

PRELIMINARY DESIGN FOR THE 500 BLOCK
ON THE WEST OF KANSAS AVENUE IN TOPEKA, KANSAS
AS A PART OF DOWNTOWN REVITALIZATION

BY

MOHD TAUQIR VANDAL

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Approved by:

Bernd Foerster
Professor Bernd Foerster (major)

Professor F. Gene Ernst (member)

Professor Ray Weisenburger (member)

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CHAPTER ONE

INTRODUCTION

Downtown is and has been the heart of the city. Its health is essential to that of the urban organism. In a city, it is a highly urbanized area, containing a complete range of urban functions not only in the fields of business and civic administration but also in cultural, recreational, social and spiritual activities. In recent decades, its attractiveness in most cities has decreased due to lack of attention, financial support, physical improvement and because of outmigration of the residents.

"At the beginning of 19th century, virtually every aspect of economic and social life took place in the CBD (Central Business District). The CBD was the terminus of transportation lines, the site of the major industries, and the hub of commercial and professional activity. Naturally, governmental bodies were also located in the heart of the business district. Employees could live fairly near to their jobs, and since the major form of transportation was one's own two feet, schools, retail stores, and factories had to be close to residences. With the development of the horse streetcar in the late 19th century and the streetcar in the early 20th century, people could move to the relative serenity of a "streetcar

suburb" (Basile, 1980).

When this outmigration was aided by the Federal Housing Administration, enabling the middle class to buy new housing in the suburbs, retail development followed the population to the suburbs. In spite of all this, downtowns have not completely faded, they still house the offices of major corporations and government offices which attract the people for different purposes during the day time. The problem is what happens in downtowns after working hours, "everyone who works in the CBD goes home at five O'clock after work leaving an uninhabited, unloved, untended, dangerous core area, even less attractive, more insecure, and more disorganized in social and security terms" (Redstone 1976).

Topeka is the state capital of Kansas with a population of approximately 160,000 inhabitants. The problems of downtown Topeka (Fig. 1) are not very different from the downtowns of many other cities. Downtown Topeka has traditionally served as a major commercial center and focal point for the entire state. It is the site of the capitol and related state offices and business functions. Downtown Topeka is the major employment center, with approximately 30,000 jobs located in the downtown.

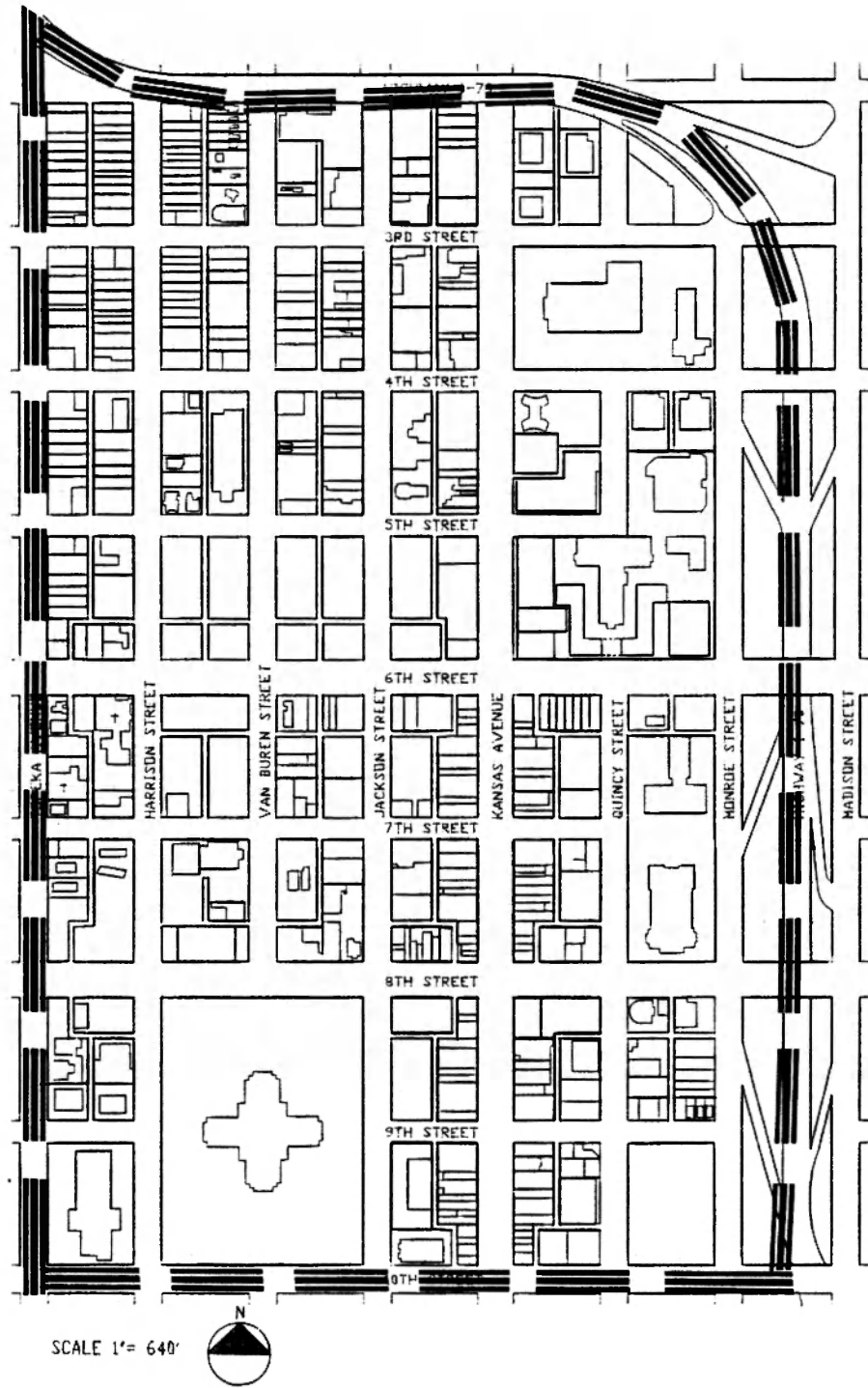


FIG 1. DOWNTOWN TOPEKA

In the past, downtown has also been the major retail center for the surrounding region, although the development of outlying shopping areas has tended to alter this function in recent years. Because of the commercial development patterns, the traditionally strong retail base of the central area has suffered a significant decline. Several vacancies exist within the core. Many of the buildings in the central area were constructed in the late nineteenth and early twentieth century and are now showing signs of age and deterioration. Several portions of the downtown particularly around its edges, seem to be underutilized and poorly maintained. Adjoining residential neighborhoods have also declined.

In spite of all this, about 30,000 people spend half of their working hours on weekdays in the downtown area. During this time the downtown area is very lively, however, the problems which are camouflaged at this time become very evident after office hours are over and on weekends. Without specific reference to Topeka, Jane Jacobs in her book The Life and Death of Great American Cities has stated "To see what is wrong, it is only necessary to drop in at any ordinary shop and observe the contrast between the mob scene at lunch and the dullness at other times. It is only necessary to observe the deathlike stillness that settles

on the district after five thirty and all day Saturday and Sunday" (Jacobs, 1961).

It is beyond doubt that there have been efforts to reinforce and strengthen the downtown area of Topeka in the recent past. Major office developments have occurred in the central area. Beautification and streetscape improvements have been undertaken along Kansas Avenue in the primary retail area. Several individual businessmen and property owners have renovated and rehabilitated older buildings and other efforts are in progress. But "what is needed is a continuous day and night activity in a secure, relaxed, and socially conducive atmosphere" (Redstone, 1976).

It is felt that either the past efforts to revitalize downtown Topeka are misdirected or there is some major deficiency in the previous revitalization schemes. To find out what is wrong, and to recommend an approach to solving the problem, a thorough analysis of the master plan, which is being followed for the revitalization of the downtown, becomes essential.

The purpose of this study is to analyze the social and physical conditions in the Topeka downtown. Based on the

analysis, which will be mainly conducted by analyzing the existing master plan and related surveys, available from the Topeka Shawnee County Metropolitan Planning Commission, it is intended to outline recommendations for the revitalization of downtown Topeka, defined as the area bounded by I-70 on the east and north, Topeka Boulevard on the West and the twelfth street on the south. The emphasis of this study will be on developing a program for the development and doing detail preliminary design of a block west of Kansas Avenue between Fifth and Sixth streets (Fig-2), which would include adaptive use of the two existing buildings and an infill with a new structure, based upon the recommendations.

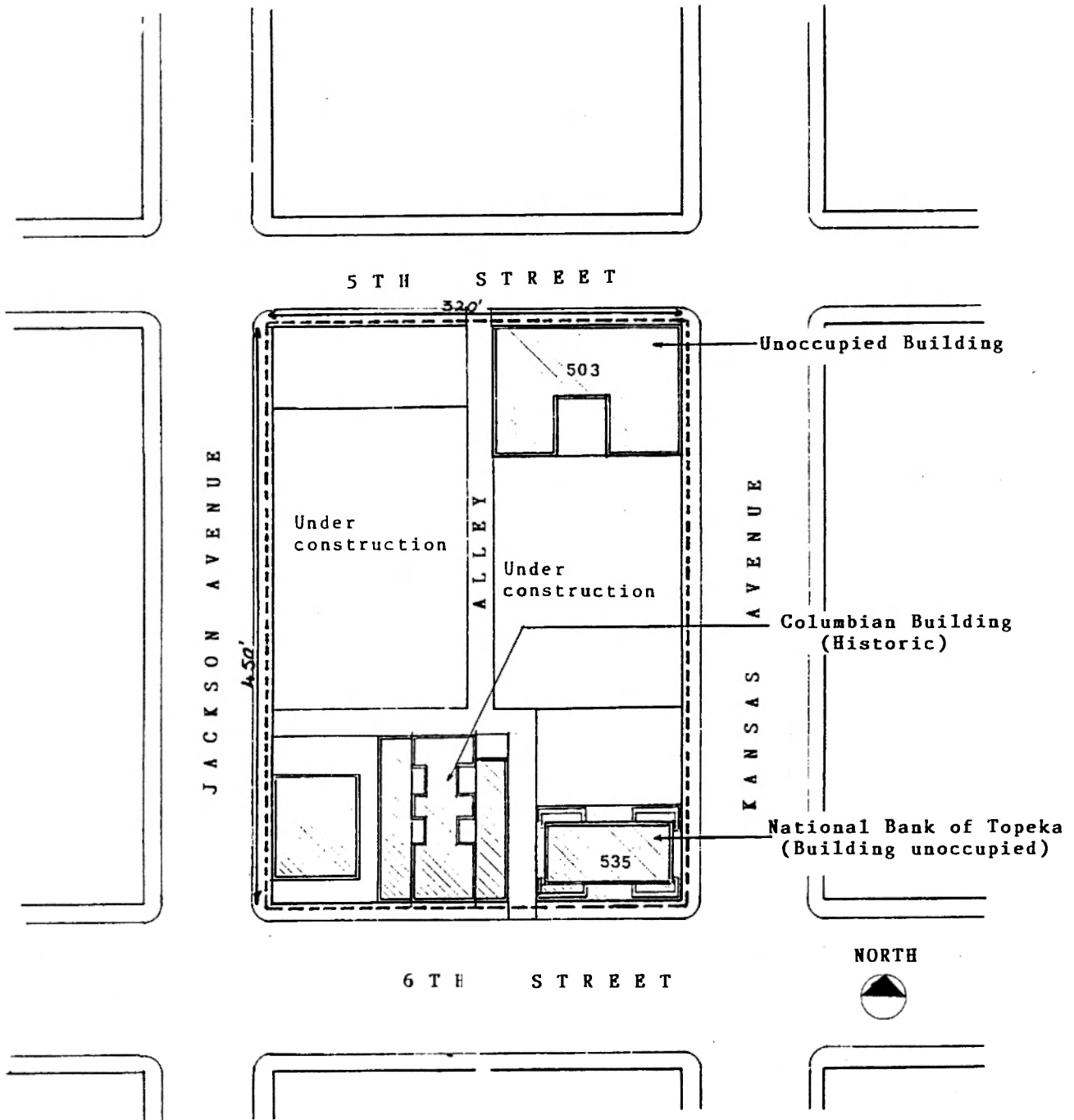


FIG.2. 500 BLOCK ON THE WEST OF KANSAS AVENUE

HISTORICAL BACKGROUND OF TOPEKA, KANSAS.

Topeka, in its more than a century old history, has confronted a considerable amount of crests and ebbs, such as, wars, revolutions, fire, windstorms, earthquakes, floods, tornadoes, but none gave the city a pause long enough to hamper "its efforts to establish and maintain its growing place in the sun" (Bird, 1985). The city was founded in 1854 by anti-slavery free staters after passage of the Kansas and Nebraska Act which created Kansas and Nebraska territories. The site chosen was near the Kansas river, where the Oregon trail crossed. The city, whose name probably means a 'good potato river' in the Kansa Indian tongue, was incorporated in 1857 and became the state capital when Kansas was admitted to the Union in 1861 (Ibid p.4).

Topeka's first neighborhood began near the river bank on December 5th, 1854, with a construction of a log cabin. Although the cabin got partially burnt within a week, the city started growing then, as the incoming people on trails began settling in this free state. The city grew gradually until the civil war, then its course was interrupted for a few years, followed by a few boom years (Ibid p.34). By 1888, approximately 3,000 buildings were constructed including many notable office buildings, such as, the

Thatcher building, Wolf's Jewelry at 725-727 Kansas avenue, the Crawford and the Knox buildings. (Topeka-Shawnee county Master plan report 3, 1962). The building boom and the first flush of real prosperity after the Civil War were crushed by a series of misfortunes that slowed much of the business all across the plains states.

By the turn of the century Topeka's economy regained its stability and resumed its disrupted development once again. "Businessmen promoted the city's advantages, the population slowly grew, and fashionable homes gradually lined Topeka avenue" (Bird, 1985).

By 1950, Topeka encountered numerous fluctuations in its economy, which includes the financial crash of 1929, the ten years of economic depression, and influences of the two world wars. One of the major catastrophes of the economic depression was the decline of the city's Downtown, which has been at its apex by then. The degeneration of the Topeka Downtown started in late 1940s, when the city began to spread, residential areas expanded mainly towards the southwest and with them a major decentralization of facilities and shopping centers, in mid 1950s, took place.

"Private businessmen [in the] downtown attempted to

combat the growing number of suburban shopping centers by making cosmetic alterations the length of Kansas Avenue. New storefronts, benches, and shrubbery, pedestrian crosswalks, and nearby parking lots were characteristic" (Bird, 1985). The effort of downtown revival were not confined to the businessmen only, the city commission, chamber of commerce and the Downtown Topeka Association also contributed by trying to attract major chain stores to the area. Although Macy's and Montgomery Ward,s opened stores in the area, this accomplishment was counterbalanced by the inception of White Lakes Mall between Kansas Avenue and Topeka Boulevard north of Thirty-seventh street.

With the establishment of the city planning commission in 1920s, a strong move of urban renewal started and like other urban renewal operations throughout the United States in the early 1960s, Topeka's was also a simple bulldozing act which stripped away some of the oldest and perhaps most historic part of the city (Ibid, p 114). It was not long before the city realized the loss. To prevent this devastating solution of urban renewal, the Topeka Shawnee county Metropolitan Planning Commission conducted a historic architecture survey in 1974, Remembrances in Wood, Brick and Stone. Topeka, which identified historic sites and districts for future considerations.

The increase of new building construction that began in the sixties and seventies subsided at the beginning of the 1980s and an interest in building renovation developed. While some dilapidated, neglected buildings are torn down from time to time, historic preservationists have tried to stem the tide, and defacement of older buildings has decreased markedly since the years when whole city blocks were demolished. Many old buildings have been recently preserved such as, The Crawford Building at Sixth and Jackson streets and the Columbian Building on Sixth street.

Several stores in downtown have been renovated into miniature shopping malls. With the realization of the fact, among the downtown businessmen, that the downtown will never be the sole retail shopping district again, plans for redevelopment of the area in order to attract customers are underway (Bird, 1985). However, Topeka downtown is constantly losing business to outlying shopping centers and its becoming difficult to attract new business in the area.

REVIEW OF THE RELATED LITERATURE

Literature related to downtown revitalization is wide spread and diverse, however, literature related to social conditions in cities does not deal directly with the downtowns. Social conditions in a city are attributed to the presence of people on streets through out day and night. These people should be on the streets at different time for different reason. The presence of people on streets throughout day and night could only be assured if there are different uses in an area , cites which have just one type of activity concentrated in an area, for example an office district cannot assure a day and night activity in that area as the area would tend to die off after the office hours.

Charles J. Holahan (1982) in his book Environmental Psychology with reference of Jacobs (1960) and Hartman (1963) has emphasized on the mixture of activities for social life in inner city districts. In Holahan's book which mainly deals with environment and behavior studies, a term "street ballet" taken from Jane Jacobs, is defined as a day and night continuous activity in street possible only if there are a number of uses in the area.

William H. Michelson (1976) in his book Man and his

urban environment has attributed sociability of a city to the presence of people during and after working hours. To achieve such sociability, in any part of the city is only possible if there are such uses which attract people during different times of a day.

William Whyte (1980) conducted a study entitled "The street life Project" where he observed behavior of people in downtown urban spaces in New York. Whyte's research led to some useful understanding as to why some urban spaces work and why some don't. He emphasizes on introduction of usable open spaces within downtowns, such as plazas, which could encourage people to socialize thus becoming an important part of urban life of downtowns.

Victor Gruen (1973) in his book, Centers for the urban environment , Survival of the cities, also has emphasized on having more than one use in the urban cores. He gives primary importance to residential activity among all the activities which should be present in the urban cores. Gruen (1973) also suggests mixed used developments, which he calls 'Multifunctional Centers', over simple use developments or 'unifunctional center'.

CHAPTER TWO

Interpretation of Jacobs four conditions into applicable guidelines for downtown Topeka

Jacobs (1960) in her book The Life and Death of Great American Cities has attributed success of downtowns to the diverse conditions present in the area, such as diversity of uses (primary and secondary), diversity of building conditions, and diversity of living conditions. To support her argument she examines the Morning Side Heights in New York City and the North End in Boston. Based on her experience, primarily in these two areas, she has presented four conditions to generate diversity which, she says, are indispensable. These four conditions are basis of this study.

One must realize that her experience is primarily in densely populated urban areas of big cities. The conditions to generate diversity in smaller cities could be different as " the big cities are natural generators of diversity and prolific incubators of new enterprises and ideas of all kinds". (Jacob, 1961). Therefore it becomes necessary to analyze the conditions presented by Jacobs and to study their applicability to smaller cities like Topeka.

JACOBS' FOUR CONDITIONS

1. " The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two. These must insure the presence of people who go outdoors on different schedules and are in the place for different purposes, but who are able to use many facilities in common."(Jacobs,1961)

In this condition Jacobs has first emphasized having more than two primary uses in an area. Primary uses "are those which in themselves, bring people to a specific place because they are anchorages." (Ibid, p.161) Offices, factories, and dwellings are primary uses. Certain places of entertainment, education and recreation could also be termed as primary uses and so can museums, libraries and galleries. Though Jacobs does not refer to them directly, secondary uses are those which are there to support the function and/ or the people involved in primary uses. Such uses are also important to the diversity of an area.

Jacobs' second emphasis is on the presence of people in the area. The primary and secondary uses should insure the presence of people in the streets at different times. If there are primary uses, supporting the presence of people only at a fixed time of the day, it would not help to

create diversity in the area during the whole day, as the streets would tend to be empty after a certain hour.

Therefore to have effective diversity during the whole day, people should use the streets at different times, that is, there should be primary uses which attract people at times other than regular office hours, and second, people should be using the same streets. If the paths of the users are separated or buffered from one another, it would prevent a major asset of the cities, namely, the possibility of interaction between diverse groups.

APPLICABILITY TO TOPEKA CONDITIONS

The first condition could be applied to any size and type of city. What one has to be sure about is that the uses are appropriate for the conditions and scale of the city.

Topeka is commuter rather than pedestrian oriented, therefore the applicability of Jacobs' first condition to Topeka could be questioned, as her experience is mainly in pedestrian oriented cities. It should be realized that what Jacobs emphasizes is the presence of people and not whether a city should be commuter or pedestrian oriented. Therefore the mix of primary and secondary uses should

encourage the presence of people in the street at different times of the day.

Another point to be noted is that a city the size of Topeka may not be able to support as many primary uses as big cities like New York and Boston, but still there could be more than two primary uses to have effective diversity in the downtown.

2. " Most blocks must be short; that is, streets and opportunities to turn corners must be frequent" (Jacobs, 1961). In this condition Jacobs emphasizes on people having more than one opportunities to reach a destination.

In a situation shown in Figure 3a, people who do not have more than one way to reach their destinations A and B would follow the paths shown. This prevents the diverse groups, that is people going to the destinations A and B, and people present in other streets, from having any sort of visual contact with each other, which could affect the safety of the streets and economic viability of commercial enterprises on other streets.

This situation also contradicts Jacobs' first condition of having the presence of people in streets for different

purposes at different times. In a situation shown in figure 3b where people have more than one opportunity to reach destinations A and B, they could chose any of the shown paths. This would improve the chances of visual contact among the diverse groups on the streets and could possibly increase the clientele of the commercial enterprises and the safety of the streets. It is understood that this would mean less people on some streets and more on the others. Having an opportunity of distributing people on all streets is more desirable than the situation in figure 3a.

APPLICABILITY TO TOPEKA CONDITIONS

This condition is applicable primarily to new developments, but if there is an opportunity to provide passageways in an already developed block, they should be made available.

It should be noted that Jacobs, in describing this condition, refers to blocks which are 800' long whereas in Topeka no block is more than 450' and there are alleys within these blocks which provide additional opportunities to vary one's path. In Topeka one needs to be concerned that these alleys are used and not neglected.

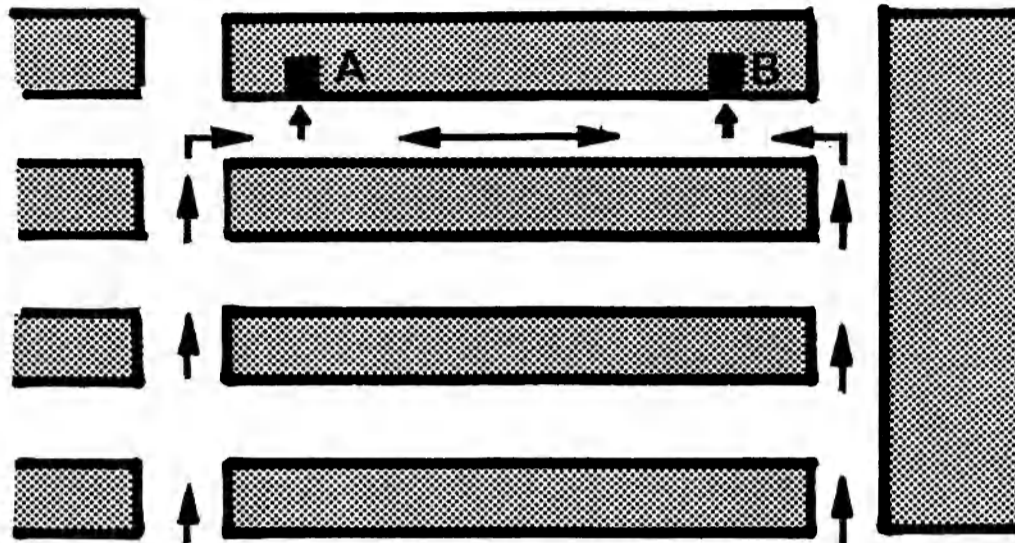


fig. 3a

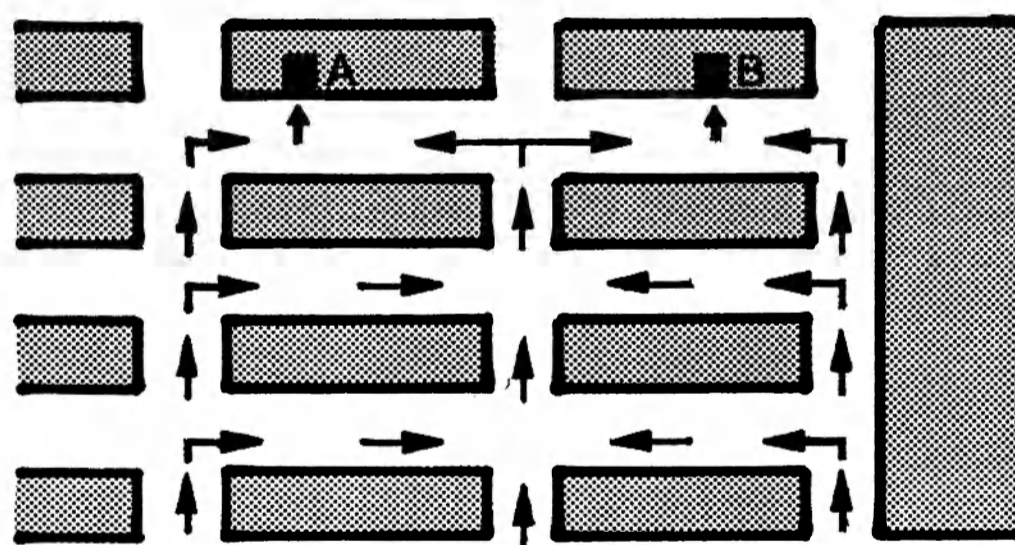


fig. 3b

FIG.3 JACOBS' SECOND CONDITION: SHORT BLOCKS

3. " The district must mingle buildings that vary in age and conditions, including a good proportion of old ones so that they vary in economic yield they must produce. This mingling must be fairly close-grained."(Jacobs, 1961)

In this condition, Jacobs emphasizes the need for both new construction or costly renovation that attracts well established enterprises, as well as lower rent facilities that can house businesses with lower profit margins.

"If you look about, you will see that only operations that are well established, high-turnover, standardized or heavily subsidized can afford, commonly, to carry the costs of new construction. Chain stores, chain restaurants and banks go into new construction. But neighborhood bars, foreign restaurants and pawn shops go into older buildings. Supermarkets and shoe stores often go into new buildings; good bookstores and antique dealers seldom do."(Ibid, p188.)

It should be noted that the essence of this condition is to have some low cost buildings by retaining old buildings in an area.

APPLICABILITY TO TOPEKA CONDITIONS

This third condition could also be applied to any size and type of city as there are generally some old buildings

in all urban cores. Downtown Topeka has a few fairly new buildings and also some well maintained old buildings. A few of the old buildings are being or have already been renovated or restored. These buildings are or will be supporting uses which are well-established, have high turnover or are standardized. Beside these, there are some buildings which house low turnover secondary uses. There are some buildings which are either fully or partially vacant, which could be used to attract more primary and secondary uses.

4. "There must be a sufficiently dense concentration of people, for whatever purpose they may be there. This includes dense concentration in the case of people who are there because of residence."(Jacobs, 1961)

In her first condition Jacobs emphasized the uses to draw people into a district, whereas in this condition the emphasis is on keeping people in the district. In her definition Jacobs has given examples of residential areas, as her experience is with dwelling oriented districts. This does not mean that this condition cannot be met in the areas which are not primarily residential. The idea is to have people present in an area at different times and to

achieve a good mix of all types of uses including residential.

APPLICABILITY TO TOPEKA CONDITIONS

This condition could be applied directly only to big cities with a dense population. In a small city like Topeka it may be difficult to attract people to live in the downtown area as they can commute from their residences to the downtown in about 10 to 15 minutes. Therefore, what should be done first is to strengthen the residential areas adjacent to downtown and then introduce some residences into the downtown. It may also be possible to cater to special groups like senior citizens or young urban professionals.

In the following chapter social and physical conditions in downtown Topeka have been analyzed. These analysis were based on Jacobs four conditions for diversity and were mainly conducted by analyzing existing master plan and related surveys.

CHAPTER THREE

ANALYSIS OF THE SOCIAL AND PHYSICAL CONDITION

IN DOWNTOWN TOPEKA

Topeka is the state capital of Kansas with approximately 160,000 inhabitants. The problems of downtown Topeka are not very different from the downtowns of other cities. Downtown Topeka has traditionally served as a major commercial center and focal point for the entire state. It is the site of the capitol and related state offices and business functions. Downtown Topeka is a major employment center, with approximately 30,000 jobs located in the downtown.

In the past, downtown has also been the major retail center for the surrounding region, although the development of outlying shopping areas has tended to alter this function in recent years. Because of the commercial development patterns, the traditionally strong retail base of the central area has suffered a significant decline. Several vacancies exist within the core. Many of the buildings in the central area were constructed in the late nineteenth and early twentieth century and are now showing signs of age and deterioration. Several portions of the downtown, particularly around its edges, seem to be under utilized and poorly maintained. Adjoining residential

neighborhoods have also declined.

In spite of all this, about 30,000 people spend half of their working hours on weekdays in the downtown area. During this time the downtown area is very lively, however, the problems which are camouflaged then, become very evident after office hours are over and on weekends. Without specific reference to Topeka, Jane Jacobs in her book The Life and Death of Great American Cities has stated "To see what is wrong, it is only necessary to drop in at any ordinary shop and observe the contrast between the mob scene at lunch and the dullness at other times. It is only necessary to observe the deathlike stillness that settles on the district after five thirty and all day Saturday and Sunday" (Jacobs, 1961).

It is beyond doubt that there have been efforts to reinforce and strengthen the downtown area of Topeka in the recent past. Major office developments have occurred in the central area. Beautification and streetscape improvements have been undertaken along Kansas Avenue in the primary retail area. Several individual businessmen and property owners have renovated and rehabilitated older buildings and other efforts are in progress. But "what is needed is a continuous day and night activity in a secure,

relaxed, and socially conducive atmosphere" (Redstone, 1976).

Either the past efforts to revitalize downtown Topeka were misdirected or there is some major deficiency in the previous revitalization schemes. To find out what is wrong, and to recommend an approach to solving the problem, a thorough analysis of the master plan, which is being followed for the revitalization of the downtown, becomes essential.

ANALYSIS OF THE MASTER PLAN

Existing Land Use

Objective:-

To inventory and record the existing use of all parcels of land within the downtown study area, and to identify land-use conditions, vacancies and issues related to primary and secondary uses, that should be addressed in the recommendations.

Methodology:-

The Land use survey, already existing in the Master plan, has been used for the purpose of this study. Some updating was required as the existing survey was conducted in 1981 during the preparation of the Master Plan. To bring the information up to date, aerial photographs and personal

inspection were used. Specific Land uses as recorded in the Master Plan are as follows:

-residential land uses

..single family

..two family

..multi-family

-commercial land uses

..retail and whole sale trade

..commercial Services

..office

-industrial land-uses

..supply, distribution and ware housing

..metal products manufacturing

-public / semi-public land Uses

..governmental

..institutional/educational

-other uses

..parking

..vacant parcels

..vacant building/floor area

..auto-related use

..mixed use

Figure 4. Existing land-use, indicates how each parcel of land within the downtown study area is currently utilized at the ground level.

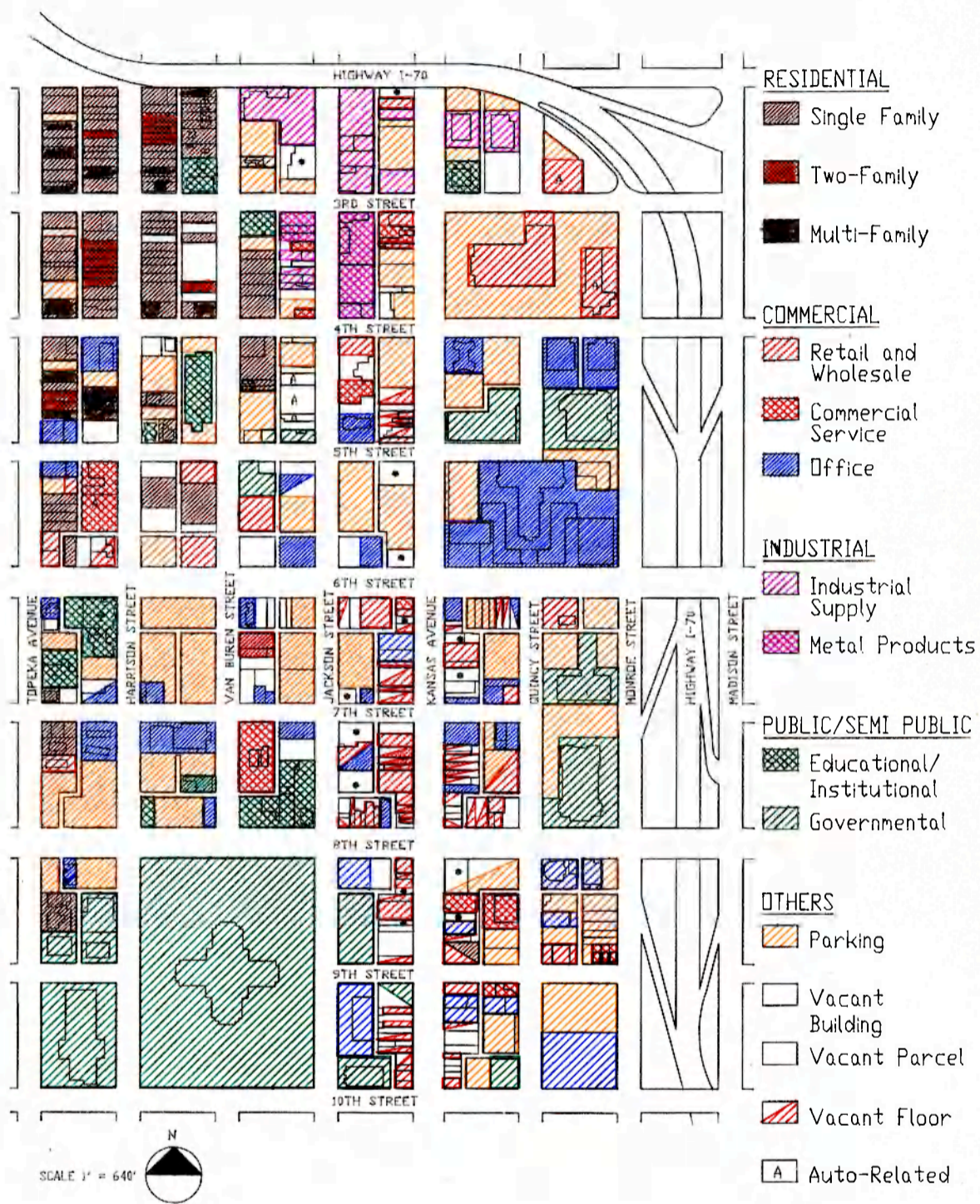


FIG.4 EXISTING LAND USE

(source: Downtown Topeka Master plan 1981, updated 1988).

Discussion:-

The downtown study area includes a nearly rectangular area of approximately 260 acres, (Downtown Topeka Master Plan, 1981) bounded by 2nd street on the north, Interstate 70 on the east, 10th street on the south, and Topeka Avenue on the west. The area includes a wide range of commercial, industrial, public and semi-public, as well as residential land uses.

Commercial land use:-

The study area includes several different types of commercial uses. The primary retail area is arranged in a linear pattern along both sides of Kansas Avenue. Most of the retail businesses are concentrated within the two-block portion of Kansas Avenue between 7th and 9th streets, though several shops and stores are located to the north and south of these blocks. The blocks facing Kansas Avenue have traditionally been the heart of downtown, and the major focal point within the community. However, with the construction of outlying shopping malls and other peripheral commercial development, the retail function of downtown has been weakened. Several vacant commercial buildings exist along Kansas Avenue between 6th and 10th Street, and many buildings, with ground floor occupants,

have vacant upper floors.

A number of commercial service establishments are scattered throughout the study area. Some of the major commercial services are Kansas Power and Light and South Western Bell Telephone company. Kansas Power and Light also operates a steam plant facility at 7th and Van Buren.

The Blocks to the northwest of the study area, generally north of 6th and west of Kansas Avenue, have a number of auto-related commercial services, though there are some similar services on the southern portion of Quincy Street also.

Offices are quite numerous within the study area. Office use is the major "primary use" in the area. Offices are widely scattered throughout the downtown, and except for the north western residential area generally every block contains at least one office use.

Industrial land use:-

Relatively little industrial development exists within the downtown study area. The industrial land use is concentrated mainly on Jackson and Kansas Ave., north of 4th street.

Public and semi-public land use:-

Downtown Topeka is the site of numerous federal, state and municipal offices. While governmental facilities are scattered throughout the study area, there are three areas where they are concentrated. The State Capitol in the south-west corner of downtown is the largest and includes blocks to the east and west and the Judicial Center to the south.

The two-block area along the east side of Quincy between 6th and 8th streets currently contains the Municipal Auditorium and County Court House. The area along Quincy between 4th and 5th streets contains several federal government facilities.

A smaller cluster of governmental facilities is located near the intersection of 5th and Van Buren. Several other public and semi-public uses are scattered throughout downtown. Most of these are located in the western half of the study area.

Residential land use:-

There is a concentration of residential uses in the northwestern portion of the study area, particularly in the

blocks north of 4th street and west of Van Buren. Other than these predominantly residential blocks, there are small pockets of residential structures in blocks which are largely commercial including blocks along Topeka Ave., Van Buren, and Harrison. Residential areas also border the downtown on the east, west and south.

Other land uses:-

Remaining land-use activity includes parking lots and structures as well as vacant land and vacant buildings or floor areas. The study area contains many structures which are either partially or totally vacant. Vacant upper floors are predominant in older buildings facing Kansas Avenue, and in the blocks along Van Buren Street.

APPLICATION OF JACOBS' FOUR CONDITIONS TO EXISTING LAND USES

A subdivision of the downtown study area into several basic functional areas already existed as a part of land use analysis in the master plan. This functional areas plan was updated and modified to understand the existing primary and secondary uses as per Jacobs' first condition (Fig. 5). While each of these areas may include a range of different uses, they are characterized by a predominant use.

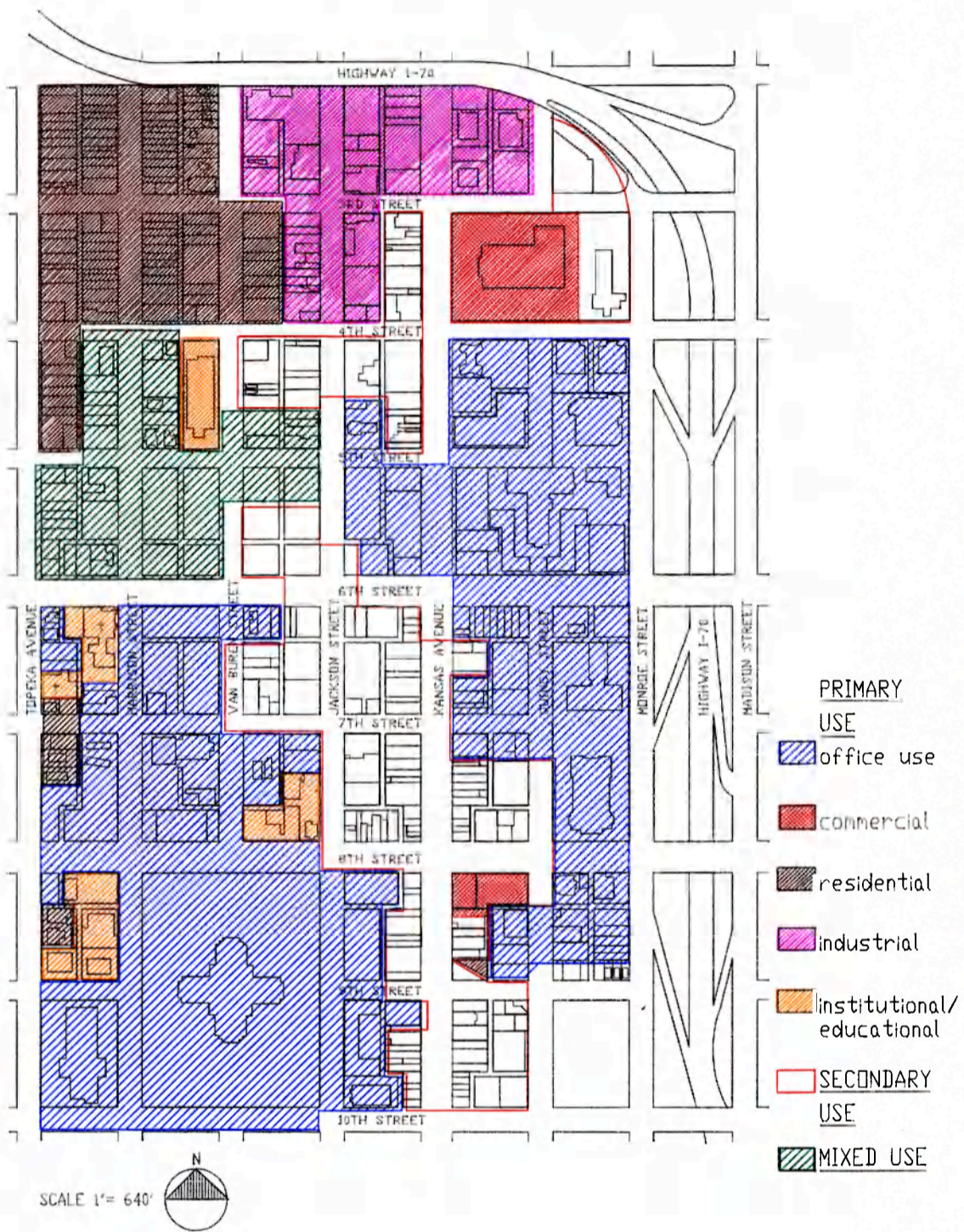


FIG.5 PRIMARY AND SECONDARY USES

Analysis:-

On the basis of Jacobs' definition of primary and secondary uses, five primary uses have been identified in the study area, with some portion supporting secondary uses and about three and a half blocks with a mix of primary and secondary uses.

PRIMARY USES:-

The five primary uses are

- office use
- commercial retail use
- residential use
- industrial use
- institutional/educational use

Office use:-

Office use is primarily concentrated in two areas, south-west corner and the east side of the study area and occupies almost half of the study area.

Commercial retail use:-

There is only one commercial retail use which could be termed as primary use. It is in the south-east of the study area.

Residential use:-

Residential use is concentrated in the north-west corner of the study area, though there are some apartment

buildings on the southern side along the Topeka ave. and one apartment building is on the east of Kansas ave. south of 8th street.

Industrial use:-

Industrial use is concentrated on the north side of the study area along the Highway I-70 between Quincy and Van Buren streets.

Institutional and educational use:-

Most of these are located in the western half of the study area, with several churches and a Masonic Temple along Harrison, the YMCA and a church and school along Van Buren street. The Assumption church and school is located on 8th street across from the Capitol.

SECONDARY USES:-

The secondary uses are concentrated along Kansas Avenue between 6th and 10th street. There are also some secondary uses on the west side of Kansas Avenue between 3rd and 5th street and in the extreme north-east corner of the study area.

MIXED USE:-

The blocks west of Jackson street between 4th and 6th street are termed as mixed use, as all of the above mentioned uses exist in these blocks.

ISSUES:-

According to Jacobs' first condition, there should be more than two primary uses in an area to have effective diversity, yet in the study area there are five primary uses and still an effective diversity does not exist in the area other than during the office hours. The study area is lively only during the office hours as the office use, industrial use and most of the secondary uses support the presence of the people.

The primary uses which support the presence of people in the area other than during office hours are retail, institutional/educational and the residential use. These primary uses are so small in numbers, occupying only about one quarter of the area, as compared to the other primary uses, that they cannot insure the presence of enough people which would keep the area lively.

Major Employer Location

Objective:-

To understand the spread or concentration of the major employers in order to evaluate the social interaction between the employees and to identify issues to be addressed in the recommendations.

Methodology:-

The already existing information in Topeka Economic

Handbook was updated and used for the purpose of this study (Fig.6).

Discussion:-

There are three types of major employers in the study area which house approximately twenty thousand employees. These major employers are,

-Offices:- State Government
Local Government
Federal Government
Offices of insurance companies, of state wide organizations, professionals and banks

-Retail:- Montgomery Ward department store

-Industry

All of these major employers are located south of 7th street and East of Kansas Avenue except the Adams industry, which is located north of 3rd on Jackson street.

There are two large concentrations of offices: first is The Bank IV and Town Site Plaza area, which covers the four-block district bounded by Kansas Avenue, Monroe, 4th and 6th streets and includes a range of public and private offices. Second, the blocks immediately surrounding the state capitol.

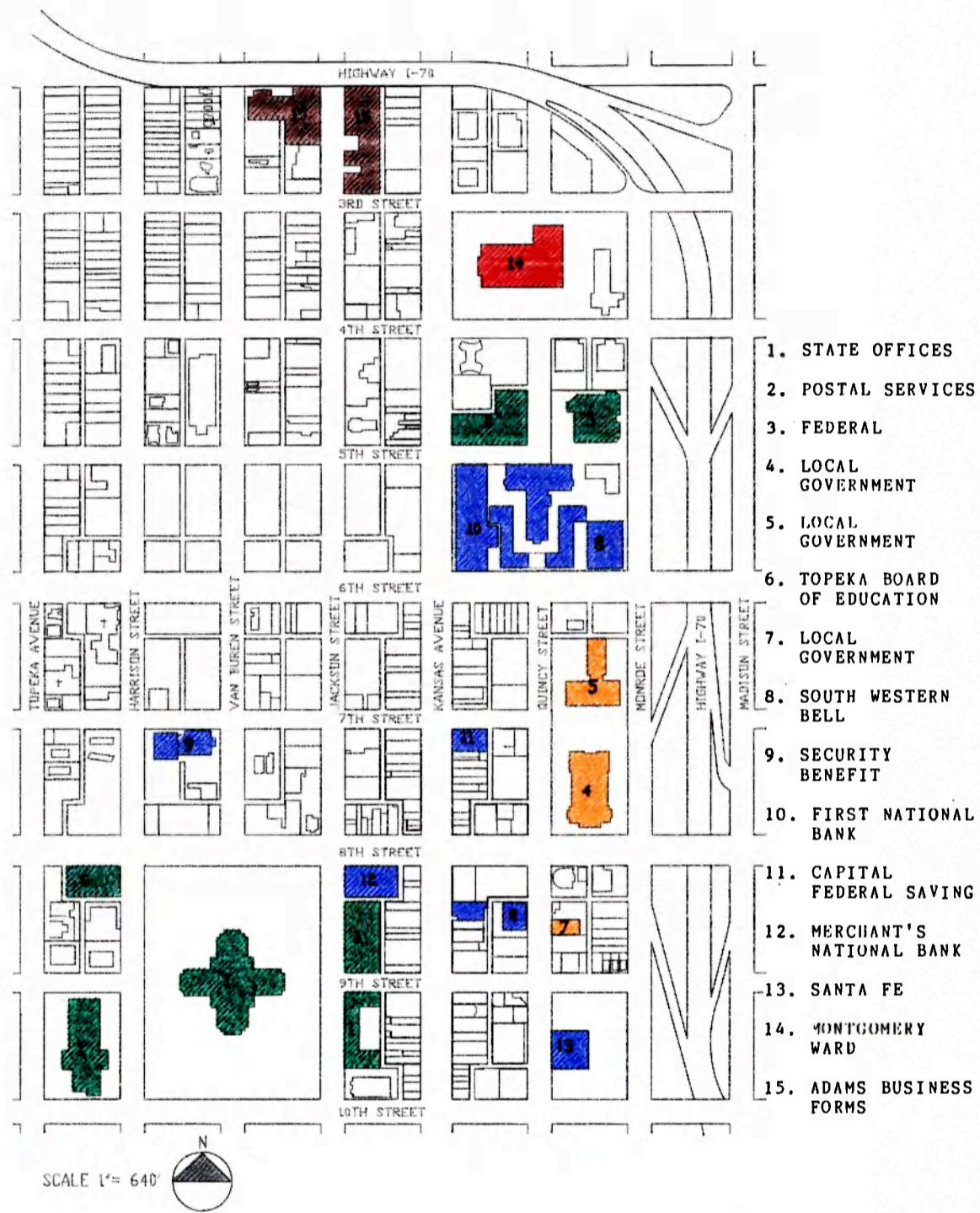


FIG.6 MAJOR EMPLOYERS
 (source: Topeka Economic Handbook)

The Local government offices are located on the east side of Quincy street between 6th and 8th Streets. There are also some public and private offices on the south side of 8th street on Quincy street. The major retail employer is located on the east side of Kansas Avenue between 3rd and 4th Street.

Application of Jacobs' Four Conditions to Major Employers

Locations

It has been established in the analysis of existing land use that the majority of primary uses ensure diversity in the study area only during the office hours.

The study of the major employer location indicates that the social interaction between employees occurs only in the areas south of 7th Street and east of Kansas Avenue. The reason for this is the concentration of major employers. The only major employer located in the area other than the areas mentioned above is the Adams industry. It houses employees in such a small number, approximately 400, as compared to the other employers that it does not help to generate diversity in the north west of the study area. Other than that the type of use that this major employer has does not attract a great number of people from the other major employers.

BUILDING CONDITIONS

Objective

To assess and record visually the exterior conditions of the buildings in the area, to identify the buildings with the potential of adaptive use and to identify where deterioration is most prevalent.

Methodology

The existing building condition survey in the Master plan dated 1981, was updated and used for the purpose of the study.

It should be noted that this analysis is based on an exterior survey of all buildings whereas a more detailed interior and exterior survey of the buildings would produce a more accurate conditions of the buildings.

In the master plan, the buildings have been classified into four categories:-

-Sound. Buildings which contain no visible defects, are effectively maintained, and require no treatment except for normal maintenance.

-Deficient-Requiring Minor Repair. Buildings which contain one or more minor defects which can be corrected through normal maintenance and minor repairs. Defects are related to the structural components visible from the exterior and do not include paint blistering or lack of paint over limited areas on good weather-tight surfaces.

-Deficient-Requiring Major Repair. Buildings which contain one or more major defects over a widespread area and would be difficult to correct through normal maintenance.

Buildings in the major deficient category would require replacement or rebuilding of exterior components by skilled building trades people.

-Substandard. Buildings which contain two or more major defects which are extensive. Substandard buildings are presumed to be so advanced in deterioration that clearance may be the only viable course of action.

Discussion

Of the 412 total buildings in the area, 139 (33.75%) are sound, 134 (32.5%) are minor deficient, 85 (20.65%) are major deficient, and 54 (13.1%) are substandard.

Figure 7 summarizes building conditions on a block-by-block basis, indicating the percentage of buildings in each block which are deficient. It is apparent from this illustration that building deficiencies are widespread within the downtown study area. Except for the State Capitol area and the northern portion of the Quincy Street corridor, the majority of buildings in almost all blocks are in need of some repairs. While many structures may require only minor repairs, it is obvious that overall level of building maintenance in downtown needs to be



FIG.7 BUILDING CONDITIONS

(source: Downtown Topeka Master plan 1981, updated 1988).

improved.

In general, there are two areas where significantly deteriorated buildings are located: 1) the northwestern quadrant of downtown, including the predominantly residential blocks fronting Topeka and Harrison Street, and the mixed-use blocks fronting Van Buren and Jackson Streets; and 2) the retail core and adjacent blocks along Kansas Avenue, south of 6th Avenue.

Since none of the buildings interiors were inspected, actual evaluation of conditions is not possible, and the above data cannot be used to justify demolition.

Application of Jacobs' Four Conditions to Building Conditions

The existing building conditions in the study fulfill the requirement put forth by Jacobs in her third condition, as there are a number of vacant old buildings. The two vacant buildings, on the 500 block west of Kansas Avenue could be renovated to attract major primary uses, and there are some vacant buildings on Van Buren and Jackson street which could be renovated to house business with lower profit margins, and there may be several others throughout the district that could be restored, renovated or adapted.

ANALYSIS OF THE TRANSPORTATION SYSTEMS

Objective

To understand the existing traffic and transit conditions in the area in order to identify the problem areas and opportunities, and to identify any further problems which should be addressed in the recommendations.

Methodology

The transportation and transit analysis already existing in the master plan has been used for the purpose of this study.

Discussion

The roadway net work in downtown Topeka is a grid system. The street system is illustrated in Fig. 8 and discussed below.

- Topeka and Kansas Avenues are the major north -south arterial streets, each having four moving lanes.
- Tenth and Sixth Avenues are the major east-west arterial streets with four moving lanes each.
- The downtown has excellent access to and from Interstate 70.
- Two interconnected traffic signal systems control the major intersections in downtown. One system encompasses the area from Madison to Jackson Streets between Third and Twelfth Streets. The second system includes Topeka Avenue and Harrison Street between Second and Huntoon Streets.

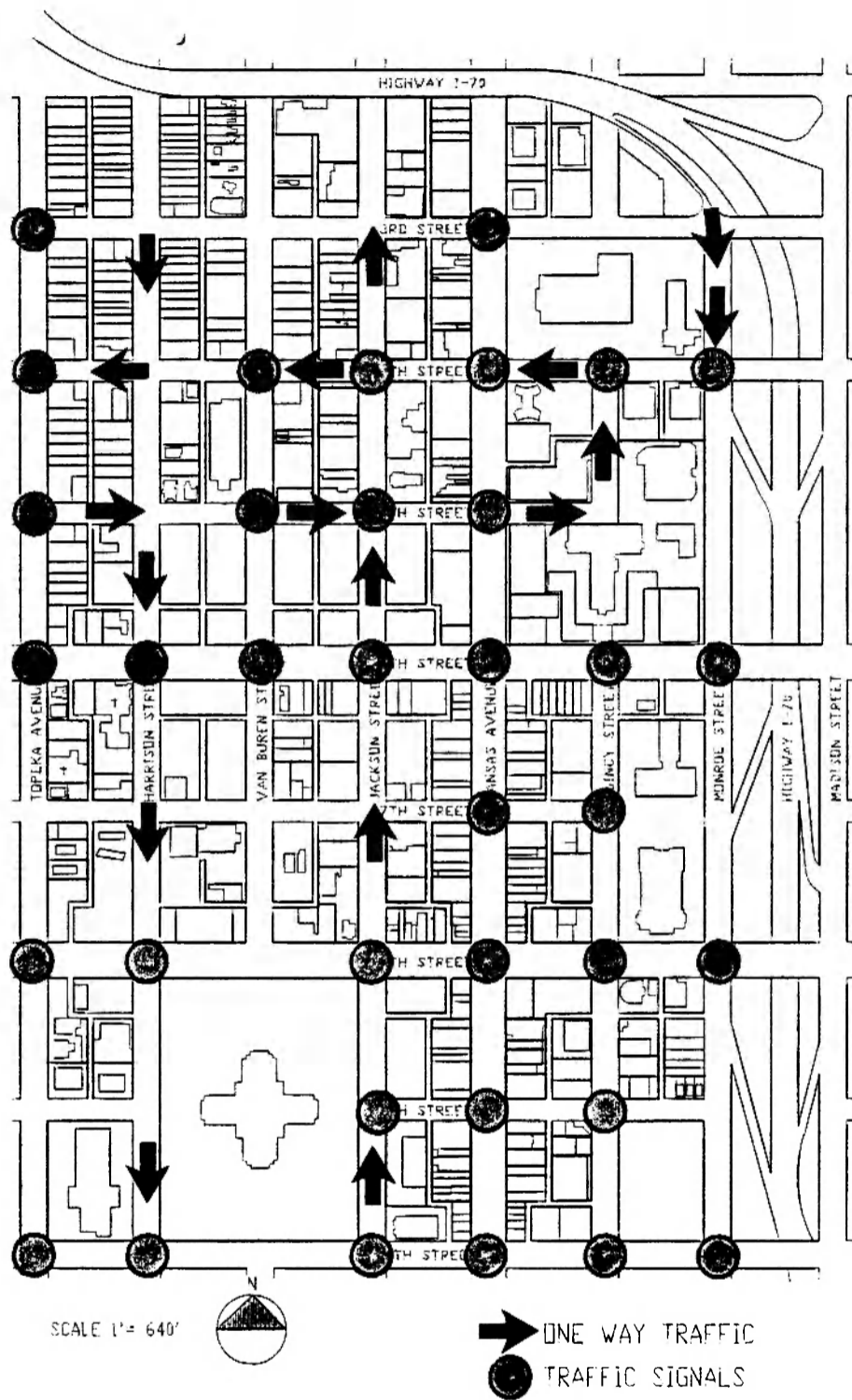


FIG. 8 TOPEKA DOWNTOWN ROADWAY NETWORK

(source: Downtown Topeka Master plan 1981).

Traffic Flow

The following is a description of existing traffic volumes, restrictions to traffic flow, and the relationship of existing traffic volumes to available capacity.

The average daily traffic volumes in downtown Topeka are illustrated in Figure 9. As shown, several major arterial carry a majority of all traffic. In a north-south direction, this is limited to those streets with river crossings. In an east-west direction, the traffic is dispersed over more routes. The daily traffic volumes are almost evenly divided in the north-south and east-west directions, indicating an even distribution of demand in the major directions.

Average daily traffic volumes on the major streets are as follows:

<u>Street</u>	<u>Approximate Average Daily Traffic (vehicles per day)</u>
Topeka Avenue	26,000
Interstate 70	20,000
Kansas Avenue	17,000
Tenth Avenue	17,000
Sixth Avenue	14,000
Forth and Fifth Streets (one-way couplet)	15,000
Eighth Avenue	9,000

(Source Master Plan 1981)

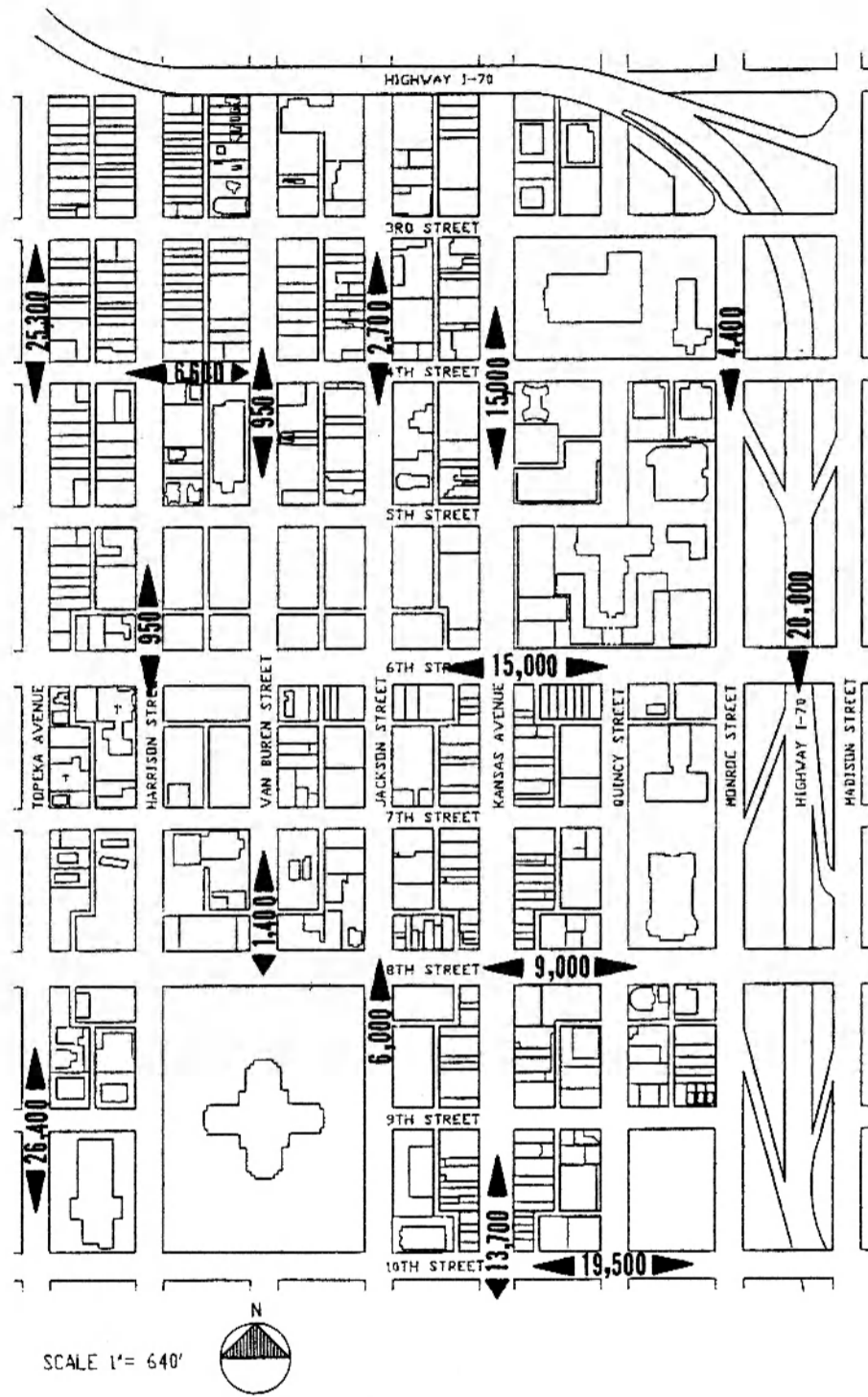


FIG.9 AVERAGE DAILY TRAFFIC

(source: Downtown Topeka Master plan 1981).

Peak-hour traffic counts indicate the following distribution of daily traffic:

- 6% during morning peak hour.
- 8% during midday peak hour.
- 10% during evening peak hour.

(Source Master Plan 1981)

These values are typical of downtown areas where the morning peak hour is comprised of home-to-work trips; the midday peak includes lunch trips, personal business trips, and shopping trips; and the evening peak hour consists of work-to-home trips, personal business trips, and shopping trips. In Topeka, the midday volume is high because traffic circulates around the block as drivers search for parking spaces.

The street system in Topeka operates smoothly during the evening peak hour. The intersection of Topeka Avenue and Tenth Street experiences some congestion for a short period of time. This is due to parking by state employees located adjacent to the intersection.

The analyses indicated that, in general, excess capacity is available in the overall street system in downtown Topeka. The existing traffic is using between 40

to 70 percent of the total available capacity throughout the downtown. The major area of excess capacity is in the east-west direction west of Madison Street. There is, however, sufficient capacity in the remaining north-south streets to accommodate additional demand. In the east-west direction, both Sixth and Tenth Streets are operating at about 85 to 90 percent of capacity at the western side of downtown. As with the north-south corridor, there is sufficient capacity in the remaining streets to accommodate additional demand.

Accessibility

The major approach routes to a downtown must be able to accommodate the traffic safely and efficiently. Major approach routes for downtown Topeka include Interstate 70 with its various ramps, Topeka Avenue, Kansas Avenue, Tenth Avenue, Eighth Avenue, Sixth Avenue, and the Fourth/Fifth Street couplet.

The downtown area has an excellent interchange system with Interstate 70, which distributes traffic along the northern and eastern edges of downtown. Topeka and Kansas Avenues serve traffic to the north and south of downtown. Sixth and Tenth Streets serve traffic east and west of downtown. Eighth Street and the Fourth/Fifth couplet.

The directional distribution of traffic destined to the downtown has been determined in the master plan from the 1990 origin-destination projections contained in the Transportation Plan.

The resulting directional distribution of downtown traffic is shown graphically in Figure 10. The traffic approaching downtown is well distributed in the major directions with a number of routes available. The heavier traffic volumes approaching from the south and west reflect the more extensive growth that has been experienced in those portions of the city.

Traffic Projections

The roadway network should be able to accommodate any increase in traffic demand (due to either traffic generated by new developments or growth in through traffic) safely and efficiently. In the master plan it is stated that, data on general growth in traffic volumes in the downtown was obtained by comparing 1969 and 1970 average daily traffic (ADT) to 1980 average daily traffic (ADT). Traffic volumes have increased by a total of about five percent over the last 10 years. This indicates growth of slightly over one-half of one percent per year. However, according to the Department of Traffic Engineering, traffic in the

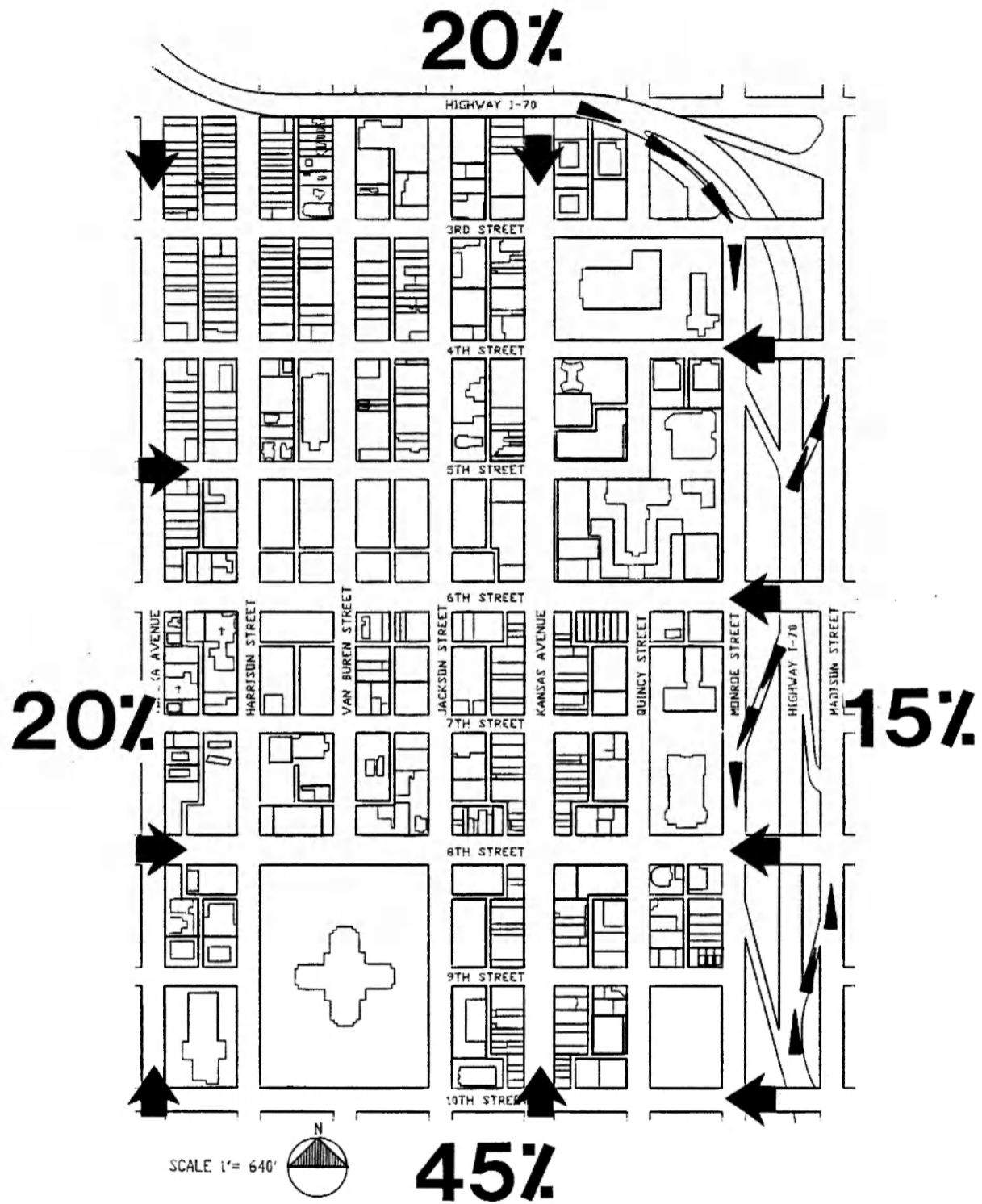


FIG. 10 DIRECTION OF APPROACH

(source: Downtown Topeka Master plan 1981).

downtown area actually has been declining more recently.

Several roadway improvement projects in the downtown were proposed in the 1990 Transportation plan. These improvements include the widening of Topeka Avenue to provide three lanes in each direction and provide three moving lanes on Jackson Street. Jackson has been improved to provide three lanes north bound. The city plans to widen Topeka Avenue when funding becomes available.

It is anticipated that with the proposed improvements, the roadway network will be able to accommodate existing traffic, growth in through traffic, and new development traffic in the downtown safely and efficiently.

PUBLIC TRANSPORTATION: Downtown Topeka is the most accessible place by bus. The Intracity Transit Terminal or ITT located on Kansas Avenue and 8th street, is situated in the heart of the downtown. The fourteen routes within the city of Topeka all begin and end at the downtown terminal. Each route connects two different areas of the city to the downtown. There are two busses every half hour for each route. The manner in which various routes are inter linked, any part of the town can be reached within an hour. It is interesting to note that the downtown is accessible

from most parts of the city within half an hour. Thus from the stand point of public transportation the downtown is the most accessible area in the city.

The other public transport facilities include "The Lift" designed especially for the elderly and the handicapped. There is the Ride'n Shop program which allows a free ride home if one shops in certain shops in the downtown. Park'n Ride is another facility through which the inconvenience of finding a parking place could be avoided by leaving the automobile at a distance from the downtown.

ISSUES

Overall, the City of Topeka is well served by the existing transportation and transit system. Surplus capacity is available to accommodate increased traffic levels from new development in the downtown, as well as growth in through traffic. The following briefly highlights existing conditions in the downtown:

1. Downtown Topeka is highly accessible due to the many interchanges of downtown streets with Interstate 70.
2. The existing grid street system allows for easy access to all parts of the downtown. The streets are generally adequate in width and seem to be operating well under

capacity.

3. Traffic congestion problems, even during peak hours, are minimal. The major congested area is the intersection of Topeka Avenue and Tenth Street.

PARKING ANALYSIS

Objective:-

To document the existing availability by type, the uses of space at different times and to verify surpluses and identify deficiencies of parking spaces.

Methodology:-

Parking analyses provided in the master plan has been used for the purpose of this study. Since the master plan was prepared in 1981, the updating of the parking analysis was done based upon the information provided by local officials and by personal observations.

Discussion:-

The concern about parking in the downtown is expressed by businessmen, by government officials, and especially by the users themselves. For the users the concern is more direct, they simply want to park as close to their destination as possible. The businessmen are concerned about the lack of parking, as they want to attract customers.

The existing on-street and off-street parking locations

are shown in FIG 11. In total, there are about 15,000 parking spaces available in the study area, which corresponds to the average daily demand. The concern expressed about the shortage of available parking spaces is about peak parking demand.

"The peak parking demand in downtown Topeka occurs during the early afternoon when the shopper demand overlaps with office workers' and business visitors' demand. Retail land-uses typically require peak parking ratios of between three and four parking spaces per 1,000 square feet of gross leasable area. Office land-uses require between 2.5 and 3.5 spaces per 1,000 square feet of gross leasable area. The demand varies within ranges because of the amount of transit use and the level of carpooling and vanpooling."
(Master plan. 1981)

Residential area in the downtown Topeka appears to have adequate parking, especially the single-family and smaller multi-family complexes. Parking demand associated with offices tends to be stable throughout the year, however, retail facilities experience peak demand during the Christmas season and special sales periods.

According to the calculations given in the master plan and information provided by local officials, there is a



FIG-11 On-street and Off-street Parking Locations

peak total demand of approximately 18,000 parking spaces in downtown Topeka. The availability of 15,000 spaces indicates a deficiency of 3,000 spaces in the downtown.

Issues:-

The major parking problem in downtown Topeka is an overall shortage of about 3,000 parking spaces. The shortages are along the Kansas Avenue retail corridor, the office development in the northeast section, and the state government complex in the southwest. The shortages involve both on and off street, short-term as well as long-term spaces.

It should be noted that the parking shortage is only during office hours and there is no parking shortage after office hours and on weekends.

Pedestrian Movement

Objective:-

To document the pedestrian movement for the identification of strengths and issues which should be addressed in the recommendations.

Methodology:-

To understand the pedestrian movement in the study area, major employer location and on-street and off-street

parking locations were analyzed. In addition to that, observations and information provided by key persons were used.

Discussion:-

It has been observed that there are five types of major pedestrian movements in the study area. These types of pedestrian movements has been classified as follows:

1. Parking space to destination and back.

- office workers
- retail shoppers
- office visitors

2. Office building to office building.

3. Offices to retail.

4. Pedestrian movement generated by the apartment buildings.

5. Pedestrian movement generated by service oriented business.

1. Parking space to destination and back:-

This is the type of pedestrian movement which occurs when the users, after parking the car, head towards their destination or go back to their car.

There are three type of users who generate this type of pedestrian movement:

- OFFICE WORKERS:-

Most of the office buildings have either on-site parking garages or on-site or adjacent surface parking. These types of office buildings and parking spaces either generate very little or no pedestrian movement. There are some office buildings which have either very little or no parking available on-site or adjacent to them. These type of office buildings are served by privately or publicly owned parking garages. These parking garages are either located across the road or at least a block away from the building they serve, thereby generating pedestrian movement. This occurs only on Quincy and Jackson Streets south of 6th Street.

-RETAIL SHOPPERS:-

The pedestrian movement generated by these users is only on the Kansas Avenue between 6th and 10th Street. The department store has its own on-site parking facilities.

-OFFICE VISITORS:-

These are the type of users who would park wherever parking space is available, and walk to and from their destination.

2. Office building to office building.

This is the type of pedestrian movement generated by office workers going from one office building to another, primarily on official business, and very rarely on personal

business. This type of pedestrian movement exists primarily on Quincy Street and in the south-west quadrant of the study area.

3. Offices to retail.

Office workers who want to do shopping in the downtown generate this type of pedestrian movement. It occurs primarily during the lunch hours and immediately after the offices are closed at five, for a short period as most of the stores close at six pm. This type of pedestrian movement happens only on Kansas Avenue.

4. Pedestrian movement generated by the apartment buildings.

There are two apartment buildings for senior citizens, one on the east side of Kansas Avenue on the corner of Kansas and 9th Street and the other on the corner of Harrison and 7th on the west side of Harrison Street. It was observed that the senior citizens from these apartment buildings generate pedestrian movement as they walk to and from the bus stops or come out to sit on the benches provided on the streets.

5. Pedestrian movement generated by service oriented business. The major service oriented business are post

office, banks, and auto related business.

The post office and banks are on Kansas avenue and therefore generate pedestrian movement only on Kansas Avenue. Though auto related business are concentrated on Van Buren street , they so not generate substantial pedestrian movement since most of these business provide pick up and drop off service.

ISSUES:-

One of the major pedestrian movement issues in downtown Topeka is that the pedestrian movement primarily exists in the eastern and the southern half of the study area. The area west of Kansas Avenue and north of 6th street is almost devoid of pedestrian movement.

Another major issue is that all the above mentioned types of pedestrian movements occur only during office hours. After office hours and on the weekends there is either no pedestrian movement or it is so limited that it is not noticeable.

In general there are very few special provisions for pedestrian movement. Several streets have unusually wide right-of-ways, as the downtown is vehicle oriented. Other than on Kansas Avenue, many existing sidewalks are either

narrow or in poor condition, and there are few benches or other pedestrian-related features. Above all there are not enough people present after office hours and on weekends to generate pedestrian movement.

Analysis Of The Visual Environment

Objective:-

To analyze the physical design and environmental characteristics of the downtown study area, and to identify problems and issues that need to be addressed in the recommendations.

Methodology:-

The already existing analysis in the master plan was updated and used for the purpose of this study.

Discussion:-

In the master plan the physical design and environmental problems in the downtown have been related to:

- approach routes and gateway areas
- the retail core
- pedestrian facilities and open space areas
- focal points
- historic resources
- streetscape features
- areas needing overall environmental improvements

These are summarized below.

Approach routes and gateway areas:-

Approach routes should provide motorists and passengers with a sense of direction to, and arrival at the downtown area. Approach routes should be distinctive and visually continuous. They should emphasize approaching downtown destinations and provide views of the central area.

Major approach routes to downtown include Interstate 70 from the east, 6th, and 10th Streets from east-west directions, and Topeka and Kansas Avenues from north and south directions. While access to downtown along these streets is generally well defined, none of the routes are visually distinctive throughout their length. I-70, because of its elevation, offers several interesting views of the downtown to the motorists approaching from the east. However, views towards downtown from the I-70 western approach are dominated by the older, poorly maintained residential neighborhood in the northwest corner of the study area.

The areas at which approach routes actually enter the downtown are called "gateway" areas. The primary existing gateway areas are along 6th Street between Topeka and Van Buren and between Monroe and Quincy; and along Kansas Avenue between 9th and 10th Streets, and between 4th and

5th Streets. Secondary gateway areas are located near the intersections of 8th and Monroe, 4th and Monroe, and 10th and Topeka Avenue. At present none of these gateway areas have special treatment.

The Retail Core:-

The four block portion of Kansas Avenue between 6th and 10th Streets is a key part of the downtown. It contains most of the primary retail establishments and a number of important office activities. Public efforts to improve the visual quality of this core are reflected in the new landscaping in the center of the street and related sidewalk improvements and pedestrian crossings. Private efforts are reflected in the numerous storefront improvements along the street.

While the condition of commercial buildings along the four-block portion is generally good, a number of individual structures do require repairs. In general the need for repair is most evident on the upper stories of front facades, and on the rear portions of buildings. A number of recent improvements have been made at the street level of many buildings, and some of these projects are quite good. However, the style, material, and colors of many other recent improvements are not compatible with

the original design of the buildings, are not well related to adjacent structures, and tend to detract from the overall character of the street.

Pedestrian Facilities and Open Spaces:-

The importance of safe, attractive, and convenient pedestrian facilities and related open areas cannot be ignored. These features can help draw people to the downtown and allow them to move conveniently between its various parts. They also provide settings for important buildings and activities.

In general, few special provisions have been made for pedestrian movement within the central area. There are no existing public open spaces within the downtown where people can congregate, or public plazas which could be used as sites for special activities.

Focal Points:-

Downtown Topeka has a series of visually prominent buildings and other features which have become key orienting elements in the study area. The Capitol is the most significant, and it has become the symbol of the city for many residents and visitors. Other important focal points include downtown's taller buildings, several

churches and institutional buildings. Most major focal points are located either at intersections of important routes or at their terminus. Vistas to major focal points are also important, and these "visual corridors" should reinforce and enhance important views. For example, dramatic views of the Capitol are possible along Van Buren street and Ninth street. However, neither street is visually distinctive, and landscaping and existing development along these streets do not strengthen and reinforce views toward the important landmarks.

Historic Resources:-

Much of the construction in downtown Topeka dates from the late nineteenth and early twentieth centuries. While the age of structures can be a factor in a building's functional obsolescence, it can also represent an opportunity. Many communities have been able to correct deterioration and capitalize on the special historic potential offered by concentrations of older buildings.

Several local surveys have been undertaken to identify structures of historic interest within the downtown. The results are indicated on the environmental design analysis map. Most of the historically significant structures are located along or near Kansas Avenue, and around the State

Capitol. Where possible, these buildings should be maintained, preserved, and --if necessary-- recycled for new uses.

Streetscape Features:-

Streetscape features, including sidewalks, lighting, landscaping, signs and graphics as well as street furniture could also do much to improve the appearance of the downtown and make it a more pleasant place for people. Even though recent streetscape improvements have been made in several parts of downtown, there are still some areas which are completely devoid of any streetscape features.

Areas in need of improvement

Several areas within the downtown are in need of physical design improvement. These include areas which contain a number of physical and environmental problems, buildings that are deteriorating and need repair, numerous vacant parcels and buildings, large under utilized land areas, and unsightly or poorly screened outdoor storage areas.

In general, areas most in need of overall environmental improvement are located along the edges of downtown. These include the northwestern residential area, the commercial

areas along Jackson and Van Buren, generally north of Seventh street.

Issues

The issues which have been identified are:

1. Key approach routes leading into downtown should be clarified and better identified. The appearance of approach routes and gateways should be improved, perhaps through the use of distinctive new lighting, landscaping and signs. Where possible, unsightly development adjacent to primary approach routes should be improved or screened.
2. The retail core should be strengthened and improved* as the heart of downtown. Retail activities should be intensified along Kansas Avenue. Older commercial buildings in poor condition should be repaired and rehabilitated.
3. Pedestrian connections between major downtown activity areas should be strengthened and reinforced by introducing streetscape features. In particular, connections between office areas and the retail core should be improved by landscaping and using human scale lights.
4. Several areas within and around downtown are characterized by deteriorating and vacant buildings, under utilized land, and a range of environmental problems and deficiencies such as north western residential areas and commercial areas along Jackson and Van Buren streets,

generally north of seventh street. These areas should either undergo significant internal improvements, or be target areas for redevelopment.

5. Downtown's historic resources should be preserved and enhanced. Older commercial and institutional buildings with historic significance should be repaired and improved, and in some cases, perhaps recycled for new uses.

HOUSING CONDITION IN AND NEAR THE STUDY AREA

Objective:

To understand the type of housing, the physical and social conditions as well as the relationship with the downtown, the strengths and weakness of the residential area and to identify the issues to be addressed in the recommendation.

Methodology:

Information available in the master plan in form of land use analysis and market overview, was used. In addition to that observations and information provided by key persons were used.

Discussion:

Three type of housing exists within the study area, namely:

-single family

-two family

-multi family

Residential activity once existed near the downtown core, commercial activity gradually expanded and residences are now primarily located around the perimeter of the downtown. However, there is still a concentration of residential areas in the north western portion of the study area , particularly in the blocks north of 4th street and west of Van Buren.

This area contains a fairly even distribution of single-family, two-family and multi-family uses. Many of the two-family and multi-family units are in converted single-family buildings. Most residential units are in older, poorly maintained buildings. Other than these predominantly residential blocks, there are small pockets of residential structures in blocks which are largely commercial, including blocks along Topeka Avenue, Van Buren and Harrison Streets. Most of the areas are experiencing significant decline and deterioration.

Residential areas also border the downtown on the east, west and south. Where as neighborhoods to the west are basically sound and well maintained, significant decline

and deterioration is occurring in the residential areas south and southeast of downtown. In addition to building deterioration and environmental problems, these residential areas are being surrounded by commercial developments. While there has been no new residential construction within the primary study area, several apartment and townhouse developments have been built in blocks south of state capitol complex and west of Topeka Avenue.

Due to the current economic conditions and the additional costs associated with downtown development, no near-term opportunities appear to exist in the study area. However, many local realtors feel that if the downtown was cleaned up and if competitively priced housing were available, downtown Topeka could be a desirable residential location, particularly for one and two-person households.

INTERVIEWS OF KEY PERSONS

Objective:

To obtain first hand information about the strengths and weaknesses of the study area.

Methodology:

Interviews were conducted with a variety of individuals who share an interest in the downtown. These individuals included representatives of downtown merchants, public

officials, realtors, and local developers.

The persons interviewed were assured that details of the conversations would remain confidential therefore only important points brought up in the interviews are listed below.

- The downtown which used to be one of two major retail centers in the community, has lost its role.

-Many downtown merchants have either closed their businesses or are in process of relocating due to the competition of outlying retail centers.

-Montgomery Ward which is located on the northern fringe of the downtown at forth street, operates relatively independent of the other downtown businesses.

-The turnover in business from downtown to outlying shopping areas is attributed to mismanagement and inexperience.

-It was said that public incentives are essential in attracting and maintaining the downtown department stores.

-Downtown Topeka has a limited supply of new, quality office space, but a large quantity of second class space.

-Renovation projects have met with mixed success. Tenant commitments have been difficult to obtain.

-Vacancy rate in the buildings providing top-quality office space are extremely low or non-existent.

-Market for Top quality office space exists but it is

difficult to say how many of square feet can be consumed each year.

-In the early 1970s, a large number of apartment units were developed in the Topeka area, many immediately west of the downtown. These were predominantly low-rise buildings containing 16 to 36 units. The market was over built during the early 1970s, but development activity since that time has been reduced and units generally have been absorbed.

-Condominium conversions are a relatively new phenomenon in Topeka, but some local developers are convinced that there is middle market demand for this type of facility. In light of the current economic constraints, however, little residential activity is proceeding. There is very limited supply of housing in downtown Topeka.

-There have been several efforts to package a major development site. These plans have not failed because of inability to assemble the land, but rather for lack of tenant commitments. Therefore, land assembly is not a problem in the study area.

-Some developers who have been active in the Topeka market area indicate that the investment environment in Topeka is not particularly favorable. This perception is based more on lack of cooperation from the city than on market conditions.

-Developers who had worked in the downtown now look else

where for investment opportunities because other communities are making it increasingly attractive both from a financial and bureaucratic standpoint.

-Fragmentation is the term frequently used with reference to the community both in terms of development and image.

There were complains of fragmentation between local business interests also.

-Lack of cooperation among the different agencies involved directly or indirectly with downtown development, also was attributed as a reason for the current downtown conditions.

-Lack of night activity was given as the reason for deserted downtown during the non working hours.

-Need for more entertainment facilities including quality restaurants was asked for to have a lively downtown during the evenings.

-Concern was also shown about the current housing condition in the downtown.

-Introduction of new housing was asked for but the image of the downtown and services provided need to be improved.

CHAPTER FOUR

CASE STUDY: Downtown Lincoln, Nebraska.

The downtown of Lincoln Nebraska was chosen as a case study because of the similarities it has to downtown Topeka Kansas.

Lincoln is the state capital of Nebraska with approximately 172,000 inhabitants. The downtown of Lincoln, like the downtown of Topeka, is the site of the capitol and related offices and business functions. There are about 27,000 jobs located in the downtown area.

Layout

Downtown Lincoln Nebraska, also known as Lincoln Center, is located on the western side of the city. The downtown of Lincoln is a rectangle composed of seventy two city blocks, bounded by R street on the north, H street on the south, 9th street on west and 17th street towards east (Fig.12). Each block is 315 feet square. Along the north-south axis there are nine blocks and eight along the east-west axis.

Circulation

O street is the primary street that passes through the heart of Lincoln Center's retail core. This street is the

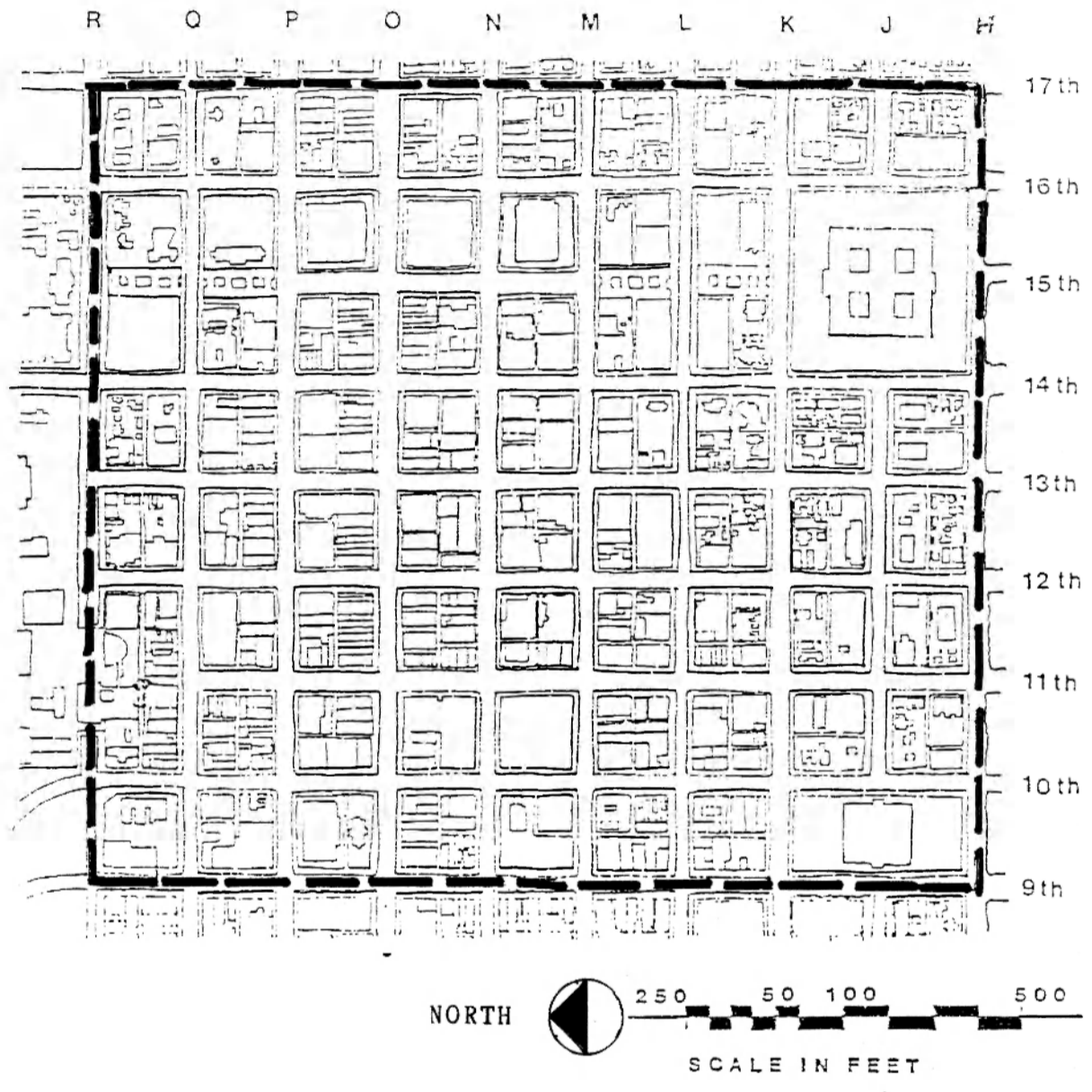


FIG.12. DOWNTOWN LINCOLN, NEBRASKA.

only two way street. In the north-south direction, the main feeders to the downtown are 9th and 10th streets. This pair of streets combines at the northern edge of the downtown to form Highway 34, which connects the downtown to Interstate 80 (Fig.13).

The Centennial Mall along 15th street is the major pedestrian and visual corridor which extends between the university campus and the Capitol. Vehicular traffic on this mall is restricted, and through traffic is prevented by landscape elements.

Pedestrian Circulation & Skywalk System: The pedestrian system is subdivided into grade level and skywalk systems. At the present time the skywalk system is restricted to blocks around O street, as a parts of a greater system connecting important retail facilities. The skywalk system seems to be workable, but it has effected the street life by taking pedestrians out of the streets.

On-grade pedestrian streets are subdivided into primary and secondary streets. The primary routes link downtown's major activity areas. They include 13th street, J street, R street, the campus-way, Centennial Mall and O street. The treatments oriented towards pedestrians

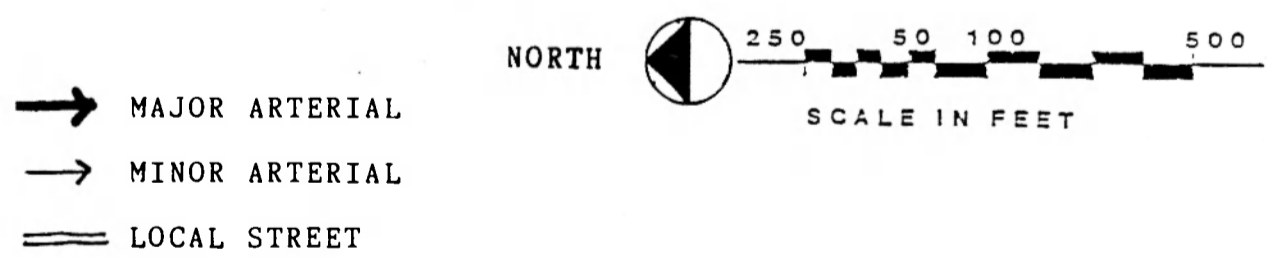
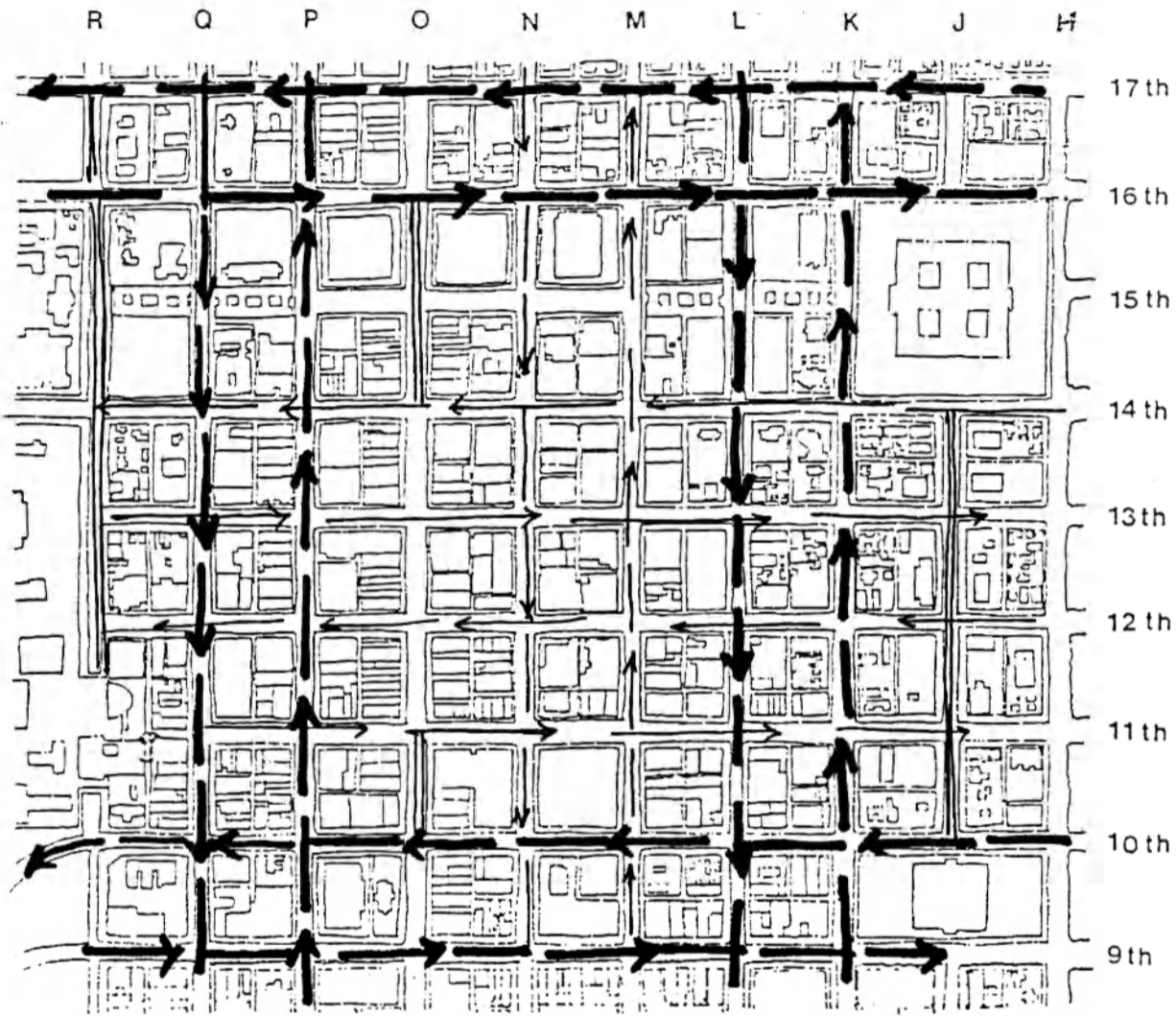


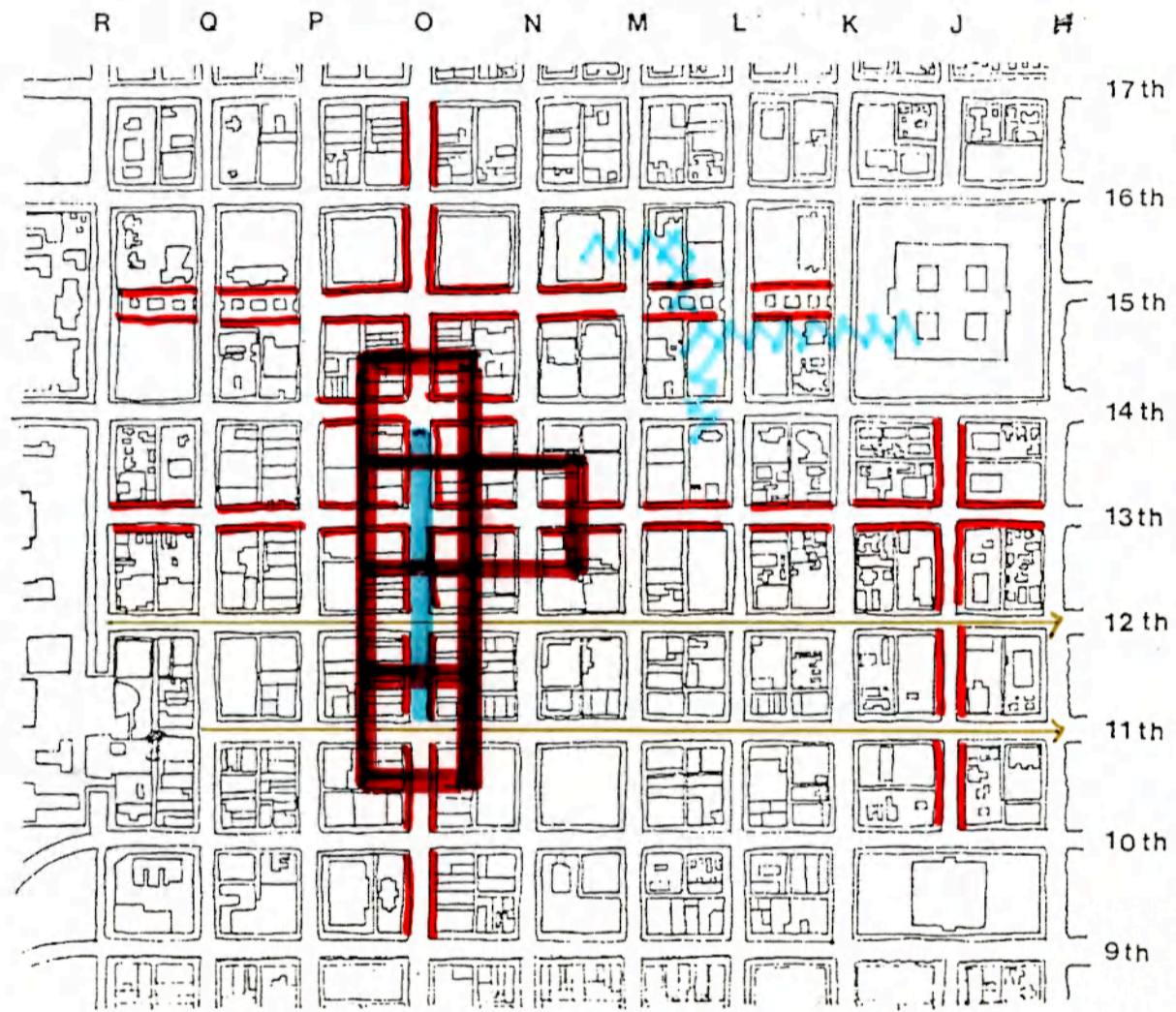
FIG.13. DOWNTOWN LINCOLN: VEHICULAR CIRCULATION

include de-emphasis of vehicular traffic by reduction in street widths to increase the width of sidewalks. Other improvements are the provision of landscaping, pedestrian scale, lighting, and street furniture.

Secondary streets complement the primary streets. Their function is to link the various districts and also connect the surrounding areas and residential neighborhoods to the downtown. These represent pedestrian routes that are being extensively used. These streets however, have not been landscaped, as the primary streets are, but through pedestrian phasing of traffic signals, restrictions on curb cuts, and by providing continuous sidewalks, the secondary streets have been made more usable by the pedestrian (Fig.14).

Landscaping

The central district of Lincoln has well designed landscaping. Landscaping has been used to mask noise, absorb pollutants, soften the streetscape and even modulate the microclimate of the downtown. In particular it is effectively used to emphasize major routes, pathways, landmarks, vistas and special areas of activity. By articulating these key elements, landscaping has made the downtown more understandable and memorable as well as



ABOVE GRADE
 Skywalks
 Tunnels

NORTH



250 50 100 500

SCALE IN FEET

GRADE LEVEL
 Paths
 Primary pedestrian
 Secondary Pedestrian

FIG. 14. DOWNTOWN LINCOLN: PEDESTRIAN CIRCULATION

pleasant and attractive.

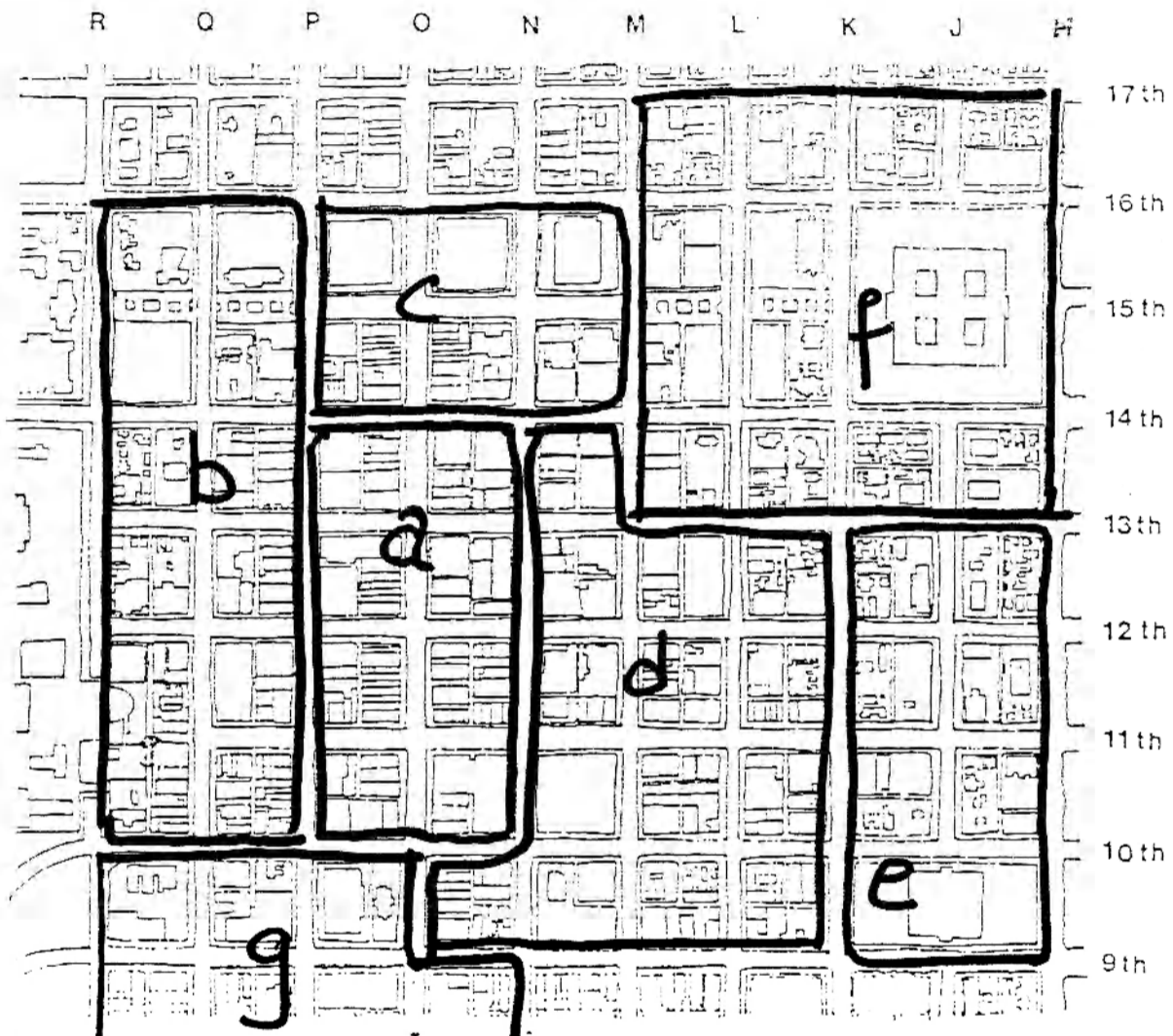
Analysis

According to the information provided by the Lincoln Center Association and information available from the master plan, downtown Lincoln Nebraska can be divided into eight districts. They are:

- (a) The Retail Core
- (b) Que Place
- (c) Office Service District
- (d) Office and Supporting District
- (e) Special Office-Housing District
- (f) The State Capitol/ Office District
- (g) The Old Town or Haymarket Area.

These districts cannot be outlined with precision since each of these areas include a range of different uses, however, they are characterized by a predominant use (Fig.15).

(a) Retail core: This consists of approximately eight blocks lining O street, between 9th and 14th streets. It contains major retail facilities like Gold's Galleria, Centrum, Atrium, Brandeis, Miller and Paine and Penneys. Nebraska's Bank of Commerce, YMCA, the Stuart Building are all located in this intensely developed and prestigious area of downtown Lincoln.



- (a) The Retail Core
- (b) Que Place
- (c) Office Services
- (d) Office and supporting district
- (e) Special Office-Housing
- (f) The State Capitol/offices
- (g) The Old Town or Haymarket area

FIG. 15. DOWNTOWN LINCOLN: DISTRICTS.

(b) Que Place: This is a twelve block area between 10th and 16th streets bound on the north and south by R & P street and named after the central street of this district, Q street. The Que place area is an entertainment district. There are night clubs, movie theatres, sports oriented shops, boutiques, ice cream parlors, pizza shops and restaurants in this district. Housing is being encouraged in this district. This district has been developed into a pedestrian oriented area. There are two parking facilities in this area.

(c) The Office Service District: This six block district is located between P & M streets, and 14th & 16th streets. The major office building in this district is the Federal Office building. Tourist information, Senior Citizen's Center, Lincoln Center Building- Foundation Garden, Nebraska Central Saving and Loans are other mentionable buildings. The Pershing Auditorium, YMCA and Bennet Martin Library are some of the non-office buildings situated in the area. Restaurants and a few entertainment facilities are also located in this district.

(d) Office and Supporting District: A range of activities take place in this area which include offices, secondary retail, long and short term parking facilities and housing. Portions of this district are directly connected to the retail core through 13th street. Due to the concentration

of financial institutions in this district it can be considered the financial center of the downtown, and the city of Lincoln. It also has a diverse mixture of facilities including printers, travel agents, hotels and entertainment facilities. A large number of high rise office buildings are concentrated in this district.

(e) Special Office/ Housing District: This area covering eight blocks is situated on the southern edge of the downtown.

J street runs through the center of this district. Extending between the City County building and the State Capitol, this street has been lined with trees and lighting, forming a visual corridor to the Capitol. Special building height and set back regulations are enforced here to ensure that the visual corridor to the capitol is not infringed upon. Moderate to high density housing developments are required to be on large sites to create an appropriate residential environment. There are not very many significant office buildings in this district other than the Farmer's Mutual an Insurance company.

(f) The State Capitol District comprising a twenty block area, is the largest district in downtown Lincoln. The district is defined by M street to the north, G street to the south, 13th and 17th streets on the west and east sides respectively. The imposing State Capitol, designed by

Bertram Goodhue, dominates this district, not only with its grandeur but also through the vistas that culminate at the Capitol. State buildings are proposed to line the Centennial Mall.

(g) The Haymarket or Old Town District: This district, situated to the north west corner of the downtown is a six block area between O, R, 7th and 9th streets. Haymarket area has had a few renovations lately, including the Candy factory renovation and the Haymarket Junction. This district lies at the entrance to the downtown. A program of rehabilitation and preservation has revived this area and created a pedestrian oriented environment.

Conclusion

Downtown Lincoln Nebraska has a mix of primary and secondary uses which attract people during different times of the day for different purposes.

-There are offices, State and private, there are department stores and shopping malls which remain open after office hours and on weekends, there are gallerias and museums, there are night spots and there are apartment buildings which ensure the presence of people twenty four hours a day. This fulfills the requirements of Jacobs' first condition to have diversity. It is noticeable that Jacobs' other conditions are also being fulfilled as the blocks are

short, with alleys providing more than one opportunity to reach a destination, and there is a mix of old and new buildings in downtown Lincoln Nebraska.

Downtown Lincoln also has a well designed landscaping system which makes it attractive and visits memorable and pleasant.

All this has been made possible for following reasons:

- The city of Lincoln Nebraska has clear cut goals for the downtown in the form of a master plan.
- The recommendations made by Barton Aschman and Associates, a Chicago based architectural/urban design /landscape firm in 1977 have been followed.
- The State University was required by law to be located within the city limits. Thus the university of Nebraska is located adjacent to the downtown. This providing additional business.
- In Lincoln there are several agencies that are involved directly or indirectly with the downtown. The key agency which has aggressively forwarded the downtown interest is the Lincoln Center Association.

CHAPTER FIVE

Recommendation for revitalization of downtown Topeka.

The analysis of the existing master plan and existing conditions in Topeka, indicate that there is a lack of clear cut goals as to what the city of Topeka wants to do with its downtown. This conclusion has been reached due to the following factors:

- The master plan for the revitalization of downtown Topeka which was prepared in 1981 is being followed only for the streetscape of Kansas Avenue.
- Other aspects of the master plan have either been completely ignored or some actions have been taken which were altogether against the recommendations of the master plan.

The example of such an action is the development of a suburban mall whereas in the master plan it is stated that this should be avoided if the downtown is to be revitalized.

Recommendations:

The recommendations for revitalization are of two types: one which is related directly to Jane Jacobs' four conditions and the other which is indirectly related to the conditions, but important for the revitalization. Before any recommendations are formulated it is important to note that the city of Topeka should formulate a set of goals and

policies for the revitalization of the downtown. Only then any successful revitalization of the downtown would be possible.

The recommendations which are directly related to the four conditions are about land uses. The foremost need of downtown Topeka is to have people present during non-working hours. The primary uses which attract people during non-working hours are:

-residential, retail, cultural/entertainment, and recreational.

Residential:

The area referred to as residential is located north of 4th Street and west of Van Buren. Improving the overall visual appearance of the area through maintenance can be a boost to attracting new residential developments. Most people would tend to avoid the rundown and inadequately maintained areas, so in order to get a more favorable image, physical improvements must be made to make people want to live here. For this the suggested steps are:

-redevelopment program should be developed to make the residents of the area aware of the fact that upkeep and maintenance is in their own benefit. The residents who cannot afford the upkeep should be given assistance.

-introduction of a building improvement/clean up program which would involve general clean up of the building exteriors, repair of masonry joints and repainting of or removal of paint from brick facades.

-reinforcement of the vistas and views, for example along Van Buren street by the removal of unwanted visual clutter and by introduction of amenities and fixtures such as street furniture, lighting, and landscaping.

-introducing a street scape plan integrating vegetation, street furniture, various type of paving materials, and lighting.

-Creation of the pleasant pedestrian environment in which the pedestrian feels welcome and comfortable.

-encouragement of pedestrian movement and interaction between the residential area and the downtown core.

-consideration of the safety of the pedestrian from potential crime risks and vehicular/pedestrian conflicts.

-The new development should reflect the visual qualities of the existing structures and should consider the building heights, widths mass and void proportion in the facades, material, colors and textures of the other buildings in the area. Other than strengthening the existing residential area, an effort should be made to attract developers who are willing to develop apartment buildings in the downtown area as individual buildings and

as part of mixed use developments.

Retail:

A real boost to the revitalization of downtown Topeka would have been the strengthening of retail core by introduction of department stores, specialty stores with secondary shops. As this is not possible anymore because of the suburban mall developments, it is recommended that whatever retail activity is left in the downtown should be strengthened. To achieve that following steps are recommended.

-Every effort should be made to retain the stores already existing in the downtown.

-A program should be developed due to which the downtown merchants should remain open beyond their usual closing time that is 6 p.m, so as more people are attracted to shop in the downtown.

-An effort should be made to attract specialty shops providing personalized shopping, into downtown area.

-There should be programs encouraging the property owners to undertake maintenance of their property on a more regular basis.

-The downtown merchants should be required to work closely with the Kansas Historic Society or some other agency for facade renovation and restoration, so that the

style, material, and colors used are compatible with original design as well as the adjacent structures.

-The pedestrian link between the retail core and the other activity areas should be strengthened and reinforced by the use of street furniture, landscaping, paving materials and lighting.

-The new developments/infill projects should be compatible with the adjacent structures, consider the building heights, widths, mass and void proportions, materials, and colors.

CULTURAL/ENTERTAINMENT:-

A cultural center should be introduced to attract people during non-working hours.

It should be noted that the Municipal Auditorium is being renovated to house a performing arts center, art galleries and an art museum. Therefore, in the immediate vicinity, secondary uses to this type of primary use should be encouraged, such as family restaurants, studios, and art supply stores.

As the municipal auditorium is located east of Quincy and there are two parking garages across the road which are likely to be used by the people going to a performance, Quincy street should be oriented more towards pedestrian oriented by introduction of street furniture, landscaping,

and human-scale lighting.

The recommendations related indirectly to Jacobs' four conditions are about the general appearance of the whole study area, building condition, signs, streets and alleys and parking. Clearly, some of the recommendations for the residential and retail area could be applied to the overall study area. For example, recommendations about the general appearance and building conditions of the whole study area would be the same as for the residential area, namely :

- recommendations about new developments
- maintenance and upkeep of the buildings
- reinforcements of the vistas and views
- creation of pleasant pedestrian environment

Additionally, key approach routes leading into downtown should be better identified. The appearance of approach routes and gateways should be improved through the use of distinctive new lighting, landscaping and signs. Where possible, unsightly development adjacent to primary approach routes should be improved or screened.

Signs:-

Signs are an important and necessary element of the downtown environment. They are used extensively by public and commercial and professional enterprises. The primary function of a sign is to communicate a desired message and

to insure that the message has been recognized. Signs become a problem when they start to compete with each other in size and number. If poorly designed and improperly used, signs can become an objectionable visual element.

Therefore :

- Large, obstructive signs should be avoided. Rooftop and large projecting signs should be removed to have a much cleaner visual environment.

- The style, color and texture used in the sign should be compatible with the existing building facades and the environment.

CHAPTER SIX

PROGRAM FOR THE DEVELOPMENT OF THE BLOCK

BLOCK DESCRIPTION

The block is located on the west side of Kansas Avenue between Fifth and Sixth Streets. At present it has five existing buildings of which only three are occupied. There are also two buildings under construction (Fig. 16).

The southwest quadrant of the block that is on the corner of Sixth and Jackson Street, is not a part of this study. The rest of the block is being considered vacant except 503 and 535 Kansas Avenue (Fig. 17).

The program is written in two parts. The first part deals with the block as a whole and its context. The second part deals with the individual building type. The construction details for each building are left out of the program as they are not within the scope of this study.

PROGRAM FOR THE BLOCK

1. MIXED-USE DEVELOPMENT

The whole block will be a "Mixed Use Development", having a collection of activities of interest to the downtown at large. Analysis indicates that this development, when complete, should have the following

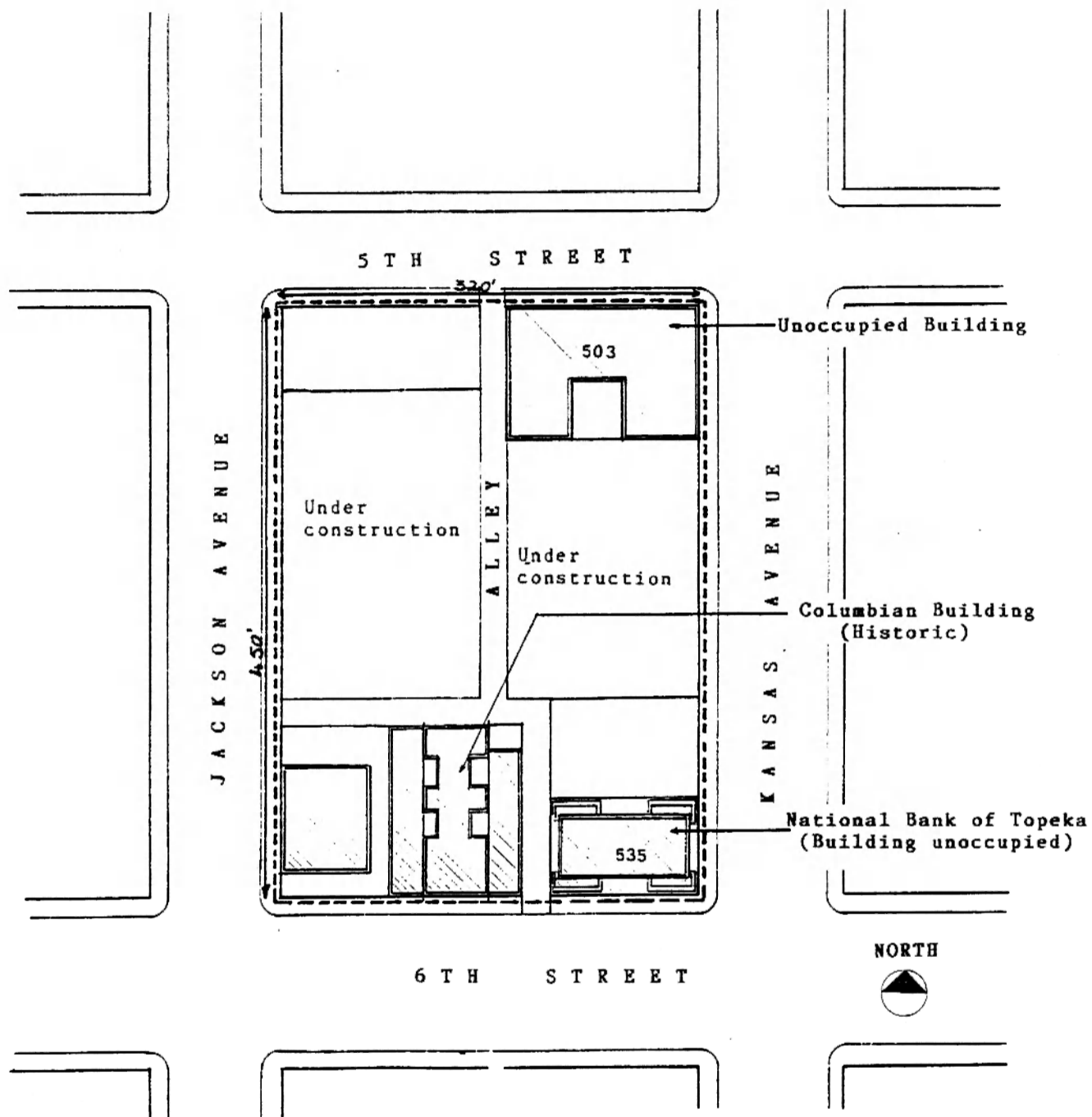


FIG.16 500 BLOCK ON THE WEST OF KANSAS AVENUE

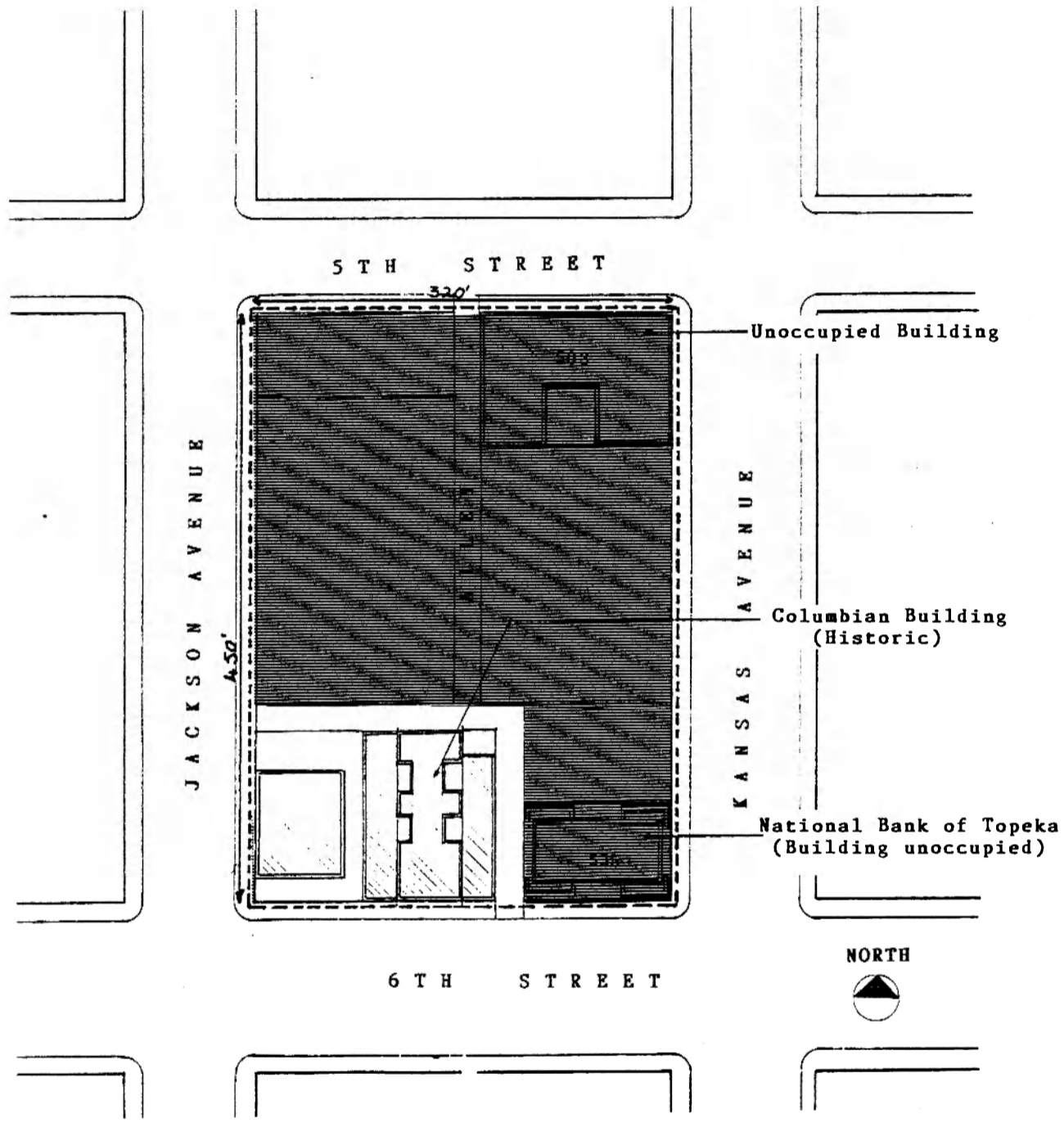


FIG. 17 SITE FOR PROPOSED DEVELOPMENT

activities:

Residential

Seventy two apartments for senior citizens, hundred and forty for young urban professionals with a parking ratio of 1 to 1.5 per apartment.

Offices

Renovated and new office space with 2 to 2.5 cars par 1000 sq. ft. of rentable area.

Commercial retail

Retail space will have specialty shops, novelty shops, a shopping area to serve the residences, and food and beverage areas. To compete with the outlying shopping areas, this retail area will have to have special drawing powers, namely: - an atmosphere of entertainment

- specialty retail
- food imaginatively served

These recommendations are based on the following:

- Jane Jacobs' four conditions for diversity require that there should be more than one activity in an area.
- The analysis of the social conditions in the downtown show that because of one predominant office use, the area is dead on weekends and after office hours. Therefore, it is suggested that there should be more than one use in an area.

- Robert Winterspoon in Mixed-Use Developments: New Ways of Land Use, a ULI's publication, refers to mixed-use developments as tools for treating blight and decay. His article suggests the following means by which mixed-use development perform this function:

"By introducing residential, and/or recreational activities to areas which were dead during nonworking hours.....;

by maintaining and improving their own environment over time

" mixed use developments have "a far greater catalytic effect on community development than single purpose projects."

The reason for selecting the three above mentioned uses for this mixed-use development are:

- residence is the only use which assures the presence of people in an area for twenty four hours.
- office is the use that attracts people to an area and assures their presence for the working hours.
- commercial/retail use, with distinctive design elements and proper management can have the capacity of competing with suburban shopping areas in attracting and assuring the presence of people during some nonworking hours.

2. CLUSTER OF BUILDINGS

The development will be designed in a way that it looks like a collection of separate buildings. The unity of the complex will be maintained by creating a family of entrance forms and/or gateways into the complex, using similar and/or sympathetic materials on the buildings and roof line of appropriate height.

This recommendation is based on the following:

- the existing buildings, while becoming part of the new development, should keep their own identity.
- traditionally, width of the developments on Kansas Avenue have varied from 25 to 100 feet except for the Bank 1V building and even in that there has been an attempt to break the block long facade.

3. BUILDING HEIGHTS

The height of the new buildings will vary from four to eight stories above the street they front. The parts immediately adjacent to the roads will be in harmony to the surrounding buildings in height, and will not exceed four stories.

These recommendations are based on the following:

- four story high buildings are human in scale.

- the majority of buildings in the downtown, especially buildings facing Kansas Avenue, are not more than four stories.

4. CIRCULATION AND ACCESS

Circulation is very important for the success of a project. A successful complex, having different activities, requires a clear arrangement of activity areas and paths. The circulation pattern has to be clear and should relate to the flow of the people in nearby areas, as well as vehicles and services around the site.

The circulation pattern will avoid confusion between the traffic for the three activities planned for the block. The flow of the vehicles and people must be safe, convenient and efficient.

Vehicular access

There will be no vehicular access from Kansas Avenue, but will be mainly from Fifth Street as it is the least busy. Access for service vehicles to the commercial/retail areas will be provided, which may not be on same level.

Pedestrian access

Major pedestrian access to the commercial/retail and

office areas will be from Kansas Avenue and will be designed according to the requirements for the physically handicapped. Direct access from parking to all the activity areas of development will be provided. Access to residential areas will be controlled.

5. PARKING

Permanent parking space for the new and existing buildings would be provided on the site. Parking would be calculated at 1.0 to 1.5 cars per apartment and 2.0 to 2.5 cars per 1000 sq. ft. area for the offices.

<u>Type</u>	<u>Total # of parking spaces</u>	<u>Ratio</u>
Residential	275	1 to 1.5 per apartment
Offices	380	2 to 2.5 per apartment

6. GENERAL

- Building setback requirements for this project shall be zero feet from the property line.
- The existing alleys in the block will be maintained and if used for the vehicular access, will be one way as they are only twenty feet wide.
- Major recreational facilities such as YMCA and YWCA are near the downtown area providing swimming, basketball, handball, indoor running tracks, etc. therefore no such recreational facilities will be provided.

- The distance between sources of daylight within the buildings, shall not exceed hundred feet.
- All utilities are on the site and for removing or relocating existing utilities will not be a consideration in this project.
- Developments on Kansas Avenue have non-residential use on the first floor with offices or residences on the upper floors. This block will have same character fronting Kansas Avenue.
- In the area beyond the alley towards Jackson street there will be parking.

PROGRAM FOR THE BUILDINGS

Residential

In 1984 a market research was done and documented by Hammer, Siler, George in conjunction with the planning for Watertower Place. Their report, concluded that there is a strong demand for central area housing, but the market is untested and unproven. Realtors interviewed were of the same opinion. They reported that a demand for downtown housing exists as the few apartment buildings already in the downtown have no vacancies and there is a waiting list. It is difficult to determine what number of apartments could be absorbed by the market, and the number that will be chosen for this project has not been substantiated. However, it was suggested that there should be one hundred plus new apartments to make this a feasible project. It was also suggested that the square feet for the apartments should be as follows:

- One bedroom 700 to 850
- two bedroom 900 to 1200
- Three bed room 1200 to 1400

The mixture of the three types suggested is:

- one bedroom 60%
- two bed room 30%
- three bedroom 10%

APARTMENT BUILDINGS

Security and safety is the major part of the home concept of a human being. Oscar Newman in his book, *Defensible Space*, defines the hierarchy of defensible space, according to the activities taking place as:

public
semi-public
semi-private
private

PUBLIC SPACE

Public space is accessible to the general public without any restrictions. The spaces defined as public for this project are streets and the commercial/retail spaces.

SEMI-PUBLIC SPACE

Semi-public space in an apartment building is the entrance lobby. The access to the lobby is controlled so that only the people who have some kind of business in the building are allowed to enter. The lobby is a transition area between the living quarters, building management, and the 'public spaces'.

The type of activities which occur in the lobby are:

- waiting for transportation,
- meeting guests

- checking mail

The lobby should be a pleasing and secure environment and the residents should feel comfortable there.

SEMI-PRIVATE SPACE

Semi-private spaces are accessible to all the residents of the building. Semi-private space are elevators, hallways, spaces for common social and recreational activities, a laundry, and any other space provided for common use.

All such spaces should be designed for convenience, accessibility and safety.

PRIVATE SPACE

Private spaces are the dwelling units. Included in the dwelling unit are entry, living, cooking, dining, sleeping, and dressing spaces, and space to maintain personal hygiene.

CONSIDERATIONS FOR DESIGNING APARTMENT BUILDINGS

The following considerations are taken from the book, "Designing Places For People", by C. M. Deasy.

-Personal Safety

In apartment buildings, a substantial amount of traffic

is generated by residents, visitors, and deliveries. As a result it is hard to distinguish between the legitimate traffic and intruders. Therefore, it is necessary for the people to know and get along with each other.

The considerations which will help promote apartment security are:

-low-rise buildings.

"Apartments of three to four stories in height seem to be inherently safer than high-rise structures".(C. M. Deasy 1985)

-security systems.

If high-rise structures five stories or higher are absolutely required, they should be provided with tight security control at every entrance. This security system could be a mechanical system or a security guard.

-apartments clustered around a common entrance or stairwell.

This arrangement offers several benefits. It increases the opportunity for contact with other residents, increasing the possibility of personal involvement and mutual concern. It also makes it easier to recognize who belongs in the entry.

-Avoid long, double-loaded corridors.

"In their usual form they are a "no-man's land" that doesn't belong to anyone and for which no one assumes a territorial concern". (C. M. Deasy 1985)

-Create an "entrance" at each unit.

Each individual apartment should have a distinctive entrance. The entrance should be designed in such a way that the people in the apartment should have the option of seeing out into the corridor, stairwell, or elevator lobby.

-TERRITORIALITY

"Tenants themselves divide an apartment-house environment into two categories ---"mine" and "ours". In addition to the interior of their own apartment unit, they may claim as their own any parking stalls or garage space designated for their exclusive use, private storage units and any exterior space adjacent to their unit that was clearly intended for them. The balance of the building that is accessible to and generally used by the tenants falls into the shared or "ours" category. It is important to both tenants and owners that the "ours" feeling be strongly developed. This sense of participatory ownership

encourages the tenants to be concerned with the overall wellbeing of the structure" (C. M. Deasy 1985). To encourage such feeling the following measures are recommended.

- The boundaries of the private territory of the tenants should be clearly marked.
- Parking stalls and the storage units should be numbered and assigned.
- Places that are shared by all the tenants should be identified by either color, texture, furnishings or by some other distinguishing characteristics so that they are separate from the spaces which are public or private.

-FRIENDSHIP FORMATION

"Living in a large apartment structure, even with its dense concentration of people, can be a lonely way of life. If a resident's travel is limited to taking the elevator down to the garage in the morning and back again in the evening, the chance of making social contact on the way is remote. Unless there is some pattern of movement that brings people into contact, density in itself has no effect on friendship formation." (C. M. Deasy 1985)

The suggestions which tend to create situations that

bring people together are:

- design small buildings or break large projects into smaller segments.
- cluster units around separate stairwells or entries.
- make sure that maximum people use the same entrance into the apartment building.
- make the entrance an information center with a bulletin board, where people could post announcements and notices.
- locate the service facilities that are used in common, such as laundry, at a prominent location, so that they are visible and easily accessible. Such facilities should be attractive and comfortable.
- provide a common lounge and/or recreation area having amenities not normally found in the apartments, like a fireplace or a large-screen TV.

CONSIDERATIONS FOR DESIGNING APARTMENT BUILDING FOR SENIOR CITIZENS

Most of the considerations mentioned above could be applied to the design of apartment buildings for senior citizens, however, according to Sandra C. Howell, there are some considerations which are only applicable to the apartment buildings for senior citizens.

These considerations are:

- a waiting area should be provided near the front entrance.
- an area should be provided where residents can observe coming and going activities, but opportunities for offensive surveillance should be minimized.
- the semi-public area having community room, pool room, arts and crafts room, etc. should be located at a level where the resident movement is maximum.
- the distance between the main circulation and the semi-public area should be minimum.
- the main circulation should not lead directly through the semi-public area.
- there should be a visual connection between the main circulation and semi-public spaces, and there should be visual connections between the semi-public spaces. These visual connections should not create an offensive surveillance problems.
- there should be seven square feet of community room space per resident.
- there should be five square feet of additional social space per resident.
- residential corridors in excess of 100 feet in length are not recommended.
- residential floor lounge areas should be provided. These should be visually separate from elevator lobby

and apartment units.

- there should be signs to identify both floors and units.

- a laundry room is considered to be a functional space rather a social space because of odors and noise. Therefore, it should have space for adequate number of machines, a table for folding the clothes and a little seating for resting.

- laundry room should be a part of the semi-public space but should be visually hidden from the main circulation.

OFFICE BUILDING

According to the final report submitted by Trkla, Pettigrew, Allen & Payne, as part of the master plan for downtown Topeka, there is a demand of 50,000 to 80,000 sq.ft. of net leasable area. Of this total, the report says, approximately two-thirds is generated by private sources, the remaining one-third by government. However, according to the market research conducted by Hammer, Siler, George in 1984, there was a vacancy rate of 23% for general leasable office space in or near the downtown. The report also indicated a three to five year absorption period.

However it was decided by the author that when

completed this development should have new leasable office space of 100,000 to 120,000 square feet and renovated office space from 60,000 to 70,000 square feet with a total range of 160,000 to 190,000.

The four types of space categories for the apartment building are applicable to the office building also.

PUBLIC SPACES

The public streets and parking areas are public spaces.

SEMI-PUBLIC SPACE

Spaces with some restricted access are semi-public space, like the lobby of the building. This lobby would contain a general information area, waiting areas, and a commercial/retail area catering to the needs of the occupants. other semi-public spaces may include restaurants and rest rooms.

SEMI-PRIVATE SPACE

Semi-private spaces in an office building would be the circulation systems like elevators/staircases and their lobbies, and the hallways.

PRIVATE SPACES

The individual office space for an office would be the

private space to a certain extent, as these office spaces are not accessible to general public, but still, to an extent public is allowed to the reception area of that office.

The same hierarchy of spaces exists within each office suite.

CONSIDERATIONS FOR DESIGNING OFFICE BUILDINGS

COMMUNICATION:

- An important way of communicating is through signs. They must provide appropriate information so that people will know how to use the facility they are entering. Signs should be located in the right place, to be easily read, and should communicate comprehensible and useful information.

- Other media through which communications takes place are telephones, computers, facsimile transmissions, radio and television. Provisions for these should be made in the design.

- Another type of communication in an office building is personal communication. For this, there should be appropriate light so that facial expressions can be seen clearly. Other considerations for personal communication are:

- providing a place where people may stand out of the

line of traffic.

- providing seating wherever a chance meeting and conversation may occur regularly.
- making seating flexible so that people can adjust it to suit their preferences.
- Minimizing outside noises.

ORIENTATION

Someone who is trying to navigate in a complex building for the first time, may find it incomprehensible. Such people clearly need assistance in finding their way.

In this, nothing is as helpful as a knowledgeable person who has been assigned to assist strangers. In circumstances where such an assistance is not possible, other means of orientation should be adopted, like, "you are here" maps, which should be properly located and displayed. In addition to such maps, signs should be used.

SAFETY HAZARDS

C. M. Deasy in his book Designing Places For People has mentioned four types of hazards which needs to be considered in designing an office building.

Clearance Hazard:

This refers to the places where normal height people would not fit, such as open stairs. Such spaces should be

made inaccessible to people.

Object Hazards:

This refers to the objects and corners which may have sharp edges and are in general traffic areas. Such objects and corners should either have rounded or softened edges.

Collision Hazards:

This refers to the possibility of people colliding with each other wherever pedestrian paths intersect. Therefore, there should be clear field of vision so that collisions will be avoided.

Stability Hazards:

This refers to slippery surfaces underfoot. Such surfaces could be of great danger to the personal safety of users of buildings. Therefore, materials which become slippery easily should be avoided especially in hallways and on stairs.

CONSIDERATIONS FOR DESIGNING SHOPPING AREAS

C. M. Deasy in his book Designing Places For People has categorized shoppers into four sets.

- Shoppers who are satisfying an immediate need.

This is the kind of shopping that is done when people stop at the local convenience store on the way home to buy a frozen dinner or go out on Sunday morning to buy a newspaper. For those who are shopping in this manner convenience and time saving are the important factors in deciding where to shop. Therefore, a convenience store should be located where it is easily accessible.

- Shoppers who are making routine purchases of household necessities.

This would include weekly grocery shopping. For this type of shopping convenience is important but price is the controlling factor.

- Shoppers who are making infrequent purchases of lasting items.

Shopping for household appliances and furnishings falls into this category. A wide selection and choice of sources are important, but convenience is no longer a major concern.

- Shoppers who regard the act of shopping as a shared recreational or social event.

In this case the unique quality of the merchandise and

unique quality of shopping environment become very important.

In catering to any type of shoppers mentioned before, the most important is that how good the communication is.

- The signs should be clear about what is being offered and if possible reinforced by some other means.
- Good display of material and merchandise can answer any question that a customer might have about what is being offered.
- The clarity of access to shopping area is another important factor in attracting customers.
- Seating for people who must wait is a convenience for the customer and a priority for a shop owner.
- A place to set down parcels makes shopping more convenient.
- There should be provision where parents could leave their children while they shop.
- The design should provide for the elderly and the handicapped.
- There should be eating places which should cater to the need of following type of people:
 - people who want to eat quickly
 - people who want to eat well but informally
 - people who like excellent food

- people who associate food and ceremony.
- The exterior and interior of a food-service establishment must convey an image of cleanliness.
- The area should be well ventilated to eliminate food odors.

The majority of the downtown retail space is vacant. The major reason for this is the development of suburban shopping malls and other facilities. Due to these developments, either the downtown merchants have moved to a new development or they have closed their shops due to the competition. Therefore it could be easily said that the market for new commercial/retail space does not exist in the downtown.

Considering the above mentioned facts about the market, it is clear that this development has to aim at creating the market, rather than capturing the existing demand. Therefore, after discussion with realtors it was decided that there should be at least ten specialty shops ranging from 2,000 to 4,000 square feet, six curio or novelty shops ranging from 400 to 800 square feet. At least two specialty restaurants ranging from 2,000 square feet to 4,000 square feet. Four to six fast food restaurants ranging from 400 to 800 square feet. In all the rentable

commercial retail space should be not more than 85,000
square feet.

CHAPTER SEVEN

PRELIMINARY DESIGN

This thesis proposes a mixed use development on the block located west of Kansas Ave between fifth and sixth Streets. The salient features of the proposed development are described here, while the architectural presentation, in the next section, illustrates the proposed design.

GENERAL USE:

-In the area of the site adjacent to Kansas Avenue that includes two existing buildings, it is proposed to provide retail on the lower levels with offices and residences for senior citizens on the upper levels.

-In the area of the site between Jackson Street and the alley, it is proposed to provide apartments for professionals.

-Parking for the development is to be underground, with access only from Fifth Street through the alley. A total of 723 reserved parking spaces have been provided, out of which 275 are for apartments, 380 are for the offices, and 68 for retail staff.

Heights:

-It is proposed that the heights of the new buildings shall be four stories above the streets they front except on

Fifth Street, where part of the new building is five stories to harmonize with the existing building at 503 Kansas Avenue.

-Structures of greater height shall be away from the streets so as not to dominate.

Materials:

-It is proposed that the materials used on the facades shall be granite panels of the same color as 535 Kansas Avenue and brick to harmonize with the existing buildings in the immediate surroundings.

Ratio of Solid wall to openings:

The existing ratio in 503 and 535 Kansas Avenue is being proposed for the new building on Kansas Avenue.

Entrances:

The main entrance to the complex from Kansas Avenue and the entrance to the residential area from Jackson Street shall be emphasized with consideration of the entrances of the existing buildings.

INDIVIDUAL BUILDINGS:

Existing buildings:

535 Kansas Avenue:

It is proposed that this building should be adapted for residences of senior citizens who do not require specialized health care, and for retail on the lower level.

- The three storey high first floor has retail with access from the new building.

-The main entrance to this building is from Kansas Avenue which would be used by the senior citizens only. It is a controlled access with administration offices and a waiting area adjacent to the elevator lobby. These elevators would serve the floors from 4th to 14th.

- Community facilities for senior citizens such as library, reading and sitting room, game rooms, exercise room, meeting rooms, community room and laundry, have been provided on the 4th floor and residences are from the 5th floor to 14th floor.

-A direct access from the parking area to the 4th floor has been provided with keyed elevators for the senior citizens

.

-Three types of residences have been provided: two bedroom; one bedroom; and efficiency apartments. There are 70 apartments in all.

503 building:

It is proposed that this building should have retail on first floor and basement with offices on the upper floor.

-The retail area on the first floor is accessible directly from Kansas Avenue and from the adjacent new buildings, whereas the retail in the basement is accessible from the new building with limited access from Fifth Street .

-Offices are accessible directly from Kansas Avenue and there is also a link between the offices on the second floor in the new building and 503 Kansas Avenue. This link also serves as an access to the elevators to the underground parking.

-60,000 square feet of rentable office space has been provided.

New Buildings:

On Kansas Avenue:

_ The new building on Kansas Avenue have two stories of retail, first floor and basement, with offices above.

-The main entrance leads into a concourse area which has an elevator lobby adjacent to it for access to the office floors.

-The first floor has been designed in such a way that there are three open area with sky lights. The retail activities are designed around these spaces. Some retail areas also

have access from Kansas Avenue.

The three sky lit areas are linked by a hallway running North south and has retail along it. Two of these sky lit spaces are adjacent to the existing buildings, acting as transition areas. The third, is in the middle of the new building, visible directly from the concourse area at the main entrance. It has curio and novelty shops around it.

-In the lower level, there are restaurants located around the sky lit areas, which also contain eating spaces.

On Jackson Street:

The site adjacent to Jackson Street has apartments, which are grouped around an open landscaped courtyard. The apartment block has been designed so that the focal point of the apartments is the courtyard. Which provides visual interest and increased security.

-There is one controlled pedestrian entrance from Jackson Street.

-Administration offices for the apartment buildings are located next to the entrance.

-The mail boxes and information window is located in the concourse area immediately inside the entrance.

-a controlled access between the courtyard and the retail area in the new building has also been provided.

-There are 140 apartments with 86 one bedroom apartments, 42 two bedroom and 12 three bedroom apartments.

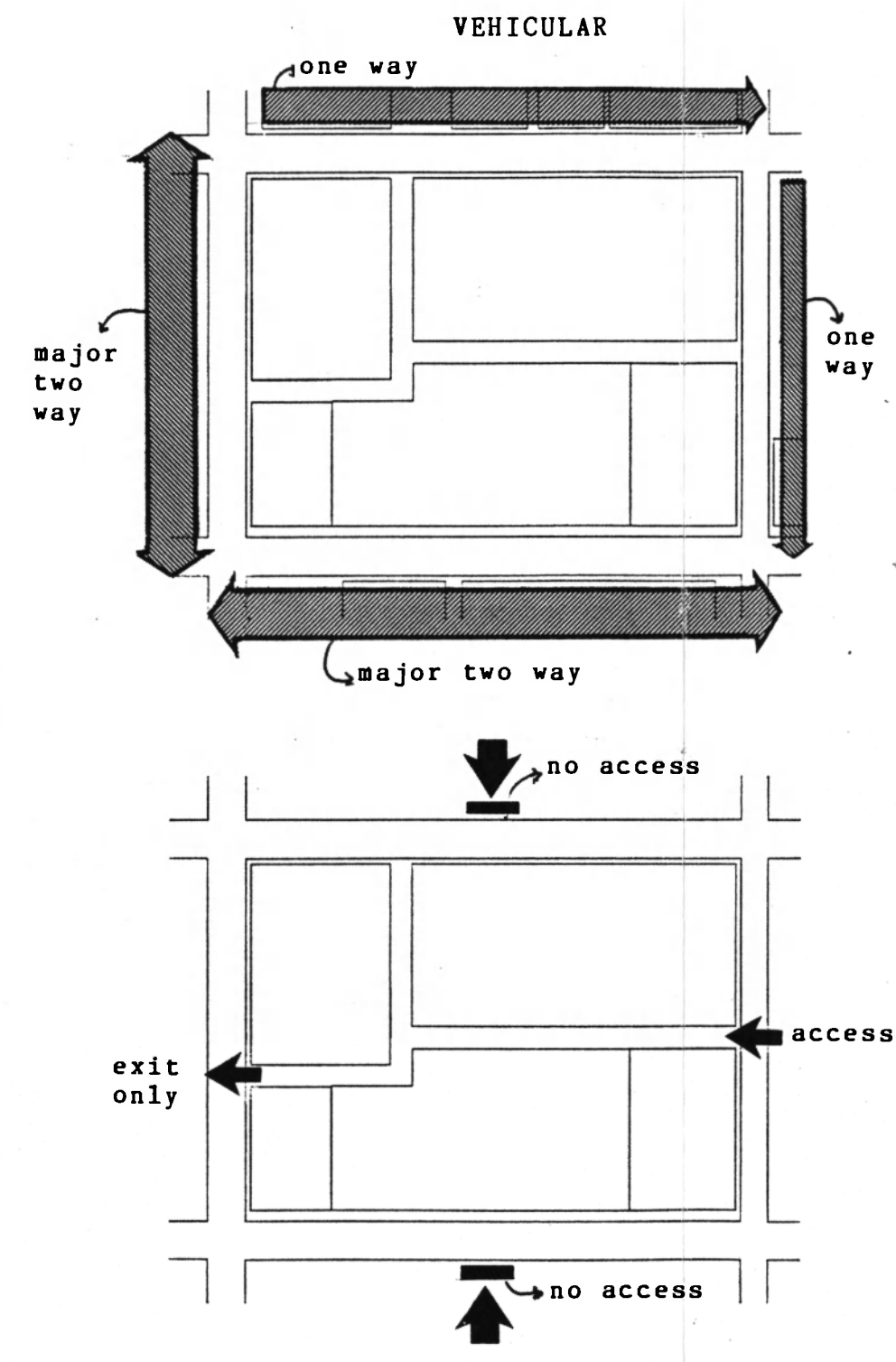
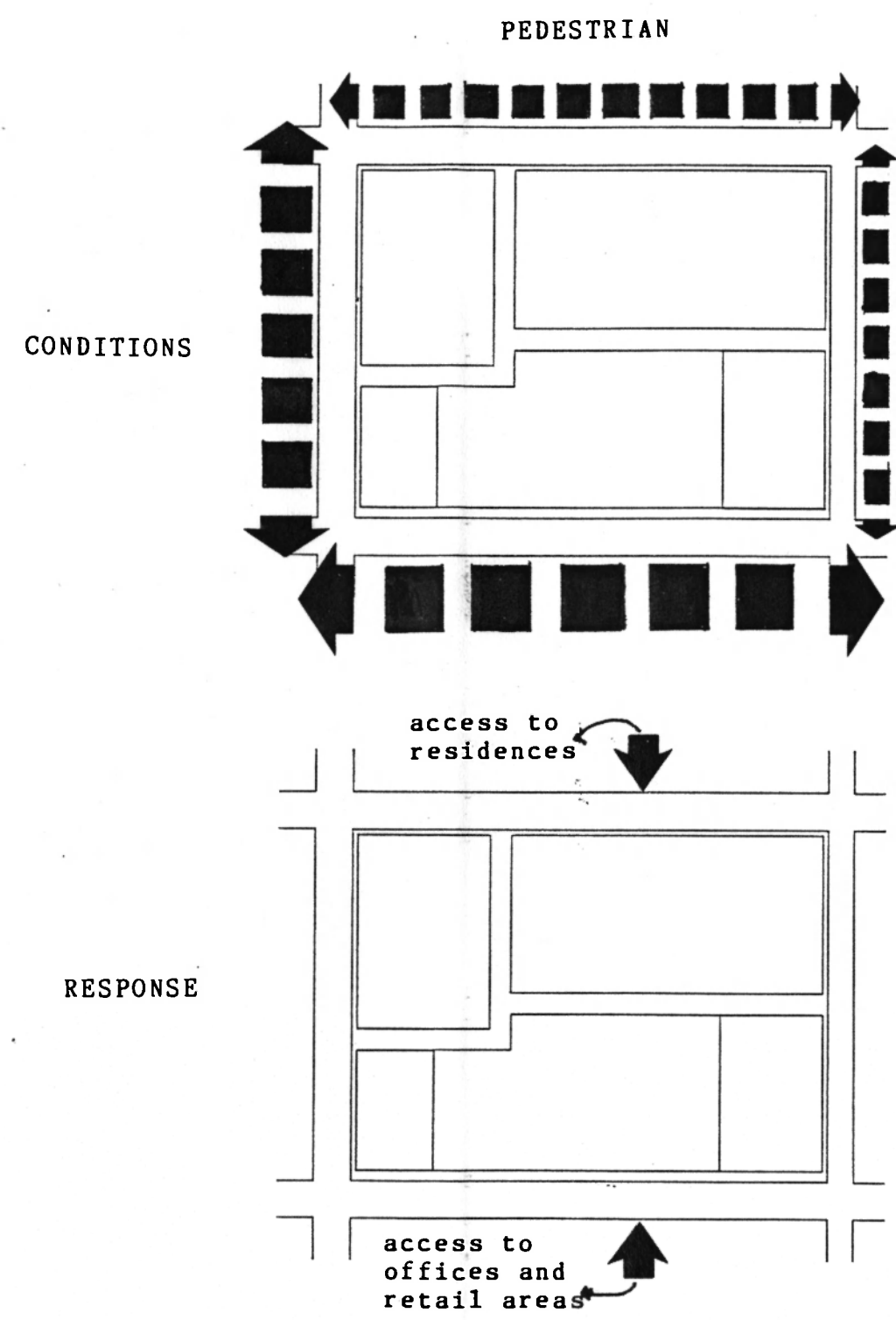


FIG. 18 CIRCULATION

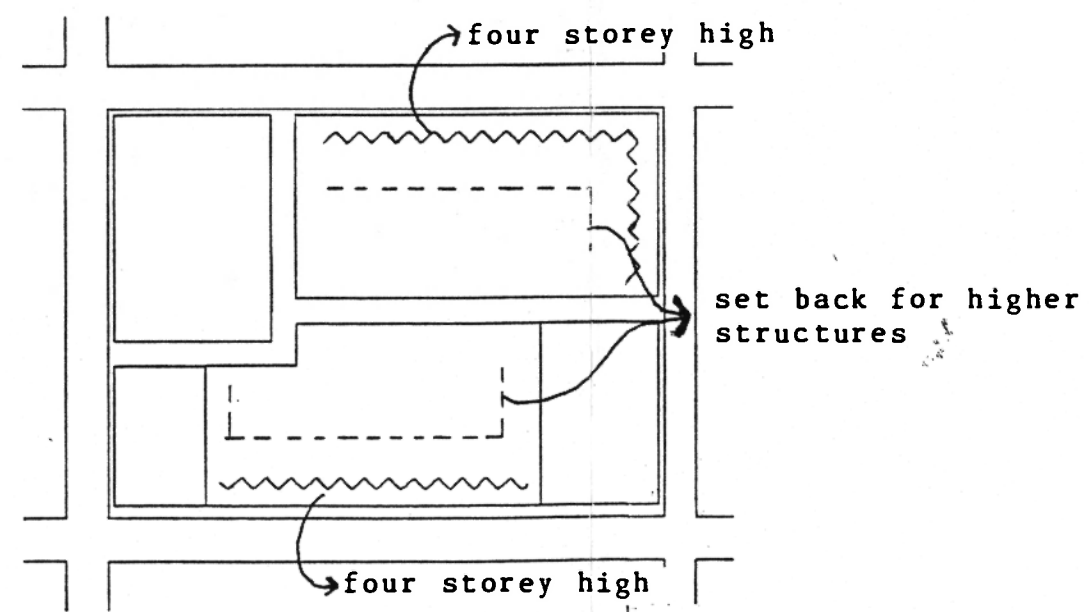
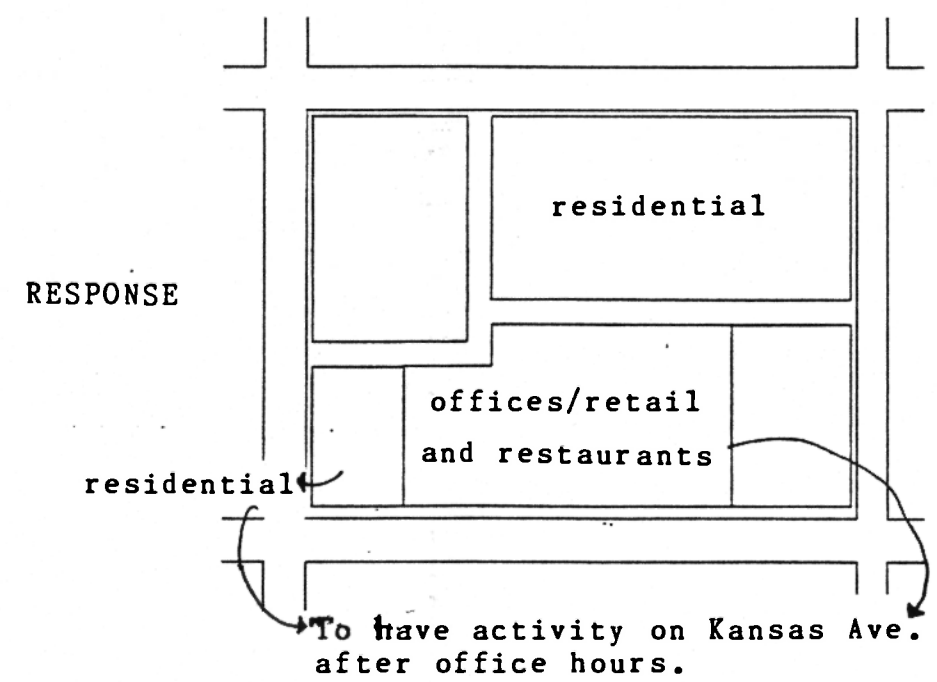
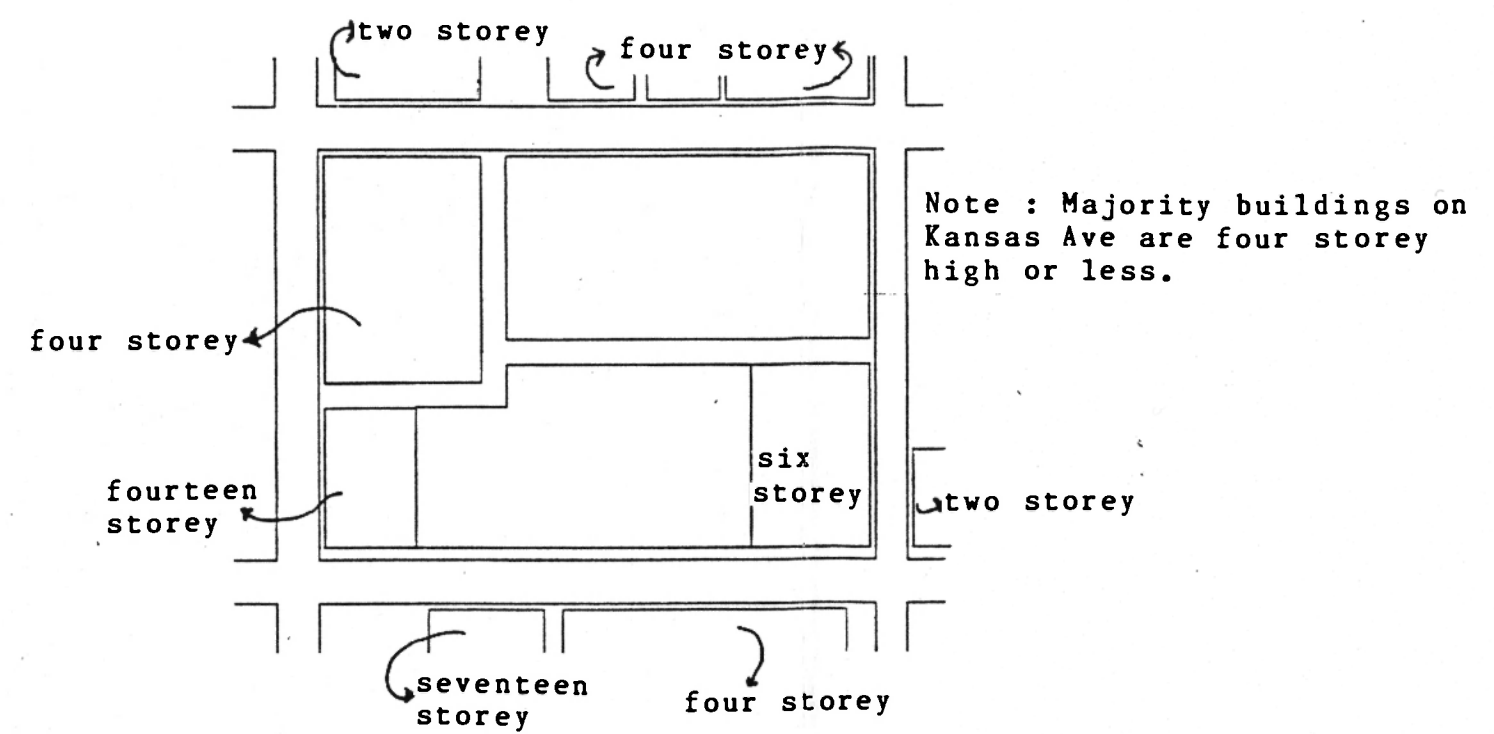
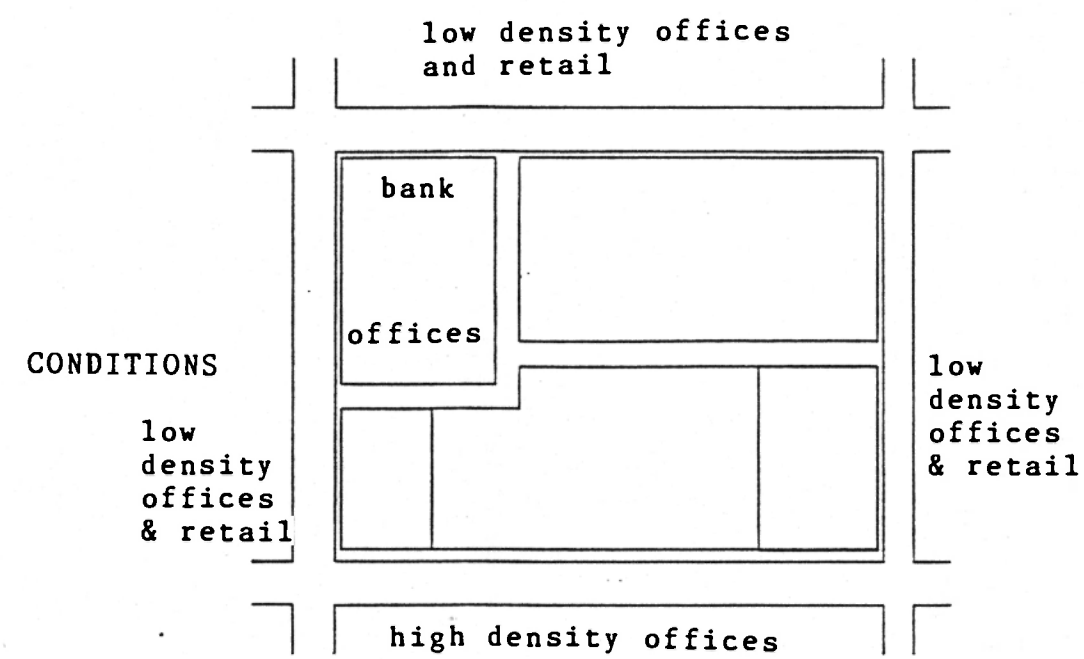


FIG. 19 NEIGHBOURHOOD ANALYSIS

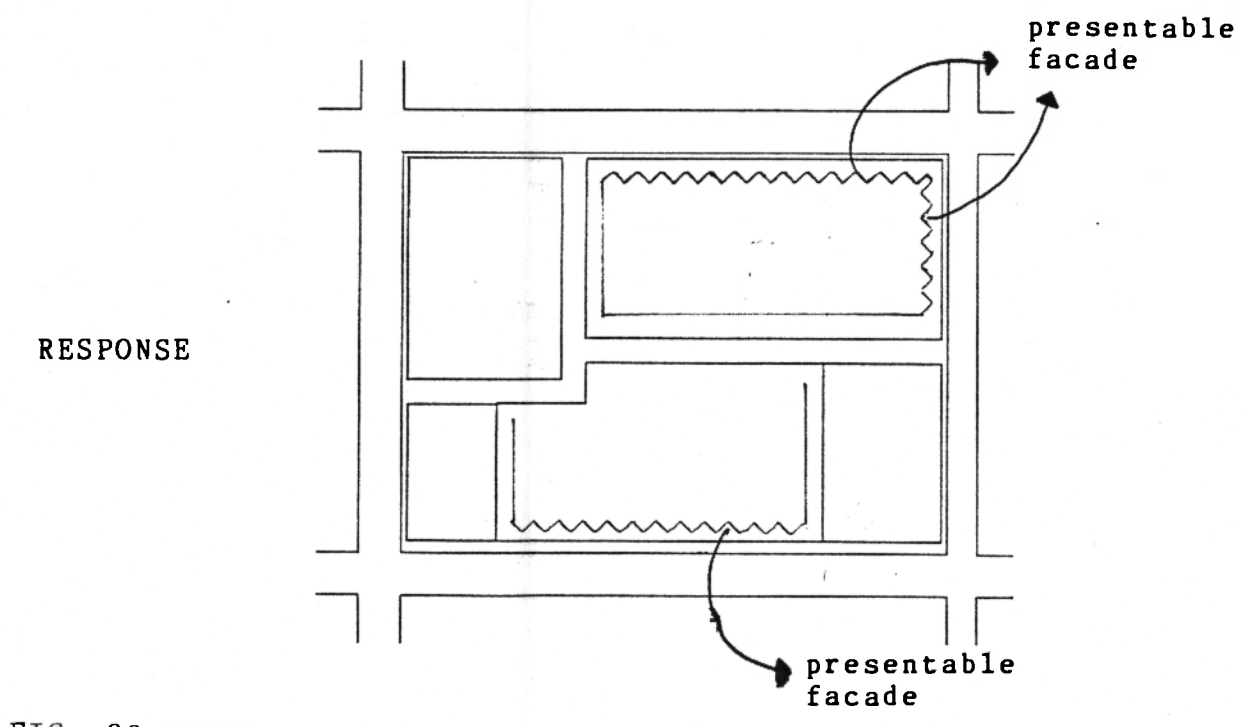
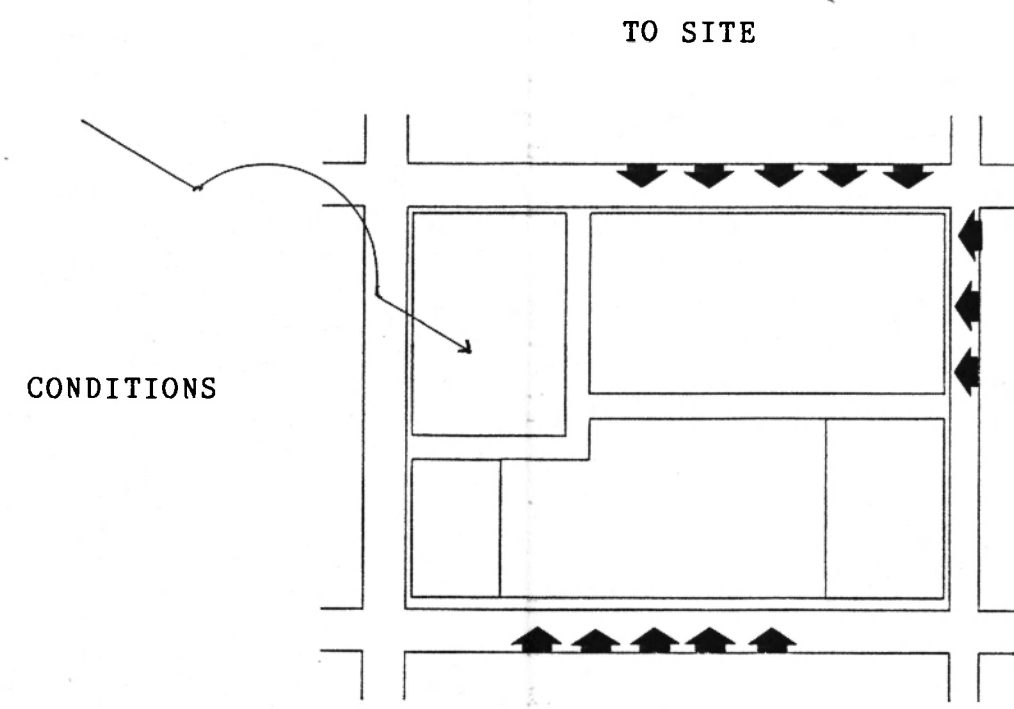
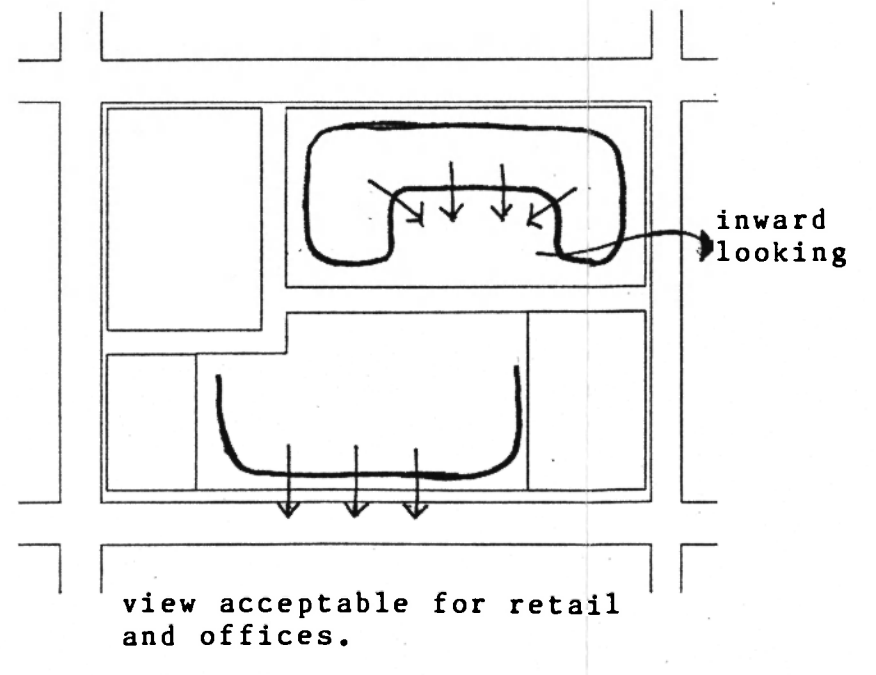
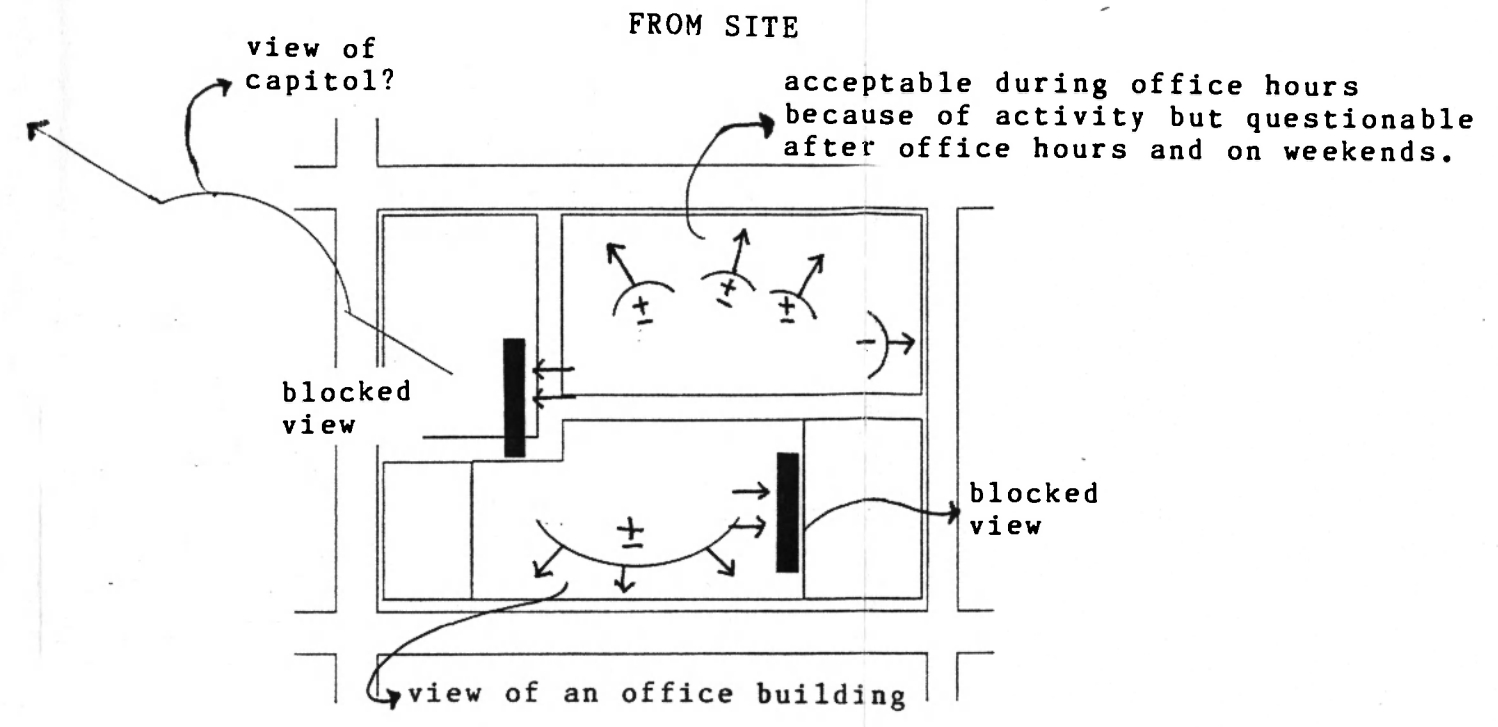
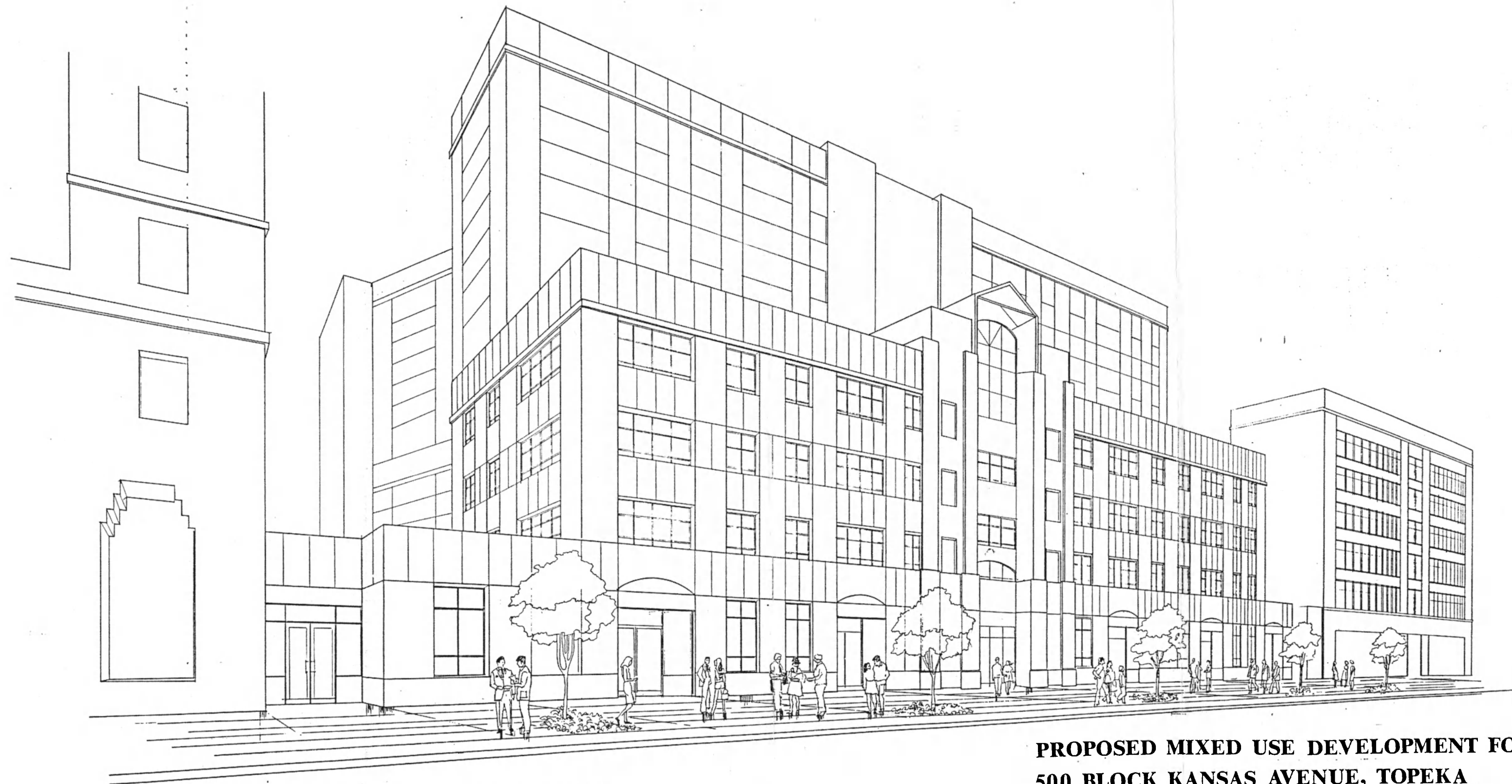


FIG. 20 VIEWS





PERSPECTIVE: KANSAS AVENUE

FIG. 21

**PROPOSED MIXED USE DEVELOPMENT FOR
500 BLOCK KANSAS AVENUE, TOPEKA**

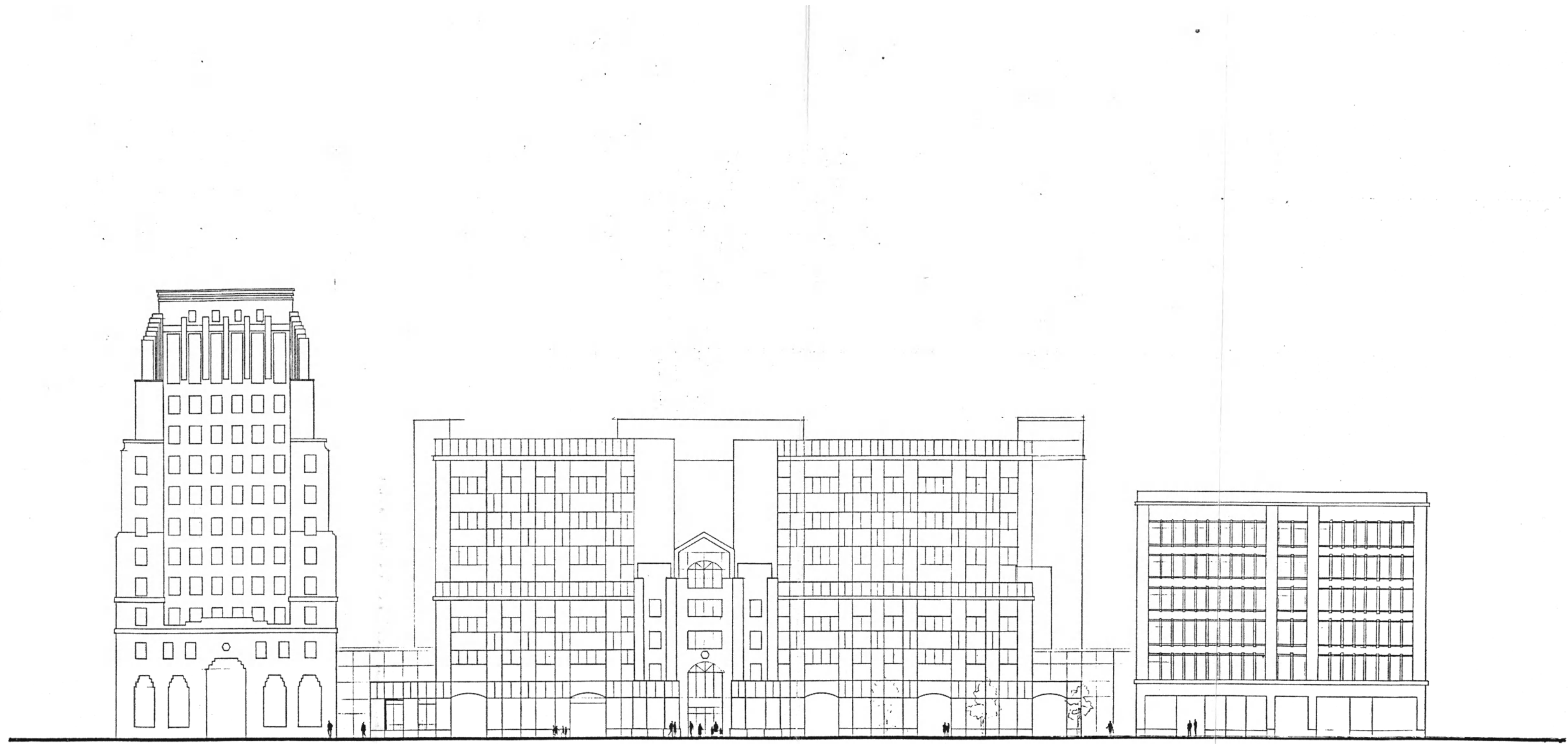
BY TAUQIR VANDAL

ADVISORY COMMITTEE

BERND FOERSTER (Major)
F.GENE ERNST (Member)
RAY WEISENBURGER (Member)

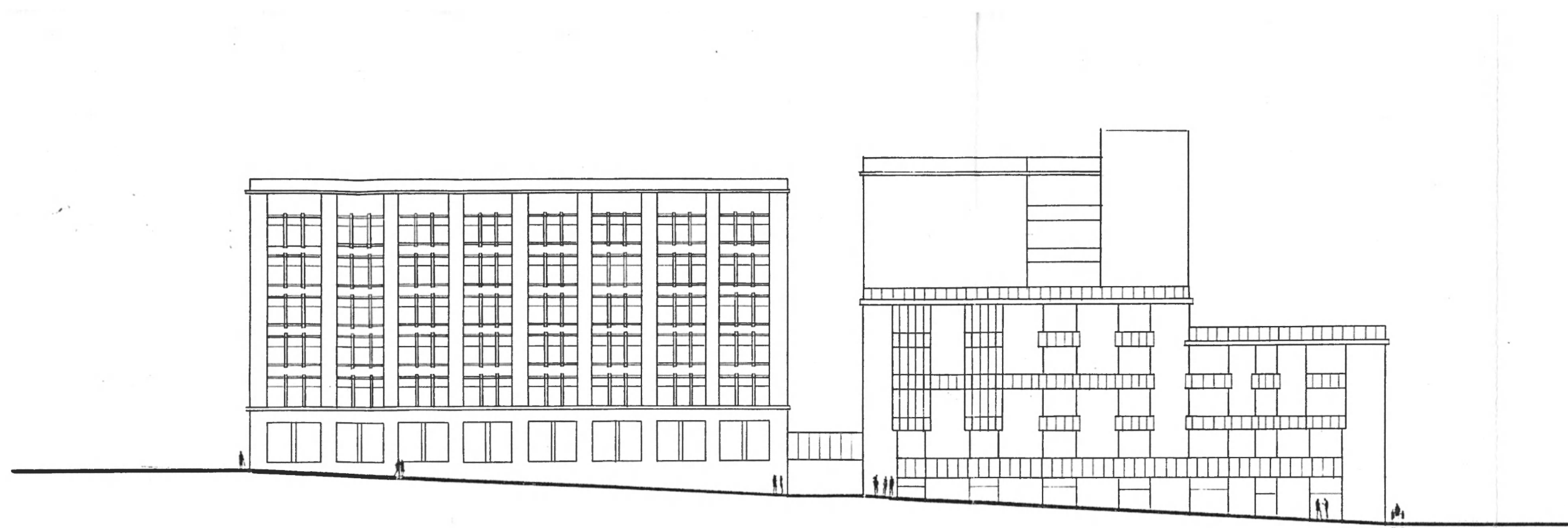


FIG. 22 PERSPECTIVE: KANSAS AVENUE ENTRANCE



ELEVATION KANSAS AVENUE
SCALE 1/16" = 1'-0"

FIG. 23



ELEVATION 5TH STREET
SCALE 1/16" = 1'-0"

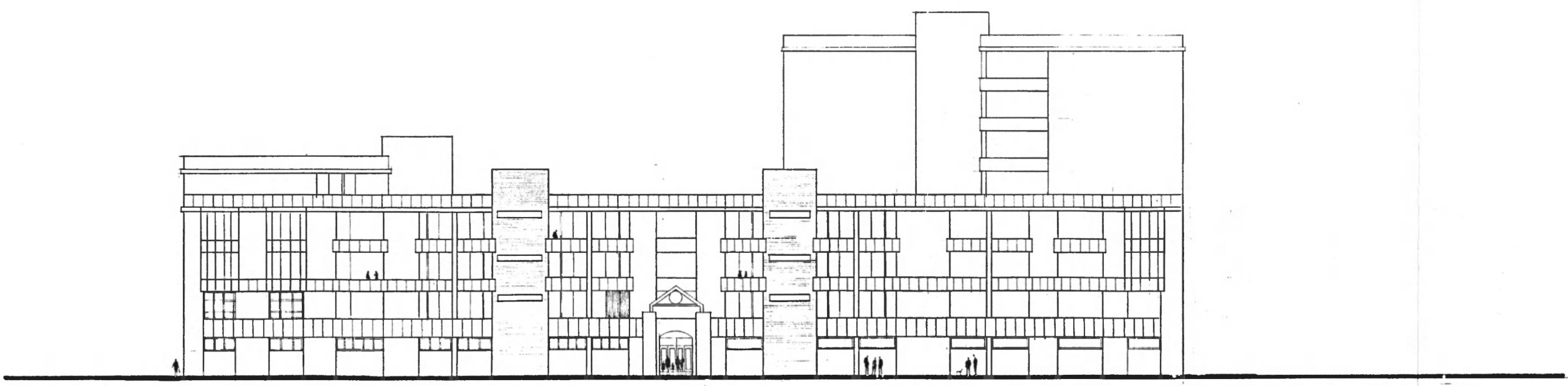


FIG. 24

ELEVATION JACKSON STREET
SCALE 1/16" = 1'-0"

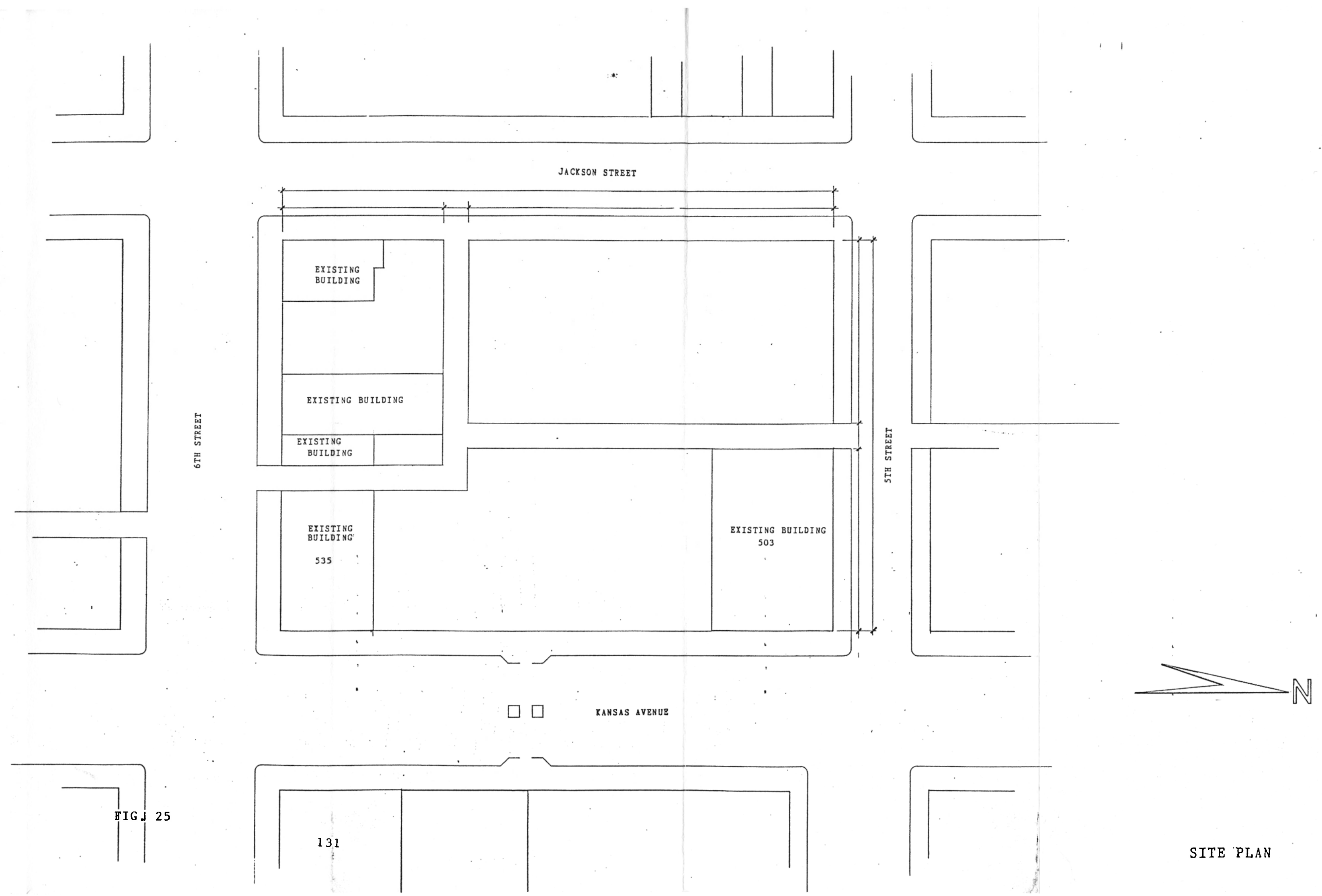


FIG. 25

SITE PLAN

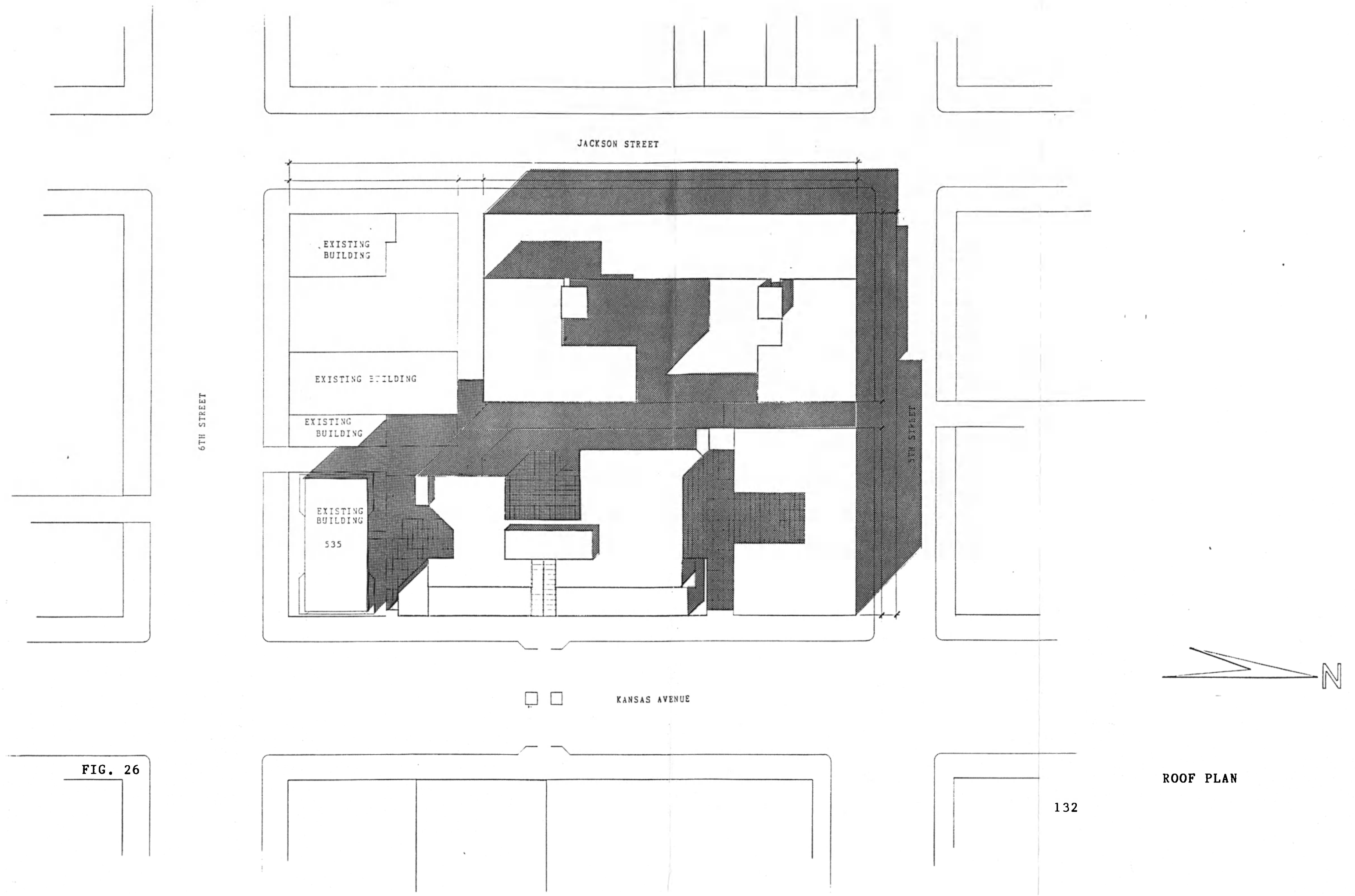


FIG. 26

ROOF PLAN

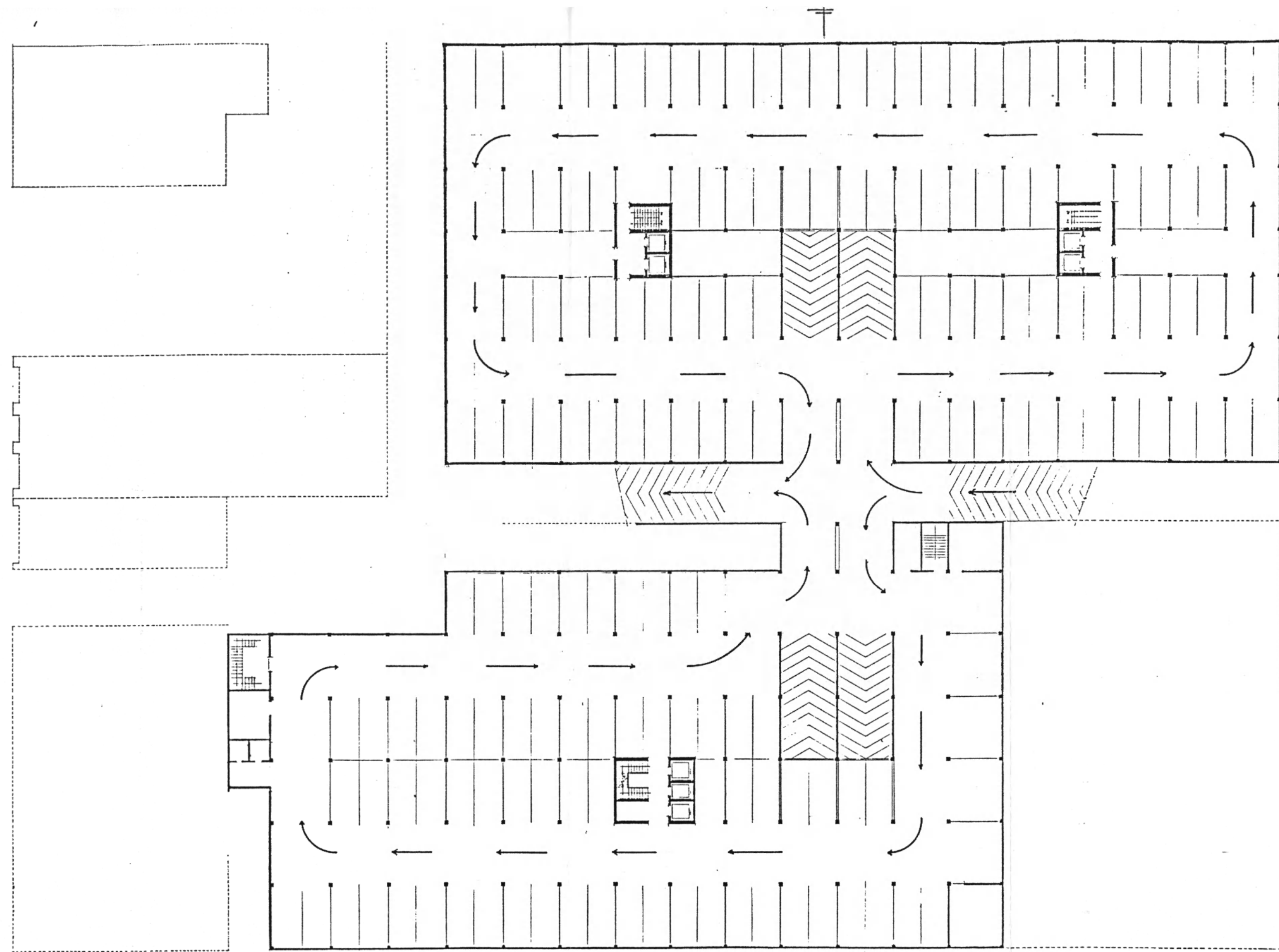


FIG. 27

PARKING LEVEL 1
SCALE 1/16" = 1'-0"

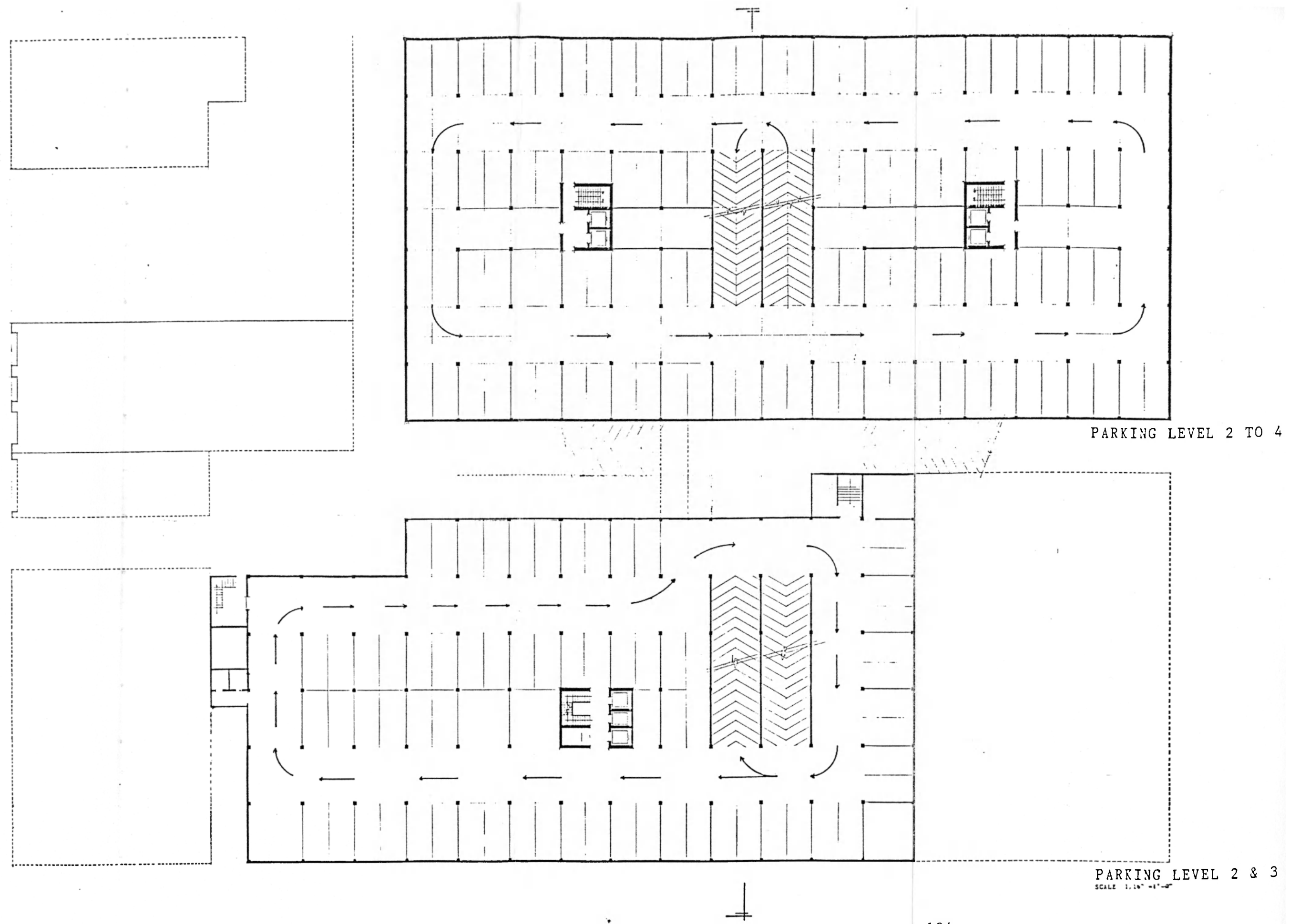


FIG. 28

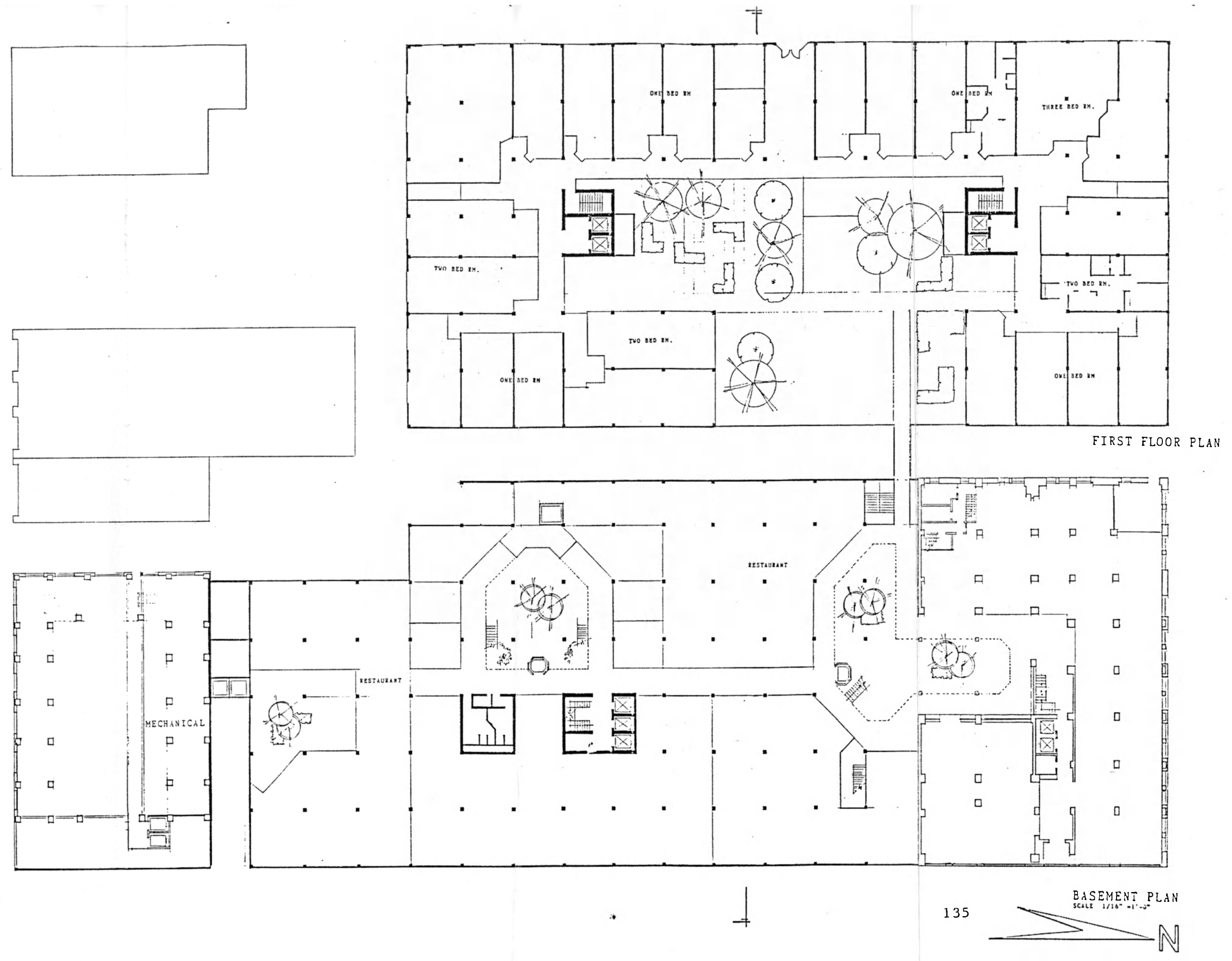


FIG. 29

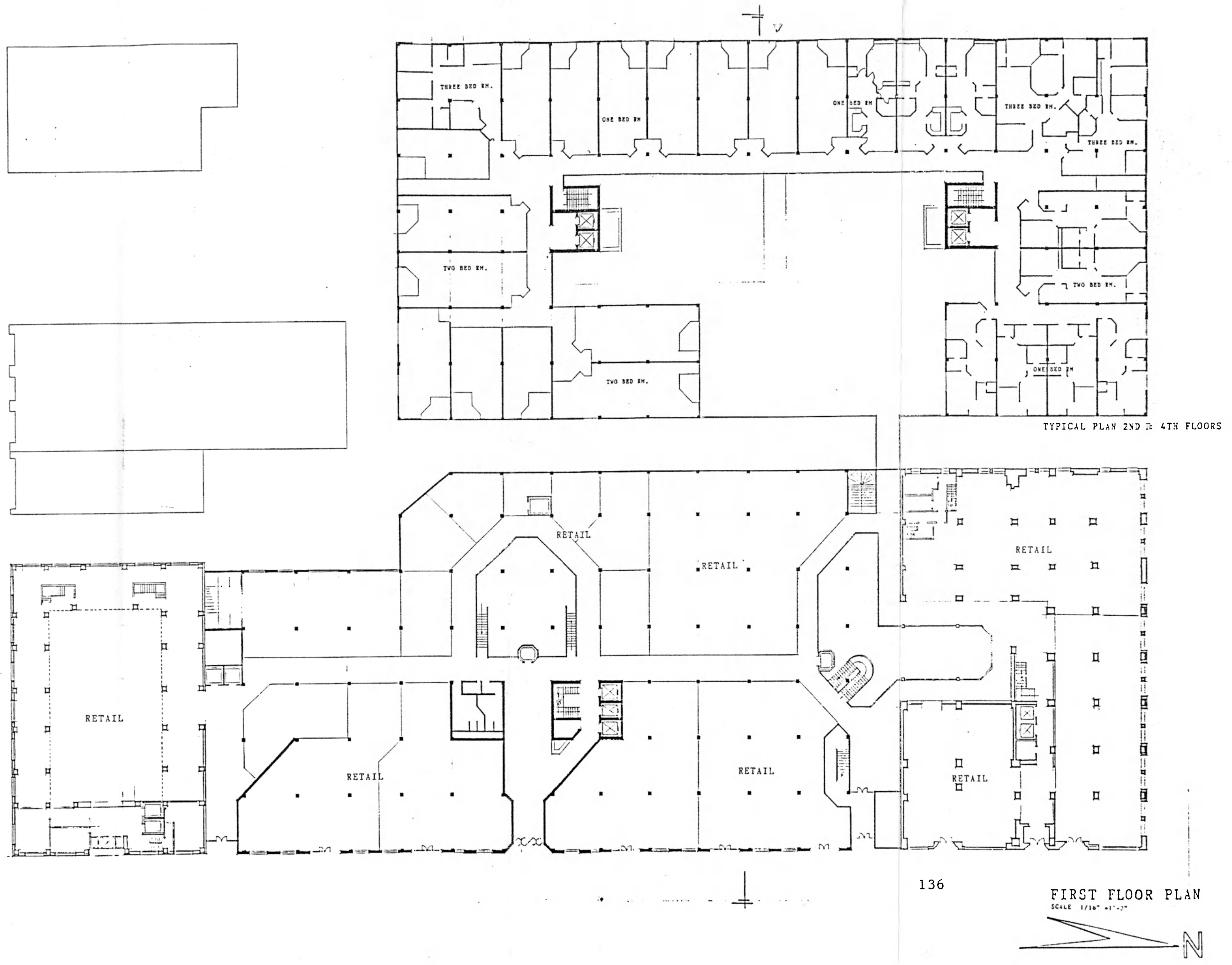
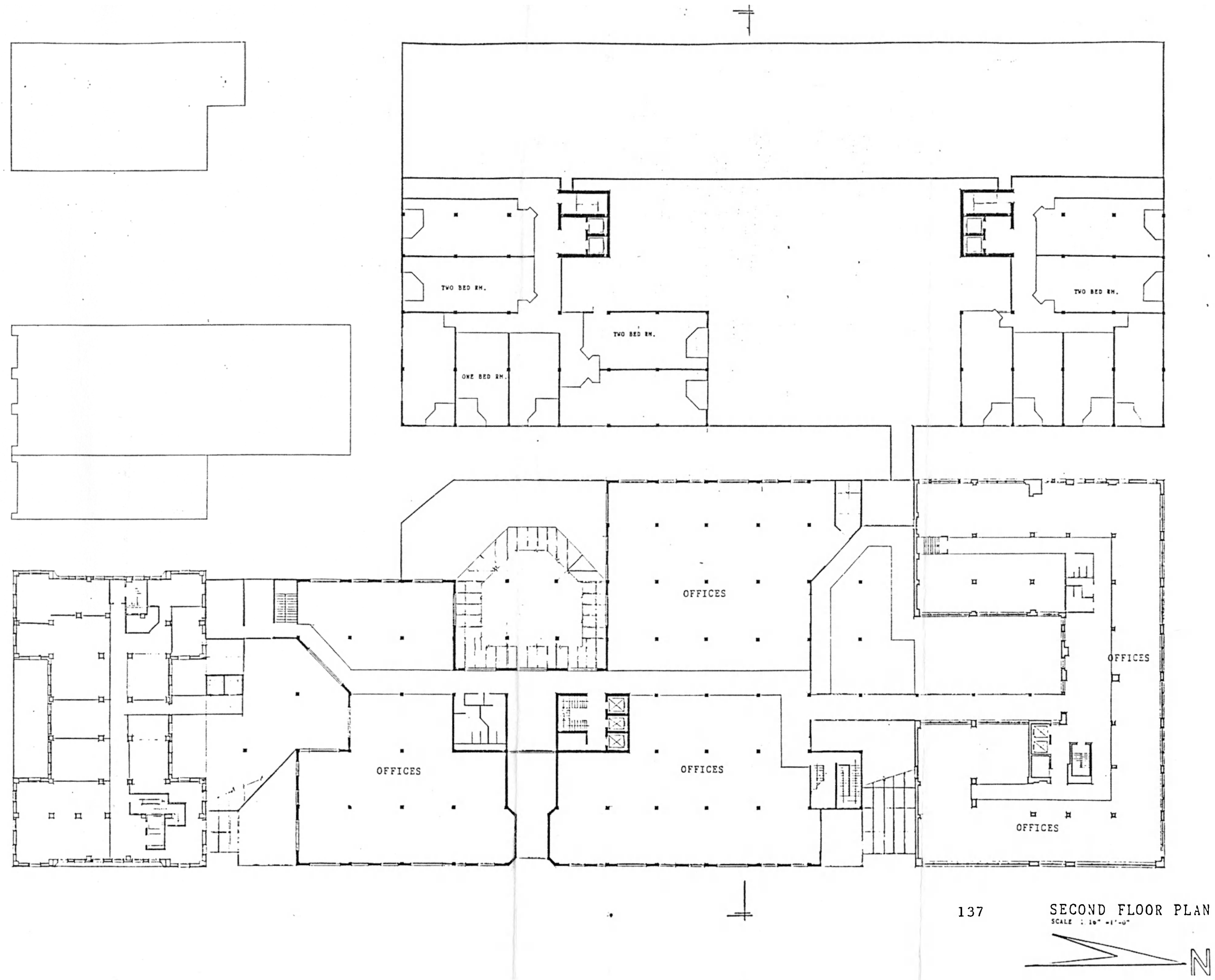


FIG. 30

FIG. 31



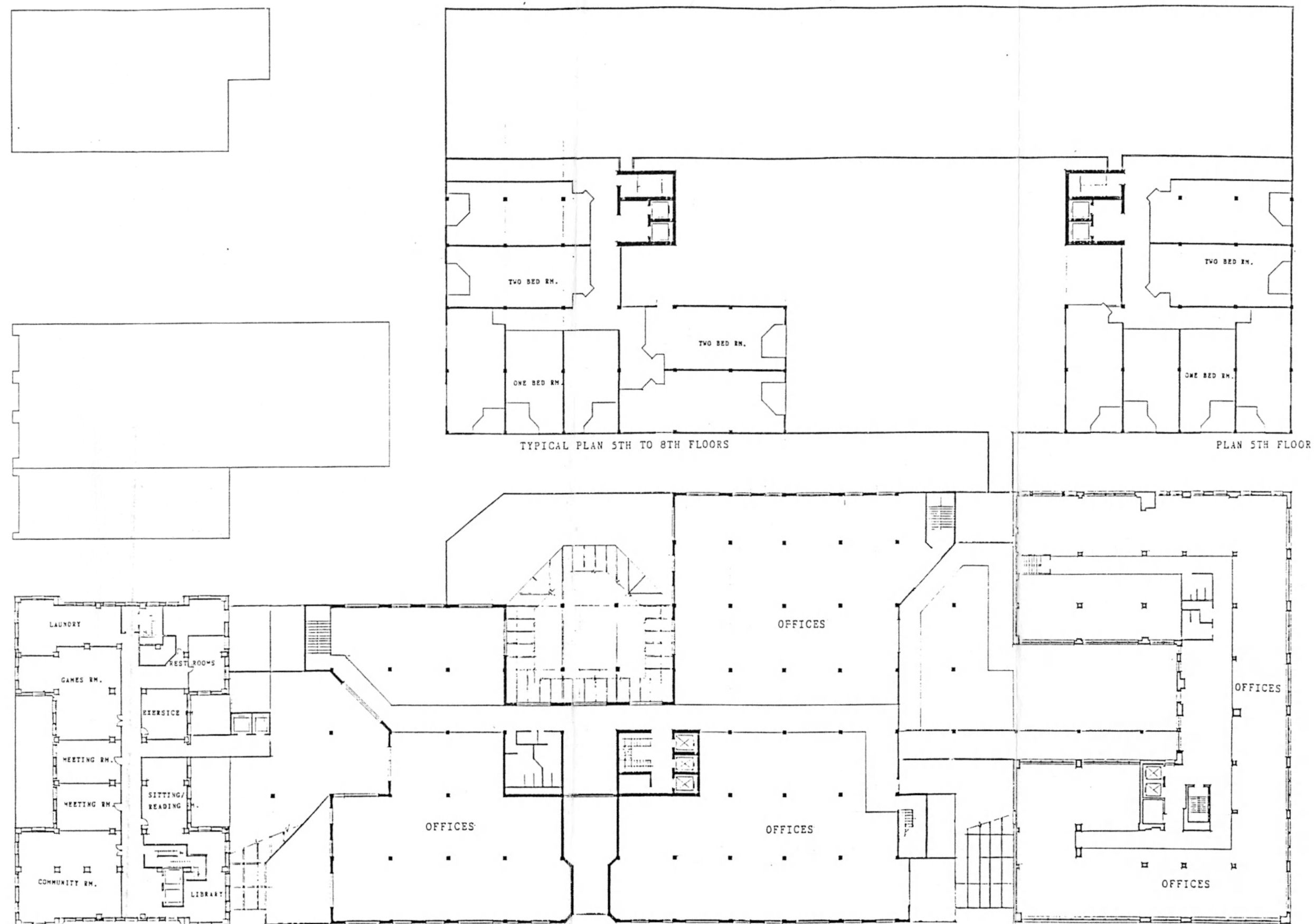
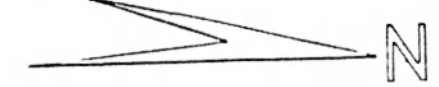


FIG. 32



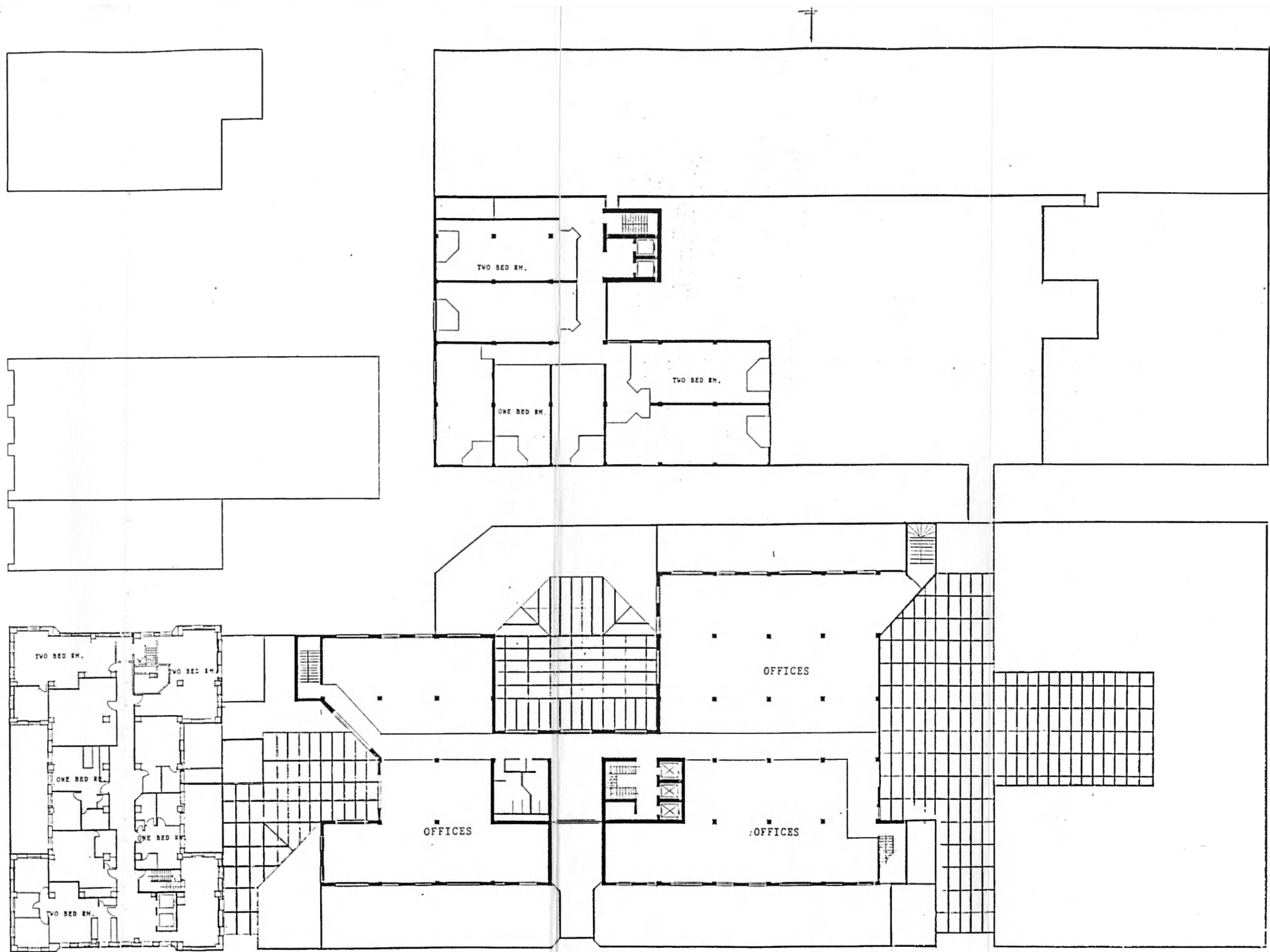


FIG. 33

139 TYPICAL PLAN 5TH TO 8TH FLOORS
SCALE 1/16" = 1'-0"
N

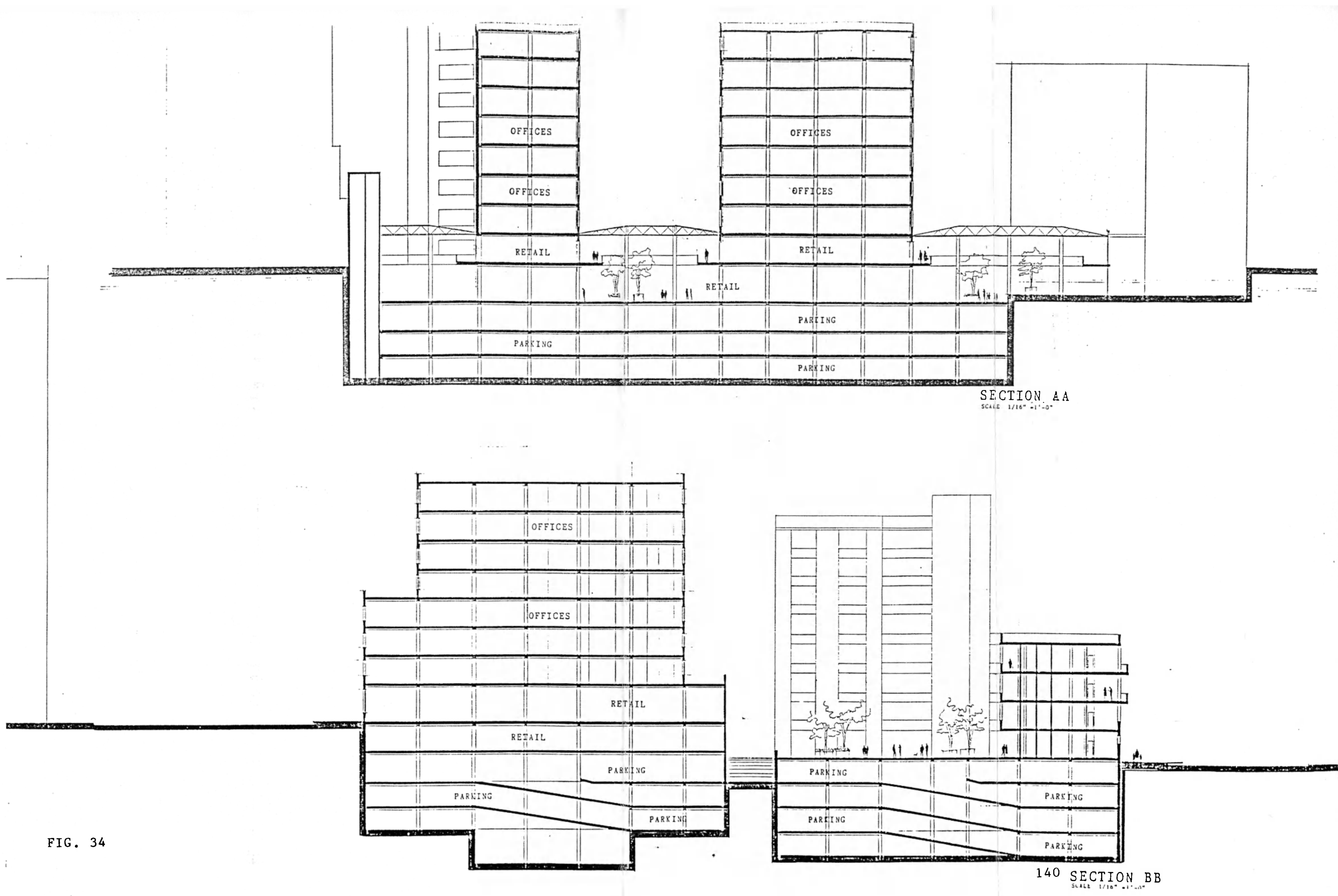
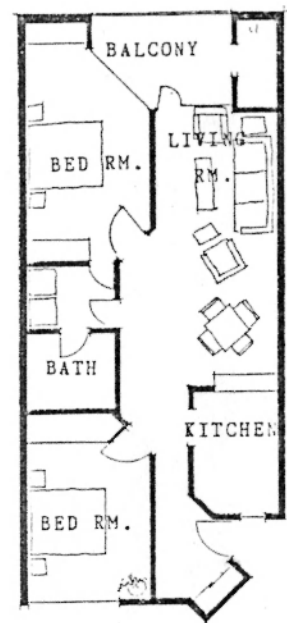
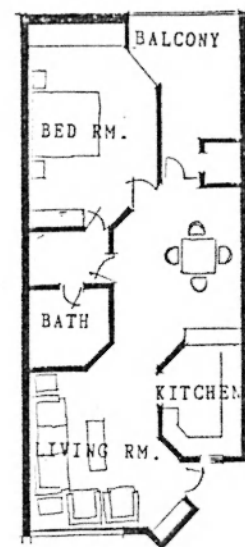
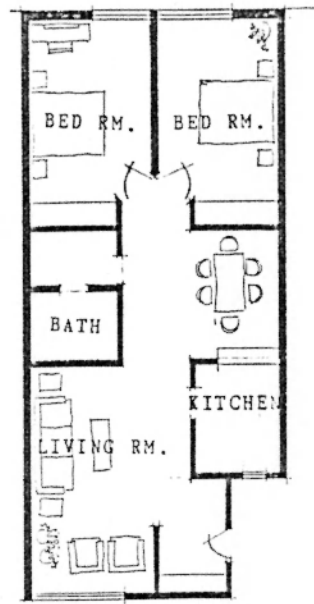


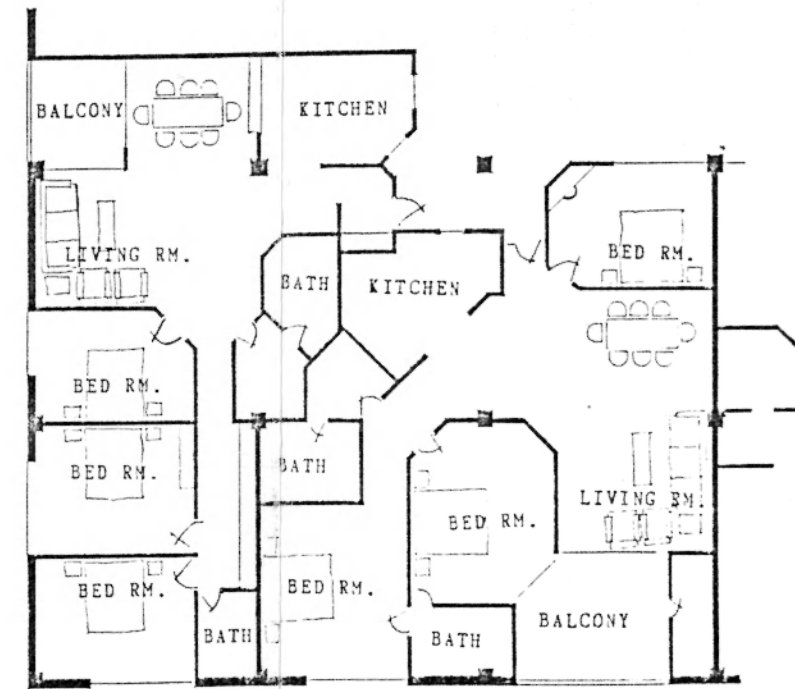
FIG. 34



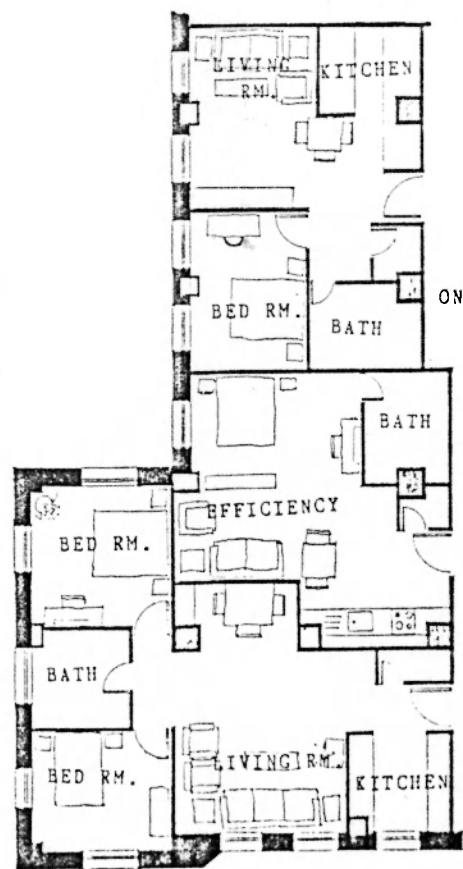
TWO BED RM.



ONE BED RM.

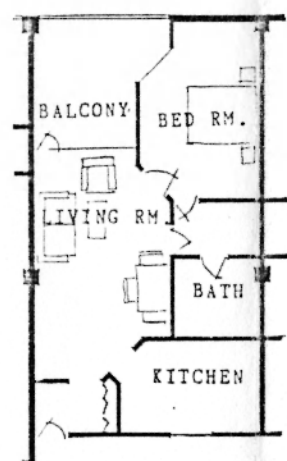


THREE BED RM.



TWO BED RM.

ONE BED RM.



ONE BED RM.

FIG. 35

APARTMENTS PLANS
SCALE 1/8" = 1'-0"

CHAPTER EIGHT

CONCLUSIONS

The analysis of social and physical conditions in downtown Topeka and in downtown Lincoln, Nebraska has proven, to have a lively downtown, there need to be more than two primary uses that attract people during different times of the day for different purposes. This study also suggests that one of the primary uses in a downtown should be residential activity.

Therefore the design solution proposed for the 500 block on Kansas Avenue is a mixed use development with three primary uses, namely:

- residences
- offices
- retail

During the design process, the considerations and requirements formulated in the program were kept in mind.

To see whether such a design could work in Topeka the project was discussed with the director of the Topeka-Shawnee County Metropolitan Planning Agency and with a practicing architect. The program was presented to the professionals with an explanation of how the concepts were developed, and how they respond to the conditions in downtown Topeka.

The reviewers' response to the solution as an academic

problem was favorable. However, as a solution to be realized the following comment were made:

-Parking (underground parking though workable) is going to be very expensive and could become a big factor in the success or failure of the whole project.

-Considering the abandoning of retail areas along Kansas Avenue it may be very difficult, if not impossible to rent the retail space provided in the project although this might be possible with public assistance.

-It would be difficult to rent out all the office space provided in the design in one year, therefore it was suggested that either the office space be decreased or constructed in phases.

- The apartments for the senior citizens are feasible and could be rented easily.

-The apartments in the new construction would carry higher rental values than existing market in the other parts of Topeka, there would have to be some kind of subsidy.

-In general, there were no disagreements about overall recommendation of revitalization of downtown.

It is the author's opinion that the project proposed may be possible only with public assistance, and that such a project could be a turning point in the revitalization process of downtown Topeka.

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PRELIMINARY DESIGN FOR THE 500 BLOCK
ON THE WEST OF KANSAS AVENUE IN TOPEKA, KANSAS
AS A PART OF DOWNTOWN REVITALIZATION

BY

MOHD TAUQIR VANDAL

N.D.Arch. National College of Arts.
Lahore, Pakistan, 1983.

AN ABSTRACT OF A MASTER'S THESIS

Submitted in partial fulfillment of the
requirements for the degree

MASTER OF ARCHITECTURE

College of Architecture and Design

KANSAS STATE UNIVERSITY
Manhattan, Kansas.

May, 1989

ABSTRACT

A downtown is an urbanized area, containing a complete range of urban functions not only in the fields of business and civic administration but also in cultural, recreational, social and spiritual activities. In recent decades, its attractiveness in most cities has decreased due to lack of attention, financial support, physical improvement and because of outmigration of the residents.

The problems of downtown Topeka are not very different from the downtowns of many other cities. Downtown Topeka has traditionally served as a major commercial center and focal point for the entire state. Because of the commercial development patterns, the traditionally strong retail base of the central area has suffered a significant decline. In spite of all this, about 30,000 people spend half of their working hours on weekdays in the downtown area. During this time the downtown area is lively, however, the problems which are camouflaged at this time become very evident after office hours and on weekends.

Jacobs in her book The Life and Death of Great American Cities has attributed success of downtowns to the diverse conditions present in the area. She has presented four conditions to generate diversity which, she says, are indispensable.

This thesis, based on Jacobs' four conditions of diversity, analyzes social and physical conditions in

downtown Topeka and formulates recommendations for revitalization of the downtown. The emphasis of this study is on developing a program for the development, and preparing a preliminary design of a block west of Kansas Avenue, between Fifth and Sixth streets, to include adaptive use of the two existing buildings and a new structure, based upon the recommendations contained in the program. A mixed use development is proposed which includes apartments for senior citizens, apartments for urban professionals, office space, and a shopping area.

It is hoped that the recommendations and design solution would act as a guide for revitalization of downtowns.