognizes existing churches and utilities. Major expansion of existing institutional sites are not anticipated at this time, but will be assessed accordingly.

Primary Uses: Churches and utilities.

Zoning Districts: Primarily R-2 (Single-Family)
Density/Intensity: Medium (limited occurrences)

PARKS, OPEN SPACE, AND RECREATION:

The parks, open space and recreation designation applies to the active and passive open spaces location within the neighborhood. There are passive spaces located at the southwest and northeast corners of 12th and Lane. This open space in this area should act as a neighborhood gateway with passive open space, landscaping, and monument signage. The designation also includes the active recreation space at the northwest corner of Munson and Lincoln.

Future open space development could occur within the northern half of the “Grace-Med block”. This open space should also be passive, visual, and functional for community-wide gatherings. Additional alternatives include retail expansion and the establishment of social service organizations is also appropriate in this location to provide viable neighborhood services. Again, this is a highly visible and prominent location in which high quality design standards should be taken into consideration for new development.

Primary Uses: Parks, Retail/Social Service District

Zoning Districts: Open Space, PUD

Density/Intensity: Low/Medium

* Potential Future School Site



The current zoning at the northwest corner of SW 12th and SW Lincoln Streets supports single family uses in addition to schools. This neighborhood plan supports a school as an appropriate future land use for the property. Faith Temple Church currently owns the property and there are plans to build a school and a gym on the site. If those plans change, the current zoning supports single-family homes as another option for the property.

CHAPTER 5

REVITALIZATION THEMES

REVITALIZATION THEMES

“To get what you never had, we must do what we have never done.”

Anonymous

THEMES

“FILL IN THE GAPS”

A surplus of vacant lots throughout the neighborhood presents a great opportunity –spot infill development. Though having a surplus of vacant lots is not the most desirable feature for a neighborhood to have, vacant lots present the chance to attract new community members, add quality housing stock, and increase homeowner occupancy levels.



Habitat for Humanity House Ribbon Cutting

“COMMUNITY & NEIGHBORHOOD BUILDING”

A strong neighborhood is built of strong ties between neighbors. Tennessee Town needs to cultivate these ties so that residents can help support one another as they work to improve their neighborhood. Many organizations are targeting their efforts to help empower residents by going door to door and helping them acquire the tools they need. As they do throughout many neighborhoods in Topeka, Habitat for Humanity, the City of Topeka, and a variety of non-profit agencies are all working to help improve the quality of life of Tennessee Town’s residents. Community Building must be the lead hitter in the revitalization line-up.



Cornerstone Ribbon Cutting on Clay Street

“TENNESSEE TOWN NORTH FOCUS”

The area north of Munson Avenue is the most critical area of need. This portion of the neighborhood decayed as the southern portion of the neighborhood received targeted funds for revitalization due to the worse conditions in that area at the time of the adoption of the 2001 neighborhood plan. The deterioration of the northern part of the neighborhood is a function of limited funding that would enable the implementation of larger-scale rehabilitation projects. More specifically, the area situated between Munson and 11th Street is the most critical area of need within Tennessee Town. It is where the most serious negative conditions persist. Housing conditions on the 1100 block of Lane St., Washburn Ave., and Clay St. exhibit the worst signs of deterioration. Improving the conditions in these blocks will have a positive impact throughout the entire neighborhood.

“SUPPLY & DEMAND FOR A DYNAMIC POPULATION”

The concerns with housing stock in Tennessee Town have been expressly stated. What has not been discussed enough is how these same “constraints”—small lots and housing footprints—can also be marketed to populations who look for housing with such characteristics. The Baby Boomer generation is reaching retirement age, but these individuals are not looking to move into care facilities by any means. This generation is looking for ways to age in place, stay in their own home, and still be able to access what a city has to offer through public transportation. Or, conversely, younger professionals have grown up with an environmental consciousness and are looking for ways to reduce their impact on the planet. By blending either of these population segments into the existing family-friendly, age-friendly community in Tennessee Town, the housing market can stabilize and improve.

“LET HISTORY BE YOUR FUTURE”

Tennessee Town has a history rich in African American heritage. It stands as a proud, diverse neighborhood lending to its unique ambience and strong social fabric. The neighborhood displays this cultural merit throughout the neighborhood by maintaining its historical roots embodied in a multiplicity of artistic and architectural features. In order to preserve Tennessee Town’s historic fabric, new development should apply traditional neighborhood design standards that respect the neighborhood’s scale and character. If new development does not respect the historic character of the neighborhood, the neighborhood’s unique cultural identity will simply fade away over time.

“FORTIFY THE CENTER”

Protect and strengthen the historic core of the community; churches, Tennessee Town Plaza, and Buchanan Center anchor revitalization efforts. These establishments have served as a foundation of the neighborhood, and their continued role as a central node in the area—connecting people and providing support to residents—is key for the neighborhood to achieve success in the future. Any plans for the neighborhood must take these assets into consideration.

TARGET AREA STRATEGIES

TARGET CONCEPTS AND PRINCIPLES

Neighborhoods make up the fabric of a city, but blocks make up the fabric of a neighborhood. When the fabric is strong, the city or the neighborhood is strong. If the fabric becomes frayed, wears down and tears, the city or neighborhood becomes weak and susceptible to accelerated decay. The most successful strategies in neighborhood revitalization involve the repairing and re-weaving of this fabric. To do this, a neighborhood revitalization strategy must protect key assets or anchors, isolate weaknesses, and re-position them as strengths. The Target Area Concept Map depicts these current features in Tennessee Town as defined below:

ANCHOR

These are rigid points of support that give a neighborhood its identity. They are long-term community investments that draw people to them as destinations thereby lending stability to the area and making them desirous for residential investment (e.g., schools, churches, parks, community centers, etc.).

STRENGTH/POTENTIAL

These areas are the relatively strongest blocks of a neighborhood that exhibit staying power and/or recent investment. These are also underachieving areas that have the potential to become strengths or anchors given an appropriate stimulus.

WEAKNESS

In general, weaknesses are areas that have the highest concentrations of negative conditions such as low homeownership, vacant/boarded houses, poverty, substandard infrastructure, and high crime. The more concentrated these are, the greater social problems occur and the more entrenched they become. Diluting their concentration gives surrounding areas a greater chance to revitalize on their own.

Spatial relationships play a dynamic role in the overall concept. Spread too thin, anchors or areas of strength will fail to influence beyond their natural reach, leaving poorly performing areas little hope of turning around on their own. Conversely, much like a shopping mall where the stores between two anchors will benefit from greater pedestrian traffic, weaker blocks isolated between two closely placed areas of strength will be prone to more investment because they are “attaching” themselves to something more stable and desirable. In a similar fashion, a neighborhood can only be re-woven back together if the new threads (i.e. investment) are attached to something worth attaching themselves to for the long-term. If you try to attach new threads to a frayed piece of fabric, you will ultimately and more quickly fail in its purpose to mend.

If the new investment is “public dollars”, the most effective and fair use of such an investment in a neighborhood is to **maximize the impact and transformation of the *neighborhood***. Spreading out dollars throughout a neighborhood dilutes its effectiveness and impact. Combining the same amount of dollars for infrastructure and housing investments into a targeted 3-5 block area will give that area a much better chance to transform itself and become strength upon which to build. The more areas of strength or fewer areas of weakness for a neighborhood, the better it will be.

The SORT Program targets a few select blocks, the most “in need” blocks, with the theory that intensive investment in this geographically small area will act as a catalyst and create a blooming effect on the area around it. Blocks between major anchors are built up using this investment, and ideally the selected area is near high-traffic areas so that passersby see the investment being made in this area. The following four strategies are consistent with how this has been implemented in the past and explain the intent behind them. The targeted area will have an even greater chance to succeed if it can:

- attach itself to an anchor and/or area of strength (protect assets)
- address a significant need or weakness (transform)
- provide a benefit to the greatest number of people possible (can include image)
- leverage private investment to the greatest extent possible (sustainable)

The idea behind targeting is to focus a critical mass of improvements in a concentrated number of blocks so that it stimulates additional investment by adjacent property owners, increases property values, and leaves behind a visible transformation of the area. If the improvements are not visible enough, then the stabilization of that area is marginalized and investments to the area will not be leveraged. Each Target Area may require a different set of strategies for improvement. Ultimately, public funding is limited for improvement and some of the strategies outlined for these areas will not be made in a sufficiently timed manner for the improvements necessary.

TARGET AREA SELECTION

From minor infrastructure upgrades to major housing rehabilitation projects, it was determined that the needs of the Tennessee Town neighborhood could be met with SORT funds. However, as there is a finite amount of funding allocated to each neighborhood, it was necessary to step back and look objectively at the entire neighborhood to see which blocks were most in need and had the most potential. Five rating factors were used to evaluate each block to see which area was most in need:

- Housing Conditions
- Home Ownership (Tenure)
- Code Violations
- Major Part 1 Crimes
- Infrastructure Conditions

These rating factors were each mapped at the beginning of the planning process with the results averaged per block, and the maps were overlaid to see which blocks consistently scored low (Map 9). This allowed a pattern to emerge for areas that were in need and, based on their proximity to Anchor Areas and Strength/Potential Areas, had the highest potential for responding to public investment (Map 10).

When looking at Tennessee Town and comparing the 4 health maps—housing conditions, owner occupancy, crime, and infrastructure—only a few blocks in west Tennessee Town really stood out. And, those blocks really didn’t have much “need” for major infrastructure projects.

The overall goal is to ensure a quality, impactful finished project within the target areas (see Implementation Section for potential projects). These areas are located in the northern portion of Tennessee Town and will address the 4 criteria normally used to compare target areas to each other:

- Attach to strengths and protect assets
- Address a significant need or weakness
- Benefit a large number of people
- Leverage funding and be sustainable

Using the Target Area Map, a presentation was given at the June 5, 2017 SORT plan review meeting, and committee members were asked to select which target area would produce the best ripple effect through the neighborhood. They felt that the highest priority area should be the northeast area, with SORT funds expanding to the west area and outward from there as funding is available. Building conditions in the Northeast area range from “minor deterioration” to “major deterioration. The west area experiences high pedestrian and vehicular traffic, and is highly visible from Washburn Ave. Blocks within both of these areas could easily respond to housing programs and infrastructure repairs associated with SORT in order to create a new Anchor Area for this entire neighborhood.

Infill housing and housing rehabilitation will occur in the primary and secondary target areas. Property owners in these areas will be the first to be notified of available funding assistance. If housing rehab funding remains after these property owners have had the opportunity to apply, additional property owners in surrounding blocks will be notified until either all housing funding is spent or all property owners have had the opportunity to apply.

PRIMARY TARGET AREA: NORTHEAST

The area consisting of the first 1100 block of SW Lincoln, Buchanan, and Clay has been identified by the neighborhood as the primary target area or area with the most need. The northeast target area encompasses the highest percentage of major deterioration of exterior housing conditions, along with low homeownership, and several blocks exhibiting high levels of intermediate infrastructures conditions. The Northeast area is anchored by two churches including the First Church of Nazarene and Faith Temple Church of God in Christ, as well as the

King's Court basketball/ playground complex. There are also several vacant, buildable lots within the area. These blocks would greatly benefit from the homeowner rehabilitation program and infill development. Likewise, repairs to sidewalk and pavement completed through CIP funding would greatly improve the areas overall infrastructure rating.

Infrastructure Projects

- SW 11th from Lane to Clay
- SW Munson from Clay to the alley between Lincoln and Lane
- SW Lincoln from Munson to 10th
- Repair Lincoln westward ½ block alley between 10th and 11th
- Repair 11th northward 2 lots of alley between Lincoln and 10th
- Sidewalk infill and replacement
- Munson to 11th between Lane and Lincoln
- Water line on 11th Street from Clay to Washburn

Housing

Housing improvements strategies should include a combination of the following:

- Interior and exterior rehabilitation of existing owner-occupied homes
- Exterior rehab of some renter-occupied homes

SECONDARY TARGET AREA: WEST

The area consisting of the first and second 1100 blocks of Washburn and the first 1000 block, along with the first and second 1100 blocks of Lane and the first 1200 block have been identified by the neighborhood as a secondary target area. Due to a lack of funds, these blocks were untouched by the 2000 neighborhood plan and a high percentage of the structures' exteriors have since fallen into disrepair. The homes situated between 11th and 12th Street yields some of the lowest percentages of homeownership along with high percentages of major deterioration of exterior housing conditions. Several strengths and anchors lie adjacent to this area, giving it the potential to have a ripple effect if proper investments are made. This area would greatly benefit from the homeowner rehabilitation program and infill development. Additionally, several streets within the area are in need of pavement repair.

Infrastructure Projects

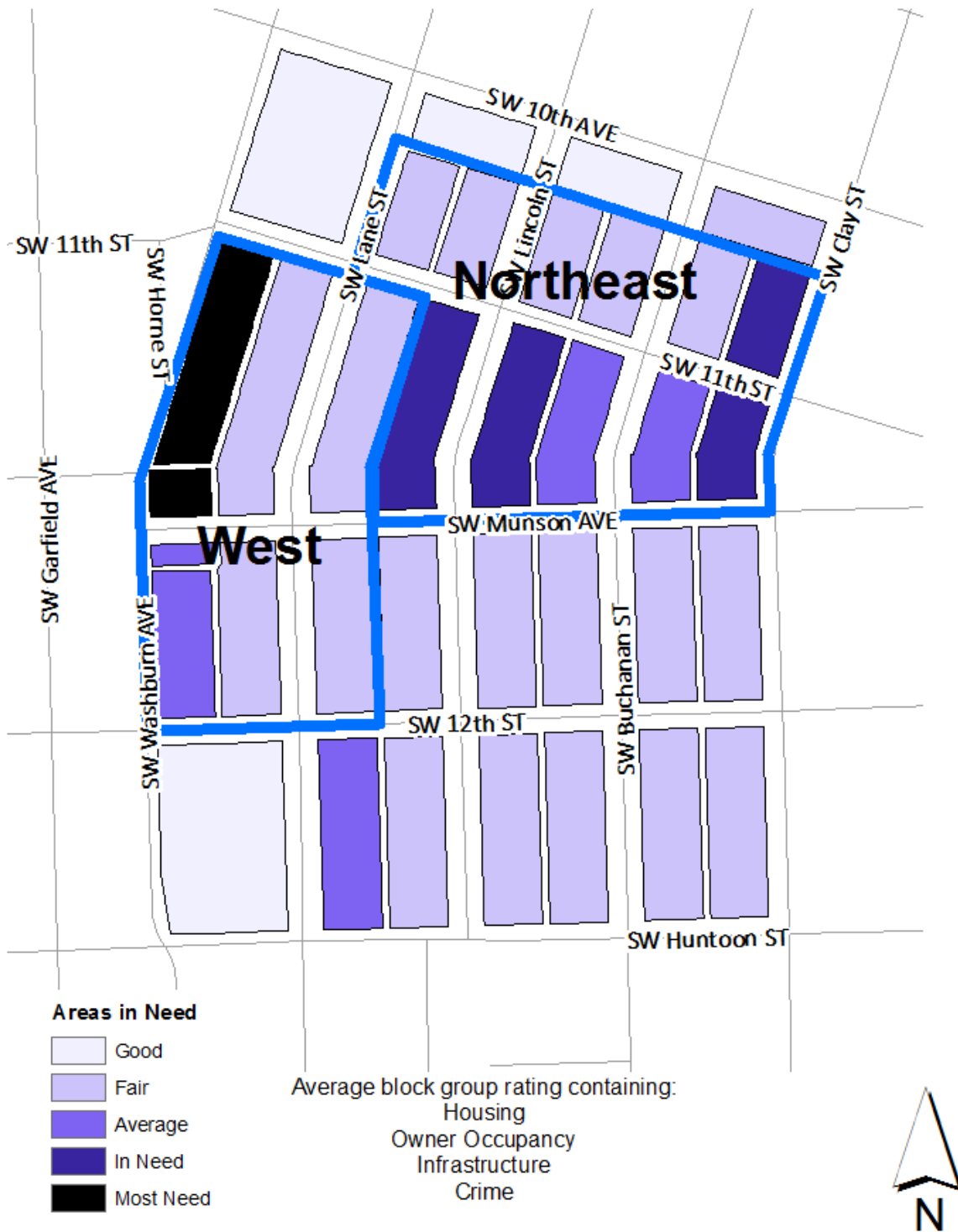
- Sidewalk infill and replacement

Housing

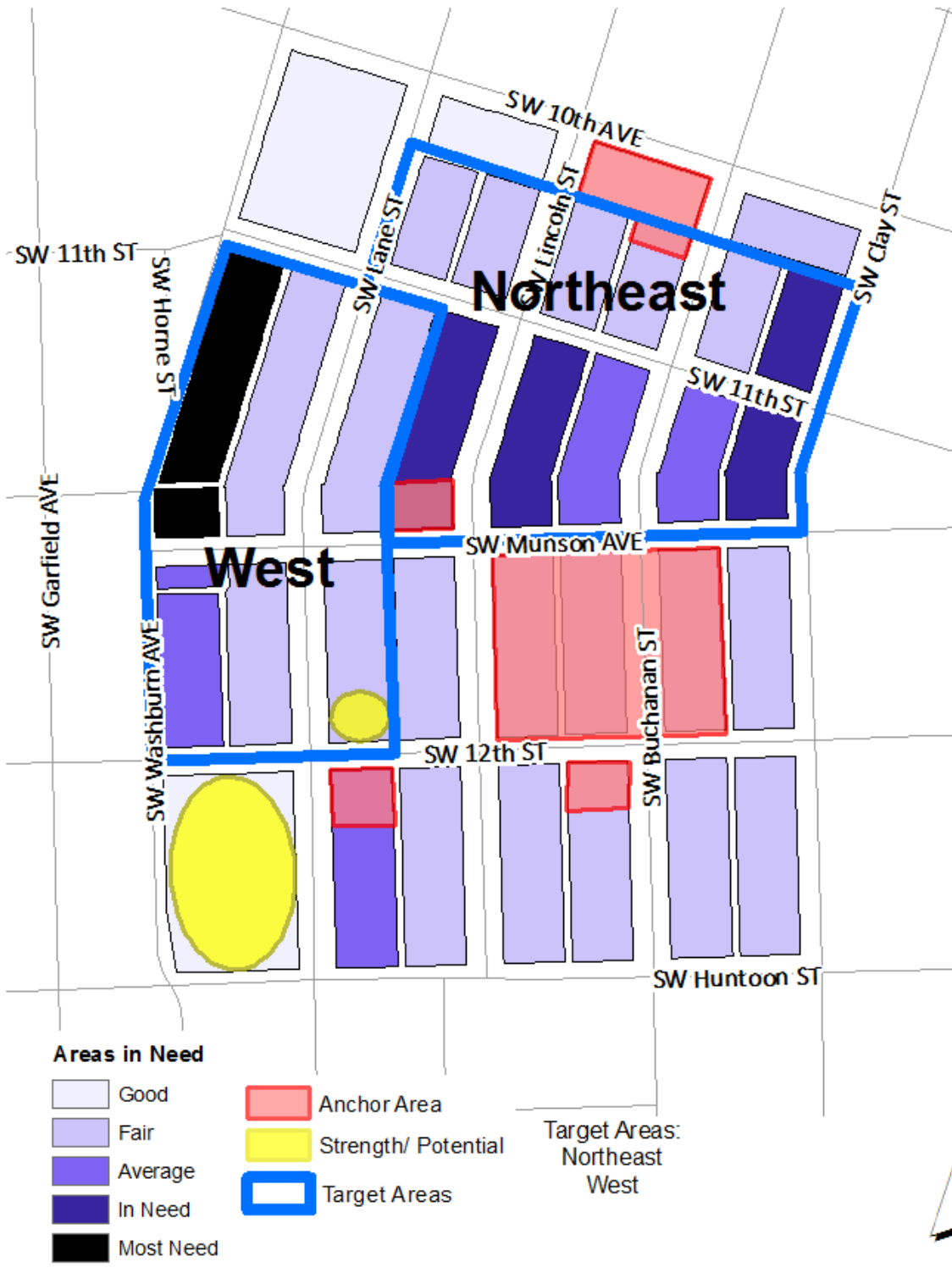
Housing improvements strategies should include a combination of the following:

- Infill housing
- Interior and exterior rehabilitation of existing owner-occupied homes
- Exterior rehab of some renter-occupied homes

Target Area Evaluation Map 9



Target Area Concept Map Map 10



NEIGHBORHOOD-WIDE STRATEGIES

“Make no little plans. They have no magic to stir men’s blood.”

Daniel Burnham, Chicago City Planner

Several livability strategies can be utilized that add significant value to the “demand-side” of the neighborhood. The quality of housing stock is but one facet of Tennessee Town’s reinvestment strategy. Non-housing strategies related to neighborhood character & image, infrastructure, parks and open space, historic preservation and safety are critical in creating an overall environment of livability emphasizing a traditional neighborhood quality of life. Additional livability strategies can be found in the following sections.

HOUSING

Infill Housing

16% percent of the parcels in Tennessee Town are vacant. A priority of this plan is to support and encourage new housing to be built in Tennessee Town. New infill housing should be focused within the target areas established by this plan. The existing housing stock in Tennessee Town represents a variety of architectural styles from the early 20th Century. New housing should fit the architectural character of the neighborhood (see Character and Image for design guidelines).

Existing housing providers like Habitat for Humanity and Cornerstone are good candidates for partnerships to establish new housing in Tennessee Town. This plan recommends that options beyond current program offerings be explored in order to expand potential opportunities for new housing in the neighborhood.

Non-Profits

Cornerstone of Topeka, Inc. operates a lease purchase program for households who demonstrate an interest and ability in becoming future homeowners. Low/moderate-income families are placed in rehabilitated single-family units and gain necessary credit-worthiness in a couple of years to eventually become homeowners. Cornerstone funds the rehabilitation of the property and manages it until they are ready.

Housing Rehabilitation

When City funds are used, priority investments into housing rehabilitation should be focused in the areas outlined in the Target Area Strategies section recommended in the Plan. Upgrading houses in a randomly dispersed pattern only dilutes the impact upon the neighborhood and will not lead to any spin-off effect in nearby blocks. Where feasible, the following programs and recommendations can be used throughout the neighborhood.

- *Major Rehabilitation*

This program is primarily intended for owner-occupied properties in need of interior and exterior repairs within selected target areas. However, up to thirty percent may be set aside for the rehabilitation of rental properties subject to selection by an RFP process. Funds may also be provided to assist with lead-paint controls and weatherproofing. Eligible families are those at or below 80% of the identified median income.

- *Exterior Rehabilitation*

This is primarily intended for low/moderate-income (LMI) owner and rental-occupied housing units in designated areas who need significant exterior repairs of the existing structure. The assistance, however, may be available to properties that have documented historic significance and are in need of exterior repairs. Funds may be provided to assist with lead-paint controls as well.

City Sponsored Programs

TOTO-II – the City of Topeka in cooperation with Housing and Credit Counselling, Inc. (HCCI) and participating lenders offer the program to new homeowners. Assistance is provided as a 2nd mortgage, deferred loan subsidizing the purchase and rehab costs of a home for families at or below 80% of median income. While the program is available Citywide, it is structured to encourage home purchases in at-risk and intensive care areas. Other rehab incentives offered to income eligible homeowners by the City's Department of Neighborhood Relations include forgivable loans for major rehab, emergency repair and accessibility modifications. Lending institutions participate by managing the maintenance escrow.

Emergency Repairs

Emergency home repair assistance (primarily repairs that are of an immediate health or safety nature) can be provided for owner-occupants throughout the neighborhood, whose incomes are at or below 60% of the median. This assistance is intended for higher cost, major emergency repairs. Minor maintenance and repairs remain the primary responsibility of the homeowner.

Accessibility Modifications

This assistance is available to persons with disabilities throughout the City whose incomes are at or below 80% of the median, whether they are owner-occupants or tenants. This assistance is intended to provide access into and out of the home. The priority is to build exterior ramps, widen doorways, and provide thresh-holds.

Other Potential Housing Programs

There are housing programs in other communities that may be worth a look for Topeka. About Dollar Homes is a HUD initiative that supports housing opportunities for low-income individuals the opportunity to purchase qualified HUD-owned homes. There is also a \$1 home program in Kansas City, Missouri. Finally, the Good Neighbor Next Door is a HUD program that offers home purchase discounts to qualified law enforcement, teachers, firefighters and emergency medical technicians.

Voluntary Demolition

Assistance may be provided for the demolition of substantially deteriorated, vacant structures primarily located within at-risk and intensive care areas. The intent is to remove blighted structures that are beyond feasible repair. For those structures that are privately owned, the City may institute a method of repayment for the demolition services provided, yet would not gain ownership of the property in question.

Lot Expansions

Opportunities to acquire and demolish unoccupied and substandard homes by the City and offer the vacant land to adjoining property owners who participate in the major rehabilitation program should be considered within the target areas. Lot expansions could also be useful, however, within other infill opportunity areas. This would help to remove vacant and blighted homes that reside on small lots and have very little potential of being successfully inhabited for the long-term.

Neighborhood Revitalization Program

The City offers tax rebates for home improvements that increase the value of residential property by 10% and commercial by 20%. Improvements must be consistent with the adopted design guidelines for the neighborhood. The City's Planning Department administers the program.

Conversions to Single-Family Use

Where possible, a Rental Conversion Program should be used to acquire, rehabilitate and convert vacant rental properties into renovated homes, which will then be offered to homeowner occupants. In cases where large single-family structures have been divided into apartment units, the costs to re-convert and rehabilitate those structures may be higher than average. It is recommended that the City voluntarily acquire such properties as part of a major rehab program, convert them to single-family units and then offer the home for purchase by a homeowner much like an infill development.

Institutional Partners

The neighborhood has the benefit of having a number of large institutions located throughout, as well as many partners across the community who want to help the Tennessee Town residents improve their lives. Strategies to partner with these institutions for the benefit of improving the housing stock in the neighborhood include:

- Churches in the neighborhood discuss the importance of home maintenance at weekly church services. This type of peer pressure could prove effective at convincing people to keep up their properties.
- Schools, churches, and organizations across the city require their students or members to complete a set number of community service hours. The neighborhood could reach out to these organizations to help elderly or disabled residents repair their homes.

Neighbor to Neighbor

The “broken windows” theory explains that little things such as a broken window or an unkempt porch at one property can leech out to other properties as people begin to feel that no one cares about what’s going on. The problem will continue to grow block-by-block, street-by-street, until it “tips” and the whole neighborhood is suffering from an epidemic of decline. This “tipping point” can be avoided if attention is paid to the details.

Volunteer

“neighbor to neighbor” programs can address smaller housing maintenance issues – painting, porches, gutters, etc. – that prolong life of existing housing stock and prevent the “broken window” cycle. These simpler yet critical home improvement needs can be easily met by a dedicated group of volunteers. It is recommended that the NIA seek sponsorship to help organize volunteer rehab “parties” each year that will assist 2-3 elderly homeowners. Outside organizations such as the City’s developing volunteer network, and Habitat for Humanity could also partner in this effort.

Tree Trimming

Overgrowth of trees and lawn vegetation lends to an unkempt appearance that detracts from the value of the housing and blocks lighting at night. If nothing else, trimming back trees and vegetation would make considerable difference in appeal and safety. This should be a neighborhood-driven effort and not be led by a partner agency. This will lead to more ownership of the Tennessee Town neighborhood by the residents and increase their self-sufficiency.

Neighborhood Coordination

The NIA members have a good opportunity to take an active role in assisting homeowners and other members of the community maintain their houses. This would require a dedicated commitment of people to organize volunteers and people in need of help but it would be a great grass-roots approach to revitalizing the housing in Tennessee Town.

Lot Expansion

Expansion of existing small lots may accomplish remodeling objectives. Opportunities to demolish blighted vacant homes by the City and offer the vacant land to adjoining property owners should be considered.

Landlords

There is a constant divide between owners and renters. This disconnect is seen on every scale from local to national, with the assumption that more homeowners equals better maintained property values. However, stepping back from that argument, both homeowners and landlords have equal stake in the property and the maintenance thereof. Homeowners have made the investment into owning their property and reaping the benefits of proper maintenance, while landlords have bought property with the expectation of reaping both the rents accrued from the property as well as the inherent value of the property itself. Then there is the added challenge of well-meaning low- to moderate-income landlords, some of them seniors, who raise money through rents to augment lower/fixed incomes who are sometimes unable to answer property

maintenance citations. Common ground must be reached between all of these players and government to ensure that sound, quality housing is available regardless of who owns it.

Licensing and Inspection

A rental property licensing and inspection program could help address the concerns about maintenance and the condition of the rental units and can be modeled after other successful programs in neighboring cities. Key to all of this is having a designated rental manager who lives in the city or county, rather than a landlord living far away who doesn't have an active role in the care of his or her property.

Lawrence, KS first initiated a rental monitoring program for rental units located in single-family neighborhoods. For Topeka, that would encompass all "R" zoned districts. Starting to monitor rental units in this type of neighborhood is perfectly understandable—it's where most of the owner/renter conflicts occur. Their adopted city ordinance was then expanded to include all rental units after an initial testing period. The ordinance itself then explained how often rental units need to be registered and how many years can go between the actual inspections themselves. This level of detailing would need additional study before it could be implemented in Topeka. However, having a program such as this – or utilizing a different model if one fits our city better – ensures that Topeka citizens who either chose to rent or have to rent will be in safe units and can incentivize landlords to make sure that their renters are responsible in regards to the property.

CHARACTER & IMAGE

HOUSING INFILL

New housing can create a positive impact within its given block. With this notion in mind, infill housing is a focus of this plan. For the most part, Tennessee Town is a traditional neighborhood in the sense that houses are lined up uniformly along the blocks and are constructed with front porches and have a consistent massing. Care should be taken to ensure new housing is built in a manner that is consistent with the traditional character of the neighborhood.

BEFORE



AFTER



DESIGN GUIDELINES

The purpose of the following design guidelines are to ensure that new infill housing development blends with the existing character of Tennessee Town. Design guidelines are important to ensure that new houses in a given neighborhood are complimentary to existing houses in size, form, scale, and design. The goal is to make these new homes blend seamlessly into their environs. The natural historic features of surrounding houses should guide the design of new development. New houses should not clash or overwhelm the neighborhood, which can take away from an area's unique identity. Incompatible in-fill housing will undermine the effectiveness of the revitalization strategy making it more important to integrate the new buildings to the neighborhood.

The following pictures are examples of design elements or “the soul of the place” in the Tennessee Town neighborhood:



MASSING AND FORM

Massing generally refers to how a given amount of space is reflected in a building's design. For example, the space could be a rectangular box with no front porch and a flat roof, or two smaller boxes of uneven heights and a full length covered front porch and a front gable roof. The form determines how the building is positioned on a lot. This is typically dictated by lot design and setbacks from property lines.

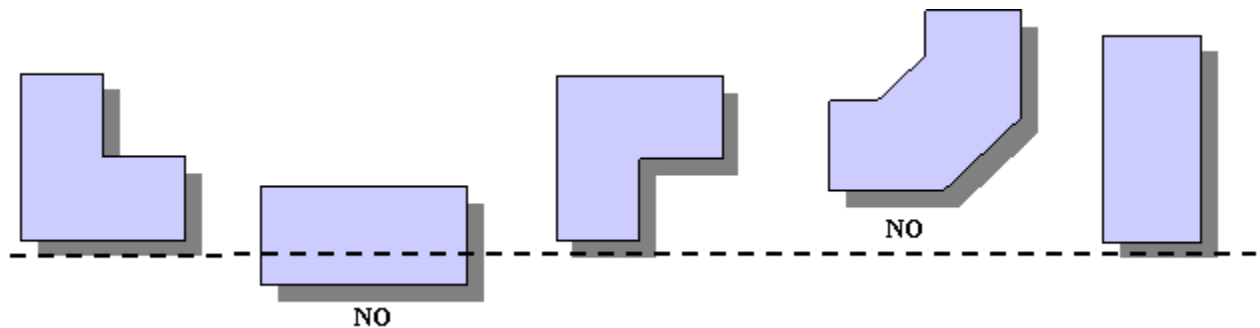
It is recommended that all new in-fill housing be designed in a manner that reflects the architectural character of the neighborhood and traditional neighborhood design elements. In order to retain the area's character, several guidelines should be followed in Tennessee Town related to massing and form:

- 1) Multiple pitched roof lines (7/12),
- 2) Narrower width than depth and building orientation that is consistent with lot configuration,

- 3) A front-facing, proportional, and functional front porch. The finish should match the trim package of house (i.e. if trim on house is painted white, the porch should be painted white)
- 4) A front-facing door
- 5) Wide-based columns supporting front porches
- 6) Proportional window openings/ wall space, this includes width and height of window and door openings. Size and proportion of window space to façade should be kept consistent with neighborhood
- 7) Raised foundations (i.e. elevation of first floor above grade),
- 8) Horizontal siding (e.g. wood or hardi-plank with 4¼-inch exposure).

SITE DESIGN

- 1) Building orientations close to the sidewalk (the street is the focus),
- 2) Infill house should match the average setback on its block to create a unified street frontage and mimic the consistency currently found in Tennessee Town
- 3) New driveways on lots with alley access are discouraged
- 4) Garages should be placed to the rear of the house and should be very clearly subordinate to the principal structure.



The following examples are types of new housing that fit the design guidelines of Tennessee Town. These examples are to be used as a guide and do not necessarily reflect specific types of homes that should be built in the neighborhood.



MARKET THE NEIGHBORHOOD – “WELCOME TO TENNESSEE TOWN”

The keys to successfully marketing a neighborhood’s assets lie with getting the word out about these assets or potential assets so the neighborhood may show them off. Tennessee Town should focus on increasing homeownership to help improve the stability of the neighborhood. The following strategies can help accomplish this.

Homeowner Recognition & Appreciation

There should be an outreach committee formed by the NIA to welcome new residents and get them involved and part of the community from the beginning. Not only will this help engage them in the various community activities but it will also make them feel a sense of pride and ownership about their new community.

Block Captains

The NIA should organize “Block Captains” to serve as a point of contact for NIA information and community activities. Each Captain could be in charge of a few blocks and help involve and engage the residents in community activities. Neighbors could come by to talk about problems, volunteer to help other neighbors, or learn about what the NIA is working on. This would be more informal than the NIA meetings but would provide another option for people to be involved in the Tennessee Town community. The Block Captains would be active, community oriented citizens who want to reach out to other neighbors and help revitalize the Tennessee Town community.

Welcome New Neighbors!

A good way to welcome new residents to Tennessee Town is to develop a welcoming committee. This could consist of the Block Captains or a group of volunteers. Either way, by talking with new people in the neighborhood, it will serve multiple functions: getting to know

your new neighbors and their families encourages a sense of community, helps them learn more about Tennessee Town, and promotes getting involved in neighborhood activities. One of the best benefits to this kind of welcome is that it's casual and informal—you can talk to people outside in the nice weather while the kids play in the yard and make them feel a part of the neighborhood.

BEAUTIFICATION/IMAGE

Tennessee Town really has a prime location as far as drive-by traffic and should use that to its advantage. Its proximity to high-volume roads such as SW Washburn, SW 10th St, and SW Huntoon provide many opportunities and gateways for the neighborhood. Additionally, SW 12th draws in a heavy amount of through traffic as it, too, acts as a minor arterial. Every effort should be made to improve conditions and appearances along these gateway streets.

Gateways

Employ a gateway approach to capitalize on the many entrances to Tennessee Town. As there are several minor arterials that lead through the neighborhood, a few key locations would need to be identified as primary gateways. Then, signage and landscaping could be placed there to draw attention and show that the residents have pride in their neighborhood. Some greenery and annual flowers could add that little extra flair that makes such a difference. Even something so simple as having all the entrance signs match shows that the neighborhood cares about its perception.

Neighborhood Banners and Flags

In addition to the gateway signs, banners and flags should be placed along the street poles and on the residences' front porches. The benefits of banners and flags are two-fold; it shows that the residents are proud of Tennessee Town and happy to call it home and it shows that a community spirit exists within the neighborhood. The NIA should display the Tennessee Town logo on banners and flags. Like with the neighborhood signage, there are a number of different methods of coming up with the look of the banners and flags. These banners and flags can be placed on light poles on the major streets. Residents of Tennessee Town could also display these banners and flags from their homes.

HISTORIC PRESERVATION

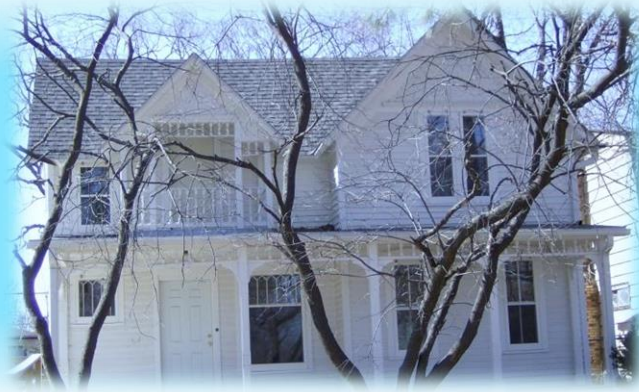
Tennessee Town has history in its roots. This should be highlighted and shared, as some families have lived in this neighborhood for generations and know an invaluable amount about the area and its past. To have those kinds of familial ties to an area, showing the "living" legacy of the past, is a part of the Tennessee Town story that should be preserved and told to future generations.

A few of the better-known stories about Tennessee Town include the following:

- Buchanan Center, and



- Topeka Council of Colored Women's Club (restored by Living the Dream, Inc., and now owned by Faith Temple)



Another tool for calling attention to the history of Tennessee Town is historic preservation.

Topeka's **Local Landmark Registry** is one tool available for historic preservation. This program was started by the Topeka Landmarks Commission, and it recognizes and protects individual properties as well as districts that have historic architectural or cultural significance. Local Landmark designation is completely voluntary, and is similar in its purpose to the National Register of Historic Places. Local Landmarks Designation, however, incorporates its protections for historic properties through a zoning overlay that offers codified standards for alterations to the property. All structural alterations to historic landmarks require review and approval by the Topeka Landmarks Commission. Historic Landmark designation represents a demonstrated commitment to historic preservation, and the continuation of the property's place within the greater Tennessee Town neighborhood.

In addition to local landmark registry, the **Register of Historic Kansas Places**, and the **National Register of Historic Places**, are programs that offer financial incentives for many properties that retain historic integrity. Across the country, and elsewhere in the City of Topeka, historic districts have demonstrated their ability to retain, and modestly increase property values through

maintaining the architectural integrity of a significant grouping of historic structures. Economic incentives for individually listed properties and contributing properties within historic districts include federal and state income tax credits for qualified restoration expenditures. The State of Kansas offers a state income tax credit on 25% of the qualified costs toward a restoration project, while the federal income tax credit is 20% of those same qualified costs. The Federal tax credit, however, is offered only to income producing (rental and commercial) properties. Districts require a historic resources survey to establish the volume and character of all property assets within a neighborhood, and approval by a strong majority of the property owners within its boundaries.

A full historical resources survey should be conducted in Tennessee Town to determine the neighborhood's eligibility for historical designation. Some potential historic properties include:

- The Ice House (*shown to the right*)
- Remaining original shotgun style homes
- Penwell-Gabel Midtown Chapel
- Faith Temple COGIC,
- Shiloh Baptist,
- Lane Chapel
- 1177 Lincoln (Charles Sheldon Kindergarten)



The Ice House in Tennessee Town, located in the first 1100 block of SW Buchanan, is one of the neighborhoods most historic structures. Although the structure is currently in disrepair, it holds great potential for adaptive reuse. This building and the former commercial building to the south could be an interesting mixed use project whose re-use could benefit the primary target area.

Original shotgun style homes are also present throughout the neighborhood, including the “orange house” on Washburn Avenue. The neighborhood was platted around this style of housing, as indicated by its small, narrow lot configurations. Shotgun style designs are representative of Tennessee Town's early history, and are a principle reason to conduct the historical inventory survey to determine their contributions to a possible historic designation.

Many of the churches within the neighborhood have stood the test of time since Tennessee Town's early settlement. Not only do these buildings add character and help create a sense of community within Tennessee Town, but they help strengthen the bond between residents, and give many a strong sense of hope and pride. These historical churches connect Tennessee Town

residents to the past. By the same token, they hold the key to preserving its heritage well into future.

AFRICAN-AMERICAN HERITAGE IMPROVEMENTS

Every recognition of Greater Topeka's African-American heritage should include a major emphasis within Tennessee Town. Drawing from investments in the Monroe School's Brown vs. Board of Education National Historic Site by the National Park Service, the restoration of the John Ritchie pro-abolitionist house near Downtown, the restoration of the Free State Capitol Building, and the renovation of the US Post Office that served as the US Courthouse for the Brown v Board of Education legal case, Topeka has several major attractions to tell the larger national civil rights story as played out on a local scale. Tennessee Town NIA has shown interest in becoming a link in that "story" by potentially using the Buchanan Center as part of African-American heritage museum collections and exhibits. Potential relocation and period restoration of a shotgun-style house to the Buchanan Center grounds (ala Ward-Meade Park) could be part of this heritage museum attraction.

To enhance this appeal, restoration of brick streets on Buchanan, a landscaped commons space, period lighting, and signage should be examined. From the former Colored Women's Club on Lincoln Street to the many churches of African-American heritage, Tennessee Town has the potential to benefit economically and socially from its prominent role in African-American and Topeka history.



CIRCULATION AND INFRASTRUCTURE

STREETS

Mill and overlay of streets that are in poor condition will be necessary for the local streets within the neighborhood. Streets and alleys that run through the primary and secondary target area should receive priority. Recognizing that not enough funding to repair all of the roads here, road work in this area will need to be done strategically with the goal of maximizing benefits to the neighborhood. Arterial streets are generally in better condition with SW 12th and SW Huntoon Streets slated for reconstruction as part of the ½ cent county-wide sales tax projects.

- *Huntoon Street – This minor arterial runs east to west, acting as a southern border for the neighborhood. This street carries higher levels of traffic from Clay to Washburn. Huntoon Street is set to receive ½ county-wide sales tax funding for construction from 2019 to 2022.*
- *12th Street - This minor arterial runs east to west, parallel to Huntoon St., cutting through the southern interior portion of the neighborhood. 12th Street will be redone with county-wide ½ cent sales tax funding for construction between 2019 to 2022.*



Curbing

Where replacement curbing is required because of deterioration or height, concrete should be used and built in order to retain a consistent curb height, which is more suitable for modern uses. Replacement should begin in the target area and expand outward to the secondary with the sidewalks as funding allows.

Alleys

Paving and repairing alleys is a priority for the neighborhood. A few of the alleys in the neighborhood have never been paved. Several of those that have been paved are now in very poor condition, having drainage issues or needing repair. Alleys should be re-done in and around all affected target areas. This will improve circulation and image.

Historic Infrastructure

The City's Brick Street, Alley and Sidewalk Policy should be followed when work is proposed on historic infrastructure. That policy promotes the preservation of historic infrastructure under certain circumstances.

- **Brick streets**
The existing brick street in the neighborhood is the two blocks of SW Buchanan Street from SW Munson to SW 10th. This brick street should be maintained as brick and not covered or removed. Consideration should be given to uncovering the bricks under Buchanan south of SW Munson to SW Huntoon Street as part of a future street project.
- **Brick sidewalks**
Generally speaking, if a brick sidewalk is in a level and maintained condition, it should be preserved. It may be appropriate to replace a brick sidewalk with concrete if it is not level or is not being maintained by the property owner. Most of the brick sidewalks prioritized for improvement in the target area do not meet those conditions and should be replaced with concrete.
- **Stone Curbs**
There is one section of stone curbs in the neighborhood along the west side of SW Clay Street, north of 11th Street. The City's Brick Street, Alley and Sidewalk Policy also addresses the preservation of stone curbs. That policy should also be followed if work is proposed on that section of Clay Street.

URBAN INFRASTRUCTURE

Planning for People Not Cars

Looking at Tennessee Town from a public health standpoint as well as from an economic standpoint, it is important to ensure that planning for pedestrian improvements occurs alongside planning for roadway infrastructure. Not everyone in Tennessee Town has access to a vehicle. To get to where they need to go, people walk, ride a bike, or take a bus. The following section includes recommendations for improvements in the neighborhood to create a walkable, bikeable neighborhood that supports the goals of the Topeka Bikeways Master Plan and the Topeka Pedestrian Plan

Sidewalks

Improving sidewalks is important for the neighborhood. This basic infrastructure which most people take for granted is essential for neighborhood connectivity, ownership, and a necessity for areas where people may not have their own cars. Old and unsafe concrete sidewalks should be replaced as well. Sidewalks should be redone starting in the primary target area and move outward to the secondary. All sidewalk infill and replacement should match existing sidewalk width.

Additionally, the Topeka Pedestrian Master Plan identified Tennessee Town as a high area of pedestrian demand with priority years 2022-2023. While the plan identified major street sidewalks such as 12th Street, which will be covered by the county-wide ½ sales tax, other sidewalks such as those off of Munson Ave and 11th Street were identified as well. The Pedestrian plan suggests that Tennessee Town needs 400 linear feet of new sidewalk (where no sidewalk exists), 1,300 linear feet of sidewalk needing moderate repair, and 2,500 linear feet of sidewalk in severe disrepair. Funding for projects identified by the Pedestrian plan include CIP, city wide ½ cent sales tax, SORT/Grants.

The map (Map #12) below shows where sidewalks are either in place or proposed. Using infill sidewalk funds for this area would not only increase the pedestrian connectivity, but would also potentially help stabilize this declining area, as shown in the current conditions maps.

Sidewalk Conditions Map 12



Bike and Bus Routes

The City completed its Bikeways Master Plan in 2012 and was selected to be part of KDOT's Transportation Alternatives (TA) Program for Phases I and II of the implementation. City-wide, Phase I was granted \$1,400,000 and Phase II was granted \$223,075. Three of these bike routes traverse through the Tennessee Town neighborhood. These routes are numbers 9, 13, and 22.

In 2015, the Topeka Metro redesigned their routes based on a consultant's study. Many of the changes seem to have taken routes out of the interior of neighborhoods to avoid narrow roads, sharp corners, and other points of conflict inherent to residential areas. The routes are now located along major roads alongside neighborhoods. For Tennessee Town, this means that there are two routes, 7 and 12, running through the neighborhood. In addition, route 10 runs alongside the northern boundary of the neighborhood.

- *Bike Route 9: Washburn Bikeway*
This is an L-shaped route with one-way bike lanes on Washburn and Lane, with cycle track distributor on periphery of Washburn Campus. This route continues on-street on 19th Street to terminus with Route 7.
- *Bike Route 13: Huntoon Bikeway*
This is an east-west commuter route, with road modifications to provide one-way bike lanes on 12th Street and Huntoon. This route has a continuation west to Wanamaker that requires one-way cycle tracks or bike lanes.
- *Bike Route 22: 11th Street Bikeway*
This is an east-west connecting route that connects major community features. This route is almost completely on-street but requires some street modifications, including bicycle boulevard configuration on 11th Street.
- *Bike Route 8: Clay/ 25th Street Bikeway*
This is an L-shaped route connecting major community features. The route is completely on-street infrastructure that connects to four of the city's major trails (only two currently completed).
- *Topeka Metro Route #7: Washburn*
This route connects Tennessee Town to the Quincy Street Station and the Walmart located in the southern part of Topeka via 8th, Washburn Avenue, and Topeka Avenue. This will be the only bus route entering the neighborhood on local streets, with bus stops located at Huntoon Street and 10th Street.

Route #7 bus stops (designated 8.1.17):

Outbound (west side of street).

Washburn at:

10th

11th

12th

Huntoon

Inbound (east side of street)

Lane at:

Huntoon

12th

Munson

11th

- *Topeka Metro Route #10: 10th Avenue*
This route connects Tennessee Town to the Quincy Street Station and the Walmart located on Wanamaker, with the route going down 10th Ave

Route #10 bus stops (designated 8.1.17)

Outbound (north side of street)

10th at:

Clay

Washburn (shelter)

Inbound (south side of street)

10th at:
Clay

Lincoln
Washburn (shelter)

- *Topeka Metro Route #12: Huntoon*

This route connects the Quincy Street Station to Walmart located on Wanamaker, with the route going down 12th street through Tennessee Town and Huntoon along the southern boundary of Tennessee Town.

Route #12 bus stops (designated 8.1.17):

Outbound (north side of street)

12th at:

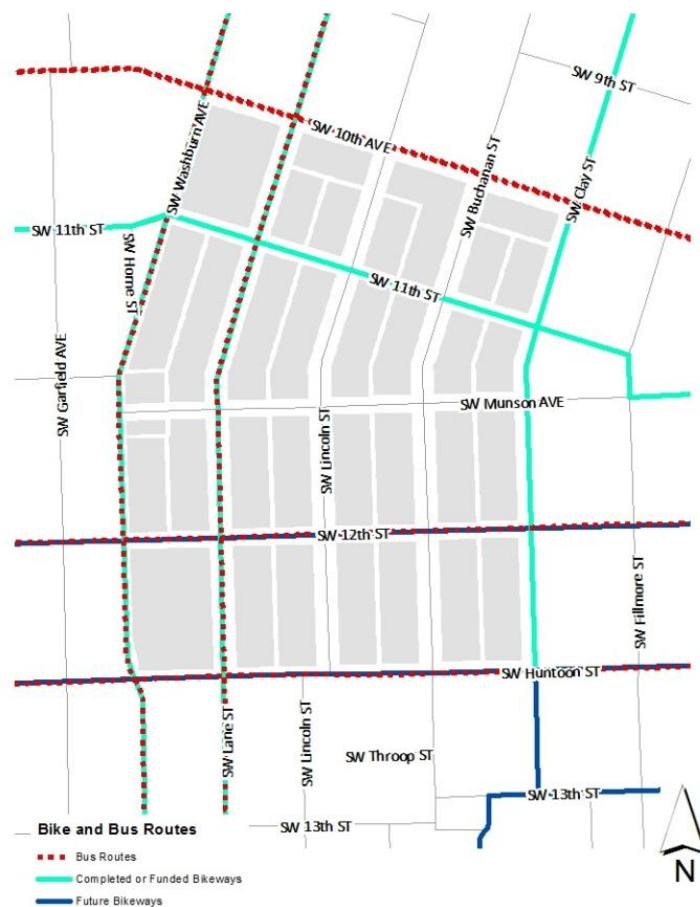
Washburn
Lane
Buchanan (Shelter)
Clay

Inbound (south side of street)

Huntoon at:

Lane
Buchanan
Clay

Bike and Bus Routes
Map 13



Priorities and Recommendations

- Promote Tennessee Town as a bike-friendly neighborhood through coordination with the Bikeways Master Plan implementation, signage, and pavement markings.
- Advocate for continued public transportation, as elderly and low-income residents are less likely to have personal vehicles, and make access convenient, safe, and with bus shelters at more in-demand locations.

COMMUNITY BUILDING AND INITIATIVES

“Every accomplishment starts with the decision to try”
Anonymous

Community building is a key part of a neighborhood revitalization strategy because of its focus is on making the neighborhood a stronger advocate for itself. Empowering the residents and institutions of a neighborhood with the notion they can foster change that impacts the neighborhood in a positive manner is one of the goals of community building.

Some of the principles of community building are:

- ◆ Build on community strengths
- ◆ Support families and children
- ◆ Foster broad community participation
- ◆ Forge partnerships through collaboration
- ◆ Value cultural strengths

The Division of Community Engagement in the Department of Neighborhood Relations is just one of the many City resources that could be of great assistance in these efforts. DNR is devoted to empowering residents through education and neighborhood leadership development. They act as a liaison to connect the City and to its residents, hoping to increase the dialog between city employees and community members. In addition, they help coordinate educational programs, activities, and volunteer opportunities throughout the City.

BOTH RENTERS AND OWNERS AS STAKEHOLDERS

Abraham Lincoln said “A house divided against itself cannot stand.” Historically, owners and renters are divided, and with the high rental rate in Tennessee Town, the renters need to be as active in shaping the community as the homeowners are. While some renters are only in the neighborhood for a little while, some have lived in the same home for years. The community in Tennessee Town needs all of its residents committed to making a positive difference together, in small ways as well as big.

CAPACITY

Successful organizations have the wherewithal to succeed. A neighborhood’s ability to complete a competitive grant application, run successful meetings that are open to all citizens of the neighborhood, and complete projects in a timely manner demonstrates to decision makers and funding organizations that the neighborhood is serious about getting things done. Below are strategies to increase organizational capacity.

- **NON-PROFIT STATUS:** The Tennessee Town NIA has yet to secure non-profit status; however, they currently have a State of KS nonprofit designation. When they have needed the federal status in the past, they have partnered with groups that have it.

Organizing as a 501 (c) (3), however, may open many more doors to additional funding sources. 501 (c) (3) groups are also eligible to receive public and private grants, and, individual doors to the Tennessee Town NIA can claim a federal income tax reduction of up to 50%.

ORGANIZING

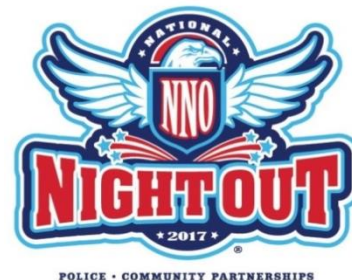


Annual Tennessee Town Basketball Tournament at King's Court

The most important resources of any neighborhood are the people who live there. Organizing is the renewable resource that can power a neighborhood's revitalization. An organized neighborhood can be a strong advocate for itself. A neighborhood that can show it is willing to stand up for itself is a neighborhood that can be a force for change. Bringing more people into the NIA is a key step toward successful revitalization. Listed below are a number of strategies for building organization within the neighborhood.

- **STRENGTH IN NUMBERS:** When opportunities present themselves for the neighborhood to appear before decision makers, the neighborhood must be able to demonstrate a unified voice with a large number of people. The impact of this demonstration is very difficult for decision makers to ignore.
- **SOCIAL ACTIVITIES:** Fun activities that bring neighbors together are an important element of a strong neighborhood. Tennessee Town has already initiated numerous block events including:

1. National Night Out Against Crime (1st Saturday in August), fundraising efforts for NNO (in the spring and summer)
2. Annual Aaron Douglas Art Fair
3. Tennessee Town Basketball Tournament (1st Saturday in August)



4. Annual Holiday Party (December)

Additional events could be hosted or coordinated by a neighborhood Block Captain as a way for the residents to get to know each other and become active in their block and community.. Tennessee Town should continue to foster an environment that encourages social engagement, a place for community member to get to know one another and build ties and strengthen bonds.

- **COLLABORATE TO FORM PARTNERSHIPS:** Building community requires work by all sectors—local residents, community-based organizations, businesses, government, schools, religious institutions, and health and social service agencies—in an atmosphere of trust, cooperation and respect. It will take time and committed work to make this collaboration more than just rhetoric. Tennessee Town has been great about reaching out to local organizations in order to make things happen. The following is a list of organizations that the Tennessee Town NIA has partnered with in the past:

1. City of Topeka	15. Lane Chapel Christian Methodist Episcopal Church
2. Shawnee County	16. Shiloh Baptist Church
3. GraceMed Health Clinic, Inc.	17. Stormont-Vail HealthCare
4. Community First, Inc.	18. Penwell-Gabel Midtown Chapel
5. Topeka Housing Authority	19. Topeka and Shawnee County Public Library
6. Topeka Habitat for Humanity	20. WCW Property Management
7. Cornerstone of Topeka, Inc.	21. Arts Connect Topeka: Topeka Mural Project
8. Housing and Credit Counseling, Inc.	22. Safe Streets Topeka/Shawnee County
9. Living the Dream, Inc.	23. Topeka/Shawnee County Keep America Beautiful
10. Doorstep, Inc.	24. Working Men of Christ Ministries
11. Big Brothers/Big Sisters	
12. Asbury-Mt. Olive United Methodist Church	
13. Faith Temple Church of God in Christ	
14. First Church of the Nazarene	

- **IDENTIFYING ALTERNATIVES TO ADDRESS THE CENTRAL TOPEKA FOOD DESERT THAT INCLUDES TENNESSEE TOWN:** Dillon's leaving the neighborhood has created a food desert in Central Topeka, including Tennessee Town. The NIA is interested in pursuing efforts to bring back to the area a fresh food source within walking distance of its residents that could also meet the NIA's goals regarding small-business development and neighborhood employment. Those efforts might include developing partnerships with public and private entities who could work together to bring this goal to fruition. Ideas include a new grocery store in the Central Topeka area, perhaps smaller but similar in its food choices, and/or partnerships with various entities of food providers like Harvesters.

Other ideas that might help the neighborhood address this issue include developing community gardens or hosting a farmer's market. Community gardens could be established on one or more of the vacant lots in the neighborhood. The gardens would be run by local residents and could also involve children from nearby schools as an education opportunity. Community gardens are a permitted primary use in the City's Zoning Code.

Additionally, perhaps a partnership could be formed with Grace Med or one of the churches to host a farmer's market in their parking lot. This could allow neighborhood residents and those from surrounding neighborhoods a weekly opportunity to purchase fresh vegetables and other products from local farmers during the growing season.

PUBLIC SAFETY

A major goal of this Plan is to: *create a safe, clean, and livable environment for all those in Tennessee Town to live, learn, work, and play.* A crime problem is a multifaceted problem. There is no magic solution that is going to erase a crime problem. However, there are things that people can do to reverse the negative cycle and begin to reclaim their neighborhood.

- **COMMUNITY STORM SHELTER:** This is not necessarily the first thing that comes to mind when one is considering safety, but it is something that is necessary for this neighborhood. The neighborhood's five churches have areas to go in case of severe weather. Additionally, an integral part of the new gym/ school planned for SW 12th and Lincoln Streets by Community First, Inc., is a storm shelter.
- **CLEAN-UPS:** The NIA should continue its neighborhood/ alley clean-up program and start an annual "trim-up" campaign. These clean-ups by the NIA are vital to avoiding environmental code problems as well as deterring crime by showing that residents care about the appearance of their neighborhood. Another program could be a "most improved" yard clean up or neighborhood landscape contests. The neighborhood should also encourage youth to help with neighborhood clean-ups, particularly of the nature areas. These activities are vital to connecting youth with their neighborhood and assisting with environmental education.
- **YOUTH:** Youth are critical for the ongoing revitalization of the neighborhood. As these children grow up and are forced with choices about where to live, they are going to be more inclined to stay in the neighborhood if they had good experiences growing up in a place that provided a positive environment. If Tennessee Town is "kid friendly", it will have the two-fold benefit of attracting /retaining families in the short-term and becoming assets to the community in the long-term.
- **EDUCATION:** By increasing the awareness of various community programs and groups, more people would be aware of different ways they can be involved in their community.

Picnics block parties, community events, church events, children's sport events, and neighborhood festivals all provide opportunities for people to get out, socialize, and feel connected with their fellow neighbors. Additionally, there are many young adult groups that ask their members to perform community service. Honor societies, KEY Club, boy and girl scouts, and 4-H all stress to their members the importance of being involved in their community. These groups could be contacted to help elderly residents or to work on specific community projects.

- **COMBAT THE IMAGE OF CRIME AND DRUGS:** Tennessee Town has been and is still confronted with the perception of criminals and crime. A high concentration of poverty and high rental rates account for some of this, but regardless of the reason, the negative reports overshadow accomplishments that have been achieved in Tennessee Town. Marketing Tennessee Town as a good place to live involves countering these negative perceptions once again.
- **NEIGHBORHOOD PATROLS:** While the neighborhood hasn't created a formal neighborhood watch program, neighbors are vigilant about crime and potential crime. That vigilance provided a basis for addressing crime a few years ago and it made a significant difference in reducing the number of Part 1 crimes. This could be continued through a neighborhood patrol program such as a Stroll Patrol. Stroll Patrols put people out walking the neighborhood. Neighborhood activity by residents discourages criminal activity.
- **COMMUNITY POLICING:** This vital program must be continued by the Topeka Police Department to maintain the gains made in recent years on ridding the neighborhood of serious drug activities. The individual contacts made by police officers and relationships made with the community are essential to the cooperation needed to ensure residents' safety. This program can be extended by actively reaching out and engaging members of the community in promoting safe habits—for example, people should walk on the sidewalks and bicyclists should ride on the streets.
- **CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED):** Safe Streets and the Police Department can help the neighborhood determine which property layouts in the neighborhood encourage crime. There are ways to design property and neighborhood layouts to help prevent criminal activity. For instance, the "5 & 2 rule" states that trees should be trimmed to at least 5 feet high and bushes should be trimmed to be no higher than 2 feet. Support adoption of Unified Development Code requiring CPTED principles be enforced for new development.
- **USE CPTED TO REINFORCE OWNERSHIP AND INCREASE SAFETY**
Safe Streets and the Police Department can help the neighborhood determine which property configurations discourage criminal activity. These methods follow four basic principles: access control, surveillance, territorial reinforcement, and maintenance.

NATURAL SURVEILLANCE:

The design and placement of physical features in such a way as to maximize visibility

ACCESS CONTROL:

This involves designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate transitions from the public environment to semi-private and private areas.

SURVEILLANCE:

A design principle that maximizes the visibility of people, parking areas, vehicles, and site activities. Strategies involve the strategic placement of windows, doors, walkways, parking lots, and vehicular routes.

TERRITORIAL REINFORCEMENT:

Sidewalks, landscaping, and porches help distinguish between public and private areas. It uses physical attributes to express pride and ownership and limits or large spaces that have no specific purpose.

MAINTENANCE:

This addresses management and maintenance of space. Proper upkeep (mowing grass, trimming trees and landscaping, picking up trash, repairing broken windows and light fixtures, and painting over graffiti). It helps signal that a location or facility is well cared for and therefore would be inhospitable to a criminal and also signals that an owner, manager, or neighbor is watching out for the property and could spot illegal behavior.

- **LIGHTING:**

While lighting by no means guarantees improved safety, it can be a strong step towards making an area uncomfortable for criminal activity. This fulfills CPTED guidelines as well as provides a sense of safety to someone driving through the neighborhood. Work to ensure existing street lights are free of tree branches that can block light. The City's Forestry Department can help evaluate if trimming is needed. Mid-block lighting may also assist with illuminating dark streets and is an idea promoted by the NIA. There is a public process to follow before making decisions to install new street lighting. This process is implemented through the City's Public Works Department.

PARKS AND OPEN SPACE

“A good place to live, work, and play.” That has become a common theme for people who are looking to find a good neighborhood as it reflects the desired quality of life that today’s society wants. This is directly influenced by the neighborhood’s environment, its scenic beauty, and the variety of recreational opportunities available to area residents. Collectively, these resources not only contribute to the physical, mental, and emotional well-being of the neighborhood, but also greatly influence the perception of this neighborhood throughout the entire city. It should be noted, however, that ongoing maintenance costs can be more expensive than the acquisition of parkland itself. Maintenance funding becomes a limiting factor when expanding park facilities in an area and should be kept in mind when planning new facilities or the expansion of existing parks.

ADOPT-A-PARK

Adopt-a-park programs are good ways neighborhoods, school groups, churches, businesses, etc. can assist local governments with the ongoing maintenance of park facilities. The local government gets the benefit of volunteer labor and the sponsoring group gets the benefit of “ownership” of a community resource. The neighborhood should work with the Parks and Recreation Department and other neighborhood groups to form adopt-a-park programs.

COMMUNITY GARDENS

Community Gardens are now permitted as a primary use on vacant land throughout the city. Tennessee Town should look into collaboration with property owners of vacant land throughout the neighborhood to be put to use as a community garden. Gardens improve the sense of ownership of the neighborhood, provide access to fresh fruits and vegetables, and create an atmosphere of more awareness of what is going on—the “eyes on the street” concept. These gardens can build community spirit—something that is needed in Tennessee Town—as well as provide an outdoor activity for residents.

EXISTING PARKS AND OPEN SPACE

AARON DOUGLAS PARK

Located at the corner of 12th and Lane, the public Aaron Douglas Park is located at the heart of Tennessee Town. This neighborhood greenspace, which is owned and maintained by Shawnee County, serves as the venue of the annual Aaron Douglas Art Fair in September. Additionally, the park showcases the Aaron Douglas Mural, a work of art that celebrates the vision of the Topeka-born muralist, illustrator and scholar—as well as the contributions of African American artists with ties to Kansas.

LANE GARDEN

Located at 1196 SW Lane Street, Lane Gardens is a small open space currently owned by the City of Topeka that the neighborhood is hoping will one day offer more amenities. With its location directly across the street from Aaron Douglas Park, Lane is a pocket park for Tennessee Town

residents. The lot, though small, could potentially hold natural gardens along with milestone or wayside signage. There is also potential to expand the park onto the vacant lot to the north, which is owned by the NIA.

In order to move forward with these ideas, however, ownership must transfer away from the city and the NIA to Shawnee County. If Shawnee County acquires the property for park purposes, Shawnee County should improve it based on a “mini” plan for the park including a long-term plan for maintenance. In addition, any plans or funding to improve the park should be approved by Shawnee County first. SORT funding for parks should be contingent on County participation.

KING’S COURT

King’s Court is a basketball and playground complex located at the Corner of Lincoln and Munson. The site is owned and maintained as a public park by Community First, Inc. and Faith Temple Church of God in Christ, which is located across the street. This community asset is one of major success stories that stemmed from the first Tennessee Town Neighborhood Plan. Since its introduction in 2006, this pocket park has been a huge hit for local youth and has annually hosted the Tennessee Town Basketball Tournament, which celebrated its 11th staging in 2017.



FUTURE OPEN SPACE

The neighborhood has expressed thoughts about having additional park space in the neighborhood beyond what is currently in use. One potential idea would be to use the open space north of the Buchanan Center as open space for the neighborhood. That space is centrally located and accessible to the neighborhood.

CHAPTER 6 IMPLEMENTATION

Implementation

"Today's progress was yesterday's plan."

-Anonymous

After completing the planning process, action and implementation are essential. After identifying goals and target areas, the next logical step is taking action to achieve those goals. The implementation section of a plan identifies specific steps to be taken and by whom, and places a timeline on completing these steps. This allows for progress of the community's vision to be tracked and evaluated. This section should be used by all stakeholders to guide their decision-making in implementing the priorities of the Plan.

KEY ACTION PRIORITIES

The meeting with the Neighborhood Improvement Association and Steering Committee brought up ideas for implementing specific strategies and actions in this plan. The community took vote during the final meeting to come to an overall consensus on priority projects.

Potential Infrastructure Projects

Mill and overlay:

SW 11th

SW Munson

SW Lincoln

Reconstruct 12th and Huntoon

Pave and repair alleys throughout neighborhood

Sidewalk infill and repair

New waterline under 11th street

Park improvements

Housing

Infill Housing Project

Infill housing has been identified as a priority for the neighborhood. In an effort to create new infill housing in the neighborhood, the City reached out to Stormont Vail about property they own on SW Lane Street. There was interest on their part in putting together a deal that would allow Cornerstone and Habitat for Humanity to build new housing on those properties. \$75,000 of the SORT housing money has been earmarked to leverage funds from Cornerstone to build a duplex and Habitat to build two homes.

Tables

The tables below show the cost and timing of infrastructure improvements for the proposed target areas and other infrastructure recommendations of the plan. By combining several major actions within a concentrated area of a neighborhood, a greater cumulative impact can be realized than if they were dispersed throughout the larger planning area. In this manner, it is intended that multiple target areas can be worked on in various stages of completion. Once the first area is “finished”, the majority of the public investment can then be shifted to the second area, etc.

Important Note: The priorities and costs estimates for infrastructure and housing rehabilitation projects in the neighborhood are provided for informational purposes only and should not be relied upon for future costs or as actual bids for future projects. Increases in material costs, overhead and labor can change greatly in a short period of time. Funding is subject to availability as provided by federal grants and the governing body, and allocations change annually. The housing costs in the following tables represent subsidies from City Consolidated Plan funding (CDBG/HOME) and are intended to leverage private dollars. Costs for infrastructure reflect City of Topeka capital costs from sources typically found within the City’s Capital Improvement Program (CIP), unless otherwise indicated.

Target Area (Primary)				
Streets (mill & overlay, curbs, base patch) + design, construction services and contingency	Source	1-3 Years	3-5 years	5+ years
SW 11th (Lane to Clay)*	GO Bonds	\$191,100		
SW Munson (Clay to alley between Lincoln & Lane)*	GO Bonds	\$311,350		
SW Lincoln (Munson to 10th)	GO Bonds	\$176,800		
(Streets Total)		\$679,250		
<i>*Includes storm water improvements by the Utilities Department</i>				
Alleys + design and contingency				
Lincoln Westward 1/2 block (between 10th & 11th)	GO Bonds	\$65,000		
11th northward 2 lots (between Lincoln & 10th)	GO Bonds	\$32,500		
Munson to 11th (between Lane & Lincoln) --sewer line recently replaced--	GO Bonds	\$210,600		
(Alleys Total)		\$308,100		
Sidewalks + design and contingency				
Sidewalk Infill and replacement	GO Bonds	\$134,940		
(Sidewalks Total)		\$134,940		
Other Projects				
Park Improvements (County owned and maintained)	GO Bonds/ County	\$10,000		
11th Street Water Line (Clay to Washburn)	GO Bonds	\$212,500		
Miscellaneous (Traffic Control, Sod, ADA ramps)	GO Bonds	\$25,000		
(Other Total)		\$247,500		
All Infrastructure Projects		\$1,369,790		
Housing				
Rehab	CDBG, Home	\$255,000		
Infill	CDBG, Home	\$75,000		
(Housing Total)		\$330,000		
All Infrastructure and Housing Projects Total		\$1,699,790		

Neighborhood Wide Projects				
Streets (mill & overlay, curbs, base patch)	Source	1-3 Years	3-5 Years	Unfunded
SW Lincoln (Huntoon to Munson)				\$184,600
SW Buchanan (Huntoon to Munson) + water line				\$328,350
11th (Lane to Washburn)			\$61,100	
Munson (Lane to Washburn) + water line			\$165,300	
Street (reconstruction)				
12th Street (Gage to Kansas)	1/2 cent sales tax		\$13,180,000	
Huntoon (Gage to Kansas)	1/2 cent sales tax		\$13,180,000	
Alleys				
Lincoln Eastward 1/2 block (between 10th and 11th)				\$65,000
Huntoon to 12th (between Buchanan & Clay) + sewer				\$362,805
12th northward 1/2 block (between Buchanan & Clay) + sewer				\$270,020
Projects Total			\$26,360,000	\$1,210,775

Recommended SORT Projects
Map 14



APPENDIX

APPENDIX A: NEIGHBORHOOD HEALTH DATA

TENNESSEE TOWN

Vital Signs	Block Group (Pop. 2010)	2000	2003	2007	2011	2014
1) % Persons Below Poverty	4:1 (824)	21%	33%	33%	22%	18%
	5:3 (949)	37%	28%	28%	23%	20%
2) Public Safety (Part 1 Crimes per 100 People)	4:1	(Intensive Care)	46	42	47	28
	5:3	(Intensive Care)	21	26	18	15
3) Average Residential Property Values	4:1	\$30,730	\$29,160	\$44,070	\$54,590	\$50,688
	5:3	\$20,540	\$37,065	\$52,010	\$65,780	\$59,121
4) Single Family Home Ownership	4:1	39%	43%	36%	47%	34%
	5:3	39%	43%	39%	52%	43%
5) Boarded Houses/Unsafe Structures	4:1	4	3	1	1	1
	5:3	3	4	2	0	1
6) Neighborhood Health Composite (Rating)	4:1	1.8	1.4	1.8	2.0	2.4
	5:3	1.4	1.8	2.0	2.8	2.6

- 1) Block Groups identified in Table 1 above represent 2000 & 2010 Census boundaries. Multiple Census Block Group data from the 2000 Neighborhood Health Map (1990 Block Groups) are averaged in the Table to maintain simplicity. Refer to the Appendix of the Neighborhood Element for a complete breakdown of Block Groups by NIA.
- 2) Vital Signs are recorded by Census Block Group and do not necessarily conform to recognized neighborhood boundaries.

APPENDIX B: NIA HISTORY

Tennessee Town: Where We've Been, Where We're At, and Where We're Headed By the Tennessee Town NIA

Where We've Been

Tennessee Town was founded in 1879 by freed slaves who migrated from Tennessee to Topeka, KS. From those strong roots it grew into a stable home for the descendants of those settlers. Homes were built, small businesses were created and churches were born, many of which still stand to this day. Throughout the first half of the 20th century Tennessee Town provided a safe haven for African-Americans living in a segregated city and society.

As residential population patterns changed after World War II, Tennessee Town, like many other Central, Old North and East Topeka neighborhoods, saw Topeka's focus shift from its foundational neighborhoods to those newly created on or near its periphery. The city's changed focus meant that the challenges facing neighborhoods near the city's core were born and allowed to grow. Those challenges included aging housing and infrastructure, the proliferation of vacant houses and lots, increased crime and safety concerns, decreases in small business activity, a decreased commitment for public education (as the population left so did many of the tax dollars that would have been gained), and a growing feeling that the low- to moderate-income people who stayed were being left behind by the city. Those challenges happened at the same time that the LMI population of Topeka was increasing.

By the 1970s those challenges were brought to critical mass for a number of the nation's cities. Topeka was no exception. Tennessee Town drifted from its former status as a thriving working-class neighborhood to an area on the brink. As the challenges facing it multiplied, an opportunity presented itself through a newly created federal program. The Community Development Block Grant, administered through the US Department of Housing and Urban Development (HUD), was born in 1974 and started providing assistance to LMI populations and neighborhoods. The City of Topeka, partly in response to the CDBG and partly as a way to formally recognize the most challenged areas of the city, created Neighborhood Improvement Associations (NIAs).

Tennessee Town was one of the first NIA's created in Topeka, in December 1976. It was formed when neighborhood residents came together to save and make better a historic neighborhood. NIA's are based on census tracts de-fined by the federal government that indicate that at least 51 percent of their residents are at or below 80 per-cent of Area Family Income (as defined by the federal government). Tennessee Town's traditional borders were used to define it as an NIA: SW 10th on the north, SW Washburn on the west, SW Huntoon on the south, and SW Clay on the east.

Some of the NIA's early efforts included K-State architecture students coming to do a housing inventory in 1980 complete with designs. The NIA also was instrumental in accessing federal

funds to enable the renovation of the historic Buchanan School, which became the Buchanan Center and has housed nonprofits throughout its existence. It now houses Housing and Credit Counseling, Inc. and Cornerstone of Topeka, Inc. The NIA also worked with the City to access funds to enable the creation of the Lane Garden, the NIA's only recognized greenspace, located at the intersection of SW 12th and Lane Streets. In 1983 the NIA was a supporting partner when the Topeka Housing Authority acquired land and constructed the Tennessee Town Plaza Apartments which occupy the block bounded by SW Munson on the north, SW Lincoln on the west, SW 12th on the south, and SW Buchanan on the east. Those apartments, as part of the 2009 American Recovery and Reinvestment Act, were expanded along SW Lincoln. The Tennessee Town Plaza Apartments have been for some time one of THA's most successful complexes.

In 1998 the Tennessee Town NIA began in earnest its efforts to face its challenges head on. Those efforts began with aging housing stock. Housing has always been a NIA priority throughout its 40 years, and many projects dot the neighborhood landscape. The NIA answered several RFPs for new housing in the early part of this millennium which led to the complete turnaround of what the City Planning Department in the NIA's 2001 Neighborhood Plan called the NIA's most challenged block: the first 1200 block of SW Lincoln. New alleys sometimes have accompanied the new housing. One of the NIA's housing projects during this time involved working with the City to acquire 3 houses slated for demolition by Holy Name Church and moving them onto foundations built in Tennessee Town. Those 3 houses still stand in the first 1200 block of SW Lincoln.

The NIA was a supporting partner when Asbury-Mt. Olive United Methodist Church created its 11-unit apartment complex just north of the church, in the second 1100 block of SW Buchanan.

The NIA, in partnership with the City and the Topeka TurnAround Team, accessed funds to install the decorative lighting that illuminates SW Washburn and Lane Streets. in the neighborhood.

The NIA helped to access funds to construct and improve the Kings' Court basketball and playground complex, located at the northwest corner of SW Lincoln and Munson Streets. A recent Neighborhood Empowerment Grant award written by the NIA enabled it to replace the playground equipment matting to provide a safer environment for the children playing there. Each August the Tennessee Town Basketball Tournament, with the NIA as a supporting partner, is successfully hosted by Community First, Inc. at Kings' Court. Asbury-Mt. Olive United Methodist Church, with the NIA as a supporting partner, annually and successfully stages in August the NIA's National Night Out Against Crime event.

And throughout this period the NIA has maintained a strong relationship with the Topeka Police Department through its community policing program. That relationship has led to Tennessee Town consistently being one of the safest NIAs in the City.

Where We're At

Providing quality affordable housing continues to be the biggest challenge and greatest opportunity for Tennessee Town. That has meant the NIA continues to pursue new construction, rehabilitation (both consistent with the architectural character of the neighborhood) and targeted demolitions for those houses beyond repair.

As the neighborhood has started to address the challenges it faces, the NIA's five churches (Asbury- Mt. Olive United Methodist Church, Faith Temple Church of God In Christ, Shiloh Baptist Church, First Church of the Nazarene, and Lane Chapel Christian Methodist Episcopal Church) have partnered with the NIA on a number of projects including the basketball tournament, National Night Out, Shiloh's recent donation of vacant lots south of its parking lot in a deal brokered by the church, the City, the NIA and Topeka Habitat, to enable the construction of a Habitat home, Faith Temple's establishment of the International Academy for children (of which the NIA has been a supporting partner), and Faith Temple and the First Church of The Nazarene's community involvement through hosting community forums after the closure of the Dillon's Store #58, at 1400 SW Huntoon.

Nonprofit partners and Tennessee Town stakeholders like Cornerstone of Topeka, Inc. and Housing and Credit Counseling, Inc., both housed in the historic Buchanan Center, have proven and continue to be invaluable resources for the construction of new housing and the rehabilitation of existing housing. A few years ago Cornerstone of Topeka completed a new house on SW Clay for a family transitioning from homelessness. HCCI, through its Topeka Opportunity to Own (TOTO) program, has rehabilitated housing for LMI individuals and families. And Topeka Habitat for Humanity continues to be an important ally as well as it identifies LMI individuals and families to live in newly constructed homes in Tennessee Town, most recently at a new home on SW Buchanan.

Other nonprofit partners, like Doorstep, Inc.; and GraceMed Health Clinic, have continued or established new relationships with Topeka's LMI population. Doorstep has been a vital resource for Topeka's LMI individuals and families for decades, while GraceMed recently acquired the former Huntoon Dillon's to establish a clinic in central Topeka.

Earlier in 2017 Topeka's governing body designated the NIA as a 2017-2019 SORT neighborhood. The SORT (Stages of Resources Targeting) program directs HUD and city funds to two NIAs every two years. Those funds can be directed to new and rehabilitated housing, infrastructure, parks, and the issues related to those opportunities.

The NIA continues to pursue the expansion of and improvements to Lane Garden, the neighborhood's first and oldest greenspace, located at SW 12th and Lane Streets. It is working with the City and Shawnee County to establish ownership of Lane Garden and has already acquired the lot directly north of Lane Garden to expand it. The SORT grant then gives the NIA an opportunity to install new amenities at the expanded Lane Garden.

Tennessee Town also has committed to the display of public art in the neighborhood, first through the Aaron Douglas Mural at SW 12th and Lane Streets and most recently through the historical mural by Jamie Colon on the south side of WCW Property Management, at SW Huntoon and Lane Streets.

Where We're Headed

The future includes the NIA continuing to be a leader for the neighborhood on myriad issues. The neighborhood established years ago and continues to support keeping its working-class nature as it understands and embraces the proposition that LMI individuals and families make great neighbors.

And the neighborhood established long ago its commitment to remaining a residential neighborhood with quality, sound housing and infrastructure. The NIA will be able to pursue that goal most notably through its designation as a SORT neighborhood, which brings to the table its programming and funds and potentially more public and private funds through leveraging, and maintaining and creating partnerships to bring its plans to fruition.

Those funds and partnerships will prove to be crucial as the NIA continues to meet the challenges it faces.

Tennessee Town has gone from being on the brink in the 1990s, when it was designated as an “intensive care” neighborhood -- a neighborhood with the most challenges -- per the Topeka Planning Department’s health rankings to being on the verge of becoming the city’s first “healthy” NIA. It has taken much hard work, including establishing and maintaining partnerships with many of the city’s players active in LMI issues, to bring about that change. The NIA remains committed to keep working hard to become healthy, both according to the planning department’s definition and the neighborhood’s definition, which is a safe, thriving residential neighborhood for LMI individuals and families.

APPENDIX C: KICKOFF MEETING SUMMARY

At the NIA's SORT kickoff meeting in April 2017 these items were mentioned as things attendees liked about

Tennessee Town:

- Keep commercial businesses separate from housing
- Amenities for Lane Garden and Annex
- Library and churches are good aspect of neighborhood
- Historic site near green space
- Housing rehab
- Ice House Rehab
- Historic Rehab
- Historic Preservation
- Walkable neighborhood
- Low crime rate
- Trees
- Walkability
- Crime lowered since Dillon's left
- Maintain family atmosphere
- Close location to schools, medical facilities, and library
- Central location
- Promote central location
- Preserve family atmosphere
- Historically significant housing area
- Historic value is unique
- One of the oldest neighborhoods in the area
- Shotgun House Museum (1400 block of Munson)
- Buchanan School
- Turn a historic house into "museum" to tell history of neighborhood
- Gathering center for past and present residents
- Socio-economic nature of neighborhood
- Working class residents

At the NIA's SORT kickoff meeting in April 2017 these items were mentioned as things attendees would like to change regarding Tennessee Town:

- More green space
- "Green up" Grace Med parking lot – TT Gateway
- Green space on eastern side of neighborhood
- Brick streets
- Lighting

- Dirt alleys
- Sidewalks/ other infrastructure
- Landscaping
- Bike share program (bike racks)
- Involve the art community
- More murals
- Neighborhood Lighting
- Dirt Alleys
- New Sidewalks/ Fill in the gaps
- Dark mid-blocks - better lighting
- More trees
- Bike parking
- More events within the neighborhood
- More art that tells Tennessee Town Story
- Neighborhood Signage/Banners on light poles
- Do more at Buchanan Center or Living the Dream
- At the same meeting, these items were mentioned regarding where Tennessee Town should be in 15 years:
- Community green space
- Convert vacant lots
- Community gathering space
- Political building/center
- Lane Garden – Community Garden
- Deal with vacant lots creatively
- Low growing grass – clover or buffalo grass
- Utilize green space
- Increased homeownership
- Be attractive to homeowners
- More attractive neighborhood with increased homeownership and more families
- Cycle track along 12th and Huntoon
- Preserve walkability
- Safe green space where people can mingle
- More young families
- Community garden with school and neighborhood benefits
- Mural
- Microbusinesses in peripheral
- Have more employees from med district live/walk to work
- More small businesses
- Live and work in neighborhood
- Polling place

APPENDIX D: HOUSING AND INFRASTRUCTURE SURVEYS

CRITERIA USED TO EVALUATE HOUSING STRUCTURAL DEFECTS

MINOR DEFECTS – deficiencies corrected during the course of regular maintenance.

- Missing shrubbery or bare spots on lawn, trash and garbage accumulation
- Deteriorated or lacking window screens.
- Weathered paint, minor painting needed.
- Wear on or light damage to steps, window and door sills, frames and porches.
- Weathering of mortar and small amounts of loose, missing material between bricks.
- Cracked window panes, loose putty.
- Handrails deteriorated or missing.
- Missing splash blocks at foot of down spouts.
- Lacking porch lights.

INTERMEDIATE DEFECTS – deficiencies serious enough to require more extensive repair than required by regular maintenance.

- Gutters or drain spouts rotten or parts missing.
- Sagging, cracked, rotted or missing roofing, overhang or lattice work.
- Foundation or bearing walls cracked or sagging or with loose, missing material.
- Erosion of landscape due to improper drainage, abandoned vehicle, cracked or uneven sidewalks.
- Deteriorated fencing with loose or missing material.
- Rotted, cracked or sagging porches, columns, door frames and stairways.
- Cracked or missing material from chimney.
- Broken or missing window panes and/or rotted window sills.
- Peeling or cracked paint, complete paint job needed.
- Damaged or missing air vents in foundation.

MAJOR DEFECTS – condition of structural components which can be corrected only by major repairs.

- Holes, open cracks, rotted or missing material in foundations, walls, roofing, porches, columns, etc.
- Sagging or leaning of any portion of house indicating insufficient load bearing capacity: foundation, walls, porches, chimneys.
- Defective conditions caused by storms, fires, floods or land settlements.
- Inadequate or poor quality material used in permanent construction.
- Inadequate conversion for use involved.
- Major deteriorated or dilapidated out building or garage.
- Evidence of a lack of, or inadequate indoor plumbing such as no roof vents.

CATEGORY

DEFINITION

BUILDINGS/PROPERTIES

	Minor Defects	Intermediate Defects	Major Defects
Sound (3 points)	>5	1	0
Fair (2 points)	0	2	0
	1	2	0
	2	2	0
Deteriorating (1 point)	Any	Any	>5
	3	2	0
	Any	3	0
	Any	>2	0
Dilapidated (0 points)	Any	Any	5+

BLOCKS

SOUND

Average 3.0 – 2.3 points per block

MINOR DETERIORATION

Average 2.29 – 2.0 points per block

INTERMEDIATE DETERIORATION

Average 1.99 – 1.7 points per block

SIGNIFICANT DETERIORATION

Average less than 1.7 points per block

INFRASTRUCTURE RATING SYSTEM

CRITERIA USED FOR EVALUATION:

SIDEWALKS:

3= No defects in sidewalk

2= Minor defects- partially overgrown with weeds and grass or broken, cracked (< 25% disrepair/substandard)

1= Intermediate defects- Completely missing segments within that block area, broken and cracked segments, completely overgrown with weeds and grass (> 25% disrepair)

0= Major defects- No sidewalks

CURBS AND GUTTERS

3= No defects in curbs and gutters

2= Minor defects- Covered up by weeds (< 25 % disrepair/substandard); not draining (standing debris)

1= Intermediate defects- Broken, cracked, missing segments of curbing (> 25 % disrepair)

0= Major defects- None existent; drainage ditches

STREETS:

3= No defects- concrete or asphalt, even, draining

2= Minor defects- uneven concrete/asphalt and/or significant pot holes, cracks, broken pavement (<25% disrepair/substandard)

1= Intermediate defects- uneven concrete/asphalt and/or significant pot holes, cracks, broken pavement (> 25% disrepair/substandard)

0= Major- gravel or dirt; road incomplete or dead-ends; street one-lane and does not allow cars to pass; or any combination of these.

BLOCK AVERAGES

No defects- 2.25 - 3

Minor repairs/maintenance issues- 1.5 – 2.25

Intermediate repairs- 0.75 – 1.5

Major repairs/total construction or replacement- < 0.75



CITY OF TOPEKA

TOPEKA PLANNING COMMISSION

CASE MINUTES

Monday, October 16, 2017

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

Members present: Wiley Kannarr (Chair), Brian Armstrong, Ariane Messina, Dennis Haugh, Rosa Cavazos, Katrina Ringler, Carole Jordan, Matt Werner, Marc Fried (9)

Members Absent:

Staff Present: Bill Fiander, Planning Director; Mike Hall, Planner III; Annie Driver, Planner II; John Neunuebel, Planner II; Kris Wagers, Administrative Officer; Mary Feighny, Legal; Dan Warner, Planner III; Tim Esparza, Planner I

CPA17/02 by City of Topeka amending the text and map of the City of Topeka's Comprehensive Plan updating the **Tennessee Town Neighborhood Plan**. The area affected by the amendment is bounded by SW 10th Street to the north, SW Clay Street to the east, SW Huntoon Street to the south, and SW Washburn to the west.

Mr. Fiander pointed out that a draft of the Tennessee Town Neighborhood Plan had been reviewed at the September 2017 Planning Commission meeting. He then noted that two handouts had been provided at this evening's meeting.

Dan Warner introduced Tim Esparza, the planner working with the neighborhood plan.

Mr. Esparza gave information about the background and process of the Tennessee Town Neighborhood Plan draft and the SORT grant they were awarded. This grant allows \$1.4m in infrastructure improvements and \$300k for housing rehabilitation within the Tennessee Town neighborhood. The plan includes recommendations for how these funds will be spent; a detailed guide for resources and project implementation, both funded and unfunded.

Mr. Esparza concluded by stating that staff recommends approval of the Tennessee Town Neighborhood Plan.

Mr. Kannarr declared the **public hearing open**

Michael Bell, President of the Tennessee Town NIA, came forward to speak in support of the plan. He thanked Mr. Esparza and Planning staff for their work on the plan, stating that they encouraged discussion and "thinking big". He also thanked others in Tennessee Town for their assistance with the plan.

Mr. Bell explained that on 9/26/17 the NIA voted to recommend approval for the updated plan and stated that having reviewed the addendum (handout), he approves of the changes.

Mr. Kannarr thanked Mr. Bell and all of the NIA and community members for their hard work on the plan update.

DRAFT

Ruby Carson of 1031 SW Buchanan came forward to speak in support of the plan. Ms. Carson stated her home is within the targeted area for rehab and it's very much needed. Ms. Carson stated that she was raised in Tennessee Town, moved away from Topeka for a time, then returned and purchased a home in Tennessee Town. She believes it's important to invest in the rehabilitation of the area.

With no others coming forward to speak, declared the **public hearing closed**.

Mr. Armstrong thanked Mr. Bell and all for their work on the plan and expressed support.

Ms. Jordan complimented all for their work on the plan, noting that Tennessee Town is an important part of Topeka's history and is an important corridor between the Topeka & Shawnee County Public Library and Washburn University.

Mr. Fiander reported on some of the improvements that came about from the first Tennessee Town Neighborhood Plan and SORT grant, noting that the first target area was considered seriously distressed. The investment and improvement encouraged additional private investment in the blocks surrounding the target area.

Ms. Jordan made a **motion** to recommend to the Governing Body approval of the Tennessee Town Neighborhood Plan; **second** by Ms. Ringler. **APPROVAL** (9-0-0)



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE:	December 12, 2017		
CONTACT PERSON:	Nickie Lee, Finance Director	DOCUMENT #:	
SECOND PARTY/SUBJECT:	Downtown Business Improvement District	PROJECT #:	
CATEGORY/SUBCATEGORY	013 Ordinances - Codified / 002 Administration		
CIP PROJECT:	No		
ACTION OF COUNCIL:		JOURNAL #:	12
		PAGE #:	

DOCUMENT DESCRIPTION:

ORDINANCE introduced by City manager Brent Trout, amending City of Topeka Code 3.40.030 establishing a service fee levy for 2018 relating to the Capital City Downtown Business Improvement District and specifically repealing said original section.

Voting Requirement: Majority vote of the Governing Body (6).

(Approval would continue the imposition of business improvement service fees on businesses located within the Capital City Downtown Business Improvement District.)

VOTING REQUIREMENTS:

Majority vote of the governing body (6).

POLICY ISSUE:

Approval would continue the imposition of business improvement service fees which are used to provide a variety of services to downtown businesses: a portion of the landscaping, lighting between 4th and 10th Streets on S. Kansas Avenue, maintenance of improvements in City right-of-way in the district, programs to enhance downtown and promote economic development downtown.

STAFF RECOMMENDATION:

Staff recommends the Governing Body move to adopt the ordinance.

BACKGROUND:

State law authorizes the imposition of service fees on businesses located within a business improvement district created by a city. Topeka has established such a district downtown. The fees are assessed based upon the

square footage and location of the business.

Beginning in 2017, the Board recommended introducing the tier structure as outlined on the map and varied fee structure as follows:

Tier 1: Up to 999 square feet, the fee is \$60, over 1000 square feet, the rate is .0805 per square foot, with a cap of \$15,000.

Tier 2: Up to 999 square feet, the fee is \$60, over 1000 square feet, the rate is .0605 per square foot, with a cap of \$15,000.

Tier 3: Up to 999 square feet, the fee is \$60, over 1000 square feet, the rate is .0405 per square foot, with a cap of \$15,000.

Additionally, vacant structures would pay as follows: \$.0405 per square foot in Tier 1; \$.0305 per square foot in Tier 2; \$.0205 per square foot in Tier 3.

The BID Board recommends the same fee structure for 2018.

BUDGETARY IMPACT:

There is no budgetary impact to the City.

SOURCE OF FUNDING:

Not Applicable

ATTACHMENTS:

Description

2018 BID Ordinance

Downtown BID Map

(Published in the Topeka Metro News _____)

ORDINANCE NO. _____

AN ORDINANCE introduced by City Manager Brent Trout, amending City of Topeka Code § 3.40.030 establishing a service fee levy for 2018 relating to the Capital City Downtown Business Improvement District and specifically repealing said original section.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF TOPEKA, KANSAS:

Section 1. That section 3.40.030, Method of raising revenue, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

3.40.030 Method of raising revenue.

(a) The method to be used to raise the funds necessary for the district shall be the levy of service fees upon all businesses located within the district. "Business" means a fixed place of business where one or more persons are employed or engaged in the purchase, sale, provision or manufacturing of commodities, products or services. The ownership of real estate which is unoccupied and which is held for investment purposes, for sale or lease, shall be considered a business. For the purposes of this chapter, the operation of multifamily residential property and the operation of structured parking facilities shall not be considered to be a business.

(b) The service fees shall be based upon the location of the business in one of the tier areas located in the map which is incorporated by reference. However, the maximum service fee per business will not exceed \$15,000 regardless of the number of square feet or tier area. The service fees assessed shall be as follows:

Number of square feet	Rate
0 – 999	\$60 (all tiers)
1,000 plus (tier	\$.0805 per square

Number of square feet	Rate
one)	foot
1,000 plus (tier two)	\$.0605 per square foot
1,000 plus (tier three)	\$.0405 per square foot
Unoccupied Real Estate	Rate
Tier One	\$.0405 per square foot
Tier Two	\$.0305 per square foot
Tier Three	\$.0205 per square foot

(c) For the purposes of this chapter, the number of square feet of floor area occupied shall be determined as the total area designated for the exclusive use by the owner or tenants expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. In the case of leased property, square feet of floor area occupied is considered that area for which tenants pay rent. In no event shall square feet of floor area occupied include public toilets, corridors, stairwells, elevators, mechanical equipment rooms, lobbies, mall areas, or hotel sleeping rooms. Further, in no event shall square feet of floor area occupied include area which is unusable or is not occupied due to applicable city codes. In the case of a building occupied by a single business, the gross floor area may be reduced by subtracting the actual measured square footage of excluded areas as defined in this section or by subtracting 15 percent of the gross floor area, whichever is greater.

(d) Service fees under this section shall be levied for the year ~~2017~~2018 and shall be due and payable in two semiannual installments. Service fees shall be deemed

delinquent if not paid within 30 days of the due date provided for the second semiannual installment.

Section 2. That original § 3.40.030, of The Code of the City of Topeka, Kansas, is hereby specifically repealed.

Section 3. This ordinance shall take effect and be in force from and after its passage, approval and publication in the official City newspaper.

Section 4. This ordinance shall supersede all ordinances, resolutions or rules, or portions thereof, which are in conflict with the provisions of this ordinance.

Section 5. Should any section, clause or phrase of this ordinance be declared invalid by a court of competent jurisdiction, the same shall not affect the validity of this ordinance as a whole, or any part thereof, other than the part so declared to be invalid.

PASSED AND APPROVED by the Governing Body on _____.

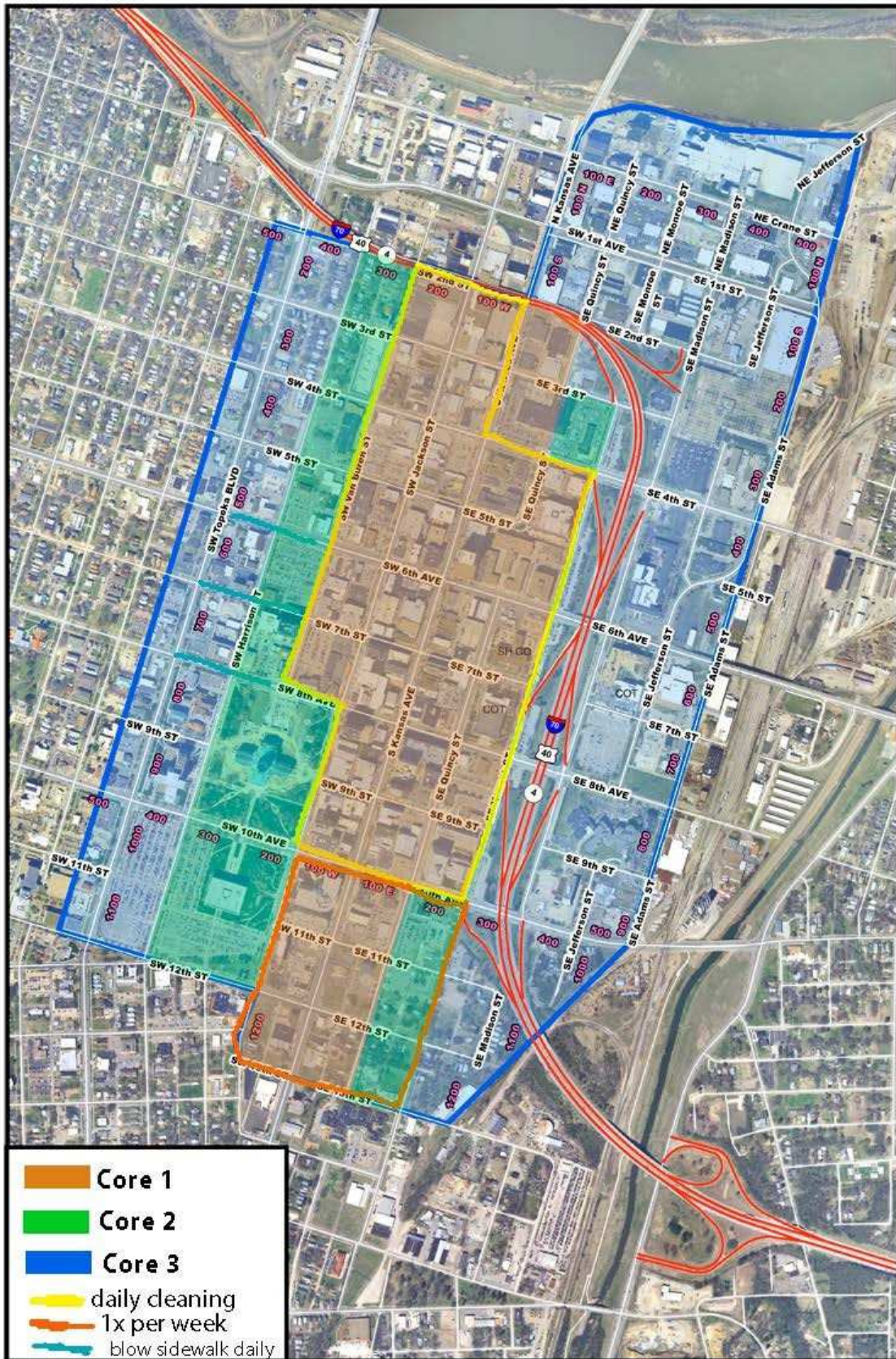
CITY OF TOPEKA, KANSAS

Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk

Downtown Business Improvement District





City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE: December 12, 2017
CONTACT PERSON: Lisa Robertson, City Attorney DOCUMENT #:
SECOND PARTY/SUBJECT: PROJECT #:
CATEGORY/SUBCATEGORY 014 Ordinances – Non-Codified / 005 Miscellaneous
CIP PROJECT: No
ACTION OF COUNCIL: JOURNAL #:
PAGE #:

DOCUMENT DESCRIPTION:

ORDINANCE introduced by City Manager Brent Trout reaffirming the adoption of the Redevelopment Project Plan for the Wheatfield Village Redevelopment District; establishing an effective date; and rescinding Ordinance No. 20094.

Voting Requirement: Two-thirds vote of the Governing Body (7).

(Approval would reaffirm adoption of the Wheatfield Project Plan and establish an effective date of January 1, 2019)

VOTING REQUIREMENTS:

Two-thirds vote of the Governing Body (7).

POLICY ISSUE:

Approval would reaffirm the governing body's action on November 14, 2017 to adopt the Wheatfield Project Plan and set forth in the ordinance an effective date of January 1, 2019.

STAFF RECOMMENDATION:

Staff recommends the Governing Body move to adopt the ordinance.

BACKGROUND:

Subsequent to the Governing Body's approval of the Wheatfield Project Plan on November 14, 2017, staff met with Shawnee County officials to discuss the next steps in the process. It was the consensus that a specific effective date be set out in the body of the ordinance to mirror that contained in the development agreement, which was also approved by the Governing Body on November 14, 2017 and provides (in Section 1) that the "TIF Commencement Date" is January 1, 2019. Incorporating this date into the ordinance will make it easier

and more efficient for those charged with future administration of the ordinance. This action does not change any component of the adopted project plan.

BUDGETARY IMPACT:

There is no budgetary impact to the City.

SOURCE OF FUNDING:

Not Applicable.

ATTACHMENTS:

Description

Ordinance

1 (Published in the Topeka Metro News _____)

2
3 ORDINANCE NO. _____

4
5 AN ORDINANCE introduced by City Manager Brent Trout reaffirming the adoption of
6 the Redevelopment Project Plan for the Wheatfield Village
7 Redevelopment District; establishing an effective date; and rescinding
8 Ordinance No. 20094.
9

10 WHEREAS, on June 26, 2017, the Governing Body established the Wheatfield
11 Village Redevelopment District ("District") (Ordinance No. 20072) in accordance with K.S.A.
12 12-1770a *et seq.* as amended; and

13 WHEREAS, on July 17, 2017, the Planning Commission considered a
14 redevelopment project plan ("the Project Plan") for the District and made a finding that the
15 Project Plan is consistent with the intent of the City's comprehensive plan for the
16 development of the City; and

17 WHEREAS, on August 8, 2017, the Governing Body passed Resolution No. 8939
18 calling a public hearing for consideration of the Project Plan to be held on September 12,
19 2017; and

20 WHEREAS, a copy of the Project Plan was delivered to the Board of County
21 Commissioners of Shawnee County and to the Board of Education of Unified School
22 District No. 501; and

23 WHEREAS, the Governing Body conducted a public hearing on September 12,
24 2017, in the City Council Chambers of City Hall, 214 E. 8th Street, at 6:00 p.m., as required
25 by K.S.A. 12-1770 *et seq.*, as amended, at which time public comment was entertained
26 and considered; and

27 WHEREAS, the Governing Body thereafter continued the public hearing to October
28 3, 2017, at which time additional public comment was entertained and considered; and

29 WHEREAS, the Governing Body thereafter continued the public hearing to
30 November 14, 2017, at which time additional public comment was entertained and
31 considered and the public hearing was then closed; and

32 WHEREAS, following the public hearing on November 14, 2017, the Governing
33 Body adopted the Project Plan by ordinance (Ordinance No. 20094) with the statutorily
34 required two-thirds vote; and

35 WHEREAS, at the same meeting on November 14, 2017, the Governing Body
36 approved a development agreement which established the "TIF Commencement Date" as
37 January 1, 2019; and

38 WHEREAS, after meeting with Shawnee County officials regarding implementation
39 of the District and Project Plan, it was determined that establishing a specific effective date
40 in the ordinance adopting the Project Plan would assist the County in its implementation.

41 NOW, THEREFORE, BE IT ORDAINED BY GOVERNING BODY OF THE CITY OF
42 TOPEKA, KANSAS:

43 Section 1. The Governing Body reaffirms its adoption of the Project Plan, which is
44 attached hereto as Exhibit A and specifically incorporated herein.

45 Section 2. The Governing Body reaffirms its adoption of the boundaries of the
46 Project Area as described in Exhibit B and specifically incorporated herein.

47 Section 3. This Ordinance shall take effect on January 1, 2019, and shall be
48 published in the official City newspaper.

49 Section 4. Ordinance No. 20094 is rescinded.

51 PASSED and APPROVED by a two-thirds vote of the Governing Body on

52 _____.

53 CITY OF TOPEKA, KANSAS

54

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Larry E. Wolgast, Mayor

59 ATTEST:

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62

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64 _____
Brenda Younger, City Clerk

EXHIBIT A

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT PLAN (WHEATFIELD VILLAGE REDEVELOPMENT PROJECT)

The Tax Increment Financing Act, K.S.A. 12-1770, et seq., as amended (the “**TIF Act**”), permits the City of Topeka, Kansas (the “**City**”) to undertake one or more redevelopment projects within an established redevelopment district. In order to pursue such redevelopment projects, the City is obligated to create, in consultation with the City’s Planning Commission, a “project plan.”

At the request of 29 Fairlawn, LLC (the “**Developer**”), developer of the Wheatfield Village Redevelopment Project (the “**Development**”), the City presents the following information as required by the TIF Act related to the project plan for the Development (“**Redevelopment Project Plan**”). Except as otherwise noted herein, the information included in this Redevelopment Project Plan was submitted by the Developer.

TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	THE REDEVELOPMENT PROJECT PLAN.....	1
A)	Description of the TIF District and Project Area.....	1
B)	Established TIF District	2
C)	Redevelopment Project	2
D)	Feasibility Study	4
E)	Relocation Plan	5
Exhibit A-1 – TIF District Legal Description		
Exhibit A-2 – TIF District Boundary Map		
Exhibit B-1 – Project Area 1 Legal Description		
Exhibit B-2 – Project Area 1 Boundary Map		

I. INTRODUCTION

The subject of this project plan, as defined by the TIF Act (as hereinafter defined) is the initial project area of the Wheatfield Village mixed-use development (the “**Development**”) located in the northwest corner of Southwest 29th Street and Fairlawn Road in Topeka, Kansas (the “**City**”). The Development will be constructed by 29 Fairlawn, LLC (the “**Developer**”), a special-purpose entity affiliated with Midwest Health, Inc. and led by its principals Jim Klausman and Floyd Eaton. The Development spans approximately 15 acres in total, including rights-of-way, and is planned to include approximately 13 acres of multi-family, restaurant, movie theater and hotel uses, plus infrastructure and site improvements. The Development is planned to transform a highly visible and long-deteriorating site bordering I-470 into a vibrant mixed-use setting currently unavailable within the City.

Pursuant to the Kansas Tax Increment Financing Act, K.S.A. 12-1770 et seq., as amended (the “**TIF Act**”), Kansas municipalities are authorized to establish redevelopment districts and redevelopment project plans for property within their jurisdiction. Redevelopment districts may be created based upon certain findings by the municipality, including that property within a proposed district is an “eligible area” pursuant to the TIF Act.

On June 26, 2017, the City, after conducting a duly noticed public hearing, found that the property within the boundaries described in **Exhibit A-1** and depicted in **Exhibit A-2** hereto qualifies as a “conservation area” and is therefore an “eligible area” pursuant to the TIF Act. Based in part upon said finding, the City adopted Ordinance No. 20072 creating a redevelopment district encompassing the subject property (the “**TIF District**”) and approving a plan for redevelopment of the TIF District established under K.S.A. 12-1771 and amendments thereto (the “**District Plan**” as further described herein).

This redevelopment project plan (the “**Redevelopment Project Plan**”) for the first redevelopment project area established within the TIF District (“**Redevelopment Project Area 1**”) is presented to the City for its consideration and approval, with the maximum twenty (20) year term of the Redevelopment Project Plan to commence upon the effective date as specified in the ordinance adopting this Redevelopment Project Plan. The boundaries of Redevelopment Project Area 1 are legally described in **Exhibit B-1** and generally depicted in **Exhibit B-2** attached hereto.

II. THE PROJECT PLAN

A. Description of the TIF District

The property comprising the TIF District consists of approximately 15 acres generally located in the northwest and northeast quadrants of Southwest 29th Street and Fairlawn Road within the City, plus right-of-way also included within the TIF District boundaries. A legal description and boundary map of the TIF District are attached hereto as **Exhibits A-1** and **A-2**, respectively.

B. Established TIF District

Redevelopment Project Area 1 is located within an established TIF District approved by the City on June 26, 2017 pursuant to Ordinance No. 20072. The approved District Plan contained within the Ordinance provides for certain redevelopment projects within the TIF District:

The District shall consist of one (1) or more redevelopment project areas, which are anticipated to include a mix of uses including retail, restaurant, and other commercial uses and residential uses with associated amenities, along with associated infrastructure including but not limited to structured and/or surface parking, landscaping, lighting, utilities, storm water improvements, sidewalks/walkways, streets/drives, ingress/egress improvements, green space, signalization and other infrastructure improvements.

C. Redevelopment Project

This Project Plan proposes the use of tax increment financing revenues generated by Redevelopment Project Area 1 (“**TIF Revenues**”) to pay for or reimburse the costs of a redevelopment project as generally described in the District Plan (the “**Redevelopment Project**” or “**Project**”). Consistent with the approved District Plan, the following Redevelopment Project Plan for the Redevelopment Project is anticipated to include a mix of commercial and residential uses including:

Residential

A multi-story 150-180 unit, upscale, market rate apartment complex “wrapped” around a parking garage.

Movie Theater

A seven to nine-screen, state-of-the-art movie theater with bar and food service.

Hotel

A multi-story 70 to 90-room hotel with a national flag.

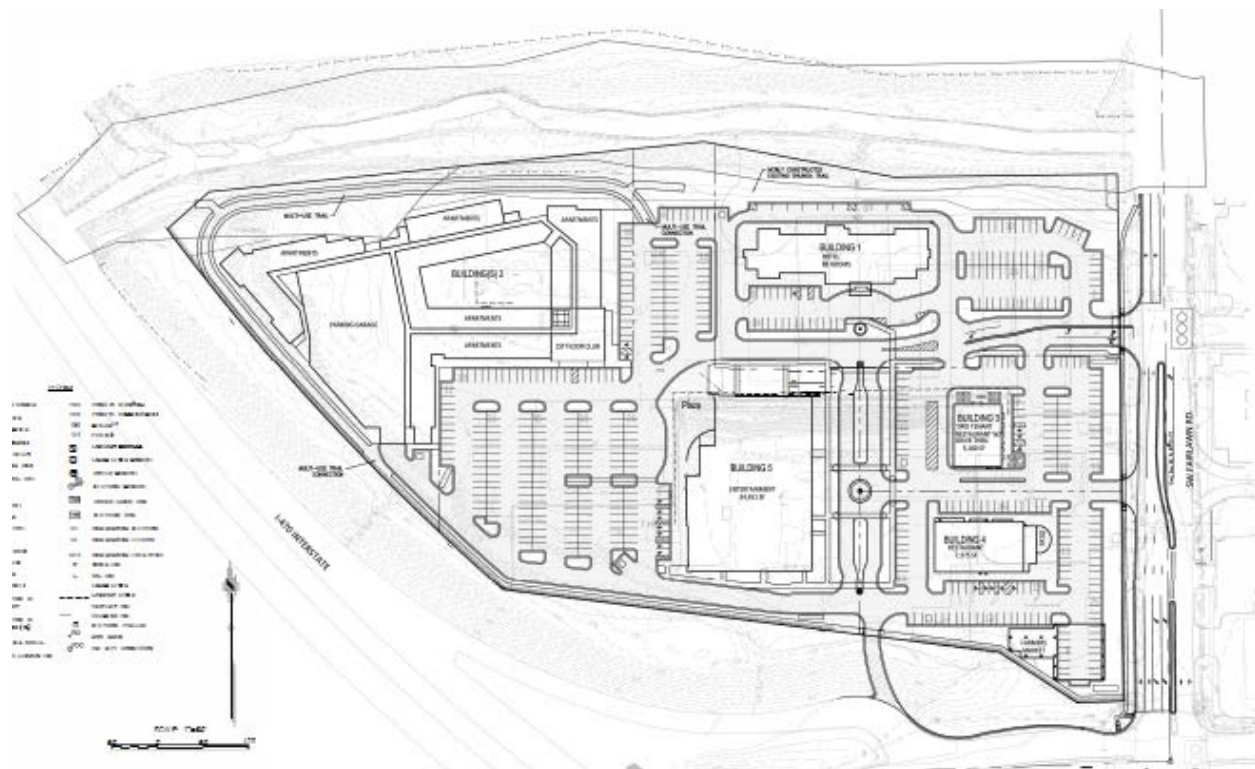
Restaurants

A family dining restaurant at the southeast corner of the site and a fast food restaurant building with two tenants, and including one operating a drive-through window at east end of the site.

Related Costs

Related costs include property acquisition, site preparation (including demolition of existing structures), the construction of infrastructure including a multi-story parking deck associated with the residential component and the development of open space at the southeast corner of the site which is anticipated to include a small “farmers’ market” concept.

The current site plan depicting the Development, which may be amended as approved by the City from time to time, is as follows:



In addition to TIF Revenue, the Developer plans separately to petition the City for the creation of a community improvement district (“**CID**”) and to request that Shawnee County issue industrial revenue bonds (“**IRBs**”) for the purpose of providing the Project with a sales tax exemption on construction labor and materials.

The Developer expects that the Project contemplated in the Redevelopment Project Plan will produce a significant economic impact for the City by redeveloping a significantly deteriorated and highly visible site fronting I-470, remediating blighting conditions and economic obsolescence within Project site, enhancing existing businesses and attracting new businesses within the vicinity of the Redevelopment Project Area, and spurring increased commerce, employment, and general improvement within the Redevelopment Project Area.

The Developer anticipates that redevelopment of the Redevelopment Project Area will attract visitation to the Project site from members of the City community and from visitors outside the City because of the location of the Redevelopment Project Area adjacent to a major interstate. As described in the Traffic Study prepared in connection with the Planned Unit Development plan for the Project, the Project will include construction of improvements to Fairlawn Road and Southwest 29th Street to service traffic generated by the Project (the “**Traffic Improvements**”). In connection with the proposed Traffic Improvements, the Developer and the City have requested a break in access from 29th Street to an on-ramp leading to I-470. The

Traffic Study describes the Traffic Improvements to 29th Street that will be constructed as part of the Project (a) in the event the break in access request is approved by the Federal Highway Administration and (b) in the event the break in access request is denied by the Federal Highway Administration. Although the scope of the Traffic Improvements to 29th Street differs depending upon whether the break in access request is approved or denied by the Kansas Department of Transportation and the Federal Highway Administration, the Traffic Study establishes that the scope of improvements in each circumstance adequately accounts for the traffic anticipated to be generated by the Project as quantified in the Traffic Study.

D. Feasibility Study

The table below summarizes the Project's expected sources and uses of funds:



CITY OF TOPEKA
Wheatfield Village Redevelopment District
Sources and Uses of Funds

SOURCES OF FUNDS	TOTAL
Developer Loans	65,255,984
Developer Equity	27,966,850
TOTAL SOURCES	93,222,834
USES OF FUNDS	
Land Acquisition	2,375,000
Site Work Improvements	7,150,508
Fairlawn Improvements	736,233
29th Street Improvements	376,250
Site Monuments/Features	150,000
Multi-Family Building	31,680,000
Parking Deck/MF Building	5,940,000
Hotel	12,320,000
Fast Casual Restaurant	927,500
Coffee Shop	408,000
Sit Down Restaurant	1,585,625
Movie Theater	8,760,525
Design/Const Mgt	4,812,728
Legal/Lease Concessions	771,753
Site Permit/Fees	25,000
Construction Interest	9,789,320
Contingency	5,414,392
TOTAL USES	93,222,834

The Developer requests a “pay-as-you-go” method for implementing the TIF. As a result, no TIF Revenues will be available to the Developer at financial close on the Project by virtue of the issuance of bonds. Instead, as the Project generates TIF Revenues, the City will reimburse the Developer for actual, eligible Project costs certified by the Developer to the City. The Developer expects reimbursements from the proceeds of the CID, if approved by the City, to work similarly. The Developer may also benefit from a sales tax exemption on construction materials resulting from the IRB issue it has requested be issued by Shawnee County.

The City's obligation to reimburse the Developer for TIF-eligible Project costs will be detailed by a redevelopment agreement to be entered into by and between the City and the Developer concurrently with the Topeka City Council's approval of this Redevelopment Project Plan.

The Developer represents that it is able to secure the private financing required to bridge the availability of TIF Revenues and CID proceeds and that it has the resources necessary to make the required equity contributions necessary to complete the Project, as shown in the sources and uses above. The Developer further represents that, based upon the advice of its architects, engineers and contractors, the construction costs projected for the Project are reasonable.

Based upon the foregoing, the Project's benefits and TIF Revenues and other available revenues are expected to exceed or be sufficient to pay for the costs of the Project. Further, there are no special obligation bonds outstanding relying on revenues described K.S.A. 12-1774(a)(1)(D).

E. Relocation Plan

In the event the City acquires any real property within the Redevelopment Project Area in carrying out the provisions of the TIF Act, and that, as a result, any persons, families and businesses move from real property located in the Redevelopment Project Area or move personal property from real property located in the Redevelopment Project Area, a \$500 payment will be made to such persons, families and businesses as provided in the TIF Act. No persons or families reside in the TIF District and thus no such persons shall be displaced nor require suitable alternate housing. Any retailers, as defined in K.S.A. 79-3702, which are or have been located within the TIF District and which will move or have moved from the TIF District will or have moved on their own accord pursuant to arm's-length transactions with the Developer and thus no payment of damages for liquidation of inventories shall be required to be made to such parties.

[No further text on this page.]

EXHIBIT A-1

TIF DISTRICT LEGAL DESCRIPTION

WHEATFIELD VILLAGE

Project 14-5195
Revised June 21, 2017

DISTRICT BOUNDARY

A portion on the Southeast Quarter of Section 9, the Southwest Quarter of Section 10, the Northwest Quarter of Section 15, and the Northeast Quarter of Section 16, all in Township 12 South, Range 15 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas described as follows:

Beginning at a point on the West line of said Southwest Quarter of Section 10 at a point 813.39 feet North of the Southwest corner of said Quarter Section, said point being on the extension of the North line of Shunga Plaza Subdivision and in the center of Shunga Creek; thence Southeasterly on the North line of said Shunga Plaza Subdivision a distance of 261.00 feet more or less, to a point 50-feet easterly of the West line of Lot 2, Block D of said Shunga Plaza Subdivision; thence South on a line parallel with and 50-feet easterly of the West line of said Lot 2, Block D a distance of 226.45 feet more or less, to the center of Southwest 28th Street as shown on the Plat of said Shunga Plaza Subdivision; thence West on the center of said Southwest 28th Street a distance of 50.08 feet, more or less to the East lines of Lots 5 and 6, Block B, Shunga Plaza Subdivision extended; thence South on the East lines of Lots 5 and 6, Block B of said Shunga Plaza Subdivision a distance of 174.97 feet more or less; thence West on the North line of Lot 2, Block A, Butler Plaza Subdivision No.2, a distance of 134.94 feet; thence Northwesterly, continuing on said North line a distance of 18.31 feet to the West line of said Lot 2; thence South on the West line of said Lot 2 and Lot 1, Block A and the extension thereof, said line also being the East Right of Way line of Southwest Fairlawn Road, a distance of 207.79 feet to the Northwest corner of Lot 1, Block A, Phillips 66 Subdivision No.2; thence East on the North line of said Lot 1, Block A Phillips 66 Subdivision No.2, a distance of 150.00 feet; thence South on the East line of said Lot 1, Block A, of Phillips 66 Subdivision No.2 and its extension thereof a distance of 180 feet more or less to the South curb line of Southwest 29th Street; thence Westerly and Southwesterly on said South curb line and its extension a distance of 680 feet more or less to a point 100 feet measured at right angles to the center of the west-bound lanes of Interstate-470; thence Northwesterly and Northerly along a line being parallel with of 100 feet Northeasterly of said center of the west-bound lanes, a distance of 1,275 feet more or less to the center of Shunga Creek; thence Easterly on the center of said Shunga Creek a distance of 1,380 feet more or less to the point of beginning.

EXHIBIT A-2

TIF DISTRICT BOUNDARY MAP

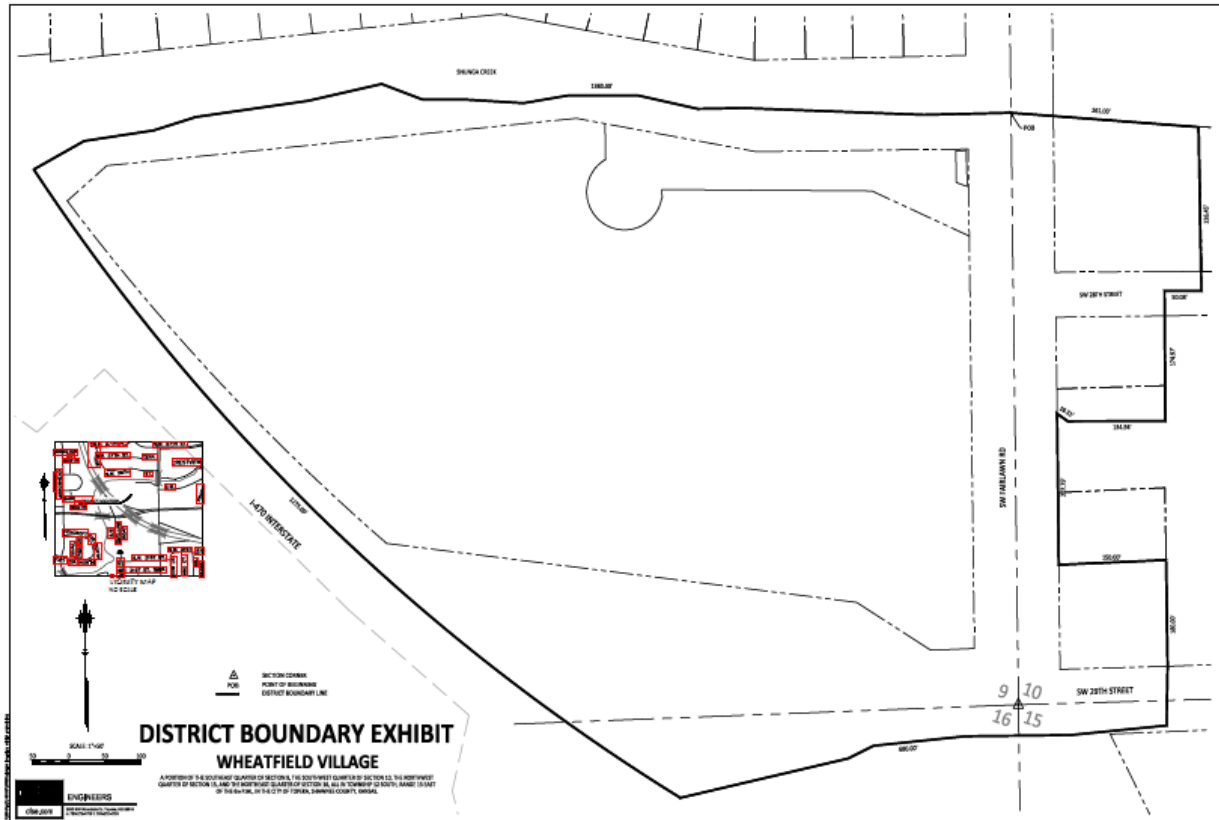


EXHIBIT B-1

PROJECT AREA 1 LEGAL DESCRIPTION



WHEATFIELD VILLAGE

Project 14-5195
July 26, 2017

TIF PROJECT AREA 1 BOUNDARY

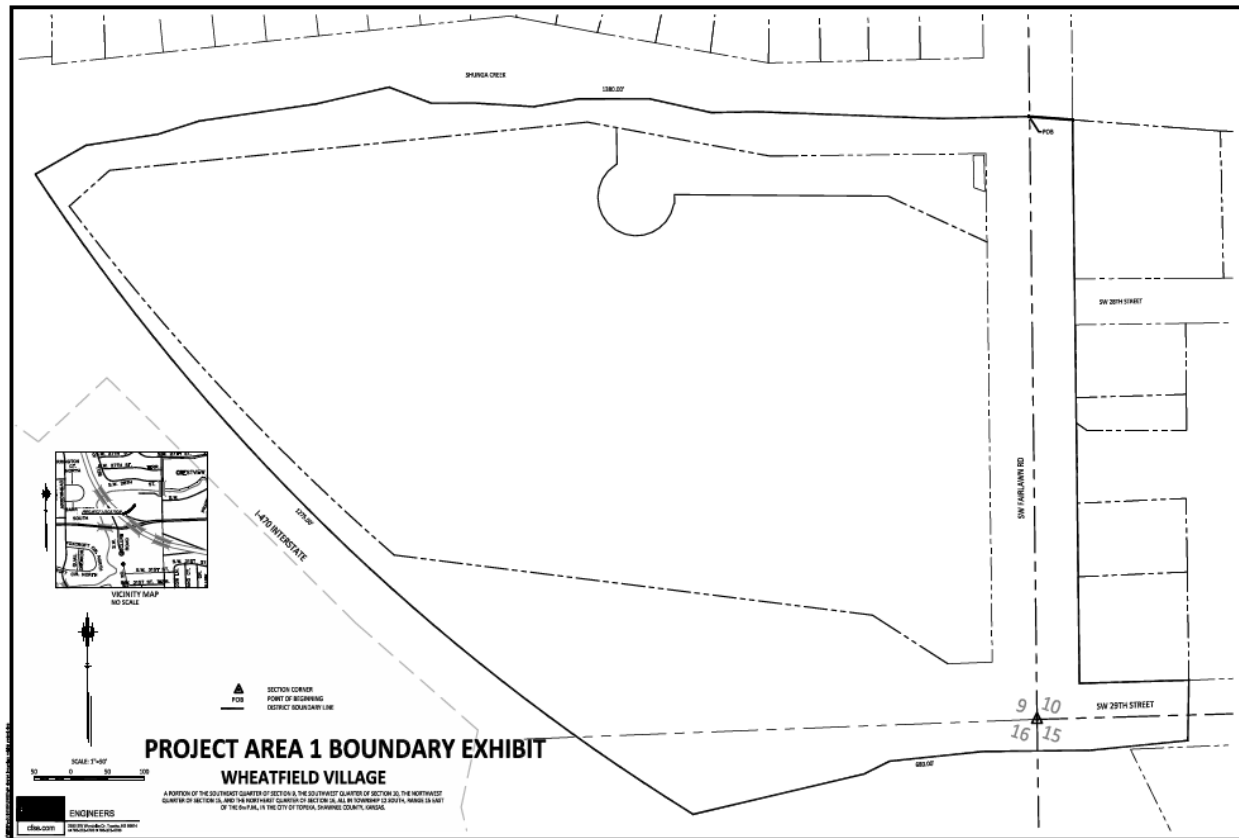
A portion on the Southeast Quarter of Section 9, the Southwest Quarter of Section 10, the Northwest Quarter of Section 15, and the Northeast Quarter of Section 16, all in Township 12 South, Range 15 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas described as follows:

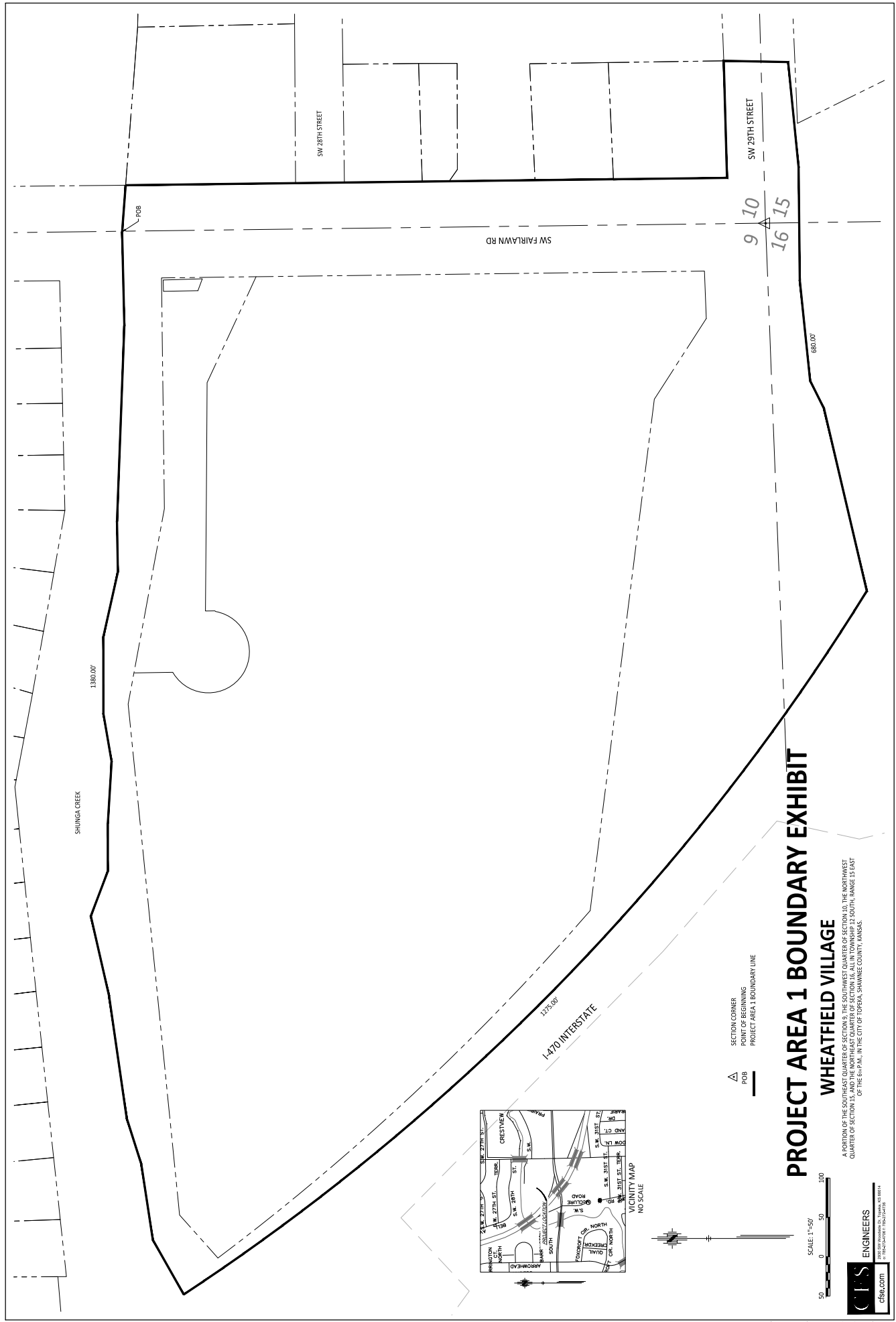
Beginning at a point on the West line of said Southwest Quarter of Section 10, at a point 813.39 feet North of the Southwest corner of said Quarter Section, said point being on the extension of the North line of Shunga Plaza Subdivision and in the center of Shunga Creek; thence Southeasterly on the extension of the North line of said Shunga Plaza Subdivision to the East Right of Way line of Southwest Fairlawn Road; thence Southerly on said East Right of Way line to the intersection with the North Right of Way line of Southwest 29th Street; thence Easterly on the North Right of Way of Southwest 29th Street a distance of 150 feet more or less; thence Southerly to a point 20 feet South of the South curb line of Southwest 29th Street; thence Westerly and Southwesterly parallel with said South curb line and its extension a distance of 680 feet more or less to a point 100 feet measured at right angles to the center of the west-bound lanes of Interstate-470; thence Northwesterly and Northerly along a line being parallel with of 100 feet Northeasterly of said center of the west-bound lanes, a distance of 1,275 feet more or less to the center of Shunga Creek; thence Easterly on the center of said Shunga Creek a distance of 1,380 feet more or less to the point of beginning.

2930 SW Woodside Drive | Topeka, KS 66614 | 785.272.4706 | 785.272.4736 fax

EXHIBIT B-2

PROJECT AREA 1 BOUNDARY MAP





WHEATFIELD VILLAGE

Project 14-5195

July 26, 2017

TIF PROJECT AREA 1 BOUNDARY

A portion on the Southeast Quarter of Section 9, the Southwest Quarter of Section 10, the Northwest Quarter of Section 15, and the Northeast Quarter of Section 16, all in Township 12 South, Range 15 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas described as follows:

Beginning at a point on the West line of said Southwest Quarter of Section 10, at a point 813.39 feet North of the Southwest corner of said Quarter Section, said point being on the extension of the North line of Shunga Plaza Subdivision and in the center of Shunga Creek; thence Southeasterly on the extension of the North line of said Shunga Plaza Subdivision to the East Right of Way line of Southwest Fairlawn Road; thence Southerly on said East Right of Way line to the intersection with the North Right of Way line of Southwest 29th Street; thence Easterly on the North Right of Way of Southwest 29th Street a distance of 150 feet more or less; thence Southerly to a point 20 feet South of the South curb line of Southwest 29th Street; thence Westerly and Southwesterly parallel with said South curb line and its extension a distance of 680 feet more or less to a point 100 feet measured at right angles to the center of the west-bound lanes of Interstate-470; thence Northwesterly and Northerly along a line being parallel with of 100 feet Northeasterly of said center of the west-bound lanes, a distance of 1,275 feet more or less to the center of Shunga Creek; thence Easterly on the center of said Shunga Creek a distance of 1,380 feet more or less to the point of beginning.



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE:	December 12, 2017	
CONTACT PERSON:	Jason Peek, Public Works	DOCUMENT #:
SECOND PARTY/SUBJECT:	Downtown Comprehensive Parking Plan	PROJECT #:
CATEGORY/SUBCATEGORY	019 Reports / 012 Consultant	
CIP PROJECT:	No	
ACTION OF COUNCIL:	12/5/17 Defer 1 week.	JOURNAL #:
		PAGE #:

DOCUMENT DESCRIPTION:

REPORT on the Downtown Comprehensive Parking Plan recommendations. *(Deferred from the meeting of December 5, 2017.)*

Voting Requirement: Majority vote of the Governing Body (6).

(Approval would adopt the attached Downtown Comprehensive Parking Plan and authorize staff to implement recommendations included in the plan.)

VOTING REQUIREMENTS:

Majority vote of the Governing Body (6).

POLICY ISSUE:

Staff recommends the Governing Body adopt the Comprehensive Parking Plan and authorize staff to implement recommendations.

These actions assume three primary components:

1. Continuation of free-two hour on street parking along S. Kansas Avenue and associated side streets that currently have yellow hoods on meters.
2. Implementation of demand management strategies to better utilize existing parking supply available in on-street, garages, and surface lots. These demand strategies include changes to parking rates over time combined with other actions to better utilize supply.
3. Development of additional funding strategies beyond existing fees from meters, leases permits, and enforcement, to pay for plan recommendations and capital repair needs of parking facilities.

STAFF RECOMMENDATION:

Staff recommends the Governing Body adopt the Comprehensive Parking Plan and authorize staff to implement recommendations.

BACKGROUND:

In early 2017, the City of Topeka hired DESMAN, a professional parking consulting, to assist in the development of a long-term downtown parking master plan. The study scope includes a review of existing parking facility utilization and occupancy, projecting future demand, determining the capacity of the current parking system to absorb additional demand, and evaluating financial health of the parking system. The final Parking Plan includes recommendations designed to help the City's Parking Division operate, maintain and manage Topeka's public parking assets for the next decade.

Study Area and Parking Inventory

The boundaries of the study area for the Downtown Parking Plan were developed by the City and intended to encompass all of the public parking in Downtown Topeka. In general, the study area for this project is SW 2nd Street as the northern boundary, Tyler Street as the western boundary, SW 12th Street as the southern boundary, and Adams Street as the eastern boundary.

Within the Downtown study area there are 9 public parking garages, 5 private parking garages, 6 public surface parking lots, 15 large, private surface parking lots, and several thousand on-street spaces. All told, within the Downtown study area, the following parking assets were identified:

- 2,057 On-Street Spaces
- 3,708 Spaces in the Nine Public Garages (7 City-owned, 1 State-owned, 1 privately-operated)
- 560 Spaces in the six Public Surface Lots
- 5,500 Private Spaces in five Garages and 15 Large Surface Lots

An initial report was presented on September 12, 2017 to the downtown parking stakeholder group and the Governing Body. This report summarized the existing conditions surrounding public parking in downtown Topeka, the public input process that contributed to this study, and projected future parking needs in the downtown study area.

Based on these findings and discussion from September 12, 2017, a report on recommendations was presented on November 14, 2017 to the downtown parking stakeholder group and the Governing Body. The recommendations presented were to address the current needs of downtown parking as well as anticipated future needs for downtown parking over the next 10 years. A list of twenty-two (22) recommendations was provided.

Key to these recommendations are the following policy assumptions:

1. Continuation of free-two hour on street parking along S. Kansas Avenue and associated side streets that currently have yellow hoods on meters.
2. Implementation of demand management strategies to better utilize existing parking supply available in on-street, garages, and surface lots. These demand strategies include changes to parking rates over time combined with other actions to better utilize supply.
3. Development of additional funding strategies beyond existing fees from meters, leases permits, and enforcement, to pay for plan recommendations and capital repair needs of parking facilities.

Attached with this agenda item is the final report for the Comprehensive Parking Plan, which includes the plan recommendations.

BUDGETARY IMPACT:

The proposed recommendations will address current issues and future needs of downtown parking. The cost of the proposed recommendation exceeds anticipated revenues by approximately \$409,000/year. A core part of this shortage is the recommendations to set aside \$383,000 annually to establish a capital reserve fund for parking facilities.

The current parking fund balance of \$759,652 will allow for implementation of all short term recommendations, except the capital reserve fund, and maintain required fund reserve balance of \$330,000.

The capital reserve fund, medium term recommendations, and long-term recommendations will require additional funding to implement proposed recommendations.

SOURCE OF FUNDING:

Currently, the maintenance and operations of the City of Topeka's parking facilities is funded through the Parking enterprise fund. The parking enterprise fund is supported through user fees from city owned garages, city owned surface lots, and on-street parking meters.

ATTACHMENTS:

Description

Memo - Financial Sustainability for the Parking Division 11-29-17

Memo - Response to Council Questions on Downtown Parking Plan 12-4-17

Downtown Comprehensive Parking Plan

MEMORANDUM

DATE: November 29, 2017

TO: Jason Peek, Ph.D., P.E.
Brenda Hayes
City of Topeka

FROM: Gerald Salzman

RE: Financial Sustainability for the Parking Division

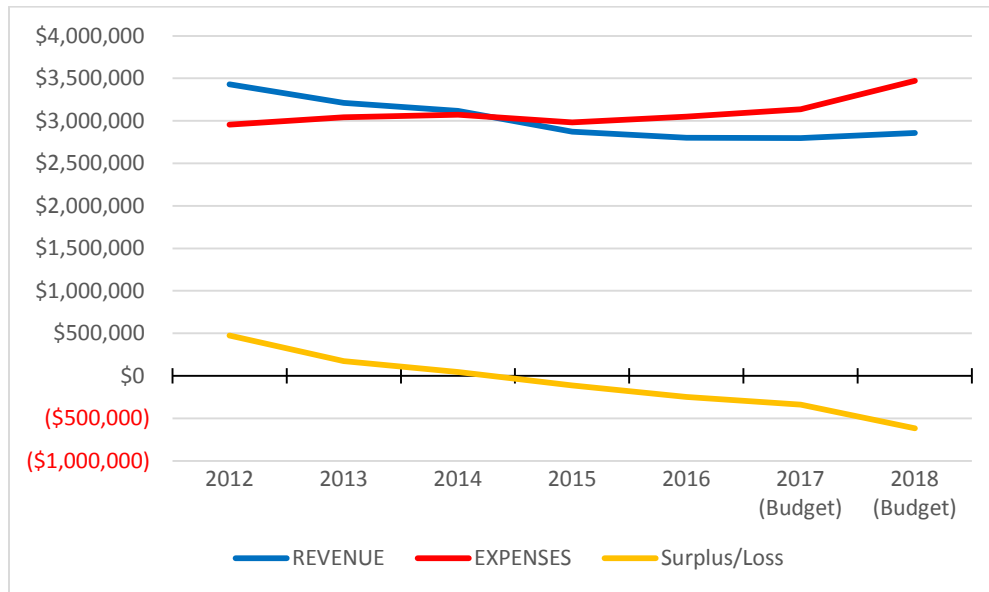
The purpose of this memorandum is to identify and explore the issues related to maintaining the long-term financial health of the Topeka Parking Division. Over the course of the last seven months, DESMAN has been engaged with the City to develop a long-term downtown parking master plan. The initial work paper which covered data collection, summary of the stakeholder process, historical performance of the parking system and identification of key issues was issued in August, 2017. Among the key findings are the need to update technology, and that the parking system does not generate sufficient revenue to fully fund the operations and maintenance of the parking system. The full list of key issues is attached.

A series of recommendations was developed in November, 2017 based on the 21 issues identified. A recommendation matrix relating the issues to the proposed recommendations are included in the Comprehensive Parking Plan. The recommendations were designed to modernize operations, improve customer service and most importantly to provide for the financial sustainability of the Parking Division.

Financial Performance of the Parking System

Since 2012, the financial performance of the Parking Division has declined from a net profit of over \$400,000 to a projected deficit of over \$300,000 in 2018. These deficits have been accommodated by the parking fund which has been significantly depleted. The historical performance of the parking system is shown below.

	2012	2013	2014	2015	2016	2017	2018
	Actuals	Actuals	Actuals	Actuals	Actuals	Adopted Budget	Preliminary Budget
Profit/Loss	\$ 475,656	\$ 172,331	\$ 45,375	\$ (110,729)	\$ (249,310)	\$ (338,244)	\$ (616,469)
REVENUE	\$3,430,399	\$3,213,205	\$3,117,814	\$2,872,521	\$2,802,130	\$2,798,394	\$2,856,370
Fees for Service:	\$ 2,969,420	\$ 2,909,291	\$ 2,819,455	\$ 2,625,855	\$ 2,599,564	\$ 2,596,107	\$ 2,654,083
Municipal Court	\$ 250,023	\$ 197,478	\$ 199,852	\$ 183,287	\$ 168,016	\$ 183,287	\$ 183,287
Miscellaneous	\$ 210,956	\$ 106,436	\$ 98,506	\$ 63,379	\$ 34,550	\$ 19,000	\$ 19,000
EXPENSES	\$2,954,744	\$3,040,874	\$3,072,439	\$2,983,250	\$3,051,440	\$3,136,638	\$3,472,840
Employee Compensation	\$ 549,908	\$ 693,573	\$ 599,006	\$ 516,032	\$ 500,477	\$ 587,411	\$ 652,426
Benefits	\$ 201,106	\$ 235,179	\$ 181,050	\$ 191,074	\$ 202,597	\$ 237,601	\$ 225,639
Utilities	\$ 213,784	\$ 252,587	\$ 274,186	\$ 260,333	\$ 257,563	\$ 290,446	\$ 284,777
Professional Services and Contractors	\$ 244,245	\$ 244,878	\$ 250,267	\$ 378,008	\$ 288,724	\$ 315,777	\$ 308,751
Miscellaneous	\$ 11,900	\$ 2,945	\$ 6,338	\$ 2,332	\$ 3,317	\$ 3,500	\$ 3,500
Insurance	\$ 33,898	\$ 31,365	\$ 57,535	\$ 88,155	\$ 65,717	\$ 66,243	\$ 64,103
Maintenance	\$ 107,133	\$ 110,933	\$ 228,031	\$ 68,239	\$ 118,142	\$ 296,986	\$ 83,655
Rent	\$ 32,370	\$ 2,058	\$ 1,849	\$ 1,797	\$ 1,596	\$ 1,800	\$ 1,800
Purchased Services	\$ 302,333	\$ 260,526	\$ 247,690	\$ 296,286	\$ 313,578	\$ 244,478	\$ 634,971
Supplies	\$ 49,271	\$ 101,110	\$ 138,455	\$ 188,830	\$ 427,358	\$ 143,600	\$ 129,100
Capital Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,000	\$ 261,528
Debt Service	\$ 424,403	\$ 311,058	\$ 287,015	\$ 228,915	\$ 872,373	\$ 840,796	\$ 822,588
Other Costs	\$ 784,391	\$ 794,662	\$ 801,015	\$ 763,249	\$ -	\$ -	\$ -



Financial Impact of the Proposed Recommendations

The proposed recommendations included in the Parking Plan have a positive impact on revenue by increasing rates in high demand areas and lowering costs. Much of this increased revenue in the short term is offset by capital costs to improve technology and efficiency. The two primary drivers of long term deficits is the need to support a capital reserve fund for garage repair (\$383,000 annually) and the loss of revenue from the free 2 hour parking on Kansas Avenue and adjacent side streets. (\$280,000). The key to the long term financial health of the parking enterprise fund is to provide funding to address an average annual gap of approximately \$409,000.

Alternatives

Based on extensive stakeholder discussions across the community, we have identified four long-term financing alternatives in addition to the increase in user fees previously discussed. More than one alternative may need to be implemented to equitably spread the burden.

1. Increase User Based Revenue - we believe that the first step is to begin taking the steps to increase revenue. The easiest of these steps would include:
 - Increase monthly permit fees 20% over two years (10% each year)
 - Increase meter rates in high occupancy areas to \$1.25/hr. and equivalent rate changes to hooding fees
 - Adjust garage rates in high occupancy garages to balance demand for permits
 - Replace underutilized meters with 2 hour parking limits

These measures will begin the flow of additional revenue to the Parking Division which will be able to support acquisition of new technology and other improvements. An additional \$500,000 could be generated annually.

2. 2 Hour Free Meters – Although there is a wide consensus that 550 2 hour free meters are valuable to the development of downtown Topeka, the free parking in these spaces represents lost revenue of more than \$280,000 annually. Maintaining this benefit will require an alternative source of funding.
3. Real Estate Value Based Special Service District – A Real Estate based special service district has the ability to spread the financial burden of supporting downtown parking among all of the property owners. The theory being that the benefits of maintaining free meters and maintaining the parking system benefits all downtown businesses and residents while not directly assessing a fee to customers and visitors.
4. Sales Tax Based Special Service District - A Sales Tax based special service district provides support for the parking system by assessing a fee on purchases made at businesses serving the area that benefits from the parking system.

Conclusion

These four alternatives can be used separately or in combination to fund the parking system. Over the longer term as parking demand increases, increase revenue from parking fees can support a greater share of the financial load. Regardless of the alternative selected, we believe that the first step is to begin taking the steps to increase revenue. The easiest of these steps would include:

- Increase meter rates in high occupancy areas
- Adjust garage rates to balance demand for permits
- Replace underutilized meters with 2 hour parking limits

These measures will begin the flow of additional revenue to the Parking Division which will be able to support acquisition of new technology and other improvements.



Department of Public Works
620 SE Madison St, Unit #16
Topeka, KS 66607

Email: jpeek@topeka.org
Tel: (785) 368-3801
Fax: (785) 368-3806

MEMORANDUM

To: Brent Trout, City Manager
From: Jason M. Peek, Public Works Director
Re: Response to Council Questions on Downtown Parking Plan
Date: December 4, 2017

This memo is in response to questions received regarding the Downtown Parking Plan

- 1. Reconcile sources/amounts of funding needed – Both the original set of recommendations and the new memo leave confusion. In reading the documents over and over, it appears to me that the consultant is saying that \$409,000 per year in additional revenue is needed **in addition to** proposed additional revenue from increased rates, new shorter-term meters and overselling.*

The \$409,000 per year is the average annual shortfall between the periods of 2018 – 2028. This shortfall is inclusive of proposed additional revenue and proposed expenses of plan recommendations.

The driver of this shortfall is the recommendation to set aside of \$383,000 annually for future capital asset replacement costs. The following table shows a revised Projected Financial Performance of the Parking Fund, without the inclusion of the Capital Reserve Fund recommendation. Under this scenario, the Parking Fund is able to maintain a positive fund balance.



Revised Projected Financial Performance of Parking Fund without Capital Reserve Fund Recommendation

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Budget	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
ON-GOING FUND BALANCE	\$ 526,182.88	\$ 548,204	\$ 688,263	\$ 693,904	\$ 736,018	\$ 536,976	\$ 348,081	\$ 291,015	\$ 184,987	\$ 350,614	\$ 473,464
OPERATING RESERVE	\$ 759,652	\$ 330,235	\$ 330,235	\$ 330,235	\$ 332,205	\$ 356,896	\$ 356,896	\$ 356,896	\$ 358,866	\$ 385,532	\$ 385,532
Profit/Loss	\$ (233,469)	\$ 22,021	\$ 140,059	\$ 5,641	\$ 42,114	\$ (199,042)	\$ (188,895)	\$ (57,065)	\$ (106,028)	\$ 165,627	\$ 122,850
REVENUE¹	\$ 2,856,370	\$ 3,302,355	\$ 3,302,355	\$ 3,302,355	\$ 3,322,055	\$ 3,568,963	\$ 3,568,963	\$ 3,568,963	\$ 3,588,663	\$ 3,855,324	\$ 3,855,324
Fees for Service:	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083
Municipal Court	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287
Miscellaneous	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000
Revenue from Recommendations	\$ -	\$ 445,984	\$ 445,984	\$ 445,984	\$ 465,684	\$ 712,592	\$ 712,592	\$ 712,592	\$ 732,292	\$ 998,954	\$ 998,954
EXPENSES²	\$ 3,089,840	\$ 3,280,334	\$ 3,162,295	\$ 3,296,714	\$ 3,279,941	\$ 3,768,005	\$ 3,757,858	\$ 3,626,028	\$ 3,694,691	\$ 3,689,697	\$ 3,732,474
Employee Compensation	\$ 652,426	\$ 668,737	\$ 685,455	\$ 702,592	\$ 720,157	\$ 738,160	\$ 756,614	\$ 775,530	\$ 794,918	\$ 814,791	\$ 835,161
Benefits	\$ 225,639	\$ 231,280	\$ 237,062	\$ 242,989	\$ 249,064	\$ 255,290	\$ 261,672	\$ 268,214	\$ 274,920	\$ 281,793	\$ 288,837
Utilities	\$ 284,777	\$ 291,896	\$ 299,194	\$ 306,674	\$ 314,341	\$ 322,199	\$ 330,254	\$ 338,510	\$ 346,973	\$ 355,647	\$ 364,539
Professional Services and Contractors	\$ 308,751	\$ 316,470	\$ 324,382	\$ 332,491	\$ 340,803	\$ 349,323	\$ 358,057	\$ 367,008	\$ 376,183	\$ 385,588	\$ 395,227
Miscellaneous	\$ 3,500	\$ 3,588	\$ 3,677	\$ 3,769	\$ 3,863	\$ 3,960	\$ 4,059	\$ 4,160	\$ 4,264	\$ 4,371	\$ 4,480
Insurance	\$ 64,103	\$ 65,706	\$ 67,349	\$ 69,032	\$ 70,758	\$ 72,527	\$ 74,340	\$ 76,199	\$ 78,104	\$ 80,056	\$ 82,058
Maintenance	\$ 83,655	\$ 85,747	\$ 87,890	\$ 90,088	\$ 92,340	\$ 94,648	\$ 97,015	\$ 99,440	\$ 101,926	\$ 104,474	\$ 107,086
Rent	\$ 1,800	\$ 1,845	\$ 1,891	\$ 1,938	\$ 1,987	\$ 2,037	\$ 2,087	\$ 2,140	\$ 2,193	\$ 2,248	\$ 2,304
Purchased Services	\$ 234,971	\$ 240,845	\$ 246,866	\$ 253,038	\$ 259,364	\$ 265,848	\$ 272,494	\$ 279,307	\$ 286,289	\$ 293,447	\$ 300,783
Supplies	\$ 129,100	\$ 132,328	\$ 135,636	\$ 139,027	\$ 142,502	\$ 146,065	\$ 149,716	\$ 153,459	\$ 157,296	\$ 161,228	\$ 165,259
Capital Outlay	\$ 261,528	\$ 268,066	\$ 274,768	\$ 281,637	\$ 288,678	\$ 295,895	\$ 303,292	\$ 310,875	\$ 318,646	\$ 326,613	\$ 334,778
Debt Service	\$ 822,588	\$ 784,526	\$ 718,825	\$ 688,839	\$ 681,484	\$ 907,452	\$ 833,656	\$ 636,587	\$ 638,378	\$ 564,841	\$ 537,361
Expenses from Recommendations	\$ 17,000	\$ 189,300	\$ 79,300	\$ 184,600	\$ 114,600	\$ 314,600	\$ 314,600	\$ 314,600	\$ 314,600	\$ 314,600	\$ 314,600
¹ Regular parking rate increases were assumed in 2019, 2023 and 2027. These figures do not account for additional revenue from future demand growth.											
² Assumed annual expense growth of 2.5%, not including additional expenses associated with implementing recommendations.											



2. *Staff says we have two years to figure it out (perhaps referencing Systemwide Recommendation #1, as written, yet Systemwide Recommendation #4 says that we need to establish a strategy for \$383,000 for our reserve immediately...then, further, the charts show that our fund balance will be negative within a year. There is not enough information to tie numbers from the recommendations to the Projected Performance table. Please reconcile, with numbers and years, if possible.*

Staff will adjust implementation schedule for recommendation # 4 to match recommendation No. 1.

3. **Debt Service** – *For some reason, debt service jumps from the \$300,000 per year range to the \$800,000 per year range starting in 2016. Please explain.*

Accounting changed the type of budgeting with the 2015 budget which resulted in a shift to where principle and interest payments are currently booked. Parking Fund Budgets prior to 2016 charged debt service (principal and interests) to the Debt Service and Other costs line items. The 2016 budget allocated all the cost to the Debt Service line item.

4. **2018 Capital Expenditures** – *The staff says that there is funding to get started in 2018. Please identify projects, costs and sources for what staff proposes to do in 2018.*

The 2018 budget approved by the Governing Body included \$400,000 for implementation of Parking Plan recommendations. Staff will forgo set aside of \$383,000 for capital reserve fund and plans to implement:

- Recommendation #1 – Improve Wayfinding
- Recommendation #20 - Replace on-street meters to increase payment options for on-street parking.
- Recommendation # 19 - Acquire updated enforcement technology for on-street parking
- Recommendation # 6 – Back office software
- Recommendation #11 – Garage Revenue Control systems

Total estimated cost of implementing these items is \$189,300.00.

5. **Parking Policy** – *The issue of parkers moving their cars has been the most major complaint of the small merchants. The recommendation list is silent to that issue, and in our meeting last Monday the staff team, to the person, said there was no plan to change our current ordinance that allows such movement off the Avenue. Please explain.*

Staff is not proposing any changes to the current policy. The current policy is not affecting parking supply of the streets east and west of Kansas Avenue. As part of the study phase of the project, Desman analyzed utilization of on-street parking in the downtown area. Overall, the current utilization within on-street spaces is 38% occupied during morning and afternoon periods.

The proposed recommendation #19 will allow for more efficient enforcement of the current policy through use of license plate recognition technology.

COMPREHENSIVE PARKING PLAN

TOPEKA, KANSAS

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1.0 Executive Summary

The City of Topeka hired DESMAN, a professional parking consulting firm with 40+ years of experience, to assist in the development of a long-term downtown parking master plan. The study scope includes a review of existing parking facility utilization and occupancy, projecting future demand, determining the capacity of the current parking system to absorb additional demand, and determining a current and future rate structure able to support the long-term financial health of the parking system. The final Comprehensive Parking Plan will include recommendations designed to help the City's Parking Division operate, maintain and manage Topeka's public parking assets for the next decade.

This first report summarizes the existing conditions surrounding public parking in Topeka, the public input process that has contributed to this study, and projected future parking needs in the Downtown study area. Additional deliverables will address the remainder of the scope of services.

Public Input Process

In order to ensure that the Comprehensive Parking Plan would take into account not only the physical supply of and demand for public parking in Downtown, but also the needs and opinions of parking users and Downtown stakeholders, it was the City's desire that the study process involve a significant public input process. To that end, sit down discussions were held with key Downtown stakeholders and an online survey was made available to all Downtown employees, visitors and citizens of Topeka, in order to gather input on perceptions of public parking in the Downtown study area. Dozens of stakeholders provided input and nearly 500 responses to the online survey were received.

The key discussion topics and areas of concern voiced by these groups will be crucial in the later phases of this project, as recommendations for improving public parking are developed and evaluated.

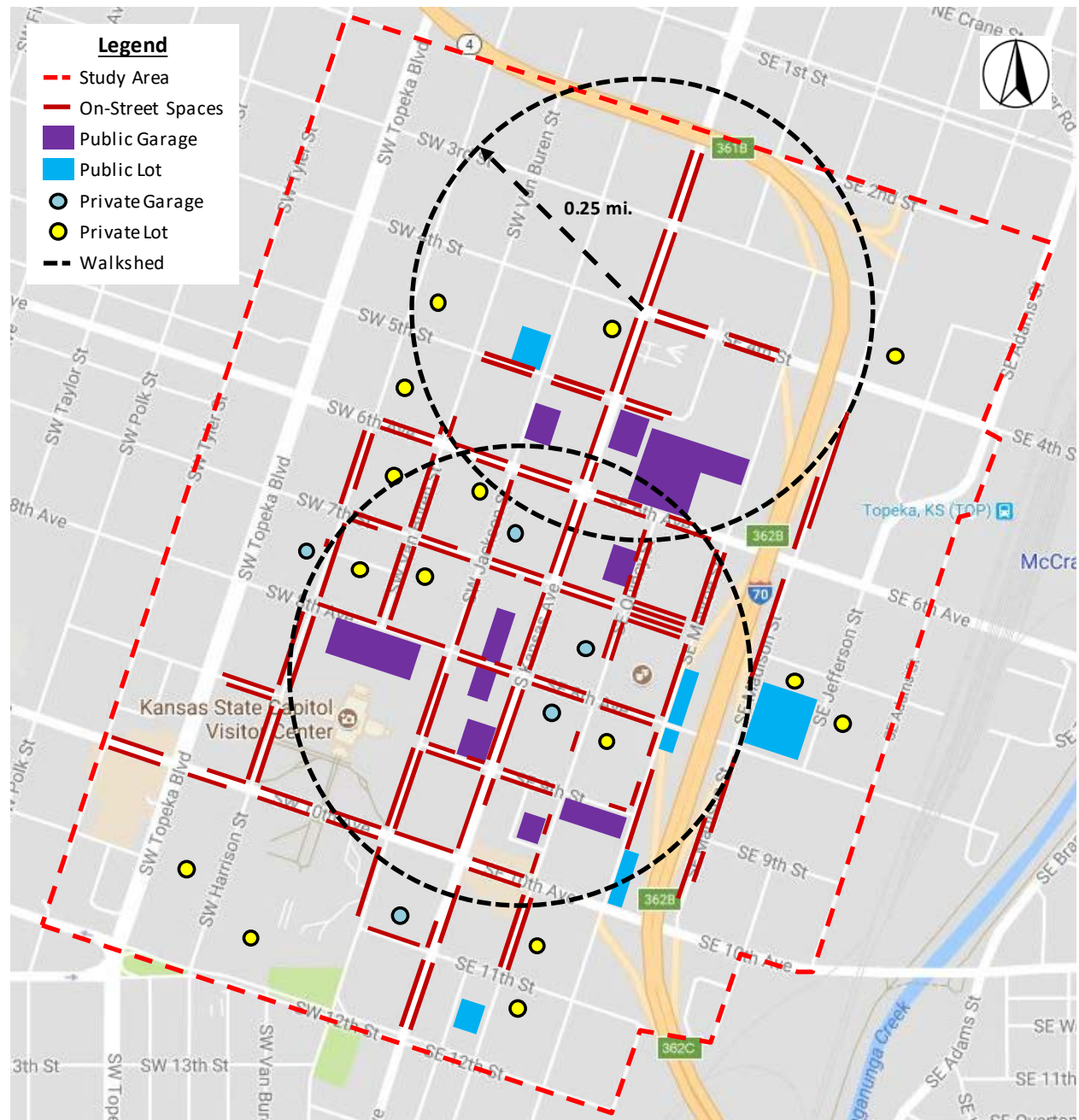
Study Area and Parking Inventory

The boundaries of the study area for the Comprehensive Parking Plan were developed by the City and intended to encompass all of the public parking in Downtown Topeka. In general, the study area for this project is SW 2nd Street as the northern boundary, Tyler Street as the western boundary, SW 12th Street as the southern boundary, and Adams Street as the eastern boundary.

As shown in the figure below, within the Downtown study area there are 10 public parking garages, 5 private parking garages, 6 public surface parking lots, 15 large, private surface parking lots, and several thousand on-street spaces. All told, within the Downtown study area, the following parking assets were identified:

- o 2,057 On-Street Spaces
- o 3,933 Spaces in the 10 Public Garages (7 City-owned, 1 State-owned, 2 privately-owned)
- o 560 Spaces in the 6 Public Surface Lots
- o 5,500 Private Spaces in 5 Garages and 15 Large Surface Lots

Comprehensive Parking Plan Study Area and Parking Facility/On-Street Space Locations



Source: DESMAN

Existing Public Parking Supply/Demand Conditions

Based on occupancy counts of the public parking facilities and on-street spaces in the Downtown study area, during the typical weekday peak demand period, there is currently not a shortage of parking when looking at the Downtown as a whole. However, localized shortages of on-street parking do occur, particularly on S. Kansas Avenue and several street segments around the State Capitol. In total, slightly more than 50% of the public parking spaces in the Downtown study area were occupied during the weekday peak demand period.

City Parking Operations

Many of the City's procedures for enforcing on-street parking and tracking permit sales and revenue are conducted manually. Parking regulations are enforced by Parking Control Officers visually verifying parking meters have not been paid or manually documenting vehicles that remain parked beyond posted time limits. Additionally, the City's parking garages operate on three different operating systems, which requires staff to manually integrate utilization and revenue data with the City's finance system.

The parking meters installed throughout the study area are single-space, mechanical meters that accept only coins for the payment of parking time – no alternative forms of payment are accepted. In addition, much of the existing parking garage access and revenue control equipment is at least eight years old and is reaching the end of its useful life.

As a self-supporting unit of the larger City government, the Parking Division must fully support its operations, maintenance and capital expenditures from revenues generated by the City's public parking assets. Over the past several years, however, profits from the City's parking operations have been steadily declining, resulting in an inability for the Division to replace equipment or perform facility maintenance as often as is necessary. Based on the preliminary 2018 Budget, a shortfall of more than \$320,000 is projected for the City's parking operation.

Future Public Parking Supply/Demand Conditions

A large number of development and redevelopment projects are set to occur within the Downtown study area both in the near-term (within two years) and longer-term (2020-2025). These new developments are anticipated to create localized shortfalls in the public parking supply, resulting in potential parkers experiencing increased difficulty finding an available space. In some instances, the existing public parking facilities will be inadequate to satisfy the projected peak parking demand.

Over the long-term, if the City continues its policy of providing most of the public parking in Downtown, there will be a need for additional facilities and/or agreements with owners of private parking facilities to use their spaces during off-peak hours.

Operations, Management, Policy, and Physical Improvement Recommendations

Based on the issues identified by DESMAN and the City during the course of the project, a series of recommendations were developed to address the operations, management, policy, and technology associated with the City of Topeka's parking system. These recommendations were guided by three overarching assumptions, developed by DESMAN in consultation with the City:

1. Free, two-hour on-street parking along S. Kansas Avenue and associated side streets that currently have yellow hoods on meters will continue for the foreseeable future. However, future downtown development and growth could result in this policy being reevaluated in the future. By continuing this policy, the City understands that it will be foregoing more than \$280,000 in potential parking meter revenue annually.
2. Demand management strategies will be implemented to better utilize existing parking supply available on-street, as well as in garages and surface lots.

3. The City will need to develop/adopt additional funding strategies beyond existing fees from meters, leases and enforcement, to pay for plan recommendations and the future capital repair needs of the parking facilities.

Along with the current operations of the parking system, the proposed recommendations are anticipated to result in expenses exceeding revenues by more than \$300,000-\$600,000 annually in the short-, medium- and long-term. If the parking system is going to continue to sustain itself as an enterprise fund, additional net revenue will be needed to fund capital and operating expenses.

2.0 Introduction

At the request of the City of Topeka (“City”), DESMAN Inc. (“DESMAN”) was selected to assist the City with the development of a long-term downtown parking master plan. The plan includes reviews of existing parking facility utilization and efficiency, determining capacity of current parking supply to absorb additional daily demand for both on- and off-street facilities and determining a current and future rate structure to finance the long-term parking demands and goals of Downtown Topeka.

The City, and especially the Downtown District (“Downtown”), is one with great history, and as such, was developed prior to the modern requirements of parking. DESMAN began to work with the City in order to develop a plan order to help move Topeka along the path to better fulfill those requirements without losing the historic charm of Downtown.

To those ends, DESMAN worked in coordination with the City to understand the current parking system and operations, define the challenges facing the City, identify opportunities for improving the operations, and formulate implementable recommendations. In addition to reviewing historical performance data for the parking system and conducting observations of current parking activity, DESMAN held extensive discussions with City personnel affiliated with parking operations as well as the Project Steering Committee and stakeholders from across the City. Stakeholder discussions were conducted over multiple days and included participants from the following groups:

- Downtown business owners and operators;
- Downtown residents;
- Property developers.

The following report presents the results of this work effort, which draws on existing data and City and community input, as well as best practices from the parking industry.

3.0 Public Input Process

As is typical of our approach to this type of project, the first step toward developing a long-term plan for parking in Topeka was to become intimately acquainted with the project’s study area through firsthand exploration of the area, review of prior and associated efforts, and in-depth discussions with City personnel and constituents. Once a basic understanding of market conditions was established, a series of discussions were had with concerned constituents and stakeholders, following a “listen-confirm-respond” format.

Throughout the public process, DESMAN engaged in a program of constant analysis and assessment, identifying issues to be addressed later in the study.

During the process of formulating the Parking Operations and Development Plan for the City of Topeka, public input on parking in the city was gathered by a variety of means, including: sit-down discussions with various stakeholder groups, telephone calls with institutional stakeholders, and an online survey accessible by residents of and visitors to Topeka. Based on the input received, the following issues were identified for further study/consideration:

- Visitors to Downtown Topeka are not accustomed to paying for parking

- Customers and visitors typically prefer to park in front of the store/destination they are travelling to
- Wayfinding is difficult for first time visitors
- There is a need for space counting/availability counting in the garages
- Employee parkers frequently overstay the 2-hour parking time limit at the hooded parking meters
- There have been instances of ADA permits being used improperly
- Business owners and managers see 2-hour free parking as key to the success of their businesses
- There is a need for loading zones for small businesses
- There is significant development in the pipeline which will impact parking demand in Downtown
- Potential exists to increase the use of remote parking by providing shuttle service
- The cost of parking is a concern for some employers considering moving downtown, since most businesses pay for their employee's parking
- There are opportunities for shared parking between major employers and entertainment uses on nights and weekends (TPAC already uses Capitol Federal parking)
- It is difficult to justify paid parking until Downtown Topeka is more of a destination

A complete summary of the online survey results is included in **Appendix A** of this document.

4.0 Existing Conditions

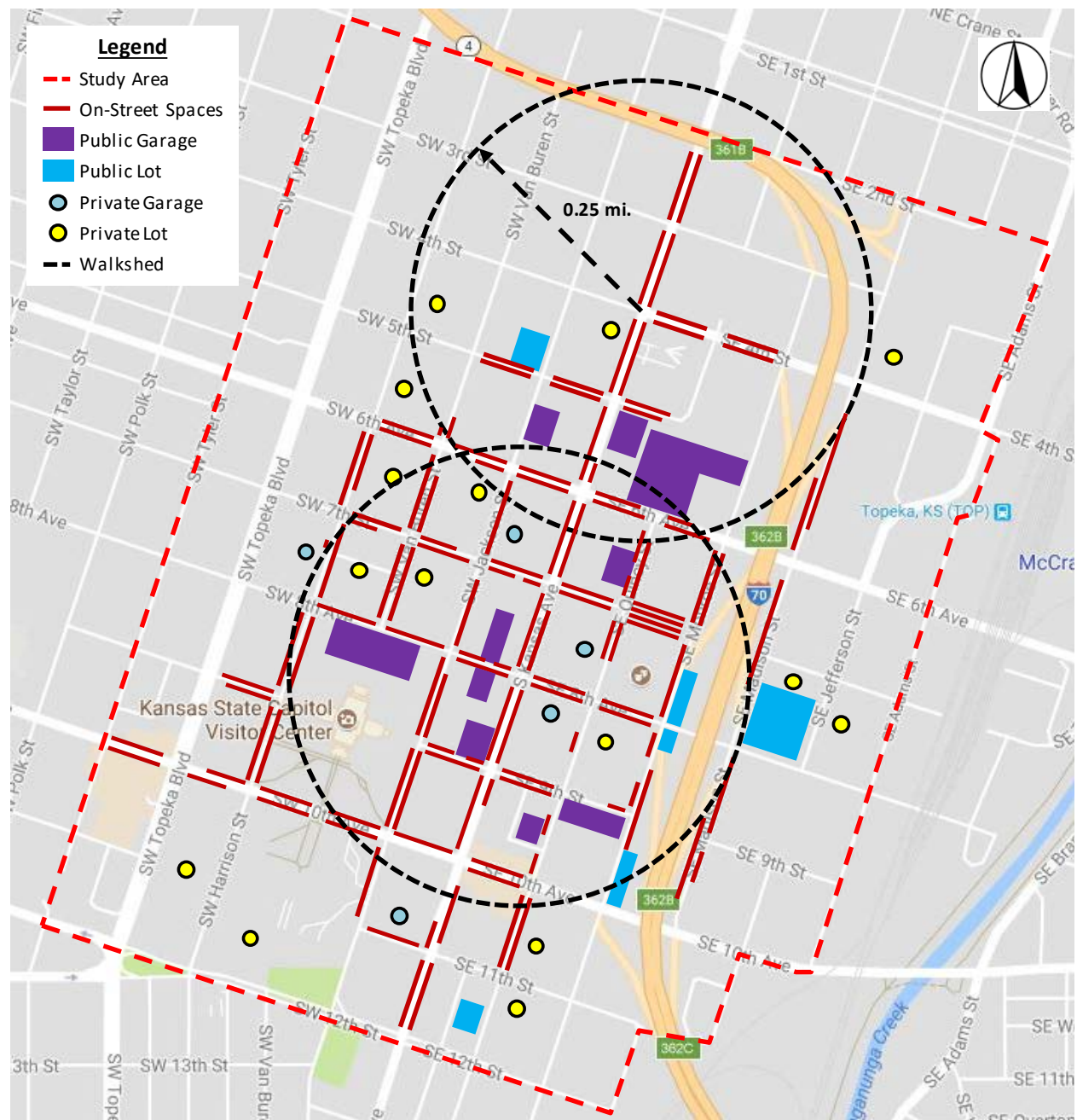
4.1 Study Area

Downtown Topeka has begun to experience some of the parking-related issues of a modern urban center, due to increasing density and development. As such, the boundaries of the study area were intended to encompass all of the public parking in Downtown Topeka. In general, the study area for this project is SW 2nd Street as the northern boundary, Tyler Street as the western boundary, SW 12th Street as the southern boundary, and Adams Street as the eastern boundary.

Figure 1 shows the study area boundary, along with the locations of existing public parking structures, surface parking lots and on-street spaces, as well as the general locations of private parking garages and large surface parking lots, in Downtown Topeka.

Also shown in the figure, as points of reference, are one-quarter of a mile walksheds from both the 4th Street and Kansas Avenue and 8th Avenue and Kansas Avenue intersections. One-quarter of a mile is the distance that an average person can walk at a normal pace in four to six minutes.

Figure 1 – Comprehensive Parking Plan Study Area



Source: DESMAN

One item of note related to Figure 1 and the analysis which follows in this report: the on-street spaces shown include all of the metered spaces in Downtown Topeka, as well as the on-street spaces along Kansas Avenue that were metered prior to the street improvement project; not included in the figure or the supply/demand analysis are just over 100 unmetered on-street spaces located in the northwest corner of the study area which, according to the City, are historically underutilized and outside of the primary activity and development areas in Downtown.

4.2 Downtown Public Parking Supply

The supply of parking in Downtown Topeka that is the focus of this study consists of on-street (curbside) spaces, public surface lots, City-owned parking garages, the State-owned, public parking garage under the Capitol, and the privately-owned Topeka Tower Garage, at the corner of S. Kansas Avenue and SW 5th Street, that offers public parking. There are also a number of surface lots and garages in Downtown that are privately owned/managed, but are not available for use by the general public and, as such, were not included in the inventory of public parking or the following analyses. However, for reference, the locations of these facilities and their approximate total inventory are briefly discussed, below.

In total, the existing supply of public parking within the Downtown study area is 6,550 spaces. The breakdown of the inventory of public parking in Downtown Topeka is as follows:

- 2,057 On-Street Spaces
- 3,933 Spaces in 10 Garages (7 City-owned, 1 State-owned, 2 privately-owned)
- 560 Spaces in 6 Surface Lots

In addition to the public parking spaces within the study area, there are also 5 private garages and 15 private surface parking lots of over 50 spaces. In total, these facilities contain approximately 5,550 spaces – 1,850 in garages and 3,700 in surface lots.

4.2.1 On-Street Parking

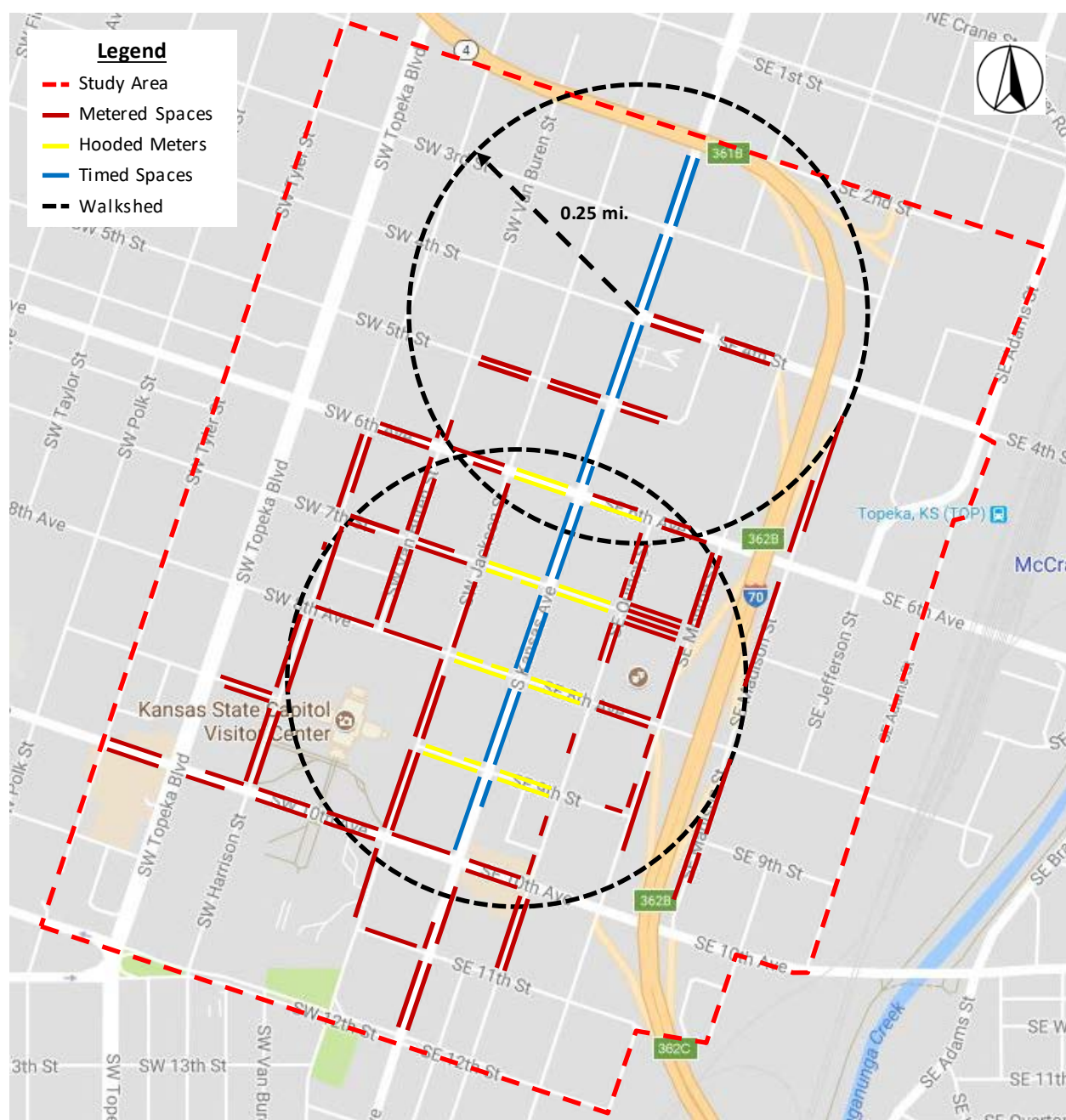
On-street public parking in Downtown Topeka is a combination of metered spaces, time-restricted spaces, spaces signed for handicapped parking only, and reserved spaces. **Table 1** provides a breakdown of the number of on-street parking spaces located on each street within the study area, while **Figure 2** shows, generally, the locations of the on-street parking spaces in Downtown.

Table 1: On-Street Parking Spaces by Street

Street	Number of Spaces
4th Street	48
5th Street	56
6th Avenue	126
7th Street	219
8th Avenue	136
9th Street	79
10th Avenue	137
11th Street	17
SE Madison Street	199
SE Monroe Street	145
SE Quincy Street	80
S. Kansas Avenue	352
SW Jackson Street	187
SW Van Buren Street	90
SW Harrison Street	186
Total	2,057

Source: DESMAN

Figure 2: On-Street Public Parking Supply



Source: DESMAN

As shown, the figure distinguishes between metered spaces, metered spaces that are hooded and time-restricted spaces. Both handicapped and reserved parking spaces are also found on-street in limited quantities. However, these spaces were not called out specifically in the figure, as they would be indistinguishable given the scale of the map.

The City produces a more detailed map which shows the locations of every City-controlled parking space in Downtown Topeka, including the associated parking restriction, which can be found in **Appendix B** of this report.

Parking Meters

There are currently three different parking meter time limits in Downtown Topeka: 1-hour, 2-hours, or 10-hours. In general, the 1- and 2-hour meters are located on the east-west streets within the study area (5th Street – 10th Avenue), as well as around the State Capitol Building on Harrison Street and Jackson Street. The 10-hour meters are primarily located on the periphery of the study area, although there are pockets of 10-hour meters near the State Capitol and along Van Buren Street.

Each parking meter controls one space and parking time can only be paid for with coins.

Hooded Parking Meters

In a number of locations throughout Downtown, the City has chosen to “hood” some of the meters. This means that the City has covered some meters with a hood, so that users are not required to pay for parking and may remain parked for free for up to two hours. The policy of hooding meters was put into place when the Kansas Avenue street improvement project began, in order to encourage people to continue coming Downtown to dine and shop.

Parking meters are hooded on 6th Avenue, 7th Street, 8th Avenue, and 9th Street, all within one block of Kansas Avenue. By DESMAN’s count, there were 253 meters hooded on May 4th, 2017.

Kansas Avenue Timed-Restricted Spaces

Based on conversations with the City, prior to the street improvement project, the on-street spaces on Kansas Avenue between 6th Avenue and 10th Avenue were metered. Since the completion of the project, the parking meters have not been reinstalled in these spaces. Instead, users are permitted to park for free in these spaces for a maximum of two hours per block, per day total. This means that, if a vehicle parks in a space on Kansas Avenue near 7th Street for two hours, that vehicle may not be legally parked on that same block for the rest of the day.

4.2.2 Off-Street Parking

A total of 4,493 public off-street parking spaces are located in a combination of 10 garages and 6 surface parking lots. The City’s 7 parking garages contain a total of 3,183 spaces, the State-owned garage under the Capitol Building contains 263 spaces, the privately-owned garage at 800 S.W. Jackson St. contains 225 public parking spaces, and the Topeka Tower Garage contains 262 spaces – a total of 3,993 public garage parking spaces. The City’s 6 surface parking lots contain a total of 560 spaces.

Table 2 shows the breakdown of off-street parking spaces by facility. The table also includes labels for each of the facilities that correspond to the map in **Figure 3**.

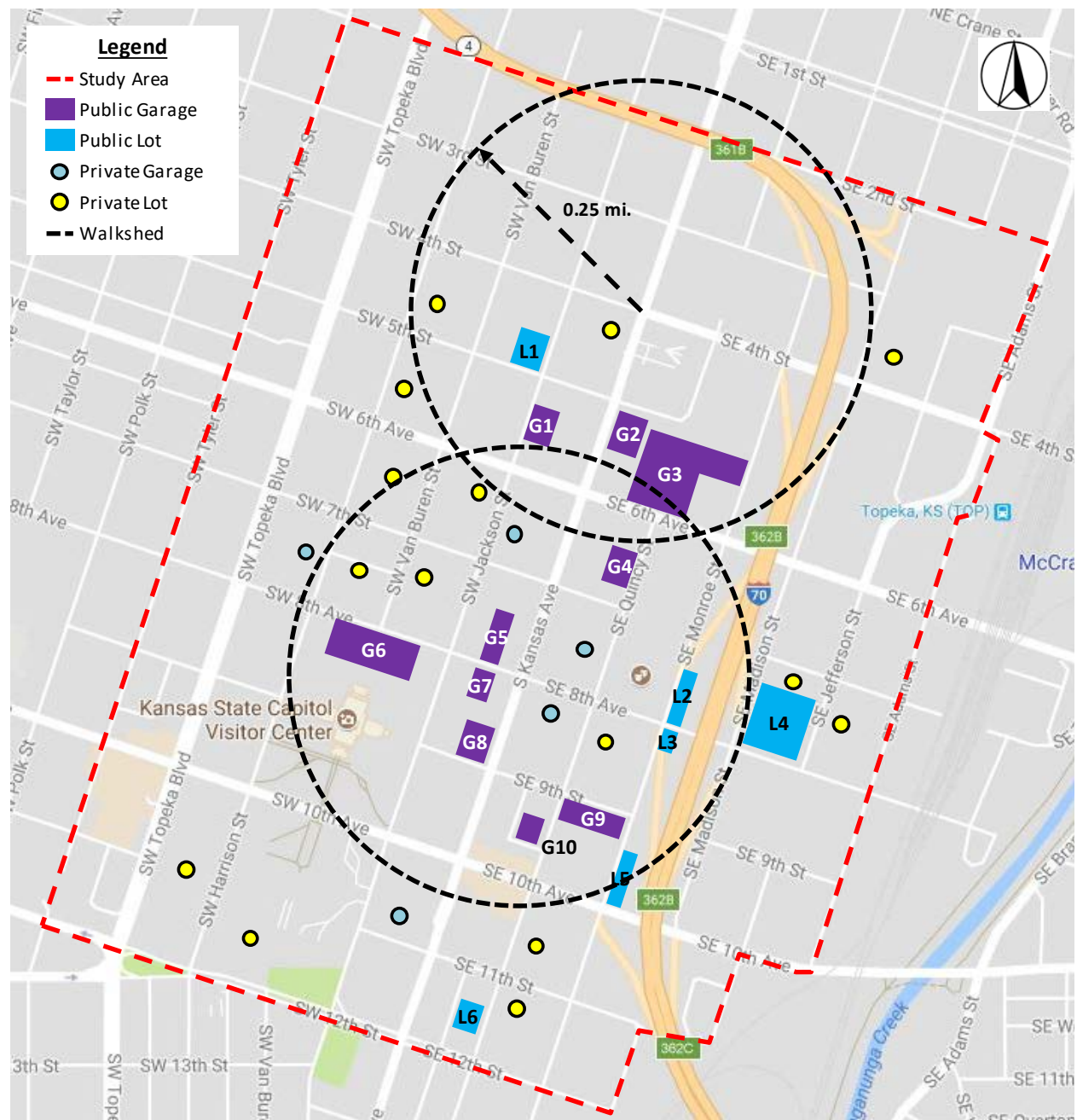
It should be noted that the City also owns the Uptowner Garage, located on the northwest corner of 7th Street and SW Jackson Street. This garage’s operations have been leased to Parish Management and Jayhawk Towers and, as such, these spaces were not considered public for the purposes of this study.

Table 2: Off-Street Parking Spaces by Facility

Parking Garages		
Facility ID	Facility Name	Space Capacity
G1	512 Jackson	443
G2	Topeka Tower Garage	262
G3	Townsite Plaza	817
G4	Park-N-Shop	390
G5	Crosby Place	259
G6	Capitol Garage	263
G7	800 S.W. Jackson Garage	225
G8	Centre City	261
G9	Ninth Street	760
G10	Coronado	253
Garage Total		3,933
Surface Lots		
L1	5th & Jackson	89
L2	700 Monroe	78
L3	800 Monroe	24
L4	8th & Madison	255
L5	900 Monroe	42
L6	Water Tower Lot	72
Surface Lot Total		560
Total Off-Street		4,493

Source: DESMAN

Figure 3: Off-Street Public Parking Supply



Source: DESMAN

4.2.3 Private Parking

As noted previously, in addition to the public parking facilities, there are also a number of privately-owned parking facilities in Downtown Topeka that are not accessible by the general public. These private facilities include 5 parking garages and 15 surface parking lots of over 50 spaces, as well as many smaller, private surface parking lots. At present, these facilities are restricted for use by only employees or customers of certain businesses or by State employees. Because these facilities are not available for public parking and are not controlled by the City, they were excluded from this analysis. However, if, in the future, additional

capacity is needed to satisfy public parking demand in Downtown Topeka, these facilities have the potential to help satisfy that demand.

4.3 Current Utilization of Parking

Parking utilization or occupancy is a common measure for determining the adequacy of a city's parking supply. By documenting the utilization of spaces during various periods of time, it is possible to determine the peak demand period and the extent to which different types of parking spaces are used. Ultimately, the analysis of existing parking demand can be used as the basis for evaluating the current adequacy of the parking supply, as well as the anticipated adequacy of the parking supply in the future, based on projected growth and development in Downtown Topeka.

In order to develop an understanding of the parking demand conditions in Downtown Topeka, occupancy surveys of public parking spaces, both on- and off-street, were conducted in May 2017, when the State Legislature was in session, and again in June 2017. The June surveys of the off-street parking facilities were conducted after it was determined that the activity levels documented during the May surveys were below typical levels of utilization observed by the City historically. It is unknown what caused the low levels of utilization during the May surveys.

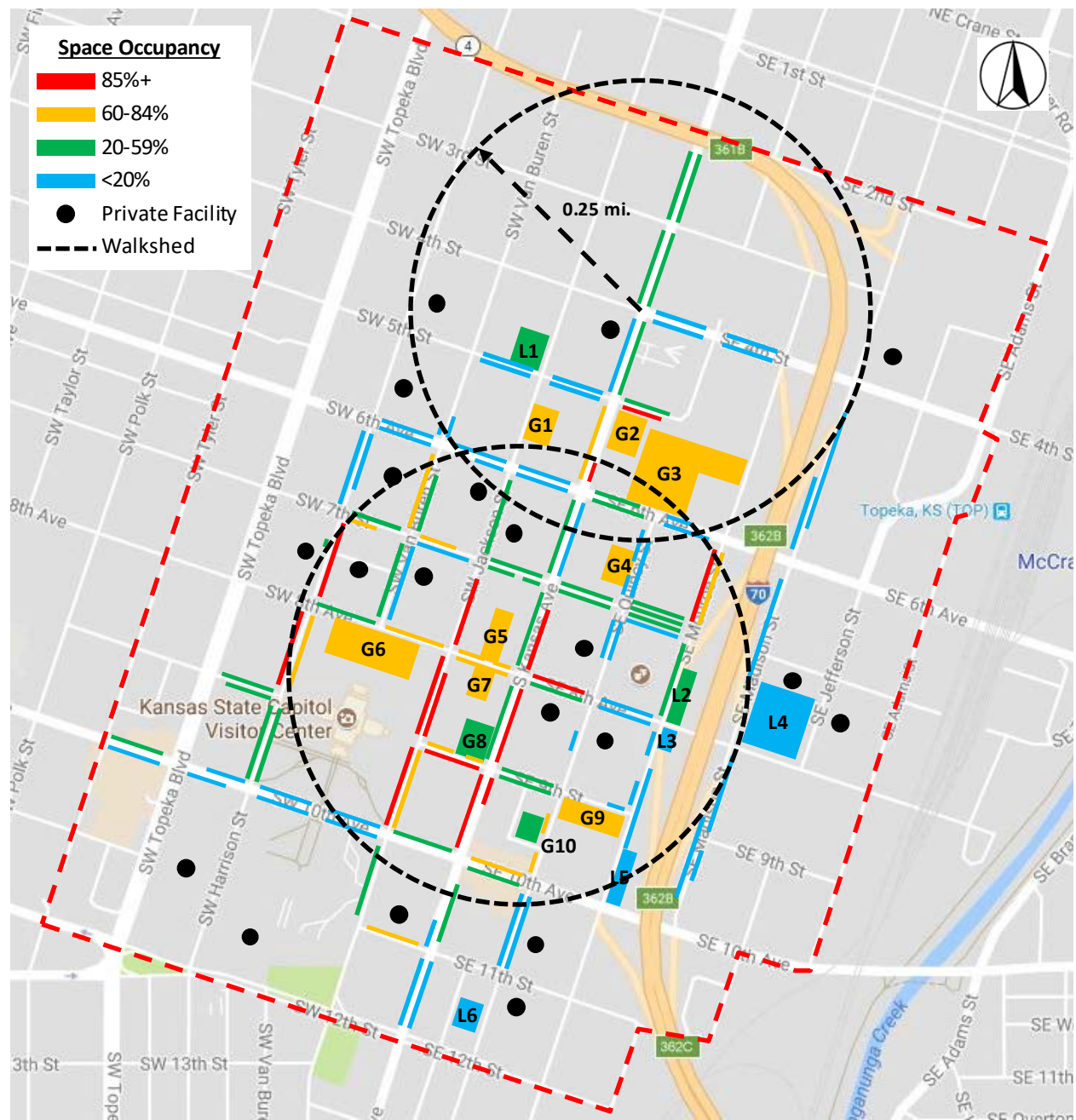
On Thursday, May 4th, Thursday, May 11th, Saturday, May 13th, and Monday, June 12th, 2017, occupancy surveys of the public parking spaces within the Downtown study area were conducted. The weekday surveys were conducted from 8AM to 12PM and 12PM to 5PM, in order to capture the peak demand period associated with Downtown office activity; the Saturday survey was conducted from 8AM to 12PM to capture the anticipated weekend peak demand associated with retail and restaurant activity in Downtown. These survey periods were chosen in consultation with the City, based on the typical patterns of utilization which occur on weekdays and weekends, in order to capture the peak demand periods. The pattern of parking utilization on a weekday in most downtowns consists of increasing utilization in the morning toward a peak, typically between 10AM and 2PM, with a steady decline in utilization as the daytime moves to evening.

On-street occupancy was measured on May 4th and May 13th, while off-street occupancy was measured on May 11th, May 13th and June 12th. The June count was strictly conducted at the parking garages.

The survey data of utilization by parking facility and on-street block face for both the morning and afternoon peak periods is presented in **Figures 4 and 5**, respectively. These figures represent the on-street occupancy data gathered on Thursday, May 4th, the surface lot occupancy data gathered Thursday, May 11th, and the garage occupancy data gathered Monday, June 12th, for the reason noted above.

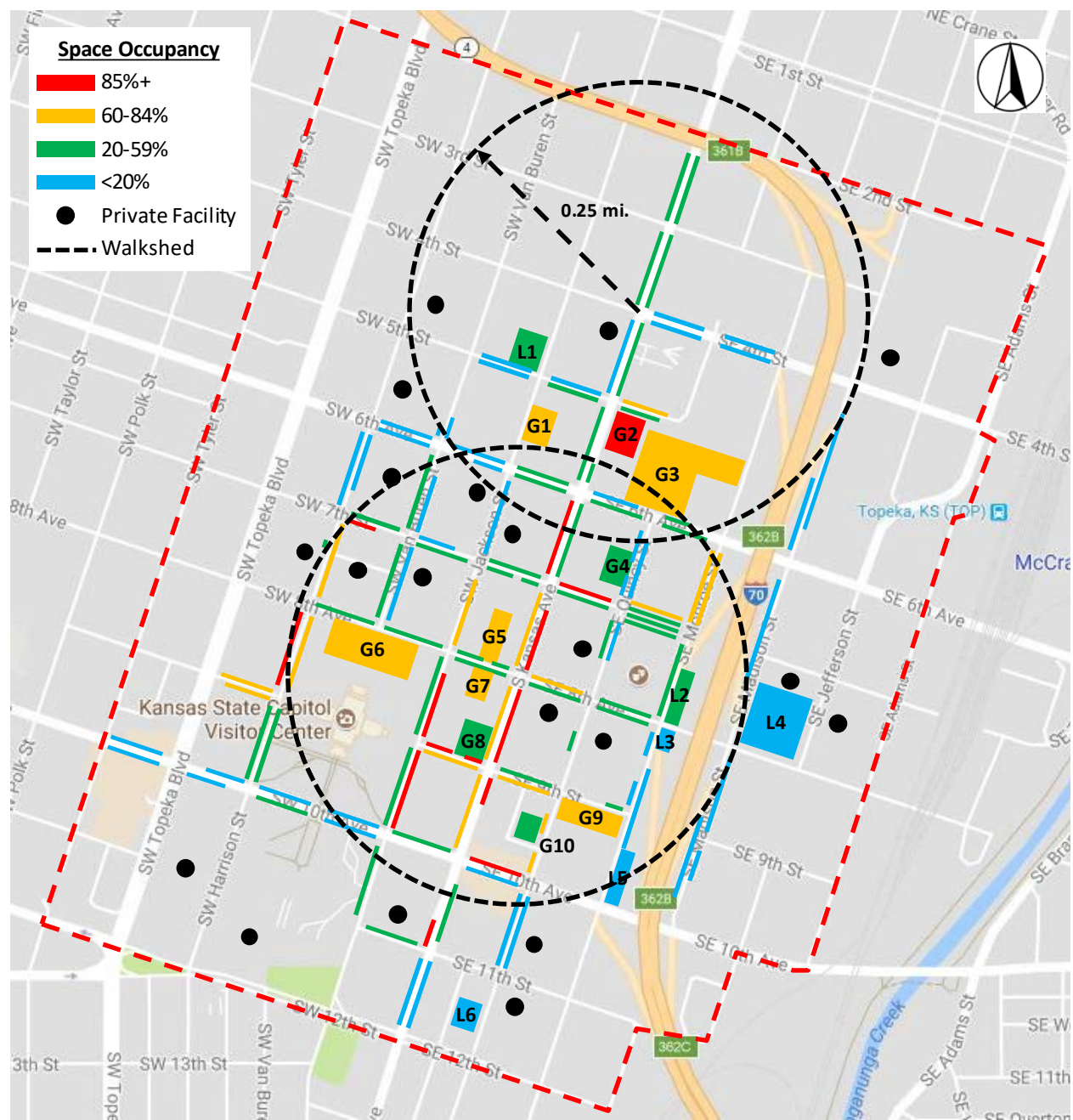
Tables 3 and 4 present the utilization data for the on-street spaces and off-street facilities, respectively, that was used to create the figures.

Figure 4: Weekday AM Peak Occupancy



Source: DESMAN

Figure 5: Weekday PM Peak Occupancy



Source: DESMAN

Table 3: On-Street Peak Parking Utilization, AM vs PM, Thursday, May 4th, 2017

Street	Number of Spaces	AM Occupancy	% Occupied	PM Occupancy	% Occupied
4th Street	48	0	0%	4	8%
5th Street	56	12	21%	14	25%
6th Avenue	126	10	8%	26	21%
7th Street	219	80	37%	100	46%
8th Avenue	136	73	54%	59	43%
9th Street	79	47	59%	52	66%
10th Avenue	137	31	23%	30	22%
11th Street	17	13	76%	9	53%
SE Madison Street	199	7	4%	8	4%
SE Monroe Street	145	58	40%	54	37%
SE Quincy Street	80	14	18%	13	16%
S. Kansas Avenue	352	156	44%	192	55%
SW Jackson Street	187	144	77%	100	53%
SW Van Buren Street	90	31	34%	26	29%
SW Harrison Street	186	103	55%	89	48%
Total	2,057	779	38%	776	38%

Source: DESMAN

Table 4: Off-Street Peak Parking Utilization, AM vs. PM, Monday, June 12th, 2017

Parking Garages						
Facility ID	Facility Name	Space Capacity	AM Occupancy	% Occupied	PM Occupancy	% Occupied
G1	512 Jackson	443	332	75%	327	74%
G2	Topeka Tower Garage	262	180	69%	262	100%
G3	Townsite Plaza	817	590	72%	536	66%
G4	Park-N-Shop	390	238	61%	219	56%
G5	Crosby Place	259	177	68%	174	67%
G6	Capitol Garage	263	188	71%	184	70%
G7	800 S.W. Jackson Garage	225	179	80%	163	72%
G8	Centre City	261	131	50%	124	48%
G9	Ninth Street	760	472	62%	462	61%
G10	Coronado	253	91	36%	88	35%
Garage Total		3,933	2,578	66%	2,539	65%
Surface Lots						
L1	5th & Jackson	89	23	26%	39	44%
L2	700 Monroe	78	37	47%	33	42%
L3	800 Monroe	24	0	0%	0	0%
L4	8th & Madison	255	39	15%	34	13%
L5	900 Monroe	42	5	12%	4	10%
L6	Water Tower Lot	72	10	14%	13	18%
Surface Lot Total		560	114	20%	123	22%
Total Off-Street		4,493	2,692	60%	2,662	59%

*As noted above, the garage data was gathered 6/12 and the surface lot data was gathered 5/11. The Capitol Garage data was gathered Wednesday, May 17, due to issues accessing the garage on 5/11 and 6/12.

Source: DESMAN

4.3.1 Weekday Utilization

The off-street parking facilities and on-street parking spaces were highlighted in the figures to indicate the percentage of spaces in each that were occupied at the time of the surveys: **RED** for 85% or more, **ORANGE** for 60-84%, **GREEN** for 20-59%, and **BLUE** for less than 20%. In the parking industry, parking facilities and systems are typically designed so that, even during peak demand periods, some percentage of the parking spaces remain empty. Ideally, during a typical peak demand period, 15% of the spaces in a facility or on-street remain available to accommodate new parkers. Maintaining an inventory of available spaces, even during the peak demand period, makes it easier for parkers to find a space, reduces the amount of time drivers spend searching for empty spaces and generally results in a more positive parking experience. This concept, referred to as “practical capacity”, refers to that point at which a parking facility or system has reached its functional limit and is unable to efficiently or safely accommodate additional parking demand.

As seen in Figure 4, several streets near the Kansas State Capitol Building, such as Jackson Street, 8th Avenue, and 9th Street, were more than 85% occupied during the morning survey period. Additionally, several blocks of Kansas Avenue were more than 85% occupied. These same patterns generally held during the afternoon survey period, as well. However, overall, the on-street spaces within the Downtown Topeka study area were 38% occupied during the morning and afternoon survey periods.

In terms of off-street parking, the parking garages were more highly utilized than the surface lots, as shown in Figures 4 and 5 and Table 4. Based on our observations, the parking garages were 66% occupied during the morning survey period and 65% occupied during the afternoon survey period, while the surface parking lots were 20% and 22% occupied in the morning and afternoon, respectively. In total, the off-street public parking facilities within the study area were 60% occupied during the morning peak period and 59% occupied during the afternoon peak period.

The combined inventory of on- and off-street public parking in the study area was 53% occupied during the morning peak period and 52% occupied during the afternoon peak period.

In order to have more data points for comparison, DESMAN was provided with historical on-street occupancy survey data compiled by the City in November 2016. Comparing this historical data with the most recent survey data allows us to confirm or refute the results of the utilization surveys conducted as part of this project. **Table 5** presents the comparison of on-street occupancy in the study area on Tuesday, November 8th and Thursday, November 10th, 2016 with the occupancy data gathered on Thursday, May 4th, 2017.

Table 5: On-Street Peak Parking Utilization, November 2016 vs. May 2017

Street	Number of Spaces	Thursday, May 4th, 2017				Tuesday, November 8th, 2016				Thursday, November 10th, 2016			
		AM Occupancy	% Occupied	PM Occupancy	% Occupied	AM Occupancy	% Occupied	PM Occupancy	% Occupied	AM Occupancy	% Occupied	PM Occupancy	% Occupied
4th Street	48	0	0%	4	8%	6	13%	6	13%	5	10%	5	10%
5th Street	56	12	21%	14	25%	9	16%	4	7%	13	23%	7	13%
6th Avenue	126	10	8%	26	21%	32	25%	34	27%	42	33%	35	28%
7th Street	219	80	37%	100	46%	128	58%	129	59%	119	54%	108	49%
8th Avenue	136	73	54%	59	43%	73	54%	78	57%	55	40%	58	43%
9th Street	79	47	59%	52	66%	50	63%	49	62%	53	67%	53	67%
10th Avenue	137	31	23%	30	22%	29	21%	29	21%	26	19%	28	20%
11th Street	17	13	76%	9	53%	14	82%	15	88%	13	76%	13	76%
SE Madison Street	199	7	4%	8	4%	9	5%	9	5%	9	5%	8	4%
SE Monroe Street	145	58	40%	54	37%	36	25%	40	28%	32	22%	26	18%
SE Quincy Street	80	14	18%	13	16%	20	25%	12	15%	10	13%	15	19%
S. Kansas Avenue	352	156	44%	192	55%	171	49%	171	49%	168	48%	182	52%
SW Jackson Street	187	144	77%	100	53%	138	74%	148	79%	139	74%	134	72%
SW Van Buren Street	90	31	34%	26	29%	40	44%	40	44%	46	51%	38	42%
SW Harrison Street	186	103	55%	89	48%	55	30%	50	27%	56	30%	51	27%
Total	2,057	779	38%	776	38%	810	39%	814	40%	786	38%	761	37%

Source: DESMAN; City of Topeka

As shown in the table, for the study area as a whole, the peak occupancy of the on-street parking spaces in November 2016 was similar to the occupancy levels recorded in May 2017. While there were differences in the occupancy levels recorded on particular streets, this additional data indicates that there are typically a significant number of on-street parking spaces available in the Downtown study area during the weekday peak demand periods.

4.3.2 Weekday Utilization vs. Current Parking Leases

While the actual utilization of parking spaces at any given time is of critical importance when determining the ability of a parking facility or system to accommodate additional parkers, it is also important to understand the relationship between actual utilization and the number of monthly parking leases and reserved spaces in each parking facility. **Table 6** compares the number of leases outstanding (along with Reserved Spaces) in each off-street parking facility with the observed peak utilization of each facility and the total number of spaces. The Topeka Tower Garage has been excluded from this table, as the number of leased spaces in this facility is unknown.

Table 6: Weekday Utilization vs. Current Parking Leases

Parking Garages								
Facility ID	Facility Name	Space Capacity	AM Occupancy	% Occupied	PM Occupancy	% Occupied	Current Leases	% Spaces Leased
G1	512 Jackson	443	332	75%	327	74%	485	109%
G2	Townsite Plaza	817	590	72%	536	66%	786	96%
G3	Park-N-Shop	390	238	61%	219	56%	192	49%
G4	Crosby Place	259	177	68%	174	67%	242	93%
G5	Capitol Garage	263	188	71%	184	70%	145	55%
G6	Centre City	261	131	50%	124	48%	206	79%
G7	Ninth Street	760	472	62%	462	61%	846	111%
G8	Coronado	253	91	36%	88	35%	151	60%
Garage Total		3,446	2,219	64%	2,114	61%	3,053	89%
Surface Lots								
L1	5th & Jackson	89	23	26%	39	44%	60	67%
L2	700 Monroe	78	37	47%	33	42%	0	0%
L3	800 Monroe	24	0	0%	0	0%	0	0%
L4	8th & Madison	255	39	15%	34	13%	50	20%
L5	900 Monroe	42	5	12%	4	10%	22	52%
L6	Water Tower Lot	72	10	14%	13	18%	24	33%
Surface Lot Total		560	114	20%	123	22%	156	28%
Total Off-Street		4,006	2,333	58%	2,237	56%	3,209	80%

*Current leases also includes Reserved Spaces which are not available for use by the general public

Source: DESMAN; City of Topeka

Based on information provided by the City, there are currently enough parking garage leases outstanding to account for 89% of the total inventory of garage spaces. This figure compares to the actual peak observed utilization of 66%. In the surface lots, 156 monthly parking leases are outstanding, accounting for 28% of the total surface parking inventory; this compares to morning peak period utilization of 20%.

Despite the relatively low observed utilization of the parking garages, the high proportion of spaces that are meant to serve monthly leaseholders means that the City must constantly monitor usage of those facilities, in order to ensure that spaces are available when leaseholders arrive to park. This limits the ability of the City to sell additional monthly leases in these garages.

4.3.3 Weekend Utilization

In order to adequately understand the parking demand in the study area, it was important to gather weekend utilization data along with the weekday data. Occupancy surveys of the on-street spaces and off-street facilities were conducted on Saturday, May 13th, 2017 between 8AM and 12PM.

The results of the weekend utilization surveys indicate that parking demand drops significantly on weekends when compared to the weekdays. As shown in **Table 7**, utilization of the on-street parking spaces dropped from a morning peak of 38% recorded on Thursday, May 4th to 12% on Saturday, May 13th.

Similarly, demand for and utilization of the off-street public parking facilities declined on the weekend when compared to the weekdays. While the off-street parking facilities were 51% occupied during the weekday morning peak demand period, utilization fell to 6% during the weekend survey period.

The significant decline in the utilization of public parking in Downtown Topeka on weekends versus weekdays is common in downtowns throughout the country.

Table 7: On-Street Peak Parking Utilization (AM), Saturday, May 13th, 2017

Street	Number of Spaces	AM Occupancy	% Occupied
4th Street	48	1	2%
5th Street	56	7	13%
6th Avenue	126	12	10%
7th Street	219	46	21%
8th Avenue	136	31	23%
9th Street	79	26	33%
10th Avenue	137	6	4%
11th Street	17	1	6%
SE Madison Street	199	9	5%
SE Monroe Street	145	16	11%
SE Quincy Street	80	10	13%
S. Kansas Avenue	352	51	14%
SW Jackson Street	187	14	7%
SW Van Buren Street	90	3	3%
SW Harrison Street	186	15	8%
Total	2,057	248	12%

Source: DESMAN

5.0 Existing Parking Operation

5.1 Oversight

The City of Topeka operates under a “council-manager” form of government, where the “council” is the elected governing body responsible for the legislative functions of the municipality, such as establishing policy, passing ordinances, voting appropriations, and developing an overall vision, while the “manager” is appointed by and provides advice to the “council”, oversees the administrative operations of the City and implements City ordinances.

In terms of public parking in Topeka, the City Council adopts parking-related ordinances and changes to existing ordinances, while the City Manager ensures that any new ordinances or changes to existing ordinances are implemented. Policy decisions including rates, fines, hours, and areas, are considered by the City Council, based on input from the City Manager’s Office, assigned City staff and outside experts. While the decisions made by the Council have a direct effect on how public parking is operated, there is typically no involvement by the Council in the day-to-day operation or management of parking.

5.2 Management

Day-to-day parking operations are managed by the Parking Division of the Public Works Department, including enforcing parking regulations at meters and other on-street spaces. The Facilities Division of Public Works assists with maintenance and upkeep of the City’s surface lots, garages and meters. Despite the Facilities Division performing facility and equipment maintenance, every decision related to public parking in Topeka runs through the Parking Division and the Director of Parking.

The organizational structure in Topeka creates a single point of contact inside City government for any parking-related questions or concerns. As Topeka's Downtown area continues to develop, having the authority for the parking system rest with one department should allow changes to be made more easily than if parking-related responsibilities were spread among several departments. This structure removes the need for large scale coordination among multiple City departments with different budgets, agendas, and stakeholders and allows for quick and effective responses to any parking issue that may arise.

5.3 Operations

Enforcement of metered and timed public parking spaces, both on- and off-street, is performed by four full-time Parking Control Officers ("PCOs" or "Officers"). These four Officers cover five different enforcement areas, rotating assignments on a daily basis. The Officers also rotate between walking and driving, depending on which route they are enforcing. In addition to enforcing parking regulations, PCOs are also responsible for collecting coins from the meters.

The enforcement staff visually verifies that parking meters have been paid. In addition, the PCOs manually document vehicles that stay beyond the posted time limits by recording on their handheld units the license plate and block where a vehicle is parked – vehicles parking in time-restricted spaces are not recorded as being parked in a specific space. This method of tracking vehicle parking activity provides a loophole for long-term parkers to exploit, allowing them to move their cars from block-to-block to avoid receiving a ticket at time-restricted spaces.

The Autocite 3 handheld units used by the PCOs to enforce parking regulations are over 10 years old. Modern parking enforcement technology provides additional functionality that the current technology does not, such as the ability to take photographs of vehicles in violation for use when violators protest a ticket.

5.4 Back Office

The heart of any parking system is the back-office support. It houses the database of permits, violations and other information. More importantly, it provides customer service for people needing information, issuing complaints or paying tickets in person. A good system requires up-to-date accounting and parking software.

The current system consists of several different accounting and revenue control systems which do not communicate well. This requires City staff to manually integrate data between the systems. Collection letters are printed using the JSI system after staff has manually checked the license plates and only in-state plates can be checked. The JSI system is heavily reliant on manual input from staff.

The City's finance system "Lawson" handles the billing of monthly parkers. This system is not tied directly to the garage access control systems, which adds additional manual steps for the parking staff. Parking Division staff review delinquent accounts on a monthly basis and send notices to those delinquent accounts. After 60 days, cards are discontinued.

Like the back-office software systems, the garages operate using several different systems for access and revenue control – four different systems among the seven City-owned parking garages. As shown in **Table 8**, the three of the four operating systems date from before 2012. Multiple operating systems make it more difficult for staff to manage the garage system, identify problems and handle billing of permits.

Table 8: Parking Access and Revenue Control System Inventory

Garage	System	Year Installed	Age (years)
512 Jackson	Scan Net	2012	5
Townsite Plaza	Element	2009	8
Park-N-Shop	Element	2009	8
Crosby Place	Element	2007	10
Centre City	TIBA	2016	1
Ninth Street	Element	2006	11
Coronado	no system	pre-2000	17+

Source: DESMAN

5.5 On-Street/Metered Parking Fees

Fees are collected for parking in certain on-street spaces and in the 800 Monroe surface lot using single-space parking meters; handicapped spaces do not require payment. The meters in Downtown allow parking for different time limits, which is indicated by the color of the post supporting the meter or the color of the very top of the meter – green poles are one-hour meters, grey poles are two-hour meters, and yellow poles are ten-hour meters. Permits may also be purchased which allow parking at 10-hour metered spaces.

In addition to paying hourly or purchasing a permit for parking at a meter, certain users, such as utility companies performing maintenance, individuals moving equipment, and workers on Downtown construction projects, among others, can pay for a hood to be placed over a parking meter. Meter hoods are available on either a monthly or daily basis.

Table 9 shows a breakdown of the various fees associated with parking at certain on-street spaces in Downtown Topeka.

Table 9: Current On-Street Parking Rates

Space Type	Fee
1- or 2-Hour Meter	\$1.00/hour
10-Hour Meter	\$0.50/hour
10-Hour Meter Permit	\$44.00/month
Hood (daily)	\$6.00/day
Hood (monthly)	\$67.75/month

Source: City of Topeka

The hourly parking meter rates shown in the above table have been in effect since 2010. The daily rate for a parking meter hood was established in 2005, while the monthly rate for a hood was set in 2010.

Historically, parking meters in the Downtown area were \$0.75 cents per hour and meters outside of Downtown were priced at \$0.50 cents per hour. In 2008, the City increased rates to \$0.80 per hour for 1- and 2-hour meters, while leaving the 10-hour meter rates unchanged at \$0.50/hour. Again in 2009 and 2010, the hourly rate for parking at a 1- or 2-hour meter increased by \$0.10/hour, bringing the hourly rate to \$0.90 in 2009 and \$1.00 in 2010. Since 2010, the hourly rates charged at the City's parking meters have not increased.

Section 5.9, below, will discuss how the City of Topeka's on-street and other parking rates compare to other, similar municipalities.

5.6 Off-Street Parking Rates

The City-owned parking garages offer a mix of monthly lease parking and hourly parking, while a number of the surface lots also offer monthly lease parking. **Table 10** presents the current monthly and hourly parking rates charged at each of the City's parking facilities, along with each facility's hours of operation.

Table 10: Current Off-Street Parking Rates

Facility Name	Hours of Operation	Monthly Lease Rate (covered)	Monthly Lease Rate (roof)	Hourly Parking Rate
512 Jackson Garage	6AM-6PM, M-F	\$67.75	N/A	\$1.00
Townsite Plaza Garage	6AM-8PM, M-F	\$67.75	N/A	\$1.00
Park-N-Shop Garage	6AM-6PM, M-F	\$67.75	N/A	\$1.00
Crosby Place Garage	6AM-8PM, M-Tu; 6AM-2AM, W-Sat.	\$67.75	N/A	\$1.00
Centre City Garage	6AM-8PM, M-F	\$67.75	N/A	\$1.00
Ninth Street Garage	6AM-6PM, M-F	\$47.43	N/A	\$1.00
Coronado Garage	6AM-6PM, M-F	\$67.75	\$35.00	N/A
5th & Jackson Lot	-	\$45.00	N/A	N/A
8th & Madison Lot	-	\$18.00	N/A	N/A
900 Monroe Lot	-	\$30.00	N/A	N/A
Water Tower Lot	-	\$18.00	N/A	N/A

Source: City of Topeka

As shown in the table, nearly all of the City's garages offer monthly lease parking for \$67.75/month and hourly parking for \$1.00/hour. The Ninth Street Garage offers all parkers a lower monthly lease rate, while at the Coronado Garage, parkers who are willing to park on the roof can pay a lower rate of \$35.00/month.

Much like metered parking rates in the city, the rates charged at the parking garages increased incrementally from 2008 to 2010. Aside from the rate at the Ninth Street Garage, monthly lease rates at the City's garages increased from \$64.50 in 2008, to \$66.00 in 2009, to the current \$67.75 in 2010. Similarly, hourly parking rates increased from \$0.80/hour in 2008, to \$0.90/hour in 2009, to the current \$1.00/hour in 2010.

On Saturdays, free parking is available to customers in the Centre City, Crosby Place, Park-N-Shop, and Townsite garages. Customers take a ticket to enter and use the ticket when leaving to raise gate, but are not charged for the time they remain parked.

When there are large community events that have been approved in advance, the gates at some or all of the hourly garages will be raised to allow customers to park for free. This also allows for improved traffic flow in and out of the garages.

As mentioned previously, Section 5.9 will discuss how the City of Topeka's parking rates compare to other, similar municipalities.

5.7 Parking Citations

If a vehicle is found to be parked in violation of the City's overtime or expired meter parking ordinance, PCOs use their handheld computers to create and issue a citation in the amount of \$8.00 that is placed under the front windshield wiper of the vehicle. If the same vehicle continues to remain parked without payment, additional citations can be issued on the same vehicle, each of which are a \$15.00 fine. Vehicles that have 3 or more unpaid citations will be immobilized in a boot, which costs an additional \$35 on top of the already unpaid citations. The current software in the handheld units is not able to be easily updated, so PCOs need to check manually to see if tickets are paid before booting.

Parking Citations can be paid in person by personal check, cashier check, money order, cash, or credit or debit cards. Citations can also be paid online through the City's website.

Table 11 provides a breakdown of the current fines for violating parking ordinances in the City of Topeka.

Table 11: Parking Violation Fines

Violation	Fine	Late Fee (After 14 Days)	Late Fee (After 30 Days)	Late Fee (After 60 Days)
Warning	\$0.00	N/A	N/A	N/A
Overtime	\$8.00	\$15.00	\$30.00	\$60.00
2nd Overtime	\$15.00	\$20.00	\$30.00	\$60.00
Expired Meter	\$8.00	\$15.00	\$30.00	\$60.00
2nd Expired Meter	\$15.00	\$20.00	\$30.00	\$60.00

Source: City of Topeka

Several types of violations were omitted from the table, due to the fact that overtime and expired meters are the most cited violations.

For clarity, an "Expired Meter" violation results when a parker stays in a metered space longer than he or she has paid for. An "Overtime" violation results when a vehicle remains parked in a space longer than the legal limit (parking for longer than one hour at a green meter or for longer than two hours on most of Kansas Avenue, for example). It is also possible for a parker to be fined for both violations at the same time.

The number of parking citations issued monthly from January 2013 to June 2017 are shown below in **Table 12**.

Table 12: Parking Citations Issued by Month, January 2013 – June 2017

Year	January	February	March	April	May	June	July	August	September	October	November	December	Total
2013	1,360	887	1,610	1,738	1,975	1,566	1,583	1,782	1,362	2,005	1,564	1,549	18,981
2014	1,687	1,543	1,788	1,929	1,878	1,691	1,201	1,124	1,294	1,105	771	863	16,874
2015	1,172	1,158	1,349	1,045	1,045	1,014	1,130	885	962	1,279	801	962	12,802
2016	924	1,360	1,381	1,029	1,005	1,286	1,215	1,131	702	654	675	938	12,300
2017	1,035	1,082	1,225	829	939	876	-	-	-	-	-	-	5,986

Source: City of Topeka

As shown in the table, Topeka's PCOs issued 12,300 parking citations in 2016. Based on an average of 252 enforcement days per year (no weekends and no City holidays), in 2016, an average of 49 citations per

day were issued in the City of Topeka. This daily total equates to each PCO issuing an average of 12-13 citations each work day.

This number of citations issued per day, along with reports of diligent enforcing of parking ordinances by the PCOs, suggest that the fines issued are punitive enough to ward off parkers who may otherwise attempt to get away with a parking violation. If the fines were too low, many more people would likely violate the ordinances and choose to pay the fine.

It is important to note that, as shown in Table 12, the number of citations issued per year declined by about 35% between 2013 and 2016. This significant decline in the number of citations issued likely reflects the large number of free two-hour spaces that have replaced on-street metered spaces and a reduction in the number of PCOs patrolling the street over that time.

5.8 Collections Process

When a citation is issued and not paid within 75 days, the citation is sent out for collection by either the Collection Bureau of Kansas (CBK) or the law firm of Zimmerman and Valentine. The City of Topeka has contracted with Collection Bureau of Kansas to collect unpaid debts owed to the City. There are still some debts being collected by Zimmerman and Valentine, but no current accounts are being referred to them.

CBK charges a fee of 17% of the outstanding debt for the initial collection effort involving administrative efforts such as sending letters and making phone calls. However, if the initial collection effort fails and further legal action is needed, the fee charged by CBK rises to 30% of the outstanding debt.

Table 13 presents the dollar value of parking citations that have gone to collection and been recovered, with the funds returned to the City.

Table 13: Annual Citation Debt Collections, 2013 – YTD 2017

Year	Citation Debt Collected
2013	\$51,996.42
2014	\$52,330.25
2015	\$67,296.92
2016	\$51,330.22
YTD 2017*	\$28,380.34

*Through June

Source: City of Topeka

Debt collections, on average, have remained largely constant from 2013 to 2016 at around \$52,000 per year. The exception was in 2015, when more than \$67,000 was collected. For 2017, based on the six months of data available, parking citation debt collections are on pace to grow to \$57,000.

5.9 Benchmarking

In order to understand how the City of Topeka's parking system compares with other, similar municipalities, DESMAN undertook a task called benchmarking. Benchmarking, in terms of a parking system, means to compare the aspects of the system that is currently being studied to other parking

systems that are deemed similar in terms of size, population, and composition. For the purposes of this project, several cities were identified by the City that were suitable for comparison. These cities are listed in **Table 14**, along with their population, on- and off-street rates, and several citation related figures.

Table 14: Benchmarking

City	State	Population	Off-Street (Hourly)	Off-Street (Monthly)	On-Street (Hourly)	Overtime Meter Fee	Late Payment Fee	Duration Before Late Fee
Topeka	Kansas	126,808	\$1.00	\$18.00-\$67.75	\$0.50-\$1.00	\$8.00	\$20.00-\$30.00	14 Days
Lawrence	Kansas	95,358	\$0.10-\$1.00	None	\$0.10-\$1.00	\$5.00	\$20.00	10 Days
Manhattan	Kansas	56,143	Time Limits Only	N/A	Time Limits Only	\$15.00	\$10.00-\$25.00	3 Days
Wichita	Kansas	389,902	\$1.50-\$2.00	\$40.00-\$51.00	\$0.10-\$0.25	\$15.00	\$10.00	10 Days
Kansas City	Missouri	481,402	\$3.00-\$4.00	\$55.00-\$120.00	\$1.00	Varies	Varies	15 Days
Lincoln	Nebraska	280,364	\$1.25	\$30.00-\$100.00	\$1.25	\$10.00	\$5.00	7 Days
Des Moines	Iowa	215,472	\$0.50-\$2.00	\$63.00-\$115.00	\$0.45-\$1.25	\$15.00	\$5.00	30 Days

Source: DESMAN

As Table 14 shows, Topeka is generally in the middle of these cities in terms of rates, with the exception of the Overtime Meter Fee, which is lower than every city but Lawrence, and the fee for monthly parking. Topeka's hourly parking rates are in line with these other municipalities. It is important to note, however, that only one of these municipalities does not charge for on-street parking and only uses time limits, that city being Manhattan, Kansas.

5.10 Historical Financial Performance of the Parking System

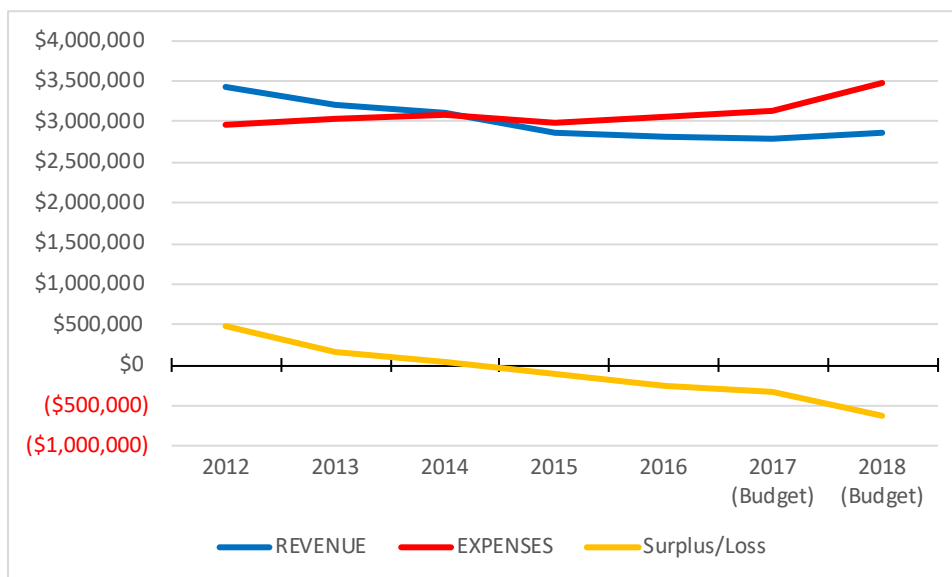
The financial performance of the parking system from 2012 to 2016 and budget figures for 2017 and 2018 are provided in **Table 15**, as well as in **Figure 6**.

Table 15: Historical and Projected Financial Performance of the City's Parking System

	2012	2013	2014	2015	2016	2017	2018
	Actuals	Actuals	Actuals	Actuals	Actuals	Adopted Budget	Preliminary Budget
Profit/Loss	\$ 475,656	\$ 172,331	\$ 45,375	\$ (110,729)	\$ (249,310)	\$ (338,244)	\$ (616,469)
REVENUE	\$ 3,430,399	\$ 3,213,205	\$ 3,117,814	\$ 2,872,521	\$ 2,802,130	\$ 2,798,394	\$ 2,856,370
Fees for Service:	\$ 2,969,420	\$ 2,909,291	\$ 2,819,455	\$ 2,625,855	\$ 2,599,564	\$ 2,596,107	\$ 2,654,083
Municipal Court	\$ 250,023	\$ 197,478	\$ 199,852	\$ 183,287	\$ 168,016	\$ 183,287	\$ 183,287
Miscellaneous	\$ 210,956	\$ 106,436	\$ 98,506	\$ 63,379	\$ 34,550	\$ 19,000	\$ 19,000
EXPENSES	\$ 2,954,744	\$ 3,040,874	\$ 3,072,439	\$ 2,983,250	\$ 3,051,440	\$ 3,136,638	\$ 3,472,840
Employee Compensation	\$ 549,908	\$ 693,573	\$ 599,006	\$ 516,032	\$ 500,477	\$ 587,411	\$ 652,426
Benefits	\$ 201,106	\$ 235,179	\$ 181,050	\$ 191,074	\$ 202,597	\$ 237,601	\$ 225,639
Utilities	\$ 213,784	\$ 252,587	\$ 274,186	\$ 260,333	\$ 257,563	\$ 290,446	\$ 284,777
Professional Services and Contractors	\$ 244,245	\$ 244,878	\$ 250,267	\$ 378,008	\$ 288,724	\$ 315,777	\$ 308,751
Miscellaneous	\$ 11,900	\$ 2,945	\$ 6,338	\$ 2,332	\$ 3,317	\$ 3,500	\$ 3,500
Insurance	\$ 33,898	\$ 31,365	\$ 57,535	\$ 88,155	\$ 65,717	\$ 66,243	\$ 64,103
Maintenance	\$ 107,133	\$ 110,933	\$ 228,031	\$ 68,239	\$ 118,142	\$ 296,986	\$ 83,655
Rent	\$ 32,370	\$ 2,058	\$ 1,849	\$ 1,797	\$ 1,596	\$ 1,800	\$ 1,800
Purchased Services	\$ 302,333	\$ 260,526	\$ 247,690	\$ 296,286	\$ 313,578	\$ 244,478	\$ 634,971
Supplies	\$ 49,271	\$ 101,110	\$ 138,455	\$ 188,830	\$ 427,358	\$ 143,600	\$ 129,100
Capital Outlay	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 108,000	\$ 261,528
Debt Service	\$ 424,403	\$ 311,058	\$ 287,015	\$ 228,915	\$ 872,373	\$ 840,796	\$ 822,588
Other Costs	\$ 784,391	\$ 794,662	\$ 801,015	\$ 763,249	\$ -	\$ -	\$ -

Source: City of Topeka

Figure 6: Historical and Projected Financial Performance of the Parking System, 2012-2018



Source: City of Topeka

Overall, revenue has declined steadily from a peak of \$3.4 million in 2012 to \$2.8 million in 2017. This revenue decline is likely the result of several factors, one of which is most certainly the removal of parking meters from Kansas Avenue and the hooding of other meters, allowing free on-street parking for the last several years. Expenses have remained relatively constant around \$3 million from 2012 to 2017. Net revenue has declined significantly from a surplus of \$475,000 in 2012 to a deficit of \$249,310 in 2016 and a projected deficit of \$338,244 in 2017.

As the Parking Division is intended to be entirely self-sufficient from a finance perspective from the rest of City government, the recent and projected future losses of the Division are cause for concern. Without adequate revenues to cover operating expenses and debt payments, that also means that resources are not available to maintain the facilities and equipment in good working order or to upgrade systems that are falling or have failed, such as the access and revenue control systems in the City's garages.

6.0 Future Downtown Parking Demand

6.1 Anticipated Future Development

Discussions with stakeholders and City staff revealed a number of potential developments which will likely influence parking demand in Downtown Topeka. The projects that could be identified vary dramatically in size and type, with plans ranging from a large conference center and hotel to single units of residential development. The developments are divided into two phases: Phase I projects are considered short-term, with anticipated completion dates prior to 2019, while the Phase II projects are expected to be completed by 2023.

Table 16 provides a full list of these developments including their location, size, the number of current parkers to be displaced, the number of parking spaces to be added as part of the project, and the anticipated peak parking demand generated by each project.

Table 16: Anticipated Future Development in Downtown Topeka

Anticipated Year of Completion	Type of Development	Address	Size	Units	Existing Parkers Displaced	Parking Added	Net Parking	Anticipated Demand ¹	Net Demand
2017-2019	Residential ³	101 N Kansas Ave.	33	1-bed units	0	33	33	32	1
2017-2019	Restaurant	918 S Kansas Ave.	5,291	sq. ft.	0	0	0	61	(61)
2017-2019	Hotel	920 S Kansas Ave.	62,107	sq. ft.	0	0	0	99	(99)
2017-2019	Convention Center for Hotel	912 S Kansas Ave.	15,045	sq. ft.	0	0	0	90	(90)
2017-2019	Restaurant	915 S Kansas Ave.	15,000	sq. ft.	0	0	0	173	(173)
2017-2019	Retail	921 S Kansas Ave.	4,600	sq. ft.	0	0	0	18	(18)
2017-2019	Restaurant	112 SW 6th Ave.	1,500	sq. ft.	0	0	0	17	(17)
2017-2019	Office	107 SW 6th Ave.	6,800	sq. ft.	0	0	0	20	(20)
2017-2019	Restaurant	705 S Kansas Ave.	17,000	sq. ft.	0	0	0	196	(196)
2017-2019	Restaurant/Bar	735 S Kansas Ave.	3,200	sq. ft.	0	0	0	37	(37)
2017-2019	Residential	913 S Kansas Ave.	1	2-bed unit	0	0	0	1	(1)
2017-2019	Office/Retail ²	913 S Kansas Ave.	3,500	sq. ft.	0	0	0	12	(12)
2017-2019	Residential	718 S Kansas Ave.	3	2-bed units	0	0	0	3	(3)
2017-2019	Office/Retail ²	720 S Kansas Ave.	9,366	sq. ft.	0	0	0	33	(33)
2017-2019	Residential	726 S Kansas Ave.	1	2-bed unit	0	0	0	1	(1)
2017-2019	Residential	600 SE Madison St.	28	units	0	28	28	27	1
2017-2019	Residential ³	109-115 N Kansas Ave.	3	units	0	0	0	3	(3)
2017-2019	Residential	826 S Kansas Ave.	1	1-bed unit	0	0	0	1	(1)
2017-2019	Office	423 S Kansas Ave.	5,100	sq. ft.	0	0	0	15	(15)
2017-2019	Institutional	335 SW Jackson St.	4,800	sq. ft.	0	0	0	14	(14)
2017-2019	Office	728 S Kansas Ave.	1,650	sq. ft.	0	0	0	5	(5)
	Phase I Total				0	61	61	859	(798)
2020-2025	Residential	823 Quincy St.	100	units	0	0	0	98	(98)
2020-2023	Public Plaza/Open Event Space	618-634 S Kansas Ave.	1	acre	30	0	(30)	0	(30)
2020-2023	Theater	714 SW Jackson St.	800	seats	0	0	0	296	(296)
	Phase II Total				30	0	(30)	296	(326)

1) Based on the Urban Land Institute parking demand factors, a adjusted for local conditions.

2) 50/50 blend of retail and office demand factors.

3) These developments are not in study area, but are close enough to Downtown to influence the Downtown parking market.

4) In addition, vacant space not included in identified projects may be redeveloped. In that case, parking impact may need to be reevaluated.

Source: City of Topeka; Downtown Topeka Inc.

6.2 Impact of Development on Future Parking Supply and Demand

The largest developments anticipated in the near-term in Downtown Topeka include two 15,000+ square foot restaurants and a hotel with a convention center. These projects, along with the other projects listed in Table 16, are expected to increase the number of potential parkers in Downtown by over 850 vehicles, equivalent to the demand for a net of nearly 800 parking spaces.

By the year 2023, two additional major developments will occur in Topeka that may affect the parking system. First, a public plaza is going to be built in an area that currently has 30 parking spaces. The plaza will eliminate these stalls and not replace them. Based on discussions with DTI, the plaza could attract 500 people or more to an event on evenings and weekends. This would translate into demand for 175 parking spaces. Secondly, renovation of the Jayhawk Theater will add demand for 296 spaces. Adding an additional demand of 296 stalls into an already heavily occupied area would be difficult. However, because most of the theater events occur during off-peak hours, Topeka has more than enough capacity to accommodate the Theater demand in the evenings.

Despite the fact that the Phase I developments are expected to generate the demand for a net 800 parking spaces in Downtown, not all of this demand will occur at the same time of day. Just as with existing Downtown office workers, the peak demand period for future office parking will be during the daytime on weekdays. This is in contrast to demand for restaurant parking, which typically peaks in the evenings.

Given the varying needs of the parkers that will be generated by the different types of development, it was necessary to determine when these parkers will demand spaces. **Table 17** shows how the parking demand expected to be generated by Downtown development will be spread out over the daytime and evening/weekend periods and in which facilities that demand is likely to be captured. It should be noted that every facility that is shown serving the demand is within a 2-3 block walk of the development it is serving.

In Table 17, certain types of developments were placed into a daytime or evening/weekend category based on typical patterns of utilization according to the Urban Land Institute (ULI). The daytime category includes convention center and office parkers, while the evening category includes retail, theatre, and restaurant parkers. Finally, residential and hotel parkers were included in both counts, as hotels have similar patterns of utilization throughout the day and residential parkers often have reserved spaces.

By subtracting the anticipated demand from the observed number of vacancies on a typical day, it is possible to estimate the total additional parking supply that will be needed to satisfy the demand. In this table, total demand is the number of vacancies left in the parking structures after subtracting both anticipated demand and observed utilization of parking spaces from the total capacity of a facility. Also, it should be noted that in this table, instead of using actual capacity for demand calculations, practical capacity was used. This was done because once these facilities reach the 85% occupancy level, it is difficult for drivers to find the last spaces.

Table 17 shows that, in the near-future, additional parking demand in Downtown Topeka could fill several of the City's existing garages during the daytime at peak. Garages such as Park-N-Shop, Coronado and Ninth Street may reach and surpass practical capacity during the day. At the end of Phase II, only Townsite would have any daytime capacity.

The table also assumes that everyone seeking these spaces will be parking off-street whereas, in all likelihood, some of these parkers, especially parkers destined for retail or restaurants, may be parking on-street. Previous tables show that only 38% of the street parking in Topeka is occupied, with few streets reaching above 50% occupancy. Some of the patrons of the new retail and restaurant developments may take advantage of the relatively plentiful and affordable on-street parking provided by the City.

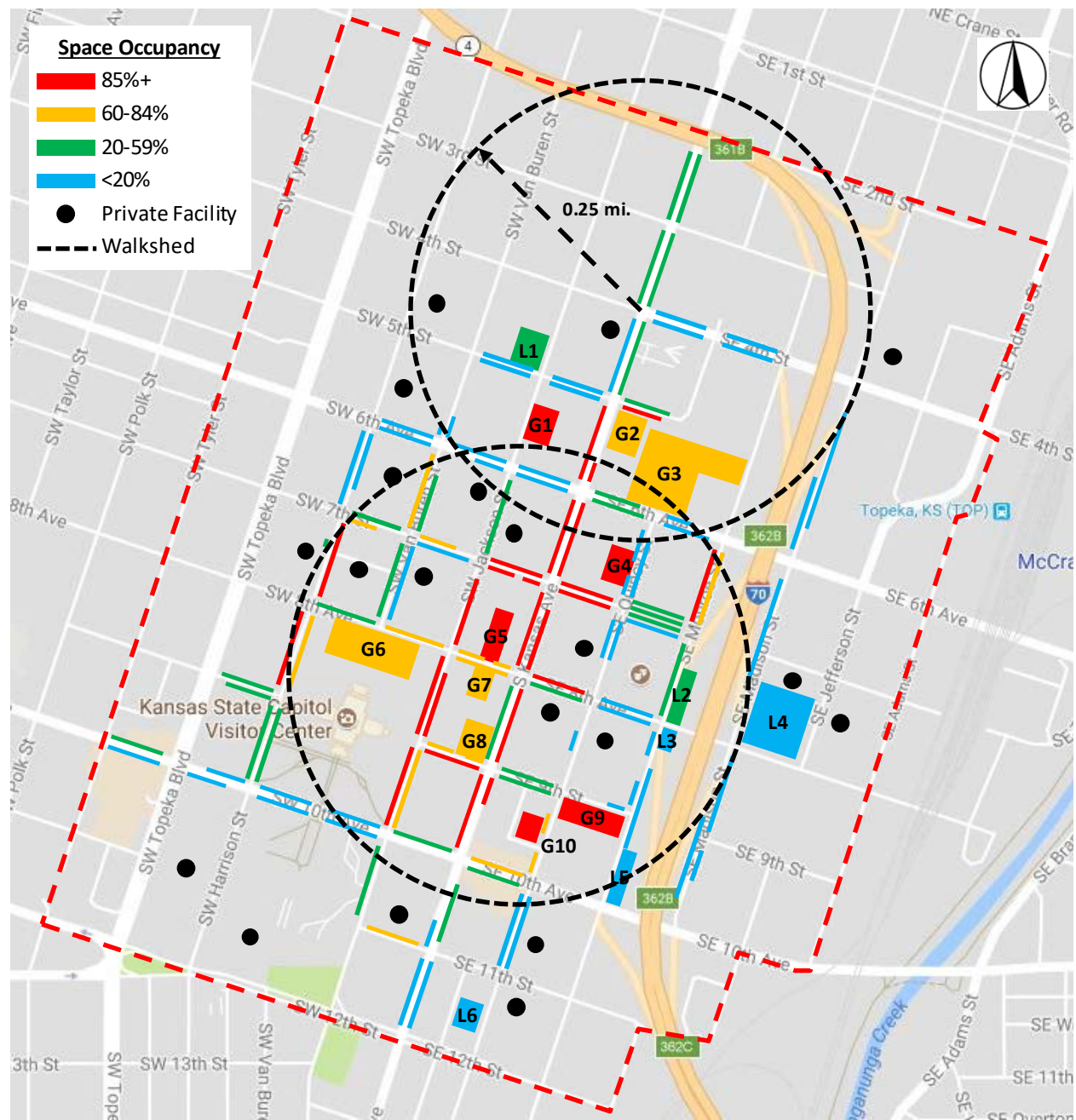
Figures 7 and 8 show the future daytime and evening peak demand figures presented in Table 17 overlaid onto the existing peak daytime and evening parking occupancy conditions observed in Downtown. The result is a visual representation of the anticipated availability of public parking in Downtown, once the noted development projects are completed and occupied.

Table 17: Projected Future Peak Parking Demand in Downtown by Time of Day and Facility

Year	Type of Development	Location	Projected Peak Daytime Demand	Projected Peak Evening + Weekend Demand	On- Street Parking	Centre City (Daytime)	Centre City (Evening + Weekend)	Townsite (Daytime)	Townsite (Evening + Weekend)	512 Jackson (Daytime)	512 Jackson (Evening + Weekend)	Crosby Place (Daytime)	Crosby Place (Evening + Weekend)	9th Street (Daytime)	9th Street (Evening + Weekend)	Coronado (Daytime)	Coronado (Evening + Weekend)	Park N Shop (Daytime)	Park N Shop (Evening + Weekend)	Total
Practical Capacity						196	196	694	694	388	388	220	220	646	646	215	215	332	332	5,050
Vacancies						65	176	104	625	56	349	43	198	166	581	124	194	94	299	3,074
2017-2019	Residential	101 N Kansas Ave	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2017-2019	Restaurant	918 S Kansas Ave	46	61		46	61													
2017-2019	Hotel	920 S Kansas Ave	99	79			79							99						
2017-2019	Convention Center for Hotel	912 S Kansas Ave	90	45												90	45			
2017-2019	Restaurant	915 S Kansas Ave	129	173									173	67				62		
2017-2019	Retail	921 S Kansas Ave	18	17			17									18				
2017-2019	Restaurant	112 SW 6th Ave	13	17				13	17											
2017-2019	Office	107 SW 6th Ave	20	2					20	2										
2017-2019	Restaurant	705 S Kansas Ave	147	196	96	3										16		32	196	
2017-2019	Restaurant/Bar	735 S Kansas Ave	28	37															37	
2017-2019	Residential	913 S Kansas Ave	1	1		1	1													
2017-2019	Office/Retail	913 S Kansas Ave	12	6			6													
2017-2019	Residential	718 S Kansas Ave	3	3															3	
2017-2019	Office/Retail	720 S Kansas Ave	33	17															17	
2017-2019	Residential	726 S Kansas Ave	1	1															1	
2017-2019	Residential	600 SE Madison St	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2017-2019	Residential	109-115 N Kansas Ave	3	3						3	3									
2017-2019	Residential	826 S Kansas Ave	1	1								1	1							
2017-2019	Office	423 S Kansas Ave	15	2				15	2											
2017-2019	Institutional	335 SW Jackson St	14	1						14	1									
2017-2019	Office	728 S Kansas Ave	5	1								5	5							
	Phase I Total Demand				96	50	164	28	39	16	4	9	179	166	0	124	45	94	254	1,172
	Vacancies Remaining After Phase I					15	12	76	586	40	345	34	19	0	581	0	149	0	45	1,902
2020-2023	Public Plaza/Open Event Space	618-634 S Kansas Ave	0	250					250											
2020-2023	Theater	714 SW Jackson St	89	296		15				40	296	34								
	Phase II Total Demand				0	15	0	0	250	40	296	34	0	0	0	0	0	0	0	
	Vacancies After Demand is Met					0	12	76	336	0	49	0	19	0	581	0	149	0	45	1,267

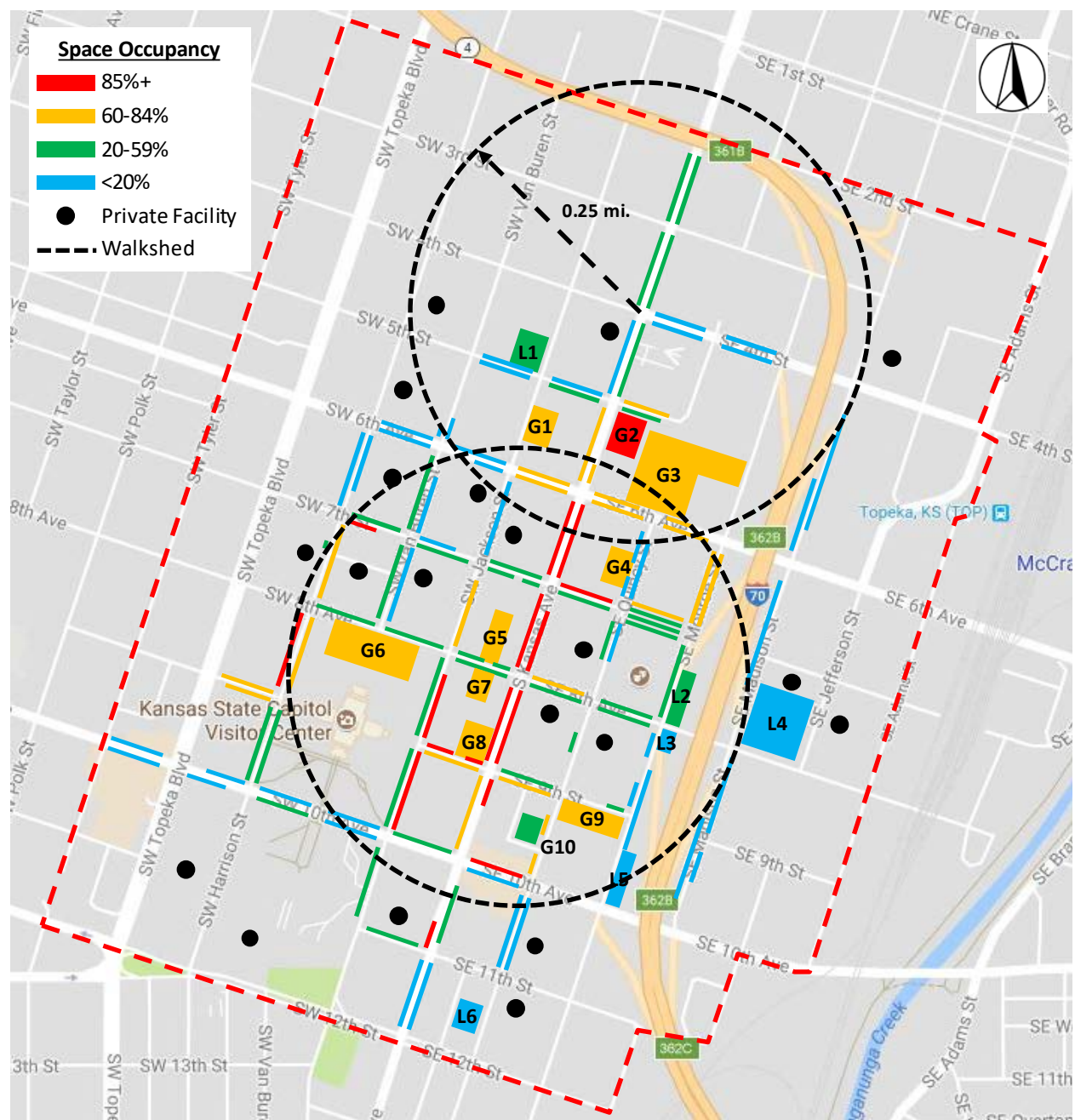
Source: DESMAN

Figure 7: Anticipated Future Weekday AM Peak Occupancy



Source: DESMAN

Figure 8: Anticipated Future Weekday PM Peak Occupancy



Source: DESMAN

As shown in the figures, if/when all of the identified development projects come to fruition, it is anticipated that Downtown Topeka will experience localized shortages of public parking during the daytime peak demand period. In the evenings and on weekends, it is anticipated that these shortages will be primarily concentrated on-street, with retail and restaurant patrons seeking the most convenient, on-street spaces along Kansas Avenue and adjoining streets.

7.0 Conclusions and Summary of Issues

Based on the data collected, the stakeholder discussions and the analysis performed, the following is a list of the key issues to be addressed in the Comprehensive Parking Plan. As best as possible, the issues are grouped by category and correspond to the recommendations to be developed and presented in the final Comprehensive Parking Plan.

1. Parking Demand

- a. There is not a shortage of parking when looking at the Downtown as a whole, but localized on street shortages do exist.
- b. Based on the currently available development plans, over the next two years, future Downtown development is likely to overwhelm several of the City's off-street facilities.
- c. Over the long-term, if the City continues the policy of providing most of the parking downtown, there will be a need for additional facilities and/or agreements with owners of private parking facilities to use their spaces during off-peak hours, unless demand is reduced.

2. Rates

- a. Current on- and off-street parking rates have not been increased since 2010.
- b. The existing parking revenue does not generate sufficient revenue to fully fund the operations and maintenance of the parking system.
- c. The number of hooded meters is excessive and should be rationalized. If the City is not going to charge for parking in certain areas, meters should be removed and time limits strictly enforced.
- d. There is little price differentiation between high and low demand parking spaces resulting in nearby areas of high and low occupancy.

3. Operations

- a. The enforcement of parking violations is well executed but labor intensive.
- b. Back office processing is almost entirely manually conducted and components are not integrated.
- c. The City currently pays \$1.00 to the State DMV to lookup license plates after the first 200 inquiries in a month. There is no out of state lookup available.

4. Policy

- a. The on-street two-hour limit invites abuse, with Downtown employees moving their cars to avoid ticketing; handhelds only track parkers by block, not space number.
- b. A decision must be made on the use of yellow hoods to allow free parking, including if the practice should continue and for how long.
- c. Widespread abuse of ADA placards has been reported.
- d. Wayfinding, especially for out of town visitors is minimal, leaving many parking facilities underutilized.

5. Technology

- a. Parking meters currently accept only coins no other payment options exist. Electronic meters were tested.
- b. Most administrative tasks require manual input.
- c. There are continual issues with Full Court/SL software.

- d. The garages currently use four different parking access and revenue control systems.
- e. Enforcement handhelds are outdated.

6. Future Capital Repair/Replacement

- a. While there is a comprehensive plan in place for capital repair and maintenance, there is not an ongoing reserve fund to pay these costs. Capital repair and equipment replacement costs are currently paid out of the parking fund as needed and as funds are available.

8.0 Operations, Management, Policy, and Physical Improvement Recommendations

8.1 Purpose of Recommendations

The recommendations which follow were developed by DESMAN, in consultation with the City, in order to address each of the issues identified throughout the course of this study. The recommended changes to the operations, management, policies, and physical assets which makeup the City's public parking system are intended to address the current needs of Downtown Topeka, as well as the anticipated needs of the area over the next 10 years. While none of the recommended changes will, by themselves, remedy all of the existing or future parking-related issues within the study area, the goal is to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users and to address the concerns raised by the city's stakeholders.

8.2 Recommendations

There are three policies assumed within the proposed recommendations:

1. Continuation of free, two-hour on-street parking along S. Kansas Avenue and associated side streets that currently have yellow hoods on meters. This approach assumes that the City will forgo meter revenue in these areas to support revitalization of downtown. Future updates to the plan could see this policy change. Continuing this policy would establish 550 spaces as free, two-hour parking on these streets. The free parking in these spaces represents lost revenue of more than \$280,000 annually. This solution will require an alternative source of funding to help support the parking system.
2. Implementation of demand management strategies to better utilize existing parking supply available on-street, as well as in garages and surface lots. These demand management strategies include changes to parking rates over time to help balance demand among facilities, increasing the number of permits sold in garages up to the practical capacity of each facility, changing meter rates and time limits to optimize convenience for parkers, combined with other actions to better utilize supply.
3. Development of additional funding strategies beyond existing fees from meters, leases and enforcement, to pay for plan recommendations and capital repair needs of parking facilities.

Along with the current operations of the parking system, the proposed recommendations are anticipated to result in expenses exceeding revenues by more than \$300,000-\$600,000 annually in the short-, medium- and long-term. If the recommendations are acceptable, City staff will evaluate potential funding mechanisms and bring the results back before City Council at a later date. If the parking system is going

to continue to sustain itself as an enterprise fund, additional net revenue will be needed to fund capital and operating expenses.

These policy directions will need to be considered prior to implementing any of the recommendations presented in this report. The results of these decisions will affect the City's entire parking operation and will dictate the flow of subsequent recommendations. In addition, once implemented, certain of the recommendations have the potential to reduce or eliminate the need for other, potentially costlier and more complicated changes to the parking operation.

8.2.1 Specific Recommendations

Once the major policy decisions have been made, a number of specific recommendations can and should be undertaken. DESMAN has formulated a matrix (**Table 18**) which compares the issues previously identified during the course of this study with recommendations aimed at addressing the issues. In addition, the matrix shows the relative financial impact each recommendation is expected to have on the overall financial performance of the parking system, as well as the anticipated timeframe for implementation. In terms of the implementation timeframe, short-term (ST) recommendations were assumed to occur in 1-2 years, medium-term (MT) in 3-5 years and long-term (LT) in 6+ years.

Following the matrix in Table 18 are detailed descriptions of the initial recommendations, along with the anticipated costs associated with each recommendation and the anticipated timeframe for implementation. Lastly, financial projections for the parking system over the next 10 years are presented in order to summarize the potential financial impact of all of the proposed recommendations.

Table 18: Parking Recommendations Matrix

		System Recommendations												Garage Recommendations				On-Street Recommendations						Lots
		Establish a funding mechanism	Acquire Out of State License Plate Lookup	Improve Wayfinding Signage	Establish Capital Repair Reserve Fund	Acquire/Develop Residential Parking Policy	Institute Regular Rate/Fine Increases	Utilize Private Parking in Off Hours	Implement TDM Strategies	Increase Oversell in Garages	Acquire Single PARC System for Garages	Add Electronic Counting and Signage to Garages	Balance Demand Among Parking Facilities	Review Lighting in Garages	Eliminate Yellow Hoods	Evaluate Meter Locations	Increase On-street Parking Rates	Acquire LPR Enforcement System	Add Electronic Meters	Adjust Enforcement Hours	Evaluate Use of Surface Lots			
Issue #	Issue Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
1a.	Localized on-street parking shortages			X					X	X			X	X	X	X	X	X				X	X	
1b.	Future development will overwhelm supply	X			X	X			X	X	X			X							X	X		
1c.	In the long-term, city will need more downtown parking	X			X	X				X	X			X				X						
2a.	Current rates have not been increased since 2010	X						X						X				X						
2b.	Current revenue does not cover expenses plus capital repair needs	X	X					X			X			X		X	X	X	X		X			
2c.	Issue of yellow hooded meters should be resolved															X								
2d.	Little price differentiation between high and low occupancy spaces							X			X			X				X			X	X		
3a.	Enforcement is labor intensive	X																		X	X			
3b.	Back office processes are nearly all manually done	X					X					X								X	X			
3c.	There is no out of state license plate look-up	X	X																					
4a.	Free, 2-hour on-street parking invites abuse															X			X	X				
4b.	Decision is needed about free parking on/near Kansas Avenue	X														X					X			
4c.	Widespread abuse of ADA placards has been reported																			X				
5a.	Wayfinding is minimal	X		X																				
5b.	Drivers are unable to determine if spaces are available in garages	X											X											
6a.	Parking meters accept only coins	X															X	X			X			
6b.	Most administrative tasks require manual input	X					X					X								X				
6c.	There are continual issues with Full Court/SL software	X					X													X				
6d.	Garages use four different PARCS systems	X			X		X					X												
6e.	Enforcement handhelds are outdated	X																		X				
7a.	No capital reserve fund for repairs	X			X			X			X				X			X						
Relative Financial Impact		\$\$\$\$	(\$)	N/A	(\$\$\$\$)	N/A	(\$)	\$\$	N/A	(\$)	\$	(\$\$\$\$)	(\$\$)	\$	\$	(\$)	N/A	\$\$	\$	(\$)	(\$\$\$)	\$	N/A	
Implementation Timeline		ST	ST	ST	ST	ST	ST	MT	MT	LT	ST	ST	MT	MT	LT	ST	ST	ST	ST	ST	ST	MT	LT	

Source: DESMAN

Relative Financial Impact of Recommendations: \$\$\$\$ = Significant Positive Impact on Net Revenue (\$\$\$\$) = Significant Negative Impact on Net Revenue
ST = Short-Term MT = Medium-Term LT = Long-Term

System-Wide Recommendations

- 1) **Establish a funding mechanism to fund parking recommendations.** If all of these recommendations are implemented, the 10-year Parking Fund forecast shows expenses exceeding revenue by an average of approximately \$409,000 annually. The primary driver of this shortfall is the establishment of a capital reserve fund to replace and rehabilitate existing parking infrastructure and setting aside \$383,000/year for this purpose.

In lieu of increasing parking rates and fines, a funding mechanism such as a special service district or community improvement district could be used to fund the operations and capital needs of the Parking Division. This would spread the financial burden associated with operating and maintaining the system over the system's beneficiaries, not just parkers who use the system. In all likelihood, additional funds will be needed beyond user fees if the Parking Division is to be completely self-supporting.

Estimated Cost to implement: Nominal (funding mechanism would need to generate ~\$409,000/year)
Estimated timeframe: Needs to be in place no later than two years after implementation of recommendations

- 2) **Out of State license plate lookup capability should be acquired.** At the present time, the Parking Division is only able to access the records associated with Kansas-registered vehicles. Consideration should be given to contracting for a national data base to facilitate out-of-state collections.

Estimated Cost to implement: Nominal
Estimated timeframe: Short-Term (6 Months)

- 3) **Improve wayfinding signage from Kansas Avenue and major approaches to Downtown to the City's garages.** Additional signage is needed to direct drivers from Kansas Avenue to available spaces in City facilities both east and west of Kansas Avenue. Currently, drivers cruise S. Kansas Avenue looking for on-street parking, while garage spaces are typically readily available.

The City's recently-completed wayfinding program recommended a variety of signs, including more than 10 specific vehicular parking guidance signs, to be placed throughout the downtown. The recommended signs on Kansas Avenue and on key cross streets are intended more-effectively direct motorists to the City's parking garages. After these signs have been procured and installed, parking wayfinding signage should be reassessed in order to determine if additional signage is necessary.

Estimated Cost to Implement: Nominal
Estimated Timeframe: Short-Term (1 Year)

- 4) **Establish a capital repair reserve fund for parking.** Parking garages, surface parking lots, parking meters, signage, and all of the various other physical assets that form a parking system and enable a parking operation to work have a cost associated with them and will require replacement at some point in the future. Building new parking spaces, maintaining existing spaces and replacing equipment can all require significant capital outlays which, at present, come from the revenues generated by the parking system or through debt financing. Due to the significant burden that these large and irregular

expenses can place on a city's finances, it is good practice to set aside money in a reserve fund to help offset these future costs.

Ideally, the City should be setting aside at least \$100/space per year for the 3,183 parking garage spaces and \$25/space per year for the surface lot and on-street spaces to be used for future capital repair and maintenance.

Estimated Cost to implement: ~\$383,000/year, based on existing parking inventory

Estimated Timeframe: Short-Term (Immediately)

- 5) **Establish a policy regarding downtown residential parking.** Historically, downtown parking has been provided by the City. With the number of residential units in downtown expected to grow in the future, a conflict is developing between residential and office parking needs. Resident parking is most appropriate in off-street facilities where vehicles can be conveniently parked when not in use. However, this can create conflicts between the needs of residents and downtown office workers and commercial patrons.

To address this situation, consideration should be given to establishing a provision for downtown residential parking, either an absolute standard, such as a zoning requirement, fee-in-lieu or contracting for existing available parking. As development continues, this could also translate to the City requiring developers to provide residential parking as part of their projects or contributing to a parking fund to assist the City in building structured parking. Based on input from the City's Planning Department, the following should be considered prior to making any changes to the Zoning Code:

- A. If the City chooses to implement minimum parking mandates, these should be restricted to larger-scale developments – perhaps 20 units or more. However, ideally, the City should attempt to work in partnership with developers to utilize the City's existing parking inventory, before requiring that additional off-street parking capacity be added.
- B. The City should create a residential parking permit program for lower scale loft and small apartment developments that would allow for on-street parking, with a permit, in low-demand areas. Additionally, on-street residential permits could allow parking at meters without payment, but only after regular enforcement hours and on weekends. Residential permits should not limit the supply of available parking serving the downtown's retail, restaurant and office uses, when those land uses are active.
- C. For larger-scale housing developments, the City should look to create public private partnerships whereby the City allows new residential development on parking lots owned by the City, in exchange for the developer replacing the existing parking and providing additional supply to serve the development. This is a way for the City to use its parking inventory to promote development, without selling its interest in the land.

In addition to the above proposals from the Planning Department, we recommend that the City continue to sell garage leases for 24-hour parking for residential users, where possible. For instance, the Townsite Garage has the potential to help accommodate the projected residential demand, given the existing and projected future utilization of this facility. The City's surface parking lots may also be used for this purpose, although they are typically in less convenient locations to many of the proposed residential developments.

Estimated Cost to Implement: Nominal (minimal staff time)
Estimated Timeframe: Short-Term (6 Months)

- 6) **New integrated back office software should be acquired to link all facets of parking operations.** The existing JSI and the Lawson systems are cumbersome and difficult to use for the operation of the City's parking system. There are a number of effective software programs which can provide accounting support and integration with parking operations. All can accommodate data and reports from current garage operating systems. The linking of financial and operating data from the off-street facilities with on-street reporting and enforcement will simplify reporting and increase the City's understanding of their parking system.

Estimated Cost to implement: \$50,000
Estimated timeframe: Short-Term (1 – 2 Years)

- 7) **Institute regular rate increases.** One of the most difficult parts of managing a parking system is convincing the public and governing entities of the value of regularly increasing parking rates. Because increasing rates is often difficult politically, the decision to increase rates is generally deferred until financial need dictates. For this reason, it is recommended that regular rate increases be part of the City's plan of operation in the future. Ideally, these increases should at least keep pace with normal cost escalation.

A 10% increase in parking rates and fine amounts every 3 – 4 years would provide a relatively painless way to keep the parking system solvent, as salaries and other costs increase. **Table 19** presents a potential schedule for increasing parking rates when downtown parking demand dictates.

Table 19: Schedule of Current and Potential Future Parking Rates

Facility Name	EXISTING		FIRST INCREASE		SECOND INCREASE		THIRD INCREASE	
	Monthly Lease Rate (covered)	Hourly Parking Rate	Monthly Lease Rate (covered)	Hourly Parking Rate	Monthly Lease Rate (covered)	Hourly Parking Rate	Monthly Lease Rate (covered)	Hourly Parking Rate
512 Jackson Garage	\$67.75	\$1.00	\$75.00	\$1.00	\$83.00	\$1.00	\$91.00	\$1.25
Townsite Plaza Garage	\$67.75	\$1.00	\$75.00	\$1.00	\$83.00	\$1.00	\$91.00	\$1.25
Park-N-Shop Garage	\$67.75	\$1.00	\$75.00	\$1.00	\$83.00	\$1.00	\$91.00	\$1.25
Crosby Place Garage	\$67.75	\$1.00	\$75.00	\$1.00	\$83.00	\$1.00	\$91.00	\$1.25
Centre City Garage	\$67.75	\$1.00	\$75.00	\$1.00	\$83.00	\$1.00	\$91.00	\$1.25
Ninth Street Garage	\$47.43	\$1.00	\$52.00	\$1.00	\$57.00	\$1.00	\$63.00	\$1.25
Coronado Garage	\$67.75	N/A	\$75.00	N/A	\$83.00	N/A	\$91.00	N/A
5th & Jackson Lot	\$45.00	N/A	\$50.00	N/A	\$55.00	N/A	\$61.00	N/A
8th & Madison Lot	\$18.00	N/A	\$20.00	N/A	\$22.00	N/A	\$24.00	N/A
900 Monroe Lot	\$30.00	N/A	\$33.00	N/A	\$36.00	N/A	\$40.00	N/A
Water Tower Lot	\$18.00	N/A	\$20.00	N/A	\$22.00	N/A	\$24.00	N/A
1- or 2-Hour Meters	N/A	\$1.00	N/A	\$1.25	N/A	\$1.50	N/A	\$1.75
10-Hour Meters	N/A	\$0.50	N/A	\$0.75	N/A	\$1.00	N/A	\$1.25
10-Hour Permit	\$44.00	N/A	\$48.00	N/A	\$53.00	N/A	\$58.00	N/A
Hood (Daily)	\$6.00	N/A	\$7.00	N/A	\$8.00	N/A	\$9.00	N/A
Hood (Monthly)	\$67.75	N/A	\$75.00	N/A	\$83.00	N/A	\$91.00	N/A

Source: DESMAN

In addition, as downtown development fills existing parking facilities, it will be important to manage the demand at individual facilities by adjusting prices. Greater variation in monthly rates between high and low occupancy parking facilities can shift demand to underutilized lots and garages. The provision of long-term leases at fixed prices with heavily discounted rates is detrimental to the ability to balance demand and fund future capital repair and maintenance projects. As much as possible, we recommend that leases be limited to a fixed price for one year, with a provision for increases above inflation for each year thereafter. Shorter-term leases enable the City to balance demand using price elasticity.

Estimated Cost to Implement: Nominal
Estimated Timeframe: Medium-Term (3 – 5 Years)

- 8) **Work with the State and other property owners to utilize employee parking in off hours.** There are a large number of State of Kansas and corporately-owned parking facilities used for employee parking during the day (estimated at more than 5,500 spaces within the study area). These facilities often sit empty at night and on weekends. Shared parking should be encouraged to satisfy evening and weekend demand for theaters, restaurants and special events. These types of arrangements are an effective way to delay the need for the City to build additional structured parking.

Estimated Cost to Implement: Nominal
Estimated Timeframe: Medium-Term (3 – 5 Years)

- 9) **Encourage demand management strategies.** Before investing in additional structured parking in the downtown, consideration should be given to continuing efforts to reduce parking demand for employees and residents. The City should continue to encourage the use of other modes of transportation including bicycles, carpooling and public transportation.

Additionally, when demand justifies, in an effort to provide a lower cost parking option and to better utilize the City's surface parking lots on the edges of downtown, such as the 8th and Madison Lot east of I-70, serious consideration should be given to developing a shuttle bus route running from this facility to the core of downtown.

Estimated Cost to Implement: \$200,000 annually
Estimated Timeframe: Long-Term (6+ Years)

Garage Recommendations

- 10) **Increase oversell in garages.** Although the City currently has a policy of overselling leases in its garages, there are typically spaces available during peak demand periods. For this reason, it is recommended that the City begin to gradually increase the number of leases in its garages, while monitoring the occupancy of the garages on a regular basis. Based on DESMAN's analysis, there is potential to lease more than 150 additional spaces total between the 512 Jackson, Townsite Plaza, Ninth Street, and Crosby garages, without exceeding the practical capacity of those facilities.

In order to reduce the anxiety related to parking leaseholders not being able to find an available space in their assigned garage if overselling is increased, the City could implement a policy of assigning an alternative parking location for use in the event that their primary parking location is full. If a unified system of revenue control technology is implemented (as recommended in #11, below), leaseholders

will be able to use the same credential to enter both their primary and secondary parking locations. Additionally, these systems can track garage utilization on a continuous basis, so the Parking Division will know what garages have available capacity and can be assigned as alternate parking locations.

Estimated Cost to Implement: Nominal (minimal staff time)
New Revenue: \$122,000 @ \$67.75 per permit
Estimated Timeframe: Short-Term (Immediately)

- 11) **Garage revenue control systems should be consistent across all facilities.** Currently, the City's seven parking garages operate using four different operating systems. In addition, most of the software and hardware systems are approaching the end of their useful lives or are already beyond their useful lives. The use of several different access and revenue control systems puts a large burden on staff to manually integrate the financial and operating data from these facilities.

At present, only the Center City Garage has an up-to-date access and revenue control system. However, the use of the Coronado garage by the Cyrus Hotel valet operation will likely require new equipment and software as well. This provides a perfect opportunity to begin migrating to a unified system.

We recommend that one system be adopted to run all the City's parking garages and to manage financial data for the parking system. This should be implemented in conjunction with Recommendation 6, above.

Estimated Cost to implement: \$600,000
Estimated timeframe: Short-Term (1 – 2 Years)

- 12) **Add electronic counting and signage on high occupancy off-street parking facilities.** As downtown parking facilities become more occupied, customer service can be improved by providing the number of available spaces in each garage prior to a patron entering the facility. Systems of this type typically include signs at the entrances to a garage indicating the number of available spaces, as well as making this information available online. Any of the revenue control systems that might be recommended in Recommendation 10 (above) would be compatible with electronic counting and signage systems. However, only the TIBA system currently in place in the Centre City garage could support a counting system without upgrade.

Estimated Cost to Implement: \$70,000
Estimated Timeframe: Medium-Term (3 – 5 Years)

- 13) **Balance demand among parking facilities.** As peak occupancy levels raise above 90% on a regular basis, parking garage rates should be increased to help balance demand among garages and surface lots. Rates should be reviewed at least annually to determine if they should be adjusted.

Estimated Cost to Implement: Nominal (minimal staff time)
New Revenue: TBD
Estimated Timeframe: Medium-Term (3 – 5 Years)

- 14) **Review lighting in all parking facilities and replace where appropriate with energy-efficient fixtures.** Energy-efficient lighting fixture prices have decreased significantly in recent years. Coupled with

incentives from electric utilities, there is little reason to delay upgrading lighting in parking facilities, where those upgrades have not already been completed or are not already planned. Additionally, customer service and patron safety can be improved through lighting enhancements. For these reasons, it is recommended that all facilities be surveyed to determine the need for and cost to upgrade lighting systems.

Estimated Cost to Implement: TBD
Estimated Timeframe: Long-Term (6+ Years)

On-Street Recommendations

- 15) **Eliminate yellow hooded meters.** Hooded meters are both unsightly and, in some instances, unnecessary. If the City wishes to provide free on-street parking with strict time limit enforcement, then meters and hoods should be removed, where they still exist. There are other local funding mechanisms available to support the parking functions and maintain the assets.

Estimated Cost to implement: Nominal
Estimated timeframe: Short-Term (1 Month)

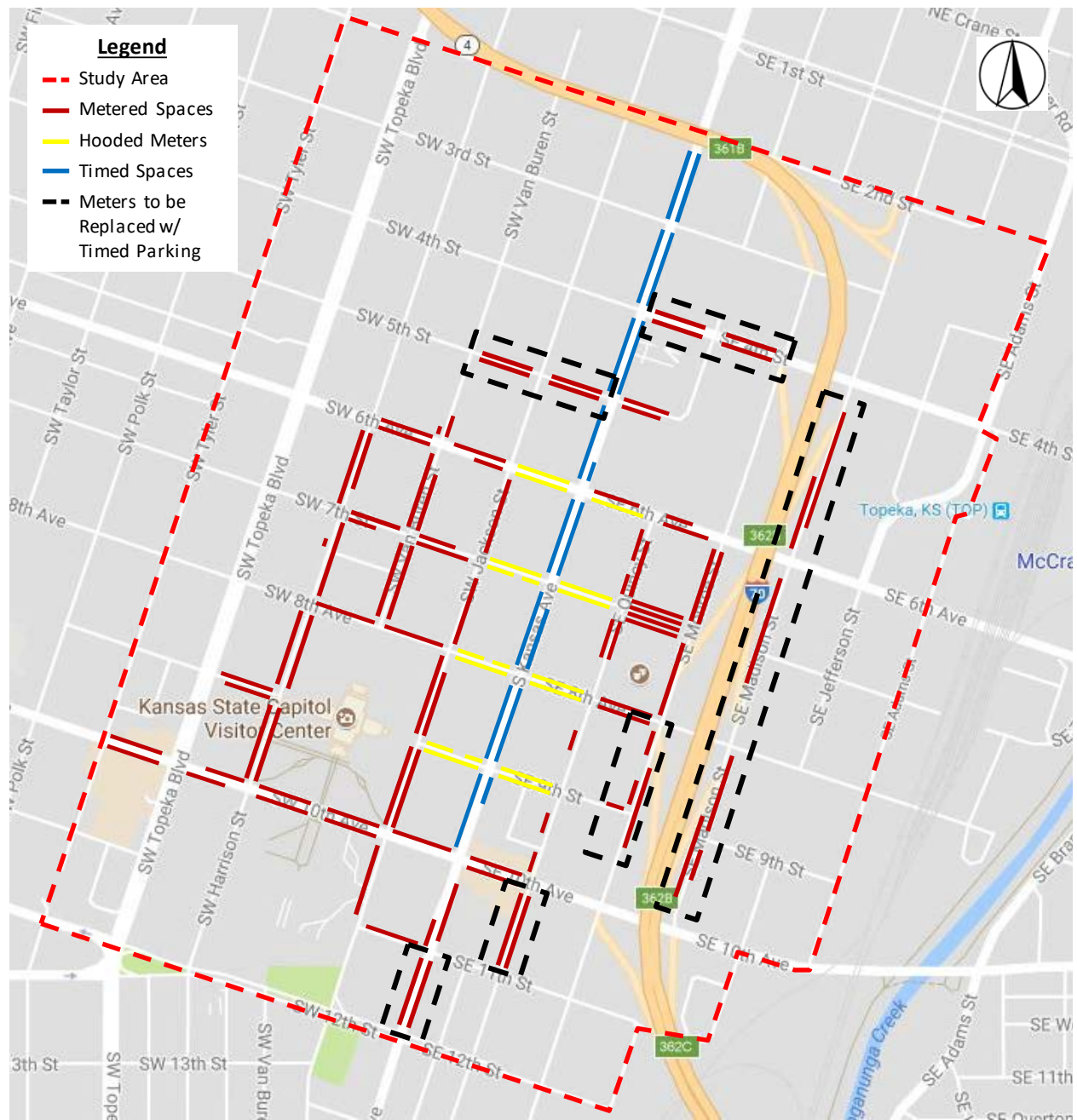
- 16) **Evaluate meter locations.** Since the occupancies of the meters vary significantly by block, the desirability of maintaining meters in all existing locations should be reviewed. In the short-term, we recommend that poorly-producing meters be removed and replaced with timed parking. In the mid-term, the occupancy of the remaining meters should be reviewed and a decision made to eliminate or upgrade to electronic meters. Long-term, as development increases on-street demand, new meter locations and/or elimination of additional meters should be considered.

As shown in **Figure 9**, we have identified several locations where existing meters could potentially be removed and replaced with timed parking, with little to no impact on revenue or the availability of parking; the locations identified contain 405 existing meters. City staff who are intimately familiar with the parking activity patterns in downtown and the meter revenue generated on a street-by-street basis should make the final determination of meters for removal.

In addition, we recommend that 10-hour meters be relocated from areas of high demand to areas with lower demand. For instance, the 53 10-hour meters in the 800 block of SW Jackson Street could be relocated to SW 10th Avenue and replaced with 2-hour meters.

Estimated Cost to Implement: Nominal (minimal staff time)
Estimated New Revenue: Little revenue impact; minimal savings for maintenance and collection
Estimated Timeframe: Short-Term (3 – 6 Months)

Figure 9: Potential Locations for Replacement of Meters w/ Timed Parking



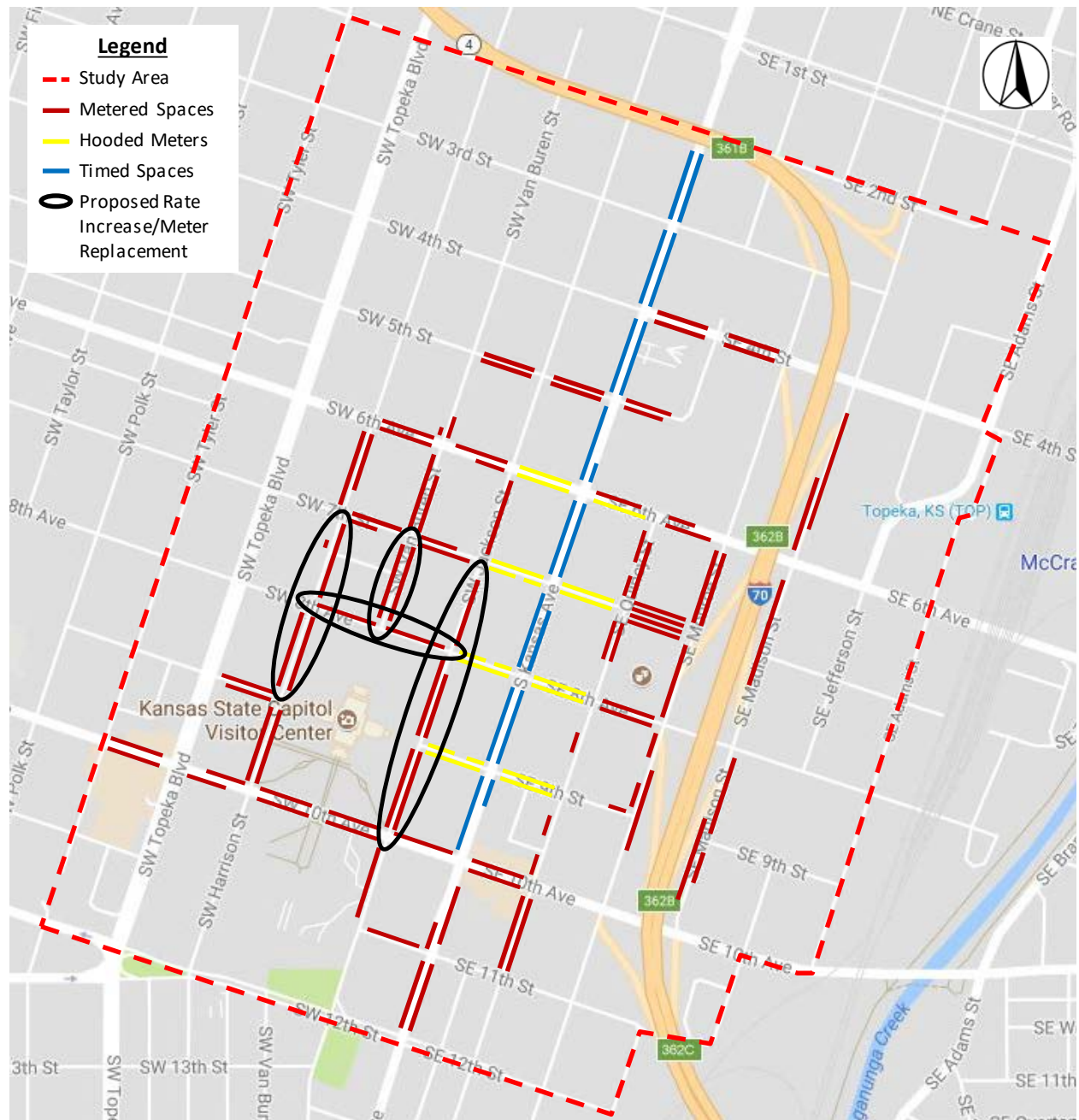
Source: DESMAN

17) **Increase on-street parking rates in high demand areas.** We recommend that meter rates be increased to \$1.25 per hour in the high occupancy areas adjacent to the State Capitol, particularly along SW Jackson Street, SW Van Buren Street and SE Harrison Street south of 7th Street, and on 8th Avenue from Jackson to Harrison, as shown in **Figure 10**. Increasing hourly parking rates in these areas would encourage parkers to disperse to less utilized meters and, by increasing the on-street hourly rate above that of the garages, would encourage use of off-street facilities. There is a total of 318 meters in the identified blocks.

In conjunction with increasing the rates in these areas, the on-street meters should be upgraded to allow for credit payments and payment via cell phone. This new technology will make it easier for parkers to pay, as opposed to having to use five quarters to pay for one hour of parking. This recommendation is discussed in more depth in Recommendation 20, below.

<i>Estimated Cost to implement:</i>	Nominal (minimal staff time)
<i>Estimate New Revenue:</i>	\$30,000
<i>Estimated timeframe:</i>	Short-Term (6 Months – 1 Year)

Figure 10: Proposed Locations for Near-Term Meter Rate Increases and Parking Meter Replacement



Source: DESMAN

- 18) **Increase initial fines for metered/timed parking violations to \$10.00.** In the parking industry, it is a best practice to price overtime/non-payment of parking violations at 10 to 15 times the hourly cost of parking. This pricing structure is intended to encourage payment of the meters and compliance with time limit regulations. If the fine for a violation is too low, parkers are more likely to take their chances on receiving a violation, as opposed to paying for the time they are parked or moving their vehicles within the posted time limit. If the parking rate on Kansas Avenue is increased to \$1.25 per hour, as recommended, then the fine amount for overtime/non-payment violations should be increased in order to maintain the proper cost ratio.

<i>Estimated Cost to Implement:</i>	Nominal (minimal staff time)
<i>Estimated New Revenue:</i>	\$25,000
<i>Estimated Timeframe:</i>	Short-Term (6 Months)

- 19) **Acquire updated enforcement capability for on-street parking.** The current enforcement practices are extremely effective, but very labor intensive. An investment in new technology, such as license plate recognition (LPR), integrated with on-street meters, would eliminate some of the manual effort by enforcement personnel and would improve capture rates. Our experience in other communities suggests that the productivity of personnel using LPR is significantly improved versus manual enforcement. Again, funds would be needed to acquire this technology, but those costs will be offset by increased capture of violators and a longer-term reduction in operating expenses.

We recommend that LPR hardware and software be acquired for two vehicles for use by the City's PCOs. The LPR equipment can be used to enforce time limits on-street and permit restrictions on-street and in the surface lots, as well as on-street meter parking for those parkers who pay via cell phone at a single-space meter.

<i>Estimated Cost to Implement:</i>	\$60,000
<i>Estimated New Revenue:</i>	\$20,000
<i>Estimated Timeframe:</i>	Short-Term (6 Months – 1 Year)

- 20) **Replace on-street meters with technology that would permit use of credit cards and cell phone payments.** The single-space meters currently used downtown are manual meters which do not take credit cards and whose rates cannot be easily adjusted. There are two primary technology options to replace the existing meters, either of which can be coupled with a pay-by cell phone app: 1) electronic single-space meters (previously tested in Topeka) add to a traditional meter by accepting credit cards or 2) multi-space meters provide a kiosk to serve typically 8-10 parking spaces on a block.

There are advantages and disadvantages to each type of technology, principally higher capital costs and longer walking distances for multi-space meters, but lower operating costs, easier enforcement, fewer poles on the sidewalk. The primary advantages of single-space meters is the significantly-lower capital cost and a familiarity with the technology.

Despite the advantages of multi-space meters from an enforcement perspective, given Topeka's hourly on-street parking rates and the cost to procure multi-space meters, we recommend that the City procure and install credit card-enabled single-space meters to replace the existing mechanical meters.

Based on the existing on-street parking inventory within the study area, if the identified spaces on Kansas Avenue and the adjacent streets remain free and the 405 existing spaces identified in Recommendation 16 are changed to timed parking, there are approximately 1,100 remaining on-street metered parking spaces. In order to minimize the financial impact of this recommendation, we have devised a scheme for replacing the meters over time. Assuming that the free spaces remain on Kansas Avenue and the adjacent streets, it is estimated that 318 single-space meters would be needed to control the on-street metered parking spaces in the high occupancy on-street areas (identified in Figure 10).

Over the medium-term, outside of the high occupancy areas, the remaining 784 metered spaces should be evaluated to determine if the existing technology should be replaced with new single-space meters or with timed parking enforced by LPR technology.

<i>Estimated Cost (Short-Term):</i>	\$143,000 (318 meters @ \$450/meter)
<i>Estimated Timeframe:</i>	Short-Term (1 – 2 Years)
<i>Estimated Cost (Medium-Term):</i>	\$353,000 (784 meters @ \$450/meter)
<i>Estimated Timeframe:</i>	Medium-Term (3 – 5 Years)

- 21) **Adjust Enforcement Hours.** Although the current enforcement hours are appropriate given existing activity levels downtown, as evening and weekend activity increases, consideration should be given to extending meter hours later in the evenings on weekdays and instituting paid parking on weekends. An annual review of evening/weekend activity should be conducted to identify major activity areas and inform the decision to extend on-street hours of enforcement.

<i>Estimated Cost to Implement:</i>	TBD
<i>Estimated New Revenue:</i>	TBD
<i>Estimated Timeframe:</i>	Medium-Term (3 – 5 Years)

Surface Lot Recommendations

- 22) **Evaluate the use of the surface lots.** Despite the low lease rates charged at the surface parking lots, the lots remain underutilized compared to the garages. This low level of utilization reflects the locations of the surface lots on the periphery of downtown. Although there is little demand for remote parking today, as demand grows in the core, remote lots may become more desirable as a low-cost parking option. We recommend that the status quo be maintained until demand for remote parking and shuttle service increases.

<i>Estimated Cost to implement:</i>	N/A
<i>Estimated timeframe:</i>	Long-Term (6+ Years)

8.3 Timing of Recommendations

While the impacts of the recommended changes can be predicted to a certain extent, a number of the changes that are being proposed have the potential to impact the public parking system in unknown ways. Due to the uncertainty around the impact that these recommendations will have on the current and future parking dynamics within the study area, the proposed implementation timetable has been designed to allow time for the impacts of the changes to be felt, before additional changes are made to the system. In our experience, this approach is more successful than attempting to implement all of the recommended

changes at one time and dealing with any unintended consequences in a piecemeal way. Hopefully, this will allow changes to the parking system to be made in a methodical way, avoiding a situation where the City spends resources on recommendations that do not result in an improved parking operation or must walk back a change that had an unintended, negative consequence.

8.4 Anticipated Cost of Implementation

For each of the recommended changes or improvements, an anticipated cost has been provided for use in the City's budgeting process. While the actual costs of implementing the recommendations will likely vary somewhat from these figures, these planning level cost estimates are intended to provide the City with an idea of the financial commitment associated with each recommendation. That cost, along with the potential benefits of each recommendation, will allow for an objective comparison of the merits of each proposed recommendation. Similarly, some of the recommendations, such as rate increases, will generate revenue. We have also attempted to identify the magnitude of the revenue increases associated with these recommendations. Some recommendations are seen as low cost and more easily implementable, while others will require more significant capital outlays and/or more planning in order for implementation to be successful.

Table 20 presents the projected financial performance of the parking system over the next 10 years, based upon the above recommendations and implementation timeframes.

Table 20: Projected Financial Performance of the City of Topeka Parking Division

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Budget	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
ON-GOING FUND BALANCE	\$ 143,183	\$ (548,032)	\$ (790,972)	\$ (1,168,332)	\$ (1,511,188)	\$ (2,117,920)	\$ (2,689,816)	\$ (3,129,881)	\$ (3,620,880)	\$ (3,864,919)	\$ (4,125,068)
OPERATING RESERVE	\$ 759,652	\$ 330,235	\$ 330,235	\$ 330,235	\$ 332,205	\$ 356,896	\$ 356,896	\$ 356,896	\$ 358,866	\$ 385,532	\$ 385,532
Profit/Loss	\$ (616,469)	\$ (360,979)	\$ (242,941)	\$ (377,359)	\$ (340,886)	\$ (582,042)	\$ (571,895)	\$ (440,065)	\$ (489,028)	\$ (217,373)	\$ (260,150)
REVENUE¹	\$ 2,856,370	\$ 3,302,355	\$ 3,302,355	\$ 3,302,355	\$ 3,322,055	\$ 3,568,963	\$ 3,568,963	\$ 3,568,963	\$ 3,588,663	\$ 3,855,324	\$ 3,855,324
Fees for Service:	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083	\$ 2,654,083
Municipal Court	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287	\$ 183,287
Miscellaneous	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000	\$ 19,000
Revenue from Recommendations	\$ -	\$ 445,984	\$ 445,984	\$ 445,984	\$ 465,684	\$ 712,592	\$ 712,592	\$ 712,592	\$ 732,292	\$ 998,954	\$ 998,954
EXPENSES²	\$ 3,472,840	\$ 3,663,334	\$ 3,545,295	\$ 3,679,714	\$ 3,662,941	\$ 4,151,005	\$ 4,140,858	\$ 4,009,028	\$ 4,077,691	\$ 4,072,697	\$ 4,115,474
Employee Compensation	\$ 652,426	\$ 668,737	\$ 685,455	\$ 702,592	\$ 720,157	\$ 738,160	\$ 756,614	\$ 775,530	\$ 794,918	\$ 814,791	\$ 835,161
Benefits	\$ 225,639	\$ 231,280	\$ 237,062	\$ 242,989	\$ 249,064	\$ 255,290	\$ 261,672	\$ 268,214	\$ 274,920	\$ 281,793	\$ 288,837
Utilities	\$ 284,777	\$ 291,896	\$ 299,194	\$ 306,674	\$ 314,341	\$ 322,199	\$ 330,254	\$ 338,510	\$ 346,973	\$ 355,647	\$ 364,539
Professional Services and Contractors	\$ 308,751	\$ 316,470	\$ 324,382	\$ 332,491	\$ 340,803	\$ 349,323	\$ 358,057	\$ 367,008	\$ 376,183	\$ 385,588	\$ 395,227
Miscellaneous	\$ 3,500	\$ 3,588	\$ 3,677	\$ 3,769	\$ 3,863	\$ 3,960	\$ 4,059	\$ 4,160	\$ 4,264	\$ 4,371	\$ 4,480
Insurance	\$ 64,103	\$ 65,706	\$ 67,349	\$ 69,032	\$ 70,758	\$ 72,527	\$ 74,340	\$ 76,199	\$ 78,104	\$ 80,056	\$ 82,058
Maintenance	\$ 83,655	\$ 85,747	\$ 87,890	\$ 90,088	\$ 92,340	\$ 94,648	\$ 97,015	\$ 99,440	\$ 101,926	\$ 104,474	\$ 107,086
Rent	\$ 1,800	\$ 1,845	\$ 1,891	\$ 1,938	\$ 1,987	\$ 2,037	\$ 2,087	\$ 2,140	\$ 2,193	\$ 2,248	\$ 2,304
Purchased Services	\$ 234,971	\$ 240,845	\$ 246,866	\$ 253,038	\$ 259,364	\$ 265,848	\$ 272,494	\$ 279,307	\$ 286,289	\$ 293,447	\$ 300,783
Supplies	\$ 129,100	\$ 132,328	\$ 135,636	\$ 139,027	\$ 142,502	\$ 146,065	\$ 149,716	\$ 153,459	\$ 157,296	\$ 161,228	\$ 165,259
Capital Outlay	\$ 261,528	\$ 268,066	\$ 274,768	\$ 281,637	\$ 288,678	\$ 295,895	\$ 303,292	\$ 310,875	\$ 318,646	\$ 326,613	\$ 334,778
Debt Service	\$ 822,588	\$ 784,526	\$ 718,825	\$ 688,839	\$ 681,484	\$ 907,452	\$ 833,656	\$ 636,587	\$ 638,378	\$ 564,841	\$ 537,361
Expenses from Recommendations	\$ 400,000	\$ 572,300	\$ 462,300	\$ 567,600	\$ 497,600	\$ 697,600	\$ 697,600	\$ 697,600	\$ 697,600	\$ 697,600	\$ 697,600

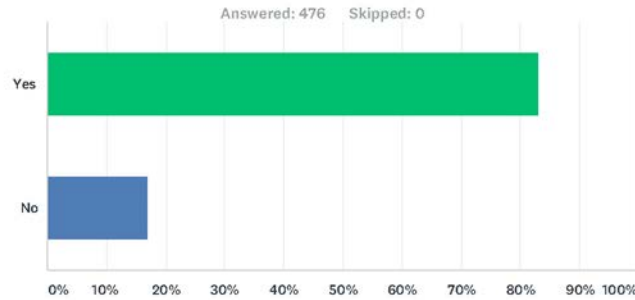
1) Regular parking rate increases were assumed in 2019, 2023 and 2027. These figures do not account for additional revenue from future demand growth.

2) Assumed annual expense growth of 2.5%, not including additional expenses associated with implementing recommendations.

Source: DESMAN

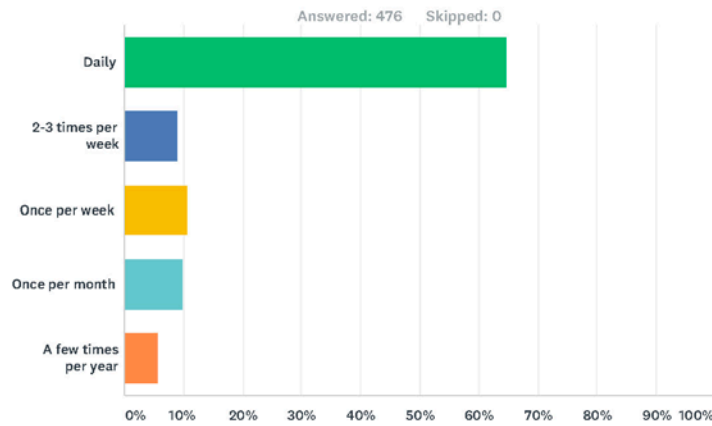
APPENDIX A: Online Parking Survey Summary

Q1 Do you live in Topeka?



Answer Choices	Responses
Yes	82.98% 395
No	17.02% 81
Total	476

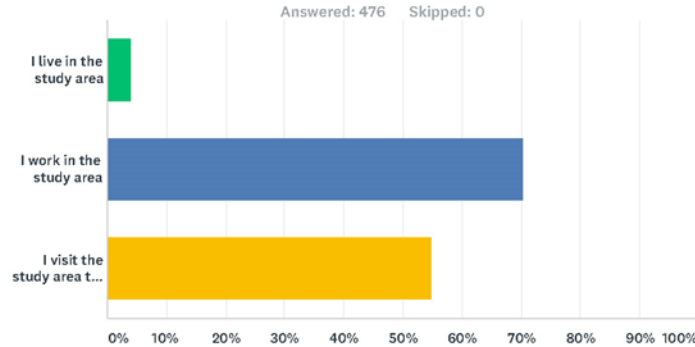
Q2 How often do you visit the downtown study area?



Answer Choices	Responses
Daily	64.71% 308
2-3 times per week	9.03% 43
Once per week	10.71% 51
Once per month	9.87% 47
A few times per year	5.67% 27
Total	476

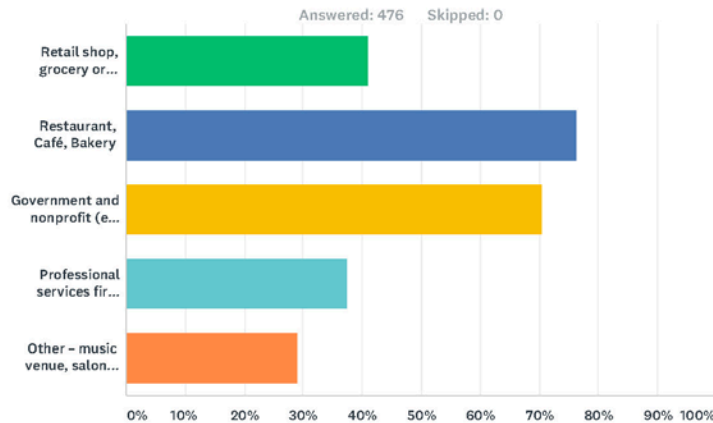
APPENDIX A: Online Parking Survey Summary (cont.)

Q3 Please select all of the following that describe you:



Answer Choices	Responses	
I live in the study area	3.99%	19
I work in the study area	70.38%	335
I visit the study area to access downtown businesses, services, attractions, etc.	54.83%	261
Total Respondents: 476		

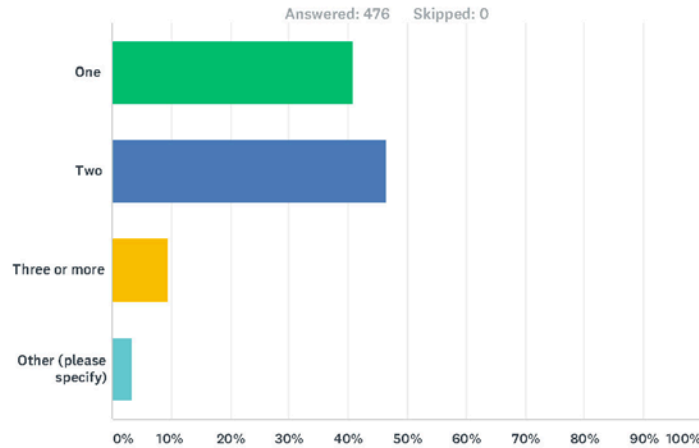
Q4 What types of businesses do you visit when making a trip to the study area? (Please select all that apply)



Answer Choices	Responses	
Retail shop, grocery or convenience store	40.97%	195
Restaurant, Café, Bakery	76.26%	363
Government and nonprofit (e.g. city offices, county offices, Post Office, etc.)	70.59%	336
Professional services firms (e.g. law, architecture/engineering, accounting, realty, marketing, medical, etc.)	37.39%	178
Other - music venue, salon, spa, barber shop, etc.	28.99%	138
Total Respondents: 476		

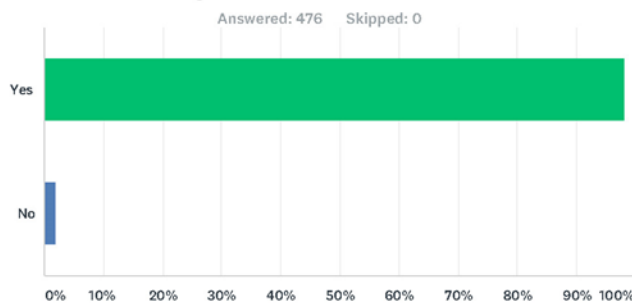
APPENDIX A: Online Parking Survey Summary (cont.)

Q5 How many businesses or destinations do you typically visit/patronize when making a single trip to the study area?



Answer Choices	Responses	
One	40.76%	194
Two	46.43%	221
Three or more	9.45%	45
Other (please specify)	3.36%	16
Total		476

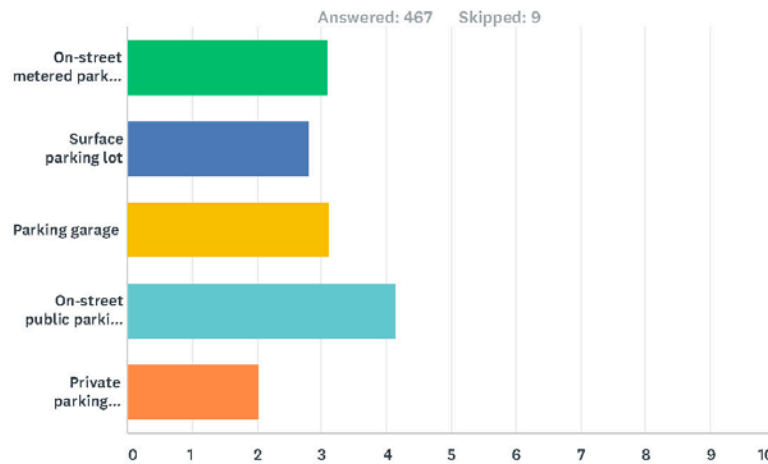
Q6 When visiting the downtown study area, do you typically drive a personal vehicle?



Answer Choices	Responses	
Yes	98.11%	467
No	1.89%	9
Total		476

APPENDIX A: Online Parking Survey Summary (cont.)

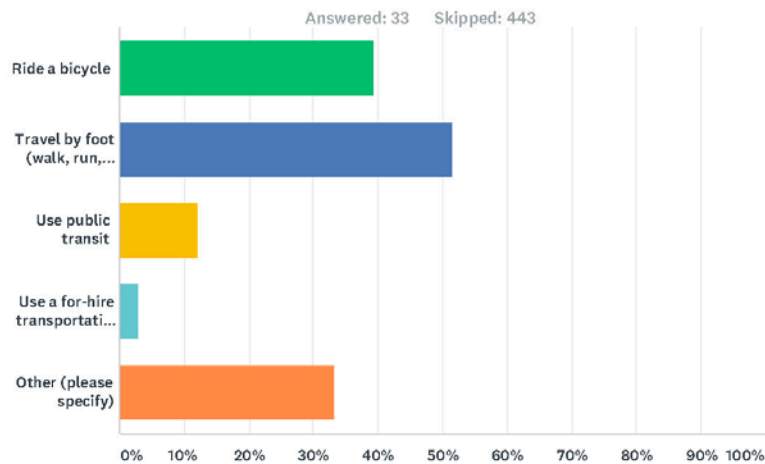
Q7 If "yes" to Question 6, where do you typically prefer to park when you visit? (Please rank your parking preference, with "1" being the place you are most likely to park and "5" being the place you are least likely to park)



	1	2	3	4	5	Total	Score
On-street metered parking space	14.62% 62	27.83% 118	26.65% 113	13.92% 59	16.98% 72	424	3.09
Surface parking lot	6.36% 25	17.05% 67	35.62% 140	32.32% 127	8.65% 34	393	2.80
Parking garage	26.39% 114	14.12% 61	16.90% 73	29.40% 127	13.19% 57	432	3.11
On-street public parking space (no meter)	47.39% 200	32.23% 136	11.37% 48	5.92% 25	3.08% 13	422	4.15
Private parking facility	13.48% 55	7.60% 31	6.37% 26	12.99% 53	59.56% 243	408	2.02

APPENDIX A: Online Parking Survey Summary (cont.)

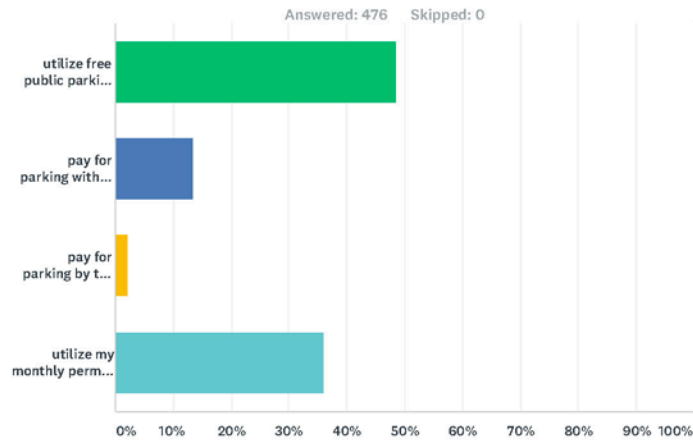
Q8 If "no" to Question 6, what mode(s) of transportation do you typically utilize when traveling to downtown Topeka? (Please select all that apply)



Answer Choices	Responses	
Ride a bicycle	39.39%	13
Travel by foot (walk, run, etc.)	51.52%	17
Use public transit	12.12%	4
Use a for-hire transportation service (e.g. taxi or Uber)	3.03%	1
Other (please specify)	33.33%	11
Total Respondents: 33		

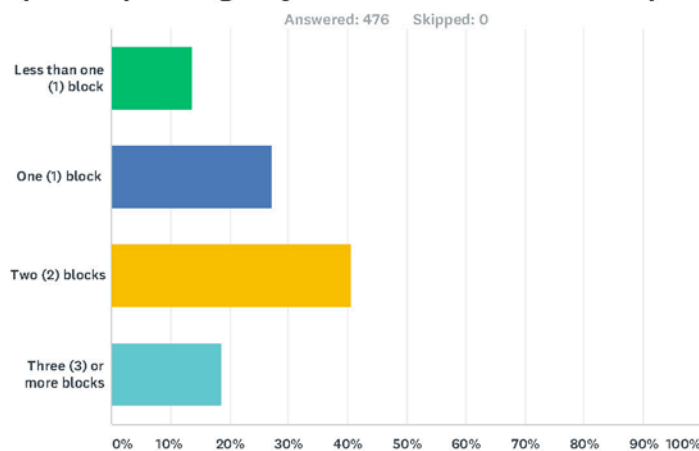
APPENDIX A: Online Parking Survey Summary (cont.)

**Q9 Please select the one statement that best describes you:
When using public parking in Topeka, I typically...**



Answer Choices	Responses	
utilize free public parking spaces	48.53%	231
pay for parking with coins at the parking meters	13.45%	64
pay for parking by the hour at a parking garage or surface lot	2.10%	10
utilize my monthly permit in a parking garage or surface parking lot	35.92%	171
Total		476

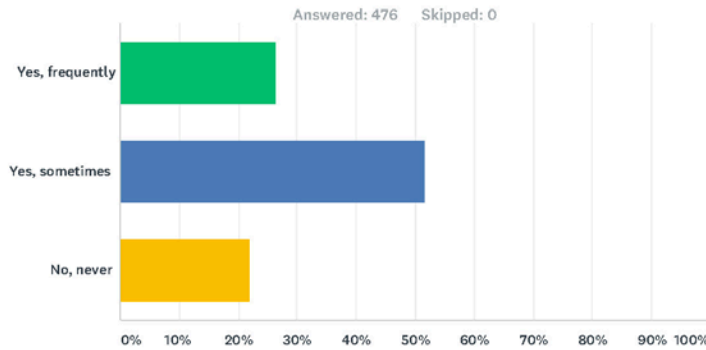
**Q10 What is the maximum distance you are willing to walk from
public parking to your destination(s) in Topeka?**



Answer Choices	Responses	
Less than one (1) block	13.66%	65
One (1) block	27.10%	129
Two (2) blocks	40.55%	193
Three (3) or more blocks	18.70%	89
Total		476

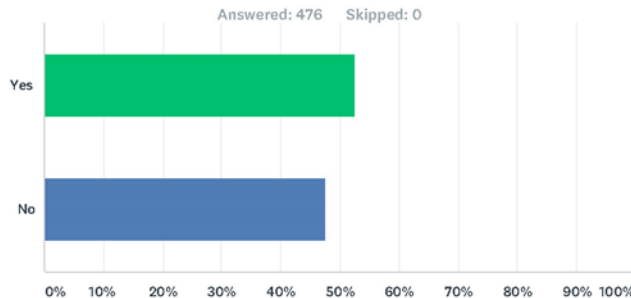
APPENDIX A: Online Parking Survey Summary (cont.)

Q11 When using public parking in the study area, do you have difficulty finding an available parking stall/space within an acceptable distance from your destination?



Answer Choices	Responses
Yes, frequently	26.26% 125
Yes, sometimes	51.68% 246
No, never	22.06% 105
Total	476

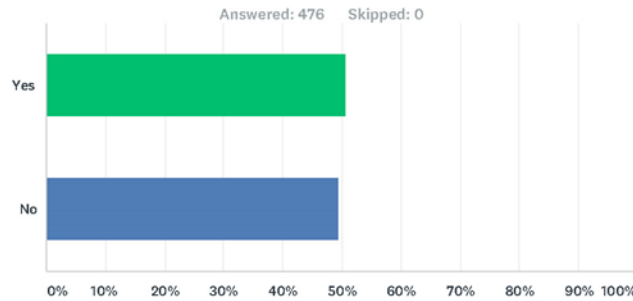
Q12 If you have difficulty finding available public parking within an acceptable distance from your destination, does this discourage you from visiting Topeka?



Answer Choices	Responses
Yes	52.52% 250
No	47.48% 226
Total	476

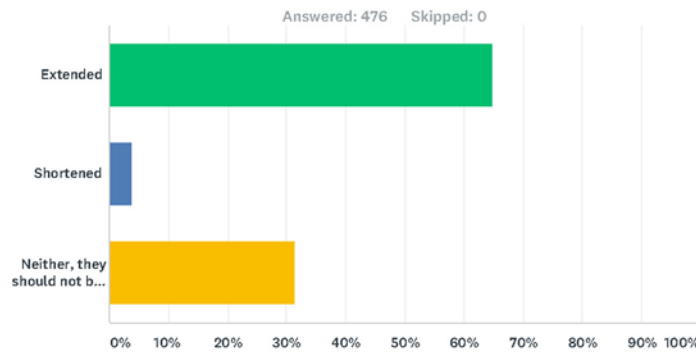
APPENDIX A: Online Parking Survey Summary (cont.)

Q13 Do the parking time limits in downtown Topeka meet your needs?



Answer Choices	Responses
Yes	50.63% 241
No	49.37% 235
Total	476

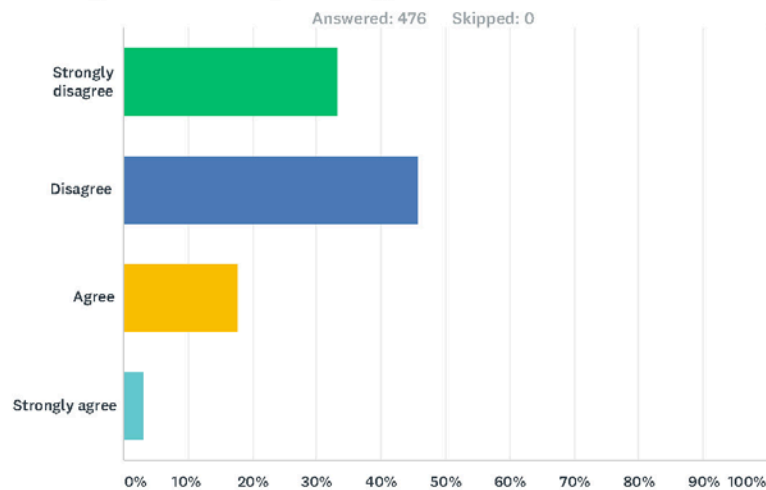
Q14 Do you believe public parking time limits should be extended or shortened?



Answer Choices	Responses
Extended	64.92% 309
Shortened	3.78% 18
Neither, they should not be changed	31.30% 149
Total	476

APPENDIX A: Online Parking Survey Summary (cont.)

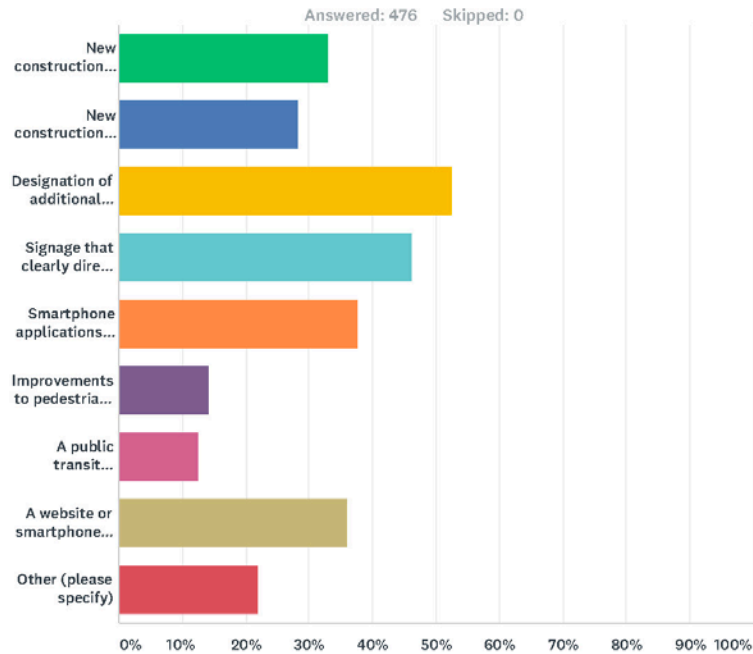
Q15 Rate the degree to which you agree/disagree with the following statement: Compared to the current Topeka parking rates, I am willing to pay more in order to improve my experience by making available parking easier to find, use and pay for.



Answer Choices	Responses	
Strongly disagree	33.19%	158
Disagree	45.80%	218
Agree	17.86%	85
Strongly agree	3.15%	15
Total		476

APPENDIX A: Online Parking Survey Summary (cont.)

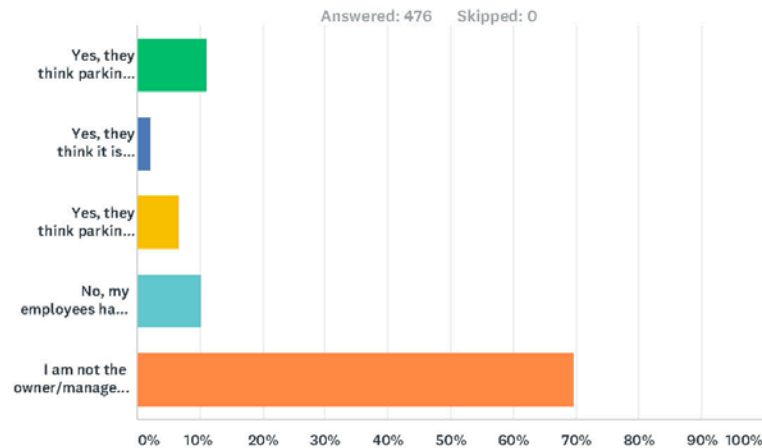
Q16 What improvements to the public parking system would be most meaningful to you? (Select all that apply)



Answer Choices	Responses	
New construction of additional surface lot parking spaces	32.98%	157
New construction of additional garage parking spaces	28.15%	134
Designation of additional areas for on-street parking	52.52%	250
Signage that clearly directs motorists to parking facilities such as garages and surface lots	46.22%	220
Smartphone applications that enable motorists to find parking spaces	37.61%	179
Improvements to pedestrian and bicycle facilities	14.29%	68
A public transit circulator bus route that serves Topeka	12.61%	60
A website or smartphone application that reports real-time availability of parking spaces	35.92%	171
Other (please specify)	22.06%	105
Total Respondents: 476		

APPENDIX A: Online Parking Survey Summary (cont.)

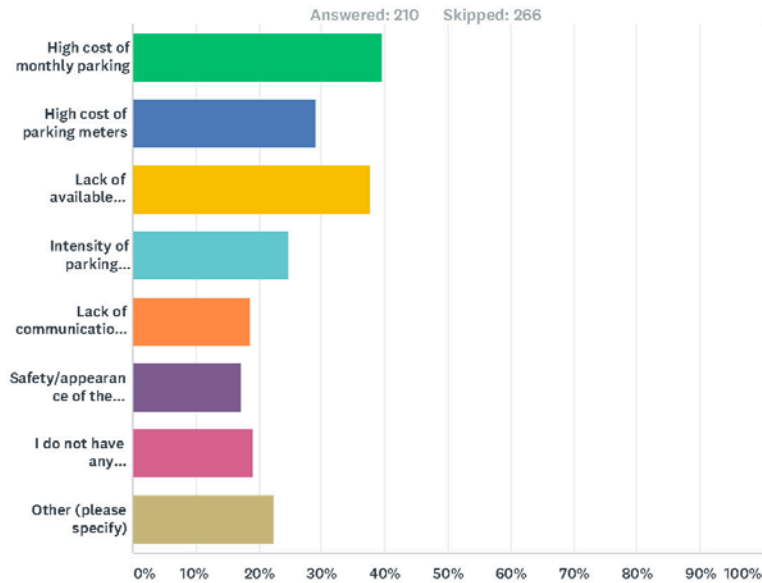
Q17 If you are a business owner/manager, have your employees voiced concerns over the cost or availability of parking?



Answer Choices	Responses	
Yes, they think parking is too expensive	11.13%	53
Yes, they think it is hard to find parking	2.10%	10
Yes, they think parking is too expensive and hard to find	6.72%	32
No, my employees have not voiced concerns about parking	10.29%	49
I am not the owner/manager of a business in downtown Topeka	69.75%	332
Total		476

APPENDIX A: Online Parking Survey Summary (cont.)

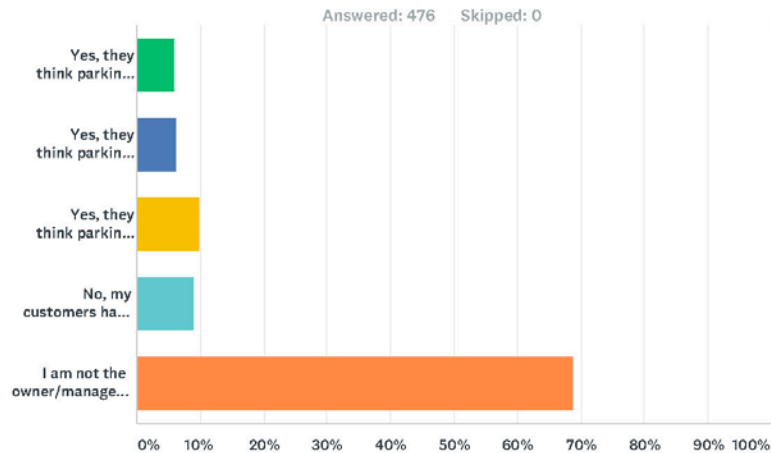
Q18 As the owner/manager of a business in downtown Topeka, do you have any concerns/issues regarding parking? (Please select all that apply)



Answer Choices	Responses	
High cost of monthly parking	39.52%	83
High cost of parking meters	29.05%	61
Lack of available spaces	37.62%	79
Intensity of parking enforcement	24.76%	52
Lack of communication from the City regarding parking	18.57%	39
Safety/appearance of the parking facilities	17.14%	36
I do not have any issues/concerns regarding parking	19.05%	40
Other (please specify)	22.38%	47
Total Respondents: 210		

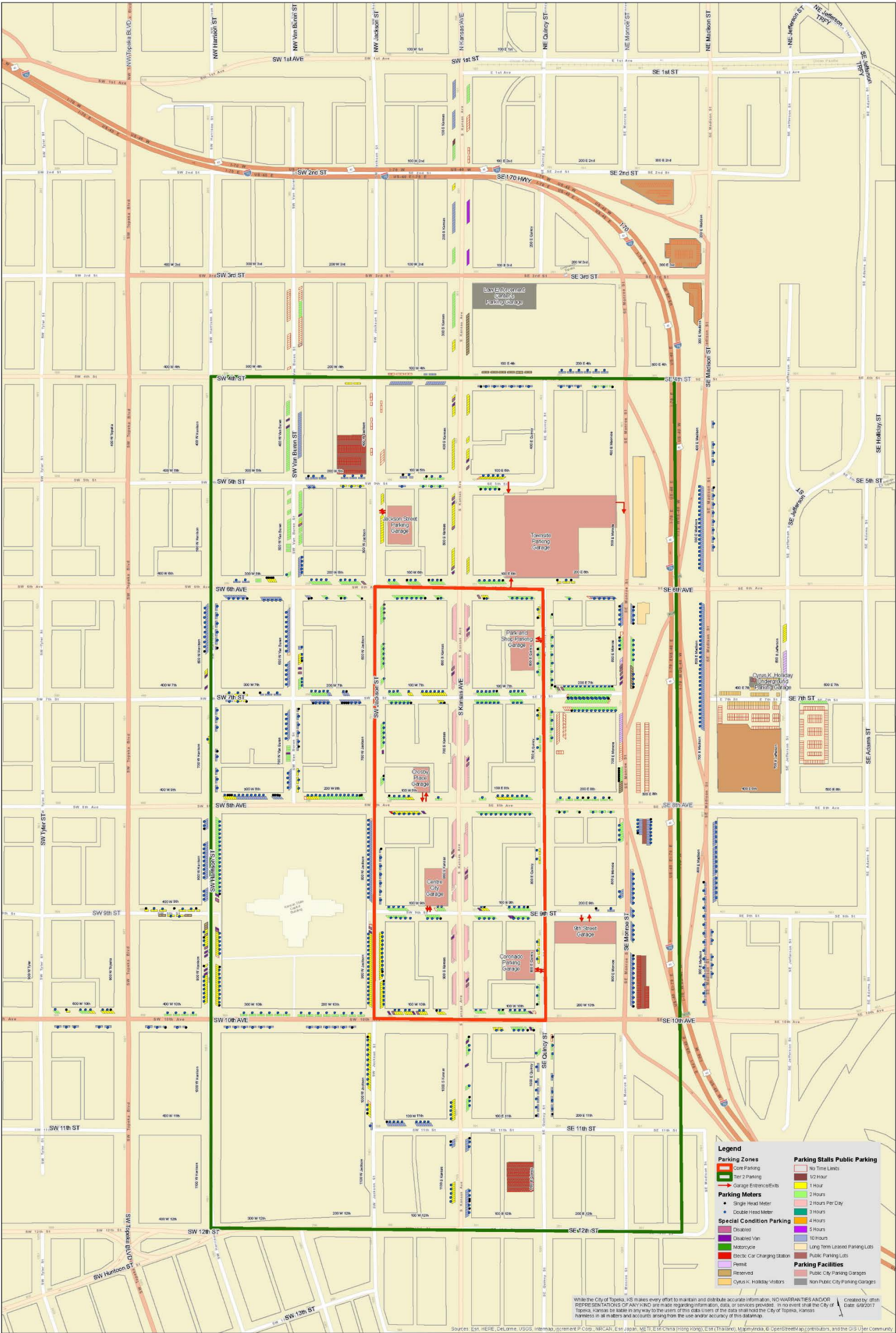
APPENDIX A: Online Parking Survey Summary (cont.)

Q19 If you are a business owner/manager, have your customers voiced concerns over the cost or availability of parking?



Answer Choices	Responses	
Yes, they think parking is too expensive	5.88%	28
Yes, they think parking is hard to find	6.30%	30
Yes, they think parking is too expensive and hard to find	9.87%	47
No, my customers have not voiced concerns about parking	9.03%	43
I am not the owner/manager of a business in downtown Topeka	68.91%	328
Total		476

APPENDIX B: City Parking Map





City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE: December 12, 2017
CONTACT PERSON: Nickie Lee, Director of Finance
DOCUMENT #:
SECOND PARTY/SUBJECT: Nick Hawkins, Budget and Performance Manager
PROJECT #:
CATEGORY/SUBCATEGORY 020 Resolutions / 005 Miscellaneous
CIP PROJECT: No
ACTION OF COUNCIL:
JOURNAL #:
PAGE #:

DOCUMENT DESCRIPTION:

DISCUSSION regarding the use of the 2017 general fund excess fund tranfers.

(Discussion is needed per the City's Reserve Policy which provides staff guidance on the use of reserves and establishes procedures for transferring reserves.)

VOTING REQUIREMENTS:

Discussion item only. No action is required by the Governing Body.

POLICY ISSUE:

On November 15, 2016, the Governing Body approved a comprehensive reserve policy which provides staff guidance on the use of reserves, set reserve levels and identify proper use of reserves.

The policy established guidelines for use of reserves which will be discussed and then included in a resolution.

STAFF RECOMMENDATION:

Staff recommends that the governing body discuss the 2017 reserve balance recommendations which will be presented for approval on December 19, 2017.

BACKGROUND:

The Governing Body approved Resolution No. 8824 on November 15, 2016. The Resolution establishes a policy for reserve balances that requires governing body authorization to use or transfer excess unreserved balances. Excess unreserved balances may be used for one or more of the following items:

- Debt reduction.
- One-time expenditures that do not increase recurring operating costs that cannot be funded through current revenues.
- Establishment of or increase in reserves for risk management programs, equipment replacement, capital projects, emergencies, or disaster recovery.
- Fund accrued liabilities, including but not limited to other post-employment benefits.
- Increase the balance of the reserve levels if known that a future draw down could occur.

There are projected to be unreserved balances at the end of the 2017 fiscal year that exceed the minimum balance requirements in the General Fund. Due to the modest amount of projected excess funds, staff recommends approving two items which would otherwise be funded in the 2018 budget year:

- **Final Payment of the Topeka Police Department Vehicle Lease Payment** – The final lease payment for a series of leased vehicle is due in February of 2018 in the amount of \$222,125.34. Funding this final payment in 2017 will allow the full 2018 budget authority in the Police Department fleet line item to be spent on new vehicles, improving the quality of the overall fleet.
- **Transfer to the Fire House Annual Renovation Project** – The Fire House Annual Renovation Project (T-131052) was approved in the 2018 Capital Improvement Plan to be funded by general fund cash in 2018. Funding this project at \$321,080 utilizing 2017 funds will allow for greater flexibility in the 2018 budget. This is an ongoing project which will provide funding to maintain and improve Fire Stations throughout the city. The 2018 project will complete improvements to Fire Station 3.

Staff will propose a resolution on December 19th that would grant approval for Year End General Fund Excess Fund Transfers.

BUDGETARY IMPACT:

Approving the resolution would provide authority to expend funds listed in the resolution.

SOURCE OF FUNDING:

General Fund

ATTACHMENTS:

Description

Resolution 8824 - COT Reserve Policy

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WHEREAS, the city government has an important responsibility to its citizens to carefully account for public funds, to manage municipal finances wisely and to plan the adequate allocation of services; and

WHEREAS, it is important to maintain good standing with rating agencies as an adequate level of reserves is a sign of creditworthiness because it enhances a governments ability to repay debt on time and in full; and

WHEREAS, if the reserve falls below the minimum reserve level, the City Manager will prepare a plan for consideration by the governing body to rebuild the reserve during the next budgeting cycle.

SECTION ONE: The Governing Body of the City hereby adopts the reserve policy as set forth herein.

The Purpose of the Reserve Policy is to provide guidelines to the Governing Body and staff for establishing, maintaining and performing an annual review of the minimum and target reserves. A minimum reserve policy is generally considered a prudent and conservative fiscal policy to deal with unforeseen situations and long-term financial planning.

Fund Balance is also an important indicator of the City's financial position. Fund Balance is the difference between assets and liabilities in governmental funds. Maintaining reserves is considered a prudent management practice. Adequate fund balances are maintained to allow the City to continue providing services to the community in case of unexpected emergencies or requirement and/or economic downturns. The following classifications apply to fund balance in the City's governmental funds as defined by Governmental Accounting Standards Board ("GASB") no. 54:

<u>CLASSIFICATIONS</u>	<u>NATURE OF RESTRICTION</u>
Non-spendable	Cannot be readily converted to cash
Restricted	Externally imposed restrictions
Committed	Governing Body imposed commitment

35 Assigned City Manager assigned purpose/intent

36 Unassigned Residual balance not otherwise restricted

37 In the case of Proprietary funds (Enterprise and Internal Service Funds), Generally Accepted Accounting
38 Principles ("GAAP") does not permit the reporting of reserves on the face of City financial statements.
39 However, this does not preclude the City from setting policies to accumulate financial resources for
40 prudent financial management of its proprietary fund operations.

41 Since proprietary funds may include both long-term capital assets and long-term liabilities, the most
42 comparable measure of liquid financial resources that is similar to fund balance in proprietary funds is
43 net working capital. Working capital is defined as the difference between current unrestricted assets
44 and current liabilities. Net working capital, like fund balance, excludes long-term assets and long-term
45 liabilities.

46 Use of Reserves

47 The City will avoid the use of reserves for recurring operating expenditures, unless a determination has
48 been made that available balances are in excess of required guidelines and that plans have been
49 established to address any future operating budget shortfalls.

50 Approval of the Governing Body shall be required in circumstances when reserve funds will be used to:

- 51 • Provide resources to make up for temporarily decreased revenues, such as reductions in
52 state grants.
- 53 • Provide temporary resources in the event of an economic downturn while expenditure
54 reductions are implemented.
- 55 • Provide resources in the event of a settlement rising from a claim or judgement.
- 56 • Fund one-time capital investments.

57 The City Manager shall notify the Governing Body in circumstances when reserve funds will be used to:

- 58 • Provide resources to meet emergency situations in case of disasters.
- 59 • Provide resources to fund obligations required by contract or state law (e.g. wages)

60 Authority of Reserves

61 The Governing Body may authorize the use of reserves. The Department of Administrative and Financial
62 Services will regularly report reserve levels in quarterly statements and will report year-end projected
63 reserve levels by the third quarter of each year.

64 Replenishment of Reserves

65 In the event that reserves are used resulting in a balance below the minimum as outlined in this policy
66 for the various funds, a plan will be developed by the City Manager and such plan will be included in the
67 formulation of the five-year forecast presented during the annual budget process to replenish reserve
68 levels.

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Governmental Fund Balance Policy

The City shall maintain a minimum unassigned fund balance equal to fifteen percent (15%) of the General Fund revenues and a target unassigned fund balance of twenty percent (20%) of the General Fund revenues.

The City shall maintain a minimum restricted fund balance equal to ten percent (10%) of the Debt Service Fund revenues.

The City shall maintain a minimum restricted fund balance equal to ten percent (10%) of the Motor Fuel Tax Fund revenues.

Special Revenue Funds Policy

The City shall maintain a minimum restricted reserve equal to ten percent (10%) of the Special Liability Fund revenues.

Proprietary Working Capital Policy

Enterprise Days Cash on Hand Policy

The City shall maintain a minimum days cash on hand for the Combined Utilities Fund. The days cash on hand policy will be equal to 185 days cash on hand as defined by any rating agency then rating the City's Combined Utility fund. This reserve will be maintained in order to provide continuity through extreme events, deal with normal cash fluctuations throughout the year, and maintain rate stability and funding capital investments.

The City shall maintain a minimum working capital reserve for the Parking Fund. The working capital reserve will be equal to 10% of the annual parking fund revenues.

Internal Service Working Capital Policy

The City shall maintain a minimum working capital for the Self Insurance Health Fund equal to a 95% confidence level, that funding will be sufficient to pay all losses and corresponding claim expenses. The 95% confidence level shall come from prior year run out claims. In addition, the City shall also maintain minimum working capital equal to 25% of current year expected annual claims and settlement expenses.

The City shall maintain a minimum working capital for other Self Insurance funds equal to a 95% confidence level that funding will be sufficient to pay all losses and corresponding claim expenses.

The City shall maintain a minimum working capital for other Internal Service Funds that provide services to other City departments at a level equal to 10% of expected revenues.

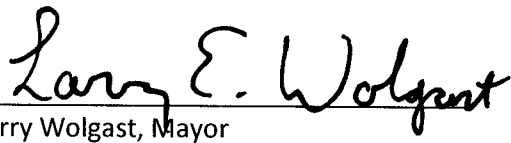
101 Excess unreserved balance

102 In the event that the unreserved balance exceeds the minimum or target balance requirements in the
103 General Fund, Special Revenue Funds, Debt Service Funds, and Enterprise Funds at the end of the fiscal
104 year, the excess may be used in one or a combination of the following ways with authorization from the
105 Governing Body:

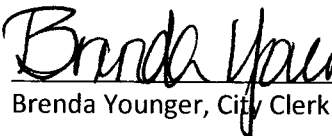
- 106 • Debt reduction
- 107 • One-time expenditures that do not increase recurring operating costs that cannot be funded
108 through current revenues. Emphasis will be placed on one-time uses that reduce future
109 operating costs.
- 110 • Establishment of or increase in reserves for risk management programs, equipment
111 replacement, capital projects, emergencies, or disaster recovery.
- 112 • Fund accrued liabilities, including but not limited to other post-employment benefits.
- 113 • Increase the balance of the reserve levels if known that a future draw down could occur.

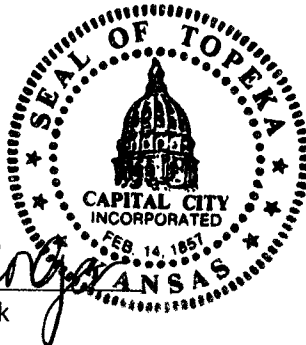
114 ADOPTED and APPROVED by the Governing Body on November 15, 2016.

CITY OF TOPEKA, KANSAS


Larry Wolgast, Mayor

121 ATTEST:

122 
123 Brenda Younger, City Clerk
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125





City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE: December 12, 2017
CONTACT PERSON: Craig Duke, Fire Chief **DOCUMENT #:**
SECOND PARTY/SUBJECT: Ambulance Service **PROJECT #:**
Franchise Fees-TMC
5.10.040
CATEGORY/SUBCATEGORY 013 Ordinances - Codified / 030 Businesses
CIP PROJECT: No
ACTION OF COUNCIL: **JOURNAL #:**
PAGE #:

DOCUMENT DESCRIPTION:

DISCUSSION concerning franchise fees for ambulance service; and renewal of the American Medical Response nonexclusive Franchise Agreement.

(Discussion on the proposed increases in franchise fees related to ambulance services and extension of the AMR Franchise agreement for two years. The current agreement expires on December 31, 2017.)

VOTING REQUIREMENTS:

Discussion item only. No action required by the Governing Body.

POLICY ISSUE:

Whether to increase ambulance franchise fees as follows; and grant AMR a franchise agreement for two years so that AMR can provide ambulance services to city residents. The agreement also requires collaboration between AMR and TFD to implement a community paramedicine program.

- Franchise Application Fee will increase from \$25 to \$1,500
- Initial Franchise Fee: Business Fee will remain the same at \$25 and each ambulance will increase from \$14 to 275
- Renewal for each ambulance will increase from \$14 to \$275

STAFF RECOMMENDATION:

Two separate ordinances will be presented for consideration by the Governing Body on December 19, 2017.

BACKGROUND:

Shawnee County contracts with AMR to provide ambulance services and the current AMR franchise agreement

with the City expires December 31, 2017. Topeka Fire Department and AMR have negotiated a new agreement.

The current fees have been in place for over 30 years. The current ambulance service provider has indicated support of the following increases:

Franchise Application Fee from \$25 to \$1500

Ambulance Annual Fee (per ambulance) from \$14 to \$275

Business Fee will remain at \$25

BUDGETARY IMPACT:

Assuming an AMR fleet of 15 ambulances and adoption by the Governing Body of the amendment to TMC 5.10.040 to increase the fees, the annual revenue for ambulance renewal fees would be \$4,125 as well as the franchise application fee of \$1,500 for the first year of the franchise.

SOURCE OF FUNDING:

Not Applicable.

ATTACHMENTS:

Description

Ordinance - Franchise Fees

AMR Letter of Request for Extension

Ordinance - AMR Franchise Agreement

(Published in the Topeka Metro News _____)

ORDINANCE NO. _____

AN ORDINANCE introduced by City Manager Brent Trout, concerning franchise fees for ambulance service, amending City of Topeka Code § 5.10.040 and repealing the original section.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF TOPEKA, KANSAS:

Section 1. That § 5.10.040, Ambulance Service, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

The fee for an ambulance service shall be as follows:

(a) Franchise application fee ~~\$25.00~~ \$1,500.00

(b) Initial franchise fee:

(1) Business fee \$25.00

(2) Plus, for each ~~vehicle~~ ambulance ~~\$14.00~~ \$275.00

(c) Renewal for each ~~vehicle~~ ambulance

(due January 1st of each year) ~~\$14.00~~ \$275.00

Section 2. That original § 5.10.040 of The Code of the City of Topeka, Kansas, is hereby specifically repealed.

Section 3. This ordinance shall take effect and be in force from and after its passage, approval and publication in the official City newspaper.

Section 4. This ordinance shall supersede all ordinances, resolutions or rules, or portions thereof, which are in conflict with the provisions of this ordinance.

Section 5. Should any section, clause or phrase of this ordinance be declared invalid by a court of competent jurisdiction, the same shall not affect the validity of this ordinance as a whole, or any part thereof, other than the part so declared to be invalid.

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PASSED AND APPROVED by the Governing Body on _____.

CITY OF TOPEKA, KANSAS

Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk



December 4th, 2017

City of Topeka
Legal Department
215 SE 7th Street Room 353
Topeka, KS 66603

RE: American Medical Response Franchise Extension

American Medical Response would like to formally request an extension for the ambulance franchise. This franchise, adopted and approved by City Council as Ordinance Number 17314, was originally filed on August 30, 1983 pursuant to section 6-21 of the Code of the City of Topeka, Kansas.

As the current provider of emergency medical services for the citizens of Topeka as well as Shawnee County, AMR has received the approval of the County Commission to continue providing service for the period of January 1, 2017 to and including December 31, 2021 to this community. We are asking that the City of Topeka take action to extend the franchise from January 1, 2018 to December 31st, 2019.

Medevac MidAmerica DBA American Medical Response of Topeka continues to provide outstanding pre-hospital care to the citizens of our community. AMR provides this care at a fraction of the cost when compared to other services in the area, requiring one of the smallest subsidies in the entire State of Kansas for the number of citizens we serve.

Therefore, we respectfully ask that you would forward this request for renewal to the City Council to extend the franchise for ambulance service to American Medical Response. Thank you for your time and immediate attention to this matter.

Respectfully,

Jon Antrim
Operations Manager
American Medical Response Topeka

Cc: City Manager
Cc: Office of the City Clerk

(Published in the Topeka Metro News _____)

ORDINANCE NO. _____

AN ORDINANCE introduced by City Manager Brent Trout, providing for a nonexclusive franchise to American Medical Response to operate an ambulance service within the City of Topeka which replaces the franchise ordinance codified at City Code Appendix B, Article XI that will expire December 31, 2017.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF TOPEKA, KANSAS:

Section 1. Authority.

This Franchise Ordinance is passed and approved by the Governing Body of the City of Topeka, Kansas, and enacted pursuant to K.S.A. 12-2001 and the authority found and provided for in Chapter 5.25 TMC.

Section 2. Satisfactory qualifications.

The Governing Body of the City of Topeka, Kansas, has considered the legal, character, financial, and other qualifications of the applicant and has found Medevac MidAmerica, Inc., doing business as American Medical Response, hereinafter "AMR," to be qualified in all respects to own, maintain and operate an ambulance service in the City of Topeka, Kansas hereinafter "City." The Governing Body of the City of Topeka finds that public convenience will be promoted and public necessity requires such ambulance service under the terms and provisions of Chapter 5.25 TMC.

Section 3. Service.

The maintenance and operation of an ambulance service by AMR in the City shall be in accordance with these terms and conditions and performance standards set forth in the current ambulance service contract entered into by AMR and the Board of County Commissioners of Shawnee County, Kansas. Said contract is identified as Shawnee County Contract C207-2016. In addition, AMR agrees to provide to the city

31 manager of the City copies of documents which are required to be filed pursuant to
32 Shawnee County Contract C207-2016.

33 AMR is currently working toward implementing a community paramedicine
34 program/service. It is the goal of AMR and TFD to jointly participate and collaborate in
35 such implementation. This franchise does not permit AMR to provide the new
36 paramedicine program without further approval by the City.

37 **Section 4. Franchise grant.**

38 Pursuant to the provisions of TMC 5.25.040, a nonexclusive franchise is granted
39 to AMR, to own, maintain, and operate an ambulance service within the City. Said
40 nonexclusive franchise is granted through and including December 31, 2019, and shall
41 vest all rights, privileges and immunities of an ambulance service franchise with AMR;
42 however, said nonexclusive franchise shall be subject to and conditioned upon all of the
43 terms, duties and obligations found in the laws of the State of Kansas, Chapter 5.25
44 TMC, and this Franchise Ordinance.

45 **Section 5. Payments to the City.**

46 Consideration for the rights, privileges, and immunities granted to AMR includes
47 the benefits to be derived by the citizens of the City of Topeka from the maintenance
48 and operation of an ambulance service under the terms and conditions of this Franchise
49 Ordinance. The following licensing fees shall be paid by AMR to the City of Topeka:

50 a. On the effective date of this Franchise Ordinance, the ambulance service
51 franchise application fee and other fees prescribed by TMC 5.10.040 shall be paid.

52 b. On the first working day recognized by the City, after January 1 of each
53 year within the term of this Franchise Ordinance and while AMR is operating an
54 ambulance service pursuant to such Franchise Ordinance, the annual registration fee

for each vehicle in operation in the City as set forth in TMC 5.10.040(c) as presently provided or hereafter amended.

c. All fee payments made hereunder shall be made to the city treasurer.

Section 6. Insurance.

AMR shall upon the effective date of this Franchise Ordinance file with the city clerk an insurance policy as required by TMC 5.25.140 and the same shall be approved as to form by the city attorney's office. During the term of this Franchise Ordinance and the time AMR is providing service AMR shall maintain paid insurance coverage according to TMC 5.25.140.

Section 7. Written acceptance.

AMR shall file with the city clerk its written acceptance of the provisions of the Franchise Ordinance within sixty (60) days after the effective date of this Franchise Ordinance as determined by K.S.A. 12-2001.

Section 8. Remedies of City.

Nothing herein shall limit or preclude the City from seeking remedies at law or equity in a court of competent jurisdiction for any violation by AMR of the laws of the State of Kansas or any ordinance of the City.

Section 9. Forfeiture.

Any material and substantial fraud, misrepresentation or default of the terms, duties and obligations imposed upon AMR by the laws of the State of Kansas, Chapter 5.25 TMC or by this Franchise Ordinance shall constitute grounds for forfeiture of this nonexclusive Franchise Ordinance. The City shall notify AMR in writing of any allegation of a material and substantial fraud, misrepresentation or default and shall hold a public hearing before the Governing Body of the City of Topeka on the merits of such

allegations. Said public hearing shall be held within thirty (30) days after the notification to AMR and shall be adjudicative in character but shall not bar the rights of any parties to pursue judicial review. Within ten (10) days following the conclusion of such hearing, the Governing Body of the City of Topeka shall act with respect to such forfeiture and shall submit a written statement to AMR. This Franchise Ordinance shall not be forfeited unless the Governing Body of the City of Topeka finds that there has been a material and substantial fraud, misrepresentation or default on the part of AMR so as to justify a forfeiture. In such case a notice of forfeiture shall be provided to AMR. In the event this Franchise Ordinance is forfeited, AMR shall, within one hundred eighty (180) days of its receipt of notice of forfeiture, cease operation of an ambulance service hereunder.

Section 10. Surrender.

If, during the term of this Franchise Ordinance, AMR does not earn a fair rate of return upon the value of property used and useful in providing such ambulance service for a period of six (6) months; and it is determined by AMR that it would not be practical, possible or in the public interest to cure the deficiency by an increase in rates and/or a reduction in service; and AMR has complied with all applicable procedures as prescribed by the Board of County Commissioners of Shawnee County, Kansas including the giving of notice of surrender to the City; then AMR upon one hundred eighty (180) days written notice to the city clerk may elect to surrender this Franchise Ordinance and cease operation of the ambulance service hereunder. Fair rate of return means receipt of revenues for patient charges and public funds, if any, to include the sum of operating costs, depreciation reserves, growth and development costs and management fees.

Section 11. Transfer.

103 All the rights and obligations of AMR, pursuant to this Franchise Ordinance, may
104 with written approval of the Governing Body of the City of Topeka, be transferred to a
105 person meeting the requirements for an ambulance service, as determined by the laws
106 and regulations of the State and the City at the time of the contemplated transfer. Any
107 such transferee shall, without limitation, assume all the duties and obligations of AMR
108 and AMR shall be released of all future rights, duties, and obligations arising from this
109 Franchise Ordinance.

110 **Section 12. Hold harmless.**

111 AMR shall hold the City harmless for all liability, damages, costs and expenses of
112 every kind for the payment of which the City may become liable to any person by
113 reason of the rights and privileges herein granted and, if any action either at law or in
114 equity, be brought against the City for damages or for any cost to the City for any fault
115 of AMR, its servants, agents, or employees, in the operation of its ambulance service,
116 AMR shall pay all costs, damages and expenses including costs of defense for which
117 the City may be held liable.

118 **Section 13. Effective date.**

119 This Franchise Ordinance shall take effect and be in force from January 1, 2018,
120 and after its passage, approval and publication in the official City newspaper in the
121 manner prescribed by law, and shall be binding upon AMR upon the filing of its written
122 acceptance as required by Section 7.

124 PASSED AND APPROVED by the Governing Body on _____.

125
126 CITY OF TOPEKA, KANSAS

127
128
129
130
131 _____
132 Larry E. Wolgast, Mayor

133 ATTEST:
134
135
136 _____
137 Brenda Younger, City Clerk



City of Topeka
Council Action Form
Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
December 12, 2017

DATE: December 12, 2017
CONTACT PERSON: Bob Sample **DOCUMENT #:**
SECOND PARTY/SUBJECT: Proposed Utility Rate **PROJECT #:**
Increases
CATEGORY/SUBCATEGORY 013 Ordinances - Codified / 146 Utilities
CIP PROJECT: No
ACTION OF COUNCIL: **JOURNAL #:**
PAGE #:

DOCUMENT DESCRIPTION:

DISCUSSION of proposed utility rate increases.

(Potential rate changes for infrastructure maintenance include a 6% increase for water, wastewater and stormwater in 2018; a 5% increase for water, wastewater and stormwater in 2019; and 5% increase for water, wastewater and stormwater in 2020.

VOTING REQUIREMENTS:

Discussion item only. No action required by the Governing Body.

POLICY ISSUE:

Potential rate changes for infrastructure maintenance. The proposed rate increases are as follows:

2018 - 6% increase for water, wastewater and stormwater
2019 - 5% increase for water, wastewater and stormwater
2020 - 5% increase for water, wastewater and stormwater

STAFF RECOMMENDATION:

Staff recommends approval of the proposed utility rate increases and the addition of an Industrial II rate classification.

BACKGROUND:

The potential rate changes were presented to various user class groups in the city including industrial, commercial and residential. The meetings were held to elicit feedback from various user classes regarding potential rate increases. Throughout this process, staff has taken this input, evaluated it, and used it to make adjustments to the potential proposals.

Rate changes are difficult for all involved. There are real costs associated with potential increases and they have impacts on citizens. The City understands the financial impacts that rate increases have. However, our operational costs and our infrastructure needs continue to grow, requiring a rate increase to be able to keep up with these demands.

There are no easy solutions and none of the solutions really put the City in the position of truly meeting our capital project funding needs. But our City's system-wide infrastructure deficiencies developed over an extended period of time and cannot be solved overnight. We believe, at this point, that proposed rate increases puts the City on an improved funding path while respecting the financial resources of all rate classes and end users.

BUDGETARY IMPACT:

2018 - \$1.87 million additional water revenue, \$1.64 million additional wastewater revenue, and \$400,000 additional stormwater revenue.

2019 - \$1.71 million additional water revenue, \$1.45 million additional wastewater revenue and \$355,000 additional stormwater revenue. .

2020 - \$1.80 million additional water revenue, \$1.52 million additional wastewater revenue and \$373,000 additional stormwater revenue..

SOURCE OF FUNDING:

User fees collected for services provided.

ATTACHMENTS:

Description

Proposed Utility Rates Ordinance

Capital Improvement Projects-Funded vs Unfunded

Rate Comparison Tables

Impact on Customers by Class

(Published in the Topeka Metro News _____)

ORDINANCE NO. _____

AN ORDINANCE introduced by City Manager Brent Trout, concerning utility rates amending City of Topeka Code § 13.05.020 through § 13.05.060 and repealing original sections.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF TOPEKA, KANSAS:

Section 1. That section 13.05.020 of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

Retail water service rates.

The following are hereby established as the monthly retail water service rates, effective on the dates specified, which the consumer shall pay for water services.

(a) Base Charge. A customer who has a city service line connected to the city water main shall pay a monthly base charge that is based upon the size of the water meter. This base charge shall apply regardless whether water has passed from the city water main through the city service line during the billing period. The rates for properties inside the city and outside the city are as follows:

Property Inside City

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
1" and below	~~9.83~~ <u>11.49</u>	~~10.32~~ <u>12.06</u>	~~10.84~~ <u>12.66</u>
1 1/2"	~~19.65~~ <u>22.96</u>	~~20.63~~ <u>24.11</u>	~~21.66~~ <u>25.32</u>
2"	~~31.45~~ <u>36.75</u>	~~33.02~~ <u>38.59</u>	~~34.67~~ <u>40.52</u>
3"	~~58.96~~ <u>68.91</u>	~~61.91~~ <u>72.36</u>	~~65.01~~ <u>75.98</u>
4"	~~98.27~~ <u>114.84</u>	~~103.18~~ <u>120.58</u>	~~108.34~~ <u>126.61</u>
6"	~~196.55~~ <u>229.70</u>	~~206.38~~ <u>241.19</u>	~~216.70~~ <u>253.25</u>
8"	~~314.47~~ <u>367.50</u>	~~330.19~~ <u>385.88</u>	~~346.70~~ <u>405.17</u>

Property Inside City

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
10"	~~452.06~~ <u>528.29</u>	~~474.66~~ <u>554.70</u>	~~498.39~~ <u>582.44</u>

Property Outside City

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
1" and below	~~17.20~~ <u>20.11</u>	~~18.06~~ <u>21.11</u>	~~18.97~~ <u>22.16</u>
1 1/2"	~~34.39~~ <u>40.18</u>	~~36.10~~ <u>42.19</u>	~~37.91~~ <u>44.31</u>
2"	~~55.04~~ <u>64.31</u>	~~57.79~~ <u>67.53</u>	~~60.67~~ <u>70.91</u>
3"	~~103.18~~ <u>120.59</u>	~~108.34~~ <u>126.63</u>	~~113.77~~ <u>132.97</u>
4"	~~171.97~~ <u>200.97</u>	~~180.57~~ <u>211.02</u>	~~189.60~~ <u>221.57</u>
6"	~~343.96~~ <u>401.98</u>	~~361.17~~ <u>422.08</u>	~~379.23~~ <u>443.19</u>
8"	~~550.32~~ <u>643.13</u>	~~577.83~~ <u>675.29</u>	~~606.73~~ <u>709.05</u>
10"	~~791.11~~ <u>924.51</u>	~~830.66~~ <u>970.73</u>	~~872.18~~ <u>1019.27</u>

(b) Water Volume Charge. The customer shall pay on a monthly basis for the water passing from the city water main to the property. The rates for properties inside the city and outside the city are as follows:

Volume Charge (per 1,000 gallons) – Property Inside City

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
Single-Family	~~3.79~~ <u>4.43</u>	~~3.98~~ <u>4.65</u>	~~4.18~~ <u>4.88</u>
Multifamily	~~3.08~~ <u>3.59</u>	~~3.23~~ <u>3.77</u>	~~3.39~~ <u>3.96</u>
Commercial	~~2.80~~ <u>3.28</u>	~~2.94~~ <u>3.44</u>	~~3.09~~ <u>3.61</u>
Industrial	~~2.39~~ <u>2.80</u>	~~2.51~~ <u>2.94</u>	~~2.64~~ <u>3.09</u>
<u>Industrial II</u>	<u>2.64</u>	<u>2.77</u>	<u>2.91</u>
Irrigation	~~3.22~~ <u>5.32</u>	~~4.10~~ <u>5.59</u>	~~5.02~~ <u>5.87</u>

Volume Charge (per 1,000 gallons) – Property Outside City

	~~Jan. 1, 2015~~ February 1, 2018	~~Jan. 1, 2016~~ 2019	~~Jan. 1, 2017~~ 2020
Single-Family	~~6.63~~ <u>7.75</u>	~~6.97~~ <u>8.14</u>	~~7.32~~ <u>8.54</u>
Multifamily	~~5.39~~ <u>6.28</u>	~~5.65~~ <u>6.60</u>	~~5.93~~ <u>6.93</u>
Commercial	~~4.90~~ <u>5.74</u>	~~5.15~~ <u>6.02</u>	~~5.41~~ <u>6.32</u>
Industrial	~~4.18~~ <u>4.90</u>	~~4.39~~ <u>5.15</u>	~~4.62~~ <u>5.41</u>
<u>Industrial II</u>	<u>4.62</u>	<u>4.85</u>	<u>5.09</u>
Irrigation	~~5.64~~ <u>9.31</u>	~~7.18~~ <u>9.78</u>	~~8.79~~ <u>10.27</u>

Section 2. That section 13.05.030, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

Wholesale water rates.

The following are hereby established as the monthly wholesale water rates, effective on the dates specified, which wholesale customers shall pay for water services:

(a) Rural Water Districts.

		~~Jan. 1, 2015~~ February 1, 2018	~~Jan. 1, 2016~~ 2019	~~Jan. 1, 2017~~ 2020
(1)	Jackson Co. No. 1 – First 2,748,000 gallons – Minimum charge per month	~~\$11,019.00~~ <u>12,888.12</u>	~~\$11,569.00~~	~~\$12,146.00~~
	Over 2,748,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>
(2)	Shawnee CRWD No. 1 – First 2,992,000 gallons – Minimum charge per month	~~\$11,998.00~~ <u>14,032.48</u>	~~\$12,596.00~~ <u>14,720.64</u>	~~\$13,225.00~~ <u>15,468.64</u>
	Over 2,992,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>

(3)	Shawnee CRWD No. 3 (formerly RWD No. 6) – First ~~1,820,000~~ <u>2,598,000</u> gallons – Minimum charge per month	~~\$7,298.00~~ <u>12,184.62</u>	~~\$7,662.00~~ <u>12,782.16</u>	~~\$8,044.00~~ <u>13,431.66</u>
	Over ~~1,820,000~~ <u>2,598,000</u> gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>
(4)	~~Shawnee CRWD No. 3 (formerly RWD No. 7) – First 778,000 gallons – Minimum charge per month~~	~~\$3,120.00~~	~~\$3,275.00~~	~~\$3,439.00~~
	~~Over 778,000 gallons per month~~	~~\$4.01~~	~~\$4.21~~	~~\$4.42~~
(54)	Shawnee CRWD No. 4 – First 995,000 gallons – Minimum charge per month	~~\$3,990.00~~ <u>4,666.55</u>	~~\$4,189.00~~ <u>4895.40</u>	~~\$4,398.00~~ <u>5144.15</u>
	Over 995,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>
(65)	Shawnee Co. No. 8 – First 5,402,000 gallons – Minimum charge per month	~~\$21,662.00~~ <u>25,335.38</u>	~~\$22,742.00~~ <u>26,577.84</u>	~~\$23,877.00~~ <u>27,928.34</u>
	Over 5,402,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>
(76)	Douglas Co. No. 3 – First 623,000 gallons – Minimum charge per month	~~\$2,498.00~~ <u>2,921.87</u>	~~\$2,623.00~~ <u>3065.16</u>	~~\$2,754.00~~ <u>3220.91</u>
	Over 623,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>

32 (b) Other. Other contractual rates shall be as follows:

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
Metro. Topeka Airport Authority – First 1,139,000 gallons			
Minimum charge per month	~~\$4,567.00~~ <u>5,341.91</u>	~~\$4,795.00~~ <u>5,603.88</u>	~~\$5,034.00~~ <u>5888.63</u>
Over 1,139,000 gallons per month	~~\$4.01~~ <u>4.69</u>	~~\$4.21~~ <u>4.92</u>	~~\$4.42~~ <u>5.17</u>

Section 3. That section 13.05.040, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

Fire protection rates.

(a) Monthly fire protection rates for fire lines or fire connections, effective on the dates specified, shall be as follows:

(1) Property Inside City.

Size of Connection (Inches)	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
4" or less	~~\$9.87~~ <u>11.53</u>	~~\$10.36~~ <u>12.11</u>	~~\$10.88~~ <u>12.72</u>
6"	~~\$28.61~~ <u>33.43</u>	~~\$30.04~~ <u>35.10</u>	~~\$31.54~~ <u>36.86</u>
8"	~~\$60.84~~ <u>71.09</u>	~~\$63.88~~ <u>74.64</u>	~~\$67.07~~ <u>78.37</u>
10"	~~\$109.29~~ <u>127.72</u>	~~\$114.75~~ <u>134.11</u>	~~\$120.49~~ <u>140.82</u>
12"	~~\$177.77~~ <u>207.75</u>	~~\$186.66~~ <u>218.14</u>	~~\$195.99~~ <u>229.05</u>

(2) Property Outside City.

Size of Connection (Inches)	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
4" or less	~~\$17.27~~ <u>20.18</u>	~~\$18.13~~ <u>21.19</u>	~~\$19.04~~ <u>22.26</u>
6"	~~\$50.07~~ <u>58.50</u>	~~\$52.57~~ <u>61.43</u>	~~\$55.20~~ <u>64.51</u>
8"	~~\$106.47~~ <u>124.41</u>	~~\$111.79~~ <u>130.62</u>	~~\$117.37~~ <u>137.15</u>
10"	~~\$191.26~~ <u>223.51</u>	~~\$200.81~~ <u>234.69</u>	~~\$210.86~~ <u>246.44</u>
12"	~~\$311.10~~ <u>363.56</u>	~~\$326.66~~ <u>381.75</u>	~~\$342.98~~ <u>400.84</u>

(b) Fire Hydrants Outside City. There shall be a fee paid each month to the water division by outside city customers for the maintenance of fire hydrants; such fee charged per month per customer, effective on the dates specified, as follows:

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
Maintenance fee	~~\$5.23~~ <u>6.11</u>	~~\$5.49~~ <u>6.42</u>	~~\$5.76~~ <u>6.74</u>

Section 4. That section 13.05.050, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

Sanitary sewer service rates.

The following are established as the monthly sewer service rates, effective on the dates specified, for discharging wastewater into the sanitary sewer system.

(a) Base Charge. A customer who has a private sewer line that is connected to the city wastewater system, as determined by the utilities director or designee, shall pay a monthly base charge that is based upon the size of the water meter. This base charge shall apply regardless whether wastewater has passed from the private sewer line to the city wastewater system during the billing period. The rates for properties inside and outside the city are as follows:

Base Charge (Property Inside City)

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
1" and below	~~\$9.12~~ <u>10.66</u>	~~\$9.58~~ <u>11.19</u>	~~\$10.06~~ <u>11.75</u>
1 1/2"	~~\$18.24~~ <u>21.32</u>	~~\$19.15~~ <u>22.39</u>	~~\$20.11~~ <u>23.51</u>
2"	~~\$29.19~~ <u>34.11</u>	~~\$30.65~~ <u>35.82</u>	~~\$32.18~~ <u>37.61</u>
3"	~~\$54.73~~ <u>63.96</u>	~~\$57.47~~ <u>67.16</u>	~~\$60.34~~ <u>70.52</u>
4"	~~\$91.22~~ <u>106.60</u>	~~\$95.78~~ <u>111.93</u>	~~\$100.57~~ <u>117.53</u>
6"	~~\$182.44~~ <u>213.21</u>	~~\$191.56~~ <u>223.87</u>	~~\$201.14~~ <u>235.06</u>
8"	~~\$291.91~~ <u>341.15</u>	~~\$306.51~~ <u>358.21</u>	~~\$321.84~~ <u>376.12</u>
10"	~~\$419.62~~ <u>490.39</u>	~~\$440.60~~ <u>514.91</u>	~~\$462.63~~ <u>540.66</u>

Base Charge (Property Outside City)

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
1" and below	~~\$15.96~~ <u>18.66</u>	~~\$16.77~~ <u>19.58</u>	~~\$17.61~~ <u>20.56</u>
1 1/2"	~~\$31.92~~ <u>37.31</u>	~~\$33.51~~ <u>39.18</u>	~~\$35.19~~ <u>41.14</u>

2"	~~\$51.08~~ <u>59.69</u>	~~\$53.64~~ <u>62.69</u>	~~\$56.32~~ <u>65.82</u>
3"	~~\$95.78~~ <u>111.93</u>	~~\$100.57~~ <u>117.53</u>	~~\$105.60~~ <u>123.41</u>
4"	~~\$159.64~~ <u>186.55</u>	~~\$167.62~~ <u>195.88</u>	~~\$176.00~~ <u>205.68</u>
6"	~~\$319.27~~ <u>373.12</u>	~~\$335.23~~ <u>391.77</u>	~~\$352.00~~ <u>411.36</u>
8"	~~\$510.84~~ <u>597.01</u>	~~\$536.39~~ <u>626.87</u>	~~\$563.22~~ <u>658.21</u>
10"	~~\$734.34~~ <u>858.18</u>	~~\$771.05~~ <u>901.09</u>	~~\$809.60~~ <u>946.16</u>

(b) Wastewater Volume Charge. The customer shall pay on a monthly basis for the volume of wastewater passing from the private sewer line to the city wastewater system according to the rate schedule in subsection (c) of this section.

(1) Residential and Multifamily Residences/Public Water System Supply. The charge shall be based on a calculated average water volume determined in accordance with TMC 13.10.490 and 13.10.510 for water used in the months of December, January and February. The average water volume determined by this method shall be referred to as the three-month winter average. The three-month winter average water volume shall be recalculated each year following the three-month winter period and shall be in effect for the following 12-month period. For a customer who has not established an average, the charge shall be the average of the residential three-month winter average for the applicable meter reading route.

(2) Residential and Multifamily Residences/Well Water Supply. The charge for a customer whose potable water is supplied by a well shall be based on the average of the residential three-month winter average for the applicable meter reading route. Alternatively, the customer may install and maintain, at the customer's cost, a water meter approved by the utilities director or designee. If a

meter is installed, the sewer rates shall be calculated based on the average water volume used in the months of December, January, and February as measured at the meter; provided, that access is granted to the utilities director or designee to read, inspect, test, or repair the meter.\

(3) Commercial and Industrial. The volume shall be based on the lesser of water volumes determined in accordance with TMC 13.10.490 or actual metered sewer discharges. Credit shall be given for those metered flows which do not enter the sewer collection system. Those customers who discharge wastewater with a biological oxygen demand in excess of 300 milligrams per liter and/or suspended solids in excess of 300 milligrams per liter will be assessed the excess strength charge in accordance with the schedule of rates and charges in subsection (c) of this section.

(c) Schedule of Rates and Charges.

(1) Inside City.

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>
Domestic Strength Wastewater:			
Volume Charge per 1,000 gallons	~~\$4.09~~ <u>4.77</u>	~~\$4.29~~ <u>5.01</u>	~~\$4.50~~ <u>5.26</u>
~~Excess Strength Charges:~~			
~~Biochemical Oxygen Demand per mg/l per 1,000 gallons~~	~~\$0.002161~~	~~\$0.002161~~	~~\$0.002161~~
~~Suspended Solids per mg/l per 1,000 gallons~~	~~\$0.001371~~	~~\$0.001371~~	~~\$0.001371~~

(2) Outside City.

	~~Jan. 1, 2015~~ <u>February 1, 2018</u>	~~Jan. 1, 2016~~ <u>2019</u>	~~Jan. 1, 2017~~ <u>2020</u>

Domestic Strength Wastewater:			
Volume Charge per 1,000 gallons	~~\$7.168.35~~	~~\$7.518.77~~	~~\$7.889.21~~
~~Excess Strength Charges:~~			
~~Biochemical Oxygen Demand per mg/l per 1,000 gallons~~	~~\$0.003782~~	~~\$0.003782~~	~~\$0.003782~~
~~Suspended Solids per mg/l per 1,000 gallons~~	~~\$0.002399~~	~~\$0.002399~~	~~\$0.002399~~

(d) Adjustment of Bills.

(1) Notwithstanding subsection (b)(3) of this section, in the event a customer's facility bypass system becomes inoperable because of equipment failure or system maintenance, the customer may request a temporary suspension of the imposition of excess strength charges in accordance with the policy established by the utilities director.

(2) The monthly rate and charge on a bill may be adjusted administratively by the water pollution control division to the actual or estimated volume or strength, provided a significant change from normal conditions of discharge of waste or strength during the billing period can be demonstrated. In no event shall an adjusted monthly charge be less than the minimum rate as established in this section.

(e) Excess Strength Charges. Excess strength charges may be established by the Utilities Director subject to the approval by the City Manager.

Section 5. That section 13.05.060, of The Code of the City of Topeka, Kansas, is hereby amended to read as follows:

ERU rate.

(a) There is hereby established for purposes of calculating the stormwater drainage fee the equivalent residential unit (ERU). The ERU is hereby established to be 2,018 feet of impervious area.

(b) The ERU rate to be charged for stormwater drainage fees for each ERU is hereby established as follows:

ERU rates per month:	~~May 1, 2008~~ <u>February 1, 2018</u>	~~Jan. 1, 2009~~ <u>2019</u>	~~Jan. 1, 2010~~ <u>2020</u>	~~Jan. 1, 2011~~
Single-family residence:				
Less than 1,500 sq. ft.	~~\$2.75~~ <u>2.92</u>	~~\$2.75~~ <u>3.07</u>	~~\$2.75~~ <u>3.22</u>	~~\$2.75~~
1,501 to 3,500 sq. ft.	~~\$4.25~~ <u>4.50</u>	~~\$4.25~~ <u>4.75</u>	~~\$4.25~~ <u>5.00</u>	~~\$4.25~~
Over 3,500 sq. ft.	~~\$6.65~~ <u>7.05</u>	~~\$6.65~~ <u>7.40</u>	~~\$6.65~~ <u>7.77</u>	~~\$6.65~~
All other residential	~~\$4.25~~ <u>4.50</u>	~~\$4.25~~ <u>4.75</u>	~~\$4.25~~ <u>5.00</u>	~~\$4.25~~
All nonresidential	~~\$4.25~~ <u>4.50</u>	~~\$4.25~~ <u>4.75</u>	~~\$4.25~~ <u>5.00</u>	~~\$4.25~~

(c) The following enumerated factors and review process are hereby adopted by the city to evaluate any reductions of stormwater utility fees charged to properties which are located within a duly created drainage district:

(1) Quantify the functional activities and frequency for the activities that are being performed within a drainage district's boundary within the city's service area by the city.

(2) Quantify the functional activities and frequency for the activities that are being performed within a drainage district's boundary within the city's service area by the drainage district.

(3) If an identical function is being performed by the drainage district and is not replicated by the city within the drainage district's service area,

quantify the specific unit of service, including but not limited to length, cross-section area, surface area, number of structures, rehabilitation activities and the frequency for this performance.

(4) Compare the same function and frequency with the costs appropriate for the city staff to perform an identical activity utilizing the city's budget for that specific function.

(5) Utilizing the city's cost for a function and the specific units accomplished in the drainage district's boundary, extend the unit cost times the units accomplished to obtain the total annual cost for all identical functions.

(6) Utilizing the total costs for all functions provided by the drainage district based upon city unit costs, divide this total cost by the ERUs within the drainage district (divided by 12 to obtain monthly) and obtain a "drainage district ERU equivalent cost."

(7) For all parcels within the specific drainage district boundary and within the city limits, subject the "drainage district ERU equivalent cost" from the city's stormwater ERU rate (monthly).

(d) The utilities department is directed to annually review, utilizing the factors and process referenced herein, and determine monetary savings, if any, to the city for stormwater services provided by duly created drainage districts. The utilities department shall report its determination of savings to the stormwater utility, if any, to the governing body by June 15th of each year. Rate reductions for properties within duly created drainage districts shall be adopted by separate ordinance and be based upon savings to the stormwater utility.

(e) Utilizing the enumerated factors and review process adopted herein, the stormwater rate reduction for the following duly created drainage districts is as follows:

Shunganunga Drainage District	0
Kaw River Drainage District	0
North Topeka Drainage District (per ERU, per month)	\$0.83

Section 6. That original § 13.05.020 through § 13.05.060 of The Code of the City of Topeka, Kansas, are hereby specifically repealed.

Section 7. This ordinance shall take effect and be in force from and after its passage, approval and publication in the official City newspaper.

Section 8. This ordinance shall supersede all ordinances, resolutions or rules, or portions thereof, which are in conflict with the provisions of this ordinance.

Section 9. Should any section, clause or phrase of this ordinance be declared invalid by a court of competent jurisdiction, the same shall not affect the validity of this ordinance as a whole, or any part thereof, other than the part so declared to be invalid.

PASSED AND APPROVED by the Governing Body on _____.

CITY OF TOPEKA, KANSAS

Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk

Capital Improvement Projects

City of Topeka
Utilities Department

2018-2022 Capital Improvement Plan

Funded

Program	Project #	Project	2018	2019	2020	2021	2022	Total
WASTEWATER FUND								
	T-291048.00	Annual Wastewater Lining & Replacement Program	\$ 2,000,000	\$ 3,000,000	\$ 4,000,000	\$ 5,000,000	\$ 8,000,000	\$ 22,000,000
	T-291069.00	Annual WPC Facility Rehabilitation Program	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,000,000
	T-291068.00	Annual Small WW Pump Station Rehab & Repl Progr.	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
	T-291067.00	Annual Sanitary Sewer Interceptor Maint & Rehab	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
	T-291080.00	Annual WPC Operations Equipment & Fleet Maint. & Replacement Program	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
	T-291084.00	Annual WPC Inflow & Infiltration Program & Neighborhood Infrastructure	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
	T-291018.02	Oakland Wastewater Treatment Plant Solids Handling/Facility Upgrades Phase II	\$ 10,500,000					\$ 10,500,000
	T-291043.00	Lining Repairs - NTWWTP and Wanamaker PS	\$ 1,178,414					\$ 1,178,414
	T-291056.00	Wanamaker Force Main Rehab Repl	\$ 8,500,000					\$ 8,500,000
	T-291057.00	Ash St Force Main Repl	\$ 2,500,000					\$ 2,500,000
	T-291058.00	Shunga Pump Station Rehab	\$ 6,500,000					\$ 6,500,000
	T-291060.00	Oakland Aerator & Mixing Repl						\$ 2,500,000
	T-291050.00	Eastside IS-Relief-CSO#3 to Ash St PS*						\$ 8,348,760
	T-291061.00	Grant/Jefferson Pump Station Rehab						\$ 10,321,000
	T-291062.00	Oakland WWTP - UV Expansion						\$ 2,703,750
	T-291052.00	NTWWTP Nutrient Removal			\$ 6,363,627			\$ 6,363,627
	T-291040.00	Oakland WWTP - Headworks Generab				\$ 850,000		\$ 850,000
	T-291087.00	North Topeka Pump Station Rehabilit				\$ 2,846,000		\$ 2,846,000
		TOTAL WASTEWATER FUNDED	\$ 40,699,414	\$ 26,952,510	\$ 15,163,627	\$ 13,496,000	\$ 12,800,000	\$ 109,111,551
STORMWATER FUND								
	T-501035.00	Annual Storm Conveyance System Rehab	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000
	T-501038.00	Annual Stormwater Operations Equipment & Fleet Mant. & Replacement Program	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
	T-151031.00	Annual Drainage Correction Program	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
	T-161003.00	Annual Levee Asset Repair / Rehab Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000
	T-501042.00	Annual BMP Development & Construction	\$ 100,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,100,000
	T-831000.01	Kansas River Levee System Rehabilitation - Ph. II	\$ 2,700,000					\$ 2,700,000
		TOTAL STORMWATER FUNDED	\$ 6,100,000	\$ 3,550,000	\$ 3,550,000	\$ 3,550,000	\$ 3,550,000	\$ 20,300,000
WATER FUND								
	T-281095.00	Annual Water Main Replacement Program	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 4,500,000	\$ 4,000,000	\$ 17,500,000
	T-281113.00	Annual Water Plant Rehabilitation Program	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,000,000
	T-281124.00	Annual Water Plant Operations Equipment & Fleet Maint. & Replacement Program	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,000,000
	T-281090.00	18" Indian Hills Rd., SW 29th to 21st St.	\$ 1,288,250					\$ 1,288,250
	IS-2017-001	CIS Utility Billing, Dynamic Portal, CS System	\$ 650,000					\$ 650,000
	T-281107.00	East High Service Pumping Motor Control and Electrical Switch Gear	\$ 2,689,950					\$ 2,689,950
	T-281055.00	2.0-MG West Elevated Tank - Indian Hills Road	\$ 4,744,300					\$ 4,744,300
	T-281141.00	City-Wide Water Meter Replacement/AMI Upgrade	\$ 12,485,000					\$ 12,485,000
	T-281106.00	Soldier Township Transmission Improvements				\$ 1,299,575		\$ 1,299,575
	T-281037.02	Disinfection Modification Phase I		\$ 10,000,000				\$ 10,000,000
	T-281108.00	18" on SW Fairlawn and SW 45th - SW 41st to SW Gage				\$ 2,213,250		\$ 2,213,250
	T-281037.03	Disinfection Modification Phase II			\$ 12,000,000			\$ 12,000,000
	T-281142.00	16" on SW Wenger - Home Depot to SW 57th; 18" on SW 57th - SW Wenger to SW Topeka					\$ 2,462,950	\$ 2,462,950
	T-281143.00	24" on SW MacVicar - SW 29th to SW 37th					\$ 2,400,525	\$ 2,400,525
		TOTAL WATER FUNDED	\$ 26,257,500	\$ 14,400,000	\$ 16,400,000	\$ 9,412,825	\$ 10,263,475	\$ 76,733,800
		TOTAL COMBINED UTILITY FUNDED	\$ 73,056,914	\$ 44,902,510	\$ 35,113,627	\$ 26,458,825	\$ 26,613,475	\$ 206,145,351

5 year CIP with rate increase

\$ 206,145,351

Capital Improvement Projects

City of Topeka
Utilities Department

2018-2022 Capital Improvement Plan

Unfunded

Program	Project #	Project	2018	2019	2020	2021	2022	Total
WASTEWATER FUND			\$ 1,000,000					\$ 1,000,000
	T-291046.00	Annual Wastewater Lining & Replacement Program Project	~~\$ 2,000,000~~	~~\$ 3,000,000~~	~~\$ 4,000,000~~	~~\$ 5,000,000~~	~~\$ 6,000,000~~	~~\$ 22,000,000~~
								\$ 1,000,000
	T-291069.00	Annual WPC Facility Rehabilitation Program Project	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 5,000,000~~
								\$ 1,500,000
	T-291066.00	Annual Small WW Pump Station Rehab & Repl-Program Project	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 7,500,000~~
								\$ 1,500,000
	T-291067.00	Annual Sanitary Sewer Interceptor Maint & Rehab Program Project	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 1,500,000~~	~~\$ 7,500,000~~
								\$ 900,000
	T-291080.00	Annual WPC Operations Equipment & Fleet Maint. & Replacement Program	~~\$ 300,000~~	\$ 300,000	~~\$ 300,000~~	\$ 300,000	~~\$ 300,000~~	~~\$ 1,500,000~~
	T-291084.00	Annual WPC Inflow & Infiltration Program & Neighborhood Infrastructure	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
	T-291018.02	Oakland Wastewater Treatment Plant Solids Handling/Facility Upgrades Phase II	~~\$ 10,500,000~~					~~\$ 10,500,000~~
	T-291043.00	Lining Repairs - NTWWTP and Wanamaker PS	\$ 1,178,414					\$ 1,178,414
	T-291056.00	Wanamaker Force Main Rehab Repl	\$ 8,500,000					\$ 8,500,000
	T-291057.00	Ash St Force Main Repl	\$ 2,500,000					\$ 2,500,000
	T-291058.00	Shunga Pump Station Rehab						\$ 6,500,000
	T-291060.00	Oakland Aerator & Mixing Repl						\$ 2,500,000
	T-291050.00	Eastside IS-Relief-CSO#3 to Ash St PS*						\$ 8,348,760
	T-291061.00	Grant/Jefferson Pump Station Rehab						\$ 10,321,000
	T-291062.00	Oakland WWTP - UV Expansion						\$ 2,703,750
	T-291052.00	NTWWTP Nutrient Removal						\$ 6,363,627
	T-291040.00	Oakland WWTP - Headworks Generator				~~\$ 650,000~~		~~\$ 650,000~~
	T-291087.00	North Topeka Pump Station Rehabilitation				~~\$ 2,846,000~~		~~\$ 2,846,000~~
			\$ 28,999,414	\$ 19,952,510	\$ 6,963,627	\$ 800,000	\$ 600,000	\$ 57,315,551
		TOTAL WASTEWATER FUNDED	~~\$ 40,699,414~~	~~\$ 26,952,510~~	~~\$ 15,163,627~~	~~\$ 13,496,000~~	~~\$ 12,800,000~~	~~\$ 109,111,551~~
STORMWATER FUND			\$ 1,000,000					\$ 1,000,000
	T-501035.00	Annual Storm Conveyance System Rehab	~~\$ 2,500,000~~	~~\$ 2,500,000~~	~~\$ 2,500,000~~	~~\$ 2,500,000~~	~~\$ 2,500,000~~	~~\$ 12,500,000~~
	T-501038.00	Annual Stormwater Operations Equipment & Fleet Mant. & Replacement Program	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000
				\$ 100,000		\$ 100,000		\$ 1,100,000
	T-151031.00	Annual Drainage Correction Program	\$ 300,000	~~\$ 300,000~~	\$ 300,000	~~\$ 300,000~~	\$ 300,000	~~\$ 1,500,000~~
	T-161003.00	Annual Levee Asset Repair / Rehab Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000
	T-501042.00	Annual BMP Development & Construction	\$ 100,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,100,000
	T-831000.01	Kansas River Levee System Rehabilitation - Ph. II	\$ 2,700,000					\$ 2,700,000
			\$ 4,600,000	\$ 850,000	\$ 1,050,000	\$ 850,000	\$ 1,050,000	\$ 8,400,000
		TOTAL STORMWATER FUNDED	~~\$ 6,100,000~~	~~\$ 3,550,000~~	~~\$ 3,550,000~~	~~\$ 3,550,000~~	~~\$ 3,550,000~~	~~\$ 20,300,000~~
WATER FUND			\$ 3,000,000	\$ 3,000,000	~~\$ 3,000,000~~	~~\$ 4,500,000~~	~~\$ 4,000,000~~	~~\$ 6,000,000~~
	T-281095.00	Annual Water Main Replacement Program		\$ 500,000	\$ 200,000	\$ 200,000		\$ 1,900,000
	T-281113.00	Annual Water Plant Rehabilitation Program	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 1,000,000~~	~~\$ 5,000,000~~
			\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 200,000	\$ 700,000
	T-281124.00	Annual Water Plant Operations Equipment & Fleet Maint. & Replacement Program	~~\$ 400,000~~	~~\$ 400,000~~	~~\$ 400,000~~	~~\$ 400,000~~	~~\$ 400,000~~	~~\$ 2,000,000~~
	T-281090.00	18" Indian Hills Rd., SW 29th to 21st St.	\$ 1,288,250					\$ 1,288,250
	IS-2017-001	CIS Utility Billing, Dynamic Portal, CS System	\$ 650,000					\$ 650,000
	T-281107.00	East High Service Pumping Motor Control and Electrical Switch Gear	\$ 2,689,950					\$ 2,689,950
	T-281055.00	2.0-MG West Elevated Tank - Indian Hills Road	\$ 4,744,300					\$ 4,744,300
	T-281141.00	City-Wide Water Meter Replacement/AMI Upgrade	~~\$ 12,485,000~~					~~\$ 12,485,000~~
	T-281106.00	Soldier Township Transmission Improvements				\$ 1,299,575		\$ 1,299,575
	T-281037.02	Disinfection Modification Phase I		~~\$ 10,000,000~~				~~\$ 10,000,000~~
	T-281106.00	18" on SW Fairlawn and SW 45th - SW 41st to SW Gage				~~\$ 2,213,250~~		~~\$ 2,213,250~~
	T-281037.03	Disinfection Modification Phase II			~~\$ 12,000,000~~			~~\$ 12,000,000~~
	T-281142.00	16" on SW Wenger - Home Depot to SW 57th; 18" on SW 57th - SW Wenger to SW Topeka					~~\$ 2,462,950~~	~~\$ 2,462,950~~
	T-281143.00	24" on SW MacVicar - SW 29th to SW 37th					~~\$ 2,400,525~~	~~\$ 2,400,525~~
		TOTAL WATER FUNDED	~~\$ 13,572,500~~	~~\$ 3,600,000~~	~~\$ 300,000~~	~~\$ 300,000~~	~~\$ 200,000~~	~~\$ 17,972,500~~
			~~\$ 26,257,500~~	~~\$ 14,400,000~~	~~\$ 16,400,000~~	~~\$ 0,412,825~~	~~\$ 10,263,475~~	~~\$ 76,733,800~~
			\$ 47,171,914	\$ 24,402,510	\$ 8,313,627	\$ 1,950,000	\$ 1,850,000	\$ 83,688,051
		TOTAL COMBINED UTILITY FUNDED	~~\$ 73,056,914~~	~~\$ 44,902,510~~	~~\$ 35,113,627~~	~~\$ 26,458,825~~	~~\$ 26,613,475~~	~~\$ 206,145,351~~

5 year CIP without rate increase

\$ 83,688,051

Capital Improvement Projects

- Unfunded projects with rate increase

City of Topeka
Utilities Department

2018-2022 Capital Improvement Plan

Unfunded
w 6-5-5

Program	Project #	Project	Unfunded projects with rate increase					2020	2021	2022	Total
WASTEWATER FUND		Annual Wastewater Lin	\$ 112,525,000					0,000,000	\$ 5,000,000	\$ 2,000,000	\$ 28,000,000
								0,000,000	\$ 5,000,000	\$ 2,000,000	\$ 28,000,000
STORMWATER FUND		Annual Storm Conveyan						5,000,000	\$ 5,500,000	\$ 5,500,000	\$ 27,500,000
		Annual Shunga Flood M						4,405,000	\$ 3,405,000	\$ 3,405,000	\$ 17,025,000
								905,000	\$ 8,905,000	\$ 8,905,000	\$ 44,525,000
WATER FUND		Annual Water Main Rep						0,000,000	\$ 5,500,000	\$ 6,000,000	\$ 32,500,000
		Annual Water Plant Rehabilitation Program (additional funding)							\$ 1,500,000	\$ 1,500,000	\$ 7,500,000
TOTAL WATER UNFUNDED								\$ 8,500,000	\$ 8,500,000	\$ 8,500,000	\$ 40,000,000
TOTAL COMBINED UTILITY UNFUNDED								\$ 25,405,000	\$ 24,405,000	\$ 23,405,000	\$ 112,525,000

Water Rate Comparison Table

Water Comparison - Comparable Cities 2017									
	1	1	1	1	1.5	1.5	2	3	4
	Low Residential	Average Residential	Multi-family	Church	Commercial	School	Large Commercial	Industrial	Large Industrial
	1,000	5,000	5,000	15,000	30,000	55,000	500,000	5,000,000	15,000,000
Springfield, MO	\$20.42	\$35.51	\$35.51	\$108.74	\$191.49	\$279.38	\$1,614.29	\$10,559.05	\$30,394.15
Rockford, IL	\$28.23	\$40.22	\$40.22	\$80.20	\$157.92	\$233.60	\$1,123.22	\$9,356.21	\$27,605.53
Cedar Rapids, IA	\$24.95	\$35.85	\$35.85	\$63.11	\$138.91	\$207.05	\$1,393.47	\$11,999.35	\$28,039.03
Independence, MO	\$17.62	\$32.92	\$32.92	\$71.15	\$130.41	\$225.99	\$1,448.98	\$14,361.31	\$42,984.44
Columbia, MO	\$17.77	\$32.69	\$32.69	\$66.78	\$133.73	\$221.63	\$1,769.70	\$16,614.01	\$49,546.02
Wichita Falls, TX	\$41.15	\$61.41	\$61.41	\$114.49	\$223.31	\$353.65	\$2,710.57	\$26,258.89	\$78,520.40
Madison, WI	\$26.60	\$41.78	\$40.18	\$40.71	\$147.14	\$236.71	\$1,865.69	\$16,918.08	\$50,562.14
Boise, ID	\$30.68	\$39.10	\$39.10	\$60.14	\$112.02	\$164.62	\$1,127.88	\$10,668.03	\$31,836.23
Des Moines, IA	\$12.11	\$28.55	\$28.55	\$56.15	\$93.95	\$146.95	\$1,098.35	\$10,661.35	\$31,891.35
Springfield, IL	\$30.60	\$45.26	\$45.26	\$81.89	\$157.56	\$249.14	\$1,904.07	\$18,443.86	\$55,163.75
Jefferson City, MO	\$16.30	\$41.48	\$41.48	\$41.48	\$215.93	\$362.18	\$2,783.43	\$12,728.43	\$35,010.47
Overland Park, KS	\$26.43	\$42.75	\$45.50	\$86.30	\$165.30	\$267.30	\$2,103.00	\$20,539.80	\$61,431.00
Olathe, KS	\$34.51	\$48.95	\$50.02	\$91.46	\$182.92	\$283.86	\$2,117.60	\$17,164.01	\$51,244.83
Lawrence, KS	\$9.95	\$32.75	\$22.85	\$75.05	\$146.50	\$264.50	\$2,366.80	\$20,220.50	\$60,625.50
Wichita, KS	\$15.21	\$23.57	\$23.57	\$60.07	\$110.96	\$189.21	\$1,586.72	\$15,686.57	\$46,998.57
Kansas City, KS	\$34.55	\$55.35	\$55.35	\$99.40	\$181.82	\$291.45	\$2,259.38	\$20,894.28	\$61,402.30
Average - 15 Comp Cities	\$24.19	\$39.88	\$39.40	\$74.82	\$155.62	\$248.58	\$1,829.57	\$15,817.11	\$46,453.48
Topeka, KS - Current	\$15.02	\$31.74	\$27.79	\$57.19	\$114.36	\$191.61	\$1,579.67	\$13,265.01	\$39,708.34
Topeka, KS - 2018	\$15.92	\$33.64	\$29.44	\$60.69	\$121.36	\$203.36	\$1,676.75	\$14,068.91	\$39,714.84
Topeka, KS - 2019	\$16.71	\$35.31	\$30.91	\$63.66	\$127.31	\$213.31	\$1,758.59	\$14,772.36	\$41,670.58
Topeka, KS - 2020	\$17.54	\$37.06	\$32.46	\$66.81	\$133.62	\$223.87	\$1,845.52	\$15,525.98	\$43,776.61

Wastewater Rate Comparison Table

Wastewater Comparison - Comparable Cities 2017									
	1	1	1	1	1.5	1.5	2	3	4
	Low Residential	Average Residential	Multi-family	Church	Commercial	School	Large Commercial	Industrial	Large Industrial
	1,000	5,000	5,000	15,000	30,000	55,000	500,000	5,000,000	15,000,000
Springfield, MO	\$21.22	\$32.02	\$32.02	\$59.03	\$99.54	\$167.05	\$1,368.79	\$13,521.19	\$40,526.54
Rockford, IL	\$10.46	\$28.59	\$28.59	\$39.22	\$72.51	\$127.99	\$1,115.56	\$11,102.19	\$33,294.70
Cedar Rapids, IA	\$14.59	\$23.67	\$23.67	\$49.58	\$88.44	\$153.21	\$1,306.17	\$12,965.26	\$38,874.35
Independence, MO	\$17.88	\$33.62	\$33.62	\$76.74	\$156.25	\$302.75	\$2,005.47	\$19,710.68	\$59,055.60
Columbia, MO	\$15.62	\$29.09	\$29.09	\$62.78	\$162.34	\$246.56	\$1,745.76	\$17,040.99	\$50,841.11
Pueblo, CO	\$23.83	\$39.47	\$39.47	\$78.57	\$147.29	\$245.04	\$1,999.79	\$19,629.76	\$58,766.98
Wichita Falls, TX	\$9.87	\$19.23	\$19.23	\$42.62	\$77.72	\$136.21	\$1,177.32	\$11,705.39	\$35,101.11
Boise, ID	\$12.59	\$34.36	\$34.36	\$88.77	\$170.39	\$306.41	\$2,727.74	\$39,178.27	\$117,520.52
Des Moines, IA	\$10.99	\$37.35	\$37.35	\$103.25	\$202.10	\$366.85	\$3,299.40	\$32,954.40	\$98,854.40
Springfield, IL	\$19.70	\$37.20	\$37.20	\$83.05	\$151.84	\$266.48	\$2,307.05	\$22,942.08	\$68,797.69
Jefferson City, MO	\$15.90	\$34.19	\$34.19	\$79.91	\$148.50	\$262.80	\$2,297.43	\$22,872.29	\$68,594.22
Overland Park, KS	\$20.68	\$47.00	\$47.00	\$112.80	\$211.50	\$376.00	\$3,304.10	\$32,914.10	\$81,014.10
Olathe, KS	\$21.58	\$44.79	\$45.86	\$106.02	\$196.26	\$346.66	\$3,023.80	\$30,029.15	\$90,055.89
Lawrence, KS	\$18.39	\$43.55	\$43.55	\$106.45	\$200.80	\$358.05	\$3,157.10	\$31,462.10	\$94,362.10
Kansas City, KS	\$22.61	\$43.57	\$43.57	\$95.98	\$174.59	\$305.61	\$2,637.69	\$26,220.58	\$78,627.00
Wichita, KS	\$12.37	\$26.37	\$26.37	\$61.37	\$119.33	\$206.83	\$1,771.45	\$17,562.02	\$52,578.89
Average - 15 Comp Cities	\$16.77	\$34.63	\$34.70	\$77.88	\$148.71	\$260.91	\$2,202.79	\$22,613.15	\$66,679.07
Topeka, KS - Current	\$14.56	\$32.56	\$32.56	\$77.56	\$155.11	\$267.61	\$2,282.18	\$22,560.34	\$67,600.57
Topeka, KS - 2018	\$15.43	\$34.51	\$34.51	\$82.21	\$164.42	\$283.67	\$2,419.11	\$23,913.96	\$71,656.60
Topeka, KS - 2019	\$16.20	\$36.24	\$36.24	\$86.34	\$172.69	\$297.94	\$2,540.82	\$25,117.16	\$75,261.93
Topeka, KS - 2020	\$17.01	\$38.05	\$38.05	\$90.65	\$181.31	\$312.81	\$2,667.61	\$26,370.52	\$79,017.53

Stormwater Rate Comparison Table

Stormwater Comparison - Comparable Cities 2017				
	1	1	1	1
	Residential \$2,000 sf	Non-Residential Impervious ERU	Topeka Equivalent	Non-Residential 5,000 sf
Cedar Rapids, IA	\$5.11	\$5.11/4,356 sq ft	\$2.37	\$5.87
Columbia, MO	\$2.64	\$0.078/100 sq ft	\$1.57	\$3.90
Pueblo, CO	\$5.10	\$1.79/1,000 sq ft	\$3.61	\$8.95
Wichita Falls, TX	\$5.00/unit	-	-	-
Des Moines, IA		\$12.07/2,349 sq ft	\$10.37	\$25.69
Overland Park, KS		\$2.50/2,485 sq ft	\$2.03	\$5.03
Olathe, KS	\$5.66/unit	-	-	\$5.66
Lawrence, KS		\$4.12/2,366 sq ft	\$3.51	\$8.71
Kansas City, KS	\$4.50/unit	-	-	-
Wichita, KS	\$2.00/unit	\$2.00/2,139 sq ft	\$1.89	\$4.68
Average - 10 Comp Cities	\$4.28		\$3.62	\$8.56
Topeka, KS - Current	\$4.25	\$4.25/2,018 sq ft	\$4.25	\$10.53
Topeka, KS - 2018	\$4.50	\$4.50/2,018 sq ft	\$4.50	\$11.15
Topeka, KS - 2019	\$4.75	\$4.75/2,018 sq ft	\$4.75	\$11.77
Topeka, KS - 2020	\$5.00	\$5.00/2,018 sq ft	\$5.00	\$12.39

Monthly Impact on Customers by Class

Class	2018	2019	2020
Low Residential (1,000)	\$ 2.02	\$ 1.81	\$ 1.89
Avg. Residential (5,000)	\$ 4.10	\$ 3.65	\$ 3.81
Avg. Commercial per 100,000	\$ 46.00	\$ 40.00	\$ 42.00
Avg. Industrial per 1,000,000	\$ 430.00	\$ 380.00	\$ 400.00
Avg. Industrial II per 15,000,000	\$4,050.00	\$5,550.00	\$5,850.00
*Residential includes Stormwater Impact			
**Stormwater impact to Commercial/Industrial/Industrial II is \$0.25 per ERU per year			

