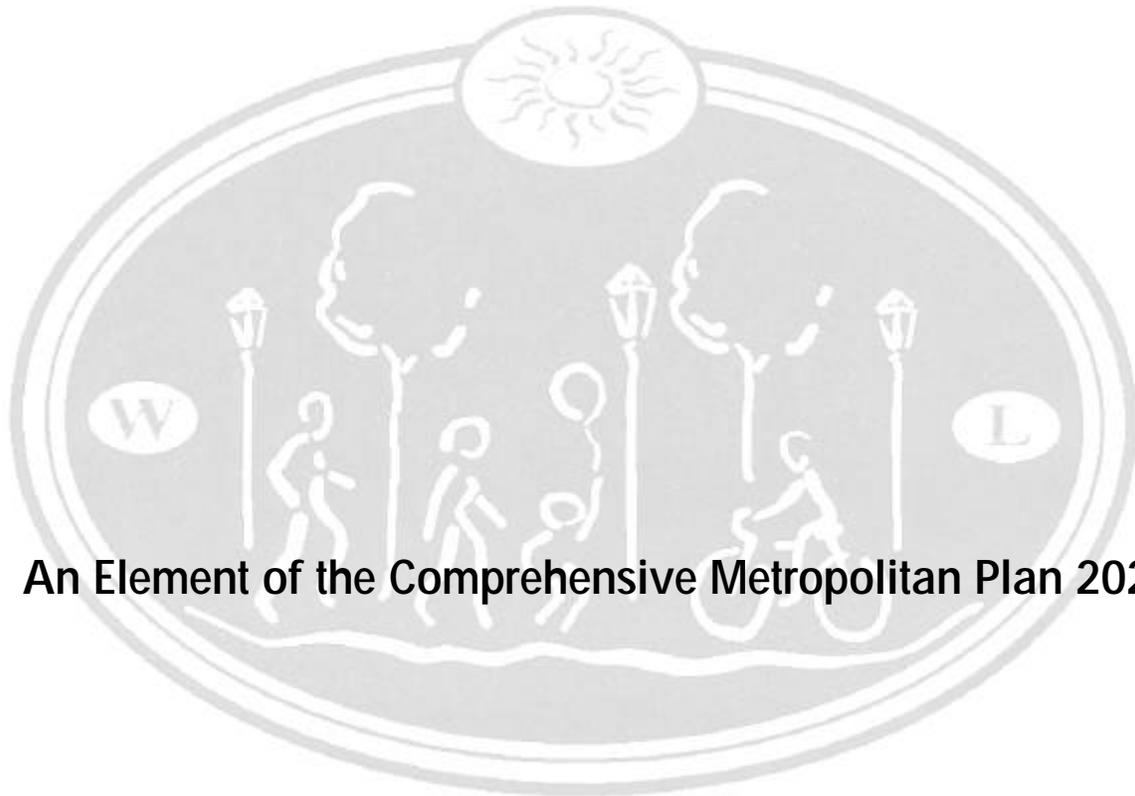


# Washburn-Lane Parkway Plan



**An Element of the Comprehensive Metropolitan Plan 2025**

**Topeka TurnAround Team  
Topeka-Shawnee County Metropolitan Planning Department**

**November 2001**

ADOPTED:  
Topeka-Shawnee County Metropolitan Planning Commission, October 22, 2001  
Topeka City Council, November 13, 2001  
Shawnee County Board of Commissioners, November 26, 2001  
Revised, \_\_\_\_\_

<u>Table of Contents</u>	<u>Page</u>
<b>I. Introduction and Purpose</b> .....	4
<b>II. Geographic Areas Profile</b>	
A. Willow to 6 <sup>th</sup> Street .....	9
B. 6 <sup>th</sup> to 10 <sup>th</sup> Street .....	12
C. 10 <sup>th</sup> to Huntoon .....	14
D. Huntoon to 17 <sup>th</sup> Street .....	17
E. 17 <sup>th</sup> to 21 <sup>st</sup> Street .....	20
<b>III. Vision and Goals</b>	
A. Vision .....	24
B. Goals and Objectives .....	24
<b>IV. Implementation Strategy</b>	
A. Unique Districts.....	25
B. Streetscape.....	28
C. Marketing the Parkway .....	34
D. Transportation Considerations .....	35
E. Top Implementation Actions .....	36
<b>Appendix</b>	
A. Design Theme Guide .....	38
B. Land Use Definitions.....	54

**Figures**

#1 – College Hill Retail District Concept ..... 26  
#2 – Recommended Streetscape ..... 28  
#3 – Streetscape Opportunity Areas..... 29  
#4 – Pedestrian Lighting Fixture ..... 33  
#5 – Potential gateway feature north of 17<sup>th</sup> Street ..... 34

**Maps**

#1 – TAT Neighborhoods ..... 7  
#2 – Willow Street to 6<sup>th</sup> Street Future Land Use ..... 10  
#3 – 6<sup>th</sup> Street to 10<sup>th</sup> Street Future Land Use ..... 13  
#4 – 10<sup>th</sup> Street to Huntoon Street Future Land Use ..... 16  
#5 – Huntoon Street to 17<sup>th</sup> Street Future Land Use ..... 19  
#6 – 17<sup>th</sup> Street to 21<sup>st</sup> Street Future Land Use ..... 22  
#7 – Parkway Concept Map ..... 27

## I. Introduction and Purpose

**Location** The Washburn-Lane Parkway is located in the heart of Central Topeka, approximately one mile southwest of the State Capitol Building and Downtown.

**Setting** Heavily traveled arterial streets, Washburn Avenue and Lane Avenue, make up the Washburn-Lane Parkway. The areas to the east and west of the Parkway are generally residential in nature, but the Parkway also contains commercial nodes and institutional uses. Major resources for the Parkway include the Topeka-Shawnee County Public Library, Stormont Vail Hospital, and Washburn University.

**Background** Since 1975, Central Topeka has worked to develop a positive image. From this grass roots effort came the establishment of the TurnAround Team in 1993 to improve the image and livability of Central Topeka. In 1996, a commitment was made to the Washburn and Lane Corridors because these two streets connect nearly all of the neighborhoods in the TurnAround Team area. A Community Development Corporation (CDC) was formed in 1997 to help bring the vision for Central Topeka to life. This CDC is known as the TurnAround Team, Inc. The TurnAround Team represents 13 neighborhoods and the area is represented in local government by 5 City Councilpersons. The TurnAround Team is made up of neighborhoods and individuals who share common interests and a single agenda of renewing Central Topeka. It provides a means for neighborhoods to pool strengths and skills, and work collectively to bring about change in Central Topeka.

The TurnAround Team's first plan for the area was the Central Topeka Strategic Plan, which was completed in 1995. The plan was unique in that it represented one of the first planning efforts initiated entirely by the community. The Central Topeka Strategic Plan was founded on a vision that was defined by community input. Community input also drove the basic understanding and initial concepts for the area. This was a general plan that addressed the core issues in the area.

The Washburn-Lane Parkway Master Plan planning process was initiated by the TurnAround Team in 1996 and was made possible through grants from the State of Kansas, the City of Topeka and private donations. This plan provided a vision for addressing the fundamental issues along the Parkway in Central Topeka.

The Washburn-Lane Parkway Implementation Guide was completed in 1998. The purpose of the Implementation Guide was to provide the TurnAround Team with a guide for implementing the Washburn-Lane Parkway Master Plan. Through the Central Topeka Strategic Plan and the Washburn-Lane Parkway Master Plan, a general decision making framework for improvement had been provided. The more specific implementation guide was created to ensure successful implementation.

The Washburn-Lane Parkway Design Theme Plan was completed in 1998. The Design Theme Plan provided specific urban and streetscape design criteria to ensure that future investment in this area will contribute to a functional and visually cohesive environment.

### **Current Implementation Actions**

The TurnAround Team (TAT) began the first phase of the pedestrian improvements to the Parkway with a demonstration project that included the installation of pedestrian lighting, banners, and trees along Washburn Avenue between 10<sup>th</sup> and 12<sup>th</sup> Streets. This initial phase of the pedestrian improvements has had problems such as the lighting being too bright and some of the trees planted have died. The City, TAT, and the Tennessee Town NIA have since gone back to examine potential fixes to the lighting problems. Working with a consulting engineer, it was decided that the 175 watt light bulbs will be replaced with 100 watt bulbs, and that refractors will be added to deflect the light downwards. This should have the effect of lessening the intensity of the lighting in this first phase.

The second phase of pedestrian lighting will take place on Lane Avenue, between 10<sup>th</sup> and 12<sup>th</sup> Streets, and will be funded with Community Development Block Grant money that the Tennessee Town NIA agreed to use to help facilitate infill housing in the neighborhood. The new standards for the lighting will be used on Lane with 65' spacing, 14' poles, and 175 watt bulbs with refractors. In addition, house shields will be available for those homeowners that wish to block the light from shining directly on their homes.

The TurnAround Team has also worked hard to build relationships with the institutions and businesses along the Parkway. The fruit of this labor was demonstrated when the TurnAround Team secured commitments of \$108,000 from institutions and business interests along the Parkway as part of the 20% match for a Transportation Equity Act of the 21<sup>st</sup> Century grant application.

The TurnAround Team is also working to build capacity at the staff level so that it can better work towards implementing Parkway projects.

The Washburn-Lane Parkway was included in the Topeka-Shawnee County Regional Trails and Greenways Plan and is a major link in the Trails System in the Region.

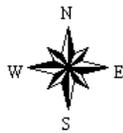
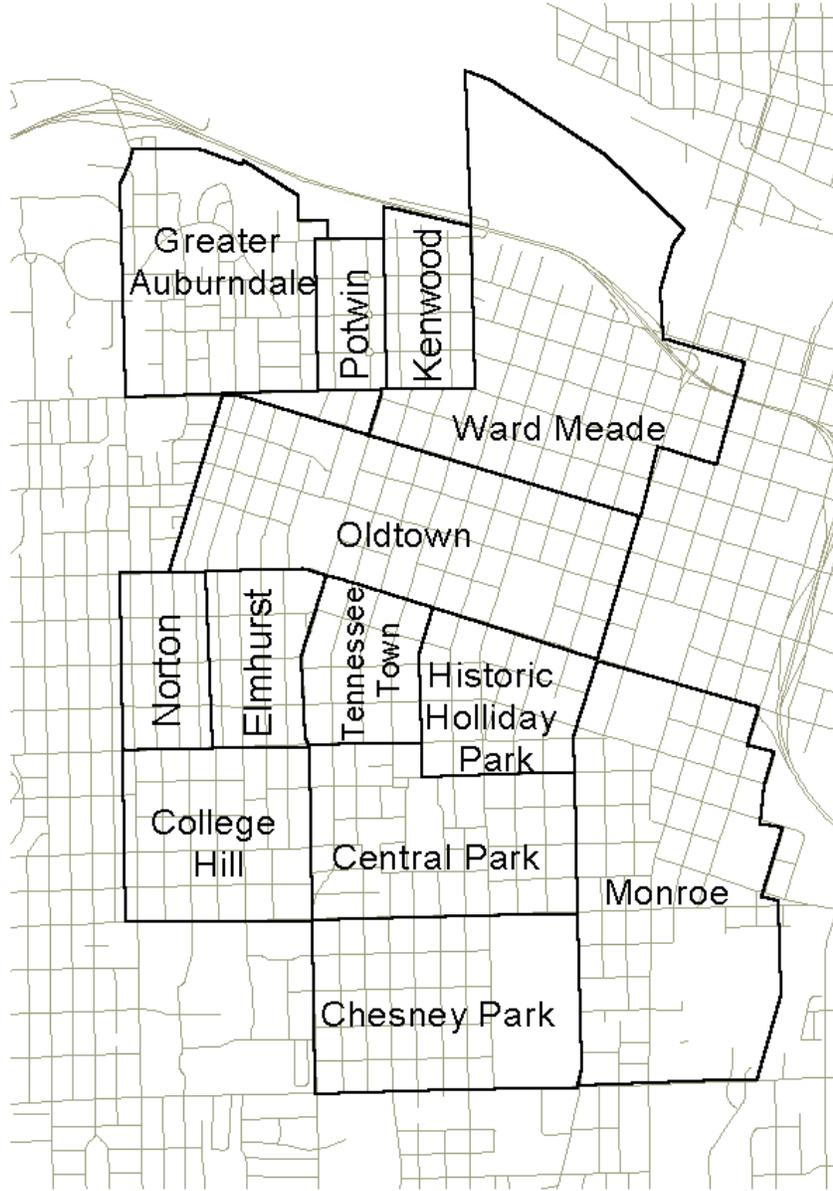
**Purpose** The Washburn-Lane Parkway Plan brings together the major recommendations of the TurnAround Team's plans – Central Topeka Strategic Plan, Washburn-Lane Parkway Master Plan, Washburn-Lane Parkway Implementation Guide, and the Washburn-Lane Design Theme Plan – and existing Parkway neighborhood plans that have been adopted by the local governing bodies into a unified parkway design plan. This Plan will act as the City's official policy guide for Parkway development.

**Relation to Other Plans** This Plan constitutes an amendment to the Topeka-Shawnee County Comprehensive Metropolitan Plan 2025. It is consistent with the Neighborhood Element of the Comprehensive Plan. It is also consistent with other planning efforts along the Parkway – Tennessee Town Neighborhood Plan, Elmhurst Neighborhood Plan, College Hill Neighborhood Plan, Holliday Park Neighborhood Plan, and Chesney Park Neighborhood Plan – as well as the Topeka-Shawnee County Regional Trails and Greenways Plan.

**Process** The major effort of this Plan was one of consolidation. The majority of the work for this Plan was already complete, both by the TurnAround Team and the City of Topeka, by the time a working group was formed to put this Plan together. The Washburn-Lane Parkway Plan Working Group began meeting in May of 2001. The group contained six members who represented a cross-section of interests along the Parkway, including residents, business, and institutions. The working group, together with Metro Planning, worked throughout the summer of 2001 to consolidate the TurnAround Team's plans along with the City's Neighborhood Plans and Regional Trails and Greenways Plan into the Washburn-Lane Parkway Plan.

The Plan was presented to the Topeka-Shawnee County Metropolitan Planning Commission on October 22, 2001 and was unanimously approved. The Topeka City Council heard the Plan on November 13, 2001 and approved it without dissent. The Shawnee County Board of Commissioners heard the Plan on November 26, 2001 and also approved it unanimously.

### TurnAround Team Neighborhoods



Map 1	Washburn-Lane Parkway Plan
Metro Planning	8/16/01

## II. Geographic Areas Profile

**Purpose** The purpose of this section of the plan is to describe the Parkway in a more specific manner. The Parkway is more than two miles-long, which makes describing aspects of the Parkway difficult. For purposes of manageability, this section will discuss the Parkway by breaking it down into specific geographic areas. In addition, another purpose of this section is to ensure that this plan is consistent with adopted City of Topeka policy, i.e. Neighborhood Plans. Therefore, this section will discuss which neighborhoods have adopted plans along the Parkway and detail any actions that have already been taken along the Parkway as a result of those Neighborhood Plans.

### **General Parkway Profile**

The project area consists of the TAT Neighborhoods. Collectively these neighborhoods could be called Central Topeka.

A review of data based on the information provided by the 1990 US Census, shows that approximately 22,000 people live within the boundaries of Central Topeka, and represent a little less than 20% of the City. Central Topeka is more ethnically diverse in terms of its population than the City as a whole. Over 92% of homeowners and 48% of renters have lived in the area for more than 6 years. While most (72%) of the homeowners are over the age of 35, nearly 47% of the renters are younger than 35 years of age. Most of the residents live in family households and the average household size of 2.2 persons is comparable to that of the City.

The educational attainment and employment level in Central Topeka is also comparable to that city-wide. Only 5% of the area residents are unemployed. Of those employed, a majority earn more than \$22,000 annually. The income level for Central Topeka residents, however, is lower than the city-wide median and this is reflective of the varying economic conditions that exist within Central Topeka. This has not greatly affected the percentage of disposable income that is available in the area as most of the homeowners spend less than 30% of their income on home-related costs, probably due to the fact that the lower income appears to be offset by a lower median home price, which is \$44,281 compared to \$55,231 city-wide. Nearly 37% of area residents are employed as professionals, approximately 14% work in non-profit centers and 21 % of the residents in commercial establishments. Among youth, only a third of the residents are employed.

In terms of services, of the 940 Topeka residents who use public transportation to go to work, a little under a fourth live in the Central Topeka area. With regard to other public services such as phone,

plumbing facilities, water, sewer and heating availability, Central Topeka appears to be similar to the rest of the City.

### A. Willow to 6<sup>th</sup> Street

**Neighborhoods** This area is at the northern terminus of the Parkway and lies within the Ward-Meade Neighborhood. Ward-Meade is in the midst of developing a neighborhood plan that will address such issues as land use, neighborhood character, housing, circulation and crime/nuisance prevention. The Neighborhood Element to the Topeka-Shawnee County Comprehensive Metropolitan Plan 2025 gives this neighborhood a health rating of *intensive care*, which means it is among Topeka's neighborhoods with the most seriously distressed conditions. In addition to Ward Meade, this area is bordered by two neighborhoods to the west. The Kenwood Neighborhood and the Potwin Neighborhood are both strong inner city neighborhoods classified as *out patient* in the Neighborhood Element. Potwin is currently the only neighborhood in Topeka to be on the National Register of Historic Places and features the area's finest collection of turn-of-the-century large Victorian homes.

### Anchors/ Destinations

The Potwin Square Retail District is located along Washburn Avenue and is a destination in this area. Among the variety of businesses in this district are an art shop, a barbershop, a beauty and barber supplier, a pet clinic, a pottery shop, a coffee shop, and professional offices. This is a unique enclave in the Parkway that could be improved with a uniform design theme that could contribute to a 'sense of place' and help solidify this district as a node of activity for the neighborhoods around it.

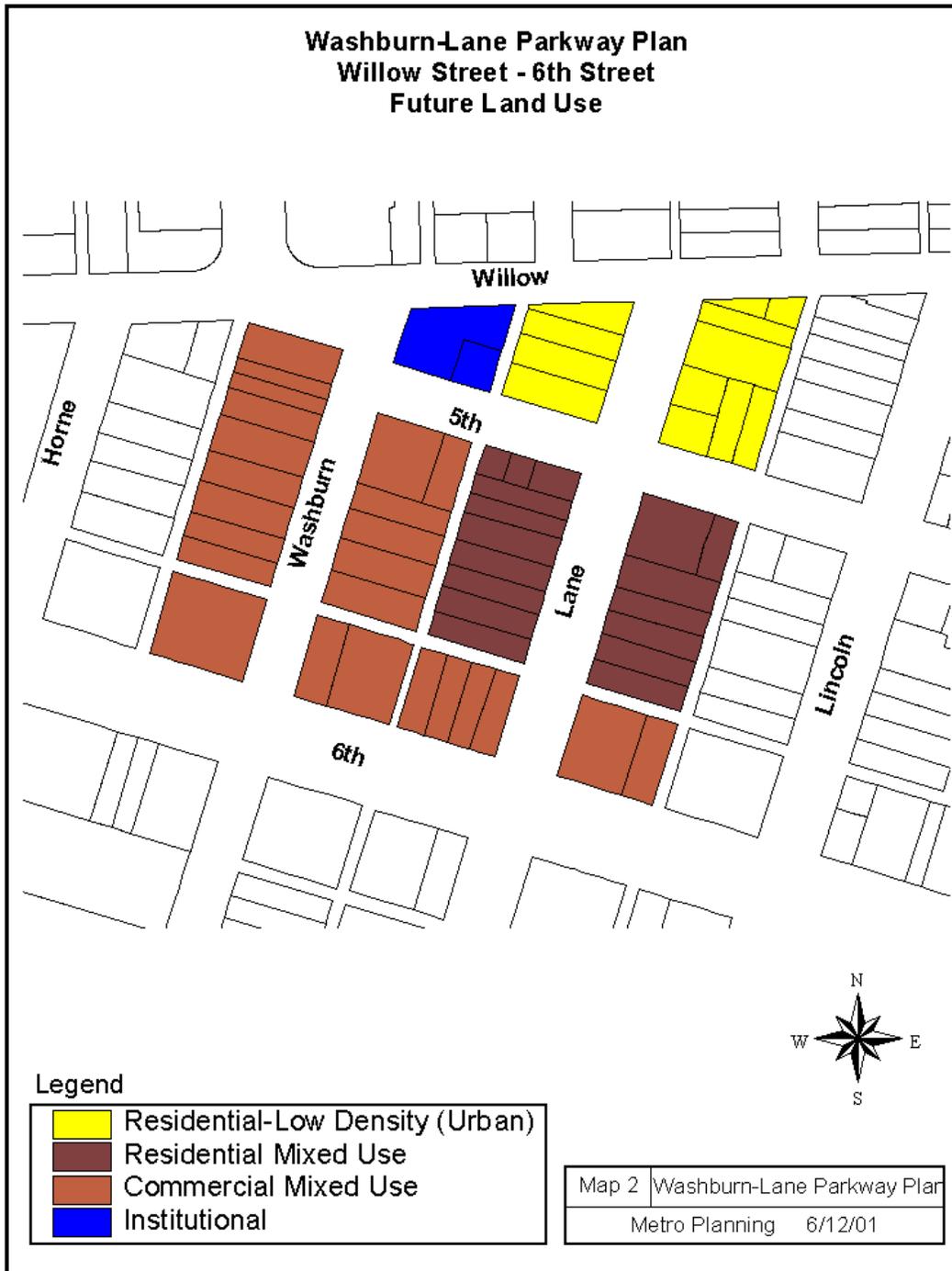


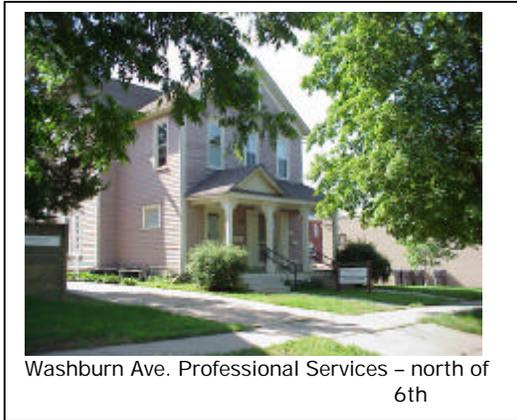
### Land Use Trends

An examination of the land use patterns of this area of the Parkway shows a distinct variety of sub-districts within this small area. Along Lane Street, the dominant land use is single-family residential. This residential district contains large single-family homes similar to those found in the neighborhoods to the north. A field examination of the



exterior housing conditions in this residential district shows that the homes between 5<sup>th</sup> and 6<sup>th</sup> Streets have more deterioration than those between 5<sup>th</sup> and Willow Streets. The block between 5<sup>th</sup> and 6<sup>th</sup> Streets is a strong candidate for rehabilitation that will make the full length of Lane Street a strong residential district.





The land uses along Washburn Avenue are a variety of low-intensity uses that include institutional, commercial, office, and residential. It seems, however, that the residential land uses are giving way to commercial and office uses. As mentioned earlier, the Potwin Square Retail District makes up this portion of Washburn Avenue and

contains professional offices located in large homes. This adaptive re-use of the homes is consistent with the character of the district and should be encouraged in the future.

The dominant land use on 6<sup>th</sup> Street is commercial and this is a purely commercial district. The uses along 6<sup>th</sup> are of a higher intensity than the rest of the area and some attention should be paid to providing some type of screening or buffering that will protect the lower intensity residential and retail districts along Lane and Washburn.

Map 2 represents a future land use plan of the *Draft Ward-Meade Neighborhood Plan*. A 'downzoning' action will likely change the zoning of the land in this area to mixed use to reflect the existing land use in this area.

**Streetscape/  
Transportation**

Lane Avenue in this area is a two-way street paved with brick. This brick street is consistent with those found in the Potwin Neighborhood. Brick streets contribute to the overall character of an area and also serve as traffic calming devices, which is especially important as this portion of Lane is in a residential district where slow traffic speeds is very important. Washburn Avenue is also a two-way street in this area, although it is not a brick street. Some consideration to converting this street to brick should be given so that would be consistent with the neighborhood streets of Potwin and help contribute to the "feel" of the retail district.

Sidewalks along Lane are brick between 5<sup>th</sup> and 6<sup>th</sup> Streets although the condition of those brick sidewalks varies. Some are in good condition while others are in various states of disrepair. The sidewalks between 5<sup>th</sup> and Willow Streets are concrete and are in good condition. Sidewalks along the west side of Washburn are brick, although the condition of those sidewalks varies. Along the east side of Washburn a portion of the sidewalks are brick while others are concrete. Again, the condition of those sidewalks varies.

Street trees are important for an area for a number of reasons. Street trees provide shade, unify architectural styles, direct traffic flow, and add form, color, and texture to a man-made landscape. In this area, street trees are limited primarily to the residential block along Lane Street.

## B. 6<sup>th</sup> to 10<sup>th</sup> Street

**Neighborhoods** The neighborhood that encompasses this area is Old Town. It is anticipated that the Parkway portion of Old Town will be planned as the eastern section of a Medical Services District. The Neighborhood Element rates this area of Old Town as *at risk*, indicating an emerging negative condition.

### **Anchors/ Destinations**

The Medical District contains one of the major anchors of the Parkway, Stormont-Vail Hospital. Stormont Vail is a major employer in Topeka. The Medical District, which also contains St. Francis Hospital, is a regional medical attraction that draws people from Northeast Kansas. The Medical District is a major asset not only for the Parkway, but also for the Topeka/Shawnee County Region.



### **Land Use Trends**

There are a great variety of land uses in this area. The 6<sup>th</sup> Street corridor contains commercial uses and medical offices. Uses south of 6<sup>th</sup> Street include medical services, parking for the hospital, single-family residential, multi-family residential, a strip office complex and vacant land.



An examination of the land uses along the Parkway in this area paints a clear picture that most of the uses will someday be predominantly related to medical services. This area previously was mainly residential. Now, much of the land is being converted to medical uses with fewer and fewer viable single-family residential uses remaining. An identified problem in this area is the high land costs brought on by land speculation. High land costs in this area has, and

could again in the future, drive prospective business to the cheaper land on the fringe of the City.



As with the previous section, there is no adopted neighborhood plan to guide the future land use portion of this area. Therefore, Map 3 shows the anticipated future land use plan as being reserved for medical services between 6<sup>th</sup> and 10<sup>th</sup> Streets.

**Streetscape/  
Transportation**

Washburn and Lane become one-way pairs south of 6<sup>th</sup> Street, with Washburn Avenue being the southbound street and Lane Avenue the northbound street. Thus, the intensity of the traffic picks up in this area compared with the previous section. In addition, the increasing intensity of the traffic in this area is also contributed to by the hospital and related medical uses.

There are sidewalks throughout this area. Like the previous area, there are brick and concrete sidewalks that are in varying degrees of good or bad condition.

There are some new trees planted by the hospital along Washburn Avenue, but overall the street tree landscape is lacking in this area.

**C. 10<sup>th</sup> to Huntoon Street**

**Neighborhoods**

The neighborhoods that make up this portion of the Parkway are Tennessee Town and Elmhurst, both of which recently completed Neighborhood Plans, and both of which have completed 'downzoning' actions. Tennessee Town was designated by the Neighborhood Element as *intensive care* and Elmhurst has both an *at risk* and *out patient* rating.



First black kindergarten west of the Mississippi, started by Rev. Charles Sheldon, was established in Tennessee Town in 1893.

Tennessee Town, which lies east of Washburn Avenue, was settled by newly freed slaves who were migrating from the South to the West as part of the Exoduster Movement, with the first of them arriving in Topeka in 1879. Single story structures dominate the architectural style of the neighborhood. Characteristics of the architecture in Tennessee Town include porches, raised foundations, brick column bases, and horizontal lapboard siding.

Elmhurst, which lies on the west side of Washburn Avenue, was originally planned as a traditional upscale neighborhood on the edge of the city starting between 1909 and 1911. The architecture of homes in Elmhurst varies. Many are American Foursquare with Arts and Crafts detailing. Elmhurst is where the Bungalow (especially the airplane bungalow) became fashionable in Topeka.

## Anchors/ Destinations



The Topeka-Shawnee County Public Library sits on the corner of 10<sup>th</sup> Avenue and Washburn Avenue. The Library is currently in the process of undergoing a \$23 million renovation/expansion. Already completed is the addition of 100,000 square feet, including a used bookstore. In addition, the

Millennium Café has opened in the new space and has become a very popular destination for Library patrons, as well as the lunchtime crowd from surrounding offices and hospitals. The Library is a regional draw and a jewel for the Topeka and Shawnee County Region.

Another Parkway anchor is the Dillons grocery store on the corner of Huntoon and Washburn. Dillons provides a valuable retail service to the adjacent neighborhoods and has recently made improvements to the store and made a commitment to landscaping.



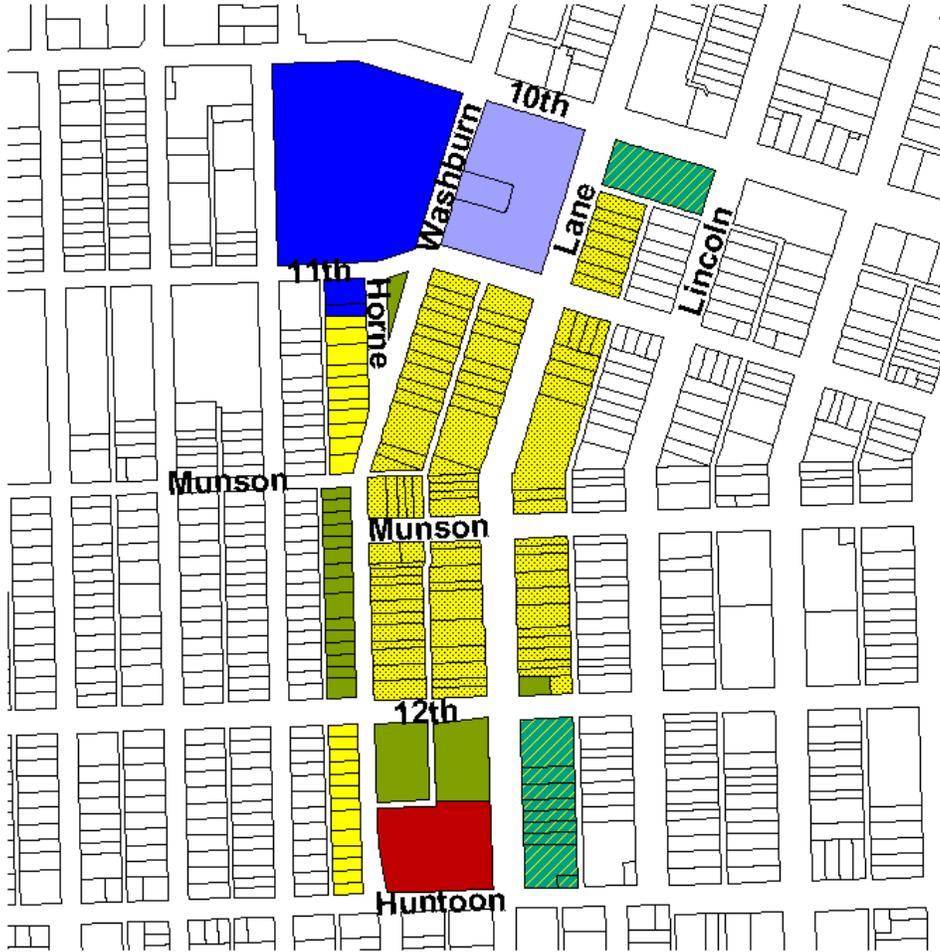
The Lowman Hill Elementary School is another destination in the area. Many children in the neighborhood walk to Lowman Hill and have to cross the busy Parkway streets.

## Land Use Trends

The predominant land use throughout this area is single-family residential. However, the exception to that is the Topeka-Shawnee County Public Library, which sits at the corner of 10<sup>th</sup> and Washburn, and the Dillons Store on the corner of Huntoon and Washburn. In addition, there is a large vacant lot on the corner of 12<sup>th</sup> and Washburn.

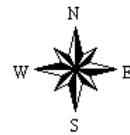
Many of the lots along the west side of Washburn Avenue are shallow and don't easily lend themselves to viable residential uses. Residential uses show evidence of lack of viability. The Elmhurst Neighborhood Plan recommends a landscaped greenway strip that would provide a needed pedestrian connection in the Parkway.

**Washburn-Lane Parkway Plan  
10th Street to Huntoon Street  
Future Land Use**



**Legend**

	Residential-Low Density (Urban)
	Residential-Low Density (Urban/PD)
	Professional Services/Residential
	Commercial - Neighborhood
	Institutional
	Medical Services
	Open Space



Map 4	Washburn-Lane Parkway Plan
Metro Planning 6/12/01	

Both Elmhurst and Tennessee Town adopted future land use policies along Washburn and Lane as part of their respective Neighborhood Plans. Those future land use policies are in effect for this area and are shown in Map 4. The future land use for this area reflects the goals of protecting the low-density residential land uses along Washburn and Lane, allowing for future residential redevelopment (infill housing),

providing for commercial and professional services in the appropriate areas and increasing the amount of greenspace.

## Streetscape/ Transportation

In this area, Washburn and Lane continue to be one-way arterials. In this area, from 10<sup>th</sup> to 12<sup>th</sup>, is the location of the demonstration streetscape project by the TurnAround Team. As part of the demonstration project, the TurnAround Team installed historic lighting, signage and new landscaping consistent with an established design theme



for the Parkway. Although the project has problems with light pole spacing and dying trees, those problems will be fixed (see page 2) and it is anticipated that these pedestrian enhancements will be continued throughout the length of the Parkway.

Sidewalks in this area are consistent with those in other areas. There is a mix of type, whether it be brick or some other surface, and condition, good and bad.

Street trees are present along much of Washburn Avenue in this area. Along Lane the presence of street trees is intermittent.

## D. Huntoon to 17<sup>th</sup> Street

**Neighborhoods** Central Park and College Hill Neighborhoods make up this section of the Parkway. The Neighborhood Element rates the Central Park Neighborhood as *at risk* and *intensive care*, while College Hill is rated as *out patient*.

The Central Park Neighborhood lies east of Washburn Avenue and derives its name from Central Park. Turn-of-the-century development is widely evident throughout the neighborhood today reflecting distinctive houses from all periods and styles: Italianate, Queen Anne, Colonial Revival, Craftsman, Bungalow, Prairie, Homestead, and Tudor. A national historic district has been proposed for a portion of the neighborhood and a few structures are already designated on the National Register of Historic Places.

The College Hill Neighborhood traces its roots back to the establishment of Washburn University. The neighborhood originally consisted of professors, lawyers, judges, physicians, writers, etc. Many

of the homes in College Hill were built at three stories and provided boarding opportunities for students enrolled at the University. While the diversification of architectural styles – Victorian Queen Anne, Colonial Revival, American Four-Square, Craftsman, and Tudor – reflects a transition from the original homes to early 20<sup>th</sup> century models, the use of fine wood detailing, craftsmanship, and amply sized home reflects the higher class and means of its original inhabitants.

### **Anchors/ Destinations**

The cluster of retail businesses in this area between 17<sup>th</sup> and 14<sup>th</sup> Streets is a destination for nearby neighborhood residents, Washburn University, and the Central Topeka area. This retail cluster is the major commercial center for the Parkway and it contains a number of different



Retail Business Cluster – 16<sup>th</sup> & Lane

businesses. Among the businesses in this area is a bike shop, bars, restaurants, a gas station, a barber, as well as others. There is some question as to whether there is enough variety of businesses in this district to attract residents of the surrounding neighborhoods.

There also is a perception, right or wrong, that the area is not safe. Attracting more quality businesses, such as restaurants or specialty retail shops, will encourage more people to spend time in the area and will encourage more face-to-face contact. Enhancing this area could go a long way towards attracting more variety and more quality businesses.

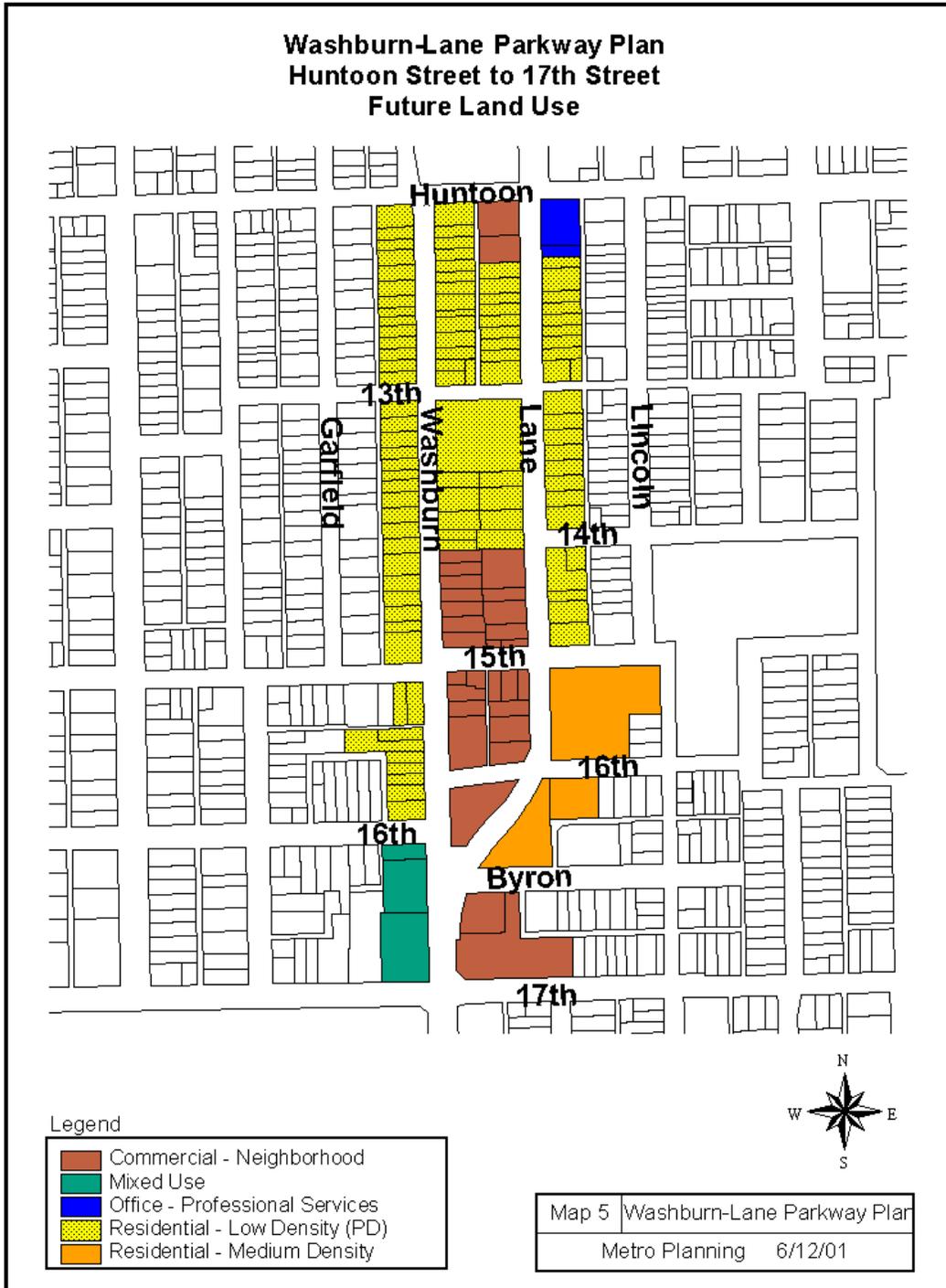
### **Land Use Trends**

The dominant land use along the Parkway, south of Huntoon, is single-family residential. South of 14<sup>th</sup> Street, the uses become more commercial in nature and there are multi-family uses.

The more intense uses, multi-family residential and commercial, are located south of 14<sup>th</sup> Street and it's likely that will not change. The lower intensity residential uses north of 14<sup>th</sup> Street are viable and should be protected. There is some vacant land near 17<sup>th</sup> and Washburn that could be developed as a higher intensity use, such as multi-family residential or office.

The future land use plan for this area is derived from adopted Neighborhood Plans (Map 5) and is consistent with the goal of protecting existing low-density residential areas along Washburn and

Lane. The future land use plan also recognizes those areas that are higher intensity multi-family and commercial uses.



## Streetscape/ Transportation

The street pattern throughout a portion of this area is convoluted and confusing. Washburn Avenue, as it approaches this area from the south, is a 4-lane, two-way roadway. As Washburn Avenue reaches 17<sup>th</sup> Street and proceeds north, it splits off to the right with Lane Street forming a northbound one-way street. Washburn continues to be a northbound two-way street until it reaches 16<sup>th</sup> Street where it then turns into a southbound one-way street. Confusing things further is the presence of east/west cross streets that give both northbound and southbound motorists on Washburn and Lane the option of crossing a sort of 'no-mans land' to get to either Washburn or Lane. Something clearly needs to be done in this area to improve the situation for both motorists and pedestrians.



Things clear up a bit as the one-way pairs take shape beyond 15<sup>th</sup> Street. The 17<sup>th</sup> and Washburn/Lane intersection has the potential to act as a major gateway into the Parkway.

Sidewalks are present throughout this area and are in various states of condition.

Street trees are lacking in the commercial portion of this area. The residential area between Huntoon and 14<sup>th</sup> Streets is one of the better landscaped portions of the Parkway.

### E. 17<sup>th</sup> to 21<sup>st</sup> Street

**Neighborhoods** The neighborhood to the east of Washburn Avenue is Chesney Park. Chesney Park derives its name from Chesney Park, the second oldest park in Topeka. The Neighborhood Element rates this neighborhood as *intensive care*. The residences in Chesney Park reflect various styles of architecture popular in the early 20<sup>th</sup> Century ranging from bungalow, homestead, and four-square styles with Victorian and Arts and Crafts influences. Growth of the neighborhood was limited to the east and west by the Mid-America Fairgrounds, now the Kansas Expocentre. New residential development within the last 30 years has been comprised of several multi-family apartment buildings along Washburn Avenue.

## Anchors/ Destinations

The major southern anchor of the Parkway is Washburn University, Lincoln College, as it was once formerly known, was founded in 1864 as Topeka's municipal college and soon became one of the most important higher education institutions in the state. Today, Washburn



Washburn University – 17<sup>th</sup> and Washburn

University is a 6,000 student University with high academic standards and a strong national reputation. The University is in the midst of an expansion that is adding an on-campus living and learning center, and the University also has plans to add more on-campus housing in the future. Washburn University is a strong resource and a major partner in influencing the progress of the Topeka/Shawnee County Region.

## Land Use Trends



Multi-family residential – 19<sup>th</sup> & Washburn  
Avenue

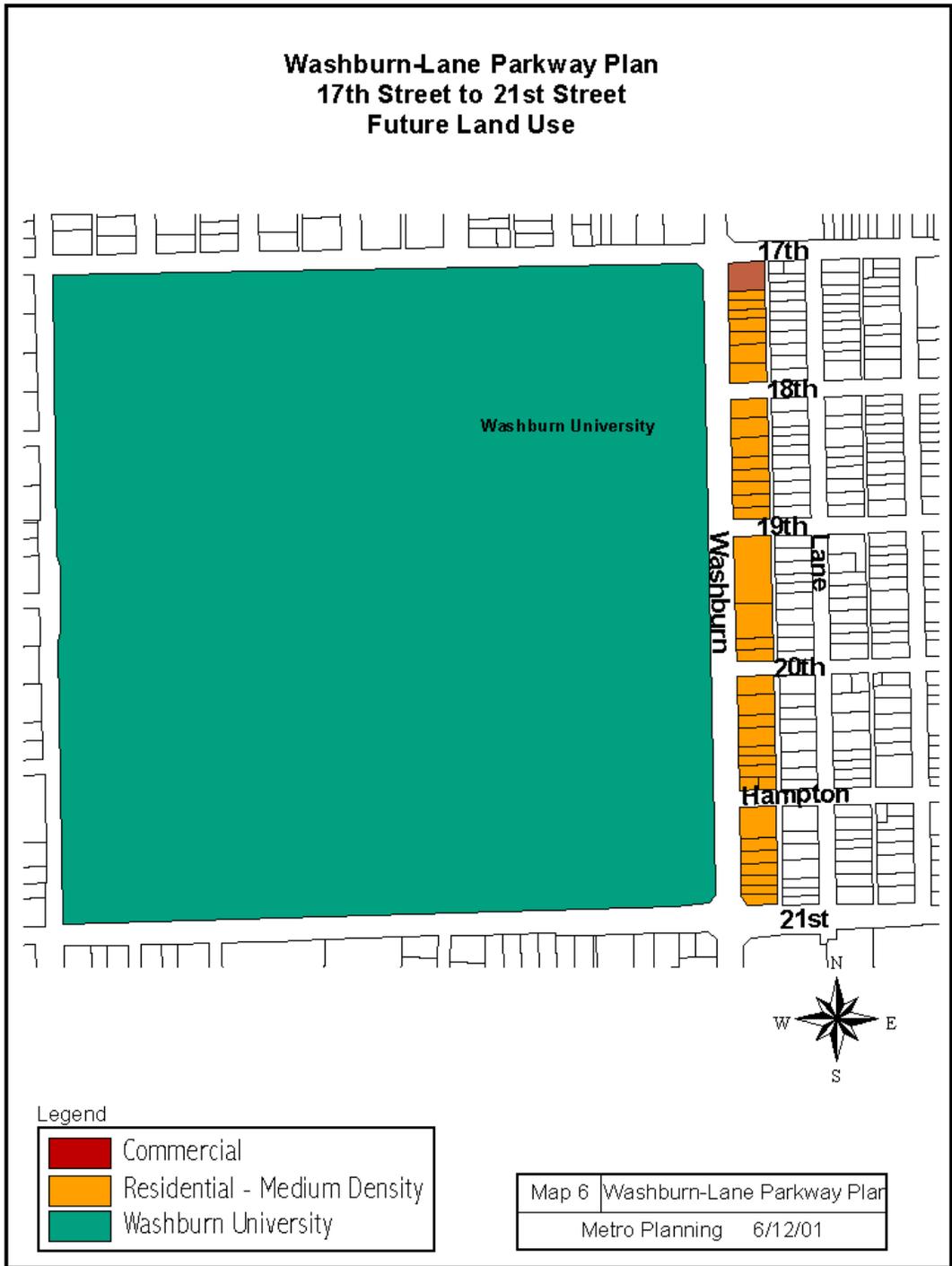
Land use along the west side of Washburn Avenue is institutional, with Washburn University taking up the entire side of the street between 17<sup>th</sup> and 21<sup>st</sup> Streets. Land uses on the east side of Washburn Avenue are either single-, multi- or two-family residential, with commercial on the corner of 17<sup>th</sup> and Washburn, and few vacant

lots. The trend along the east side of Washburn Avenue has been to develop multi-family housing to serve students who attend the University. There still is viable single-family residential along Washburn Avenue. However, multi-family housing consistent with the needs of the college students is recognized as important for Washburn University.

There is a large and vital retail development at the SE corner of 21<sup>st</sup> & Washburn between 21<sup>st</sup> Street and the connection to the Shunga Trail. Longtime retail elements in this development include a hardware store, a laundromat, antiques, a health food store, a service station and a restaurant. Recent additions include a carwash, another restaurant and a coffee shop.

Future land use is shown on Map 6, which is the future land use plan of the Chesney Park Neighborhood. The moderate nature of the land

uses along Washburn Avenue will serve the housing needs of the University while protecting the single-family residential area to the east.



**Streetscape/  
Transportation**

Washburn Avenue throughout this area is a 4-lane arterial street. The sidewalks in this area are intact and in good condition, with the sidewalk on the Washburn University side of the street seeing heavy pedestrian traffic. Many students and residents of the nearby neighborhood use the sidewalk around the University for exercise. In addition, many people in the surrounding neighborhood and University utilize the sidewalks as a means to access the Shunga Trail, which is located on the east side 24<sup>th</sup> and Washburn.

Street trees along the east side of Washburn in this area are present and consistently good. Landscaping on the west side is extensive with broad, grassy setbacks from the street along most sections.

### III. Vision and Goals

#### A. Vision

This is a vision of renewal. A notion that neighborhoods are more than a collection of houses, they are a reflection of their owners. Owners that have a deep-rooted sense of community where individuals take pride in their homes and their relationships with neighbors. This is a vision of preserving the area's history and heritage, and fostering a safe, friendly environment for work and play.

#### B. Goals and Objectives

The goals and objectives for this plan are derived from the past plans developed by the TurnAround Team.

##### **Protect Viable Low-Density Residential Areas**

- ◆ Consolidate higher intensity uses
- ◆ Limit regional through-traffic
- ◆ Intensify landscaping by residences

##### **Build Community Ownership**

- ◆ Link neighborhoods and public spaces
- ◆ Create pleasant public amenities
- ◆ Celebrate history and heritage
- ◆ Define Neighborhoods

##### **Increase Safety and Control**

- ◆ Focus street lighting improvements
- ◆ Make sidewalks more inviting
- ◆ Build pedestrian/bicycle linkages

##### **Improve Circulation/Reduce Chances for Accidents**

- ◆ Control access from Parkway
- ◆ Consolidate parking
- ◆ Steer pedestrians to greenspace
- ◆ Widen sidewalks
- ◆ Establish a bus/bike lane

##### **Enhance Retail/Employment Opportunities**

- ◆ Define retail and cultural districts
- ◆ Provide adequate parking
- ◆ Connect shops and neighborhoods
- ◆ Improve traffic patterns and access
- ◆ Target businesses to captive market

## IV. Implementation Strategy

### A. Unique Districts

A key principle to effective implementation is the ability to make physical improvements in highly visible areas. This principle mandates that areas near key intersections, significant public investments, and regional destinations have the highest priority for initial actions and from that beginning improvements will radiate into adjacent areas and merge together when completed. Streetscape improvements at each of these areas will be quick victories for the Parkway. Applying this principle to the Parkway identifies the following unique districts for future actions.

#### Potwin Square Retail District

This area contains a mix of retail and professional office uses. Nearby hospital users, traffic volume, and proximity to well-established neighborhoods create a “captive market” that makes this area prime for additional specialty retail development, such as restaurants and gift shops.

The hospitals have indicated a potential need for quality short and long-term rental units. Several large, architecturally significant homes in the areas could be converted to bed and breakfast establishments to support the short-term needs without disrupting the character of the surrounding neighborhood.

In addition, the Potwin Square Retail District establishes the northern terminus of the Parkway and should be designated with gateway markers. This could be accomplished with signs and a special streetscape improvement. Future extension of the pedestrian trail from this district to the Kansas River should be explored.

#### Medical District

This District is moving towards being exclusively related to medical uses. Targeted housing types in this area are short-term housing for patients and their families and Continuing Care Residential Communities.

#### Cultural Arts District

The Topeka-Shawnee County Public Library is nearing completion of its major expansion project. Nearby schools, a park, abundant parking facilities, and high visibility from 10<sup>th</sup> Street will support a Cultural Arts District in this area.

The traffic volumes at the intersections in this area require pedestrian safety improvements. Existing crosswalks should be studied with improvement recommendations submitted for inclusion in the Capital Improvements Program.

## College Hill Retail District

College Hill shops and restaurants, immediately north of Washburn University, can capitalize on the adjacent institutional and residential market, proximity to the Kansas Expocentre, high visibility, and easy access. There is potential to celebrate the southern end of this District with public art, such as a thematic monument, sculpture or a fountain.

The top priorities at this location are to simplify the traffic movements and design a well-landscaped gateway to the Parkway incorporating a thematic sculpture or fountain for visible effect.

## Washburn Residential District

Developers are beginning to respond to the need for residential options to serve Washburn University students. Area residents favor such developments as long as they have minimal impact on current homes east of the alleyway between Washburn Avenue and Lane Avenue. Preferred development types include townhomes or low-scale apartments, although higher density apartments are not precluded.

21<sup>st</sup> Street intersects the Parkway at its southern terminus creating an opportunity to celebrate the entrance to the Parkway with gateway markers.

## Long Term Redevelopment Potential

### College Hill Retail District

This row of buildings and parcels provide an ideal redevelopment opportunity. The central location between the University, Expocentre, Library, and Robinson Middle School provides a unique opportunity as a specialty market center. To control and maintain a unified Parkway design theme, the buildings and parcels should be purchased and grouped as a package for a single developer and re-zoned PUD. A new development could establish a new face for this district and include a larger retailer, such as a bookstore, along with a few small related retail shops.



Figure 1 – College Hill Retail District Concept

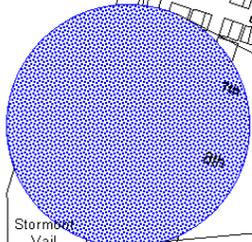
# Washburn-Lane Parkway Concept Map



## Potwin Square Retail District

- \* Northern Terminus of Parkway provides opportunity for gateway markers
- \* 8th Street is a major arterial to downtown
- \* Hospital and adjacent neighborhoods create a "captive market" for specialty retail and mixed use development
- \* Potential uses include professional offices, specialty retail, and restaurants
- \* Future trail linkage to the Kansas River trails

Potwin Willow Kenwood Ward Meade



Old Town

Old Town



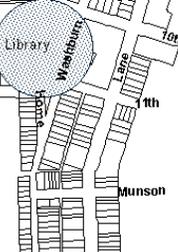
## Medical District

- \* Opportunity to develop the area for medical related uses
- \* Proximity of hospitals creates housing opportunity for both short and long-term rental units.
- \* Other uses could include senior care and doctors' offices



## Cultural Arts District

- \* Serves as the front door to two major institutions creating an opportunity for gateway markers
- \* Improving pedestrian safety at busy intersections is a priority
- \* Screen surface parking lots with hedges and interior landscaping treatment
- \* Potential to develop a multi-cultural center or museum



## Infill Housing

- \* Designed to traditional neighborhood standards
- \* Increased homeownership
- \* Affordability



## Streetscape

- \* Pedestrian Lighting
- \* New sidewalks
- \* Elmhurst Greenway
- \* Potential park north of Dillons
- \* Lane Garden

Elmhurst

Tennessee Town

Central Park



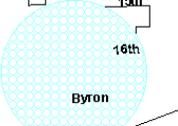
## 17th Street Gateway Concept

College Hill



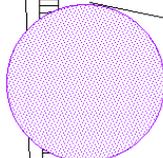
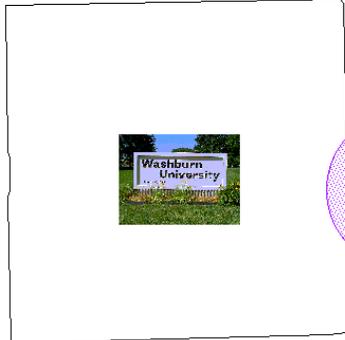
## College Hill Retail District

- \* Potential for new type of retail re-development
- \* New development can expand mix of commercial uses
- \* Celebrate the southern end of the district with thematic public art or a fountain within the median area
- \* Diversify commercial and entertainment uses
- \* New uses could include restaurants, a bookstore, coffee shop, clothing boutiques, and hobby shops.



17th

Chesney Park



## Washburn Residential District

- \* Identify southern end of the Parkway with gateway markers
- \* Connection to Shunga Trail



Map 7 Washburn-Lane Parkway Plan  
Metro Planning 8/24/01



## B. Streetscape

The TurnAround Team has identified streetscape as the first priority of Parkway development. Streetscape provides a quick win for the Parkway by providing a visual impact that reflects positively on the surrounding area. With the help of interested developers and professional designers, planners and/or architects, the Parkway Committee should define the streetscape parameters of the Parkway. These parameters should be based on a single Parkway theme. The streetscape should be consistent along the entire route to unify all of the neighborhoods, commercial centers and institutional anchors. However, opportunities do exist to provide special character to particular areas. The commonalities should include:

- ◆ Standard sidewalk width of six (6) feet where possible;
- ◆ Concrete curb and gutter;
- ◆ Street trees between the sidewalk and curb;
- ◆ Pedestrian light fixtures that provide for safe pedestrian movements;
- ◆ Banners with the Parkway and neighborhood logos;
- ◆ Outdoor furniture to enhance the perception of safety and pedestrian use.

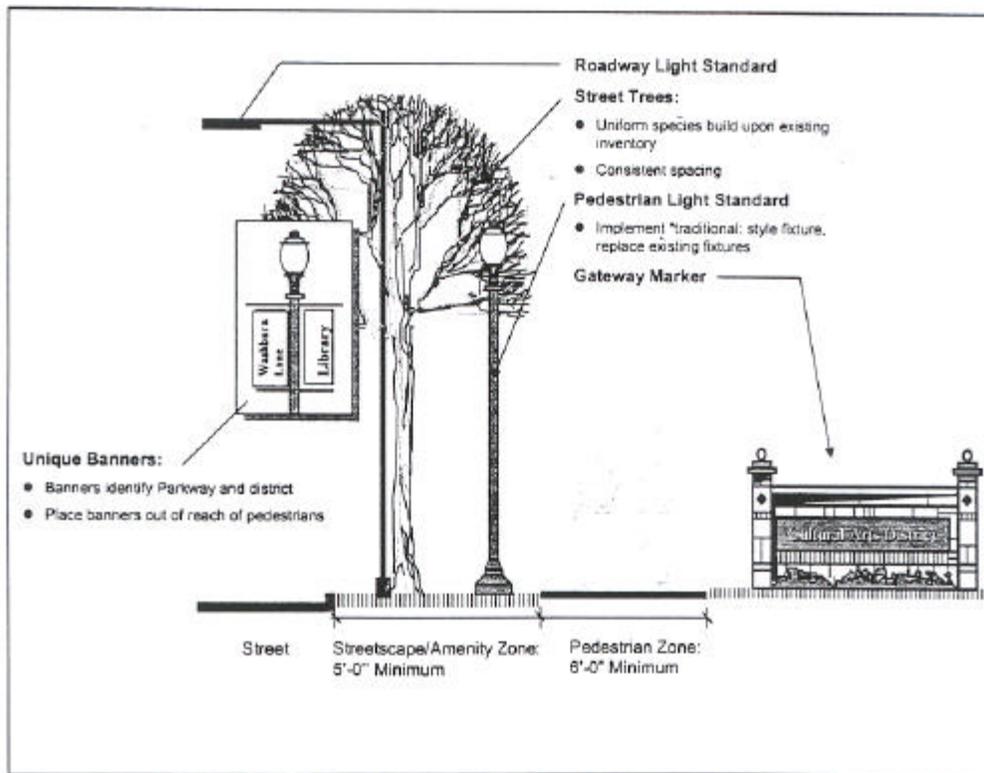
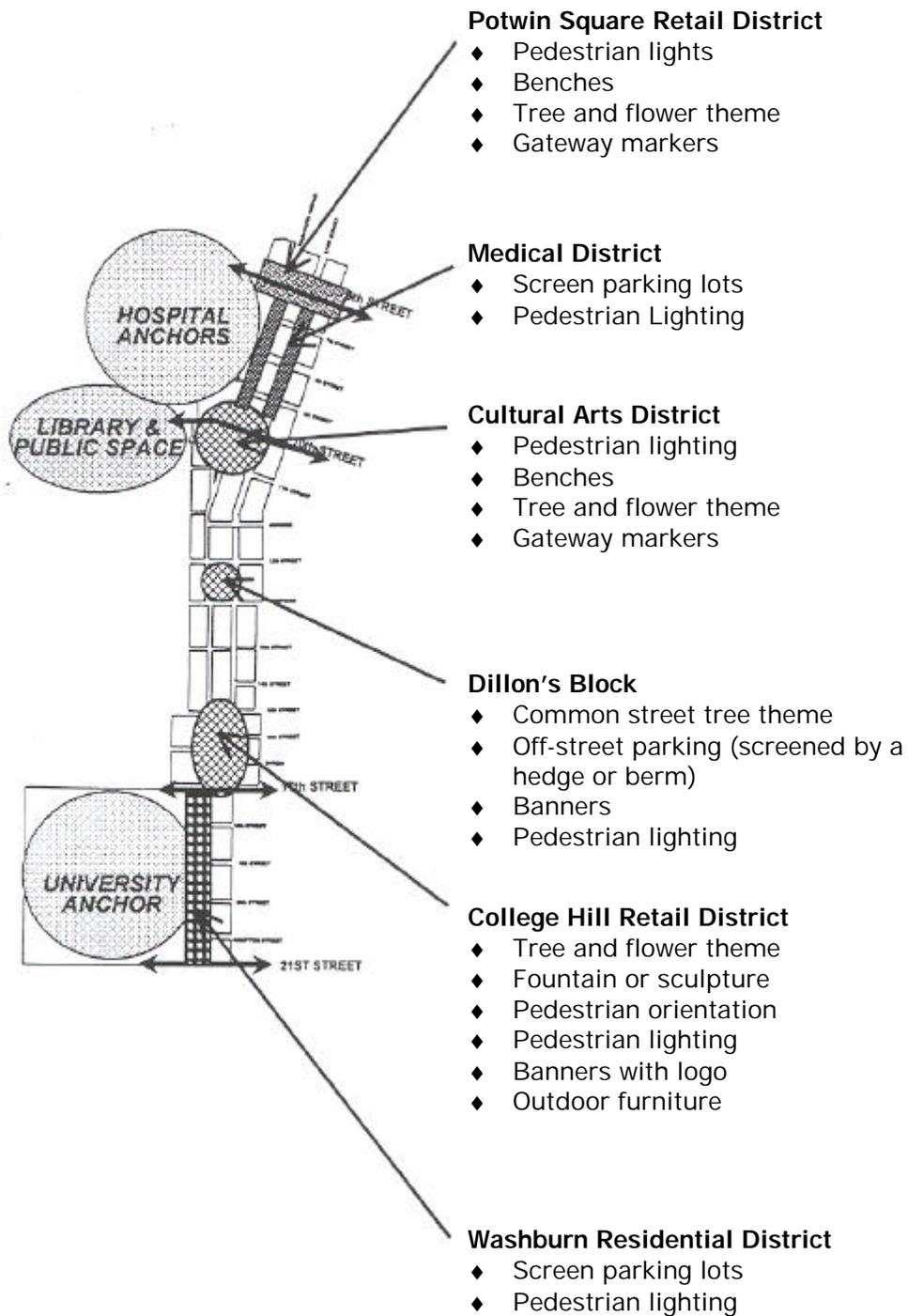


Figure 2: Recommended Streetscape cross-section (where possible)  
*Additional Parkway Design Guidelines can be found in Appendix A.*

Figure 3: Streetscape Opportunity Areas

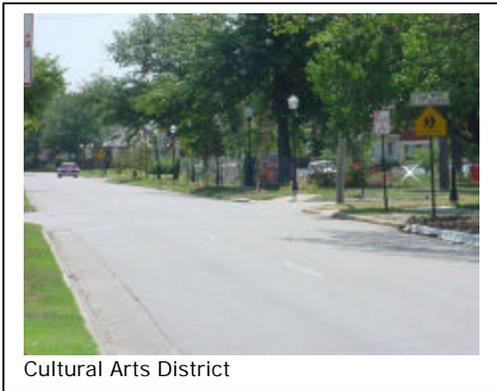


### Streetscape Considerations

Streetscape Parkway Wide	Time Frame	Responsibility
1. Adopt comprehensive landscape ordinance	<b>Immediate</b>	◆ City
2. Establish street tree theme for the Parkway:	<b>Completed</b>	◆ Parkway Committee ◆ Professional Consultant ◆ Parks & Rec
2. Choose a pedestrian street light standard with banner brackets and holiday lighting options	<b>Completed</b>	◆ Parkway Committee ◆ Public Works
3. Develop a sidewalk/crosswalk design for the Parkway using interlocking pavers, dyed concrete and/or stamped concrete that will not hinder accessibility by persons with disabilities	<b>Immediate</b>	◆ Professional Consultant ◆ Parkway Committee ◆ Public Works
4. Design banner that are compatible with decorative street light fixtures using the Washburn-Lane Parkway logo	<b>On going and In Progress</b>	◆ Professional Consultant ◆ TAT
5. Locate neighborhood markers along the Parkway	<b>Short Term</b>	◆ TAT ◆ NIA's, NA's
6. Locate and/or reserve space for public art in the greenspace along the Parkway	<b>Short Term</b>	◆ Parkway Committee ◆ Consultant ◆ Developers
7. Screen surface parking lots with low hedges, berms and creative landscaping	<b>Long Term</b>	◆ Property Owners
8. Continue to provide curb cuts and sidewalk ramps to meet Americans with Disabilities Act requirements	<b>Ongoing</b>	◆ Public Works ◆ Developers
9. Consolidate automobile curb cuts, where possible	<b>Ongoing</b>	◆ Public Works ◆ Developers

Potwin Square Retail District	Time Frame	Responsibility
1. Establish a common or uniform sign theme using the Parkway logo	<b>Immediate</b>	◆ Parkway Committee ◆ Consultant ◆ Owners
2. Install unique streetscape and gateway features to identify the Parkway	<b>Long Term</b>	◆ TAT
3. Provide financial and marketing incentives for retailers to locate in this area	<b>Long Term</b>	◆ TAT
4. Locate on-street loading areas along side streets	<b>Long Term</b>	◆ Business Owners

<b>Cultural Arts District</b>		
1. Connect Library expansion to Parkway theme 2. Use low hedges to screen parking lots	<b>Immediate Short Term</b>	<ul style="list-style-type: none"> <li>◆ Library</li> <li>◆ Library</li> <li>◆ Hospitals</li> </ul>
3. Plant street trees in public right-of-way	<b>Short Term</b>	<ul style="list-style-type: none"> <li>◆ Library</li> <li>◆ Hospitals</li> </ul>
4. Appropriate location for ground mounted gateway marker	<b>Short Term</b>	<ul style="list-style-type: none"> <li>◆ TAT</li> </ul>



Cultural Arts District



Potwin Square Retail District

<b>Parkway Greenspace</b>	<b>Time Frame</b>	<b>Responsibility</b>
1. Require new and replacement sidewalks on Washburn and Lane to be a minimum of 6 ft. wide where appropriate	<b>Immediate</b>	<ul style="list-style-type: none"> <li>◆ Developers</li> <li>◆ Property Owners</li> </ul>
2. Design a bicycle lane along the Parkway	<b>Long Term</b>	<ul style="list-style-type: none"> <li>◆ Public Works</li> <li>◆ Planning Dept.</li> </ul>
3. Develop landscape guidelines for the Parkway	<b>Long Term</b>	<ul style="list-style-type: none"> <li>◆ Public Works</li> <li>◆ Consultant</li> </ul>
<b>Dillon's Block</b>		
1. Enhance pedestrian access and circulation to the center	<b>Immediate</b>	<ul style="list-style-type: none"> <li>◆ Public Works</li> </ul>
<ul style="list-style-type: none"> <li>◆ Stripe pedestrian paths and provide pedestrian crossing lights at intersections</li> <li>◆ Screen, via landscaping, grocery parking lot without blocking site lines for police/neighborhood patrol observations</li> </ul>	<b>Short Term</b>	<ul style="list-style-type: none"> <li>◆ Property Owners</li> </ul>

<b>College Hill Retail District</b>		
1. Develop architectural and design guidelines	<b>Immediate</b>	◆ Consultant
2. Use display windows and banner to provide an inviting atmosphere	<b>Immediate</b>	◆ TAT



## Recommended Pedestrian Lighting Design Guidelines

*Additional Parkway Design Guidelines can be found in Appendix A*

### Implementation

*Responsibility (Purchase and Installation):* Streetlights – Kansas Power and Light (KPL);  
Pedestrian Lights – TAT

*Responsibility (Maintenance):* City of Topeka

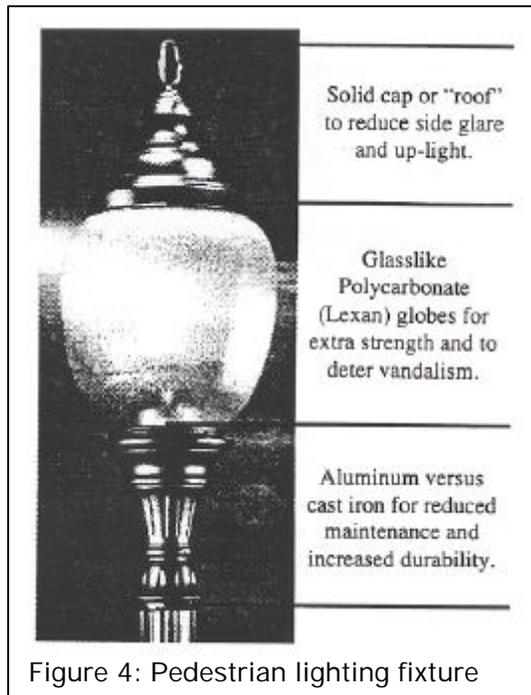
### Street Lighting

- ◆ *Purpose:* Streetlights serve as the main light source
- ◆ *Location (Parkway):* Minimum of two cobra-head standards per intersection with additional poles evenly spaced between intersections.
- ◆ *Spacing:* 250 foot maximum.
- ◆ *Location (Neighborhoods):* No less than one cobra-head standard per intersection.
- ◆ *Height:* As specified by KPL.
- ◆ *Color:* Black (Pantone black).
- ◆ *Shields:* Parkway streetlights shall be shielded to direct light glare and spillover away from adjacent properties.
- ◆ *Lamps:* Metal halide unless otherwise specified by KPL.
- ◆ *Other:* Replace existing wood poles with galvanized steel poles.

### Pedestrian Lighting

- ◆ *Purpose:* Increase safety, further define pedestrian space and display Parkway banners.
- ◆ *Location:* Both sides of streets along the Washburn-Lane Parkway and both sides of street along primary cross streets within one block of the Washburn-Lane Parkway, and College Hill Retail District.
- ◆ *Spacing:* Approximately 65 feet beginning.
- ◆ *Setback:* setback should be consistent from the curb and will vary depending on the street ROW in each section.

- ◆ *Height:* 14 feet.
- ◆ *Fixture:* "Old Town" polycarbonate globe with solid cap or "roof" (see Figure 4).
- ◆ *Lamps:* Metal halide unless otherwise specified by the City of Topeka.
- ◆ *Pole:* 4" to 3" tapered aluminum "Boston" with four banner arms per pole to accommodate banners (two arms per side).
- ◆ *Color:* Black (Pantone black), including solid cap or "roof".
- ◆ *Other:* Spaced with consideration for existing streetlights.



## Streetscape Cost Estimates

### Sidewalks

- ◆ New 6 foot-wide sidewalks along the length of the Parkway.
- ◆ Approximately \$600,000

### Pedestrian Lighting

- ◆ Based on a standard of 65' spacing and 14' poles.
- ◆ Approximately \$2,000,000

### C. Marketing the Parkway

The role of the TurnAround Team is to promote and market the vision for the Parkway. This effort includes facilitating and supporting the implementation of the Plan. To accomplish this the TAT needs to prepare a marketing plan and take the following actions:

Marketing Efforts:	Time Frame	Responsibility
1. Promote the area, distribute brochures and provide presentations about the Parkway Plan to landowners, retailers, real estate professionals, neighborhood residents, businesses, national and local foundations, civic clubs, DTI, Chamber of Commerce, and other funding institutions.	Immediate	◆ TurnAround Team
2. Continue providing Parkway merchants with 11x17 color logo signs to place in their windows. Allow merchants to use the Parkway logo and name on their advertising material.	Ongoing	◆ TurnAround Team
3. Produce festive banners using the Parkway logo for the pedestrian lighting.	Short Term	◆ Consultant
4. Prepare a safety improvement plan	Short Term	◆ TAT ◆ Safe Streets ◆ Police Dept.
5. Form a partnership with property owners to improve appearance and safety of all buildings	Long Term	◆ TAT ◆ Parkway Business Assoc.
6. Establish a Washburn-Lane Parkway Business Association to help businesses combine marketing efforts through collective advertising.	Long Term	◆ TAT ◆ Institutions ◆ Businesses
7. Celebrate holidays and major community/neighborhood events along the Parkway using thematic banners, collective advertising and media coverage.	Long Term	◆ TAT ◆ Parkway Business Assoc. ◆ NIA's; NA's

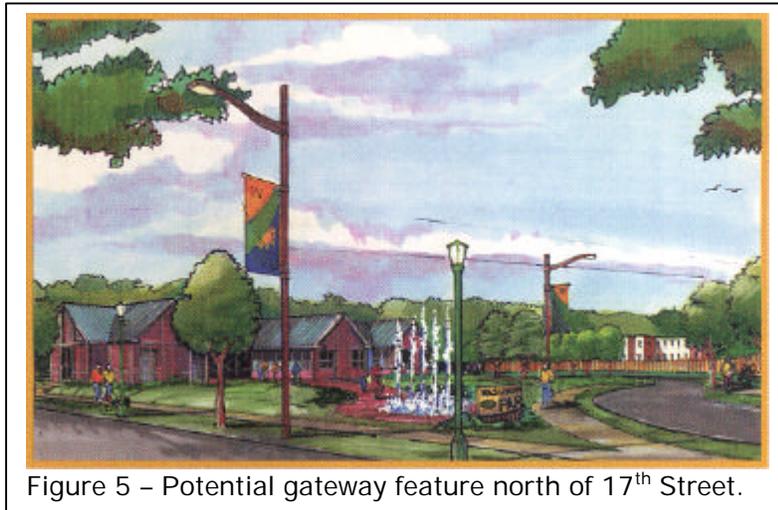


Figure 5 – Potential gateway feature north of 17<sup>th</sup> Street.

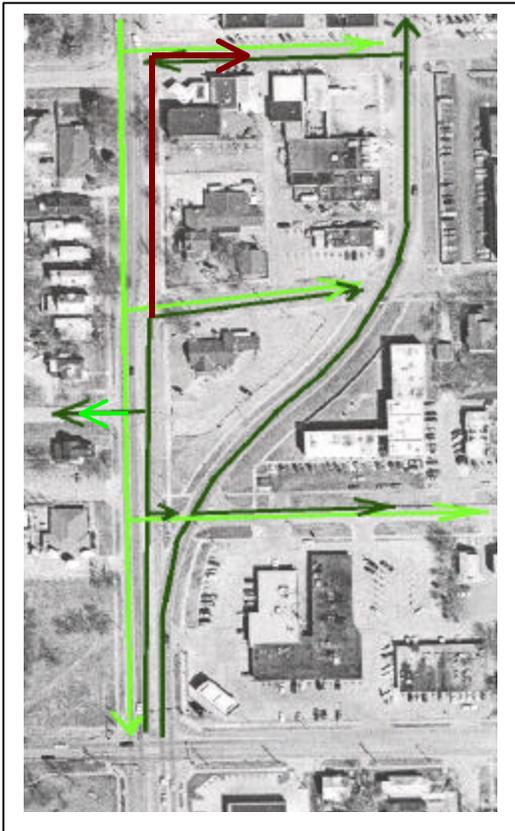
## D. Transportation Considerations

Washburn and Lane appear to function well to move traffic along the corridor. One area of concern is the bend on Washburn near Munson Avenue. An evaluation of this road section is needed to review vehicular and pedestrian safety. Another area of concern is the current visual appearance of the 17<sup>th</sup> and Washburn intersection. A traffic evaluation was prepared for this area with the intent to determine if:

1. The northbound lane on Washburn north of 17<sup>th</sup> Street is necessary;
2. The existing motorist and pedestrian signs provide safe movement;
3. All of the traffic islands are necessary;
4. 16<sup>th</sup> Street is needed between Washburn and Lane. The redesign or elimination of this street could allow for a superblock between 15<sup>th</sup> and 17<sup>th</sup> Streets for redevelopment.

Among the recommendations of the evaluation was to create landscape-ready medians, close the turn lanes west of the adjacent liquor store, create new ingress/egress off of Lane to the liquor store, close the middle turn lane, keep Byron turn lane open, and close middle lane from 16<sup>th</sup> to 16<sup>th</sup>.

### Existing Conditions North of 17<sup>th</sup> Street



### Beginning of one way pair North of 17<sup>th</sup> Street

- ◆ Consolidate signs where possible
- ◆ Incorporate better pedestrian features and circulation improvements



## E. Top Implementation Actions

The following actions are identified to assist the TurnAround Team in their efforts to improve the Washburn-Lane Parkway. A time frame is recommended for each of the actions as well as the group responsible for the action. The duration associated with each of the times is as follows:

- ◆ Immediate Today and over the next 18 months
- ◆ Short term 2 to 3 years
- ◆ Long term more than 4 years

Action	Purpose	Time Frame	Responsibility
1. Implement a marketing plan	<ul style="list-style-type: none"> <li>◆ Inform the community, property owners, business owners, developers, government agencies and Chamber of Commerce about the Parkway's potential</li> <li>◆ Form marketing partnerships with institutions and local anchors</li> <li>◆ Form a Parkway Association</li> </ul>	Ongoing	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> </ul>
2. Continue streetscape theme for the Parkway	<p>The Parkway streetscape theme includes:</p> <ul style="list-style-type: none"> <li>◆ Decorative lighting</li> <li>◆ Distinctive sidewalks</li> <li>◆ Festive banners with Parkway logo</li> <li>◆ Gateway markers</li> <li>◆ Landscaping with trees, flowers and others</li> </ul> <p>Add the Parkway logo to merchant signs. Provide banners for commercial zones.</p>	Ongoing	<ul style="list-style-type: none"> <li>◆ City</li> <li>◆ Professional Consultant</li> <li>◆ Parkway Committee</li> </ul>
3. Prepare design guidelines	<ul style="list-style-type: none"> <li>◆ Explore a partnership with the City to apply for design and planning grants.</li> <li>◆ Prepare design guidelines with a professional consultant</li> <li>◆ Include pedestrian safety criteria that Public Works can use in the CIP budget</li> <li>◆ Guidelines may be different for the five districts</li> <li>◆ Work with Metro Planning to initiate a procedure to adopt these guidelines which may be used in a design overlay zone.</li> </ul>	Immediate	<ul style="list-style-type: none"> <li>◆ City</li> <li>◆ Professional Consultant</li> <li>◆ Parkway Committee</li> </ul>
4. Identify appropriate areas for commercial, institutional and PUD zoning.	Strengthen retail opportunities at existing commercial centers and plan for expansion at the institutional anchors.	Short Term	<ul style="list-style-type: none"> <li>◆ Parkway Committee</li> </ul>

5. Begin implementation at key intersections	Use current projects to extend development opportunities and install streetscape elements <ul style="list-style-type: none"> <li>◆ College Hill Retail District</li> <li>◆ Potwin Square Retail District</li> <li>◆ Form partnerships with institutions and local anchors to install streetscape elements</li> </ul>	<b>Short Term</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> <li>◆ Developers</li> <li>◆ Institutions</li> <li>◆ Businesses</li> </ul>
6. Locate community markers along Washburn and Lane	Identify neighborhood boundaries to give residents a greater sense of place.	<b>Short Term and in Progress</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> <li>◆ NIA's; NA's</li> </ul>
7. Provide incentives for retailers to locate in Potwin Square and College Hill Districts.	Identify incentives to attract local and regional businesses such as: <ul style="list-style-type: none"> <li>◆ Real estate tax abatements</li> <li>◆ Business tax credits</li> <li>◆ Low cost loans</li> </ul> Develop a business association to encourage peer support and area wide marketing efforts.	<b>Long Term</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> <li>◆ Developers</li> </ul>
8. Use TurnAround Team Inc. (the Community Development Corporation) to assemble land for redevelopment.	<ul style="list-style-type: none"> <li>◆ Assemble parcels for redevelopment.</li> <li>◆ Package parcels together</li> <li>◆ Rezone land to appropriate classification</li> <li>◆ Require high quality design using the established design criteria to ensure the Plan is followed.</li> </ul>	<b>Long Term and Ongoing</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> <li>◆ Parkway Committee</li> <li>◆ City</li> </ul>
9. Meet regularly with area residents	Schedule regular meetings with residents to keep communication open between citizens and the City. Update residents on the progress of the Parkway Plan. Identify issues and needs throughout implementation process.	<b>Ongoing</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> <li>◆ Parkway Committee</li> </ul>
10. Continue to support priority areas identified in the Strategic Plan.	The Strategic Plan identifies five "Priority Actions" that will impact the success of the Parkway. These include: <ul style="list-style-type: none"> <li>◆ Market and promote Central Topeka</li> <li>◆ Strengthen neighborhood advocacy</li> <li>◆ Downzone or rezone residential properties to maintain residential character</li> <li>◆ Enforce housing and property condition code</li> <li>◆ Improve public safety.</li> </ul> Continue to work on each of these areas.	<b>Ongoing</b>	<ul style="list-style-type: none"> <li>◆ TurnAround Team</li> </ul>

## Appendix A – Design Theme Guide

### A. Introduction

The Washburn-Lane Parkway Design Theme Plan is intended to provide specific urban and streetscape design criteria to ensure that future investment in this area will contribute to a functional and visually cohesive environment. The design elements contained in this plan focus upon:

- ◆ Gateways
- ◆ Landscaping
- ◆ Linkages
- ◆ Parking
- ◆ Sign
- ◆ Public Art Displays
- ◆ Street Furniture
- ◆ Infill Development

#### 1. Background

The design theme plan builds upon previous sections of the Parkway Plan where recommendations were made to develop a streetscape design theme for the Parkway. This design theme plan was developed with citizen involvement exercises in 1998. Two exercises were conducted to build awareness and consensus among project participants. The exercises were: “Awareness Walk and Focus Session” and a “Streetscape and Design Charrette”. The citizen involvement exercises were completed with the active participation of numerous stakeholders from the neighborhoods of the Washburn-Lane Parkway, area property and business owners, and area institutions, including Washburn University, Stormont-Vail Hospital, St. Francis Hospital, and staff of the City of Topeka.

## B. GATEWAYS

Several intersections along the Washburn • Lane Parkway and within the Parkway corridor have been identified as key intersections for identifying the corridor based upon street function, traffic and location. These key intersections will function as “gateways” into the corridor. To help better identify their function and prioritize their importance, the gateways have been classified as Primary and Secondary Gateways and Additional Gateways/Key Corridor Features.

### 1. PRIMARY GATEWAYS

#### **Implementation:**

*Priority Ratings:* 1 – Begin immediately with site design plans to be completed prior to construction.

*Responsibility (Design, Purchase and Installation):* Topeka Turnaround Team.

*Responsibility (maintenance):* Signage: TAT and/or City of Topeka.

*Other:* The gateway design is subject to review and approval by the City of Topeka and TAT.

#### **Primary Gateway Design**

- ◆ •*Purpose:* To identify the Parkway and mark the beginning of a visual transition to and from the Parkway corridor.
- ◆ •*Location (General):* The primary gateways are the main north and south entrances into the Parkway:
  - ◆ •5<sup>th</sup> Street at Washburn
  - ◆ •17<sup>th</sup> Street at Washburn
  - ◆ 21<sup>st</sup> Street at Washburn
  - ◆ *Location (Specific):* Final determination of the gateway features will be determined by the completion of specific design plans for each gateway. These design plans will consider the land available, existing site constraints and any required features.
- ◆ *Key Features:* Gateway Monument Sign (See Section E), street furniture (See Section F) and landscaping (See Section G).
- ◆ *Other:* Low level up-lighting shall be used to illuminate the sign’s face. Additional area in the gateway may be utilized to provide additional features such as more extensive landscaping, seating, paving design, public art or other public space amenities. Additional features should not distract from gateways primary function of visually identifying the entrance into the Parkway.

### 2. SECONDARY GATEWAYS

#### **Implementation:**

*Priority Rating:* 2 – Site design plans to be completed prior to construction.

*Responsibility (Purchase and Installation):* TAT.

*Responsibility (Maintenance):* Property owner and/or City of Topeka

*Other:* The gateway design is subject to review and approval by the City of Topeka and TAT.

### **Secondary Gateway Design**

- ◆ *Purpose:* To identify the Parkway and mark the transition to and from the Parkway corridor.
- ◆ *Location (General):* The secondary gateways are located at the main cross street intersections:
  - ◆ 6<sup>th</sup> Street at Lane
  - ◆ 8<sup>th</sup> Street at Washburn and Lane
  - ◆ 10<sup>th</sup> Street at Washburn and Lane
  - ◆ 12<sup>th</sup> Street at Washburn and Lane
  - ◆ Huntoon Street at Washburn and Lane
  - ◆ 15<sup>th</sup> Street at Washburn and Lane
- ◆ *Location (Specific):* The secondary gateway features should be located on both the north and south sides of the cross streets, on the west side of Washburn Avenue and the east side of Lane Avenue. The features should be no closer than 6' from the back of the curb. Final determination of the gateway features shall be based on the willingness of the property owners at each intersection to provide a signage easement within the site triangle, as well as any physical constraints.
- ◆ *Key Features:* Gateway Markers (See Section E), street furniture (See Section F) and landscaping (See Section G).
- ◆ *Other:* No illumination other than that provided by the street and pedestrian lighting shall be utilized.

### 3. ADDITIONAL GATEWAYS/KEY CORRIDOR FEATURES

#### **Implementation:**

*Priority Rating:* 3 – Site design plans to be completed prior to construction.

*Responsibility (Design, Purchase and Installation):* Topeka Turnaround Team.

*Responsibility (Maintenance):* City of Topeka

*Other:* The gateway design is subject to review and approval by the City of Topeka and TAT.

### **Additional Gateway Design**

- ◆ *Purpose:* To provide major design elements and additional public spaces within the Parkway corridor.
- ◆ *Location (General):* The additional gateways are:
  - ◆ Intersection of SW Horne and Washburn south of the Library
- ◆ *Location (Specific):* Additional gateways should be located within the triangle shaped parcels, taking into the account the required sight distance triangle (See Section K). Final determination of the gateway features' location shall be determined by the completion of specific design plans for each gateway. These design plans shall take into consideration the land available, existing site constraints and any required features.
- ◆ *Key Features:* Per site design plan. All features should conform to the general design and intent of the overall Parkway theme. Features shall be designed to provide visual interest for pedestrians and visual appeal to auto traffic.
- ◆ *Other:* The Additional Gateways should be developed through the formation of public/private partnerships. For example, promote a partnership between the TAT,

local neighborhood associations, and the City Parks and Recreation Department. Other potential partners include Washburn University, the Library, the City of Topeka, the Topeka Metropolitan Transit Authority, Stormont-Vail Hospital, the School District, and various commercial, office and institutional entities and historical societies.

## C. LINKAGES

### 1. PEDESTRIAN LINKAGES

#### **Implementation:**

- ◆ *Priority Rating:* 1
- ◆ Begin improvements to crosswalk designations and signals at all Gateway intersections; phase in other crosswalk improvements as per the City of Topeka capital improvements program.
- ◆ Phase replacement of brick sidewalks that are currently in need of repair with concrete sidewalks as per the City of Topeka capital improvements program (improvement of sidewalks on Washburn Avenue and Lane Avenue are first priority).
- ◆ *Responsibility (Purchase and Installation):* City of Topeka
- ◆ *Responsibility (Maintenance):* Sidewalks: City of Topeka at intersections; property owners at lot frontages. Crosswalks: City of Topeka.

#### **Sidewalks/Crosswalks**

- ◆ *Purpose:* Provide alternative transportation modes; enhance pedestrian safety; identify the Parkway and the Washburn • Lane Parkway neighborhood with its environs and greater Topeka.
- ◆ *Connections (Corridor Critical Connections):* Gateway Intersections along the Parkway corridor:
  - ◆ 6<sup>th</sup> Street and Washburn/Lane at Potwin Square
  - ◆ 10<sup>th</sup> Street and Washburn/Lane at the Cultural District
  - ◆ 17<sup>th</sup> Street and Washburn/Lane at the College Hill Retail District
  - ◆ 21<sup>st</sup> Street And Washburn in the Washburn University District
- ◆ *Connections (Neighborhood Critical Connections):* Linkages along the Parkway corridor:
  - ◆ College Hill Retail District with the commercial center to the east;
  - ◆ Library with Lane Chapel;
  - ◆ Library with hospitals;
  - ◆ Library with residential areas, including Lowman Hill Elementary;
  - ◆ College Hill Retail District with University; and
  - ◆ College Hill Retail District with nearby residential areas
- ◆ *Location:* 1' foot inside the right-of-way.
- ◆ *Material (Crosswalk):* Brick-pattern stamped, colored concrete.
- ◆ *Material (Sidewalk):* Colored concrete textured to meet ADA standards (to replace brick).
- ◆ *Color:* Sidewalks; Sandstone; Crosswalks: Brick Red.

- ◆ *Specifications:* 6 foot wide sidewalks and crosswalks designed to ADA standards; “bump-out” curbs with landscaping at Gateway Intersections (See Section C for location) with design approved by the City Engineer (See Figure 1).
- ◆ *Other:* Sidewalk/crosswalk improvements to be coordinated with the replacement of overhead utilities underground to avoid future construction conflicts.

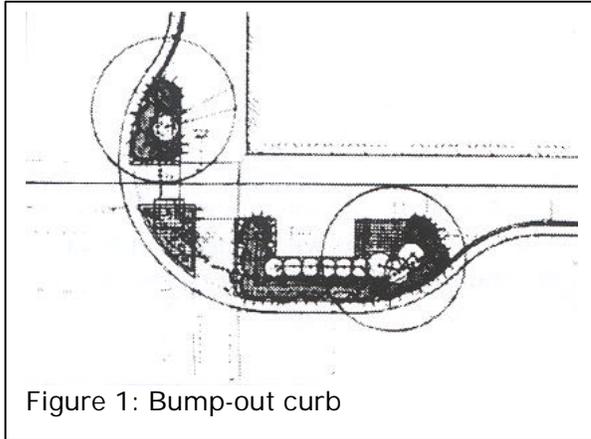


Figure 1 illustrates a conceptual bump-out curb. Bump-out curbs are utilized to further identify the corridor and gateways and create additional landscaping opportunities. The bump-out also helps reduce the potential for conflict at intersections where on-street parking is allowed. Bump-out curbs should only be utilized on the same side of the street as the on-street parking.

## 2. PEDESTRIAN LINKAGES SIGNAGE

### Implementation:

- ◆ *Priority Rating:* 2 – Pedestrian linkage signage, Kiosks, the library, and the College Hill Retail District to be installed following completion of Washburn and Lane Avenues sidewalk improvements.
- ◆ *Responsibility (Purchase and Installation):* City of Topeka
- ◆ *Responsibility (Maintenance):* City of Topeka

### PRIMARY LINKAGE MARKERS

- ◆ *Purpose:* Increase safety, further define primary pedestrian linkages within the corridor, create a sense of pedestrian “space” and separate bicycle traffic from other forms of pedestrian traffic.
- ◆ *Location (General):* Sidewalks on Washburn Avenue and Lane Avenue at those cross streets connecting the Parkway to other regional attractions such as the Shunga Trail as identified in a traffic circulation study.
- ◆ *Location (Specific):* Centered on crosswalk ramps, and approximately 150 feet apart between ramps.
- ◆ *Materials:* White reflective paint.
- ◆ *Design:* See Figure 2.

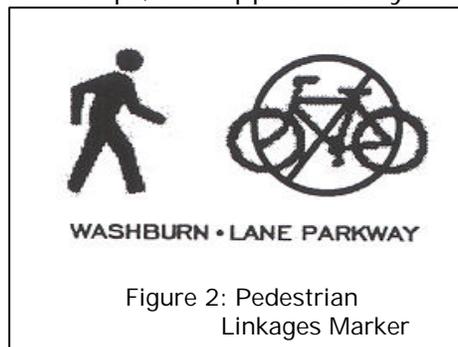


Figure 2: Pedestrian Linkages Marker

### **PARKWAY NAME PLATES**

- ◆ *Purpose:* Further define the Parkway's pedestrian linkages and create a sense of pedestrian "space".
- ◆ *Location:* Inlaid in the center of the concrete sidewalk intersections at each corner of the Gateway intersections.
- ◆ *Materials:* Raised brass plate with logo and district name.
- ◆ *Other:* Name plate to be inlaid flush with the surrounding sidewalk's surface.

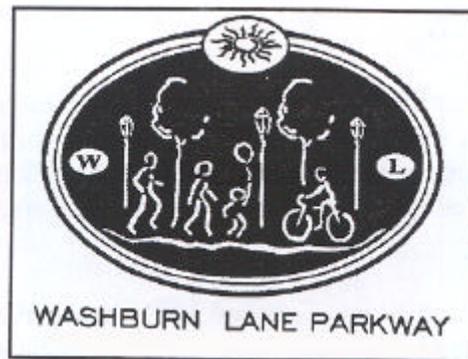


Figure 3: Parkway Name Plates

### 3. BIKE LINKAGES AND SIGNAGE

#### **Implementation:**

- ◆ *Priority Rating:* 4 – A traffic circulation study should be completed, identifying auto, bike and pedestrian traffic issues and recommended solutions.
- ◆ *Responsibility (Plan Funding):* Topeka Turnaround Team
- ◆ *Responsibility (Plan Implementation Following Completion):* City of Topeka
- ◆ *Maintenance (following construction):* City of Topeka

#### **Bike Lanes**

The Parkway has been designated in the Topeka-Shawnee County Regional Trails and Greenways Plan as a link in the regional trails system. The nature of the Parkway will be an enhanced walking environment that may also include facilities for bicyclists if those facilities can be designed to meet current AASHTO standards. However, unless these facilities can meet AASHTO bikeway standards they will not be officially designated as bicycle facilities and the City should not encourage their use by bicyclists. Bicyclists are permitted to use public streets in this corridor, including Washburn and Lane Avenues. The feasibility of placing bike lanes on Washburn and Lane Avenues may be studied as part of a future bikeway system planning effort in the region. However, right-of-way along these two avenues is limited, and it may not be possible to place bike lanes on these roads within the foreseeable future. It may be possible to create parallel bike routes along the Washburn-Lane Parkway, install share the road signs in the area, and/or do other things to make bicycling in this corridor more attractive without the installation of bike lanes on Washburn and Lane Avenues.

- ◆ *Purpose:* Provide alternative transportation modes; enhance pedestrian safety; connect the Parkway and the Washburn/Lane neighborhood with the Shunga Trail and greater Topeka.
- ◆ *Location (General):* On Washburn Avenue and Lane Avenue at those cross streets connecting the Parkway to other regional attractions such as the Shunga Trail as identified in a traffic circulation study.
- ◆ *Location (Specific):* On street. Bike lanes should not be combined with the other pedestrian traffic on sidewalks.
- ◆ *Width:* 6' foot measured from the inside of the curb or from the edge of on-street parking.
- ◆ *Identification of Lane:* Reflective solid white stripe.



Figure 4: Bike lane marker

## D. Pedestrian Lighting

### **Implementation**

*Responsibility (Purchase and Installation):* Streetlights – Kansas Power and Light (KPL); Pedestrian Lights – TAT

*Responsibility (Maintenance):* City of Topeka

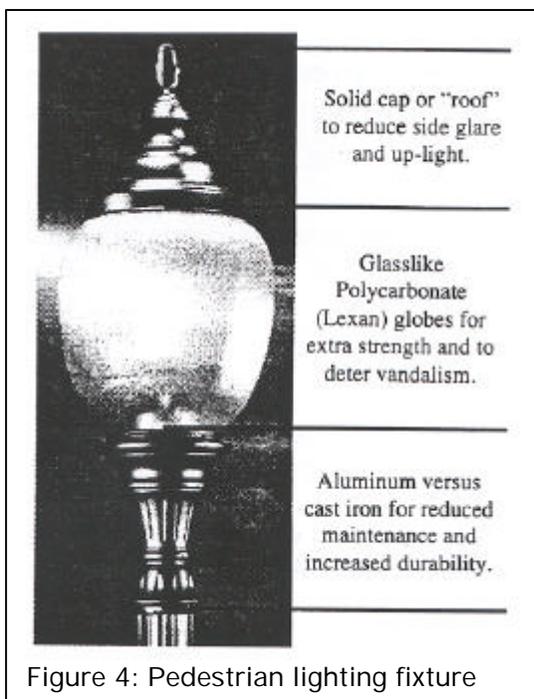
### **Street Lighting**

- ◆ *Purpose:* Streetlights serve as the main light source
- ◆ *Location (Parkway):* Minimum of two cobra-head standards per intersection with additional poles evenly spaced between intersections.
- ◆ *Spacing:* 250 foot maximum.
- ◆ *Location (Neighborhoods):* No less than one cobra-head standard per intersection.
- ◆ *Height:* As specified by KPL.
- ◆ *Color:* Black (Pantone black).
- ◆ *Shields:* Parkway streetlights shall be shielded to direct light glare and spillover away from adjacent properties.
- ◆ *Lamps:* Metal halide unless otherwise specified by KPL.
- ◆ *Other:* Replace existing wood poles with galvanized steel poles.

### **Pedestrian Lighting**

- ◆ *Purpose:* Increase safety, further define pedestrian space and display Parkway banners.

- ◆ *Location:* Both sides of streets along the Washburn-Lane Parkway and both sides of street along primary cross streets within one block of the Washburn-Lane Parkway, and College Hill Retail District.
- ◆ *Spacing:* Approximately 65 feet beginning.
- ◆ *Setback:* setback should be consistent from the curb and will vary depending on the street ROW in each section.
- ◆ *Height:* 14 feet.
- ◆ *Fixture:* "Old Town" polycarbonate globe with solid cap or "roof" (see Figure 4).
- ◆ *Lamps:* Metal halide unless otherwise specified by the City of Topeka.
- ◆ *Pole:* 4" to 3" tapered aluminum "Boston" with four banner arms per pole to accommodate banners (two arms per side).
- ◆ *Color:* Black (Pantone black), including solid cap or "roof".
- ◆ *Other:* Spaced with consideration for existing streetlights.



## E. SIGNS

### 1. Permitted Signs

One of the main design goals identified by residents, property owners and business owners during the design charrette and other public meetings was to create a sense of uniformity throughout the Parkway corridor. In order to accomplish this goal, permitted sign types have been limited to the following options chosen to improve the Parkway's aesthetics, achieve uniformity and create a unique Parkway character.

## **Implementation:**

*Priority Rating:* Gateway Monument Signs, Gateway Markers and Parkway Banners per Gateway and Lighting Phasing (see Section B and Section E); other signage, 3 – New development and redevelopment to conform immediately.

*Responsibility (Gateway monument signs and corridor markers):* Topeka Turnaround Team.

*Responsibility (all other signage):* business owners.

*Other:* All signage design is recommended to be subject to review and approval by the City of Topeka and TAT to help achieve uniformity and ensure aesthetic compatibility.

## **Gateway Monument Sign**

- ◆ *Purpose:* To identify the Parkway's two primary entrances and set the tone for the corridor design.
- ◆ *Location:* Primary Gateways.
- ◆ *Setback:* 3 feet behind the sidewalk and outside the sight distance triangle minimum.
- ◆ *Materials:* Cut stone with a cast concrete face and inlaid logo and Parkway name
- ◆ *Height:* 4 foot.
- ◆ *Overall Width:* 8 foot.
- ◆ *Depth:* 1'-5.
- ◆ *Sign Face Width:* 8 foot.
- ◆ *Base Height:* 0.75 foot.
- ◆ *Base Width:* 9 foot.
- ◆ *Colors:* Natural stone with Forest Green (Pantone 341) lettering and logo.
- ◆ *Illumination:* Illumination shall be shielded to direct light toward the sign face only.

## **Parkway Banners**

- ◆ *Purpose:* To further identify the Parkway as a unique corridor within the City of Topeka.
- ◆ *Definition:* A sign permanently attached to a pedestrian lighting standard displaying the Parkway logo and district name.
- ◆ *Materials:* .080-inch thick sheet aluminum with "vandal-resistant" overlay over a laminated image.
- ◆ *Placement:* On the pedestrian lighting posts perpendicular to the street a minimum height of 8 feet above the grade to deter vandalism.
- ◆ *Sign Dimensions:* 18" wide x 24" long.
- ◆ *Signage:* Signage content is limited to the Parkway logo and name on one side of the post and the district name on the Parkway logo and district name on the opposite side (See Figure 5).



Figure 5: Parkway banners

## 2. PROHIBITED SIGNS

### **Implementation:**

*Priority Rating:* 3 – New development and redevelopment to conform immediately.

*Responsibility (Enforcement):* City of Topeka

### **Prohibited Signs**

- ◆ *Purpose:* Eliminate sign types that are visually obtrusive or detract from the overall Parkway corridor design theme.
- ◆ *Prohibited signs:*
  - ◆ Billboards or panel posters;
  - ◆ Elevated signs;
  - ◆ Pole signs;
  - ◆ Flashing signs;
  - ◆ Projecting signs;
  - ◆ Signs in public right-of-way;
  - ◆ Roof signs; and
  - ◆ Temporary signs, flags, banners and pennants

## F. STREET FURNITURE

### **Implementation**

*Priority Rating:* 3 – New development and redevelopment to conform immediately.

*Responsibility (Purchase and Installation):* TAT, business and property owners.

*Responsibility (Maintenance):* City of Topeka

### **Benches**

- ◆ *Purpose:* To provide a safe, comfortable place for people to rest, wait and meet.
- ◆ *Location (General):* Two per intersection at all gateways, one per bus stop minimum, and at parks and other high-intensity activity areas following review and approval by city staff.
- ◆ *Location (Specific):* 1 foot behind the sidewalk, perpendicular to and facing the street, no more than 20' from the intersection.
- ◆ *Materials:* "Classic, ornamental" cast-iron frame with 1 ½ " x 2 ½ " tubular steel slates with cast-iron end caps, and "vandal-resistant" low-profile fasteners.
- ◆ *Bench Width:* 6 foot.
- ◆ *Installation:* Permanently mounted in-ground with concrete as opposed to fastened with surface bolts.
- ◆ *Other:* No advertising, signage or messages allowed on benches.

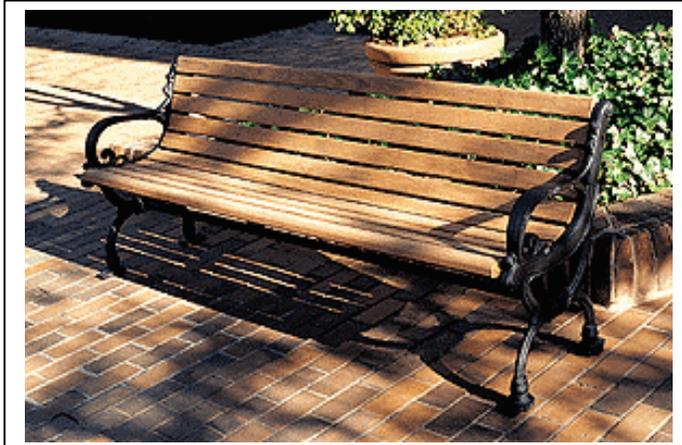


Figure 6: Bench

Durability is a key consideration in bench selection. The tubular steel slates provide added durability and longevity over the wooden slat alternatives. The classic styling of the bench complements the pedestrian lighting and other street furnishings, creating unity and further identifying the Washburn-Lane Parkway as a unique district within the City of Topeka.

## G. LANDSCAPING

### 1. General Requirements

All landscaping for new development within private property shall conform to the landscaping ordinance of the City of Topeka.

### 2. Gateway Landscaping

#### **Implementation**

*Priority Rating:* See Gateways in Section B.

*Responsibility (Purchase and Installation):* TAT.

*Responsibility (Maintenance):* City of Topeka

*Other:* Planting plans shall be required and subject to review and approval by the City of Topeka prior to material installation.

#### **Primary Gateway Landscaping**

- ◆ *Materials and Location:* Site design plan to be coordinated with the City of Topeka Forester.
- ◆ *Plant Specifications:* See City of Topeka Landscaping Ordinance.
- ◆ *Permitted Plant Materials:* See City of Topeka Landscaping Ordinance.
- ◆ *Existing Material Credits:* See City of Topeka Landscaping Ordinance.

#### **Secondary Gateway Landscaping**

- ◆ *Materials and Location:* Site design plan to be coordinated with the City of Topeka Forester.
- ◆ *Plant Specifications:* See City of Topeka Landscaping Ordinance.

- ◆ *Permitted Plant Materials:* See City of Topeka Landscaping Ordinance.

### **Additional Gateway/Key Parkway Feature Landscaping**

- ◆ *Materials and Location:* Site design plan to be coordinated with the City of Topeka Forester.
- ◆ *Plant Specifications:* See City of Topeka Landscaping Ordinance.
- ◆ *Permitted Plant Materials:* See City of Topeka Landscaping Ordinance.

## 3. Street Trees

### **Implementation**

*Priority Rating:* 2 – Scheduled following sidewalk reconstruction, if any. New development and redevelopment to conform immediately.

*Responsibility (Purchase and Installation):* TAT, business and property owners.

*Responsibility (Maintenance):* City of Topeka

*Other:* Planting plans shall be required and subject to review and approval by the City of Topeka prior to material installation.

### **Parkway Street Trees**

- ◆ *Purpose:* To create a visual corridor and provide shade in the summer.
- ◆ *Location (General):* Both sides of the street along Lane Street, Washburn Avenue and cross streets identified as Gateways (see Section G).
- ◆ *Setback:* On center 5 foot behind the back of curb or edge of street minimum.
- ◆ *Spacing:* one per lot minimum recommended.
- ◆ *Plant Specifications:* See City of Topeka Landscaping Ordinance.
- ◆ *Permitted Plant Materials:* Per City Forester.
- ◆ *Existing Material Credits:* Per City Forester.

## 4. Screening and Buffering

### **Implementation**

*Priority Rating:* 2 – New development and redevelopment to conform immediately.

*Responsibility (Purchase and Installation):* Property owners.

*Responsibility (Maintenance):* Property owners.

*Other:* Planting plans shall be required and subject to review and approval by the City of Topeka prior to material installation.

### **Parking Lot Landscaping**

See City of Topeka Landscaping Ordinance

### **Residential Buffers**

See City of Topeka Landscaping Ordinance

## H. PARKING

### **Implementation**

*Priority Rating:* 3 – New development and redevelopment to conform immediately.

*Responsibility (Purchase and Installation):* Property owners and City of Topeka.

*Other:* Parking improvements subject to review and approval by the City of Topeka.

### **Parking Standards**

- ◆ *Purpose:* Provide visually attractive parking areas on the Parkway and additional parking opportunities within the College Hill Retail District.
- ◆ *Exemptions:* Single-family and two-family residential developments.
- ◆ *Locations:* Off-street parking for new developments shall be located to the side and/or rear of the structure developments allowing the building façade to be located closer to the street and create “pedestrian-friendly” space found in traditional development styles.

## I. PUBLIC ART DISPLAYS

### Implementation

*Priority Rating:* 4

*Responsibility (Installation):* TAT and the City of Topeka.

*Other:* Placement subject to review and approval by the City of Topeka.

### Public Art Standards

- ◆ *Purpose:* Promote local artists and the diversity and history of the Parkway with the display of statuary, sculpture, murals, photography, painting, ornamental gardens and other forms of public art.
- ◆ *Potential Locations:* Public Library, Scott Home, Buffalo Soldier Memorial, Lane Park, Lane Street and Byron Street; Washburn Avenue and Horne Street; 14<sup>th</sup> and Lane Parkway; public parks; vacant store windows; and vacant lots.
- ◆ *Setback:* 5 feet behind the back of curb or edge of all streets minimum
- ◆ *Materials:* A variety of medium and material are to be used. Do not limit art to visual stimulation only. Include a variety of textures. Allow interaction with the displays. Allow people to walk around or through displays in order to increase the overall experience.
- ◆ *Specific Locations in College Hill:* Mural and carvings strategically placed in the district on exposed building facades, particularly those facing parking areas. Statuary strategically placed throughout the commercial district.
- ◆ *Other:* Explore funding opportunities by establishing partnerships with public and private entities.



Figure 7: Public Art Example

## I. INFILL DEVELOPMENT

### Implementation

*Priority Rating:* 1 – New development and redevelopment to conform immediately.

*Responsibility (Enforcement):* City of Topeka.

*Other:* For more detailed guidelines for specific neighborhoods, see adopted neighborhood plans.

### Infill Development Standards

- ◆ *Purpose:* Allow for residential, commercial, office and institutional infill and redevelopment opportunities in a manner that encourages a strong neighborhood consistent with the traditional character of the Parkway.
- ◆ *Front Entry:* Entries and walkways should address the street directly, or in a manner consistent with adjacent properties.
- ◆ *Building Orientation:* New construction should address the street in a manner consistent with surrounding buildings. In most cases, building facades should be parallel to the street.
- ◆ *Parking/Garage Location:* Garages should be located and accessed at the rear or side of building via an alley or street access drive in order to maintain the residential and pedestrian character of the street. Further, parking located behind new residential dwellings which maintains the pedestrian character, and prevents automobiles from dominating the streetscape is encouraged.
- ◆ *Heating, Ventilation, and Air Conditioning (HVAC) Equipment:* HVAC equipment should be located at the rear of buildings. HVAC equipment on commercial, office and institutional sites shall be screened so as not to be visible from adjacent properties.
- ◆ *Scale and Proportion:* New and redeveloped dwellings should use appropriately scaled building mass, height and entry size, and incorporate architectural features such as gables, porches, windows and grand entrances to complement the surrounding development and break up the structure's façade.
- ◆ *Rooflines and Pitch:* Rooflines and pitch similar to surrounding structures are encouraged, as the similarity establishes a pleasing pattern and rhythm for the streetscape, allowing new construction to blend with the established neighborhood.
- ◆ *Landscaping:* Front facades (both yards in the case of corner lots) should be landscaped in a manner consistent with the surrounding properties. In addition, new and redeveloped dwellings should maintain the established streetscape by preserving existing or establishing new street trees and providing landscaping that is at a minimum consistent with the pattern established by surrounding buildings.

**Figure 8: Improvement Priority Chart**

<b>Improvement</b>	<b>Priority 1</b>	<b>Priority 2</b>	<b>Priority 3</b>	<b>Priority 4</b>
Primary Gateways	X			
Secondary Gateways		X		
Additional Gateways	X			
Pedestrian Linkages*		X		
Pedestrian Linkages Signage		X		
Bike Linkages and Signage				X
Permitted Signs			X	
Prohibited Signs			X	
Street Furniture			X	
Gateway Landscaping	X			
Street Trees		X		
Screening and Buffering		X		
Parking			X	
Public Art				X
Infill Development	X			

\*Improvement to be completed in phases.

## Appendix B – Land Use Definitions

### Willow to 6<sup>th</sup> Street

**Residential – Low Density (Urban):** This category comprises the single-family preserve areas of Ward-Meade that front on “local” low volume streets – Lane, Lincoln, Buchanan, Clay, Fillmore, Western, and Taylor – where the highest concentrations of single-family uses exist without a significant mixing of two/multiple-family uses or major frontage along arterial streets. These are areas whose original development was single-family and where a realistic potential exists to sustain this as the predominate character. New development in this area should be compatible with the existing single-family character, which could include such uses as churches and small-scale daycares. Having one of the higher densities of any single-family neighborhood, new uses should not exacerbate on-street parking congestion.

***Primary Uses:*** single-family dwellings

**Residential – Mixed Use:** This category builds upon the **Residential-Medium Density** classification by allowing the introduction of neighborhood-scaled office, institutional, and commercial extensions from 6<sup>th</sup> Street within the same blocks as residential uses. Adaptive re-use of existing structures should be highly encouraged, but when not feasible, sensitivity to screening, landscaping, parking, lighting, etc. should be incorporated into any new construction design so as to minimize impact on existing residential properties. Residential land use should be treated as the preferred land use and not be subjugated by non-residential uses. Non-residential uses are appropriate to serve expansions of 6<sup>th</sup> Street frontage property and should not be established independently.

***Primary Uses:*** *Single to four-unit dwellings*

**Commercial – Mixed Use:** This category would mirror the **Residential-Mixed Use** classification except that commercial land use would be the preferred land use instead of residential. Higher intensity residential uses would be permitted alongside commercial and office uses that all adhere to urban site planning standards. Since most of these blocks front 6<sup>th</sup> Street, a major image street, parking lots and open storage should be effectively screened from street frontages by possibly expanding into the **Residential-Mixed Use** areas or side streets (see above). Quality of design should be emphasized by orienting buildings close to the street, softening views where possible, restricting large pole signage, ensuring visual integrity along 6<sup>th</sup> Street, and buffering physical impacts from adjacent residential blocks. Adaptive re-use should be highly encouraged such as the converted office dwellings on Washburn. Current C-4 commercial zoning allows high intensity uses that renders 6<sup>th</sup> Street to a life of strip retail and visual clutter if left unchecked. It would be the purpose of this classification to provide for a healthy combination of mixed uses along an aesthetically pleasing regional corridor that avoids future “strip commercial” characteristics.

***Primary Uses:*** *Mixed*

**Institutional:** This designation recognizes existing schools, churches, utilities, and off-site parking lots. Major expansion of existing churches or schools off-site is not anticipated nor recommended at this time. Limited expansion of

institutional uses should be assessed accordingly. A potential community center within Sumner School is the only anticipated new institutional use.

**Primary Uses:** Schools, churches, etc.

## 6<sup>th</sup> to 10<sup>th</sup> Street

**Medical Services:** The potential exists that this area could serve future expansion of medical service facilities in the area. The types of uses that characterize this category include: health care facility, health service facility, hospital, health care office/clinic, public health agency, and professional office/services. Given this area's location along the Parkway and 10<sup>th</sup> Avenue, new development should follow high-quality design guidelines for these corridors. In addition, rather than being developed in a piecemeal fashion, this block should be a unified planned development.

**Primary Uses:** medical facilities and supporting ancillary services.

**Commercial:** This is a highly visible and prominent location in which high-quality design standards should be taken into consideration for new development.

**Primary Uses:** High intensity commercial uses.

## 10<sup>th</sup> to Huntoon

**Residential – Low Density (Urban):** These areas are where the highest concentrations of single-family uses exist without a significant mixing of originally built two/multiple-family uses or major frontage along arterial streets. These are areas whose original development was single-family and where a realistic potential exists to sustain this as the predominate character. New development in this area should be compatible with the existing single-family character, which could include such new uses as church-related uses and small-scale daycare.

**Primary Uses:** single-family dwellings

**Residential – Low Density (Urban/PD):** This category comprises the single-family areas of that front on higher-volume arterial streets: Washburn, Lane, and Huntoon. This category differs from the *residential – low-density* (urban) category by providing more flexibility on appropriate housing types in a planned development (PD) setting that fits the scale and character of the neighborhood. This category applies in the event of future development of vacant lots in order to give the area flexibility to redevelop more creatively with attached/detached residential units in a unified development. Existing residential uses are appropriate for two-family dwellings given their lot size and frontage along arterial streets.

**Primary Uses:** single-family and two-family

**Professional Services/Residential:** This land-use designation comprises the area that fronts a primary image corridor (10<sup>th</sup> Avenue). This also serves as a frontage buffer between Dillons and the low-density residential neighborhood on Lane Street. Mixed uses, which could include neighborhood commercial, professional office/services, institutional, and residential, should maintain a respectful character at a neighborhood scale. Adaptive reuse of existing

residential buildings is highly encouraged so as not to promote strip commercial development.

**Primary Uses:** neighborhood residential, professional office/services, and institutional.

**Commercial - Neighborhood:** This designation comprises the southern half of the "Dillons block" and is surrounded by four minor or principal arterials: Washburn, Lane, Huntoon, and 12<sup>th</sup>. This is a highly visible and prominent location in which high-quality design standards should be taken into consideration for new development.

**Primary Uses:** grocery store and retail anchor

**Institutional:** Institutional uses and public facilities are recognized by this designation for the Public Library, Lowman Hill Elementary, and Topeka Bible Church. Expansion of parking for any of these facilities, if any, should only be considered on blocks showing major deterioration.

**Primary Uses:** Churches, Public Facilities, and Parking

**Medical Services:** This designation comprises the block surrounded by three minor or principal arterials: Washburn, Lane, and 10<sup>th</sup>. The potential exists that this block could serve future expansion of medical service facilities in the area. The types of uses that characterize this category include: health care facility, health service facility, hospital, health care office/clinic, public health agency, and professional office/services. Given this block's location along Washburn/Lane and 10<sup>th</sup> Avenue, new development should follow high-quality design guidelines for these corridors. In addition, rather than being developed in a piecemeal fashion, this block should be a unified planned development.

**Primary Uses:** medical facilities and supporting ancillary services.

**Open Space:** This open space designation is located at the intersection of 12<sup>th</sup> and Lane. Lane Garden is a small pocket park currently located at the northeast corner. This open space area should act as a neighborhood gateway with passive open space, landscaping, and monument signage. Future open space development could occur within the northern half of the "Dillons block". This open space should also be passive, visual, and functional for community-wide gatherings. As a secondary alternative, retail expansion and the establishment of social service organizations is also appropriate in this location to provide viable neighborhood services. Again, this is a highly visible and prominent location in which high quality design standards should be taken into consideration for new development.

**Primary Use:** Park, Retail/Social Service District

**Open Space:** This category is the designation for two areas - the Public Library's triangle island at Horne and 11<sup>th</sup> Streets south of the Library and the second 1100 block of Washburn on the west side. The triangular park will be incorporated into the Washburn/Lane Parkway lighting and landscaping improvements. It has the potential to be used as sculpture garden to serve as visual respite for library patrons and residents.

The 1100 block of Washburn is recommended for greenway development also as part of the Washburn/Lane Parkway. The lots are only 50' deep and provide little setback for homes or off-street parking along the busy arterial. Residential uses show evidence of lack of viability. A landscaped greenway strip would

provide a needed pedestrian connection in the planned parkway and trail system. This open space should be designed with crime prevention through environmental design standards so as to allow self-surveillance while still buffering the view of backyards.

**Primary Uses:** *Park*

## Huntoon to 17<sup>th</sup> Street

**Residential – Low Density (Urban/PD):** This category does not differ from the *residential - low density (urban)* category with the exception of providing more flexibility on appropriate housing types in a planned development (PD) setting. Single-family detached development is preferred, but alternatively designed development is also appropriate, particularly which is designed for homeownership. The designation is not intended to necessarily validate piecemeal development of the area.

**Primary Uses:** *Single-family dwellings (detached, attached) preferred*

**Residential – Medium Density:** This category applies to the Parkway areas where blocks achieve a collective medium density range (8-14 units/acre). These areas contain a mix of residential densities and housing types, with a prevalence of sound multiple family uses originally built for that purpose. Within these areas are also many single-family or two-family uses which can provide a necessary buffer to adjacent low density blocks in the neighborhood. The purpose of this category is to recognize the medium density nature of the area while also limiting potential development from achieving an excessive concentration of high density uses in such proximity to surrounding single-family preserve areas.

**Primary Uses:** *Single-family, Two-family, and Multiple-family dwellings*

**Office – Professional Services:** The purpose of this category is to encourage professional services related to medical, legal, financial, non-profit, educational, and government-type uses that function within a setting that preserves or is respectful to the surrounding neighborhood-scale residential character. New commercial retail and multiple-family uses should generally not be supported within this designation since they would undermine the expectations and uniform characteristics of the sub-area.

**Primary Uses:** *Professional services, institutional*

**Mixed Use:** This category reflects that a commercial or residential use is appropriate for this particular area. This is a high traffic corner that would serve commercial uses well. In addition, this areas proximity to Washburn University makes it suitable for residential. Good design should be a strong element of any development in this area.

**Primary Uses:** *Commercial or residential*

**Commercial - Neighborhood:** This category primarily applies within the Parkway area. The purpose of this designation is to define concentrated districts or nodes that will support efficient commercial retail establishments without negatively impacting the residential nature of the neighborhood. The appropriate intensity of the uses within these areas will depend on their location, but they are generally not intended to support uses of such intensity such as billboards, car lots, service stations, outdoor storage, communication towers, taverns, etc.

which are not conducive to a neighborhood-scale or pedestrian shopping atmosphere.

**Primary Uses:** *Commercial retail/service*

## 17<sup>th</sup> to 21<sup>st</sup> Street

**Residential – Medium Density:** This category is primarily applied to the western periphery of the neighborhood along Washburn Avenue facing Washburn University. Current land uses indicate that a higher density of residential development has occurred in two of the five block faces on Washburn Avenue. Within the remaining three blocks, low density single-family uses predominate. Building surveys suggest that the single-family uses, while not predominantly owner-occupied, are in sound condition. Because of the existence of still viable single-family type uses and their ability to provide a necessary buffer adjacent to the most stabilized blocks in the neighborhood, it is imperative that the housing density remains of a moderate nature. High density development carried out on the remainder of this corridor would severely encumber the ability of the neighborhood's most stable area to retain current homeownership levels and property values.

Likewise, this corridor is considered both the neighborhood's and the University's "front door". A consistent and appealing image along this corridor is considered preferable for both the neighborhood and University. It is recommended that each block maintain its predominate character so that development of an inconsistent character and/or higher density is not randomly dispersed alongside detached single-family houses in a piecemeal fashion. Development and design that detracts from a quality uniform frontage for the neighborhood and University should not be encouraged. Therefore, *medium* density is proposed collectively for this corridor and is intended to recognize density levels allowed by the existing zoning while restricting any further increases in residential density. The 14 units/acre density maximum is based on allowable "build-out" under the existing zoning.

**Primary Uses:** *Single-family, Two-family, and Multiple-family dwellings*

**Commercial:** The category recognizes an existing commercial use area at 17<sup>th</sup> Street and Washburn Avenue. In general, commercial retail/service uses along 17<sup>th</sup> Street should be clustered within larger existing commercial districts so as to promote more efficient development patterns that are beneficial to both its users and neighbors.

**Primary Uses:** *Commercial retail/service*