



CITY OF
TOPEKA

A G E N D A

TOPEKA PLANNING COMMISSION

**MONDAY, DECEMBER 18, 2023
6:00 P.M.**

**214 SE 8TH AVE.
CITY COUNCIL CHAMBERS
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

Corey Dehn, 2023 Chairperson
Willie Brooks
Jennifer Hannon
Del-Metrius Herron
Jim Kaup
William Naeger
Katy Nelson
Donna Rae Pearson
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
Taylor Ricketts, Planner
Bryson Risley, Planner
William Sharp, Planner
Zoe Brown, Intern Planner
Megan Rodecap, Zoning Inspector
Amanda Tituana-Feijoo, Administrative Officer
Quinn Cole, Management Analyst



CITY OF **TOPEKA**

TOPEKA PLANNING COMMISSION

Agenda for Monday, December 18, 2023

A. Roll call

B. Approval of Minutes – November 20, 2023

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

C. Action Items

1. Public Hearing for Z23/11 Helen M Meier Trust, requesting to amend the District Map on an 11.3-acre property of which the centerline of the tract is located approximately 1,200 ft. south of NW U. S. 24 Highway frontage road and 1,000 ft. west of NW Vail Avenue presently zoned “R-1” Single Family Dwelling to “I-1” Light Industrial District.

2. Public Hearing for PUD23/8 by Pizza Hut (Topeka Blvd) by Flynn Group, requesting to amend the District Zoning Map on 0.26 acre of property at 901 SW Topeka Blvd from “O&I-2” Office and Institutional District to “PUD” Planned Unit Development to allow O&I-2 uses and restaurant with drive- thru service.

3. Public Hearing for Historic Holliday Park, considering to amend the City of Topeka’s Comprehensive Plan by updating the Historic Holliday Park Neighborhood Plan. The area affected by the amendment is bounded by the SW 10th Avenue to the north, SW Clay Street to the west, SW Topeka Boulevard to the east, and SW 13th Street to the south.

E. Discussion Items- NA

F. Public Comment

G. Communications

H. Adjournment

STAFF REPORT – ZONING CASE

TOPEKA PLANNING DEPARTMENT

PLANNING COMMISSION DATE: Monday, December 18, 2023

APPLICATION CASE: Z23/11 – Helen M. Trust LLC (Ron Meier)

REQUESTED ACTION: A request to amend the District Zoning Classification from “R-1” Single Family Dwelling District to “I-1” Light Industrial District

APPLICANT / PROPERTY OWNERS: Helen M. Meier Trust LLC

APPLICANT REPRESENTATIVE: Kevin Holland, Cook, Flatt, and Strobel Engineers

PROPERTY LOCATION / PARCEL ID: Property generally located on the west side of NW Vail Road and approximately 1,800 ft. south of the U.S. 24 Highway frontage road /
PID: 096240200101900001019000

PROPERTY SIZE: 11.3 acres

PHOTOS: Existing agricultural building on property



(Photo taken from Shawnee County Appriaser)

CASE PLANNER: Annie Driver, AICP, Planner II

RECOMMENDATION: Approval

RECOMMENDED MOTION: Based on the findings and analysis in the staff report I move to recommend to the Governing Body **APPROVAL** of the reclassification of the property from “R-1” Single Family Dwelling District **TO** “I-1” Light Industrial District.

PROJECT AND SITE INFORMATION

PROPOSED USE SUMMARY:

The property owner proposes to combine the parcel with two parcels, directly north along the Highway 24 frontage road, which combined will equate to approximately 30 acres for a future speculative light industrial development.

DEVELOPMENT/CASE HISTORY:

The site has a single metal fabricated, agricultural accessory building used by the property owner to the south with access provided on Lower Silver Lake Road. Most of the site has never been developed and has been used for agriculture.

ZONING AND SURROUNDING PROPERTIES:

East: "I-1" Light Industrial District / warehouse combination, contractor supply, outside storage of building materials

West: "R-1" Single Family Dwelling District / Undeveloped vacant land

South: "R-1" Single Family Dwelling District / Rural residential large- lot homesteads, undeveloped platted subdivision

North: "I-1" Light Industrial District / Vacant industrial zoned land; Goodyear is located directly north of U.S. 24 Highway.

DEVELOPMENT STANDARDS AND POLICIES

PURPOSE USE STANDARDS:

"I-1" Light Industrial District: This district is established to provide for a wide range of uses except specified uses which are obnoxious or offensive by reason of odor, dust, smoke, gas or noise. Generally speaking, residential dwellings are not permitted in this district. Some common uses allowed in the I-1 zoning district include enclosed warehousing/distribution centers and manufacturing and processing types 1 and 2. Manufacturing/Processing Types 1 and 2 uses include those businesses engaged in the manufacture of products from finished parts (Type 1) or engaged in the manufacture of products from previously prepared materials, as well as fabrication, assembly, treatment and packaging of such products (Type 2). Some Manufacturing/Processing uses include: Food processing, meat cutting, and wholesale storage; beverage manufacturing and bottling; laundry and dry cleaning plants; fabrication of metal products. A thorough list is provided in TMC 18.55 Definitions.

DIMENSIONAL AND USE STANDARDS:

Building Setbacks: None except 10' rear and 7' side where site abuts residential zoning district. The property abuts residential zoning on its east boundary.

Maximum Building Coverage: 85 percent of the combined parcel

Minimum Lot Frontage: 50 ft. **Non-Compliant: As a stand-alone platted lot the parcel will not satisfy the minimum frontage requirements in the I-1 zoning district.** The owner has proposed to plat the property to combine this property with parcels directly to the north.

Maximum Building Height: 70 ft.

Access: TMC18.230.060 prohibits access being taken across a more restrictive district (R-1) to a more intensive use (Light industrial) not permitted under R-1 zoning.

SUBDIVISION PLAT:	The property is not platted. A plat is required and will be approved prior to issuance of building permits. The plat should combine the parcel with property to the north, which is necessary to satisfy frontage and access requirements of the zoning code.
FLOOD HAZARDS/ STREAM BUFFERS:	The property lies within Zone X Area of Minimal Flooding due to levee protection.
UTILITIES:	There are existing 12" public water mains along NW Vail Road and the U.S. 24 Highway frontage road. The 27" Vail Sewer Interceptor flows south along NW Vail Road, but there are not any direct public mains serving the property. Public extensions for water and sewer to serve future uses on the property will likely be required prior to site development commencing. All required public extensions will be made at the expense of the developer upon approval of public improvement plans by the City Engineer.
TRAFFIC:	<p>No traffic comments related to the rezoning. Traffic Engineering approval of a Traffic Impact Analysis will be approved during Site Plan Review Application if the future project meets warrants for a TIA.</p> <p>The existing frontage on NW Vail (collector street) is less than 20 feet and does not have the appropriate width to accommodate an industrial commercial driveway approach (30' – 35 wide).</p>
HISTORIC PROPERTIES:	Not applicable
<u>NEIGHBORHOOD INFORMATION MEETING:</u>	The applicant and owner conducted a Neighborhood Information Meeting on December 7, 2023 at 5:30 pm via a Zoom Video Conference. There were not any attendees at the meeting except the applicant and City staff. A summary of the neighborhood information meeting is attached.
OFF-STREET PARKING:	"I-1" Light Industrial: Off-Street Parking is based on TMC18.230.040 for 1 stall per 1,000 sf to a maximum of five stalls for warehouses and 1 stall per 600 sf to a maximum of five stalls for businesses engaged in manufacturing, production, processing, packing, and crating.
OTHER DESIGN GUIDELINES AND CONSIDERATIONS:	A Landscape Plan subject to TMC 18.235 Landscape Requirements and demonstrating species, quantity, and location of plantings will be required at the time of Site Plan Review application. TMC 18.235 gives the Planning Director latitude in the implementation of the standards in the chapter. However, fifty percent of landscape points are typically required along street frontages where feasible and approved upon submittal of the Site Plan Review Application.
SIGNAGE:	Signage will be permitted per TMC 18 Division 2 Signs as allowed under the I-1 zoning district.

REVIEW COMMENTS BY CITY DEPARTMENTS AND EXTERNAL AGENCIES

PUBLIC WORKS/ENGINEERING:	A stormwater management plan will be required at the time of subdivision plat and site development plan application to ensure storm water quality and quantity does not negatively impact nearby properties.
FIRE:	Comments attached: No objection to rezoning; additional comments will be forthcoming as site development progresses.
DEVELOPMENT SERVICES:	All applicable building and site construction activity permits will required prior to commencement of land disturbance or construction on the site, including construction plans, civil plans, and stormwater management plans.

KEY DATES

SUBMITTAL:	November 3, 2023
NEIGHBORHOOD INFORMATION MEETING:	December 7, 2023
LEGAL NOTICE PUBLICATION:	December 21, 2023
PROPERTY OWNER NOTICE:	December 22, 2023

STAFF ANALYSIS

In accordance with Topeka Municipal Code Section 18.245.020, the following findings and conclusions are presented for consideration and adoption. These findings and conclusions reflect the “golden factors” per Donald Golden v. City of Overland Park, 1978 Kansas Supreme Court.

CHARACTER OF NEIGHBORHOOD: The surrounding area is characterized by a mix and range of light industrial warehousing and storage, equipment and material supply, farm and tractor supply land uses along the frontage road of U.S. 24 Highway, and undeveloped agricultural land, and large-lot rural residential home sites along NW Vail. Much of the area between U.S. 75 and NW Vail along U.S. 24 has developed over time for light industrial warehousing, manufacturing, and highway commercial uses that include pet food manufacturing and Goodyear Tires, which is consistent with the future land use map for the area. On that basis the proposed zoning change and the development it has the potential to facilitate is in character with the surrounding neighborhood.

LENGTH OF TIME PROPERTY HAS REMAINED VACANT AS ZONED OR USED FOR ITS CURRENT USE UNDER PRESENT CLASSIFICATION: The site has historically remained zoned for single family dwellings since annexed in 1969. The original “A” Single Family Dwelling zoning district converted to “R-1” in 1992 with a comprehensive code update. A metal-fabricated accessory building used for agriculture is currently located on the property and has been previously used by a single family residence to the south that has its frontage on Lower Silver Road, as demonstrated by a shared driveway between the two residentially zoned parcels. This driveway will not be permitted to serve the planned industrial development since TMC18.230.060 prohibits access being taken across a more restrictive district (R-1) to a more intensive use (Light industrial) not permitted under R-1 zoning. Access to the property will need to be taken across industrially-zoned property to the north.

CONFORMANCE TO COMPREHENSIVE PLAN: The proposed “I-1” District zoning classification is in conformance with the land use principles and policies of the Land Use and Growth Management Plan – 2040 (LUGMP). The existing “R-1” zoning dates back to 1969. The proposed I-1 zoning is consistent with the 2040 future land use map in the Land Use and Growth Management Plan as the plan designates this area for Industrial land uses. Based on the established pattern of existing land uses and planned future land uses, as well as the existing zoning for industrial and highway commercial uses located along the frontage of Highway 24 between U.S. 75 Highway and NW Vail Road, the proposed zoning change is in conformance to the Comprehensive Plan.

THE SUITABILITY OF THE SUBJECT PROPERTY FOR THE USES OF WHICH IT HAS BEEN RESTRICTED: The property is not well suited for the development to which it has been restricted under the current R-1 zoning, mainly because of the pattern of land use that has developed over time. The R-1 zoning classification is intended for single family residential development and a narrow range of residential and non-residential uses. Neither a residential subdivision nor an individual, new single-family residence on the subject property is likely because of its incompatibility with surrounding land uses and future industrial and highway commercial uses.

THE EXTENT TO WHICH REMOVAL OF THE RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES: Removal of the restrictions associated with the current R-1 zoning is not expected to have any substantial detrimental effect on adjacent properties based on pattern of the surrounding land uses and planned development. In addition, under the proposed “I-1” Industrial zoning, any new land use will be required to satisfy site, landscape and building design standards as a part of the site plan review application process. Any land use that generates a high volume of traffic will likely require a traffic impact analysis (TIA), with requirements for access control or street to prevent negative impact to the operation of the public streets. The subject property will be combined with properties to the north and all access will be taken from the U.S. 24 frontage road with the location, spacing and number of access driveways determined at the time of site plan review. The property does abut a parcel containing a single family residence on its east side. However, that residential parcel contains nearly five acres and the house on the property is over 450 feet from east boundary of the subject property. When commercial or industrial development does occur on the subject property, a building setback and “residential zone buffer” will be required where it abuts the residential parcel. Additionally, driveways serving the industrial use are not allowed to cross residentially zoned properties and access will need to be taken from off of the frontage road of NW U.S. 24 Highway.

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: Denial of the request for rezoning limits how the owner can use the entire property since the R-1 zoning inhibits development and is not compatible with the expected future land use pattern of the surrounding area. There is little or nothing to be gained for neighboring properties or the general public because of the existing and future commercial and industrial. As a stand-alone property, the site is not developable without access on to NW Vail Road and will need to be combined with adjacent parcels to accommodate a substantial industrial development and satisfy access and frontage requirements.

AVAILABILITY OF PUBLIC SERVICES: There are 12 inch city water mains in the US-24 frontage road and along NW Vail. There is a sanitary sewer interceptor in NW Vail, and the nearest sewer main to the north and west is in the US-24 frontage road and terminates roughly 900 feet west of the adjoin property fronting on the frontage road. Public sewer and water extensions will likely be required to serve the subject property. Required extensions of infrastructure are generally the responsibility of the developer. Roadway improvements, if required, will be determined based upon approval of the Traffic Impact Analysis by the City Engineer at the time of plat or site plan application.

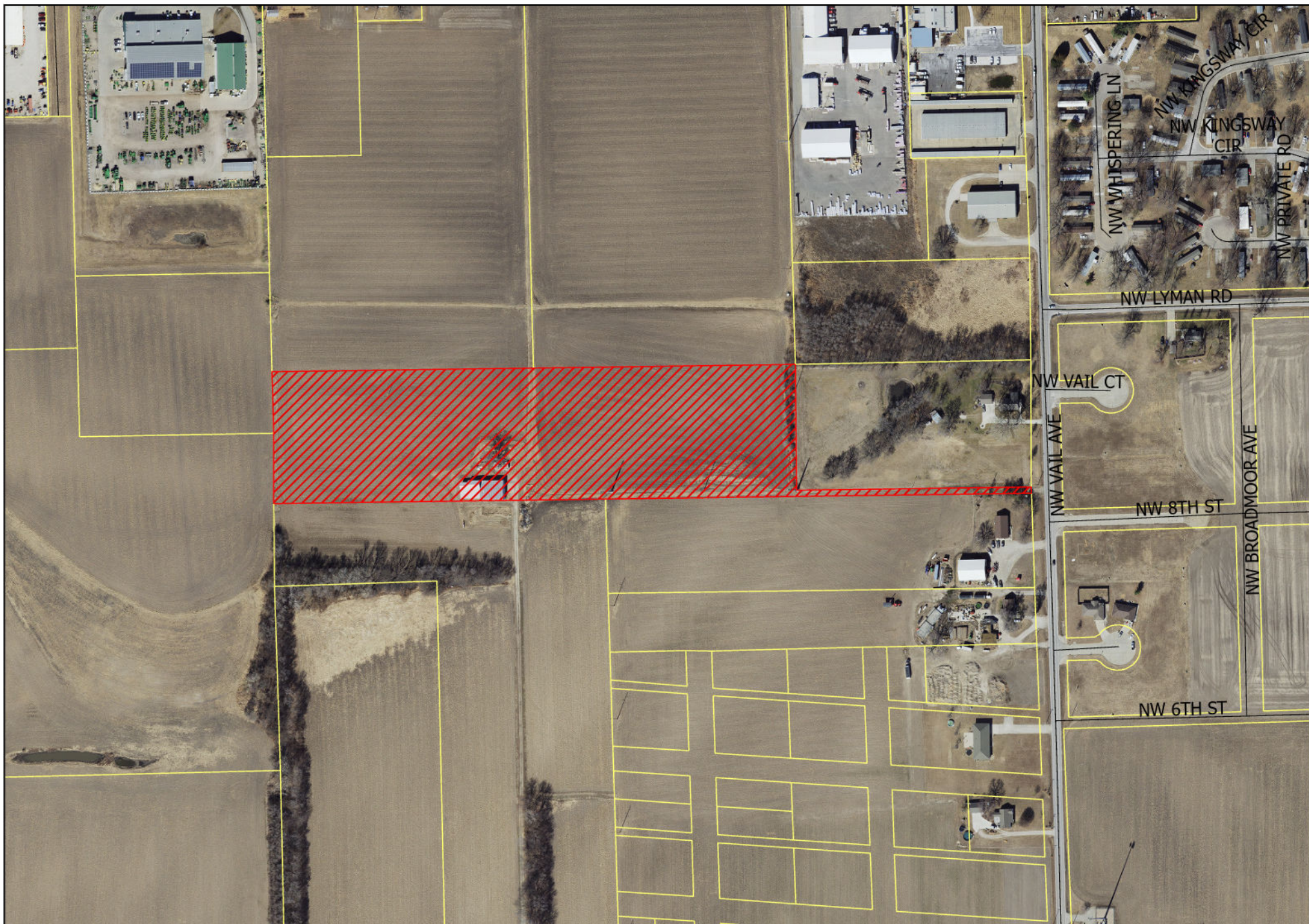
STAFF RECOMMENDATION:

RECOMMENDATION: Based on the above findings and analysis Planning Staff recommends APPROVAL of the reclassification of the property from “R-1” Single Family Dwelling District “TO “I-1” Light Industrial District.

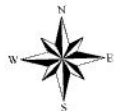
RECOMMENDED MOTION: Based on the findings and analysis in the staff report I move to recommend to the Governing Body **APPROVAL** of the reclassification of the property from “R-1” Single Family Dwelling District “TO “I-1” Light Industrial District.

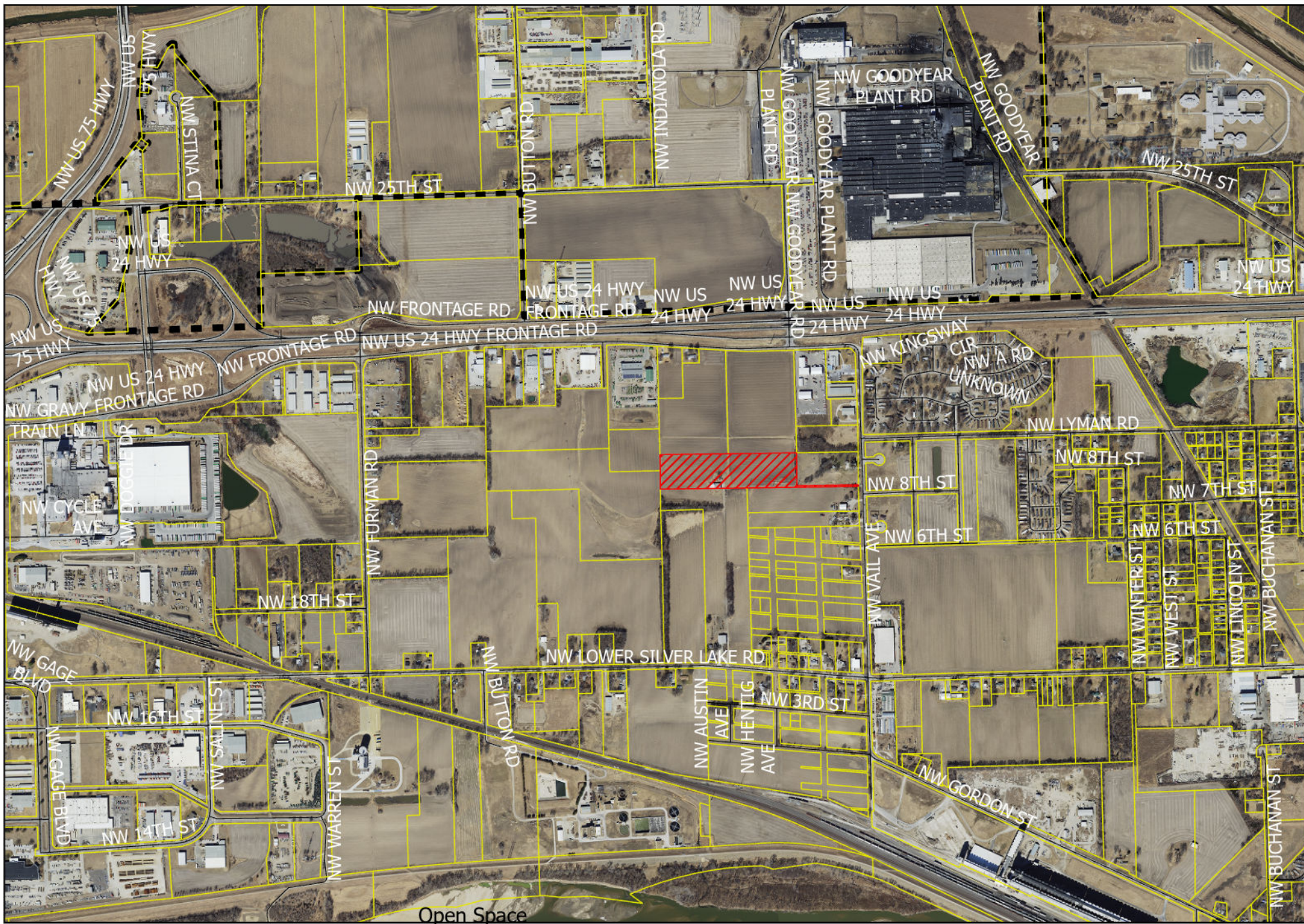
Attachments / Exhibits:

Aerial map
Zoning map
Future land use map



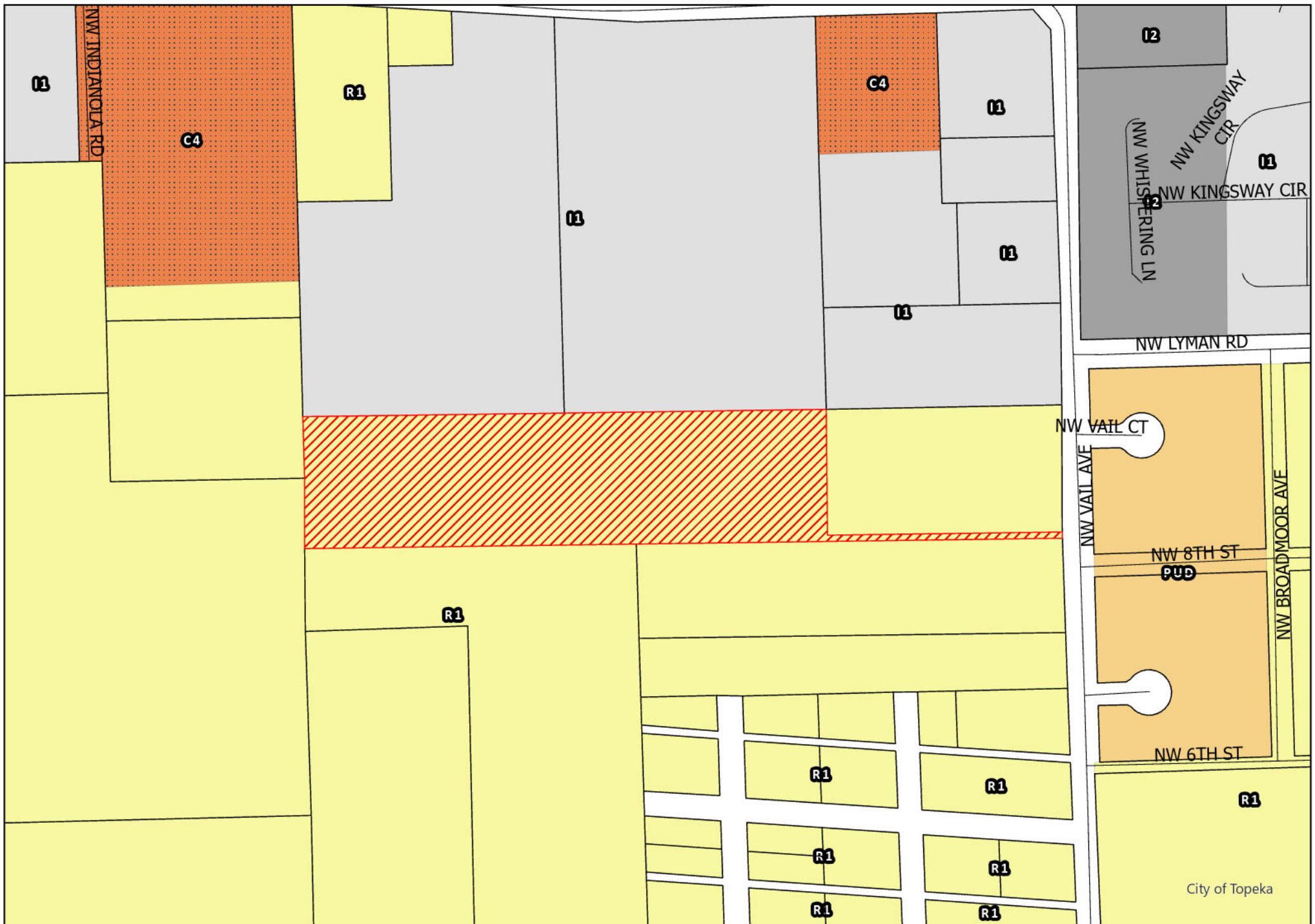
Z23/11 By: Helen M. Meier Trust LLC (Ron Meier)





Z23/11 By: Helen M. Meier Trust LLC (Ron Meier)

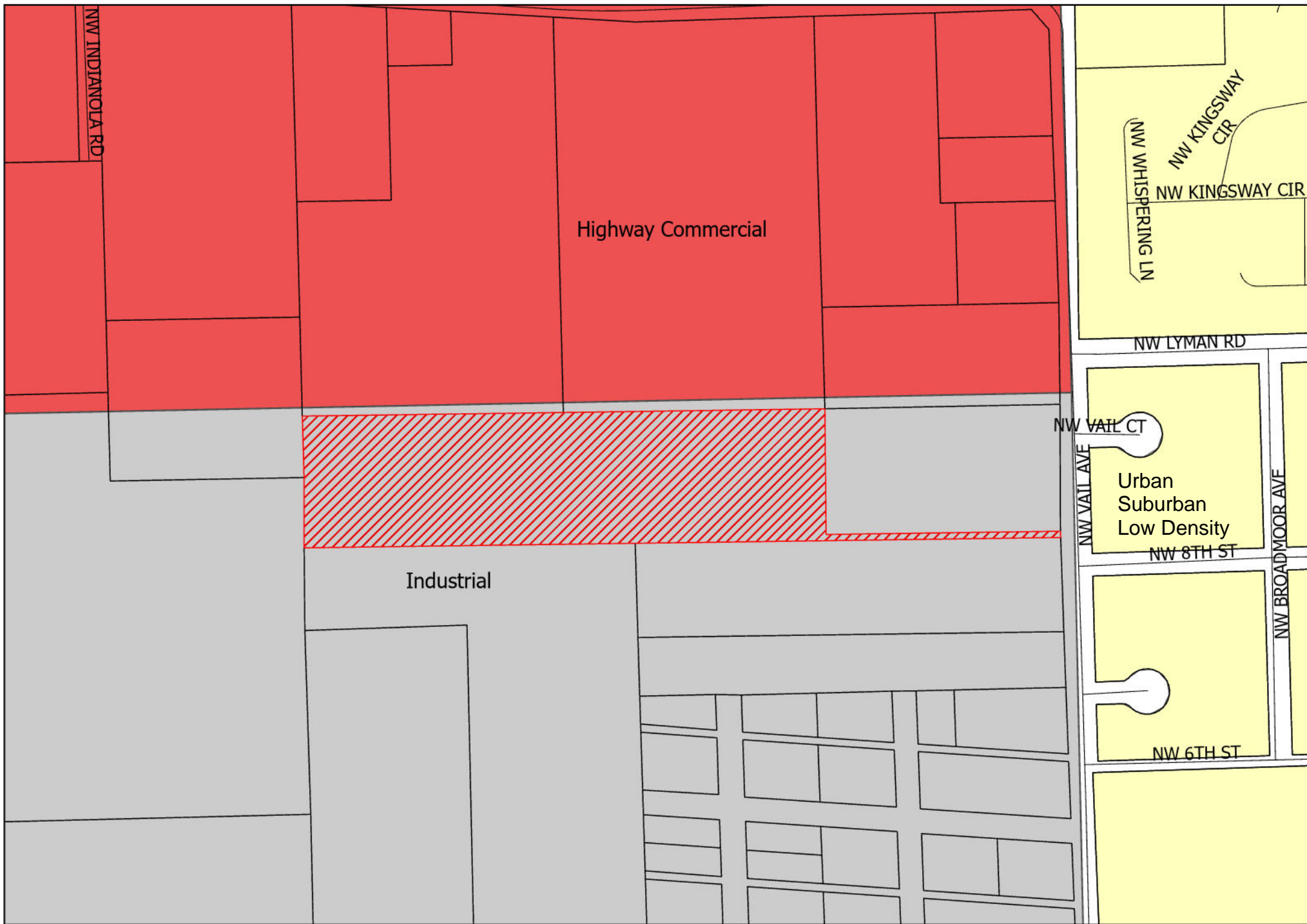




Z23/11 Helen M. Meier's Trust

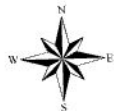






Z23/11 Helen M. Meier's Trust

North Topeka West -
Future Land Use Map



Z23/11

Neighborhood Information Meeting

Helen M Meier Trust

R-1 to I-1

12-07-23

5:30pm – 5:55pm

Persons in attendance:

- 1) Travis Haizlip – CFS
- 2) Kevin Holland – CFS
- 3) Ron Meier – Applicant
- 4) Michael Hall – City of Topeka

Issues / Clarifications:

- None

No public attendance

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

PLANNING COMMISSION DATE: Monday, December 18, 2023

**APPLICATION
INFORMATION**

**APPLICATION CASE
NUMBER/NAME:**

PUD23/08 Pizza Hut by: Flynn Group

**REQUESTED ACTION /
CURRENT ZONING:**

Rezoning from O&I-2 Office and Institutional District to PUD Planned Unit Development District to allow O&I-2 Office and Institutional uses and a restaurant with drive-through service.

Applications for PUD zoning often include a master plan. As is allowed under TMC 18.190.050 (PUD procedures) the requirement for a master plan is waived in this case because the conditions and restrictions of the PUD can be adequately included in the ordinance reclassifying the property.

PROPERTY OWNER:

Heartland Credit Union Association under contract by Flynn Group

APPLICANT REPRESENTATIVE:

Michael Thompson, Civil and Environmental Consultants

CASE PLANNER:

William Sharp, Planner I

PROPERTY ADDRESS:

901 SW Topeka Blvd. / PID: 1093103009001000

PARCEL SIZE(S):

0.26 acre

PHOTOS:



Looking West from Topeka Blvd.



Looking Southeast from 9th Street (NW corner of site and alley in foreground)

RECOMMENDATION:

APPROVAL subject to conditions

RECOMMENDED MOTION:

Based on the findings and analysis in the staff report I move to recommend to the Governing Body **APPROVAL** of the rezoning from O&I-2 Office and Institutional District to PUD Planned Unit Development District with O&I-2 Office and Institutional uses and restaurant with drive though service on property located at 901 SW Topeka Blvd, subject to conditions as recommended in the staff report.

PROJECT AND SITE INFORMATION

PROPOSED USE / SUMMARY:

The applicant currently operates a Pizza Hut restaurant at the northwest corner of SW 10th Avenue and Topeka Boulevard and wants to relocate that restaurant to the subject property. The applicant proposes to adapt the current building at 901 SW Topeka Blvd previously used as a credit union for use as a quick-serve restaurant (Pizza Hut) with a pickup window. The restaurant interior will not contain an area for "dine-in" customers. Customers will order ahead and have food delivered or will pick up at the restaurant.

Rezoning as a PUD is necessary to restrict the permitted land uses to those that are compatible with the surrounding neighborhood. Rezoning the property as a PUD provides for the restriction of land uses such that the applicant can operate a quick service restaurant while protecting the interests of surrounding land owners and residents from potentially incompatible land uses. The subject property will retain the base zoning district of O&I-2 Office and Institutional District while permitting the use of the property as a drive-thru quick service restaurant.

DEVELOPMENT / CASE HISTORY:

The existing structure was built in 1964. The property was formerly zoned "E" Multiple-Family Dwelling District. The "E" Multiple-Family Dwelling converted to either the current "M-3" Multiple-Family Dwelling District or "O&I-2" Office and Institutional District depending on which classification was most appropriate based on the then existing land use.

ZONING AND CHARACTER OF SURROUNDING PROPERTIES:

North: O&I-2 Office and Institutional District; Office

South: O&I-2 Office and Institutional District; Parking lot

East: D-1 Downtown District; Former Docking Building

West: M-3 Multiple-Family Dwelling District; Senate Luxury Suites hotel
(Designated National Historic District and Local Landmark)

COMPLIANCE WITH DEVELOPMENT STANDARDS AND GUIDELINES

USE STANDARDS AND DIMENSIONAL STANDARDS:

O&I-2 Office and Institutional District use and dimensional standards will apply except as noted in the conditions of the PUD which, if approved, will be included in the ordinance to adopt the PUD zoning. For use as a restaurant with drive-through operation, the conditions of the PUD zoning require, in part:

- Approval of a site development plan (Site Plan Review) and traffic study.
- Restrictions on how traffic enters and exits the site as determined by the site plan and traffic study.

- Few if any changes to the exterior of the building.
- Improvements and striping of the parking lot

The proposed PUD zoning includes variances to 1) the restriction on the illumination level of exterior light (three foot-candles measured at the lot line per 18.240.020) and 2) required 5 stacking spaces (parking) at the drive-in window per 18.240.030.

PARKING AND ACCESS:

Off-street parking requirements are determined by land use and not the zoning classification. The parking and stacking requirements for the proposed restaurant and drive-through may differ from those for a typical restaurant with a drive-through because this restaurant has no inside dining and the drive-through is for food pick-up only and not for ordering. Ingress and egress will change little from the previous use as a credit union; ingress is from the public alley and egress is to Topeka Boulevard with the City Engineer advising right turns only, and no left turns, onto Topeka Boulevard.

DESIGN STANDARDS:

The Non-Residential Design Standards in TMC 18.275 apply to new construction or an alteration to an existing structure which increases or decreases the gross floor area of the structure by more than 50 percent so will not apply in this case. *Please see elevations exhibit for building.*

LANDSCAPING:

A landscape plan per TMC 18.235, Landscape Requirements, will be reviewed upon developer's submittal of a Site Plan Review application and approved by staff at the time of building permit approval.

The applicant has provided a landscape plan which is sufficient for the PUD zoning application but will be reviewed in more detail for the subsequent Site Plan Review. *Exhibit B* showing plants and trees installed along the street frontages of SW Topeka Blvd and SW 9th St.

SIGNAGE:

Signage will be required to comply with the Sign Code (TMC18.10) as applied to O&I-2 Office and Institutional District. The existing legal nonconforming free-standing sign along Topeka Boulevard may be reused provided the height and size are not increased.

LIGHTING & SOUND:

Concerns about the adequacy of exterior lighting for security and public safety were expressed during the neighborhood information meeting. Therefore, it might be necessary for some exterior lighting to exceed what is allowed by the zoning code, which is "three foot-candles as measured at the property line."

OTHER FACTORS

SUBDIVISION PLAT:

Original Town Subdivision, Lots 289, 291, 293

UTILITIES: There is a sanitary sewer collector that runs down the rear alley. Water utility and storm water are found on both Topeka Blvd and 9th Street.

FLOOD HAZARDS, STREAM BUFFERS: N/A

HISTORIC PROPERTIES: The subject property is not on the State or National Register of Historic Places nor is it a designated local landmark. The property lies within the area of these historic properties below:

Senate Luxury Suites, 900 SW Tyler St

Woman's Club Building, 420 SW 9th St

Dillon House, 404 SW 9th St

Gem Building, 510 SW 10th Ave

Commented [MH1]: State in this section whether or not historic review is required.

NEIGHBORHOOD PLAN: Located in the Old Town Neighborhood and subject to the neighborhood plan adopted in 2003.

NEIGHBORHOOD INFORMATION MEETING: The applicant conducted a Neighborhood Information Meeting on November 27, 2023 via Microsoft Teams. Two representatives of the Old Town Neighborhood and Councilwoman Karen Hiller attended in addition to the applicant's team and Planning staff. The applicant presented a preliminary site plan for discussion. The attendees discussed adequacy of parking on site, pedestrian access, and appropriate lighting for security.

REVIEW COMMENTS BY CITY DEPARTMENTS AND EXTERNAL AGENCIES

Public Works /Engineering: Traffic engineering recommends that the applicant post "No Left Turns" for drivers exiting the driveway on Topeka Boulevard. Please see attached executive summary and traffic engineering comments.

Topeka Metro: Topeka Metro recommends a diverter on the exit to force southbound flow.

Commented [MH2]: Be able to explain at the public hearing what a "diverter" is.

Water Pollution Control: No issues identified regarding rezoning.

Fire Department: No specific concerns identified regarding rezoning. Fire Department has provided general comments and conditions applicable to site development.

Development Services: No issues identified regarding rezoning. Permits will be required.

KEY DATES

SUBMITTAL: October 20, 2023

LEGAL NOTICE PUBLICATION: November 22, 2023

PROPERTY OWNER NOTICE MAILED: November 24, 2023

STAFF ANALYSIS

Planning staff have reviewed the zoning application relative to the required findings and conclusions in Topeka Municipal Code Section 18.245 (Findings and conclusions reflect the “golden factors” per Donald Golden v. City of Overland Park, 1978 Kansas Supreme Court) as is required for applications for rezoning.

CHARACTER OF THE NEIGHBORHOOD: The proposed reuse of the building and the minor improvements to the site will have no substantial effect on the character of the neighborhood. If the building is used as a restaurant as planned, conditions of the PUD zoning allow only minimal changes to the building exterior.

The site is located on the eastern edge of the Old Town Neighborhood and just outside of the Downtown District. The surrounding area is characterized by a buildings ranging in age, size, and use. There is an adjoining parking lot to the south and another parking lot the northwest on the opposite side of 9th Street. The subject property fronts a major arterial street (SW Topeka Blvd) and is across from the Docking State Office Building. The Docking Building is being demolished and the lower floors are being reconstructed, estimated to be complete by 2025 according to the Kansas Department of Administration website. The new Docking Building is projected to be an event space with government services. The Senate Luxury Suites (in a 3 ½ story building) are immediately to the west across the alley are primarily used for lodging, including extended stays.

ZONING AND USE OF NEARBY PROPERTIES: With the recommended conditions of PUD zoning the proposed zoning and land use are compatible with surrounding zoning and land use. Restaurants with drive-through service are not permitted under the property's current O&I-2 zoning. The less restrictive zoning C-2 Commercial and D-1 Downtown classifications were considered. However, the proposed PUD zoning will more effectively limit Downtown to areas east of Topeka Boulevard and will prevent undesirable retail and service commercial uses from proliferating on the west side of Topeka Boulevard.

Land to the north and south of the property is zoned O&I-2 Office and Institutional District. The parcel to the immediate south is a stand-alone surface parking lot. Further south is a two-story office building and the current Pizza Hut restaurant at the northwest corner of the intersection of SW 10th Ave and SW Topeka Boulevard. The property north across 9th Street is a single-story office building occupied by KCAMP, which provides insurance services to public entities. The Senate Luxury Suites, a boutique hotel, is directly west and on the opposite side of the alley. The Senate Luxury Suites property is zoned M-3 Multiple Family Dwelling District with a historic landmark overlay district. To the east, the Docking Building is zoned D-1 Downtown District and is being demolished with the lower floors being reconstructed.

LENGTH OF TIME THE PROPERTY HAS REMAINED VACANT AS ZONED OR USED FOR ITS CURRENT USE UNDER THE PRESENT CLASSIFICATION: The property has been some type of financial institution since 1964, at the time the building was constructed. In 2011, it was listed as Education Credit Union. This later

changed to Kansas Credit Union Association and then Heartland Credit Union Association, which no longer occupies the property.

SUITABILITY OF USES TO WHICH THE PROPERTY HAS BEEN RESTRICTED: The site's present zoning classification allows a wide range of office and institutional use and limited indoor recreation and is consistent with the established pattern of zoning and land use in the area. The property's is suitable for its current use and development current zoning designation.

CONFORMANCE TO THE COMPREHENSIVE PLAN: The proposed zoning is consistent with the applicable neighborhood plan and the Downtown Master Plan. The subject property is designated "Downtown" on the Future Land Use Map in the 2003 Old Town Neighborhood Plan. As stated in the neighborhood plan, the "Downtown" designation "recognizes the mixed-use nature and higher intensity of the area between Tyler Street and Topeka Boulevard." The neighborhood plan identifies "Downtown Mixed Use" as the appropriate zoning classification to implement the envisioned Downtown land use. Downtown zoning and plans for Topeka's downtown have evolved since the adoption of the neighborhood plan. Current zoning regulations include D-1, D-2, and D-3 as the downtown mixed use zoning classifications. The Downtown Master Plan adopted in May 2021 considers areas east of Topeka Boulevard to the Downtown Core where "D" zoning is most appropriate, implying that "D" zoning west of Topeka Boulevard might not be appropriate. The proposed zoning provides for a range of uses, supports the reuse of a building that supports the desired character of this part of the neighborhood, and helps to restrict the west side of Topeka Boulevard from becoming an overly intense commercial strip that would undermine neighborhood character and the effective flow of traffic on Topeka Boulevard.

THE EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES: Development allowed under the proposed zoning is anticipated to generate few if any detrimental effects on nearby properties. The proposed PUD zoning is restricted to O&I-2 uses and limited restaurant use. Aside from the proposed drive-through restaurant use, intensive commercial uses permitted under C-2 and other commercial zoning classifications will not be permitted. The quick-service restaurant planned for the property is less intense than other restaurants because it does not include inside dining and the drive-through operation is intended for customers to pick up pre-ordered food and beverages. Potential negative effects of a pickup and walk-up food and beverage service allowed under the proposed PUD zoning are prevented or mitigated by conditions and requirements for regarding traffic, signage, and landscaping. The requirement that any drive-through service also include walk-up service helps to ensure that land use will be an asset to downtown and the surrounding neighborhood.

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: There is no apparent gain to the public health, safety and welfare by denial of the application in part because approval of the proposed zoning will facilitate use and maintenance of the building and site. There is some uncertainty of the likelihood the property can be fully utilized under its current O&I-2 Office and Institutional zoning. The existing Pizza Hut restaurant at the northwest corner of SW 10th Avenue and Topeka Boulevard is ending its lease and looking for a more suitable property nearby and the proposed zoning will allow restaurant owner, Flynn Group, to satisfy that objective.

AVAILABILITY OF PUBLIC SERVICES: All essential public roadways, utilities, and services are currently present and available within the area.

COMPLIANCE WITH ZONING AND SUBDIVISION REGULATIONS: Development under the proposed zoning will be required to comply with O&I-2 Office and Institutional district standards. The PUD zoning allows carryout food and beverage service plus delivery subject to conditions making the zoning and land use consistent with the 2003 Old Town Neighborhood Plan. The property is platted as part of the Old Town subdivision.

STAFF RECOMMENDATION

Based upon the above findings and analysis, Planning staff recommend **APPROVAL** of the proposed zoning, subject to the following conditions:

1. Revise the Statement of Operations by:
 - a. Removing the City of Topeka address and the salutation. The document should not be in the format of a letter.
 - b. Deleting all of pages 2 through 4, beginning with the heading "PLANNED UNIT DEVELOPMENT – CONDITIONS AND RESTRICTIONS."
 - c. Revising the last sentence under "EXPLANATION OF OPERATIONS" so that its hours of operation are not overly specific. Suggested text:
The anticipated hours of operation for the QSR initially are 10:30AM – 12:00PM (CST) Sunday through Thursday and 10:30AM – 1:00AM (SCT) Friday and Saturday. 24-hour operation is not anticipated.
2. The following conditions will be included in the ordinance adopted by Topeka's Governing Body.
 - a. O&I-2 Office and Institutional District uses are permitted. In addition to O&I-2 uses, a quick service restaurant (QSR) with a drive-through operation is permitted in accordance with the attached Statement of Operations (Exhibit A). The use and dimensional standards applicable to O&I-2 shall apply except as stated in the following conditions.
 - b. A QSR with drive-through service is permitted only if the existing building is re-used and adapted for a QSR. Any changes to the exterior architecture of the building shall be minimal so as not to alter the building's character or form.
 - c. Use of the building and site for a QSR shall be shown on the attached Site Landscape Exhibit (Exhibit B). Approval of a site development plan upon application for Site Plan Review is required and may result in changes to site plan in Exhibit B.
 - d. A traffic analysis (TIA) by the applicant is required for a QSR and approval of the TIA is required prior to approval of the site development plan.
 - e. For the QSR, a minimum of two parking spaces on site shall be reserved for customers, including one accessible parking space in compliance with the Americans with Disabilities Act (ADA). The remaining parking on site may be used by food delivery vehicles and employees. Any need for additional employee parking shall be determined at time of Site Plan Review and may require the owner or operator to reserve off-street parking spaces in at another location in close proximity to the property.
 - f. The existing free-standing sign may be reused provided there is no increase in the height and size of the sign. All other signs shall comply with standards applicable to O&I-2 zoning.
 - g. Exterior lighting will be reviewed at Site Plan Review. For the QSR, the illumination level of light may exceed three foot candles at the lot line as needed for security except where it may negatively affect the adjacent hotel or other residential property.

PLANNING COMMISSION MOTION: Based on the findings and analysis in the staff report I move to recommend to the Governing Body **APPROVAL** of the rezoning from O&I-2 Office and Institutional District to PUD Planned Unit Development District with O&I-2 Office and Institutional District and a restaurant with drive-through service on property located at 901 SW Topeka Blvd, subject to conditions as recommended in the staff report.

ATTACHMENTS:

Statement of Operations (Exhibit A in conditions)
Site Landscape Exhibit (Exhibit B in conditions)
Exterior Elevations
Traffic Study – Executive Summary and City Engineering Staff Review Comments
Aerial Map
Zoning Map
Future Land Use Map
Neighborhood Meeting Attendance & Summary
Public Comment Received by Email



Pizza Hut | Topeka Boulevard

Statement of Operations

December 4, 2023

City of Topeka
Attn. Mike Hall, Land Use Planning Manager
Planning & Development Department
620 SE Madison, 3rd Floor, Unit 11
Topeka, Kansas 66607

Re: Pizza Hut | 901 SW Topeka Blvd.
Statement of Operations

Dear Mr. Hall:

It is the intent of the petitioner to obtain approval for the proposed Planned Unit Development (PUD) ordinance in order to develop the proposed lot for use as a Pizza Hut Restaurant facility, see attachment Exhibit 1: Site Plan.

PROJECT DESCRIPTION

This PUD ordinance, if granted, would result in the development of an existing lot 901 SW Topeka Boulevard with a new Pizza Hut quick-serve restaurant. The location in question is currently zoned O-I2, Office and Institutional District. The underlying district of the proposed PUD ordinance would be the Office and Institutional District (O-I2) to allow for the re-use of the existing building onsite as a restaurant with a drive-thru. The proposed improvements are intended to increase the value of the dormant and underutilized site as well as surrounding properties by proposing a restaurant facility that will adhere to the community's needs.

EXPLANATION OF OPERATIONS

The proposed restaurant will utilize the existing building onsite as a quick-serve restaurant (QSR) with a pick-up window. The restaurant interior will not contain an area for "dine-in" customers. Customers will order ahead of a scheduled time to pick up their food and drink items via phone, mobile order, etc. Customers can then park and walk inside to pick up their order or choose to obtain their order via the proposed drive-thru pick-up window. Customers will also have the option of delivery if the location is within a reasonable distance from the store. The hours of operation for the proposed QSR will be 10:30AM – 12:00AM (CDT) Sunday through Thursday and 10:30AM – 1:00AM (CDT) Friday and Saturday.

PLANNED UNIT DEVELOPMENT – CONDITIONS AND RESTRICTIONS

Per an August 30, 2023 email, general conditions and restrictions of the proposed Planned Unit Development (PUD) ordinance were stated by Mike Hall, City of Topeka Land Use Planning Manager. Below is a summary of each condition and/or restriction stated and the development team's compliance response:

- a. *Use "O-I2" Office and Institutional District as the base zoning district. In addition to any O&I-2 use, the building may be re-adapted for re-use as a restaurant, either with or without a drive-thru operation. Any changes to the exterior architecture of the building should be minimal so as not to alter the building's character or form.*

Response: The proposed project plans to comply with this condition. The existing building is to remain as is with only minor additions/improvements to the exterior. The new building use will require internal mechanical improvements, which will call for at least two exterior exhaust fans to be added to the existing building's rooftop. We plan to not comply with the requirement of screening the proposed roof-mounted units in order to not jeopardize the structural integrity of the existing building. Another minimal improvement to the existing building will be the widening of the current Pick-Up window that is in place. Please see Architectural Elevations for reference.

- b. *A traffic analysis (TIA) by the applicant is not required with or prior to the zoning application but will be required prior to application for permits along with Site Plan Review Application.*

Response: The proposed project plans to comply with this condition and provide a Traffic Impact Analysis for the Site Plan Review Application.

- c. *The driveway access on Topeka Blvd will be limited to one-exiting traffic, right-out only. Physical features (Signage, median, pork chops, etc.?) may be required to help enforce right-out only. The exact type of traffic control requirements to restrict the driveway to right-out only shall be determined upon an approved TIA.*

Response: The proposed project plans to not be held to the condition of utilizing the existing one-way, exit-only drive as a right-out only exit based on calculations from the required Traffic Impact Analysis (TIA).

- d. *Traffic entering the site will be from the alley; alley traffic limited to one-way only due to the width of the alley and retaining wall. More review is needed to determine if one-way traffic is south bound or north bound. The alley may require a public improvement project if improvements are required to the alley*

Response: The proposed project plans to comply with this condition with the stipulation that improvements to the alley will only occur along the length of our property line abutting the existing alley.

- e. *Based on the employee count and design of the pick-up order counter and seating as was described by the applicant, the existing parking meets or exceeds what is required. The statement of operations should clarify the quantity of parking stalls that will be provided taking into account any stalls that may need to be removed.*

Response: The proposed project plans to comply with this condition. The required number of parking spaces has been calculated at 4 spaces (10 employee/customer occupant load x 1/3 = 3.333 spaces). A total of 7 parking spaces are proposed.

- f. *Some landscaping will be required; potential locations for trees and shrubs include the southwest corner of the site, the west edge along the alley, the south side of the site (south side of the parking stalls), and the south east corner of the site. 1-2 parking stalls might be removed to accommodate landscaping. A landscape plan shall be provided and approved by Planning staff at the time of site plan review application.*

Response: The proposed project plans to comply with this condition and provide landscaping / preserve existing landscaping in order to meet the requirements. Please note that the proposed use will require a dumpster; therefore, we are proposing a trash enclosure that will be screened on (3) sides facing any public right-of-way. The trash enclosure will be positioned so that it is in line with or behind the existing primary building's overhang.

- g. *The existing free-standing sign might be a nonconforming sign since the sign regulations have changed since it was approved and installed in 2008. However, the existing freestanding sign may be reused (including a reface) as long as the size of the sign does not exceed what is allowed per C-2 zoning and the height is not increased. (Staff may recommend that all other signage comply with standards applicable to O&I2, or possibly C-2 zoning. Staff may establish conditions on wall signage so that any new wall signs complements, and does not detract from, the character of the mid-century modern building.*

Response: The proposed project plans to comply with this condition.

- h. *The site may be altered to address changes to parking, pedestrian, and traffic circulation along with directional or other incidental signage required to accommodate the drive-up window for online ordering.*

Response: The proposed project plans to comply with this condition and provide a Traffic Impact Analysis for the Site Plan Review Application.

- i. *A Traffic Impact Analysis shall be completed by the developer and approved by the City traffic engineer at the time of Site Plan Review Application. All development shall comply with conditions of the TIA recommendations, including construction of any necessary public improvements and traffic controls to allow the drive-up window for food and beverage service in the existing building. Other requirements of the TIA shall be made prior to issuance of a Certificate of Occupancy.*

Response: The proposed project plans to comply with this condition and comply with the Traffic Impact Analysis that will be provided.

- j. *Any changes to drainage patterns (direction or quantity of stormwater runoff from the existing condition) or increases/decreases to the net new impervious or pervious surface may require submittal of stormwater management plan prepared by a licensed civil engineer.*

Response: The proposed project plans to comply with this condition knowing that there will be no net increase in impervious surface from the site's existing condition. The project plans to apply for a waiver from stormwater management and stormwater



quality requirements based on the City of Topeka Municipal Code Chapter 13.35.020.a.3 which states that *“The stormwater quantity performance standard may be waived for a redevelopment if an engineering study demonstrates there is no net increase in stormwater runoff peak flow and volume from current conditions for the stormwater quality design storm events established in the City of Topeka stormwater BMP design policy handbook.”*

Please let us know if you would like any additional information in regards to the proposed Planned Unit Development Ordinance for our new quick-service restaurant.

Thank you,

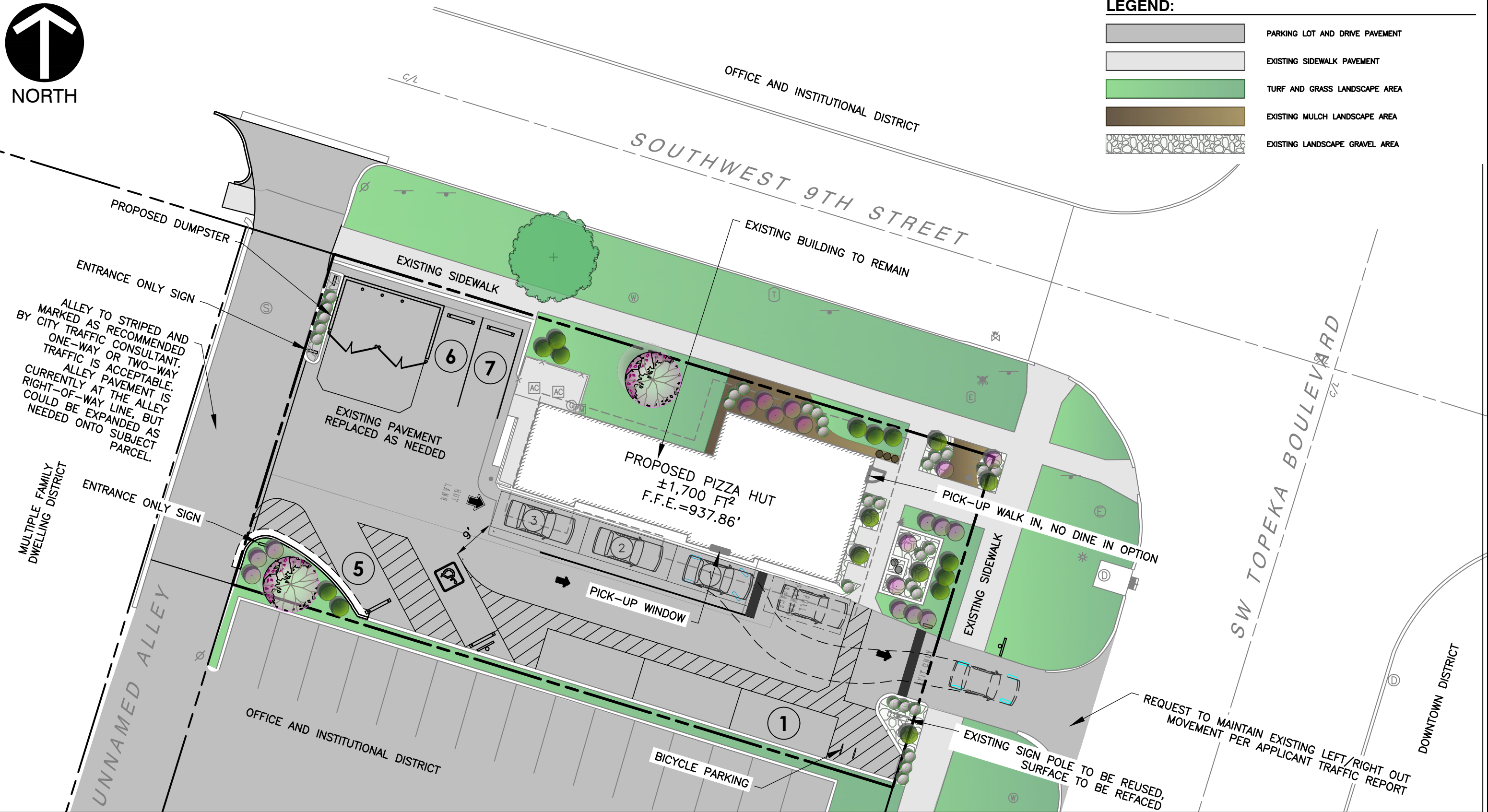
Michael Thompson

Civil & Environmental Consultants, Inc.



LEGEND:

	PARKING LOT AND DRIVE PAVEMENT
	EXISTING SIDEWALK PAVEMENT
	TURF AND GRASS LANDSCAPE AREA
	EXISTING MULCH LANDSCAPE AREA
	EXISTING LANDSCAPE GRAVEL AREA



SCALE IN FEET



0 20 40



Civil & Environmental Consultants, Inc.

11 Municipal Drive · Suite 300 · Fishers, IN 46038

Ph: 317.570.8800

www.cecinc.com

FLYNN RESTAURANT GROUP, LLC.

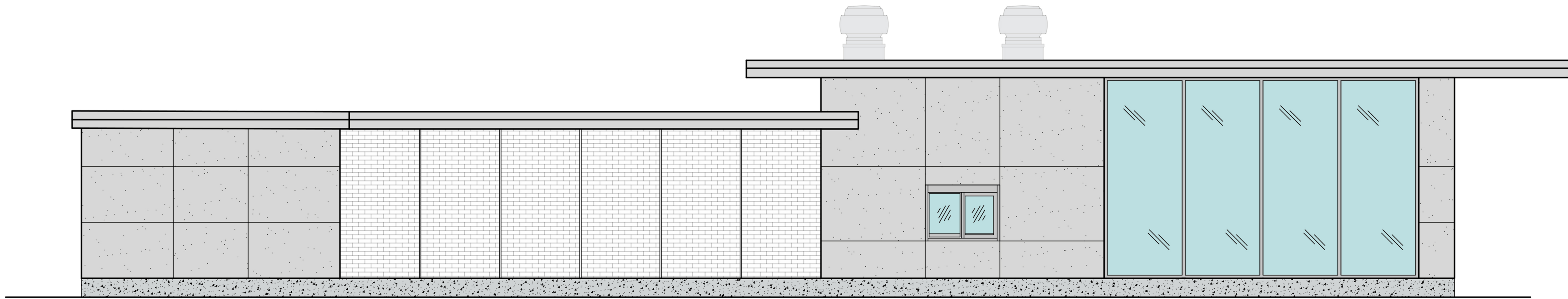
PIZZA HUT

901 SW TOPEKA BLVD.

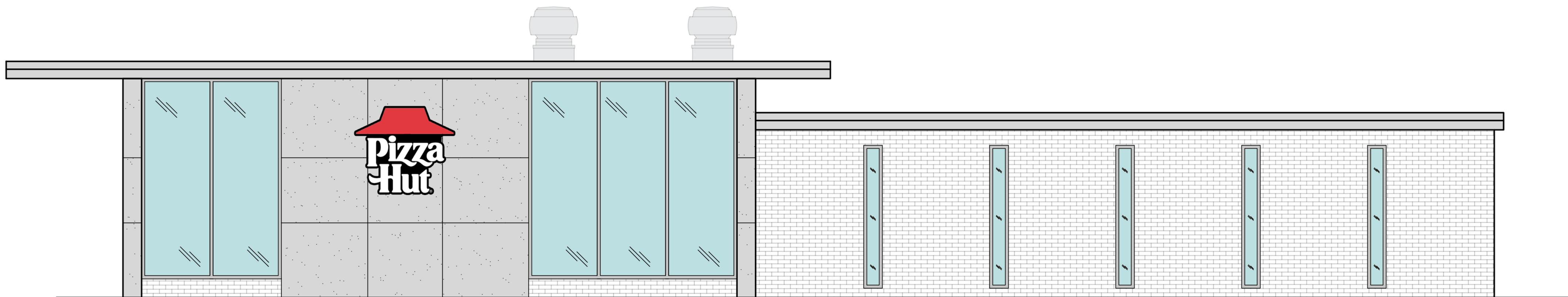
TOPEKA, KANSAS

SITE LANDSCAPE EXHIBIT

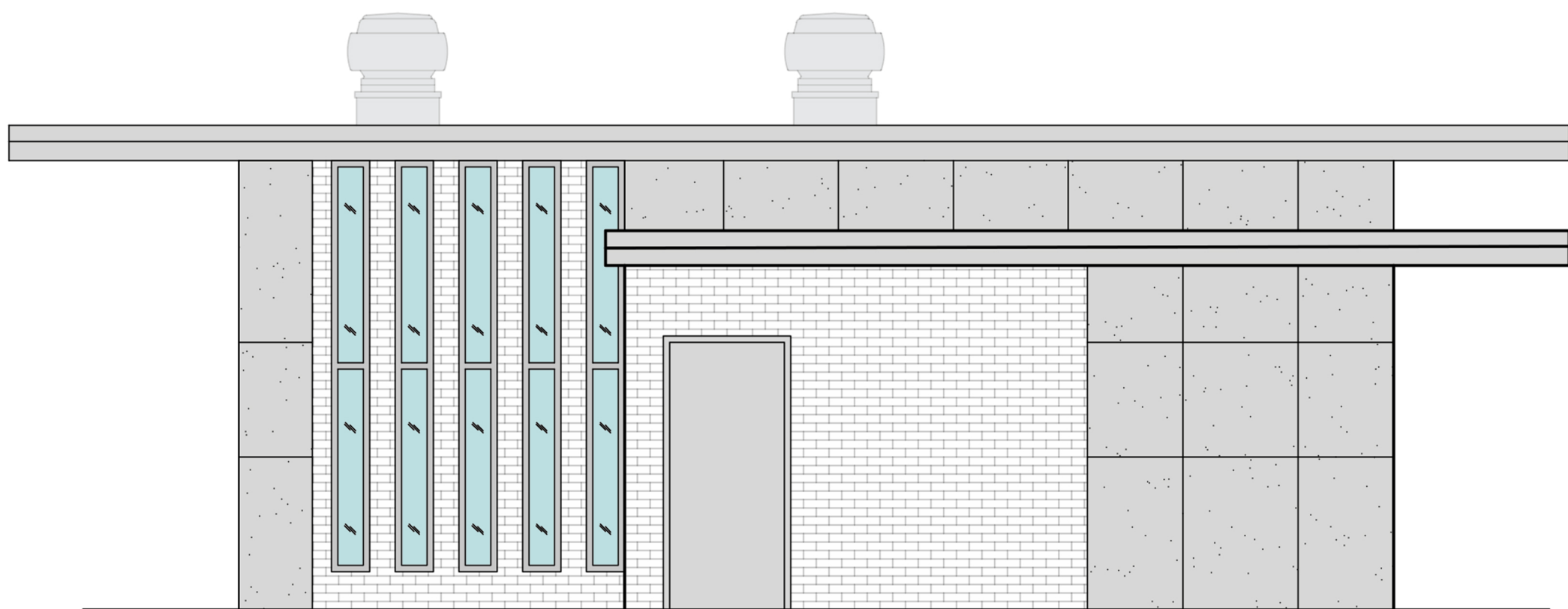
DRAWN BY:	KPB	CHECKED BY:	MAR	APPROVED BY:		FIGURE NO.:
DATE:	12/04/2023	DWG SCALE:	1"=20'	PROJECT NO:	335-058	E1



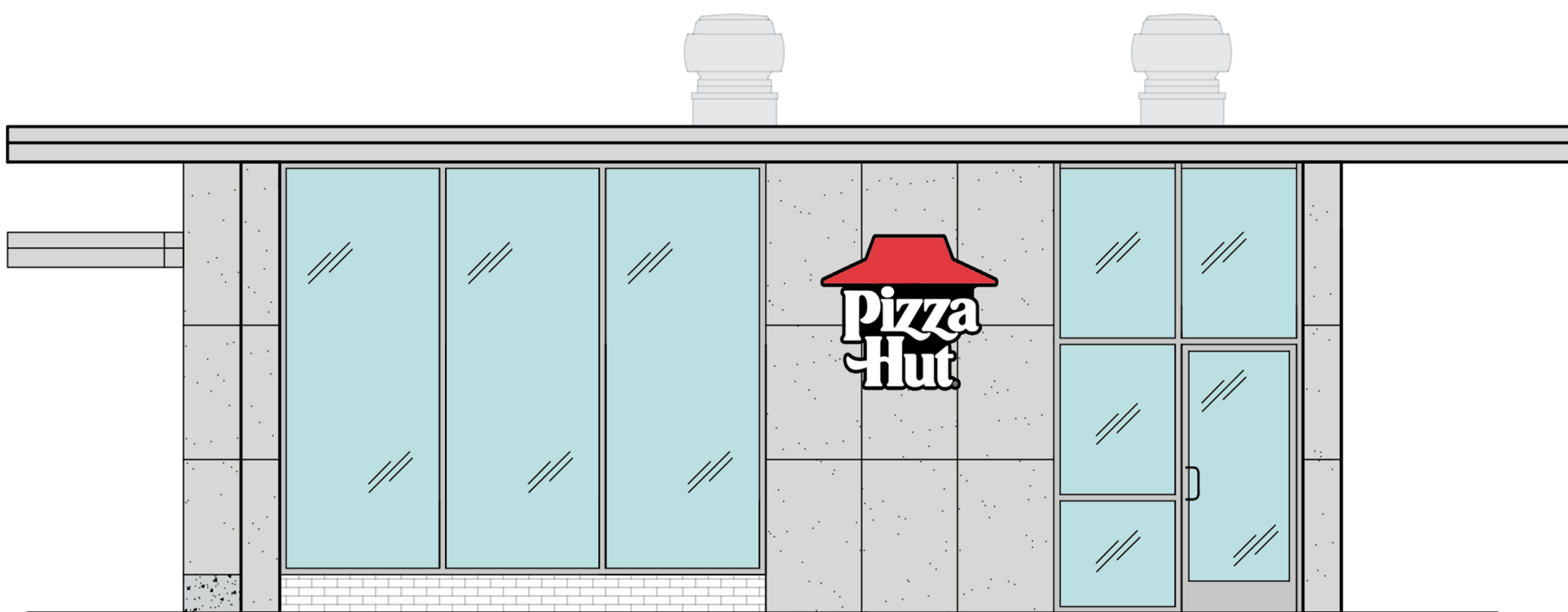
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

DATE: 8.22.2023
JOB NO: 2661
DRAWN: FS
CHECKED: DL

EXTERIOR
ELEVATIONS



FRANCHISEE




HUT
AMERICAN
GROUP

4200 W 115TH STREET
LEAWOOD, KANSAS
66211
PHONE: (913) 327-5555
FAX: (913) 327-5850

PIZZA HUT #2661
901 SW TOPEKA BLVD
TOPEKA, KS

LICKEL
ARCHITECTURE



14 West 3rd Street Suite 100
Kansas City, MO 64105
(P) 816.421.0107
(F) 816.421.0291

SHEET NUMBER

A6

**TRAFFIC IMPACT STUDY
FOR THE PROPOSED
PIZZA HUT
901 SW TOPEKA BOULEVARD
Topeka, Kansas**

EXECUTIVE SUMMARY

General Overview of the Development

- The proposed development is located at 901 SW Topeka Boulevard.
- The project site currently contains a vacant building which formerly housed the Heartland Credit Union Association. Under the proposed conditions, the existing building will be redeveloped into a Pizza Hut carry-out/delivery restaurant with a pick-up window. The pick-up window will serve online/phone orders only and will not have an on-site ordering option. Additionally, orders can be picked up inside, but there will be no indoor seating. No expansion to the existing building is proposed.
- No changes to the existing site access driveway locations are planned. Currently there are two site driveways accessing the site.
 - The first driveway is located approximately 90 feet south of SW 9th Street on the alley (measured center to center). There are no turn restrictions currently posted at this driveway. With the proposed Pizza Hut, this driveway will serve as an ingress only driveway.
 - The second driveway is located approximately 90 feet south of SW 9th Street on SW Topeka Boulevard (measured center to center). There are no turn restrictions currently posted at this driveway. With the proposed Pizza Hut, this driveway will serve as an egress only driveway permitting both left and right egress movements.
- The adjacent roadway network includes a network of sidewalks which promote walking as a viable alternative to vehicular travel. Sidewalks are present along both sides of SW Topeka Boulevard as well as SW 9th Street.
- Topeka Metro provides bus route 17 along SW Topeka Boulevard, bus Route 10 along SW 10th Avenue, and bus route 7 along SW 8th Avenue.

Study Intersections

- SW Topeka Boulevard with SW 9th Street (existing unsignalized intersection);
- SW 9th Street with alleyway (existing unsignalized intersection); and
- All proposed site driveways.

Trip Generation and Distribution

- Trip generation of the proposed development was considered both on site specific data collected from a similar Pizza Hut with carry out and pick-up windows only as well as data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation*, Eleventh Edition. It should be noted that the ITE trip generation manual does include a land use for a fast food restaurant with drive through only and no indoor seating.

However, based on the business and service model of the proposed Pizza Hut, the ITE data does not match. As previously stated, the proposed Pizza Hut will be carry-out/delivery restaurant with a pick-up window. The pick-up window will serve online/phone orders only and will not have an on-site ordering option. Additionally, orders can be picked up inside, but there will be no indoor seating. Therefore, it was determined that the site specific data collected at a similar Pizza Hut would be the best representation of anticipated trip generation for the proposed development.

- Operating hours of the proposed Pizza Hut is assumed to match other sites with a 10:30 A.M. to 12:00 A.M. Monday through Thursday, 10:30 A.M. to 1:00 A.M. on Friday and Saturday, and 10:30 A.M. to 12:00 A.M. on Sunday.

Therefore, a negligible amount of trips would be expected during the weekday 7:00 – 9:00 A.M. study period evaluated in this study.

- Anticipated trip generation for the proposed development is as follows:
 - A.M. Peak Hour: negligible Entering / negligible Exiting / negligible Total
 - P.M. Peak Hour: 7 Entering / 7 Exiting / 14 Total Trips
- Trip generation of the former bank land use was determined using rates and formulae contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation*, Eleventh Edition. Land Use Code 912, drive-in bank, was used to determine the trip generation. Anticipated trip generation for the former bank land use is as follows:
 - A.M. Peak Hour: 10 Entering / 7 Exiting / 17 Total Trips
 - P.M. Peak Hour: 18 Entering / 18 Exiting / 36 Total Trips
- Trip distribution for the proposed development was estimated based on the existing directional traffic volumes observed on SW Topeka Boulevard. Based on the count data, it was estimated that the directional split of traffic would be 50% / 50% north and south along SW Topeka Boulevard.

Conclusions and Recommendations

- The proposed Pizza Hut is anticipated to generate fewer peak hour trips than the former bank land use. Therefore, the traffic impact to the surrounding roadway network is expected to be no different than the former land use.
- Based on the results of the capacity analyses performed, the proposed development is anticipated to have no significant impact on the operations of the study intersections.
- The existing/proposed site driveway to SW Topeka Boulevard currently has adequate sight distance and should maintain sight triangles that are free of sight obstructions, such as parked vehicles, buildings, walls, hedges, bushes, low growing trees, etc. to maintain a clear line of sight to potential conflicting vehicles. Any new vegetation within the sight lines of the driveway should be maintained at a height of 2 feet or less to provide unobstructed views.
- The existing site driveway to SW Topeka Boulevard currently has no turn restrictions. Based on the results of the trip generation, capacity, and sight distance evaluation, the driveway is expected to operate similar as its current use. Therefore, the egress driveway to SW Topeka Boulevard should remain operational with both left-out and right-out egress movements.



Traffic Engineering Review
Benesch
11/17/23

1. Product delivery truck auto-turn analysis and truck turn templates shall be provided to confirm large delivery trucks can maneuver on the site without backing into alley or street R/W.
2. Sanitation truck circulation should also be verified to confirm area is sufficient to support sanitation pick-up.
3. Alley currently operates as two-way but with the influx of commercial traffic proposed, is alley more suited to be one-way? if not, should it at least be widened through this site?
4. TIA comments shall be addressed as well.

SITE DATA:

ZONING DATA: EXISTING ZONING CLASSIFICATION:

EXISTING	UI-2	OFFICE AND INSTITUTIONAL DISTRICT
PROPOSED	PUD	PLANNED UNIT DEVELOPMENT DISTRICT
UNDERLYING	UI-2	OFFICE AND INSTITUTIONAL DISTRICT
ZONING DATA: ADJACENT ZONING CLASSIFICATIONS:		
NORTH	UI-2	OFFICE AND INSTITUTIONAL DISTRICT
SOUTH	UI-2	OFFICE AND INSTITUTIONAL DISTRICT
EAST	D-1	DOWNTOWN DISTRICT
WEST	M3-HL	MULTIPLE FAMILY DWELLING DISTRICT

JURISDICTION:

CITY OF TOPEKA

SITE DATA:

SITE AREA 0.26± Acres (11,252 SQ.FT.)

PROJECT DESCRIPTION:

THE PROJECT CONSISTS OF A NEW QUICK SERVE RESTAURANT WITH THE ASSOCIATED PARKING AND UTILITIES.

BUILDING DATA:

BUILDING AREA (EXISTING) ±1,700 F2
BUILDING COVERAGE ±

PROPOSED USE:

NEW QUICK-SERVE RESTAURANT (PIZZA HUT)

PARKING DATA:

REQUIRED PARKING SPACES (X OCCUPANT LOAD - MAX. LOAD =

PROPOSED PARKING SPACES (INCLUDES 1 ADA SPACE)

Alley shall be full replacement per City of Topeka Standards

Edit note to say. All work within the public street and alley R/W shall be per the City of Topeka Standard Specifications, Details and Design Criteria

LEGEND

---	EXISTING PROPERTY LINE
---	EXISTING EASEMENT
---	EXISTING RIGHT-OF-WAY
---	EXISTING SETBACK
---	EXISTING TREE LINE
---	EXISTING FENCE LINE
---	EXISTING ROADWAY CENTERLINE
---	EXISTING CURB
---	EXISTING EDGE OF PAVEMENT
---	EXISTING CONCRETE
---	PROPOSED CURB
---	PROPOSED ASPHALT MILL AND RESURFACE
---	PROPOSED PUBLIC ALLEY ASPHALT PAVEMENT
---	PROPOSED CONCRETE
---	PROPOSED STRIPING
---	PROPOSED BLACK CONCRETE

KEY NOTES:

- (A) PUBLIC ALLEY ASPHALT PAVEMENT PER CITY OF TOPEKA STANDARDS
- (B) ASPHALT MILL AND RESURFACE PAVEMENT
- (C) CONCRETE PAVEMENT
- (D) BLACK CONCRETE PAVEMENT
- (E) CONCRETE SIDEWALK
- (F) EXISTING ACCESSIBLE CURB RAMP
- (G) ACCESSIBLE PARKING SIGNAGE
- (H) ACCESSIBLE PARKING PAVEMENT MARKINGS
- (I) PRECAST CONCRETE WHEELSTOP
- (J) PAVEMENT STRIPING, 4" SOLID
- (K) BOLLARD
- (L) DUMPSTER ENCLOSURE
- (M) HUT LANE SIGNAGE (COORDINATE WITH SIGNAGE PLANS)
- (N) PAVEMENT MARKING - STRAIGHT ARROW
- (O) PAVEMENT MARKING - RED HIGHLIGHTED STRAIGHT ARROW
- (P) EXISTING SIGN TO BE RESUED OR REMOVED & REPLACED (COORDINATE WITH SIGNAGE PLANS)
- (Q) DIRECTIONAL SIGNAGE
- (R) "DO NOT ENTER" TRAFFIC SIGNAGE
- (S) PAVEMENT MARKING - STOP BAR
- (T) CONCRETE CURB AND GUTTER
- (U) CONCRETE CURB
- (V) EXISTING CONCRETE PAVEMENT TO REMAIN
- (W) BIKE RACK (QTY. 2)

REFERENCE

EXISTING INFORMATION BASED ON ALTA/NSPS LAND TITLE SURVEY PROVIDED BY BLEW & ASSOCIATES, P.A., 3825 N. SHILOH DRIVE, FAYETTEVILLE, AR 72703, 479-443-4506, JOB NUMBER: 23-6326, DATED 10/05/2023.

THE UTILITIES SHOWN ON THIS DRAWING HEREON HAVE BEEN LOCATED BY FIELD MEASUREMENTS, UTILITY MAP DRAWINGS, PRIVATE UTILITY LOCATES, AND ONE-CALL UTILITY LOCATE REQUEST. BLEW & ASSOCIATES MAKES NO WARRANTY TO THE EXACT LOCATION OF ANY UNDERGROUND UTILITIES SHOWN OR NOT SHOWN ON THIS DRAWING. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ANY AND ALL UTILITIES PRIOR TO CONSTRUCTION. CALL KANSAS ONE-CALL AT (800) 344-7233 OR 811 FOR FIELD LOCATIONS (REQUEST FOR GROUND MARKINGS) OF UNDERGROUND UTILITY LINES BEFORE DIGGING. DIG TICKET NUMBER: 23460363.

THIS INFORMATION IS SPECULATIVE IN NATURE ONLY AND SHOULD NOT BE CONSTRUED AS FACT. GEC, INC. DOES NOT WARRANT ANY OF THE EXISTING INFORMATION SHOWN. PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL EXPOSE AND VERIFY LOCATIONS (HORIZONTAL AND VERTICAL) OF ALL EXISTING UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER, STORM SEWER AND SANITARY SEWER, FORCE MAIN, ELECTRIC, TELECOM. ANY CONFLICTS THAT OCCUR DURING CONSTRUCTION SHOULD BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER AND OWNER.

FLOOD ZONE INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 20177C0216E, WHICH BEARS AN EFFECTIVE DATE OF 09/29/2011 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

ZONE "X" - AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD LEVEL. ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.

GENERAL SITE LAYOUT NOTES:

1. THE CONTRACTOR SHALL CHECK EXISTING GRADES, DIMENSIONS, AND INVERTS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
2. IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO VERIFY ALL EXISTING UTILITIES AND CONDITIONS PERTAINING TO HIS PHASE OF WORK. IT SHALL ALSO BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE OWNERS OF THE VARIOUS UTILITIES FOR PROPER STAKE LOCATIONS FOR EACH UTILITY BEFORE WORK IS STARTED. THE CONTRACTOR SHALL NOTIFY IN WRITING THE OWNER OR THE ENGINEER OF ANY CHANGES, OMISSIONS, OR ERRORS FOUND ON THESE PLANS OR IN THE FIELD BEFORE WORK IS STARTED OR RESUMED.
3. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES INCLUDING IRRIGATION SLEEVING, PRIOR TO INSTALLATION OF PAVED SURFACES.
4. SITE WORK CONCRETE WALKS AND PADS SHALL HAVE A BROOM FINISH TO ALL SURFACES. SITE WORK CONCRETE SHALL BE CLASS A (4,000 PSI @ 28 DAYS) UNLESS OTHERWISE NOTED.
5. ALL DAMAGE TO EXISTING PAVEMENT TO REMAIN WHICH RESULTS FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED WITH LIKE MATERIALS AT THE CONTRACTOR'S EXPENSE.
6. SITE DIMENSIONS SHOWN ARE TO THE FACE OF CURB, OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
7. CONTRACTOR SHALL MAINTAIN ONE SET OF AS-BUILT / RECORD DRAWINGS ON THE JOB SITE DURING CONSTRUCTION FOR DISTRIBUTION TO THE OWNER AND/OR OWNER'S REPRESENTATIVE UPON COMPLETION.
8. REFER TO THE ARCHITECTURAL DRAWINGS FOR EXACT DIMENSIONS AND LOCATIONS OF UTILITY SERVICE ENTRY LOCATIONS AND PRECISE BUILDING DIMENSIONS.
9. THIS SITE LAYOUT IS SPECIFIC TO THE APPROVALS NECESSARY FOR THE CONSTRUCTION IN ACCORDANCE WITH THE CITY OF TOPEKA. NO CHANGES TO THE SITE LAYOUT ARE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE OWNER. CHANGES MADE TO THE SITE LAYOUT WITHOUT APPROVAL IS SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. CHANGES INCLUDE BUT ARE NOT LIMITED TO, INCREASED IMPERVIOUS PAVEMENT, ADDITION / DELETION OF PARKING SPACES, MOVEMENT OF CURB LINES, CHANGES TO DRAINAGE STRUCTURES AND PATTERNS, LANDSCAPING, ETC.
10. EXISTING CONDITIONS AS DEPICTED ON THESE PLANS ARE GENERAL AND ILLUSTRATIVE IN NATURE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXAMINE THE SITE AND BE FAMILIAR WITH EXISTING CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. IF CONDITIONS ENCOUNTERED DURING EXAMINATION ARE SIGNIFICANTLY DIFFERENT THAN THOSE SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
11. THE CONTRACTOR AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR COMPLYING WITH APPLICABLE FEDERAL, STATE AND LOCAL REQUIREMENTS, TOGETHER WITH EXERCISING PRECAUTIONS AT ALL TIMES FOR THE PROTECTION OF PERSONS (INCLUDING EMPLOYEES) AND PROPERTY. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR AND SUBCONTRACTORS TO INITIATE, MAINTAIN AND SUPERVISE ALL SAFETY REQUIREMENTS, PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK.
12. THE CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE OWNER AND OWNER'S REPRESENTATIVE FOR ANY AND ALL INJURIES AND/OR DAMAGES TO PERSONNEL, EQUIPMENT AND/OR EXISTING FACILITIES OCCURRING IN THE COURSE OF THE DEMOLITION AND CONSTRUCTION DESCRIBED IN THE PLANS AND SPECIFICATIONS.
13. THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES, OBTAIN ALL APPLICABLE PERMITS, AND PAY ALL REQUIRED FEES PRIOR TO BEGINNING WORK.
14. ALL WORK PERFORMED BY THE CONTRACTOR SHALL CONFORM TO THE LATEST REGULATIONS OF THE AMERICANS WITH DISABILITIES ACT.
15. CONTRACTOR SHALL REFER TO OTHER PLANS WITHIN THIS CONSTRUCTION SET FOR OTHER PERTINENT INFORMATION. IT IS NOT THE ENGINEER'S INTENT THAT ANY SINGLE PLAN SHEET IN THIS SET OF DOCUMENTS FULLY DEPICT ALL WORK ASSOCIATED WITH THE PROJECT.
16. BEFORE INSTALLATION OF STORM OR SANITARY SEWER, OR OTHER UTILITY, THE CONTRACTOR SHALL VERIFY ALL CROSSINGS, BY EXCAVATION WHERE NECESSARY, AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT HE IS NOT NOTIFIED OF DESIGN CONFLICTS PRIOR TO CONSTRUCTION.
17. ALL RADI AND OTHER DIMENSIONS FOR 6" STANDING CURB AND CONCRETE CURB AND WALK ARE TO THE FACE OF CURB AND/OR EDGE OF WALK.
18. ALL DIMENSIONS ARE TO OUTSIDE FACE OF BRICK OR FACING MATERIAL, WHERE APPLICABLE.
19. BEARINGS, DIMENSIONS AND EASEMENTS ARE SHOWN FOR REFERENCE. REFER TO RECORDED PLATS AND SURVEYS FOR ADDITIONAL PROPERTY INFORMATION.
20. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS.
21. ALL SIDEWALK CURB AND GUTTER STREET PAVING, CURB CUTS, DRIVEWAY APPROACHES, HANDICAP RAMP, ETC. CONSTRUCTED OUTSIDE THE PROPERTY LINE IN THE RIGHT-OF-WAY SHALL CONFORM TO ALL MUNICIPAL AND/OR STATE SPECIFICATIONS AND REQUIREMENTS.
22. FOR AREAS OUTSIDE THE PROPERTY LINES, REPAIR AND/OR REPLACE ALL DAMAGE TO EXISTING ELEMENTS (SIDEWALKS, PARKING, LANDSCAPING, ETC.) AS REQUIRED BY OWNER AND/OR GOVERNING AUTHORITY.
23. PROOF ROLL BUILDING AND ALL PARKING AREAS. NOTIFY THE ENGINEER OF ANY UNACCEPTABLE AREAS.
24. SIDEWALK EXPANSION JOINTS ARE TO BE PLACED AT ALL WALK INTERSECTIONS AND BETWEEN WALKS AND PLATFORMS. SIDEWALK SCORES AND CONTROL JOINTS ARE TO BE EQUALLY SPACED BETWEEN EXPANSION JOINTS AND PERPENDICULAR TO SIDEWALKS AT 5' INTERVALS OR LESS WITH AN EXPANSION JOINT EVERY 30' OR LESS.
25. PARKING SPACE STRIPES SHALL BE 4 INCHES WIDE, YELLOW OR WHITE STRIPES SHALL BE PROVIDED AT OWNER'S PREFERENCE UNLESS OTHERWISE SHOWN.
26. UNLESS OTHERWISE SHOWN, PERMANENT SIGNS SHALL BE MOUNTED ON A SINGLE U-CURB DRIVE POST DRIVEN 42 INCHES BELOW GRADE. THE BOTTOM EDGE OF THE SIGN SHALL BE 6 FEET ABOVE THE NEAREST PAVEMENT EDGE ELEVATION.
27. ALL EXCAVATED AREAS TO BE SEEDED AND/OR SODDED AFTER FINISH GRADING UNLESS OTHERWISE NOTED. ALL NEWLY SODDED/SEEDED AREAS SHALL HAVE A MINIMUM OF 4" OF TOPSOIL, HOLD SOIL DOWN 1" FROM PAVEMENT ELEVATION. CONTRACTOR TO SUPPLY STRAW MULCH WHERE GRASS SEED HAS BEEN PLANTED.
28. RESURFACE OR RECONSTRUCT AT LEAST TO ORIGINAL CONDITIONS ALL AREAS WHERE TRAFFIC BY CONTRACTORS, SUBCONTRACTORS OR SUPPLIERS HAVE DAMAGED EXISTING PAVEMENT, LAWNS OR OTHER IMPROVEMENTS DURING CONSTRUCTION. AFTER CONSTRUCTION WORK IS COMPLETE.
29. ALL UTILITY TRENCHES WITHIN 5 FEET OF PAVEMENT SHALL BE COMPLETELY BACKFILLED WITH GRANULAR BACKFILL.
30. FOR PROPOSED UTILITY LOCATIONS, SEE THE UTILITY PLAN.
31. TEMPORARY TRAFFIC CONTROL DURING CONSTRUCTION TO CONFORM TO APPLICABLE LOCAL AND STATE STANDARDS.
32. ALL CONSTRUCTION METHODS AND MATERIALS MUST CONFORM TO CURRENT STANDARDS AND SPECIFICATIONS OF THE FEDERAL, STATE, COUNTY, CITY, OR LOCAL REQUIREMENTS, WHICHEVER HAS JURISDICTION.
33. ALL CONSTRUCTION ACTIVITY ON THIS SITE TO BE PERFORMED IN COMPLIANCE WITH APPLICABLE O.S.H.A. STANDARDS FOR WORKER SAFETY.

PROJECT TEAM:

OWNER

FLYNN RESTAURANT GROUP
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EMAIL: frank@lickelarchitecture.com

SCALE IN FEET
0 20' 40'



Know what's below.
Call before you dig.

REVISION RECORD

NO.	DATE	DESCRIPTION

Civil & Environmental Consultants, Inc.
11 Municipal Drive - Suite 300 - Fishers, IN 46039
Ph: 317.570.8800
www.cecinc.com

FLYNN RESTAURANT GROUP, LLC.
PIZZA HUT
901 SW TOPEKA BOULEVARD
TOPEKA, KANSAS 66612

SITE PLAN

DATE:	OCTOBER 10, 2023	DRAWN BY:	KPB
DWG SCALE:	1" = 20'	CHECKED BY:	335-056
PROJECT NO.:		APPROVED BY:	

DRAWING NO.:

C200



Topeka Planning Division



Subject Property

Aerial Map



Topeka Planning Division



Subject Property

Aerial Map

William J. Sharp

From: Historic Old Town NIA President <informhistoricoldtownnia@gmail.com>
Sent: Thursday, November 16, 2023 6:31 PM
To: William J. Sharp
Subject: Pizza Hut Planning Meeting

This message originated from outside your organization

Hey Will:

I just received notification of this meeting today.

I know the meeting is coming up but I don't want any surprises — I hope you'll educate me.

Off the top, I'm a hard no on this because of 1: Future Land Use Designation: Downtown gives me hard trespassing vibes.

Boundaries are important and I don't want to encourage Downtown siphoning off from other established neighborhoods because it's cheaper than moving.

I would appreciate hearing what it means from the City perspective on this.

Two: And I'm sure you'll explain at the meeting, why can't this upgrade be completed without changing the zoning? The Chinese food spot off Tyler and 10th seems to not have a challenge.

Three: Would you share any known physical schematics me?

Thank you!

--

ShaMecha King Simms
President



HISTORIC OLD TOWN
NEIGHBORHOOD IMPROVEMENT ASSOCIATION
TOPEKA, KANSAS

2023 Chair
Citizen
Advisory
Council



CITY OF TOPEKA

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

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

MEMORANDUM

To: Topeka Planning Commission

From: Dan Warner, AICP, Planning Division Director

Date: December 18, 2023

RE: Historic Holliday Park Neighborhood Plan

Background

- The Historic Holliday Park NIA was awarded the 2023 DREAMS I.
- This is a two-part process with neighborhood planning occurring in 2023 and implementation occurring in 2024 – 2025. The planning stage is coming to completion and is being presented as an update to the Historic Holliday Park Neighborhood Plan process.
- The NIA has been working with Planning staff since March 8, 2023 to update the 2008 Historic Holliday Park neighborhood plan.
- The Plan implements portions of the “target area” approach with housing dollars, but not infrastructure projects. The neighborhood opted for an infrastructure approach that provided the greatest benefit to the full neighborhood and most curb appeal.

Process

- Staff notified all property owners in the planning area and held a kickoff meeting on March 8, 2023 to present a “current conditions” analysis and gather volunteers for the planning committee.
- Steering committee meetings and sub-committee meetings were held from April to November for more in-depth evaluation of the Plan topics. Major focus areas include Goals and Guiding Principles, Land Use, Revitalization Themes, Neighborhood-Wide Strategies, and Implementation.
- An additional survey and GIS Storymap were utilized prior to the initial public meeting to garner larger public input and invite members of the community to become involved.
- All renters, landlords, and homeowners in the Historic Holliday Park neighborhood were mailed a notice advertising the final neighborhood meeting on November 29, 2023.
- The draft plan was presented with discussion so as to gain feedback and input from the neighborhood.

- Staff incorporated feedback into the final Historic Holliday Park Neighborhood Plan document. The draft plan is available online: [Topeka Speaks - Historic Holliday Park Neighborhood Plan Update](#)

Current Neighborhood Conditions

- The neighborhood, is primarily made up of two Census Block Groups. These Block Groups received health scores of “Out-Patient” and “Intensive Care”. The “Out-Patient” block group has been steadily improving since 2011 and maintained its “Out-Patient” rating. The other block group saw a significant decline in health rating and has declined since 2014.
- The neighborhood plan boundaries are SW 10th Avenue, SW Clay Street, SW 13th Street and SW Topeka Boulevard.
- 28% of all housing units are single-family, of which 48% are owner occupied. 28% of all housing units are single-family conversions.
- Infrastructure needs include replacement of sidewalks, curbs, and gutters. Mill and overlay were the decided treatment for the roadways. Alley work is needed, but cannot be improved through DREAMS I.

Notable Findings

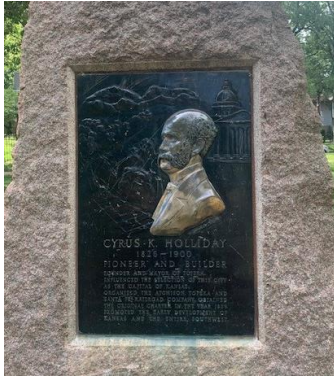
- 12th Street project completed recently, and the Huntoon street project will be completed in the future.
- Significant amount of historic infrastructure in the neighborhood. Much of it is poor condition.
- Roughly 1/3 of the single-family homes are located in the Historic Districts.
- Average single-family residential values have only increased \$6,600 since 2008.
- Target areas were selected, but the neighborhood elected to take an approach that provide the greatest number of projects and curb appeal to the whole neighborhood.

Staff Recommendation: Staff recommends the Planning Commission:

- 1) Conduct a public hearing on the Plan for action on December 18, 2023.
- 2) Recommend approval to the Governing Body as an element of the City’s Comprehensive Plan.

Historic Holliday Park

Topeka, Kansas



Neighborhood Plan

An Element of the

Topeka Comprehensive Plan

A Cooperative Effort By:

The Historic Holliday Park Neighborhood Improvement Association

&

The Topeka Planning Division

ADOPTED:

Topeka Planning Commission:

Topeka Governing Body:

ACKNOWLEDGEMENTS

Historic Holliday Park Neighborhood Improvement Association

President – Wayne Roberts

Vice President – Sharri Black

Secretary – Kathy Lee

Treasurer – Nikki Daniels

City of Topeka Mayor

Michael Padilla

Topeka City Council

Karen Hiller

Christina Valdivia-Alcala

Sylvia Ortiz

David Banks

Brett Kell

Marcus D.L. Miller

Neil Dobler

Spencer Duncan

Michelle Hoferer

Topeka Planning Commission

Willie Brooks

Corey Dehn (2023 Chair)

Jennifer Hannon

Del-Metrius Herron

Jim Kaup

William Naeger

Katy Nelson

Donna Rae Pearson

James Tobaben

Topeka Planning Division

Rhiannon Friedman, Director of Development and Economic Growth

Dan Warner, AICP, Planning Division Director

Michael Hall, AICP, Land Use Planning Manager

Bryson Risley, Neighborhood Planner & Planning Analyst

Table of Contents

Introduction and Purpose.....	5
Neighborhood Profile.....	9
Location and Character.....	10
Existing Conditions.....	13
Socio-Economic Trends.....	24
Profile Summary.....	27
Vision and Goals.....	29
Vision Statement.....	30
Goals and Guiding Principles.....	30
Future Land Use.....	33
Land Use Plan Categories.....	34
Revitalization Strategies.....	39
Themes.....	40
Target Area Strategies.....	41
Target Area Selection.....	42
Neighborhood-Wide Strategies.....	46
Community Building and Initiatives.....	47
Housing.....	50
Neighborhood Character.....	54
Image.....	60
Circulation and Infrastructure.....	63
Multi-modal Transportation.....	66
Parks and Open Space.....	71
Implementation.....	73
Key Action Priorities.....	74
Appendix A: Neighborhood Health	
Appendix B: Kickoff Meeting Summary	
Appendix C: Housing and Infrastructure Survey	
Appendix D: Historic District Information	

Maps and Tables

Map 1: Neighborhood Health.....	14
Map 2: Current Land Use.....	15
Map 3: Current Zoning.....	16
Map 4: Housing Conditions.....	19
Map 5: Owner Occupancy.....	20
Map 6: Infrastructure Conditions.....	21
Map 7: Crime.....	22
Map 8: Building Permits.....	23
Map 9: Future Land Use.....	34
Map 10: Target Area Selection.....	45
Map 11: Target Area Concept Map.....	46
Map 12: Pavement Conditions.....	64
Map 13: Underlying Brick Streets.....	65
Map 14: Sidewalk Conditions.....	67
Map 15: Sidewalk Infill Project.....	68
Map 16: Bus and Bike Routes.....	71
Map 17: DREAMS Infrastructure Projects.....	75
Map 18: Unfunded Neighborhood-wide Projects.....	77
Table 1: Land Use.....	15
Table 2: Housing Density.....	17
Table 3: Property Values.....	17
Table 4: Housing Conditions.....	18
Table 5: Population and Demographics.....	25
Table 6: Households.....	26
Table 7: Income.....	26
Table 8: DREAMS Infrastructure Projects.....	76
Table 9: Unfunded Neighborhood-wide Projects.....	78

CHAPTER 1

Introduction and Purpose

Background

In 2020, the Health Rating for the Historic Holliday Park neighborhood was a mixture of Out Patient, Intensive Care, and a small pocket of At-Risk Map 1. This reflected a decline for one block group making up part of the neighborhood which dropped from At-Risk to Intensive Care. In November of 2022, the Historic Holliday Park Neighborhood Improvement Association (NIA), applied for and was awarded the 2023 DREAMS I program. Through the 2023 DREAMS I neighborhood planning process, the Historic Holliday Park Neighborhood Plan was updated, the first time since 2008. The Plan was updated to identify the strengths, weaknesses, and opportunities facing the neighborhood, current and future land uses, target areas, and goals and guiding principles to stabilize and improve the blocks within the neighborhood. The Historic Holliday Park Neighborhood Plan is intended to be the guiding document to improve the Health Scores.

Purpose

Beginning in March of 2023, the Historic Holliday Park NIA, DREAMS Planning Committee, and City Staff began collaborating to develop a neighborhood plan that comprehensively addresses land use, housing, safety, infrastructure, neighborhood character, and provide an overarching vision and goals for the neighborhood. The Neighborhood Plan analyzes neighborhood trends and provides long-range guidance and direction to City agencies, residents, and other organizations for future revitalization and investment in the neighborhood. The Plan is intended to be comprehensive, cohesive, and a coordinated approach to address issues found in Historic Holliday Park, while providing the stepping stones needed for NIA leadership to build a strong neighborhood fabric.

Recommendations for infrastructure, housing, and park improvements all involve major City and County expenditures that are constrained by the amount of tax revenues that are collected. Other neighborhoods compete for such allocations. Reliance on non-City and non-County funding sources will also determine the pace of implementation. Another purpose of this plan is to provide guidance and prioritization of projects, given the limited resources.

Relation to Other Plans

The Historic Holliday Park Neighborhood Plan update constitutes an amendment to the Comprehensive Plan. It is intended to balance neighborhood needs with city-wide objectives and be consistent with goals of existing and future elements of the Comprehensive Plan including the downtown, transportation, economic development, and trail elements. This plan also aligns with other City plans, such as the Bikeways Plan, Pedestrian Plan Futures 2040, Land Use and Growth Management Plan 2040, Shawnee County Parks Master Plan, and Downtown Master Plan.

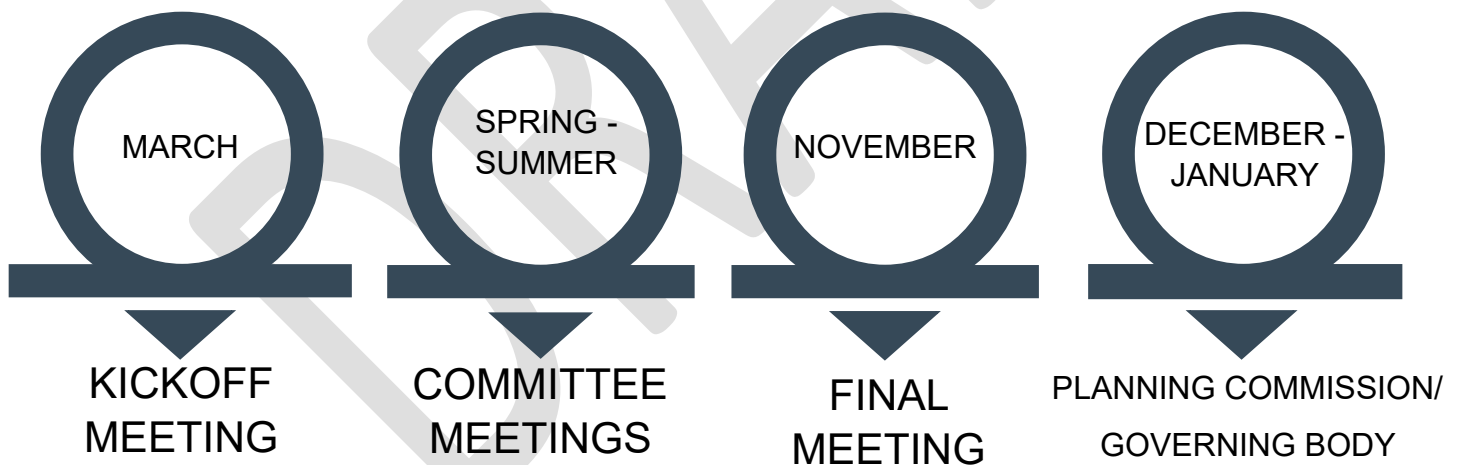
Process

In November of 2022, the Historic Holliday Park NIA applied for and was awarded DREAMS I. Following the selection, planning staff conducted a property-by-property evaluation of land use, housing, infrastructure, and crime survey of the neighborhood. During the same period of time, pertinent demographic data was gathered from the 2020 Census and the 2021 American Community Survey (ACS).

A kickoff meeting was held on March 8th, 2023 to present the existing conditions of the neighborhood and allow residents to voice their thoughts and concerns regarding the neighborhood. The Historic Holliday Park DREAMS I Planning Committee, comprised of neighborhood volunteers, met ten times between March and November. These meetings covered issues related to land use, zoning, circulation, parks, and infrastructure. Along with these topics, the DREAMS I Planning Committee helped to develop goals and guiding principles, target areas, and develop infrastructure projects.

A summary of the final plan was presented to the community at the final neighborhood-wide meeting on November 29th, 2023. A work session was held with the City of Topeka Planning Commission on September 17th to provide an introduction and update to the process.

Planning Process – Timeline



Planning Process – Steps

Step
1

Where is the neighborhood at?

Housing Conditions, Demographics, Homeownership, Crime, History, Infrastructure, and More

Products: Neighborhood Profile

Step
2

Where do you want the neighborhood to be?

Stakeholder Interview, Survey, and Guiding Principles

Products: Vision and Goals

Step
3

How do we get there?

Strategies to Achieve Vision, Goals, and Guiding Principles

Products: Land Use Plan and Revitalization Strategy

Step
4

What do we do first and when?

Priorities, Actions, Programs, Costs, etc. to Implement the Plan

Products: Implementation Plan

Step
5

How are we doing?

Implement Plan, Review Accomplishments, Reaffirm Goals, and Adjust Bi-Annually

Ongoing

CHAPTER 2

Neighborhood Profile

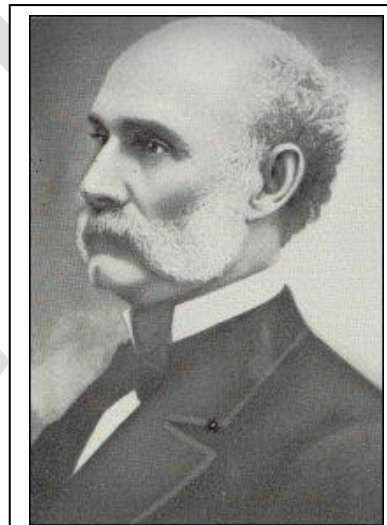
Location and Character

History

The Historic Holliday Park neighborhood is the 110-acre area bounded by SW 10th Street to the north, SW 13th Street to the south, SW Topeka Blvd to the east, and SW Clay Street to the west. Two additional arterial streets bisect the neighborhood – SW Huntoon Street and SW 12th Street. Within the neighborhood areas south of Huntoon and west of SW Polk Street are generally residential in character while the areas bordering SW Topeka Boulevard and SW 10th Street are predominantly office and professional uses with drugstore located at the intersection of SW 10th Street and SW Topeka Boulevard.

Named after Cyrus K. Holliday, who was one of the founders of Topeka and the Santa Fe Railroad company, the Historic Holliday Park neighborhood is centered around the 1.25-acre triangular park at the intersection SW 12th Street and SW Western Avenue and SW Huntoon Street and SW Western Ave. An error on the first plat of the original town site led to its distinctive street layout, which was eventually corrected as the area was built using federal survey lines. Where the original town site and later subdivision meet, there is a bend in the street pattern that created left-over spaces such as the area that would become known as “Holliday Park.”

Beginning in the late 1880s, housing construction began in earnest in the area, which was on the outskirts of the City limits at the time and still rural in character. Responding to rapid growth, nearby residents formed the Holliday Park Association in 1895 to beautify the triangular plot which soon became the City’s fourth public park.



Cyrus K. Holliday (1826-1900).
Source: Kansas State Historical Society.

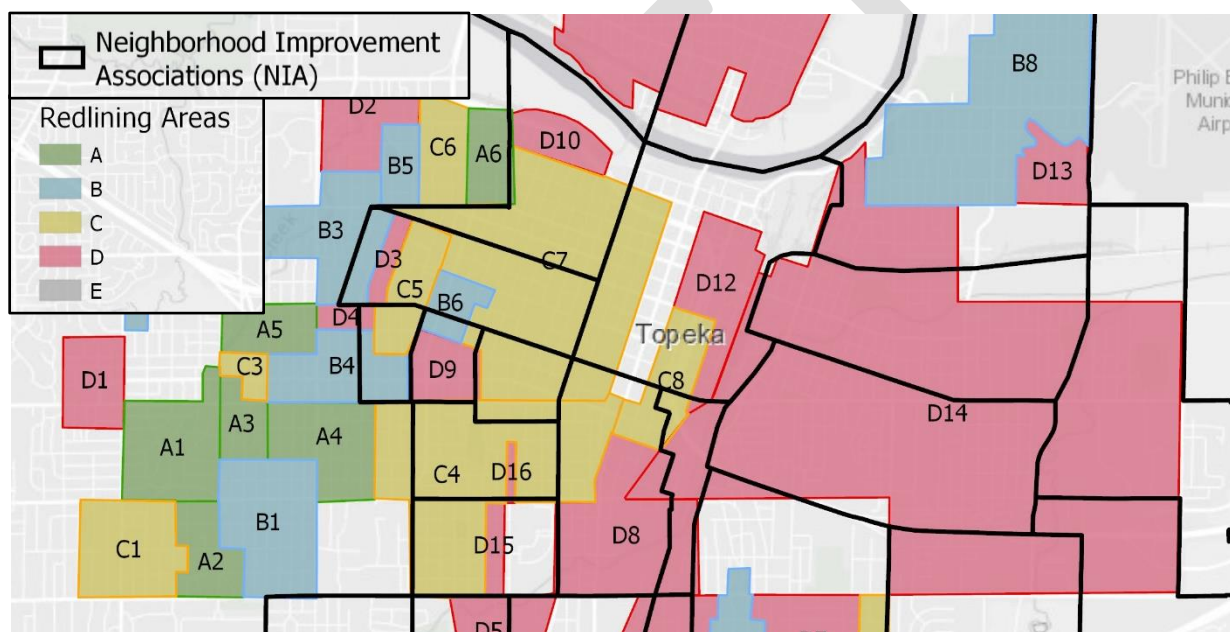
Despite the unique architectural and cultural heritage of the neighborhood, the area has been negatively impacted by a number of trends and events over the last century or so, the repercussion of which are only now being fully realized. During the 1920’s the City experienced a period of significant rural to urban migration and with very few homeownership opportunities. As a result, many of the homes in the neighborhood were stripped of their intended single-family use and architectural integrity when they were converted into apartment-style dwelling to accommodate the demand for rental units in an attractive setting near the central business district. In 1940, this was identified as a concern for the city within the Topeka-Shawnee County Comprehensive Plan.

“this district contains multiple dwellings that resulted from the conversion of older, single-family homes. Practically no new apartment building have been provided in this

more outlying district. This results in an unwarranted depreciating effect upon the remaining single-family homes.” – Harland Bartholomew and Associates (1940-1942)

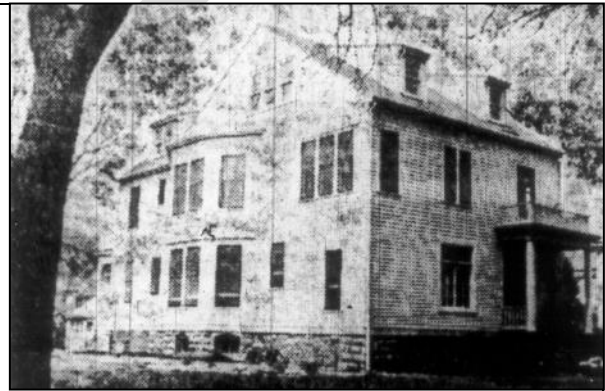
In 1926, the City of Topeka, working with the Home Owners’ Loan Corporation produced a redlining map of the City. Historic Holliday Park fell within an area defined as “C” or “Definitely Declining” which was characterized by “obsolesce and infiltration of lower grade population. Good mortgage lenders are more conservative in third grade or “C” areas and hold commitments under the lending ratio for “A” and “B” areas.” The following text was identified from the text representing Historic Holliday Park:

“This is the old part of the city which includes a large variety of houses that have been turned into rooming houses, apartments, etc. It is occupied, however, by a substantial class of people, and the presence therein of the state Capitol building and fine new high school helps to stabilize values.” – Realty Map of Topeka, Kansas 1926



The lack of investment within the neighborhood due to these maps likely contributed to the decline in the community.

By the 1950s, tremendous city growth made *brand* new suburban areas available to a burgeoning homeowner population, which made many central Topeka neighborhoods less attractive to own a home. As a result of this flight from central Topeka areas, typical urban decay began to appear in parts of the neighborhood. On June 8, 1966, a tornado sliced through Topeka and left an indelible impression that drastically altered the character of many core neighborhoods of the City. While only the southeast corner of the neighborhood was damaged by the storm, the ensuing blight that occurred in surrounding areas has had a serious impact on the overall quality of life for residents in the area that is still being felt to this day.



1227 SW Western Avenue in 1934 before and after its conversion from a single-family house to a six-unit apartment in order to increase its rental income from \$30-40 per month to \$250 per month.

From 1968 to 1970 several blocks within the neighborhood containing single-family homes and converted single-family homes were demolished and replaced with higher intensity uses. New apartment buildings, multiple multi-story office buildings, and associated parking lots were constructed throughout the 1970s removing dozens of residential buildings further changing the character of the neighborhood. Throughout the following decades additional homes were removed to accommodate the parking needed for these professional office uses.

Character

Historic Holliday Park is located in the heart of the City of Topeka, Kansas, just southwest of the Capitol Plaza and Downtown Topeka. Early twentieth century architecture defines the character of the neighborhood and reflects the distinctive styles from all periods including Queen Anne, Colonial revival, Craftsman, Bungalow, Prairie, Homestead, and Tudor homes. Within the boundaries of the neighborhood there are four individual structures listed as National Historic Place (hold for page #), as well as two different National Historic Districts that encompass 152 acres of the neighborhood and 110 other contributing and non-contributing structures.

Much of the original single-family character of the neighborhood has been lost over the last century. What remains is a mixture of single-family homes, multi-family conversions,

and a multifamily development. Much of this is due to the location, age, and size of the residences built within the neighborhood. The neighborhood's age leads to a relatively dense development density. The vacant parcels found throughout the neighborhood would allow for new single-family development to occur within the neighborhood.

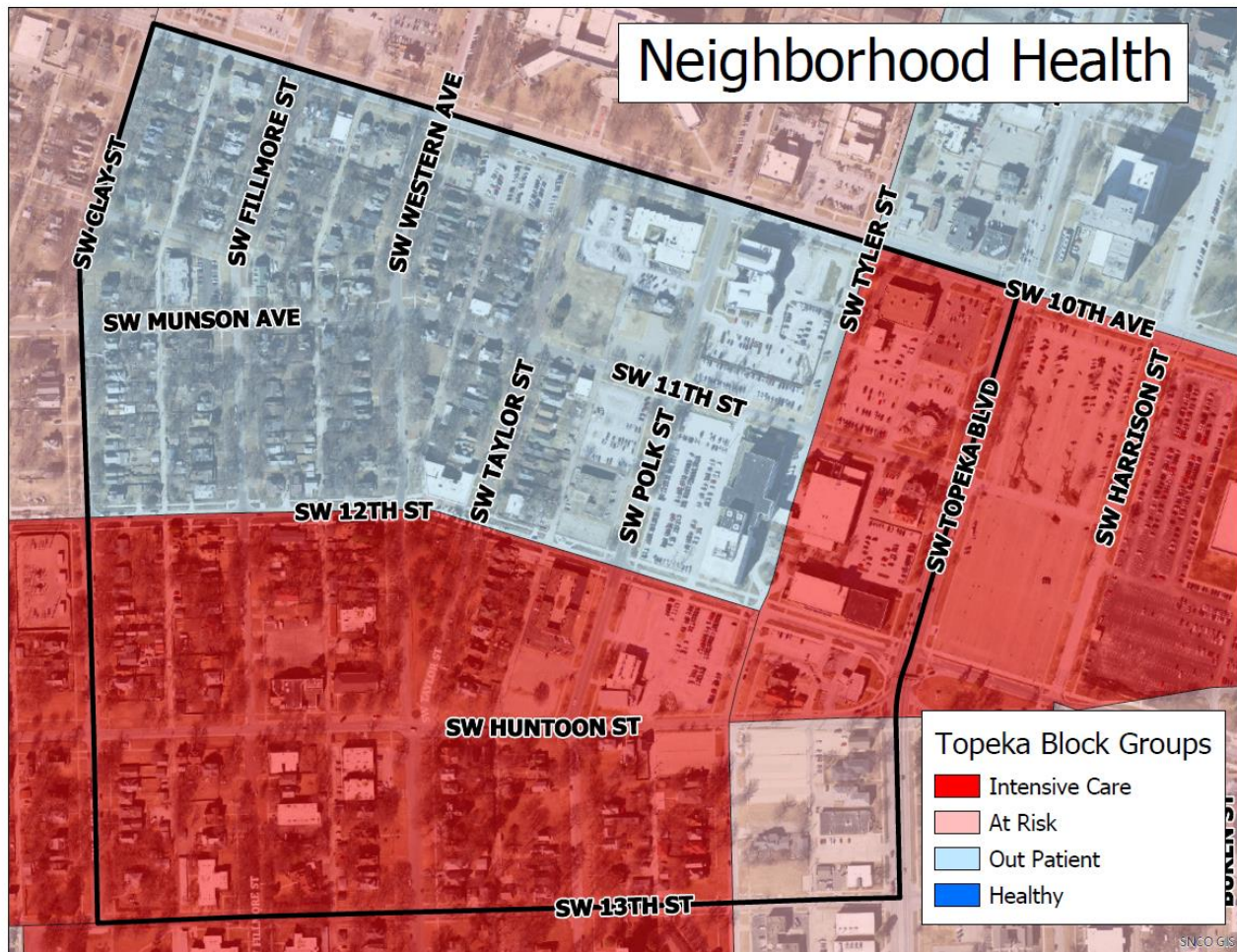
Existing Conditions

Neighborhood Health

The Neighborhood Health Element of the Comprehensive Plan establishes a health rating for all neighborhoods in Topeka in order to prioritize planning assistance and neighborhood in regard to property values, crimes per capita, homeownership levels, the number of boarded and unsafe structures, and the percent of people living below the poverty level.

The Historic Holliday Park neighborhood is primarily made up of two block groups with two additional block groups making up a small portion of the neighborhood east of SW Tyler. Using 2020 Census and American Community Survey (ACS) data, the 2020 Neighborhood Health Element identified the neighborhood as a mixture of Intensive Care, At Risk, and Out Patient.

Map 1 Neighborhood Health



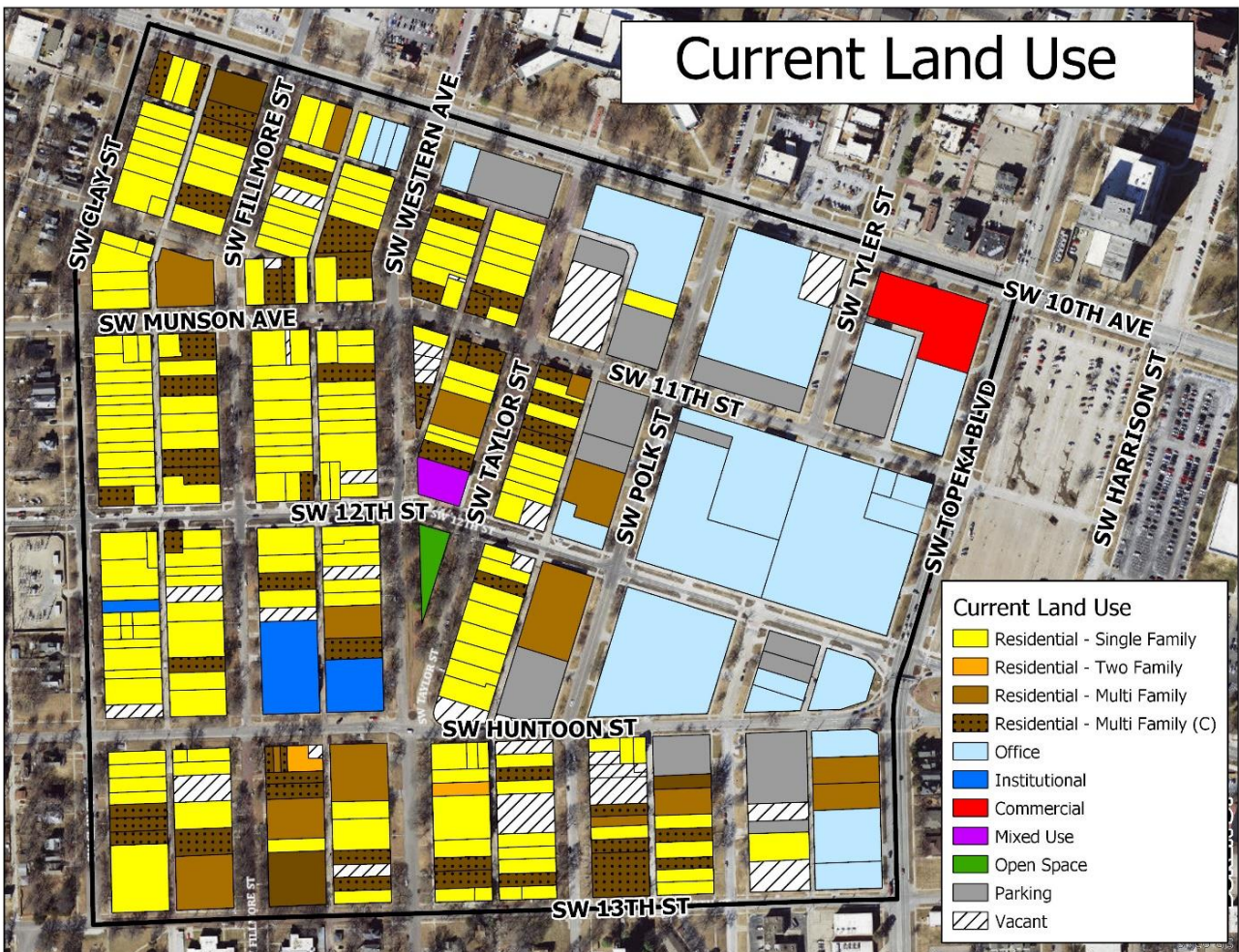
Land Use

Historic Holliday Park is made up of primarily residential uses, with 76.3 percent of parcels dedicated to housing. Single-family uses make up 53.9 percent of parcels within the neighborhood and 35 percent of the land area. Multi-family residential uses, consisting of single-family conversion, two-family, and multifamily, are the second most prevalent land use, consisting of 22.4 percent of the total parcels and 19.1 percent of the land area. The multifamily housing is found throughout the neighborhood with large multifamily developments located along SW Fillmore Street, SW Webster Street, and SW Polk Street. A few smaller multifamily developments are found along SW 10th Avenue. The next largest land use within the neighborhood is the commercial uses, which make up 5.6 percent of the total parcels, but 25.6 percent of the total land area. Two other uses that have altered the character of the neighborhood are the parking lots and vacant properties that are found throughout the neighborhood. The parking lots make up 5.3 percent of the parcels but nearly 9 percent of the land area. These are typically found with the larger multifamily developments and associated with the

professional office uses. The vacant lots make up 8.4 percent of the total parcels, but only 5.6 percent of the land use, likely due to the demolition of single-family homes that were built on the smaller lots.

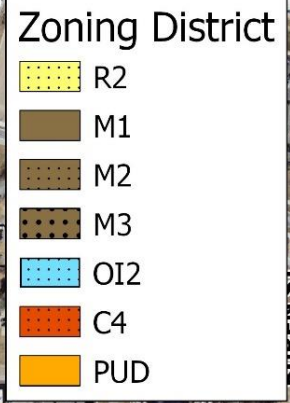
Category	Parcels	Total Parcels	% of Parcels	Acres	Total Acres	% of Acres
Residential - Single-Family	173	321	53.9%	25.59	73.0	35.0%
Residential - Single-family Conversion	54	321	16.8%	7.87	73.0	10.8%
Residential - Two-family	2	321	0.6%	0.27	73.0	0.4%
Residential - Multifamily	16	321	5.0%	5.83	73.0	8.0%
Accessory Residential	4	321	1.2%	0.57	73.0	0.8%
Bed & Breakfast / Short Term Residential	4	321	1.2%	1.26	73.0	1.7%
Commercial	18	321	5.6%	18.71	73.0	25.6%
Institutional	6	321	1.9%	2.31	73.0	3.2%
Parking	17	321	5.3%	6.50	73.0	8.9%
Vacant	27	321	8.4%	4.10	73.0	5.6%
Total with ROW	-	-	-	-	120.14	-

Map 2 Current Land Use



The Plan does not propose any zoning changes to the Historic Holliday Park Neighborhood. Currently the neighborhood is zoned “R-2” single-family, “M-1” multiple-family, “M-2” multiple-family, “M-3” multiple-family, “O&I-2” office and institutional, “C-4” Commercial and “PUD” planned unit development. A PUD zoning district allows for more variation to a base zoning districts with underlying zoning districts of “O&I-3” Office and Institutional. The non-residential zoning districts are generally located east of SW Taylor Street and north of SW Huntoon Street.

Zoning



Housing Diversity

Historic Holliday Park averages 15.5 residential units per acre due to the mix of multifamily, single-family, and multi-family conversions. This is similar to what was found in 2008, when it was found the neighborhood had 15.6 units per acre.

Multifamily housing provides the greatest quantity of housing units (263) within Historic Holliday Park at 45.1 units per acres. The Multifamily properties have an average property value of \$466,068. However, the Median value is nearly \$100,000 indicating there are more properties of a lower value with a few having a high appraised value causing a greater average. Multifamily properties saw the greatest increase in average property values since 2006 with a 52 percent increase in value.

Single-family conversions provide the second highest quantity of units (175) with a density of 22.2 units per acres. Single-family conversions have experienced a 5.7 percent increase in appraised value since 2006.

Single-family provides 173 units at 6.8 units per acre. Single-family residential properties have a current appraised value of \$57,532. This represents a 4.4 percent increase since 2006.

According to the Topeka Capitol Journal, residential properties in Shawnee county saw a property valuation increase by 13.8 percent ([Shawnee County residential appraisal values see average hike of 13.8% \(cjonline.com\)](#)). This indicates that residential properties in Historic Holliday Park have not kept pace with Shawnee County.

Table 2: Housing Density				
Category	Units	Percent of Units	Acres	Units/Acre
Residential - Single-Family	173	28.1%	25.6	6.8
Residential - Single-family Conversion	175	28.5%	7.9	22.2
Residential - Two-family	4	0.7%	0.3	14.5
Residential - Multifamily	263	42.8%	5.8	45.1
Net Density - Residential	615	100.0%	39.6	15.5
Net Density - All	615	100.0%	73.0	8.4
Gross Density with R-O-W	615	100.0%	120.14	5.1

Table 3: Average Property Values						
Category	2023				2006	% Change
	Median	Minimum	Maximum	Average	Average	06 - 23
Residential - Single-Family	\$53,100	\$3,700	\$236,800	\$57,532	\$50,870	4.4%
Residential - Single-family Conversion	\$57,700	\$12,430	\$196,800	\$64,391	\$54,600	5.7%
Residential - 2/3/4 plex	\$65,660	\$37,200	\$103,900	\$65,740	-	-
Residential - Multifamily	\$341,920	\$153,570	\$1,335,870	\$466,068	\$224,820	52.1%
Vacant	\$1,215	\$0	\$2,350	\$1,062	\$9,850	-87.7%

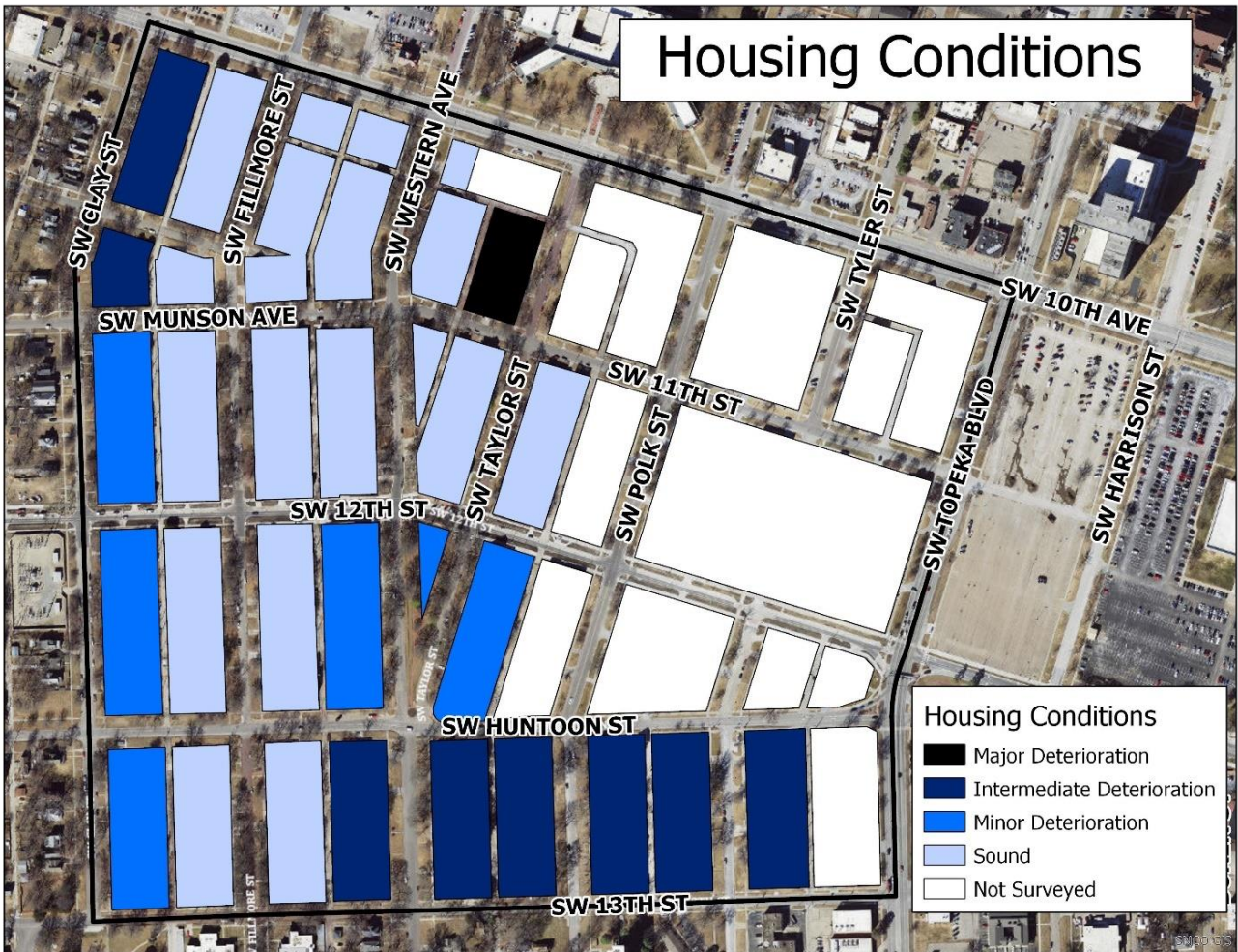
Housing Conditions

A housing conditions assessment was conducted in Historic Holliday Park to evaluate individual housing conditions, as well as create a housing conditions map (Map 4). Housing conditions are evaluated by compiling the total number of exterior deficiencies within a block and creating an average score. As Table 4 (page 18) shows there were 834 deficiencies found within Historic Holliday Park of which 62.4 percent were considered minor. There was an average of 4 deficiencies found per single-family or single-family conversion, leading to only 55.7 percent of residences receiving a “sound” score. 22.4 percent were considered “fair”. This means over 20 percent of properties were deteriorating or dilapidated.

Blocks that fell outside of the sound conditions tended to be located on the east side of SW Clay Street, south of SW Huntoon Street, and along SW Taylor Street. It should be noted that blocks showing, minor, intermediate, and major deterioration does not mean that all homes on that block are deteriorating, but rather there are more properties featuring deficiencies.

Table 4: Housing Conditions		
Deficiency Type	Count	Percent
Minor	520	62.4%
Intermediate	263	31.5%
Major	51	6.1%
Total	834	100.0%
Housing Rating	Count	Percent
Sound	127	55.7%
Fair	51	22.4%
Deteriorating	45	19.7%
Dilapidated	5	2.2%
Total	228	100.0%

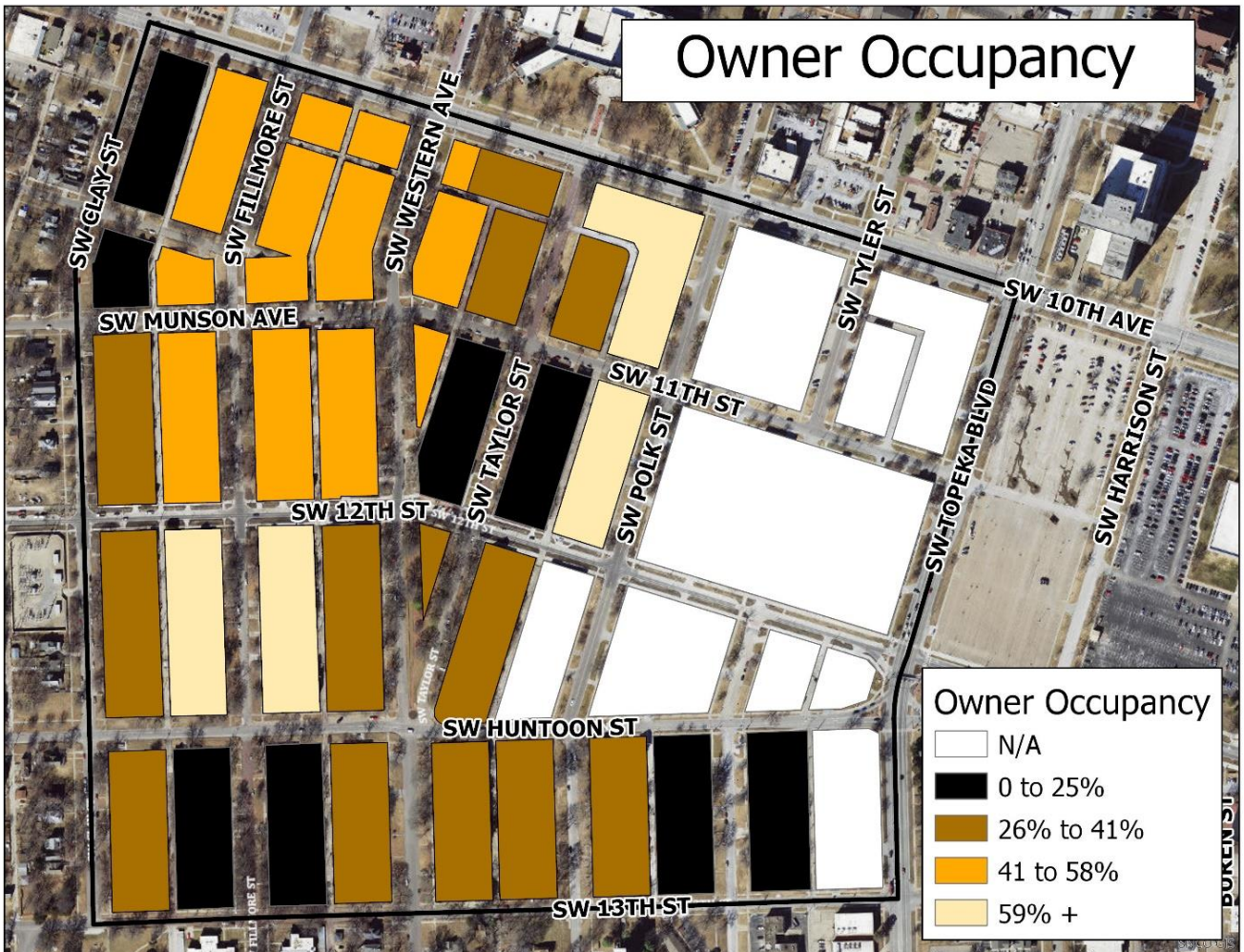
Map 4 Housing Conditions



Tenure (Owner/Renter)

Of single-family homes and single-family homes that have been converted to apartments, nearly 40 percent are owner-occupied. That number can be refined further to look specifically at single-family homes. With the removal of conversions, the neighborhoods owner-occupancy jumps to 48 percent. This represents a decline of 6 percent from the 2008 Historic Holliday Park Neighborhood Plan which indicated owner-occupancy at 54 percent. Map 5 shows the blocks and their corresponding owner-occupancy. What is found is that there is a sporadic ownership levels throughout the neighborhood with few blocks showing occupancy levels above 59 percent. Owner-occupancy levels should continue to be monitored along with residential values to track for potential disinvestment within the neighborhood.

Map 5 Owner Occupancy

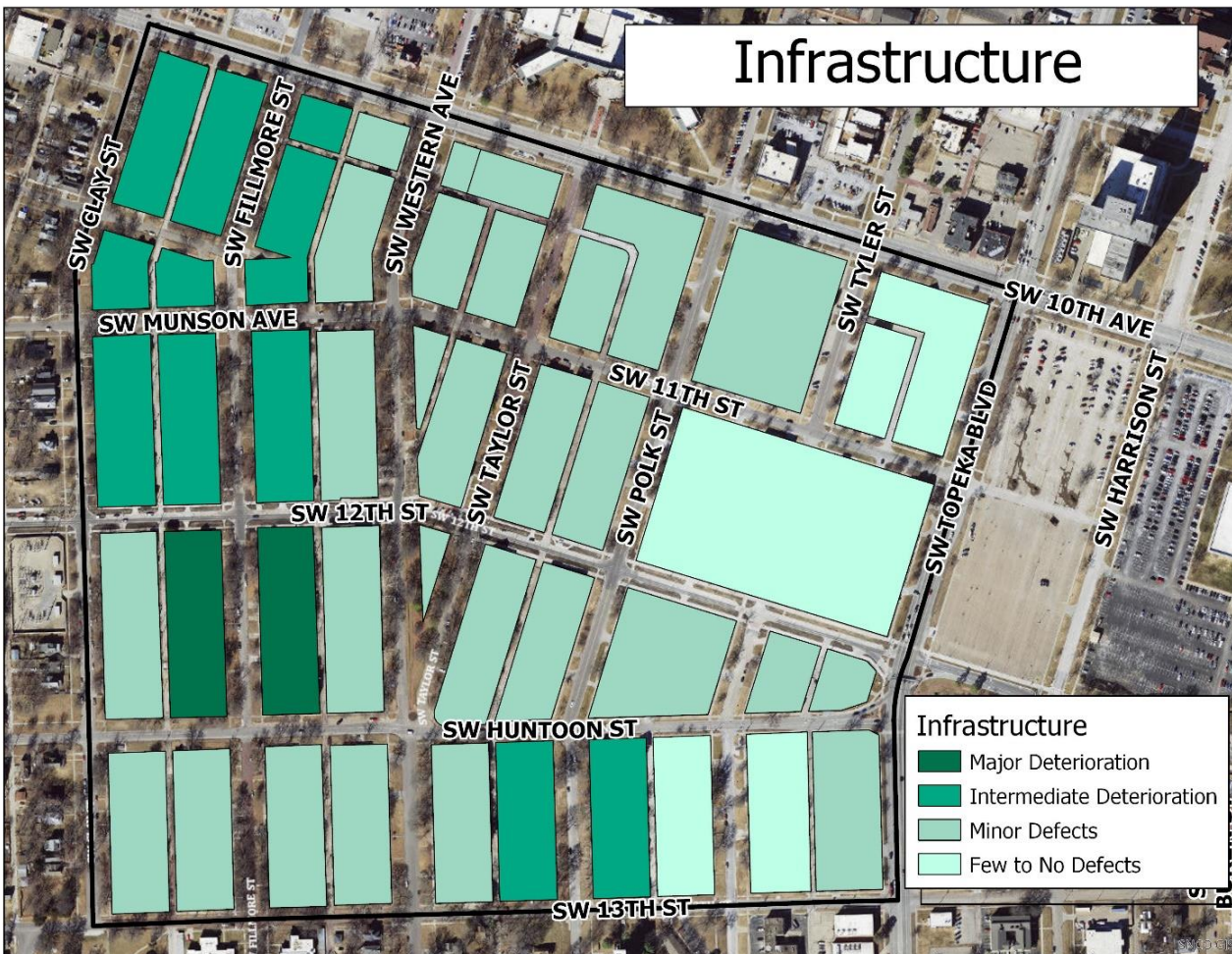


Infrastructure

Infrastructures scoring includes pavement, sidewalks, and curb and gutter conditions. The neighborhood falls into two categories for overall infrastructure, Areas that have historic infrastructure and those with modern infrastructure. The areas with historic infrastructure are generally found west of SW Taylor Street and the areas with modern infrastructure are found east of Taylor Street. Much of the historic infrastructure is in poor condition and in need of replacement. The brick sidewalks have settled and are no longer ADA compliant. The stone curbs have chipped away leaving sections with jagged curbs or no visual curb present. Much of the existing brick streets have been paved over and the pavement has chipped away leading to potholes dotting the roadways. The neighborhood has significant roadway projects underway and planned in the future with the one-way pairs of SW 12th Street and SW Huntoon Street receiving a lane reallocation and major repairs. The neighborhood has voiced their opinion on streets

with roadways with underlying brick and would like these roadways returned to their historic character by removing the overlaid pavement.

Map 6 Infrastructure Conditions



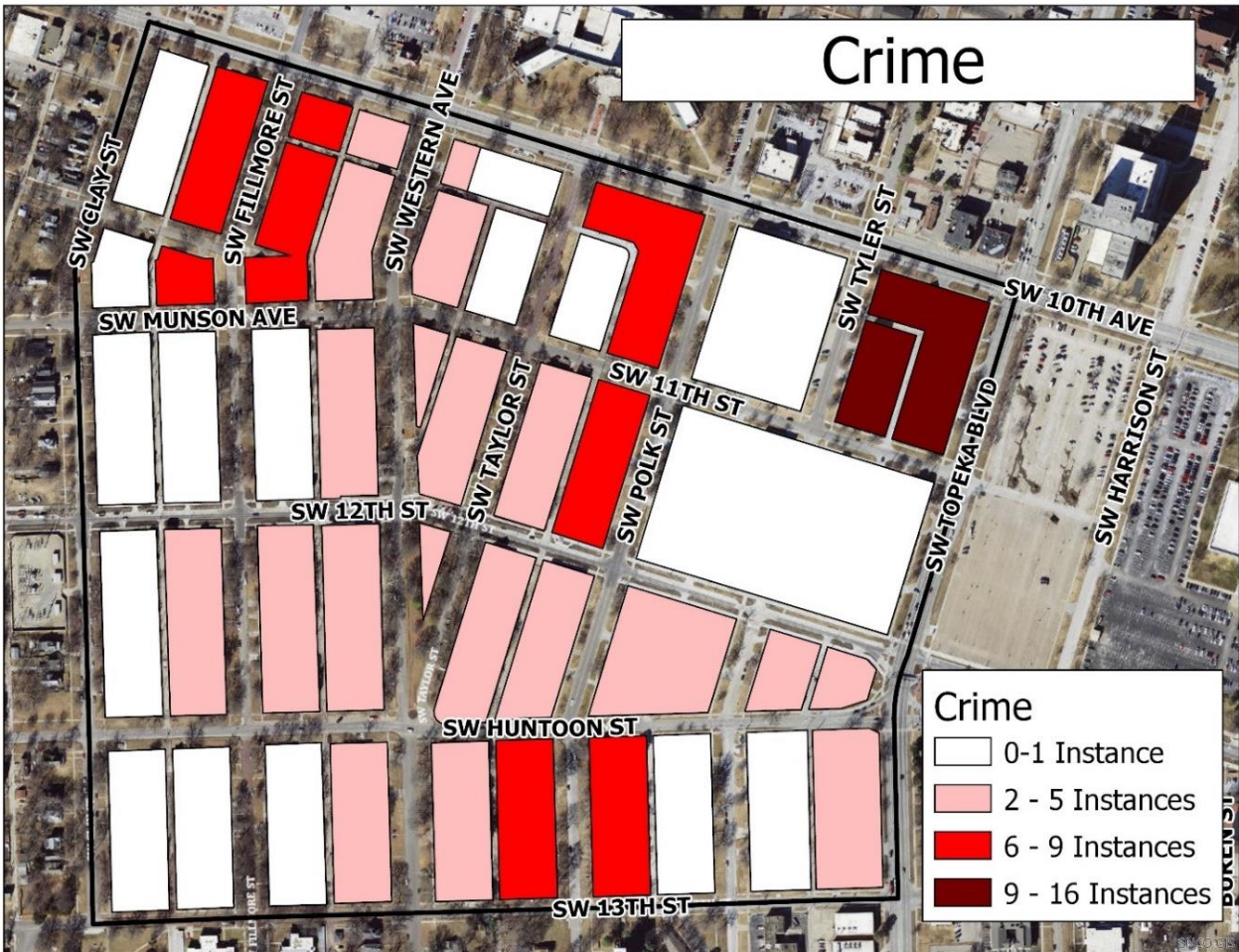
Public Safety

Map 7 illustrates the number of reported part 1 crimes within the neighborhood, by block, during year 2022. This information is provided by the Topeka Police Department. Overall, for 2022, the neighborhood experienced 65 part 1 crimes, which can be defined as murder, rape, robbery, aggravated assault, burglary, and theft. The majority of these were found within four out of the 22 blocks (60 percent). The commercial business located on the northwest corner had the highest instance of crime with 16 reported crimes in 2022. Discussions with neighborhood residents indicated reported crimes seemed low, so additional information was requested from the Topeka Police Department. For 2021, the neighborhood had 125 reported part 1 crimes, nearly double the number reported for 2022. This indicates crime within the community can vary

greatly and a one-year view of crime is not sufficient for the neighborhood. Additional crime maps are included in the appendix.

Further communication between neighborhood leaders and the City of Topeka Police Department could help address these concerns.

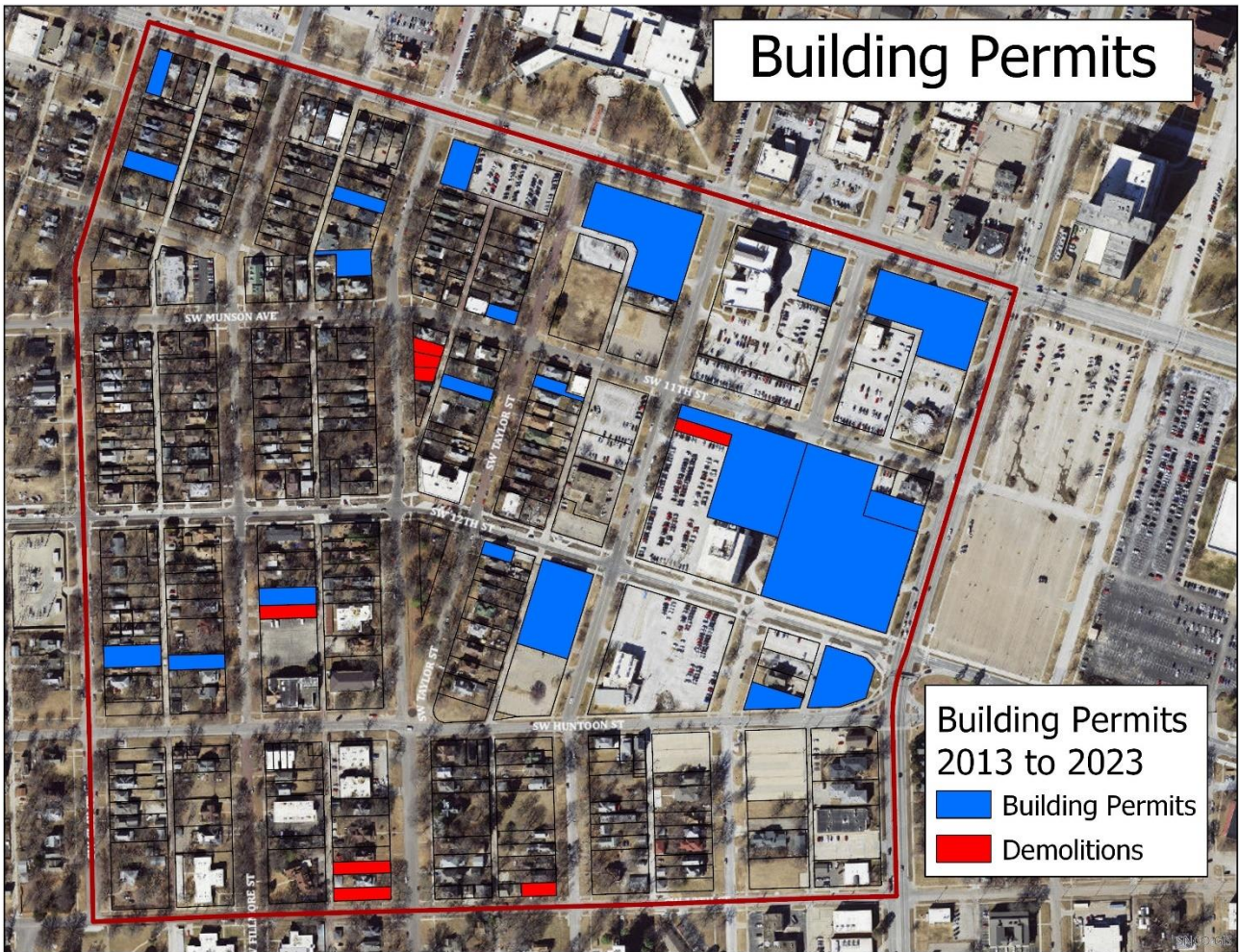
Map 7 Part 1 Crime



Building Activity

Map 8 reflects that from 2013 to 2022 there has been little residential development activity within Historic Holliday Park. In that time there have been no new residential dwellings that have been built. Over that same time period, 66 percent of residential permits were for additions and alterations. Indicating there is some reinvestment within the neighborhood. There were 12 commercial building permits in this time frame, with eight of those being for interior alterations. The map indicates there have been 8 residences that have been demolished leading to the current state of 27 currently vacant properties. The current number of vacancies and loss of single-family properties indicates there is significant room for small scale residential development.

Map 8 Building Permits



Circulation

As identified by the Futures 2040 Topeka Regional Transportation Plan, the neighborhood is bound to the east by principal arterial Topeka Boulevard, local streets SW 13th Street to the south, SW Clay Street to the west and minor arterial SW 10th Street to the north. Minor arterials SW 12th Street and SW Huntoon Street are one-way pairs that travel east/west and cut through the neighborhood. SW Western Avenue is a major collector that travels north south through the neighborhood.

Bus routes run through much of the neighborhood with routes running along SW 10th Avenue, SW 12th Street, SW Huntoon Street, and along SW Topeka Boulevard.

Bikeways are established along SW Huntoon Street and SW 12th Street. Sharrows make up the remaining bike infrastructure within the neighborhood having routes connecting or running through the neighborhood. Sharrows can be found on SW Clay Street, SW 13th Street, SW 11th Street, SW 10th Avenue, and SW Western Avenue.

Public Facilities

The only properties within the neighborhood that would qualify as public facilities are the parking lot owned by USD 501 and Holliday Park owned by Shawnee County.

Socio-Economic Trends

Demographics

Table 5 shows that Historic Holliday Parks population has shrunk 12.5 percent since 2000, a loss of 132 individuals. Since 2000, the median age has remained nearly the same but age cohorts have experienced significant changes. While specific age groups had changes of plus or minus 20 percent, looking at age cohort groupings provides a better representation of the demographics. Looking at the ages 0 to 19 (school age), there was no change in population. Age cohorts 20 to 64 (workforce) decreased by 15.4 percent since 2000 (681 vs 576). The older demographic 65+, decreased by 18.7 percent. The two age cohorts that saw the largest true change in numbers were the 35 to 44 age group which shrunk by 93 individuals and the 55 to 64 age group which added 48 individuals.

Over the last 20 years the neighborhood has also experienced significant changes to race and ethnicity. While the population that identify as white, shrank in total population (-64) the total percentage actually went up 1.4 percent. Black, Other, and Hispanic populations experienced the greatest change in demographics with the black population losing 208 individuals while the Other and Hispanic populations grew by 188 and 113 individuals.

Table 5: Population Demographics							
Category	2000		2010		2020		2000 to 2020 Change
Population							
Total	1056	100.0%	982	100.0%	924	100.0%	-12.5%
Male	515	48.8%	463	47.1%	440	47.6%	-14.5%
Female	540	51.1%	518	52.7%	484	52.4%	-10.4%
Race & Ethnicity							
Black	354	33.5%	200	20.4%	146	15.8%	-58.8%
White	616	58.3%	599	61.0%	552	59.7%	-10.4%
Other	38	3.6%	183	20.4%	226	24.5%	494.7%
Hispanic Origin	90	8.5%	180	18.3%	203	22.0%	125.6%
Age							
Under 5	43	4.1%	72	7.3%	65	7.0%	50.4%
5 to 9	68	6.4%	77	7.8%	52	5.6%	-23.9%
10 to 14	70	6.6%	64	6.5%	50	5.4%	-28.7%
15 to 19	53	5.0%	77	7.8%	67	7.3%	27.3%
20 to 24	127	12.0%	83	8.5%	92	10.0%	-27.2%
25 to 34	174	16.5%	156	15.9%	147	15.9%	-15.6%
35 to 44	202	19.1%	123	12.5%	109	11.8%	-46.0%
45 to 54	103	9.8%	149	15.2%	104	11.3%	1.4%
55 to 64	75	7.1%	116	11.8%	123	13.3%	63.9%
65 and older	141	13.4%	65	6.6%	115	12.4%	-18.7%
Median Age	34		32.6		33.8		
* Estimates provided by ESRI Community Analyst							

Households

Since 2000, Historic Holliday park has experienced a decrease in the number of household units and families. During that same period the number of persons in the household have increased by 12.5 percent (2.01 vs 2.25). This is nearly identical to the city-wide average of 2.24. The number of persons per family increased from 2010 but decreased by 1.1 person on average since 2000. The current average of 3.24 persons per family is greater than the city-wide average of 2.97. While neighborhood information is not available for single-parent households and single-parent female head of household, Citywide information showed that for 2020 35.8 percent of all Topeka family households containing children were headed by a single parent. This was a decrease of 8.2 percent from 2010. Of those, 26.4 were headed by a single mother. While this does not describe the exact conditions of the neighborhood it can help provide a baseline expectation for the neighborhood.

Table 6: Households						
Category	2000		2010		2020	
Households	525	100%	452	100%	410	100%
Families	242	46%	210	46%	178*	43.4%
Female head of household	71	14%	*		*	
Person per household	2.01	N/A	2.16	N/A	2.25	N/A
Persons per family	4.36	N/A	3.1	N/A	3.24	N/A
*Family and Femal head of household information was not provided in the 2020 Census update						

Income

Table 7 shows the income related data for residents of Historic Holliday Park. What this table shows is that household median income for residents is just over \$25,000 and while that is a 19 percent increase since 2020, it is nearly half of what other Topeka households average. Per capita income for Historic Holliday Park residents increased by 76 percent from \$13,260 to \$23,296. This is closer to Topeka residents, but is still \$5,000 less than the citywide per capita income.

Poverty data shows that Historic Holliday Park residents, overall, are more likely to be in poverty. Within that families and families with a female head of household experience lower levels of poverty than other families in Topeka.

Table 7: Income					
Income	2000	2010	2020	% Change 2000 to 2020	Topeka (2020)
Household Median Income	\$21,190	\$26,803	\$25,266	19.2%	\$49,647
Family Median Income	\$25,810	\$37,022	-	-	-
Per Capita Income	\$13,260	\$11,260	\$23,296*	76%	\$28,420
Poverty					
Percent of persons Below Poverty Level	30.8%	25.6%	17.7%	-13.1%	13.9%
Percent of Families Below Poverty Level	24%	10.7%	21.8%	-2.2%	23%**
Female Head of Household with Child <18 Below Poverty Level	68%	11.7%	22.3%	-45.3%	41%**
* indicates this estimate came from ESRI 2020 estimate not census data					
** indicates 2010 estimate as the 2020 Decennial Census did not gather this information					

Profile Summary

Historic Holliday Park is a neighborhood at a crossroad. With decreasing owner occupancy, income levels below City average, and a low percent of single-family uses the neighborhood faces challenges to stabilize. However, there is still potential for the neighborhood to become a prominent Topeka neighborhood. The historic architecture, prime location next to Topeka High School, and reasonable property values all make Historic Holliday Park a highly desired neighborhood. Significant reinvestment in the multi-family housing and single-family conversions would provide a wide array of attractive housing choices to residents of all ages.

The neighborhood encompasses an assortment of land uses with Historic Holliday Park centrally located within the neighborhood and higher intensity office and commercial uses located along the arterials. While much of the architecture of the neighborhood is representative of single-family, many of these homes have been converted into apartments due redlining and its location near Downtown Topeka. Residential uses within the neighborhood are zoned for single-family north of SW Huntoon Street and multi-family south of SW Huntoon Street. To preserve the “neighborhood feel” further encroachment of office and parking uses should be avoided. For the future, residents of Historic Holliday Park look to preserve the neighborhoods family-oriented image, encourage respectful property owners, and increase the social welfare of all those who live in and around the neighborhood.

Conditions throughout the neighborhood have now presented the neighborhood with a number of unique opportunities and constraints, as summarized below.

CONSTRAINTS:

- High occurrence of individual property maintenance violations and concerns.
- Older housing stock and lack of investment have led to deteriorating homes.
- Poor historic infrastructure.
- Low homeowner rates.
- Large segments of land are owned by Blue Cross and Blue Shield of Kansas.

NEEDS AND OPPORTUNITIES:

- Improved infrastructure of all types.
- Underlying brick streets.
- Holliday Park can be improved to become a larger community asset.
- Vacant lots can be developed for residential uses.
- Return the single-family conversions to single-family.

STRENGTHS:

- Holliday Park is prominently located within the neighborhood.
- Two Historic Districts make the spine of the neighborhood.
- Blue Cross and Blue Shield of Kansas are good neighbors.
- A strong NIA provides the neighborhood with leadership, a unified voice and a supportive body to accomplish goals.
- Devon Flatts provide an opportunity for local businesses.
- Nearly 50 percent of the residential uses are located in a Census Block Group identified as “Out Patient”.

DRAFT

CHAPTER 3

Vision and Goals

Vision Statement

The Historic Holliday Park neighborhood has returned as a prominent and sought-after neighborhood in Topeka. The location, affordability, and classic architecture were key aspects that drove caring and responsible property owners to the neighborhood. The influx of new residents has only enhanced the sense of community that the Historic Holliday Park Neighborhood Improvement Association has been fostering with several annual neighborhood events in Holliday Park. Now the neighborhood is known for its strong family-oriented nature, where residents of all ages can be seen walking throughout the neighborhood, playing at the park, or taking advantage of the newest restaurant at the Devon Flats. The Historic Districts acted as spine for the neighborhood with reinvestment radiating from its center. Historic Holliday Park now represents the mantra of clean, neat, and safe.

Goals and Guiding Principles

Land Use:

Goal – Preserve the residential nature of the neighborhood while promoting at-scale new residential development with opportunity for new sustainable commercial and civic uses.

Guiding Principles:

- Limit expansion of office uses and parking lots from encroaching further into the neighborhood to preserve and enhance the residential nature of the neighborhood.
- Promote the removal of underutilized surface parking within the neighborhood to provide greater opportunity for new development.
- Encourage any new higher intensity uses to be located along SW Topeka Boulevard and SW 10th Street.
- Achieve a balanced residential density and character that is compatible with the single-family character of the neighborhood.

Housing:

Goal – Improve the quality of the housing stock while adding new housing that respects the character of the neighborhood and promotes a healthy balance of owner-occupied and renter-occupied housing.

Guiding Principles:

- Increase homeownership levels in all blocks by promoting owner-occupancy, even in multifamily conversions.
- Provide a variety of housing types within the neighborhood allowing for different price points.
- Advocate for any new housing meet the design standards identified in the Historic Holliday Park Neighborhood Plan.
- Partner with the Kansas Historical Society to hold workshops geared towards improving the quality of housing within Historic Districts.
- Develop strategies to ensure a high level of property owner compliance with minimum housing/nuisance standards.

- Create volunteer “neighbor to neighbor” programs that can address smaller housing maintenance issues like painting, porches gutters, etc. Environmental programs like this prolong the life of the existing housing stock and prevent the “broken window” cycle.
- Encourage relationships between NIA leadership and landlords within the neighborhood to limit code compliance issues that tenants may overlook.
- Invest in the neighborhood to ultimately make it attractive to market-rate homeowners.

Economic Development:

Goal – Increase the opportunity within Historic Holliday park for local business opportunity while providing necessary amenities to the neighborhood.

Guiding Principles:

- The retail on the first floor of the Devon Flats should maintain high occupancy levels while providing neighborhood scale retail and services.
- Commercially zoned properties along SW 10th Street should be developed to a greater intensity that become assets to the community.

Public Facilities, Infrastructure, and Pedestrian Safety:

Goal – Ensure modern and historic infrastructure and public facilities are improved to support the residential component of the neighborhood while providing a safe multi-modal environment.

Guiding Principles:

- Continue street, sidewalk, and alley infrastructure improvements so they may provide the level of service required for the current uses while supporting any new development.
- Create pedestrian friendly streetscapes (streets and sidewalks) that connect to neighborhood amenities while increasing pedestrian safety.
- Neighborhood roads should be evaluated for traffic calming measures to reduce the speeds of vehicle travel within the neighborhood.

Youth and Education:

Goal – Historic Holliday Park should be a “kid-friendly”, desirous for parents to raise their children, and a place where children are safe and want to be.

Guiding Principles:

- Work with USD 501 to encourage additional improvements around properties Topeka High School own to promote a family friendly environment.
- Increase recreational opportunities and amenities to children within the neighborhood by working with Shawnee County Parks and Recreation.

Image/Neighborhood Character:

Goal – Flip the narrative of Historic Holliday Park to one where people choose to live and market the historic nature of the neighborhood.

Guiding Principles:

- Ensure that new infill housing and rehabilitation of existing housing compliments the traditional design of the neighborhood.
- Promote the authentic history of the Historic Holliday Park neighborhood.
- Preserve and restore historic structures.
- Welcome and support a diversity of people of all age groups.
- Establish a sense of pride and ownership within the neighborhood.
- Promote the neighborhood as clean, neat, and safe.
- Establish “Gateways” at key entry points to the neighborhood.

Safety and Environment:

Goal – Create a safe and clean environment in Historic Holliday park for residents to learn, work, and play.

Guiding Principles:

- Where possible improve neighborhood lighting for an increased feeling of safety.
- Create volunteer “neighbor to neighbor” programs that can address smaller housing maintenance issues like painting, porches, gutters, etc. Environmental programs like this prolong the life of the existing housing stock and prevent the “broken window” cycle.
- Continue working with the Topeka Police Department to educate residents on the “do’s and don’ts” to reduce crime within the neighborhood.
- Actively work with the Community Police Office of the Topeka Police Department to report crimes within the neighborhood.
- Follow CPTED recommendations outlined in chapter five of the plan to reduce crime within the neighborhood.

CHAPTER 4

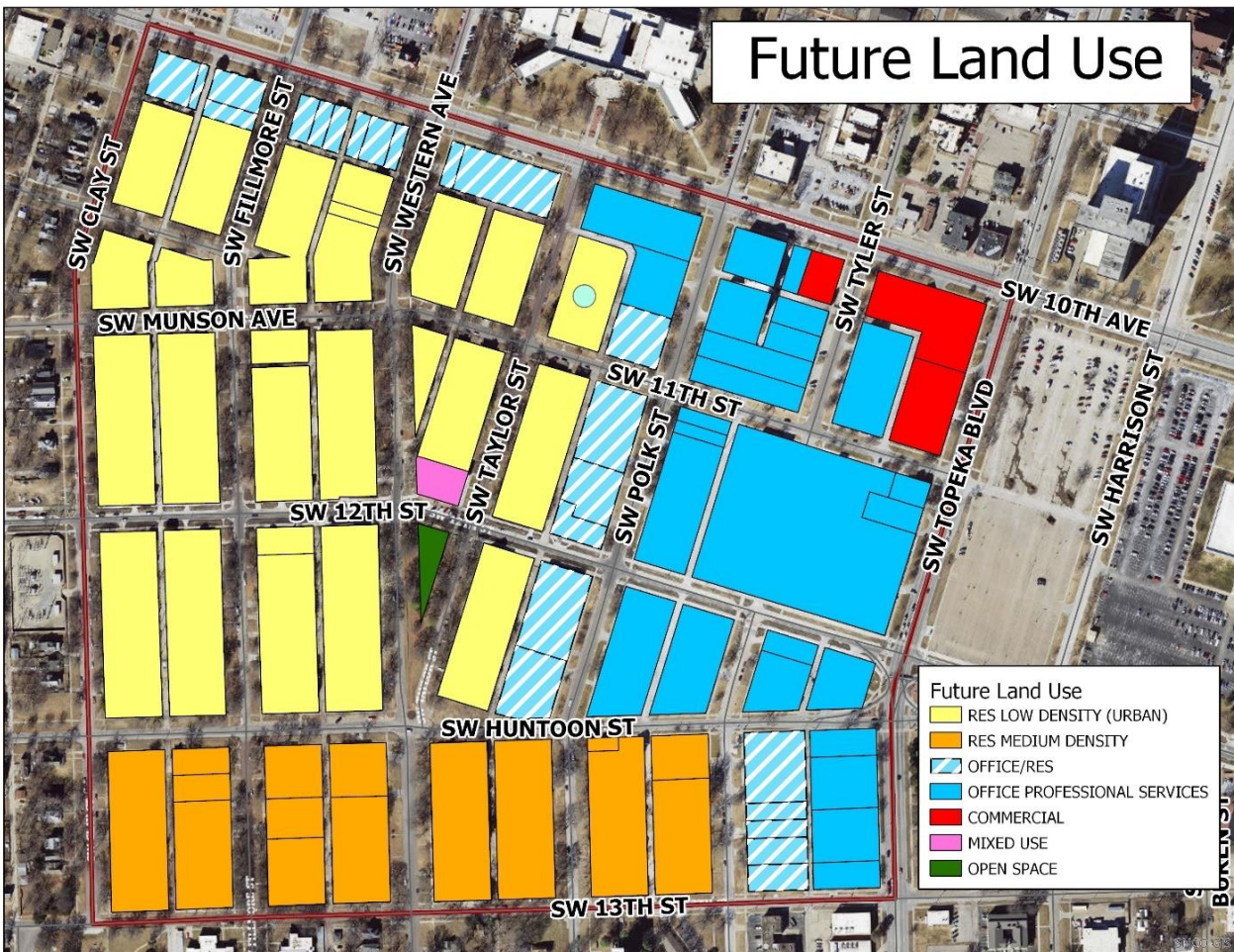
Future Land Use

Future Land Use

The Historic Holliday Park planning area contains a diverse mix of land uses, including single-family, two-family, multifamily, multifamily conversions, mixed use, commercial, institutional, professional office, open space and parking. The Historic Holliday Park Future Land Use Map (Map 9) graphically illustrates a conceptual guide for land use development for the neighborhood that embodies the vision and goals presented in **Chapter 3**. The map is conceptual and should not be used to determine precise zoning boundaries.

Land Use Plan Categories

Map 9 Future Land Use



Residential - Low Density (Urban)

This category reserves lower density, yet urbanized, areas of Historic Holliday Park that are primarily located north of SW Huntoon Street and west of SW Taylor Street and are made up on a mixture of single-family homes and multi-family conversions. These areas were originally platted and developed as more compact single-family areas adjacent to Downtown Topeka. New development in this area should be compatible with the existing single-family character. Density levels in these areas reflect a higher density than other “Residential – Low Density” categories areas found in the Land Use and Growth Management Plan 2040, but with the same use characteristics.



Primary Uses: Single-Family Dwellings (detached)

Zoning Districts: “R-2” Single-Family

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

Residential - Medium Density

This category is applied exclusively to residential blocks that are either transitioning from a higher intensity land use to a lower density single-family area or where viable two to four-unit complexes already exist. The category is applied to the area between SW Huntoon Street and SW 13th Street and SW Clay Street and SW Tyler Street. These uses are characterized by their medium densities, affordability, and proximity to public transportation lines. The purpose of this category is to allow medium density residential uses while protecting against the spread of higher density development into the single-family areas.

Primary Uses: Single-Family Dwellings, Duplexes, 4-plexes

Zoning Districts: “R-2” Single-Family, “M-1” Multiple-Family, “M-1A” Limited Multiple-Family, “M-2” Multiple-Family

Density/Intensity: 5-15 units/acre (net)

Office / Residential

This land use designation comprises the area of Historic Holliday Park that fronts the Office Professional Services land use designation. These are primarily found along SW 10th Street, the west side of SW Polk Street and the east side of SW Tyler Street. Mixed uses, which could include neighborhood commercial, neighborhood scaled office/services, institutional, and a mixture of residential densities, that should respect the character and scale of the neighborhood. Much of this land use designation consists of surface parking lots associated with Blue Cross and Blue Shield of Kansas.

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

Zoning Districts: “O&I-1” Office and Institutional, “O&I-2” Office and Institutional, “C-1” Commercial, “C-2” Commercial, “R-2” Single-Family, “M-1” Multiple-Family, “M-2” Multiple-Family, “PUD” Planned Unit Development

Density/Intensity: Medium

Office – Professional Services

This designation generally applies to the properties east of SW Polk Street and north of SW Huntoon Street. Additionally, areas front SW 10th Street and SW Topeka Boulevard. The purpose of this category is to encourage professional services related to medical, legal, financial, non-profit, educational, and government-type uses. New Commercial and retail uses could be supported within this designation as it would fit in within the characteristics of SW Topeka Boulevard. Medium density multi-family residential uses that are compatible with surrounding land uses are also appropriate within this designation. Blue Cross and Blue Shield of Kansas makes up the majority of this designation. Further expansion of Blue Cross and Blue Shield of Kansas should be limited to its existing footprint and the surface parking could be considered for other non-office uses.

Primary Uses: Professional services, institutional, medium density housing, small commercial and entertainment

Zoning Districts: “O&I2” Office and Institutional, “M-2” Multiple-Family, “PUD” Planned Unit Development, “C-2” Commercial along Topeka Boulevard and SW 10th Street

Density/Intensity: Medium-High

Commercial

The purpose of this category is to define concentrated commercial districts, or nodes, that will support a commercial retail or entertainment development. The existing Walgreens at the corner of Topeka Boulevard and SW 10th Street is the only commercial use within the neighborhood, with the parcel immediately to the west still being zoned for commercial use. This area should be preserved for commercial use. This area acts as part of the commercial node that can be found at this intersection and is the most appropriate space to support higher intensity shopping within the neighborhood. Any significant rehabilitation or new commercial development within the neighborhood should follow the non-residential design guidelines since it fronts a major image corridor.

Primary Uses: Commercial retail and entertainment

Zoning Districts: “C-2” Commercial for any new commercial or “C-4” Commercial for existing

Density/Intensity: Medium to high

Mixed Use - Neighborhood

This category promotes the integration of neighborhood commercial uses within higher density residential uses within the Devon Flats Building, located at the intersection of SW 12th Street, SW Taylor Street, and SW Western Avenue. Neighborhood scaled office, institutional, and commercial retail and services uses have been shown to integrate with the higher density residential uses above the main floor.



Primary Uses: high density residential; neighborhood commercial

Zoning Districts: “X-1” Mixed Use (proposed); “R-2” Single-family (existing)

Density/Intensity: High

Open Space

This category is designated for Holliday Park, which is the only open space use within the neighborhood. This area is a key focal point for the neighborhood and meets the demands for recreational or passive activities.



Primary Uses: Park

Zoning Districts: “R-2” (Single-Family)

Density/Intensity: Very Low

CHAPTER 5

Revitalization Strategy

Themes

Make Homeownership the Choice

Single-family homes in Historic Holliday Park are at 48 percent owner-occupancy. While a diversity of renters and owners is welcomed within the neighborhood, an increase in homeownership rates can help reduce the number of property violations and increase the sense of pride throughout the neighborhood. Returning more units to homeownership and marketing the neighborhood to families and households of all age groups will be essential to the success. Additionally, there may be potential that will lead to a reduction in the number of housing deficiencies found in the neighborhood improving the quality of the housing stock.

Community and Neighborhood Building

A strong neighborhood is built through strong ties between neighbors. Historic Holliday Park's Neighborhood Improvement Association can continue to cultivate these ties within the neighborhood, so residents can help support one another as they work to improve their neighborhood. The Historic Holliday Park NIA can continue to foster these relationships through door-to-door, grass roots approach, which allows personal relationships to develop and grow the NIA.

Supply and Demand

Image plays a large role in the success of a neighborhood. The image of Historic Holliday Park must be strong enough to change the perception of the neighborhood, not just to residents, but to realtors and potential buyers in the neighborhood. While the City of Topeka Health Map shows large portion of the neighborhood as "Intensive Care", improvements to single-family and multi-family housing can have a huge impact on how the neighborhood is perceived. Improvements to the current housing supply can create a greater demand to live within the neighborhood and close to Topeka High School and Downtown Topeka. Greater demand to live in the neighborhood will make the vacant lots more desirable and improve the possibility of new development. As the neighborhood has more potential buyers the likelihood of property upkeep and maintenance increases.

Incremental Improvement

Solving all of the problems within Historic Holliday Park can seem like an overwhelming task, and recommendations found in the plan cannot be achieved overnight. However, continued activity throughout the neighborhood can make the goals and strategies outlined in the plan not only more manageable, but more achievable as well. The Historic Holliday Park NIA should continue to be a leading front to achieve these goals and strategies and continue to engage City staff to see how they can be accomplished.

Think Outside the City's Box

The NIA, businesses, and surrounding stakeholders should not rely solely on the City for the neighborhood successful revitalization. Resources are simply too scarce to achieve all necessary improvements. Rather, the NIA should work to form partnerships with key stakeholders in and around the neighborhood to make these changes on its own. Institutions like Blue Cross and Blue Shield of Kansas, Kansas Medical Society, Kansas National Education Association, and USD 501 own or rent property within the neighborhood and may be partners for various projects that could be used to strengthen the neighborhood and energize revitalization efforts.

Target Area Strategies

Target Concepts and Principles

Neighborhoods make up the fabric of a city, but blocks make up the fabric of a neighborhood. When the fabric is strong, the city or the neighborhood is strong. If the fabric becomes frayed, wears down, or tears, the city or neighborhood becomes weak and susceptible to accelerated decay. The most successful strategies in neighborhood revitalization involve the repair and reweaving of this fabric. To do this, a neighborhood revitalization strategy must protect key assets and anchors. The Target Area Concept Map #10 depicts these current features in Historic Holliday Park as identified below.

Anchor

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

Strength/Potential

These are areas comprised of relatively strong blocks of a neighborhood that exhibit staying power and/or recent investment. These can also be underachieving areas that have potential to become strengths or anchors provided appropriate investment.

Weakness

These are areas that have the highest concentrations of negative conditions (e.g. low homeownership, vacant and boarded houses, poverty, substandard infrastructure, and high crime). The higher the concentration of these conditions, the greater social problems occur and the more entrenched they become. Diluting their concentration gives surrounding areas a greater chance to revitalize on their own.

Spatial relationships play a dynamic role in the overall concept. If spread too thin, anchors or areas of strength will fail to influence beyond their immediate reach, leaving the poorly performing areas to turn on their own. One analogy to consider with the

neighborhood is thinking about it like a shopping mall. Smaller stores, or in this case weaker blocks, benefit from their connection to larger stores or stronger blocks. Through spatial connections, they are “attaching” themselves to something more stable and desirable. Using this thought, new investment through “public dollars” should be centered on strengths and anchors to maximize the “spillover effect” within the neighborhood.

Traditionally, the previous program SORT (Stages of Resource Targeting) and the new DREAMS I program have targeted a few select blocks. These blocks are identified as the areas most “in need”, with the theory that intensive investment in this small geographic area will act as a catalyst and create a blooming effect on the surrounding area. Blocks between major anchors are built up using this investment, and ideally the selected area is near high-traffic areas so that passerby see the investment being made in the area. Blocks that are next to “strengths” or “anchors” should be considered first for housing and infrastructure investment. The following four strategies are consistent with how this has been implemented in the past and explain the intent behind them. These strategies should be implemented where possible:

- Attached to an anchor and/or area of strength (protects existing assets)
- Address a significant need or weakness (transform)
- Provide a benefit to the greatest number of people possible
- Leverage private investment to the greatest extent possible (sustainable).

The idea behind targeting is to focus a critical mass of improvements in a concentrated number of blocks so that it stimulates additional investment by adjacent property owners, increases property values, and leaves behind a visible transformation of the area. If the improvements are not visible enough, then the stabilization of that area is marginalized and investment to the area will not be leveraged. Each target area may require a different set of strategies for improvement. Ultimately, public funding is limited for improvement and some strategies outlined for these areas will not be made in a sufficiently timed manner for the improvements necessary. However, for the Historic Holliday Park neighborhood it was determined that this approach would not be the best way to utilize public funds. With help from the City’s Engineering Division, and the DREAMS I committee, it was determined that nearly all of the target areas could receive projects that would improve the curb appeal of the neighborhood.

Target Area Selection

From major infrastructure improvements to housing rehabilitation, it was determined that the full needs of Historic Holliday Park likely cannot be met solely with DREAMS I funds. However, the finite amount of funding allocated to the neighborhood required the Planning Committee to step back and objectively look at the entire neighborhood to see which blocks and which infrastructure projects should be selected for project implementation. Four rating factors were used to evaluate each block to see which area was the most in need.

- Housing Conditions
- Home Ownership (Tenure)
- Part 1 Crimes
- Infrastructure Conditions (pavement, sidewalks, curb and gutter)

These rating factors were each mapped at the beginning of the planning process and results are averaged per block. These variables were then overlaid to see which blocks consistently scored low (Map #10). This method allows for a pattern to emerge for areas that can act as strengths or areas of highest need and, based upon their proximity to Anchors and Strength/areas of potential, had the highest potential for revitalization with public investment (Map #11).

When looking at Historic Holliday Park and comparing the four health maps – housing conditions, owner occupancy, crime, and infrastructure – there are a few blocks that show repeated lower condition scores. These are generally located along SW Clay Street, South of SW Huntoon, and a few blocks scattered throughout.

With a goal to ensure quality, impactful finished projects within the target areas (See Chapter 6 Implementation) a discussion was held with the Plan Review Committee to select target areas that would produce the greatest ripple effect throughout the neighborhood.

Primary Target Area: Northwest

These blocks, to the northwest of the neighborhood consist of the 1000 and 1100 blocks of SW Clay (east) and SW Fillmore Street. This area was identified because it is a mixture of higher performing blocks and lower performing blocks across each of the four categories. This area features some distressed housing, medium levels of owner occupancy, intermediate deterioration to infrastructure and higher instances of crime. These blocks also front SW 10th Street making it a highly visible segment of the neighborhood that can highlight the neighborhood. This area also features both of the Historic Districts in the neighborhood. While this area not have any blocks identified as strengths, there are positive housing and owner occupancy traits within these blocks.

Infrastructure projects include but are not limited to:

- Mill and Overlay
- Sidewalk improvements
- Curb and Gutter
- Alley Projects

Secondary Target Area: Southern

This target area runs east to west between SW Huntoon Street and SW 13th Street and ½ block west of SW Western Avenue and ½ block east of SW Tyler Street. These blocks feature average, in need, and blocks of most need. While these blocks had

average infrastructure scores, they featured the some of the most distressed housing, higher rates of crime, and low owner occupancy levels. DREAMS committee members saw this portion of the neighborhood as a buffer zone or barrier that could be used to protect the neighborhood from encroaching blight and worsening livability.

Infrastructure projects include but are not limited to:

- Mill and Overlay
- Sidewalk improvements
- Curb and Gutter
- Alley Projects

Tertiary Target Area: Central

These four blocks consist of the 1000 and 1100 blocks of SW Western Ave and SW Taylor Street. These blocks are relatively stable with lower instances of crime, minor infrastructure defects, relatively sound housing conditions. These blocks do feature lower levels of owner occupancy, and may promote more of the “blooming” effect associated with focused investment. SW Taylor Street ends with a view of Topeka High School and has potential to be a significant north to south gateway to the neighborhood. This target area features a significant portion of the larger Historic District within the neighborhood and presents an opportunity to strengthen the district and the neighborhood as a whole.

Infrastructure projects include but are not limited to:

- Mill and Overlay
- Sidewalk improvements
- Curb and Gutter
- Alley Projects

Remaining Target Area:

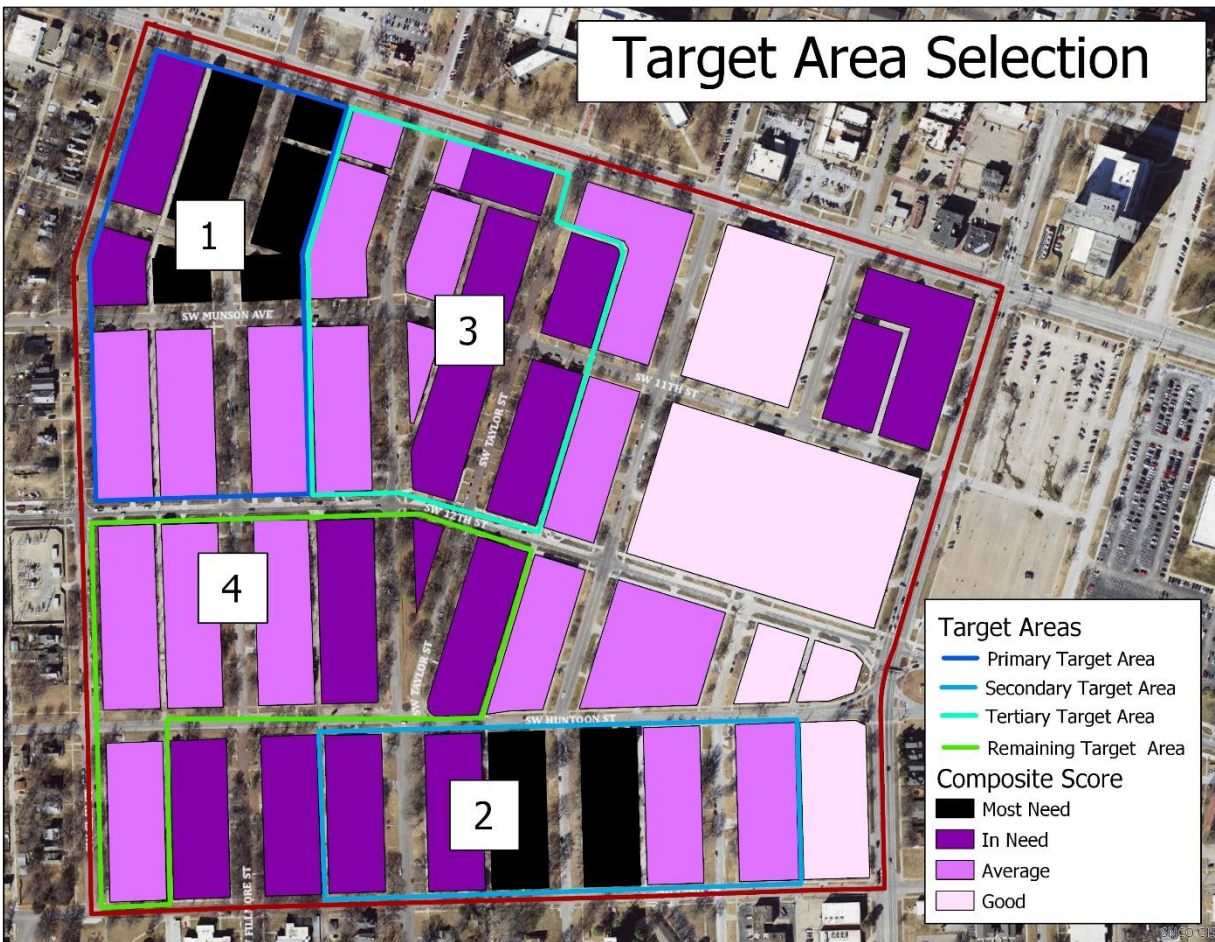
This target area primarily runs east to west between SW 12th Street and SW Huntoon Street, while picking up the most southwest block in the neighborhood along SW Clay Street. This target area features Holliday Park and the final portion of the Historic District. Conditions in this area feature minor housing deterioration, low levels of homeownership, blocks with minor to intermediate infrastructure conditions, and low rates of crime. Several areas of strength are located within this Target Area including the church and Holliday Park.

Infrastructure projects include but are not limited to:

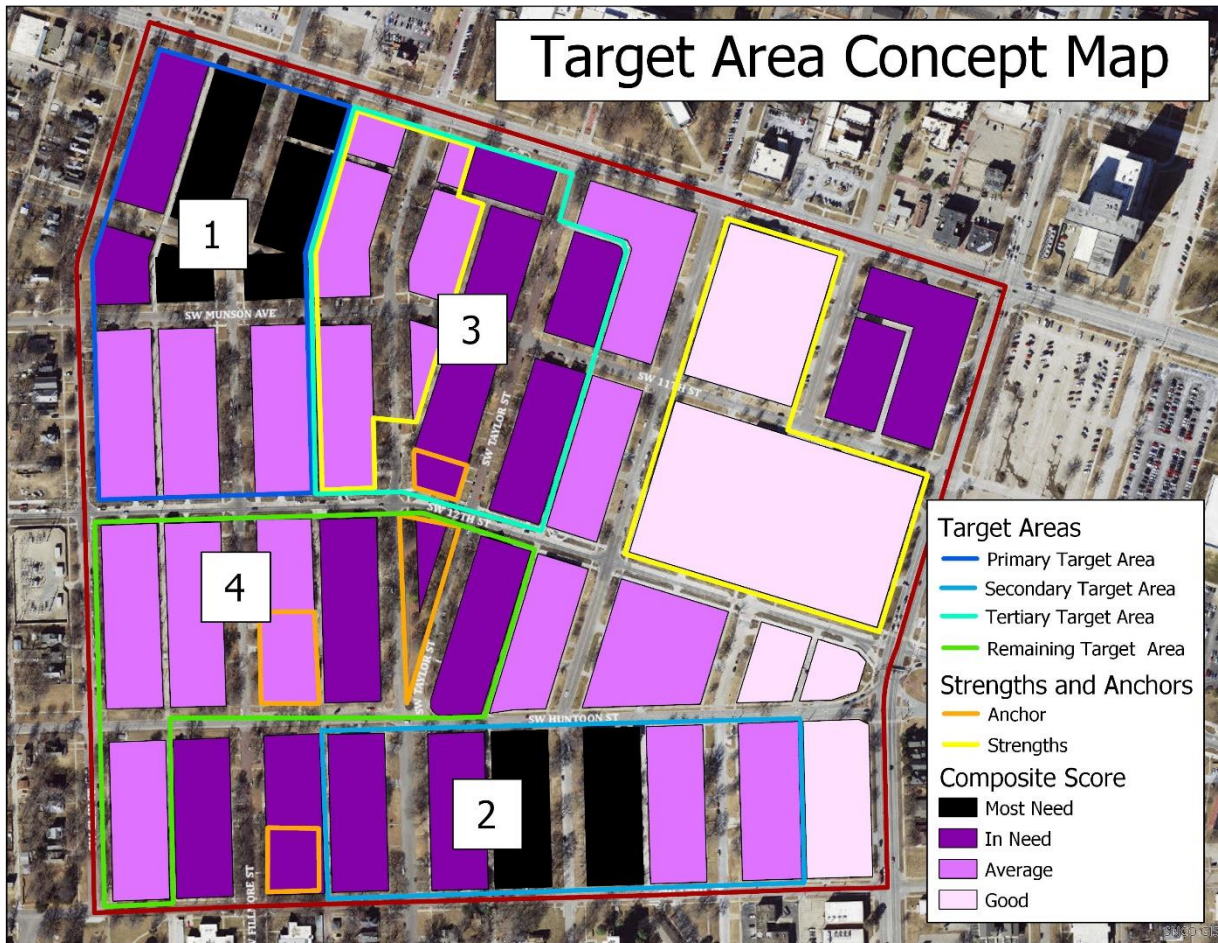
- Mill and Overlay
- Sidewalk improvements
- Curb and Gutter
- Alley Projects

Due to all Target Areas having feasible infrastructure projects for implementation, the Target Areas will be used to prioritize which projects will be implemented and which should be cut, should funding not allow all projects to be completed. Additionally, the Target Areas will act as the prioritization for the housing rehabilitation funds.

Map 10



Map 11



Neighborhood-Wide Strategies

Improving livability within Historic Holliday Park will increase the desire for residents to stay in the community, bring in new residents, and promote greater levels of homeownership. Along with continued help from several City of Topeka Departments, the NIA can develop asset maps and partnerships to support the following strategies:

- Creating a safe community;
- Support families and children;
- Support aging in place;
- Foster broad community participation;
- Reduce the number of vacant and neglected properties;
- Increase home ownership;
- Forge partnerships through collaboration (Blue Cross Blue Shield)

The following sections look to build upon these goals by identifying actions, programs, and opportunities to address and improve the conditions within Historic Holliday Park.

Community Building and Initiatives

Community building is a key part of a neighborhood revitalization strategy because of its focus on making the neighborhood a stronger advocate for itself. Empowering the residents and institutions within a neighborhood with the notion that they can be the catalyst needed for change. These grassroots programs allow this knowledge to become organized so that action can be taken to address problems. By seeing the change, they can accomplish within their own community, residents can become empowered in knowing that they can shape the future of their neighborhood.

Collaboration will be essential for success. For these programs to succeed, the residents and community partners must be fully engaged. Many groups have interest in maintaining and improving the community, but one person or group does not have the ability to achieve success on their own. Through collaboration these programs can become more manageable.

Public Safety

Crime is a multifaceted issue. There is no single solution that will erase the occurrence or perception of crime within the community. Acting on the initiatives described below will go a long way towards making Historic Holliday Park safer for residents. The following programs and activities can help neighborhoods reverse the perception of crime and make their neighborhood safer.

Community Policing

This vital program must be continued by the Topeka Police Department to combat crime in the neighborhood. The individual contacts made by police officers and relationships made with the community are essential to the cooperation needed to ensure residents' safety. This program can be extended by actively reaching out and engaging the Community Police Officer.

Neighborhood Patrols

While the neighborhood does not have a formal neighborhood watch program, neighbors are vigilant about crime and potential crime. Neighborhood programs such as "Stroll Patrol" should be considered for Historic Holliday Park. These patrols put people out walking the neighborhood and can act as a deterrent for criminals.

Crime Prevention Through Environmental Design (CPTED)

Safe Streets and the Topeka Police Department can help the neighborhood determine which property configurations will help reduce crime. There are ways to design properties to discourage criminal activity. For example, the "5 and 2" rule states that trees should be trimmed to at least five feet high and bushes should be trimmed so that they are no taller than two feet tall.

Using CPTED to Reinforce Ownership and Increase Safety

These methods follow four basic principles: access control, surveillance, territorial reinforcement, and maintenance.

Natural Surveillance	The design and placement of physical features in such a way to maximize visibility.
Access Control	This involves designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate transitions from the public environment to the semi-private and private areas.
Surveillance	Design principle that maximizes the visibility of people, parking areas, vehicles, and site activities. Strategies involve the strategic placement of windows, doors, walkways, parking lots, and vehicular routes.
Territorial Reinforcement	Sidewalks, landscaping, and porches help distinguish between public and private areas. It uses physical attributes to express pride and ownership and limits large spaces that serve no specific purpose.
Maintenance	This addresses management and maintenance of space. Proper upkeep (mowing grass, trimming trees, landscaping, picking up trash, repairing broken windows and light fixtures, and painting over graffiti). It helps signal that a location or facility is well cared for and therefore would be inhospitable to a criminal and also signals that an owner, manager, or neighbor is watching out for the property and could spot illegal behavior.

Neighborhood Clean Ups

The NIA should consider starting a neighborhood clean-up program and start an annual or bi-annual event. These clean-ups, led by the NIA, can be vital to avoiding or eliminating environmental code problems, as well as deterring crime by showing that residents care about the appearance of the neighborhood. Celebrating with a “most improved” yard cleanup or landscaping contest can be other ways to encourage improvements to properties. The neighborhood should also encourage the multi-family developments, commercial uses, office spaces, and institutional partners to participate.

Youth

As children grow up they will be forced to decide where they want to live, and they may be more inclined to stay in a neighborhood if they had positive experiences growing up. By providing a “kid friendly” environment, Historic Holliday Park may be able to attract and retain families with children. The neighborhood's prime location next to Topeka High School should be a selling point for the neighborhood.

Organizing

Successful organizations have the wherewithal to succeed. A neighborhood's ability to complete competitive grant applications, run successful meetings open to all residents and complete projects in a timely manner demonstrates to decision makers and funding organizations that the neighborhood is serious about getting things done. Ideally, the neighborhood will have the ability to function similar to a business.

Topeka Dreams	Support may be given to a variety of neighborhood designed and based public facility projects by the City of Topeka. NIAs that are currently receiving target area assistance may be eligible for this program. The final allocations of these project funds are made by the City Council.
Education and Training	Neighborhood leaders should attend seminars and conferences that deal with community building, neighborhood revitalization, and other community issues. As an example, the City of Topeka hosts organizations like NeighborWorks Training Institute who participates in local trainings. It is recommended that the NIA and City explore ways to encourage neighborhood attendance.
Strength in Numbers	When opportunities present themselves for the neighborhood to appear before decision makers, the neighborhood must be able to demonstrate a unified voice with a larger number of people. An up-to-date phone tree or e-mail group can help rally supporters when needed.

Collaborate to Form Partnerships	Building community requires work by all sectors – local residents, community-based organizations, businesses, schools, religious institutions, and health and social service agencies. An atmosphere of trust, cooperation and respect is needed to fully form these partnerships. This will take time and committed work to develop these partnerships.
Marketing	Presenting Historic Holliday Park as a clean, neat, and safe environment could be a factor in bringing new families to the neighborhood. The Historic Holliday Park NIA should consider a public relations campaign that could attract new homeowners and private development.

Housing

Housing Rehabilitation

When City funds are used, priority investments into housing rehabilitation should be focused in the areas identified as “Target Areas”. Using these funds to address housing in a randomly dispersed pattern only dilutes the impact of the funds have on the neighborhood and may not lead to any spill-over effect in the neighboring blocks. Where feasible, the following programs and recommendations can be used throughout the neighborhood.

Major Rehabilitation (Owner-Occupied)

This program is primarily intended for owner-occupied properties in need of interior and exterior repairs within the selected target areas. Eligible properties can receive up to \$30,000 for housing rehabilitation. With rehabilitation funds, the property must meet established housing standards. Rehabilitation dollars can be spent on roofing, gutters, downspouts, windows, doors, electrical service, plumbing, mechanical equipment, insulation, radon, and lead based paint issues. Households that are eligible for major rehabilitation must be at or below 80 percent of the identified median income.

Exterior Rehabilitation (Renter-Occupied)

This program is primarily intended for renter-occupied properties with low to moderate-income tenants within the selected target areas in need of significant exterior repair. Eligible properties can receive up to \$15,000 and must retain tenants who are at or below 80 percent of the identified median income. Rehabilitation dollars can be spent on exterior repairs, such as roofing, guttering, siding, windows, doors, and HVAC.

Neighbor to Neighbor

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

Alternatively, neighbors who see properties being properly maintained may take additional steps to make cosmetic improvement to their own property, increasing the appearance of a block. “Neighbor to Neighbor” programs can help to address smaller housing maintenance issues – painting, porches, gutters, etc. – that prolong the life of the existing housing stock and prevent the “broken window” cycle. These simpler, yet critical, home improvement needs can easily be met by a dedicated group of volunteers. It is recommended that the NIA sponsor and organize volunteer rehab “parties” each year that will assist 2-3 homes within the neighborhood. Outside organizations such as Habitat for Humanity could also partner in this effort.

Technical Assistance / Rehab Manual

In addition to “Neighbor to Neighbor” programs, a technical assistance/rehab manual could be a useful tool that helps new or inexperienced homeowners navigate smaller home repairs. For example, small projects like weather stripping, glazing, and insulation around window frames are all do-it-yourself jobs that homeowners may be unsure how to do. NIA sponsored home rehabilitation classes, could allow interested community members to come and learn home maintenance basics from members of their own community who are well-versed in-home repair/upkeep.

City Sponsored Programs

TOTO-II – The City of Topeka in cooperation with Housing and Credit Counseling, Inc. (HCCI) and participating lenders offer the program to new homeowners. Assistance is provided as a 2nd mortgage, deferred loan subsidizing the purchase and rehab costs of a home for families at or below 80 percent of median income. Other rehabilitation incentives offered to income eligible homeowners by the City’s Housing Department include forgivable loans for major rehabilitation, emergency repair, and accessibility modifications. Lending institutions participate by managing the maintenance escrow.

Emergency Repairs

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

Accessibility Modifications

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

Other Potential Housing Programs

- [Dollar Homes](#) is a HUD initiative that allows low-income individuals the opportunity to purchase qualified HUD-owned homes.
- \$1 home program in Kansas City, Missouri.
- [Good Neighborhood Next Door](#) is a HUD program that offers home purchase discounts to qualified law enforcement, teachers, firefighters and emergency medical technicians.
- [Tenants to Homeowners](#) – TTH is a multi-faceted approach to helping individuals become homeowners. Where possible, a rental conversion program can be used to acquire, rehabilitate, and convert vacant rental properties into renovated homes, which will then be offered to current renters. Rent to own programs present an opportunity for renters to build credit, with potential to purchase a property at the end of a lease. A program modeled after Community Resources Council's Tenant to Homeowner program, would encourage and promote single-family homeownership within the neighborhood. Renter who know they want to become homeowners may lead to higher levels of maintenance and investment in their home, while reducing code violations and the negative impact of absentee landlords.

Lot Expansion

If the City demolishes unoccupied and substandard dwellings, the vacant land should be offered to adjoining property owners if development of the lot is not feasible or unlikely. Lot expansion would help remove vacant and blighted homes that reside on small lots and have very little potential of being successfully inhabited for the long-term.

Non-Profits

Non-profit agencies such as cornerstone of Topeka, Inc., operate a lease purchase program for households who demonstrate an interest and ability in becoming future homeowners. Low to moderate-income families are placed in rehabilitated single-family units and gain necessary credit-worthiness in a couple of years to eventually become homeowners. Non-profits like Lawrence's Tenants to Homeowners, can help to provide emergency and long-term housing for low to moderate-income residents.

Institutional Partners

Historic Holliday Park has several prominent institutions within and surrounding the neighborhood. Strategies to partner with these institutions from the benefit of improving the housing stock in the neighborhood include.

- Churches in the neighborhood could discuss the importance of home maintenance at weekly church services. This type of peer encouragement could convince people to improve or keep up their properties. Individuals who have a better understanding of property maintenance could teach others in the neighborhood the skills needed to better maintain their property.
- Schools and church organizations across the city often require their students or members to complete a set number of community service hours. The neighborhood could reach out to these organizations to help elderly or disabled residents repair their homes.

Accessory Dwelling Units

Accessory dwelling units, also known as garlows or granny flats, originated in the early 20th Century. Some were living quarters for family waiting for the main house to be built. Many were used as apartment units for family members or used to provide additional income by renting them out. The additional income potential could make properties more affordable for potential homeowners in Historic Holliday Park that could use that income to help pay a mortgage or property maintenance. Additionally, the creation of more units on a property can allow for families to stay in Historic Holliday Park as they grow or need to accommodate elderly family members.

Although an accepted practice in years past, accessory dwelling units are not allowed under today's zoning code in Topeka. Just as accessory dwelling units provided a benefit to homeowners in years past they should be allowed to do the same today. This plan recommends the City consider including a provision for accessory dwelling units in a future code update.

Rental Registration

A rental property licensing and inspection program could help address the concerns about maintenance and the condition of the rental units. This can be modeled after other successful programs in neighboring cities, such as the program in Lawrence, Kansas. A rental registration would allow City staff to identify potential vacant landlords, who do not play an active role in maintenance and care of the rental property. This Plan supports a rental registration program with annual inspections for habitability and the safety of occupants. However, at this time, State legislation limits the ability of cities to inspect rental properties. If legislation changes, rental inspections should be pursued.

Voluntary Demolition

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

Neighborhood Revitalization Program

The City offers tax rebates for home improvements that increase the value of residential property by 10 percent and commercial properties by 20 percent. Improvements must be consistent with the adopted design guidelines for the neighborhood. The City's Planning and Development Services Department administers the program. Properties located within the Census Block Group considered Intensive care are eligible for a 10-year rebate at 95 percent of the tax difference. Additionally, properties located in a National, State, or Local register are eligible for a 95 percent rebate for a full 10 years, even if they are not located in an Intensive Care Block Group.

Neighborhood Character

Historic Designation/Preservation

One of the Priorities for Action from the Historic Preservation Plan is to "focus upon neighborhood preservation and revitalization as central to Topeka's outstanding quality of life." These historic neighborhoods are a focus of grassroots activity by residents who seek to enhance neighborhood character, increase property values, and improve local quality of life. The preservation and enhancement of the historic assets in Topeka's neighborhood will help achieve this grassroots goal.

Continual preservation of Historic characteristics within the neighborhood will ensure the architectural character of the neighborhood does not change. Currently Historic Holliday Park has two Historic Districts, making up 111 contributing structures, and six properties on the National Register of Historic Places due to the architectural, historical, or cultural merit of each structure.

- Charles Curtis House
- Chester B Woodward House
- Giles-Nellis House
- Devon Apartments
- Crosby House
- Park Plaza Apartments

Recognition in the Register of Historic Kansas Places, and the National Register of Historic Places offer financial incentives for contributing properties to retain their historic integrity. These incentives include federal and state income tax credits for qualified

restoration expenditures. The State of Kansas offers a state income tax credit on 25 percent of the qualified cost toward a restoration project, while the federal income tax credit is 20 percent of the same qualified costs. However, the Federal tax credit is only for income producing (rental and commercial) properties.

Projects must meet the Secretary of the Interior's Standards for Rehabilitation in order to receive the credits, which are separate from the **Design Guidelines for Rehabilitation** found on pages 57 and 58.

Within the two Historic Districts there are two types of listings, contributing and noncontributing properties. A noncontributing structure is likely due to the conditions of the structure, and significant work is likely needed for it to become contributing.

Additionally, a property can be recognized by the Local Landmark Registry, a program started by the Topeka Landmarks Commission, that recognizes and protects individual properties as well as districts that have historic significance. This is a voluntary designation and does not carry all of the stringent legal requirements of being listed on the National Register of Historic Places. Local landmarks must be maintained according to certain standards in order to prevent them from deteriorating and requires approval of the Landmarks Commission for alterations. This designation is a matter of pride for the homeowner and represents a demonstrated commitment to historic preservation. This is implemented as an overlay zoning district and can only be approved or removed through a Topeka zoning process.

Example	Housing Type	Characteristics (Typical)
	<p>Folk Victorian (1870-1910)</p> <ul style="list-style-type: none"> • 2 ½ story cross gable front 	<ul style="list-style-type: none"> ▪ Steep, irregular shaped roof ▪ Broad front porch ▪ Asymmetrical façade ▪ Textured shingle siding ▪ Trim detailing ▪ Detailed spindle work
	<p>Homestead/Craftsman (1900-20)</p> <ul style="list-style-type: none"> • 2 1/2 story front gable built to fit narrow lot 	<ul style="list-style-type: none"> ▪ Steep, front or broad-gabled roof ▪ Broad front porch ▪ Simple rectangular shape ▪ Decorative wood porch supports ▪ Trim detailing
	<p>Victorian Queen Anne (1880-1910)</p> <ul style="list-style-type: none"> • 2 ½ story cross gable front 	<ul style="list-style-type: none"> ▪ High pitched, front-gabled roof ▪ Wrap-around front porch ▪ Asymmetrical façade ▪ Textured shingle siding ▪ Trim detailing ▪ Detailed spindle work
	<p>American Four-Square (1905-25)</p> <ul style="list-style-type: none"> • 2 1/2 story hipped roof built to fit narrow lot 	<ul style="list-style-type: none"> ▪ Hipped roof ▪ Simple rectangular shape ▪ Columned front porch ▪ Decorative wood porch supports ▪ Dormer window in roof ▪ Trim detailing

Housing Infill

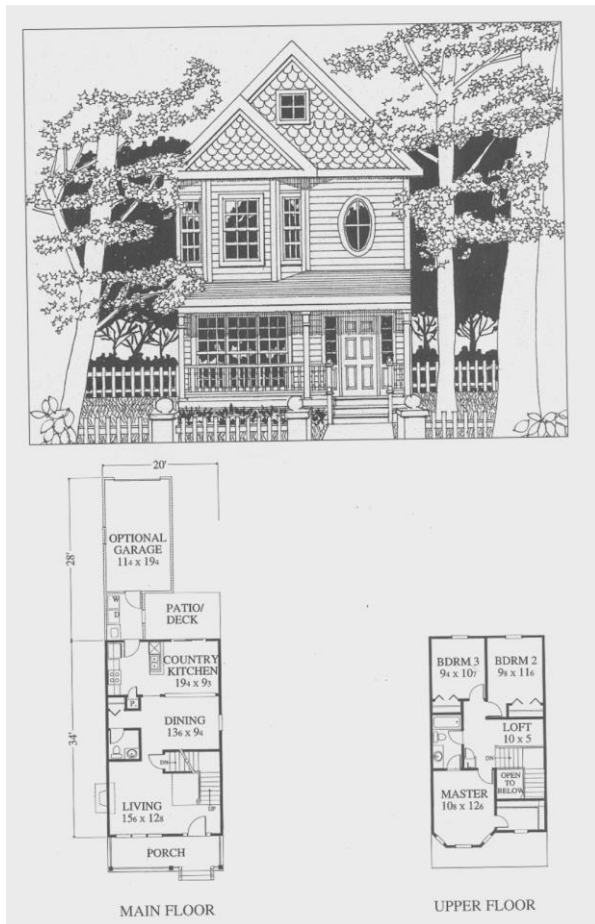
New housing can create a positive impact within its given block. Infill housing is a focus of this plan and is encouraged. There are currently 27 vacant lots within the neighborhood, many of which are prime for redevelopment. New development should respect the character, massing, and line uniformly along the block. Care should be taken to make sure new development is consistent with the block and strive to meet the design guidelines found below.



Design Guidelines

The purpose of design guidelines is to ensure that new infill housing developments blend with the existing character of Historic Holliday Park. Design guidelines are important to protect the existing neighborhood while providing resources for new housing in regards to size, form, scale, and design. The goal is to make these new homes blend seamlessly into their environs. New housing should not clash or overwhelm the neighborhood, which can take away from an area's unique identity. Incompatible infill housing will undermine the effectiveness of the revitalization strategy, making it more important to integrate the new buildings into the neighborhood. Special consideration should be considered for new buildings within the two historic districts and the design guidelines for each can be found below.

Design Guidelines for Infill Housing (Non-Historic Districts) – New housing in Historic Holliday Park should maintain high-quality standards that compliment the traditional and historic characteristics of the neighborhood. It is recommended that new infill housing have the following characteristics:



- Ideally 2 stories
- Functional front porch.
- Proportionate window to wall space.
- At least one front-gable roof pitch.
- Raised foundation.
- Consistent setbacks based upon the existing front yard setbacks of other homes within the block to retain a cohesive identity.
- Garages (attached or detached depending upon the lot size) should be placed to the rear of the house and should be clearly subordinate to the principal structure.
- Where alleys are present, it is recommended that garage access be taken from the rear of the lot or from a side street if it is a corner lot.
- Vinyl siding is acceptable; however, brick, wood, and stone materials are preferred in order to match the majority of the homes within the neighborhood.

The above example of a single-family design is considered an appropriate design for the Historic Holliday Park Neighborhood.

Design Guidelines for Infill Housing (Historic Districts) – Within the Historic Districts, more stringent design standards must be in place as these areas require a larger degree of consistency and quality of design.

- All new builds should have at least two stories in order to match the majority of the homes in the Historic Districts.
- Infill development within these areas should resemble or incorporate the architectural style inherent in the neighborhood (see page 56) and that were popular during the late nineteenth and early twentieth centuries (e.g. Tudor, Victorian, Homestead, American Four-Square, etc.).

The infill design prototypes show designs that may be appropriate for areas outside of the historic district.

Infill Design Prototypes

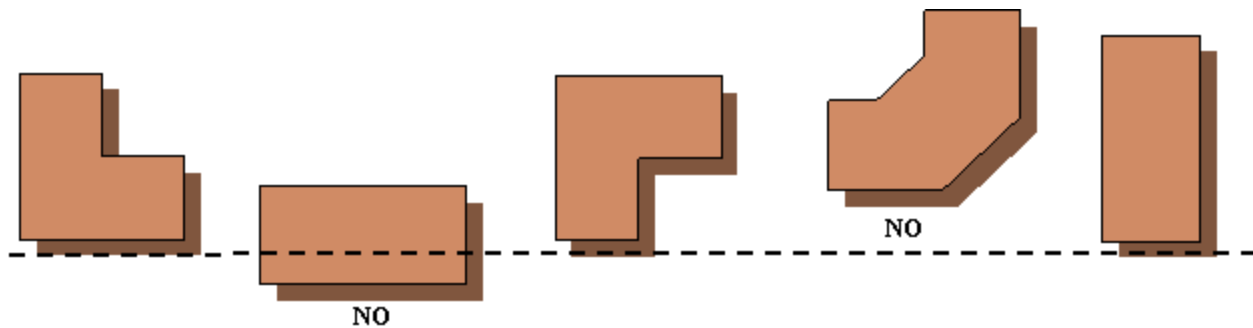


The images above are examples of single-family homes, duplexes, multi-family that would be appropriate within the neighborhood. Image 1 is a cornerstone-built duplex located along Clay Street outside of the neighborhood that incorporates many of the design features for a lower density traditional neighborhood. Image two is a cornerstone-built single-family residence built in the Central Park neighborhood. These designs take access off of the alleys. Image 3 is an infill housing unit located in Tennessee Town, which incorporates a side entry garage. I

Image 4 is the row-houses along SW Huntoon Street. New multi-family that is developed in the neighborhood should respect the character of the neighborhood. These row-houses would be appropriate within a historic district.

Massing and Form

Massing generally refers to how a given amount of space is reflected in a building design. For example, the space should be a rectangular box with no front porch and a flat roof, or two small boxes of uneven length with a covered front porch and a front gable roof. The form determines how the building is positioned on a lot. This is typically dictated by lot design and setbacks from the property line. Many of the lots within the Historic Holliday Park are platted with a 25-foot width and the form for this building may require a more linear design to maximize square footage.



Image

Image and perception of a neighborhood can be crucial for success. As people travel on the boundaries and throughout the neighborhood, they make judgements in regard to the whole neighborhood. The quality of the visual environment is vital to reinforce a positive image of the area, and send a message that Historic Holliday park is clean, neat and safe.

Code Enforcement

Enforcement of housing, zoning, and environmental codes is an ongoing city-wide program that is used to assure a minimum level of maintenance and compatible uses of properties occur. Code enforcement, when combined with programs that encourage routine property maintenance, can be an effective tool to bring homes up to minimum standards.

Tree Trimming

Overgrowth of trees and lawn vegetation contributes to an untidy appearance that detracts from the value of housing, blocks light, and can prevent grass from growing in certain areas. If nothing else, trimming back trees and vegetation would make considerable difference in appeal and safety. Until a larger contingent of owner-occupied properties exist, it will be necessary to work with the City arborist and property owners to undertake major neighborhood “trim-ups” on a yearly basis.

Anti-Blight Activities and Nuisance Prevention

Two programs to address blight and nuisance are:

- The low to moderate income (LMI) area neighborhood clean-up dumpster program.
- The Kansas Department of Corrections public infrastructure clean-up program in which crews will clean rights-of-way, curbs and gutters, sidewalks, tree trimming, brush, and weeds and grass in LMI areas.

Marketing the Neighborhood

The keys to successfully marketing a neighborhood’s assets rely on getting the word out about these assets or potential assets so the neighborhood can show them off. Historic

Holliday Park should focus on marketing the neighborhood as one for families and promote homeownership to improve the long-term stability of the neighborhood. The following strategies can help accomplish through:

Community Events Utilizing amenities in and around Historic Holliday park, the NIA can host community building events. These events could be barbecues, community building exercises and classes, and neighborhood forums. These events will allow the community to show off its pride in fun and engaging ways while allowing the NIA to gain new membership, inform the community, and collect feedback. Events like this can be applied for through DREAMS III.

Resident Recognition & Appreciation There should be an outreach committee formed by the NIA to welcome new residents (homeowners and renters) and get them involved early. Not only will this increase engagement in various community activities, but it will also increase the sense of pride and ownership within the community. Buy in from renters within the community may make them feel like they are more permanent to the neighborhood and encourage up keep and keep the residents invested.

Block Captains Where feasible, the NIA should identify “Block Captains” to serve as a point of contact for NIA information and community activities. Each captain could be in charge of one or a few blocks. This organizational pattern could take the pressure off of formal NIA leadership by allowing other members to take ownership and contribute to the neighborhood.

Welcome New Neighbors A good way to welcome new residents to Historic Holliday Park is to develop a welcoming committee that is associated with the NIA. Block captains can help alert NIA leadership to new members of the community. Reaching out to new members of the community serves multiple functions: getting to know your new neighbors and their families, help them learn more about the neighborhood, and expanding membership of the NIA.

Home Tours Proud homeowners, especially those in the historic districts, can open their homes for scheduled home tours. This will highlight the variety of architectural styles found in Historic Holliday park and inspire others to pursue rehabilitation of historically and architecturally significant homes within the neighborhood.

SW Topeka Boulevard and SW 10th Street

SW Topeka Boulevard is an edge road for the neighborhood. The uses fronting this road are primarily office uses with multiple family found on the south end of the neighborhood. The commercial use at the corner of the intersection has the highest instances of crime and should be continuously monitored for safety purposes, as residents of the neighborhood have indicated it is troublesome that it continually has a high rate of crime. Most of the office uses on this street are well established with little opportunity for a greater community asset. The apartments found toward the southern end of the neighborhood need investment and currently not well maintained.

SW 10th Street is an edge road for the neighborhood. The uses fronting this road are primarily office with commercial and multiple family. The office uses that front this road are relatively intense with three story heights and large surface parking lots. The multi-family properties are primarily single-family conversions, and provide a good transition to the less intense uses found on the interior of the neighborhood. SW 10th Street also features 10 gateway signs to the neighborhood.

Both of these edge roads are not reflective of the overall neighborhood and act as transition areas to the residential nature that makes up the interior of the neighborhood.

SW 12th Street and SW Huntoon Street

These roads are one-way pairs and provide the greatest travel throughout the neighborhood. The recently completed street project for SW 12th Street reduced the number of travel lanes within the neighborhood and provided new sidewalks to travel east/west throughout. SW Huntoon Street is scheduled to have a similar street treatment project completed in the future. The reduction in travel lanes and addition of new sidewalks makes these roads safer for pedestrian and bike travel and provide a level of traffic calming. At the edge of these roads would be a prime location for new signage to indicate they are entering the Historic Holliday Park Neighborhood. Current Neighborhood Sign Standards allow for a maximum of 8 signs per NIA. This means that if the NIA wishes to pursue new signage at this location other signs would need to be removed.

Neighborhood Signs

Neighborhood Signs are a way for NIAs to not only define boundaries, but show pride in their neighborhood. New neighborhood signage standards have been developed to guide the style and location of these signs.

A neighborhood will be limited to a monument style sign as defined by the City's Sign Code. Additionally, a neighborhood will be limited to eight signs. Historic Holliday Park already exceeds the number of signs allowed under the Neighborhood Signage Standards. While existing signage will not be removed, if the neighborhood wishes to

pursue new signage they will be required to choose the location of the eight signs, meaning some of the signs along SW 10th Street will be lost.

Gateways

Currently the neighborhood has existing signage at many of its entrance points. Future neighborhood signage requirements will limit the number of signs that can be replaced. With this in mind the Historic Holliday Park NIA should focus on a few key entrances and utilize them as gateways into the neighborhood. These potential gateways could feature a monument sign surrounded by landscaping that invite people into the neighborhood.

Circulation and Infrastructure

The existing circulation of Historic Holliday Park is not expected to change, but the conditions of the existing infrastructure need repair. The following sections will identify the types of work that will be needed and relate to Chapter 6 Implementation, and provide a greater level of detail associated with each treatment.

Streets

Map #12 shows pavement conditions throughout Historic Holliday Park. Based on these conditions and other factors, City of Topeka on call traffic engineering staff have recommended a mill and overlay as the most cost-effective pavement treatment. Where possible, these areas should focus on bringing the pavement up to a good or very good standard.

Complete Reconstruction

While not part of the DREAMS I funding, The SW Huntoon Street Project will pass through the neighborhood. This street project will reflect the work that was done on SW 12th Street producing lane reallocations, new parking, new curb and gutter, and new sidewalks.

Mill and Overlay

1. SW Fillmore Street from SW 10th Avenue to SW Huntoon Street
2. SW Western Avenue from SW 10th Avenue to SW Huntoon Street
3. SW Taylor Street from SW 12th Street to SW Huntoon Street

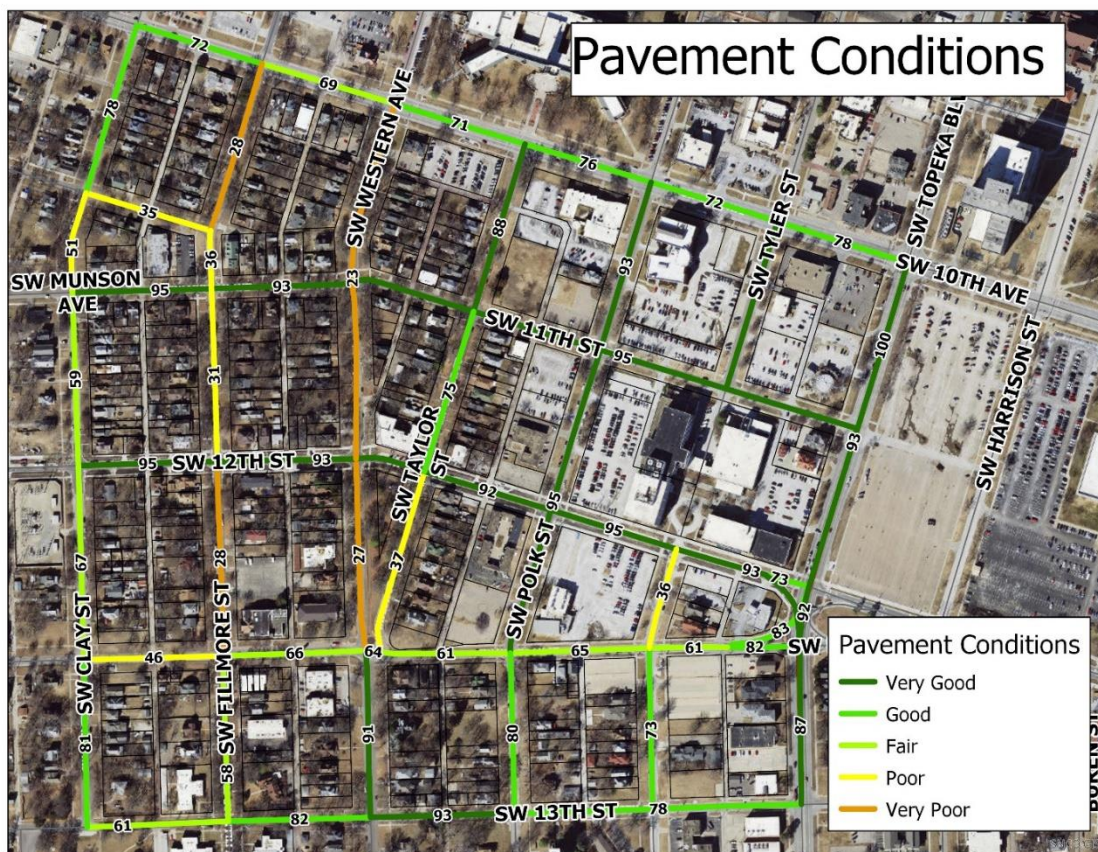
Curbing

Where replacement curbing is required due to deterioration, it shall be poured in a manner that reflects the historic characteristics of the neighborhood. This can be found in the historic infrastructure section for guidance on preferred use of formed concrete. Replacement of deteriorated curbing should be implemented in areas where the streets are being improved to ensure drainage and design are uniform.

Alleys

While not the highest priority of the neighborhood, the majority of the alleyways and approaches within the neighborhood are in bad or deteriorating condition. Most of these alleys appear to brick that have been paved over causing the deteriorating condition. Alleys within and adjacent to the target areas should be considered for repair to improve the circulation and image of the neighborhood. Understanding that there is not enough funding to repair all infrastructure in the neighborhood, alley and alley approach repairs should be considered to utilize the full \$1.7 million of the DREAMS I funding and remaining alley projects should be considered for DREAMS II and DREAMS III funding.

Map 12



Map 13



Historic Infrastructure

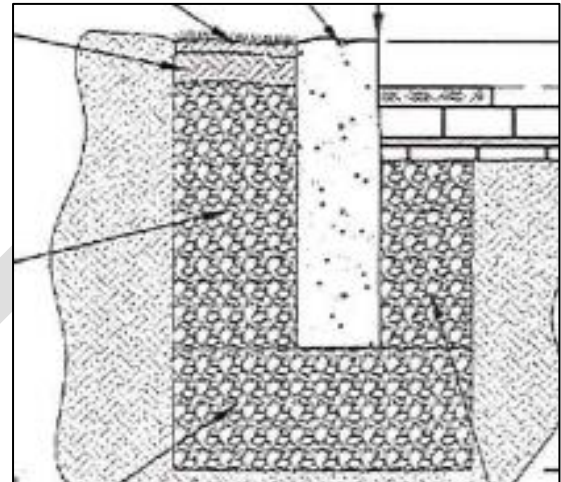
Any additional questions or items not addressed in this neighborhood plan considering historic infrastructure should be guided to [the City of Topeka's Brick Street, Alley and Sidewalk Policy](#).

Sidewalks - Generally speaking, if a brick sidewalk is in a level and maintained condition, it should be preserved if possible. It may be appropriate to replace a brick sidewalk with concrete if it is not level or is not being maintained by the property owner. Much of the brick sidewalk in Historic Holliday Park is in a condition that would warrant replacement due to non-ADA compliance, growth of weeds, and settling into the ground. It is appropriate to preserve brick sidewalks on blocks where the sidewalk on one side of the street is:

1. At least 60 percent or more brick sidewalk **AND**
2. Property maintained and level.

It should be acknowledged that the implementation section of this plan identifies large areas of brick sidewalk for removal with concrete. This decision was made with input from the Historic Holliday Park NIA, DREAMS I planning committee, and City of Topeka Engineering Division.

Curb and Gutter – Where the old limestone curbing exists and is in good condition it should be preserved. Much of the old limestone curbing was built before the streets were used for automobiles, and the deterioration has caused the curbs to be nonexistent or in a state of disrepair. Where replacement curbing is necessary, concrete should be used and built in order to retain a consistent curb height, which matches the integrity of the limestone but is more suitable for modern times.



Example of a stone curb replacement from the City of Topeka's Brick Street, Alley and Sidewalk Policy.

Streets – While the NIA felt it important to proceed with the mill and overlay of streets, as it provided the most benefit to the neighborhood, there was a desire to evaluate brick streets in the future. Where brick streets have not been milled and overlaid they should at a future time be evaluated for complete brick reconstruction.

Multi-modal Transportation

Planning for People Not Cars

Looking at Historic Holliday Park from a public health standpoint, it is important to ensure that pedestrian improvements occur alongside planning for vehicle infrastructure. It is likely that not everyone within Historic Holliday Park has access to a vehicle, or they choose to use alternative modes of transportation. This leads to residents relying on walking, biking, and other forms of public transportation. The following section includes infrastructure recommendations to create a walkable, bikeable neighborhood that promotes the goals of the Topeka Bikeways Master Plan and Topeka Pedestrian Plan.

Sidewalks

Improving sidewalks is crucial for any neighborhood. Complete sidewalk infrastructure is something people take for granted, but is essential for neighborhood connectivity, safety, and a necessity to improve access for those without cars.

Sidewalks are found throughout much of the neighborhood, but those sidewalks exhibit a wide array of conditions and materials. The sidewalk infill project will be implemented during 2023 and provided \$305,000 worth of sidewalk infill projects. These projects can be found on Map (15). The remaining sidewalks found to be in poor or very poor conditions should be considered for replacement.

Much of the sidewalks within the neighborhood are currently brick. Blocks with large segments of existing brick should be considered for brick resurfacing and not replaced with concrete. These segments should specifically be considered within the historic districts. If these segments must be replaced or the homeowner decides to have the brick replaced, consideration should be given for stamped and dyed brick. In the event that a homeowner with brick sidewalks wishes to keep their brick, they will be notified prior to replacement and required to notify the City and ensure their brick sidewalk is ADA compliant.

Map 14



Map 15



Bike and Bus Routes

Map #16 shows current bike routes as well as current bus routes through the Historic Holliday Park neighborhood.

The City completed its Bikeways Master Plan in 2012 and was selected to be part of KDOT's Transportation Alternatives (TA) program for Phases I and II of the implementation. City-wide, Phase I was granted \$1,400,000 and Phase II was granted \$223,075.

Bike Route 7: 10th/15th Street Bikeway

This route is primarily on street and features sharrows. Traveling east to west with trail connections. It will connect to paths along Robinson Middle School, Deer Creek Trail, and the edge of Mt. Hope Cemetery.

Bike Route 8: Clay/25th Street Bikeway

This L-shaped route that connects central Topeka to Lake Shawnee. Currently marked with Sharrows this path runs by Meadows Elementary School, Mater Dei School, Cair Paravel Latin School and Robinson Middle School.

Bike Route 13: Huntoon Bikeway

Being implemented as part of the Huntoon Street and 12th Street improvement, this east to west route will have road modifications to provide one-way bike lanes on 12th Street and Huntoon Street. It will connect landmarks like Brown V. Board of Education, Williams Magnet School, Washburn Technical School and the Wanamaker Corridor.

Bike Route 22: 11th Street Bikeway

This east-west connecting route is made up almost completely of on-street routes, but will feature a bicycle boulevard configuration along SW 11th Street. This route provides access to Gage Park, Topeka High School and the Topeka & Shawnee County Public Library.

Bus Route 10: 10th Avenue

This route connects Historic Holliday Park to locations like the Topeka Zoo, Walmart located on Wanamaker, and West Ridge Mall traveling along SW 10th Avenue and SW Wanamaker.

Route #10 Bus Stops Summer 2023

Outbound:

10th and Tyler
10th and Washburn
10th and Gage (Zoo Parkway)
10th and Meadow (Fairlawn)
Walmart West (Outbound Only)
West Ridge Mall

Inbound:

West Ridge Mall
10th and Meadow (Fairlawn)
10th and Gage (Zoo Parkway)
10th and Washburn
10th and Tyler

Bus Route 12: Huntoon Street

Temporarily routed along SW 10th Street due to the 12th Street closure, this route connects Downtown Topeka to the Huntoon Corridor ending at the Walmart located on Wanamaker.

Route #12 Bus Stops Summer 2023

Outbound:

12th and Tyler
12th and Washburn
12th and Mission (Gage)
Huntoon and Fairlawn
Walmart West

Inbound:

Walmart West
Huntoon and Ashworth (Wanamaker)
Huntoon and Belle (Fairlawn)
Huntoon and Gage
Huntoon and Lane
Huntoon and Harrison

Bus Route 17: 17th Street

This route connects Historic Holliday Park to Walmart located on Wanamaker via Wanamaker and 17th Street.

Route #17 Bus Stops Summer 2023

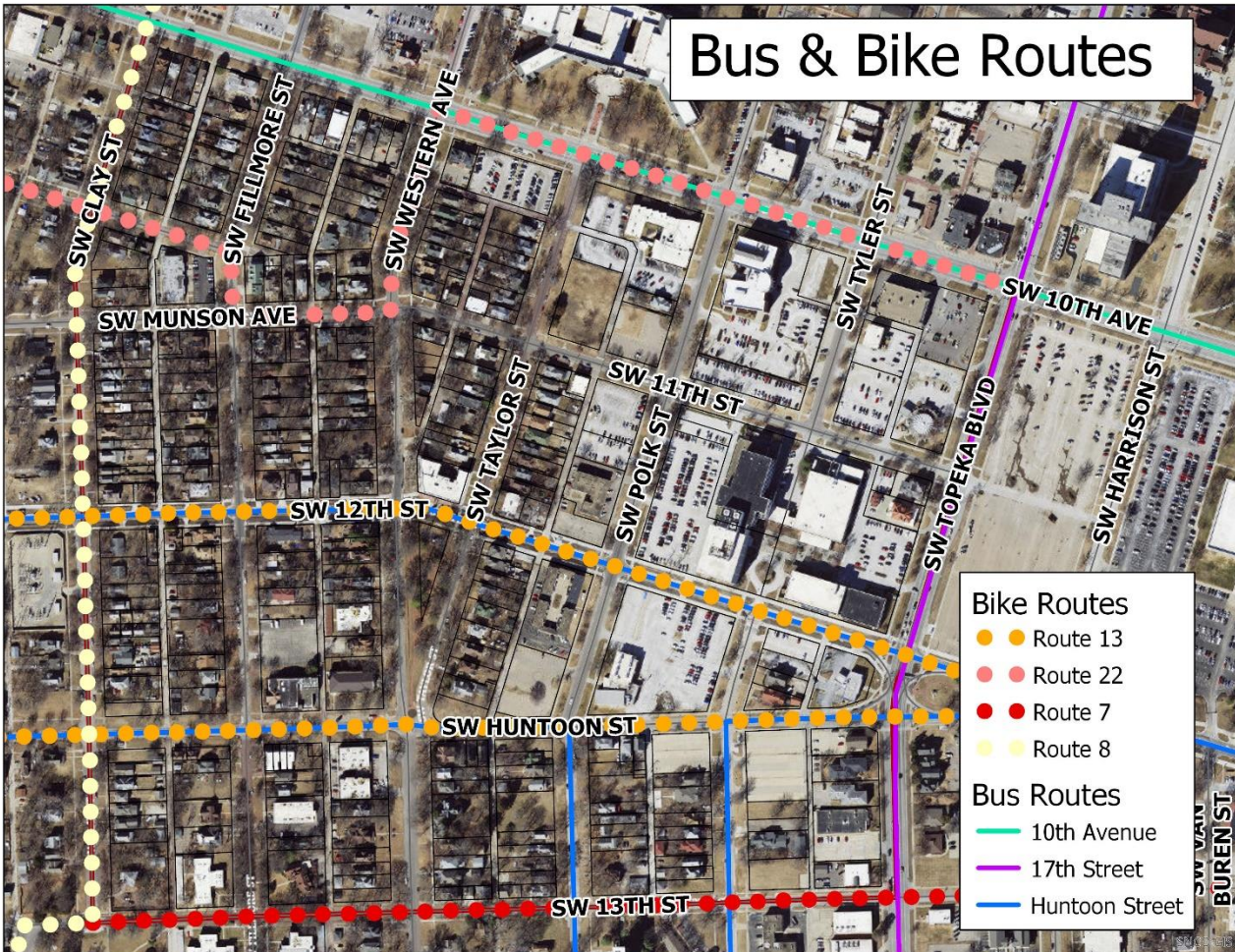
Outbound:

Topeka and 17th
17th and Lane
17th and Gage
17th and Fairlawn
Walmart West

Inbound:

Walmart West
17th and Fairlawn
17th and Gage
17th and Lane
Topeka and 15th

Map 16



Parks and Open Space

Holliday Park

Owned and maintained by Shawnee County, Holliday Park is a 0.3-acre neighborhood park that contains brick sidewalks, iron fencing, a memorial, fountain and playground. The playground is scheduled for improvements by Parks and Recreation in 2024. Shawnee County Parks and Recreation staff should work with the Historic Holliday Park NIA to develop a plan for renovations that identifies not just short-term projects, but long-term projects as well. Residents have expressed concerns related to the use/feasibility of the fountain long term as it has continuous maintenance concerns. The location of the fountain currently allows for frequent vandalism, and relocation and reuse of the fountain may be better suited.

Adopt-A-Park

Adopt-a-park programs are good ways for neighborhoods, school groups, churches businesses, etc. to assist local governments with the ongoing maintenance of park facilities. The local government gets the benefit of volunteer labor and the sponsoring group(s) get the benefit of “ownership” of a community resource. With an abundance of small businesses, Topeka High School and other organizations closely located next to Historic Holliday Park, creating a partnership with Shawnee County Parks and Recreation Department would potentially allow the neighborhood to provide greater input into the future of the park.

Community Gardens

Community gardens provide a huge opportunity to a neighborhood. Not only can vacant land be put to use, but residents can have access to locally grown healthy food. These gardens can help to build community spirit and provide educational activities to community members of all ages. The neighborhood should work with Topeka Common Ground, an all-volunteer organization that coordinates garden resources, to develop community gardens within Historic Holliday Park.

CHAPTER 6

Implementation

Implementation

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

Key Action Priorities

Meeting with the Historic Holliday Park Steering Committee identified specific strategies for implementation.

DREAMS I Infrastructure Projects

Historic Holliday Park infrastructure projects were primarily focused on creating the most impact for the most people. This approach allowed the DREAMS I money to be maximized focusing on pavement improvement, sidewalk replacement, and curb and gutter replacement. Projects will be prioritized based upon the target areas, with some lesser desired projects like alleyway projects being unfunded projects.

Housing:

HUD funds will allow residents to apply for and receive funds to rehabilitate single-family housing within the neighborhood. City of Topeka Staff will begin to reach out to properties within the primary and secondary target areas so evaluation for income requirements can be fully vetted prior to funds being allocated. If housing rehabilitation funds are not fully utilized DREAMS I funds could be utilized towards a new-build project, coordinated by Cornerstone or Habitat for Humanity.

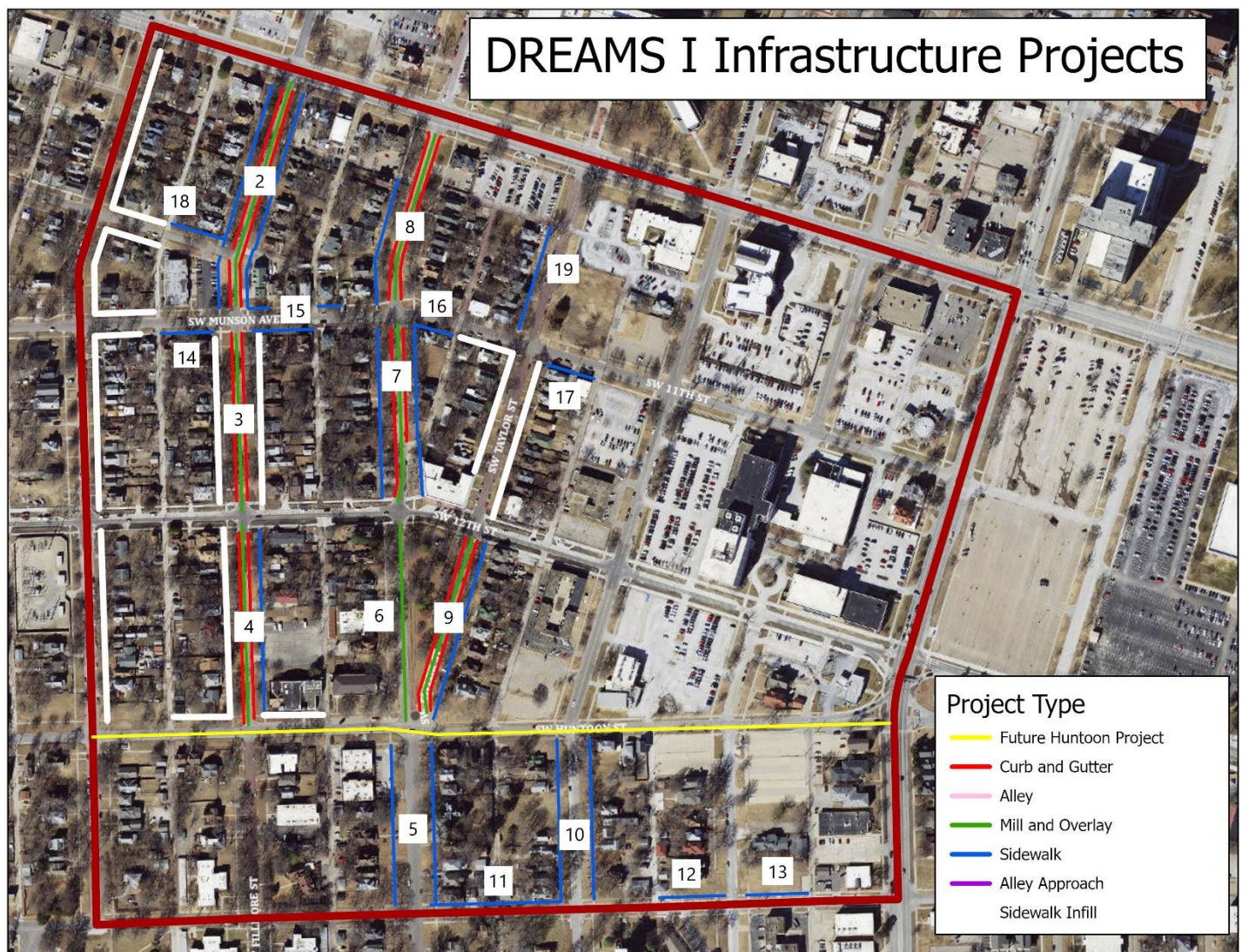
Non-DREAMS I Potential Projects:

Tables:

The tables below show the estimated cost and timing of infrastructure projects for the proposed target areas, as well as other infrastructure recommendations of the plan. By utilizing mill and overlays to address pavement and with the sidewalk infill investment from the City of Topeka, projects can be completed across a large segment of the neighborhood. While this typically goes against what was seen in the previous SORT practices, the neighborhood viewed this as an opportunity to create the greatest amount of curb appeal and make the neighborhood more attractive. It is anticipated that all four of the target areas will receive at least one project.

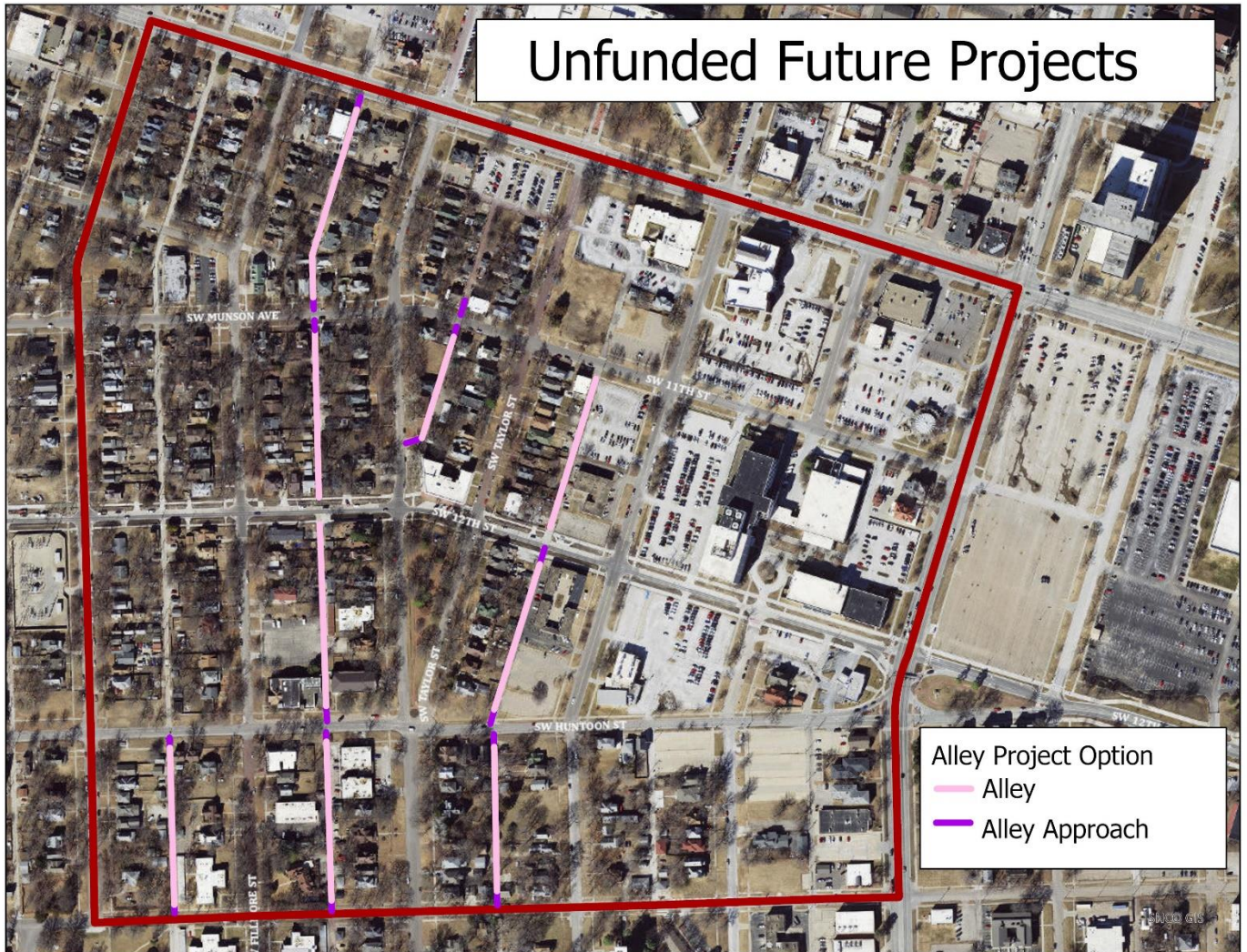
Important Note: The priorities and cost estimates for infrastructure and housing rehabilitation projects in the neighborhood are provided for **informational purposes only** and should not be fully relied upon for future costs or as actual bids for future projects. Increases in material costs, overhead,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

Map 17



DREAMS I INFRASTRUCTURE PROJECTS						
Project #	Street	From	To	Target Area #	Treatment	Cost + Contingency (10%)
2 A	Fillmore	10th	Munson	1	Mill & Overlay	\$45,778
2 B	Fillmore	10th	Munson	1	C & G	\$102,960
2 C	Fillmore	10th	Munson	1	Sidewalk - Concrete	\$95,040
3 A	Fillmore	Munson	12th	1	Mill & Overlay	\$35,680
3 B	Fillmore	Munson	12th	1	C & G	\$102,960
4 A	Fillmore	12th	Huntoon	4	Mill & Overlay	\$39,382
4 B	Fillmore	12th	Huntoon	4	C & G	\$102,960
4 C	Fillmore	12th	Huntoon	4	Sidewalk - Concrete - East Side Only	\$47,520
2-4 Misc				1	Concrete Walkway Replacement	\$51,480
2-4 Misc				1	Concrete Driveway Replacement	\$79,200
5	Western	13th	Huntoon	2	Sidewalk - Concrete	\$79,200
6	Western	Huntoon	12th	4	Mill & Overlay	\$69,300
7 A	Western	12th	Munson	3	Mill & Overlay	\$37,407
7 B	Western	12th	Munson	3	C & G	\$82,368
7 C	Western	12th	Munson	3	Sidewalk - Concrete	\$87,120
5-7 Misc				3	Concrete Walkway Replacement	\$17,160
5-7 Misc				3	Concrete Driveway Replacement	\$26,400
8 A	Western	Munson	10th	3	Mill & Overlay	\$37,407
8 B	Western	Munson	10th	3	C & G	\$85,800
8 C	Western	Munson	10th	3	Sidewalk - Concrete	\$19,800
9 A	Taylor	Huntoon	12th	4	Mill & Overlay	\$44,095
9 B	Taylor	Huntoon	12th	4	Curb	\$86,658
9 C	Taylor	Huntoon	12th	4	Sidewalks - Concrete	\$43,560
10	Polk	13th	Huntoon	2	Sidewalks - Concrete	\$79,200
11	13th	Western	Polk	2	Sidewalks - Concrete	\$63,360
12	13th	Polk	Tyler	2	Sidewalks - Concrete	\$15,840
13	13th	Tyler	Topeka	2	Sidewalks - Concrete	\$15,840
14	Munson	Clay	Fillmore	1	Sidewalks - Concrete - South Side Fillmore Side	\$11,880
15	Munson	Fillmore	Western	3	Sidewalks - Concrete - Mixture Both sides N & S	\$23,760
16	11th	Western	Taylor	3	Sidewalks - Concrete	\$9,108
17	11th	Taylor	Polk	3	Sidewalks - Concrete	\$22,968
18	11th	Clay	Fillmore	1	Sidewalks - Concrete	\$63,360
19	Taylor	10th	11th	4	Sidewalks - Concrete E side only	\$41,184
					Total	\$1,719,957

Map 18

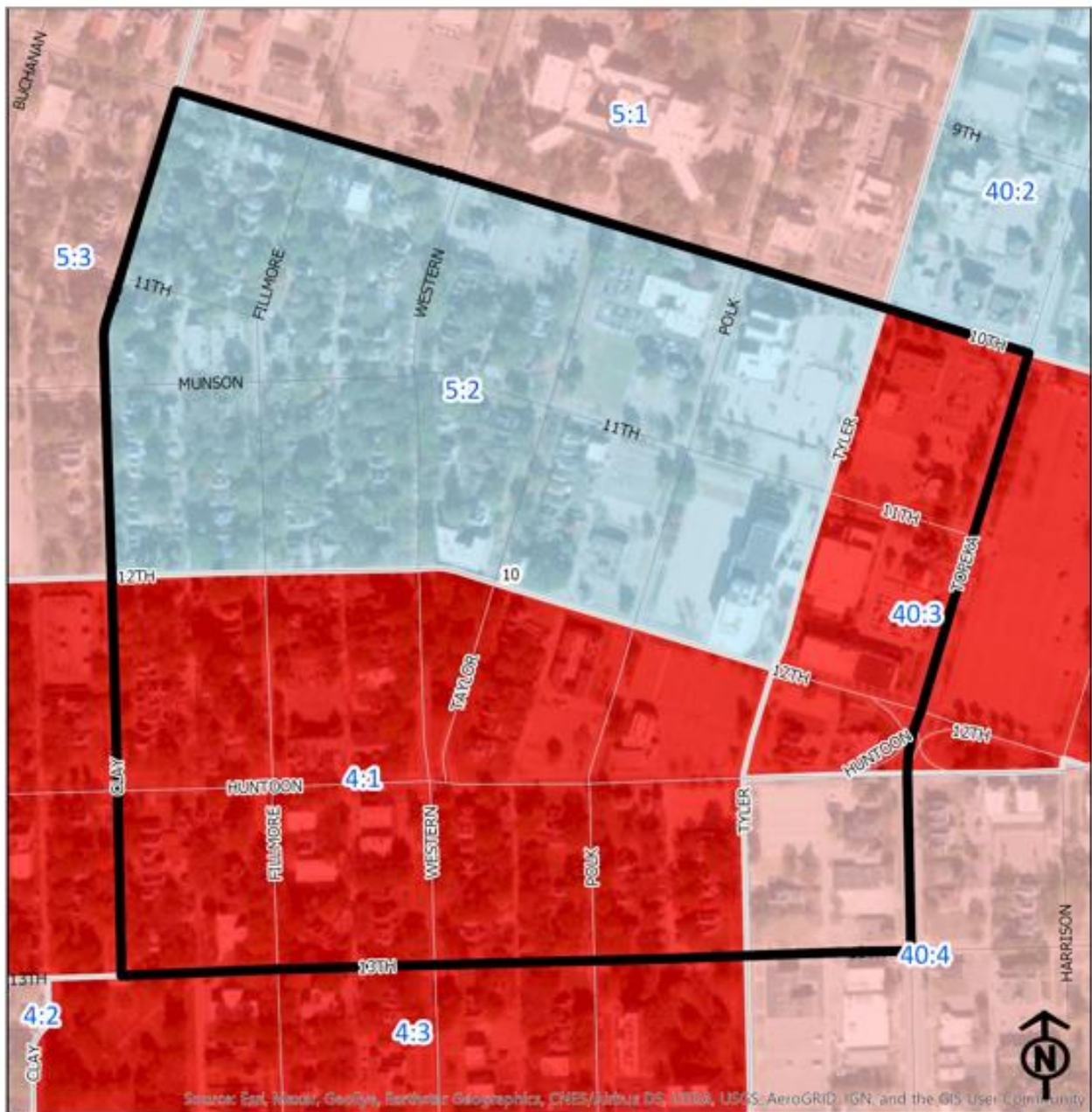


Remaining Unfunded Projects						
Project #	Street	From	To	Target Area #	Treatment	Cost + Contingency (10%)
20 A	Clay & Fillmore	Huntoon	13th	4	Alley Approach S	\$9,000
20 B	Clay & Fillmore	Huntoon	13th	4	Alley Approach N	\$9,000
20 C	Clay & Fillmore	Huntoon	13th	4	Alley Reconstruction	\$110,405
21 A	Fillmore & Western	Huntoon	13th	2	Alley Approach S	\$9,000
21 B	Fillmore & Western	Huntoon	13th	2	Alley Approach N	\$9,000
21 C	Fillmore & Western	Huntoon	13th	2	Alley Reconstruction	\$110,405
22 A	Fillmore & Western	12th	Huntoon	4	Alley Approach S	\$9,000
22 B	Fillmore & Western	12th	Huntoon	4	Alley Reconstruction	\$125,775
23 A	Fillmore & Western	Munson	12th	1/3	Alley Approach N	\$9,000
23 B	Fillmore & Western	Munson	12th	1/3	Alley Reconstruction	\$114,193
24 A	Fillmore & Western	10th	Munson	1/3	Alley Approach S	\$9,000
24 B	Fillmore & Western	10th	Munson	1/3	Alley Approach N	\$9,000
24 C	Fillmore & Western	10th	Munson	1/3	Alley Reconstruction	\$119,064
25	Western/Taylor	10th	11th	3	Alley Approach S	\$9,000
26 A	Western/Taylor	11th	12th	3	Alley Approach S	\$9,000
26 B	Western/Taylor	11th	12th	3	Alley Approach N	\$9,000
26 C	Western/Taylor	11th	12th	3	Alley Reconstruction	\$70,356
27 A	Western/Polk	Huntoon	13th	2	Alley Approach S	\$9,000
27 B	Western/Polk	Huntoon	13th	2	Alley Approach N	\$9,000
27 C	Western/Polk	Huntoon	13th	2	Alley Reconstruction	\$105,534
28 A	Taylor/Polk	12th	Huntoon	4	Alley Approach S	\$9,000
28 B	Taylor/Polk	12th	Huntoon	4	Alley Approach N	\$9,000
28 C	Taylor/Polk	12th	Huntoon	4	Alley Reconstruction	\$121,229
29	Taylor/Polk	11th	12th	3	Alley Reconstruction	\$114,193
					Total	\$1,126,154

CHAPTER 7

Appendix

Appendix A: Neighborhood Health Data



Legend

- Healthy
- Out Patient
- At Risk
- Intensive Care

"Vital Signs" Which Determine Neighborhood Health Include:

- 1) % of Persons Below Poverty Level
- 2) Part 1 Crimes Per Capita
- 3) Average Residential Property Values
- 4) % of Owner Occupied Homes
- 5) Number of Boarded Houses

Block Groups

HISTORIC HOLLIDAY PARK

Vital Signs	Block Group (Pop. 2019)	2000	2003	2007	2011	2014	2017	2020
1) % Persons Below Poverty	4:1 (603)	21%	33%	33%	22%	18%	17%	48%
	5:2 (334)	18%	29%	29%	12%	31%	22%	6%
2) Public Safety (Part 1)	4:1	(Intensive Care)	46	42	47	28	20	29
Crimes per 100 People	5:2	(Intensive Care)	38	24	29	18	18	21
3) Average Residential Property Values	4:1	\$30,730	\$29,160	\$44,070	\$54,590	\$50,688	\$48,209	\$54,233
	5:2	\$41,000	\$42,380	\$55,455	\$64,350	\$64,670	\$59,528	\$68,209
4) Single Family Home Ownership	4:1	39%	43%	36%	47%	34%	42%	45%
	5:2	56%	62%	42%	58%	45%	52%	48%
5) Boarded Houses/Unsafe Structures	4:1	4	3	1	1	1	1.00	2.00
	5:2	2	0	0	3	0	0	0
6) Neighborhood Health Composite (Rating)	4:1	1.8	1.4	1.8	2.0	2.4	2.2	1.4
	5:2	2.2	2.2	2.2	2.4	2.6	2.8	2.8

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

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Appendix B: Kickoff Meeting Summary

During the March 2023 Historic Holliday Park Kickoff Meeting three guiding questions were asked.

- What is one thing you want to preserve about Historic Holliday Park (Strengths)?
- What is one thing you would fix or change about Historic Holliday Park (Weaknesses)?
- How do you see Historic Holliday Park in 15 years (Opportunity?)

The following section will outline the answers provided by the residents at that meeting.

What is one thing you want to preserve about Historic Holliday Park?

- Preservation of Historic Homes (What is the process)
- Preserve the feeling of family
- Flags that designate the park
- Activities in the Park
- Historic Distinction and Features
- Highlight the historic nature
- Retail within the neighborhood
- Sustainable retail
- Asphalt off of the brick
- No more milling bricks (pavement)
- Preserving and strengthening the park
- Fountain running
- Restore or reinvent the entryways to the neighborhood
- The NIA (sense of community and coming together)
- Lights around the park (more lighting in general)
- Value BCBS for valuing their property
 - Staying within the neighborhood
 - Their steady presence

What is one thing you would fix or change about Historic Holliday Park?

- No grocery store in a food desert/access to fresh foods
- Crime
- Businesses and owners that don't care for their property
- Offsite/absentee landlords
- Abandoned/Vacant homes
- The quantity of sketchy apartment buildings
- Trash in alleys and streets
- Homeless population going through trash (See-click-fix)

How do you see Historic Holliday Park in 15 years?

- Place to feel comfortable raising your children
- Clean, neat, and safe
- Community retail
- Realtors want to see in the neighborhood and don't talk down upon
- USD 501 is great and brings families in
- Change the narrative
- Homes restored to original high quality
- Increase in owner occupancy
- Single-family unit homes (reconversion)

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Appendix C: Housing and Infrastructure Surveys

Criteria used to evaluate **HOUSING** structural defects

Minor Defects – deficiencies correct during the course of regular maintenance.

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

Intermediate Defects – deficiencies serious enough to require more extensive repair than required by regular maintenance.

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

Major Defects – condition of structural components which can be corrected only by major repairs.

- Holes, open cracks, rotted or missing material in foundations, walls, roofing, porches, columns, etc.
- Sagging or leaning of any portion of house indicating insufficient load bearing capacity: foundation, walls, porches, chimneys.
- Defective conditions caused by storms, fires, floods or land settlements.
- Inadequate or poor quality material used in permanent construction.
- Inadequate conversion for use involved.

- Major deteriorated or dilapidated out building or garage.
- Evidence of a lack of, or inadequate indoor plumbing such as no roof vents.

Category	Definition		
Building/Properties	Minor Defects	Intermediate Defects	Major Defects
Sound (3 points)	<5	1	0
Fair (2 points)	0	2	0
	1	2	0
	2	2	0
Deteriorating (1 point)	Any	Any	<5
	3	2	0
	Any	3	0
	Any	>2	0
Dilapidated (0 points)	Any	Any	5+

BLOCKS

SOUND

Average 3.0 – 2.51 points per block

MINOR DETERIORATION

Average 2.5 – 2.01 points per block

INTERMEDIATE DETERIORATION

Average 2.0 – 1.61 points per block

SIGNIFICANT DETERIORATION

Average less than 1.6 points per block

Criteria used to evaluate **infrastructure** defects

SIDEWALKS:

3= No defects sidewalk

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

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

0= Major defects- No sidewalks

CURBS AND GUTTERS:

3= No defects in curbs and gutters

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

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

0= Major defects- None existent; drainage ditches

STREETS:

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

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

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

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

BLOCK AVERAGES

No defects- 3.0 - 2.41

Minor repairs/maintenance issues- 2.40 – 2.11

Intermediate repairs- 2.10 – 1.81

Major repairs/total construction or replacement- < 1.80

Appendix D: Historic Districts

