

CITY OF
TOPEKA

A G E N D A

TOPEKA PLANNING COMMISSION

**MONDAY, MAY 20, 2024
6:00 P.M.**

**214 EAST 8TH STREET
CITY COUNCIL CHAMBERS, 2ND FLOOR
MUNICIPAL BUILDING
TOPEKA, KANSAS 66603**

MEETINGS ARE LIVESTREAMED AT WWW.TOPEKASPEAKS.ORG

Persons addressing the Planning Commission will be limited to four minutes of public address on a particular agenda item. Debate, questions/answer dialogue or discussion between Planning Commission members will not be counted towards the four-minute time limitation. The Commission by affirmative vote of at least five members may extend the limitation an additional two minutes. The time limitation does not apply to the applicant's initial presentation.

Items on this agenda will be forwarded to the City Council for final consideration.

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



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

PUBLIC HEARING PROCEDURES

Public Hearings will occur in the following manner:

1. The Topeka Planning Staff will introduce each agenda item and present the staff report and recommendation. Commission members will then have an opportunity to ask questions of staff.
2. If the public hearing involves a rezoning or conditional use permit application, the Chairperson will call for a presentation by the applicant followed by questions from the Commission.
3. Chairperson will then open the public hearing. Each speaker must come to the podium and state his/her name. The time limit is 4 minutes. At the end of each speaker's comments, the Commission will have the opportunity to ask questions.
4. The applicant will be given an opportunity to respond to the public comments.
5. Chairperson will close the public hearing at which time no further public comments will be received. Planning Commission members may inquire of the applicant or staff.
6. Chairperson will then call for a motion on the item. Upon a second to the motion, the Chairperson will call for a roll call vote. Commission members will vote yes, no, or abstain.

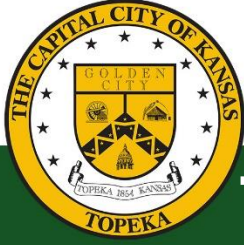
Your cooperation and attention to the above noted hearing procedure will ensure an orderly meeting and afford an opportunity for all to participate. Please Be Respectful! Each person's testimony is important regardless of his or her position. **All questions and comments shall be directed to the Chairperson from the podium and not to the applicant, staff or audience.**

Members of the Topeka Planning Commission

Donna Rae Pearson, 2024 Chairperson
William Naeger, 2024 Vice Chairperson
Willie Brooks
Corey Dehn
Jennifer Hannon
Del-Metrius Herron
Jim Kaup
Katy Nelson
Jim Tobaben

Topeka Planning Staff

Rhiannon Friedman, Director, Planning & Development Dept.
Dan Warner, AICP, Director, Planning Division
Carlton Scroggins, AICP, Transportation Planning Manager
Mike Hall, AICP, Land Use Planning Manager
Annie Driver, AICP, Planner
Bryson Risley, Planner
William Sharp, Planner
Paul Turner, Intern Planner
Megan Rodecap, Zoning Inspector
Amanda Tituana-Feijoo, Administrative Officer
Quinn Cole, Management Analyst



CITY OF
TOPEKA

TOPEKA PLANNING COMMISSION

Agenda for Monday, May 20, 2024

A. Roll call

B. Approval of Minutes – April 15, 2024

**C. Declaration of Conflict of Interest/Ex Parte Communications
by members of the commission**

D. Action Items

1. A24-01 Annexation, Reser's Fine Foods requesting annexation of approximately 41.7 acres located on the north side of SE 6th Avenue and approximately 1,100 feet west of SE Croco Road.

2. PUD16/5B Reser's Fine Foods requesting a major amendment to the Master PUD Plan located at 3728 SE 6th Avenue to include approximately 40 acres of land on the west side of the existing processing facility to allow development of a storage lot for semi-truck trailers.

3. A24/03- Annexation, Sports Center (owner 4BSC LLC) requesting annexation of approximately 58 acres located on south side of SW 10th Avenue and immediately west of Interstate 470.

4. 2025-2034 CIP – In accordance with K.S.A. 12-748(b), review the City of Topeka's capital improvement program (CIP) to ensure that it is consistent with the Comprehensive Plan.

E. Discussion

1. Accessory Dwelling Units (ADU) Text Amendment.

F. Updates

1. Planning Commission Incentive Committee

G. Public Comment

H. Communications to the Commission

I. Adjournment



CITY OF
TOPEKA

MINUTES

TOPEKA PLANNING COMMISSION

Monday, April 15, 2024

6:00PM

Members present: Willie Brooks, Corey Dehn, Jennifer Hannon, Del-Metrius Herron, Jim Kaup, William Naeger, Katy Nelson, Donna Rae Pearson, and Jim Tobaben, (9)

Members Absent: (0)

Staff Present: Rhiannon Friedman, Planning & Development Director, Dan Warner, Planning Director; Michael Hall, Land Use Manager; Bryson Risley, Planner; Amanda Tituana-Feijoo, Administrative Officer; Matthew Mullen, Legal

Roll Call –Chairman Pearson called the meeting to order with 9 members present for a quorum.

Approval of Minutes from Feb 19, 2024

Motion by Mr. Kaup to approve; **second** by Mr. Dehn. **APPROVED** 9-0-0.

Declaration of conflict of interest/ex parte communications – NA

Action Item of A24/01 Annexation, Reser's Fine Foods requesting annexation of approximately 41.7 acres located on the north side of SE 6th Avenue and approximately 1,100 feet west of SE Croco Road.

Staff:

Bryson Risley presented the staff report and staff's recommendations of approval.

Public Hearing of PUD16/5B Reser's Fine Foods requesting a major amendment to the Master PUD Plan located at 3728 SE 6th Avenue to include approximately 40 acres of land on the west side of the existing processing facility to allow development of a storage lot for semi- truck trailers.

Staff:

Michael Hall presented the staff report and staff's recommendations of approval.

Questions/Comments from Commissioners:

Commissioner Naeger asked for clarification about the westside setback, and what the length was dependent on. Mr. Hall stated that it was dependent on the ability to get a variance, and relocation of the stream channel.

Commissioner Pearson asked about the environmental impact of relocating the stream. Mr. Hall was not able to provide a detailed answer, but did confirm that the city's stormwater engineer will evaluate it.

Commissioner Kaup asked for clarification on the staff recommendation report regarding page 8, sections 9 and 5. Mr. Hall confirmed that there were some typographical errors. The setback should be 60 feet.

Commissioner Kaup asked about the setbacks and whether it would be vegetation or a hard, impervious service. Mr. Hall confirmed that the setbacks would have to be vegetation. Commissioner Kaup asked where that information could be found in the master plan. Mr. Hall stated that it was implicit. Commissioner Kaup stated that the master plan should specify that any setbacks are limited to vegetation.

Commissioner Kaup asked about general note number 6 on the master plan. Mr. Hall stated it is relevant because what is being amended doesn't include any buildings except the guard house at the entrance. Mr. Hall stated that if Reser's wanted to come back and expand any of the buildings, then they will need to come back with an amendment.

Commissioner Kaup asked about Shawnee County's comprehensive future for the parcel. Mr. Hall stated that he is unaware of the that. The county was notified, and city staff did not hear anything back from the county.

Commissioner Kaup asked if buildings could be put on any of the property, or if it was limited to parking. Mr. Hall stated that there is an area called project data that states semi-trailer truck parking lot. The master plan provided the number of parking stall, but is not specific if the parking lot can be expanded. To expand the parking lot, there would have to be changes to the master plan.

Commissioner Brooks asked for clarification on the sound levels and the distance between the trucks and the fence. Mr. Hall confirmed that the noise will be 60 DB or less at the property line, and that the refrigerator trucks will be the loudest noise. There is a difference between 60 and 74 DB, and it is exponential. Without fencing or berms, there would be no reduction in noise level at the property line.

Commissioner Brooks addressed a letter written from a neighbor. Commissioner Brooks stated it would be worth looking into how loud the back up horns are on the trucks. Commissioner Brooks asked how the city would ensure the noise level, and who would enforce such complaints? Mr. Hall referenced "general note 9" which allows for City Staff to be allowed onsite to conduct periodic noise measurements as needed.

Commissioner Brooks asked who represents the surrounding neighbors since most of them live in the county limits. Mr. Hall stated that it would not make a difference where they live, if there is a complaint then the City's Zoning Inspector would go and inspect and corrective action would be taken if necessary.

Commissioner Tobaben referenced "landscaping" note number two, and asked if landscaping was included in at the cross section of the fence and berm. Mr. Hall stated that the next steps, if approved, would be a site development plan and a subdivision plat which include landscape plans.

Commissioner Kaup asked if the applicant has agreed to the conditions. Mr. Hall stated that the applicant was on board with the current conditions.

Commissioner Brookes suggested that a bigger berm be built. Commissioner Dehn agreed that a bigger berm for sound would be nice.

Owner Representative:
Kevin Holland, CFS Engineers
Jeff Adair, Reser's Fine Foods
Gary McEvan, Reser's Fine Foods

Mr. Holland stated that the applicants have no issues with it staying vegetative in state for the area west of the parking. There is a proposed guard shack on the south side, and hopes there is a not a limitation to buildings. The berm idea has been discussed, and there is a fence shown on the 20-foot landscape berm. The concern is that the higher the berm is, the farther away from the trees you get to stay away from the roots. The higher the berm, the closer it gets to the trucks. The 60 db is a cautionary number, as anyone can get an app on a phone and get any number. On Wednesday, Reser's will be conducting testing through a third party to conduct an eight-hour test to evaluate the sound measurements.

Mr. Holland informed the commissioners that the streams already combine on the property, and are just being moved to the East and then combine them a little further south. The drainage will be combined as the two are combined.

Commissioner Kaup inquired about the large impervious surface, and what it is made up of. Mr. Holland stated that it is asphalt, and confirmed that everything that is not in the set back will be impervious. Commissioner Kaup asked about detention or retention facilities, and Mr. Holland confirmed that there was a detention area.

Commissioner Kaup asked about the phases of the project, and if the applicants propose to construct all phases at once. Mr. Holland stated no, and that they would start with phase one which is 250. They are also proposing dual fences at the back side, chain length for monitoring and opaque for noise canceling. Commissioner Kaup inquired as to why the applicant would go through this process, if not looking for city water or sewer. Mr. Holland stated that the parcel is already attached to the city's property to the East, and making one congruent piece of property is cleaner overall.

Commissioner Brooks stated that it would be interesting to see the results of the third-party testing regarding the back up alarms (near, middle, far). Mr. Holland stated that they should be able to hear them at that location, and the test is for eight hours so the peaks and valleys of the noise levels will be available.

Commissioner Brooks asked about the 60 db level on the east side of the property line, and what the west side of the property line. Mr. Holland stated it would depend on other noises around outside as well.

Commissioner Hannon asked about the setback on the west side. Per the drawing, it could go down to 60 feet pending the stream change, but would it ever be more than 100 feet. Mr. Holland stated no. Commissioner Hannon asked about the cross sections, and if it ever gets better moving further north. Mr. Holland stated that the southern stall would be close to the worst-case scenario.

Commissioner Pearson declared the **public hearing open**.

Sandra Campise, 416 SE Croco Road, submitted a letter with pictures to the commissioners. The vibrations shake house. Ms. Campise goes to bed early for work, and the noise is constant. She has reached out to Reser's about some of the trailers, and they did move some of the trucks back. Ms. Campise's other concerns included the flooding of her yard, and how Reser's does not put anything in writing.

Commissioner Brooks asked about the original agreement mentioned in the letter. Ms. Campise stated that that the applicant kept saying not to put anything in writing. Commissioner Brooks inquired that the agreement Ms. Campise is referring to is when Reser's first inhabited the property and were before the Planning Commission at that time talking through the details. Ms. Campise confirmed.

Dean Jennings, 416 SE Croco Road, stated that he read in one of the documents that 250 trucks plus 125 refrigeration units would be operating at the same time. There is currently a noise problem with 12 trucks, so the noise level would be 10 times the amount.

Sheila Summers, address unknown, asked about the third-party test being conducted later in the week, and when it would be done. Ms. Summers agrees that Reser's is a good neighbor, but has made several complaints about the sound. From her front porch, Ms. Summers states the db level is 80, and there are no other cars driving by nor children playing outside. The original parking was supposed to be lower than what it is, and from her two-story house, the trucks are at eye level.

Roger Sanders, 426 SE Rice Road, hopes that there is an environmental study done because this summer that parking lot will be hot, and that will make everything else hot in the area. The factory never shuts down, and it runs 24/7. There were no commercial buildings before Reser's, and in the county there is a noise ordinance from 11pm-6am. Reser's doesn't abide by that, and if they did, then the noise barrier wouldn't be an issue. Mr. Sanders states that he can hear the trucks backing up in his sleep, and the lights are always on. This is impacting their lives and their property.

With no one else coming forward to speak, Commissioner Pearson declared the **public hearing closed**.

Discussion by Commissioners:

Commissioner Kaup acknowledges that Reser's is important for the community. Commissioner Kaup is not convinced that they have done everything they can, as this project is impacting the lives of several people in several directions. Commissioner Kaup suggests tabling the matter for the staff to work out with Reser's.

Commissioner Nelson stated she would like to see the results of the noise test before deciding.

Commissioner Brooks stated that data would help. This address is quite a way from where the trucks are currently at, and you can still hear the backup alarms. That does not help Reser's with the sound issue. What we have is a situation where Reser's is trying to do their best and be a good neighbor, but this could make the situation worse than what it currently is. Some more data, the third-party test, and maybe some direction on how they can keep it from getting too much worse is reasonable.

Commissioner Dehn stated that he would like to see a way to raise the 3-foot berm. This might help the sound issue, along with the existing sound because there is currently no barrier. Commissioner Dehn also would like to know if all the trucks on the trailers will be loaded and ready, or if they will be running empty while they wait.

Commissioner Herron asked for clarification if it is sent back.

Commissioner Hannon would like to see more information on the traffic on the site, where the trucks are entering and exiting, if the trailers (seen in the pictures) will be housed in the new area.

Commissioner Pearson states that she is still concerned about the environmental impacts of the stream.

Commissioner Pearson stated there is a need for the following:

- *more data for the sound
- *more information for truck entrance
- *more information on environmental impact in regards to the stream

Commissioner Brooks would also like to see more information regarding the "heat island" effect concern (brought up in public comment previously).

Commissioner Kaup asked city staff if the applicant has agreed to everything that is currently in the staff report. Mr. Hall stated that to his understanding, the applicant has agreed to everything. Commissioner Kaup then clarified, as to what more can be achieved to address the issues.

Commissioner Dehn mentioned he would like to see if there are other ways to "deaden" the sound of the existing truck parking area off Croco.

Commissioner Tobaben stated the effective height of the berm versus the elevation of the parking lot is more than three feet.

Mr. Warner summarized the following from what the commissioners are requesting:

- *noise test (results and data)
- *how to keep the noise from getting worse
- *higher Berm (higher than 3 feet)
- *explanation of current truck circulation
- *trailers on north side, and if they will move after this is built
- *environmental impact of moving stream and the "heat island effect"
- *more improvements to the northeast corner

Commission Kaup asked about the traffic impact study that is a part of the study, and if city staff had any concerns. Mr. Hall stated that there were no issues or concerns.

Commissioner Kaup asked if Kevin Holland could come back up, and answer some further questions.

Kevin Holland, CFS Engineers

Commissioner Pearson asked how the tabling of the matter would impact for further research. Mr. Holland inquired about the environmental aspect and the heat off the concrete, and how to proceed with those tests. Commissioner Pearson stated that although she is unsure of how to proceed, City staff should be able to help.

Commissioner Dehn asked if any of those environmental factors would run into the golden factors. Mr. Hall stated that the golden factors speaks mainly to how it directly affects the neighbors. Some of the concerns might fall into

the category of “other factors”. Commissioner Pearson asked if it gives the option to ask more questions. Mr. Hall confirmed.

Mr. Hall also stated that he believes, the environmental impact of the stream is looked at by the stormwater engineer as well. Commissioner Dehn asked (Mr. Holland) if the development adds more excessive storm water to the stream system. Mr. Holland stated that the water is held back so that the peak hour stream comes through during the peak hour per the City of Topeka’s storm water policy. Mr. Holland also stated that the temperature thing is a difficult, subjective piece of information.

Commissioner Brookes stated that he wanted the applicant to acknowledge the comment when he brought it up. He understands it may not affect the property, because it is the whole community that affects the “heat island”. Commissioner Brookes is hoping the applicant can a general response to the concern and provide information as to why it won’t it effect the property.

Mr. Holland says, that although they would love a vote on the matter, the applicant would not have another option but to work with staff to alleviate some of the issues on the west side. Commissioner Kaup stated that the commission does not have enough information to come up with a solution tonight. Commissioner Kaup asked Mr. Holland if his client would prefer to table the annexation as well. Mr. Holland said yes.

Commissioner Dehn asked where the trucks park currently. Mr. Holland stated that they are spread across the campuses, and traffic study shows 6th street as a centralized location that they will all be coming off. The trucks on the northside that are backing up would most likely stay there, as they are in active operation with the plant coming in.

Mr. Holland stated that the third-party test is scheduled from 4:00am- to 12:00pm to hit the morning peak.

Commissioner Kaup reminded city staff that a plat note needed to be added that all setbacks are to be vegetative, and no structures are to be on property other than a guard house.

Motion by Commissioner Kaup, **second** by Commissioner Herron **to continue all action items to the May Meeting. Approved 9-0-0**

Updates

Staff:

Dan Warner presented the updates for the Planning Department.

1. Accessory Dwelling Units (ADU) and Missing Middle Parking- smaller, independent residential dwelling located on the same lot as a stand-alone single-family home, and addresses the issues with the missing middle in the community. Draft of standards will be available at the May Planning Commission meeting.

Commissioner Kaup stated the importance of keeping people in their homes. Mr. Warner stated a lot of single-family neighborhoods are not set up “for the aging in place” where people can move into the next less maintenance option.

2. Planning Commission Incentives Committee- possible changes to the zoning code that could support affordable housing.

Commissioner Pearson asked if the committee had come up with an exact goal. Mr. Warner stated that the changes to the zoning code that can support the affordable housing unit is the goal. The committee is starting with small steps to be able to get things done.

Commissioner Kaup stated that the committee will present some of the conceptual text amendments and get the “blessing” of the Planning Commission to move forward with interested groups.

3.Brown vs Board UNESCO World Heritage Site- (United Nations Educational, Scientific, and Cultural Organization) UNESCO seeks to encourage the identification, protection, and preservation of cultural and natural heritage around the world considered to be of outstanding value to humanity. This is a serial nomination based on the U.S. Civil Rights Movement. Each site must have adequate long-term legislative, regulatory, institutional

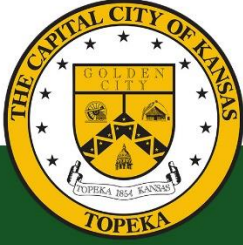
and/or traditional protection to safeguard its integrity. City Staff is engaging with the Monroe Neighborhood and property owners to develop a proposed Conservation Overlay District with identified Buffer.

Commissioner Pearson asked what the timelines look like for this project. Mr. Warner stated that by the end of September, all sites must be confirmed that the standards have been met. The buffer work can continue through the end of the year.

Commissioner Pearson asked about the resources for the conservation overlay. Mr. Warner stated there are currently neighborhood conservations districts in Topeka that they are referencing; along with borrowing from other communities that are apart of the UNESCO sites. The neighborhood district will acknowledge the types of houses, but also the property uses of the surrounding area.

Commissioner Herron asked to go back to the Planning Commission Incentive Committee topic, and asked how the committee would identify affordable housing. Commissioner Herron stated that the conversation district needs to be clear regarding the demographics, and asked questions regarding the AMI and the stakeholders. Commissioner Herron also has some suggestions about "who" the stakeholders should be. Mr. Warner stated there would be some communication via email.

With no further agenda items, the meeting was adjourned at 8:10 PM.



CITY OF TOPEKA

Planning Division
620 SE Madison, Unit 11
Topeka, KS 66607

Dan Warner, AICP, Planning Division Director
Tel: 785-368-3728
www.topeka.org

MEMORANDUM

To: Topeka Planning Commission
From: Dan Warner, AICP; Planning Division Director
Date: May 20, 2024 – Continued from April 15, 2024
RE: A24/01 – Annexation request by Reser's Fine Foods for the two parcels addressed 3600 SE 6th Avenue and 3620 SE 6th Avenue

Proposal

Reser's Fine Foods Inc. has consented to annexation of 41.7-acres located at 3600 SE 6th Avenue and 3620 SE 6th Avenue (see Map 1). The owner will construct a surface parking lot for semi-trucks and trailers (see Map 2).

The proposed use will not require connection to City of Topeka water or sanitary sewer. However, the site adjoins the already annexed Reser's Fine Foods on the east. Annexation of this property is appropriate as the proposed development is an intensification of the current land use and annexation will make for a cohesive City boundary.

Background

Unilateral annexations of this type, one in which the property owner has consented to the annexation and the property is contiguous to the City, requires City of Topeka Governing Body approval. However, the Land Use and Growth Management Plan 2040 (LUGMP) established a policy that the Planning Commission review annexations greater than 10 acres for consistency with growth management principles of the LUGMP.

LUGMP Review

The property lies within Tier 3 of the Urban Growth Area (see Map 1). Tier 3 areas are the bulk of the UGA outside of Tier 1. Generally speaking, Tier 3 areas of the UGA are not ready for urbanization because investments have not been made in all five of Topeka's urban services (fire, police, water, sewer, and streets).

All five of the required services are available to the site because it adjoins the already annexed Reser's development and land to the south. Water and Sewer, while not requiring connection, are found along SE 6th Avenue. The development will take access from the minor arterial SE 6th Avenue, which is already annexed. City of Topeka Fire Department and Police Department already serve the Reser's development to the east of the proposed annexation.

The subject property is designated as Urban Growth Area (residential) and Mixed-Use Employment Corridor and Tier 2 by the Topeka Future Land Use Map (see Map 3). The proposed use aligns with the Future Land Use identified in the Land Use and Growth Management Plan 2040.

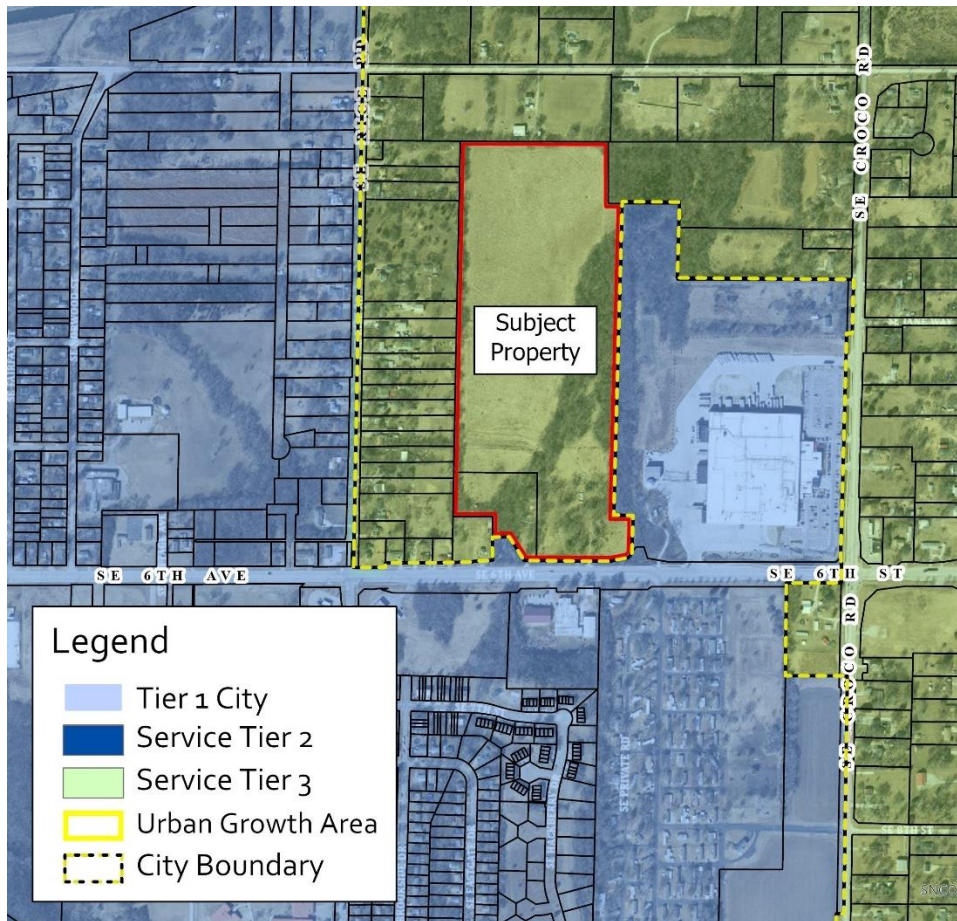
Street Network

Future access to the parking lot will come from SE 6th Avenue, which is a four-lane minor arterial.

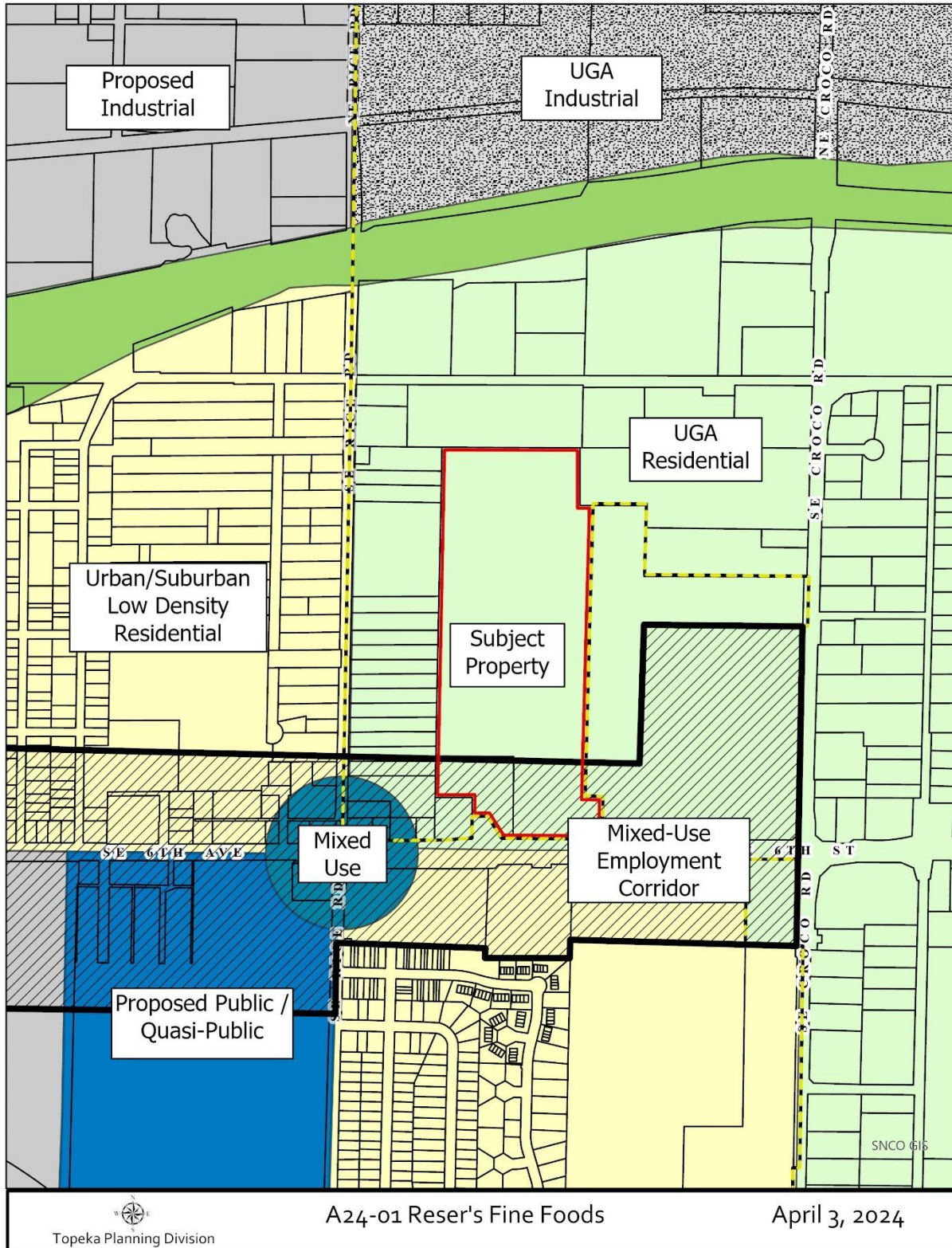
Recommendation

Annexing the subject property is consistent with the Comprehensive Plan.

Map 1 – Property Location Relative to the UGA



Map 3 – Future Land Use



Attachments:
Reser's Fine Foods Annexation Fact Sheet

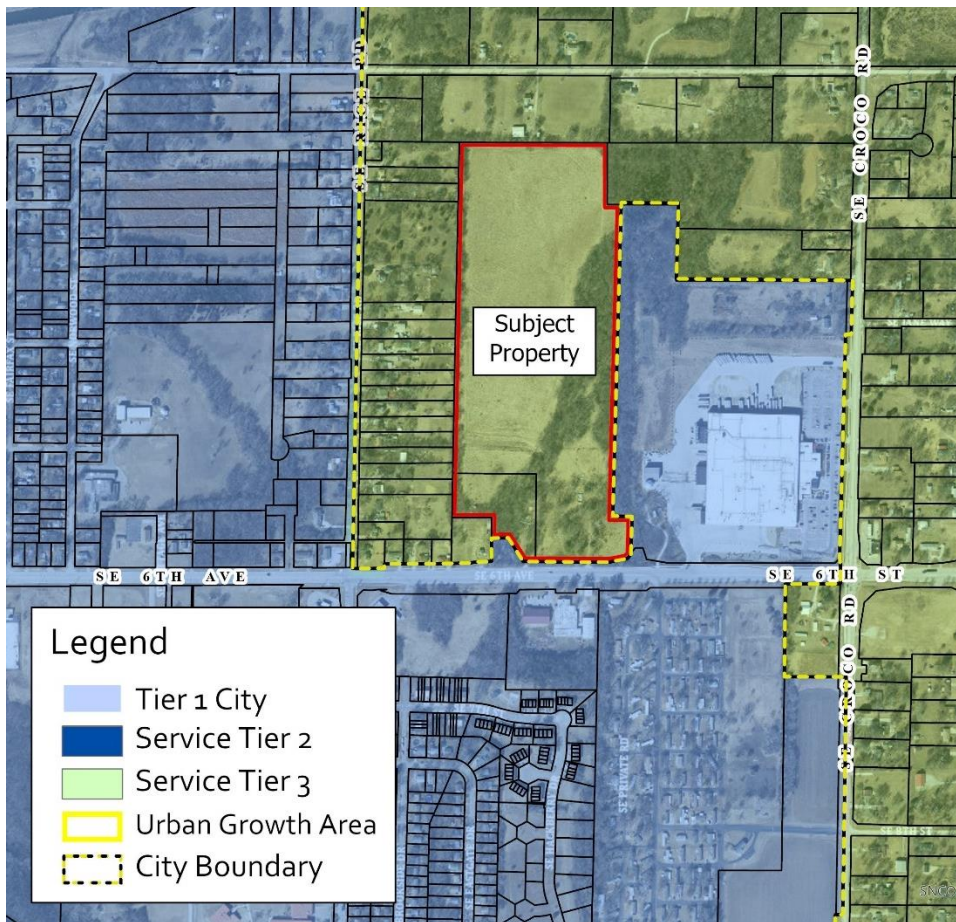
Annexation Proposal
Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

Site

Address/Location: 3620 SE 6th Avenue and 3600 SE 6th Avenue
Owner: Reser's Fine Foods Inc
Size: Approximately 41.7 acres
Existing Land Use: Accessory residential support use (garage/shed)
Proposed Land Use: Surface parking
Subdivision: Property will be platted following annexation

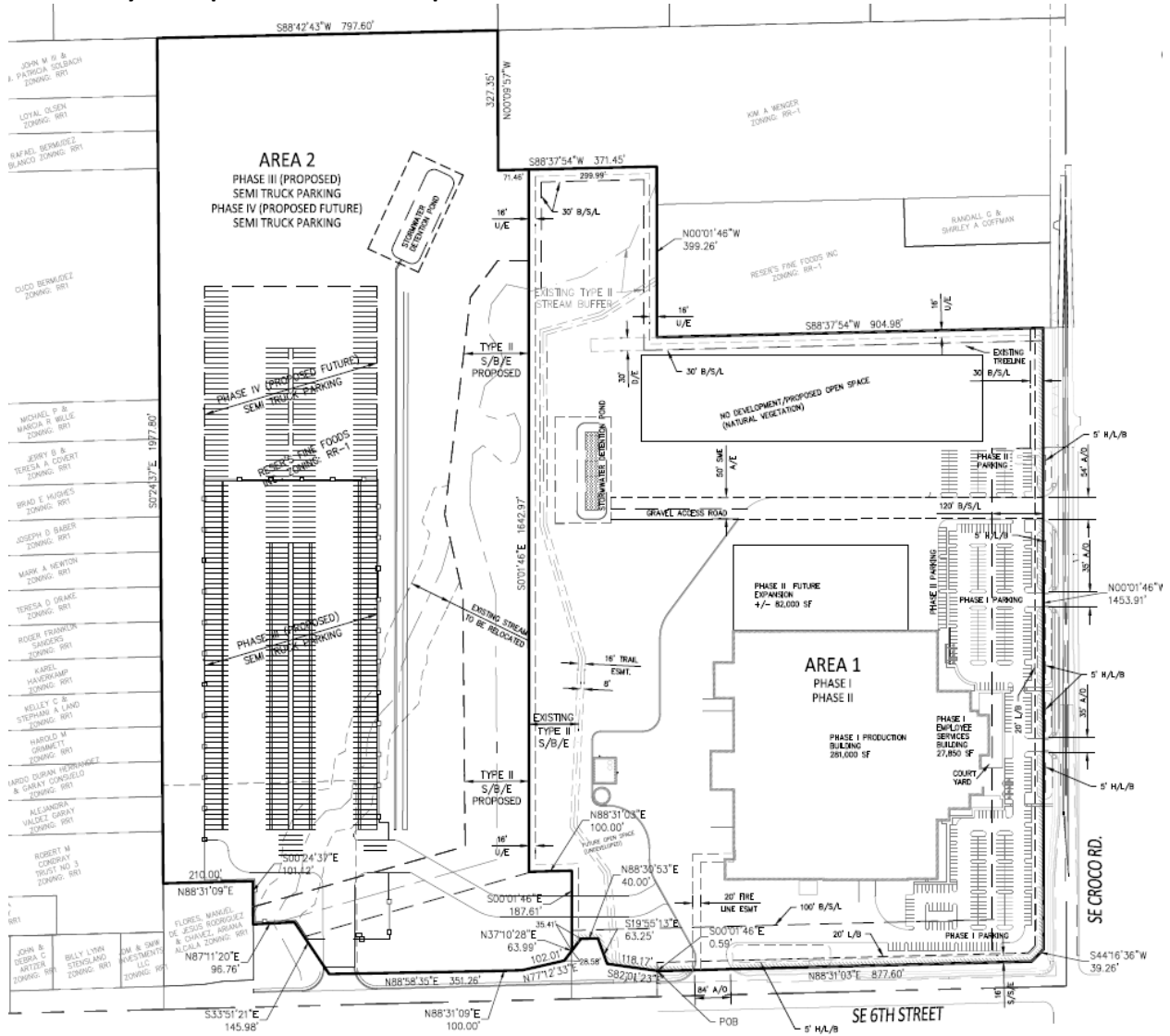
Planning

Existing Zoning: RR-1
Proposed Zoning: PUD with I-1 use group
Current Population: 0 residents
Projected Population: 0 residents
Density: N/A
Comprehensive Plan: Urban Growth Area – Tier 3 (ready for annexation due to all five services being available)
Primary Service Area (Sewer Required): Sewer service is available along the south and east sides of 3620 SE 6th Avenue. The proposed land use will not require sewer service.
Urban Growth Area Map



Annexation Proposal
Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

Preliminary concept for future development



Annexation Procedure

Contiguous?: Yes

Consent?: Yes. Owner provided a written consent.

Requirements: Eligible for annexation under KSA 12-520(7). No required hearings or notices. No service extension plan is required.

Approval Method: COT governing body passes ordinance.

Revenue/Expenses Estimates

Annexation Proposal
 Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

Property tax revenue to the City of Topeka in 2024 would be approximately **\$374.04** before any development takes place. **Future annual property tax revenue** to the City of Topeka upon build-out of the parking lot is estimated to be greater than **\$813.13**. Current property tax revenue to Tecumseh Township was **\$186.91** in 2023.

There is no existing **utility revenue**. **Future annual COT Stormwater revenue** to the City of Topeka upon development of the property is estimated to be approximately **\$22,008**. Due to the use of the property there will be no sanitary sewer or water revenues.

There are no additional costs to serve the proposed annexation for Fire, Police, and Forestry.

Streets will incur no additional operations or maintenance cost due to the property being annexed at the property line, all new pavement improvements will be privately owned and maintained.

Stormwater will have an annualized operations and maintenance cost of \$240 per year.

Water will not have no additional annualized infrastructure operational and replacement cost.

Sanitary sewer will not have any yearly expenses or revenues.

Utility and Service Providers

	Current	Proposed
Water	COT	COT – N/A
Wastewater	COT	COT – N/A
Fire	Tecumseh Township	COT
Police	Shawnee County	COT
Streets – Local	N/A	N/A
Parks	Shawnee County	Shawnee County
Governing Body	Shawnee County (#2)	COT (#3)

Utilities

The subject property is proposed for a surface parking lot for semi-trailer parking. This use will not require the extension of water or sewer lines. Stormwater will be the only utility that is impacted by the proposed annexation and development.

Streets

The proposed development will utilize the existing SE 6th Avenue (minor arterial) for access. Private drives will be utilized for interior circulation and privately owned by Reser’s Fine Foods, meaning there will be no impact of the COT streets budget.

Metro Bus Service

Fixed-route service is currently offered to this area through bus route #3 which runs from Downtown Topeka to the south and east sides of Reser’s Fine Foods.

Ability to Provide Adequate Public Services

FIRE

Annexation Proposal
Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

- 1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

N/A

- 2) Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**

Yes.

- 3) Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**

No additional impacts are anticipated.

Ability to Provide Adequate Public Services
FORESTRY

- 1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

No cost at this time, no trees appear in R-O-W for maintenance.

- 2) Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**

Yes

- 3) Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**

Single small annexations can be taken care of by forestry. However, the cumulative effects of multiple small annexations will ultimately not be sustainable.

Ability to Provide Adequate Public Services
POLICE

- 1) What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

If completed the proposed annexed area, and stated purpose of proposed construction (parking lot), would not necessitate additional resource expenditure outlay from the Police Department. Adequate service could be accommodated without addition.

- 2) Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**

The Police Department resources currently adjacent to the proposed annexed area are capable of providing adequate police service coverage to the proposed development.

Annexation Proposal
Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

- 3) Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**

There are no identified issues that would negatively impact the ability to provide adequate police service to the annexation area nor any negative impact to police service levels to the existing residents/businesses within the city.

Ability to Provide Adequate Public Services
STREETS

- 1) What is the estimated cost/benefit of providing adequate service to the proposed annexation (in current year \$'s):**
N/A
- 2) Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
N/A
- 3) Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
N/A

Ability to Provide Adequate Public Services
STORMWATER

- 1) What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2023 \$'s):**
- a. Estimate annualized operations/maintenance cost over the lifecycle of the assets \$1,200 every 5 years.
 - b. Estimate annualized replacement cost of the asset This is based on 100-year replacement cycle.
N/A
 - c. Estimate annualized revenue over the lifecycle of the assets).
\$22,008
- 2) Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Yes
- 3) Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
Appropriate utility easements and stream buffers must be applied.

Ability to Provide Adequate Public Services
WASTEWATER

Annexation Proposal
Properties located at 3620 and 3600 SE 6th Avenue
Fact Sheet & Department Comments

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2023 \$'s):**
N/A
- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
N/A
- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
N/A

Ability to Provide Adequate Public Services

WATER

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2023 \$'s):**
N/A
- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
N/A
- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
N/A

Ability to Provide Adequate Public Services

Topeka Metro Bus Service

- 1) **Do you currently provide service to this subdivision/immediate area?**
Yes, service is provided on the south side of the property and on the east side of Reser's.
- 2) **If not, can you provide service?**
N/A
- 3) **What is the estimated cost of providing service to this subdivision?**
Service already provided.

STAFF REPORT – PLANNED UNIT DEVELOPMENT TOPEKA PLANNING DEPARTMENT

PLANNING COMMISSION DATE: Monday, May 20, 2024

PUD16/5B – Reser’s Fine Foods Planned Unit Development

The Planning Commission conducted a public hearing for PUD16/5B on April 15, 2024 and closed the public hearing after hearing testimony from four neighborhood residents. After much discussion, the Planning Commission voted 9-0-0 to continue the item to the May 20th Planning Commission meeting, asking the proposed planned unit development (PUD) master plan be revised to 1) include an explicit requirement that landscaped setbacks be maintained as a pervious surface devoid of parking and storage areas, hard surfaces, or structures; and 2) require the addition of any buildings be approved only by an amendment to the PUD master plan. The applicant has not objected to these two revisions. The master plan attached to this report (received 5-8-2024) includes the revisions in the recommended conditions of approval at the April 15th meeting.

The Commission also directed the applicant and staff to provide information at the May 20th meeting regarding several issues listed below. Staff recommends approval subject to conditions.

Noise Study to be Conducted by the Applicant after the April 15th Meeting

The applicant has provided the attached report on their Environmental Noise Level Survey conducted by Mobile Health Diagnostics on April 17, 2024. Using a sound meter on a tripod at the northeast corner of the site, sound measurements were taken in 15 minute increments from 5am to 8am and again at 8am to 1pm. The measurements were taken near the north entrance from SE Croco Road across Croco Road from those properties whose owners expressed complaints about noise. The survey concludes that “the existing production facility does not significantly increase the sound level at the northeast corner of the property.”

The survey report is a technical document requiring explanation. The applicant will provide more information prior to or at the May 20 Planning Commission meeting.

The Volume of Trucks Entering and Leaving the Site, and Truck Circulation on Site

Staff obtained additional traffic information from the applicant since the April 15th meeting. Ten to 15 trucks exit the site using the northernmost driveway on Croco Road. The applicant has not stated specifically how many trucks enter using that driveway. The volume of trucks using the north driveway will be unchanged as a result of the new truck-trailer storage lot.

Reser’s has learned very recently that truck drivers have been traveling north on SE Croco Road to access the highway / interstate system off of Seward Avenue. Reser’s intends to correct this “by working with (their) carrier partners and adding signage to the exit onto Croco to direct any truck traffic south on Croco to access the highway interstate system from SE 6th Avenue.”

The new truck-trailer storage lot will have a guard shack to check trucks in and out of the facility, which will direct the large majority of truck traffic to enter and exit on 6th Avenue. Upon completion of the truck-trailer storage facility, 90 to 95 percent of all truck traffic will enter and exit the Reser’s site on 6th Avenue.

Possible Increase in the Height of the Berm Along the West Property Boundary

Since the April 15th meeting, the applicant has indicated they will increase the height of the berm substantially. The details of the berm design will be presented at the May 20th meeting. In the Planning Commission votes to approve, the master plan presented at the meeting may need to be revised to include a change in the required berm height.

Environmental Impact of Moving the Stream and Stream Buffer

The relocation of the stream buffer shown on the PUD master plan will require approval from City of Topeka Utilities Department. Utilities staff will thoroughly analyze the relocation as part of the owner's Stormwater Management Plan submitted with the subdivision plat.

The relocated stream buffer must be found to comply with Chapter 17.10 of the Topeka Municipal Code. The review and approval will ensure the relocated stream buffer protects the stream channel itself, as well as the stream bank by providing a setback from the center of the waterway. Additionally, the relocated stream buffer will be reviewed for how it achieves floodway protection, stream bank stabilization, erosion control, removal of sediments from the stream, stormwater infiltration, prevention of pollutants entering waterways, creation of riparian habitat, and protection from flooding. Once established, activities within the stream buffer such as grading and vegetation clearance are highly restricted.

Heat Island Effect of the Proposed Truck and Trailer Storage Lot

An urban heat island (UHI) is characterized by the development of noticeably higher temperatures in urbanized areas (cities) compared with the unurbanized countryside surrounding them. It is generally understood that increases in hard, heat absorbing surfaces, the density of those surfaces, and the reduction in natural vegetation are the main contributors to the UHI effect. The daytime temperature of normal asphalt is significantly hotter than the daytime temperature over a vegetated surface, other conditions being equal. Lighter-colored, heat-reflecting materials have some mitigating effect on the UHI compared to darker, less reflective surfaces.¹ The UHI is the result of the accumulation of hard surfaces, and UHI is not typically used to describe a single parking lot or building. It is not clear as to how much asphalt, concrete, or other hard surfaces are necessary to contribute significantly to a UHI.

There are no Topeka planning policies or development regulations with the expressed purpose of reducing or mitigating the UHI effect. Topeka regulations regarding building coverage per lot, building setbacks, and landscaping likely help to prevent a worsening UHI. For example, the landscape requirements in chapter 18.235 of the zoning code require one landscape island for every 24 spaces in a parking lot. These landscape islands may contain large trees that shade the parking lot and lessen the potential heat on the parking lot, but it is not clear if landscape islands in a single parking lot affect air temperature on adjacent properties.

Landscape islands with trees and use of light-colored concrete (instead of dark asphalt) are potential UHI mitigation measures. Staff do not recommend these measures be required because they are not likely to have any discernible positive effect on surrounding properties. Furthermore, the proposed truck and trailer storage lot comprises about 13 acres of the 42 acres (less than half) of Area 2 of the master plan, much less than what is permitted under typical industrial sites, the storage lot is not open to the public, and the master plan requires preservation of many of the mature trees along the west side of the storage lot.

Improvements to the Northeast Corner of the Existing Site

At the May 20th meeting Planning staff recommended this condition requiring additional landscaping along Croco Road to address the concerns of neighbors about the visibility of trucks: *The owner shall add landscaping to the existing berm along the east property line south of the northernmost driveway entrance. The additional landscaping is intended to provide a visual screen extending to a height of 6 feet measured from the current finished grade at the property line.*

The applicant indicated their willingness to satisfy this condition. It is recommended the additional landscaping be installed before the end of the 2024 growing season (i.e. September 30, 2024).

APPLICATION CASE NO

PUD16/5B – Reser’s Fine Foods Planned Unit Development

REQUESTED ACTION / CURRENT ZONING:

AMENDMENT to the Master Planned Unit Development (PUD) Master Plan (I-1 uses) to include the property to the west at 3620 SE 6th Avenue/Street in the Reser’s Fine Food Master Planned Unit Development Plan, which will enable the construction of storage lot for the parking of approximately 405 semi-truck trailers.

APPLICANT / PROPERTY OWNER:

Reser’s Fine Foods

APPLICANT REPRESENTATIVE:

Kevin Holland, Cook, Flatt, and Strobel Engineers

PROPERTY ADDRESS & PARCEL ID:

Generally lying at the northwest intersection of SE 6th Street and SE Croco Road, addressed as 3620 SE 6th Avenue and 3728 SE 6th Avenue

Parcels being added to the PUD master plan:
3600 SE 6th Avenue / 1083404001031020
3620 SE 6th / 1083404001031000

PARCEL SIZE:

84.7 acres (all parcels)

STAFF PLANNER(S):

Michael Hall, AICP, Land Use Planning Manager

RECOMMENDATION:

APPROVAL subject to conditions in the staff report

RECOMMENDED MOTION:

I move to recommend **APPROVAL** to the Governing Body of the proposed amended PUD Master Plan subject to the conditions recommended by staff.



Site of Semi-Truck Trailer Parking Area as seen from SE 6th Ave.



Existing Reser's Plant, View from SE 6th and Croco Rd.



Existing Reser's Plant, Northernmost Driveway on Croco Rd.

PROJECT AND SITE INFORMATION

PROPOSED USE / SUMMARY:

The PUD allows the construction of a 560,000 sf truck trailer storage lot for approximately 405 semi-truck trailers associated with Reser's at the NW corner of SE 6th and Croco Road and other Reser's operations at SE 6th and Deer Creek Parkway and SE 10th and Deer Creek Parkway.

Truck and Trailer Storage: The proposed parking facility is intended primarily for the parking of semi-trailers. Its primary use for the parking and staging of trailers. Parking and staging of tractors (trucks) and trailers combined is secondary. The staging of trucks and trailers in combination will, for the most part, be for not more than two hours and will occur mainly at the south end of the lot near the guard shack. Most trailers stored without trucks will be refrigerated and contain raw materials waiting for unloading and processing or will contain finished goods waiting to be picked

up. Refrigerated trailers will generate noise. The owner expects up to one half of the potential 250 parked trailers will have their refrigeration units running. That number could increase at times of high peak demand which may occur during Summer.

DEVELOPMENT / CASE HISTORY:

The location of the existing plant was annexed, platted and rezoned to accommodate a Reser's manufacturing and processing facility in 2017 from "RR-1" to "PUD" (I-1 zoning).

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

The PUD Master Plan is a regulating plan and not intended as a site plan or landscape plan. The owner/applicant will be required to submit a Site Development Plan (Site Plan Review application) for review prior to application for building permits. The Site Development Plan will be reviewed for compliance with the conditions and requirements on the PUD Master Plan.

**DEVELOPMENT PHASING
SCHEDULE:**

The applicant proposes a two – phased development of the site for parking, along with any associated storm water detention to detain and treat water runoff. Phase 1 of the semi-truck trailer lot includes 255 spaces for trailers and Phase 2 includes and additional 150 spaces. The Stormwater Management Plan will be approved by the City of Topeka Department of Utilities at the time of subdivision plat.

**PARKING, CIRCULATION &
TRAFFIC:**

Semi-trucks will enter the parking lot on Area 2 directly from 6th Avenue and across the stream channel from the plant on the east and directly from SE 6th Avenue.

SETBACKS, AND DESIGN:

For the semi-truck trailer parking lot (as shown on the master plan):

- North – Approximately 500 ft. setback
- South– 100' parking setback
- East – Not applicable / separated from east line by existing plant
- West – 100 ft. and minimum 60ft. required setback

LANDSCAPING:

A Landscape Plan subject to TMC 18.235 including parking lot front yard setback and residential buffer yards will be required at the time of Site Plan Review Application. The PUD Master Plan gives the Planning Department the discretion to approve the required setbacks and landscaping greater than what is typically required by code.

SIGNAGE:

"I-1" Light Industrial District use group unless otherwise stated

PROJECT DATA:

Use: "I-1" use group for "Manufacturing and Processing, Types I and II only.

VARIANCES REQUESTED:

A variance to the stream buffer requirements (chapter 17.10 of municipal code) from the City of Topeka Department of Utilities to relocate the west stream has not been approved yet. The variance

is required to allow the current location of the parking lot. If the variance is not approved, the parking lot may need to be re-located further west and north, moving it closer to the residential lots along Rice Road.

COMPLIANCE WITH DEVELOPMENT STANDARDS AND GUIDELINES

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

OTHER FACTORS

SUBDIVISION PLAT:

The site is not platted as a subdivision. An approved subdivision plat including all un-platted property is required prior to issuance of any permits.

TRANSPORTATION/MTPO:

SE 6th Street is classified as a minor arterial and is a full five lane arterial street extending east to the K-4 Highway/6th Street interchange. SE Croco Road is classified as a minor arterial and is two lanes north and three lanes south of SE 6th Street. A sidewalk along SE 6th between the subject site and Rice Rd, bus stop on Croco and improvements to SE Croco were made by Reser's at the time of site development. There is an existing sidewalk along SE 6th where the proposed truck & trailer parking area fronts on 6th.

The CUP application includes a Level 2 – Traffic Impact Study performed by the applicant. The traffic study with review comments by the Topeka engineering staff are attached. Per the traffic study, SE 6th and other affected streets have the capacity to accommodate the proposed development without need for substantial improvements to the existing streets.

UTILITIES:

If required, utilities will be extended at the expense of the developer..

The existing Reser's plant includes wastewater and water utilities. The proposed truck trailer storage facility will not generate wastewater. Use of additional water will be minimal and perhaps may include irrigation for landscaping.

FLOOD HAZARDS, STREAM BUFFERS:

The property is affected by a Type II stream buffer transecting the property southwest to northeast. The conceptual location of the storage lot will require approval of the stream channel relocation by the Department of Utilities. Otherwise, the storage lot will be shifted north and west of the currently depicted location on the master plan.

HISTORIC PROPERTIES:

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

NEIGHBORHOOD MEETING:

The applicant held a Neighborhood Information Meeting on Thursday, March 14, 2024. The major issues expressed at the meeting were primarily related to: Landscape buffering and fencing for screening, noise and light pollution from trucks, and existing truck circulation at the plant. The applicant's latest revision to the PUD Master Plan (received April 2, 2024) and the conditions recommended by staff are intended to address these issues. The applicant's report to the City is attached and outlines some substantial concerns of the neighborhood with both the proposed and existing development.

REVIEW COMMENTS BY CITY DEPARTMENTS AND EXTERNAL AGENCIES

ENGINEERING/STORMWATER:	Detention and stormwater treatment for water quality are required to address any increase in runoff from the new impervious surface contained within Area 2 attributed to two 100 year storms. The existing Stormwater Report and Management Plan (February 28, 2017) and detention pond only addressed water quantity and quality requirements for Area 1. A separate detention and treatment facility is required for Area 2, as well as, approval of the relocation of the stream channel by the Department of Utilities.
ENGINEERING/TRAFFIC:	A Level 2- Traffic Impact Study was completed by the consultant as required by the City Traffic Engineers assessing new trips generated compared to existing trips, on-site circulation, and location of new proposed driveway openings along SE 6 th Avenue. The traffic study with review comments by the Topeka engineering staff are attached. Per the traffic study, SE 6 th and other affected streets have the capacity to accommodate the proposed development without need for substantial improvements to the existing streets.
FIRE:	The Fire Department has indicated they do not foresee issues with the proposed PUD amendment and will review and approve future plans prior to construction for access and fire suppression requirements.
DEVELOPMENT SERVICES:	Parking Lot Permits and Site Construction Activity Permits are required with each phase of development prior to any land clearing, disturbance or grading on the site

KEY DATES

SUBMITTAL:	February 16, 2024
NEIGHBORHOOD INFORMATION MEETING:	March 14, 2024
LEGAL NOTICE PUBLICATION:	March 20, 2024
PROPERTY OWNER NOTICE MAILED:	March 22, 2024

STAFF ANALYSIS

CHARACTER OF THE NEIGHBORHOOD:

The character of the surrounding neighborhood is varied. The lands immediately west and south of the property fronting on SE Rice Road and SE 2nd Street consist of residential properties, mostly on narrow lots, of approximately 1 to 8 acres in size (average lot size 2.8 acres). The primary commercial properties on the south side of SE 6th Avenue and south of the site include Casey's Convenience Store and a cabinet manufacturing establishment. A City of Topeka fire station and the grounds of the women's state penitentiary are at the southwest corner of SE 6th and Rice Road about 900 feet west of the subject property. There is a convenience and liquor store at the NE corner of SE 6th and Croco Road approximately ½ mile to the east of the subject site.

The proposed PUD master plan, with conditions recommended by Planning staff, will not substantially alter the physical character of the neighborhood. The master plan includes a requirement that many of the mature trees on the site be preserved.

The applicant will take primary access to the site across a stream channel from SE 6th and their immediate property to the east. A new gated access off of SE 6th Avenue will be provided with guard house on the SE 6th Avenue frontage.

The native vegetated area transecting the south and east property boundaries will provide a setback of 100 feet or more and a natural buffer from SE 6th Avenue. The applicant has proposed relocating the channel. However, relocation of the channel requires the approval by the State Division of Water Resources and City of Topeka Department of Utilities and the site design is contingent upon this relocation of the channel. Staff has recommended minimum setbacks to the west property line in the event the parking lot has to shift north and west to circumvent the channel.

ZONING OF PROPERTIES NEARBY:

The zoning of surrounding properties is "RR-1" Rural Residential Dwelling District to the west, "C-4" Commercial District to the south and "I-1" Light Industrial District to the immediate south (Casey's Convenience Store and Mobile Home Park), and "R-1" Single Family Dwelling District to the southwest (Women's State Prison). The existing Reser's processing plant (PUD / I-1) is located to the immediate east, separated by the stream channel, which provides a native vegetated buffer strip. For now and the immediate future properties along the west and north boundaries of the site will remain outside city limits and thus subject to Shawnee County zoning regulations.

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

The properties being added into the PUD Master Plan to allow trailer parking has been a rural single family residential site since at least 1959 and intended for agricultural uses in the County. Until recently there was a single family residence on the property. That residence has been removed. The surrounding properties west of Rice and south of 6th were annexed in 1969 and 1986, respectively, and have remained predominantly for a mix of uses and rural residential lots.

SUITABILITY OF USES TO WHICH THE PROPERTY HAS BEEN RESTRICTED:

The property (Area 2 on the master plan; west of the existing Reser's plant) appears to be suitable for uses under its current RR-1 zoning. There may be other uses other than the current zoning to which the site is also well-suited. The property may be suitable for single family or medium density residential development as the Reser's plant (a light industrial use) to the east is separated from the site by a stream buffer, which provides for a natural and native transition and barrier to encroachment of incompatible development.

Area 2 on the master plan is also suitable for light industrial land use. The original PUD master plan was approved in 2017 and established the area for industrial development. Furthermore, the site is easily accessible to and from the major highways of K-4, I-70 and the Kansas Turnpike. All infrastructure investments that have been made contribute to making

the property desirable for industrial uses. These factors remain unchanged with the current rezoning and annexation proposal.

CONFORMANCE TO THE COMPREHENSIVE PLAN:

If the annexation is approved, the subject property will lie within Tier 1 of the Urban Growth Area. The Land Use and Growth Management Plan-2040 (LUGMP) indicates these areas are the first priority for future growth/urban development if the full suite of urban infrastructure is readily available to the property or can be extended by the developer at a reasonable cost. Therefore, approval of the annexation is required concurrently with approval of the PUD rezoning.

The proposed amended PUD master plan is consistent with The Land Use and Growth Management Plan (LUGMP) The Comprehensive Plan Amendment case approved in 2017 amended the LUGMP and designated the area along SE 6th Avenue/from Deer Creek Parkway to SE Croco Road “6th Avenue/Street Mixed Use Employment Corridor”. This “Employment Corridor” was created because of the significant infrastructure investments made in transportation and utilities. The category “permits employment related land uses if developed as a Planned Unit Development (PUD) with high standards to mitigate the impacts upon residential. The standards should include landscaping, site design, operational and building design considerations that meet the goal of a ‘clean’ land use compatible to surrounding properties while promoting an appealing mixed-use corridor...”

As recommended, the PUD Master Plan is expected to exhibit a high standard of design to ensure a compatible development with adjacent residential land uses along the north and west property boundaries.

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

The change in zoning to accommodate parking of truck trailers has the potential to detrimentally affect nearby residential properties because of changes in the physical character of the site and noise for the staging of idling trucks and refrigerated trailers. To a lesser extent there is potential for odor, pollution, lighting, stormwater, and traffic.

Requirements of the master plan will help to mitigate negative effects associated with noise, odor, lighting and other negative external effects associated with unloading/loading and storage of semi-trucks on the site where it is adjacent to residential use or zoning. The primary negative effect of the land use is anticipated to be from the noise generated by refrigerated semi trailers waiting to load or unload. Information from various sources on the internet indicate the noise level of refrigerated trailers to be 74 decibels, measured at the specific location of the refrigerated trailer, and is comparable to the level of noise generated by a home vacuum cleaner (75 decibels) but much less than a snow blower (85 decibels) or lawn mower (90 decibels). The PUD Master Plan requires a combination of berms, fencing, and setbacks to reduce noise. The PUD Master Plan includes a requirement that the noise level be no more than 60 decibels measured along the west and north property lines. The noise level of normal conversation is 60 decibels according to various sources. A landscape plan that demonstrates compliance with these requirements will be required at the time of site plan review.

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

The proposed PUD master plan strikes an appropriate balance among the interests of adjacent property owners, the general public, and the owner of the subject property. Potential negative effects of the development are mitigated by setbacks, landscaping, fencing, landscaping and other requirements. The proposed PUD zoning provides for a light industrial use but with development standards far exceeding what is required under I-1 light industrial zoning required for truck and truck trailer parking. The proposed rezoning allows a large manufacturer and employer to maintain operations and flourish, which benefits the general public Restricting the property to its current zoning prevents the owner from using the site for truck trailer parking needed to support business operations. It is far from clear that restricting the property to its current zoning or another low or medium density residential zoning will lead to residential development.

AVAILABILITY OF PUBLIC SERVICES:

All essential public utilities, services and facilities are available to the area and will be extended at the expense of the developer, if required. The applicant prepared a traffic impact study indicating the current adjacent street system to have capacity to support the proposed land use without substantial improvements to transportation infrastructure.

COMPLIANCE WITH ZONING AND SUBDIVISION REGULATIONS:

The PUD Master Plan establishes development standards and guidelines as indicated or as conditioned in the staff report. A subdivision plat for Reser's Croco Subdivision #3 to include Area 2 of the master plan is required. Approval of a Stormwater Management Plan will be required as a part of the subdivision plat approval process.

STAFF RECOMMENDATION

Based upon the above findings and analysis the Planning Department recommends **APPROVAL** of the proposed PUD amendment, subject to the following conditions being depicted on the PUD Master Plan.

1. Add note under General Notes: *"Use and development of the site in accordance with the Planned Unit Development Master Plan for Reser's Fine Foods-Amendment #2 as recorded and amended with the Office of the Shawnee County Register of Deeds, submittal and administrative approval of a Site Plan Review Application that demonstrates satisfactory compliance with all conditions and requirements established by the PUD Master Plan, the construction and continued implementation of all conditions of approval that have been established by the PUD Master Plan."*
2. Revise Phasing Schedule for Area 2 to reflect the phasing of the truck trailer parking area as the current note is not correct.
3. Add the following to the end of Note #1: "...unless stated otherwise on the PUD Master Plan."
4. Revise note #2 under General Notes to include: "... approved by the Planning Director for each phase..."
5. Under General Notes, in note #8, replace "60' along the west and north property line" with *A minimum of 60 feet along the west property line and 200 feet along the north property line*". The minimum 60' and 200' setbacks shall be depicted graphically on the master plan.
6. Under General Notes, in note #9, add *"adjacent to the truck trailer parking area"* at the end of the first sentence. In the second sentence add *"onto the site"* after "allowed."
7. Under General Notes, add note: Semi trucks and trailers north of the primary building and waiting to load or unload materials or products shall park no closer than 200 feet from the east property line along Croco Road.
8. Under Variance Notes, delete note #1.
9. Revise note #2 under Variances to state: *"Relocation of the western stream channel transecting Area 2 shall require approval of a variance to TMC 17.10.080 by the City of Topeka Department of Utilities and approval by the Division of Water Resources, if needed. If the variance is not approved, the trailer parking lot may be shifted north and west with the exact location determined at the time of Site Plan Review Application provided a minimum 60' setback is still maintained from the edge of the parking lot to the west property line."*
10. Under Circulation, Parking & Traffic Notes, replace note #1 with *1. The quantity and design of accessible parking shall comply with the Americans with Disabilities Act (ADA).*

11. Under Signage Notes, delete note #1.
12. Under Signage Notes add note: *One freestanding sign is permitted at each vehicular entrance from SE Croco Road and SE 6th Avenue but shall be limited in size to 40 square feet and in height to 10 feet on Croco Road and limited in size to 50 square feet and height to 15 feet on SE 6th Avenue.*
13. The Landscape Notes heading, add “*and Fencing*” after “Landscape.”
14. Under Landscaping and Fencing Notes replace note #4 with: To mitigate noise from the truck and trailer parking, provide combination of a landscape berm and opaque fence along the south, west, and north property boundary adjacent to the truck trailer parking area where the site abuts lands zoned or used for a residential land use. The combination of berm and opaque fence shall obtain a minimum height of 8 feet above the finished grade of the truck trailer parking and storage area located, and the finished grade of the truck trailer parking area shall be at an elevation of no less than 10 feet from the west property boundary.
15. Under Landscaping and Fencing Notes, in note # 5 add “*shall be preserved and maintained*” at the end of the first sentence.
16. Under Building Notes, replace note #5 with “*The noise level from buildings, equipment, and trucks on site shall be maintained to 60 decibels or less within five feet of the property line.*”
17. Add the following under Utility Notes: “Sewer and water shall be provided by the City of Topeka. Connections and any required extensions shall be made at the expense of the developer.”
18. The owner shall add a fence, landscaping, or a combination of both to the berm along the east property line south of the northernmost driveway entrance. The combination of berm, fence, and landscaping shall provide a visual screen extending to a height of 6 feet measured from the current finished grade at the property line.

ATTACHMENTS:

PUD Master Plan Received 5-8-2024 (added for May 20, 2024 meeting)
Environmental Noise Level Survey (added for May 20, 2024 meeting)
Letter from Neighbor Sandra Campise (not included in April 15th packet but presented at April 15th meeting)
Aerial Map
Zoning Map
Future Land Use Map
Master PUD Plan
Traffic Impact Study with City Engineering Staff Comments
NIM report/attendance

¹ Mohajerani, A., Bakaric, J., and Jeffrey-Bailey, T. (March 2017); The Urban Heat Island Effect, its Causes, and Mitigation, with Reference to the Thermal Properties of Asphalt Concrete, *Journal of Environmental Management*.

MASTER PLANNED UNIT DEVELOPMENT PLAN

RESER'S FINE FOODS EAST DEVELOPMENT

AMENDMENT NO. 2

BOOK _____ PAGE _____
DATE _____ TIME _____

PERFORMANCE OBJECTIVE

AREA 1

TO CONSTRUCT A FOOD PROCESSING AND PACKAGING FACILITY WITHIN A RESIDENTIAL/AGRICULTURAL SETTING WHILE REASONABLY ACCOMMODATING THE OWNERS OF THE FACILITY AND SURROUNDING NEIGHBORHOOD.

AREA 2

TO ALLOW FOR THE CONSTRUCTION OF A PARKING LOT FOR SEMI-TRUCK TRAILERS INTENDED SOLELY FOR DIRECT USE BY SEMI-TRUCK TRAILERS SERVING THE RESER'S PLANT FACILITIES LOCATED IN EAST TOPEKA WITHIN PROXIMITY TO THE SITE. ANY EXPANSION OF BUILDINGS WITHIN AREA 2 SHALL REQUIRE A MAJOR PUD AMENDMENT.

DEVELOPMENT PHASING SCHEDULE

AREA 1

PHASE I (2017-2018) - CONSTRUCT 318,000 SF FACILITY, CONSTRUCT DECELERATION LANE INTO WEST ENTRANCE OFF SE 6TH ST., WIDENING OF SE CROCO RD. TO ACCOMMODATE INDUSTRIAL WIDTH 3 LANE ROADWAY THROUGH THE NORTH PROPERTY BOUNDARY ALONG SE CROCO RD. AND THEN TAPERING TO EXISTING WIDTH. (NOT SHOWN), CONSTRUCT SIDEWALK (6' BACK OF CURB OR 5' STANDARD) ALONG THE NORTH SIDE OF SE 6TH ST TO CONNECT WITH THE SIDEWALK THAT TERMINATES JUST EAST OF RICE RD., CONSTRUCT SIDEWALK (6' BACK OF CURB OR 5' STANDARD) ALONG THE WEST SIDE OF SE CROCO RD. THE LENGTH OF THE PROPERTY'S FRONTAGE.

PHASE II (2022-2028) CONSTRUCT 85,000 SF STORAGE AND DISTRIBUTION BUILDING THAT WILL BE ATTACHED TO THE PHASE I MAIN STRUCTURE. (NORTH OF EXISTING BUILDING WITHIN EXISTING PARCEL)

AREA 2

PHASE III CONSTRUCT PARKING LOT WITH 255 SEMI TRUCK SPACES PROVIDED.

PHASE IV CONSTRUCT ADDITIONAL PARKING LOT WITH 150 SEMI TRUCK SPACES PROVIDED.

PROJECT DATA

AREA 1

ZONING: I-1 USES FOR WAREHOUSING/DISTRIBUTION AND MANUFACTURING AND PROCESSING, TYPES I AND II ONLY
ALL OTHER USES LISTED IN 18. 60 ARE NOT PERMITTED.

MAXIMUM DENSITY: N/A PER I-1 STANDARDS

MAXIMUM BUILDING COVERAGE RATIO: 85%

MINIMUM LOT AREA: 10,000 SF

TOTAL STRUCTURES (PROPOSED): SINGLE STORY BUILDING

TOTAL MAXIMUM BUILDING AREA: 317,190 SF

281,000 SF PRODUCTION

27,850 SF OFFICE/EMPLOYEE SERVICE

640 SF COVER OUTDOOR BREAK AREA

5,000 SF COVERED TRASH COLLECTION AREA

2,700 SF AMMONIA ROOM

PARCEL SIZE: 43.03 ACRES±

PARKING CALCULATIONS: PH I & PH II

508 SPACES PROVIDED (499 STANDARD + 9 HANDICAP)

417 REQUIRED (1 SPACE / 600 SQ. FT UP TO 25,000 SQ. FT.; 1 SPACE / 1000 SQ. FT. THEREAFTER)

24 BIKE SPACES PROVIDED

AREA 2

ZONING: I-1, USES, FOR SEMI-TRUCK TRAILER PARKING LOT.

PARCEL SIZE: 42.04 ACRES ±

PARKING CALCULATIONS: PH III & PH IV

255 SEMI TRUCK SPACES PROVIDED, PHASE III

150 SEMI TRUCK SPACES PROVIDED, PHASE IV

GENERAL NOTES

- THE BASE ZONING OF I-1 SHALL APPLY UNLESS STATED OTHERWISE ON THE PUD MASTER PLAN.
- NO BUILDING PERMITS SHALL BE ISSUED UNTIL INDIVIDUAL SITE DEVELOPMENT PLANS SUBJECT TO TMC 18. 190. 060(C) HAVE BEEN REVIEWED AND APPROVED BY THE PLANNING DIRECTOR. THESE SITE PLANS SHALL ADDRESS INDIVIDUAL BUILDING SITE LOCATIONS, OFF-STREET PARKING AND INTERNAL CIRCULATION, FIRE HYDRANTS, LANDSCAPING, PEDESTRIAN CONNECTIVITY, EXTERNAL LIGHTING, SIGNAGE, BUILDING ELEVATIONS, UTILITIES, STORM WATER, RELATIONSHIP TO ADJACENT LOTS, ETC., APPROVED BY THE PLANNING DIRECTOR FOR EACH PHASE.
- NO BUILDING PERMITS SHALL BE ISSUED UNTIL THE PROPERTY DESCRIBED AS AREA 2 IS PLATTED.
- NO BUILDING PERMITS SHALL BE ISSUED UNTIL STORMWATER MANAGEMENT PLANS PURSUANT TO TMC 13.335 ARE APPROVED, INCLUDING GRANTING OF ANY NECESSARY STORMWATER MANAGEMENT EASEMENTS.
- PURSUANT TO TMC 18.190, THE APPLICANT MUST RECORD THE MASTER PUD PLAN WITH THE SHAWNEE COUNTY REGISTER OF DEEDS WITHIN SIXTY (60) DAYS UPON APPROVAL OF THE GOVERNING BODY. FAILURE BY THE APPLICANT TO RECORD THE PLAN WITHIN THE PRESCRIBED TIME PERIOD AND PROVIDE THE PLANNING DEPARTMENT WITH THE REQUIRED NUMBER OF COPIES OF THE RECORDED PLAN WITHIN NINETY (90) DAYS OF THE DATE OF ACTION BY THE GOVERNING BODY SHALL RENDER THE ZONING PETITION NULL AND VOID.
- ANY EXPANSION OR INCREASE IN FLOOR AREA EXCEEDING 10% OF THE EXISTING BUILDINGS OR AS OTHERWISE INDICATED BY TMC 18.190.070 SHALL ONLY BE APPROVED BY MAJOR AMENDMENT TO THE PLANNED UNIT DEVELOPMENT MASTER PLAN.
- STORMWATER MANAGEMENT EASEMENTS (SME) ARE HEREBY ESTABLISHED AS SHOWN OR DESCRIBED TO PROVIDE FOR THE MANAGEMENT OF STORM WATER INCLUDING, BUT NOT LIMITED TO, DETENTION, RETENTION, STORAGE AND TREATMENT OF STORM WATER. PROPERTY OWNERS AND THEIR ASSIGNS AND SUCCESSORS (PROPERTY OWNERS) AGREE TO INSTALL, CONSTRUCT, RECONSTRUCT, REPLACE, ENLARGE, REPAIR, OPERATE AND PROVIDE PERPETUAL MAINTENANCE OF PIPE, FLUME, DITCH, SWALE, VEGETATIVE AREAS OR MECHANICAL DEVICES FOR STORM WATER CONVEYANCE AND/OR TREATMENT, OR ANY IMPROVEMENTS IN THE SME FOR THE DRAINAGE AND/OR TREATMENT OF SAID STORM WATER. NO CHANGE TO THE GRADE, TOPOGRAPHY OR STORM WATER MANAGEMENT STRUCTURES AND IMPROVEMENTS IN THE SME SHALL BE MADE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE APPLICABLE PUBLIC WORKS DIRECTOR OR DESIGNER.
- SETBACKS FOR TRUCK/TRAILER PARKING AREA: WITH A MINIMUM OF 60 FEET ALONG THE WEST PROPERTY LINE AND 200 FEET ALONG THE NORTH PROPERTY LINE.
- A DECIBEL LEVEL OF 60 OR LESS SHALL BE MAINTAINED ALONG WEST AND NORTH PROPERTY LINES ADJACENT TO THE TRUCK TRAILER PARKING AREA. CITY STAFF SHALL BE ALLOWED ONTO THE SITE TO CONDUCT PERIODIC NOISE MEASUREMENTS AS NEEDED OR PROVIDE MEASUREMENTS FROM A THIRD PARTY.
- USE AND DEVELOPMENT OF THE SITE IN ACCORDANCE WITH THE PLANNED UNIT DEVELOPMENT MASTER PLAN FOR RESER'S FINE FOODS-AMENDMENT #2 AS RECORDED AND AMENDED WITH THE OFFICE OF THE SHAWNEE COUNTY REGISTER OF DEEDS, SUBMITTAL AND ADMINISTRATIVE APPROVAL OF A SITE PLAN REVIEW APPLICATION THAT DEMONSTRATES SATISFACTORY COMPLIANCE WITH ALL CONDITIONS AND REQUIREMENTS ESTABLISHED BY THE PUD MASTER PLAN, THE CONSTRUCTION AND CONTINUED IMPLEMENTATION OF ALL CONDITIONS OF APPROVAL THAT HAVE BEEN ESTABLISHED BY THE PUD MASTER PLAN.
- SEMI TRUCKS AND TRAILERS NORTH OF THE PRIMARY BUILDING AND WAITING TO LOAD OR UNLOAD MATERIALS OR PRODUCTS SHALL PARK NO CLOSER THAN 200 FEET FROM THE EAST PROPERTY LINE ALONG CROCO ROAD.
- THE NOISE LEVEL FROM BUILDINGS AND EQUIPMENT, AND TRUCKS RESULTING FROM RESER'S ACTIVITY SHALL BE MAINTAINED TO 60 DECIBELS OR LESS WITHIN FIVE FEET OF THE PROPERTY LINE.

VARIANCE NOTES

- RELOCATION OF THE WESTERN STREAM CHANNEL TRANSECTING AREA 2 SHALL REQUIRE APPROVAL OF A VARIANCE TO TMC 17.10.080 BY THE CITY OF TOPEKA DEPARTMENT OF UTILITIES AND APPROVAL BY THE DIVISION OF WATER RESOURCES, IF NEEDED. IF THE VARIANCE IS NOT APPROVED, THE TRAILER PARKING LOT MAY BE SHIFTED NORTH AND WEST WITH THE EXACT LOCATION DETERMINED AT THE TIME OF SITE PLAN REVIEW APPLICATION PROVIDED A MINIMUM 75' BUILDING SETBACK IS STILL MAINTAINED FROM THE EDGE OF THE PARKING LOT TO THE WEST PROPERTY LINE.

UTILITY NOTES

- LIGHTING SHALL BE FULL CUT OFF, SHIELDED & RECESSED WITH CUT-OFF ANGLES TO PREVENT THE CAST OF LIGHTING BEYOND THE PROPERTY & NOT EXCEED 3 FOOT CANDLES AS MEASURED AT THE PROPERTY LINE. EXTERIOR LIGHTING SHALL FOLLOW ACCEPTED NATIONAL GUIDELINES FOR PARKING LOT LIGHTING (I.E. CPTED). THE TYPE, ILLUMINATION, POLE HEIGHT & QUANTITY OF NEW PARKING LOT LIGHTING SHALL BE APPROVED BY THE TOPEKA PLANNING DEPARTMENT AT THE TIME OF PERMIT APPROVAL BY DEVELOPMENT SERVICES. A FOOT CANDLE ANALYSIS WILL BE APPROVED AT THE SITE DEVELOPMENT PLAN STAGE.
- ALL UTILITIES SHALL BE PLACED UNDERGROUND PURSUANT TO THE CITY'S RIGHT-OF-WAY MANAGEMENT STANDARDS.
- SEWER AND WATER SHALL BE PROVIDED BY THE CITY OF TOPEKA. CONNECTIONS AND ANY REQUIRED EXTENSIONS SHALL BE MADE AT THE EXPENSE OF THE DEVELOPER.

CIRCULATION, PARKING & TRAFFIC NOTES

- THE QUANTITY AND DESIGN OF ACCESSIBLE PARKING SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA).
- A 40 FT. SIGHT TRIANGLE, MEASURED FROM THE FACE OF CURB EXTENDED, SHALL BE MAINTAINED AT ALL ENTRANCES; NO OBSTRUCTIONS GREATER THAN (30) INCHES ABOVE GRADE OF ANY ADJACENT STREET OR ENTRANCE MAY BE PLACED WITHIN THIS AREA.
- ACCESS OPENINGS SHALL BE ALLOWED AS DEPICTED ON THE PLAN.
- ALL NEW DRIVES, STREETS, PARKING AREAS, APPROACHES AND WALKS SHALL BE CONSTRUCTED TO CITY OF TOPEKA STANDARDS.
- ALL DRIVES, LANES & PRIVATELY OWNED ACCESS WAYS PROVIDING ACCESSIBILITY TO STRUCTURES, BUILDINGS AND USES WITHIN THE PLANNED UNIT DEVELOPMENT SHALL BE CONSIDERED AND SERVE AS MUTUAL RIGHTS OF ACCESS TO OWNERS, TENANTS, INVITED GUESTS, CLIENTS, EMPLOYEES, CUSTOMERS, SUPPORT AND UTILITY PERSONNEL AND EMERGENCY SERVICE PROVIDERS, INCLUDING LAW ENFORCEMENT, FIRE PROTECTION AND AMBULANCE SERVICES. ALL ACCESS WAYS PROVIDING GENERAL ACCESSIBILITY TO, AND CIRCULATION AMONG, THE USES WITHIN THE PLANNED UNIT DEVELOPMENT SHALL BE MAINTAINED AT ALL TIMES IN GOOD SERVICEABLE CONDITION WITH THE MAINTENANCE OF SAID ACCESS WAYS BEING THE RESPONSIBILITY OF THE OWNER.
- IF ANY IMPROVEMENTS TO THE SITE ARE REQUIRED BY THE TRAFFIC ANALYSIS AS APPROVED BY THE CITY TRAFFIC ENGINEER, THEY SHALL BE COMPLETED BY THE DEVELOPER PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR EACH PHASE OF DEVELOPMENT.

SIGNAGE NOTES

- SIGNS SHALL BE APPROVED BY SEPARATE SIGN PERMIT APPLICATION.
- TMC 18.10 SHALL GOVERN ALL OTHER SIGNS UNLESS SPECIFICALLY STATED HEREIN. ALL INCIDENTAL SIGNAGE SHALL COMPLY WITH TMC 18.10.130(i) BY ZONING USE GROUP.
- ONE FREESTANDING SIGN IS PERMITTED AT EACH VEHICULAR ENTRANCE FROM SE CROCO ROAD AND SE 6TH AVENUE BUT SHALL BE LIMITED IN SIZE TO 40 SQUARE FEET AND IN HEIGHT TO 10 FEET ON SE CROCO ROAD AND LIMITED IN SIZE TO 50 SQUARE FEET AND HEIGHT TO 15 FEET ON SE 6TH AVENUE.

LANDSCAPING AND FENCING NOTES

- ALL LANDSCAPING SHALL BE CONSISTENT WITH I-1 ZONING REQUIREMENTS AND RESTRICTIONS UNLESS PRESCRIBED OTHERWISE STATED IN THIS DOCUMENT. SITE SPECIFIC LANDSCAPE PLANS ADDRESSING POINT QUANTITIES, SPECIES, AND LOCATION SHALL BE SUBMITTED AND APPROVED PRIOR TO ISSUANCE OF ANY PERMITS.
- LANDSCAPE PLANS SHALL BE PROVIDED THAT ARE CONSISTENT WITH TMC 18.235 LANDSCAPE REGULATIONS. THE SPECIFIC TYPES, AND QUANTITIES SHALL BE APPROVED BASED ON THE LANDSCAPE PLAN SUBMITTED AT THE SITE PLAN REVIEW APPLICATION STAGE. "AN ATTRACTIVE MIX OF EVERGREEN, SHRUBS, AND DECIDUOUS TREES ALONG THE PROPERTY'S STREET FRONTAGES AND WHERE ADJACENT TO SINGLE-FAMILY RESIDENCES ON THE WEST AND NORTH SIDES AT THE TIME OF DEVELOPMENT OF FUTURE PHASES. AN IMPERVIOUS SCREENING BARRIER, BERMS OR COMBINATION LANDSCAPING AND BERMS SHALL BE PROVIDED ALONG THE LENGTH OF THE WEST PROPERTY LINE SUBJECT TO TMC 18.235.060(j).
- THE CARE, MAINTENANCE, AND OWNERSHIP OF COMMON OPEN SPACE, PARKING AREAS, UTILITIES, PRIVATE STREETS, ACCESS WAYS, STORMWATER MANAGEMENT EASEMENTS, FENCING, AND LANDSCAPING SHALL BE THE RESPONSIBILITY OF THE OWNERS. ALL LANDSCAPING SHALL BE INSTALLED PURSUANT TO PHASING SCHEDULE AND PROPERLY MAINTAINED. IF ANY PORTION OF THE LANDSCAPED MATERIAL DIES, IT SHALL BE REPLACED BY THE NEXT PLANTING SEASON.
- TO MITIGATE NOISE FROM THE TRUCK AND TRAILER PARKING, PROVIDE COMBINATION OF A LANDSCAPE BERM AND OPAQUE FENCE ALONG THE SOUTH, WEST AND NORTH PROPERTY BOUNDARY ADJACENT TO THE TRUCK TRAILER PARKING AREA WHERE THE SITE ABUTS LANDS ZONED OR USED FOR A RESIDENTIAL LAND USE. ALONG THE WEST PROPERTY BOUNDARY, THE COMBINATION OF BERM AND OPAQUE FENCE SHALL OBTAIN A MINIMUM HEIGHT OF 10 FEET ABOVE THE FINISHED GRADE OF THE TRUCK TRAILER PARKING AND STORAGE AREA.
- EXISTING MATURE (6 INCH DBH OR GREATER) TREES ALONG WEST AND NORTH PROPERTY LINE SHALL BE PRESERVED AND MAINTAINED. FUTURE SITE DEVELOPMENT PLAN MUST INCLUDE A LANDSCAPE PLAN IDENTIFYING TREES TO BE PRESERVED.
- THE OWNER SHALL ADD LANDSCAPING, TO THE EXISTING BERM ALONG THE EAST PROPERTY LINE SOUTH OF THE NORTHERNMOST DRIVEWAY ENTRANCE. THE COMBINATION OF EXISTING BERM, AND ADDITIONAL LANDSCAPING SHALL PROVIDE A VISUAL SCREEN EXTENDING TO A HEIGHT OF 6 FEET MEASURED FROM THE CURRENT FINISHED GRADE AT THE PROPERTY LINE.

BUILDING NOTES

- ALL BUILDINGS/STRUCTURES SHALL BE CONSISTENT WITH I-1 ZONING REQUIREMENTS AND RESTRICTIONS.
- THE OUTSIDE STORAGE OF VEHICLES (OTHER THAN TRUCKS UNLOADING/LOADING), EQUIPMENT AND MACHINERY SHALL NOT BE PERMITTED. ALL DOCKS AND/OR LOADING AREAS SHALL BE ERRECTED TO THE SIDE AND REAR YARDS AND NOT FRONT ON TO ANY PUBLIC STREET RIGHTS OF WAY. THERE SHALL BE NO LOADING/UNLOADING OF TRUCKS FROM THE SOUTH SIDE OF THE BUILDING. OVERNIGHT PARKING OF SEMI-TRUCK TRAILERS IS NOT PERMITTED WITHIN AREA 1 ALONG THE SE CROCO OR SE 6th STREET STREET FACING FRONTAGES. ALL OVERNIGHT PARKING AND PARKING OF SEMI-TRUCKS NOT DIRECTLY UNLOADING AND LOADING SHALL BE CONTAINED WITHIN AREA 2 ON AN APPROVED HARD SURFACE.
- A MINIMUM OF 50% OF THE MAIN ENTRY OF THE FRONT FACADE (EAST FACING) SHALL BE COMPRISED OF WINDOWS, DOOR OPENINGS. THE MAIN ENTRY OF THE FRONT FACADE SHALL BE TREATED WITH ARCHITECTURAL FINISHES AND BE OF HIGH QUALITY DESIGN. THE 6TH ST. FACADE (SOUTH FACING) SHALL CONTAIN A FORM OF ARCHITECTURAL VARIATIONS WITH RESPECT TO MATERIALS, TEXTURE, RELIEF, COLOR, ETC. MECHANICAL, HEATING, AIR CONDITIONING/COOLING, AND ROOF MOUNTED EQUIPMENT SHALL BE SCREENED OR NOT VISIBLE FROM PUBLIC RIGHTS OF WAY AND LOCATED TO THE SIDE OR REAR YARDS.
- BUILDING ELEVATIONS TO BE APPROVED AT THE TIME OF SITE DEVELOPMENT PLAN REVIEW AND SHALL BE SUBSTANTIALLY COMPLIANT WITH THOSE SUBMITTED AS AN EXHIBIT TO THE PUD MASTER PLAN.
- MAINTAIN ACCEPTABLE MINIMUM AIR QUALITY STANDARDS AS REGULATED BY KDHE.
- THERE SHALL BE NO DISCERNABLE ODORS EMITTING FROM THE WASTE WATER PRE-TREATMENT PROCESS BEYOND ANY PROPERTY LINES.
- THE LOCATION OF TRASH AND RECYCLING RECEPTACLES SHALL BE DETERMINED AT THE SITE DEVELOPMENT STAGE TO ENSURE TRASH AREAS ARE NOT OVERLY CONCENTRATED, ARE EFFECTIVELY SCREENED FROM PUBLIC AREAS, AND PROVIDE ADEQUATE CIRCULATION WITHIN THE OVERALL DEVELOPMENT. ALL SAID RECEPTACLES SHALL HAVE ENCLOSURES THAT SCREEN THE RECEPTACLES FROM VIEW AND ARE CONSTRUCTED WITH MATERIALS COMPATIBLE WITH THE FRONT FACADE OF THE PRINCIPAL BUILDING.

OWNER'S CERTIFICATE

RESER'S FINE FOODS INC. OWNER, AGREES TO COMPLY WITH THE CONDITIONS AND RESTRICTIONS AS SET FORTH ON THE MASTER PUD PLAN.

IN TESTIMONY WHEREOF: THE OWNERS OF THE ABOVE DESCRIBED PROPERTY, RESER'S FINE FOOD INC. HAS SIGNED THESE PRESENTS THIS _____ DAY OF _____, 2024.

PAUL LEAVY, CHIEF FINANCIAL OFFICER
RESER'S FINE FOODS INC.

STATE OF KANSAS) ss
COUNTY OF SHAWNEE) ss
BE IT REMEMBERED THAT ON THIS _____ DAY OF _____ 2024, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME PAUL LEAVY, CHIEF FINANCIAL OFFICE, RESER'S FINE FOODS INC., WHO IS PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE WITHIN INSTRUMENT OF WRITING, AND SUCH PERSON DULY ACKNOWLEDGED THE EXECUTION OF THE SAME.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND AFFIX MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

CERTIFICATION OF MASTER PUD PLAN APPROVAL

THIS PLANNED UNIT DEVELOPMENT (PUD) MASTER PLAN HAS BEEN REVIEWED AND APPROVED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 18.190 OF THE COMPREHENSIVE ZONING REGULATIONS OF THE CITY OF TOPEKA, SHAWNEE COUNTY, KANSAS AND MAY BE AMENDED ONLY AS PRESCRIBED IN TMC 18.190.070 OF SAID CHAPTER AND AS SET FORTH ON THIS DOCUMENT OR AS MAY SUBSEQUENTLY BE APPROVED AND RECORDED. A MAJOR AMENDMENT APPROVAL TO CONSTRUCT A TRAILER PARKING LOT ON THE PORTION DESCRIBED AS AREA 2. USE AND MAINTENANCE OF THE PARKING LOT SHALL BE BY RESER'S FINE FOOD INC OR TO ALLOW STORAGE OF TRAILERS SERVING OPERATIONS WITHIN THE VICINITY OF SE 6TH AND CROCO.

DAN WARNER, PLANNING DIRECTOR

DATE

STATE OF KANSAS) ss
COUNTY OF SHAWNEE) ss
BE IT REMEMBERED THAT ON THIS _____ DAY OF _____ 2024, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME DAN WARNER, PLANNING DIRECTOR, WHO IS PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE WITHIN INSTRUMENT OF WRITING, AND SUCH PERSON DULY ACKNOWLEDGED THE EXECUTION OF THE SAME.

IN WITNESS WHEREOF, I HEREBY SET MY HAND AND AFFIX MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

NOTARY PUBLIC
MY COMMISSION EXPIRES: _____

AMENDMENT NOTE:

"THIS PLANNED UNIT DEVELOPMENT (PUD) MASTER PLAN HAS BEEN REVIEWED AND APPROVED IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 18.190 OF THE COMPREHENSIVE ZONING REGULATIONS OF THE CITY OF TOPEKA, SHAWNEE COUNTY, KANSAS, AND MAY BE AMENDED ONLY AS PRESCRIBED IN TMC 18.190.070 AND AS SET FORTH ON THIS DOCUMENT OR AS MAY SUBSEQUENTLY BE APPROVED AND RECORDED."

PROPERTY OWNER'S:

RESER'S FINE FOODS INC.
OWNER ADDRESS:
P.O. BOX 8
BEAVERTON, OR 97075

PROPERTY ADDRESS
3728 SE 6TH STREET
TOPEKA, KS 66607

DATE:

MAY 8TH, 2024

PUD 16/05B

ENVIRONMENTAL NOISE LEVEL SURVEY

Prepared for:
Reser's Fine Food
3728 Southeast 6th Street
Topeka, Kansas 66607
April 26, 2024

This document has been prepared by Mobile Health Diagnostics. The material and data in this report were prepared under the supervision and direction of the undersigned.



Troy Bouman, PhD
Acoustical Engineer

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Acronyms

dB	Decibel reference 20uPa
dBZ	Unweighted decibel
dba	A-weight decibel. A-weighting reflects how humans perceive sound.
SLM	Sound level meter
SPL	Sound pressure level

NATIONWIDE SERVICE

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1. Introduction

Mobile Health Diagnostics was contracted to perform environmental noise level testing at Reser's Fine Food site located at 3728 Southeast 6th Street Topeka, KS 66607. The goal of the testing was to understand the sound levels of the production facility and ambient environment in the northeast corner of the property. There is no specific dB requirement in the Topeka ordinance [1] to specifically compare to, but does say:

9.45.170

a) It shall be unlawful for any person to make, continue or allow to be made or continued any excessive, unnecessary, unusual or loud noise which injures or endangers the comfort, repose, health, or safety of any person of reasonable sensibilities, or which interferes with the use or enjoyment of property of any person of reasonable sensibilities, unless the making and continuing of such noise is necessary for the protection and preservation of property or the health and safety of an individual; provided, that the provisions of this article shall not apply to such occasional and infrequent uses as authorized by resolution approved by the City Council, upon a showing by an applicant and determination by the Council that the proposed use does not offend the spirit of the findings of TMC 9.45.150.

The testing was conducted on April 17, 2024.

2. Methodology

A sound level meter (SLM) was placed on a tripod and located in the northeast corner of the property. The measurement location is shown in red in Figure 1.



Figure 1: Map showing data collection location highlighted in red.

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Sound was recorded in 15 minute increments from 5am – 8am, when the facility was shut down, but ~40 air-conditioned trailers were running ~200 yards away. Sound was again recorded from 8am – 1pm when the facility as well as the trailers were operational. From that data, Unweighted (i.e. LZeq) and A-weighted average levels were recorded (i.e. LAeq). The measurements were made using a Quest Sound Pro sound level meter, SN BIX100007 set to slow response. The sound level meter was calibrated before and after each testing day using a 3M AC-300 calibrator, SN AC3000009137, and were within 0.5dB between each calibration. The calibration certificates for the equipment can be found in Appendix A. The weather on testing day was 61F, 58% humidity, and 29.75 inHg pressure.

3. Results

The results for the testing are shown in Table 1. The results are interesting in that the levels were slightly louder on average from 5am to 8am than from 8am to 1pm. This is somewhat counter intuitive, but the levels are not that different from each other (humans can only perceived a > 3dB change). So the main conclusion to take away is that the production facility does not significantly increase the sound level at the northeast property line. Note that the ~40 A/C trailers were running during the whole test so the levels without those trailers are unknown.

Additionally, the LAeq levels are well below the 85 dBA OSHA exposure threshold. So there is no health risk from this sound exposure when viewing it from the city ordinance 9.45.170a health concern (see above).

Table 1: Overall sound pressure levels A-weighted (human perceived levels) and Z-weighted (i.e. Unweighted).

Time	Facility	Trailers	LAeq	LZeq
5a-8a	Off	On	58.9	88.1
8a-1p	On	On	57.5	82.6

Figure 2 shows the average sound levels every 15 minutes from 5am-8am. Looking at the y axis, the levels are very similar (i.e. the sound level is not fluctuating significantly during the measurement).

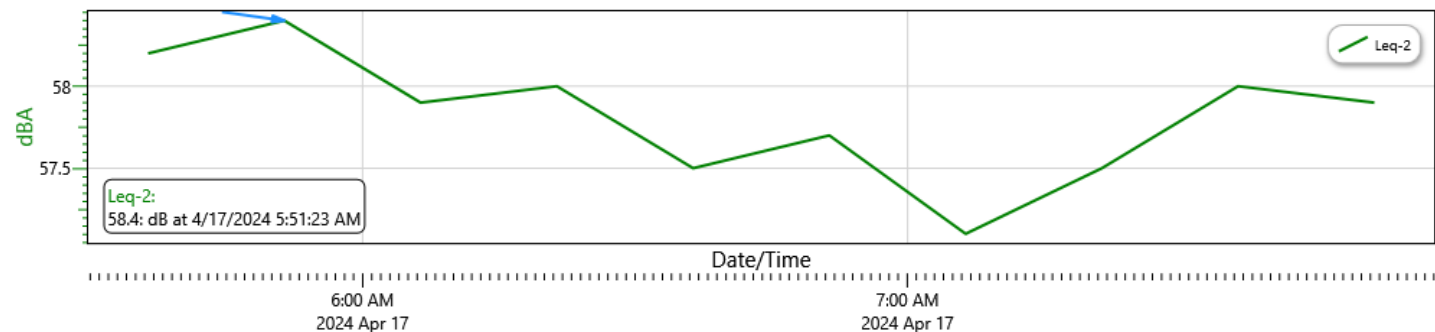


Figure 2: LAeq levels every 15 minutes from 5am-8am

Figure 3 looks at the frequency content from the data. It shows that from 5a-8a there was higher low frequency (i.e. < 80Hz) energy content than from 8a-1pm, but humans don't hear these frequencies well that is why the overall LAeq from Table 1 is not much different. Additionally, Figure 3 shows that the acoustic energy is evenly spread across the frequency range (i.e. there is not a specific tone that is driving the overall levels).

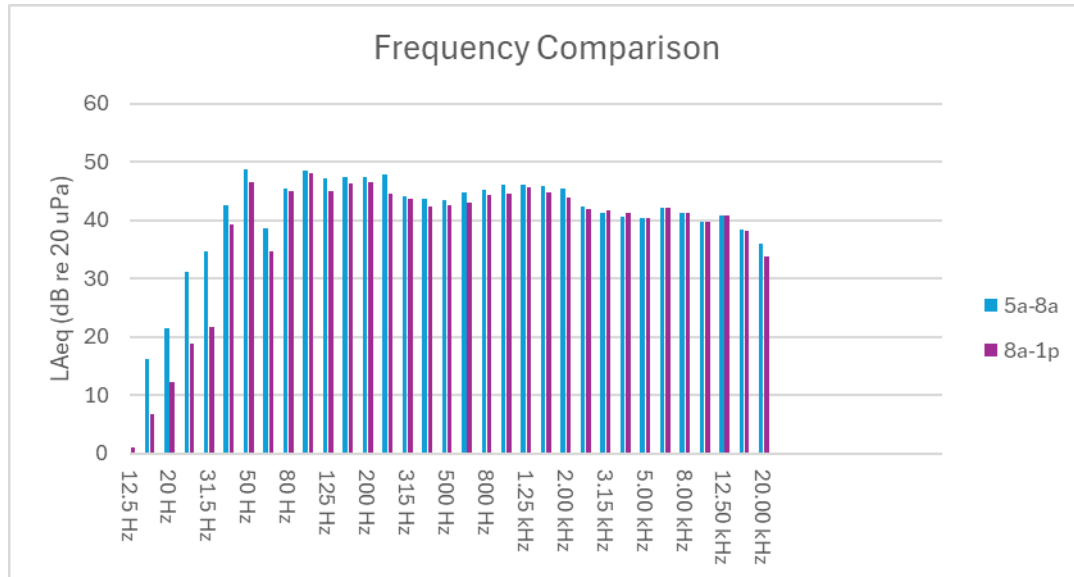


Figure 3: A-weighted 1/1 Octave frequency comparison data.

4. Conclusions

Acoustic data were acquired at Reser's Fine Foods' site located at 3728 Southeast 6th Street Topeks, KS 66607. The testing involved recording data from 5am until 1pm at a single location on the northeast property line. In general, the A-weighted sound pressure levels were around 58 dBA and the unweighted levels were around 86 dBZ. Based on the limited city ordinance requirements, Reser is in compliance and does not need any mitigation. If Reser is looking to add A/C trailer parking in the future, the MHD team would recommend another data collection phase with all the additional trailers in place. If the levels exceed 85 dBA at that time, MHD can recommend mitigation strategies. For example, a large berm taller than the trailers would provide the most benefit. Additionally, trees or an appropriate sound fence would help reflect the sound energy away from the neighbors, but would need to be of sufficient height and mass to target down to 50 Hz.

5. References

[1] Topeka City Ordinance on Noise https://topeka.municipal.codes/TMC/9.45_ArtII

6. LIMITATIONS

The services described in this work product were performed in accordance with generally accepted professional consulting principles and practices. No other representations or warranties, expressed or implied, are made. These services were performed consistent with our agreement with our client. This work product is intended solely for the use and information of our client unless otherwise noted. Any reliance on this work product by a third party is at such party's sole risk.

Opinions and recommendations contained in this work product are based on conditions that existed at the time the services were performed and are intended only for the client, purposes, positions, time frames, and project parameters indicated. The data reported and the findings, observations, and conclusions expressed are limited by the scope of work. We are not responsible for the impacts of any changes in environmental standards, practices, or regulations subsequent to performance of services. We do not warrant the accuracy of information supplied by others, or the use of segregated portions of this work product.

This work product presents professional opinions and findings of a scientific and technical nature. The work product shall not be construed to offer legal opinion or representations as to the requirements of, nor the compliance with, environmental laws rules, regulations, or federal, state or local regulations.

Appendix A – Calibration Certificates

TSI INCORPORATED – OCONOMOWOC
1060 Corporate Center Drive, Oconomowoc, WI 53066 USA
tel 651 490 2811 + toll free 800 245 0779 + web www.tsi.com

Page 1 of 1

An ISO 9001
Registered Company

Certificate of Calibration
Certificate No: 1110664A AC300009137

Submitted By:	MOBILE HEALTH DIAGNOSTICS 2639 ONEIDA STREET DENVER, CO 80207		
Serial Number:	AC300009137	Date Received:	8/17/2023
Customer ID:		Date Issued:	8/17/2023
Model:	AC-300 CALIBRATOR	Valid Until:	8/17/2024
Test Conditions:	Model Conditions:		
Temperature:	18°C to 29°C	As Found:	IN TOLERANCE
Humidity:	20% to 80%	As Left:	IN TOLERANCE
Barometric Pressure:	890 mbar to 1050 mbar		
SubAssemblies:			
Description:	Serial Number:		
Calibrated per Procedure:	057V879		
Reference Standard(s):			
I.D. Number	Device	Last Calibration	Date Calibration Due
ET0000556	B&K ENSEMBLE	6/6/2022	6/6/2024
Measurement Uncertainty:			
ACOUSTIC +/- 0.19DB FREQUENCY +/- 0.058%			
Estimated at 95% Confidence Level (k=2)			
Calibrated By:	 _____ JAMES CULLINANE III Service Technician		8/17/2023

This report certifies that all calibration equipment used in the test is traceable to NIST, and applies only to the unit identified under equipment above. This report must not be reproduced except in its entirety without the written approval of TSI Incorporated.

A1-1: Calibration certification for the calibrator



TSI INCORPORATED - OCONOMOWOC

1060 Corporate Center Drive, Oconomowoc, WI 53066-4828 USA
tel 651 490 2811 • toll free 800 245 0779 • web www.tsi.com

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Registered Company

Certificate of Calibration

Certificate Number: 2310110156BIX100007

Model: SoundPro SP DL-2-1/3

Date Issued: 11 Oct 2023

S/N: BIX100007

On this day of manufacture and calibration, TSI certifies that the above listed product meets or exceeds the performance requirements of the following acoustic standard(s):

ANSI S1.4 1983 (R 2006) - Specification for Sound Level Meters / Type 2
ANSI S1.43 1997 (R 2007) - Specification for Integrating - Averaging Sound Level Meters / Type 2
IEC 61672-1 (2002) - Electro acoustics – Sound Level Meters – Part 1: Specifications / Class 2

Test Conditions: Temp: 18-25°C Humidity: 20-80% R.H. Barometric Pressure: 950-1050 mBar

Test Procedure: S053-899

Subassemblies:

QE7052	54814
SPro Preamp	08231285

Reference Standard(s):

Device	Ref Standard Cal Due	Uncertainty - Estimated at 95% Confidence Level (k=2)
B&K Ensemble	07 Jan 2024	+/- 0.19dB Acoustic
Fluke 45	17 Feb 2024	+/- 1.4% AC Voltage, +/-0.1% DC Voltage

Calibrated By:

Michele Hust
Michele Hust - Assembler

In order to maintain best instrument performance over time, and in the event of inspection, audit or litigation, we recommend the instrument be recalibrated annually. Any number of factors may cause the calibration to drift before the recommended interval has expired.
See user manual for more information.

All equipment used in the test and calibration of this instrument is traceable to NIST, and applies only to the unit identified above.
This report must not be reproduced, except in its entirety, without the written approval of TSI, Inc.

A1-2: Calibration certificate for the sound level meter

From: Sandra Campise, Resident on East Side of Croco Road Adjacent to Reser's
Received: April 11, 2024
Re: PUD16/05B Amendment to Reser's PUD Master Plan for Semi-Truck Trailer Parking

Dear Mike Hall,

I talked to Annie Driver yesterday stating my and my neighbors' concerns. Since she will not be able to attend the April 15th meeting, she instructed me to email you so you can forward my and my neighbors' concern to the Planning Commissioners ahead of the April 15th meeting. I appreciate your helpfulness. Below is the letter, I would appreciate if you could forward it to the planning commissioners.

Thanks again,

Sandra Campise

I will forward you the pictures I sent to Annie Driver if you could forward them as well. I could not find them on this computer to send. Please contact me if there are any questions, thanks again.

Issues and concerns of the family neighborhood adjoining the Reser's facility at 6th and Croco:

Having a 24/7 industrial facility across the street from a family neighborhood is very stressful for those residents who live nearby. Most of the issues are with engine noises, fans and headlight beams which frequently disrupt sleep and make it impossible to enjoy outdoor activities. Enlarging the facility will only increase these issues for the neighborhood unless actions are taken. For comparison, it is as if living next to a truck depot with trucks moving about at all hours of the day and night. This activity is constant, 24-7. Perhaps once every two weeks, Reser's takes a day or part of a day off, which is a great relief.

1) Noise:

The primary noise is from the four docks on the north side of the building where refrigeration units on the trailers rumble away night and day. On occasions the engine noise combines which doubles the noise level and vibrates house windows and siding. Every hour, day and night there are beeps from the trucks backing up. This occurs hourly as trailers are backed into the four docks and parking north of the building. This is a 24 hour operation.

2) Truck parking:

Truck trailers are parked across the street from my and my neighbors' houses all the time, making it feel like we are in the midst of a tractor truck depot. This severely downgrades our quality of life at home and interrupts our sleep which effects our waking work days. The tractor trailers should not be there according to the original agreement in which they were supposed to be parked at the south of the building. The trucks are there for loading and waiting to be hauled off. There are also the ones that are just being stored. I understand that the proposed plan is to alleviate some of this, but not all of it.

3) Dust:

Clouds of dust blow from the unpaved areas of the north side from parking and maneuvering of the trucks. This dusts get everywhere, especially on windy days. It is on the cars, the decks and the houses.

4) Lights:

While this is not as bothersome as the constant rumble, headlights will blaze through residential windows at night from a bus or truck parked for long periods, disrupting sleep.

Remedies:

Some have suggested construction of a concrete wall sound barrier on the northeast side of the building to deflect the noise and having the trucks hidden behind the wall so they are out of sight of the surrounding neighborhood and the illumination caused by them.

Others have recommended contacting OSHA and the EPA for a review.

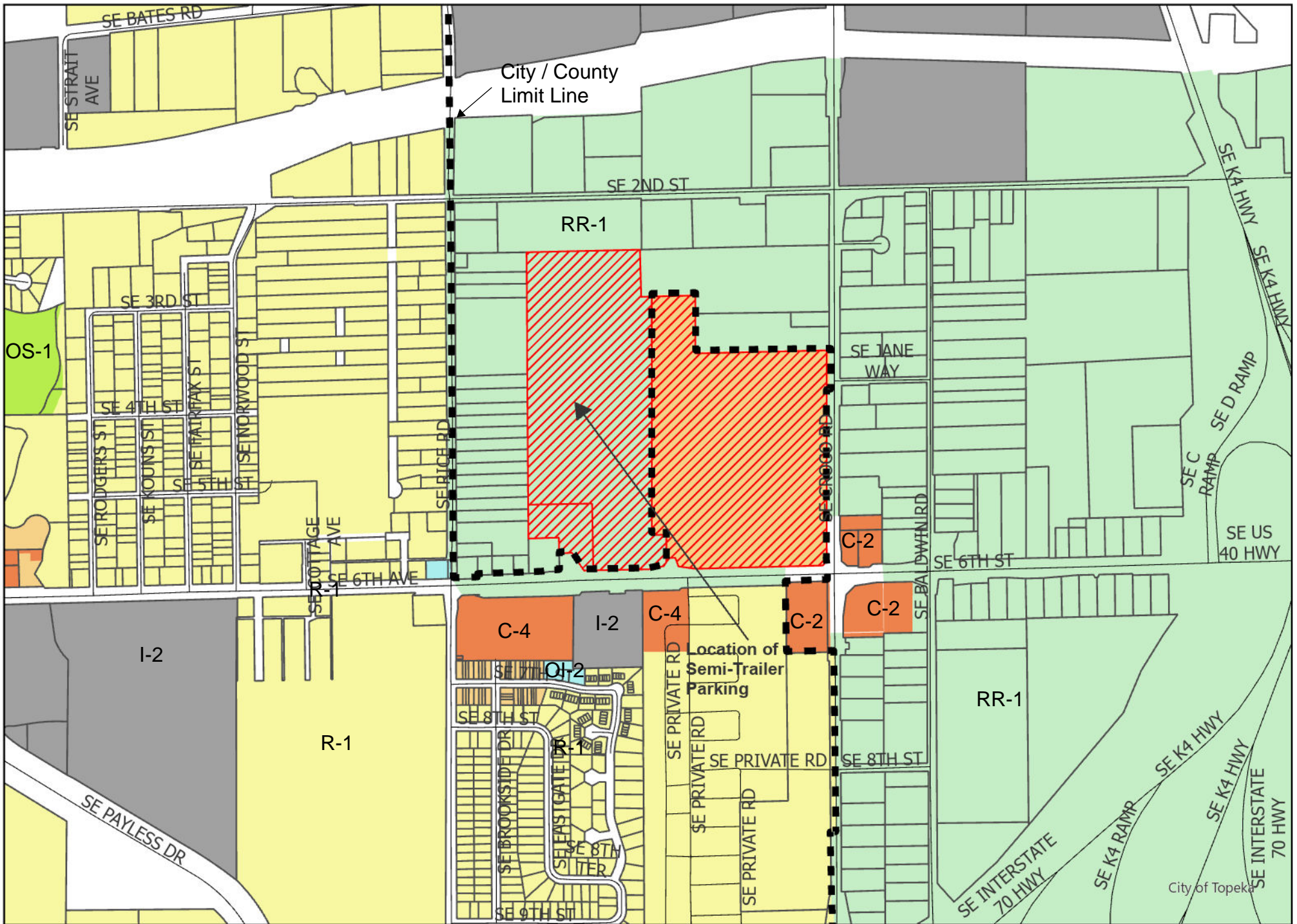
There are several other items that disturb the residents of the neighborhood, but the noise, illumination from the bus and the trucks, the tractor trailers in plain sight of the neighboring houses and the dust are the foremost concerns. The original agreement was that no truck activity is to occur on the northeast side of Reser's including trucks entering and leaving through the Croco exit. They were to all enter and leave through the 6th street entrance.

If these items were addressed, the quality of life for the residents would be greatly improved.

Thank You, Sandra Campise and the neighbors adjacent to Reser's.







PUD16/5B Reser's Fine Foods Inc. - Revision #2- Zoning Map



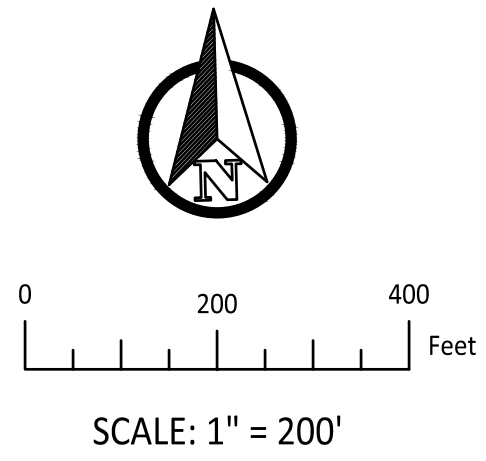
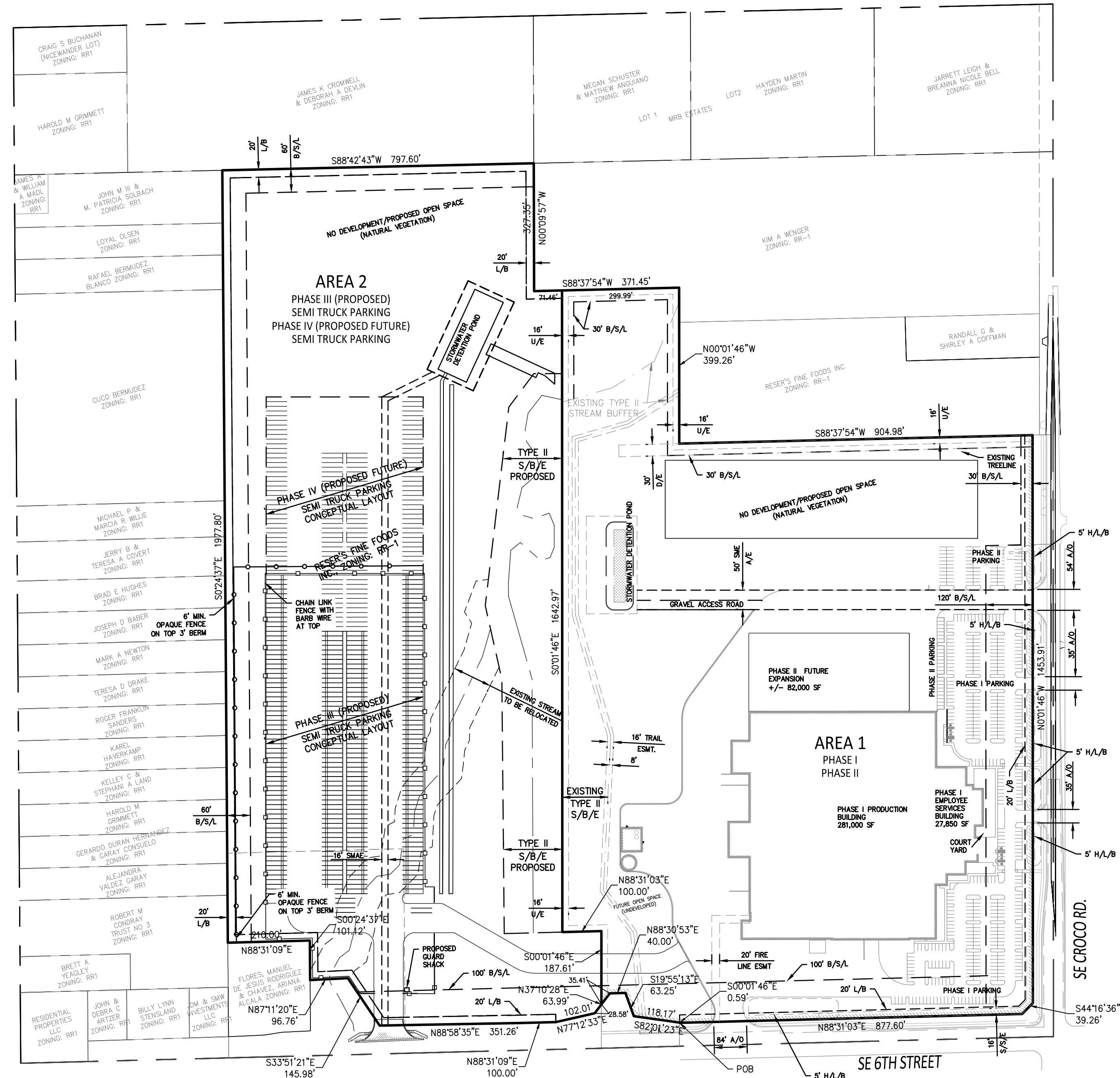
MASTER PLANNED UNIT DEVELOPMENT PLAN

RESER'S FINE FOODS EAST DEVELOPMENT

AMENDMENT NO. 2

RECORDED WITH THE SHAWNEE COUNTY REGISTER OF DEEDS

REBECCA J. NIOCE, REGISTER OF DEEDS



LEGEND

POB	POINT OF BEGINNING
B/S/L	BUILDING SETBACK LINE
D/E	DRAINAGE EASEMENT
U/E	UTILITY EASEMENT
H/L/B	HIGH LANDSCAPE BERM
L/B	LANDSCAPE BUFFER
S/S/E	SANITARY SEWER EASEMENT
SMAE	STORM MANAGEMENT ACCESS EASEMENT
SME	STORMWATER SEWER EASEMENT
A/E	ACCESS EASEMENT
A/O	ACCESS OPENING
—	PROPERTY LINE
- - -	EASEMENT LINE

DESCRIPTION

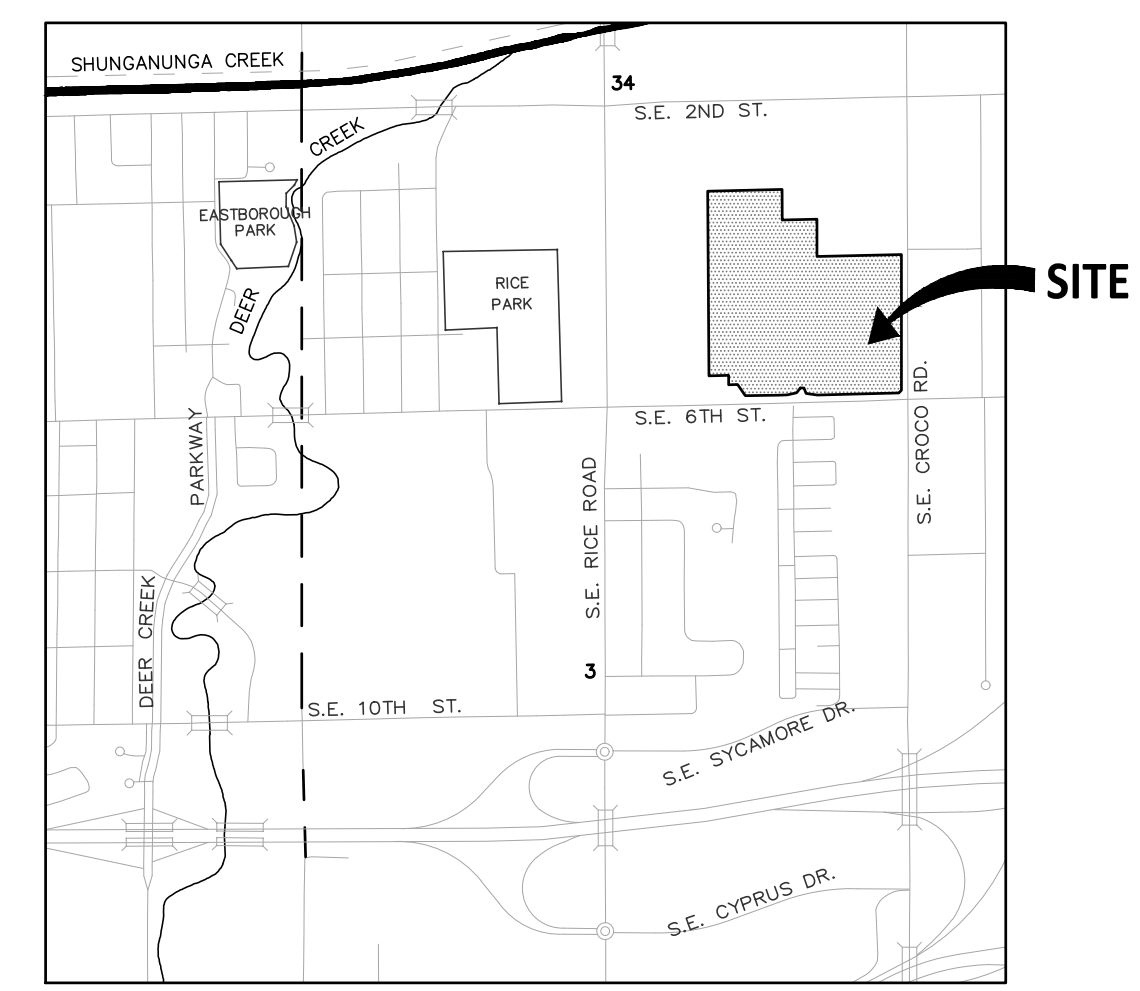
AREA 1 LEGAL DESCRIPTION:
LOT 1, BLOCK A, RESER'S CROCO SUBDIVISION NO. 2, IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 11 SOUTH, RANGE 16 EAST OF THE 6TH P.M., ALL IN SHAWNEE COUNTY, KANSAS.

AREA 2 LEGAL DESCRIPTIONS
INSTRUMENT NO. 2018R16128:
A TRACT OF LAND IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 11 SOUTH, RANGE 16 EAST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE SAID SOUTHWEST QUARTER, THENCE EAST 741.96 FEET ALONG THE SOUTH LINE OF SAID QUARTER SECTION; THENCE NORTH 123 FEET PARALLEL TO THE WEST LINE OF SAID QUARTER SECTION TO THE TRUE POINT OF BEGINNING; THENCE EAST 90.00 FEET PARALLEL TO THE SOUTH LINE OF SAID QUARTER SECTION; THENCE ON AN ANGLE TO THE SOUTHEAST TO A POINT ON THE SOUTH LINE OF THE QUARTER SECTION, 904.96 FEET EAST OF THE SOUTHWEST CORNER; THENCE CONTINUING EAST ALONG SOUTH LINE 65.00 FEET; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID QUARTER SECTION, 460.00 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID QUARTER SECTION, 438.00 FEET; THENCE SOUTH PARALLEL WITH THE WEST (SOUTH DESCRIBED) LINE OF SAID QUARTER SECTION, 229.00 FEET; THENCE EAST 210.00 FEET, PARALLEL WITH THE SOUTH LINE OF SAID QUARTER SECTION; THENCE SOUTH 108.00 FEET PARALLEL WITH THE WEST LINE OF SAID QUARTER SECTION TO THE POINT OF BEGINNING, IN SHAWNEE COUNTY, KANSAS.

INSTRUMENT NO. 2018R16057:
BEGINNING AT A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 34, TOWNSHIP 11 SOUTH, RANGE 16 EAST OF THE 6TH P.M., 957.75 FEET WEST OF THE EAST LINE OF SAID QUARTER SECTION; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID QUARTER SECTION 204.7 FEET TO A LIMESTONE SET NEAR A BLACK WALNUT TREE, SAID TREE MARKED BY THREE HACKS; THENCE WEST AT RIGHT ANGLES TO THE EAST LINE OF SAID QUARTER SECTION 372.45 FEET TO AN OSAGE ORANGE HEDGE; THENCE NORTH ALONG SAID HEDGE AND PARALLEL WITH THE EAST LINE OF SAID QUARTER SECTION, 327 FEET TO A POINT 377.75 FEET SOUTH OF THE NORTH LINE OF SAID QUARTER SECTION; THENCE WEST ALONG AN OSAGE ORANGE HEDGE PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION, 778.04 FEET TO A POINT 531.96 FEET EAST OF THE WEST LINE OF SAID QUARTER SECTION; THENCE SOUTH PARALLEL WITH THE EAST LINE OF SAID QUARTER SECTION, 2374 FEET TO THE SECTION LINE; THENCE EAST ALONG SECTION LINE 1150.49 FEET TO THE PLACE OF BEGINNING;

EXCEPT THE FOLLOWING DESCRIBED TRACT, STARTING AT A POINT ON THE NORTH SIDE OF THE PUBLIC HIGHWAY, 532 FEET EAST FROM THE WEST LINE OF THE WEST HALF (W 1/2) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 34, TOWNSHIP 11 SOUTH, RANGE 16; THENCE EAST 210 FEET; THENCE NORTH 265 FEET; THENCE WEST 210 FEET; THENCE SOUTH 265 FEET TO THE PLACE OF BEGINNING, IN SHAWNEE COUNTY, KANSAS;

AND LESS A TRACT OF LAND IN THE SOUTHEAST QUARTER OF SECTION 34, TOWNSHIP 11 SOUTH, RANGE 16 EAST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF THE SAID SOUTHWEST QUARTER, THENCE EAST 741.96 FEET ALONG THE SOUTH LINE OF SAID QUARTER SECTION; THENCE NORTH 123 FEET PARALLEL TO THE WEST LINE OF SAID QUARTER SECTION TO THE TRUE POINT OF BEGINNING; THENCE EAST 90.00 FEET PARALLEL TO THE SOUTH LINE OF SAID QUARTER SECTION; THENCE ON AN ANGLE TO THE SOUTHEAST TO A POINT ON THE SOUTH LINE OF THE QUARTER SECTION, 904.96 FEET EAST OF THE SOUTHWEST CORNER; THENCE CONTINUING EAST ALONG SOUTH LINE 65.00 FEET; THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID QUARTER SECTION, 460.00 FEET; THENCE WEST PARALLEL WITH THE SOUTH LINE OF SAID QUARTER SECTION, 438.00 FEET; THENCE SOUTH PARALLEL WITH THE SOUTH LINE OF SAID QUARTER SECTION, 229.00 FEET; THENCE EAST 210.00 FEET, PARALLEL WITH THE SOUTH LINE OF SAID QUARTER SECTION; THENCE SOUTH 108.00 FEET PARALLEL WITH THE WEST LINE OF SAID QUARTER SECTION TO THE POINT OF BEGINNING.

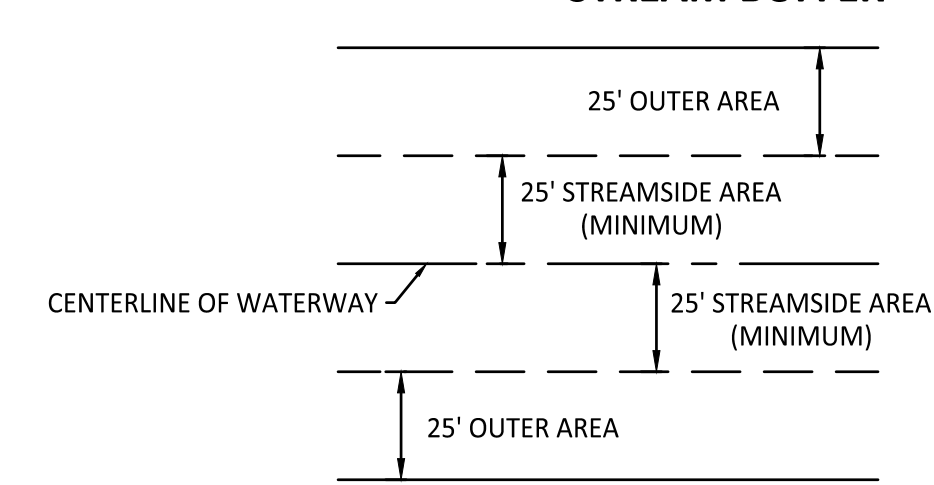


VICINITY MAP
No Scale

STREAM BUFFER NOTES

- RESTRICTION: - THERE SHALL BE NO CLEARING, GRADING, CONSTRUCTION OR DISTURBANCE OF VEGETATION EXCEPT AS PERMITTED UNDER SECTION 17.10.060 OF THIS CODE OR AS APPROVED BY THE PUBLIC WORKS DIRECTOR OR HIS OR HER DESIGNEE.
- STREAM BUFFER EASEMENTS ARE HEREBY ESTABLISHED AS SHOWN TO PROVIDE FOR INFORMAL GREEN SPACE AND THE NATURAL UNOBSTRUCTED OVERLAND FLOW OF SURFACE WATER IN EXISTING DRAINAGE WAYS. PROPERTY OWNER(S) SHALL NOT PLACE PERMANENT OR SEMI-PERMANENT OBSTRUCTIONS IN SAID EASEMENT. ALL MAINTENANCE WITHIN THE STREAM BUFFER EASEMENT (SBE) SHALL BE THE RIGHT, DUTY AND RESPONSIBILITY OF THE PROPERTY OWNER(S) OF THE PROPERTY IN WHICH THE EASEMENT IS SO LOCATED, HOWEVER, IF MAINTENANCE IS NEGLECTED OR SUBJECT TO OTHER UNUSUAL CIRCUMSTANCES AND IS DETERMINED TO BE A HAZARD OR THREAT TO PUBLIC SAFETY BY THE DIRECTOR OF THE APPLICABLE DEPARTMENT OF PUBLIC WORKS, CORRECTIVE MAINTENANCE MAY BE PERFORMED BY THE GOVERNING JURISDICTION WITH COSTS ASSESSED TO AND BORNE UPON SAID PROPERTY OWNER(S). OFFICIALS REPRESENTING THE APPLICABLE DEPARTMENT OF PUBLIC WORKS SHALL HAVE THE RIGHT TO ENTER UPON THE EASEMENT FOR PURPOSES OF PERIODIC INSPECTION AND/OR CORRECTIVE MAINTENANCE.

TYPICAL TYPE II STREAM BUFFER



- STREAMSIDE AREA - USES ALLOWED**
- 1.) NATIVE VEGETATION
 - 2.) FLOOD CONTROL
 - 3.) FOOT PATHS/ROAD CROSSINGS
 - 4.) UTILITY CORRIDORS
- OUTER AREA - USES ALLOWED**
- 1.) NATIVE VEGETATION OR MANAGED LAWN
 - 2.) BIKING/HIKING PATHS
 - 3.) FLOOD CONTROL
 - 4.) DETENTION/RETENTION STRUCTURE
 - 5.) UTILITY CORRIDORS
 - 6.) STORMWATER BMP'S
 - 7.) RESIDENTIAL YARDS/LANDSCAPE AREAS

G:\Shared Drive\240326\CADD\Planning\Zoning and Legal Survey\Plan\240326_PUD - Amend No. 2.dwg

Development of New Parking Facility
3620 SE 6th Street
Topeka, Kansas 66607

Level 2 - Traffic Impact Study

February 16, 2024



Prepared by:
Reser's
3728 SE

Traffic Engineering Conditional Approval
Benesch
3/12/2024

Traffic Engineering Approval subject to the following conditions:
1. TIA has some cleanup and clarifications needed, but Public Works staff is confident that these changes/clarifications will not result in issues/problems with future approval of parking lot permits, etc. TIA shall be updated per attached comments and resubmitted before or with appropriate permit applications.



Prepared by:
Xiang Yu, P.E.
Cook, Flatt & Strobel Engineers, P.A.
1421 E. 104th Street, Suite 100
Kansas City, MO 64131
816.333.4477



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1. Introduction

This Level 2 traffic impact study for the proposed parking facility featuring 250 truck parking spaces at 3620 SE 6th Street, Topeka, KS 66607, has been prepared. The aim of constructing the parking facility is to relocate the current parking for trucks and semi-trailers from food manufacturers and cold storage warehouses (Site 1 - 6, see **Figure 1**) to a newly proposed parking lot. Following the relocation, the available space at each location will enable the potential expansion of existing facilities in the future. Currently, trucks and semi-trailers travel to Reser’s Crossroads for loading/unloading and then return along the same route for parking. For departures, trucks and semi-trailers proceed southbound on SE Deer Creek Pkwy to access I-70. Following the completion of construction, an estimated 60 trucks and semi-trailers from the parking facility are expected to travel eastbound on SE 6th Street, proceed towards Hwy 40, and then access I-70. Concurrently, there will be a corresponding reduction of 60 southbound trucks and semi-trailers on SE Deer Creek Parkway. With the relocation and consolidation of all trucks and semi-trailers parking at the new facility, this transition will lead to an increase in truck and semi-trailer volumes from 9 trucks per hour to 12 trucks per hour on SE 6th Street.

Please briefly explain calculation behind this this based on current data from owner? Please document



Figure 1. Site Location Map (Source: Google Earth)

(New Access 1)

Figure 2 illustrates the detailed design for the new parking facility. The upcoming parking facility will feature an access point to SE 6th Street with a width of 75 feet. In addition, a new access, with a width of 50 feet, has been planned to link the new parking facility to the existing parking lot on the west side of Reser's Crossroads. The advantage is that trucks and semi-trailers requiring parking after loading/unloading at Reser's Crossroads do not need to travel on SE 6th Street.

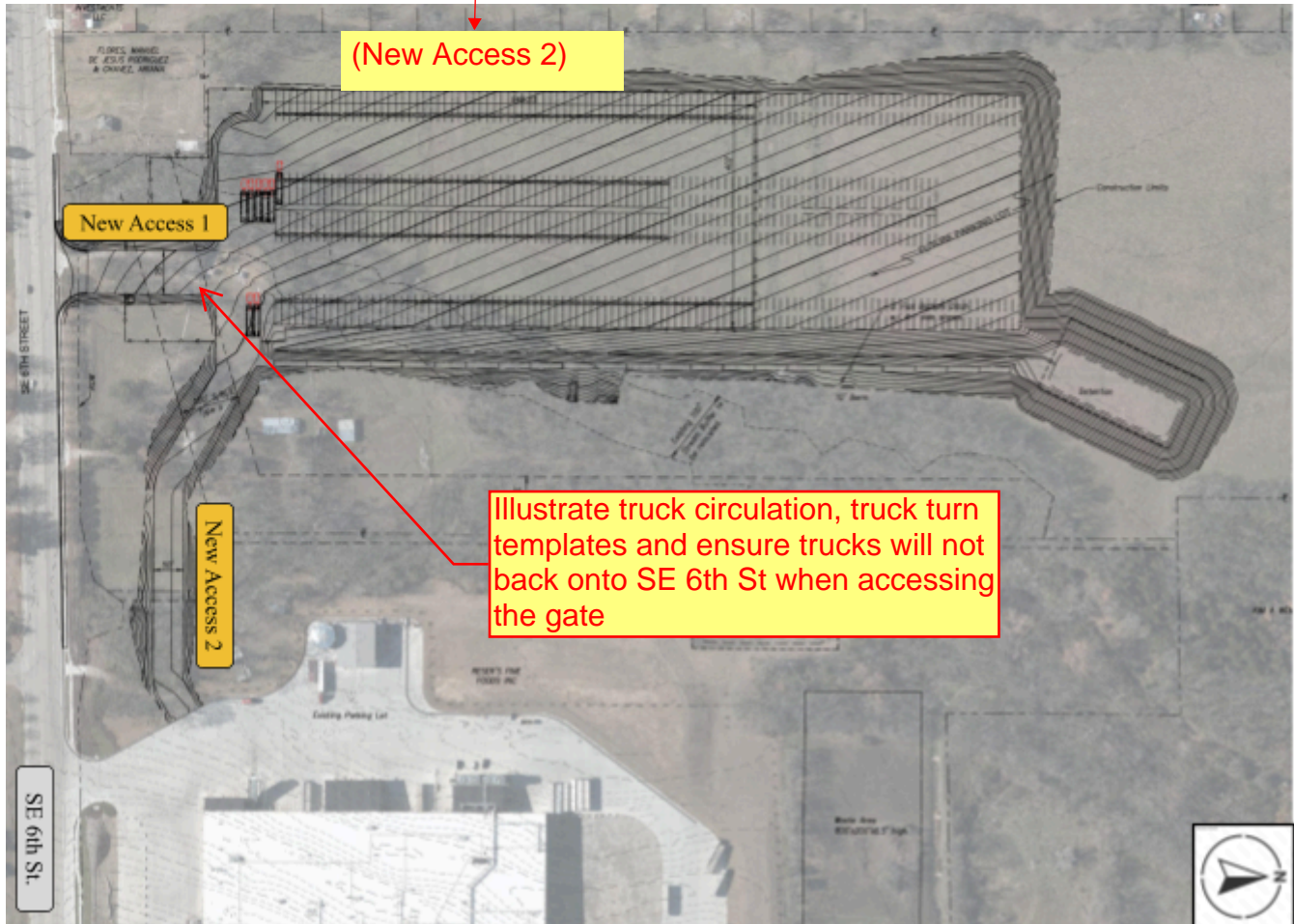


Figure 2. The Detailed Design for the New Parking Facility

2. Existing Site Conditions

2.1 Existing Roadway

Please show the proposed location on figure

Figure 3 illustrates an overview of functional classifications of the roadways adjacent to the site. The specific characteristics and functional classifications are detailed in **Table 1**.

Table 1. Characteristics and Functional Classification of Surrounding Roadways

Street Name	Characteristics	Functional Classification	Speed Limit
SE 6th Street	Five Lane with a Two-Way Left-Turn Lane	Minor Arterial	45 mph
SE Croco Road	Three Lane with a Two-Way Left-Turn Lane	Minor Arterial	40 mph
SE Rice Road	Two Lane	Major Collector	30 mph
SE Deer Crk Pkwy	Four Lane Divided	Major Collector	45 mph



Figure 3. Topeka Roadway Functional Classification Maps

(Source: <https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/maps/FunclassMaps/Urban/Topeka.pdf>)

2.2 Existing Land-Use

The planned truck and semi-trailers parking facility is located on a 38.50-acre site, under the ownership of Reser's Fine Foods, INC, and is identified by the parcel ID 1083404001031000. Presently, the land use category is 1199-Accessory Residential. **Figure 4** provides detailed location information for the development site, including property address, parcel number, owner information.

To the north and west of the site lies a residential area classified as 1101-Single Family Residence (Detached). On the eastern side of the site is Reser’s Fine Foods (Crossroads), categorized as 3110-Food and Beverage Manufacturer. To the south of the site, across SE 6th Street, there is a Casey’s pizza store with a gas station, classified under land use category 2152-Convenience Store. Adjacent to it is Wood N Stuff Cabinets, INC, falling under the category of 3400-Miscellaneous Manufacturing. Additionally, there is a residential area classified as 1165-Manufactured Home Park.



Figure 4. Existing Property Information (Source: <https://gis.sncoapps.us/propertysearch/index.html>)

Considering the intention to relocate all truck and semi-trailer parking from warehouses and food manufacturers under Reser's Fine Foods, INC to the new parking facility, the land use category of each warehouse or food manufacturer was examined, as illustrated in **Figure 4** and **Figure 5**. In **Figure 4**, to the east of the proposed parking facility, the land use classification (Site 6) is 3110-Food and Beverages

Manufacturers. Within **Figure 5**, Site 4 is located at the southwest corner of SE 6th Street & SE Deer Creek Parkway, with a land use category classified as 3660-Cold Storage Warehouse; Site 5 is positioned at the southeast corner of SE 6th Street & SE Deer Creek Parkway, and its land use category is classified as 3111-Meat Product Manufacturer. Site 1, 2, and 3 are all located at the northwest corner of SE Deer Creek Parkway & Ramp of I-70 and are adjacent to each other. The land use category for Site 1 and 3 is classified as 3660-Cold Storage Warehouse, while Site 2 is categorized as 3111-Meat Product Manufacturer.

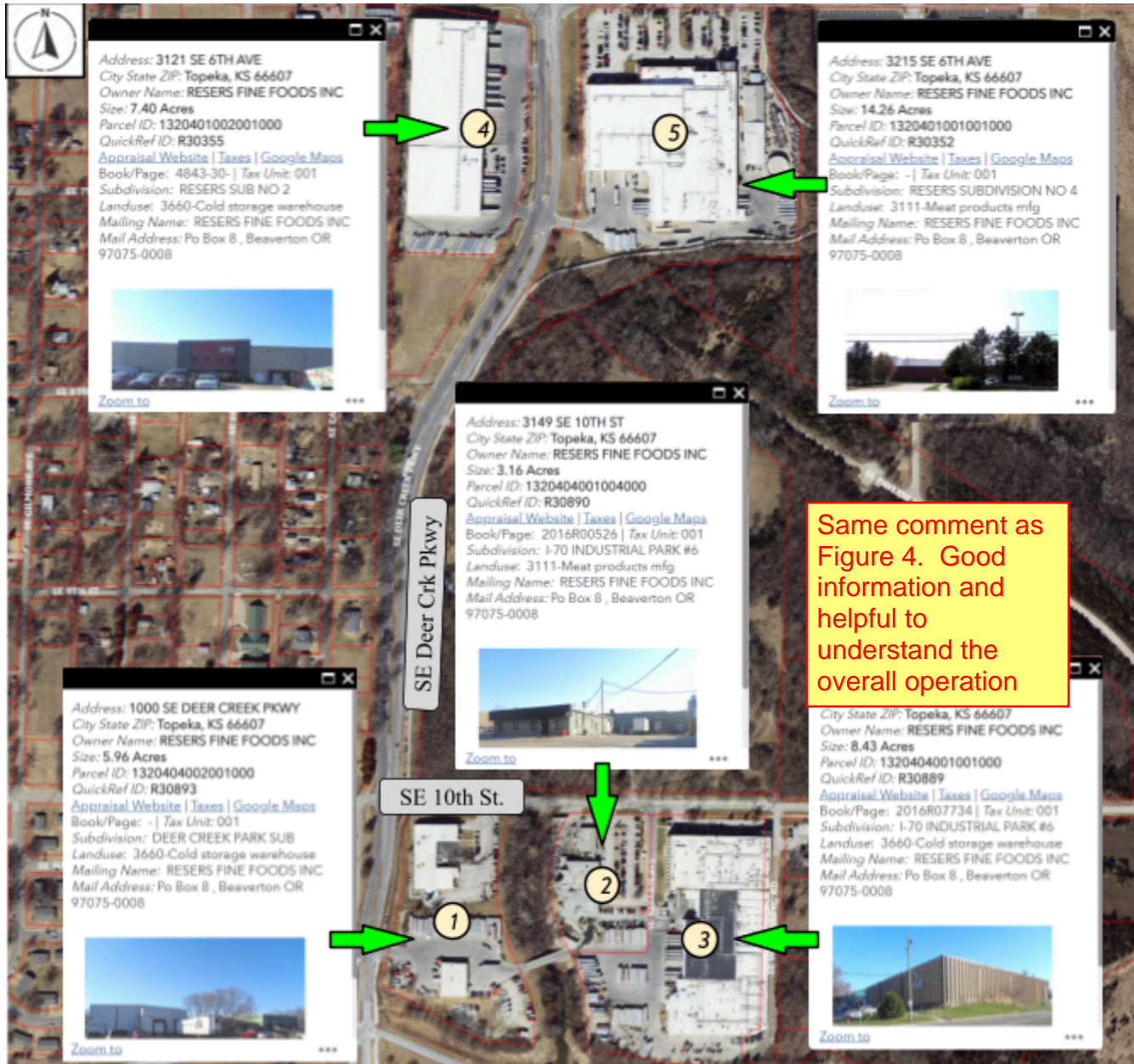


Figure 5. Existing Warehouses and Manufacturers Property Information Along SE Deer Crk Pkwy (Source: <https://gis.sncoapps.us/propertysearch/index.html>)

2.3 Existing Zoning

The current zoning class designated for the proposed parking facility is RR1-Residential Reserve District, as illustrated in **Figure 6**. To the west and north of the site, there are residential areas classified under the zoning class RR1-Residential Reserve District. To the east of the site lies Reser's Fine Foods (Crossroads), zoned as PUD-Planned Unit Development. On the south side of the site, across SE 6th Street, the zoning class for Casey's store with the gas station is C4-Commercial District. Adjacent to it, the zoning class for Wood N Stuff Cabinets, INC, is I1-Light Industrial District. East of the cabinet maker, there is a small commercial area zoned as C4-Commercial District. Additionally, there is a residential area zoned as M2-Multifamily Dwelling District.

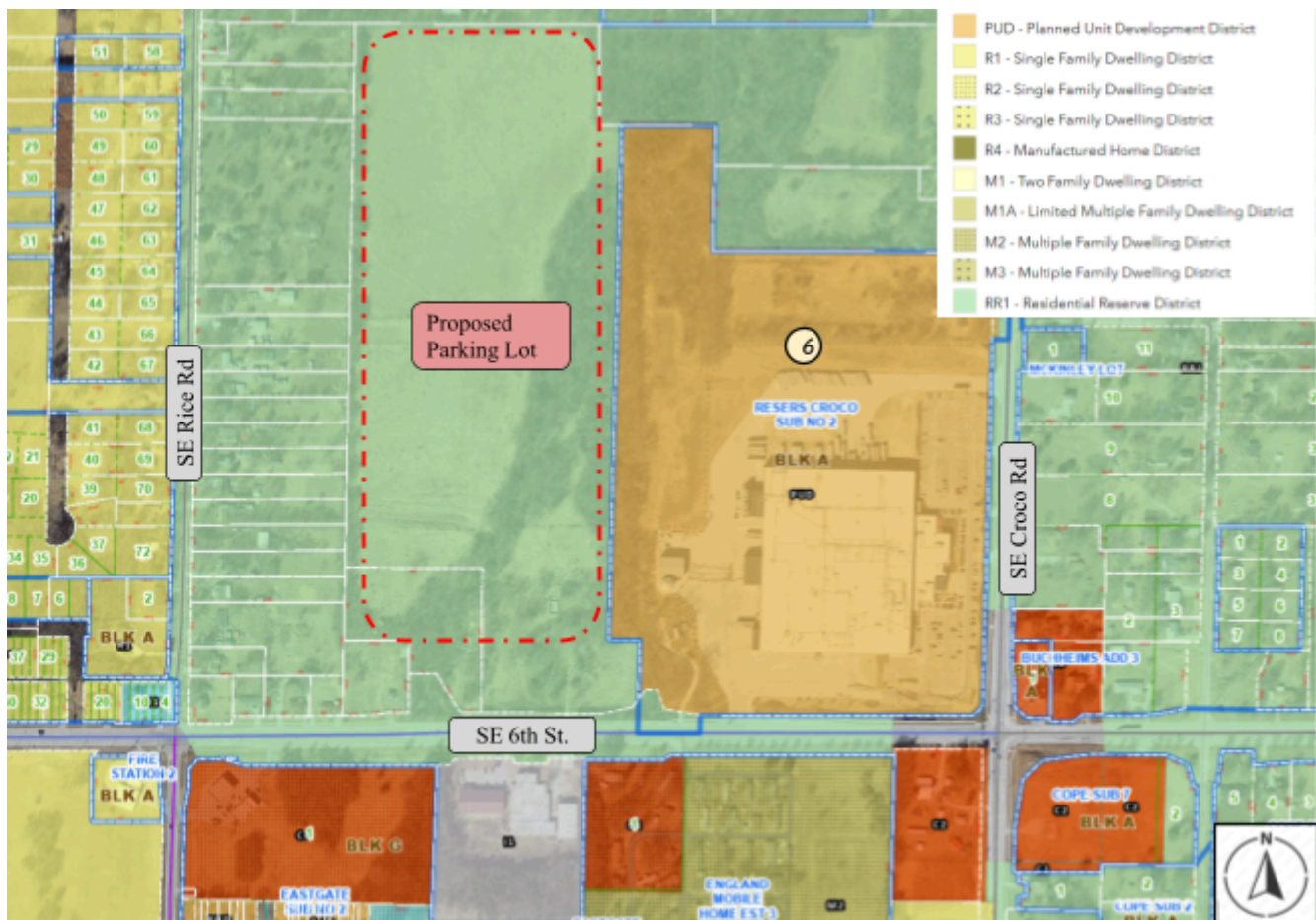


Figure 6. Existing Zoning Map

(Source: <https://topeka.maps.arcgis.com/apps/webappviewer/index.html?id=b7452fa2680e42f08e41a998831b19eb>)

The zoning of properties under Reser's Fine Foods, INC., along SE Deer Creek Parkway, was also checked. As illustrated in **Figure 7**, the zoning classifications for Site 1-5 are all I1-Light Industrial District.



Figure 7. Existing Zoning Map Along SE Deer Creek Parkway

(Source: <https://topeka.maps.arcgis.com/apps/webappviewer/index.html?id=b7452fa2680e42f08e41a998831b19eb>)

3. Existing Conditions

3.1 Existing Traffic Volume

The Annual Average Daily Traffic (AADT) data for surrounding roadways were obtained from the KDOT Urban City Traffic Count Map (see **Figure 8**). The detailed traffic volume data has been summarized in **Table 2**.

Traffic data correct. Document assumptions that a direction distribution of 50/50 was used to estimate direction daily volumes

Table 2. Summary of Traffic Volumes on Surrounding Roadways

Street Name	Annual Average Daily Traffic (AADT)	Volumes in each Direction	
SE 6th Street	5,915	5,915/2 = 2,958 (EB)	5,915/2 = 2,957 (WB)
SE Croco Road	4,700	4,700/2 = 2,350 (NB)	4,700/2 = 2,350 (SB)
SE Rice Road	1,150	1,150/2 = 575 (NB)	1,150/2 = 575 (SB)
SE Deer Creek Parkway	3,800	3,800/2 = 1,900 (NB)	3,800/2 = 1,900 (SB)



Figure 8. Topeka Traffic Count Maps

(Source: https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burTransPlan/maps/CountMaps/Cities/top_eka.pdf)

3.2 Existing Sidewalk and Bike Route

According to the Topeka Bike Routes by KDOT (see **Figure 9**), the Deer Creek Trail located on the eastern side of SE Deer Creek Parkway serves as a bike path. In addition to this, there is no bike path along SE 6th Street, SE Rice Road, and SE Croco Road.

Sidewalks are present on both sides of SE 6th Street from SE Deer Creek Parkway to SE Rice Road. Additionally, there is a sidewalk along the north side of SE 6th Street from SE Rice Road to SE Croco Road. However, no sidewalk is present along SE 6th Street east of SE Croco Road.

Add an exhibit would be beneficial



Figure 9. Site Location Map (Deer Creek Parkway)

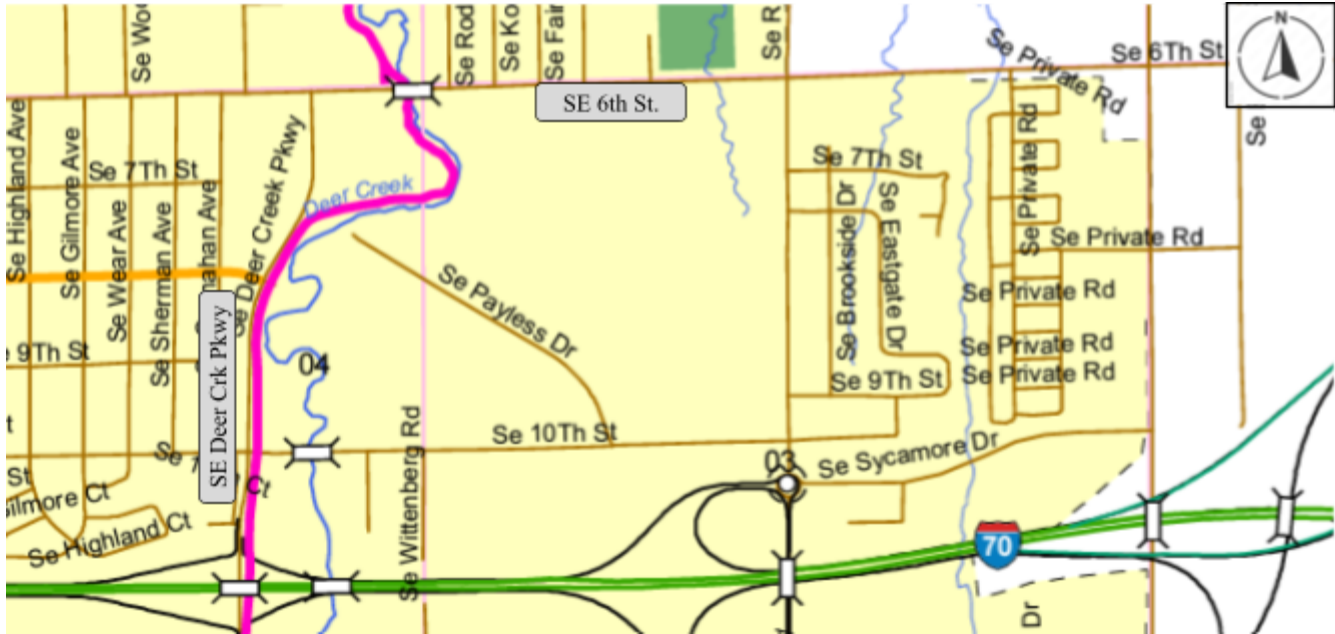


Figure 9. Topeka Bike Routes Map by KDOT
(Source: <https://biketopeka.com/bike-topeka-map/>)

4. Projected Traffic

4.1 Background (Future No-Build) Forecasting

As indicated by data from the United States Census Bureau (Source: <https://www.census.gov/quickfacts/fact/table/topekacitykansas/PST045223>), the population of Topeka City, Kansas, was 127,473 on April 1, 2010, and decreased to 126,587 on April 1, 2020. This indicates a population decline over the decade from 2010 to 2020. Upon further examination, the population for the year 2000 was recorded at 122,377. Therefore, the population figures for the year 2000 and 2020 were utilized to calculate the growth rate. The annual constant percent growth rate is calculated utilizing the formula $(126,587/122,377)^{(1/20)} - 1$, resulting in a rate of 0.17%. This 0.17% annual constant percent growth rate is employed for projecting future traffic conditions in the year 2044. The determination of the growth factor constant followed this calculation:

$$\begin{aligned} \text{Growth Factor Constant} &= (1 + \text{Constant \% Growth Rate})^{\text{Projected Years}} \\ &= (1 + 0.0017)^{(2044-2020)} \\ &= 1.04 \end{aligned}$$

The 1.04 growth factor was applied to the existing traffic volumes to account for growth of background traffic conditions over the next two decades. Detailed calculations are presented in Table 3.

On future studies please look at historical traffic volumes. Traffic volumes in this area have been level so very little. Some roads have actually decreased. Fine for this project and good assumption to have some growth

Table 3. Summary of Traffic Volumes on Surrounding Roadways in Year 2044

Street Name	Annual Average Daily Traffic (AADT)	Volumes in each Direction	
SE 6th Street	5,915*1.04 = 6,152	6,152/2 = 3,076 (EB)	6,152/2 = 3,076 (WB)
SE Croco Road	4,700*1.04 = 4,888	4,888/2 = 2,444 (NB)	4,888/2 = 2,444 (SB)
SE Rice Road	1,150*1.04 = 1,196	1,196/2 = 598 (NB)	1,196/2 = 598 (SB)
SE Deer Creek Parkway	3,800*1.04 = 3,952	3,952/2 = 1,976 (NB)	3,952/2 = 1,976 (SB)

Can you please explain how the truck volume data was derived? Is this based on existing traffic operations and anticipated operation growth between facilities. Data source for this case appears to be data from the client, which is okay to use for this study but just reference the source.

...ly available, upon the completion of the new parking facility, is anticipated to increase from 9 to 12 per hour. From a daily perspective, the figure is expected to elevate from 1,190 to 1,484 per week. **Table 4** illustrates the specific details regarding the volumes of trucks and semi-trailers.

Table 4. Truck and Semi-Trailer volumes on SE 6th Street

Timeline	Hourly	Daily	Weekly
Current	9	170	1,190
After Construction	12	212	1,484

4.2.2 Truck Volumes Distribution

Upon the completion of construction, it is anticipated that approximately 60 trucks and semi-trailers originating from the parking facility will travel in an eastbound direction on SE 6th Street. They will continue their route towards Hwy 40, subsequently accessing I-70. Simultaneously, a corresponding reduction of 60 southbound trucks is expected.

Do the trucks currently access I-70 from Deer Creek? With the new parking lot, trucks will now leave from Site 6 to access I-70 and will not need to go back to Deer Creek site?

The movements of trucks and semi-trailers are essential for loading and unloading activities between warehouses and manufacturers. However, due to a lack of specific information on the exact number of trucks and semi-trailers for each manufacturer-warehouse pairing, we have made two assumptions in this study: 1) The number of trucks and semi-trailers traveling between the warehouses and Crossroads on SE 6th Street is consistent in both eastbound and westbound directions. 2) After construction, all added truck and semi-trailer trips are attributed to be eastbound on SE 6th Street. **Figure 10** illustrates the current circulation volume and pathway of trucks and semi-trailers on SE 6th Street. Meanwhile, **Figure 11** depicts the after-construction circulation volume and pathway of trucks and semi-trailers on SE 6th Street. **Table 5** offers a summary of the traffic volumes on nearby roadways following the construction. Additionally, **Table 6** provides a summary of the projected traffic volumes on nearby roadways after the construction in the year 2044.

Existing Truck and Semi-Trailer Trips Distribution

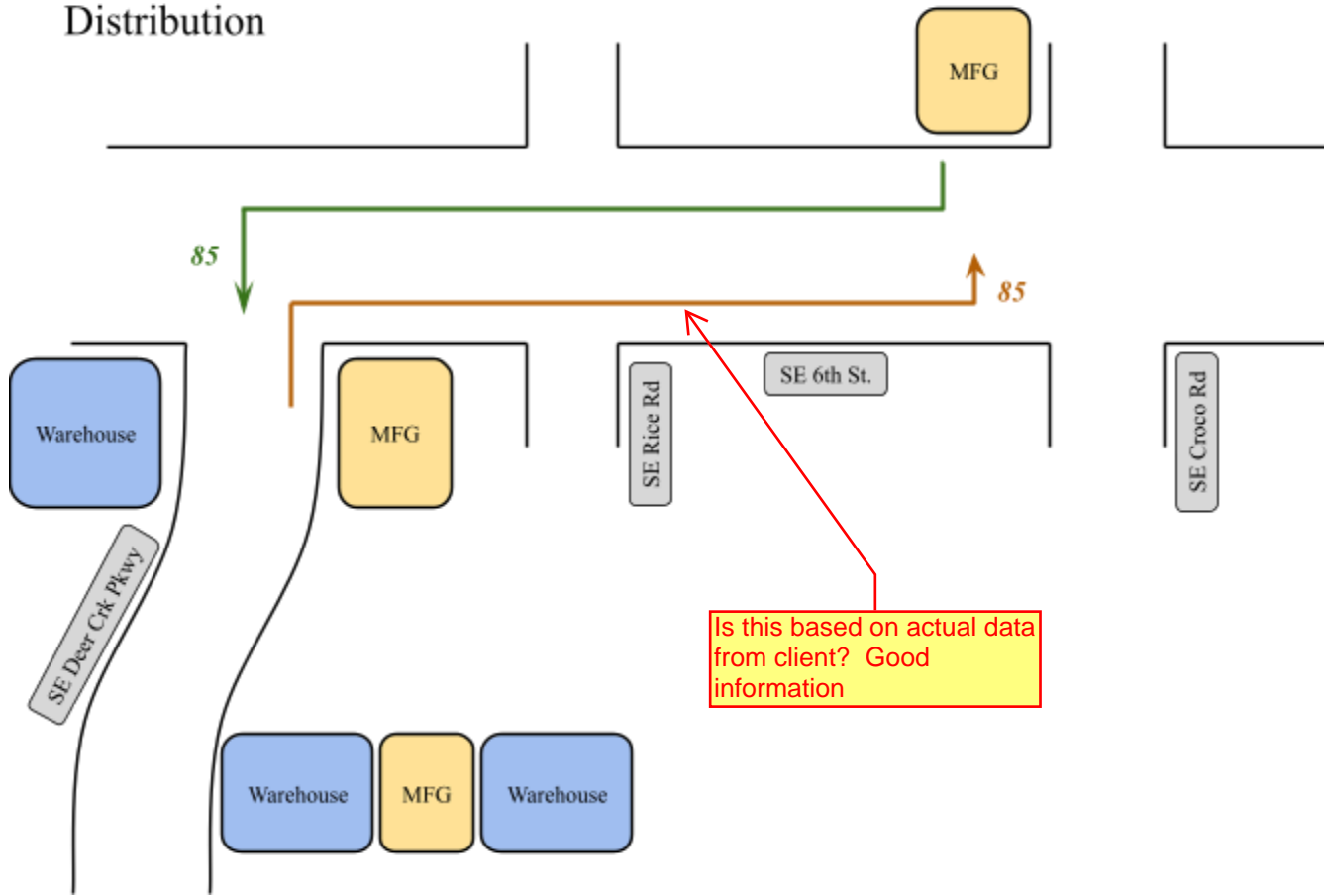


Figure 10. Existing Truck and Semi-Trailer Daily Trips Distribution

After Construction Truck and Semi-Trailer
Trips Distribution

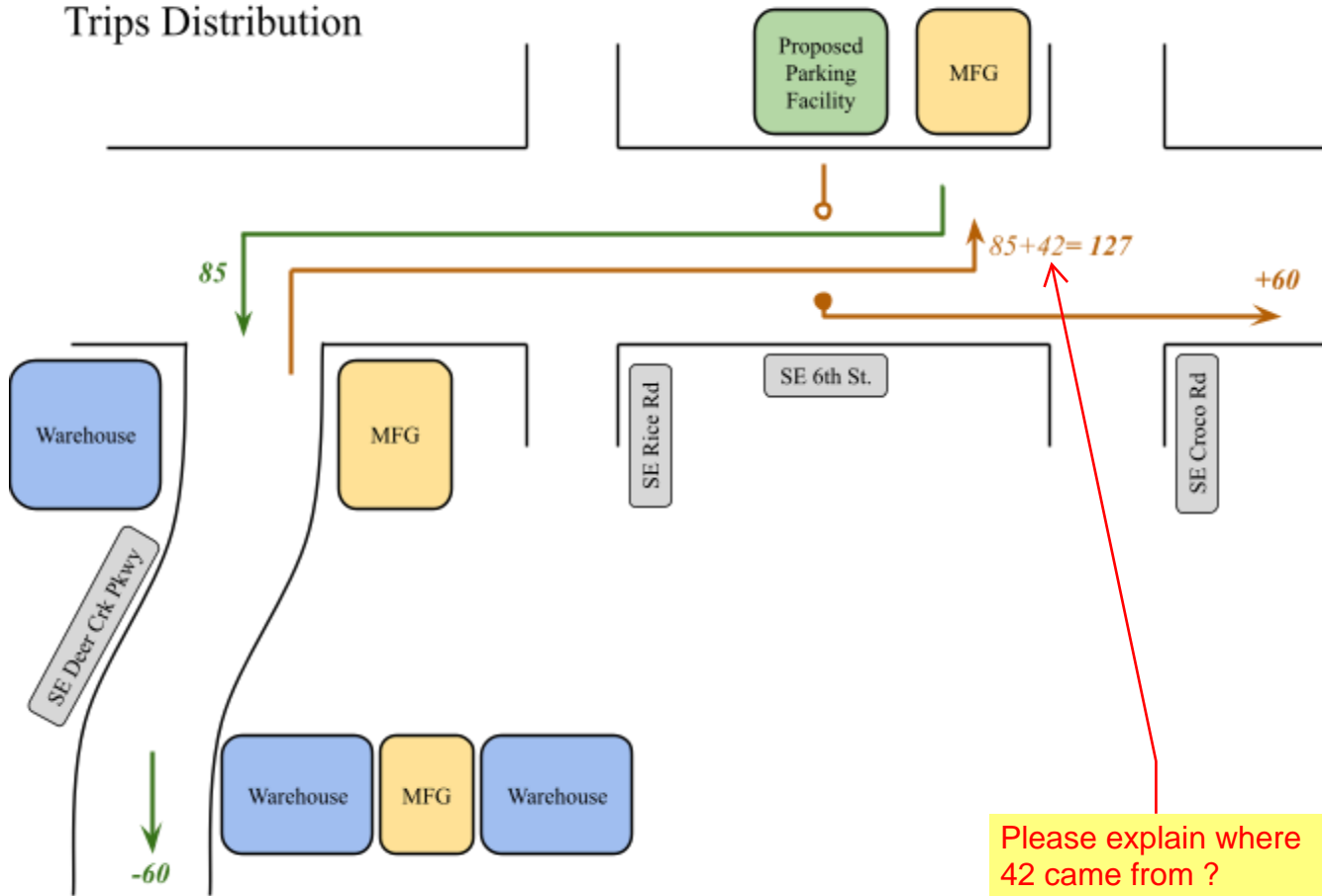


Figure 11. After Construction Truck and Semi-Trailer Daily Trips Distribution

Please explain where 42 came from?
Similar comment from page 13

Table 5. After-Construction Surrounding Roadway Daily Traffic Volume Summary

Street Name	AADT	Volumes in each Direction	
SE 6th Street	5,915	2,958+42 = 3,000 (EB)	2,957 (WB)
SE Croco Road	4,700	2,350 (NB)	2,350 (SB)
SE Rice Road	1,150	575 (NB)	575 (SB)
SE Deer Creek Parkway	3,800	1,900+42 = 1,942 (NB)	1,900-60 = 1,840 (SB)

Table 6. After-Construction in Year 2044 Surrounding Roadway Daily Traffic Volume Summary

Street Name	AADT	Volumes in each Direction	
SE 6th Street	5,915*1.04 = 6,152	3,076+42 = 3,118 (EB)	3,076 (WB)
SE Croco Road	4,700*1.04 = 4,888	2,444 (NB)	2,444 (SB)
SE Rice Road	1,150*1.04 = 1,196	598 (NB)	598 (SB)
SE Deer Creek Parkway	3,800*1.04 = 3,952	1,976+42 = 2,018 (NB)	1,976-60 = 1,916 (SB)

Please include a figure, or photos from the location. Also, the extent of the current obstruction and the amount it has to be changed to make it work is also not clear.

5. Analysis of Traffic and Improvements

5.1 Site Access Performance

Intersection Sight Distance (ISD) is assessed for the access point on SE 6th Street. ISD represents the distance the driver of a vehicle approaching an intersection needs to have an unobstructed view of the entire intersection, including any traffic control devices, and sufficient lengths along the intersecting major roadway to permit the driver on the approaching roadway to anticipate and avoid potential collisions. According to the KDOT Access Management Policy Table 4-14, the Intersection Sight Distance (ISD) for a Left-Turn on a 4-Lane Highway with a posted speed of 45 mph is specified as 530 feet. Following a careful examination of the proposed access point location on SE 6th Street and an assessment of the roadway vertical profile of SE 6th Street, it has been observed that the view of vehicles may be obstructed by trees and shrubs near the access. Upon the removal of these trees and shrubs in close proximity to the access, visibility at the access point is anticipated to be significantly improved.

Stopping Sight Distance (SSD) is also evaluated for the access point on SE 6th Street. The SSD should be measured in order to determine if there is sufficient sight distance to enable a vehicle traveling at the posted speed limit to stop before reaching an object in its path. The designated speed limit on SE 6th Street is 45 mph. In accordance with the KDOT Access Management Policy Table 4-11, the Stopping Sight Distance (SSD) for level terrain is specified as 360 feet when the posted speed limit is 45 mph. Similarly, the trees and shrubs near the access point may obstruct the view of eastbound and westbound vehicles on SE 6th Street. Except for this matter, there is no stopping sight distance concern.

Corner clearance is the distance required between a highway intersection and the nearest access on the crossroad at a corner development. According to KDOT Access Management Policy Table 4-10, the minimum corner clearance specified for the developed area is 115 feet. The proposed access point on SE 6th Street satisfies this warrant.

In the roadway segment of SE 6th Street between SE Rice Road and SE Croco Road, there exists a sidewalk positioned on the northern side of SE 6th Street. Therefore, the construction of the new access point and sidewalk should adhere to KDOT standards.

5.2 Circulation Review

At present, trucks and semi-trailers under the direction of the Traffic Engineer's Crossroads, after which they retrace their path to the parking area. For departures, trucks and semi-trailers follow a southbound route along SE Deer Creek Pkwy to access I-70. Following the completion of construction, the parking of trucks at all distribution centers along SE Deer Creek Pkwy will be consolidated and centralized to the new parking facility. For outbound journeys, an estimated 60 trucks and semi-trailers from the new parking facility are expected to travel eastbound on SE 6th Street, proceed towards Hwy 40, and then access I-70. Concurrently, there

Please provide a site circulation figure to document how truck circulate on site. Also, please confirm that trucks will not impact and will stay clear of 6th Ave when accessing gate.

will be a corresponding reduction of approximately 60 southbound trucks and semi-trailers on SE Deer Creek Parkway. After construction, all added truck and semi-trailer traffic is expected to be eastbound on SE 6th Street.

In previous section (4.2.1), there was an increase documented. Please summarize in this section too

6. Conclusion and Recommendation

With the proposal of a new parking facility on the west side of Crossroads and the planned consolidation of truck parking from all distribution centers along SE Deer Creek Parkway to this new facility, this Level 2 traffic impact study is designed to evaluate the effects of changes in the circulation patterns of trucks and semi-trailers on the surrounding roadways. Currently, the daily traffic on SE 6th Street comprises approximately 170 trips (85 westbound trips, 85 eastbound trips) made by trucks and semi-trailers. Following the construction of the new parking facility, the daily volume of trucks and semi-trailers is expected to rise from approximately 170 trips to around 212 trips (85 westbound trips, 127 eastbound trips). It is anticipated that approximately 60 trucks and semi-trailers originating from the parking facility will travel in an eastbound direction on SE 6th Street. They will continue their route towards Hwy 40, subsequently accessing I-70. Simultaneously, a corresponding reduction of 60 southbound trucks and semi-trailers on SE Deer Creek Parkway is expected.

In the roadway segment of SE 6th Street between SE Rice Road and SE Croco Road, there exists a sidewalk positioned on the northern side of SE 6th Street. Therefore, the construction of the new access point and sidewalk should adhere to KDOT standards.

City of Topeka standards

Following an examination of the Intersection Sight Distance (ISD) and Stopping Sight Distance (SSD) at the proposed access point on SE 6th Street, the recommendation is to clear the trees and shrubs located on both sides of the access.

Need to illustrate on an exhibit in previous sections

What is your recommendation?

Attendees

Public: see attached sheets

City of Topeka: Rhiannon Friedman
 Dan Warner
 Mike Hall
 Annie Driver

CFS Engineers: Kevin Holland
 Travis Haizlip

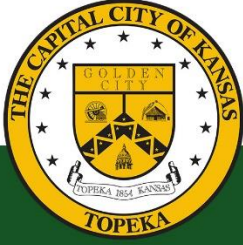
Reser's: Brian Thurlow

Issues / Clarifications:

- What is the parking space count / 250 spaces phase III, additional 150 spaces in phase IV.
- How full will the parking lot be / It is designed to operate at full capacity but will more than likely never be full.
- Will there be a noise barrier / The trees and grading will provide a natural barrier and the new parking lot will follow the City of Topeka noise ordinance code.
- Noise pollution from existing plant / The existing plant operates under the current approved PUD regulations and the resulting operational noise created falls within the City of Topeka noise ordinance limits. A topic for the Planning Commission meeting.
- Will these improvements cause an increase in traffic / It should actually reduce truck traffic.

- How will the fence height be / The fence heights will be approved through the site plan process at the City of Topeka.
- What are the locate flags on the east side of Croco / the flags are placed along both sides of the road per standard procedure from the tickets called in. Nothing is happening along the east side of Croco at this time.
- Truck lights glaring through neighbors windows / Lighting from the operations taking place at the existing plant are within current code approved through previous PUD. A topic for the Planning Commission meeting.
- Snow plows pushing snow onto neighbors drive / This would be a City of Topeka Public Works operational issue and not necessarily a concern for Reser's.
- Will this make us have to annex our property into the city / These improvements will not cause neighbors to have to annex.
- Will this affect my property value / There are no indicators that these parking lot improvements will affect property values in the area.
- The truck circulation at the plant needs improvement / Will take this information to the owner for consideration to see if adjustments should be made. The approved PUD states circulation on the north side of the existing building is permitted.
- The landscaping doesn't look like I thought it should / All landscaping was done as per the landscape plan approved by the City of Topeka & is complete.
- Will everything be fenced / Around the parking lot & through the route to the existing plan with additional fencing around parts of the north, south & western parking lot property perimeter. Fencing will follow City of Topeka design standards & guidelines.
- Noise pollution from idling trucks at the existing facility / The decibel level of the trucks falls within the current City of Topeka code. A topic for the Planning Commission meeting.

- Light pollution from the existing plant onto the east side of Croco Rd / Lighting was installed per plans approved through the City of Topeka and operate within lighting regulations set upon the approved PUD. A topic for the Planning Commission meeting.
- When & where is the Planning Commission meeting / April 15th, 2024, 6pm at the Topeka City Council chambers.



CITY OF TOPEKA

Planning Division
620 SE Madison, Unit 11
Topeka, KS 66607

Dan Warner, AICP, Planning Division Director
Tel: 785-368-3728
www.topeka.org

MEMORANDUM

To: Topeka Planning Commission
From: Dan Warner, AICP; Planning Division Director
Date: May 20, 2024
RE: A24/03 – Annexation request by 4BSC, LLC for the two parcels addressed 6545 and 6549 SW 10th Avenue

Proposal

4BSC, LLC has consented to annexation of 57.93-acres located at 6545 SW 10th Avenue and 6549 SW 10th Avenue (see Map 1). The owner will construct a multi-level driving range with accessory bar and event spaces at the location of an existing driving range (see Map 2).

The properties are already connected to City of Topeka water and sanitary sewer and requires no additional extension. Annexation of this property is appropriate as it will make for a cohesive City boundary, as the property is surrounded by the City on three sides and already utilizes City utilities.

Background

Unilateral annexations of this type, one in which the property owner has consented to the annexation and the property is contiguous to the City, requires City of Topeka Governing Body approval. However, the Land Use and Growth Management Plan 2040 (LUGMP) established a policy that the Planning Commission review annexations greater than 10 acres for consistency with growth management principles of the LUGMP.

LUGMP Review

The property lies within Tier 3 of the Urban Growth Area (see Map 1). Tier 3 areas are the bulk of the UGA outside of Tier 1. Generally speaking, Tier 3 areas of the UGA are not ready for urbanization because investments have not been made in all five of Topeka's urban services (fire, police, water, sewer, and streets).

All five of the required services are available to the site because it fronts SW 10th Avenue and the City boundary outlines the property on three sides. The properties are already connected to water and sewer, which are located along SW 10th Avenue. The development will take access from the two-lane minor arterial SW 10th Avenue, which is already annexed to the east and west of the property. The City of Topeka Public Works Department is already responsible for the maintenance for this segment of road. City of

Topeka Fire Department and Police Department already serve the developments to the west of the proposed annexation and have no issue with the proposal.

The subject property is designated as Urban Growth Area (Mixed-Use) and identified as Tier 3 by the Topeka Future Land Use Map (see Maps 1 & 3). As addressed above, the property has all five services available and has graduated into Tier 2 of the Urban Growth Area. The proposed use aligns with the Future Land Use identified in the Land Use and Growth Management Plan 2040.

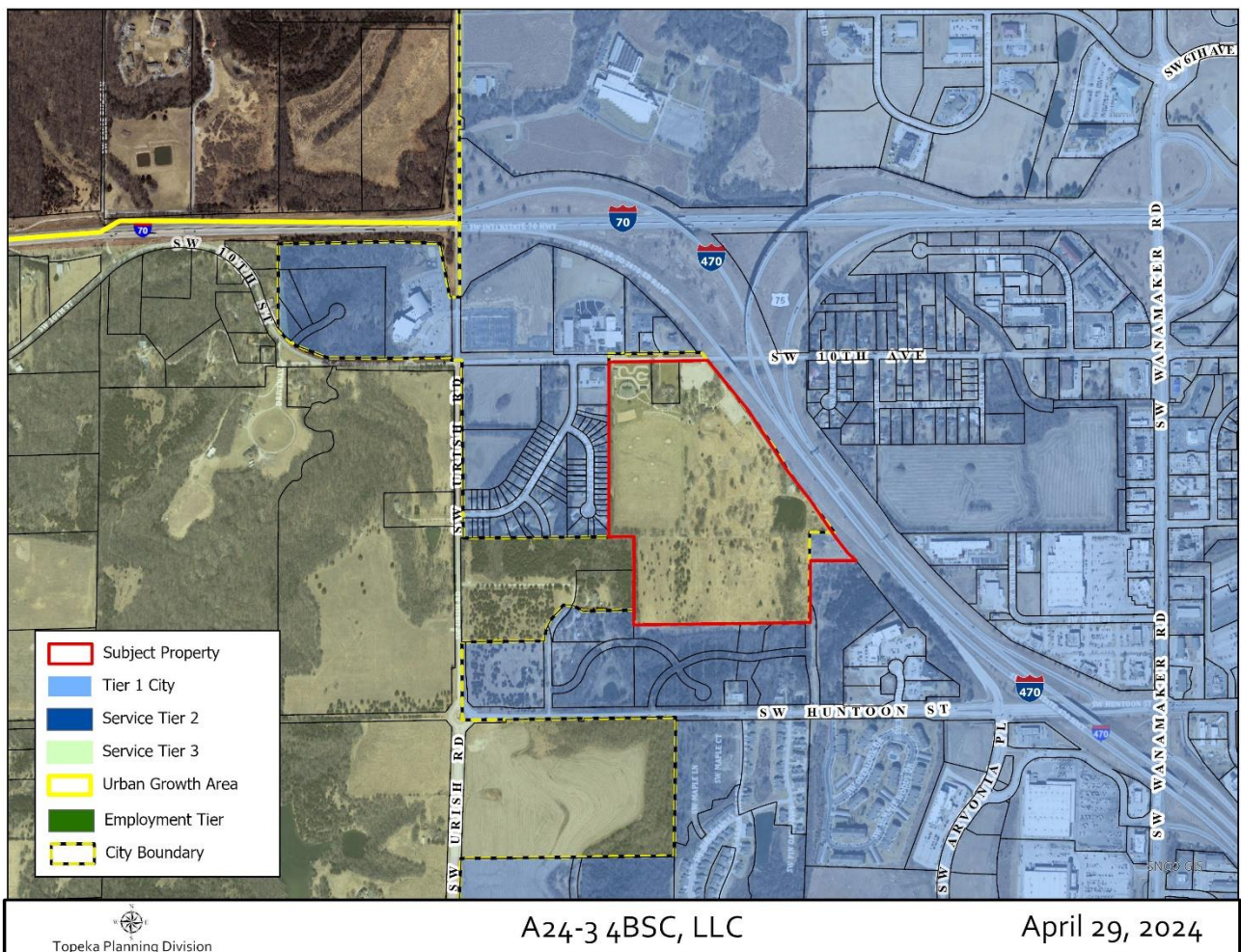
Street Network

Future access to the improved driving range will continue from SW 10th Avenue, which is a two-lane minor arterial.

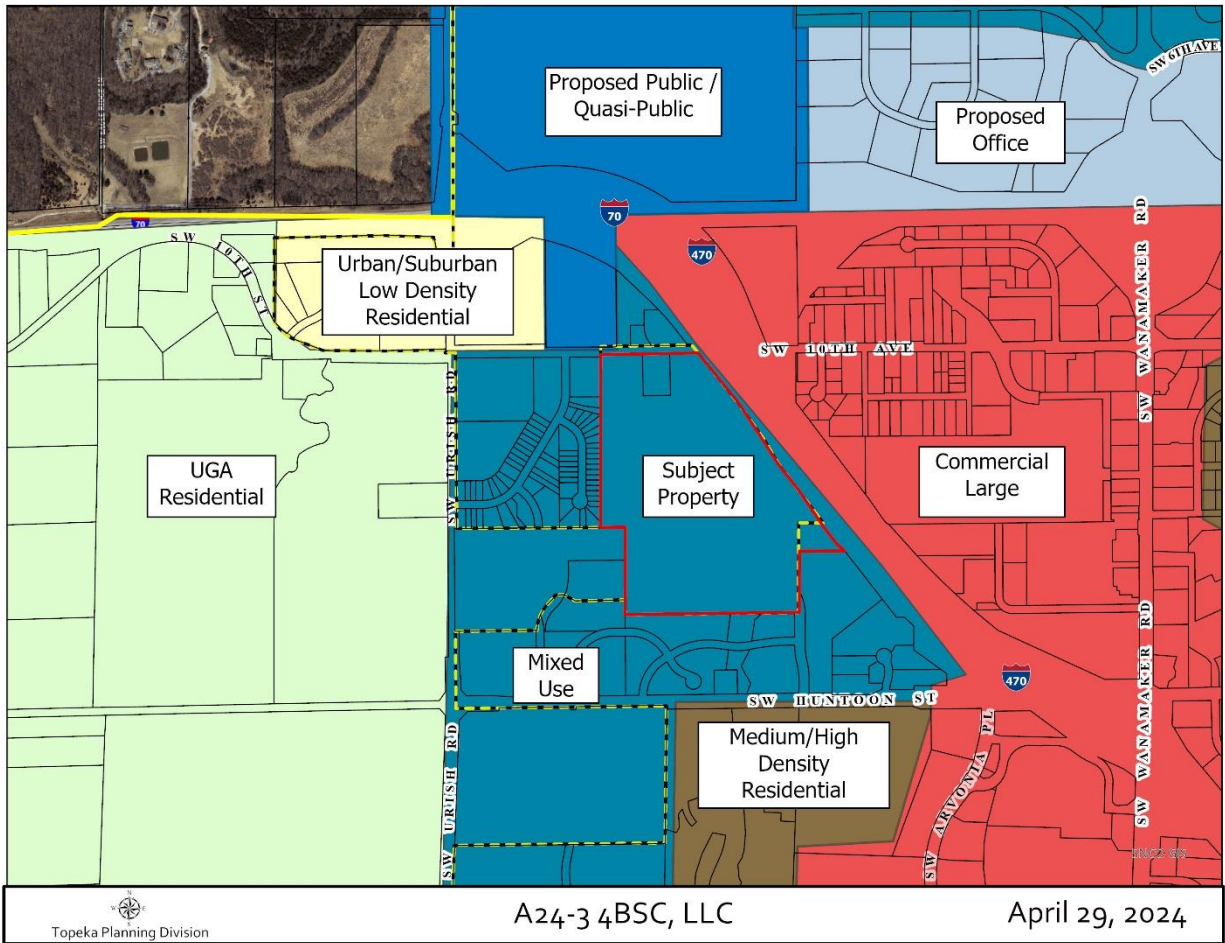
Recommendation

Annexing the subject property is consistent with the Comprehensive Plan.

Map 1 – Property Location Relative to the UGA



Map 3 – Future Land Use



Attachments:
Sports Center Annexation Fact Sheet

Annexation Proposal
Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

Site

Address/Location: 6545 SW 10th Avenue & 6549 SW 10th Avenue

Owner: 4BSC LLC

Size: Approximately 57.93 acres

Existing Land Use: Outdoor recreation including miniature golf, golf driving range, and a single-family home

Proposed Land Use: Outdoor recreation including miniature golf, golf driving range, and a single-family home

Subdivision: Plat to be submitted following annexation

Planning

Existing Zoning: RR-1

Proposed Zoning: RR-1 with Conditional Use Permit for expansion of the golf and recreation center

Current Population: 2 residents

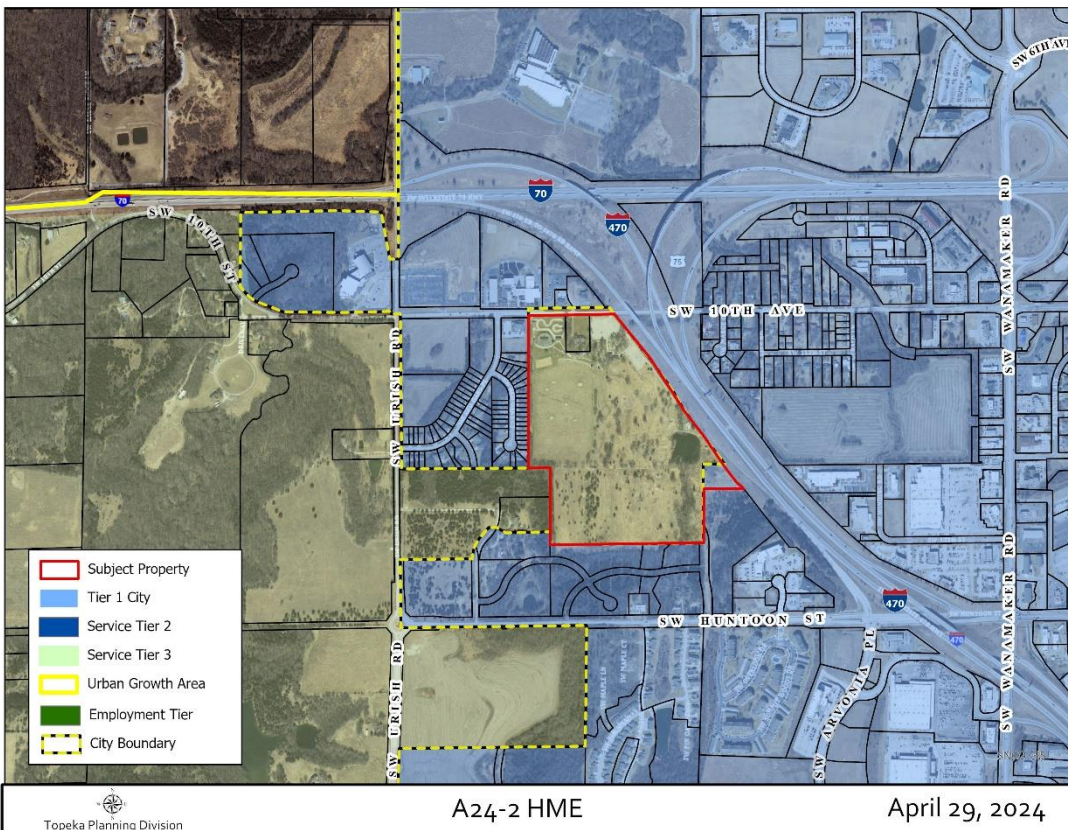
Projected Population: 2 residents

Density: N/A

Comprehensive Plan: Urban Growth Area – Service Tier 3

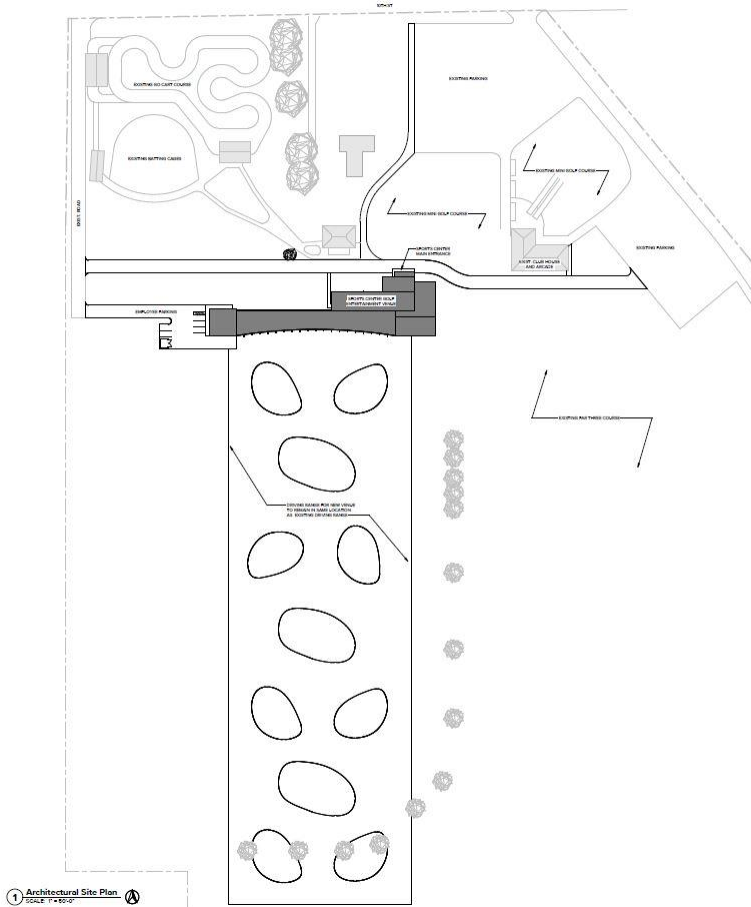
Primary Service Area (Sewer Required): Sewer service is available by a twelve-inch collector line along the east side of the property and an eight-inch collector line running along the north side of the property.

Urban Growth Area Map



Annexation Proposal
Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

Preliminary concept for future development



Annexation Procedure

Contiguous?: Yes

Consent?: Yes. Owner provided a written consent.

Requirements: Eligible for annexation under KSA 12-520(7). No required hearings or notices. No service extension plan is required.

Approval Method: COT governing body passes ordinance.

Revenue/Expenses Estimates

Property tax revenue to the City of Topeka in 2024 would be approximately **\$8,800** before any development takes place. **Future annual property tax revenue** to the City of Topeka upon build-out of the driving range improvements is estimated to be around \$16,925 or more dependent on the appraised

Annexation Proposal
 Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

value of the new development. Current property tax revenue to Mission Township was **\$4,557** in 2023, but would be projected to be \$8,711 upon build out.

The site currently is connected to City water and wastewater. Annexation of the property will cause a reduction in utility rates for City Water and Wastewater. **Future annual COT Stormwater revenue** to the City of Topeka upon development of the property is estimated to be approximately **\$7,220**. Annexation of the property will decrease the revenue from City **wastewater and water** the property will lead to a loss in revenue of **\$6,674**. The annual utility revenues will be \$546.

There are no additional costs to serve the proposed annexation for Fire, Police, and Forestry.

Streets will incur additional operations or maintenance cost of \$8,800 due to the property being annexed. This is related to the annexation of SW 10th Avenue.

Stormwater will not have additional annualized infrastructure operational and replacement cost but will have an annualized revenue of \$7,220.

Water will not have additional annualized infrastructure operational and replacement cost but will have an annualized loss of \$3,383.

Sanitary sewer will not have additional annualized infrastructure operational and replacement cost but will have an annualized loss of \$3,291.

Utility and Service Providers

	Current	Proposed
Water	COT	COT
Wastewater	COT	COT
Fire	Mission Township	COT
Police	Shawnee County	COT
Streets – Local	Shawnee County Public Works	COT
Parks	Shawnee County	Shawnee County
Governing Body	Shawnee County (#1)	COT (#9)

Utilities

The subject property is proposed to remain a golf course/driving range and a single-family home. An additional connection to the sanitary sewer main is anticipated, however, the existing development and proposed expansion will not require the extension of public water or sewer mains.

Streets

The proposed development will utilize the existing SW 10th Avenue (minor arterial) for access. Private drives will be utilized for interior circulation and privately owned by 4BSC, LLC. The annexation of SW 10th Avenue will result in a maintenance and replacement cost to the City of \$8,800 per year.

Metro Bus Service

Metro Service currently ends 0.65 miles to the east at the intersection of SW 10th Avenue and SW Wanamaker Road.

Annexation Proposal
Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

Ability to Provide Adequate Public Services

FIRE

- 1) **What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

No Additional.

- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**

Yes

- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**

No additional impacts are anticipated.

Ability to Provide Adequate Public Services

FORESTRY

- 1) **What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

No major cost to department

- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**

Yes

- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**

Single small annexations can be taken care of by forestry with no major impacts to operating budget. However, the cumulative effects of multiple annexations will ultimately not be sustainable.

Ability to Provide Adequate Public Services

POLICE

- 1) **What is the estimated cost (operational and capital) to your Department/Division to provide adequate service to the proposed annexation?**

The cost for providing service to this area for TPD would be minimal and easily absorbed by our current personnel.

Annexation Proposal
Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Yes. I don't see an impact to the current or future budget.
- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
I don't foresee any issues from this potential annexation that would impact current service levels to our existing call load.

Ability to Provide Adequate Public Services
STREETS

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in current year \$s):**
\$8,800 per year
- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Not at current funding levels. Will need to explore in future increase funding for street maintenance and pavement management program.
- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
N/A

Ability to Provide Adequate Public Services
STORMWATER

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2024 \$s):**
- a. **Estimate annualized operations/maintenance cost over the lifecycle of the assets**
No additional cost. All infrastructure existing.
 - b. **Estimate annualized replacement cost of the asset This is based on 100-year replacement cycle.**
No additional cost. All infrastructure existing.
 - c. **Estimate annualized revenue over the lifecycle of the assets.**
\$7,220
- 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Yes
- 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
No other issues known at this time.

Ability to Provide Adequate Public Services
WASTEWATER

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2024 \$s):**
 - a. **Estimate annualized operations/maintenance cost over the lifecycle of the assets**
No additional cost. All infrastructure existing.
 - b. **Estimate annualized replacement cost of the asset This is based on 100-year replacement cycle.**
No additional cost. All infrastructure existing.
 - c. **Estimate annualized revenue over the lifecycle of the assets).**
Estimated to be a loss of \$3,291 due to this already being connected and a lower utility rate following annexation.

 - 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Yes

 - 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
No other issues known at this time.
-

Ability to Provide Adequate Public Services
WATER

- 1) **What is the estimated cost/benefit of providing adequate service to the proposed annexation (in 2024 \$s):**
 - a. **Estimate annualized operations/maintenance cost over the lifecycle of the assets**
No additional cost. All infrastructure existing.
 - b. **Estimate annualized replacement cost of the asset This is based on 100-year replacement cycle.**
No additional cost. All infrastructure existing.
 - c. **Estimate annualized revenue over the lifecycle of the assets.**
Loss of \$3,383.

 - 2) **Can the estimated cost of service be carried out under your current or anticipated future budget? If not, what would it take to do so?**
Yes

 - 3) **Describe any other issues that would affect your ability to provide adequate service to the annexation area, or impact service levels to existing residents/businesses of the city.**
No other issues known at this time.
-

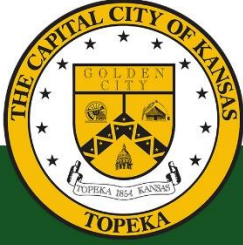
Annexation Proposal
Properties located at 6545 & 6549 SW 10th Avenue
Fact Sheet & Department Comments

Ability to Provide Adequate Public Services
Topeka Metro Bus Service

- 1) Do you currently provide service to this subdivision/immediate area?**
We do not provide service to this area.

- 2) If not, can you provide service?**
We are not expanding service at this time.

- 3) What is the estimated cost of providing service to this subdivision?**
\$300,000. This area has limited potential for productive service since it is removed or separated from our regular service by a major highway.



CITY OF TOPEKA

Planning Division
Holliday Building, 620 SE Madison St., Unit 11
Topeka, KS 66607

Dan Warner, AICP, Director
Tel: 785-368-3728
www.topeka.org

MEMORANDUM

To: Topeka Planning Commissioner
From: Dan Warner, AICP, Director – Planning Division
CC:
Date: 5/20/2024
RE: Proposed Capital Improvement Program 2025-2034

I am pleased to convey the City's proposed Capital Improvement Program (CIP) 2025-2034 for your approval as required by city and state law.

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

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

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

New Projects

- Polk Quincy Viaduct East – The project necessitates a complete reconstruction of I-70 from the termination point of the PQV West project to approximately SE Indiana. This is a project with KDOT and the City is expected to allocate funds for the construction phase. Tier 1 project consistent with the Comprehensive Plan.
- SW Auburn Road – SW 29th Street to K-4 Highway – Joint City and County project to reconstruct Auburn Road in part to serve the new Washburn Rural Middle School. Tier 1 street project consistent with the Comprehensive Plan.
- NE Lyman Rd. – NE Vail Ave to NE Tyler Street Sidewalk – The project involves the construction of a sidewalk from Vail to Tyler. Tier 1 infrastructure project consistent with the Comprehensive Plan.

Revised Projects

- SE 29th Street/Kansas Turnpike Authority Interchange – This project was pushed to 2030 based on coordination with the Kansas Turnpike Authority (KTA). This project will construct a new interchange on the Kansas Turnpike at SE 29th Street. The 2023 CIB was amended to provide funding for an initial feasibility study of the exit from I-470 at 29th St. including off ramps and toll interchange. Tier 1 infrastructure project consistent with the Comprehensive Plan.

Carry-Over Projects

- Citywide Infrastructure 2023 – Provides for the construction of new infrastructure elements either as matching funds for grant projects or by providing funds for new elements for citywide sales tax projects. Tier 1 project consistent with the Comprehensive Plan.
- Bikeways Master Plan – Install bikeway routes identified in the Topeka Bikeways Master Plan. Tier 1 infrastructure projects consistent with the Topeka Bikeways Master Plan.
- City Infill Sidewalk – This program builds new sidewalk and restores existing ones, aligning with the Pedestrian Master Plan and public requests. The Pedestrian Master Plan is scheduled to be updated in 2024. Tier 1 infrastructure project consistent with the Comprehensive Plan.
- Sidewalk Repair Program 2024 – Project to repair existing deteriorated sidewalks at various locations throughout the city. The project provides matching funds to allow owners to repair sidewalks that are out of compliance with current codes. Consistent with the Pedestrian Master Plan.
- SE 29th Street – S. Kansas Avenue to SE Adams Street - This project will consist of mill and overlay, minor base patching, and curb replacement This project will also install new signals at Fremont. Tier 1 street project consistent with the Comprehensive Plan.

- SE Adams Street – 45th Street to 37th Street - This project involves the complete reconstruction of SE Adams between SE 37th and SE 45th. The proposed road will go from a 2-lane rural section with open ditches to a 3-lane urban section with an enclosed storm drainage system. Tier 1 street project consistent with the Comprehensive Plan.
- Southeast Zone Improvements & Optimizations - Projects under this program will replace transmission mains, construct new lines, and upsize existing lines to improve hydraulic characteristics for the Southeast Pressure Zone. Tier 1 infrastructure projects consistent with the Comprehensive Plan.
- West Zone Improvements & Optimizations - This project will replace transmission mains and upsize existing lines for capacity purposes in the West Pressure Zone in conjunction with other Water Distribution projects. Tier 1 infrastructure projects consistent with the Comprehensive Plan.
- Central Zone Improvements & Optimization Phase II - This project will replace transmission mains and upsize existing lines for capacity purposes in the Central Pressure Zone in conjunction with other Water Distribution projects. Tier 1 infrastructure projects consistent with the Comprehensive Plan.
- Shunga Creek Flood Mitigation – This is a cost-shared project with the US Army Corps of Engineers (35% City/65% Federal) to design and construct drainage improvements along Shunganunga Creek. The proposed improvements include 1 mile of levee construction from MacVicar to Buchanan and 1.5 miles of channel modification from Buchanan to I-70. Tier 1 infrastructure improvements consistent with the Comprehensive Plan.
- S. Topeka Blvd. – 15th Street to 21st Street – County-wide sales tax project to replace this section of Topeka Blvd. between 15th Street and 21st Street. Phase I consists of reconstructing the intersection of 21st Street and Topeka Blvd. in conjunction with a waterline replacement project. Phase II consists of pavement rehabilitation of Topeka Blvd. between 15th Street and 21st Street. Tier 1 street project consistent with the Comprehensive Plan.
- S. Kansas Avenue – SW 4th Street to SW 6th Street – This project involves the milling and overlay of the existing pavement, removal of median planters, narrowing the road, and reconstruction of roadways. Project pushed back in coordination with Polk Quincy Viaduct. Tier 1 street project consistent with the Downtown Master Plan.
- SW 21st Street – SW Belle Avenue to SW Fairlawn Road - This project includes reconstruction of 5 lanes of 21st Street from Belle to Fairlawn and will include curb and gutter and a storm drainage system. Tier 1 street project consistent with the Comprehensive Plan.
- SW 29th Street – SW Burlingame Road to Topeka Blvd. - This project involves curb replacement, localized base patching, and mill/overlay of SW 29th St. from Burlingame Road to Topeka Blvd. Tier 1 street project consistent with the Comprehensive Plan.
- SW 29th Street – SW Wanamaker Road to Shunga Creek Bridge - This project consists of a full reconstruction of SW 29th St from Wanamaker Rd. to the Shunga Creek Bridge. The roadway will include curb and gutter, sidewalks, and storm drainage system.

- SW Topeka Blvd – 38th to 49th Street - This project will consist of mill and overlay, localized base patching, and curb replacement. The project also includes upgrades to traffic signals at both SW 29th and SW 38th. Tier 1 street project consistent with the Comprehensive Plan.
- SW Fairlawn Road – SW 23rd Street to SW 28th Street – Project rehabs the stretch of SW Fairlawn from 23rd to 28th Street. The section of SW Fairlawn Road between 28th and 29th is being reworked with the Wheatfield Village project. Tier 1 street project consistent with the Comprehensive Plan.
- NE Seward Avenue – NE Sumner Street to NE Forest Avenue– Project provides funding to replace NE Seward Avenue between Sumner and Forest Streets. Project is a Half-Cent Countywide Sales Tax Project. Tier 1 street project consistent with the Comprehensive Plan.
- Neighborhood DREAMS Programs - This program is a component of the Topeka DREAMS Neighborhood Improvement Initiatives Program. The City will target a majority of neighborhood infrastructure resources in one redevelopment area or neighborhood every two years for the DREAMS 1 program. Infrastructure funding invested in this program will allow for improvements in areas such as rebuilding deteriorated streets, curb/gutter, alleys, sidewalks, and the replacement of impacted wastewater structures. These funds are leveraged with the Community Development Block Grant (CDBG) and HOME Investment Partnership funds that are utilized for housing rehabilitation. The Dreams 2 program provides the preceding resources every other year. The Topeka Dreams 3 provides mini-grants, technical assistance and other support to neighborhood improvement associations so they can take local action on a public concern. Program priorities include community engagement, infrastructure and public accessibility improvements, neighborhood beautification, and other quality of life improvements. Consistent with the Comprehensive Plan.
- S. Kansas Ave – 10th Street to 17th Street - This project involves mill/overlay, some median work, and the reconstruction of intersections. There will be a significant amount of public input regarding this project as it involves the possibility of narrowing this stretch of Kansas Ave. Tier 1 street project consistent with the Comprehensive Plan.
- SW 17th Street – SE Adams Street to SW Washburn Avenue – Project provides funding to replace SW 17th Street between Adams Street and Washburn Avenue. Project is a Half-Cent Countywide Sales Tax Project. Tier 1 street project consistent with the Comprehensive Plan.
- SE 37th Street – S. Kansas Avenue to SE Adams Street – Project provides funding to replace SE 37th Street between Kansas Avenue and Adams Street. Project is a Half-Cent Countywide Sales Tax Project. Tier 1 street project consistent with the Comprehensive Plan.
- SW 37th Street – SW Scapa Place to SW Burlingame Rd – Project provides funding to replace SW 37th Street between Scapa Place and Burlingame Rd. Project is a Half-Cent Countywide Sales Tax Project. Tier 1 street project consistent with the Comprehensive Plan.

- Parking Facilities Capital Repairs – This project will help fund the implementation of the comprehensive parking plan recommendations and improvements identified by the Walter P. Moore study. Improvements covered will be in all seven City owned parking garages. Tier 1 project consistent with the Comprehensive Plan.
- SW Wanamaker Road/SW Huntoon Street/I-470 Ramps - This project will improve traffic operations, safety, and the level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I-470/Winding Road entrance ramp areas. Tier 1 street project consistent with the Comprehensive Plan.
- S. Topeka Blvd. from SW 29th Street to SW 38th Street – Project rehabs the stretch of SW Topeka Blvd. from 29th to 37th Street. The project also includes signal replacements. Tier 1 street project consistent with the Comprehensive Plan.
- SW 10th Avenue – SW Wanamaker Road to SW Gerald Lane – Improve 10th Avenue to three lanes with curb, gutter and sidewalks. Tier 1 street project consistent with the Comprehensive Plan.
- SW Huntoon Street – SW Gage Blvd. to SW Harrison Street – Project provides funding to replace SW Huntoon Street between Gage Blvd. and Harrison Street. Project is a ½ Cent County Sales Tax Project. Tier 1 street project consistent with the Comprehensive Plan.
- SW 17th Street – SW MacVicar Ave. to Interstate 470 – Project replaces the pavement. Includes curb & gutter, sidewalks and a drainage system. Tier 1 street project consistent with the Comprehensive Plan.

Non - Citywide Half-Cent Sales Tax Programs

Note: Please see specific project pages for funding sources (GO, FFE, Operating Funds, etc.)

Programs	2025	2026	2027	2028	2029	5- Year Totals	Page Numbers
Bridge Maintenance Program	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,000,000	72 - 76
Citywide Infill Sidewalk	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 3,000,000	77 - 81
Neighborhood Infrastructure - DREAMS 2	\$ 1,980,000	\$ -	\$ 1,980,000	\$ -	\$ 1,980,000	\$ 5,940,000	82, 84, 86
Neighborhood Infrastructure - DREAMS 1	\$ -	\$ 1,980,000	\$ -	\$ 1,980,000	\$ -	\$ 3,960,000	83 & 85
Topeka DREAMS 3 Program	\$ 208,379	\$ 208,379	\$ 208,379	\$ 208,379	\$ 208,379	\$ 1,041,895	87 - 91
Traffic Safety Program	\$ 400,000	\$ 400,000	\$ 400,000	\$ 809,990	\$ 400,000	\$ 2,409,990	92 - 96
Traffic Signal Replacement Program	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 9,000,000	97 - 101
Fleet Replacement Program - Transportation Operations	\$ 1,300,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,300,000	102 - 106
FIRM	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 11,500,000	107 - 111
Totals	\$ 9,188,379	\$ 8,888,379	\$ 8,888,379	\$ 9,298,369	\$ 8,888,379	\$ 45,151,885	

Countywide Half-Cent Sales Tax Schedule

Note: For SW 29th St. - Wanamaker to Shunga Creek Bridge includes GO Bond Funding (\$818,640)

Programs	2024 & Prior	2025	2026	2027	2028	2029	2030 & Beyond	Project Totals	Page Numbers
Bikeways Master Plan	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ 500,000	\$ 1,500,000	113 - 115
SW Huntoon St. - Gage Blvd. to Harrison St.	\$ 100,000	\$ 850,000	\$ 1,650,000	\$ 5,300,000	\$ 5,300,000	\$ 5,300,000	\$ -	\$ 18,500,000	116
NE Seward Ave. - Sumner St. to Forest Ave.	\$ -	\$ -	\$ -	\$ 300,000	\$ 100,000	\$ 1,250,000	\$ 1,250,000	\$ 2,900,000	117
SW Topeka Blvd. -15th - 21st St. Phase II	\$ 2,047,200	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ 9,247,200	118
SW 17th St. - Washburn Ave. to Adams St.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,425,000	\$ 16,425,000	119
SE 37th St. - Kansas Ave. to Adams St.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000	\$ 5,600,000	\$ 6,125,000	120
SW 29th St. - Wanamaker Rd. to Shunga Creek Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,557,390	\$ 9,557,390	121
SW 17th St. - I-470 to MacVicar Ave.	\$ 1,450,000	\$ -	\$ -	\$ 600,000	\$ 4,450,000	\$ 9,475,050	\$ 9,475,050	\$ 25,450,100	122
SW 37th St. - Burlingame Rd. to Scapa Place	\$ -	\$ -	\$ 450,000	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ 4,850,000	123
Zoo Master Plan	\$ 6,923,812	\$ 1,025,396	\$ 1,025,396	\$ 1,025,396	\$ -	\$ -	\$ -	\$ 10,000,000	124
Totals	\$ 10,521,012	\$ 5,475,396	\$ 7,225,396	\$ 9,425,396	\$ 12,550,000	\$ 16,550,050	\$ 42,807,440	\$ 104,554,690	

Public Works Projects

Note: Please see specific project pages for funding sources ; this page is exclusive of the Countywide Half-Cent Sales Tax Projects

Projects	2024 & Prior	2025	2026	2027	2028	2029	2030 & Beyond	Project Totals	Page Numbers
NW Lyman Rd. - Vail Ave. to Tyler St. Sidewalk	\$ 104,000	\$ 140,028	\$ 555,972	\$ -	\$ -	\$ -	\$ -	\$ 800,000	126
NW Lyman Rd. - Vail Ave. to Tyler St.	\$ -	\$ -	\$ -	\$ -	\$ 325,000	\$ 2,460,212	\$ -	\$ 2,785,212	127
S Kansas Ave. - 4th to 6th.	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,155,000	\$ -	\$ 1,280,000	128
S Kansas Ave. - 10th to 17th	\$ -	\$ -	\$ 106,000	\$ 279,500	\$ 3,085,650	\$ -	\$ -	\$ 3,471,150	129
SW Topeka Blvd. - 29th St. - 38th	\$ -	\$ 760,000	\$ 3,567,520	\$ 903,963	\$ -	\$ -	\$ -	\$ 5,231,483	130
SE 29th St. - Kansas Ave. to Adams St	\$ 369,050	\$ 3,355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,724,050	131
SE Adams St. - 37th to 45th St.	\$ -	\$ -	\$ -	\$ 878,305	\$ 258,325	\$ 3,000,000	\$ 3,000,000	\$ 7,136,630	132
SW 10th Ave. - Gerald Ln. to Wanamaker Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,919,775	\$ 1,919,775	133
Gerald Lane Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,440,000	\$ 1,440,000	134
SW 21st St. - Belle Ave. to Fairlawn Rd.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,362,846	\$ 7,362,846	135
SW 29th St. - Burlingame Rd. to Topeka Blvd.	\$ 250,000	\$ 1,087,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337,000	136
SW Fairlawn Road - 23rd St. to 28th St.	\$ 403,500	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,500	137
SE Sardou Avenue over Union Pacific Railroad	\$ -	\$ 175,000	\$ 125,000	\$ 1,792,970	\$ -	\$ -	\$ -	\$ 2,092,970	138
SE 29th St./ Kansas Turnpike Authority Interchange	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,875,687	\$ 19,875,687	139
Polk Quincy Viaduct - East	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ -	\$ 19,033,380	140
SE Golden : I-70 to 21st Infill Sidewalks	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000	141
Auburn Road (29th to K-4)	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	142
SW Topeka Blvd. - 38th to 49th St.	\$ -	\$ -	\$ 652,500	\$ 225,000	\$ 3,059,397	\$ -	\$ -	\$ 3,936,897	143
SW Urish Rd. - 29th St. to 21st St.	\$ -	\$ -	\$ -	\$ 600,000	\$ 258,325	\$ 5,090,086	\$ -	\$ 5,948,411	144
SW Wanamaker Rd./Huntoon St./I-470 Ramps	\$ 697,563	\$ -	\$ -	\$ -	\$ 3,016,060	\$ 3,016,059	\$ -	\$ 6,729,682	145
Fleet Building	\$ 3,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200,000	146
Municipal Building and TPAC HVAC	\$ 16,787,322	\$ 2,270,509	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,057,831	147
Parking Facilities Capital Repairs	\$ 13,101,385	\$ 4,872,144	\$ 5,108,162	\$ -	\$ -	\$ -	\$ -	\$ 23,081,691	148
TopHotel	\$ -	\$ 9,374,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,374,000	149
TPAC Capital Improvements	\$ -	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ 334,000	\$ -	\$ 1,670,000	283

Water Projects

Note: Please see specific project pages for funding sources; 2030 & Beyond indicates years 6 - 10 projected funding for project numbers not yet created

Projects	2024 & Prior	2025	2026	2027	2028	2029	2030 & Beyond	Project Totals	Page Numbers
Water Main Replacement Program	\$ -	\$ 12,151,580	\$ 10,666,400	\$ 10,483,400	\$ 11,221,400	\$ 11,309,600	\$ 56,548,000	\$ 112,380,380	151 - 155
Water Treatment Plant Rehabilitation Program	\$ -	\$ 1,175,000	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000	\$ 1,350,000	\$ 6,750,000	\$ 13,325,000	156 - 160
Water Tower Rehabilitation Program	\$ -	\$ 335,000	\$ 400,000	\$ 400,000	\$ -	\$ 525,000	\$ 2,625,000	\$ 4,285,000	161 - 164
Meter Vault Replacement Program	\$ -	\$ 675,000	\$ 675,000	\$ 675,000	\$ 675,000	\$ -	\$ -	\$ 2,700,000	165 - 168
Hydrant and Valve Rehab and Replacement Program	\$ -	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 1,350,000	\$ 2,700,000	169 - 173
Water Plant Operations Equipment & Fleet Maintenance Program	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,000,000	\$ 4,000,000	174 - 178
Water Booster Pump Station Rehabilitation Program	\$ -	\$ -	\$ 1,000,000	\$ 350,000	\$ -	\$ 350,000	\$ 2,050,000	\$ 3,750,000	179
Southeast Zone Improvements & Optimizations	\$ 1,400,000	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 6,075,000	\$ 9,575,000	180
West Zone Improvements & Optimizations	\$ -	\$ 4,256,000	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 7,631,000	181
Central Zone Improvements & Optimizations Phase II	\$ 1,375,000	\$ 3,696,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,071,000	182
North Zone Optimization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ -	\$ 3,375,000	183
Montara Zone Optimization	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 3,375,000	184
East Intake Rehabilitation Water Treatment Plant	\$ -	\$ -	\$ 5,236,000	\$ -	\$ -	\$ -	\$ -	\$ 5,236,000	185
West Intake Rehabilitation	\$ 3,511,200	\$ 3,274,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,786,000	186
Disinfection Modification	\$ 2,136,642	\$ -	\$ -	\$ -	\$ 4,480,000	\$ 18,390,400	\$ -	\$ 25,007,042	187
West Filter Rehabilitation	\$ -	\$ -	\$ 5,090,400	\$ -	\$ -	\$ -	\$ -	\$ 5,090,400	188
East Plant Basin Rehabilitation	\$ 4,312,000	\$ 4,312,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,624,000	189
SCADA Servers & Juniper Water	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 175,000	190
Neptune Meter Data Management	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ -	\$ 420,000	191
Utility Billing System	\$ 62,468	\$ 64,967	\$ 67,566	\$ 70,268	\$ 73,079	\$ 76,002	\$ -	\$ 414,350	192
Totals	\$ 12,867,310	\$ 30,855,347	\$ 25,225,366	\$ 16,168,668	\$ 18,539,479	\$ 36,116,002	\$ 84,148,000	\$ 223,920,172	

Stormwater Projects

Note: Please see specific project pages for funding sources; 2030 & Beyond indicates years 6 - 10 projected funding for project numbers not yet created

Projects	2025	2026	2027	2028	2029	2030 & Beyond	Project Totals	Page Numbers
Stormwater Conveyance System Rehabilitation & Replacement Program	\$ 3,251,700	\$ 3,165,060	\$ 4,872,000	\$ 7,196,012	\$ 7,280,000	\$ 36,400,000	\$ 62,164,772	193 - 197
Levee Asset Repair/Rehab Program	\$ 337,500	\$ 337,500	\$ 337,500	\$ 337,500	\$ 810,132	\$ 4,050,660	\$ 6,210,792	198 - 202
Drainage Correction Program	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 3,000,000	203 - 207
Stormwater Pump Station Rehab/Replacement Program	\$ 1,350,000	\$ -	\$ 675,000	\$ 675,000	\$ 675,000	\$ 3,375,000	\$ 6,750,000	208 - 211
Stream & Channel Restoration, Stabilization, & Rehab	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 550,000	\$ 2,750,000	\$ 4,100,000	212 - 216
Stormwater Operations Equipment & Fleet Maintenance	\$ 300,000	\$ 500,000	\$ 300,000	\$ 350,000	\$ 300,000	\$ 1,500,000	\$ 3,250,000	217 - 221
Best Management Practices Development & Construction	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 3,000,000	222 - 226
Prairie Road	\$ 2,240,000	\$ 1,120,000	\$ -	\$ -	\$ -	\$ -	\$ 3,360,000	227
SE California Ave. & SE 4th St.	\$ -	\$ 2,800,000	\$ 2,240,000	\$ -	\$ -	\$ -	\$ 5,040,000	228
Shunga Creek Flood Mitigation	\$ -	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 9,000,000	\$ 11,120,000	229
Stormwater/Wastewater Flow Monitoring	\$ 200,760	\$ 200,760	\$ 200,760	\$ 200,760	\$ 200,760	\$ 1,003,800	\$ 2,007,600	230
Totals	\$ 8,479,960	\$ 11,043,320	\$ 9,425,260	\$ 9,559,272	\$ 10,415,892	\$ 61,079,460	\$ 110,003,164	

Capital Improvement Project Summary

Project Name: Polk Quincy Viaduct - East
Project Number: 121041.00
Primary Funding Source: G.O. Bonds
Multiple Funds: No
Council District(s): 1
Total Budget \$ 19,033,380

Department: Public Works
Division: Engineering
Contact: Braxton Copley
New Project? No
1st CIP Year: 2024
Type: Project

Project Description & Justification:

The project necessitates a complete reconstruction of I-70 from the termination point of the PQV West project to approximately SE Indiana, encompassing the bridges over Adams St. and Shunga Creek. While KDOT will handle the project's design, the City is expected to allocate funds for the construction phase. Replacement of the bridges will reduce the cost of ongoing costly maintenance as the bridges reach the end of their useful life, potentially requiring an acceleration of the eastern portion of the Polk Quincy Viaduct project. This project constitutes a 10% match towards the total project cost, with the City's share currently estimated at \$18,600,000, exclusive of bonding cost issuances.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 18,600,000	\$ -	\$ -	\$ 18,600,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ 61,380	\$ -	\$ -	\$ 61,380
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ 372,000	\$ -	\$ -	\$ 372,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ -	\$ 19,033,380

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ -	\$ 19,033,380
Totals	\$ -	\$ -	\$ -	\$ -	\$ 19,033,380	\$ -	\$ -	\$ 19,033,380

Capital Improvement Project Summary

Project Name:	Auburn Road (29th to K-4)	Department:	Public Works
Project Number:	841107.00	Division:	Engineering
Primary Funding Source:	Fix Our Streets Sales Tax	Contact:	Braxton Copley
Multiple Funds:	No	New Project?	No
Council District(s):	7	1st CIP Year:	2024
Total Budget	\$ 1,000,000	Type:	Project

Project Description & Justification:

This is a joint City and County project to reconstruct Auburn from 29th to K-4 in part to serve the new Washburn Rural Middle School. The total project cost is \$5.5 million. The City's share of the project is \$1 million. The project will include three lane urban profile with curb and gutter, storm work, 5' wide sidewalk, and 10' wide shared use path.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Construction/Service Fees	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Totals	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Fix Our Streets Sales Tax	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Totals	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000

Capital Improvement Project Summary

Project Name:	NW Lyman Rd. - Vail Ave. to Tyler St. Sidewalk	Department:	Public Works
Project Number:	701050.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	1	1st CIP Year:	2024
Total Budget	\$ 800,000	Type:	Project

Project Description & Justification:

This project involves the construction of a sidewalk from Vail to Tyler. This sidewalk project will necessitate extensive coordination and collaboration with the Union Pacific Railroad, particularly concerning proposed enhancements around the railroad crossing. The sidewalk project will commence design and study in 2024, followed by right-of-way acquisition in 2025, and sidewalk construction in 2026. The roadway portion will be addressed in subsequent years. It is important to note that the project number specifically pertains to the sidewalk portion along NW Lyman Road, with reference to project number 701066.00 for the road segment.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 100,000	\$ 60,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,500
Right of Way	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
Construction/Service Fees	\$ -	\$ -	\$ 539,972	\$ -	\$ -	\$ -	\$ -	\$ 539,972
Financing Costs (Temp Notes)	\$ 1,000	\$ 448	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 3,448
Cost of Issuance (Rev/GO Bonds)	\$ 3,000	\$ 4,080	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ 21,080
Totals	\$ 104,000	\$ 140,028	\$ 555,972	\$ -	\$ -	\$ -	\$ -	\$ 800,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ 104,000	\$ 140,028	\$ 555,972	\$ -	\$ -	\$ -	\$ -	\$ 800,000
Totals	\$ 104,000	\$ 140,028	\$ 555,972	\$ -	\$ -	\$ -	\$ -	\$ 800,000

Capital Improvement Project Summary

Project Name:	SE 29th St./ Kansas Turnpike Authority Interchange	Department:	Public Works
Project Number:	701053.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	3	1st CIP Year:	2022
Total Budget	\$ 19,875,687	Type:	Project

Project Description & Justification:

This project was pushed to 2030 based on coordination with the Kansas Turnpike Authority (KTA). This project will construct a new interchange on the Kansas Turnpike at SE 29th Street. The 2023 CIB was amended to provide funding for an initial feasibility study of the exit from I-470 at 29th St. including off ramps and toll interchange. The City and KTA have jointly partnered to do an updated concept plan including high level cost estimates given the construction cost inflation we have seen over the last 3 years. Additionally the new cashless tolling system that KTA is implementing in 2024 will eliminate the need for toll booths at this interchange. The updated plan is expected to be completed in late quarter 1 of 2024.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 2,400,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 990,000	\$ 990,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,400,000	\$ 14,400,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 1,600,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63,987	\$ 63,987
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 421,700	\$ 421,700
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,875,687	\$ 19,875,687

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,875,687	\$ 19,875,687
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,875,687	\$ 19,875,687

Capital Improvement Project Summary

Project Name: 2025 Citywide Infill Sidewalk
Project Number: 241087.00
Primary Funding Source: G.O. Bonds
Multiple Funds: No
Council District(s): Multiple
Total Budget \$ 600,000

Department: Public Works
Division: Engineering
Contact: Vince Schuetz
New Project? No
1st CIP Year:
Type: Program

Project Description & Justification:

The program builds new sidewalks and restores existing ones, aligning with the Pedestrian Master Plan and public requests. It enhances pedestrian connectivity by expanding the route network, contributing to the City's multi-modal transportation system. Priority projects target areas of high pedestrian demand identified in the Pedestrian Master Plan. The City will update the next version of the pedestrian master plan once all of the locations in the current master plan are completed. Planning and Public Works staff are developing a RFP for selecting a consultant to update the City's Pedestrian Master Plan since the final year of implementation is in 2025.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,000
Construction/Service Fees	\$ -	\$ 538,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 538,000
Financing Costs (Temp Notes)	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
Totals	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
Totals	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000

Capital Improvement Project Summary

Project Name:	2026 Bikeways Master Plan	Department:	Public Works
Project Number:	861041.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	Multiple	1st CIP Year:	
Total Budget	\$ 500,000	Type:	Program

Project Description & Justification:

This program implements bikeway routes outlined in the Topeka Bikeways Master Plan, enhancing the city's bicycle network with features like side paths, shared routes, connecting links, and bike lanes. The construction occurs in biennial phases, starting in 2018 and continuing in 2020, 2022, 2024, 2026, 2028, and 2030. The selection of projects is based on studies of potential street segments recommended by the Complete Streets Advisory Committee.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
Construction/Service Fees	\$ -	\$ -	\$ 435,000	\$ -	\$ -	\$ -	\$ -	\$ 435,000
Contingency	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Totals	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Totals	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

Capital Improvement Project Summary

Project Name: 2028 Bikeways Master Plan
Project Number: 861042.00
Primary Funding Source: Countywide Sales Tax
Multiple Funds: No
Council District(s): Multiple
Total Budget \$ 500,000

Department: Public Works
Division: Engineering
Contact: Lee Holmes
New Project? No
1st CIP Year:
Type: Program

Project Description & Justification:

This program implements bikeway routes outlined in the Topeka Bikeways Master Plan, enhancing the city's bicycle network with features like side paths, shared routes, connecting links, and bike lanes. The construction occurs in biennial phases, starting in 2018 and continuing in 2020, 2022, 2024, 2026, 2028, and 2030. The selection of projects is based on studies of potential street segments recommended by the Complete Streets Advisory Committee.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 435,000	\$ -	\$ -	\$ 435,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ -	\$ 25,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ 500,000

Capital Improvement Project Summary

Project Name:	2030 Bikeways Master Plan	Department:	Public Works
Project Number:	861043.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	Multiple	1st CIP Year:	
Total Budget	\$ 500,000	Type:	Program

Project Description & Justification:

This program implements bikeway routes outlined in the Topeka Bikeways Master Plan, enhancing the city's bicycle network with features like side paths, shared routes, connecting links, and bike lanes. The construction occurs in biennial phases, starting in 2018 and continuing in 2020, 2022, 2024, 2026, 2028, and 2030. The selection of projects is based on studies of potential street segments recommended by the Complete Streets Advisory Committee.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ 40,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 435,000	\$ 435,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000

Capital Improvement Project Summary

Project Name:	SE 29th St. - Kansas Ave. to Adams St	Department:	Public Works
Project Number:	701039.00	Division:	Engineering
Primary Funding Source:	Fix Our Streets Sales Tax	Contact:	Mark Schreiner
Multiple Funds:	No	New Project?	No
Council District(s):	4	1st CIP Year:	2022
Total Budget	\$ 3,724,050	Type:	Project

Project Description & Justification:

This project will involve mill and overlay, minor base patching, and curb replacement. Design is scheduled for 2024, with construction set for 2025. It's important to note that the width restriction at the railroad overpass will not be addressed in this project. New signals will be installed at Fremont. Construction of this project will coincide with the Bridge project on SE 29th Street over Butcher Creek, which will also encompass waterline replacement and storm sewer work. Currently, an RFP is being prepared for design services.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 369,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 369,050
Right of Way	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000
Construction/Service Fees	\$ -	\$ 2,635,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,635,000
Contingency	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600,000
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
Totals	\$ 369,050	\$ 3,355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,724,050

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Fix Our Streets Sales Tax	\$ 369,050	\$ 3,355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,724,050
Totals	\$ 369,050	\$ 3,355,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,724,050

Capital Improvement Project Summary

Project Name: SE Adams St. - 37th to 45th St.
Project Number: 701051.00
Primary Funding Source: G.O. Bonds
Multiple Funds: Yes
Council District(s): 3
Total Budget \$ 7,136,630

Department: Public Works
Division: Engineering
Contact: Mark Schreiner
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

This project entails a comprehensive reconstruction of SE Adams, spanning from SE 37th to SE 45th. The proposed transformation involves converting the existing 2-lane rural section with open ditches into a 3-lane urban configuration, featuring an enclosed storm drainage system. It is crucial to note that width constraints beneath the 470 bridge may restrict the area under the overpass to a 2-lane section. The final design, scheduled for completion in 2027, will determine whether a 3-lane roadway for the entire stretch (from 37th to 45th) is feasible or if a 2-lane configuration with turn lanes at intersections would be more suitable.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ -	\$ 850,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ 256,508	\$ -	\$ -	\$ 256,508
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,679,030	\$ 2,679,030	\$ 5,358,060
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 600,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ 2,805	\$ 257	\$ 2,970	\$ 2,970	\$ 9,002
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ 25,500	\$ 1,560	\$ 18,000	\$ 18,000	\$ 63,060
Totals	\$ -	\$ -	\$ -	\$ 878,305	\$ 258,325	\$ 3,000,000	\$ 3,000,000	\$ 7,136,630

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ 77,497	\$ 900,000	\$ 900,000	\$ 1,877,497
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ 878,305	\$ 180,828	\$ 2,100,000	\$ 2,100,000	\$ 5,259,133
Totals	\$ -	\$ -	\$ -	\$ 878,305	\$ 258,325	\$ 3,000,000	\$ 3,000,000	\$ 7,136,630

Capital Improvement Project Summary

Project Name:	Southeast Zone Improvements & Optimizations	Department:	Utilities
Project Number:	281162.00	Division:	Water
Primary Funding Source:	Operating Fund Water	Contact:	Duncan Theuri
Multiple Funds:	No	New Project?	No
Council District(s):	Multiple	1st CIP Year:	2022
Total Budget	\$ 9,575,000	Type:	Project

Project Description & Justification:

Improvements to the transmission system will include creating looped water lines in an effort to improve water distribution and fire protection. Additionally, when opportunities present themselves, portions of the Southeast Zone will be shifted to the Montara Zone which has a higher hydraulic grade line allowing the City to increase pressure to customers by as much as 25-30lbs. The Utilities Department is regularly contacted regarding low pressure concerns. Projects are in the planning phase and will be coordinated in conjunction with other Utilities and City projects.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 210,000	\$ -	\$ -	\$ 273,000	\$ -	\$ -	\$ -	\$ 483,000
Construction/Service Fees	\$ 1,064,000	\$ -	\$ -	\$ 1,638,000	\$ -	\$ -	\$ 6,075,000	\$ 8,777,000
Contingency	\$ 126,000	\$ -	\$ -	\$ 189,000	\$ -	\$ -	\$ -	\$ 315,000
Totals	\$ 1,400,000	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 6,075,000	\$ 9,575,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Operating Fund Water	\$ 1,400,000	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 6,075,000	\$ 9,575,000
Totals	\$ 1,400,000	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 6,075,000	\$ 9,575,000

Capital Improvement Project Summary

Project Name:	West Zone Improvements & Optimizations	Department:	Utilities
Project Number:	281163.00	Division:	Water
Primary Funding Source:	Revenue Bonds	Contact:	Duncan Theuri
Multiple Funds:	No	New Project?	No
Council District(s):	Multiple	1st CIP Year:	2021
Total Budget	\$ 7,631,000	Type:	Project

Project Description & Justification:

This project will replace transmission mains and upsize existing lines for capacity purposes in the West Pressure Zone in conjunction with other Water Distribution projects. Projects under this program were identified under the 2017 Water Distribution System Master Plan. Improvements to the transmission system will include creating looped water lines in an effort to improve water distribution and fire protection. Projects are in the planning phase and will be coordinated in conjunction with other Utilities and City projects.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ 494,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 494,000
Construction/Service Fees	\$ -	\$ 2,964,000	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 6,339,000
Contingency	\$ -	\$ 342,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 342,000
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 76,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,000
Debt Reserve Fund (Rev Bond)	\$ -	\$ 380,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380,000
Totals	\$ -	\$ 4,256,000	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 7,631,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Revenue Bonds	\$ -	\$ 4,256,000	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 7,631,000
Totals	\$ -	\$ 4,256,000	\$ -	\$ -	\$ -	\$ -	\$ 3,375,000	\$ 7,631,000

Capital Improvement Project Summary

Project Name:	Central Zone Improvements & Optimizations Phase II	Department:	Utilities
Project Number:	281293.00	Division:	Water
Primary Funding Source:	Revenue Bonds	Contact:	Joey Filby
Multiple Funds:	Yes	New Project?	No
Council District(s):	Multiple	1st CIP Year:	2015 and Prior
Total Budget	\$ 5,071,000	Type:	Project

Project Description & Justification:

Projects under this program will replace transmission mains, construct new lines, and upsize existing lines to improve the hydraulic characteristics of the Central Pressure Zone. Sub-projects in the CIP period are planned to include but not limited to: 21st Street between Washburn Avenue and Western Avenue, Northwest of HWY24 and Topeka Boulevard between 24th Street and Reo Street, Quincy Street between Laurent Street and Morse Street, 6th Avenue between Fairlawn Road and Governor's Lake, 21st Street between Randolph Avenue and Washburn Avenue. Central-Southeast Boundary Optimization: 37th Street between Burlingame Road and Plaza Drive, East of 35th Terrace and South of MacVicar Avenue, I-470 between 37th Street and Burlingame Road 37th Street East of Gage Boulevard.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 55,328	\$ 364,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 419,978
Right of Way	\$ 27,664	\$ 99,450	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 127,114
Construction/Service Fees	\$ 1,253,278	\$ 2,799,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,052,713
Contingency	\$ 38,730	\$ 36,465	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,195
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 66,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,000
Debt Reserve Fund (Rev Bond)	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
Totals	\$ 1,375,000	\$ 3,696,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,071,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Revenue Bonds	\$ -	\$ 3,696,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,696,000
Operating Fund Water	\$ 1,375,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,375,000
Totals	\$ 1,375,000	\$ 3,696,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,071,000

Capital Improvement Project Summary

Project Name:	Shunga Creek Flood Mitigation	Department:	Utilities
Project Number:	161008.00	Division:	Stormwater
Primary Funding Source:	Operating Fund Stormwater	Contact:	Zach Stueve
Multiple Funds:	Yes	New Project?	No
Council District(s):	Multiple	1st CIP Year:	2022
Total Budget	\$ 11,120,000	Type:	Project

Project Description & Justification:

This is a cost shared project with the US Army Corps of Engineers (35% City/65% Federal) to design and construct drainage improvements along Shunganunga Creek. The proposed improvements include 1 mile of levee construction from MacVicar to Buchanan and 1.5 miles of channel modification from Buchanan to I-70. If needed, additional improvements may be made to the spoil levee downstream on the right bank including study, geotechnical, construction and rehab improvements. The level of flood protection is at a 25-year level as summarized in Shunga Flood Mitigation Study.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 290,000
Right of Way	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 900,000	\$ 920,000
Construction/Service Fees	\$ -	\$ -	\$ 1,780,000	\$ -	\$ -	\$ -	\$ 8,010,000	\$ 9,790,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
Debt Reserve Fund (Rev Bond)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Totals	\$ -	\$ -	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 9,000,000	\$ 11,120,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Revenue Bonds	\$ -	\$ -	\$ 1,120,000	\$ -	\$ -	\$ -	\$ -	\$ 1,120,000
Operating Fund Stormwater	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000,000	\$ 9,000,000
Federal Funds (Other)	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Totals	\$ -	\$ -	\$ 2,120,000	\$ -	\$ -	\$ -	\$ 9,000,000	\$ 11,120,000

Capital Improvement Project Summary

Project Name:	SW Topeka Blvd. -15th - 21st St. Phase II	Department:	Public Works
Project Number:	701049.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Mark Schreiner
Multiple Funds:	No	New Project?	No
Council District(s):	1	1st CIP Year:	2022
Total Budget	\$ 9,247,200	Type:	Project

Project Description & Justification:

This project was identified in 2016 by the Joint Economic Development Organization (JEDO) as an infrastructure improvement and quality-of-life initiative, slated for completion through the utilization of Countywide Half-Cent sales tax dollars. The project specifically involves pavement rehabilitation on SW Topeka Blvd. spanning from 15th St. to 21st St. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue. Notably, in 2023, the project timeline was expedited, advancing the construction commencement from the originally projected start year of 2028 to the revised date of 2025.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 1,584,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,584,200
Right of Way	\$ 463,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 463,000
Construction/Service Fees	\$ -	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
Contingency	\$ -	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000
Totals	\$ 2,047,200	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ 9,247,200

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ 2,047,200	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ 9,247,200
Totals	\$ 2,047,200	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ 9,247,200

Capital Improvement Project Summary

Project Name: S Kansas Ave. - 4th to 6th.
Project Number: 841095.00
Primary Funding Source: Fix Our Streets Sales Tax
Multiple Funds: No
Council District(s): 1
Total Budget \$ 1,280,000

Department: Public Works
Division: Engineering
Contact: Braxton Copley
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

This initiative is a component of the Downtown Master Plan proposal, including a mill and overlay, removal of median planters, and minor roadway reconstruction. No right-of-way acquisition is foreseen. The intention is to replicate improvements made along 6th and 10th. Coordination with the Polk Quincy Viaduct prompted a delay in this project. Public input was sought during the Downtown Master Plan development, but additional input is required for this project due to the impact the Polk-Quincy Viaduct will have on this section of Kansas.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ 125,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ -	\$ 800,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355,000	\$ -	\$ 355,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,155,000	\$ -	\$ 1,280,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,155,000	\$ -	\$ 1,280,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ 1,155,000	\$ -	\$ 1,280,000

Capital Improvement Project Summary

Project Name:	SW 21st St. - Belle Ave. to Fairlawn Rd.	Department:	Public Works
Project Number:	701052.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Lee Holmes
Multiple Funds:	Yes	New Project?	No
Council District(s):	3	1st CIP Year:	2022
Total Budget	\$ 7,362,846	Type:	Project

Project Description & Justification:

This project involves the replacement of pavement on SW 21st Street between Belle and Fairlawn. The revamped roadway will feature curb and gutter installations along with a storm drainage system. The reconstruction will cover 5 lanes of 21st Street from Belle to Fairlawn, with the design phase scheduled for 2028.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 427,567	\$ 427,567
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,925,317	\$ 6,925,317
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,411	\$ 1,411
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,551	\$ 8,551
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,362,846	\$ 7,362,846

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,733,820	\$ 1,733,820
Fix Our Streets Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,629,026	\$ 5,629,026
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,362,846	\$ 7,362,846

Capital Improvement Project Summary

Project Name:	SW 29th St. - Burlingame Rd. to Topeka Blvd.	Department:	Public Works
Project Number:	701032.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Mark Schreiner
Multiple Funds:	No	New Project?	No
Council District(s):	5	1st CIP Year:	2022
Total Budget	\$ 1,337,000	Type:	Project

Project Description & Justification:

This project involves curb replacement, localized base patching, and mill/overlay of SW 29th St. from Burlingame Road to Topeka Blvd. The design is scheduled for 2024 with construction planned for 2025. There will also be storm drainage improvements with the project.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Right of Way	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000
Construction/Service Fees	\$ -	\$ 962,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 962,000
Contingency	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Totals	\$ 250,000	\$ 1,087,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Fix Our Streets Sales Tax	\$ 250,000	\$ 1,087,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337,000
Totals	\$ 250,000	\$ 1,087,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337,000

Capital Improvement Project Summary

Project Name:	SW 29th St. - Wanamaker Rd. to Shunga Creek Bridge	Department:	Public Works
Project Number:	701033.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Mark Schreiner
Multiple Funds:	Yes	New Project?	No
Council District(s):	1	1st CIP Year:	2022
Total Budget	\$ 9,557,390	Type:	Project

Project Description & Justification:

In 2016, the Joint Economic Development Organization (JEDO) designated this initiative as a pivotal infrastructure improvement and quality-of-life project, slated for completion through the utilization of Countywide Half-Cent sales tax dollars. The project is a portion of SW 29th St, stretching from Wanamaker Rd. to the Shunga Creek Bridge. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue. Because of the deteriorated pavement condition, in 2023 staff performed a mill and overlay on this section of road. Typically a mill and overlay will extend the pavement life for 10 years. Consequently we are targeting this project for construction in 2031 and 2032.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,149,000	\$ 1,149,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 500,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,897,390	\$ 6,897,390
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 996,000	\$ 996,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,000	\$ 12,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,557,390	\$ 9,557,390

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 818,640	\$ 818,640
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,738,750	\$ 8,738,750
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,557,390	\$ 9,557,390

Capital Improvement Project Summary

Project Name:	SW Topeka Blvd. - 38th to 49th St.	Department:	Public Works
Project Number:	741084.00	Division:	Engineering
Primary Funding Source:	Fix Our Streets Sales Tax	Contact:	Lee Holmes
Multiple Funds:	Yes	New Project?	No
Council District(s):	4	1st CIP Year:	2024
Total Budget	\$ 3,936,897	Type:	Project

Project Description & Justification:

The scope of this project encompasses a mill and overlay, along with localized base patching, on South Topeka Blvd between 38th and 49th streets. Design activities are scheduled for 2026, with utility relocation and minor right-of-way acquisition anticipated in 2027. The construction phase is planned for 2028. There will be modifications for the traffic signal at 38th and Topeka Blvd.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ 652,500	\$ -	\$ -	\$ -	\$ -	\$ 652,500
Right of Way	\$ -	\$ -	\$ -	\$ 225,000	\$ -	\$ -	\$ -	\$ 225,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000	\$ -	\$ -	\$ 2,700,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 270,000	\$ -	\$ -	\$ 270,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ 12,661	\$ -	\$ -	\$ 12,661
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ 76,736	\$ -	\$ -	\$ 76,736
Totals	\$ -	\$ -	\$ 652,500	\$ 225,000	\$ 3,059,397	\$ -	\$ -	\$ 3,936,897

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
Fix Our Streets Sales Tax	\$ -	\$ -	\$ 652,500	\$ 225,000	\$ 2,459,397	\$ -	\$ -	\$ 3,336,897
Totals	\$ -	\$ -	\$ 652,500	\$ 225,000	\$ 3,059,397	\$ -	\$ -	\$ 3,936,897

Capital Improvement Project Summary

Project Name: SW Fairlawn Road - 23rd St. to 28th St.
Project Number: 701040.00
Primary Funding Source: Fix Our Streets Sales Tax
Multiple Funds: Yes
Council District(s): 8
Total Budget \$ 3,053,500

Department: Public Works
Division: Engineering
Contact: Mark Schreiner
New Project? Yes
1st CIP Year: 2020
Type: Project

Project Description & Justification:

The SW Fairlawn project will rehabilitate the stretch of SW Fairlawn from 23rd to 28th Street. The plan is to rehabilitate the existing lanes of SW Fairlawn between 23rd and 28th. This project is funded with a combination of citywide half cent sales tax and general obligation bonds. The citywide funding will be used to replace existing pavement and the general obligation bond funding will be used for road widening and signals. Stormwater improvements will be made and funded as a separate CIP project for utilities.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Right of Way	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Construction/Service Fees	\$ -	\$ 2,295,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,295,000
Contingency	\$ -	\$ 345,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 345,000
Financing Costs (Temp Notes)	\$ 1,500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000
Cost of Issuance (Rev/GO Bonds)	\$ 2,000	\$ 8,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500
Totals	\$ 403,500	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,500

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ 253,500	\$ 850,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,103,500
Fix Our Streets Sales Tax	\$ 150,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,650,000
Federal Funds Exchange	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000
Totals	\$ 403,500	\$ 2,650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,053,500

Capital Improvement Project Summary

Project Name:	NE Seward Ave. - Sumner St. to Forest Ave.	Department:	Public Works
Project Number:	701057.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	1	1st CIP Year:	2022
Total Budget	\$ 2,900,000	Type:	Project

Project Description & Justification:

This project was identified in 2016 by the Joint Economic Development Organization (JEDO) as an infrastructure improvement and quality-of-life initiative, to be executed through the allocation of Countywide Half-Cent sales tax dollars. The project entails extending the three-lane pavement section on NE Seward Ave. from Sumner St. East to Forest Ave. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 500,000
Totals	\$ -	\$ -	\$ -	\$ 300,000	\$ 100,000	\$ 1,250,000	\$ 1,250,000	\$ 2,900,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ 300,000	\$ 100,000	\$ 1,250,000	\$ 1,250,000	\$ 2,900,000
Totals	\$ -	\$ -	\$ -	\$ 300,000	\$ 100,000	\$ 1,250,000	\$ 1,250,000	\$ 2,900,000

Capital Improvement Project Summary

Project Name:	2025 Neighborhood Infrastructure - DREAMS 2	Department:	Public Works
Project Number:	601161.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Lee Holmes
Multiple Funds:	Yes	New Project?	No
Council District(s):	Multiple	1st CIP Year:	
Total Budget	\$ 1,980,000	Type:	Program

Project Description & Justification:

This program is a component of the Topeka DREAMS Neighborhood Improvement Initiatives Program. The City will target a majority of neighborhood infrastructure resources into public infrastructure projects within multiple redevelopment areas or neighborhoods for selected public projects every two years. Infrastructure funding invested in this program will allow for improvements such as rebuilding deteriorated streets, curb/gutter, alleys, and sidewalks. Included is a funding component for the replacement of wastewater structures that are impacted by the improvements. These funds are leveraged with the Community Development Block Grant (CDBG) and HOME Investment Partnership funds that are utilized for housing rehabilitation (\$300,000). DREAMS 2 uses an application process with the Citizen Advisory Council to determine what projects should be completed.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Construction/Service Fees	\$ -	\$ 1,738,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,738,000
Contingency	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Financing Costs (Temp Notes)	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 36,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 36,000
Totals	\$ -	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Operating Fund Wastewater	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
CDBG	\$ -	\$ 330,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 330,000
Totals	\$ -	\$ 1,980,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,980,000

Capital Improvement Project Summary

Project Name: 2025 Topeka DREAMS 3 Program
Project Number: 261007.00
Primary Funding Source: G.O. Bonds
Multiple Funds: Yes
Council District(s): Multiple
Total Budget \$ 208,379

Department: Public Works
Division: Engineering
Contact: Bianca Burnett
New Project? No
1st CIP Year:
Type: Program

Project Description & Justification:

The Topeka Dreams 3 Grant program offers mini-grants, technical assistance, and city support to neighborhood improvement association groups. It enables them to address public concerns locally, focusing on community engagement, infrastructure enhancements, public accessibility, neighborhood beautification, and other quality-of-life improvements. Grant awards vary from \$2,000 to \$50,000.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Construction/Service Fees	\$ -	\$ 205,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 205,000
Financing Costs (Temp Notes)	\$ -	\$ 479	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 479
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,900
Totals	\$ -	\$ 208,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 208,379

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ 148,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 148,379
CDBG	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000
Totals	\$ -	\$ 208,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 208,379

Capital Improvement Project Summary

Project Name: S Kansas Ave. - 10th to 17th
Project Number: 701037.00
Primary Funding Source: Fix Our Streets Sales Tax
Multiple Funds: Yes
Council District(s): 1
Total Budget \$ 3,471,150

Department: Public Works
Division: Engineering
Contact: Braxton Copley
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

This project encompasses mill and overlay, median work, and the reconstruction of intersections at 10th and 17th. Construction is slated for 2028. Currently, the road features a mix of diagonal and parallel parking and fluctuates in width from approximately 56' to 86'. No right-of-way acquisition is anticipated, as the road width is projected to decrease. The project encompasses the entirety of 10th to 17th, and the project will include the full depth reconstruction of the intersections with concrete. Given the potential narrowing of this stretch of Kansas Ave., substantial public input is expected.

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Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ 106,000	\$ 279,500	\$ -	\$ -	\$ -	\$ 385,500
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 2,800,000	\$ -	\$ -	\$ 2,800,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 274,000	\$ -	\$ -	\$ 274,000
Financing Costs (Temp Notes)	\$ -	\$ -	\$ -	\$ -	\$ 1,650	\$ -	\$ -	\$ 1,650
Cost of Issuance (Rev/GO Bonds)	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
Totals	\$ -	\$ -	\$ 106,000	\$ 279,500	\$ 3,085,650	\$ -	\$ -	\$ 3,471,150

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ 511,650	\$ -	\$ -	\$ 511,650
Fix Our Streets Sales Tax	\$ -	\$ -	\$ 106,000	\$ 279,500	\$ 2,574,000	\$ -	\$ -	\$ 2,959,500
Totals	\$ -	\$ -	\$ 106,000	\$ 279,500	\$ 3,085,650	\$ -	\$ -	\$ 3,471,150

Capital Improvement Project Summary

Project Name:	SW 17th St. - Washburn Ave. to Adams St.	Department:	Public Works
Project Number:	701056.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Mark Schreiner
Multiple Funds:	No	New Project?	No
Council District(s):	5	1st CIP Year:	2022
Total Budget	\$ 16,425,000	Type:	Project

Project Description & Justification:

In 2016, the Joint Economic Development Organization (JEDO) identified this project as a vital infrastructure enhancement and quality-of-life endeavor, slated for completion through the allocation of Countywide Half-Cent sales tax funds. The undertaking entails the comprehensive replacement of pavement on SW 17th Street, encompassing the stretch between Adams St. and Washburn Ave. The revitalized roadway will feature the incorporation of curb and gutter elements, sidewalks, and a drainage system. The full scope of the project will be dependent on Governing Body decision based on the estimate of various options. The project is strategically structured to unfold in three distinct phases. Design activities are anticipated to commence in 2030, followed by utility relocation and easement acquisition in 2031. Subsequently, the construction phase is projected to transpire between 2032 and 2033, ensuring efficient execution of the project.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,425,000	\$ 1,425,000
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,250,000	\$ 13,250,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,425,000	\$ 16,425,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,425,000	\$ 16,425,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,425,000	\$ 16,425,000

Capital Improvement Project Summary

Project Name:	SE 37th St. - Kansas Ave. to Adams St.	Department:	Public Works
Project Number:	701058.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Mark Schreiner
Multiple Funds:	No	New Project?	No
Council District(s):	3	1st CIP Year:	2022
Total Budget	\$ 6,125,000	Type:	Project

Project Description & Justification:

In 2016, the Joint Economic Development Organization (JEDO) identified this project as a significant infrastructure enhancement and quality-of-life initiative, designated for completion through the allocation of Countywide Half-Cent sales tax funds. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000	\$ -	\$ 525,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,600,000	\$ 4,600,000
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000	\$ 5,600,000	\$ 6,125,000
Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000	\$ 5,600,000	\$ 6,125,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 525,000	\$ 5,600,000	\$ 6,125,000

Capital Improvement Project Summary

Project Name:	SW 37th St. - Burlingame Rd. to Scapa Place	Department:	Public Works
Project Number:	701055.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Lee Holmes
Multiple Funds:	No	New Project?	No
Council District(s):	3	1st CIP Year:	2022
Total Budget	\$ 4,850,000	Type:	Project

Project Description & Justification:

In 2016, the Joint Economic Development Organization (JEDO) identified this project as a crucial infrastructure improvement and quality-of-life initiative, slated for completion through the utilization of Countywide Half-Cent sales tax funds. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ 450,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -	\$ 3,600,000
Contingency	\$ -	\$ -	\$ -	\$ 400,000	\$ 400,000	\$ -	\$ -	\$ 800,000
Totals	\$ -	\$ -	\$ 450,000	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ 4,850,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ -	\$ -	\$ 450,000	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ 4,850,000
Totals	\$ -	\$ -	\$ 450,000	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ 4,850,000

Capital Improvement Project Summary

Project Name:	Parking Facilities Capital Repairs	Department:	Public Works
Project Number:	131081.00	Division:	Facilities
Primary Funding Source:	G.O. Bonds	Contact:	Jason Tryon
Multiple Funds:	Yes	New Project?	No
Council District(s):	1	1st CIP Year:	2023
Total Budget	\$ 23,081,691	Type:	Project

Project Description & Justification:

The Walter P. Moore study highlighted several areas of deficiency within the garages caused by deferred maintenance and overdue repairs. The following type of repairs are scheduled from 2023 - 2026: structural, waterproofing, mechanical, plumbing, electrical, fire protection, and façade. Further deference of needs could result in parking garage failure. Project timeline is based off garage location repair schedule

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Construction/Service Fees	\$ 12,866,267	\$ 4,648,353	\$ 4,924,423	\$ -	\$ -	\$ -	\$ -	\$ 22,439,043
Financing Costs (Temp Notes)	\$ 22,004	\$ 15,340	\$ 16,251	\$ -	\$ -	\$ -	\$ -	\$ 53,595
Cost of Issuance (Rev/GO Bonds)	\$ 213,114	\$ 208,451	\$ 167,488	\$ -	\$ -	\$ -	\$ -	\$ 589,053
Totals	\$ 13,101,385	\$ 4,872,144	\$ 5,108,162	\$ -	\$ -	\$ -	\$ -	\$ 23,081,691

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ 2,101,385	\$ 4,872,144	\$ 5,108,162	\$ -	\$ -	\$ -	\$ -	\$ 12,081,691
ARPA	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000
Totals	\$ 13,101,385	\$ 4,872,144	\$ 5,108,162	\$ -	\$ -	\$ -	\$ -	\$ 23,081,691

Capital Improvement Project Summary

Project Name:	SW Wanamaker Rd./Huntoon St./I-470 Ramps	Department:	Public Works
Project Number:	701018.00	Division:	Engineering
Primary Funding Source:	G.O. Bonds	Contact:	Lee Holmes
Multiple Funds:	Yes	New Project?	No
Council District(s):	5	1st CIP Year:	2024
Total Budget	\$ 6,729,682	Type:	Project

Project Description & Justification:

This project aims to enhance traffic operations, safety, and the level of service in the SW Wanamaker Road, SW Huntoon Street, I-470/Wanamaker Exit Ramp, and I-470/Winding Road entrance ramp areas. Currently, this region faces congestion and operates at a low level of service. The existing roadway network within the bounded area of SW Huntoon Street, SW Urish Road, SW 17th Street, and SW Wanamaker Road is operating at or near capacity in multiple locations. Previous traffic impact studies for proposed developments in the area have indicated potential traffic operation failures at several intersections due to further development. City staff, in collaboration with the Kansas Department of Transportation and a consultant, conducted a Traffic Impact Study to determine necessary geometric and intersection improvements, as well as access control measures required to accommodate the anticipated increase in traffic from future developments. There is a possibility of this being a joint City and KDOT project.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 675,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 2,661,990	\$ 2,664,958	\$ -	\$ 5,326,948
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 306,761	\$ 303,792	\$ -	\$ 610,553
Financing Costs (Temp Notes)	\$ 2,812	\$ -	\$ -	\$ -	\$ 7,569	\$ 7,569	\$ -	\$ 17,950
Cost of Issuance (Rev/GO Bonds)	\$ 19,751	\$ -	\$ -	\$ -	\$ 39,740	\$ 39,740	\$ -	\$ 99,231
Totals	\$ 697,563	\$ -	\$ -	\$ -	\$ 3,016,060	\$ 3,016,059	\$ -	\$ 6,729,682

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ 263,563	\$ -	\$ -	\$ -	\$ 3,016,060	\$ 3,016,059	\$ -	\$ 6,295,682
Federal Funds Exchange	\$ 434,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 434,000
Totals	\$ 697,563	\$ -	\$ -	\$ -	\$ 3,016,060	\$ 3,016,059	\$ -	\$ 6,729,682

Capital Improvement Project Summary

Project Name: SW Topeka Blvd. - 29th St. - 38th
Project Number: 701038.00
Primary Funding Source: Fix Our Streets Sales Tax
Multiple Funds: No
Council District(s): 1
Total Budget \$ 5,231,483

Department: Public Works
Division: Engineering
Contact: Mark Schreiner
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

This project will involve mill and overlay, localized base patching, and curb replacement. Additionally, upgrades to traffic signals at both SW 29th and SW 37th are planned, with funding secured through general obligation bonds. Minor right-of-way acquisition is expected in 2025, and there will be minimal impact on utilities during construction. Construction is scheduled for FY2026 & FY2027, encompassing comprehensive work on curb/gutter, signals (29th & 37th), and medians. Two intersections will have complete reconstruction which 29th and Topeka Blvd. and 37th and Topeka Blvd.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ 760,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000
Right of Way	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Construction/Service Fees	\$ -	\$ -	\$ 3,232,520	\$ 668,963	\$ -	\$ -	\$ -	\$ 3,901,483
Contingency	\$ -	\$ -	\$ 235,000	\$ 235,000	\$ -	\$ -	\$ -	\$ 470,000
Totals	\$ -	\$ 760,000	\$ 3,567,520	\$ 903,963	\$ -	\$ -	\$ -	\$ 5,231,483

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Fix Our Streets Sales Tax	\$ -	\$ 760,000	\$ 3,567,520	\$ 903,963	\$ -	\$ -	\$ -	\$ 5,231,483
Totals	\$ -	\$ 760,000	\$ 3,567,520	\$ 903,963	\$ -	\$ -	\$ -	\$ 5,231,483

Capital Improvement Project Summary

Project Name: SW 10th Ave. - Gerald Ln. to Wanamaker Rd.
Project Number: 701023.00
Primary Funding Source: G.O. Bonds
Multiple Funds: No
Council District(s): 3
Total Budget \$ 1,919,775

Department: Public Works
Division: Engineering
Contact: Mark Schreiner
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

The SW 10th Avenue project encompasses enhancements to SW 10th Street, extending from just west of Wanamaker to Gerald Lane. This stretch features a commercial development closer to Wanamaker transitioning to residential housing to the west. The proposed upgrade involves converting the road into a 3-lane section up to Gerald Lane, with potential expansion further west in the future. However, a notable challenge arises from a significant drainage structure (bridge) just east of Gerald Lane, limiting the width for only 2 lanes of travel. Considering the residential properties to the west, two options are being explored: narrowing to a 2-lane section at the bridge and reverting to a 3-lane configuration further west, or widening the bridge to accommodate a continuous 3-lane travel. The final determination on lane configuration will be made during the design phase, taking into account traffic projections and growth potential. The project, spanning approximately 1200 feet, will be executed in two stages. The initial stage involves mill and overlay in 2023, funded by Citywide Sales Tax. The subsequent phase entails reconstruction design, scheduled for 2030 and beyond, ensuring a thorough review of traffic projections and growth considerations before finalizing the design.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 174,525	\$ 174,525
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,605,250	\$ 1,605,250
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,000	\$ 140,000
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,919,775	\$ 1,919,775

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
G.O. Bonds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,919,775	\$ 1,919,775
Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,919,775	\$ 1,919,775

Capital Improvement Project Summary

Project Name:	SW Huntoon St. - Gage Blvd. to Harrison St.	Department:	Public Works
Project Number:	701028.00	Division:	Engineering
Primary Funding Source:	Countywide Sales Tax	Contact:	Robert Bidwell
Multiple Funds:	No	New Project?	No
Council District(s):	5	1st CIP Year:	2022
Total Budget	\$ 18,500,000	Type:	Project

Project Description & Justification:

This project was identified in 2016 by the Joint Economic Development Organization (JEDO) as an infrastructure improvement and quality-of-life initiative to be funded through the Countywide Half-Cent sales tax. The project spans from SW Huntoon St. from Gage Blvd. to Harrison St. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue. Currently, we are developing an RFP to select a consultant. Public engagement and development of concept plans and high level estimates will occur in 2024, design in 2025, right-of-way/utility relocations in 2026, and construction in 2027-2029.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 100,000	\$ 850,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -	\$ 2,350,000
Right of Way	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ 4,770,000	\$ 4,770,000	\$ 4,770,000	\$ -	\$ 14,310,000
Contingency	\$ -	\$ -	\$ -	\$ 530,000	\$ 530,000	\$ 530,000	\$ -	\$ 1,590,000
Totals	\$ 100,000	\$ 850,000	\$ 1,650,000	\$ 5,300,000	\$ 5,300,000	\$ 5,300,000	\$ -	\$ 18,500,000

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ 100,000	\$ 850,000	\$ 1,650,000	\$ 5,300,000	\$ 5,300,000	\$ 5,300,000	\$ -	\$ 18,500,000
Totals	\$ 100,000	\$ 850,000	\$ 1,650,000	\$ 5,300,000	\$ 5,300,000	\$ 5,300,000	\$ -	\$ 18,500,000

Capital Improvement Project Summary

Project Name: SW 17th St. - I-470 to MacVicar Ave.
Project Number: 701025.00
Primary Funding Source: Countywide Sales Tax
Multiple Funds: No
Council District(s): 5
Total Budget \$ 25,450,100

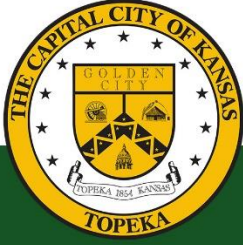
Department: Public Works
Division: Engineering
Contact: Mark Schreiner
New Project? No
1st CIP Year: 2022
Type: Project

Project Description & Justification:

In 2016, the Joint Economic Development Organization (JEDO) designated this project as a vital infrastructure improvement and quality-of-life initiative, to be executed through the utilization of Countywide Half-Cent sales tax funds. The scope of the project may range from mill and overlay with full depth base patching to comprehensive reconstruction of the street, replacement of utilities and addition of complete street items including lighting, shared use paths, sidewalks and bike lanes. The scope of the project will be determined by the governing body based on construction costs and the projected amount of countywide half cent sales tax revenue. The conceptual groundwork, encompassing layout planning, phasing considerations, and identification of utility issues, commenced in 2019. Notably, this project will also include water line replacement and sanitary sewer point repairs. Originally scheduled for construction between 2023 and 2025, the project timeline was subsequently adjusted by the Governing Body to its present schedule due cost estimates, reprioritization of JEDO projects, and current condition of pavement.

Project Estimates	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Design/Admin Fees	\$ 1,450,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ 2,050,000
Construction/Service Fees	\$ -	\$ -	\$ -	\$ -	\$ 4,000,000	\$ 8,725,050	\$ 8,725,050	\$ 21,450,100
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 450,000	\$ 750,000	\$ 750,000	\$ 1,950,000
Totals	\$ 1,450,000	\$ -	\$ -	\$ 600,000	\$ 4,450,000	\$ 9,475,050	\$ 9,475,050	\$ 25,450,100

Financing Sources	>2024	2025	2026	2027	2028	2029	2030 & Beyond	Total Cost
Countywide Sales Tax	\$ 1,450,000	\$ -	\$ -	\$ 600,000	\$ 4,450,000	\$ 9,475,050	\$ 9,475,050	\$ 25,450,100
Totals	\$ 1,450,000	\$ -	\$ -	\$ 600,000	\$ 4,450,000	\$ 9,475,050	\$ 9,475,050	\$ 25,450,100



CITY OF TOPEKA

Planning Division
Holliday Building, 620 SE Madison St., Unit 11
Topeka, KS 66607

Dan Warner, AICP, Director
Tel: 785-368-3728
www.topeka.org

MEMORANDUM

To: Topeka Planning Commission
From: Dan Warner, AICP, Director – Planning Division
CC:
Date: 5/20/2024
RE: Accessory Dwelling Unit Text Amendment Discussion

Planning Commission Discussion

The attached proposed amendments to the zoning regulations for accessory dwelling units are submitted for discussion.

Background and Process

In September of 2022 the City issued the **Accessory Dwelling Unit Survey**. The survey asked participants a series of questions to gauge interest in Accessory Dwelling Units. 229 people took and many of the respondents provided written comments.

In addition to the Accessory Dwelling Unit Survey, the following activities occurred in 2023-2024:

- Staff convened and held a couple meetings with a **work group** to review the draft ADU standards. Feedback from that group led to changes to the standards.
- Staff presented the ADU project throughout March to the **Citizen's Advisory Council**, **College Hill Neighborhood**, and **Tennessee Town Neighborhood Improvement Association**. All meetings were well attended and the participants generated many good questions.
- Staff presented the ADU project to the **Topeka Homebuilders** at their meeting on April 24th. The meeting was very well attended. There were questions about utility connection requirements and concerns about opening up ADUs to a public process.
- Staff have also analyzed the proposed ADU standards by testing them on several different property sizes and home sizes. Additionally, staff has conferred with Development Services staff with regards to building codes.

Summary of Proposed ADU Standards

- **Size limitations.** *18.255 (kk)(4b) - Detached Accessory Dwellings shall contain no more than 800 square feet, or 50% of the gross floor area of the principle dwelling, whichever is less. 18.255 (kk)(4c) – Integrated Accessory Dwellings shall contain no more than 800 square feet and shall not exceed 80% of the area of the principle dwelling. The reasoning for the size limitations is to address the accessory nature of the unit relative to the size of the home.*
- **Owner occupancy requirement.** *18.255 (kk)(5) – Either the accessory dwelling unit or the principle dwelling unit shall be occupied by an owner of record of the property. This section does not permit both units to be renter occupied.*
- **Design.** *18.255 (kk)(6) addresses building design guidelines to help ensure compatibility with the principle dwelling. The guidelines include exterior finish material, architectural details such as roof pitch and trim, and also windows.*
- **Off street parking requirement.** *18.255 (kk)(7)(A) – One off-street parking space on a hard surface meeting City of Topeka standards shall be provided in addition to the off-street parking required for the principle dwelling.*

Neighborhood notification. A comment was received at a neighborhood meeting about providing notification to neighborhoods when permits are received for accessory dwelling units. Staff has provided a separate document with options for the Planning Commission to consider.

Attachments:

Draft accessory dwelling unit text amendment with the neighborhood notification options

ACCESSORY DWELLING UNITS

Add “S/C” under “R-1”, “R-2”, and “R-3” zoning for Accessory Dwelling Units in TMC18.60.

Revised Definition in TMC18.55 for Accessory Dwelling Unit.

A single dwelling unit that is incidental to, subordinate to, and located on the same zoning lot as the principal building. That accessory dwelling may either be integrated into or added on to the principal dwelling or established as a detached accessory dwelling building. Shall be referred to in these regulations as an “ADU”.

Existing Definition in TMC 18.55 for Accessory Dwelling Unit.

~~“Dwelling, accessory” means an independent, detached dwelling unit having the defining characteristics of a dwelling unit but, in addition, being secondary to a primary dwelling located on the same lot of record.~~

18.60.010 Use Tables

		APPROVAL LEVELS																								
		● = Allowed Use																								
		S = Allowed per Special Use Requirements under Chapter 18.225 TMB																								
		S/C = If unable to meet Special Use Requirements, may apply for CUP																								
		C = Conditional Use Permit (CUP) approved by Governing Body																								
# = See Definition in Chapter 18.55 TMC		See Design Standards for X and D Districts																								
Use	Description	R-1/R-2/R-3 Single Family Dwelling	R-4 Manufactured Homes	M-1 Two Family Dwelling	M-1a Limited Multiple Family Dwelling	M-2 Multiple Family Dwelling	M-3 Multiple Family Dwelling	O&I-1 - Office And Institutional	O&I-2 - Office And Institutional	O&I-3 - Office And Institutional	C-1 Commercial	C-2 Commercial	C-3 Commercial	C-4 Commercial	I-1 Light Industrial	I-2 Heavy Industrial	U-1 University	MS-1 Medical Service	X-1 Mixed Use	X-2 Mixed Use	X-3 Mixed Use	D-1 Downtown Mixed Use	D-2 Downtown Mixed Use	D-3 Downtown Mixed Use	RR-1 Residential Reserve	OS-1 Open Space
Residential		Districts																								
Dwelling, Detached Single-Family #		●	-	●	●	●	●	-	-	-	-	-	-	-	-	-	-	●	●	●	●	-	●	-	●	●
Dwelling, Attached Single-Family #		-	-	●	●	●	●	-	-	-	-	-	-	-	-	-	-	●	●	●	●	-	●	-	-	-
Dwelling, Two-Family # (Duplex)		-	-	●	●	●	●	-	-	-	-	-	-	-	-	-	-	●	●	●	●	-	●	-	-	-
Dwelling, Three/Four-Family	includes 3-4 unit row or town houses #	-	-	-	●	●	●	-	-	-	-	-	-	-	-	-	-	●	●	●	●	-	●	-	-	-
Dwelling, Multiple-Family #	structure with at least 5 units	-	-	-	-	●	●	-	-	-	-	-	-	-	-	-	-	●	C	C	●	S	●	●	-	-
Dwelling, Accessory #	secondary to primary dwelling, not exceeding 600-800 sq. ft.	S/C		●	●	●	●											●	●	●	●					

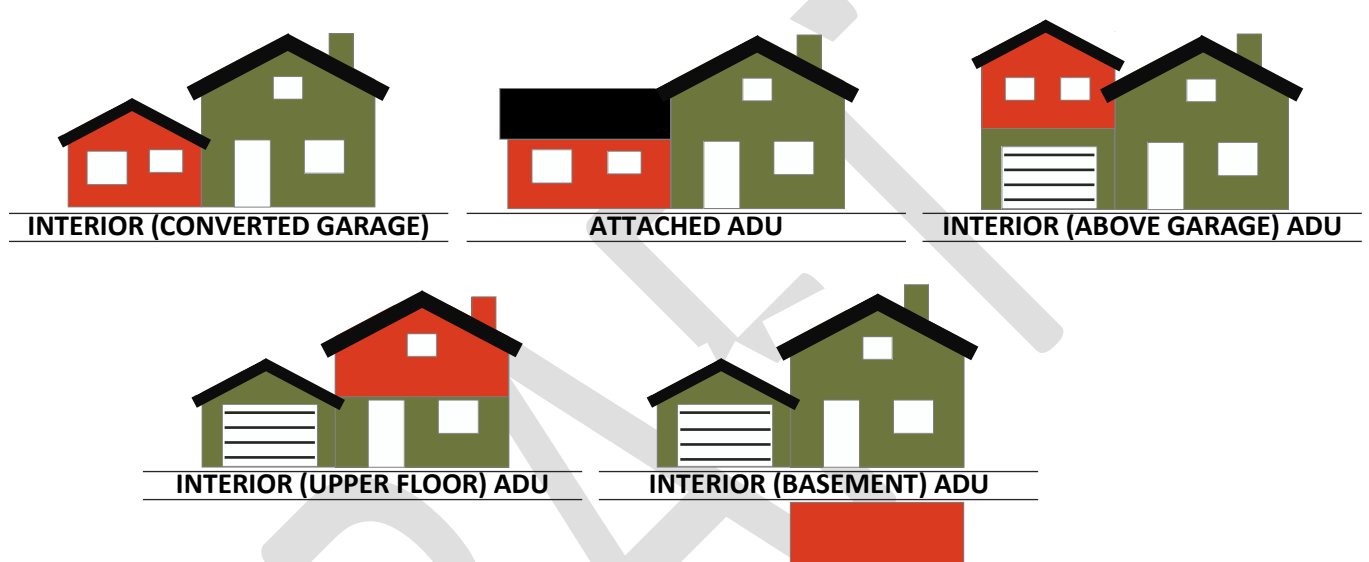
TMC 18.225 Specific Use Requirements for Accessory Dwelling Units.

(kk) Accessory Dwellings.

(1) Generally. A single ADU is permitted as an accessory use to the principal dwelling and allowed subject to satisfying these standards.

(2) Accessory Dwelling Units (ADU) are classified into the following types:

A. Integrated Accessory Dwelling (Conversion or addition within or onto principal dwelling)



B. Detached Accessory Dwelling (Conversion or new construction of detached building)



(3) Purpose.

- A. Create new housing units while preserving the character of single-family detached residential neighborhoods;
- B. Allow more efficient use of the City's existing housing stock, infrastructure, and services, and preserve open space.
- C. Provide a mix of housing types in a traditional neighborhood setting and accommodate non-traditional living environments while respecting the scale, location and design of the principal single-family dwelling;
- D. Provide a broader range of accessible and affordable housing to promote aging in place.

(4) Standards.

- A. Applicable to Accessory Dwelling Units with approval level "S/C" in TMC 18.60.010 Use Tables.
 - B. Detached Accessory Dwellings shall:
 - 1. contain no more than 800 square feet, exclusive of garages attached to the accessory dwelling, or 50% of the gross floor area of the principal dwelling, whichever is less.
 - C. Integrated Accessory Dwellings:
 - 1. Shall contain no more than 800 square feet and shall not exceed 80% of the area of the principal dwelling.
 - 2. Shall be separated from the principal dwelling by a wall, floor, or ceiling and have a separate entrance from the exterior.
 - 3. Shall be designed and constructed in a manner integrated with the architecture of the principal dwelling.
 - 4. For means of accessing the ADU, exterior stairways may be located on either the side or rear of the primary dwelling. The stairway shall not be located on any street facing façade.
 - 5. The windows for the integrated ADU, if visible from the street, shall match those in the principal dwelling in proportion and orientation;
 - 6. Eaves shall project from the building wall the same distance as the eaves on the rest of the principal dwelling;
 - 7. Shall not have a new, exclusive or separate entrance, visible from the street, on the same street-facing building elevation as the principal dwelling.
 - D. Second-story additions for detached garages must comply with the standards for detached accessory dwellings and the height standards for detached accessory buildings in Chapter 18.60.020.
- (5) Owner Occupancy Required: Either the accessory dwelling unit or the principal dwelling unit shall be occupied by an owner of record of the property.
- (6) Building design guidelines for all types of ADUs.
- A. The exterior finish material shall be visually compatible in type, size and placement with the exterior finish material of the principal dwelling;
 - B. The roof pitch shall be similar or compatible with the predominant roof pitch of the principal dwelling;
 - C. Trim on edges of elements on the addition shall be similar or compatible with in type, size and location as the trim used on the rest of the principal dwelling;
 - D. Windows shall match those in the principal dwelling in proportion and orientation;
 - E. Eaves shall project from the building wall the same distance as the eaves on the rest of the principal dwelling;
 - F. If the ADU is converted from an existing detached building, the exterior shall be modified to the greatest extent possible to match or be comparable to the principal dwelling.
- (7) Parking Standards.

- A. One off-street parking space on a hard surface meeting City of Topeka standards shall be provided in addition to the off-street parking required for the principal dwelling.
 - B. For lots with a single street frontage of less than 100 feet, additional off-street parking and driveway access for the accessory dwelling shall be from the existing parking and driveway access. Lots abutting an alley may provide parking access to the ADU from the alley.
 - C. For corner lots or lots with alley access, off-street parking and driveway access shall be either:
 - a. Integrated with existing parking and driveway access;
 - b. provided on the street frontage other than where the parking and driveway access for the principal dwelling is located; or provided from the alley.
- (8) Existing Legal Nonconforming Uses
- A. Existing buildings with legal nonconforming setbacks may be converted to accessory dwellings provided building codes are met.
- (9) Comply with applicable building codes, and dimensional standards of the zoning district shall apply unless stated otherwise in these standards.
- (10) Approval by Planning Division. Upon review of an application a building permit that includes information as determined by the Planning & Development Director, the Director will determine whether the application meets the requirements of the TMC 18.225.010.
- (11) Addressing. The property owner shall make arrangements with the Planning & Development Department to obtain a separate address or unit number for purposes of mail delivery to the accessory dwelling.
- (12) ADUs that do not meet the standards in above paragraphs 4, 5, and 6 may be approved by Conditional Use Permit (CUP) in accordance with Chapter 18.215 Conditional Use Permits.

Accessory Dwelling Units

Options for Informing and Responding to Input from the Public

Topeka Planning Commission, May 20, 2024

1. No notifications. See current draft.
2. Add to draft, notification after approval of a permit.

Notification. Upon approval of a permit, the Director will notify owners of all parcels adjacent to the subject property and, if the property is located within the defined area of a neighborhood association or neighborhood improvement association recognized by the City of Topeka, the applicable neighborhood association or neighborhood improvement association.


3. Add to draft, notification prior to approval of permit, giving recipients of notice and public ten calendar days to provide comment for consideration.

Notification. Upon a preliminary finding that the proposed accessory dwelling unit complies with all standards of this section, the Director will notify owners of all parcels adjacent to the subject property and, if the property is located within the defined area of a neighborhood association or neighborhood improvement association recognized by the City of Topeka, the applicable neighborhood association or neighborhood improvement association. The Director shall delay issuance of a permit for ten (10) calendar days from the date notice is sent. Any comments received from the public will be considered related to the standards of this section prior to issuing a permit.

Michael G Hall

From: Michael Bell <theanticj@yahoo.com>
Sent: Tuesday, May 7, 2024 4:32 PM
To: Planning Distribution
Subject: IMPORTANT, URGENT: Neighborhood Notification and the ADU Proposal

This message originated from outside your organization

 **This message needs your attention**

- You've never replied to this person.
- This is a personal email address.

Powered by Mimecast

Hi, all,

Please see the email string below. Please let me know if you have any questions.

Thanks,

Mike Bell

----- Forwarded Message -----

From: Michael G Hall <mghall@topeka.org>
To: Michael Bell <theanticj@yahoo.com>; Bryson M. Risley <brisley@topeka.org>; Rhiannon M. Friedman <rmfriedman@topeka.org>; Dan Warner <dwarner@topeka.org>
Cc: Pat DeLapp <coffeeppeppy@att.net>; Sandy Lassiter <sandra2k9@gmail.com>; ShaMecha King Simms <shamechasimms@gmail.com>; bob cockerham nia <bobjeanettecockerham@gmail.com>; mark gibbs nia <mark1958abc@yahoo.com>; donald fortin nia <donaldfortin1@gmail.com>; Cristian F. Marino Leiva <cfmarinoleiva@topeka.org>; William J. Sharp <wjsharp@topeka.org>; Shane M. Hoven <smhoven@topeka.org>

Sent: Monday, March 25, 2024 at 09:43:29 AM CDT

Subject: RE: IMPORTANT: Notices of Proposed Demolitions and ADU Application Neighborhood Notification

Michael –

Dan Warner is out of the office so asked me to respond to you.

Planning staff is gathering comments on the proposed zoning code changes (including ADU regulations). Your comments will be considered and staff will inform the Planning Commission of your comments.

I expect we will be providing the Planning Commission with an update at their April 15th meeting. An agenda for that meeting will be available on April 8th.

Thank you sir.

Mike Hall

Land Use Planning Manager

Planning & Development Department

City of Topeka

785-368-3008

From: Michael Bell <theanticj@yahoo.com>

Sent: Thursday, March 21, 2024 6:22 PM

To: Bryson M. Risley <brisley@topeka.org>; Rhiannon M. Friedman <rmfriedman@topeka.org>; Michael G Hall <mghall@topeka.org>; Dan Warner <DWarner@topeka.org>

Cc: Pat DeLapp <coffeeppepy@att.net>; Sandy Lassiter <sandra12k9@gmail.com>; ShaMecha King Simms <shamechasimms@gmail.com>; bob cockerham nia <bobjeanettecockerham@gmail.com>; mark gibbs nia <mark1958abc@yahoo.com>; donald fortin nia <donaldfortin1@gmail.com>; Cristian F. Marino Leiva <cfmarinoleiva@topeka.org>; William J. Sharp <wjsharp@topeka.org>; Shane M. Hoven <smhoven@topeka.org>

Subject: IMPORTANT: Notices of Proposed Demolitions and ADU Application Neighborhood Notification

(Note: Mr. Sharp, please send all future demolition notices to me via email at this address. Thanks.)

To all:

As the Tennessee Town NIA president, I occasionally receive from planning and development letters regarding a "Notice of Proposed Demolition" for structures located within the TTNIA. I recently received one of those letters regarding 1115 SW Clay. This is how the notice reads:

"The City of Topeka Planning & Development Department and the Topeka Landmarks Commission is providing public notice of the proposed demolition of the property referenced below. This notice is to allow the public an opportunity to voice their concerns, or offer alternatives to the demolition, prior to the issuance of the demolition permit should conditions warrant..."

Since your department already is notifying neighborhoods about proposed demolitions, it certainly can notify neighborhoods about proposed construction.

As we move forward with codifying ADU neighborhood notification, we can use the notice of proposed demolition as a guide.

Thanks.

Mike Bell

Dan,

For the record, I went to my Google search engine and entered "accessory dwelling units ordinances neighborhood notification Kansas." One of the results was the UG link I provided. The point of the link was to show that neighborhood notification had been codified as a part of the UG's process.

While it is encouraging that planning and development is "... willing to examine options to include neighborhood notification for administrative review of ADUs," what I'm asking for is ADU

neighborhood notification being codified for the reasons I stated in my initial email. I'm not trying to split hairs here. I'm just trying to be very clear.

A bit of history regarding neighborhood notification. I discussed at our March 11 TTNIA meeting the halfway house ordinance that our NIA took the lead on about 20 years ago when an unknown halfway house set up shop at the northwest corner of SW Munson and Lane (see pg. 21 of the 2017 updated TTNIA neighborhood plan). Our NIA had no advanced notice and no idea of how the halfway house would operate or its effects not only on the surrounding residents but the entire neighborhood. We worked with your department and then-KS House Member Nancy Kirk to draft and get adopted a halfway house ordinance with notification as one of its chief components. After a year or so, that halfway house failed and closed.

In 2017, Working Men of Christ Ministries approached the NIA about establishing a discipleship house at 1175 SW Clay. WMOC approached us because neighborhood notification had been codified. I met with WMOC at its house at 1025 SW Western. WMOC attended 2 TTNIA meetings to introduce itself to us and to discuss its mission and programming. We endorsed their efforts at 1175 Clay. I appeared before both the planning commission and the governing body endorsing WMOC's efforts, which were approved by both bodies.

While understanding that the creation of halfway houses and ADUs are different things, what they should have in common is the inclusion of the neighborhoods in which they are located.

Please keep us all in the loop regarding your efforts and let us know how we can help to move these efforts forward.

Thanks.

Mike Bell

Michael,

Thanks for the additional information you provided. If it wasn't clear at the meeting, we are willing to examine options to include neighborhood notification for administrative review of ADUs.

The information you sent from the Unified Government is a special permit for short term rentals and spells out a public hearing process (neighborhood meeting, Planning Commission recommendation and Governing Body action). It's a similar process that we follow for conditional use permits. Our preference for ADUs is that we don't require a conditional use permit for ADUs – so if a neighborhood notification is going to be included for ADUs, it shouldn't be as part of a public hearing process.

We'll look at options for neighborhood notification as part of administrative review.

Thanks.

Dan Warner, AICP

Planning Division Director

From: Michael Bell <theanticj@yahoo.com>

Sent: Tuesday, March 19, 2024 1:46 PM

To: Dan Warner <DWarner@topeka.org>; michael hall top planning dept <mhall1@topeka.org>;

Bryson M. Risley <brisley@topeka.org>; Rhiannon M. Friedman <rmfriedman@topeka.org>

Cc: Pat DeLapp <coffeeppepy@att.net>; Sandy Lassiter <sandra2k9@gmail.com>; ShaMecha King

Simms <shamechasimms@gmail.com>; bob cockerham nia <bobjeanettecockerham@gmail.com>;

mark gibbs nia <mark1958abc@yahoo.com>; donald fortin nia <donaldfortin1@gmail.com>; Cristian

F. Marino Leiva <cfmarinoleiva@topeka.org>; shoven@topeka.org

Subject: IMPORTANT: ADU Application Neighborhood Notification

Hi, all,

Regarding the discussions at the TTNIA meeting on March 11, please click on the link below to see what the Unified Government of Kansas City and Wyandotte County does regarding ADU neighborhood notification. It is specifically at pg. 3, Sect. 1, Sec. 27-214, Special Use Permit, f(2), Neighborhood Meeting:

https://www.wycokck.org/files/assets/public/v/1/planning-amp-urban-design/documents/applications/str-ordinance.boc_final.revised.pdf

For the record, Dan asked me to be a member of the ADU committee that worked on the proposed ordinance. I accepted his invitation and served on that committee. I am firmly on board with adopting an ADU ordinance in Topeka.

Quite frankly, your opposition to ADU neighborhood notification still baffles me. I always thought your department stood for the inclusion of neighborhoods, particularly on those things that have an impact on how those neighborhoods look as those changes can impact all of the neighborhood's residents. I'm also surprised at the assumptions you all made at our NIA meeting about neighborhood opposition to ADU applications, which you all stated multiple times happen about one time per month. I can only speak for Tennessee Town, but an ADU application that respects the 145 years of development and growth of our neighborhood would be endorsed by this NIA.

I just strongly believe that neighborhoods should be notified and invited into this process. Neighborhood inclusion in the decisions that affect them is something for which I've been fighting for 28 years. As I stated at the March 11 NIA meeting, after said inclusion then the planning and development department can make its recommendation and the planning commission and governing body can make their decisions. All of that can happen in agreement with or opposition to whatever neighborhood input is offered.

The key point here is to endorse and offer that neighborhood input.

This shouldn't be a complicated matter and is not worthy of your opposition.

Thanks.

Michael Bell

Tennessee Town NIA President

"The hope of a secure and livable world lies with disciplined nonconformists who are dedicated to justice, peace and brotherhood" -- Martin Luther King, Jr., "Strength to Love," 1963



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