City of Topeka
City Council Agenda

City Council Chambers

214 SE 8th Street
Topeka, Kansas 66603

www.topeka.org

September 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**		

Interim City Manager: Doug Gerber

Addressing the Council: No person shall address the Council during a Council Meeting, unless they have notified the City Clerk at (785)368-3940 by 5:00 P.M. on the day of any Council Meeting of their desire to speak on a specific matter on the published meeting agenda or during the public comment portion of the Council Meeting. This limitation shall not apply to items added during the course of a meeting. The Council 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 Council.

Persons addressing the City Council will be limited to four (4) consecutive minutes of public address on a particular agenda item. Debate, question/answer dialogue or discussion between Councilmembers will not be counted towards the four (4) minute time limitation. The Chair may extend time with the unanimous consent of the Council or the Council by affirmative vote of five (5) members may extend the four (4) minute limitation.

Persons will be limited to addressing the City Council one (1) time on a particular matter unless otherwise allowed by an affirmative vote of five (5) members of the City Council.

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 http://www.topeka.org)

CALL TO ORDER:

INVOCATION:

PLEDGE OF ALLEGIANCE:

1. MAYORAL PROCLAMATIONS:

2. PRESENTATIONS:

"Troy Scroggins Award"

3. ROLL CALL:

4. CONSENT AGENDA:

A. Resolution - El Shaddai Ministries.- Noise Exception

RESOLUTION introduced by Councilmember Sylvia Ortiz, granting El Shaddai Ministries an exception to the provisions of City of Topeka Code Section 9.45.150, et seq., concerning noise prohibitions. *(Council District No. 3)*

(City of Topeka Code Section 9.45.170, et seq., authorizes the Council to grant noise exceptions. Approval would allow for live bands and amplified music and sound during the hours of 11:00 a.m. and 10:00 p.m. on September 23, 2017 and 11:00 a.m. and 6:00 p.m. on September 24, 2017, at 1800 SE 21st Street.)

B. MINUTES of the regular meeting of September 5, 2017

C. APPLICATIONS:

5. ACTION ITEMS:

A. Resolution - SE 29th Community Improvement District - Setting Public Hearing Date

A RESOLUTION introduced by Interim City Manager Doug Gerber, setting the public hearing to consider the advisability of establishing a Community Improvement District (CID) for the project at 240 SE 29th Street, as more specifically described herein.

<u>Voting Requirement</u>: Majority vote of the Governing Body (6).

(Approval would set a public hearing date of October 3, 2017, in the City Council Chambers located at 214 SE 8th Street, to consider the advisability of creating a Community Improvement District (CID).)

B. Public Hearing - Wheatfield Village Project Plan

PUBLIC HEARING to consider the adoption of a project plan for the Wheatfield Village Redevelopment District located near SW 29th Street and Fairlawn Road.

(An ordinance approving the project plan will be set on a future agenda.)

6. NON-ACTION ITEMS:

A. Discussion - Neighborhood Revitalization Program Renewal

DISCUSSION related to extending the Neighborhood Revitalization Program (NRP) which expires on December 31, 2017, for one more year.

B. Discussion - Downtown Parking Plan Development

DISCUSSION related to the preliminary findings associated with development of the Downtown Parking Master Plan.

7. 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.)

8. PUBLIC COMMENT:

9. 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.)

10. ADJOURNMENT:

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

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

DOCUMENT DESCRIPTION:

"Troy Scroggins Award"

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
September 12, 2017

DATE:	**September 12, 2017**		
CONTACT PERSON:	**Sylvia Ortiz**	**DOCUMENT #:**	
SECOND PARTY/SUBJECT:	**Donnie Sexton**	**PROJECT #:**	
CATEGORY/SUBCATEGORY	**020 Resolutions / 005 Miscellaneous**		
CIP PROJECT:	**No**		
ACTION OF COUNCIL:		**JOURNAL #:**	
		PAGE #:	

DOCUMENT DESCRIPTION:

RESOLUTION introduced by Councilmember Sylvia Ortiz, granting El Shaddai Ministries an exception to the provisions of City of Topeka Code Section 9.45.150, et seq., concerning noise prohibitions. *(Council District No. 3)*

(City of Topeka Code Section 9.45.170, et seq., authorizes the Council to grant noise exceptions. Approval would allow for live bands and amplified music and sound during the hours of 11:00 a.m. and 10:00 p.m. on September 23, 2017 and 11:00 a.m. and 6:00 p.m. on September 24, 2017, at 1800 SE 21st Street.)

VOTING REQUIREMENTS:

Majority vote of the Governing Body (6).

POLICY ISSUE:

El Shaddai Ministries has requested a noise exception be granted for a Family Fun Day event to take place during the specified dates and times.

STAFF RECOMMENDATION:

Staff recommends the Governing Body move to approve the resolution.

BACKGROUND:

El Shaddai Ministries is requesting the noise exception due to live bands and amplified music and sound at the event.

BUDGETARY IMPACT:

There is no budgetary impact to the City.

SOURCE OF FUNDING:

Not Applicable

ATTACHMENTS:

Description

Resolution

Flyer

RESOLUTION NO. ________

A RESOLUTION introduced by Councilmember Sylvia Ortiz, granting El Shaddai Ministries an exception to the provisions of City of Topeka Code Section 9.45.150, et seq. concerning noise prohibitions.

WHEREAS, City of Topeka Code Section 9.45.150, et seq. makes it unlawful for any person to make, continue or cause to be made or continued any loud, unnecessary or unusual noise or any noise which either annoys, disturbs, injures or endangers the comfort, repose, health or safety or others within the limits of the city; and

WHEREAS, City of Topeka Code Section 9.45.170, et seq. authorizes the City Council to grant exceptions to the prohibitions of this code section upon request and a showing that the proposed activity does not offend the spirit of the findings of City of Topeka Code Section 9.45.150, et seq.; and

WHEREAS, El Shaddai Ministries has requested that they be granted an exception to the provisions of City of Topeka Code Section 9.45.150, et seq. for the purposes, dates and times described herein, and

WHEREAS, upon review of the application of El Shaddai Ministries, the Governing Body of the City of Topeka does hereby find that the requested activity does not offend the spirit of the findings of City of Topeka Code Section 9.45.150, et seq.

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of the City of Topeka that El Shaddai Ministries is hereby granted an exception from the provisions of City of Topeka Code Section 9.45.150, et seq. for live bands and amplified music and sound at a Family Fun Day event located at 1800 SE 21st

Street during the hours of 11:00 a.m. and 10:00 p.m. on September 23, 2017 and 11:00 a.m. and 6:00 p.m. on September 24, 2017. The event will be held in the park at Hillcrest Community Center.

ADOPTED and APPROVED by the Governing Body________________.

CITY OF TOPEKA, KANSAS

____
Larry E. Wolgast, Mayor

ATTEST:

____
Brenda Younger, City Clerk

10th Anniversary

Family Fun Day

Church Services

Presented By

El Shaddai Ministries

Pastor Tom Watson

Sept 24th

11am-6pm

Hillcrest Park 1800 SE 21st

Singing

Praise Teams

Special Speakers

S.U.C.C.E.S.S. Stressing Unity Challenging Community Embracing Sound Solutions

Shawnee County parks + recreation

ESMCC More than Enough

"Come out for a day of Praise"

City of Topeka

Council Action Form

Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
September 12, 2017

DATE:	**September 12, 2017**		
CONTACT PERSON:	**Nickie Lee, Director of Finance**	**DOCUMENT #:**	
SECOND PARTY/SUBJECT:	**SE 29th CID**	**PROJECT #:**	
CATEGORY/SUBCATEGORY	**020 Resolutions / 005 Miscellaneous**		
CIP PROJECT:	**No**		
ACTION OF COUNCIL:		**JOURNAL #:**	
		PAGE #:	

DOCUMENT DESCRIPTION:

A RESOLUTION introduced by Interim City Manager Doug Gerber, setting the public hearing to consider the advisability of establishing a Community Improvement District (CID) for the project at 240 SE 29th Street, as more specifically described herein.

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

(Approval would set a public hearing date of October 3, 2017, in the City Council Chambers located at 214 SE 8th Street, to consider the advisability of creating a Community Improvement District (CID).)

VOTING REQUIREMENTS:

Majority vote of the Governing Body (6).

POLICY ISSUE:

Whether to set a public hearing for October 3, 2017, to hear public comment with regard to whether the City would establish a community improvement district at 240 SE 29th Street.

STAFF RECOMMENDATION:

Staff recommends the Governing Body move to approve the resolution.

BACKGROUND:

The owners of property at 240 SE 29th Street have petitioned the governing body to establish a Community Improvement District pursuant to K.S.A. 12-6a26. Applicants are requesting that the City impose a 1% sales tax on retail purchases of property and services within the district. No bonds would be issued for the project, and reimbursements to the developer would be pay-as-you-go.

The developer has submitted eligible CID expenditures of $955,000 in total. The total costs of the project for the storage facility is approximately $3.1 million. Reimbursements for the eligible CID project costs would be distributed once received from the State of Kansas and certified as eligible costs. The 1% sales tax revenue would be generated based upon taxable sales in the district.

BUDGETARY IMPACT:

A community improvement district is a self-supporting economic development tool. The CID levies an incremental sales tax on businesses within the district. The state collects the incremental sales tax, remitting it to the City for reimbursement of qualified CID project costs as certified by the project developer. The City's only budgetary impact is the administration of the monies and per City policy, an administrative fee is charged to the sales tax received.

SOURCE OF FUNDING:

1% CID District

ATTACHMENTS:

Description

Resolution

Presentation

(Published in the Topeka Metro News ____________________ & ____________________)

RESOLUTION NO. ____________

A RESOLUTION introduced by Doug Gerber Interim City Manager, setting the public hearing to consider the advisability of establishing a Community Improvement District (CID) for the SE 29th Community Improvement District.

WHEREAS, K.S.A. 12-6a26 *et seq.*, as amended establishes the Community Improvement District Act (the "Act") for economic development and any other purpose for which public money may be expended; and

WHEREAS, cities are authorized to create a community improvement district (CID) to assist with the financing of eligible projects provided cities comply with the procedures set forth in the Act; and

WHEREAS, the City received a petition from the owners of record of more than 55% of the land within the proposed CID district and the owners collectively owning more than 55% by assessed value of the land area within the proposed CID district located generally at 210-240 S.E. 29th Street and legally described in Section B herein; and

WHEREAS, in order to assist in the redevelopment of this area, the City desires to consider the establishment of a CID as requested by Petitioners and in accordance with the Act; and

WHEREAS, K.S.A. 12-6a29 provides that any city proposing to establish a CID must adopt a resolution stating that the city is considering the establishment of a CID and include in such resolution notice that a public hearing will be held to consider the establishment of the CID.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF TOPEKA, that a public hearing shall be held to consider the advisability of creating a Community Improvement District ("CID district"), in the City Council Chambers of City Hall, 214 SE 8th Street, on October 3, 2017 at 6:00 p.m.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the City Council shall meet for the purpose of holding a public hearing in the City Council Chambers of City Hall, 214 E. 8th Street, at 6:00 p.m. on October 3, 2017, to consider the advisability of creating a Community Improvement District, more specifically described as follows:

A. GENERAL NATURE OF IMPROVEMENT:

The general nature of the proposed project (Project) is the renovation of the former Kmart building at 240 SE 29th Street and retaining the existing businesses of Harbor Freight and Car Toyz Audio as well as redevelopment of remaining space for an affordable storage facility. Improvements will include roof replacement, façade upgrade, as well as electrical/HVAC/utility and landscaping upgrades.

B. PROPOSED IMPROVEMENT DISTRICT:

The legal description for the proposed improvement district is contained in Exhibit A which is attached herein and incorporated by reference. An aerial map of the proposed district boundaries is contained in Exhibit B which is attached herein and incorporated by reference.

C. ESTIMATED OR PROBABLE COST:

$955,000

D. PROPOSED METHOD OF FINANCING:

The proposed method of financing is through a CID sales tax and reimbursement to the developer after certification of costs. The proposed amount of the CID sales tax to be levied is one percent (1%) which shall be levied upon all sales of tangible personal property at retail or services taxable within the CID district pursuant to the Kansas Retailers' Sales Tax Act.

The hearing may be adjourned from time to time and until the Governing Body shall have made findings by resolution as to the advisability of establishing a Community

Improvement District, levying a 1% sales tax within the District. All persons desiring to be heard with reference to the creation of the District shall be heard at this hearing.

Upon adoption of this Resolution, a copy shall be mailed by certified mail, return receipt requested, to each owner within the proposed District at least 10 days prior to the date of the public hearing. The City Clerk shall publish this resolution at least once each week for two consecutive weeks in the official city newspaper with the second publication occurring at least seven days prior to the date fixed for the public hearing.

ADOPTED and APPROVED by the Governing Body on ______________________.

CITY OF TOPEKA, KANSAS

____

Larry E. Wolgast, Mayor

ATTEST:

____

Brenda Younger, City Clerk

EXHIBIT A
LEGAL DESCRIPTION

Tract 1
Address: 210 SE 29th Street, Topeka, Kansas 66605
Parcel Identification #: 089-133-07-0-40-08-009.00-0

A tract of land in the Southeast Quarter of Section 7, Township 12 South, Range 16 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas, described as follows: Beginning at the Southwest Corner of said Quarter Section; thence North 90 degrees 00 minutes 00 seconds East along the South line of said Quarter Section 597.88 feet; thence North 00 degrees 00 minutes 00 seconds East 300.00 feet; thence North 90 degrees 00 minutes 00 seconds West 145.55 feet; thence North 15 degrees 03 minutes 18 seconds East 375.47 feet to the point of beginning; thence North 15 degrees 03 minutes 18 seconds East 136.38 feet; thence North 89 degrees 59 minutes 16 seconds East 99.97 feet; thence South 01 degree 11 minutes 48 seconds West 131.65 feet; thence South 89 degrees 57 minutes 30 seconds West 132.64 feet to the point of beginning.

Tract 2, 3, and 4
Address: 240 SE 29th Street, Topeka, Kansas 66605
Parcel Identification #: 089-133-07-0-40-08-006.00-0
Tract II: Part of Lot 1, Block A, GREENWOOD SUBDIVISION in part of the Southeast Quarter of Section 7, Township 12 South, Range 16 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas, described as follows: Beginning at the Southwest Corner of said Quarter Section; thence North 90 degrees 00 minutes 00 seconds East along the South line of said Quarter Section 597.88 feet; thence North 00 degrees 00 minutes 00 seconds East 260 feet; thence North 90 degrees 00 minutes 00 seconds West 145.55 feet; thence North 15 degrees 03 minutes 18 seconds East 375.47 feet; thence North 89 degrees 57 minutes 30 seconds East 132.64 feet; thence North 01 degree
11 minutes 48 seconds East 131.65 feet; thence North 89 degrees 89 minutes 16 seconds East 84.95 feet; thence South 00 degrees 00 minutes 00 seconds West 754.32 feet; thence South 90 degrees 00 minutes 00 seconds West 172.32 feet to the point of beginning.
Tract III: Part of Lot 1, Block A GREENWOOD SUBDIVISION, in part of the Southeast Quarter of Section 7, Township
12 South, Range 16 East of the 6th P.M., in the city of Topeka, Shawnee County, Kansas, described as follows: Beginning at Southwest Corner of said Quarter Section; thence North 90 degrees 00 minutes 00 seconds East along the South line of said Quarter Section 1,048.99 feet; thence North 00 degrees 00 minutes 00 minutes 00 seconds East 40.00 feet to the point of beginning; thence North 01 degree 11 minutes 48 seconds East 623.09 feet; thence South 89 degrees 57 minutes 30 seconds West 214.50 feet; thence North 01 degree 11 minutes 48 seconds East 131.57 feet; thence North 89 degrees 59 minutes 16 seconds East 464.26 feet; thence South 01 degree 08 minutes 17 seconds West 560.54 feet; thence South 90 degrees 00 minutes 00 seconds West 203.85 feet; thence South 00 degrees 00 minutes 00 seconds West 194.00 feet thence South 90 degrees 00 minutes 00 seconds West 50.53 feet to the point of beginning.
Tract IV: Part of Lot 1, Block A, GREENWOOD SUBDIVISION in part of the Southeast Quarter of Section 7, Township
12 South, Range 16 East of the 6th P.M., in the City of Topeka, Shawnee County, Kansas, described as follows: Beginning at the Southwest Corner of said Quarter Section; thence North 90 degrees 00 minutes 00 seconds East along the South line of said Quarter Section 770.20 feet; thence North 00 degrees 00 minutes 00 seconds East 754.32
feet; thence North 89 degrees 59 minutes 16 seconds East 80.05 feet; thence South 01 degree 11 minutes 48 seconds
West 131.57 feet; thence North 89 degrees 57 minutes 30 seconds East 214.50 feet; thence South 01 degree 11 minutes 48 seconds West 623.09 feet; thence South 90 degrees 00 minutes 00 seconds West 278.79 feet to the point of beginning.

EXHIBIT B
BOUNDARY MAP OF THE PROPOSED DISTRICT

District Boundary

May 19, 2017

Parcels

1:2,257

0 0.0175 0.035 0.07 mi

0 0.03 0.06 0.12 km

SNCO GIS
SNCOGIS

City Council Meeting
September 5, 2017

NSI Investments

Proposed Redevelopment of
240 SE 29th

Overview

- Project involves redevelopment of two (2) parcels of land located at 240 SE 29th Street
- Retention of existing tenants (Harbor Freight/Car Toyz Audio)
- Addition of new jobs.
- Assistance requested with the establishment of a community improvement district (1% sales tax) to help offset redevelopment costs.
- Estimated new overall investment $3.1M.
- Estimated qualified CID project costs of $955,000.
- Improvements to start in fall of 2017 complete by summer of 2018.

Property Aerial Photo

Existing Site Photo (Front)

Existing Site Photo (Side)

Sample Elevations

Sample Elevations

Sample Elevations

Questions/Comments?

City of Topeka

Council Action Form

Council Chambers
214 SE 8th Street
Topeka, Kansas 66603
www.topeka.org
September 12, 2017

DATE:	**September 12, 2017**		
CONTACT PERSON:	**Nickie Lee, Director of Finance**	**DOCUMENT #:**	
SECOND PARTY/SUBJECT:		**PROJECT #:**	
CATEGORY/SUBCATEGORY	**018 Public Hearings / 011 Other**		
CIP PROJECT:	**No**		
ACTION OF COUNCIL:		**JOURNAL #:**	
		PAGE #:	

DOCUMENT DESCRIPTION:

PUBLIC HEARING to consider the adoption of a project plan for the Wheatfield Village Redevelopment District located near SW 29th Street and Fairlawn Road.

(An ordinance approving the project plan will be set on a future agenda.)

VOTING REQUIREMENTS:

No voting requirements.

POLICY ISSUE:

A public hearing will be conducted for the purpose of considering the advisability of adopting a Redevelopment Project Plan for the Wheatfield Village Redevelopment District. The ordinance approving the project plan will be set on a future agenda

STAFF RECOMMENDATION:

Staff recommends the public hearing be conducted.

BACKGROUND:

The Wheatfield Village Tax Increment Financing (TIF) District was established by the governing body on June 26, 2017. The governing body set a public hearing for September 12, 2017 to consider a project plan for the District. An ordinance approving the project plan will be set on a future agenda.

BUDGETARY IMPACT:

There would be no budgetary impact to the City.

SOURCE OF FUNDING:

Not Applicable

ATTACHMENTS:

Description

Resolution 8939

Wheatfield Project Plan

(Published in the Topeka Metro News September 4, 2017)

RESOLUTION NO. 8939

A RESOLUTION introduced by Interim City Manager Doug Gerber, setting the public hearing for consideration of the adoption of a Redevelopment Project Plan for the Wheatfield Village Redevelopment District.

BE IT RESOLVED by the Governing Body that, as the Planning Commission has determined that the Wheatfield Village Project Plan is consistent with the intent of the City's Comprehensive Plan, the Governing Body will hold a public hearing on the advisability of adopting the Project Plan for the Wheatfield Village Redevelopment District pursuant to K.S.A. 12-1772.

BE IT FURTHER RESOLVED that the City Clerk shall do the following:

(1) Deliver a copy of the Project Plan to the Board of County Commissioners for Shawnee County and the Unified School District 501 Board of Education;

(2) Publish in the official City newspaper not less than one week nor more than two weeks preceding the date fixed for the public hearing: (a) a copy of this Resolution; and (b) a sketch delineating the project area;

(3) Mail a copy of this Resolution by certified mail, return receipt requested, to the Board of County Commissioners for Shawnee County and Unified School District 501 Board of Education; and

(4) Mail a copy of this Resolution by certified mail, return receipt requested, to each owner and occupant of land within the proposed redevelopment project area not more than 10 days following the date of adoption of this Resolution.

<u>NOTICE OF PUBLIC HEARING</u>

Notice is hereby given that the Governing Body will meet for the purpose of holding a public hearing as provided by K.S.A. 12-1772 in the Council Chambers, 214 E. 8th Street, at 6:00 p.m. on September 12, 2017 to consider the advisability of the adoption of a

Redevelopment Project Plan for the Wheatfield Village Redevelopment District.

(1) Boundaries of the Wheatfield Village Redevelopment District. The boundaries for the Wheatfield Village Redevelopment District, established on June 26, 2017, in Ordinance No. 20072 are identified in Exhibit A which is attached herein and incorporated by reference.

(2) Boundaries of the Proposed Wheatfield Village Project Area. The boundaries of the project area proposed for the Wheatfield Village Project Plan are identified in Exhibit B which is attached herein and incorporated by reference.

(3) Project Plan, Summary of Feasibility Study, Relocation Assistance, Financial Guarantee of Prospective Developer, Description and Map. The Project Plan, including a summary of the feasibility study, relocation assistance, map and description of the area to be redeveloped are available for inspection at the office of the City Clerk on Monday through Friday, except holidays, during regular business hours from 8:00 a.m. to 5:00 p.m.

(4) Adoption of Project Plan. The Governing Body may, upon conclusion of the public hearing, pass an ordinance by two-thirds (2/3) majority adopting the proposed Wheatfield Village Project Plan.

ADOPTED and APPROVED by the Governing Body on August 8, 2017.

SEAL OF TOPEKA KANSAS CAPITAL CITY INCORPORATED FEB. 14, 1857

CITY OF TOPEKA, KANSAS

Larry E. Wolgast, Mayor

ATTEST:

Brenda Younger, City Clerk

EXHIBIT A

WHEATFIELD VILLAGE

Project 14-5195
Revised June 21, 2017

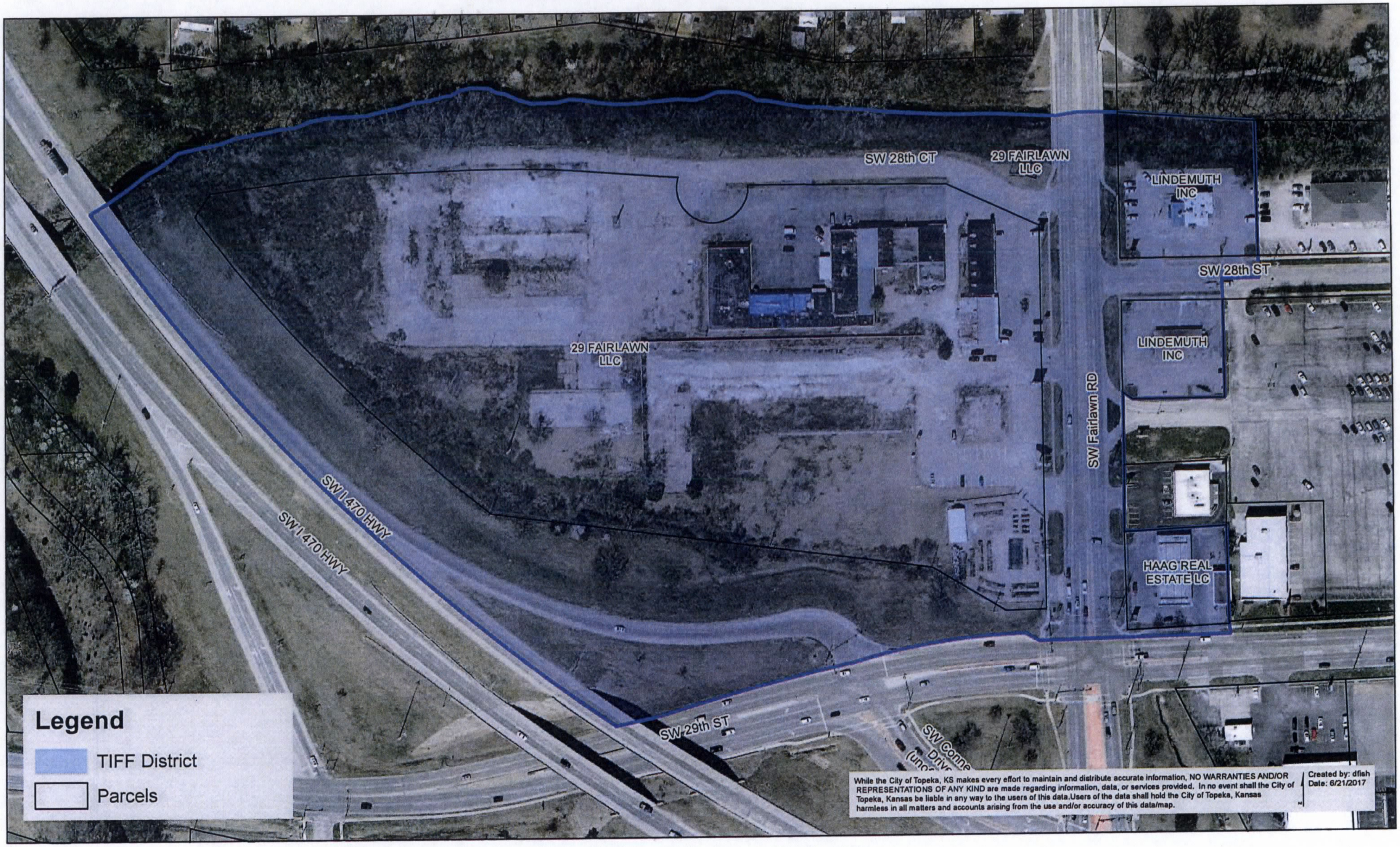
DISTRICT BOUNDARY

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 it's 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

TIF District – Wheatfield



CFS ENGINEERS
cfse.com

EXHIBIT B

WHEATFIELD VILLAGE

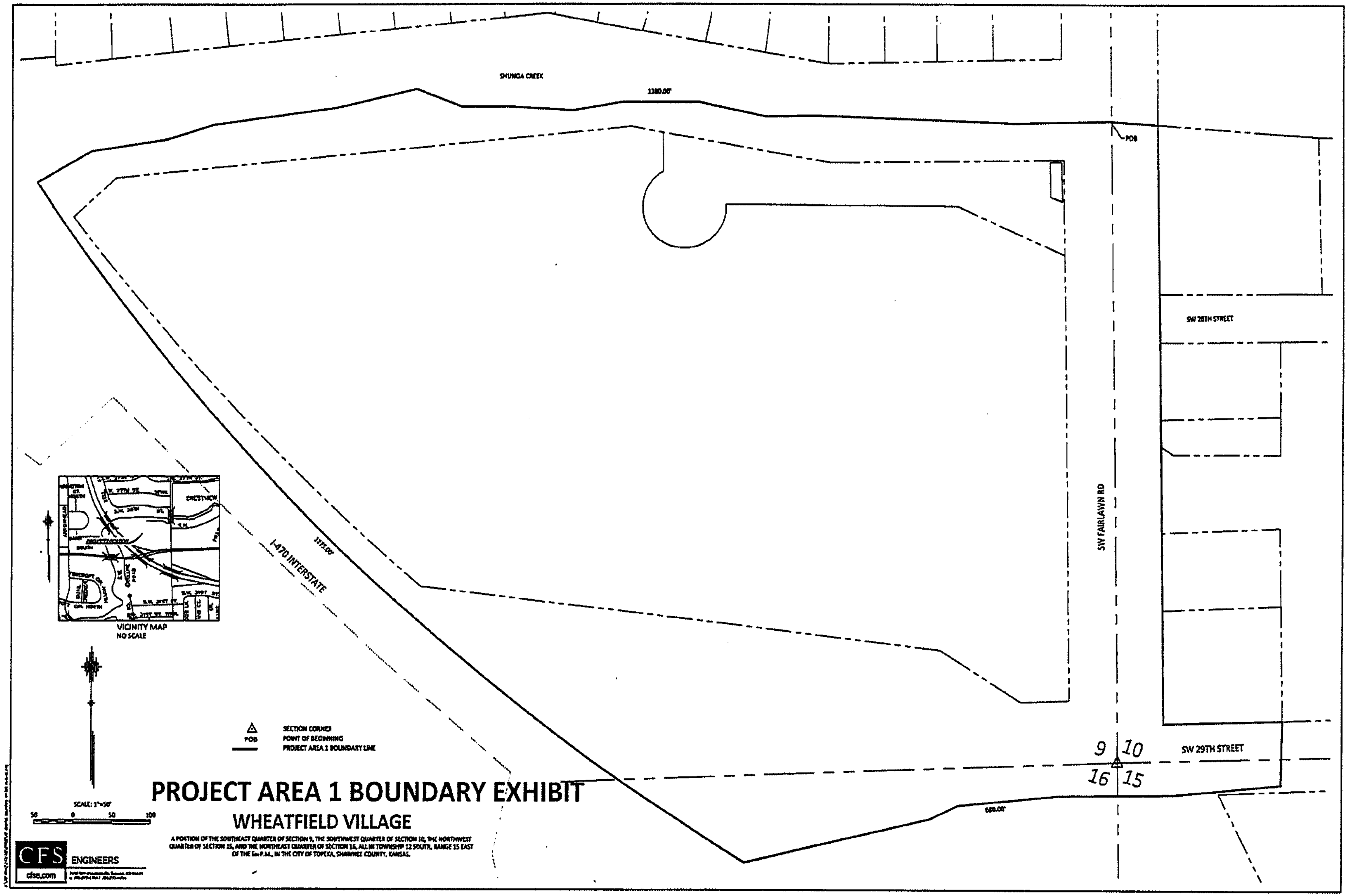
Project 14-5195
July 26, 2017

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.

EXHIBIT B


SHUNGA CREEK
1380.00'
POB
SW 28TH STREET
SW FAIRLAWN RD
SW 29TH STREET
9
10
16
15
680.00'
1173.00'
I-470 INTERSTATE
VICINITY MAP
NO SCALE
SECTION CORNER
POB POINT OF BEGINNING
PROJECT AREA 1 BOUNDARY LINE
SCALE: 1"=50'
50
0
50
100
PROJECT AREA 1 BOUNDARY EXHIBIT
WHEATFIELD VILLAGE
A PORTION OF 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.
CFS
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ENGINEERS

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."

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Dated: JULY 14, 2017

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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 publication of 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 four-story, market-rate, multi-family rental residential complex consisting of approximately 178 units. The residential complex will be constructed in the northwest corner of the site, in part, on top of a multi-story parking deck.

Movie Theater
A nine-screen movie theater with approximately 690 seats, focusing on first-run movies and featuring state-of-the-art technology. At approximately 34,000 sq ft, the theater is located in the south central portion of the site.

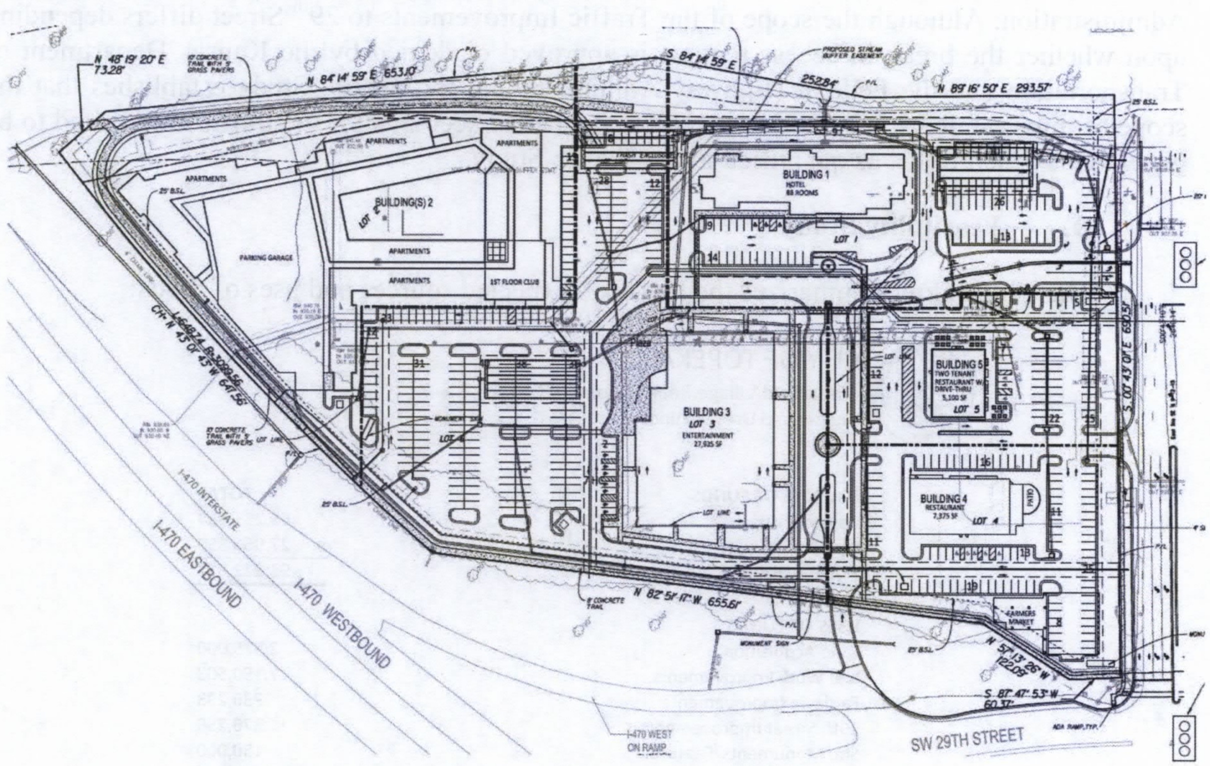
Hotel
A four-story, 88-room hotel near the northeast corner of the site (approximately 134,000 sq ft).

Restaurants
Two restaurant buildings anticipated to contain a fast food restaurant, a family dining restaurant and a coffee shop, all totaling approximately 12,000 sq ft.

Related Costs
Related costs include property acquisition, site preparation (including demolition of existing structures), the construction of infrastructure including a multi-story parking deck and the development of a small "farmers' market" open space at the southeast corner of the site.

The Developer expects all construction to be complete over approximately 36 months.

The site plan depicting the Development 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
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Multi-Family Building	31,680,000
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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 it's 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

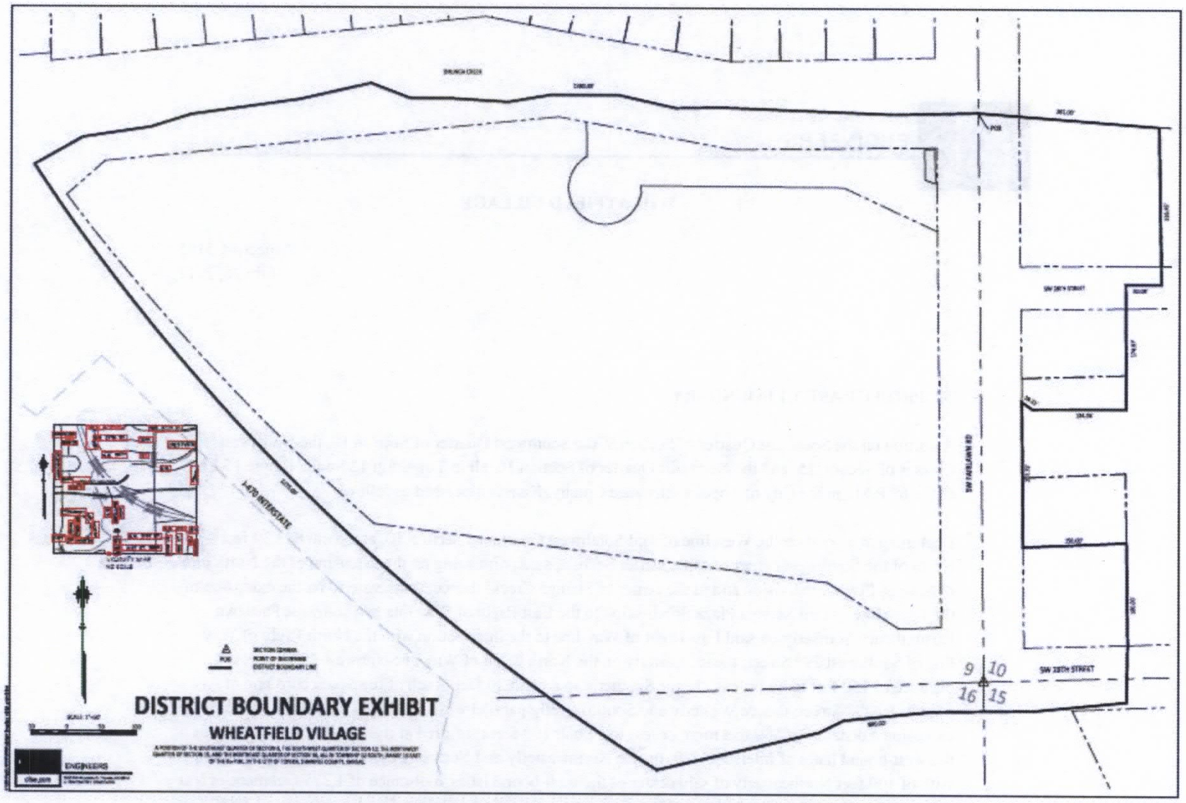

EXHIBIT B-1

PROJECT AREA 1 LEGAL DESCRIPTION

CFS ENGINEERS
cfse.com

WHEATFIELD VILLAGE

Project 14-5195
July 26, 2017

TIF PROJECT AREA 1 BOUNDARY

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

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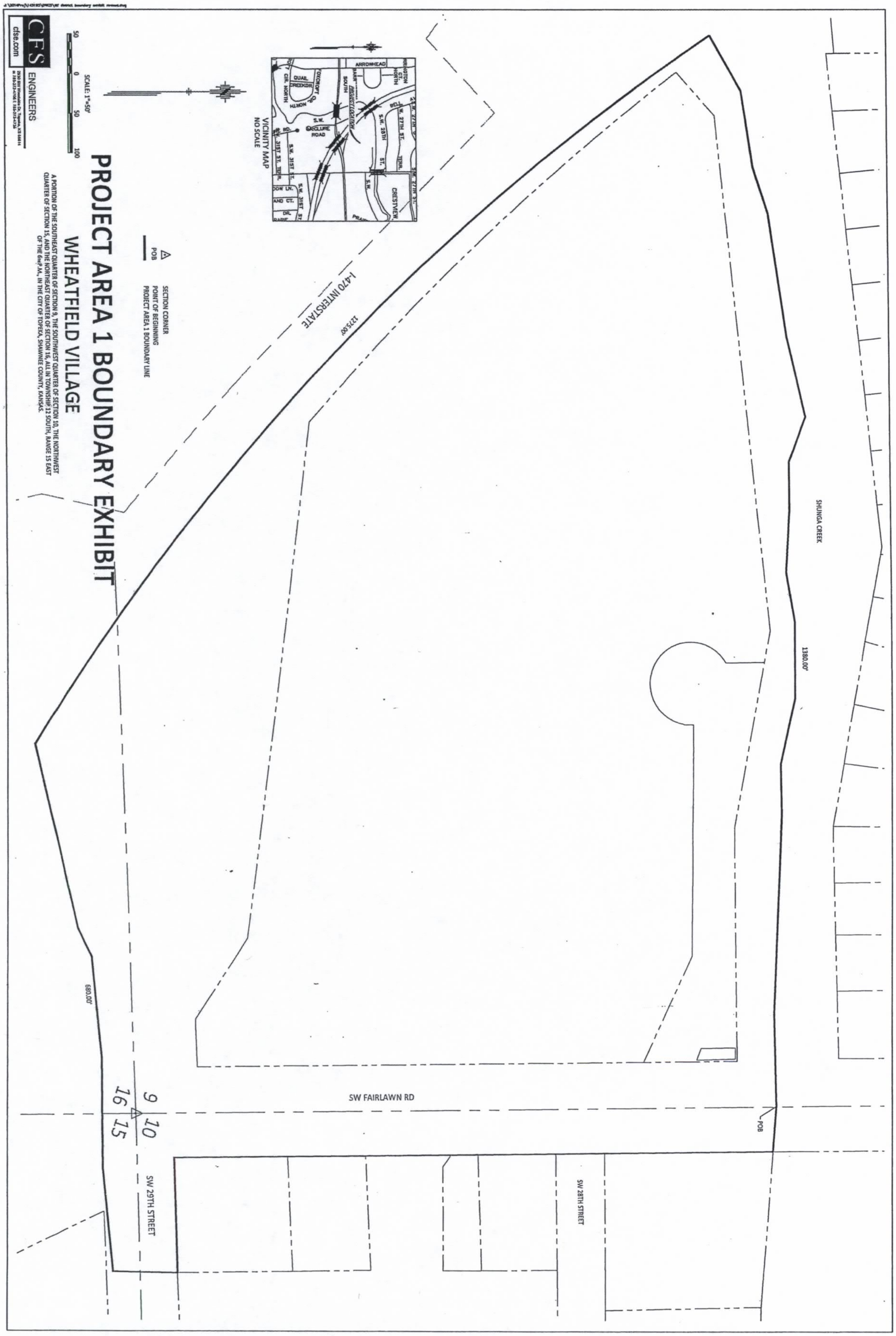

TAX INCREMENT FINANCING
REDEVELOPMENT PROJECT PLAN
(WHEATFIELD VILLAGE REDEVELOPMENT PROJECT)

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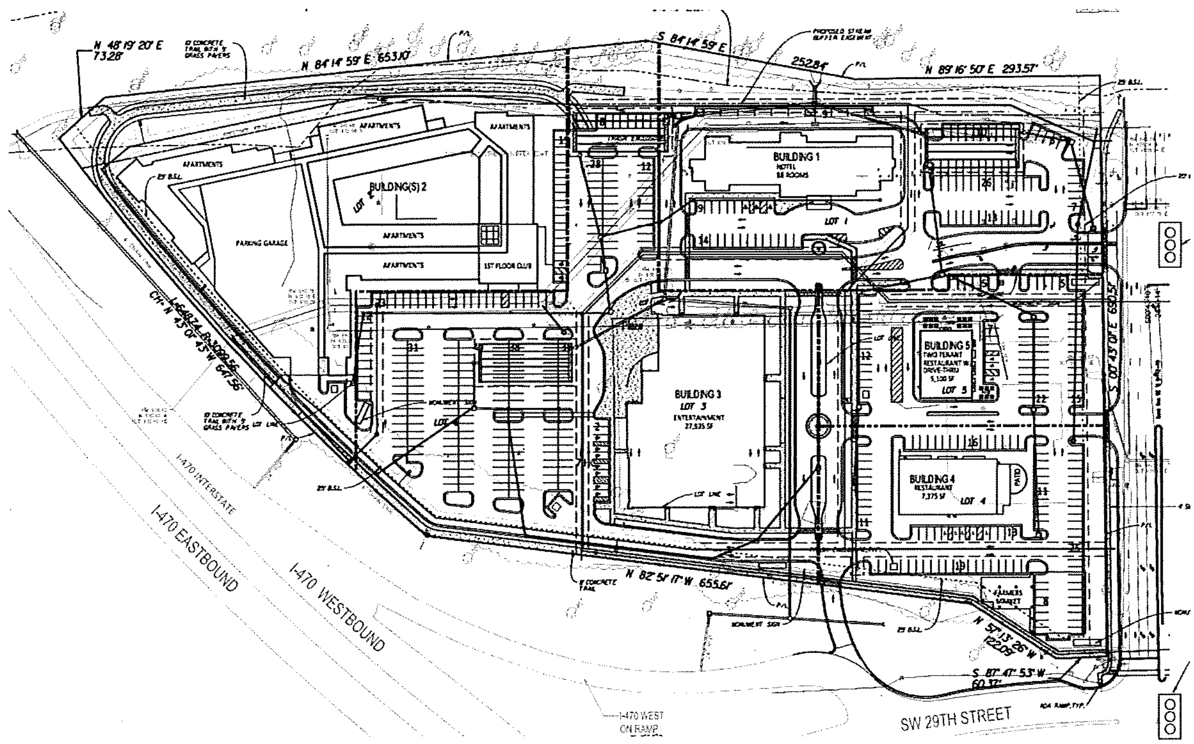

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Wheatfield Village Redevelopment District
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In the event the City acquires any real property within the Redevelopment Project Area in carrying out the provisions of the TIF Act, and that, as a result, 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.

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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 it's 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

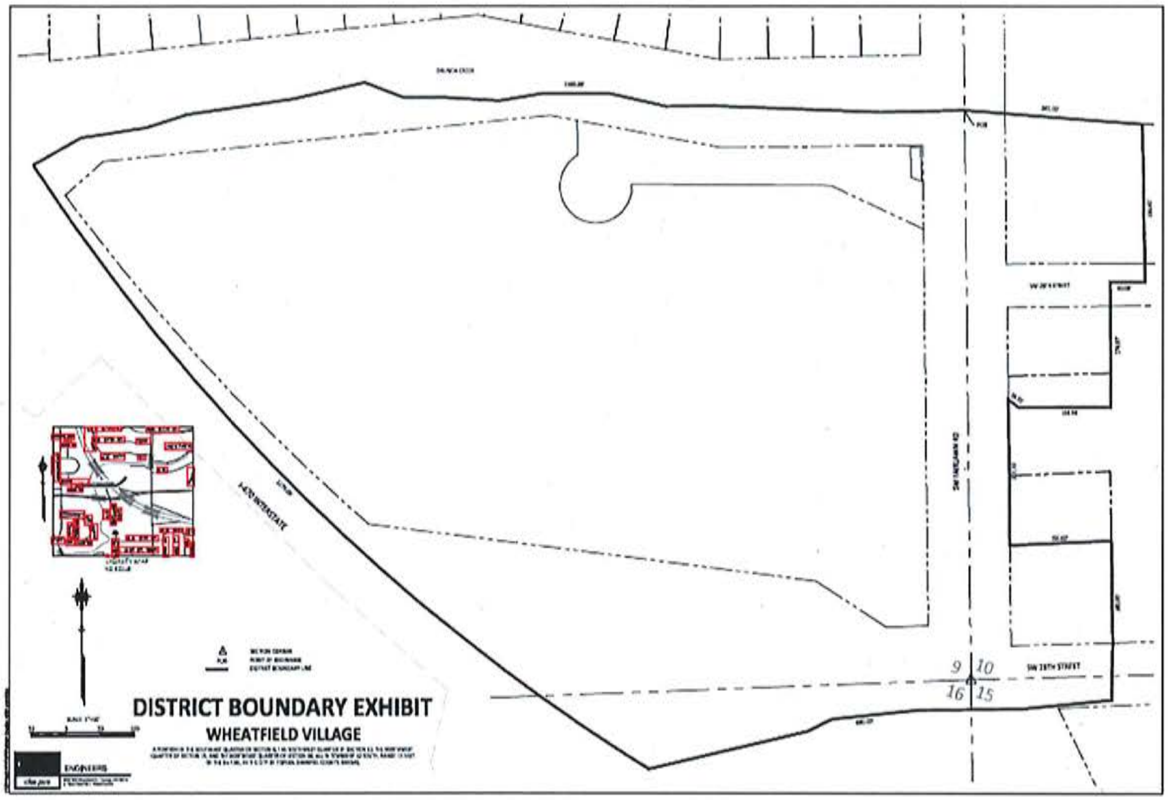


EXHIBIT B-1

PROJECT AREA 1 LEGAL DESCRIPTION

CFS ENGINEERS
cfse.com

WHEATFIELD VILLAGE

Project 14-5195
July 26, 2017

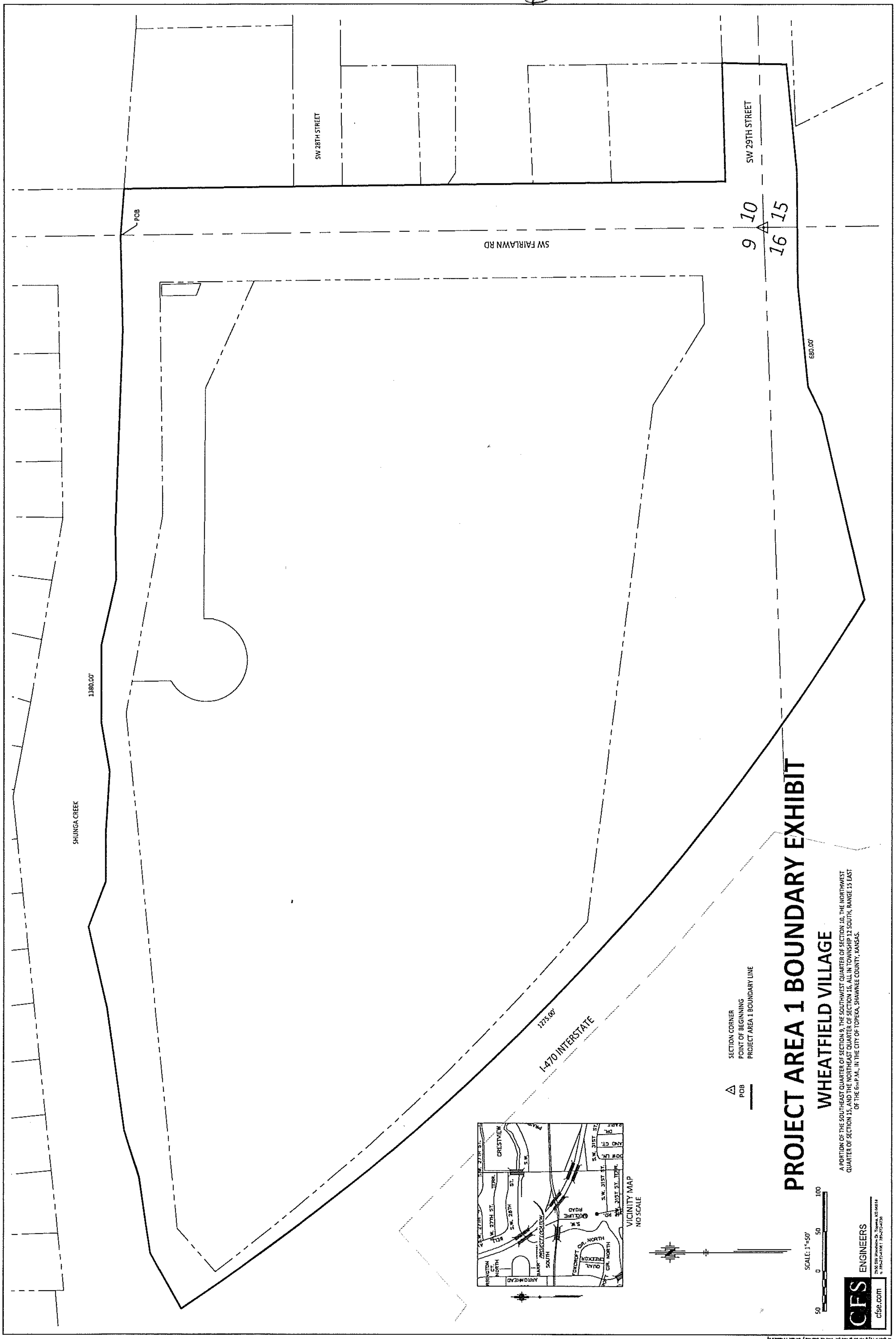
TIF PROJECT AREA 1 BOUNDARY

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 EXHIBIT
WHEATFIELD VILLAGE
A PORTION OF 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.
SECTION CORNER
POB POINT OF BEGINNING
PROJECT AREA 1 BOUNDARY LINE
SCALE: 1"=50'
50 0 50 100
CFS ENGINEERS
cfse.com
SW 28TH STREET
SW 29TH STREET
SW FAIRLAWN RD
POB
9 10
16 15
680.00'
1380.00'
1275.00'
SHUNGA CREEK
I-470 INTERSTATE
VICINITY MAP
NO SCALE

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

DATE:	**September 12, 2017**		
CONTACT PERSON:	**Bill Fiander**	**DOCUMENT #:**	
SECOND PARTY/SUBJECT:	**Neighborhood Revitalization Program**	**PROJECT #:**	
CATEGORY/SUBCATEGORY	**006 Communication / 005 Other**		
CIP PROJECT:	**No**		
ACTION OF COUNCIL:	**Discussion 02/21/17 and 03/14/17**	**JOURNAL #:**	
		PAGE #:	

DOCUMENT DESCRIPTION:

DISCUSSION related to extending the Neighborhood Revitalization Program (NRP) which expires on December 31, 2017, for one more year.

VOTING REQUIREMENTS:

Discussion only; no action required.

POLICY ISSUE:

The current Neighborhood Revitalization Plan (NRP) is set to expire on December 31, 2017. The NRP boundary is based on the Topeka Neighborhood Health Map, which is scheduled to be updated in 2018.

The proposal is to extend the current NRP to December 31, 2018 in order to sync up the renewal of the NRP with the update of the Neighborhood Health Map in 2018. Future NRP renewals should occur every 3-6 years in sync with the update of the Health Map.

STAFF RECOMMENDATION:

Discussion item only, but staff recommends approving a resolution to set the public hearing for October 3, 2017 to consider extending the current Neighborhood Revitalization Plan to December 31, 2018.

After the Governing Body sets the public hearing, the Resolution must be published once each week for 2 consecutive weeks before the public hearing. The City Clerk will mail copies of the Resolution to the taxing subdivisions.

BACKGROUND:

The same proposal came before the Governing Body on March 14, 2017 where only 6 members were present.

The resolution to set the public hearing for action failed to pass on a 5-1 vote with 4 members absent. A six-month waiting period is required before the same item can be brought back to the Governing Body for consideration. Action is recommended on September 19, 2017 which is the first available agenda date after the 6-month waiting period.

The NRP has been in existence since 1995 and has accounted for over $366 million of property investment primarily to "at risk" and "intensive care" neighborhoods. The current NRP has operated since January 1, 2013 and expires on December 31, 2017.

Other taxing entities that participate in the NRP through an inter-local agreement are: Unified School Districts Nos. 345 and 501; the Board of County Commissioners of Shawnee County; Topeka Metro Transit Authority; Metro Topeka Airport Authority; Topeka and Shawnee County Library and Washburn University. Each of the taxing entities will also have to approve the extension of the current NRP program and sign a revised interlocal agreement.

A public hearing, as required by State statute, is recommended for October 3, 2017 to consider the extension of the NRP to December 31, 2018.

BUDGETARY IMPACT:

There is budgetary impact to the City.

SOURCE OF FUNDING:

Not Applicable

ATTACHMENTS:

Description

NRP Presentation

NRP Map

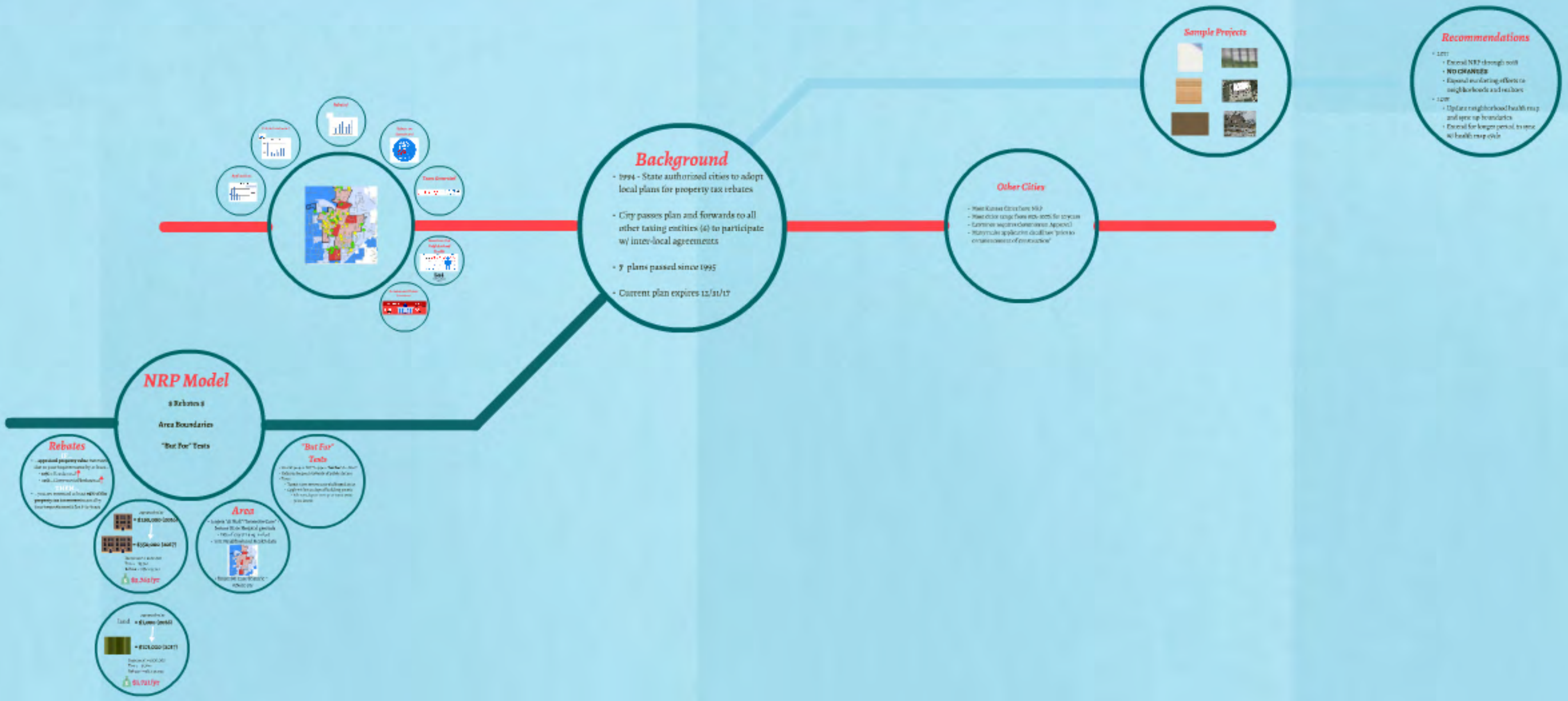
Information Sheet - NRP Stats

NRP Tax Rebate Comparison Sheet

NRP Plan - Exhibit A

NRP Program Brochure

City of Topeka's
Neighborhood Revitalization Program (NRP)
2018 Renewal



Background

- 1994 - State authorized cities to adopt local plans for property tax rebates
- City passes plan and forwards to all other taxing entities (6) to participate w/ inter-local agreements
- **7** plans passed since 1995
- Current plan expires 12/31/17

NRP Model

$ Rebates $

Area Boundaries

"But For" Tests

e increases
by at least...

dustrial

95% of the
used by

• Would
• Helps u
• Tests:
• Targ
• App

Rebates

IF...

- ...**appraised property value** increases due to your improvement by at least...
  - **10%** = Residential
  - **20%** = Commercial/Industrial

THEN...

- ...you are returned at least **95% of the property tax increment** caused by your improvements for 5-10 years

ent caused by
for 5-10 years

appraised value

= $250,000 (2016)

= $350,000 (2017)

Increment = $100,000

Taxes = $3,961

Rebate = 95% x $3,961

$3,763/yr

appraised value

land = **$1,000 (2016)**

= $101,000 (2017)

Increment = $100,000

Taxes = $1,822

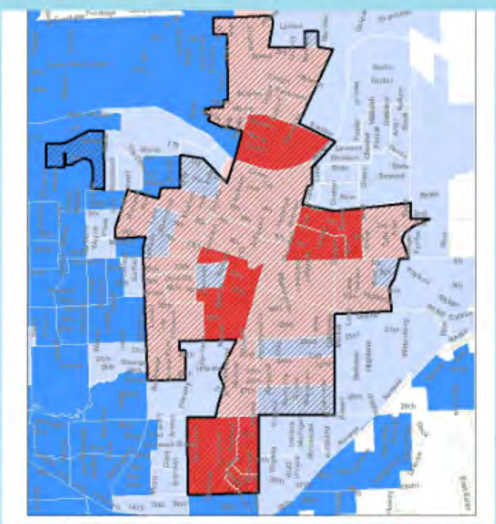
Rebate = 95% x $1,822

$1,731/yr

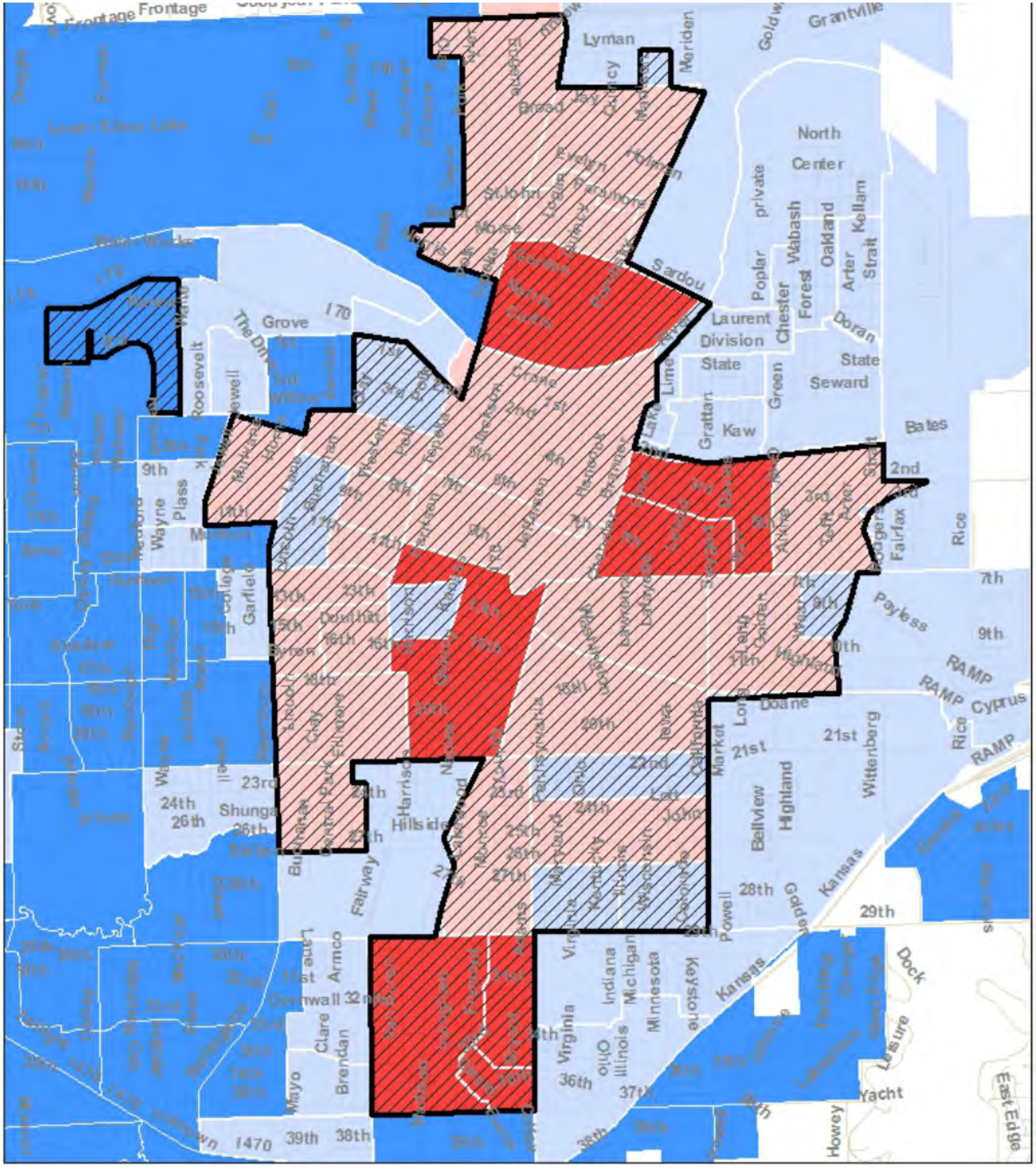
prior int

Area

- targets "At Risk"/"Intensive Care" + former State Hospital grounds
  - 18% of city (11.4 sq. miles)
- 2011 Neighborhood Health data



- Intensive Care/Historic = 95%/10 yrs

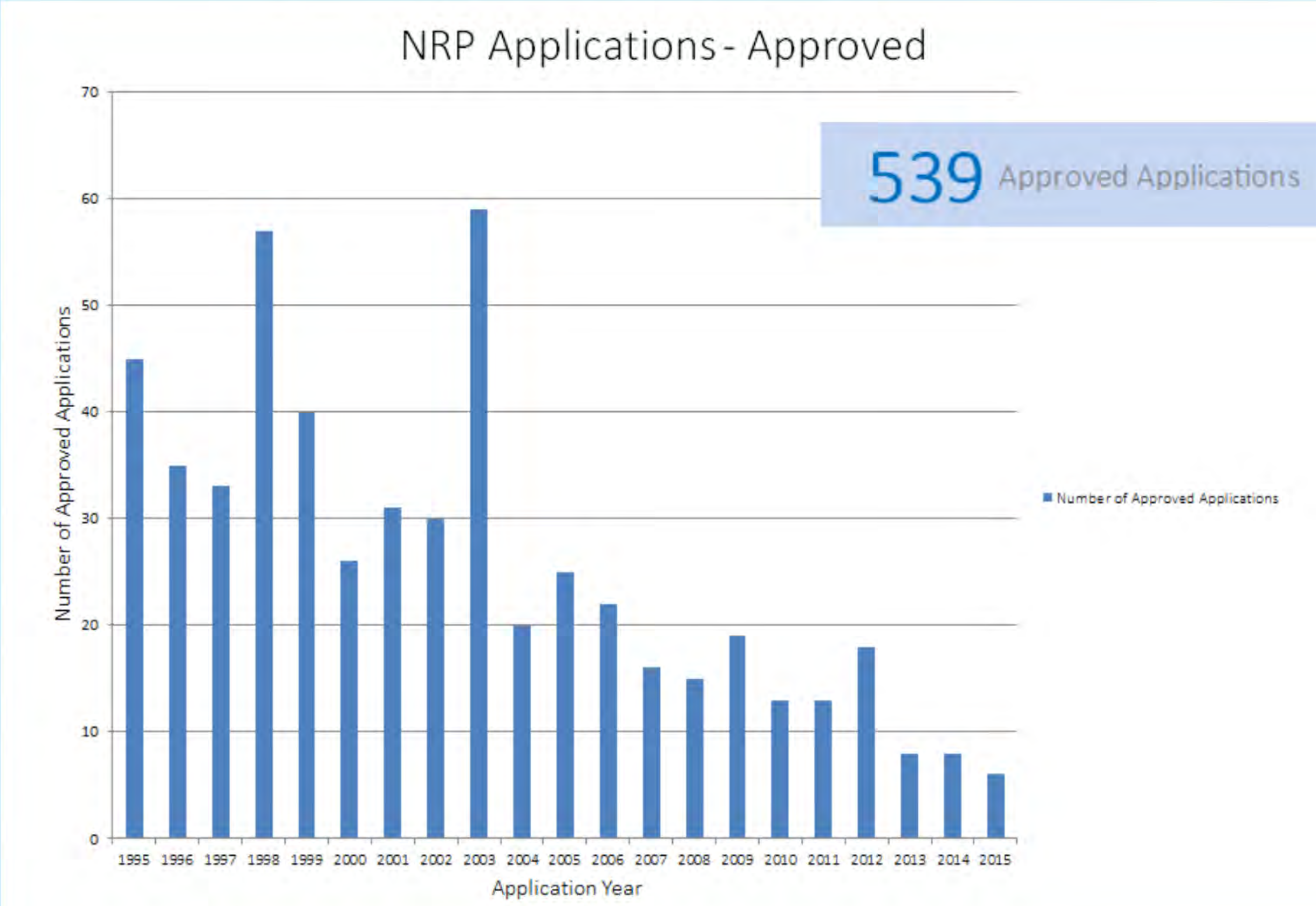

Frontage
Lyman
Meriden
Grantville
North
Center
private
Wabash
Oakland
Kellam
Poplar
Arter
Strait
Sardou
Forest
Chester
Doran
Laurent
Division
State
State
Seward
Green
Grattan
Kaw
Bates
2nd
Fairfax
Rice
Grove
Roosevelt
Plass
Wayne
Munson
College
Garfield
7th
9th
Payless
9th
RAMP
RAMP
Cyprus
RAMP
Doane
21st
21st
Wittenberg
Rice
Market
California
Bellview
Highland
Kansas
28th
29th
Powell
Dock
Leisure
Yacht
Howey
East Edge
Indiana
Michigan
Minnesota
Keystone
Kansas
Virginia
Ohio
Illinois
36th
37th
Harrison
Hillside
Fairway
24th
26th
Shunga
23rd
Lane
Armco
31st
Cornwall
Clare
Brendan
Mayo
39th
38th
1470

"But For" Tests

- Would project NOT happen **"but for"** the NRP?
- Helps us be good stewards of public dollars
- Tests:
  - Target most investment-challenged areas
  - Apply within 60 days of building permit
    - After 60 days up to 1 year must prove prior intent

ensive Care" +

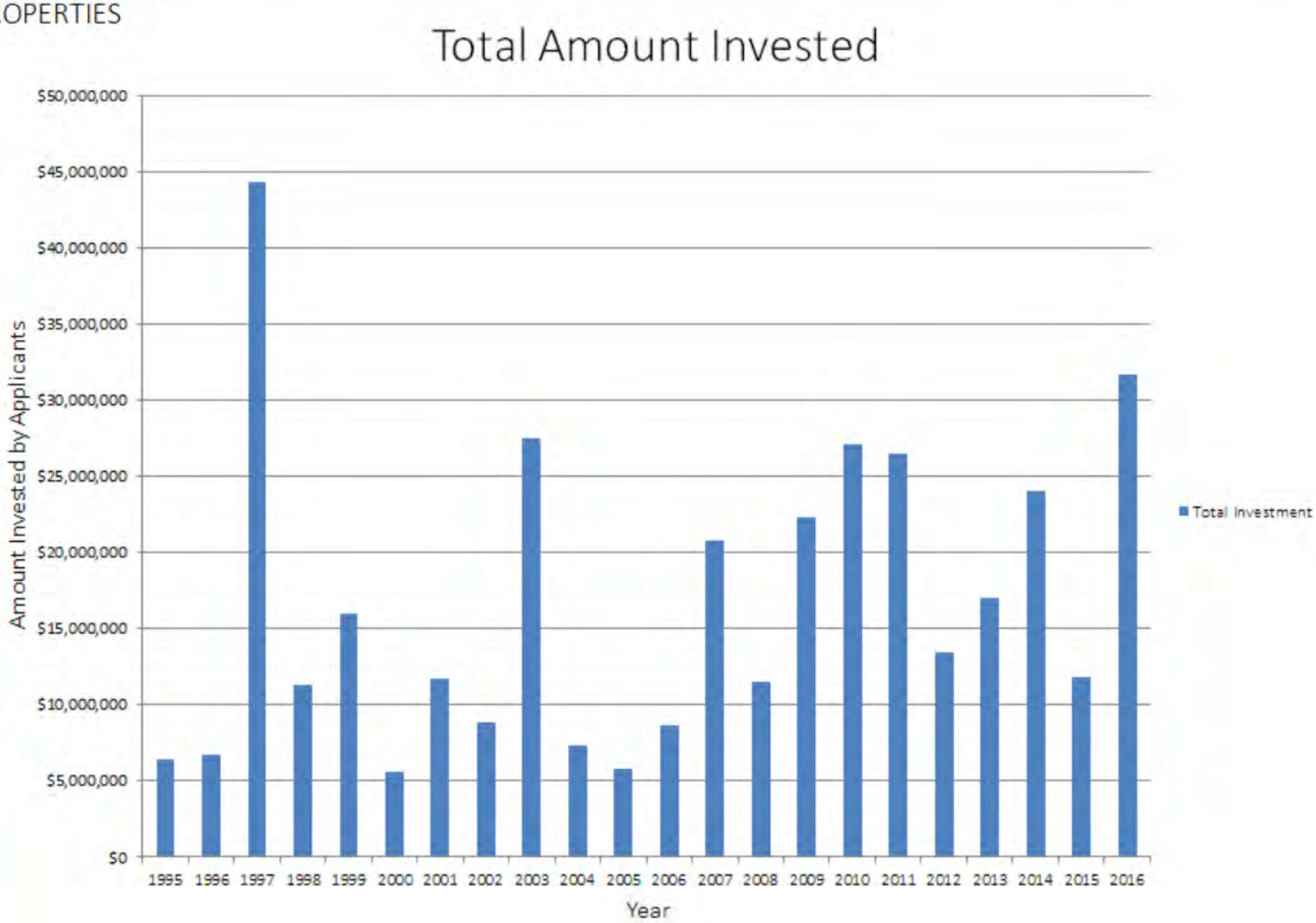
tal grounds


NRP Applications - Approved
539 Approved Applications
Number of Approved Applications
Application Year
Number of Approved Applications
0
10
20
30
40
50
60
70
1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015

TOTAL INVESTED

367 MILLION DOLLARS

IN BOTH COMMERCIAL AND RESIDENTIAL PROPERTIES



Return on Investment

FOR EVERY DOLLAR REBATED $9 ARE INVESTED.

Taxes Generated

$19,367,573 NEW TAX 2006-2016 GENERATED


Capitol
Federal
HAPPY HALLOWEEN FROM CAPITOL FEDERAL®
Capitol
Federal

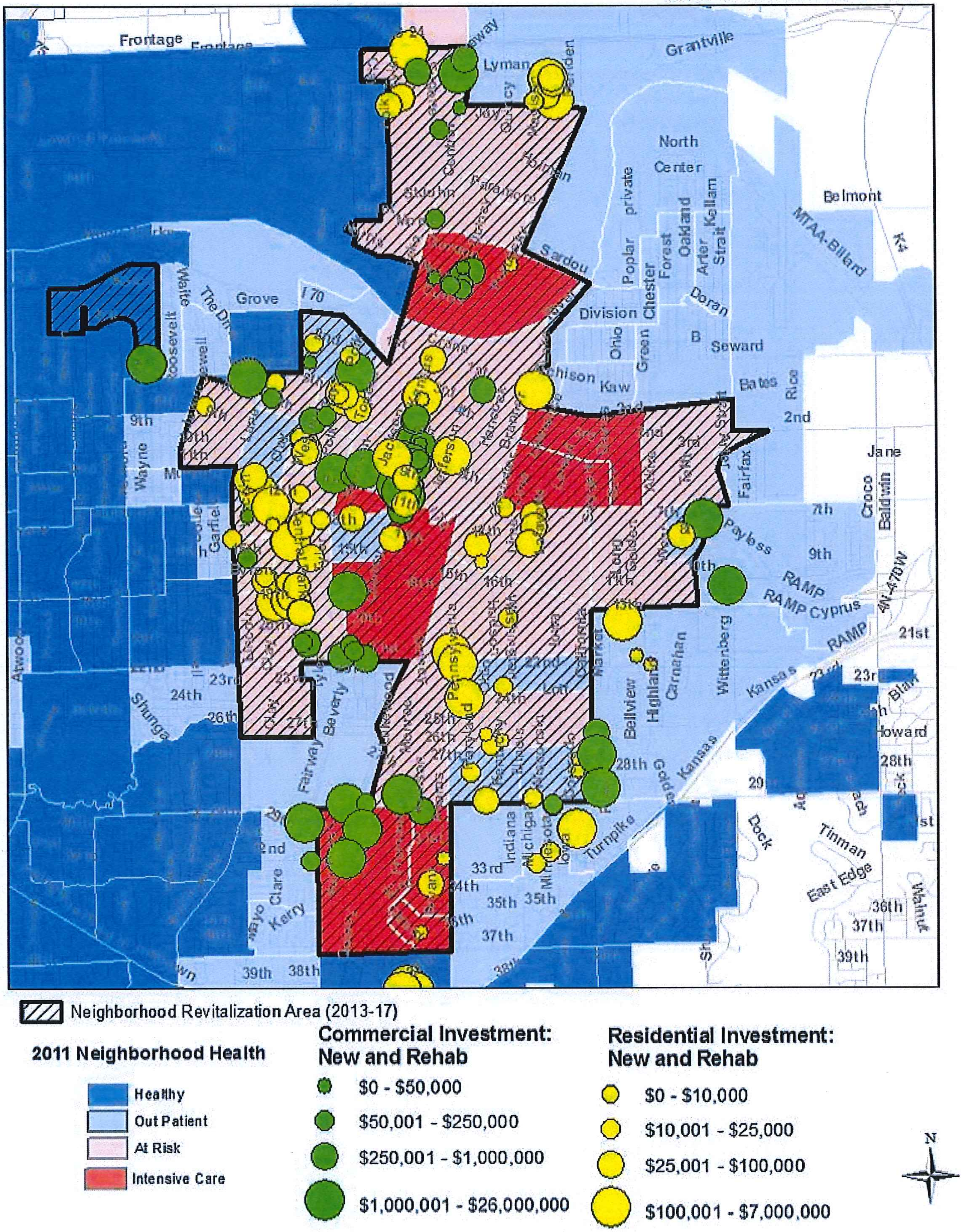

JACKSON
STREET
735
LOFTS

Recommendations

- 2017
  - Extend NRP through 2018
  - **NO CHANGES**
  - Expand marketing efforts to neighborhoods and realtors
- 2018
  - Update neighborhood health map and sync up boundaries
  - Extend for longer period in sync w/ health map cycle

Neighborhood Revitalization Program:
$ Invested per Application Received
Term Period Jan 1, 2007 to Dec 31, 2017

(Applications rec'd through 8/2017)



Neighborhood Revitalization Program
Term Years 1995-2016

TOTAL APPLICATIONS

728 Total Applications

539 Approved Applications

TOTAL INVESTED

367 MILLION DOLLARS

IN BOTH COMMERCIAL AND RESIDENTIAL PROPERTIES

$276,967,388 COMMERCIAL

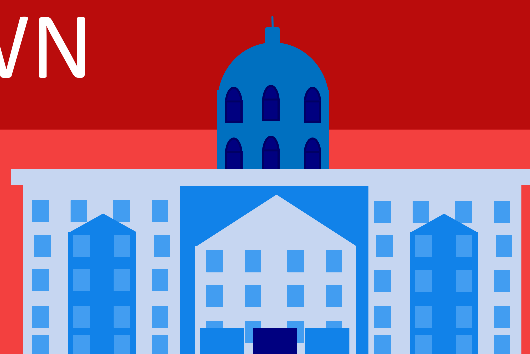
$89,357,110 RESIDENTIAL

1995-2016 TAX REBATE AMOUNT PAID $42,601,010

$19,367,573 NEW TAX GENERATED 2006-2016

FOR EVERY DOLLAR REBATED $9 ARE INVESTED

DOWNTOWN	HISTORIC
TOTAL INVESTED 114 MILLION DOLLARS	TOTAL INVESTED 54 MILLION DOLLARS
AVERAGE $5,182,897	**AVERAGE** $3,594,825



Neighborhood Health 2004-2015

INTENSIVE CARE	$24,418,600	24%
AT RISK	$51,961,718	47%
OUTPATIENT	$41,985,813	11%
HEALTHY	$20,518,800	18%

529 NEW Units

Neighborhood Revitalization Program
Term Years 2013-2016

APPLICATIONS

24 Approved Applications

PERCENTAGE OF APPROVED APPLICATION

25%	62%	8%	4%
INVENSIVE	AT RISK	OUTPATIENT	HEALTHY

TOTAL INVESTED

84 MILLION DOLLARS

IN BOTH COMMERCIAL AND RESIDENTIAL PROPERTIES

$80,673,000
COMMERCIAL

$3,849,766
RESIDENTIAL

2013-2016 TAX REBATE AMOUNT PAID $11,366,870

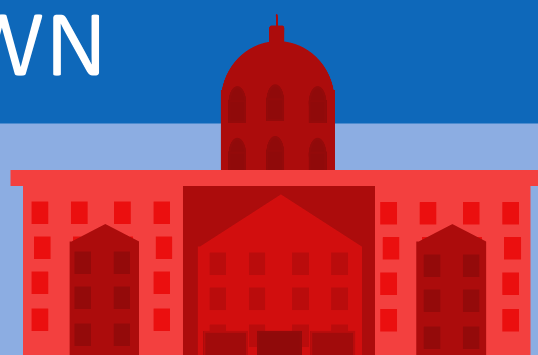
$10,035,271 NEW TAX 2013-2016 GENERATED

FOR EVERY DOLLAR REBATED $7 ARE INVESTED

DOWNTOWN

TOTAL INVESTED
41 MILLION DOLLARS

AVERAGE
$9,954,611



HISTORIC

TOTAL INVESTED
40 MILLION DOLLARS

AVERAGE
$10,334,844

Neighborhood Health Applications and Investments

2013
$412,689 $2,750,800
$13,848,000 $0

2014
$638,243 $4,058,700
$14,050,144 $5,301,000

2015
$3,149,621 $9,927,245
$140,250 $0

2016
$3,256,491 $29,942,486
$693,600 $0

Intensive Care
At Risk
Out Patient
Healthy

35 NEW Residential Units

Neighborhood Revitalization Tax Rebate Comparisons	Minimum increase		# of Years		% rebate			Approval Criteria	Transferable With Owner	Admin fee	Time limit to apply	Other notes:
	Residential	Comm/Indy	Residential	Comm/Indy		Downtown	Historic					
Atchison	$5,000	$10,000	7 yrs - $5,000+ residential rehab; 7 yrs - $5,000+ new residential	10 yrs -$500,000 + investment; 7 yrs - $10,000 investment	95% - 20% Graduates down every year of rebate				Yes	5% ($25 min)	prior to commencement of construction	Application period ends 10/31/2021
Hutchinson	$7,000 or 5%	$20,000 or 15%	10	10	95% - 50% (graduates down until yr 6 and then remains at 50% for remaining)	95% - first 5 yrs; 50%- last 5 yrs	100% for 10 yrs	Administrative			Time of application for building permit	
Newton	15% or $5,000	15% or $5,000	5	10	Resid Rehab - 100%; New Resid - 50%	100% for 10yrs			Yes	5%		Properties outside area may apply but need to meet stricter requirements
Salina	10% or $10,000	20% or $20,000	10	10	50-100% first 5 yrs; 25-50% last 5 yrs depending on improvement			Administrative			60 days from Building Permit	
KCK/Wyandotte-Sub area 1	15% min; 5% min for historic -owner or rental	15% min; 5% min historic; 15% min for environmental contaminated sites	10	10	95% for 10 yrs		100% for 10 yrs;	Administrative	Unlimited	$1,000 to $2,000 depending on type and area	Prior to commencement of construction	
KCK/Wyandotte-Sub area 2	15% min; 10% min historic -owner only	15% min	5	5	95% for 5 yrs		100% fo r5 yrs	Administrative	Unlimited	$1,000 to $2,000 depending on type and area	Prior to commencement of construction	
*KCK Special Project criteria (Area 1 or Special Core District)	N/A	>$3,000,000	N/A	Up to 20 years	75-85%			Require Commission Approval		$2,000		3 Criteria: 1. Retail 2. environmental contamination 3. historic designation (State or Federal)
Lawrence (8th & Penn)	Min $5,000; Min $10,000 on Multi family	Min $10,000	20	20	95%			Commission approval		$500		
Lawrence (Target Areas)	$10,000	$10,000	10	10	95%		15 years for qualifying properties	Commission approval		$25 single; $100 multi-family and commercial		
Wichita	min investment of $10,000	min investment of $10,000	5 yrs	5 yrs	max 95% for single-family for single family home; max 75% up to max building permit value of $500,,000 for multifamily and max 75% up to max bldg permit value of $250,000 for commercial/industrial	95%, 5 yrs		Administrative			180 days from building permit	
Lenexa	min invest of $5,000 on single/duplex; min invest of $10,000 on multifamily in Assessed value	*min invest of $10,000*	*10 yrs*	*10 yrs*	*Max 85% rebate for residential; max 75% rebate for commercial/industrial*			Administrative		$25 single/two family; $100 commercial		
Olathe	min increase of 5% on assessed value for residential	Min increase of 10% on assessed value for commercial	10 yrs	10 yrs	max 90% on residential; max 80% on commercial			Administrative				

Exhibit "A"

Neighborhood Revitalization Plan

City of Topeka, Kansas

effective January 1, 2018

Adopted by City of Topeka Governing Body: <u>October 3, 2017</u>

Table of Contents

Purpose

This Plan is intended to promote the revitalization of the inner urban area hereinfter described as the "Neighborhood Revitalization Area" of the City of Topeka through the rehabilitation, conservation and redevelopment of the area in order to protect the public health, safety welfare of the residents of the City. More specifically, in accordance with KSA 12-17, 118 (d), a tax rebate incentive will be available to property owners for certain improvements that raise the appraised value of residential property 10% and commercial property 20%.

In accordance KSA (2000 Supp.) 12-17, 114 et. seq., the City Council has held a public hearing and considered the existing conditions and alternatives with respect to the described area, the criteria and standards for a tax rebate and the necessity for interlocal cooperation among the other taxing units. Accordingly, the Council has reviewed, evaluated, and found that the described area meets one or more of the conditions contained in KSA (2000 Supp) 12-17,115 (c).

PART 1

DESCRIPTION OF NEIGHBORHOOD REVITALIZATION AREA

The Neighborhood Revitalization Area (Map #1) follows the boundaries of *Intensive Care* and *At Risk* neighborhoods as identified in the Neighborhood Element of the Comprehensive Plan. This element, originally approved in 2000 and updated in 2011, establishes four (4) health classifications for neighborhoods (intensive care, at risk, out patient, and healthy) to determine priorities for re-investment and planning assistance. They are described below in order of priority:

High Priority

Intensive Care - areas with seriously distressed conditions that need immediate attention and intervention

At Risk - areas with emerging/existing negative conditions that need attention before they succumb to seriously distressed conditions

Out Patient - areas with favorable conditions in need of minor isolated treatments

Healthy - areas with optimal conditions

Low Priority

The four health classifications were based on five (5) vital signs that measured the relative health of all neighborhood areas in Topeka. This neighborhood health assessment was used to develop a "triage" approach to revitalization. Those areas that had more "life-threatening" or urgent needs as measured by the vital signs should receive higher priority for treatment over those areas with less urgent needs. These higher priority areas (*intensive care/at risk*) are the focus for neighborhood planning efforts and public re-investment. A summary of the vital signs include:

Poverty (2006-2010 American Community Survey 5-Year Estimates, U.S Census) - High concentrations of poverty are one of the most reliable indicators of performance in school, crime rates, family fragmentation, job readiness, housing conditions, etc.

Public Safety (January 2009 – December 2010, Topeka Police Dept.) – Public Safety, as measured by number of Part 1 crimes reported for the last two full years, is a symptom indicating the local environmental conditions conducive to crime and how well a neighborhood is organized to prevent crime from occurring.

Residential Property Values (June 2011, Shawnee County Appraisers Office) – Property values are in part a reflection of the quality of housing supply and the image of a neighborhood. The median value of a house purchased in Shawnee County was $110,000 in 2010 (Topeka Association of Realtors).

Single Family Housing Tenure (June 2011 Shawnee County Appraisers Office)
The percentage of homeowners residing in a neighborhood can be an indication of the willingness (or confidence) to invest in the area. The most relevant measure of this is how many single-family dwellings are owner-occupied since these homes were built for individual ownership.

Boarded Houses & Unsafe Structures (2010 City of Topeka Code Enforcement Unit) -
A boarded-up house is one of the most evident physical displays that will undermine confidence in an area for investment and precipitates a downward spiral for the block and/or neighborhood.

Vital Sign Ranges (2011)

Neighborhood Health Composite (avg. score)	Persons Per Part 1 Crime Reported (score)	% of Persons Below Poverty Level (score)	% Owner Occupied Housing Units (score)	Boarded Houses & Unsafe Structures (score)	Average Residential Property Levels (score)
Healthy (3.3 – 4.0)	9 or More (4)	0 - 9% (4)	70 - 100% (4)	None (4)	$103,001 and Above (4)
Out-Patient (2.7 – 3.2)	6 – 8 (3)	10 - 18% (3)	50 - 69% (3)	1-2 (3)	$67,501 - $103,000 (3)
At-Risk (1.9-2.6)	4 – 5 (2)	19 - 30% (2)	34 - 49% (2)	3-5 (2)	$40,001 - $67,500 (2)
Intensive Care (1.0 – 1.8)	1 – 3 (1)	31 – 100% (1)	0 - 33% (1)	6 + (1)	$40,000 and Below (1)

Area Profile

Health rankings are determined by averaging all vital sign levels for each neighborhood area. *Intensive care* and *at risk* neighborhoods have the lowest vital sign measurements, and hence are the primary focus of the Neighborhood Revitalization (NR) Area. Below is a comparsion profile of the NR Area and non-NR Area:

Total Primary Neighborhood Revitalization Area (2011)

Neighborhood Health Rating	Persons Per Part 1 Crime Reported	% of Persons Below Poverty Level*	% Owner Occupied Single-Family Housing Units	Boarded Houses & Unsafe Structures	Average Residential Property Levels
Intensive Care	4 Persons	52%	40%	31	$28,040
At Risk	5 Persons	32%	52%	40	$54,070
Out Patient	7 Persons	16%	57%	3	$56,800
Total Primary NR Area	**5 Persons**	**33%**	**50%**	**74**	**$48,955**

*Represents the average poverty level status of selected Census Block Groups.

Total Non-Neighborhood Revitalization Area (2011)

Neighborhood Health Rating	Persons Per Part 1 Crime Reported	% of Persons Below Poverty Level*	% Owner Occupied Single-Family Housing Units	Boarded Houses & Unsafe Structures	Average Residential Property Levels
Out Patient	6 Persons	24%	65%	9	$71,120
Healthy	13 Persons	8%	84%	8	$141,830
Total Non-NR Area	**12 Persons**	**13%**	**79%**	**17**	**$133,740**

*Represents the average poverty level status of the selected Census Block Groups.

General Characteristics (2011)

Area	Square Miles	% Total	# of Parcels	% Total	Vacant Parcels*	% Total
Intensive Care (Primary)	2.8	8.8%	3,228	6.4%	522	12.8%
At Risk (Primary)	7.2	3.3%	8,038	15.8%	1,073	26.7%
Out Patient (Primary)	1.1	1.6%	2,113	4.2%	184	4.5%
Kanza/USD 501 District	.3	.7%	13	.03%	3	.03%
Total NR Area	**11.4**	**14.4%**	**13,392**	**26.4%**	**1,782**	**44%**
Non-NR Area	45.5	85.6%	37,275	73.6%	2,233	55.6%
Total (All Topeka)	**56.9**	**100%**	**50,709**	**100%**	**4,015**	**100%**

* Excleuds parcels for public purposes (e.g., parks)

General Characteristics (2011)

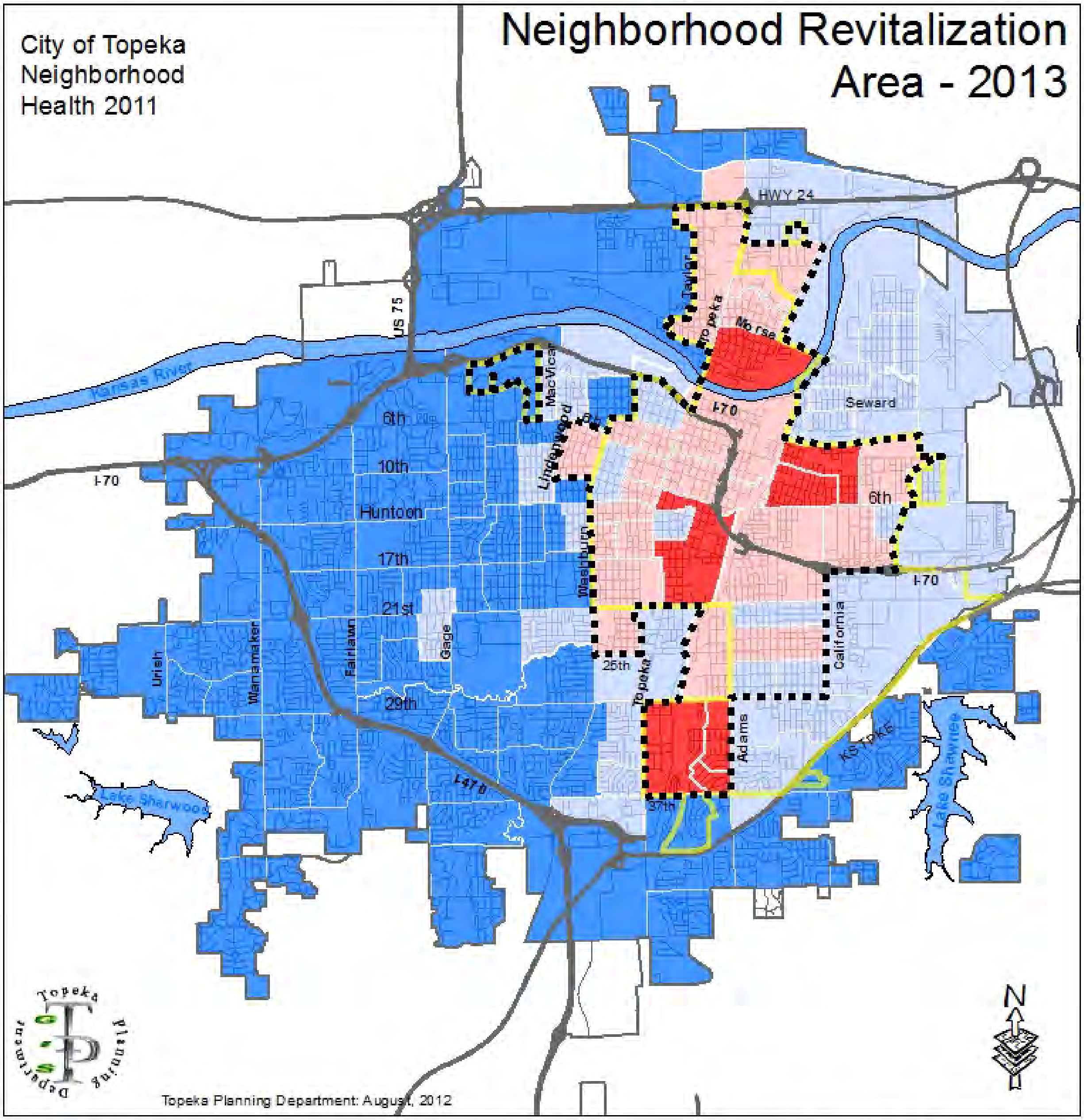
Area	Estimated Population (2010 Census)	Total Housing Units (2006-2010 ACS)	Real Property Valuation
Intensive Care (Primary)	6,335	2,537	$266,848,040
At Risk (Primary)	20,396	14,193	$1,160,436,490
Out Patient (Primary)	5,141	2,407	$161,385,710
Total NR Area	**31,872**	**19,137**	**$1,588,670,240**
Non-NR Area*	95,598	45,283	$5,918,331,430
Total (All Topeka)	**127,470**	**64,420**	**$7,507,001,670**

*Includes the non-primary Kanza/USD 501 property in this table only.

Summary

- The primary NR Area comprises only 14% of the land area of Topeka, but contains 44% of all vacant parcels in the City.
- The poverty rate in the primary NR Area is two and a half times the poverty rate of the non-NR Area.
- Average residential property values are nearly three times greater outside of the NR Area than within its boundaries.
- The homeownership rate is substantially greater outside of the primary NR Area boundary (79% versus 50%).
- 81% of all boarded houses and unsafe structures in the City are located within the NR Area boundary.

Map #1 (Draft)



Legend

- Healthy
- Out Patient
- At Risk
- Intensive Care
- City Limits

	Square Miles
Existing NRA Boundary	**13.6**
Proposed NRA Boundary	**11.4**

Legal Description of
Neighborhood Revitalization Area

PRIMARY AREA

Beginning at the intersection of the Centerline of US Highway 24 with the Centerline of NW Clay Street; thence easterly, on the Centerline of US Highway 24, to an intersection with the Centerline of NW Topeka Boulevard; thence southerly, on the Centerline of NW Topeka Boulevard, to an intersection with the Centerline of NW Independence Avenue; thence easterly on the Centerline of NW Independence Avenue, to the Centerline of N Kansas Avenue; thence southerly on the Centerline of N Kansas Avenue to an intersection with the Centerline of NE Independence Avenue east of Kansas Avenue; thence easterly on the Centerline of NE Independence Avenue to an intersection with the Centerline of NE Monroe Street; thence northerly on the Centerline of NE Monroe Street to an intersection with the Centerline of NE Lyman Road; thence easterly on the Centerline of NE Lyman Road to the Northeast corner of Drakes Farm Subdivision; thence southerly on the East line of Drakes Farm Subdivision and its extension to the Centerline of NE Independence Avenue; thence easterly on the Centerline of Independence Avenue to an intersection with the Centerline of NE Meriden Road; thence southerly on the Centerline of NE Meriden Road and its extension to an intersection with the Centerline of the Mainline Track of the Union Pacific Railroad; thence southerly, on the centerline of said mainline track, to an intersection with the Centerline of the West Approach to the Sardou Bridge over the Kansas River; thence east-southeasterly on the centerline of said approach and the Centerline of the Sardou Bridge to an intersection with the Centerline of the Kansas River; thence southwesterly up the Centerline of the Kansas River to an intersection with an extension of the Centerline of NE Chandler Street; thence southerly on the Centerline of NE Chandler Street to an intersection with the Centerline of NE Seward Avenue; thence westerly on the Centerline of NE Seward Avenue to an intersection with the Centerline of NE Branner Street; thence south-southwesterly on the Centerline of Branner Street to an intersection with the Centerline of the Mainline Track of the Burlington Northern – Santa Fe Railway; thence easterly on the centerline of said mainline track to an intersection with the East line of the Northeast Quarter of Section 33, Township 11 South, Range 16 east of the 6th P.M.; thence southerly to the Southeast corner of said Northeast Quarter; thence easterly on the North line of the Southwest Quarter of Section 34, Township 11 South, Range 16 east of the 6th P.M. to an intersection with the Centerline of Deer Creek; thence southwesterly and southerly up the Centerline of Deer Creek to an intersection with the Centerline of SE 6th Avenue; thence westerly on the Centerline of SE 6th Avenue to an intersection with the Centerline of SE Deer Creek Parkway; thence southerly, on the Centerline of SE Deer Creek Parkway to an intersection with the Centerline of Interstate Highway 70; thence westerly on the Centerline of Interstate Highway 70 to an intersection with the Centerline of SE California Avenue; thence southerly on the Centerline of SE California Avenue to an intersection with the Centerline of SE 29th Street; thence westerly on the Centerline of SE 29th Street to an intersection with the Centerline of SE Adams Street; thence southerly on the Centerline of SE Adams Street to an intersection with the Centerline of SE 37th Street; thence westerly on the Centerline of 37th Street to an intersection with the Centerline of SW Topeka Boulevard; thence northerly on the Centerline of SW Topeka Boulevard to an intersection with the Centerline of SW 29th Street; thence easterly on the Centerline of 29th Street to an intersection with the Centerline of the right of way of the Landon Trail, formerly the right of way of the Missouri Pacific Railway; thence northerly on the Centerline of the right of way of the Landon Trail to an intersection with the Centerline of SE 21st Street; thence westerly, on the Centerline of 21st Street, to the Northeast corner of the Northeast Quarter of Section 12, Township 12 South, Range 15 east of the 6th PM; thence southerly on the East line of said Northeast Quarter to an intersection with the Centerline of SW 27th Street; thence westerly on the Centerline of SW 27th Street to an intersection with the Centerline of SW Washburn Avenue; thence northerly on the Centerline of SW Washburn Avenue to an intersection with the Centerline of SW Horne Street; thence northerly on the Centerline of SW Horne Street to an intersection with the Centerline of SW Eleventh Street; thence westerly on the Centerline of SW Eleventh Street to the Centerline of SW Woodward Avenue; thence northerly on the Centerline of SW Woodward Avenue to an intersection with the Centerline of SW Tenth Avenue; thence easterly on the Centerline of SW Tenth Avenue to an intersection with the Centerline of SW Lindenwood Avenue; thence northerly and north-northeasterly on the Centerline of SW Lindenwood Avenue, to an intersection with the Centerline of SW Sixth Avenue; thence easterly and east-southeasterly on the Centerline of SW Sixth Avenue to an intersection with the Centerline of SW Washburn Avenue; thence north-northeasterly on the Centerline of SW Washburn Avenue to an intersection with the Centerline of SW Willow Avenue; thence easterly, on the Centerline of SW Willow Avenue to an intersection with the Centerline of Quinton Avenue; thence northerly on the Centerline of Quinton Avenue to an intersection with the Centerline of Interstate Highway 70; thence east-southeasterly and southeasterly on the Centerline of Interstate Highway 70 to an intersection with the Centerline of SW Topeka Boulevard; thence north-northeasterly on the Centerline of Topeka Boulevard to an intersection with the Centerline of NW Laurent Street; thence west-northwesterly on the Centerline of NW Laurent Street to an intersection with the Centerline of NW Norris Street; thence west-northwesterly on the Centerline of NW Norris Street to an intersection with the Centerline of NW Lane Street; thence north-northeasterly on the Centerline of NW Lane Street to an intersection with the Centerline of NW Gordon Street; thence east-southeasterly on the Centerline of NW Gordon Street to an intersection with the Centerline of NW Buchanan Street; thence northerly on the Centerline of NW Buchanan Street to an intersection with the Centerline of NW Grant Street; thence easterly, on the Centerline of NW Grant Street to an intersection with the Centerline of NW Western Avenue; thence northerly on the Centerline of NW Western Avenue to an intersection with the Centerline of NW St. John Street; thence easterly on the Centerline of NW St. John Street to an intersection with the Centerline of NW Taylor Street; thence northerly on the Centerline of NW Taylor Street to an intersection with the Centerline of NW Lyman Road; thence westerly on the Centerline of NW Lyman Road to an intersection with the Centerline of NW Clay Street; thence northerly on the Centerline of NW Clay Street to the point of beginning.

(AND IN ADDITION)

DRAKES FARM SUBDIVISION AREA
Drakes Farm Subdivision. Contains approximately 21.01 acres.

KANZA BUSINESS AND TECHNOLOGY PARK (OVERALL PUD BOUNDARY)

A TRACT OF LAND IN THE SOUTHEAST QUARTER, THE EAST HALF OF THE SOUTHWEST QUARTER, LOT 3 OF THE NORTHWEST QUARTER, AND THE NORTHEAST QUARTER, ALL IN SECTION 26, TOWNSHIP 11 SOUTH, RANGE 15 EAST OF THE SIXTH PRINCIPAL MERIDIAN, SHAWNEE COUNTY, KANSAS, MORE PARTICULARLY DESCRIBED AS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER; THENCE ON AN ASSUMED BEARING OF NORTH 00°00'22" EAST, 30.00 FEET, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 89°36'04" WEST, 23.50 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89°36'04" WEST, 2611.74 FEET TO A POINT ON THE WEST LINE OF SAID SOUTHEAST QUARTER, 30.00 FEET NORTH OF THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH 00°06'23" WEST, 1118.90 FEET ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 86°16'38" EAST, 130.48 FEET; THENCE NORTH 42°55'39" EAST, 233.28 FEET; THENCE NORTH 01°25'17" WEST, 497.95 FEET; THENCE SOUTH 88°46'41" WEST, 278.01 FEET TO THE WEST LINE OF SAID SOUTHEAST QUARTER; THENCE SOUTH 00°06'23" EAST, 120.24 FEET ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER TO THE NORTH LINE OF ARLINGTON HEIGHTS SUBDIVISION; THENCE SOUTH 89°54'32" WEST, 1309.28 FEET ALONG THE NORTH LINE OF SAID SUBDIVISION TO THE WEST LINE OF THE EAST HALF OF SAID SOUTHWEST QUARTER; THENCE NORTH 00°11'27" EAST, 953.94 FEET ALONG THE WEST LINE OF THE EAST HALF OF SAID SOUTHWEST QUARTER; THENCE NORTH 00°18'11" EAST, 663.92 FEET ALONG THE WEST LINE OF SAID LOT 3 TO THE SOUTHERLY RIGHT-OF-WAY LINE OF INTERSTATE HIGHWAY NO. 70; THENCE NORTH 88°53'30" EAST, 883.63 FEET ALONG SAID RIGHT-OF-WAY LINE; THENCE ON A CURVE TO THE LEFT, ALONG SAID RIGHT-OF-WAY LINE, A RADIUS OF 1579.22 FEET, AN ARC DISTANCE OF 683.95 FEET, WITH A CHORD WHICH BEARS NORTH 76°29'04" EAST, 678.62 FEET; THENCE NORTH 64°04'38" EAST, 1046.28 FEET, ALONG SAID RIGHT-OF-WAY LINE; THENCE SOUTH 00°08'08" WEST, 213.32 FEET; THENCE SOUTH 78°48'28" EAST, 1483.53 FEET TO THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION; THENCE SOUTH 00°08'53" EAST, 87.25 FEET ALONG THE EAST LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 16°33'51" WEST, 156.49 FEET; THENCE SOUTH 00°08'53" EAST, 539.57 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHEAST QUARTER, 45.00 FEET WEST OF THE SOUTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH 00°00'22" WEST, 35.43 FEET;

THENCE SOUTH 89°59'38" EAST, 21.50 FEET; THENCE SOUTH 00°00'22" WEST, 2570.01 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED TRACT CONTAINS 258.943 ACRES, MORE OR LESS.

A TRACT OF LAND SITUATED IN THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 11 SOUTH, RANGE 15 EAST OF THE SIXTH PRINCIPAL MERIDIAN, SHAWNEE COUNTY KANSAS, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 26; THENCE ALONG THE SOUTH LINE OF SAID QUARTER ON AN ASSUMED BEARING OF SOUTH 89°35'38" WEST, A DISTANCE OF 825.36 FEET; THENCE ON A BEARING OF NORTH 00°24'22" WEST, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING; THENCE PARALLEL WITH THE SOUTH LINE OF SAID QUARTER ON A BEARING OF SOUTH 89°35'38" WEST, A DISTANCE OF 515.96 FEET; THENCE ON A BEARING NORTH 00°25'19" WEST, A DISTANCE OF 2033.61 FEET; THENCE ON A BEARING OF NORTH 44°27'37" EAST, A DISTANCE OF 68.73 FEET; THENCE ON A BEARING OF SOUTH 63°56'06" EAST, A DISTANCE OF 18.56 FEET; THENCE ON A BEARING OF NORTH 19°56'13" EAST, A DISTANCE OF 44.30 FEET; THENCE ON A BEARING OF NORTH 34°34'08" EAST, A DISTANCE OF 25.22 FEET; THENCE ON A BEARING OF NORTH 72°13'53" EAST, A DISTANCE OF 27.65 FEET; THENCE ON A BEARING OF SOUTH 37°05'32" EAST, A DISTANCE OF 14.75 FEET; THENCE ON A BEARING OF SOUTH 54°25'19" EAST, A DISTANCE OF 16.30 FEET; THENCE ON A BEARING OF SOUTH 80°46'21" EAST, A DISTANCE OF 23.15 FEET; THENCE ON A BEARING OF SOUTH 87°13'11" EAST, A DISTANCE OF 11.70 FEET TO A POINT ON A CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 75.00 FEET, A CHORD BEARING OF SOUTH 74°03'00" EAST, AND A CHORD DISTANCE OF 34.18 FEET) A DISTANCE OF 34.48 FEET; THENCE ON A BEARING OF SOUTH 60°52'49" EAST, A DISTANCE OF 42.96 FEET; THENCE ON A BEARING OF SOUTH 53°28'55" EAST, A DISTANCE OF 108.90 FEET; THENCE ON A BEARING OF SOUTH 31°54'18" EAST, A DISTANCE OF 87.45 FEET; THENCE ON A BEARING OF SOUTH 26°44'08" EAST, A DISTANCE OF 158.72 FEET; THENCE ON A BEARING OF SOUTH 28°30'48" EAST, A DISTANCE OF 137.12 FEET; THENCE ON A BEARING OF SOUTH 35°51'47" EAST, A DISTANCE OF 63.86 FEET; THENCE ON A BEARING OF SOUTH 44°53'50" EAST, A DISTANCE OF 71.01 FEET; THENCE ON A BEARING OF SOUTH 00°10'26" EAST, A DISTANCE OF 305.26 FEET; THENCE ON A BEARING OF SOUTH 41°48'53" WEST, A DISTANCE OF 216.94 FEET TO A POINT ON A CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (SAID CURVE HAVING A RADIUS OF 75.00 FEET, A CHORD BEARING OF SOUTH 19°54'50" EAST, AND A CHORD DISTANCE OF 97.23 FEET) A DISTANCE OF 105.78 FEET; THENCE ON A BEARING OF SOUTH 00°01'58" EAST, A DISTANCE OF 78.63 FEET; THENCE ON A BEARING OF SOUTH 34°02'36" EAST, A DISTANCE OF 118.96 FEET; THENCE ON A BEARING OF SOUTH 00°17'22" WEST, A DISTANCE OF 227.41 FEET TO A POINT ON A CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT (SAID CURVE HAVING A RADIUS OF 60.00 FEET, A CHORD BEARING OF SOUTH 45°46'21" WEST, AND A CHORD DISTANCE OF 77.15 FEET) A DISTANCE OF 83.79 FEET; THENCE ON A BEARING OF SOUTH 00°06'58" EAST, A DISTANCE OF 142.97 FEET; THENCE ON A BEARING OF SOUTH 86°22'32" WEST, A DISTANCE OF 30.69 FEET; THENCE ON A BEARING OF SOUTH 01°46'13" EAST, A DISTANCE OF 80.18 FEET; THENCE ON A BEARING OF SOUTH 89°57'22" WEST, A DISTANCE OF 20.82 FEET; THENCE ON A BEARING OF SOUTH 00°15'55" WEST, A DISTANCE OF 130.86 FEET; THENCE ON A BEARING OF SOUTH 89°40'17" EAST, A DISTANCE OF 21.15 FEET; THENCE ON A BEARING OF SOUTH 00°20'17" WEST, A DISTANCE OF 28.30 FEET TO A POINT ON A CURVE TO THE LEFT; THENCE ALONG SAID CURVE TO THE LEFT (SAID CURVE HAVING A RADIUS OF 118.49 FEET, A CHORD BEARING OF SOUTH 21°22'45" EAST, A CHORD DISTANCE OF 60.15 FEET) A DISTANCE OF 60.82 FEET; THENCE ON A BEARING OF SOUTH 32°29'33" EAST, A DISTANCE OF 24.43 FEET TO A POINT ON A CURVE TO THE RIGHT; THENCE ALONG SAID CURVE TO THE RIGHT(SAID CURVE HAVING A RADIUS OF 194.67 FEET, A CHORD BEARING OF SOUTH 12°51'45" EAST, AND A CHORD DISTANCE OF 80.56 FEET) A DISTANCE OF 81.15 FEET; THENCE ON A BEARING OF SOUTH 01°52'31" EAST, A DISTANCE OF 26.20 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 24.081 ACRES, MORE OR LESS, AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS, RESTRICTIONS, AND COVENANTS OF RECORD, IF ANY.

(AND IN ADDITION)
KANZA BUSINESS AND TECHNOLOGY PARK SUBDIVISION. CONTAINS APPROXIMATELY 10.39-ACRES, MORE OR LESS.

EXCEPT
The property commonly known as the 501 Sports Complex and legally described as follows: A tract of land in the Southeast Quarter of Section 26, Township 11 South, Range 15 East of the Sixth Principal Meridian, described as follows: Beginning at a point on the West line, 30.00-feet North of the Southwest Corner of said Quarter Section (said point being on the North right-of-way line of West Sixth Street); thence North 00 degrees, 06 minutes, 40 seconds West, along said West Line, 1,118.79-feet; thence South 86 degrees, 14 minutes, 23 seconds East, 130.46-feet; thence North 42 degrees, 56 minutes, 08 seconds East, 233.28-feet; thence North 01 degrees, 24 minutes, 28 seconds West, 497.95-feet; thence North 88 degrees, 48 minutes, 04 seconds East, 120.98-feet; thence on a 302.50-foot radius curve to the left, with a 170.62-foot chord bearing North 72 degrees, 25 minutes, 13 seconds East, an arc distance of 172.97-feet; thence North 56 degrees, 02 minutes, 21 seconds East, 399.91-feet; thence South 20 degrees, 26 minutes, 15 seconds East 750.52-feet; thence South 00 degrees, 24 minutes, 53 seconds East, 1, 344.97-feet to the North right-of-way line of West Sixth Street; thence South 89 degrees, 36 minutes, 04 seconds West, along said North right-of-way line, 1,162.82-feet to the Point of Beginning. The above contains 44.001-acres, more or less, all in the City of Topeka, Shawnee County, Kansas.

PART 2

APPRAISED VALUATION OF REAL PROPERTY

The appraised valuation of the real estate contained in the Neighborhood Revitalization Area as of December 27, 2012 for each parcel by land and building values is on file in the Topeka Planning Department. The 2012 appraised valuation for the 13,519 parcels contained in the area is:

Land	$ 239,107,800
Improvements	$1,412,399,550
Total Appraised Valuation	$1,651,507,350

PART 3

LISTING OF OWNERS OF RECORD IN AREA

Each owner of record of each parcel of land is listed together with the corresponding address on file in the Topeka Planning Department.

PART 4

EXISTING ZONING BOUNDARIES
&
EXISTING/PROPOSED LAND USES

Descriptions of zoning districts, current boundaries, existing land uses, and future land use maps within the Neighborhood Revitalization Area are all found on file in the Topeka Planning Department.

PART 5

MAJOR IMPROVEMENTS

PROPOSED FOR NEIGHBORHOOD REVITALIZATION AREA

A list of the proposed major improvements within the Neighborhood Revitalization Area are identified within the adopted neighborhood and area plans of the City's Comprehensive Plan. Copies of those plans are on file with the Topeka Planning Department and on-line at www.topeka.org:

- Central Highland Park Neighborhood Plan (2010)
- Ward-Meade Neighborhood Plan (2001/2010)
- Chesney Park Neighborhood Plan (1998/2009)
- Central Park Neighborhood Plan (1998/2008)
- Holliday Park Neighborhood Plan (1998/2008)
- Oakland Neighborhood Plan (2004)
- Hi-Crest Neighborhood Plan (2003)
- Old Town Neighborhood Plan (2003)
- East Topeka Neighborhood Revitalization Plan (2002)
- Downtown Topeka Redevelopment Plan (2001)
- Elmhurst Neighborhood Plan (2001)
- Tennessee Town (2001)
- Wasburn-Lane Parkway Plan (2001)
- Historic North Topeka Revitalization Plan (1999)

Proposed housing, infrastructure, and public facility improvements within these plans are intended to guide the City's future resource allocation as targeted within the Neighborhood Revitalization Area. Actual approved resource allocations are are found with the City's Capital Improvement Budget and Consolidated Plan.

PART 6

STATEMENT SPECIFYING THE ELIGIBILITY REQUIREMENTS FOR A TAX REBATE

Residential New Construction/Rehabilitation

All residential improvements legally permitted by applicable zoning regulations and building codes within the Neighborhood Revitalization Area are eligible for the specified tax rebate provided the new appraised valuation is increased by a minimum of 10%. Improvement projects that are **not** eligible without City Council approval include:

- New construction renter-occupied single-family dwellings.
- Conversion of single-family dwellings to two (2) or more dwelling units.

Commercial New Construction/Rehabilitation

Commercial, office and institutional, and industrial projects legally permitted by applicable zoning regulations and building codes within the Neighborhood Revitalization Area are eligible for the specified tax rebate provided the new appraised valuation is increased by a minimum of 20%.

PART 7

CRITERIA FOR DETERMINATION OF ELIGIBILITY

(a) Construction of an improvement must have begun on or after January 1, 2013 the date of designation of the neighborhood revitalization area by the City under Ordinance No. 19771. Such improvement project shall remain eligible in the event of any re-adoption of the 2013 Neighborhood Revitalization Program by a subsequent ordinance. An improvement project constructed pursuant to a building permit and an application for tax rebate filed before January 1, 2013, may be eligible for a rebate under the Neighborhood Revitalization Program created by City Ordinance No. 18847 as amended by City Ordinance No. 19034 and Ordinance No. 19362.

(b) A rebate application must be filed prior to or within sixty (60) days of the issuance of a building permit or initiation of work (if no building permit is required) as determined by the Planning Director. An application determined to be "out-of-time" shall be accepted by the Planning Director if the applicant can demonstrate that prior to commencing the improvements, he or she intended to use the program's benefits for the specific improvement proposed in the application. Some factors that may be used to determine the intent and prior knowledge of the program include previous written or verbal communication with city staff, contractors, or other interested parties in the project. The fact that the applicant was not made aware of the program by city staff shall not be used as a factor in this determination. An application shall not be accepted "out-of-time if the building permit was issued to correct a past zoning or building code violation. The applicant must submit all evidence in writing that supports the above criteria to the Planning Department within one (1) year of the issuance of the building permit. The applicant may appeal the Planning Director's decision to the City Manager who has final authority over the matter.

(c) The improvements must conform with the Comprehensive Plan, design guidelines within applicable Neighborhood Plans, Downtown façade guidelines, and Zoning Regulations in effect at the time the improvements are made.

(d) New and existing improvements on property must conform with all other applicable codes, rules, and regulations in effect at the time the improvements are made, and for the length of the rebate or the rebate may be terminated.

(e) Any property that is delinquent in any real property tax payment or special assessment shall not be eligible for any rebate or future rebate until such time as all real property taxes and special assessments have been paid. Additionally, taxes on all real property owned by the applicant must be current.

(f) Commercial or industrial property eligible for tax incentives under any adopted Neighborhood Revitalization Plan and Topeka's existing tax abatement program pursuant to Article 11, Section 13 of the Kansas Constitution and Topeka Ordinance 17270, may receive one exemption/rebate per project from the City as a tax incentive.

(g) Any property that fronts a public street boundary of the Neighborhood Revitalization Area shall be eligible for the rebate, exept those properties that front a public highway.

(h) Projects completed or eligible to be approved after two (2) years from the issuance of a building permit or initiation of eligible work items shall not be eligibile for a tax rebate.

PART 8

CONTENTS OF APPLICATION FOR TAX REBATE

Part 1 - General Information

(a) Owner's Name
(b) Owner's Mailing Address.
(c) School District No.
(d) Parcel I.D. No.
(e) Building Permit No.
(f) Address of Property.
(g) Legal Description of Property
(h) Day Phone Number.
(i) Proposed Property Use.
(j) Improvements
(k) Estimated Cost of Improvements.
(l) Proof of Historical Register Listing.
(m) List of Buildings proposed to be or actually demolished.
(n) Date of commencement of construction.
(o) Estimated date of completion of construction.

Part 2 - Status of Construction/Completion

(a) County Appraiser's Statement of Percentage Test.
(b) County Clerk's Statement of Tax Status.
(c) Planning's Statement of Application Conformance for Tax Rebate.

PART 9

APPLICATION PROCEDURE

(a) The owner/applicant shall obtain an Application for Tax Rebate from Topeka Planning Department (Planning) or the City's Development Services Office prior to or concurrent with obtaining a building permit application.

(b) The applicant shall complete and sign the application and file the original with Planning, prior to or within sixty (60) days of issuance of the building permit or as permitted under Part 7(b).

(c) Planning shall forward the application to the Shawnee County Appraiser's Office for determination of the appraised valuation of the improvements and when necessary, shall indicate the base tax year in order to determine the property’s pre-demolition value for historic resources or landmarks that were demolished to make way for the improvements.

(d) On or about January 1, the County Appraiser shall conduct an on-site inspection of the construction project, determine the new valuation of the real-estate, complete his portion of the application, and report the new valuation to the Shawnee County Clerk by June 1 of that same year. The tax records on the project shall be revised by the County Clerk's Office.

(e) Upon determination by the Appraiser's office that the improvements meet the percentage test for rebate and the Clerk's office has determined the status of the taxes on the property, Planning shall certify to the County Clerk the project and application does or does not meet the requirements for a tax rebate and shall notify the applicant.

(f) Upon the payment of the real estate tax for the subject property for the initial and each succeeding tax year period extending through the specified rebate period, and within a thirty (30) day period following the date of tax distribution by Shawnee County to the other taxing units, a tax rebate in the amount of the tax increment (less any fees as specified in the Interlocal Agreement) shall be made to the applicant.

The tax rebate amount will be based on the appraised property value increment between the application year and the completion year directly attributal to the improvement itself. The actual rebate may vary year to year depending upon the approved mill levy for all participating taxing jurisdictions. The tax rebate shall be made by Audit and Finance, Shawnee County through the Neighborhood Revitalization Fund established in conjunction with the City of Topeka and the other taxing units participating in an Interlocal Agreement.

PART 10

STANDARDS AND CRITERIA FOR APPROVAL

(a) Project improvements shall be 100% complete.

(b) The appraised value of residential property must be increased by a minimum of 10%.

(c) The appraised value of commercial and industrial property must be increased by a minimum of 20%.

(d) New improvements must conform with all applicable codes, rules, and regulations in effect at the time the improvements are made, including design guidelines of the Comprehensive Plan, for the length of the rebate.

(e) Any property that is delinquent in any real property tax payment or special assessment shall not be eligible for any rebate or future rebate until such time as all real property taxes and special assessments have been paid. Additionally, taxes on all real property owned by the applicant must be current.

PART 11

STATEMENT SPECIFYING REBATE FORMULA

Program Period:

The Neighborhood Revitalization Fund and tax rebate incentive program shall expire on December 31, 2018.

Rebate Period:

All Eligible Uses	10 years

Rebate Amount*:

All Eligible Uses Not Specified or In Areas Below	95% (years 1-5) 50% (years 6-10)
Intensive Care areas (2011 Neighborhood Element)	95%
National/State Register/Districts	95%
Local Historic Landmarks/Districts by the City of Topeka	95%

*5 % to remain in Neighborhood Revitalization Fund for administrative costs.

Part 12

OTHER MATTERS

1. The governing body may declare a structure outside of a neighborhood revitalization area eligible if it satisfies the conditions set forth in subsection (a) of KSA 12-17, 115 as a "dilapidated structure" due to its deteriorated conditions and/or is worthy of preservation. As a matter of course, the governing body shall forward said declaration to the participating taxing entities for their approval as well.

2. The Special Fund created under Ordinance No. 18222 shall only be used to augment in-fill housing projects administered by the City of Topeka within the Neighborhood Revitalization Area. Eligible activities shall include any improvements associated with the infill-housing projects that are typically not eligible with federal funding sources such as detached garages, fencing, landscape plantings, drives, land, etc. or for any infrastructure necessary to complete the in-fill housing project. All improvements must be consistent with any adopted design guidelines of Neighborhood Plans approved by the governing body. The Special Fund shall not be used as substitute funding for eligible sources or programs. Adoption of this Plan shall have the effect of repealing all previous matters with administration of the Special Fund under Ordinance No. 18222.

SHAWNEE COUNTY TAX LEVY SCHEDULE 2011

Tax Levies per $1,000 Assessed Valuation

	Taxing Jurisdiction (within USD 501 area)	Mill Levy	% of Total Levy
1.	Shawnee County	43.165	28.61%
2.	City of Topeka	32.928	21.82%
3.	USD 501 (Topeka)	56.307	37.31%
4.	Washburn University	3.298	2.19%
5.	Topeka-Shawnee County Public Library	9.773	6.48%
6.	TMTA (Transit)	4.200	2.78%
7.	MTAA (Airport)	1.229	0.81%
	Total	**150.90**	**100%**

	Taxing Jurisdiction (within USD 345 area)	Mill Levy	% of Total Levy
1.	Shawnee County	43.165	29.60%
2.	City of Topeka	32.928	22.58%
3.	USD 345 (Seaman)	51.237	35.13%
4.	Washburn University	3.298	2.26%
5.	Topeka-Shawnee County Public Library	9.773	6.70%
6.	TMTA (Transit)	4.200	2.88%
7.	MTAA (Airport)	1.229	0.84%
	Total	**145.83**	**100%**

Note: State of Kansas mill levy = 1.500

Source: Shawnee County Clerk's Office

The Neighborhood Revitalization Program enables participating taxing entities (City of Topeka, Shawnee County, USD 501, USD 345, Washburn Univ., Public Library, TMTA, MTAA) to target areas within the city for property tax rebates. The purpose of the program is to stimulate investment in Topeka's older neighborhoods and Downtown. A property tax rebate over 10 years may be given based on the incremental increase in appraised value resulting from improvements made to a property in the targeted area. **(95% rebate for the first 5 years and 50% for final 5 years.)** Qualifying **"Intensive Care"** and **historic** properties will receive a 95% rebate for the full 10 – year period.

Q. How does the tax rebate work?

A. The tax rebate is a refund of the additional property taxes caused by a qualified improvement. The taxes relating to the assessed value on the property prior to the improvement are not rebated. All taxes must be paid first.

Q. What kind of improvements will increase the assessed value?

A. New construction, additions, and major rehabilitations will increase the assessed value. Maintenance generally will not increase the assessed value, unless there are several major repairs completed at the same time.

Q. Are there incentives for historic preservation projects?

A. The program offers an additional benefit to structures listed on the National, State, or Local Registers. Qualifying projects will receive a **95%** rebate for **the full 10 year period.**

Q. What is a "qualified improvement?"

A. Qualified improvements include any construction, rehabilitation or additions that increases the appraised valuation of the property by more than 10% for residential* and by more than 20% for commercial as determined by the Shawnee County Appraiser's Office.

A qualified improvement must:

- Be in the rebate area (see map)
- Conform with the City of Topeka's Zoning Ordinance and Comprehensive Plan.
- Conform with other applicable building codes, rules and regulations and secure a building permit. Contact the City's Development Services Division at 785-368-3704 for building permit information.

* New construction of single-family dwellings must be owner-occupied.

Q. How do I apply?

A. Applications can be obtained from the Planning Department. **Applications must be made prior to applying for or within 60 days of issuance of a building permit.** Or, a letter of intent may be submitted to Planning prior to building permit issuance

Q. What else should I know?

A. Improvements to the property must remain in good standing throughout the rebate time period. You are required by law to claim the rebate as income on your Federal and State income taxes.

Questions / More Information

Topeka Planning Department
620 SE Madison Ave., 3rd Floor, Topeka, KS 66607

Tim Esparza, Planner I
(785) 368-3005 direct
tesparza@topeka.org email

www.topeka.org/planning/Pages/Neighborhood-Revitalization-Program.aspx

CITY OF TOPEKA

NEIGHBORHOOD REVITALIZATION PROGRAM

A 10-year property tax incentive to encourage the improvements in the City of Topeka's high priority neighborhoods for reinvestment.

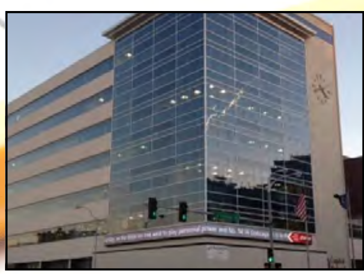
Program Highlights

- Approximately **$367,000,000** of private investment (1995-2016)
- Total rebates paid (1995-2016) approximately **$42.6 million**
- Approximately **$114 million** invested Downtown (1995-2016)
- Approximately 19.3 million new tax dollars generated (2006-2016)

Notable Projects

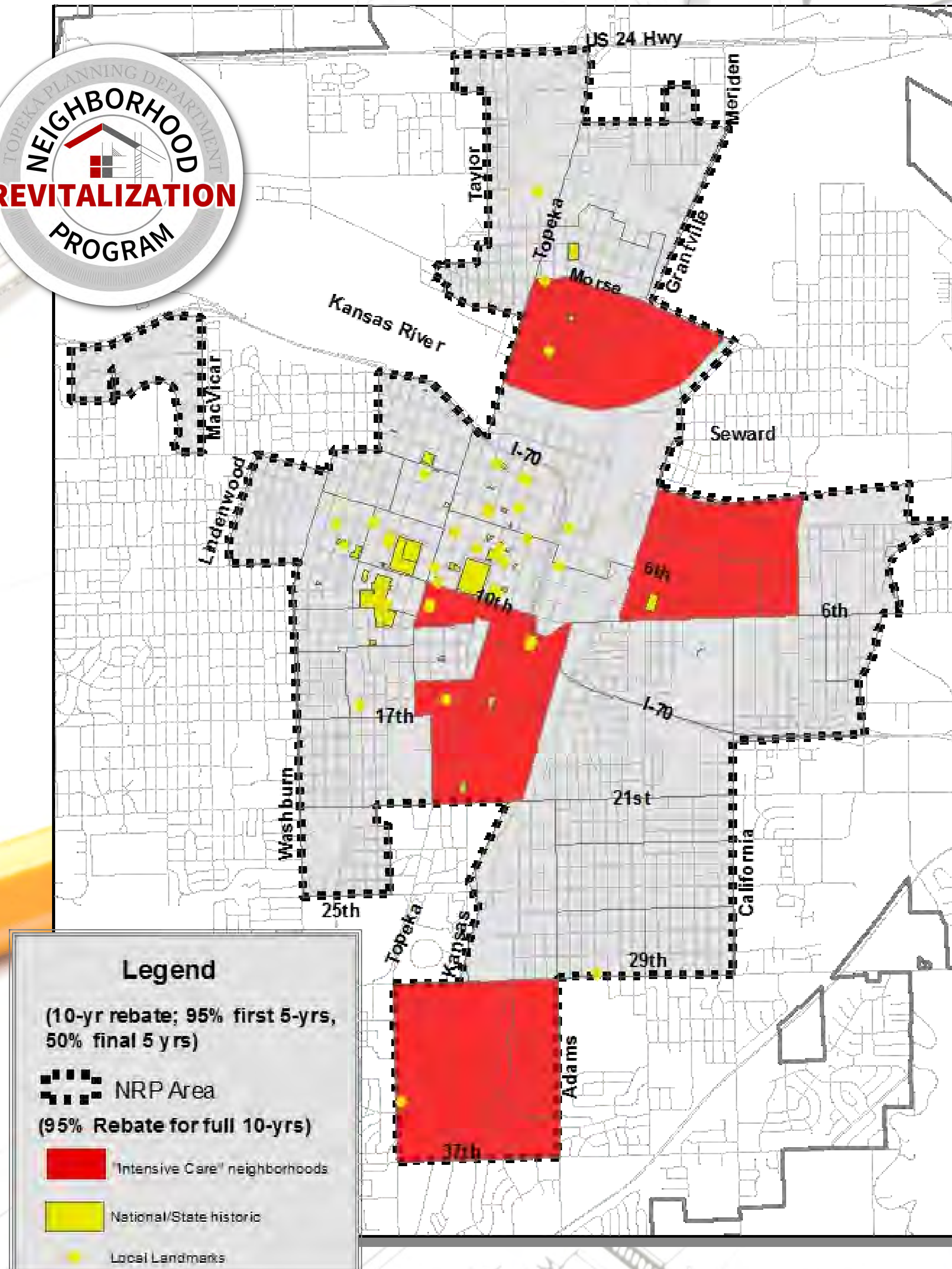
Capitol Plaza Hotel—Expocenter

Walmart—25th & California



Capital Federal—7th and Kansas

Neighborhood Revitalization Area (2013-17)



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

DATE:	**September 12, 2017**		
CONTACT PERSON:	**Jason M. Peek, Public Works Director**	**DOCUMENT #:**	
SECOND PARTY/SUBJECT:	**Downtown Parking Plan Development**	**PROJECT #:**	
CATEGORY/SUBCATEGORY	**006 Communication / 005 Other**		
CIP PROJECT:	**No**		
ACTION OF COUNCIL:		**JOURNAL #:**	
		PAGE #:	

DOCUMENT DESCRIPTION:

DISCUSSION related to the preliminary findings associated with development of the Downtown Parking Master Plan.

VOTING REQUIREMENTS:

Discussion item; no action required.

POLICY ISSUE:

To present information on the current and future issues related to downtown parking and implications for future policy recommendations.

STAFF RECOMMENDATION:

Staff is not making a recommendation at this time. The evaluation phase of the Downtown Parking Plan is completed.

BACKGROUND:

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 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 downtown Topeka, the public input process that has contributed to this study, and projected future parking needs in the downtown study area.

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 stakeholders and an online survey was made available to the downtown stakeholders, 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.

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

Additional information on conditions and future parking demand is provided in the attached report.

BUDGETARY IMPACT:

None at this time. Future recommendations will discuss budgetary impacts of any proposed changes to parking operations. Current trends for the parking budget show decline in revenues vs expenses. While a fund balance is still available, changes within parking operations will be necessary to reverse this trend.

SOURCE OF FUNDING:

The maintenance and operations of the City of Topeka's parking facilities is funded through the Parking enterprise fund.

ATTACHMENTS:

Description

Parking Study

Initial Report

Comprehensive Parking Plan

Data Collection
Existing Conditions
Future Developments
Operations Review

DESMAN
Design Management

Bartlett&West
Driving Community and Industry Forward, Together

COMPREHENSIVE PARKING PLAN
EXISTING AND FUTURE CONDITIONS REPORT

TOPEKA, KANSAS

Table of Contents

Figures

Tables

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.

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<u>Public Input Process</u>

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.

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As shown in the figure below, 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:

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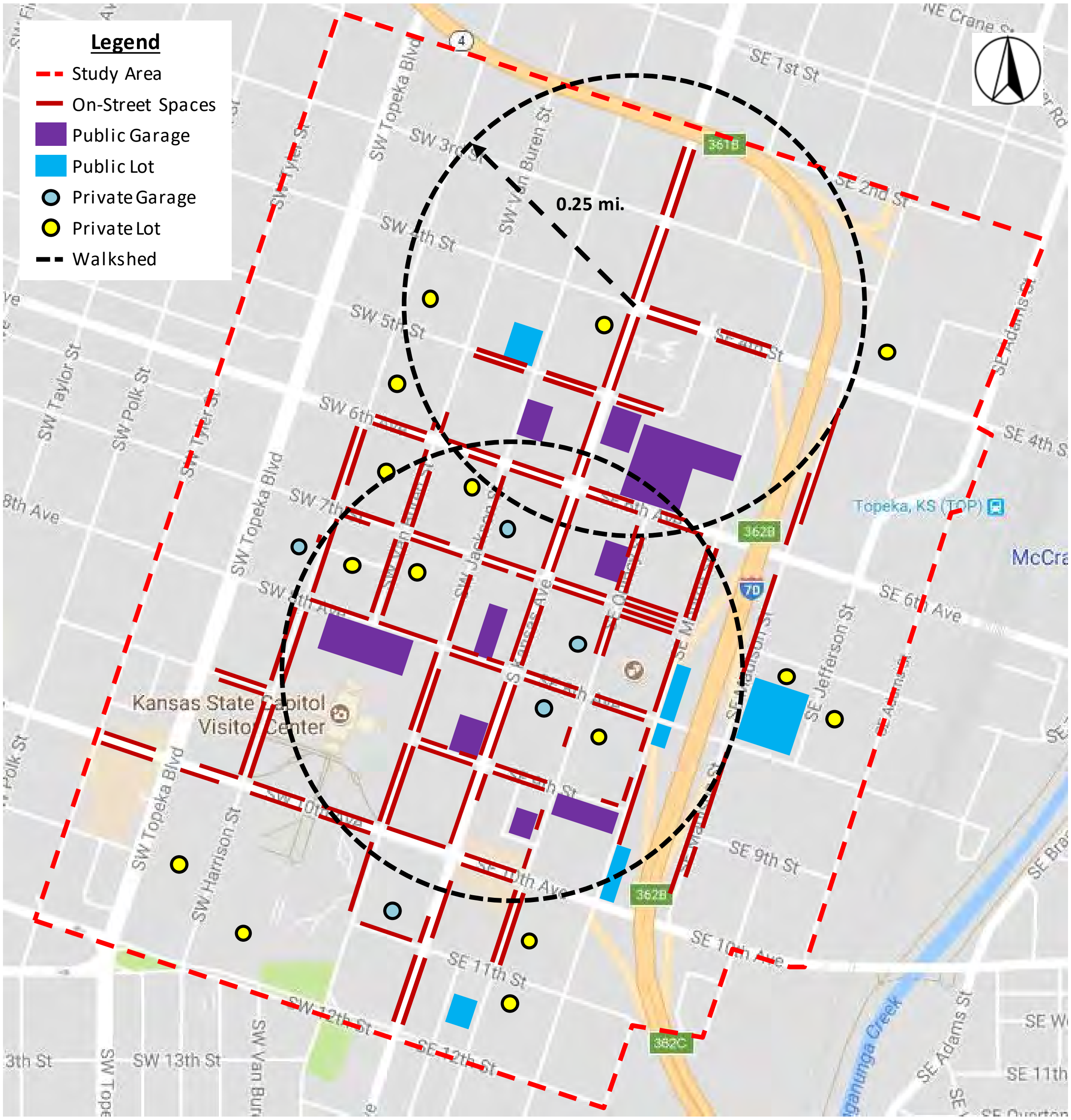
Comprehensive Parking Plan Study Area and Parking Facility/On-Street Space Locations



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.

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

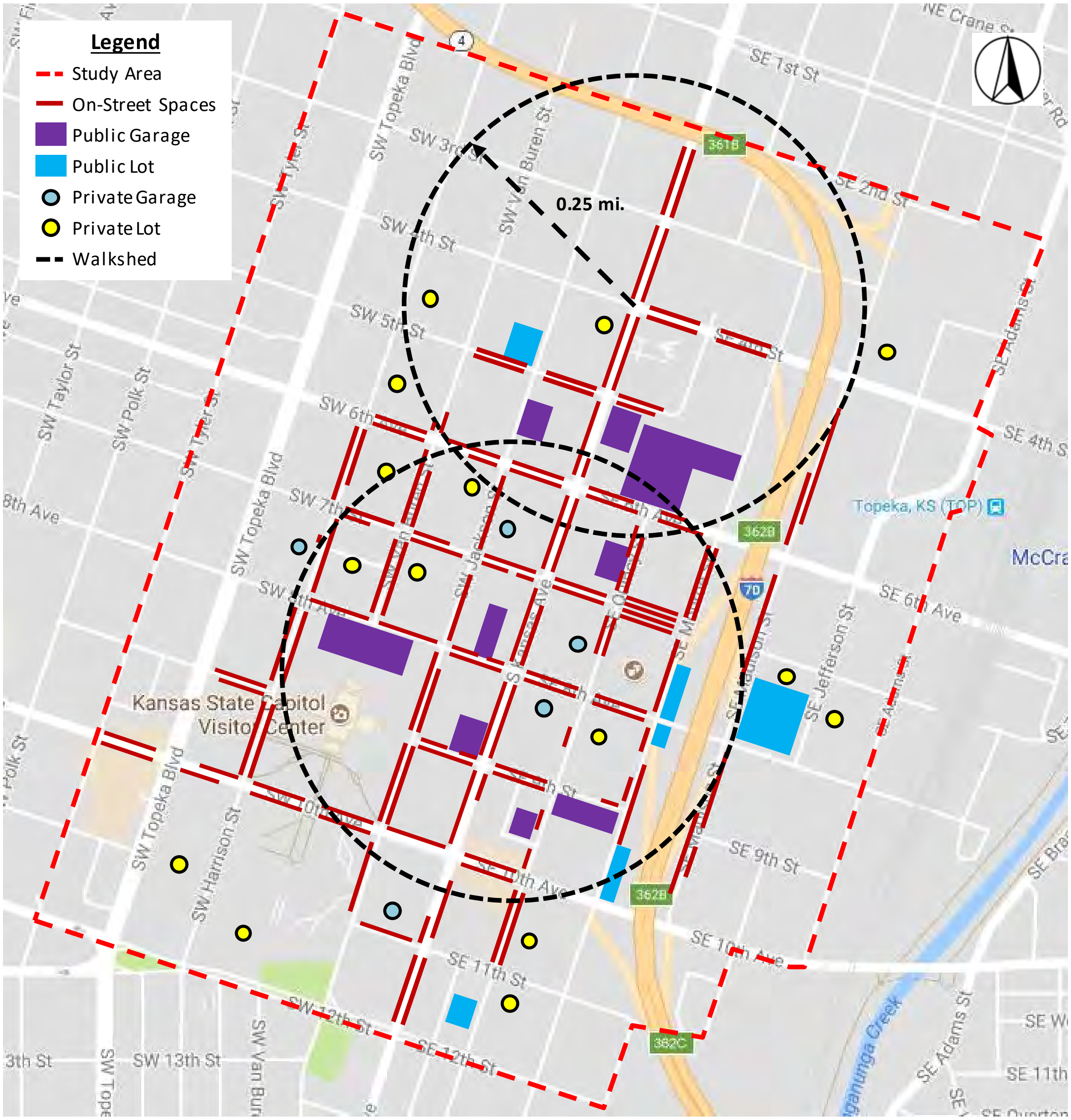
4.1 Study Area

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 6,325 spaces. The breakdown of the inventory of public parking in Downtown Topeka is as follows:

- 2,057 On-Street Spaces
- 3,708 Spaces in 9 Garages (7 City-owned, 1 State-owned, 1 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

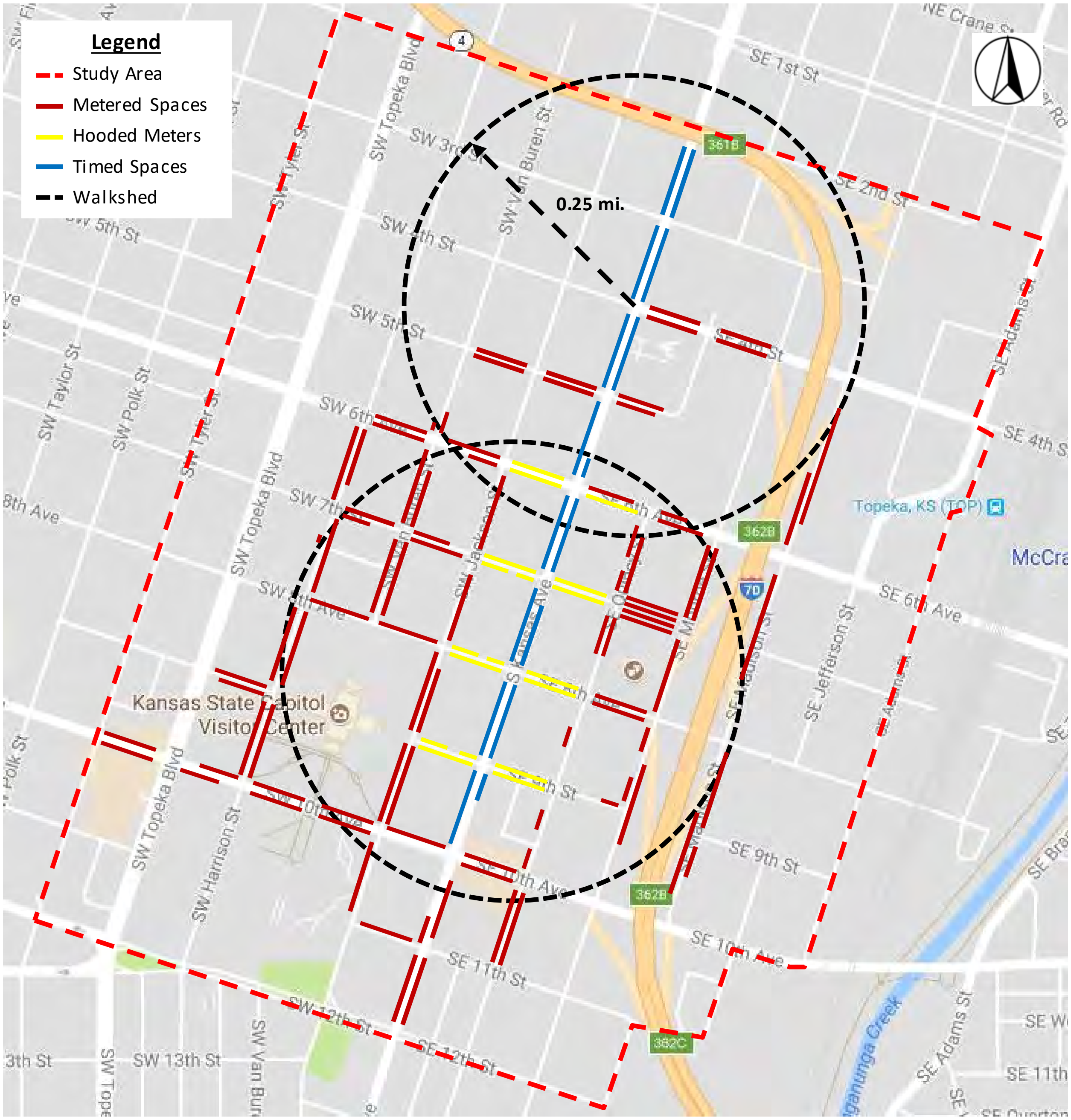
On-street public parking in Downtown Topeka is a combination of metered spaces, time-restricted spaces, spaces signed for handicapped parking only, and reserved spaces. **Table 1** provides a breakdown of the number of on-street parking spaces located on each street within the study area, while **Figure 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 4,268 public off-street parking spaces are located in a combination of nine garages and six surface parking lots. The City's 7 parking garages contain a total of 3,183 spaces, while the State-owned garage under the Capitol Building contains 263 public parking spaces and the Topeka Tower Garage contains 262 spaces – a total of 3,708 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**.

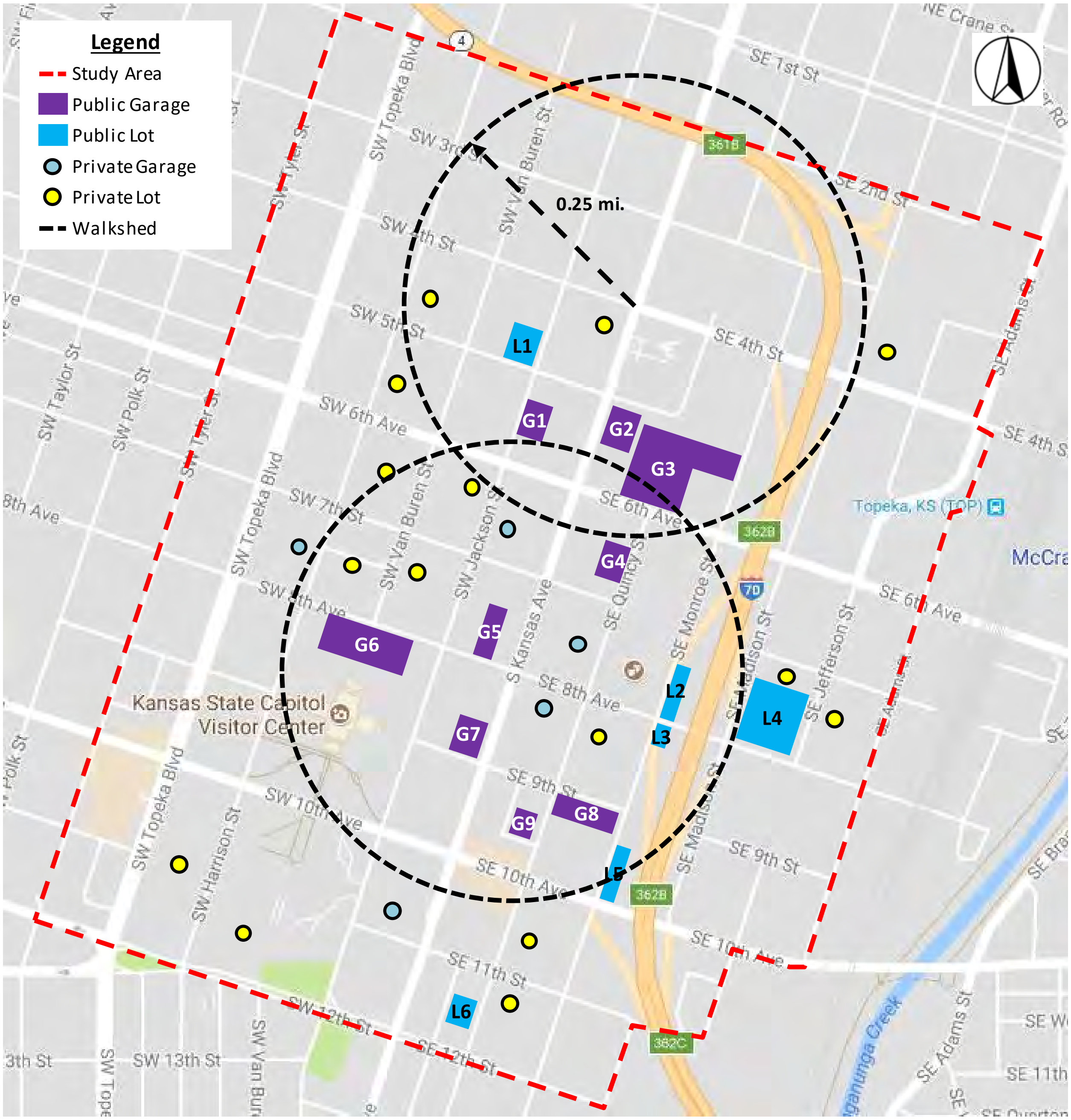
It should be noted that the City also owns the Uptowner Garage, located on the northwest corner of 7th Street and SW Jackson Street. This garage's operations have been leased to Parish Management and Jayhawk Towers and, as such, these spaces were not considered public for the purposes of this study.

Table 2: Off-Street Parking Spaces by Facility

Facility ID	Facility Name	Space Capacity
Parking Garages		
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	Centre City	261
G8	Ninth Street	760
G9	Coronado	253
	Garage Total	**3,708**
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	**4,268**

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.

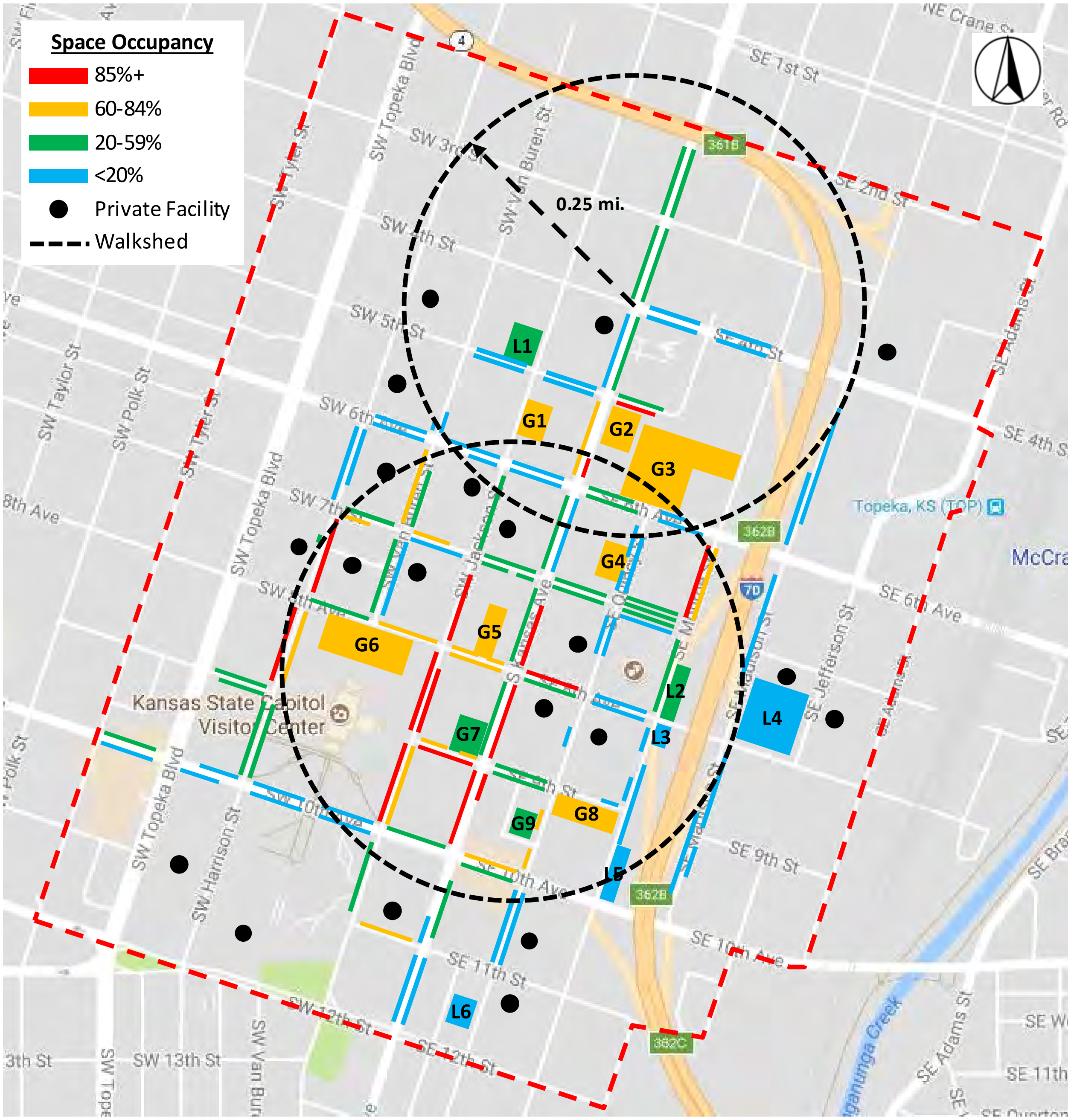
On Thursday, May 4^{th}, Thursday, May 11^{th}, Saturday, May 13^{th}, and Monday, June 12^{th}, 2017, occupancy surveys of the public parking spaces within the Downtown study area were conducted. The weekday surveys were conducted from 8AM to 12PM and 12PM to 5PM, in order to capture the peak demand 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 4^{th} and May 13^{th}, while off-street occupancy was measured on May 11^{th}, May 13^{th} and June 12^{th}. 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 4^{th}, the surface lot occupancy data gathered Thursday, May 11^{th}, and the garage occupancy data gathered Monday, June 12^{th}, for the reason noted above.

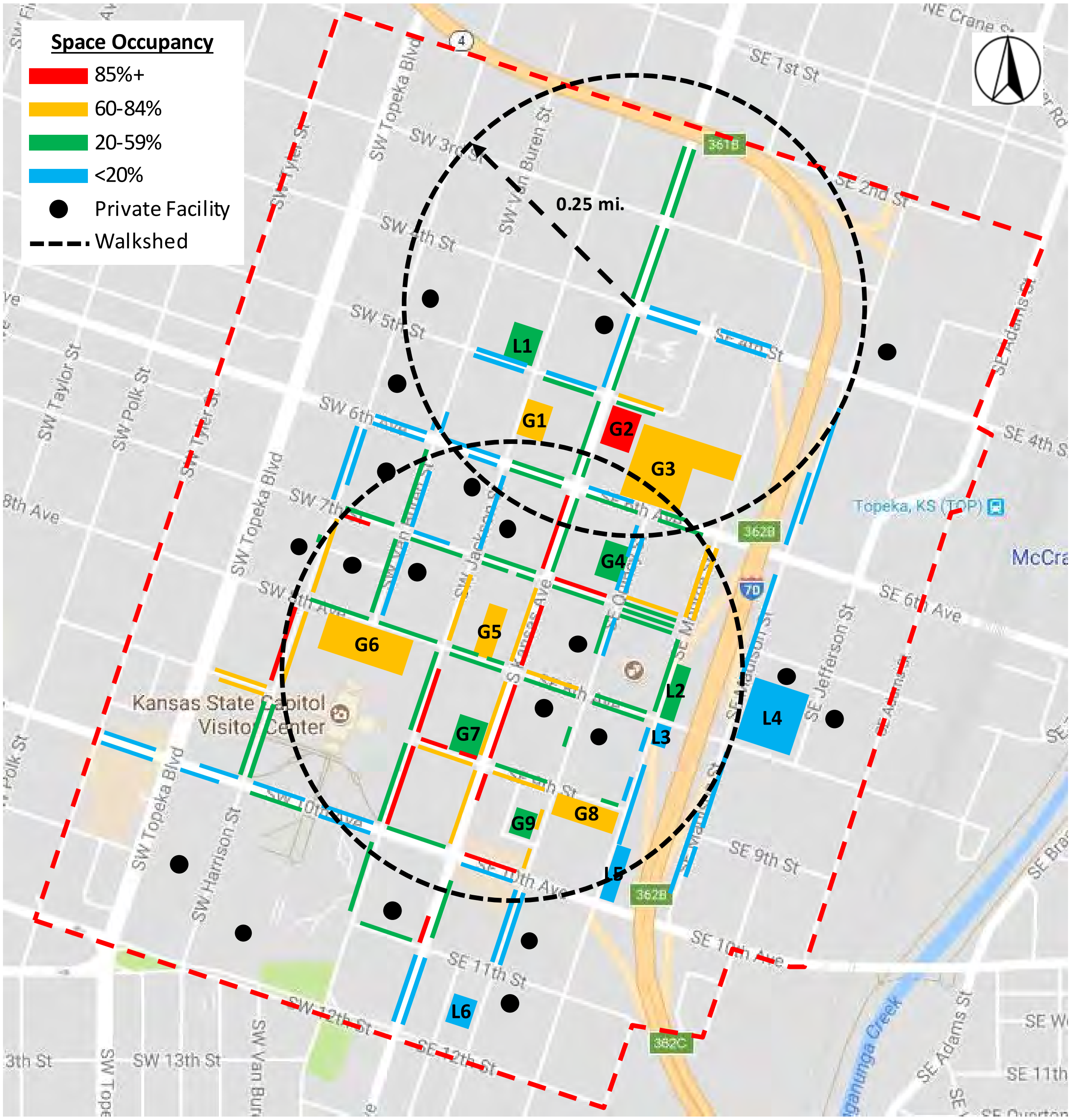
Tables 3 and **4** present the utilization data for the on-street spaces and off-street facilities, respectively, that was used to create the figures.

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

Facility ID	Facility Name	Space Capacity	AM Occupancy	% Occupied	PM Occupancy	% Occupied
Parking Garages						
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	Centre City	261	131	50%	124	48%
G8	Ninth Street	760	472	62%	462	61%
G9	Coronado	253	91	36%	88	35%
	Garage Total	**3,708**	**2,399**	**65%**	**2,376**	**64%**
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	**4,268**	**2,513**	**59%**	**2,499**	**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 65% occupied during the morning survey period and 64% 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 59% occupied during both the morning and afternoon peak periods.

The combined inventory of on- and off-street public parking in the study area was 52% occupied during both the morning and afternoon peak periods.

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

		Thursday, May 4th, 2017				Tuesday, November 8th, 2016				Thursday, November 10th, 2016			
Street	**Number of Spaces**	**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

Facility ID	Facility Name	Space Capacity	AM Occupancy	% Occupied	PM Occupancy	% Occupied	Current Leases	% Spaces Leased
Parking Garages								
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 65%. 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
Corornado	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

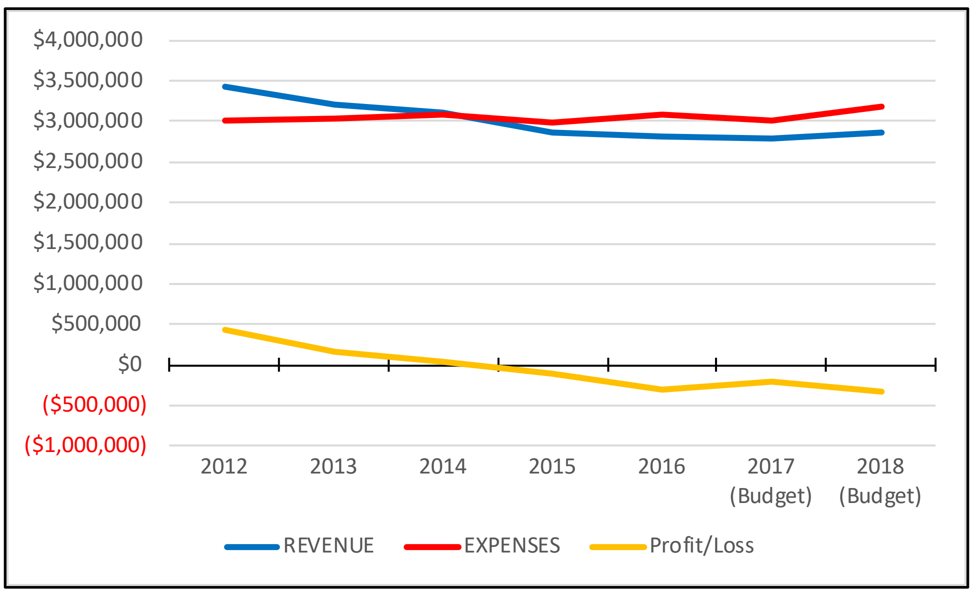
The financial performance of the parking system from 2012 to 2016 and budget figures for 2017 and 2018 are provided in **Table 15**, as well as in **Figure 6**.

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	**$ 429,497**	**$ 171,621**	**$ 42,367**	**$ (108,931)**	**$ (293,638)**	**$ (212,025)**	**$ (322,131)**
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	**$3,000,903**	**$3,041,584**	**$3,075,446**	**$2,981,452**	**$3,095,768**	**$3,010,419**	**$3,178,502**
Employee Compensatiom	$ 626,494	$ 696,341	$ 603,862	$ 516,032	$ 546,400	$ 570,992	$ 638,208
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
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	$ 51,214	$ 101,110	$ 138,455	$ 188,830	$ 427,358	$ 143,600	$ 129,100
Capital Outlay	$ -	$ -	$ -	$ -	$ -	$ 108,000	$ 261,528
Debt Services	$ 424,403	$ 311,058	$ 287,015	$ 228,915	$ 872,373	$ 840,796	$ 805,796
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 2016. 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 $429,000 in 2012 to a deficit of $293,638 in 2016 and a projected deficit of $212,025 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 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	Residental	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, 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.

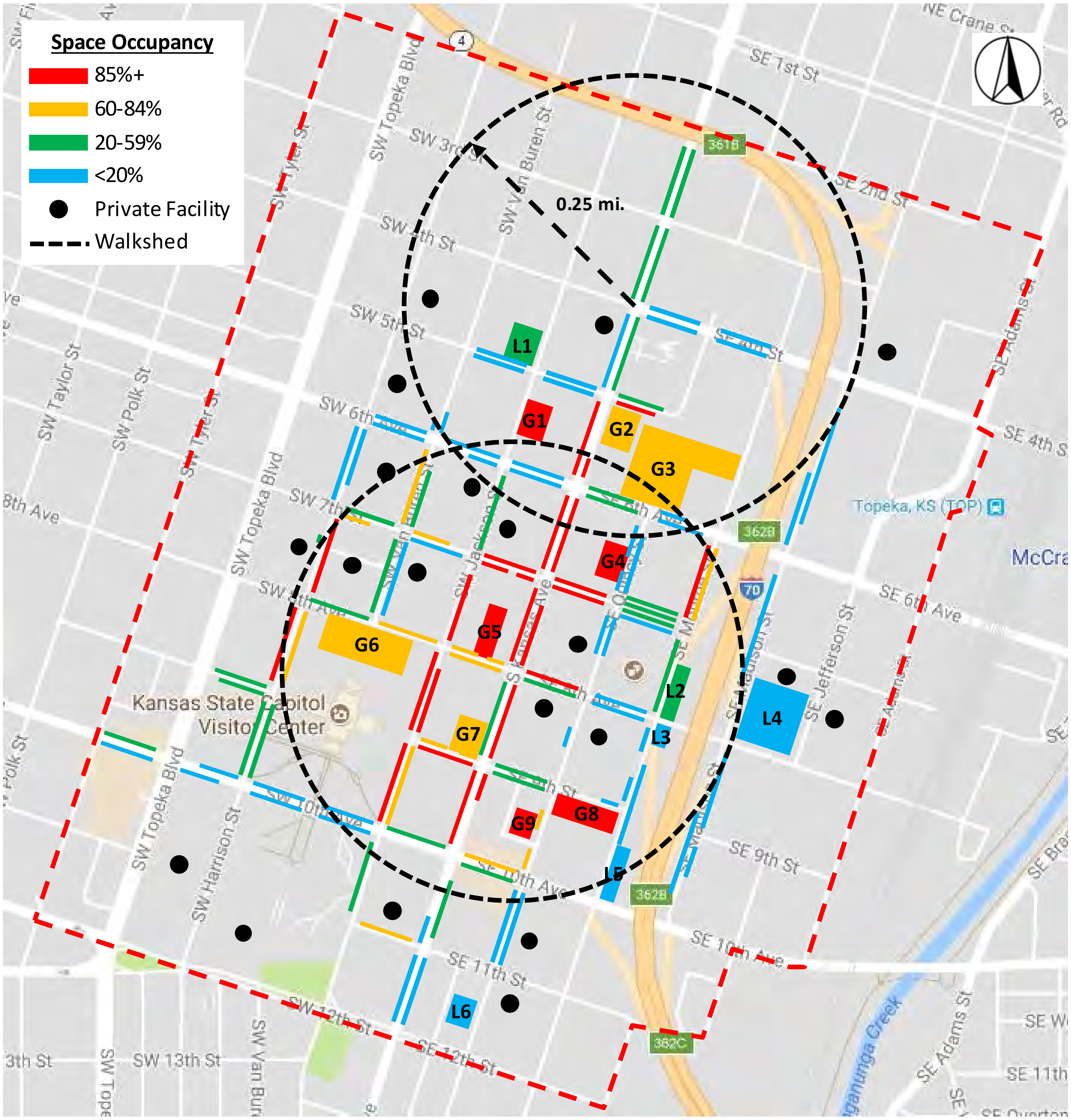
DESMAN
Design Management

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	Residental	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**
	Vaccancies 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**

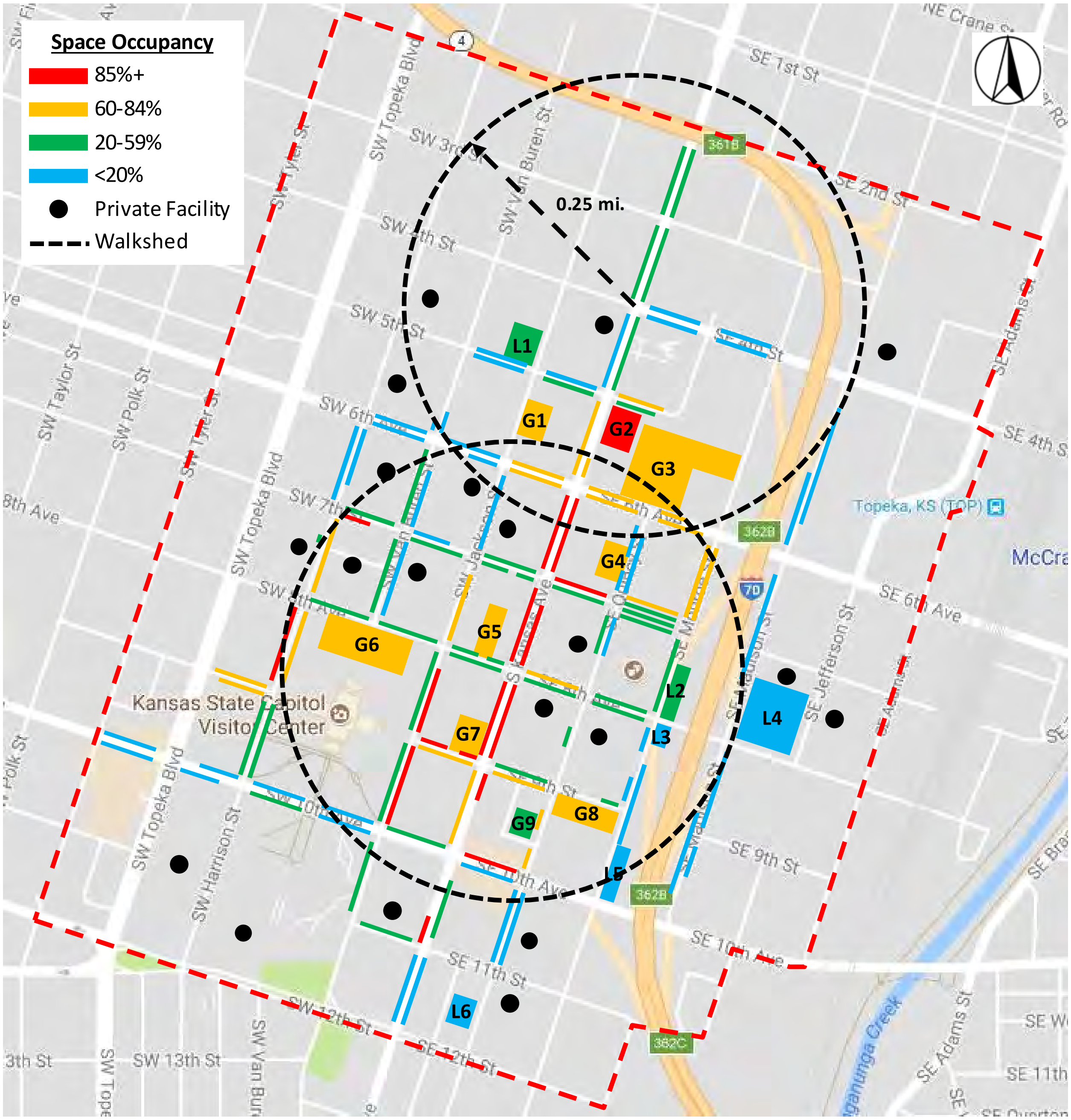
Source: DESMAN

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.

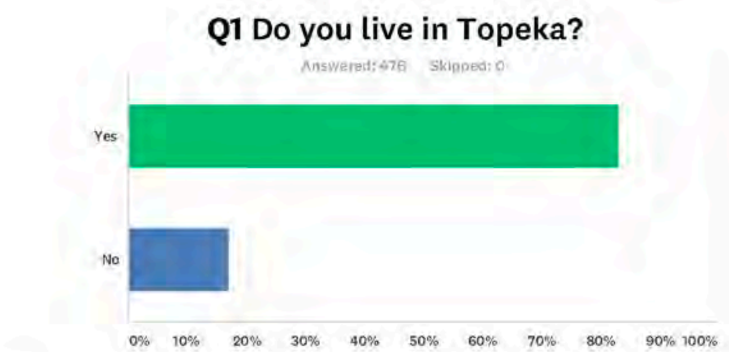
5. Technology
   a. Parking meters currently accept only coins no other payment options exist. Electronic meters were tested.
   b. Most administrative tasks require manual input.
   c. There are continual issues with Full Court/SL software.
   d. The garages currently use four different parking access 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.

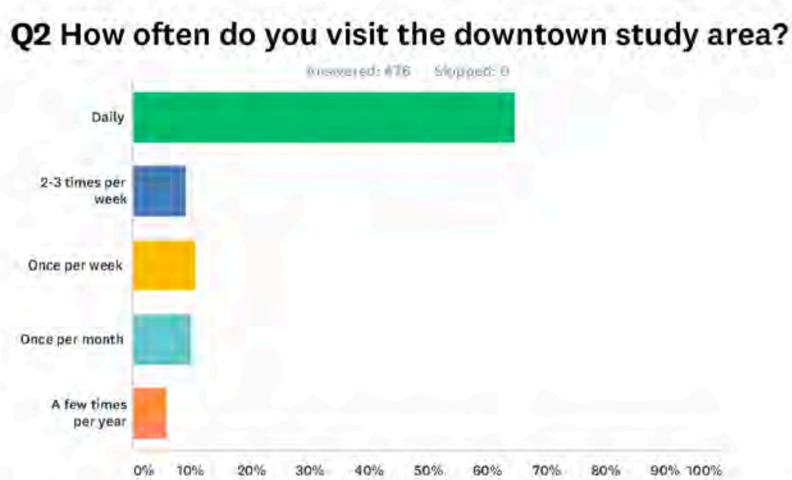
8.0 Next Steps

- Review this work paper with Steering Committee
- Develop alternative strategies to manage demand – Task III.2
- Develop and Evaluate Solutions – Task IV.1
- Prepare and Present Final Plan – Task IV.2

APPENDIX A: Online Parking Survey Summary



Answer Choices	Responses	
Yes	82.98%	395
No	17.02%	81
Total		476

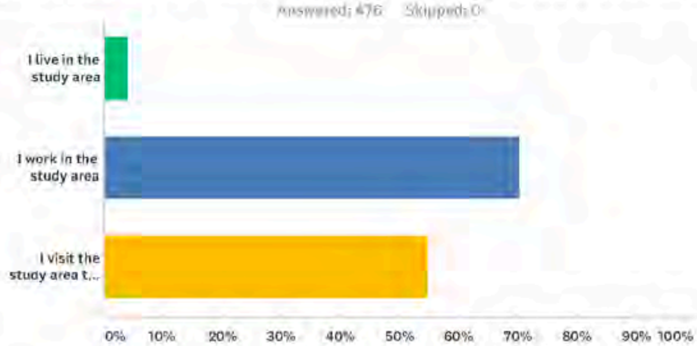


Answer Choices	Responses	
Daily	64.71%	308
2-3 times per week	9.03%	43
Once per week	10.71%	51
Once per month	9.87%	47
A few times per year	5.67%	27
Total		476

APPENDIX A: Online Parking Survey Summary (cont.)

Q3 Please select all of the following that describe you:

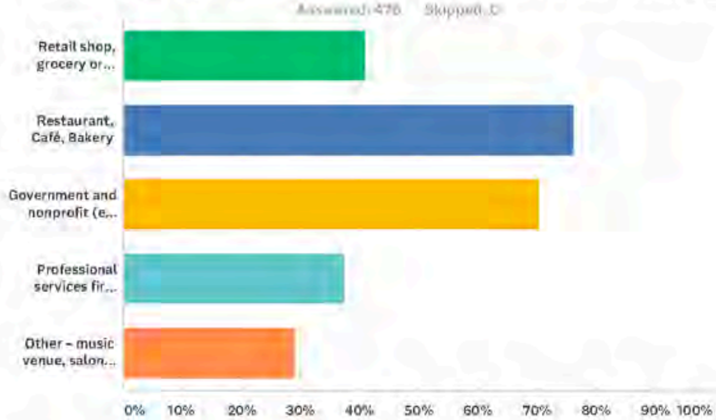
Answered: 476 Skipped: 0



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)

Answered: 476 Skipped: 0

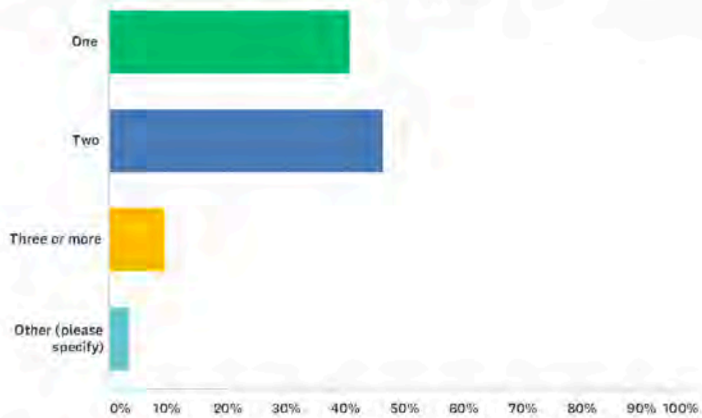


Answer Choices	Responses	
Retail shop, grocery or convenience store	40.97%	195
Restaurant, Café, Bakery	76.26%	363
Government and nonprofit (e.g. city offices, county offices, Post Office, etc.)	70.59%	336
Professional services firms (e.g. law, architecture/engineering, accounting, realty, marketing, 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?

Answered: 476 Skipped: 0



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?

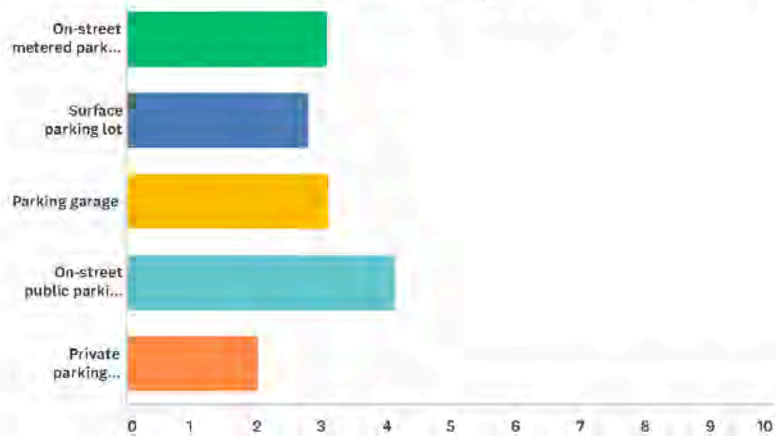
Answered: 476 Skipped: 0

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)

Answered: 467 Skipped: 9

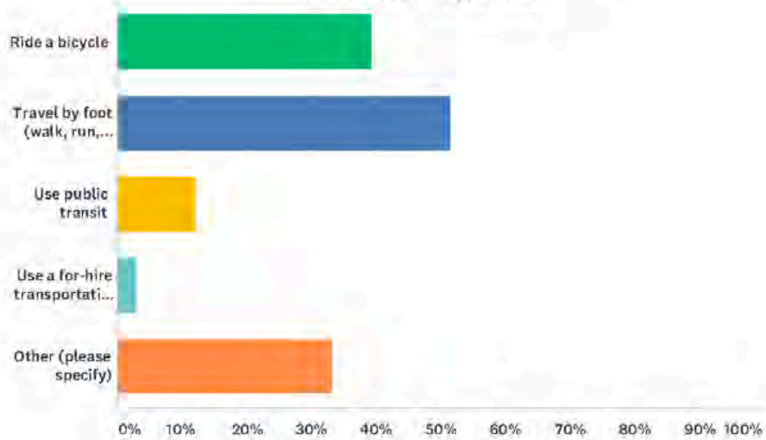


	1	2	3	4	5	Total	Score
On-street metered parking space	14.62% 62	27.83% 118	26.65% 113	13.92% 59	16.98% 72	424	3.09
Surface parking lot	6.36% 25	17.05% 67	35.62% 140	32.32% 127	8.65% 34	393	2.80
Parking garage	26.39% 114	14.12% 61	16.90% 73	29.40% 127	13.19% 57	432	3.11
On-street public parking space (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)

Answered: 33 Skipped: 443

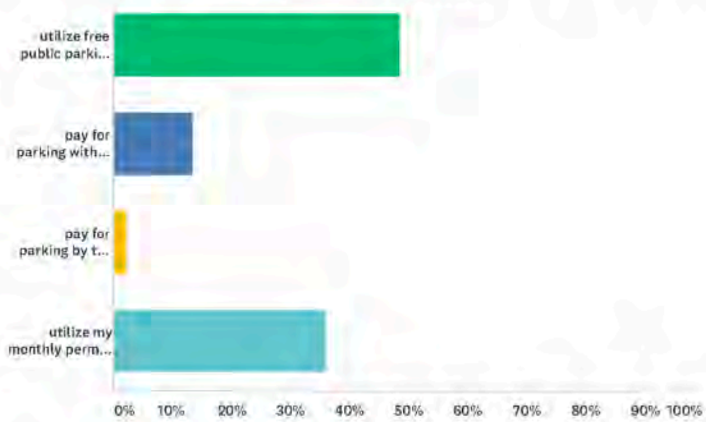


Answer Choices	Responses	
Ride a bicycle	39.39%	13
Travel by foot (walk, run, etc.)	51.52%	17
Use public transit	12.12%	4
Use a for-hire transportation service (e.g. taxi or Uber)	3.03%	1
Other (please specify)	33.33%	11
Total Respondents: 33		

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...

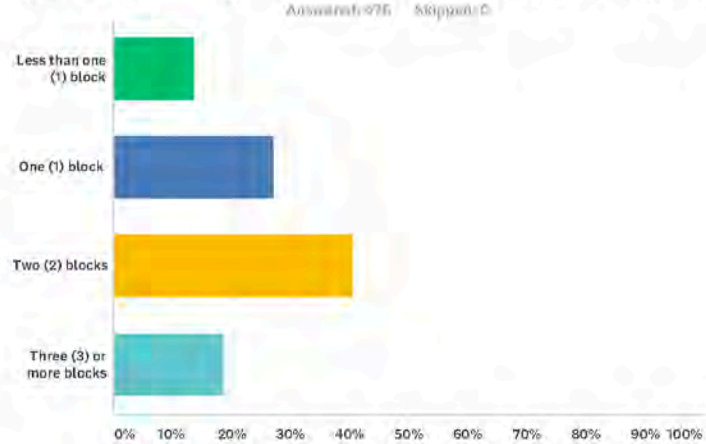
Answered: 476 Skipped: 0



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?

Answered: 476 Skipped: 0

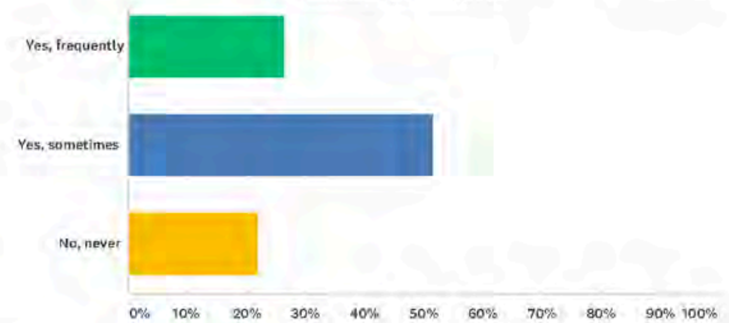


Answer Choices	Responses	
Less than one (1) block	13.66%	65
One (1) block	27.10%	129
Two (2) blocks	40.55%	193
Three (3) or more blocks	18.70%	89
Total		476

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?

Answered: 476 Skipped: 0



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?

Answered: 476 Skipped: 0

Answer Choices	Responses	
Yes	52.52%	250
No	47.48%	226
Total		476

APPENDIX A: Online Parking Survey Summary (cont.)

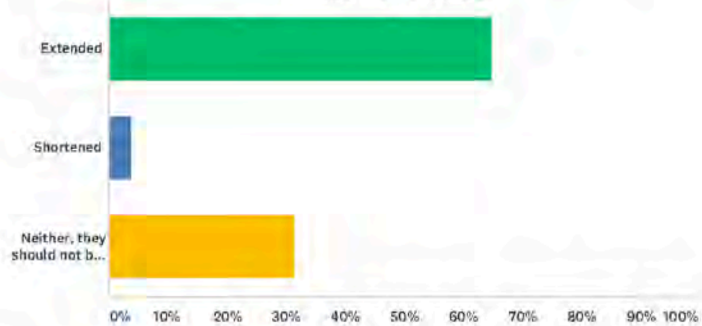
Q13 Do the parking time limits in downtown Topeka meet your needs?

Answered: 476 Skipped: 0

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?

Answered: 476 Skipped: 0

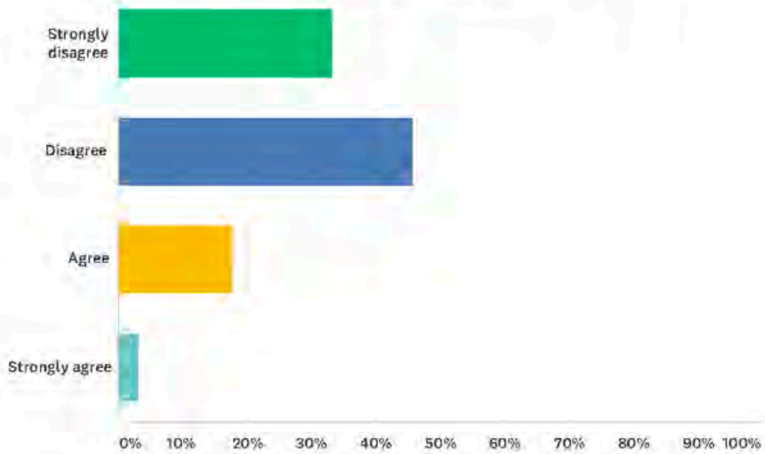


Answer Choices	Responses	
Extended	64.92%	309
Shortened	3.78%	18
Neither, they should not be changed	31.30%	149
Total		476

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.

Answered: 476 Skipped: 0

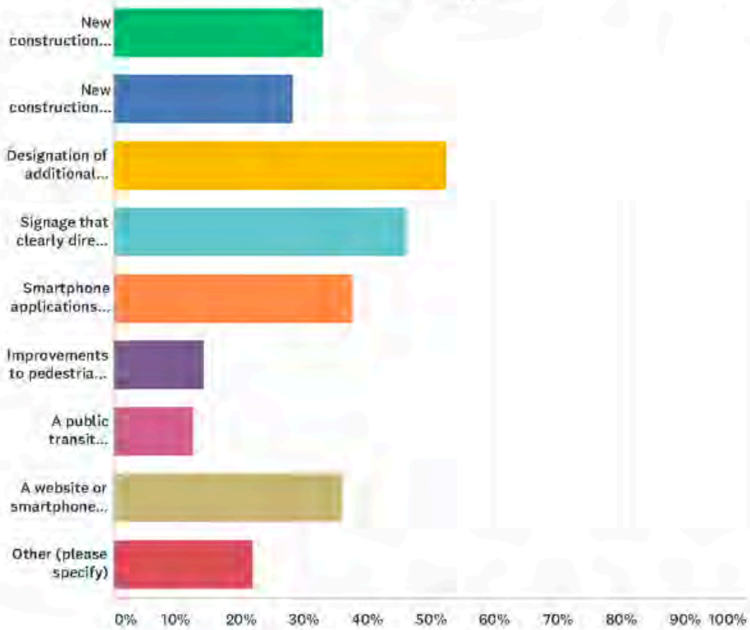


Answer Choices	Responses	
Strongly disagree	33.19%	158
Disagree	45.80%	218
Agree	17.86%	85
Strongly agree	3.15%	15
Total		476

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)

Answered: 476 Skipped: 0

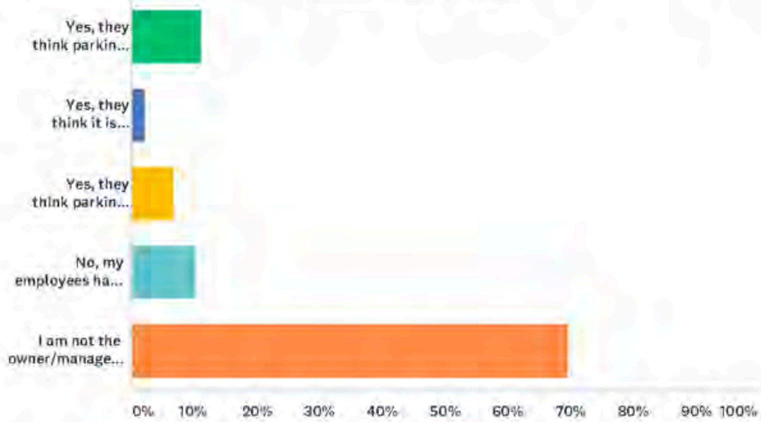


Answer Choices	Responses	
New construction of additional surface lot parking spaces	32.98%	157
New construction of additional garage parking spaces	28.15%	134
Designation of additional areas for on-street parking	52.52%	250
Signage that clearly directs motorists to parking facilities such as garages 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?

Answered: 476 Skipped: 9

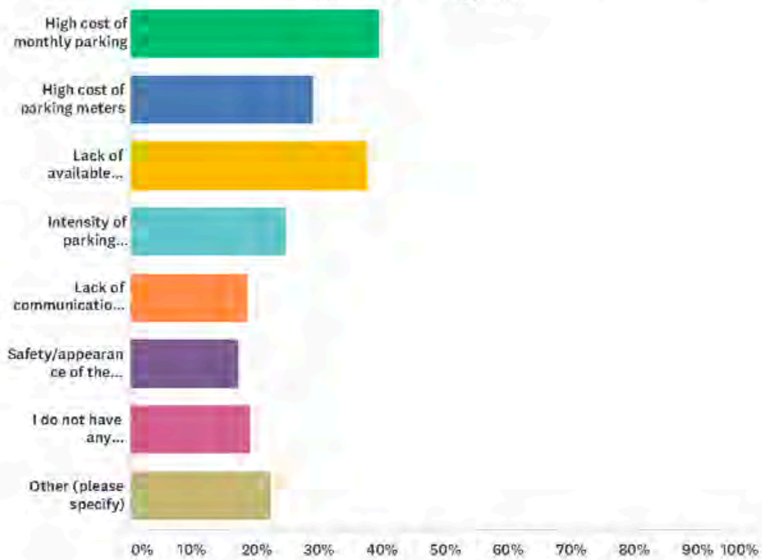


Answer Choices	Responses	
Yes, they think parking is too expensive	11.13%	53
Yes, they think it is hard to find parking	2.10%	10
Yes, they think parking is too expensive and hard to find	6.72%	32
No, my employees have not voiced concerns about parking	10.29%	49
I am not the owner/manager of a business 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)

Answered: 210 Skipped: 266

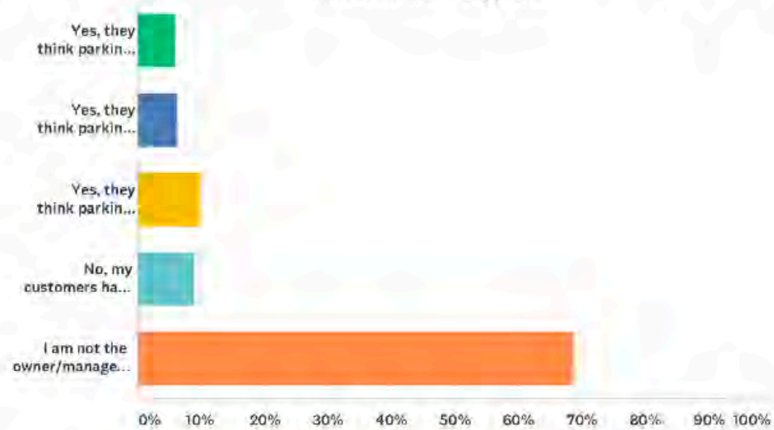


Answer Choices	Responses	
High cost of monthly parking	39.52%	83
High cost of parking meters	29.05%	61
Lack of available spaces	37.62%	79
Intensity of parking enforcement	24.76%	52
Lack of communication from the City regarding parking	18.57%	39
Safety/appearance of the parking facilities	17.14%	36
I 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?

Answered: 476 Skipped: 0



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