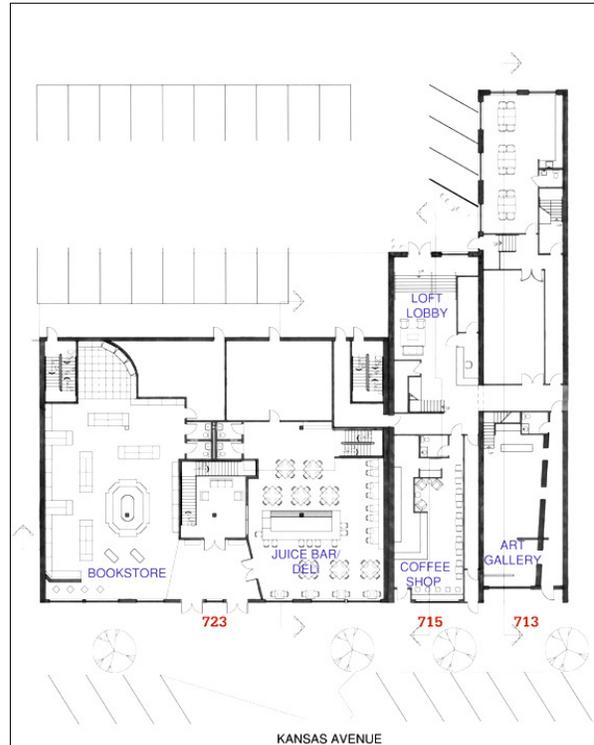


DOWNTOWN TOPEKA URBAN DESIGN GUIDELINES

Purpose

Urban design is concerned with the appearance of Downtown Topeka, and the physical implications of design and planning decisions for the public realm of the City. Urban design is an effective means to coordinate how various public and private development proposals, including transportation and public infrastructure will affect the City physically. The focus of concern is on the public realm of Downtown: the public faces of buildings, public spaces, streets, sidewalks, parks and plazas that provide the outdoor public venues for many activities. The purpose of these guidelines is to provide the regulatory authority to ensure that new construction and renovation of existing structures is consistent with the established urban form of Downtown. These guidelines are to be used as criteria for the design of new public and private projects and to be utilized in the evaluation of new projects by the approving authorities. These guidelines seek to balance private property rights against the public interest of protecting the appearance and existing investments Downtown.



The design guidelines offer a vision for an approach to downtown design that can be beneficial both to developers and to the community. The concepts for downtown development encourage the highest level of design quality and creativity while emphasizing key downtown design concepts such as, but not limited to:

- Maintaining the street wall at the front property line;
- enhancing the design of street façades;
- ensuring pedestrian compatibility;
- designing public spaces at a pedestrian-scale;
- creating visual interest; and
- maintaining design integrity and compatibility with surrounding structures.

A mix of uses (including office, retail, housing, or other uses) within a given project is encouraged, whether it is a single building or a redevelopment district.

Applicability

These guidelines apply to the D-1 Zoning District with the exception of projects located within the South Kansas Avenue Commercial Historic District, which must follow the applicable design guidelines for that historic district rather than the D-1 guidelines. Within the boundaries of the D-1 Zoning District’s designated National Register Historic Districts, these guidelines are amended by separate design guidelines as adopted. Any project within the D-1 Zoning District requiring a building permit must comply with approved design guidelines.

The guidelines established herein are not intended to restrict creative solutions. The D-1 guidelines describe ways to achieve the stated purpose of the guidelines and offer flexibility in meeting the key concepts for good downtown design. Not all guidelines will or are intended to be met. The “should”, “recommended”, or “encouraged” statements offer flexibility and indicate that the city is open to design features that are equal to or better than those stated, so long as the intent is satisfied.

Compliance with the guidelines will be determined in conjunction with the review and approval of a development site plan, all in accordance with adopted City of Topeka Site Plan regulations. Submission of plans for all elevations of a proposed building is required.

Waiver/Exception

Relief from the application of certain design guidelines may be granted by the Planning Director if warranted by public safety, site constraints, and functionality considerations.

Definitions

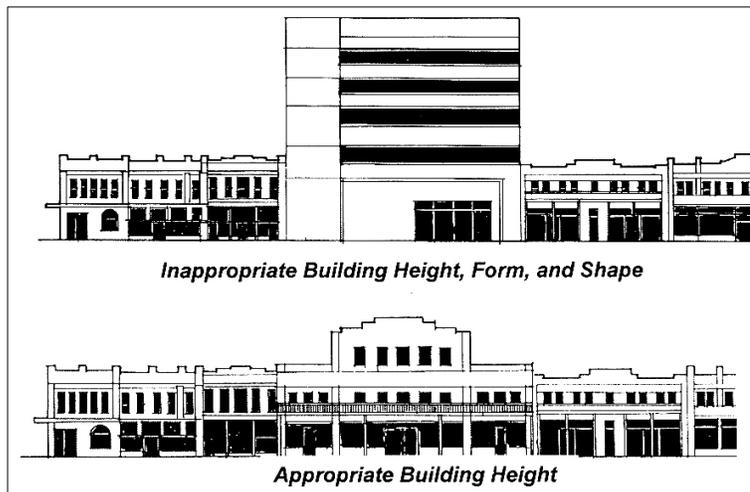
If in the course of administration of these guidelines, a question arises as to the meaning of any word, phrase, or section, the interpretation thereof shall be given by the Director of the Planning Department.

MIXED USE DEVELOPMENT

1. A mix of uses (including office, retail, housing, or other uses) within a given project is encouraged, whether it is a single building or a redevelopment district.

INFILL DEVELOPMENT

1. Exterior additions to existing buildings or adjacent infill construction should be compatible with the character of the site, and take into account the size, proportions, façade composition, rhythm and



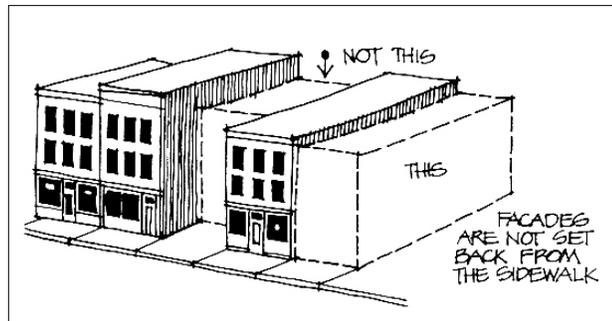
proportion of openings, materials, and colors of neighboring buildings. Techniques to help ensure compatibility with neighboring buildings include:

- Maintaining the street wall by locating the new building at the sidewalk;
- Ensuring the street level façade fits in contextually with neighboring properties;
- Differentiating the upper stories of the building from the street level façade by setting back the upper stories at the plane above the street level façade, and;
- Using different wall materials than the lower façade.

4.2. Design new on-site parking, loading docks or ramps should be designed to be unobtrusive and compatible with the primary use of the site. On-site parking should not be located along or adjacent to the street frontage. In those instances where parking is located along a street frontage, efforts to maintain the street wall will be imperative. Options include landscaping, low walls, etc.

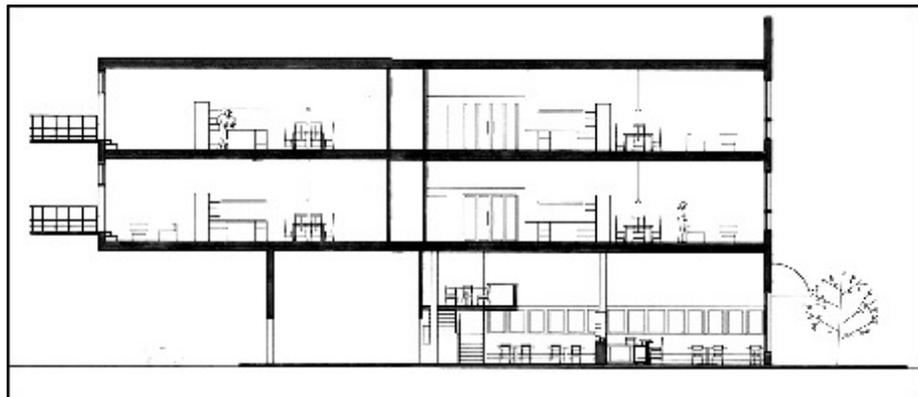
STREET ORIENTATION

1. Buildings should generally be built up to the edge of the sidewalk in a consistent plane with the other buildings on the street.
2. Other street-level setbacks, plazas and widened sidewalks from the building line should be strategically placed in accordance with an overall open space plan. The new open spaces should be located to relate to other land uses such as retail, entertainment and transit routes.



STREET LEVEL USESFORM

1. The ground floors-street frontage of buildings should contain public or semi-public uses such as commercial, retail or entertainment



uses with direct entry from the street. Non-public/semi-public uses are appropriate on the first floor if located to the rear of the street frontage use.

2. New buildings should express a principal alle public façade and entrance on the adjacent street, and entries from parking facilities should be considered as secondary.
3. Retail activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries.
- ~~4.~~ Ground floor storefront restaurants are strongly encouraged to have French doors, operable storefront windows and sidewalk cafes to increase the strong connection between the interior of the structure and the exterior street environments.
- ~~4.5.~~ Upper floor balconies should not extend structural supports into the public right-of-way below.
- ~~5.6.~~ Sidewalk cafes should not impair pedestrian circulation nor store entrance access. There should be at least a 6-foot contiguous and unobstructed walkway for use by pedestrians.

BUILDINGS FACADES



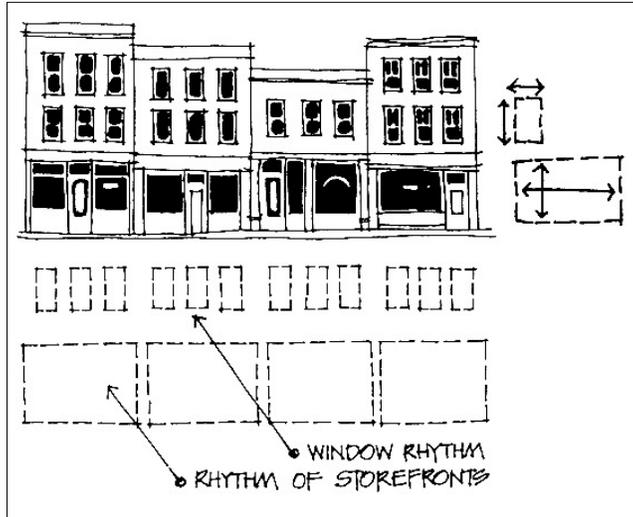
1. New buildings should be open and inviting in both their principal and secondary facades. Blank walls, or any wall with less than 30% glass, should not be placed along public streets, but may be placed along alleys and service lanes.
2. Entryways should be generously proportioned and visually transparent so as to encourage connections to the public realm.
3. Decorative and functional elements such as signage, awnings, and ornamentation should be used to create human scale elements on the street-level facades to further encourage openness.
- ~~4. Blank walls should not be placed along public streets, but may be placed along alleys and service lanes.~~
4. Loading docks and garage entrances should not be located on the major pedestrian street side of new buildings.



5. New curb cuts that conflict with safe pedestrian travel and existing on-street parking are discouraged.

6. Retail storefronts are strongly encouraged along the ground floor of all new and renovated buildings ~~within the Downtown D-1 District.~~

These should be visually transparent to the interior with large areas of window display and should provide for direct entry from the sidewalk. The rhythm of windows and storefronts should be consistent.



- ~~7. Store display windows should be lit at night so as to contribute to ambient street lighting and a livelier street presence. Pull-down doors that cover the entire storefront are discouraged; visually open grates and grilles are preferred for security where needed.~~

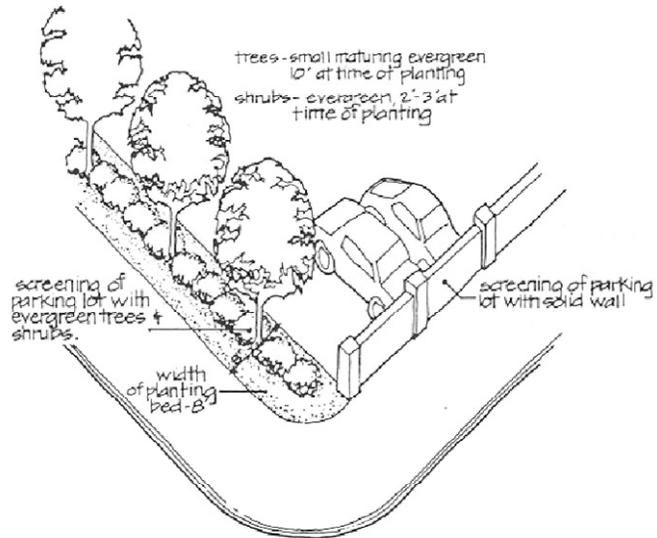
PARKING FACILITY DESIGN

1. Facades of parking facilities should be treated with high-quality materials and architectural finishes and given vertical articulation and emphasis. The façade should distinguish a base, middle and top by using different materials, or other methods and also respond to the context of surrounding buildings by using similar materials. The façade should be designed so as to visually screen cars at street level. Sloping interior floors should not be visible or expressed on the exterior face of the building.



2. Retail storefronts or other business uses should be placed at the street level along the principal street and are encouraged along all adjacent streets except service alleys.
3. Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the garage. Expression of the vertical pedestrian circulation (stairs and elevators) on the exterior of the garage is encouraged.

4. Surface parking lots should provide a **minimum of 20 square feet of landscaping for each parking space** landscaping in compliance with Topeka's landscape ordinance. Required landscaping should take the form of planter strips, landscaped areas and perimeter landscaping.



5. The existing street setback should be maintained along the principal street frontage in developed areas and established in new districts or developments. Tools for accomplishing this can include walls, fences, row of trees, hedges or any combination of these elements. The height and placement of such features should be balanced against CPTED principles.

6. While it is important to provide adequate interior lighting for safety and comfort, it should be controlled to avoid spill out on the adjacent streets creating excessive glare.

ARCHITECTURE AND CONTEXT

1. The architectural design of new buildings and the rehabilitation of existing buildings should be sensitive to the existing built and natural environment within which they are constructed. The architecture of the existing downtown buildings, particularly buildings built before 1940, should provide examples of architectural themes, rhythm, materials and forms.



2. New construction ~~in the Downtown Districts are~~ is not required to implement any particular architectural style, but should be designed to be compatible with the scale, form and materials of surrounding structures, by applying these guidelines.

SIGNS

General

The following standards apply to on-premise signs. Off-premise signs shall be regulated by TMC 18.25, Article IV.

Wall Signs

Each establishment is permitted one or more wall signs at the pedestrian level on each building face occupied by said establishment. The accumulated area of wall signs on each building face shall be limited to 20 percent of the area of the exterior building elevation at the pedestrian level or 150 square feet, whichever is less.

Wall signage above the pedestrian level shall be limited to no more than 150 square feet on the exterior wall of the floor on which the signage is located. For buildings of over three floors or of a height of 40 feet or more, on any level above the third floor or above 40 feet from grade, one wall sign per building face is permitted no larger than 300 square feet and such wall sign shall be located above the third floor or above 40 feet, whichever is the least. For signage above the third floor, the Planning Director, or the Historic Landmarks Commission if the sign is located on a historic landmark or in a historic district, may approve signage of greater than 300 square feet to the extent the applicant demonstrates signage exceeding 300 square feet is necessary for visibility and legibility of the sign.

Awning and Marquee Signs

Awning and marquee signs are defined as signs incorporated in the awning material or attached flat to the face of an awning or marquee. A marquee is a roof-like projection or shelter, typically over the entrance to an entertainment venue, and typically containing an illuminated flat area for static or changeable sign copy. Signage attached such that the sign face is parallel with, or at an angle between 0 and less than 45 degrees of the building façade, shall be regulated in the same manner as wall signs. Signs attached in such a way as to be at a 45 degree or greater angle to the building façade shall be regulated in the same manner as projecting signs. For marquees electronic message centers (EMCs) may comprise 100 percent of the face of the marquee and 100 percent of the size allowed for marquee signs.

Window Signs

Window signs are defined as those signs on the inside of the window and visible from the outside of the window. Window signs are permitted provided all window signs in aggregate constitute no more than 50 percent of all windows on

the side of the building on which said window signs are located. Window signs do not require a sign permit.

Projecting Signs

Each establishment is permitted a maximum of one projecting sign, visible from any single angle, mounted to the exterior of the first or second floors. The area of the projecting signs shall be limited to 10 percent of the building face at the level on which the establishment is located or 75 square feet, whichever is less.

Ground Signs

Any parcel of land is allowed one monument sign per street frontage not to exceed two signs, to a height not to exceed 8 feet. For each sign the sign area shall not exceed .5 square feet per lineal foot of frontage on the street to which it is oriented or 50 square feet, whichever is less. A ground sign located on a base that is within 2 feet of the exterior building wall may be mounted on a pylon or similar support structure and the dimensional standards for projecting signs shall apply.

Roof Signs

Each building of a height of three floors or 40 feet or more is permitted one roof sign no larger than 300 square feet. The height of a roof sign, measured from the top of the highest parapet to the top of the sign, shall not exceed 25% of the height of the building or 30 feet, whichever is most restrictive. Roof signs shall comply with all applicable engineering and construction code requirements. The Planning Director, or the Historic Landmarks Commission if the sign is located on a historic landmark or in a historic district, may approve signage exceeding the above dimensional standards to the extent the applicant demonstrates signage exceeding the dimensional standards is necessary for visibility and legibility of the sign.

Electronic Message Centers (EMC)

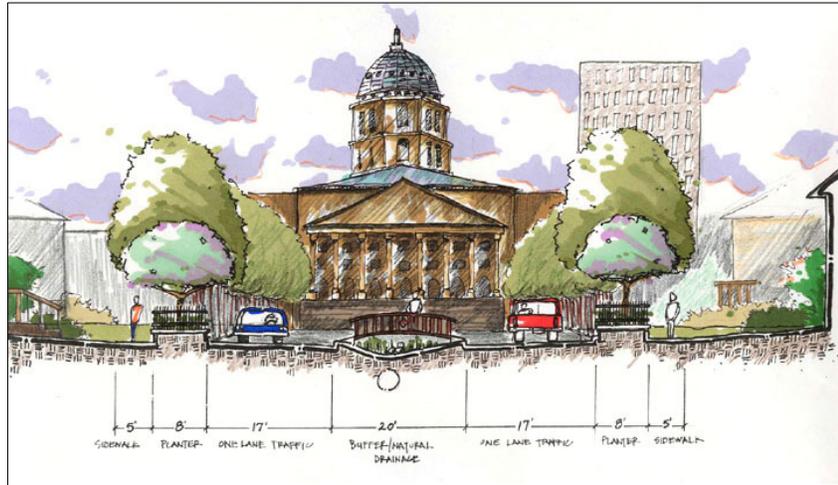
EMCs may be incorporated in whole or in part into any of the above sign types. One EMC sign is permitted per street frontage per establishment provided the size of the EMC is limited to 50 percent of the allowable sign area for the type of sign in which it is incorporated. EMCs that are part of a marquee are allowed 100 percent of the allowed sign area and may comprise 100 percent of the face of the marquee.

Illumination

Internal. Flood illumination. Direct (i.e. neon). Flashing, strobing, blinking, fluttering, chasing, and similar lighting features are prohibited unless they are determined by the Planning Director to contribute to or consistent with the historic character of the sign and building.

PUBLIC INFRASTRUCTURE IMPROVEMENTS

1. All new public infrastructure projects (roads, sidewalks, public buildings, and streetlights) should meet high standards of design quality and provide significant secondary benefits in the form of major public space improvements. These projects should be subject to the same standards of Downtown design that would be required of all other projects.



2. Public art projects are encouraged to be incorporated into every major public infrastructure project such as bridges, highways and roadways.



ART IN PUBLIC PLACES

- ~~1. New public spaces and infrastructure improvements are encouraged to have a significant component of public art so the project will have a visible presence.~~

PUBLIC SPACES

1. New public spaces should consist of renovated or enhanced streets, or strategically selected places that are directly linked to the street system. ~~Primary opportunities are adjacent to the Kansas Quincy, and at the intersections of 9th and Kansas Ave. and 8th and Van Buren St.~~

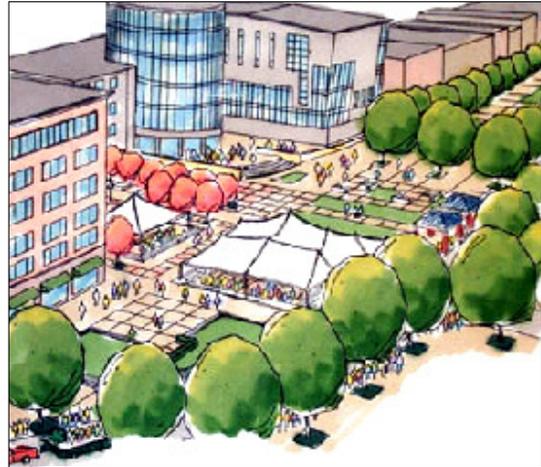


2. Generally, pedestrian ways should not be separated from streets and sidewalks, unless in riverfront parks. They should maintain direct access from the adjacent streets. They should be open along the adjacent sidewalk and allow for multiple points of entry. A passerby should be able to see directly into the space.

~~3. The development of new districts and projects should emphasize the continuation or conservation of traditional block and street patterns.~~

4.3. New public spaces should be developed with pedestrian amenities, such as as follows:

- Landscaping.
- 1 tree per 1000 square feet of open Open space. (3½” caliper at planting).
- A minimum of 25 linear feet of seating Seating for every 1000 square feet of open space.
- Public art.
- However, walls, fences and dense planting that visually secludes the interior space from the sidewalk should be avoided.



5.4. Generally, designs for new public spaces should not infringe upon the public sidewalk.

HISTORY AND IDENTITY

1. All projects are encouraged to express local history and identity through functional and ornamental design elements and works of public art.

2. New development projects or renovation of existing



structures should be designed to preserve the historic resources that exist on the site and reinforce the historical context within which they are developed.

3. In the event that it is not possible to preserve the entirety of a historic building the retention of historic facades is encouraged.

STREET AND BLOCK ORGANIZATION

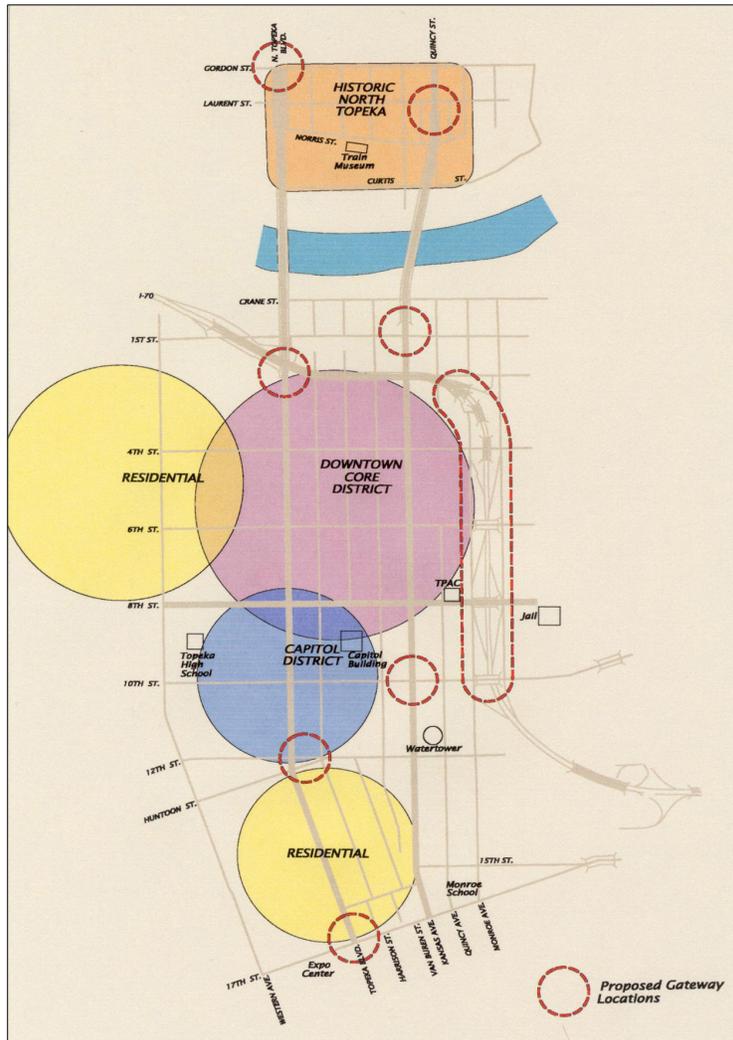
1. New buildings and development should respect the existing organization of the city and the street and block patterns that exist.
2. Superblock developments that join together one or more blocks are discouraged.
3. Where it is feasible, street grids should be extended, reestablished or newly created in areas of large-scale redevelopment.



4. New buildings or pedestrian bridges should not bridge across or block access to existing streets.

ENTRANCES AND VISTAS

1. Buildings and new development projects should be sensitively designed and sited so as to preserve the key vistas and gateways to downtown and views of the State Capitol.
2. New buildings should not block the view corridors defined by the city streets, either by bridging across streets or the use of pedestrian bridges.



Illustrations:

- P.1 Dawn Wessels & Kim Korphage (top), Draft Lawrence, Kansas Downtown Design Guidelines (bottom)
- P. 2 *Keeping Up Appearances* Storefront Guidelines, National Trust for Historic Preservation (top), Kim Wassels (bottom)
- P. 3 Dave Devore (top), Planning staff (middle), *Keeping Up Appearances* Storefront Guidelines, National Trust for Historic Preservation (bottom)
- P. 4 Planning staff (top), *Design Review*, American Planning Assoc., PAS Report #454 (bottom)
- P. 5 Dawn Wessels & Kim Korphage (top), Charlotte Cox & Ryan Wilt (bottom).
- P. 6 Planning Staff (top, middle), Chris Handzel (bottom)
- P. 7 Bryce Wittenborn (top), Joe Loretta & Aaron Harnden (bottom)
- P. 8 Model and photograph by KSU Studio Students