

- I. CALL TO ORDER
- II. MINUTES
 - a. Consider approving minutes of the March 7, 2023 Economic Development Advisory Board Meeting.
- III. DISCUSSION
 - a. SEK, Inc. Presentation
 - b. Extension of Service Policies
 - c. Waterline Project Update
 - d. Jefferson Subdivision Update
 - e. EV Charging Stations
 - f. Website Information
 - g. Kansas Historic Preservation Conference & Tax Credit Seminar
- IV. ADJOURNMENT



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Admin

Prepared By Lacey Lies

AGENDA ITEM Consider approving minutes of the March 7, 2023 Economic Development Advisory Board Meeting.

SUMMARY RECOMMENDATION

BACKGROUND

SUGGESTED MOTION I move to approve the March 7, 2023 Economic Development Advisory Board Meeting minutes.

SUPPORTING DOCUMENTS

1. March 7, 2023 EDAB Minutes - Draft

Minutes of the Economic Development Advisory Board's March 7, 2023 Meeting

I. Call to Order

Present: Jason Curtis, Chuck Goad, Lori Kelley, Jim Kelly, Wayne Stephany, Keith Stone, Rod Zinn

Absent:

Chuck Goad, Chairperson, started the meeting.

II. Minutes

- a. Consider approving minutes of the January 3, 2023 Economic Development Advisory Board Meeting

Motion:

On the motion of Jason Curtis, seconded by Lori Kelley the Commission approved the January 3, 2023 meeting minutes.

Aye: Jason Curtis, Chuck Goad, Lori Kelley, Jim Kelly, Wayne Stephany, Keith Stone

Nay: None

III. Action Items

- a. Consider a recommendation to amend the original terms of the Labette Health Incentive.

Brian Williams presented the new additions to Labette Health.

Motion:

On the motion of Rod Zinn, seconded by Lori Kelley the Commission agrees to amend the original terms of the Labette Health Incentive by recommending to the City Commission to change the metric for the qualification from employees in the City utilities district to employees residing in the 67301 zip code area.

Aye: Jason Curtis, Chuck Goad, Lori Kelley, Jim Kelly, Rod Zinn, Wayne Stephany, Keith Stone

Nay: None

IV. Discussion

- a. Montgomery County Action Council Update

Riley Lukomski presented the site updates and certification process.

- b. KS Department of Commerce / Office of Rural Prosperity Updates

No report

Minutes of the Economic Development Advisory Board's March 7, 2023 Meeting

- c. Comprehensive Plan Update
Kelly Passauer explained the process of getting an updated Comprehensive Plan and the grant process.
- d. BASE Grant Update
Lacey Lies updated the board about the BASE Grant.
- e. SPRINT Grant - Central Park Sports Complex
Lacey Lies explained the grant that the Rec Commission will be submitting.
- f. Chamber of Commerce/BEST Updates
Lisa Wilson updated the board about the BEST efforts with the area businesses.
- g. Broadband Update
Lori Kelley said there is no firm commitment or time-line from the companies that were planning on bringing in broadband to the area.
- h. CGI Digital Community Showcase Program
Lacey Lies explained that this company puts together cost-free promotional videos for cities and non-profits.
- i. Other Items for Discussion
Lori Kelley discussed EV and the significance to Independence.

V. Adjournment

Motion:

On the motion of Keith Stone, seconded by Jason Curtis the Commission adjourned the meeting.

Aye: Jason Curtis, Chuck Goad, Lori Kelley, Jim Kelly, Rod Zinn, Wayne Stephany, Keith Stone

Nay: None

Chuck Goad, Chairperson

Jason Curtis, Secretary



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM SEK, Inc. Presentation

SUMMARY RECOMMENDATION

BACKGROUND

SUGGESTED MOTION

SUPPORTING DOCUMENTS



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM Extension of Service Policies

SUMMARY RECOMMENDATION

BACKGROUND Both policies provide a bit of the puzzle of how we currently operate. Our goal is to review both in June and recommend a single policy going forward that has all of the pieces that we want it to have.

1. 1979 Policy
2. 1996 Policy (Modifications to the 1979 Policy -- This did not replace the previous policy, it only modified certain sections of it).

SUGGESTED MOTION

SUPPORTING DOCUMENTS

1. 1979 EXT OF SERVICE POLICY
2. 1996 EXT OF SERVICE POLICY

CITY OF INDEPENDENCE, KANSAS

POLICY FOR EXTENSION OF SERVICES

Adopted

August 21, 1979

PLATTING REQUIREMENTS AS CONDITION
FOR EXTENSION OF PUBLIC SERVICES

- SECTION 1. GENERAL CONDITIONS: Any development of three or more houses or an area greater than one-half acre shall be platted before any public services are extended.
- SECTION 2. PLATTING REQUIREMENT: The platting requirements and procedures will be as specified in the city's subdivision regulations.
- SECTION 3. PLAT REVIEW: All development sketch plans or preliminary plat shall be submitted to the City Engineer's office for review and comment at least twenty (20) days prior to the date it will be placed on the agenda of the Planning and Zoning Commission.

POLICY FOR THE EXTENSION OF WATER SERVICES
CITY OF INDEPENDENCE, KANSAS

- SECTION 1. GENERAL: The City of Independence may extend water distribution lines to residential, commercial and industrial customers subject to the conditions contained in the following sections. It is the policy of the Governing Body to limit water service extensions to only those tracts of land lying within the corporate boundaries of the City of Independence, except Rural Water Districts, organized under the laws of the State of Kansas may be served by contractual agreements approved by the Governing Body.
- SECTION 2. CITY-AT-LARGE IMPROVEMENTS AND RESPONSIBILITIES: The city-at-large may finance the construction of all water supply facilities, treatment facilities, pumping stations, storage reservoirs, elevated storage facilities, fire hydrants on public land and appurtenances thereto, and all water distribution lines, and will maintain and operate such facilities and distribution lines.
- SECTION 3. RIGHT OF THE CITY TO REFUSE WATER SERVICE EXTENSIONS: The City reserves the right to refuse water service extensions, or to limit water service, where such extension jeopardizes water service to existing users or is financially impractical for the City to maintain or construct the new water lines with available City resources. However, the

City Commission may authorize a developer to construct or contract for the construction of water lines if the following conditions are met:

- (1) All plans and specifications are approved by the City Engineer;
 - (2) The developer agrees to pay for construction and engineering costs of the project; and
 - (3) Developer agrees to comply with Sections 8, 9 and 12.
- Inspection of all water line installations shall be performed by the City Engineer or his duly authorized representative.

SECTION 4. FIRE HYDRANTS LOCATED ON PRIVATE PROPERTY: Fire hydrants located on private property and all line extensions to serve said hydrants shall be paid for by the user or developer and shall be installed and maintained by the user or developer in accordance with City standards.

SECTION 5. COMPLIANCE WITH SUB-DIVISION REGULATIONS: Water distribution lines will be extended into areas in which lines are requested only if there is an approved plat or if said areas are in compliance with the sub-division regulations.

SECTION 6. SEWAGE DISPOSAL REQUIREMENTS: Water service shall not be extended to any user until provisions have been made to meet the sewage disposal requirements specified in the sub-division regulations and sewer use ordinance (Ord. #3325) and any amendments thereto. All central sanitary sewer improvements shall be designed and approved by the City to

connect into the City sewerage system when that system is available. Prior to commencement of any construction on proposed lot or tracts, the method of financing such sewerage improvements shall be assured and approved in writing by the City as provided in the sub-division regulations. The City Engineer's office and the Kansas Department of Health and Environment shall review and approve all plans for construction of sewerage facilities.

SECTION 7. COMPLIANCE WITH CITY CONSTRUCTION STANDARDS: All water distribution lines, mains, valves, private fire hydrants, and appurtenances thereto shall be constructed in accordance with plans and specifications prepared and/or approved by the City Engineer or his designated representative. The City may elect to construct or contract for the construction of all water lines.

SECTION 8. COMPLIANCE WITH CITY CODES: Water service may be refused to any user whose construction is not in accordance with the applicable codes of the City.

SECTION 9. OWNERSHIP OF LINES: Upon completion of the installation of any lines required herein, said lines shall be dedicated to the City and the City shall retain complete ownership and control of said lines. The City shall have the right to add users to extensions and to add new extensions without the consent of any party contributing to the cost of the original construction.

SECTION 10. INDUSTRIAL DEVELOPMENT: The City may, at its option, make or permit water line extensions to special institutional,

commercial, or industrial users inside or outside the city limits where contractual or estimated revenues will justify the cost of such extensions and where said users will not overburden the water supply with excessive future demands.

SECTION 11. UNUSUAL PRESSURE AND FLOW CONDITIONS: The City will provide water service at the pressures existing in the water system. Any user requiring pressures higher or lower than normally maintained in the system or requiring abnormal quantities of water shall provide the additional equipment required such as pressure reduction devices, pumps, and storage facilities on the project site and may be required to pay for any additional expense to the City in providing additional transmission lines or other facilities required to meet the abnormal needs. Said additional lines or facilities shall be paid for either through contractual agreement or the payment for the additional construction. Service of a special nature will be rendered by contractual agreement, only at the option of the City, and under conditions which will not interfere with normal service to other users.

SECTION 12. SERVICE CONNECTIONS: When users are initially connected to a water main, the City shall make the tap and provide the meter, meter box and lid, and the meter setting equipment. The charge for the initial water connections shall be as established by the City Commission. The service line shall

have its point of beginning at the tap in the main and the City may be responsible for the installation and maintenance of the service line to 1' behind the curb line and the Water Department shall install a curb stop and meter box of suitable size.

SECTION 13. REPAIR OR REPLACEMENT OF SERVICE LINES: The City shall provide for the repair or replacement of existing service lines from 1' behind the curb stop to the main at no cost to the property owner. Only licensed plumbers may work on the City water system on public property; however, the City Water Department may do plumbing work on public property when deemed necessary.

SECTION 14. BASIS OF DETERMINING CONSTRUCTION COSTS: Construction costs shall include the cost of preparing engineering plans and specifications, acquisition of easements and right-of-way, supervision and inspection of the project, actual construction costs, cost of litigation, interest on temporary financing, and any other administrative costs the City shall incur as a result of the project.

SECTION 15. AMENDMENTS: This policy may be amended by action of the Governing Body.

POLICY FOR THE EXTENSION OF SANITARY SEWER LINES

CITY OF INDEPENDENCE, KANSAS

- SECTION 1. GENERAL: The City may extend sanitary sewer lines to residential, commercial and industrial users subject to the conditions contained in the following sections. It is the policy of the Governing Body to limit sewer extensions to only those tracts of land lying within the corporate boundaries of the City of Independence.
- SECTION 2. CITY-AT-LARGE IMPROVEMENTS: The city-at-large may finance the construction of interceptor mains, trunk mains and sewage treatment facilities, may finance that portion of the construction of a line in excess of eight inches (8"), may finance that portion of a force main or lift station that will service a greater area than the service area requested, and will maintain and operate all treatment facilities, pump stations and collection lines.
- SECTION 3. RIGHT OF CITY TO REFUSE LINE EXTENSIONS: The City reserves the right to refuse sanitary sewer line extensions where such extensions are financially impractical from a construction, maintenance or operational perspective.
- SECTION 4. DEVELOPER OR USER IMPROVEMENT: The developer or user shall pay for the installation of all gravity sanitary sewer lines eight inches (8") or less in size. If lift stations and force mains are required in order to serve said user, a benefit district may be established for the purpose of assessing the cost of such improvements. The City may

accept petitions for special assessment to finance the cost of such improvements unless otherwise excepted in this policy.

SECTION 5. SUB-DIVISION REQUIREMENTS: Sanitary sewer lines will be extended into areas in which lines are requested only if said areas are in compliance with the sub-division regulations.

SECTION 6. COMPLIANCE WITH CITY CONSTRUCTION STANDARDS: All sanitary sewer lines, force mains, lift stations and appurtenances thereto shall be constructed in accordance with plans and specifications prepared by or approved by the City Engineer. Plans and specifications shall be prepared based on design standards approved by the Governing Body. No contracts for construction shall be awarded and no construction shall be commenced until said plans and specifications shall have been approved by the City Engineer and the Kansas Department of Health and Environment. Inspection of all sanitary sewer line installations shall be performed by the City Engineer or his duly authorized representative.

SECTION 7. COMPLIANCE WITH CITY CODES: Sewer service may be refused to any user whose construction is not in accordance with the building and construction codes and regulations of the City.

SECTION 8. LINE EXTENSIONS TO ISOLATED SUBDIVISIONS AND USERS: The City may, at its option, serve isolated sub-divisions and users in which case the developer or user shall pay for all collection lines serving the sub-division or user from the

nearest existing line which the City deems adequate in size to serve such sub-division or user. Said connecting lines shall not be financed by special assessments. The City may assume the additional cost of the installation of lines in excess of eight inches (8").

SECTION 9. OWNERSHIP OF LINES: Upon completion of the installation of any lines required herein, said lines shall be dedicated to the City and the City shall retain complete ownership and control of said lines. The City shall have the right to add users to the extension and to add new extensions without the consent of any party contributing to the cost of the original construction.

SECTION 10. INDUSTRIAL DEVELOPMENT: The City may, at its option, make or permit sewer line extensions to special institutional, commercial, or industrial users where contractual or estimated revenue will justify the cost of such extensions and where said users will not overburden the collection or treatment facilities with excessive future demands.

SECTION 11. BASIS OF DETERMINING CONSTRUCTION COSTS: Construction costs shall include the cost of preparing engineering plans and specifications, acquisition of easements and right-of-way, supervision and inspection of the project, actual construction costs, cost of litigation, interest on temporary financing, and any other administrative costs the City shall incur as a result of the project.

SECTION 12. AMENDMENTS: This policy may be amended by action of the Governing Body.

POLICY FOR STORM DRAINAGE IMPROVEMENTS

CITY OF INDEPENDENCE

- SECTION 1. GENERAL: The City encourages the use of open storm drainage throughout the community.
- SECTION 2. CITY-AT-LARGE IMPROVEMENTS: The city-at-large may finance the construction of bridges, boxes, box culverts, culverts, inlets and manholes within the street right-of-way and may finance that portion of an open ditch, swale, concrete channel or pipe in excess of a ten year design storm.
- SECTION 3. DEVELOPER IMPROVEMENTS: The developer shall finance all drainage improvements required by a ten year design storm or less whether such improvements are open channel, concrete channel or pipe. The developer may use benefit district financing for storm drainage improvements if this method is approved by the City.
- SECTION 4. SUB-DIVISION REQUIREMENTS: A storm drainage plan including all calculations shall be prepared for all new subdivisions by a licensed professional engineer and submitted with all preliminary plats.
- SECTION 5. MAINTENANCE OF STORM DRAINAGE IMPROVEMENTS: All enclosed storm drainage improvements shall be maintained by the City. Open drainageways shall be protected by drainage

easements and said drainageways shall be mowed and maintained by the adjacent property owners. No buildings, non-drainage structures, fences or other similar obstructions shall be built or installed in drainage easements.

SECTION 6. COMPLIANCE WITH CITY CONSTRUCTION STANDARDS: All open and enclosed storm drainage improvements shall be constructed in accordance with plans and specifications prepared by or approved by the Engineering Department. Plans and specifications shall be prepared based on design standards approved by the Governing Body. No contracts for construction shall be awarded and no construction shall be commenced until said plans have been approved by the Engineering Department.

SECTION 7. BASIS OF DETERMINING CONSTRUCTION COSTS: Construction costs shall include the cost of preparing engineering plans and specifications, acquisition of easements and right-of-way, supervision and inspection of the project, actual construction costs, cost of litigation, interest on temporary financing, and any administrative costs the City shall incur as a result of the project.

SECTION 8. AMENDMENTS: This policy may be amended by action of the Governing Body.

POLICY FOR THE CONSTRUCTION OF STREET IMPROVEMENTS
CITY OF INDEPENDENCE, KANSAS

- SECTION 1. GENERAL: The City requires, as provided for in the subdivision regulations, the paving, signing, and street lighting of all streets within the City.
- SECTION 2. COMPLIANCE WITH CITY CONSTRUCTION STANDARDS: All streets, alleys, street signs, street lighting, and sidewalks shall be constructed or installed in accordance with plans and specifications prepared by or approved by the Engineering Department. No contracts for construction shall be awarded and no construction shall be commenced until said plans and specifications shall have been approved by the Engineering Department. Inspection of all street, alley, street sign, street lighting or sidewalk installation or construction shall be performed by the Engineering Department or its duly authorized representative.
- SECTION 3. BASIS OF DETERMINING CONSTRUCTION COSTS: Construction costs shall include the cost of preparing engineering plans and specifications, supervision and inspection of the project, actual construction costs, costs of easements, costs of litigation, interest on temporary financing, and any other administrative costs the City shall incur as a result of the project.
- SECTION 4. ARTERIAL STREETS: The developer or adjacent property owner shall pay for the construction of that portion of an arterial street that is equivalent to the local street standards as to curb and gutter, pavement width and pave-

ment thickness. Additional width of pavement, thickness of pavement and other construction in excess of the local street standards shall be paid for by the city-at-large. If, however, the lots adjacent to an arterial street have granted complete access control to the public and do not have direct driveway access to the arterial street, the city-at-large may assume the entire cost of the construction of the arterial street.

SECTION 5. COLLECTOR STREETS: The developer or adjacent property owner shall pay for the construction of that portion of a collector street that is equivalent to the local street standards as to curb and gutter, pavement width and pavement thickness. Additional pavement width, pavement thickness and other construction in excess of the local street standards may be paid for by the city-at-large.

SECTION 6. LOCAL STREETS AND ALLEYS: The developer or adjacent property owner shall pay for the construction of all local streets and alleys. The local streets and alleys shall be designed and constructed in accordance with standards approved by the Governing Body.

SECTION 7. INTERSECTIONS: The city-at-large may pay for the construction of street and alley intersections.

SECTION 8. METHOD OF FINANCING: The developer or adjacent property owner may contract with the City or a private contractor to build said streets, alleys, and sidewalks or may submit petitions to the City for the City to construct such

improvements and assess the costs against the property, as provided by law.

SECTION 9. STREET SIGNS: All traffic signals and street signs may be financed by the city-at-large.

SECTION 10. STREET LIGHTING: Street lighting may be financed by the city-at-large except decorative fixtures which will be financed by the developer or property owners.

SECTION 11. SIDEWALKS: Sidewalks, as required in the sub-division regulations, shall be installed by the developer in accordance with standards and specifications approved by the Governing Body. The developer may submit petitions for the City to construct such improvements and assess the costs against the property, as provided by law.

SECTION 12. BUILDING PERMITS: No building permit shall be issued on a lot on an unimproved street until such time as the street and utilities are installed or the installation of all required improvements has been guaranteed by a bond, petitions or other similar surety and until street grades have been established.

SECTION 13. AMENDMENTS: This policy may be amended by action of the Governing Body.

POLICY FOR THE ISSUANCE OF BUILDING PERMITS
IN RESIDENTIAL DEVELOPMENTS

SECTION 1. GENERAL: No building permit shall be issued until the provisions of the sub-division regulations have been met.

SECTION 2. ISSUE RESTRICTIONS: No building permits will be issued in the City of Independence until the construction or installation of water and sewer mains are complete and contracts have been awarded for street paving with the number of days established for completion of the project.

SECTION 3. EXCEPTIONS: Persons authorized building permits before all essential utility services and streets are completed must comply with the following conditions:

- (a) Access to the building site is possible without interfering with a city improvement project.
- (b) Applicant understands and agrees that access to the building site will not be available at all times.
- (c) Access to the building site will not damage previously installed services.
- (d) Employee parking must be provided which will not hinder the work on city improvement projects.
- (e) Temporary electrical service will be provided without crossing any existing or proposed street improvement.

(f) Applicant agrees that violation of any of the above conditions will be cause to suspend the building permit until all necessary installations of streets and utility services are complete.

SECTION 4. AMENDMENTS: This policy may be amended by action of the Governing Body.

Resolution No. 96- 21

WHEREAS; the City of Independence wishes to encourage growth and development within its corporate boundaries and environs.

WHEREAS; the City of Independence has additional capacity within a portion of its utility systems which it desires to make available to encourage growth and development in certain locations outside the City limits, to ultimately enhance the growth of the City.

WHEREAS; this resolution requires improvements to the housing stock and revitalization of certain neighborhoods within the City, as a condition of receiving City utility services outside the City limits.

NOW, THEREFORE BE IT RESOLVED by the governing body of the City of Independence that certain portions of the City of Independence, Kansas policy for extension of services which was adopted August 21, 1979 is modified as it relates to extension or allowing of taps to City utilities outside the City limits. This policy is modified to allow for the extension or taps to the City utility system when a finding is made by the City Commission that it is in the best interest of the City of Independence to allow such taps and the following conditions are met:

1. The City has adequate capacity to provide service from its existing utility system without placing a financial burden on residents of the City, to enlarge such collection or distribution lines, construct water tower(s) or other facilities to serve any new subdivision development.
2. The City will allow such taps or extension of its utility system outside the City limits for single family residential and industrial developments.
3. Single family residential units receiving utility service shall be built in planned and developed subdivisions located within one half mile from the City's then existing utility system, unless there is a finding by the governing body that it is in the best interest of the City to extend utilities beyond the one-half mile limitation.
4. Residential subdivisions shall be a minimum of twenty acres, with a maximum density of one acre per lot.
5. All water line extensions to serve such subdivisions shall be adequate in size to provide for both domestic use and fire protection.
6. Sanitary sewer service connections will only be provided after a complete engineering review of the ability of the collection system to receive such waste water and that the City's treatment plant can adequately treat the additional waste water.

7. The developer shall pay all of the cost for extension of all lines and appurtenances to service the proposed subdivision. Fire hydrants shall be provided and installed by the developer at the time of the extension of all water lines, placed at intervals specified by the City's Fire Chief.
8. For taps made directly to the existing City's sanitary sewer lines the City will follow existing policy by charging a connection fee based upon the square footage of the area to be served as provided for in Resolution 7-78. If the developer is required to extend the City's system there will be no such charge. For connection or extensions on existing County sanitary sewer district lines, even if such connection or extension will require approval by the City, there may be no charge as provided for above by the City.
9. All distribution or collection system lines or other appurtenances constructed or extended by the developer will be constructed to standards established by the City and after construction and inspection may be dedicated to the City as determined by the City. The point of connection to the City's utilities and routing of the extended utility lines shall be approved by the City. All line extensions shall be located only on land which has a dedicated easement or is an existing right-of-way and approval has been received by the appropriate governing body for its use.
10. The City may request any improvement that is not constructed to City standards that the developer shall take corrective action acceptable to the City or the City may require such lines be disconnected from the City utility lines and any agreement(s) shall be null and void. The developer shall pay to the City the cost incurred to review plans, specifications and inspection at an hourly rate established by the City.
11. Any additional taps to any lines constructed by the developer whether or not such line is dedicated to the City shall be at the sole discretion of the City and follow existing City policy as established at that time. The number of taps provided to the developer for a specific subdivision development shall be shown in the plat approved by the City.
12. All lines within the subdivision shall comply to City standards and may be dedicated to the City following the same procedures for construction as provided in section 9.
13. The developer shall sign a preannexation agreement indicating that they will petition for annexation into the City when requested by the governing body, or not to contest any City annexation as may otherwise be initiated by the governing body. This agreement shall be applicable to the developer, any assigns or for any future owners of lots or tracts sold by the developer within the platted subdivision.

14. Prior to receiving authority to extend or tap City utility lines the proposed subdivision shall be platted and meet development standards established by the City's subdivision regulations. The developer shall agree to construct all improvements requested by the City's subdivision regulations. These standards shall apply not only to the developer, but to all assigns and future lot owners. If City subdivision standards are less restrictive than the County adopted standards then the more restrictive standards shall be complied with by the developer.
15. Prior to permitting an extension or allowing taps on the water distribution system of the City the developer shall comply with appropriate requirements to insure that sanitary sewer service either through individual septic tanks or other approved method is in compliance with the Montgomery County Health Department, Kansas Department of Health & Environment and City regulations.
16. All rates for both water and sewer service shall be established by the City at an outside rate until such area is annexed into the City.
17. All utility services provided by the City shall be billed at rates established by the governing body for all other outside users, unless unusual circumstances would provide for modifications of such outside rates. The billing for such services will be by the City, unless the City chooses to modify that procedure or if such connection is provided to a special district whose agreement with the City provides for an alternate method of billing to the district and its customers.
18. In exchange for extending utility service to an area outside the City limits, the residential subdivision developer shall construct one new residential structure to comply with the City's zoning regulations and construction standards for every ten new residential structures planned for construction in the outside subdivision. For the purpose of defining a structure; a duplex, triplex or multi-family housing development will only count as one structure.
19. In lieu of the requirement to construct a new residential structure provided for in section 18, the developer may substitute an existing residential structure requiring rehabilitation. If an existing structure requiring rehabilitation is substituted for a new structure, at the completion of the rehabilitation the market value of the rehabilitated structure must increase by a minimum of \$15,000. The increase in market value shall be determined to be the difference between the market value of the residential structure at the time of acquisition and the market value of the structure should certain improvements specified by the developer be done to the property. The

change in market value shall be determined by an appraisal to be done at the time of acquisition by a licensed real estate appraiser to be selected by mutual agreement by both the City and the developer. The cost of the appraisal shall be borne by the developer.

After completion of the rehabilitation of the residential structure the developer shall have a local financial institution inspect or cause to be inspected such property to determine that there are no deficiencies pertaining to the structure utilizing RECD (Rural Economic and Community Development) inspection standards. Those standards are attached. Any deficiencies based upon that inspection will be corrected.

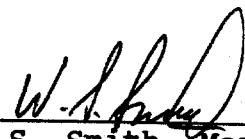
Prior to accepting the rehabilitated structure to meet the criteria established in this resolution the City will be provided a copy of the appraisal report indicating the increase in the market value as provided for in this section and a letter with the attached inspection report from the local financial institution demonstrating that the structure is in compliance with RECD inspection standards.

20. The location for the construction of these additional new residential structures or existing residential structures within the City shall be in an area designated for revitalization which boundary shall be Main Street to the north, City limits to the south, Cement Street to the east and the Union Pacific tracks to the west. The developer should construct residential units in neighborhoods in transition or currently being effected by blight.
21. Prior to any taps being provided to the developer to serve any residential structures outside the City limits, the developer will have completed construction of at least one new single family residential structure or an existing structure that has been rehabilitated in compliance with this agreement in the designated geographic area. An additional residential structure will also be constructed for each additional ten structures or fraction thereof planned for construction before additional taps will be approved by the City. If the developer does not comply with this requirement no new additional taps will be provided until the developer has come into compliance with this section. In lieu of completion of the structure(s) to be constructed within the City, the developer may start construction of a structure(s) outside the City if he has started construction of a home within the City and provides a bond or other security acceptable to the governing body to insure completion of the structure located in the City.
22. For all lines that are an extension of the City lines or any lines which may be dedicated to the City, the City shall require that the developer provide proof that there are no

outstanding liens or encumbrances on such improvements and easements have been provided.

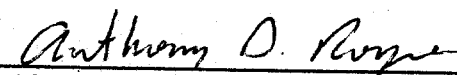
23. The City may require the developer to provide adequate financial statements to indicate the developer's capability to finance the proposed improvements and to develop the subdivision as provided for under any agreements.
24. The developer shall agree to hold the City harmless from any liabilities as provided for in this agreement by their action or by action of the City.
25. The developer, assigns or future lot owners shall agree to comply with all City ordinances pertaining to the City's utility system now in effect or which may be enacted in the future, even though such subdivision or lots may be outside the corporate boundaries of the City.
26. Providing utility services to a subdivision outside the City limits is not to be construed as an obligation to provide police, fire protection or other municipal services.
27. All provisions of this policy shall be incorporated into a signed agreement between the City and the developer subject to the approval of the City Commission.
28. Resolution 95-33 is hereby repealed.

Adopted by the governing body of Independence, Kansas, this 30th day of May, 1996.



W.S. Smith, Mayor
City of Independence, KS

ATTEST:



Anthony D. Royse, City Clerk





**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM Waterline Project Update

SUMMARY RECOMMENDATION The City Engineer will review and update the EDAB on the waterline project.

BACKGROUND

SUGGESTED MOTION

SUPPORTING DOCUMENTS



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM Jefferson Subdivision Update

SUMMARY RECOMMENDATION

BACKGROUND The Housing Authority Director will update the EDAB on the Jefferson Subdivision project.

SUGGESTED MOTION

SUPPORTING DOCUMENTS



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM EV Charging Stations

SUMMARY RECOMMENDATION

BACKGROUND

SUGGESTED MOTION Update from Chair:

My initial EV goal was to get at least one charging station in our downtown for economic development purposes. At this point, I have estimates for equipment and installation of it; however, I cannot get Evergy to recognize the grant application or provide us with infrastructure placement costs. I feel we may have lost much of our "early bird" advantage on these requests and feel the City now needs to consider a full project plan and budget for EV implementation. I feel EV charging will be a major focus in economic development in the near future and will require many charging locations. I have attached a document supporting the need for EV charging and I'm wondering if this is something that should also be shared with Commissioners.

After sitting in on the IKE webinar, I feel the Off-corridor and Community Project grants would be a good fit for the City but requires a 20% local public match, which will require budgeting for City resources.

I do not feel we would be eligible for the initial infrastructure funding as we are not directly on one of the state's major corridors (ie Highway 400).

SUPPORTING DOCUMENTS

1. 4 Reasons You Need to Future-Proof Your City with EV Charging Infrastructure
2. NEVI_2023-Project-Concept-Form



evconnect



4 Reasons Why

You Need to Future
Proof Your City with EV
Charging Infrastructure



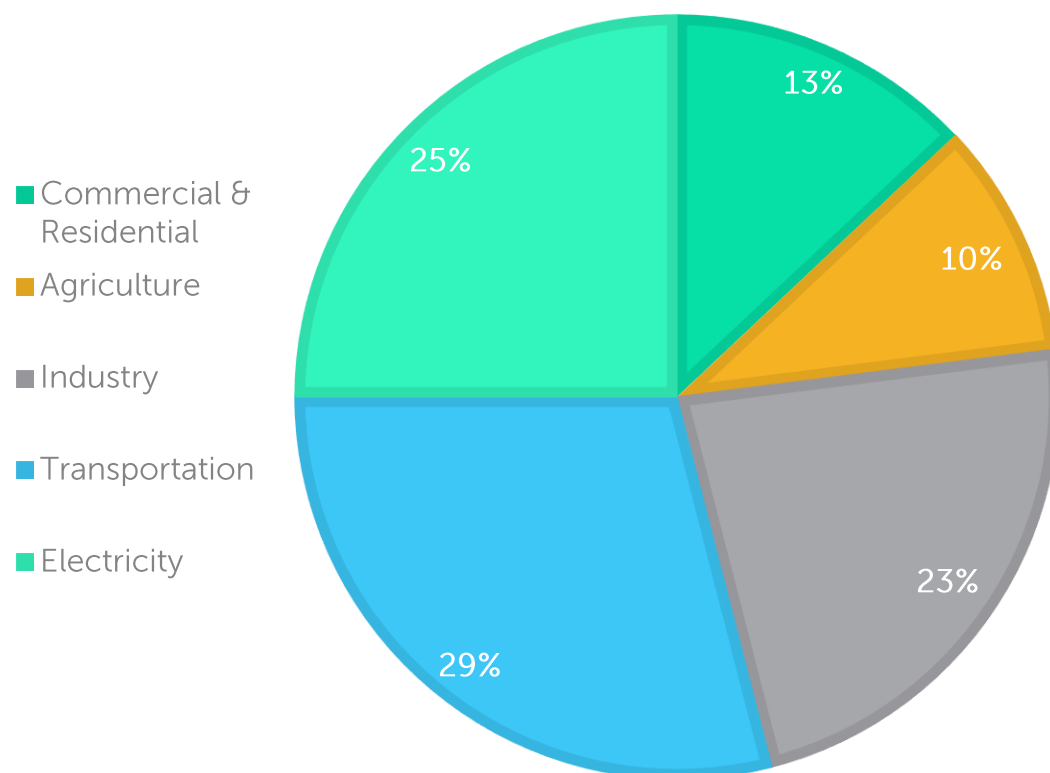
(888) 780-0062
info@evconnect.com
evconnect.com

Introduction



The Role of Governments

In 2020, we learned that global change can be sudden, unexpected, and disorienting. We also learned that the human, economic, and environmental impacts of global change are worse than previously assumed, requiring bold and urgent action to create a better future.



[Total US Greenhouse Gas Emissions](#) by Economic Sector in 2019

Consider the evolving relationship between cities and mobility. Cities have traditionally responded to the growth in population and mobility by expanding the transportation supply chain. However, the transportation sector generates the largest share of CO² emissions, accounting for about **29%** of total U.S. green house gas emissions. From 1990 to 2019, total transportation emissions have increased due to increased demand for travel. Although, emissions from this sector have plummeted by **15%** due to the pandemic, now is the time for cities to make a positive and lasting impact by reducing greenhouse gas emissions and providing sustainable solutions.

One way that city leader can embrace a cleaner tomorrow and future-proof their city is with electric vehicle (EV) charging. From a federal perspective, President Joe Biden has prioritized EV charging infrastructure under his [\\$2 trillion infrastructure bill](#) and has committed to 500,000 EV charging stations installed across the U.S. by 2030. We're seeing more public policies at the federal, state, and local levels pushing in the same direction. Major automakers, like [General Motors](#), have detailed plans to electrify large portions of their fleets, with some announcing goals for fully electrified lineups in five years.

While EV adoption and EV charging are a globally growing trend, there are cities and local governments who have yet to adopt electrification or consider installing EV charging. In this guide we've outlined four reasons why cities and local governments should start future-proofing there communities and lead the charge on electrification.



Address Sustainability Goals



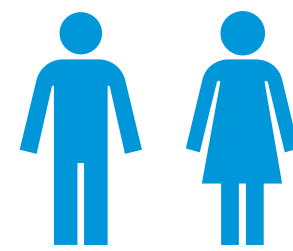
Promote Transportation Electrification

Cities and local governments around the world understand the reliance on fossil fuels to power cars, buses, trucks, and delivery fleets. Transportation is a lifeline for many—connecting them to people, places, and possibilities. It also builds thriving communities, creates jobs, eases traffic congestion and promotes a cleaner environment. However, **90%** of transportation pollution comes from the combustion of petroleum-based products, like gasoline, in internal combustion engines, which causes poor air quality and the associated public health issues, creating a rise in healthcare costs.



34M

People board public transportation.



\$74B

Industry that employs 435,000 people

American Public Transportation Association: [Public Transportation Facts](#)

In a [2020 report](#), cities and their economic vitality are threatened by climate change, with nearly **96%** of U.S. cities experiencing a change in at least one climate impact in the past five years. In addition, according to the United Nations (UN), [68% of the population](#) could live in cities by 2050, adding 2.5 billion people to these areas.



In the face of this rising urbanization, many cities have already begun to adopt more eco-friendly practices and are setting various goals to scale electric vehicle adoption. For example, the city of Los Angeles (LA) in California has installed over [10,000 EV charging stations](#). In fact, LA joins 19 other cities worldwide that have set a target of zero or near-zero net carbon emissions by 2050, which is achievable with the promotion of EV adoption, EV charging, and renewable energy resources.

Cities are on the front lines as major decision makers when it comes to transportation and infrastructure planning. The future of today's cities are in the hands of city planners, sustainability directors, and legislators. By electrifying vehicles and enabling EV charging in urban, metropolitan, as well as rural locations across the U.S, you'll not only reach your city's zero-emission goals, but also encourage your community to transition into renewable energy.



Boost Your Local Economy



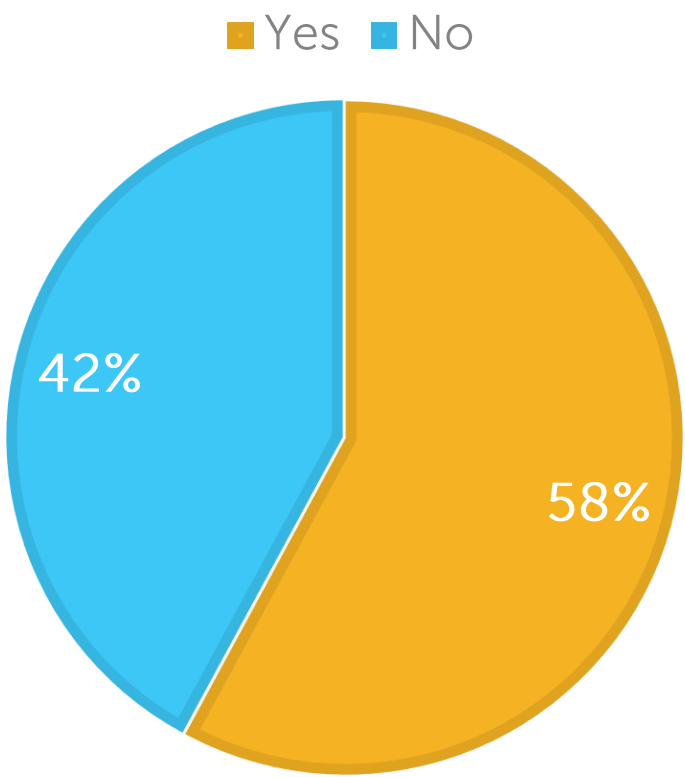
Attract Visitors and New Residents

Cities and municipalities that invest in electric vehicle charging will make their city more attractive for future residents and visitors. EV drivers appreciate communities with charging stations at shopping centers, city lots, and municipal buildings—often becoming preferred places to live, visit, and shop. By investing in your city’s infrastructure with EV charging stations, you’ll boost economic growth in your local community.

Picture it this way: as more consumers drive EVs, providing the best driver experience will not only bring in new customers to businesses in your city, but [one study](#) shows EV drivers spend more time local shops and they also tend to spend more money while shopping.



Cities can also financially benefit by adding EV charging stations. Cities can choose to bill drivers as incremental revenue stream. In a recent EV Connect survey, we asked city planners, sustainability directors, and legislators who were interested or already in the process of installing EV charging in their city, if they planned to charge visitors for using the charging stations. The chart on the right shows that **58%** of cities are already planning or considering charging a fee for EV drivers to use public charging stations.



While many public charging stations remain free to EV drivers today, we anticipate that will change overtime as more and more EV drivers are on the road.

\$2.6 billion in active utility and local government incentive programs supporting EV charging!

Visit evconnect.com/incentives



A significant barrier for municipalities is the initial upfront cost of the charging infrastructure, installation and maintenance. Although EV charging may seem daunting, expensive, and perhaps better suited for larger cities, such as Los Angeles, New York, Copenhagen, London, etc. There are mandates, funding, and grants readily accessible to support the hardware and installation costs of EV charging for cities of all sizes.

Local Resources

Local regional planning commissions and local economic development boards are a good start for assessing options for financing. They often have the most up-to-date information on how and where to access incentive programs and may even know of local grants that support EV infrastructure.

State Agency Resources

To accomplish transportation electrification, many states have implemented incentives to promote EV adoption and infrastructure. New York state, for example, provides incentives and rebates for purchasing and installing EV charging infrastructure through programs like Charge Ready New York, offering public and private organizations that install Level 2 EV charging stations at public parking facilities, workplaces, and multifamily apartment buildings rebate savings of **30% to 80%**.

Federal Incentives

The federal government offers resources for education about EV transition and financing options include federal tax credits, grants and incentives. The [30C Tax credit](#), is a federal tax credit that covers **30%** of the cost of a qualified property or up to **\$30,000** for all alternative fuel infrastructure installed and commissioned. In addition, local governments can take advantage of federal grants for transportation funding and apply those funds to EVs and related infrastructure.

Utilities

Utilities play an important role in expanding EV charging. Many of these utilities have established discounted rates, rebates, and incentives to deploy manageable and scalable charging in public places. For example, this summer, Southern California Edison (SCE) will be re-launching their robust [Charge Ready program](#) with a \$432M in additional funding to support EV charging infrastructure and meet the growing demand of EV adoption.



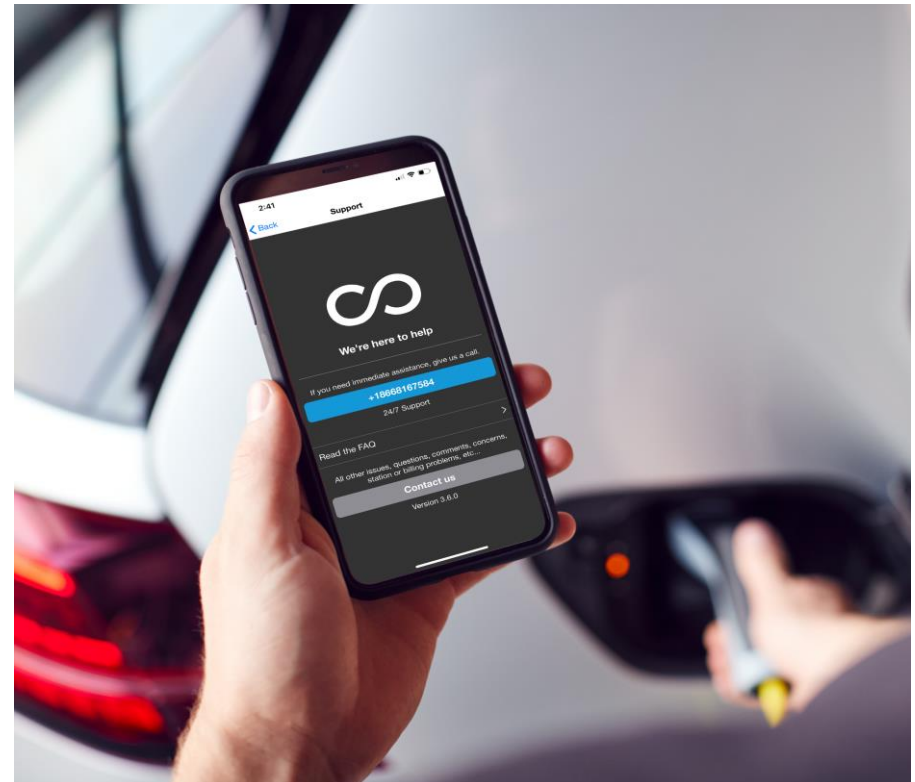
Deliver a Sustainable Future



The Installation Process is Easy

It's true that the construction and expansion of EV charging infrastructure can be complex and somewhat challenging. However, installing and managing EV charging infrastructure is not as complicated as it once was. City planners need to select a partner to guide them throughout the installation process. The higher the quality of collaboration and value-engineered, the more effective and turnkey EV charging will be.

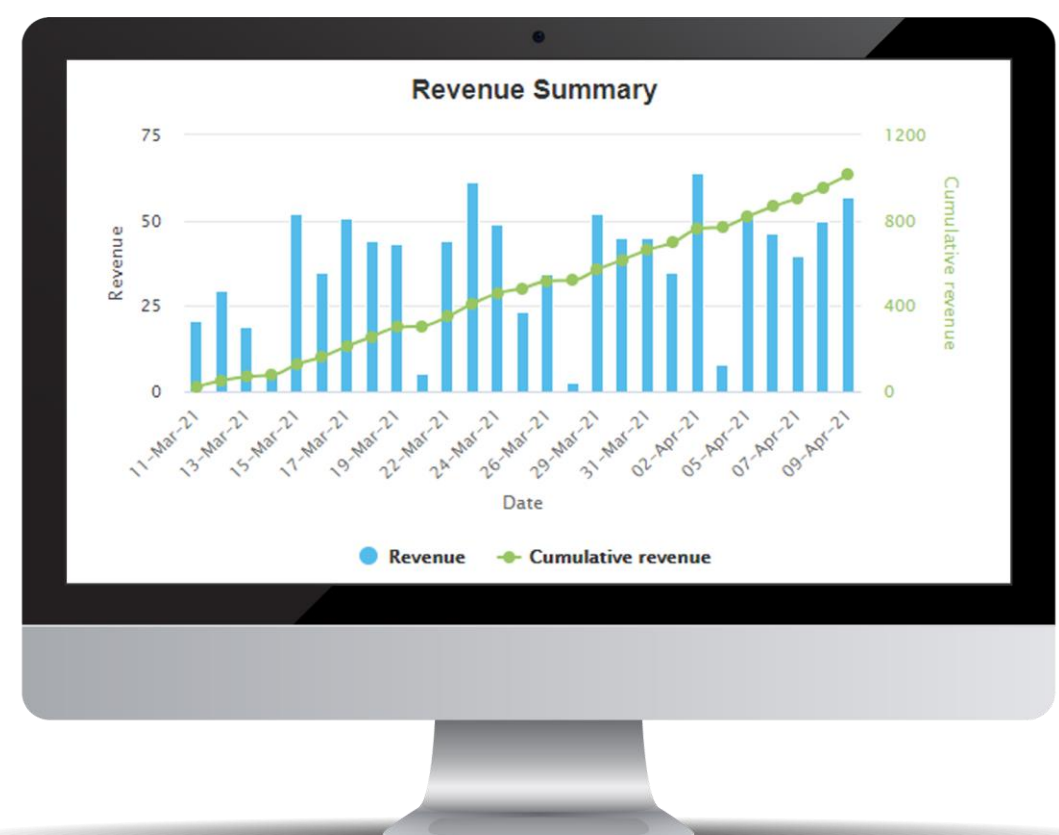
EV Connect has successfully launched charging infrastructure projects in more than 73 municipalities across the U.S. We know how to help navigate obstacles many cities face today. We do the heavy lifting by helping with the ordering, project management, installation, customer service, and long-term needs of your charging stations—guiding you throughout the entire process to deliver a seamless EV charging experience. In addition, our EV Connect software is compatible with dozens of charging stations so you have flexibility.



Our turnkey EV charging solutions offer flexibility for more streamlined adaptations or upgrades in the future by reducing the constraints that some manufacturers put on their charging station hardware. It gives our customers the ability to manage access, pricing, and performance on their stations from anywhere, anytime — all backed with premium 24/7 customer support.

Modern EV Charging Management

- Control access to charging stations to specified driver groups
- Set your pricing policies to increase station utilization and increase revenue
- Ensure a positive driver experience with an industry-leading EV charging mobile app
- Your choice of EV charging stations



Go Green with EV Connect



Accelerate your Sustainability Initiatives for Your City

As cities and municipalities continue to be the forefront of electrifying transportation, it presents an opportunity for cities to market themselves as leaders in sustainability and alternative transportation while enjoying significant economic and environmental benefits. By installing electric vehicle charging stations at strategic points throughout the city, city leaders can provide a valuable service to their residents and visitors.

Are you ready to bring EV charging to your city?



About EV Connect

EV Connect is on a mission to build a better planet by enabling electricity as a transportation fuel. Through its innovative and open charging cloud platform, EV Connect simplifies the set-up, management, and optimization of charging services with premium customer support, from installation to the driver experience. EV Connect guides companies of all sizes in managing networks of chargers and delivers a seamless EV charging experience that empowers drivers.

Established in 2010, EV Connect customers include Avista Utilities, Love’s Travel Stops, Verizon, Marriott, Hilton, Western Digital, ADP, New York Power Authority, and numerous municipalities.

10 Years of Experience

10K+ Stations Managed

100K+ Customers Served

30M+ Electric Miles Provided

› **Serving Industry Leaders Around the World**



Kansas Electric Vehicle Infrastructure PROJECT CONCEPT FORM

PROJECT SPONSOR INFORMATION

1. LEAD PROJECT SPONSOR TYPE – select only one			
Municipality	County	State Agency	Educational Institution
Private Business	MPO	Tribal Government	Other _____
2. NAME OF LEAD PROJECT SPONSOR		3. NAME OF CO-PROJECT SPONSOR (if any)	
4. MAILING ADDRESS		CITY	ZIP
5. PRIMARY CONTACT	TITLE/ORGANIZATION	EMAIL	PHONE
6. SECONDARY CONTACT	TITLE/ORGANIZATION	EMAIL	PHONE
7. UTILITY CONTACT(S)	UTILITY COMPANY	EMAIL	PHONE

PROJECT DESCRIPTION

8. PROJECT NAME (OPTIONAL)		
9. LOCATION ADDRESS		10. PROPOSED NUMBER OF PORTS, CABINET VOLTAGE AND CHARGING LEVEL PER PORT
11. COUNTY	12. MUNICIPALITY	13. PROPOSED START DATE AND COMPLETION DATE
14. PROPOSED SCOPE OF WORK DOES THE INSTALLATION REQUIRE GRADING OUTSIDE OF AN EXISTING PAVED AREA? YES NO IF SO, DOES THE GRADING REQUIRE CUTTING DOWN TREES OR GRADING AN EXISTING DRAINAGE CHANNEL? YES NO IS THE PROPOSED INSTALLATION ON PUBLICLY OWNED PROPERTY? YES NO		

Kansas Electric Vehicle Infrastructure PROJECT CONCEPT FORM

15. DESCRIBE THE TYPE OF LOCATION AND AVAILABLE AMENITIES (SECURITY, ACCESS TO RESTROOMS, AVAILABLE FOOD/BEVERAGES, ENTERTAINMENT, SHOPPING, ETC). INCLUDE THE NEAREST HIGHWAY(S) AND DRIVING DISTANCE FROM THE HIGHWAY EXIT(S)

16. IF POSSIBLE, PLEASE PROVIDE TOTAL PROJECT COSTS AND INCLUDE BEST ESTIMATES FOR THE ITEMS LISTED IN THE FOLLOWING TABLE (MAXIMUM FEDERAL SHARE IS 80%):

ITEM	ESTIMATED COST (\$)
CHARGING EQUIPMENT (PLUS WARRANTIES)	
UTILITY UPGRADES	
SITE PREPARATION	
EQUIPMENT INSTALLATION	
COMMISSIONING OF STATION EQUIPMENT	
OPERATIONS & MAINTENANCE PLAN (UP TO 5 YEARS)	
FUNDING REQUESTED (MAXIMUM 80%)	
CASH MATCH (MINIMUM 20%)	
TOTAL PROJECT COST (100%)	

17. IF POSSIBLE, ATTACH ADDITIONAL ITEMS THAT ILLUSTRATE BASIC PROJECT CONCEPTS. INCLUDE PHOTOS, MAPS, DRAWINGS, PRELIMINARY DESIGNS, ETC.

Questions can be directed to ChargeUpKS@ks.gov.

Email this completed Kansas EV Infrastructure Project Concept Form to ChargeUpKS@ks.gov by May 5, 2023, with subject line “EV Charging Concept Form [SponsorName].”



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM Website Information

SUMMARY RECOMMENDATION

BACKGROUND Lacey Lies will review the updated City website.

SUGGESTED MOTION

SUPPORTING DOCUMENTS

1. Economic Development _ Independence, KS Website



Economic Development

Independence is an industrial "hub" for Southeast Kansas and the home of many successful businesses that conduct business in a global market. Independence is in close proximity to major markets and draws a workforce from a population base of close to 200,000 people on a daily basis.

If you are considering relocating or expanding your business in Independence, we are pleased to present two main industrial parks with available acreage for your business. We would also be pleased to work with you on alternate sites which may better suit the company's needs or have other advantages for your project.

Central Business District Commercial Building Grant Program

The Central Business District Commercial Building Grant Program is established for the sole purpose of aiding in the preservation of the structural integrity of existing commercial buildings located within the Central Business District of the City of Independence to maintain the economic stability of the Central Business District. This grant provides a 25% reimbursement for eligible expenses with a maximum funding of \$25,000 per building.

Neighborhood Revitalization Districts

The Neighborhood Revitalization Program uses a tax rebate to encourage the rehabilitation of existing properties, as well as the development of new properties that are located in a designated Neighborhood Revitalization District (NRD). To find out if your property is in a Neighborhood Revitalization District [click here for an interactive map](#) and enter your address in the search bar in the upper right corner and click enter. You may also click on any of the districts on the map for more information. Applications must be filed with the City Clerk with a \$25 application fee within 60 days following issuance of a building permit, or if a building permit is not required within 60 days of starting the improvements. For an application, [click here](#). The table below indicates the rebate percentage for each neighborhood revitalization district based on the type of improvement.

New Structure	Rehabilitation, alteration or addition	Rehabilitation of structure on Kansas Historical Register
---------------	--	---

NRD	Expires	Years 1-5	Years 6-10	Years 1-5	Years 6-10	Years 1-5	Years 6-10	Notes
Central	12/31/2030	Up to 100%	Up to 50%	Up to 100%	Up to 50%	Up to 100%	Up to 100%	Accessory structures are not eligible; such as garages, gazebos, storage buildings, workshops, swimming pools, etc.
Downtown Area	12/31/2025	Up to 100%	Up to 75%	Up to 100%	Up to 100%	Up to 100%	Up to 100%	Accessory structures are not eligible; such as garages, gazebos, storage buildings, workshops, swimming pools, etc.
North Penn	12/31/2027	Up to	Up to 50%	Up to	Up to 50%	Up to	Up to	Accessory structures are not eligible;

		100%		100%		100%	100%	such as garages, gazebos, storage buildings, workshops, swimming pools, etc.
Southeast	12/31/2030	Up to 100%	Up to 50%	Up to 100%	Up to 50%	Up to 100%	Up to 100%	Accessory structures are not eligible; such as garages, gazebos, storage buildings, workshops, swimming pools, etc.
Southwest	12/31/2030	Up to 100%	Up to 50%	Up to 100%	Up to 50%	Up to 100%	Up to 100%	Accessory structures are not eligible; such as garages, gazebos, storage buildings, workshops, swimming pools, etc.
West Laurel Street Industrial Park	12/31/2025	Up to 100%	Up to 50%	Up to 100%	Up to 50%	Up to 100%	Up to 50%	New and existing structures are eligible. Minimum investment of \$200,000 for commercial/industrial buildings.
West Main Street	12/31/2025	Up to 100%	Up to 50%	Up to 100%	Up to 50%	Up to 100%	Up to 100%	Only commercial structures are eligible.

Airport Industrial Park

The Independence Airport Industrial Park is located four miles southwest of the City of Independence and is currently home to various businesses including Cessna Aircraft.

Airport Industrial-South

The Airport Industrial Park-South has 161 acres available in the southeast corner of the Airport Industrial Park. Full utility services are available to the site. The City will subdivide this property in a manner that is tailored to the business' needs.

Airport Industrial-West

This site is located in the northwest corner of the Airport Industrial Park, adjoining U.S. 75 Highway. All utilities are available to the site. The site consist of 192 acres

West Laurel Industrial Park

The West Laurel Industrial Park has 60 acres available. It is located in the western portion of Independence and adjoins U.S. Highway 75/160. Access to the U.S. highway is by a controlled intersection. Full utility services are available to the site. A rail spurline is available in the Industrial Park and extendable to the specific needs of the business.

Incentives

We have a comprehensive set of incentives to assist with your project, in addition to those offered by the State of Kansas and the Kansas Department of Commerce, including:

- Land Incentives are available
- Industrial Revenue Bonds and other low cost financing options
- Tax Assistance:
 - Property Tax Exemption up to 100% for 10 years
 - Capital Investment Tax Credits - 10% (for only specified areas in Kansas)
 - Enhanced Enterprise Zone
- Utility extensions and electric rate reduction
- Local Business Incentive Program: [City of Independence Business Incentive Policy](#)
- Other assistance as needed

To further assist us in responding to your needs, please fill out the following form: [Project Initiation Form](#)

Further Information

If you would like specific industrial site and economic development incentive information, please contact the City Manager at 620-332-2506 or Trisha Purdon, [Montgomery County Action Council](#) at 620-331-3830.

For other business support, contact the [Chamber of Commerce](#) at 620-331-1890 or [Independence Main Street](#) at 620-331-2300.

Available Industrial Land

- [Aerial of Airport \(JPEG\)](#)
- [Airport Master Plan Map \(JPEG\)](#)
- [Airport South \(JPEG\)](#)
- [Airport West \(JPEG\)](#)
- [West Laurel Industrial Park \(JPEG\)](#)

Connect With Us



**REQUEST FOR ECONOMIC DEVELOPMENT
ADVISORY BOARD ACTION
CITY OF INDEPENDENCE
MAY 2, 2023**

Department Finance

Prepared By Lacey Lies

AGENDA ITEM Kansas Historic Preservation Conference & Tax Credit Seminar

SUMMARY RECOMMENDATION

BACKGROUND The 2023 Kansas Historic Preservation Conference will be held May 4-6, 2023 in Independence, KS.

[Registration Link](#)

SUGGESTED MOTION

SUPPORTING DOCUMENTS

1. KSHS Conference Program 2023 FINAL 04.25.2023 (1)
2. Tax Credit Tips

Kansas Historic Preservation Conference



preservation & POSSIBILITIES

MAY 4-6, 2023 | INDEPENDENCE, KS

YOUR
STORIES
OUR
HISTORY | KANSAS
HISTORICAL
SOCIETY

www.kshs.org



MAYOR'S WELCOME

Dear Preservation Conference Participant:

We are honored to host the 2023 Kansas Historic Preservation Conference and sincerely hope you will enjoy your visit to our beautiful community.



During the past several years, the City of Independence has made significant strides toward preserving its historic neighborhoods, schools and buildings. The entirety of downtown Independence has been designated a historic district, and a community advisory board, working with guidance from the Kansas State Historical Society, devotes careful attention to all downtown development projects to help assure the area's historic integrity is preserved.

Several renovation and redevelopment projects in our community have been supported through the state's historic tax credits program, including a remodel of Independence Memorial Hall & Civic Center – the host facility for your conference – and the complete renovation of our 1916 City Hall building, which is currently in progress with anticipated completion by late summer. Independence Middle School and the downtown Community National Bank & Trust building are other shining examples of renovation and preservation with the help of historic tax credits. Other major projects are on the horizon, including improvements to our city's museum and additional downtown development that will accommodate much needed upper-story housing and retail space.

In addition to your scheduled conference activities, I encourage you to take time to sample and savor our community from all angles, take in our iconic architecture and explore our historic neighborhoods. We are proud of the many steps the City of Independence has taken to preserve the heritage of our community, and we are thrilled to host your gathering of like-minded preservation enthusiasts.

Sincerely,

Mayor Louis Ysusi

City of Independence

ABOUT INDEPENDENCE

Independence is located in Montgomery County in the southeast corner of Kansas and has a population of 9,483. Independence has a strong industrial base with a "Hometown Atmosphere" and is, in part, a rural community with many farming sites in the area surrounding the city. Independence also has a downtown historic district and was named one of the first Main Street cities in Kansas.

The 150-year history of the city includes pioneer stories (Little House on the Prairie), oil magnates (Harry Sinclair), stately mansions, the first lighted baseball stadium, the first monkey to go into space (Ms. Able), a presidential candidate (Alf Landon) and a Broadway playwright (William Inge). Famous persons from Independence include movie star Vivian Vance, TV journalist Bill Kurtis and former FDIC Chair Sheila Bair. Independence also hosts one of Kansas' largest celebrations, "Neewollah" (Halloween spelled backwards).



CONFERENCE WELCOME

Dear Friends of Historic Preservation:

It is our pleasure to sponsor the 2023 Kansas Preservation Conference in Independence! This year's conference theme is Preservation & Possibilities. The conference provides opportunities for you to add to your preservation knowledge, explore and appreciate the local architecture, and learn about preservation challenges and successes.



We believe the conference is about valuing and protecting our downtown commercial buildings, supporting Kansas Main Street and assisting property owners. We hope the sessions and activities will do this by providing technical expertise, sharing resources and inspiring a vision for places across Kansas that will serve future generations.

During the conference, we encourage you to network with others and help us grow the preservation community. Whether you are a preservation professional, a CLG staff or commission member, you own a historic property or you are an interested citizen we hope you will connect, learn and return home with new perspectives and valuable information.

The mission of the Kansas State Historic Preservation Office (SHPO) is to protect and preserve the state's historic properties. We could not accomplish that mission without you. Dedicated preservation advocates have valued and protected our cultural resources for decades, and we must continue that important work.

I hope you enjoy the conference as we gather to celebrate the past, explore new initiatives and learn new approaches to historic preservation in Kansas.

Patrick Zollner

State Historic Preservation Officer
Executive Director
Kansas Historical Society

Acknowledgement

This conference has been financed in part with federal funds from the National Park Service, a division of the United States Department of the Interior, and administrated by the Kansas Historical Society. Neither the contents nor the opinions expressed during the conference necessarily reflect the view or policies of the United States Department of the Interior or the Kansas Historical Society.

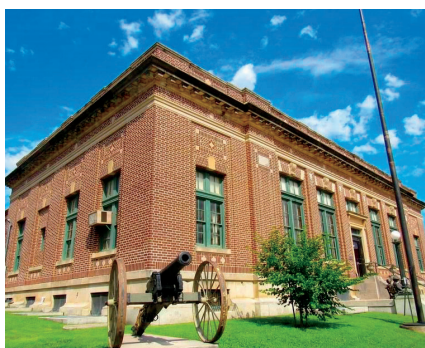


CONFERENCE **VENUES**



MEMORIAL HALL & CIVIC CENTER

410 N. Penn Avenue
Celebrating 100 Years



INDEPENDENCE HISTORICAL MUSEUM & ART CENTER

123 N. 8th St.
*Listed in the National and Kansas
Register of Historic Places*



BOOTH HOTEL

201 W. Main St.
*Home of a revolving door,
invented in Independence*

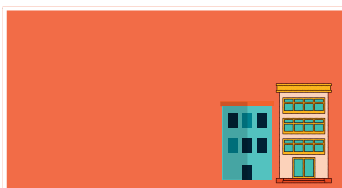
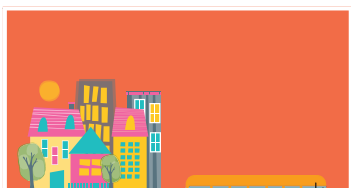


FOUNDERS PLACE

105-107 N. Penn Avenue
*Historic Veeder Building /
General Electric Building*



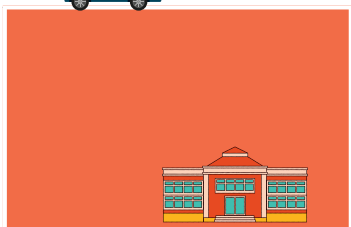
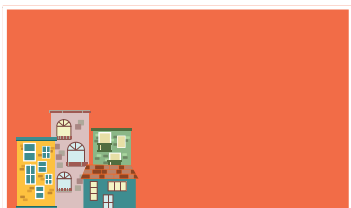
DOWNTOWN INDEPENDENCE



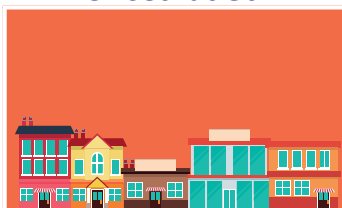
Locust St.



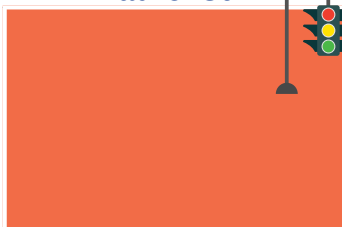
Chestnut St.



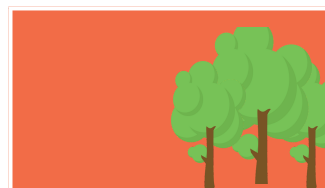
8th St.



Laurel St.



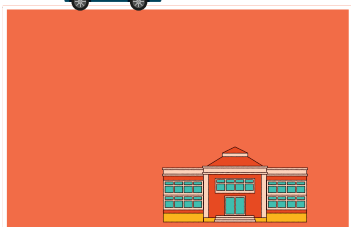
Myrtle St.



Memorial Hall &
Civic Center
410 N. Penn
Avenue



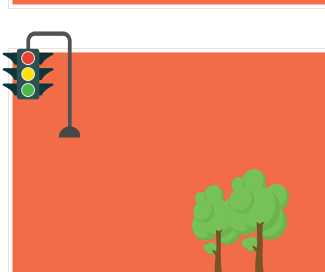
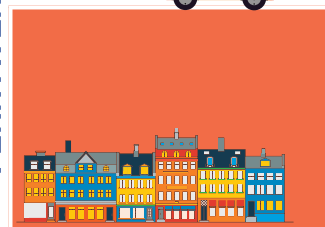
PENN AVENUE



Independence
Historical Museum
& Art Center
123 N. 8th St.



Founders Place
105-107 N. Penn
Avenue

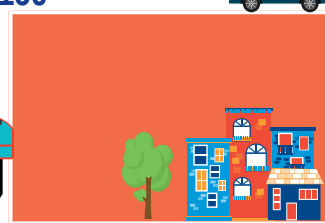
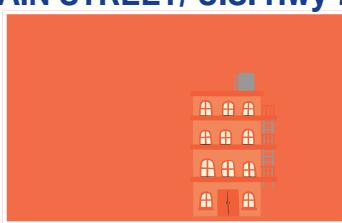


< To Little House on the Prairie



Booth Hotel
201 W. Main St.

MAIN STREET/ U.S. Hwy 75/160





CONFERENCE SPEAKERS

LISA MULLINS THOMPSON

Lisa Mullins Thompson serves as a Senior Program Officer for Revitalization Services at Main Street America. She works closely with the Vice President of Revitalization Services and the Chief Program Officer to refine existing field services work and develop and deliver new cutting-edge technical assistance and programming to clients, conference attendees and via Main Street America's professional development channels. She has broad professional experience in historic preservation, strategic planning, public relations and small business and economic development in both the private and public sectors. Lisa has served as Executive Director of two Main Street programs.



Keynote Speaker

CAITLIN MEIVES

Caitlin Meives is the Director of Preservation at The Landmark Society of Western New York, a regional nonprofit historic preservation organization based in Rochester. Caitlin holds a M.S. in historic preservation from the University of Vermont and B.A. in history and Spanish from the University of Rochester. Prior to her employment at The Landmark Society in 2010, she served as the Survey Coordinator at the Kansas State Historic Preservation Office. In her position at The Landmark Society, Caitlin works with municipal officials, developers, neighborhood and community advocates, and property owners of all types to assist in the rehabilitation and revitalization of historic buildings, structures, landscapes and communities. She is the co-founder of The Landmark Society's Young Urban Preservationists and serves on the Board of Directors for the National Alliance of Preservation Commissions (NAPC) and the Gustav Stickley House Foundation in Syracuse, New York. Caitlin is passionate about the traditional trades and making historic preservation a more progressive, inclusive and equitable practice.



Featured Luncheon Speaker



FULL **CONFERENCE** and SPECIAL INTEREST **TRACKS**

The 2023 Kansas Historic Preservation Conference is designed to build the preservation community across the state of Kansas. Sessions will be both broad and more specific. Attendees are welcome to attend any sessions of their choosing. We have organized general conference sessions as well as a Main Street focused track and a technical track.



Cultivating Community / Main Street Track

This track will focus on issues facing our Main Street communities and historic resource commissions. Sessions will focus on what Certified Local Government and Main Street staffers and volunteers need to know, from the "how to" of downtown historic building surveys, to the "Do's and Don'ts" of historic preservation, to the "how to" of photography for grant applications, promotion and documentation. These sessions will assist communities in assuring that our downtowns thrive.



Technical / Professional Preservation Track

This track aims to highlight the practical hands-on side of preservation for consultants, building professionals and interested parties alike. Sessions will explore topics including Tax Credits projects (both state and federal); the preservation of pressed metal; and the use of social media to further our preservation causes.



SCHEDULE AT A GLANCE

THURSDAY, MAY 4	10a-4p	Conference Registration, Memorial Hall & Civic Center, Lower Level	
		Certified Local Government (CLG) / Main Street (MS) Track <i>Veterans Room, Lower Level (Green)</i>	Technical (TECH) / Professional (PR) Track, <i>Civic Center, Lower Level (Purple)</i>
	11a-1p	CLG/Main Street (MS) Track Workshop with Lunch by Invitation only, <i>Veterans Room</i>	
	11a-2:45p	Downtown Scavenger Hunt hosted by Independence Chamber of Commerce. Begins and ends at Civic Center. Lunch on your own. Return to Memorial Hall at 2:45p for gift basket drawing.	
	1:30p	Short tour of Community National Bank & Trust, 125 N. Penn Avenue	
	2:45p	Scavenger Hunt Gift Basket Drawing by Independence Chamber of Commerce	
	3p	Welcome Independence Mayor Louis Ysusi <i>Civic Center</i>	
	3:15-4:15p	Opening Keynote "Preservation as Placemaking". Presenter: Lisa Mullins Thompson, Senior Program Officer for Revitalization Services, Main Street America <i>Civic Center, Lower Level</i> Sponsored by Kansas Main Street	
	4-4:15p	Afternoon Break	
		CLG/MS Track <i>Veterans Room (Green)</i>	TECH/PR Track <i>Civic Center (Purple)</i>
	4:20-5p	"Surveying Your Downtown" Presenters: Sarah Arnberger, President, Great Bend Economic Development; Stan Hernly, AIA, NCARB, Owner, Principal, and Megan Bruey, Architect in Training, Hernly Associates, Inc.	"How to Use Social Media to Further Preservation Causes" Presenter: Jamee Fiore, National Register Coordinator, Kansas SHPO.
	6-8p	Reception Heavy hors d'oeuvres and two short presentations at the Independence Historical Museum & Art Center, 123 N. 8 th St. Presenters: Ty McBride, Co-owner Old Home Rescue, Oklahoma City; "The Importance of Skilled Trades" Dr. Isaias McCaffery, Professor of History, Independence Community College, "Forgotten Underworld: Brothels, Bagnios and Disorderly Houses of Old Indy" Sponsored by Pishny Restoration Services	



SCHEDULE AT A GLANCE

FRIDAY, MAY 5		Conference Session, Memorial Hall & Civic Center, Lower Level	
	7:30-8:45a	CLG/MS Track/Independence Chamber of Commerce Invites Conference Attendees to First Friday, "What to Do and What NOT to Do to Historic Buildings." Presenter: Katrina Ringler, Deputy, Kansas SHPO	
	9:15a	"State of Preservation in Kansas" Presenter: Patrick Zollner, SHPO/Executive Director, Kansas Historical Society	
	9:45-10a	Morning Break	
	10-11a	CLG/MS Track "Storefront Designs in Historic Districts" Presenter: Lisa Mullins Thompson	TECH/PR Track "A Historian's Guide to Sanborn Maps" Presenter: Michelle Spencer
	11a-12p	"Tax Credit Tips for Main Street Projects." Presenters: Kristen Johnston, Tax Credit Reviewer, Kansas SHPO; Angela Shearer, Supervisory Historian, National Park Service; Cristin Moody, Historic Rehabilitation Tax Credit Reviewer, National Park Service	
	12p	Lunch Provided	
	12:30-1:30p	Luncheon Program "People's Preservation: How to Build Bridges, Make Friends and Expand the Movement." Presenter: Caitlin Meives, Director of Preservation, The Landmark Society of Western New York	
	1:30-2:30p	CLG/MS Track "Please Don't Paint Your Brick! And if You Must Mural, Please Practice Safe Muraling" Presenters: Robert McLaughlin, Kansas Main Street Design Specialist; Katrina Ringler, Deputy, Kansas SHPO	TECH/PR Track "Add Value to Your Rehab Projects with Historic Tax Credits" Presenters: Brenda Spencer, Owner, Spencer Preservation; Ben Moore, Founder & Principal Architect, Ben Moore Studio, LLC
	2:30-3:30p	CLG/MS Track "Photography Techniques" Presenter: Scott Sewell, Kansas Main Street	TECH/PR Track "Architectural Sheet Metal from 1880-2023" Presenter: Neal Quitno, W.F. Norman Corporation, Nevada, Missouri
	3:30-4:10p	Afternoon Break	
	4:10p	Board bus at Memorial Hall for a tour of Little House on the Prairie Museum . Bus will return to Independence making 2 stops: one at Memorial Hall and one at the Booth Hotel for 6p KPA Evening Reception and Program.	
	6p	Kansas Preservation Alliance Reception & Awards, Booth Hotel, 201 W. Main St.	
	7p	Kansas Preservation Alliance Program, "Abandoned Kansas" Presenter: Emily Cowan, author "Abandoned Topeka: Psychiatric Capital of the World" Booth Hotel Ballroom	
SATURDAY, MAY 6		Kansas Historic Sites Board of Review, <i>Founders Place, 105-107 N. Penn Avenue</i>	
	8:30a	Morning refreshments	
	9a	Historic Sites Board of Review work session	
	9:30a	Kansas Historic Sites Board of Review Quarterly Meeting	



FULL CONFERENCE SCHEDULE

THURSDAY, MAY 4, 2023

11a-4p

Conference Registration

Memorial Hall & Civic Center, Lower Level

11a-1p

CLG / Main Street Workshop / Luncheon by invitation only

Memorial Hall & Civic Center, Lower Level

12-2:30p

Downtown Independence Scavenger Hunt

Begin and end at Memorial Hall & Civic Center, Lower Level

1:30p

Building Tour - Community National Bank & Trust, 125 N. Penn Avenue

Meet at the Old Citizens National Bank Building at 125 N Penn Avenue (now CNB&T). Designed by Weary & Alford Company of Chicago and built in 1917, this impressive building was constructed of a reinforced concrete frame and terra cotta ornamentation. Don't miss the extraordinary lobby and bank vault, the barber/beauty shop under Penn Avenue and the 1960s fallout shelter with supplies and original signage.

2:45p

Drawing for Downtown Scavenger Hunt

3p

Welcome to Independence

MAYOR LOUIS YSUSI

3:15-4p

Opening Keynote: "Preservation as Placemaking"

LISA MULLINS THOMPSON, Senior Program Officer for Revitalization Services, Main Street America

4-4:15p

AFTERNOON BREAK

4:15-5p

Cultivating Community/Main Street Track

"Surveying Your Downtown"

How many historic resources are in your community? Where are they? Join us for this panel session about how to identify historic resources in your community and what to do with the information you collect.



SARA ARNBERGER, Pres. Great Bend Economic Development/Dir. Great Bend Main Street

A native of Great Bend, Kansas, Sara earned a BA degree from Friends University and later spent 10+ years in a retail management position. In 2020, she returned home to lead the county economic development initiative Great Bend Economic Development. In her three years in this position, her organization has been progressive in development, revitalization and entrepreneurship efforts, all to further city and county goals for growth and a sustainable future.



STAN HERNLY, AIA, NCARB, Owner/Principal Hernly Associates, Inc.

A Registered Architect in Kansas, Missouri, Nebraska, Oklahoma, Louisiana, Indiana and Texas, Stan is a native of Winchester, Indiana, and holds a Bachelor of Architecture degree from Ball State University and Master of Architecture degree from the University of Kansas. He has been owner/principal of Hernly Associates, Inc. in Lawrence since 1987, managing projects ranging from 200 to 200,000 SF and \$1,000 to \$10 million. Originally opened as Stan Hernly Architects and after several moves over the years, the firm is currently located in the rehabilitated Delahunty Rhode Island St. Complex in East Lawrence.



MEGAN BRUEY, Architect in Training, Hernly Associates, Inc.

Megan is a 2022 KU-School of Architecture graduate. She has worked at Hernly Associates since 2019 as an Architectural Intern and joined the team full-time in 2022 as an Associate Project Designer. During her time at Hernly, she has worked on several survey projects, including the Intensive Survey of Baldwin City's Business and Arts District. In addition to surveys, Megan enjoys working on the rehabilitation and preservation of historic buildings.



THURSDAY, MAY 4, 2023 (CONTINUED)

4:15-5p

Technical/Professional Preservation Track

"How to Use Social Media to Further Preservation Causes"



JAMEE FIORE

National Register Coordinator, Kansas SHPO

An architectural historian with the Kansas Historical Society, Jamee administers the National and State Registers of Historic Places programs. She earned a bachelor's degree in Art & Architectural History from the University of North Florida and a master's degree in Historic Preservation from the University of Georgia. Jamee is originally from central Florida but has lived in several places including, Georgia, Washington, D.C., northern California and Boise, Idaho, and she currently resides in Topeka.

6p

Opening Reception & Short Presentations *Sponsored by Pishny Restoration Services*



**Independence Historical
Museum & Art Center**
123 N. 8th St.



"The Importance of Skilled Trades"

TY MCBRIDE

**Co-owner Old Home Rescue
Oklahoma City, Oklahoma**



"Forgotten Underworld: Brothels, Bagnios and Disorderly Houses of Old Indy"

DR. ISAIAS MCCAFFERY

Professor of History, Independence Community College



FRIDAY, MAY 5, 2023

Memorial Hall & Civic Center, Lower Level

7:30a

"What to Do and What NOT to Do to Historic Buildings"

Join the Independence Chamber at its monthly FIRST FRIDAY event

FIRST
Friday



KATRINA RINGLER
Deputy, Kansas SHPO

Katrina is an architectural historian who began her career with the Kansas Historical Society in 2001 as a state and federal rehabilitation tax credit reviewer. In February 2008, she assumed the roles of Historic Preservation Grants Manager and Certified Local Governments Coordinator for KSHS. She took on the additional role of Preservation Office Supervisor in 2014. Katrina earned a Bachelor of Science degree in historic preservation in 1998 at Southeast Missouri State University in Cape Girardeau and a Master of Arts degree in history at the University of Alabama at Birmingham in 2000. She is originally from Aurora, Missouri, and currently resides in Topeka.

9:15a

"State of Preservation in Kansas"



PATRICK ZOLLNER
Executive Director, Kansas Historical Society

Patrick was named executive director of the Kansas Historical Society in March 2023, having served as acting executive director from July to December 2022. He was the Cultural Resources Division director beginning in 2006 and deputy State Historic Preservation officer. He joined the Historical Society in February 2004 as an architectural historian and coordinator for the National Register of Historic Places and historic survey. He was a preservation consultant and board member and vice president of the Arkansas Historical Association from 1995 to 2003. He worked for the Arkansas State Historic Preservation Office from 1990 to 1998 as an architectural historian. A native of Marmaduke, Arkansas, he graduated magna cum laude with a bachelor's degree in history from the University of Arkansas in 1989.

9:45a

MORNING BREAK

10a

Cultivating Community/Main Street Track

"Storefront Designs in Historic Districts" | LISA MULLINS THOMPSON (Bio Page 6)

A business's storefront is its calling card. Ensuring changes relate well to the building and historic district where it is located while protecting the architecturally and historically significant features of the building and district can be a challenge for business owners primarily concerned with running their business. Learn about preserving and improving historic facades and storefronts to increase the vitality of commercial districts and local businesses.

10a

Technical/Professional Preservation Track

"A Historian's Guide to Sanborn Maps" |

From small towns to urban centers, the Sanborn Map Company documented over 240 Kansas towns and cities from the 1880s to the 1950s. Learn how to analyze these maps to uncover details about a business not found elsewhere. Sanborn Fire Insurance Maps often reveal significant details about historic buildings that assist building owners and historic building surveyors in understanding the history of buildings and provide insight into rehabilitation of structures.



MICHELLE SPENCER
Owner, RomaMaryGrace

Missouri native Michelle Spencer, owner of RomaMaryGrace, is a historian and professional genealogist specializing in business research, material culture, pandemics, military and government records. She has co-authored more than 45 Nominations to the National Register of Historic Places. She resides in Millbrook, Alabama.



FRIDAY, MAY 5, 2023 (CONTINUED)

11a

Cultivating Community/Main Street & Technical/Professional Preservation Track

"Tax Credit Tips for Main Street Projects" Panel Discussion

Planning, preparation and pro tips for historic tax credits. Come learn the ins and outs of putting together a successful and review-ready Historic Tax Credit Application. Learn from state and federal tax credit reviewers about the best ways to help your projects.



KRISTEN JOHNSTON

Historic Rehabilitation Tax Credit Specialist, Kansas SHPO

Kristen administers, reviews and works with property owners utilizing both the Federal and State Rehabilitation Tax Credit Programs. A Topeka native, she has worked at the Historical Society since 2003 and has been working on Historic Tax Credit Projects since 2006. She received degrees in Geography and Russian Studies from the University of Kansas and a master's degree from Indiana University in Geography with an emphasis in demographics and neighborhood development.



ANGELA SHEARER

Supervisory Historian, Technical Preservation Service Division-National Park Service

Angela has worked with the Federal Tax Incentives program reviewing rehabilitation projects and providing technical assistance to the public for more than 20 years. She is a past president of the Association for Preservation Technology, Washington, D.C., Chapter (APT DC) and previously served on both the Modern Heritage and Chapters committees for the association.



CRISTIN MOODY

Tax Credit Reviewer, National Park Service

Cristin joined the National Park Service as a historic rehabilitation tax credit reviewer in January 2020, after serving more than 12 years as staff to local historic district commissions in Ohio and North Carolina. She has a master's degree in Historic Preservation and recently earned a LEED Green Associate certificate. She is originally from Dearborn, Michigan, where one of her earliest memories is the demolition of the historic Woodworth House to make way for a fast-food restaurant. She rescued as many bricks from the debris pile as she could carry.

12:30-1:25p

LUNCH & Featured Speaker

"People's Preservation: How to Build Bridges, Make Friends and Expand the Movement"

CAITLIN MEIVES (Bio Page 6)

1:30p

Cultivating Community/Main Street Track

"Please Don't Paint Your Brick! And If You Must Mural, Please Practice Safe Muraling"

Painted brick facades and murals are popping up all over, but they aren't always the best practice on historic buildings. Learn what you need to know from our Main Street and SHPO guest speakers before you take on that next project.



ROBERT MCLAUGHLIN

Kansas Main Street Design Specialist

Robert is a Kansas Main Street Design Specialist with the Kansas Department of Commerce. He is a co-founder and principal of KCmodern, a nonprofit organization advocating for the preservation of significant Modern architecture in Kansas City. He is Owner/Principal of McLaughlin Design Associates and resides in Shawnee, Kansas.



KATRINA RINGLER

Deputy, SHPO

(Bio Page 12)



FRIDAY, MAY 5, 2023 (CONTINUED)

1:30p

Technical/Professional Preservation Track

"Add Value to Your Rehabilitation Projects with Historic Tax Credits"

Last year's changes in the state historic tax credit rates have created unprecedented interest in the state tax credit program, and understanding your building's existing character-defining features and period of significance will start you on the right track when planning your rehab project. When can you leave exposed masonry walls in loft apartments? When are suspended acoustical tile ceilings appropriate in historic buildings? Why can't I use aluminum replacement windows when a building down the street had them approved? Our speakers will utilize case studies in Council Grove and Manhattan and other successful tax credit examples to explore some common challenges and misconceptions in historic rehab projects that may help you in planning your next undertaking.



BRENDA SPENCER
Owner, Spencer Preservation

With an architectural background and a 30-plus year history of helping clients preserve and develop their historic resources, Brenda has bachelor's and master's degrees in architecture from Kansas State University, and since 1994, she has owned her own preservation consulting firm outside Wamego. Spencer Preservation provides comprehensive preservation services and has assisted in more than 220 historic rehabilitation projects and listed more than 100 buildings and districts on state and/or national historic registers. With her extensive experience, Brenda brings a unique understanding of what makes cities, downtowns, businesses and rehabilitation projects successful and the importance of economic feasibility.



BEN MOORE, AIA
Founder & Principal Architect, Ben Moore Studio, LLC

A licensed Architect in Kansas, Colorado, Oklahoma and Missouri, Ben's studio practices in downtowns/adaptive reuse, historic preservation, animal care, commercial and residential architecture. He has worked in historic preservation and contemporary architecture since 2000. He earned a Bachelor of Architecture degree from Kansas State University in 2000 and studied at ITALART in Castiglion Fiorentino, Italy. He previously worked in Santa Fe, New Mexico, on environmentally sustainable building projects with three different innovative architecture firms.

2:30p

Cultivating Community/Main Street Track

"Demystifying Downtown Photography"

Photography is one of the greatest tools a Main Street program can use to record, document and preserve a community. Photos help us reflect on - and cherish - our past but also are critical to inspire others in the future. This session will help participants better understand how to improve their photography of downtown buildings, spaces and events. It will address composition, exposure, understanding light and the type of gear to use as well as long-term storage and managing/organizing photographs.



SCOTT SEWELL
Director, Kansas Main Street

Scott was named director of the Kansas Main Street program in 2019, when Gov. Laura Kelly reinstated the state program. He had served as assistant director of the Kansas program in the mid-1990s, before working with Nebraska Main Street and then as a consultant with communities and organizations throughout the country, primarily in the areas of market analysis, image/brand development and media relations. Scott earned a bachelor's degree in journalism from Kansas State University and later worked as a city government reporter for the Manhattan Mercury before joining the Manhattan Chamber of Commerce as Public Affairs Director and chief lobbyist. He also served as a member of the faculty for the U.S. Chamber of Commerce's Institute for Organizational Management. A past college photography instructor and freelance photographer for more than 20 years, his work has been published in the New York Times, Sports Illustrated, ESPN the Magazine and dozens of national and regional publications.



FRIDAY, MAY 5, 2023 (CONTINUED)

2:30p

Technical/Professional Preservation Track

"Architectural Sheet Metal from 1880-2023"

This presentation will include the history of architectural sheet metal in the U.S., typical metals used for exterior and interior finishes, the manufacturing process, maintenance, installation, replacement and repair of interior and exterior pressed metal. Neal will discuss the options relating to paint and repair and replacement as well as new installations.



NEAL QUITNO
W.F. Norman Corporation
Nevada, Missouri

3:30p

AFTERNOON BREAK

4:10p

JOIN US for a Little House on the Prairie Museum Tour

Bus depart Memorial Hall/Lower Level at 4:10p

DRIVING DIRECTIONS: From downtown Independence take Main Street west (this is US Highway 75). Follow U.S. 75. It will turn South (left) at the John Deere dealership. Drive approximately 12 miles. When prompted by the large "Little House on the Prairie Museum" billboard, make a left turn ¼ mile after the billboard onto County Road 2700 (CR 2700). Continue to County Road 3000. Turn right and drive west until you come to the Little House site on your right. Park along the wood fence.

NOTE: Google Maps directions are incorrect.



Bus will return to Independence making two stops:

One at **Memorial Hall** and the other at the **Booth Hotel** for the 6p KPA Evening Reception and Program.



FRIDAY, MAY 5, 2023 (CONTINUED)

6p

KANSAS PRESERVATION ALLIANCE RECEPTION & AWARDS



**Kansas
Preservation
Alliance, Inc.**

Preserving the past to enrich the future since 1979



Booth Hotel
201 W. Main St.

We invite you to attend the Kansas Preservation Alliance Reception at the historic Booth Hotel. Join KPA board members, fellow members and conference attendees to learn more about the organization, including our biannual **Endangered Historic Places** list and the **2023 Award for Excellence** awardees.

To learn more about KPA or to become a member, visit www.kpalliance.org

7p

KANSAS PRESERVATION ALLIANCE PROGRAM, *Booth Hotel Ballroom* "Abandoned Kansas"

Presenter: Emily Cowan, author "Abandoned Topeka: Psychiatric Capital of the World"

SATURDAY, MAY 6, 2023

Historic Sites Board of Review

Founders Place, 105-107 N. Penn Avenue

8:30a

Morning Refreshments

9a

Historic Sites Board of Review Work Session

9:30a

Historic Sites Board of Review Quarterly Meeting

CONFERENCE SPONSORS



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See you next year!

WE INVITE YOU TO JOIN US IN NEWTON FOR THE
2024 Preservation Conference!



Newton and neighboring North Newton feature an active arts community, three National Historic Districts, a variety of museums, restaurants, shops and attractions, Bethel College, a championship golf course, first-class convention center and many other amenities.

Founded in 1871 as the Santa Fe Railroad chugged westward across the plains and cowboys drove cattle up the Chisholm Trail from Texas, Newton's early years were rowdy.

The Gunfight at Hide Park in August 1871 left eight men dead and was one reason Newton was known as “the wickedest town in the west.”

Though the cowboys soon moved further down the trail, the railroad continued to shape the town as immigrants arrived, including Mennonites from Germany and the Ukraine.

Newton became established as an agricultural center.

You won't want to miss it!

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KANSAS HISTORICAL SOCIETY

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FRIDAY, MAY 5, 2023

11a

"Tax Credit Tips for Main Street Projects" Panel Discussion

Planning, preparation and pro tips for historic tax credits. Come learn the ins and outs of putting together a successful and review-ready Historic Tax Credit Application. Learn from state and federal tax credit reviewers about the best ways to help your projects.

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