Many Boats…

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

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

- Physical Development/Land Use Guide
- Market-Based (10 yrs)
- Aspirational (>10 yrs)
- Aligns 9 districts together ("plans within a plan")
• Welcome
  • Civic pride, high aesthetic, authentic
• Activate
  • Living, workspace, co-work, 3rd spaces
• Compliment
  • Mix of uses, extend stay
• Connect
  • Walkable
Value Per Acre

Downtown Topeka Parcels
Tax Value Per Acre
- No Taxes Paid
- 0 to $2500
- $2500 to $5000
- $5000 to $10,000
- $10,000 to $20,000
- $20,000 to $40,000
- $40,000 to $80,000
- $80,000 to $160,000
- $160,000 to $320,000
- $320,000 to $640,000

Employment Trends
Downtown Topeka
- Downtown contains 60% of the region's office space
- Average Downtown wages are 18% higher than the rest of the region's
- Downtown contains 24% of the city's jobs in less than 2% of the land area

Source: Census 2019 (tax), KANSAS, Bureau of Labor Statistics, Development Strategies (m&d), and 2018 county.
### PEOPLE

<table>
<thead>
<tr>
<th>Young Professionals</th>
<th>Mid-Career &amp; Empty Nesters</th>
<th>Students</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Target Demo(s)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Singles/Couples</td>
<td>Empty Nesters Professional Couples</td>
<td>Graduates Undergraduates</td>
</tr>
<tr>
<td><strong>Peak Activity Hours</strong></td>
<td>Early Evening Weekends</td>
<td>Evening Weekends</td>
</tr>
<tr>
<td>Evening/Late Evening Weekends</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Income</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$35,000-$45,000</td>
<td>$70,000-$75,000</td>
<td>$20,000-$25,000</td>
</tr>
<tr>
<td><strong>Product Types</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apartments - New and Rehabbed</td>
<td>Townhomes and Condo Apartments</td>
<td>Apartments</td>
</tr>
<tr>
<td><strong>Tenure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80% Renter</td>
<td>20% Renter</td>
<td>100% Renter</td>
</tr>
<tr>
<td><strong>Level Of Support</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High</td>
<td>Moderate</td>
<td>Low</td>
</tr>
</tbody>
</table>

### PRODUCTS

<table>
<thead>
<tr>
<th>New Construction</th>
<th>Townhomes</th>
<th>Rehabbed Apartments</th>
<th>For-Sale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Avg. Rent Per Month</strong></td>
<td>$850-$1,200</td>
<td>$1,000-$1,650</td>
<td>$200K-$350K+</td>
</tr>
<tr>
<td><strong>Unit Sizes (Sq. Ft.)</strong></td>
<td>600-950</td>
<td>1,100-1,650</td>
<td>1,500-2,500</td>
</tr>
<tr>
<td><strong>Avg. Rent Per Sq. Ft.</strong></td>
<td>$1.29-$1.50</td>
<td>$0.90-$1.10</td>
<td>$120-$150+</td>
</tr>
</tbody>
</table>

**Demand**
- New Construction: ± 350
- Townhomes: ± 100
- Rehabbed Apartments: ± 175
- For-Sale: ± 250
MARKET CONCLUSIONS

HOUSING
900
New Housing Units

RETAIL
690K
Supportable SF

OFFICE
300K
New/Rehabbed SF

HOSPITALITY
200
New Rooms
“There is not enough development opportunity to reinvent all areas of downtown that need reinvestment today”

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

**Recommendation:**
Make investments that are carefully targeted and optimally located for increasing chances of success
Downtown Topeka

- Downtown Topeka – 740 acres
- Downtown Lawrence – 100 acres
Urban Village

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

10 Year Market Demand

[Chart showing market demand for housing, hotel rooms, office, and retail with percentages for each category.

Tower

- Bold Indicates Existing Sq. Ft.
- 31,500 sq. ft.
- No new units
- No new beds
- No new sq. ft.

Click the Image to view the full Tower District Plan*
Urban Village

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

10 Year Market Demand

<table>
<thead>
<tr>
<th></th>
<th>HOUSING</th>
<th>HOTEL ROOMS</th>
<th>OFFICE</th>
<th>RETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

No new units | No new beds | No new sq. ft. | 31,500 sq. ft.

No new sq. ft.

*Click the Image to view the full Tower District Plan*
Residential Village and Sports Complex
Historic Kansas Avenue

Historic Mixed Use Centerpiece

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

10 Year Market Demand

- **Housing**: 20% (200 units) | No new beds
- **Hotel Rooms**: 80% (40,000 sq. ft.) | 4,000 existing beds
- **Office**: 20% (293,000 sq. ft.) | 7,000 sq. ft.

*Click the Image to view the full Historic Kansas Avenue District Plan*
Envisioning Quincy Street

Before

After
Office and Catalyst

Convention Center Hub

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

*Click the Image to view the full Office and Catalyst District Plan*
Arts & Park Destination

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

*Click the Image to view the full NOTO/River North District Plan*
**Government Green Space**

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

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**10 Year Market Demand**

- **Housing**
  - 8% of total
- **Hotel Rooms**
  - 92% of total
- **Office**
  - 0% of total
- **Retail**
  - 13% of total

*Click the Image to view the full Capitol District Plan*
7th and Van Buren
Van Buren

New Residential Corridor

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

10 Year Market Demand

- **HOUSING**: 250 new units
- **HOTEL ROOMS**: No new beds
- **OFFICE**: 20,000 sq. ft. Class A
- **RETAIL**: 36,000 sq. ft. 65,000 sq. ft.

*Click the Image to view the full Van Buren District Plan*
Envisioning Van Buren
River South

Innovation District

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

10 Year Market Demand

*Click the Image to view the full River South District Plan*
1st and Van Buren
1st Street

Before

After
Industry and Re-Use

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

10 Year Market Demand

- **HOUSING**
  - 18%
  - 82%

- **OFFICE**
  - 11%
  - 89%

- **RETAIL**
  - 0%
  - 100%

- **HOTEL ROOMS**
  - 3%
  - 97%

- **CLASS A**
  - 75,000 sq. ft.
  - 45,000 sq. ft.

- **90 new units**
- **No new beds**
- **10,000 sq. ft.**
- **Bold Indicates Existing Sq. Ft.**

- **River to Rail**

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

Local Government Hub

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

10 Year Market Demand

- Housing
- Hotel Rooms
- Office
- Retail

*Click the Image to view the full Civic District Plan*
### District Totals

**10 year**

#### Housing
- Capitol District
- NOTO/River North District
- River South District
- Civic District
- Office & Catalyst District
- Tower District
- Historic Kansas Avenue District
- River to Rail District
- Van Buren District

- **915 Units**

#### Hotel Beds
- Capitol District
- NOTO/River North District
- River South District
- Civic District
- Office & Catalyst District
- Tower District
- Historic Kansas Avenue District
- River to Rail District
- Van Buren District

- **300 New Beds**

#### Office
- Capitol District
- NOTO/River North District
- River South District
- Civic District
- Office & Catalyst District
- Tower District
- Historic Kansas Avenue District
- River to Rail District
- Van Buren District

- **320,000 sq. ft. of Class A**

#### Existing Retail
- Capitol District
- NOTO/River North District
- River South District
- Civic District
- Office & Catalyst District
- Tower District
- Historic Kansas Avenue District
- River to Rail District
- Van Buren District

- **705,000 sq. ft.**

- **213,000 sq. ft. of proposed new retail**
Demographics

**DEMOGRAPHIC SUMMARY**

**KEY FACTS**

- Population: 1,983
- Median Age: 38.4
- Households: 709
- Median Disposable Income: $13,342

**INCOME**

- Median Household Income: $14,294
- Per Capita Income: $9,878
- Median Net Worth: $9,916

**EDUCATION**

- No High School Diploma: 16%
- High School Graduate: 45%
- Some College: 30%
- Bachelor’s/Grad/Prof Degree: 9%

**EMPLOYMENT**

- White Collar: 48%
- Blue Collar: 24%
- Services: 27%
- Unemployment Rate: 29.0%

This infographic contains data provided by Esri. The vintage of the data is 2020, 2025.
Office and Catalyst History

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

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

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

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

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

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

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

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

D-1 Zoning - Designed to facilitate a compatible mixed use activity center within the core area of downtown Topeka. The district is predominately composed of state offices, as well as local and federal facilities, commercial and retail uses. The district includes compatible residential, office, civic, and commercial retail/service uses which complement and support a high density of activity and facilitate pedestrian usage.

D-2 Zoning - Intended to integrate a compatible mixed use activity with urban residential neighborhood. The district includes a balance of compatible residential, office, cultural, and neighborhood commercial retail/service uses of low to moderate intensity that complement and support neighborhood residential areas and pedestrian usage.

D-3 Zoning - Intended to reestablish the linkage between downtown and the Kansas River. The district includes industrial, commercial and office uses as primary uses and housing as a secondary use. Land use in this zoning district should emphasize the relationship between downtown and the river, as well as expand cultural opportunities in the general downtown area.
Historic Kansas Avenue Circulation/Complete Streets

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

### Quincy Street 6th Avenue to 10th Street

<table>
<thead>
<tr>
<th>Type/Location</th>
<th>Recommendation</th>
<th>Complete Streets Typology</th>
<th>Ped</th>
<th>Bike</th>
<th>Bus</th>
<th>Car</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conversions</strong>&lt;br&gt;(1-way to 2-way)</td>
<td>Jackson St. (10th Ave to 6th Ave)</td>
<td>Main Street</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Lane Reallocation</strong>&lt;br&gt;(Removal of Travel Lanes)</td>
<td>Quincy St. (10th Ave to 8th Ave) - Street treatment to create pedestrian friendly environment. See Below.</td>
<td>Main Street</td>
<td>⬤</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
</tr>
<tr>
<td><strong>No Change</strong></td>
<td>Kansas Avenue</td>
<td>Main Street</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6th Avenue</td>
<td>Mixed Use Boulevard</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>7th Street</td>
<td>Main Street</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>8th Avenue</td>
<td>Main Street</td>
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<td>⬤</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>9th Street</td>
<td>Main Street</td>
<td>⬤</td>
<td>⬤</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>10th Avenue</td>
<td>Mixed Use Boulevard</td>
<td>⬤</td>
<td>⬤</td>
<td></td>
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</tr>
</tbody>
</table>
Design Standards

Typical Façade Architectural Features

Traditional Vertical and Horizontal Demarcation of Primary Building Façade

- Upper Cornice
- Parapet
- Detailed Masonry
- Lintel
- Windows
- Window Mullions
- Window Sill
- Intermediate Cornice
- Pilasters
- Columns with Base
- Lower Cornice
- Streetfront Lighting
- Entablature with Signage
- Transom
- Secondary Entrance
- Primary Entrance
- Streetfront Window
- Base Plate or Panel

1. Streetwall
2. Streetwall height no more than 1 story above adjacent buildings
3. Two story addition above existing
4. New Addition
5. Upper 2 levels cut back 20-feet from existing streetwall
6. Streetwall height no more than 1 story above adjacent buildings
“If you don’t see it,
before you see it,
you will never see it”

-Anonymous

Takeaway:
We need to have believable vision