

City of Olathe Streetscape Master Plan and Downtown Design Guidelines



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prepared by:

Civitas, Inc.
Economic & Planning Systems
Design Collaborative, Inc.
Fehr & Peers

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This plan has been prepared by Civitas and their subconsultants for the City of Olathe

Civitas, Inc

1200 Bannock Street
Denver, Colorado 80204
303-571-0053 phone
303-825-0438 fax
www.civitasinc.com

Project Director: Tom Hester

thester@civitasinc.com

City of Olathe

Planning Services Department
PO Box 768
Olathe, Kansas
913-971-8750 phone
www.olatheks.org

Project Manager: Sara Copeland

scopeland@olatheks.org

Project Team

Civitas, Inc., Tom Hester, JJ Folsom
Economic & Planning Systems, Dan Guimond
Fehr & Peers, Brian Welch
Design Collaborative, Liz Lancaster

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Introduction

This *Streetscape Master Plan and Design Standards and Guidelines* is a two-part document, which outlines implementation strategies as part of the *Envision Olathe Downtown Plan*. This document contains both the Downtown Streetscape Master Plan, describing public realm improvements in downtown and along the Santa Fe corridor; and design standards and guidelines, which establish quality standards for redevelopment of private property within the downtown area.

The purpose of this document is to establish a clear design framework for public and private redevelopment in the downtown area and along the Santa Fe corridor to improve the downtown character and attract desired private redevelopment. The streetscape recommendations, and standards and guidelines in this document build on the existing neighborhood and downtown character, and propose improvements that make the diversity of uses, including government, office, retail and residential, interact better in downtown.

Project Description

Civitas and its consultant team was commissioned in September 2002 by the City of Olathe to undertake a 12 month downtown study and develop short and long term strategies for downtown revitalization. The study has resulted in the production of two separate reports: *Envision Olathe Downtown Plan* and the *City of Olathe Downtown Streetscape Master Plan and Downtown Design Guidelines* (this document) for directing public and private improvements.



Park Street

Organization of this document

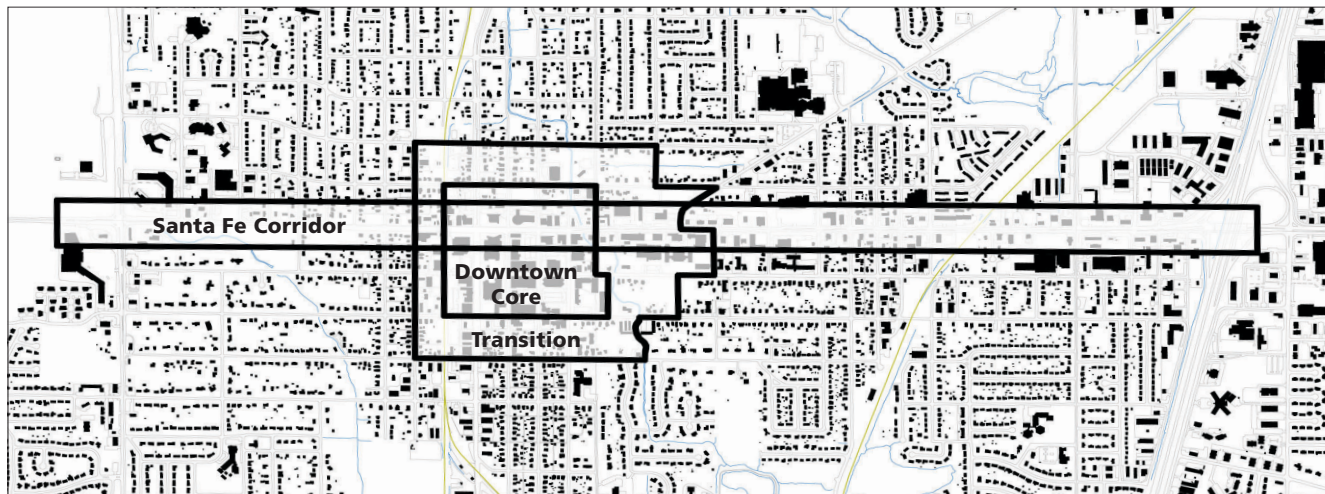
This downtown plan is presented in 2 parts and an appendix. Part A contains the downtown streetscape master plan describing streetscape improvements for a variety of downtown subareas. Part B contains design standards and guidelines to direct private redevelopment efforts. Finally, Part C contains an appendix which includes a glossary of terms and may contain other attachments as this document is amended.

Study Area

The study area of the *Olathe Downtown Streetscape Master Plan and Design Standards and Guidelines* includes the Central Core neighborhood and the Santa Fe Street corridor connecting downtown to I-35 and K-7. The project team has defined the downtown area into three character zones as described and illustrated below. These character zones were delineated based on existing zoning and land use, public input, review of previous studies, and general character studies.

Downtown Core – The downtown core includes the primary downtown governmental facilities and higher density office and commercial development contained within and adjacent to the existing CBD zone. The area generally extends from the Burlington Northern railroad right-of-way on the west to Woodland Street on the east, and from Poplar Street on the north to Loula Street on the south.

Transition – The downtown core is surrounded by a lower intensity area containing a mix of less intense commercial and residential uses, some in new structures, and some in older historic single family housing units. This area is generally zoned residential R-2 and R-5 with a mixture of spot commercial zoning. The transition area is generally defined as extending from Walnut on the west to Kansas City Road and the Kansas School of the Deaf on the east, and from Spruce Street on the north to Cedar Street on the south.



Study Area

Santa Fe Corridor – This corridor contains the commercial uses fronting along Santa Fe Street from the downtown core on the west to I-35 on the east. This high traffic volume street is fronted by a mix of arterial retail uses and small office buildings. The area is currently zoned C-1, C-2, C-3 and CP-2.

PART A - Downtown Streetscape Master Plan



Pedestrian friendly scale of Park Street

Background

The purpose of this *Downtown Streetscape Master Plan* is to establish streetscape improvement strategies that will enhance the downtown identity and create a unique place for Olathe residents and visitors. This plan provides recommendations that identify typical treatments for downtown streets.

The establishment of an authentic and consistent street character will enhance the perception of downtown. These recommended improvements build on the existing downtown character and will create a unique place and enhance downtown identity. These streetscape improvements have been designed to stimulate redevelopment with enhanced elements such as lighting, street crossings, street narrowing, and medians that will improve safety.

Objectives of this Plan

A streetscape is defined as an entire system of streets, sidewalks, landscaping, and open spaces, by which people move through and experience an area. The objectives of this *Downtown Streetscape Master Plan* are to:

- *Direct public and private improvements.*
- *Build high quality improvements to enhance the character of downtown.*
- *Unify the visual image of downtown by implementing a series of street trees and street/pedestrian lighting, and providing landscaping that provides shade, seasonal color, and visual interest.*
- *Create a pedestrian oriented environment that is safe, visually pleasing, accessible, and comfortable.*
- *Strengthen downtown's connections both visually and functionally by connecting both sides of Santa Fe Street, Mill Creek, and future downtown redevelopment.*
- *Respect and preserve adjacent residential neighborhoods.*
- *Encourage and accommodate the use of alternative modes of transportation to get to and from the downtown area.*

Organization of this Plan

This *Downtown Streetscape Master Plan* is presented in three sections: 1) Downtown, 2) Santa Fe Corridor and 3) Implementation. The first two sections provide a description of subareas within each district, and unique character typologies within each subarea.

Streetscape Character Framework

Within the Downtown and Santa Fe Corridor districts exist unique character subareas. A key objective of this Plan is to establish an overall streetscape character framework and hierarchy, and develop a set of streetscape typologies for each character subarea. The character framework establishes a family of components that are distributed to individual character typologies. Each typology builds from a consistent base palette of elements, materials and finishes, and contains elements that differentiate each subarea.

While the framework provides the strategies and components of the typologies, the specific design of each typology is beyond the scope of this Plan, and is the logical next step to implementing the proposed streetscape improvements. Specific design of these typologies can be completed by city staff or an outside consultant; and can take the form of either traditional design and construction documents, or a downtown design manual.

Streetscape Character and Hierarchy

The concept of these street hierarchies is based on an understanding how various downtown streets function, and the character or image of each street type. With regard to street function, Santa Fe Street and Kansas Avenue must accommodate the high volume of vehicular traffic while buffering pedestrians from traffic impacts. With regard to character, a hierarchy is established among the subareas based on the importance each streetscape has as a character defining element within the downtown and Santa Fe corridor. Generally, the highest quality streetscapes are established starting from downtown and radiating outward.

Organization of Character Typologies

Each typology is divided into 3 zones: the travelway, pedestrian and development zones. The character typologies described in the following pages are organized by the recommended improvements located within the travelway and pedestrian zones. The development zone generally begins at the line dividing public or private property from the right-of-way. Part 2 of this document establishes the urban design standards and guidelines for redevelopment within the development zone.

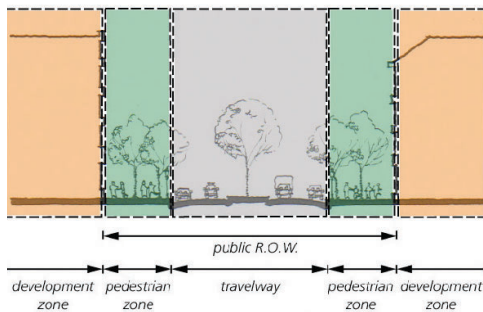


Diagram indicating Travelway and Pedestrian Zones

The Travelway Zone

The travelway is the section of the street in which vehicles and bicycles travel. It includes bicycle lanes, travel lanes, turning lanes and medians, and is where pedestrians cross streets and access transit. The design of the travelway affects how much traffic a street can carry and how fast vehicles will travel.

Equally important, the design of the travelway affects how people perceive the street. Wide expanses of asphalt and concrete with barren landscaping are perceived as barriers to pedestrians — who often choose not to cross such streets even when their destination is directly across the street. The travelway connects with the pedestrian area along its length and connects with adjacent land use via driveways and intersections.

The Pedestrian Zone

The pedestrian zone is the section of the street needed to move people between land uses, and between vehicles and land use. This environment includes on-street parking, curbs and gutters, tree lawns, sidewalks and bus stops. It is the interface between land use and the travelway. Often, amenities such as on-street parking and tree lawns achieve a dual purpose — they serve to slow down traffic in the travelway and provide a more attractive and safer pedestrian area. This will be particularly important on Santa Fe Street, where traffic speeds and unsignalized intersections limit pedestrian mobility.

Pedestrian-friendly streets provide the foundation for safe, active and livable areas. On Santa Fe Street and Kansas Avenue, pedestrian amenities can result in sidewalk activity such as outdoor seating, encourage walking and bicycling, and contribute to quality of life.

Attention to the pedestrian area and the design of connections to buildings and sites are critical to long-term transit viability.

Every trip has a pedestrian component, but transit riders usually walk more than drivers do at both ends of each trip. If the connection from a transit stop to a destination is safe, comfortable, direct, and engaging, transit use becomes an attractive alternative to driving. If other needs can be met in the process, such as daily errands, the attraction becomes that much stronger.

In addition, pedestrian amenities make a critical difference in the safety, comfort, and mobility of those without the option of driving: the elderly, the disabled, children, and lower-income people. Given the civic and public uses in downtown Olathe, these considerations are particularly important.

The Development Zone

The development zone is where land uses meet the street (e.g. building faces, front yards), and it is fundamental to how the street looks and feels to its users. Part 2 of this document establishes design standards and guidelines to address development within this zone. Urban design focuses on character and aesthetics and includes building orientation and placement, streetscapes, lighting, landscaping themes and building architecture. It encompasses the mix of uses as well as how uses are accessed. Urban design also addresses the appearance of buildings, both from the standpoint of pedestrians in the pedestrian zone and passengers in vehicles traveling through the travelway zone.

Successful streets are achieved through a careful coordination of both streetscape design and urban design.

Transportation and Land Use

Streets are not considered in isolation from land use, but are defined in part by the buildings and land uses that are located next to them. Streets are comprised of the area where vehicles and pedestrians move, and the areas where buildings interface with the street.



Park Street at Chestnut Street



Park Street at Chestnut Street

Street Type Classification

Traditionally, the types of streets found within Olathe have been categorized primarily by a *functional classification system*. This approach classifies streets according to their position in the roadway network, the amount of access allowed from adjacent land uses (from driveways or intersecting streets), and the quantity of traffic carried. Generally, streets with maximum access to adjacent property (such as local residential streets) carry lower traffic volumes compared to streets that allow minimal access to adjacent properties (such as expressways). All streets can be classified according to these criteria – more vehicular mobility with less access vs. less vehicular mobility with more access.



Kansas Avenue at Loula Street

Street function designations encompass both the design characteristics of streets and the character of service or travel trips that the streets are intended to provide. Traditionally, categorizing street function forms a hierarchy of streets ranging from those that are primarily for travel mobility (such as Northgate Avenue) to those that are primarily for access to property (such as Poplar Street). The street function system recognizes that individual streets do not act independently of one another but instead form a network that works together to serve travel needs on a local, city-wide and regional level.

This Plan complements this approach and defines streets by how they function for vehicles, how they function for other types of transportation such as walking, mass transit and bicycling, and how the adjacent buildings are designed and used. Summary descriptions for arterial and collector streets are provided below.



Park Street at Cherry Street

Arterial Streets (Santa Fe Street and Kansas Avenue)

Arterials are designed to provide a high degree of mobility and generally serve longer vehicle trips to, from, and within Olathe. Olathe's arterial system interconnects major urban elements such as the downtown, employment centers, large suburban commercial centers and residential neighborhoods. Movement of people and goods is the primary function of an arterial street. Arterial streets serve an area-wide function and are designated using a broader area-wide perspective.

Collector Streets (all other downtown streets)

Collectors are designed to provide a greater balance between mobility and land access within residential, commercial and industrial areas. The makeup of a collector street largely depends on the density, size and type of nearby buildings.

Multi-modal Street Styles

The design of multi-modal street types ensures that the design of the entire right of way – travel lanes, parking, bike lanes, medians, sidewalks, and street trees – is appropriate to and complements the adjacent land use. Multi-modal street types and land use types become the primary components of integrated land-use and transportation decisions.

All streets are multi-modal streets in that they accommodate multiple travel choices, trip purposes and travel lengths. Since streets provide the transportation backbone for all of Olathe, their design and operation substantially influence the extent that people will walk, bike, drive or use transit. Achieving a balance between travel mobility, land use access, and livability with the street system is critical to the implementation of the Plan.

The primary challenge with multi-modal street design is that no two multi-modal streets are generally designed the same due to the difference between mobility, access, interface and travel modes associated with each street.

Multi-modal, livable streets are categorized by “type” based on their adjacent land use. While such categorization is an essential step in defining a multi-modal system, most jurisdictions have not fully or uniformly adopted this convention. Therefore, two overlay street types are recommended for consideration by the City of Olathe:

- **Mixed-Use Street** (Santa Fe Street and Kansas Avenue)
- **Main Street** (all other downtown streets)

These designations would complement, not replace, the existing functional classifications for Park Street, Santa Fe Street, and Kansas Avenue. As described in the previous section, the traditional designation of a street’s function broadly defines its design and



Cherry Street and Park Street pedestrian crossing



Park Street at Kansas Avenue



Santa Fe Street at Cherry Street



Park Street at Water Street

operational characteristics related primarily to the movement of motor vehicles. The multi-modal, livable street types define streets by relating them to the adjacent land use and their function for pedestrians, bicyclists and transit. Street design often ignores, or de-emphasizes, other modes of travel when it is based solely on the traditional emphasis of street functional classification. The design of a street, its intersections, sidewalks, and transit stops should reflect the adjacent land uses since the type and intensity of the adjacent land use directly influences the level of use by other modes.

The following streetscape character types for downtown streets and the Santa Fe corridor attempt to strike a balance between street function, adjacent land use, and competing travel needs. Each character type prioritizes various design elements by balancing factors related to both the adjacent land use and the appropriate mix of transportation modes.



Santa Fe Street at west railroad tracks



Loula Street at Kansas Avenue

1. Downtown Streetscapes

Downtown Streetscape Characters

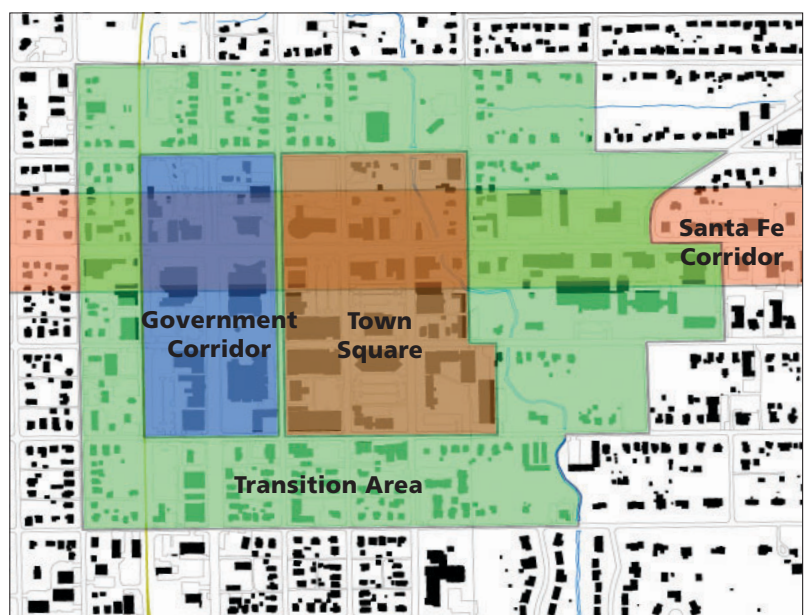
There exists a range of streetscape characters in the downtown area. Each character is determined by adjacent land use, volume of street traffic, and relationships with other streets within downtown. A consistent street character will help enhance the perception of downtown. Streetscape improvements will build on the existing character, create a unique place, enhance the downtown identity, and stimulate redevelopment.

Character Subareas

Four unique downtown character subareas have been delineated based on existing zoning and land use, public input, review of previous studies, and general character studies. These subareas are:

- ***Santa Fe Street (Downtown)***
- ***Government Corridor***
- ***Town Square***
- ***Transition Areas***

The streetscape typologies listed above are described in further detail in the following pages and recommendations are organized by the previously described *Travelway Zones* and *Pedestrian Zones*.



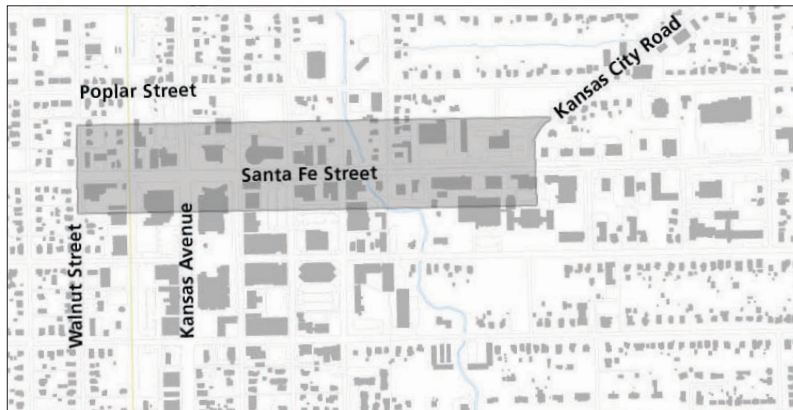
Downtown Character Areas

Downtown Santa Fe Streetscape Typology

Within the downtown area, Santa Fe is a four lane street that accommodates over forty thousand vehicles per day moving through downtown. The right-of-way is approximately one hundred feet and contains left-turn lanes at many intersections. Streetscape improvements should provide better pedestrian facilities along and across Santa Fe Street such as street trees and enhanced crossings with curb extensions at intersections to reduce the effective pedestrian crossing width.



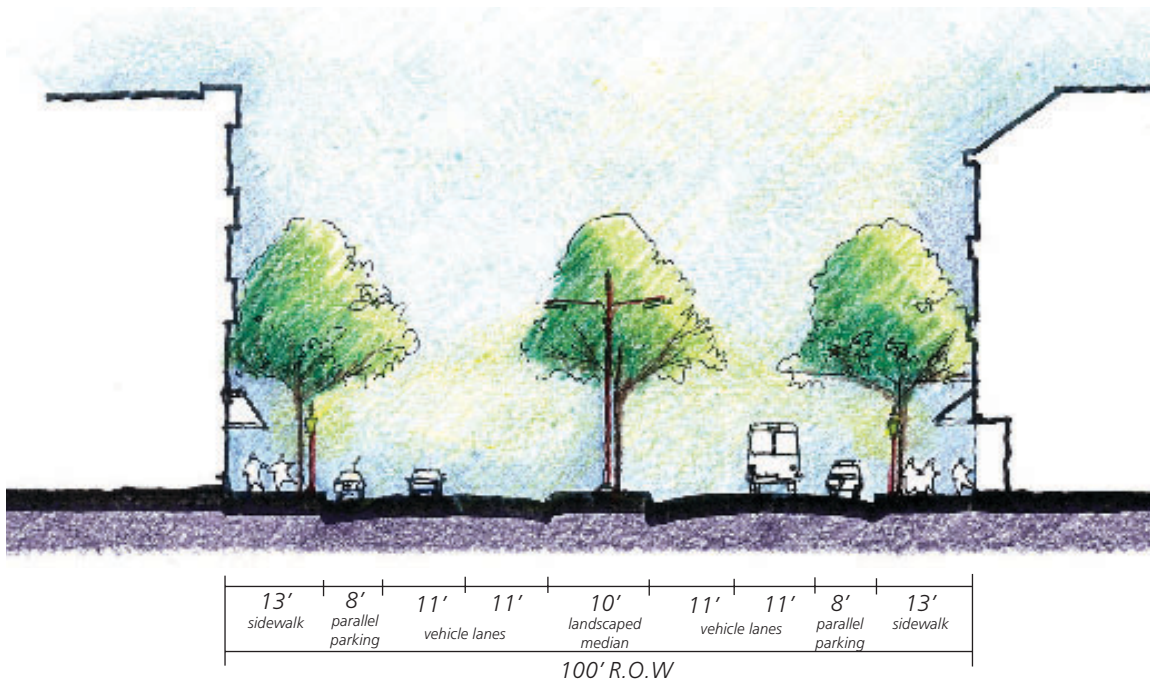
Existing Santa Fe Street at Chestnut Street



Downtown Santa Fe Streetscape Character Area



Example of Santa Fe Corridor character with median, curb extensions, street trees, pedestrian lighting, on-street parking, and street furniture



Proposed Santa Fe corridor streetscape

TRAVELWAY ZONE

Intersections and Corner Zones

Corner zones should be free of obstacles other than essential regulatory signs such as signal posts or stop signs. Forty-five degree ramps should be used to protect pedestrians from turning vehicles, as opposed to the entire corner being ramped.



Corner zone

Crosswalks: Intersections and Mid-block

Crosswalk treatments should be provided at all intersections. Crosswalks should be a minimum of ten feet wide and constructed of concrete, brick, or stone. In locations where there is a median, a pedestrian refuge should be provided. Due to the need to facilitate high traffic volumes, and to maximize pedestrian safety, mid-block crossing are not recommended.



Crosswalk, ramps, pedestrian refuge, and specialty paving

Medians

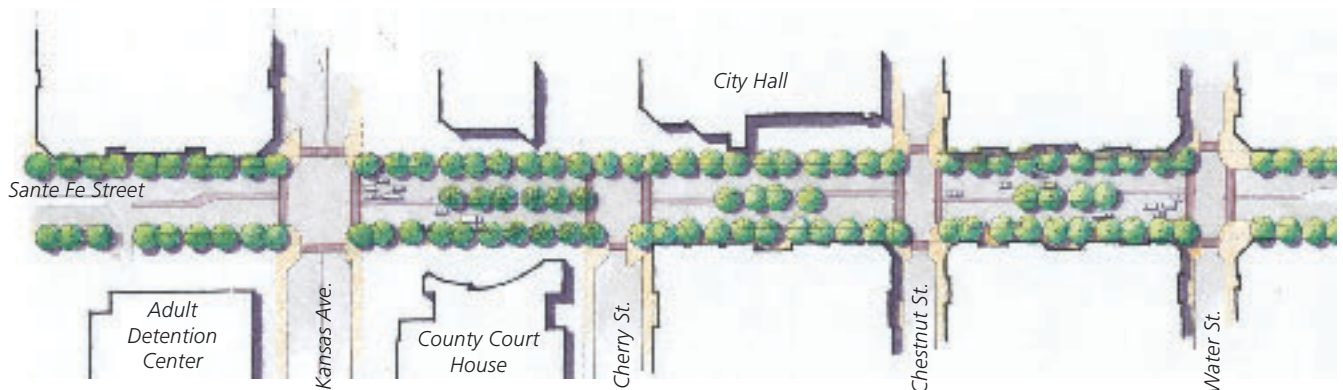
The use of a landscaped median should be provided to minimize conflicts between pedestrians and vehiculars, reduce vehicular speeds, provide a safe refuge for pedestrians crossing the street, and soften the visual barrier of the street.



Driveway curbcuts

Special Street Paving

Special street paving and colors should be used at intersection at Kansas Avenue, Cherry, Chestnut and Water Streets, and Kansas City Road, to highlight the pedestrian connections and enhance downtown identity. Special paving could consist of colored concrete, with brick striping or a more decorative intersection concept.



Plan of Sante Fe Corridor character

PEDESTRAIN ZONE

Driveway Curbcuts

Curbcuts along Santa Fe Street should be minimized to maximize pedestrian use on sidewalks. When driveway curbcuts are unavoidable, they should be clearly marked for the pedestrians and motorists.

Sidewalks

Sidewalks along Santa Fe Street should be a minimum of twelve feet wide, and include a four foot curb zone, leaving an 8 foot unobstructed pedestrian passageway. The curb zone should consist of a four foot wide area from the inside of the curb. Extensions of the pavement into the public right-of-way, such as outdoor restaurants seating, public sitting areas, and awnings over store windows are encouraged.

Street Trees

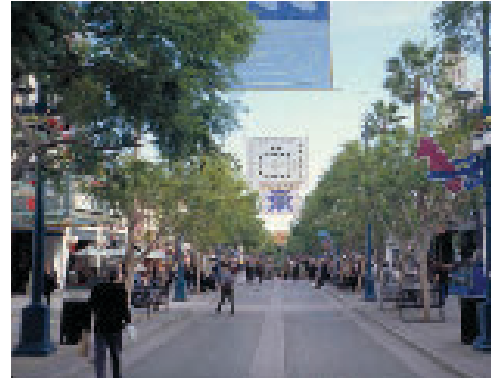
To enhance the character along Santa Fe Street, street trees with a minimum 25' canopy should be consistently installed at approximately 30' on center with tree grates in the curb zone. Tree spacing will require more detailed design to ensure tree locations will not obstruct building entrances or corner visibility.

Planter Boxes

The installation of planter boxes containing a mix of vibrantly colored flowers should be located along the downtown core area of Santa Fe Street. These boxes could be temporarily located and displayed from spring through fall and removed for wintertime, or permanently located with permanent irrigation and drainage designed within the planters. These boxes could either be located between the edges of curbs and sidewalks, to act as a pedestrian buffer to traffic, or be located as baskets attached to new downtown light standards.

Signage and Wayfinding

Kiosks should be located near City Hall to display timely information to help pedestrians find their way, direct them to destinations, or provide information on downtown activities. This kiosk could have an artistic design to tie into the new Osborne Plaza, or be consistently designed to match other downtown kiosks.



Large street trees, banners, and flags



Benches



Informative wayfinding



Gateway lighting and signage



A gateway created by a signature building and intersection treatment



Combined pedestrian and street lighting

Theming

Gateway and identity elements create symbolic entrance ways. Gateway treatments should be located at the intersections of Santa Fe Street and Walnut Street, and Kansas City Road and Santa Fe Street to announce the arrival into the core of downtown. Such gateways may be created in a number of ways, including a change in the scale of nearby buildings, a sense of enclosure due to building setbacks, street trees and landscaping, a monument, or special streetlights.

Banners and flags

Banner and flags should be located along Santa Fe Street to announce special events and arrival in downtown. These may be combined with pedestrian lighting or street lighting and should be changed or rotated at least every 2 months to create focus and attention in downtown.

Lighting

Street and pedestrian lighting should illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity. A custom street light fixture that combines both pedestrian and vehicular lighting should be considered along Santa Fe Street within the downtown core. Pedestrian light fixtures should be mounted at a minimum height of 10 feet and a maximum height of 15 feet.

Benches and Seating

Benches, seating and other street furniture should be arranged to buffer noise and vehicular impacts, while taking advantage of sunshine in the winter, and shade in the summer. Sitting areas should be located in areas that will have the most pedestrian use, such as heavily traveled sidewalks and intersections, adjacent to the city hall building lobby, or near an outdoor restaurant seating area. Trash receptacles should be located at street corners and in high pedestrian activity areas.

Bus stops

Bus stops on Santa Fe Street should be designed to include all of the necessary furniture and shelter to make bus use pleasant. Shelters may incorporate transit maps, benches, news racks, bike storage,

surface paving, trees, landscaping, and other amenities. The shelter design should be consistent with other stops in downtown to create a transit identity and visual unity. The shelters should be visible to pedestrians, incorporate clear signage, and be well lit.

Newspaper boxes

Newspaper boxes should be grouped together or stacked. They should be located in areas of pedestrian activity such as bus stops, near street corners, or other active land use including retail businesses. Boxes should not reduce pedestrian or automobile sight lines, and should be designed to fit within an enclosure designed in a compatible character as other streetscape elements.

Bicycle racks

Bicycle racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. It is recommended that a metal pipe, inverted “U” design be used throughout downtown because of their ease of use and minimal space required.

Public Art

Public art is anticipated in Osborne Plaza and should be incorporated along Santa Fe Street to enhance the image of downtown.



Bus stop facilities



Newspaper boxes



Inverted “U” bike rack



Existing Kansas Avenue Government corridor

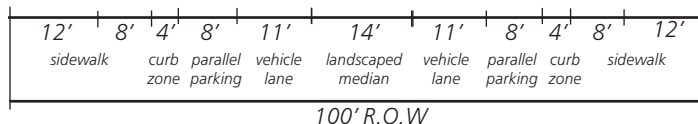
Government Corridor Streetscape Typology

The Government Corridor consists of the six block area between Loula and Poplar Streets and is bisected by Kansas Avenue. The government corridor character was delineated, in part, due to the existing three county buildings in this corridor, and the two city owned sites, and was established to enhance the civic qualities of this area. Kansas Avenue transitions from a four lane medianed street north of Santa Fe Street into a two lane street south of Santa Fe Street. This is a wide street with a combination of diagonal and parallel parking on both sides of the street.



Character Area Diagram

The government corridor character is envisioned as a civic promenade. The streetscape materials should be of the highest quality and designed for pleasant walking at all times. Due to the civic nature of this street and minimal opportunity for street level retail uses, it is recommended that the sidewalks be widened and planted with a double row of trees on each side, a landscaped median continuing south of Santa Fe, and the diagonal parking be replaced by parallel parking. Diagonal parking is more dangerous for oncoming traffic, bicyclists, and pedestrians than parallel parking due to blind spots that are created.



Government street character on Kansas Avenue

TRAVELWAY ZONE

Intersections and Corner Zones

Corner zones should be free of obstacles other than essential regulatory signs such as signal posts or stop signs. Forty-five degree ramps should be used to protect pedestrians from turning vehicles, as opposed to the entire corner being ramped.



Intersection treatment

Crosswalks: Intersections and Mid-block

Crosswalk treatments should be provided at all intersections and midblock crossing should be considered in locations in the high pedestrian use areas between Park Street, and Santa Fe and Loula Streets. Crosswalks should be a minimum of ten feet wide and constructed of concrete, brick, or stone, or a combination of these materials.



Example of midblock crossing treatment with a pedestrian refuge in the center

Medians

A tree and flower planted median should be provided as a continuation of the Northgate streetscape improvements. With regard to hierarchy, the planted median between Poplar and Loula Streets should be of the highest quality and character. The median should be 14' wide to maximize the civic effect and to minimize the street crossing width.

Special Street paving

The three way intersection at Kansas Avenue and Park Street should be enhanced with alternative paving materials and colors that identify its adjacency to the existing public plaza. Additionally, the intersection at Santa Fe Street and Kansas Avenue should be enhanced to maximize the street character and connection to properties along the north side of Santa Fe Street.

PEDESTRIAN ZONE

Driveway Curbcuts

Curbcuts should be minimized along Kansas Avenue. Many of the service and visitor entrances are currently not along Kansas Avenue to the existing public buildings. Additional entrances created as part of redevelopment should emphasize access away from Kansas Avenue to minimize impacts between pedestrians and vehicles.



Signage and wayfinding



Sidewalk with a double row of trees

Sidewalks

Due to the civic and monumental nature of this street it is recommended that the sidewalks be widened to provide a generous walking area and to accept further public realm improvements. The sidewalks within the government corridor should be thematically paved and incorporate public art at pathway convergences and places of respite.

Street Trees

To expand the character of the sidewalks described above, a double row of street trees should be planted on each side of Kansas Avenue to help buffer the large government buildings adjacent to the sidewalks, and create a pleasant walking environment.

Planter Boxes

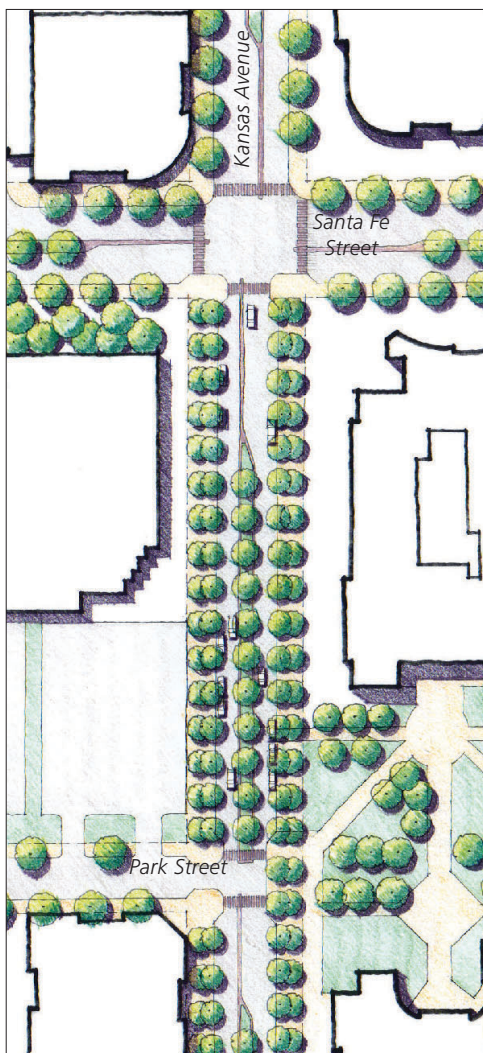
Similar to the streetscape treatment along Santa Fe Street, the installation of planter boxes containing a mix of vibrantly colored flowers should be located along the downtown core area of Kansas Avenue. These boxes could be temporarily located and displayed from spring through fall and removed for wintertime, or permanently located with permanent irrigation and drainage designed within the planters. These boxes could either be located between the edges of curbs and sidewalks, to act as a pedestrian buffer to traffic, or be located as baskets attached to new downtown light standards.

Signage and Wayfinding

A visually attractive, and informative public sign system should be incorporated into the government corridor. It should be both descriptive and graphically based to direct pedestrians and motor vehicles to the various government facilities, open space, retail, and office uses in the corridor, and to advertise upcoming public events throughout the city. This system could be a "smart sign" system, utilizing digital technology and be located in kiosks.

Theming

Gateway and Identity elements create symbolic entrance ways. Gateway treatments should be located at the intersections of Santa Fe Street and Walnut Street, and Kansas City Avenue and Santa Fe Street to announce the arrival into the core of downtown. Such gateways may be created in a number of ways, including planter



Kansas Avenue conceptual design

elements or double row of trees, described above. Additionally, the scale and presence of nearby buildings should not compete government buildings, and setbacks should create a sense of enclosure. Other repetitive thematic elements could introduced and include monuments and public art.

Banners and flags

Banner and flags should be located along Kansas Avenue, similarly to Santa Fe Street, to announce special events and arrival in downtown from the north and south. These may be combined with pedestrian lighting or street lighting and should be changed or rotated at least every 2 months to create focus and attention in downtown.

Lighting

Street and pedestrian lighting should illuminate sidewalks to levels consistent with pedestrian activities rather than vehicular activity. A custom street light fixture that combines both pedestrian and vehicular lighting should be considered along Kansas Avenue within the downtown core. Pedestrian light fixtures should be mounted at a minimum height of 10 feet and a maximum height of 15 feet.

Benches and Seating

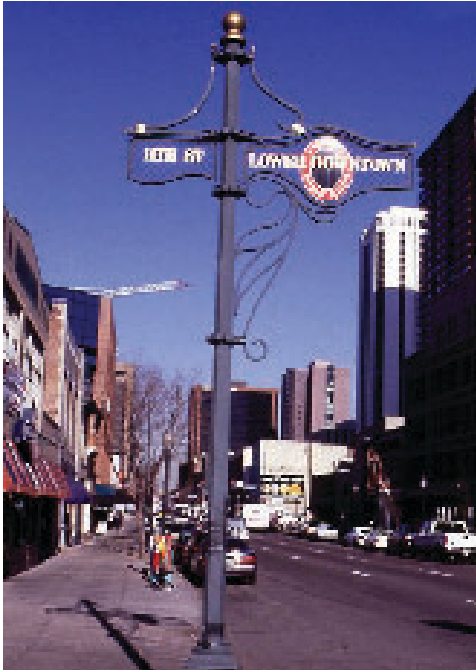
Benches, seating and other street furniture should be arranged to buffer noise and vehicular impacts, while taking advantage of sunshine in the winter, and shade in the summer. Sitting areas should be located in areas that will have the most pedestrian use, such as heavily traveled sidewalks and intersections. Seating should be provided along Kansas Avenue at rhythmic intervals to add to the streetscape character, and provide a buffer between the sidewalk and edge of curb. Trash receptacles should be located at street corners and in high pedestrian activity areas.

Bus stops

Bus stops on Kansas Avenue should be designed to include all of the necessary furniture and shelter to make bus use pleasant. Shelters may incorporate transit maps, benches, news racks, bike storage, surface paving, trees, landscaping, and other amenities. The shelter design should be consistent with other stops in downtown to create a transit identity and visual unity. The shelters should be visible to pedestrians, incorporate clear signage, and be well lit.



Banners and flags to create a festive atmosphere



Identity signage

Newspaper boxes

Newspaper boxes should be grouped together or stacked. They should be located in areas of pedestrian activity such as bus stops, near street corners, or other active land uses. Boxes should not reduce pedestrian or automobile sight lines, and should be designed to fit within an enclosure designed in a compatible character as other streetscape elements.

Bike Route Designation and Bike Racks

Although, not signed or striped as a bike route, Kansas Avenue has become a popular route for cyclists traveling north-south through downtown. Because of this, it is recommended that Kansas Avenue be designated and signed as a bike route. Bicycle racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. It is recommended that a metal pipe, inverted “U” design be used throughout downtown because of their ease of use and minimal space required.



Public art with a government character

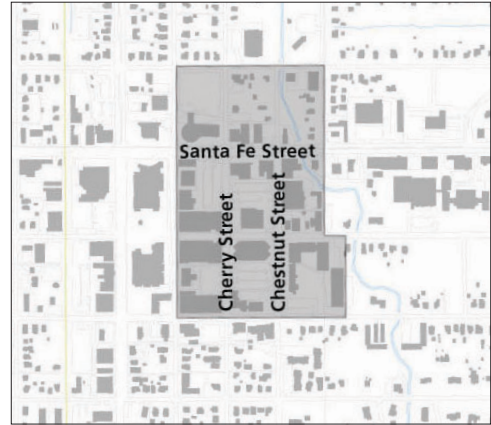
Public art

R.R. Osborne, an Olathe philanthropist, envisioned the sculpture as part of the beauty of Olathe. Olathe has been fortunate to receive his gifts of sculpture throughout the community. Public art can enrich the downtown experience, enhance its public image and add beauty. Art can also be functional and be incorporated in seating, lighting, paving, wayfinding and signage. As with any art, it may be representational or abstract. It may be actively engaging or a passive backdrop to public events.

The public art in this government core should offer historical interpretation regarding historical events related to the City of Olathe and Johnson County. To compliment the existing sculptures in the government core, sculptures on loan from area artists may be displayed on a rotating basis throughout the Government core. The Olathe Visual Artists organization has expressed their interest in organizing a committee to bring this idea into fruition.

Town Square Streetscape Typology

The Town Square character area is bound by Santa Fe, Loula, Cherry, and Woodland Streets. The proposed town square is in the center of this character area. These streets are all low volume two-lane streets with on-street parallel parking. In order to create a unified downtown image, all these streets should share common features. At a minimum, these streets should have similar sidewalk scoring, paving materials, street trees in tree grates or tree lawns, coordinated street furniture, similar traffic and directional signage, and pedestrian scale street lighting, and theming elements.



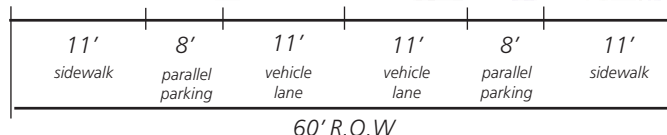
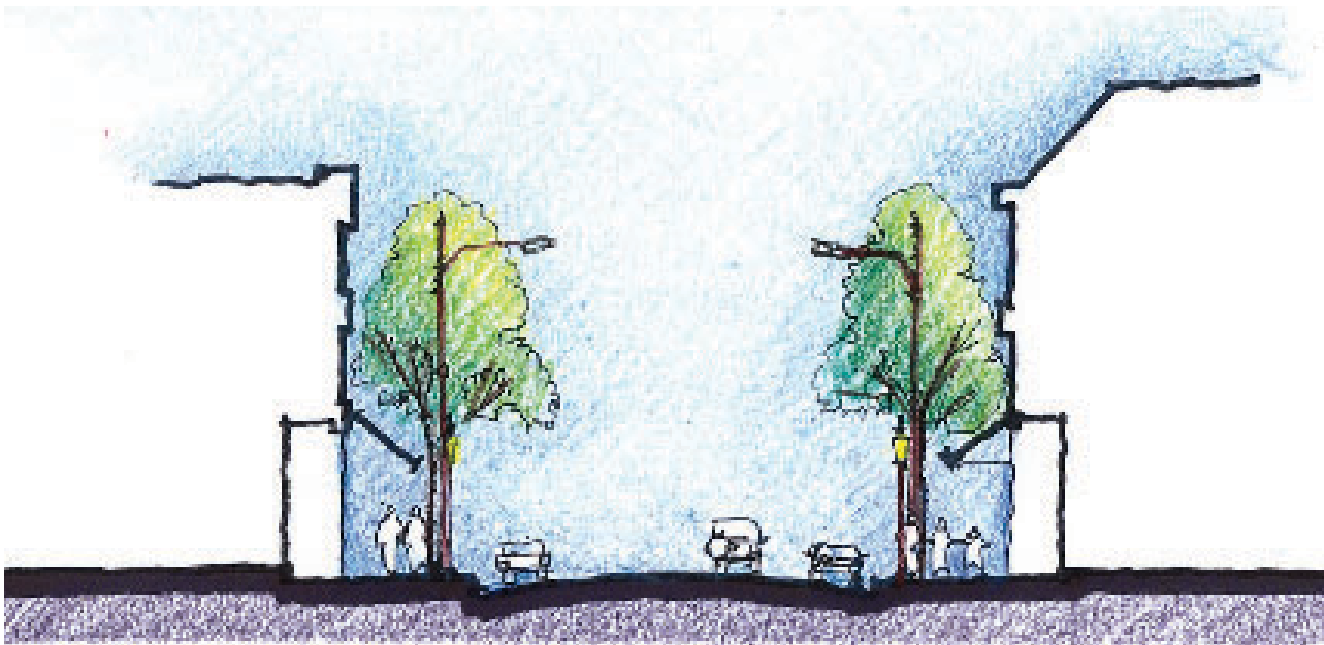
Character Area Diagram



Pedestrian friendly scale of Park Street



Example of tree lawn adjacent to town square



Proposed streetscape improvements in the town square areas



Example of midblock crossing treatment

TRAVELWAY ZONE

Intersections and Corner Zones

Intersections and street corners should contain small-scaled downtown identity elements and be set back to minimize view barriers. Corner zones should be free of other obstacles. Forty-five degree curb ramps should be used to provide accessible crossings and protect pedestrians from turning vehicles.



Low plant materials adjacent to seating areas

Crosswalks: Intersections and Mid-block

Crosswalk treatments should be provided at all intersections along Park Street in the downtown core. Midblock crossing treatments should be provided on Chestnut and Water Streets adjacent to the town square, and should be considered in other locations of high pedestrian use. Crosswalks should be a minimum of ten feet wide and constructed of concrete, brick, or stone, or a combination of these materials.



Seasonal Planters

Medians

Due to the narrow width of the downtown streets, and the desire to maintain a small, pedestrian friendly streets, no medians are recommended within the town square area.



Plan of town square street character

Special Street paving

Special paving materials can add variety and interest while also alerting motorists of the pedestrian character of this area. The three way intersection at Kansas Avenue and Park Street should be enhanced with alternative paving materials and colors that identify its adjacency to the existing public plaza. The intersections along Park Street at Cherry, Chestnut and Water Streets should have treatments compatible with a establishing a main street character. Special paving treatments should also be provided along Santa Fe Street at Cherry and Chestnuts Streets to enhance connections to the Town Square to neighborhoods and business north of Santa Fe Street.



Special paving with signage

PEDESTRIAN ZONE

Driveway Curbcuts

To facilitate safe pedestrian movements and crossings within this area, curbcuts should be minimized along Park Street and along blocks surrounding the proposed Town Square. Vehicular access for service and visitors should not be oriented along the Town Square frontage.

Sidewalks

To create a walkable main street, suitable for outdoor dining and gathering, sidewalks should be widened to 12 feet, which allows for seating, street trees and other public realm improvements. The sidewalks within the town square area should be thematically paved and incorporate public art.



Pedestrian lighting that provides street lighting

Street Trees

To expand the character of the town square area, a single row of street trees should be planted on all streets within the town square area, with emphasis given to trees on each side of Park Street and on streets surrounding the town square.

Planter Boxes

A variety of planting elements should be provided throughout the town square area including, temporary or permanent planter boxes, flower baskets attached to new



Outdoor seating covered by awnings



Outdoor seating areas



Neighborhood identify element

downtown light standards, and a mixture of shrubs and ground covers to accent areas, particularly near intersections. Plant materials below eye-level add to the seasonal color of downtown.

Signage and Wayfinding

A visually attractive, and informative public sign system should be incorporated into the town square area and integrated with the other character areas. It should be both descriptive and graphically based to direct pedestrians and vehicles to the various uses throughout downtown, and to advertise upcoming public events throughout the city. This system could be a "smart sign" system, utilizing digital technology and be located in kiosks.

Theming

Repetitive thematic elements enhance identity of an area and can be in the form of public art, small-scaled neighborhood monuments, or be integrated into other function elements. Identity elements should be located at the corners surrounding the proposed town square, at the intersection of Kansas Avenue and Park Street, and on Park Street east of the Millcreek community center.

Banners and Flags

The streets adjacent to the town square should be active and festive. Banners and flags could be located in a manner that enhances the visual quality and color of downtown streets. These may be combined with pedestrian lighting or street lighting and should be changed or rotated at least every 2 months to create focus and attention in downtown.

Street and Pedestrian Lighting

In the Town Square character area, the majority of street lighting may be supplied by pedestrian street lights. Light fixtures should have provisions to attach banners and flower baskets, and should have high quality bases. Spacing should be standard but may vary to accommodate existing vehicular street lights or street trees. Pedestrian light fixtures should be mounted at a minimum height of 10 feet and a maximum height of 15 feet.

Benches and Seating Outdoor seating

Extensions into the public right-of-way, such as outdoor restaurants seating, public sitting areas, and awnings over store windows are

encouraged. These promote outdoor use, create a varied streetscape setting, and provide opportunities for people-watching. Typically, no more than eight feet is necessary for an outdoor restaurant seating area and tables and chairs should be movable. A minimum pedestrian passageway of 4 feet should remain clear. Semi-permanent and transparent railings, or planter boxes can be used to separate passersby from outdoor diners.

Bus stops

Bus stops along transit routes in the town square area should be designed to include all of the necessary furniture and shelter to make bus use pleasant. Shelters may incorporate transit maps, benches, news racks, bike storage, surface paving, trees, landscaping, and other amenities. The shelter design should be consistent with other stops in downtown to create a transit identity and visual unity. The shelters should be visible to pedestrians, incorporate clear signage, and be well lit.

Newspaper boxes

Newspaper boxes should be grouped together or stacked. They should be located in areas of pedestrian activity such as bus stops, near street corners, or other active land uses. Boxes should not reduce pedestrian or automobile sight lines, and should be designed to fit within an enclosure designed in a compatible character as other streetscape elements.

Bike Racks

Bicycle racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. It is recommended that a metal pipe, inverted “U” design be used throughout downtown because of their ease of use and minimal space required.

Public art

Public art can enrich the downtown experience, enhance its public image and add beauty. Art can also be functional and be incorporated in seating, lighting, paving, wayfinding and signage, and be actively engaging or be a passive backdrop to public events. The public art in the town square area should be authentic, festive and offer historical interpretation regarding events related to the City of Olathe.



Banners and flags to create a festive atmosphere



Information signage designed as public art



Poplar Street transition area



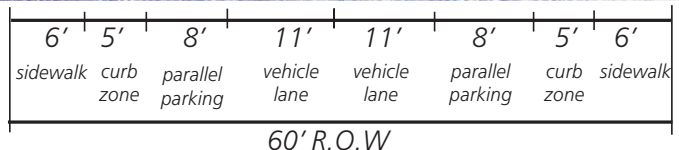
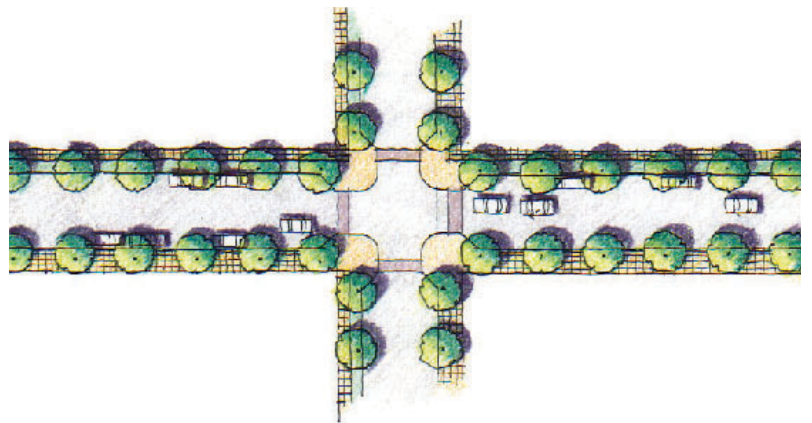
Neighborhood identity elements



Character area diagram

Transition Area Streetscape Typology

The transition area is everything surrounding the town square and government corridor. It consists of the areas south of Loula Street, west of the railroad, the blocks north of Poplar Street, and east of Woodland Street to Kansas City road. These areas contain a mix of commercial and residential uses, but are residential in character. This character should be maintained and enhanced as redevelopment continues in the transition area. The transition area neighborhoods currently contain the richest authentic character within the downtown area and this character should be introduced along the edges of the other downtown streetscape typologies.



Transition street conceptual des

TRAVELWAY ZONE

Intersections and Corner Zones

Intersections and street corners should contain small-scaled neighborhood identity elements and be set back within tree lawn areas to minimize view barriers. These elements could be used to organize regulatory signs such as signal posts or stop signs. Corner zones should be free of other obstacles. Forty-five degree curb ramps should be used to provide accessible crossings and protect pedestrians from turning vehicles.



Transition area street character with tree lawn

Crosswalks: Intersections and Mid-block

Crosswalk treatments should be provided at all intersections surrounding the downtown core and at intersections along Spruce Street in the transition area. Crosswalks should be a minimum of ten feet wide and constructed of concrete, brick, or stone. In locations where there is a median, a pedestrian refuge should be provided. Due to the low traffic volumes within the transition area formal mid-block crossings are not recommended.

Medians

Due to the narrow width of the transition area streets, and the desire to maintain a small, pedestrian friendly streets, no medians are recommended within the transition area.

Special Street Paving

Generally, special paving and striping should be incorporated into intersection designs to intersections surrounding the downtown core. Special paving or striping should also be incorporated along the Spruce Street bike route. Full intersection paving is not recommended and should be limited to downtown intersections described in previous streetscape typologies.

PEDESTRIAN ZONE

Driveways and Curbcuts

Many of the transition area blocks contain “H” shaped alleys, which allow for maximum off street access without driveways and curbcuts along the street fronts. This existing condition adds to the character and this practice should be encouraged to continue.



Transition area street character with tree lawn

Sidewalks

Many of the transition area streets derive their character, in part, from the detached sidewalks and tree lawns that exist along most of the streets. This practice should be maintained. Street corners adjacent to the downtown core should contain attached sidewalks at in the corner zones and then transition to detached sidewalks. This condition is necessary to facilitate direct pedestrian movement across streets from the downtown core with attached sidewalks.

Street Trees

Street trees already exist along mainly of the transition area streets and should be infilled with street trees where these tree do not exist. Street trees should be located predominantly in landscaped tree lawns to be consistent with the existing residential character.

Planter Boxes

Planter boxes should be considered at crosswalk locations along streets adjacent to the downtown core. Alternatively, flower baskets could be considered and integrated into neighborhood identity elements or light standards.

Signage and Wayfinding

Signage within the transition area blocks should be minimized. A signage system should coordinate the range of regulatory signs required in the area and provide a logical hierarchy. Signage to downtown can be integrated into identity elements located within the corner zones of streets adjacent to the downtown core.

Theming

Each neighborhood has a subtle, yet distinct character and should contain neighborhood identity elements located at street corner zones as described above.

Banners and Flags

Banners and flags add focus to area, and should be used sparingly within the transition area and only used to create stronger connections to destination located outside of the downtown core. Banners or flags could be extended along Park Street from the town square area to the Kansas School for the Deaf to create a strong perceptual link between the school and downtown. Similarly,



Existing character of transition area



Neighborhood identity element

banners or flags could be extended along Chestnut and Water Streets to create a stronger connection to Mill Creek Park. To maximize focus and effect, banners and flags are not recommended for other streets within the transition area streets.

Street and Pedestrian Lighting

Street and pedestrian lighting should be similar in character to downtown light standards and may require special treatments to minimize light spill onto the adjacent residences where they occur.

Street Furniture

Street furniture, including benches, bus stops and newspaper boxes should be provided at intersection locations adjacent to the downtown core, near commercial areas within the transition area, and at high pedestrian activity locations surrounding Mill Creek Park and the Kansas School for the Deaf.

Bike Racks

Bicycle racks should be considered at commercial locations within the transition area, and located near the Kansas School for the Deaf and at the Mill Creek Park. Racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. It is recommended that a metal pipe, inverted “U” design be used throughout downtown because of their ease of use and minimal space required.

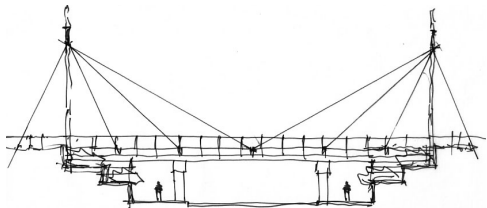
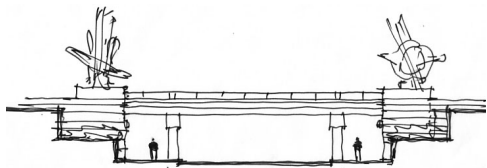
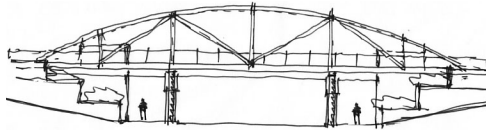
Public art

Public art should be encouraged in the development of neighborhood identity elements, which could include small-scaled monuments and sidewalk treatments. Public art can be incorporated in seating, lighting, paving, wayfinding and signage within the transition areas, and should be authentic, and draw from the existing neighbor character.



Pedestrian lighting that provides street lighting

2. Santa Fe Street Corridor



The new railroad bridge across Santa Fe will be the Gateway into downtown.



Example of Santa Fe Corridor character with median, curb extensions, street trees, pedestrian lighting, on-street parking, and street furniture

Context

The Santa Fe corridor deserves special focus since it carries more vehicles per day than any other street in the downtown area, and the character of Santa Fe Street is the first impression many visitors see to the area, since Santa Fe connects directly to I-35. The street contains four lanes and accommodates over forty thousand vehicles per day. Santa Fe Street has a right-of-way of approximately one hundred feet and left-turn lanes at many of its intersections.

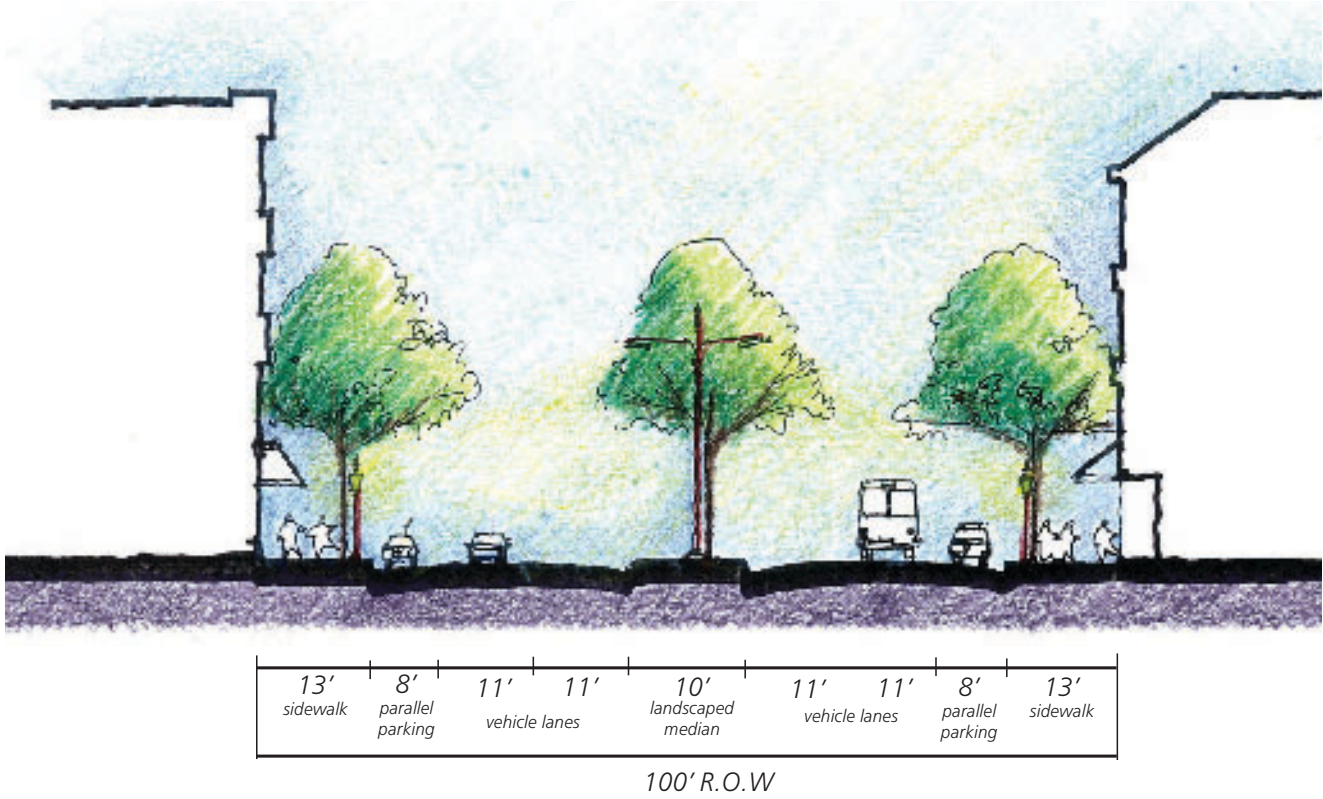
Through the public involvement process, a range of specific objectives surfaced regarding the character and function of Santa Fe Street. In addition to the *Objectives of this Plan* section of this document, more specific objectives have been established, and are as follows:

- Enhance the image and character throughout the corridor between I-35 and K7,
- Define downtown entryways,
- Create safer pedestrian crossings across Santa Fe,
- Buffer pedestrians along Santa Fe from traffic impacts,
- Develop a streetfront more conducive for retail redevelopment, and
- Calm traffic within the five-block area of downtown.

The character of use and image along the corridor changes throughout the study area. To best address the objectives listed above, the corridor has been divided into four distinct subareas based on character, use and functional differences. They are:

- The west side: K-7 to Walnut Street
- Downtown Core: Walnut Street to Kansas City Road
- The east side: Kansas City Road to the east railroad tracks
- Highway influence area: the east railroad tracks to I-35

The concept along the corridor is to establish a family of streetscape elements, materials and finishes and apply these elements to the subareas in a hierarchical manner based on the types of existing and future land uses, and the amount of pedestrian activity generated.



Proposed Santa Fe corridor streetscape



Santa Fe corridor study area

Within these subareas exist three levels of streetscape character hierarchy. The highest character should be achieved in the Downtown Core. The second highest level of standards should be achieved along the subareas adjacent to the downtown core: the East Side and West Side subareas. The third level of character within the hierarchy should be achieved along the Highway Influence Area.

Downtown Core Subarea: Walnut Avenue to Kansas City Road

The *Santa Fe Downtown Streetscape Typology* has been previously described in Section A of this document and establishes the highest quality of streetscape treatments recommended along the Santa Fe corridor. To reduce repetition, those recommendations are not reproduced here. However, all following recommendations utilize the *Santa Fe Downtown Streetscape Typology* as a foundation.



A gateway created by a signature building and intersection treatment

The use of a landscaped median should begin at the east railroad tracks and continue all the way through downtown and on to K-7. These medians should be provided to minimize pedestrian and vehicular conflicts, reduce vehicular speeds, provide a safe refuge for pedestrians crossing the street, and soften the visual barrier of the street.

The East and West Subareas

The East and West side subareas represent the second highest level of standard of streetscape treatments along the Santa Fe corridor. Both subareas are briefly described below followed by recommended improvements for both subareas.

The East Side Subarea: Kansas City Road to the east railroad

From the eastern railroad tracks, west to Kansas City road, there is a slight shift in character. Even though the land uses are predominantly automobile oriented, the street possesses pedestrian friendly qualities.

The West Side Subarea: K-7 to Walnut Avenue

The west side of Santa Fe is residential in character with much of this subarea adjacent to Calamity Line Park and West Santa Fe Park on the south side of Santa Fe Street. A character change does occur at the intersection with K-7, where there exists an open field, a retail

center and a cement plant. This is a predominant intersection as it is a major gateway for visitors to downtown from the north and west.

TRAVELWAY ZONE

Intersections and Corner Zones

The K7 and Keeler Street intersections along Santa Fe Street should be treated as a regional gateway to downtown and include special paving, enhanced lighting, and sculptural elements. For the K7 intersection, signature type buildings should be considered on the corners.

Crosswalks: Intersections and Mid-block

Intersection crosswalks should be established at all north-south streets crossing Santa Fe Street, with the K7 and Keeler Street intersections receiving special intersection treatments.

Medians

To extend the entry character into downtown, and facilitate safer pedestrians crossing along Santa Fe Street, a consistently provided landscaped median should be introduced from K7, through downtown, and continue east until the railroad crossing. While some medians exist within this length, they are not consistent. The character of the landscaped median of both sides of the downtown core subarea should be subordinate to the downtown median, while still allowing for left turns. If the downtown median includes trees and ground cover, medians of both sides of downtown should only include either trees in paving, or ground cover with no trees.

Special Street paving

Special street paving should be included at gateway intersections identified at K7 and Keeler Street.

Utilities

To focus attention on higher quality streetscape elements and treatments, it is recommended that the overhead utilities be located underground.



Intersection paving treatment

PEDESTRIAN ZONE

Driveways and Curbcuts

Within these two subareas, Santa Fe Street contains many auto oriented uses that require easy access from of Santa Fe. To facilitate pedestrian safety, existing curbcuts over 12 feet in length should be evaluated by the City of Olathe to reduce the curb cut opening.

Sidewalks

To provide a hierarchical character on each side of the Downtown Core subarea attached sidewalks, the sidewalks in these subareas should be detached with tree lawns.

Street Trees

A consistent rhythm of street trees along Santa Fe Street will be the single most effective manner to establish a consistent character. Street trees need to consist of small trunks and tall canopies to minimize visual obstructions to businesses along Santa Fe Street. Some street trees already exist along portions of Santa Fe Street within these two subareas, and missing trees should be infilled with where they do not exist. Street trees should be located predominantly in landscaped tree lawns to be consistent with the existing character.

Tree Lawn Planting

A variety of planting elements should be provided throughout the tree lawn areas including grasses and a mixture of shrubs and ground covers to accent areas, particularly near intersections. Plant materials below eye-level add to the seasonal color of downtown.

Signage and Wayfinding

Signage within these subareas should direct visitors to the downtown core area. A signage system should coordinate the range of regulatory signs required along Santa Fe Street and provide a logical hierarchy. Signage to downtown can be integrated into identity elements located within the corner zones of streets adjacent to the downtown core.



Large existing curb cut



Nice existing tree lawn in west subarea

Theming

Gateway and identity elements create symbolic entrance ways. Gateway treatments should be located at the intersections of Kansas City Road and K7 along Santa Fe Street to announce the arrival into the core of downtown. Such gateways may be created in a number of ways, including street trees, landscaping, a monument, or special street lights. With the elevation of the east railroad, the resultant bridge will be strongest character defining element for visitors travelling from I-35 to downtown. This bridge should be of the highest quality character and maximize transparency along Santa Fe Street to focus views to downtown.

Banners and flags

Banner and flags could be extended along Santa Fe Street from the Downtown Core to announce special events and arrival in downtown. If utilized, they could be combined with pedestrian lighting or street lighting and should be changed or rotated at least every 2 months to create focus and attention in downtown.

Lighting

Street and pedestrian lighting should illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity. A custom street light standard that combines both pedestrian and vehicular lighting should be considered along Santa Fe Street within these subareas. Pedestrian light fixtures should be mounted at a minimum height of 10 feet and a maximum height of 15 feet.

Benches and Seating

Benches, seating and other street furniture should be arranged to buffer noise and vehicular impacts, while taking advantage of sunshine in the winter, and shade in the summer. Sitting areas should be located in areas that will have the most pedestrian use. Trash receptacles should be located at street corners and in high pedestrian activity areas.

Bus stops

Bus stops on Santa Fe Street should be designed to include all of the necessary furniture and shelter to make bus use pleasant. Shelters may incorporate transit maps, benches, news racks, bike storage,



Existing banner in downtown



Combined pedestrian and street light

surface paving, trees, landscaping, and other amenities. The shelter design should be consistent with other stops in downtown to create a transit identity and visual unity. The shelters should be visible to pedestrians, incorporate clear signage, and be well lit.

Newspaper boxes

Newspaper boxes should be grouped together or stacked. They should be located in areas of pedestrian activity such as bus stops, near street corners, or other active land use including retail businesses. Boxes should not reduce pedestrian or automobile sight lines, and should be designed to fit within an enclosure designed in a compatible character as other streetscape elements.

Bicycle racks

Bicycle racks should be grouped together and arranged in a regular pattern, rather than be dispersed randomly. It is recommended that a metal pipe, inverted “U” design be used throughout downtown because of their ease of use and minimal space required.

Public art

Public art should be encouraged in the development of identity elements along Santa Fe Street, which could include small-scaled monuments and sidewalk treatments. Public art can be incorporated in seating, lighting, paving, wayfinding and signage, and should be authentic, and draw from the existing neighbor character.

Highway Influence Subarea

The Highway Influence subarea represents the third highest level of standard of streetscape treatments along the Santa Fe corridor. This subarea is briefly described below and followed by recommended improvements.

The Highway influence area is the section of Santa Fe between I-35 and the east railroad tracks. This subarea contains the most automobile oriented uses along Santa Fe Street due to its proximity to the interstate, and it is not likely that significant land use changes will occur. With grade elevated improvements to the railroad, there exists the potential to design the railroad bridge as a major gateway to downtown Olathe.



Existing highway influence subarea

TRAVELWAY ZONE

Intersections and Corner Zones

The intersection of the future elevated railroad and Santa Fe Street should be treated as a regional gateway to downtown and include special paving, enhanced lighting, and sculptural elements.

Crosswalks

Block lengths within this subarea are the longest in the study area. Intersection crosswalks should be established at all north-south streets crossing Santa Fe Street. Midblock crossings are not recommended at this time, due to the auto-oriented uses along this length of Santa Fe Street, and to minimize traffic delays along this important regional arterial.

Medians

To extend the entry character from downtown to I-35, and facilitate safer pedestrians crossing along Santa Fe Street, a full length median should be considered within this subarea, which would require the installation of a median between Ridgeview Street and the railroad. The character of the medians in this subarea should be subordinate median treatments in the East and West subareas.



Median landscape treatment

Special Street paving

Special street paving is not considered for this subarea.

Utilities

To focus attention on higher quality streetscape elements and treatments, it is recommended that the overhead utilities be located underground.

PEDESTRIAN ZONE

Driveways and Curbscuts

Within this subarea, Santa Fe Street contains many auto oriented uses that require easy access from of Santa Fe Street. To facilitate pedestrian safety, existing curbcuts over 12 feet in length for one-way egress, and 24 feet in length for two-way egress, should be evaluated by the City of Olathe curb cut opening reductions.

Sidewalks

To provide a consistent character as the East Side subarea, the sidewalks in this subarea should be detached with tree lawns.

Street Trees

A consistent rhythm of street trees along Santa Fe Street will be the single most effective manner to establish a consistent character. Street trees need to consist of small trunks and tall canopies to minimize visual obstructions to businesses along Santa Fe Street. Some street trees already exist along portions of Santa Fe Street, and missing trees should be infilled with where they do not exist. Street trees should be located predominantly in landscaped tree lawns to be consistent with the existing character.

Tree Lawn Planting

A variety of planting elements should be provided throughout the tree lawn areas including grasses and a mixture of shrubs and ground covers to accent areas, particularly near intersections. Plant materials below eye-level add to the seasonal color of downtown.

Signage and Wayfinding

Signage within this subarea should direct visitors to the downtown core area and other downtown adjacent destinations, including the Mahaffie Farmstead. A signage system should coordinate the range of regulatory signs required along Santa Fe Street and provide a logical hierarchy.

Theming

Gateway and identity elements create symbolic entrance ways. With the elevation of the east railroad, the resultant bridge will be strongest character defining element for visitors travelling from I-35 to downtown. This bridge should be of the highest quality character and maximize transparency along Santa Fe Street to focus views to downtown.

Banners and flags

Banner and flags could be extended along Santa Fe Street from the Downtown Core and East Side to announce special events and arrival in downtown. If utilized, they could be combined with pedestrian lighting or street lighting and should be changed or rotated at least every 2 months to create focus and attention in downtown.

Lighting

Street and pedestrian lighting should illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity. A custom street light standard that combines both pedestrian and vehicular lighting should be considered along Santa Fe Street. Pedestrian light fixtures should be mounted at a minimum height of 10 feet and a maximum height of 15 feet.

Street Furniture

Street furniture, including benches, bus stops, newspaper boxes and bike racks, should be of a consistent character and style provided at intersection locations where high pedestrian activity is generated.

Public art

Public art should be encouraged in the development of identity elements along Santa Fe Street, which could include small-scaled monuments and sidewalk treatments. Public art could be incorporated as part of the railroad bridge design to enhance the authentic image and character of downtown. Public art can also be incorporated in seating, lighting, paving, wayfinding and signage, and should be authentic, and draw from the existing neighbor character.

3. Implementation

The Downtown Streetscape Master Plan outlines an ambitious design framework for the enhancement of all streets within the downtown and Santa Fe corridor study areas. The area is separated into four character subareas with separate design typologies. The framework provides the design concepts and strategies for each area and each street type. The actual design of individual street elements is beyond the scope of the master plan and will be subject to further work.

The completion of the master plan is expensive and will therefore need to be developed by both the public and private sectors and phased in over an extended time period. This implementation chapter addresses phasing, funding and organization and management issues.

Project Priorities and Phasing

The City will need to take a lead role on building the downtown streetscape. The highest priority project for the Envision Downtown Master Plan was the implementation of the Santa Fe streetscape in the downtown core between Kansas City Road and Kansas Avenue. This project is estimated to cost \$2.25 million. As the highest priority project, it is proposed to be funded out of the Capital Improvements Program (CIP).

The second and third priority streets are Park Street and Kansas Avenue. These projects are estimated at \$812,000 and \$2.2 million respectively. They are also expected to be funded out of the CIP. The construction of the streetscape improvements on the remaining streets is expected to require supplemental funding and/or be completed by the private sector in conjunction with adjacent new development.

Funding

The implementation of the major streetscape projects will require additional dedicated funding. The downtown Master Plan proposes the completion of a downtown redevelopment plan in order to establish a tax increment financing district within downtown. Under

Kansas urban renewal statutes, cities can establish redevelopment districts to promote redevelopment and revitalization utilizing tax increment financing (TIF). This financing tool allows the redevelopment district to capture any new property and sales tax revenues generated by the improvements within a designated area to be used for public improvements. The tax base is frozen in an initial year and any increase in taxes over the base amount flows to the district for its use for approved projects. Generally, the annual tax increment is leveraged and used as a payment stream for revenue bonds. The City has typically used up to 50 percent of the sales tax increment to help finance major retail development projects. The downtown redevelopment district is proposed to be non-project specific, encompass the entire downtown area, and include 100 percent of the applicable property and sales tax. When sufficient tax increment revenues begin flowing, the district can use the funds to pay for the downtown priority projects identified in the Master Plan including the high priority streetscape projects.

The Neighborhood Revitalization Act is another opportunity to capture additional revenue to finance the redevelopment of downtown. The Neighborhood Revitalization Act authorizes the city, in conjunction with other taxing entities, to establish a Neighborhood Revitalization Fund. This money in the fund comes from the increased increment of property tax paid by property owners who have improved their property, resulting in higher property taxes. The fund may be used both to pay tax rebates to the qualifying property owners and to finance the redevelopment of designated revitalization areas. This program offers both an incentive for private investment and an opportunity for public-private cooperation in funding downtown revitalization. (KSA 12-17,118)

It is also envisioned that the downtown area will eventually implement a business improvement district to handle maintenance and upkeep as well as downtown organization and management. Virtually all successful downtown revitalization efforts are based on a public-private partnership with financial participation from both. The City is prepared to make a significant financial contribution to downtown improvements contingent on private participation. The downtown business and property owners will also need to make a commitment if these investments of city-wide revenues are to receive public and political support.

BIDs are created by petition by a majority of the property owners and majority of the assessed value of a district. Assessments are calculated based on benefits received and are typically on a square foot basis or linear foot basis, but can also be weighted by various means to address differential benefits. Typical assessments range from \$.10 to \$25 per square foot of building and land or 5 to 15 percent of existing property taxes.

The BID district should be defined to include all property areas that benefit from downtown investments and activities including all properties adjacent to where streetscape and public improvements are anticipated to be made. For both legal and practical reasons, the boundary needs to include only those properties that can be shown to benefit from the district's services and improvements, and may therefore need to be more tightly defined than the TIF boundary. The establishment of a BID should be deferred until there is a larger downtown business base.

Organization and management

Until a BID becomes feasible, the City will need to provide for downtown management. The implementation of the streetscape master plan as well as other downtown components will require a full time downtown staff person. This person should be assigned to the redevelopment district until such time as the BID is established.

Policy

The city's Uniform Development Ordinance is the policy document outlining requirements for all development within the city, including requirements for setbacks, heights, parking, and landscaping. The goal of the downtown design guidelines is to maintain the high quality of downtown into the future and to ensure the compatibility of new development with the downtown vision. The design guidelines contain a few areas of conflict with the UDO, and their implementation of the Streetscape Master Plan and Downtown Design Guidelines will require some UDO revisions. (18.38.030A – compatibility, 18.38.040G – residential buffer, 18.60.060 – allowing head-in parking)

PART B - Downtown Design Standards and Guidelines

Introduction

These downtown design guidelines are part of the Envision Olathe Downtown plan. The design guidelines are intended to enable the city and the development and business communities to work together in achieving the vision for downtown that is the foundation of the Envision Olathe Downtown plan. That vision includes four framework themes:

- Building on the historic downtown as its foundation for the future.
- Strengthening the downtown as a memorable place for the city and region.
- Integrating the city and neighborhoods with the downtown at its center.
- Developing a transportation system that removes barriers and improves movement throughout downtown.

The design guidelines are divided into two types: principles and standards. The principles contained in this document are general statements describing ideal development in Olathe's downtown. The standards are basic requirements for any development or redevelopment in the downtown area. The use of these two types of statements is intended to give flexibility to the developer and/or applicant to respond and contribute to the downtown vision in advance of the submittal, to give the City of Olathe a basis on which to make judgments so that its determinations are not arbitrary, and to give certainty to the City of Olathe and its citizens that the Downtown Vision is met and that the quality described is maintained.

As time passes and the city and its partners in the public and private sector advance in achieving the downtown vision, conditions in downtown will necessarily change. The design guidelines are a tool to ensure that the downtown vision and quality of downtown redevelopment remains consistently high.

The vision for downtown Olathe is that Olathe's downtown is a memorable place for all people to live, work, and enjoy the highest quality of life.

1. Authority

These Guidelines shall be approved as part of the Envision Olathe Downtown plan according to the provisions of the Uniform Development Ordinance, section 18.04.045.

2. Applicability and Review

The review process follows the approved development process as stipulated in the City of Olathe's adopted Uniform Development Ordinance (UDO). The required standards of the downtown design principles and standards are in addition to the specific requirements of the UDO. These principles and standards supersede all other city design guidelines except as noted.

A design review committee (DRC) should be established by the City for review of projects in the Downtown Core. This committee should be responsible for the controls governing the design principles and standards. This DRC would have the responsibility to review all development within the boundaries of the downtown core. Review of engineering requirements such as drainage; utilities; police, fire, and emergency service access is the responsibility of the City. The DRC would have the responsibility of reviewing all design outside of the right of way, while the City has the responsibility to review the street's engineering, traffic functions, utility and public safety requirements.

3. Amendments

These Guidelines may only be amended by City Council with a recommendation from Planning Commission.

4. Format

The format of the following design guidelines consists of principle statements and required standards. Subjects covered include:

A SITE PLAN

A1 Building and use orientation Principles



Facades and entries oriented toward street

- A1.p1 *The front facades and main entries of buildings should be oriented toward streets and plazas.*
- A1.p2 *Building orientation should provide views of adjoining publicly accessible streets and open spaces in order to provide 'eyes on the street.'*
- A1.p3 *Buildings should encourage pedestrian activity through the incorporation of pedestrian-oriented uses at the ground level street frontage.*
- A1.p4 *Buildings should define or visually contain the three dimensional space of the street or public open space.*
- A1.p5 *Buildings should be located to promote sun and sky exposure to public streets and plazas.*
- A1.p6 *The ground floors of building frontages should be primarily occupied by active retail, commercial and/or institutional uses.*
- A1.p7 *The majority of the building façade should be oriented parallel to the street on which it fronts.*
- A1.p8 *Buildings should be sited to create active outdoor spaces such as outdoor restaurant seating.*
- A1.p9 *Buildings and landscape features should be oriented to frame views of special buildings and open spaces.*

Standards

- A1.s1 *Buildings shall line a street at the Right Of Way or the build-to line to the greatest extent possible.*
- A1.s2 *Buildings shall use the full width of the lot for the primary structure and/or active outdoor space.*



Driveway across sidewalk identified by material change

A2 Access and driveways

Principles

- A2.p1 *Access points, alleys, and driveways should be located to promote the safe and efficient movement of vehicles, pedestrians and bicyclists.*
- A2.p2 *Access points and driveways should be located to minimize conflicts between automobiles and pedestrians.*
- A2.p3 *Uninterrupted pedestrian ways should be maximized in order to improve and support the downtown as a walkable neighborhood.*
- A2.p4 *The width of driveways and curb cuts should be minimized to reduce the overall impact of vehicular access across a sidewalk.*
- A2.p5 *Driveways and ramps to underground parking should be perpendicular or generally perpendicular to the street.*
- A2.p6 *Block frontages should have as few curb cuts as possible.*
- A2.p7 *Sharing of vehicle entries between two adjacent lots is strongly encouraged.*

Standards

- A2.s1 *Developments shall provide access for service vehicles via alleys or parking lots.*

A3 Parking lot and structure location

Principles

- A3.p1 *Parking lots and structures should be located to minimize the visual impact of parked vehicles within parking lots and structures.*
- A3.p2 *Parking lots and structures should be located to minimize the impact of parked vehicles on the continuity of active commercial, mixed use, and/or residential frontages.*
- A3.p3 *Parking lots and structures should be located to minimize the impact of vehicle noise and headlights from within parking lots and structures onto adjacent residential neighborhoods.*
- A3.p4 *Whenever possible, parking structures should be sited internally to the block so that parking structure street frontages are*



Active uses at street level of parking structure and high quality facade



Parking structure with retail on ground floor, quality materials, and detail

avoided. If internal siting is not feasible, then the parking structure should be oriented so that the shortest dimension fronts the street.

A3.p5 If it is only feasible to orient the long dimension of a parking structure along a street, then the structure's street facade should exhibit the same high level of quality in its design, detailing and use of material as is provided in the adjoining commercial and/or mixed use buildings.

A3.p6 Parking structures that are sited with exposed street frontage should orient the exposed frontage to commercial activities, rather than residential uses.

Standards

A3.s1 Surface parking areas shall be located at the side or rear of buildings only.

A3.s2 Parking structures with exposed street frontage shall not be oriented toward residential uses.

A1.4 Location of service areas and utility pedestals Principles

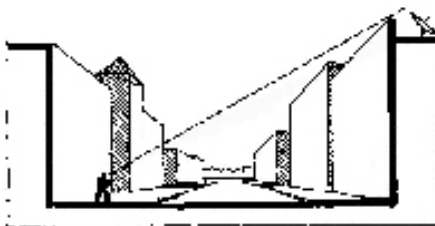
A4.p1 Service areas and utility pedestals should be located to minimize the visual impact of service areas, refuse storage and mechanical/electrical equipment on streets, public open spaces and adjoining development.

A4.p2 Utility appurtenances should be located behind the sidewalk and out of the tree lawn or sidewalk amenity zone wherever possible. Where it must be in the tree lawn or amenity zone, such equipment should be centered on the tree line and aligned with but no closer than 42 inches from the face of curb. This includes switch boxes, telephone pedestals, transformers, meters, irrigation, and similar equipment.

A4.p3 The use of alleys is encouraged to locate all mechanical, electrical, and utility equipment to the extent possible.

Standards

A4.s1 Service areas and refuse storage areas shall not front onto streets and public open spaces. Such areas shall be located to the rear or side of buildings, and screened from view from the street and/or public open space.



Screening of rooftop satellite dishes

- A4.s2 Refuse storage and pick-up areas shall be combined with other service and loading areas.

A1.5 Pedestrian access

Principles

- A5.p1 *Pedestrian entries to buildings should promote security on a street or public open space through frequent points of access and sources of activity.*
- A5.p2 *In general, ground floor uses with exterior exposure should each have an individual public entry directly located on a public sidewalk along a street, or on a sidewalk or plaza leading directly to a street. A public entry not directly on a street or plaza should not replace an entry that otherwise would be on the street.*

Standards

- A5.s1 Primary building entrances shall be oriented towards streets, parks or pedestrian plazas.
- A5.s2 Each block face shall have multiple building entries. A building occupying an entire city block shall include more than one building entrance along each block face.
- A5.s3 All secondary building entries shall be directly connected to the street via attractive, well lit (both artificial and natural light), and safe connections



Primary building entrances oriented towards streets

B Architecture

Downtown Core

B1 Building Character

Principles

- B1.p1 *Building character should create a visually comfortable and familiar environment and promote architectural creativity. Some 'cutting edge' contemporary design may be appropriate for special buildings or uses.*
- B1.p2 *Buildings should be designed to provide human scale, interest, and variety while maintaining an overall sense of relationship with adjoining or nearby buildings.*
- B1.p3 *Art integrated into building facades or forms, and/or specially designed architectural ornament is encouraged.*

B1.p4 Indoor malls and shopping arcades are discouraged in order to place the most activity on the street.

Standards

B1.s1 All buildings shall be designed specially for the context and character of downtown. 'Iconic' corporate standard building design may be allowed in certain locations, if the overall architectural consistency of the area is not significantly eroded.

B1.s2 The majority of the building(s) of a development shall possess an architectural character that respects traditional design principles, such as:

- Variation in the building form such as recessed or projecting bays;
- Expression of architectural or structural modules and detail;
- Diversity of window size, shape or patterns that relate to interior functions;
- Emphasis of building entries through projecting or recessed forms, detail, color or materials;
- Variations of material, material modules, expressed joints and details, surface relief, color, and texture to scale;
- Tighter, more frequent rhythm of column / bay spacing, subdividing the building façade into smaller, more human scaled elements.



Variations of material, color, and texture

B2 Building Form Principles

B2.p1 New development should create occasional special building forms that terminate views, create a unique skyline, and aid in way-finding. Building forms should respond to important gateway locations, and view termini.

B2.p2 Building form should emphasize important components of a building, such as an entry, or a special internal space.

- B2.p3 Lower building heights or upper level step-backs are encouraged on the south or east side of the street or public open space in order to provide more sun penetration to the ground level.
- B2.p4 Taller buildings adjacent to lower buildings shall establish scale relationships with lower, neighboring buildings through methods such as: compatible horizontal alignment of architectural features and fenestration, and height and form transitions from one building to another.

Standard

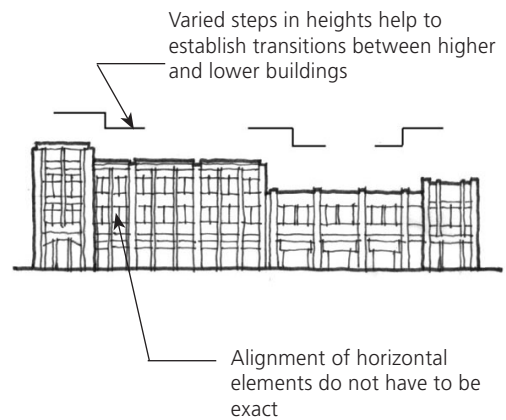
- B2.s1 Building form shall employ a uniform level of quality on all sides of the building.



Varied steps in height

B3 Building Facade Principles

- B3.p1 Building facades should be designed to provide human scale and detail and to avoid large areas of undifferentiated or blank facades.
- B3.p2 Each building facade oriented to the street or public space should provide architectural variety and scale through the use of such elements as: expressions of building structure; patterns of window, door or other openings that provide surface variation through change of plane, change in color; change in texture; change in material module or pattern; art or ornament integral with the building.



Scale relationships

- B3.p3 Primary building facades should include some elements that provide a change in plane that create interest through the interplay of light and shadow. Examples of such elements are:

- recessed windows, at least 3 inches;
- recessed entries and doors;
- projecting sills;
- recessed or projecting balconies;
- projecting pilasters, columns, bays;
- projecting cornices, roofs.



Vertical divisions in facade

- B3.p4 Each 'base' should be composed of the first floor or first two floors of the building.



Vertical divisions in facade

- B3.p5 *Each 'base' in its entirety should be designed to give the appearance of greater height than any single floor of the middle.*
- B3.p6 *Each 'base' should have a greater level of transparency than the 'middle' or 'top'.*
- B3.p7 *The architectural treatment of the 'top' should be designed to create a sense of distinctly completing the dominant architectural theme of the 'middle' of the building. This architectural completion may be accomplished by such strategies as: change in the window rhythm, change in apparent floor height, setback, use of other materials, or a combination of these elements.*
- B3.p8 *Distinctive corner, entry treatments and other architectural features designed to interact with contextual features may be designed differently than the 'base', 'middle', and 'top'. This difference would allow the addition of vertical emphasis at significant architectural points along the building facade.*
- B3.p9 *The 'top' of buildings above four (4) stories may have a 'cap' set back above the lower stories, which is distinctive in shape and smaller than the previous floor.*

Standards

- B3.s1 The building facade shall generally have three vertical divisions: 'bases', 'middles', and 'tops'. In buildings of three stories or less in height, the 'top' may be comprised of an ornamental 'cap' or cornice rather than the articulation of an entire floor of habitable space.
- B3.s2 The design of 'roofscape' elements of tall buildings shall relate directly to the building wall design below.
- B3.s3 Building design shall create varied roof parapet and cornice lines in order to create interesting and human scaled skylines.

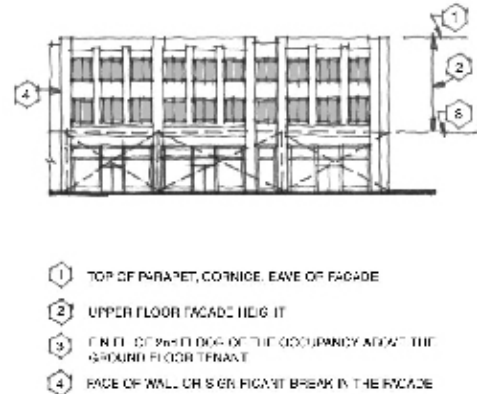


Building transparency

B4 Building transparency Principles

- B4.p1 *Where functionally appropriate, the ground floor, street-facing facade shall be made of transparent materials designed to allow pedestrians to view activities inside the buildings, retail goods for sale, or display lighted windows related to these activities.*

- B4.p2 *When transparency is not functionally appropriate, other means should be used to provide activity along the street-facing façade such as public art; architectural ornament or detailing; or material, texture, or color patterns.*
- B4.p3 *Buildings should incorporate a window or glazing-to-wall ratio that is sufficient to establish the visual solidity of the building form.*
- B4.p4 *Reflective glass should be used sparingly, if at all, to reduce glare, reduce the opacity or ‘blankness’ of the facade. Coated or tinted glass may be considered to reduce heat gain, particularly on west and south facades.*
- B4.p5 *Windows or glazing on upper levels should be sufficiently transparent to provide an awareness of internal activities when viewed from the street or public spaces.*



Upper floor transparency

Standards

- B4.s1 Glass without coatings or tints shall be used for all retail glazing. In no case shall highly reflective glass be used.

B5 Building Entries Principles

- B5.p1 *For mixed-use buildings with residential units, one or more separate building entrances from the sidewalk should be used to provide access to the residential units.*
- B5.p2 *Detailed and elaborate entries should be used as another way to create street level interest and architectural variety.*
- B5.p3 *Major building entries should be emphasized through such design devices as changes in plane, differentiation in material and/or color, greater level of detail, enhanced lighting, ornament, art, and/or building graphics.*
- B5.p4 *Primary building entries should be oversized, and generally break the storefront / ground floor façade pattern.*

Standard

- B5.s1 Each multi-story building shall have one clearly identifiable ‘front door’ that addresses the street. In addition to this ‘front door,’ a building occupying an entire city block shall include at least one other building entrance along each block face.



Emphasis on building entry



High quality materials

B6 Building materials

Principles

- B6.p1 New development should use materials and colors that possess a comfortable, humane, and familiar character, convey a sense of quality and attention to detail, and are compatible with materials of adjacent buildings.*
- B6.p2 New development should use lasting materials that weather well, need little maintenance, resist vandalism, and gracefully age.*
- B6.p3 Materials and/or detailing at retail frontages should distinguish between the structural parts of a building (columns, walls and beams), and the infill parts of a building (wall panels, frames, windows and doors).*
- B6.p4 Infill materials should have a non-structural appearance.*

Standards

- B6.s1 A significant portion of the facade facing a street or public open space (not including windows, doors and their framing systems), shall be composed of high durable materials such as: brick, stone, cast stone, specially treated concrete masonry units, terra-cotta, and/or glass. All building materials shall be integrally tinted.*
- B6.s2 Building materials shall maintain a uniform level of quality on all sides of the building.*

B7 Parking Structures

Principles

- B7.p1 The exterior of parking structures should be wrapped with mixed-use space in order to minimize the visual impact of parking on the pedestrian experience, and the street environment and to increase pedestrian activity and interest along the street by locating active uses at the street level of parking garages*
- B7.p2 Garage facades visible from public streets and open spaces should be compatible in character and quality with adjoining buildings.*
- B7.p3 Parking structures should create visually interesting facades that provide human scale and detail while avoiding large areas of undifferentiated or blank facades.*
- B7.p4 Openings should be vertically and horizontally aligned.*

Standards

- B7.s1 Street oriented facades shall conceal or effectively reduce the impact of parked cars and light sources from the exterior view for the full height of the structure.
- B7.s2 Multi-story parking structures (3 levels or more) with facades facing public streets shall provide commercial, live-work, residential and/or institutional space for not less than 50% of the garage's ground level street facing frontage, or the design and structure of the ground floor street frontage should be able to accommodate in the future one of the above listed uses.
- B7.s3 Sloping ramps shall not be visible within the street facade of any parking structure.

B8 Building Lighting Principles

- B8.p1 *Building lighting should accentuate important architectural components of the building, such as entries, towers or roof elements, or repetitive columns or bays, and include decorative lighting.*
- B8.p2 *Building lighting should provide indirect or direct lighting for adjoining sidewalks and open spaces.*
- B8.p3 *Primary building entries should be externally lit so as to promote a more secure environment at the door, emphasize the primary point of entry into the building, and provide sufficient lighting for efficient access into the building.*
- B8.p4 *Steps and/or ramps at or leading to a primary building entry should be illuminated sufficiently for safe access.*

Standard

- B8.s1 Entry lighting shall complement the building's architecture. Standard security lighting such as wallpacks shall not be allowed.

B9 Rooftop Design and Mechanical Screening Principles

- B9.p1 *Rooftop design should maintain the integrity of architecturally designed building tops and help create interesting and varied skylines.*



Retail wrap and compatible facade on upper stories of parking structure



Street facade of parking structure that screens parked cars

B9.p2 In mixed use development, if residential uses are located near mechanical equipment, care should be taken to mitigate the impacts of noise and odors.

Standards

B9.s1 All roof mounted mechanical and electrical equipment, communication antennae or dishes shall be enclosed, screened, organized, designed and/or located as part of the architectural expression and shall not be visible from the public right of way. Any equipment shall be covered or screened to its full height.



Lighting at building entries

Transition Area

Building design in the downtown transition area should follow the guidelines of the Traditional Neighborhood Design Manual (1998).

C. LANDSCAPE ARCHITECTURE

C1 Perimeter Landscaping Principles

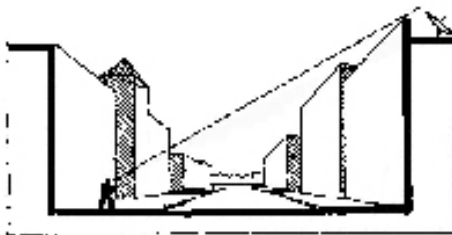
C1.p1 Perimeter landscaping design should create street and plaza spaces that join buildings, uses, pedestrian areas, and streets into a unified urban place.

C1.p2 Perimeter landscaping should reinforce the pedestrian environment established in the adjoining street right of way.

C1.p3 Perimeter landscaping should be designed to provide seamless transitions between buildings, uses, and open spaces that promote the mixing of commercial, residential, and institutional uses and a unified downtown environment..

C1.p4 Where a landscape perimeter area occurs between a building frontage and a street right of way, it should be designed to extend the pedestrian amenities of the street, such as increased walkway widths, areas for outdoor café / restaurant seating, increased sidewalk widths to allow window shopping out of the stream of pedestrian traffic, and space for the temporary display of a retailer's goods.

C1.p5 Where space permits, planting in containers, raised planters, or cutouts in the paving, is encouraged.



Screening mechanical items on rooftops

Standard

C1.g2 Where a side setback landscape perimeter area occurs, it shall be designed to contribute to a pedestrian amenity zone such as a passageway, or contribute to a paved driveway or alley.

C2 Internal courtyards, plazas, open spaces (other than mapped plazas, parks and open spaces)

Principles

C2.p1 Internal courtyards, plazas, or open spaces should be designed to create useable open spaces, suitable for passive recreational activities such as informal play, reading, and sitting in the sun or shade.

C2.p2 All open spaces accessible to the general public should be open a minimum of 12 hours per day.

C2.g3 Private open space may be fenced with wrought iron or comparable decorative fencing or otherwise controlled for security.

Standard

C2.g2 All public and private open space not used for recreation shall be attractively landscaped with plant material and hard surfaces.

C3 Hardscape: Sidewalks, and special in-street paving

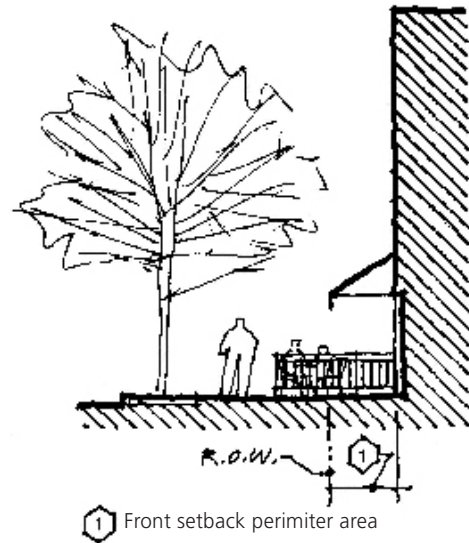
Intent

C3.p1 Hardscape design should provide a quality of paving materials and patterns consistent with the quality of the surrounding architecture and open spaces and provide safe paving conditions for all persons.

C3.p2 Hardscape design should create interest and variation within paved surfaces that includes but is not limited to public art, coloring, or materials.

C3.p3 Special paving should be carefully chosen for structural capability and durability in the local climate. Uncolored concrete, colored concrete, brick, hydraulically pressed concrete unit pavers or stone is recommended.

C3.p4 Special paving patterns and materials should be used to emphasize important building entries, provide interest and variation, and differentiate between sidewalks, plazas, medians, and crosswalks.



Setback where outdoor seating occurs



Variety in sidewalk paving materials

Standards

- C3.s1 Sidewalks shall be separated or buffered from vehicle travel lanes by street/pedestrian lights, and/or street trees in grates or in a tree lawn.
- C3.s2 In transition areas, sidewalks shall be separated from the street by trees in tree lawns. In residential areas, sidewalks shall be a minimum of 5 feet wide.

C4 Landscape: Trees and plant materials.

Principles

- C4.p1 *Landscaping should use quality plant materials that are located, sized, and provided in quantities sufficient to emphasize important streets.*
- C4.p2 *Landscaping should use plant materials that tolerate an urban condition.*
- C4.p3 *Landscaping should be designed to create a strong identity for each street.*
- C4.p4 *Landscaping design should provide large tree pits that give the trees more opportunity of having a broader canopy than typical street trees.*
- C4.p5 *Landscaping should provide a turf material in the tree lawn that accommodates foot traffic.*
- C4.p6 *Trees should align parallel and perpendicularly across the street with each other whenever possible.*
- C4.p7 *Ornamental trees should not be used in a street R.O.W.*
- C4.p8 *Tree lawns should be a minimum of 6 feet in width, measured from the back of curb to the edge of the sidewalk. All tree lawns and street trees in cut-outs, tree pits, and grates should be irrigated with an automatic irrigation system.*
- C4.p9 *Irrigated, drought tolerant turf or low, continuous ground covers should be used as the primary ground cover for continuous tree lawns.*
- C4.p10 *Tree grates or planting cut-outs should be used in paved areas to prevent excessive soil compaction.*

C4.p11 To the maximum extent feasible, topsoil that is removed during construction activity should be conserved for later use on areas requiring revegetation and landscaping.

Standards

C4.s1 No artificial trees, shrubs, turf, or plants shall be used to fulfill the minimum requirements for landscaping.

C4.s2 Street trees shall be centered within the width of the tree lawn.

C4.g3 Street trees in tree grates shall be at least 2 feet 6 inches from the face of the curb. Tree grates shall be at least 24 sq. ft. with opening no more than 1/4 inch to 3/8 inch in width and should be designed to allow for tree trunk growth



Six foot tree lawn in right-of-way



Use of tree grates in paved areas

C5 Street and pedestrian lighting

Principles

C5.p1 Lighting should provide a safe and secure environment for motorists, bicyclists, and pedestrians.

C5.p2 Lighting should create an identity for the development and/or special streets.

C5.p3 Lighting should promote a civic quality for the streets in the commercial core, through the design of the light poles, bases, fixtures, and attachments.

C5.p4 Street and/or pedestrian light poles should be aligned with and centered between street trees.

C5.p5 Where the light source is directly visible, the luminaries should be designed to incorporate elements to reduce glare, such as translucent, internal refracting surfaces to direct light down and away from adjoining private property; lower height poles; lower wattage or pole location.



Pedestrian lighting that provides an identity

Standards

none in this section

C6 Street furniture

Principles

C6.i1 To provide comfortable seating accessible to the public and restaurant patrons.



Alignment of pedestrian lighting

- C6.i2 *To provide street furniture such as newspaper racks and trash receptacles at areas where high pedestrian activity is anticipated.*
- C6.g1 *Seating should be durable, comfortable, attractive, securely anchored, and easy to maintain.*
- C6.g2 *Seating surfaces should be 16 to 18 inches high with a minimum depth of 16 inches for seats without backs and 14 inches for seats with backs.*
- C6.g3 *Where bus stops occur within tree lawns, a minimum of one 6 foot long bench should be placed on a concrete pad the width of the tree lawn by 8 feet long. Where a bus stop occurs on a wide attached sidewalk, a 6 foot long bench should be provided within the sidewalk's amenity zone. Signage identifying the bus stop should be provided at all stops.*
- C6.g4 *Trash receptacles should be conveniently located near benches, and other activity nodes.*
- C6.g5 *Trash receptacles should relate in appearance and color to other street furniture. They should be firmly attached to paving to avoid vandalism. Covered tops and sealed bottoms should be included to keep the contents dry and out of sight at all times.*
- C6.g6 *Bicycle racks should be placed near entrances or gathering places, but out of pedestrian and bicycle traffic areas where they may create tripping or other safety hazards. If possible, locate racks where parked bicycles are visible from the inside of adjacent buildings.*
- C6.g7 *The 'Inverted U' type bicycle should be used.*
- C6.g8 *Newspaper boxes should be clustered together and screened by specially designed railings. They should be located adjacent to pedestrian activity, but not so as to obstruct drivers' views at intersections, or car overhang/ door swings at the curb.*

Standards

none in this section

C7 Wayfinding elements

Principles

- C7.i1 *To compliment and enrich the pedestrian experience.*
- C7.i2 *To provide way-finding information clearly and efficiently.*
- C7.i3 *To create interesting streets and spaces.*
- C7.i4 *To provide high quality sign and graphic design.*
- C7.i5 *To provide information for events on-site as well as within the City of Olathe.*
- C7.i6 *To provide art, whimsy and contrast to the civic structure of the street furnishings, such elements should relate to local Olathe culture and flavor.*
- C7.g1 *Information kiosks and wayfinding elements should be located near pedestrian origin points such as parking structure stairs and elevators, public plaza, near entrances to public buildings.*

Standards

none in this section



Durable and comfortable seating

C8 Gateway elements and public art

Principles

- C8.i1 *To commission public artworks that engage the community*
- C8.i2 *To express community life and identity through the creation of public artworks.*
- C8.i3 *To provide rich experiences for the senses and create opportunities for surprise, wonder, interest, contemplation, reflection, humor, interaction and play.*
- C8.i4 *To provide shade structures at appropriate locations, particularly on the north side of the street.*
- C8.g1 *Commissioned works should exhibit superior craftsmanship and design, and will be fabricated of durable, low maintenance materials using proven technologies.*
- C8.g2 *Art should be sited to create areas of emphasis within the urban fabric while supporting the social functions of each space.*
- C8.g3 *The public art program should include a range of signature pieces, integrated urban*



Inverted U bicycle rack



Consolidated newsracks



Downtown wayfinding sign

design elements, architectural detailing and interactive features.

C8.g4 Artwork should incorporate historical, natural and community references when appropriate.

C8.g7 Selected artworks should include interactive elements allowing residents and visitors to walk through, play, sit on, and otherwise physically interact with the finished work.

C8.g8 Artwork, where appropriate, should be integrated into infrastructure and site furnishings (i.e. hardscape/landscape elements, building facades, tree grates, wayfinding devices, seating, etc.).

Standards

C8.s1 All plaza areas shall include public art.

C8.s2 Artwork should be designed and sited to correlate with surrounding activity patterns.

C9 Utilities and operational equipment

Principles

C9.p1 The downtown streetscape should not be cluttered by utility elements.

C9.p2 Utility boxes should be located so that they do not obstruct pedestrian traffic or block sight lines at intersections.

Standards

C9.s1 Switch boxes, transformers, electrical and gas meters, and other above ground utility elements shall be screened or located out of view from the street.

D. Signage

Definitions

Awning signs are those attached or printed on a canopy that protects people from the sun and the elements.

Projecting signs are typically attached to a building and cantilever horizontally over the sidewalk.

Wall signs are typically flat signs fixed to a building facade.

Ground signs are typically self supportive by a post or posts mounted into the ground.

Window signs are typically silk screened, back-painted, metal-leafed, or sandblasted onto a glass window.

D1 General criteria Principles

- D1.p1 *Signs should correspond to the civic quality of the adjacent City and County government. However, the design review committee shall retain complete control over the design, dimensions, location, number and type of the sign.*
- D1.p2 *Multiple signs should be located, sized, and designed for a single or several uses so as to eliminate conflicts, predict the impact and effects of the signs on adjoining properties, avoid clutter and achieve the desired character of their application.*
- D1.p3 *In an effort to limit the variety of sign types used on a single building in downtown, the following combinations should be considered:*

- One (1) wall sign per use; window signs limited to 10 percent of any window area; one (1) monument sign per building frontage, but awning signs, pole signs, or projecting signs are discouraged in this combination.
- Window signs limited to 20 percent of the window area, awning signs, and one (1) projecting sign per use, but wall signs, pole signs, or monument signs are discouraged in this combination.
- One (1) wall sign per use, one (1) projecting sign per use if located or designed so as not to visually conflict, window signs limited to 10 percent of any window area, but awning signs, pole signs, or monument signs are discouraged in this combination.

Standards

- D1.s1 *Rehabilitated buildings shall provide a sign plan showing locations, sizes, heights, and*



Awning sign



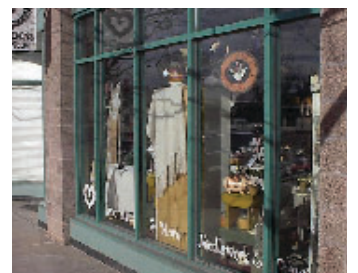
Projecting sign



Wall sign



Ground sign



Window sign

probable design and illumination of all sign types to be used on the building or its site.

D2 General number and location

Principles

- D2.p1 Signs should be limited in number commensurate with the needs of the uses in the building.*
- D2.p2 Signs should respect the architectural character and design of the building in their number and location.*
- D2.p3 Sign clutter, where the number and size of signs dominate the storefront or façade of the building, should be avoided.*

Standards

- D2.s1 Wall, window, awning, and projecting signs shall not be allowed above the ground floor with the exception of the following with the discretion of the design review committee:*
- Painted, face-lit wall signs;
 - Internally lit channel letter signs and/or logos;
 - Painted wall murals with a minor component for the identification of a business;
 - One unlit window sign per business;
 - The extension of a ground floor projecting sign;
 - The name of the building integrated into the material and/or design of the facade; In no case shall an internally lighted, cabinet type wall sign be allowed above the ground floor.
- D2.s2 Signs shall not be located within the residential portion of the facade of any mixed use building.*
- D2.s3 A maximum combination of three sign types shall be used for any building frontage. Such sign types are: wall, projecting, ground, window, awning, marquee and arcade.*

D3 General size and height

Principles

- D3.p1 The size of signs should be related to the location and speed of movement of the typical person viewing the sign.*

D3.p2 *To provide signs that correspond to the civic quality of the adjacent City and County government. (see D1.p1)*

Standards

none in this section

D4. General design and illumination

Principles

D4.p1 *To respect the architectural character and design of the building in the determination of the design of signs. (see D2.p2)*

D4.p2 *Signs should be expressive of the activity, product, or use for which they are displayed.*

D3.p3 *Signs should be compatible with existing residential uses.*

Standards

D4.s1 *Materials for signs shall compliment the color, material and overall character of the architecture.*

D4.s2 *Signs shall be constructed of high quality, durable materials. All materials must be finished to withstand corrosion. All mechanical fasteners shall be of hot-dipped galvanized steel, stainless steel, aluminum, brass or bronze.*

D4.s3 *All conduits, transformers, and other equipment shall be concealed, and shall have UL ratings.*

D4.s4 *Exterior lighting of signs shall be oriented down onto the face of the sign, not up from below to minimize night sky light pollution.*

D4.s5 *Sign illumination shall not create objectionable glare to pedestrians, motorists, and adjoining residents.*

D4.s6 *A business's corporate logo or typical sign design may be allowed by the design review committee. However, the design review committee shall retain complete control over the design, dimensions, location, number and type of the sign.*

D4.s7 *Hand painted signs shall not be allowed, unless painted by a sign contractor specializing in hand painted or hand crafted signs.*

D4.s8 Sign illumination shall be integrated into the design of the sign. Signs may be externally lit so long as the external lighting has been conceived and controlled as part of the sign design.

D4.s9 Internally illuminated sign cabinets, either for wall or projecting signs, shall not have white or light colored back-lit translucent face panels.

D5 Wall signs Principles

D5.p1 Wall signs should be integrated with the architecture of the building.

D5.p2 In general, wall mounted sign cabinets shall be discouraged.

Standards

D5.s1 Wall signs shall be located within any sign areas clearly designed for signs on existing or proposed building facades.

D5.s2 Lighted wall signs shall not be located at the top of a building's facade if the facade is higher than two stories and shall not directly face a residential neighborhood.

D5.s3 Maximum wall sign size shall not be increased by an increase in sign height

D5.s4 No more than one wall sign shall be allowed per building.

D5.s5 Wall signs shall not overlap, or generally conflict with important architectural features such as windows, cornices, belt courses, or other details.

D5.s6 Wall signs located on the side wall of a building that faces a side property line, alley, or parking area (including a side property line along a street), shall not be lighted above the ground floor.

D5.s7 Wall signs shall be composed of individually mounted letters, logos or icons without sign backing panels, or letters/logos mounted on a backing panel. Fabricated or flat cut-out letters and shapes at least 1 inch thick or pinned off at least 1 inch from the wall or sign backing are strongly encouraged with or without a backing panel.

D5.s8 Phone/Fax numbers on all signs, with the exception of window signs, shall not be allowed.



Wall sign integrated with architecture



Acceptable projecting wall sign



Wall sign with mounted letters

D5.s9 Neon signs, except those located in a window, shall not be allowed.

D6 Projecting signs

Principles

D6.p1 Projecting signs should not be closer than 50 feet apart, and no more than 3 for 300 feet of street frontage.

Standards

D6.s1 Each use by right shall be limited to one projecting sign for each of that use's street frontage.

D6.s2 Projecting signs shall not be located above the ground floor.

D6.s3 All projecting sign structures on a building shall be located at the same height as the other sign structures.

D6.s4 Projecting signs shall be located above or below non-signed awnings, but not in line with the awnings.

D6.s5 Projecting signs shall not be greater in size than 12 square feet per face or 24 square feet per sign.

D6.s6 Projecting signs shall be externally lit. Internally lit sign cabinets are generally discouraged except where the sign face is composed of metal with back lit cut out letters or logos.



Desirable projecting signs

D7 Ground signs

Principles

D7.p1 Ground signs should be refined, creative and unique.

D7.p2 'Designed' pole or post signs are encouraged when the vertical supports are integrated into the design of the sign.

D7.p3 The design of a joint identification sign should be unified, uncluttered, easily readable, and of high quality. Ways to avoid a cluttered appearance are:

- The sign text for most components is composed of the same type face and size.
- The sign structure or frame is dominant enough or simple enough to visually organize varied components.
- The sign has a clear hierarchy or importance in its components.



Desirable ground sign



Desirable window signs



Desirable awning signs

Standards

- D7.s1 *Only one (1) monument or per street frontage sign shall be allowed per building. The monument sign may also be a joint identification sign.*
- D7.s2 *Ground signs shall have no more than one sign cabinet or backing panel.*
- D7.s3 *If lighted, monument signs should be externally lit with a shielded or directed light source.*

D8 Window signs

Principles

- D8.p1 *Window signs should emphasize a window's transparency and sense of openness to the interior.*
- D8.p1 *Window signs should avoid clutter 1) within the text and graphic components of the window signs, and 2) in combination with the objects of view through the window.*

Standards

- D8.s1 *Window signs shall generally be located in the lower or upper 25 percent of the window area. Window signs may be located in the middle portion of the window, but should not substantially obscure the activities or displays beyond the window.*
- D8.s2 *Window signs should not be larger than 10 percent of each window or door area, except that window signs may be as large as 20 percent of each window area if no wall sign is provided.*
- D8.s3 *Storefront window signs shall be limited to either the tenant's name or logo. Operating hours may be applied onto the glass, but shall be kept small, preferably on the windows next to the front door.*
- D8.s4 *Window signs on glazing shall be either silk screened, back-painted, metal-leafed, or sand-blasted onto the glass. Vinyl letters are not allowed.*

D9 Awning signs

Principles

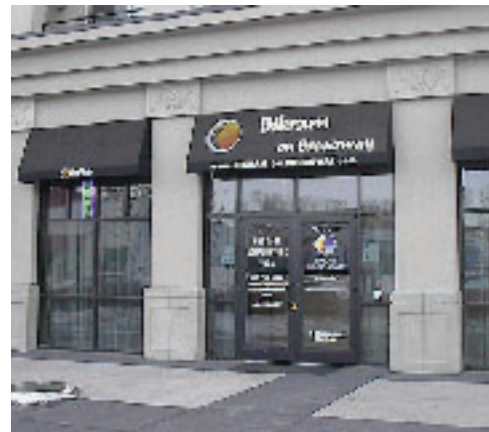
- D9.p1 *Awning signs should be carefully controlled so as not to become substitutes for wall signs or projecting signs*

Standards

- D9.s1 Each awning may have a sign printed on its valence.
- D9.s2 Awning signs shall not be allowed above the ground floor. Awnings without signs may be allowed above the ground floor if they are compatible with the architecture.
- D9.s3 Awnings shall be consistent in color and visually balanced over the façade of the building.
- D9.s4 Standard residential type aluminum awnings shall not be used. Awnings shall be composed of non-combustible acrylic fabric.
- D9.s5 Back-lit translucent awnings with or without signs shall not be allowed. Shielded down lights within an awning that light only the paving under the awning may be acceptable.
- D9.s6 Entry canopies shall not be allowed if they extend more than 4 feet from the building face.
- D9.s7 Awning signs shall be located primarily on the awning valence that faces the street, not on a valence that is generally perpendicular to the street.
- D9.s8 If side panels are provided, such panels should not carry signs greater in area than 20 percent of the area of the awning sign panel.
- D9.s9 Text on awning valences shall not be greater than 8 inches high. A valence drop length shall be no greater than 12 inches.
- D9.s10 Awnings shall not extend vertically beyond a building's or storefront's individual bays.
- D9.s11 Awnings shall be composed of traditional forms, and compliment the window or bay within which it occurs. Straight, more steeply sloped awnings are preferred. Rounded 'barrel' awnings are discouraged. Rounded awnings designed to fit arched windows or bays are acceptable.



Acceptable rounded awning sign



Excessive text on sloped portion of awning sign



Undesirable barrel awning

PART C - Appendix

Glossary of Streetscape Terms



Bollards



Crosswalk



Kiosk

Bike Lane A portion of a roadway which has been designated by striping and pavement markings for the exclusive use of bicyclists.

Bollards A three to four foot tall post or column constructed of concrete, stone, or metal designed to separate pedestrian and vehicular traffic, define property lines, protect a work of public art, or otherwise for property protection, traffic control and pedestrian safety.

Crosswalk Portion of a roadway designated and marked for a pedestrian crossing, typically at intersections, but potentially at designated midblock locations

Curb cut A cut in the curb associated with a driveway to provide access for vehicles into a parking area, alley, or loading zone.

Curb zone The area from the inside of the curb to the sidewalk. This zone is where streetscape elements such as street trees, trash receptacles, bollards, news racks, benches, bike racks, and light fixtures should be located

Gateway A distinctive element which marks the entrance of a district.

Grade Separation The vertical separation of conflicting travelways with a structure, such as a pedestrian underpass or railroad bridge over a roadway.

Intersection The area where streets intersect one another that facilitates both pedestrian and vehicular movement.

Kiosks A display element for timely information to help pedestrians find their way, direction them to destinations, or provide information on activities.

Median The portion of the roadway which separates opposing traffic streams, preferably designated with curb, gutter, and trees.

Pedestrian friendly Design qualities that make walking attractive, including places people want to go and good facilities on which to get there.

Pedestrian zone The area of the sidewalk that must be kept clear for pedestrian movement, and free of all obstacles.

Pedestrian lighting Lighting that illuminates the sidewalk at a level that is consistent with pedestrian activities rather than vehicular activity.

Public art Art located in the public realm such as in a plaza or as a part of the streetscape.

Public right-of-way The composite public area dedicated exclusively to circulation-both physical and social-including the roadway and pedestrian area.

Refuge Island A non traversable section of median or channelization device on which pedestrians can take refuge while crossing a street.

Sidewalks A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

Signage An informative public sign system that is incorporated into the downtown streetscape.

Street furniture Elements typically located in the public right of way for use by pedestrians such as benches, trash receptacles, and bike racks.

Street trees Trees located in a tree lawn or tree grate to provide an effective canopy over the sidewalk and portion of the street.



Refuge island in median



Pedestrian light in the curb zone



Street furniture

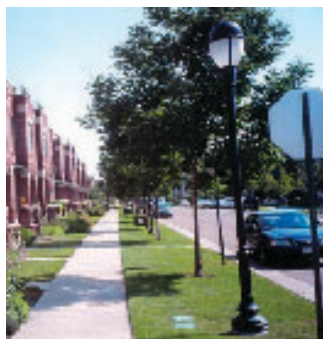


Tree grate

Streetscape The entire system of streets, sidewalks, landscaping, street furniture, and open spaces, by which people circulate through and experience the downtown.

Travelway The section of the street in which vehicles and bicycles travel. It includes bicycle lanes, vehicle lanes, turning lanes, and medians.

Tree grate A metal covering for a tree pit in the sidewalk.



Tree lawn adjacent to sidewalk

Tree lawns A landscaped strip between the back of curb and sidewalk in which street trees may be located.

Wayfinding A system of directional public signs that helps lead pedestrians and vehicles to destinations.



Wayfinding