



# A NEW LOOK AT OLD TOWN LENEXA

*LENEXA, KANSAS*

JUNE 2016



# ACKNOWLEDGMENTS

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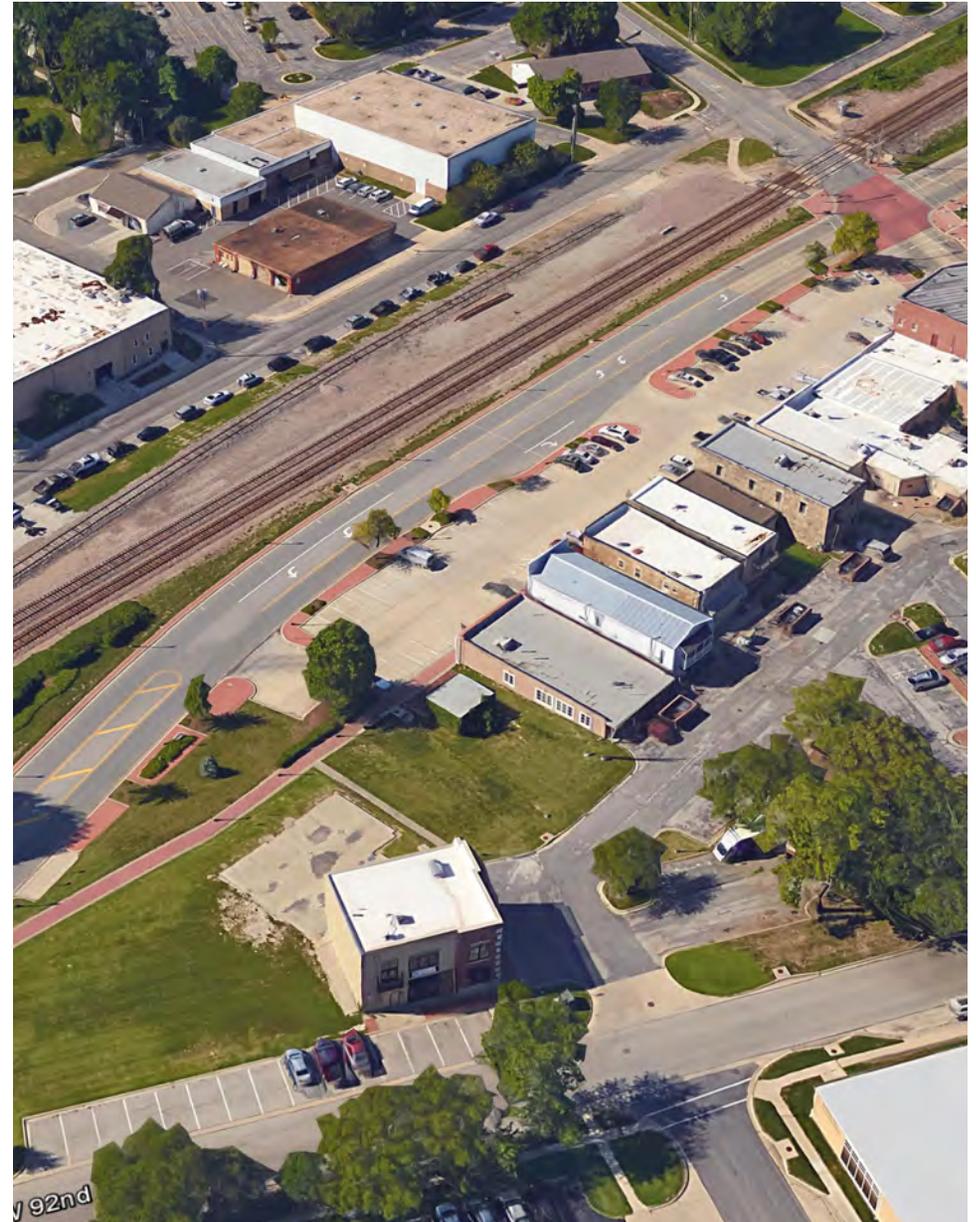


**INTRODUCTION**

## PLANNING SUSTAINABLE PLACES

The City of Lenexa, Kansas, with assistance from the Mid-America Regional Council has undertaken a community-driven strategic and development plan for its historic Old Town area. Located at the intersection of Santa Fe Trail Drive (hereinafter "SFTD") and Plumm Road, the remaining parts of the original town development exist today as a row of mostly historic buildings with retail shops and the train depot facing south toward the railroad tracks surrounded by single-family neighborhoods on the north, east and west. There are several civic uses located immediately south of the BNSF railroad, including the Community Center, Senior Center, Parks Service Center and Scouting Park.

In October 2010, a consortium of more than 60 regional partners, led by the Mid-America Regional Council, received a \$4.25 million planning grant from the U.S. Department of Housing and Urban Development to advance the implementation of the Regional Plan for Sustainable Development, Creating Sustainable Places. Creating Sustainable Places is not only a regional vision and plan to guide how communities grow and develop, but a strategy for moving communities from planning to action. It provides local governments with financial support to advance local planning and project development activities. The City of Lenexa's proposal for "A New Look at Old Town Lenexa" was selected in March of 2015 as one of 18 projects out of 37 submittals that will focus on sustainable development, place-making and multi-modal connectivity.



1.01 Aerial view of Old Town

## PURPOSE OF THE PLAN

The purpose of this plan is to develop a high level vision for historic Old Town that the City, the civic and business community and the neighborhoods can use as a guide toward improving the area's pedestrian-oriented environment, improving its sense of place and image and reviving its economic vitality. The entire community - the City, property owners, business owners, churches, the BNSF Railway and neighborhood residents - must play a role in implementing the recommendations outlined in this document. All of these partners bear responsibility and must work together for the area's future success.

This plan provides some strategies and guidance for accomplishing the community's vision for Old Town. It is a high level look at how to address key issues in a connected way, but does not provide detailed design or construction specifics. The recommendations in this plan contain both short-term and long-term action steps that have been developed with the help of the community. The planning process identified key issues and developed strategies to reestablish the identity of Old town; re-energize economic development; improve parking, update design guidelines, revitalize Old Town's image, protect its historic character; improve walkability and reinforce Old Town as a destination for the surrounding neighborhoods and community as a whole.



1.02 Existing store fronts in Old Town



## BACKGROUND AND EXISTING CONDITIONS

## HISTORY

Old Town is the original town site of Lenexa and was platted in 1869 by Octave Chanute, a civil engineer who purchased 41.5 acres near the railroad right-of-way from Charles A. Bradshaw, a local farmer. The City of Lenexa was incorporated in 1907. Old Town Lenexa features traditional mixed use development and includes businesses, civic uses, homes and churches, some of which are over 100 years old.

The history of Lenexa can be traced to the role it played as part of the western expansion migration after the Civil War. The Santa Fe Trail (now Santa Fe Trail Drive) and the completion of the BNSF Railway were the catalysts that spurred development and a sense of identity for the small community. In 1869, Charles A. Bradshaw deeded the right-of-way of part of his property to the railroad for \$1.00 with the stipulation that they build a depot with the extension of their tracks.

The location of the railroads in the 1850's and 1860's determined the future success of some communities and the demise of others when the railroads by-passed them. Lenexa grew and prospered from the railroad's investment. It spurred growth in business and trade, added a post office and general store and drew settlers who chose to stay permanently.

Lenexa played a significant role in the growth of the region in the late 1800's because of its proximity to both the railroad and the Santa Fe Trail, as Kansas City capitalized on its growth as a railroad hub and livestock center. Old Town, originally a one-block area along Santa Fe Trail Drive consisting of the local retail core of the rural Lenexa community, is now widely considered to include a larger area of surrounding neighborhoods, churches and civic facilities. Much of the growth of Johnson County that came a century later as a suburban community stems from the success of the numerous smaller towns, such as Lenexa, that had already been established as successful entities in their own right.



2.01 Frisco Train Depot - Photo from Lenexa Historical Society



2.02 Strang Line Waiting Station - Photo from Lenexa Historical Society

## SITE DESCRIPTION

Like other cities in the metropolitan area, Lenexa has grown and changed since Old Town was the original hub of activity. The city has grown to its current residential population of approximately 52,490 according to the 2015 estimate from the U.S., Census Bureau. In addition, Lenexa is an employment center with over 50,000 people coming to work in the community each day. As the city has grown, it has expanded westward and Old Town is no longer the geographic center of Lenexa. Lenexa City Center, located at 87th Street Parkway and Renner Boulevard is now considered the geographic center of the city and provides another community gathering place.

When I-35 was constructed through Johnson County, the two key exits at 87th Street and 95th Street provided the gateway into the city for many commuters and visitors. Old Town is located between these two busy roadways and is currently only identified by a small sign on 95th Street to the south, SFTD to the north, at 87th Street Parkway and Monrovia to the northeast, and at the intersection of Pflumm and 87th Street Parkway to the north.

The exact boundaries of Old Town are not formally defined and there is little consensus among community members as to what area Old Town encompasses. The Old Town shops are located just north of SFTD, near Pflumm Road. The commercial area is relatively small and concentrated within this 2-acre area, there are 20 parcels of land and 16 different owners. The BNSF Railroad bisects Old Town and owns the right-of-way on either side of the tracks and several parcels of land to the east.

The Lenexa Community Center, Senior Center, Parks and Recreation facilities and Scouting Park anchor the southern side of the railroad, with a few commercial uses on Walnut Street. The surrounding neighborhoods are in close proximity, creating a very walkable community with multiple land uses. Expansion of near-by churches impacted the character of the surrounding neighborhood, although it is primarily intact with single family residences. The establishment of meaningful Old Town boundaries may provide opportunities to enhance Old Town's identity through improved directional signage and decorative gateways into the area. This study sought to define a workable boundary for Old Town for this purpose.



2.03 Old Town Lenexa Commercial Core Map

## TRANSPORTATION

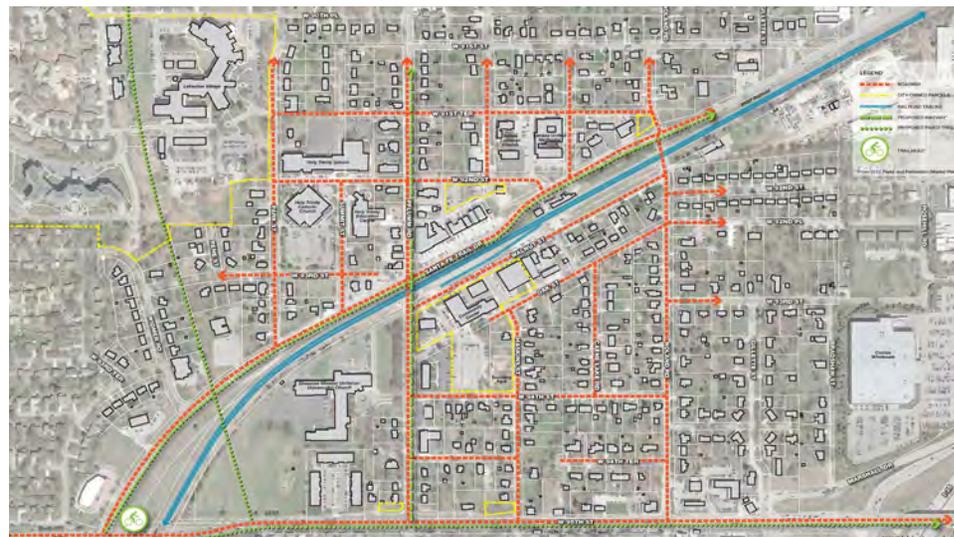
The transportation system in the area consists of the local street network, primarily supported by SFTD and Pflumm Road. These two facilities play a regional role in multi-modal connectivity, and a local role in accessing Old Town. As such, the functional role that these two roadways play for Old Town also directly influences possible urban design enhancements in the area. Though sidewalks are in place throughout most of the immediate area, none exist on SFTD to the east of Noland Road.

The BNSF Railroad, which initiated the birth of Old Town in the late 1800s, is still very active today, carrying upwards of 40 trains per day. Today, railroads operate differently with more emphasis on freight rather than passengers and the demand for automobile access across the tracks is vital. Every time the train passes through Old Town, the train must sound its horn for up to one quarter-mile in advance of both the Noland Road Crossing and the Pflumm Road Crossing, creating a substantial amount of noise interruptions both day and night. One option to address the noise is to establish a Quiet Zone, which will be discussed in greater detail later in this report.

SFTD lies on the north side of the railroad tracks, supporting the commercial area of Old Town. Though SFTD is primarily auto-oriented, cyclists regularly use this road though no formal bicycle route designation is in place. Regionally, MARC identifies SFTD as a regional bicycle corridor connecting this southwest quadrant of the metropolitan area with downtown Kansas City. As such, this study effort incorporated that designation and sought input on how to integrate bicycles into the future of the area. Historically, the City of Lenexa has accommodated multi-modal options through an off-street path system. The planning team and the community examined both on- and off-street multi-modal accommodation options which are reflected in the final concept and recommendations.

Pflumm Road plays an important role for north/south mobility and connectivity to other regional facilities. It crosses the BNSF railroad in Old Town, immediately south of SFTD. This location, both in its relationship to Old Town and the physical constraints associated with narrow right-of-way; buildings closely abutting the right-of-way on both sides, as well as character of the area, current traffic use, and the proximity to the railroad, severely limits the potential for significant change in the Pflumm Road footprint. With these limitations in place, the railroad crossing at Noland Road just to the east has the potential to play an important circulation and mobility role for the area.

The buildings that compose the commercial center of Old Town originally faced directly onto SFTD, with a wider right of way on the north side of the railroad tracks and on-street parking serving the businesses. The configuration was changed in the 1980's to relocate this section of SFTD farther south (nearer the tracks) to move traffic more efficiently, prior to the Quivira Road viaduct being constructed, as traffic volume along SFTD continued to increase. A by-product of the relocation was the provision of an off-street parking lot for the retail businesses.



2.04 Transportation Network

COMMUNITY EVENTS

Each year, the City of Lenexa holds a variety of community events associated with the Fourth of July holiday in Old Town. In addition, Old Town is the site of the City's annual Chili Challenge and associated fireworks display. These community events do help to establish Old Town as a destination, but additional events, whether publicly or privately sponsored, could draw additional and different people to Old Town and could further improve the Old Town identity.



2.05 Local Events in Old Town



**PLANNING PROCESS**



## ORGANIZATION AND COMMUNITY OUTREACH

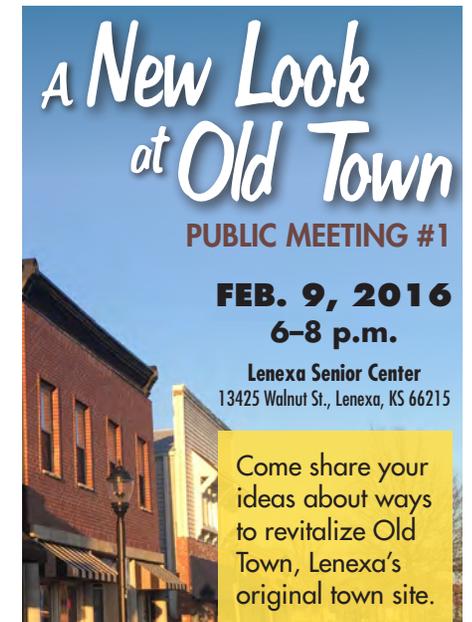
A vigorous community-driven planning process was undertaken to determine the key issues facing the area, to develop future goals, create options for different strategies, and recommend a plan for restoring viability and economic health to Old Town Lenexa.

The Mayor appointed an Advisory Committee to lead the planning effort. The committee consisted of a mix of property owners, business owners, as well as representatives from surrounding churches, the Chamber of Commerce, City Planning Commission, City Council and staff. This group met four times and attended both open public meetings. They reviewed pertinent data, developed goal statements for the plan, and with significant input from the community (through 2 public meetings, web site access and distribution of a survey questionnaire), guided the concept development process that resulted in the recommendations outlined in this plan.

City Community Development staff, with assistance from the City's Communications team, led the effort to distribute information about the plan and solicit input from the community. The results of this effort are reflected in the number of attendees at the public meetings, as well as electronic input from those unable to attend. Approximately 90 people attended each of the community meetings, generating interest and excitement about the possibilities for the area and a clear message of support about the importance of Old Town to the city. City staff distributed fliers about the project and upcoming meeting dates to all businesses in the area, placed articles in the City's newsletter "Town Talk" and on social media. Online feedback was encouraged as well when project updates were posted. Two sets of questionnaires were posted and received multiple responses.



3.01 Advisory Committee



3.02 Public Meeting #1 Flier



## IDENTIFICATION OF KEY ISSUES

The lively discussion at the first public meeting and the numerous written and online comments generated a wide range of issues to consider. Most often mentioned were supportive ideas to retain the historic character of the area, to add landscape and streetscape features, to protect and add parking and to address the issue of noise from the trains. Many people expressed positive excitement about the City's pursuit of the grant to fund the plan and their hopes for Old Town. People expressed preferences about strategies on development, walkability, public improvements, bikeways and traffic. They also provided feedback on a series of images that they thought would reinforce and define the character of the area as an historic district – architecture, landscape and streetscape design, signage, etc.



3.07 Photo from Public Meeting



3.08 Photos from Public Meeting

Throughout the planning process, attendees at the meetings, online participants and the questionnaire results consistently expressed strong support for establishing a Quiet Zone for the BNSF Railway through this area. A Quiet Zone is a section of rail line at least one-half mile in length that contains one or more consecutive crossings at which train horns are not routinely sounded when trains are approaching the crossing. Instead, safety improvements to the crossings are made. The specific improvements depend upon the individual crossings, but could include a four quadrant gate system; wayside horns or gates with raised medians. While the railroad is the entity which must approve establishment of a quiet zone and which determines the extent of safety improvements required for each crossing, the cost of all improvements and on-going maintenance falls to the City.

It is important to note that a Quiet Zone designation does not completely eliminate the train noise. There is a significant amount of ambient noise associated with a passing train, even when it is not sounding its horn, which a Quiet Zone designation does nothing to reduce or eliminate. Further, trains may still sound their horns, even in Quiet Zones, in emergency situations or to comply with other railroad or Federal Railroad Administration ("FRA") rules. In fact, the FRA Guide to the Quiet Zone Establishment Process states that a "more appropriate description of a designed Quiet Zone would be a "reduced train horn area."

As early as 2005, the City explored the implementation of a quiet zone within Old Town with BNSF and KDOT. The cost estimate at that time was in excess of \$1 million to install the required safety improvements, plus \$10,000 per year in maintenance. While not all residents and business owners in Old Town find the train noise to be problematic and many feel that there are other, higher priority improvements which should take precedence over an expenditure of this magnitude, the significant community support for the concept does merit additional study by the City.

**QUESTIONNAIRE**

QUESTIONS:

1. List five words that describe the Old Town area today:  
*tired ugly uninteresting  
 lifeless boring*
2. List five words that describe how you'd like the Old Town area to be in the future:  
*fun lively colorful  
 energy pretty*
3. One thing that makes me excited about this project is...  
*it's an opportunity to breathe life  
 into an historical location*
4. What types of uses, activities or features are missing in this area?  
*retail shops  
 restaurants*
5. The three biggest challenges facing the Old Town area are:  
*people who don't want to change  
 economic stimulation traffic TRAINS*
6. If you left Lenexa for 10 years and then returned, what portions of the Old Town area would you hope remained unchanged?  
*Lume  
 family/community "vibe"*
7. To what extent should we consider bicycle/pedestrian "complete streets" for this area?  
 0 1 2 3 4 5 6 7 8 9 10  
BICYCLES SHARE THE ROADS WITH VEHICLES *4* OFF-STREET MULTI-USE PATH

**COMMENTS**

Please keep focusing on keeping the historic look of Old Town. All of the modified (updated) proposals shown tonight are very exciting. I feel a large focus needs to be placed on implementing the "Quiet Zone". If that were in place it would be a better location for shops that would utilize outdoor space... farmers market, sandwich shop, ice cream shop, coffee shop, bakery, etc.  
 THANK YOU FOR YOUR EFFORTS!

**A NEW LOOK AT OLD TOWN LENEXA**  
 PUBLIC MEETING #2 | APRIL 26, 2016



3.09 Questionnaire Response



3.10 Photo from Public meeting

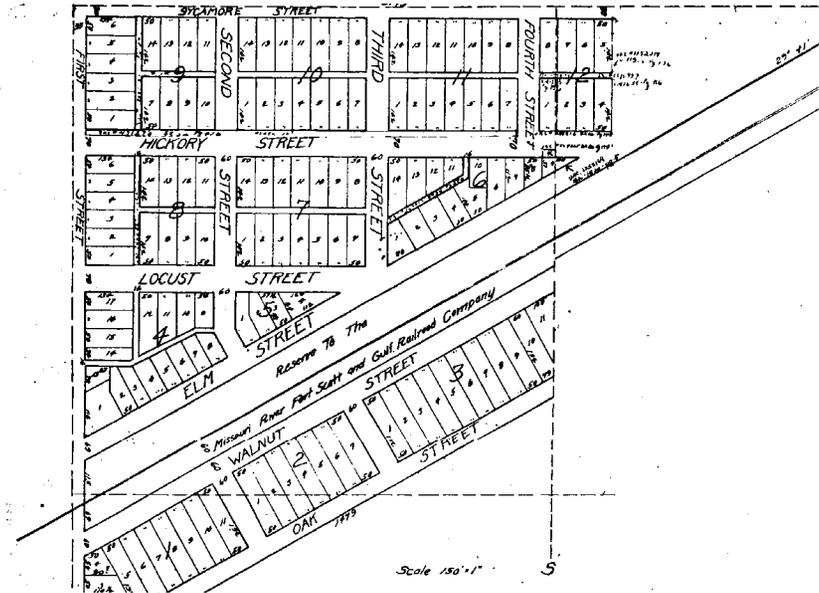
As noted previously, there is currently no formally defined boundary of Old Town. Early in the planning process, participants weighed in on what they consider to be the boundaries of Old Town. The exercise was designed to identify different perspectives about the area's identity and role in the broader community with the goal of reaching consensus on a meaningful boundary which could be used to enhance signage and gateways into the area. The majority of those who participated in this exercise see "Old Town" as a broader neighborhood encompassing a greater area than just the commercial strip of properties. Residents who live nearby, in particular, thought the "definition" of Old Town should include the neighborhoods around the historic commercial buildings.

With this information, the planning team developed a "consensus" boundary, which also identified possible locations for new identity markers, gateways and signs in order to promote more activity and improve the area's image. See image 3.14 on page 17.

For comparison purposes, the original plat of Lenexa is shown below:



3.12 Various Old Town Boundaries



3.11 Original 1869 Plat - Octave Chanute



3.13 Public Responses on Boundary Map



3.14 Consensus Boundary with Gateways

## DEVELOPMENT OF PROJECT GOALS

The information and input gathered through the initial public input phase was then used to establish a cohesive framework for the plan. The Advisory Committee developed the following three goals to focus the plan on broad areas which address many of the issues identified and concerns expressed by the public and which guided the remaining planning process:

### APPEARANCE

Enhance Old Town's identity and sense of place by establishing meaningful district boundaries, updated design guidelines, and improved gateways from the 95th Street Corridor.

### CONNECTIVITY

Improve connectivity throughout Old Town and surrounding neighborhoods with enhanced pedestrian amenities, improved railroad crossings, integrated bicycle facilities, and interpretive features to reflect the area's unique history.

### DESTINATION / EVENTS

Strengthen and expand Old Town's role as a destination for community festivals and events through public-private partnerships, improved district branding, and coordinated promotions.



3.15 Photos from Public Meeting

These particular goals were selected from a variety of possibilities and responses to the public input. The Advisory Committee, staff and the consultant team listened to the comments, concerns and ideas from the public and incorporated many of the most commonly identified issues into this broad set of goals. It is important to note that the goals are not all infrastructure or project-related, but include programmatic elements that address the area's image and potential for special events. They emphasize how varying proponents, property owners, business groups and neighbors all have a role to play to bring these goals to fruition and not allow them to fade away with time.

These goals were accepted by the participants at the second public meeting held April 26th at the Community Center. The purpose of the second meeting was to review and recap the citizen feedback on the goals and the alternative concepts, and then present the details of the preferred concept that had been selected at the first meeting. Participants could provide input to the consultant team and city staff verbally and through another short questionnaire. Following this meeting, the Advisory Committee met one more time to finalize the key decisions and recommendations for the plan that are outlined in this document in Section V. FINAL CONCEPT AND RECOMMENDATIONS.



3.16 Current Photos of Old Town Lenexa



# CONCEPT DEVELOPMENT AND ALTERNATIVES

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## INITIAL CONCEPT ALTERNATIVES

To begin the process of creating ideas for a plan that meets the identified goals, the area's unique strengths and weaknesses were evaluated. The area is compact with an avid group of residents, business owners and supporters, which will make implementation easier. It is Lenexa's most identifiable historic area, which enhances Old Town's image. Existing land uses are generally compatible and separated in logical ways. The commercial area has convenient parking adjacent and the surrounding neighborhoods are very walkable with good access. The City owned Community Center, Senior Center and Parks and Recreation facilities and the park at Walnut and Pflumm are consolidated logically and provide a strong civic anchor bringing people to the area.

One of the largest challenges for revitalizing the area is the operating railroad tracks for the BNSF Railway that bi-sect Old Town and the 40 trains that pass through every day and night. The large amount of right-of-way on either side of the railroad tracks restricts opportunities to develop multi-use trails or expand parking opportunities along SFTD. The tracks themselves, as well as the trains that pass thereon, make pedestrian, bicycle and vehicular access through Old Town more difficult and interrupt it entirely many times per day. This situation creates a visual and physical barrier as well as a safety challenge. For revitalization strategies to work, particularly those that will be driven by the private market, this barrier and the traffic on SFTD must continue to be evaluated, addressing the relationship between retail needs and the automobile, parking and bike/pedestrian access desired.

Currently, the historic 1 – 2 story buildings on the north side of SFTD (which runs at an angle to the predominant street grid) are mostly small, retail establishments that are owned by many different people. In addition, many of the spaces are leased to individual business owners. Including the shops on the west side of Pflumm, this two-acre area contains 20 parcels and 16 different owners. This dramatic diversity of ownership creates unique challenges to accomplishing significant changes

or improvements to the privately owned commercial area. Without the cooperation of numerous property owners, it can be difficult to coordinate and fund significant aesthetic improvements to the area or to promote or market Old Town in a coordinated fashion.

With these parameters in mind, the following three concepts were developed to generate discussion regarding a variety of potential development strategies for the Old Town commercial area between Pflumm and Noland on both sides of SFTD. As explained in the public meetings, the concepts provide ideas for discussion purposes only and were not meant to depict final changes in specific properties or the public right-of-way.



4.01 Photos of Old Town Lenexa retail strip



4.02 Photos from Public Meeting



4.03 Photo from Public Meeting

## CONCEPT A

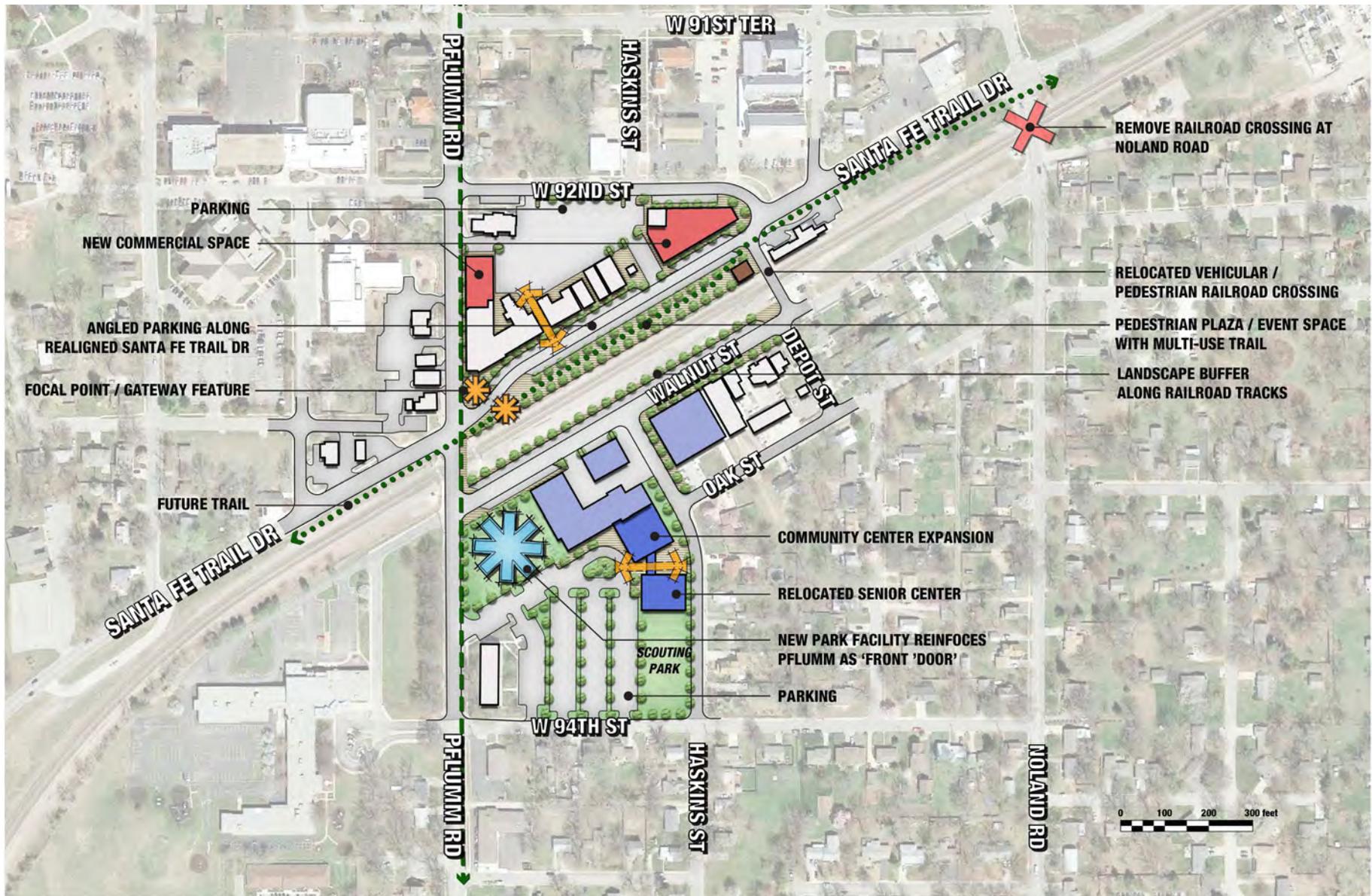
This concept explores the idea of realigning SFTD back to its original location, adjacent to the historic shops along the street frontage. The repositioning of the street to the north moves vehicles closer to the storefronts in order to slow traffic and increase visibility of the commercial businesses to traffic moving through the area. This concept reorganizes the existing quantity of parking stalls into diagonal spaces on either side of the street, creating an urban streetscape condition more conducive to the retail environment, similar to many other retail districts in the metropolitan area. Further, moving SFTD away from the railroad tracks allows room for additional amenity space across the street from the shops, which could be used in a variety of ways; a place for an off-street multi-use trail, a district gateway element or focal point, landscape buffer, and/or pedestrian plaza + event space anchored by the train depot to the east.

A new park facility/green space is proposed at the corner of Pflumm and Walnut Street, on the City-owned property west of the Community Center, which is currently home to the Lenexa Senior Center. This facility would act as a highly-visible public greenspace and 'front door' into the Old Town commercial district from Pflumm. The senior center is shown to be combined with or relocated to the south of the Community Center (on the north end of Scouting Park).

Commercial redevelopment in this concept is focused on SFTD, with new development shown on both ends of the existing line of shops to complete the block. New commercial spaces are shown to the north of the bank building along Pflumm and to the east of the shops in the vacant lot extending to the corner of W 92nd Street and SFTD. The diagonal parking along SFTD is expanded to the east along that storefront. In addition, this concept explores relocating the existing railroad crossing at Noland Road to the west between the depot and the adjacent metal buildings, allowing for a tighter circulation route across the tracks between the commercial and civic spaces on either side.



4.04 Photos from Public Meeting



**A** **A NEW LOOK AT OLD TOWN LENEXA**  
 SITE CONCEPT

February 9, 2016



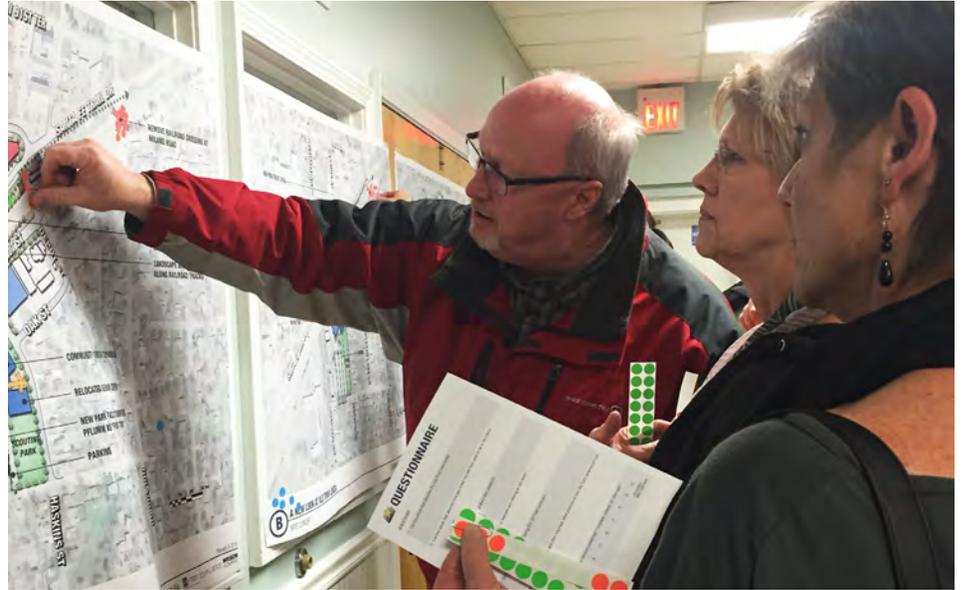
4.05 Concept A Site Plan

## CONCEPT B

This concept maintains the current alignment of SFTD and parking lot in front of the shops while adding a direct connection to the parking lot behind the shops on the east end. Recommendations to improve the parking behind the businesses on the west side of Pflumm are illustrated, as well as a potential focal point/gateway feature on the northeast corner of Pflumm and SFTD.

A new public event space is shown on private property on the north side of SFTD at the intersection with 92nd Street, which could be used as a gathering place for regularly scheduled events or impromptu community activities throughout the year. Potential community center expansion on the south side of Walnut Street is shown to connect the various city-owned buildings under one roof and provide a more consistent presence along the street. Haskins Street is disconnected from Walnut for this purpose, creating an opportunity for an amenity on the northwest corner of Haskins and Oak.

Additional commercial redevelopment opportunities are concentrated south of Walnut Street east of the civic buildings in this scenario, with parking to support such uses along Oak. Similar to Concept A, the Noland Road railroad crossing is shown to be relocated to the west to provide a more direct connection between uses across the railroad tracks. This concept shows that connection as a continuation of Caenen Lake Road, allowing space for new commercial buildings and parking to the west, as well as a potential gateway feature on the east side.



4.06 Photos from Public Meeting



**B** A NEW LOOK AT OLD TOWN LENEXA  
SITE CONCEPT

February 9, 2016



4.07 Concept B Site Plan





**C** A NEW LOOK AT OLD TOWN LENEXA  
SITE CONCEPT

February 9, 2016



4.09 Concept C Site Plan

## CONSENSUS ON DIRECTION

Attendees at the first public meeting provided input on the various elements of each of the concepts as well as voted for their overall preferred concept. Concept B was selected as the preferred overall strategy and was then revised to incorporate some elements of the other two options that the public considered as positive or favorable. Key reasons cited for pursuing Concept B were:

- There was consensus that residents did not like the idea of eliminating the Noland Road crossing, so moving it to the west was omitted.
- A majority of participants indicated support for concentrating the retail and commercial uses where they exist now in order to continue to build synergy and not dilute them by spreading them out to other areas. This is consistent with comments regarding the overall viability of the existing retail area as an on-going concern.
- Commercial uses on the west side of Pflumm should be considered part of the shopping district, although the disconnected and inadequate parking for these uses should be improved.
- Participants expressed a strong desire for more restaurants in the area and felt that locating them in a focused area made more sense and supported the vitality of the existing retail area. Further, existing parking can support these new uses.
- Attendees at the meeting responded that concentrating the City-owned civic and public uses on the south side is a positive element to reinforce.

Concept B addressed the project goals in several ways. It makes a clear distinction between the City's civic uses to the south and the commercial uses to the north, allowing opportunities to create an improved sense of place and identity in the historic area, with defined gateways and edges. It highlights the historic role of Santa Fe Trail Drive by realigning it with its original route to slow traffic through the area and call attention

to what is there. It prioritizes ways to enhance the connectivity to the rest of the city and the surrounding neighborhoods and improves the environment for both pedestrians and bicyclists. Concept B highlights the area's role in hosting community events and attractions by adding a significant public green space on the visible corner at Pflumm and Walnut Streets and adds public space on the north side, as well as a landscaped bike path and trail along the railway.

As the consultant team worked to incorporate the public comments and ideas into a final cohesive plan, it became evident that additional feedback was needed to define a clear direction on three specific ideas:

- The relocation of SFTD closer to the commercial property and reconfiguration of the parking lot;
- The resolution of improved pedestrian and bicycle connections through Old Town; and
- Design of the proposed public green space at Walnut and Pflumm.

After additional study to fully understand the impacts of those decisions and more revisions, these key items were brought back to the public in the second meeting with additional imagery and explanation, to allow the community to weigh in on those topics specifically.



4.10 Images of Public Meeting

## BIKE FACILITIES

- Difficult/Expensive Implementation
- Easy Implementation/Lower Cost
- Existing Facilities
- Study Area



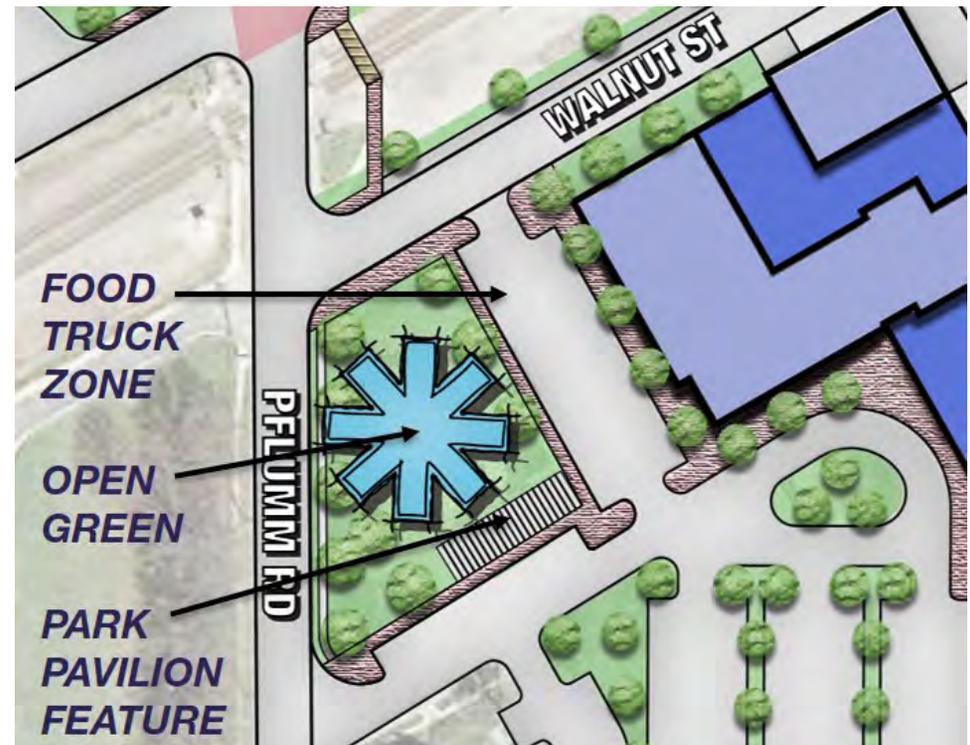
4.11 Bike Facilities Implementation Map

The second community meeting held April 26th was well-attended by a very engaged audience, many of whom also attended the first meeting. After reviewing the reasons for pursuing and refining Concept B, participants were asked to provide feedback about relocating SFTD and reconfiguring parking, the resolution of bicycle and pedestrian access and the desired uses for the proposed public green space.

Out of 20 comment cards returned by attendees at this meeting, 18 comments supported the relocation of SFTD. The off-street multi-use trail also received very positive feedback. Further, there was consensus that the new green space be designed with flexibility in mind, be available for resident uses and contain some kind of iconic pergola or shelter structure.



4.12 Flexible Green Space Examples



4.13 Park/Greenspace Plan



**FINAL CONCEPT AND RECOMMENDATIONS**

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## RECOMMENDED CONCEPT

The final concept plan for Old Town is a direct result of an actively engaged community that was interested and knowledgeable about the issues and the progress of the plan's development. The details evolved from informed discussion with the public and by thoughtful leadership of the Advisory Committee, who weighed many pros and cons on difficult issues before coming to the following recommendations. The final concept plan evolved from the original alternative Concept B identified in the previous section with refinements made based on input from the public and additional direction from the Advisory Committee.

The plan recommends that the privately-owned businesses in Old Town remain clustered in their current location and identifies potential new commercial development sites to the east. An additional drive connection to the public parking lot behind and north of the stores and reconfiguration of this parking lot should be considered to improve efficiency and safety for those using the lot as well as potentially increasing the total number of parking spaces. This plan also identifies and supports the need for private improvements and/or outdoor expansion to the rear of the existing shops, which would improve the visitor experience for those who park in the public parking lot on the north side of the existing commercial buildings. A similar example is the 63rd and Brookside area in Kansas City, where improved 'back-door' access is available to adjacent parking lots, with outdoor seating and improved rear entrances.

The plan supports the concentration of the City's facilities in their current location. When the Senior Center is slated for future improvements, the plan recommends that consideration be given to combining the senior center into the community center or constructing a new senior center south of and connected to the existing community center.

Public gathering spaces are shown on both sides of the railroad tracks, allowing for a mix of uses and activities in flexible green spaces. A proposed event space on privately-owned property at the corner of 92nd Street and SFTD will be activated by the new commercial space on the east side the shops, and could serve as a gathering space for various events in Old Town. This area could contain a focal point or gateway feature identifying the district to those traveling west along SFTD. Another public gathering space is shown at the corner of Pflumm and Walnut, which would serve as a space for community events adjacent to the Community Center. Based on public feedback, flexibility is a priority for this space, with a potential pavilion structure and room to accommodate food trucks and/or other temporary uses.



5.01 Photo from Public Meeting



## A NEW LOOK AT OLD TOWN LENEXA

SITE CONCEPT

April 26, 2016



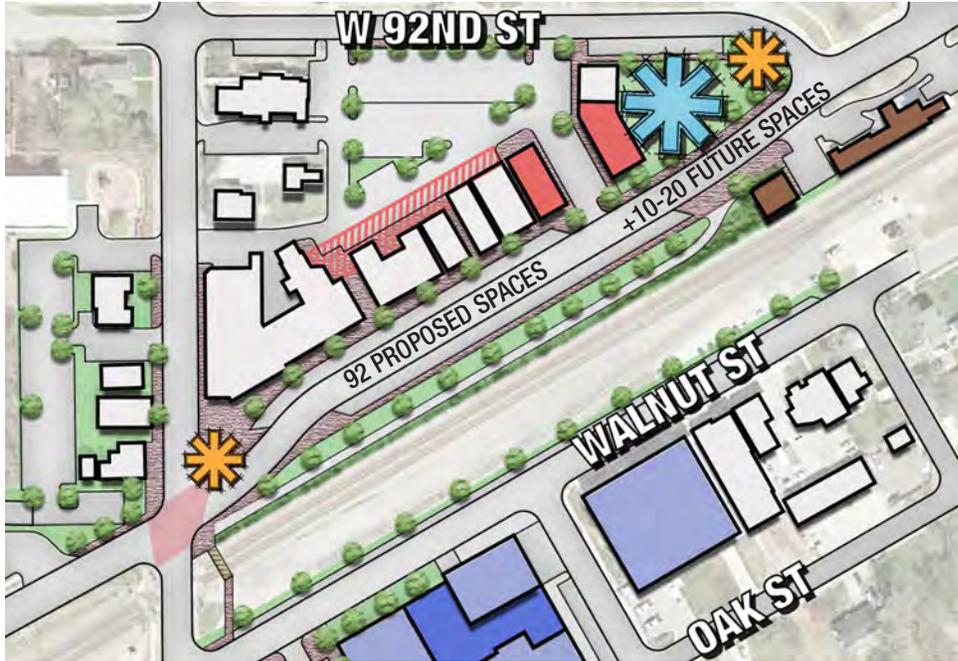
5.02 Recommended Site Concept

# FINAL CONCEPT AND RECOMMENDATIONS

Perhaps the most significant feature of the recommended concept is the proposed relocation of SFTD closer to the retail stores. The relocation changes the parking configuration (but still contains the same number of spaces) and allows for a green buffer along the railroad tracks, as well as construction of a multi-use trail to accommodate bike/pedestrian traffic. This trail provides a new amenity for residents and eventually would connect to the metro area’s regional bike plan.

Throughout the planning process, concern was expressed about relocating SFTD given that it was moved from this position to its current position in the 1980’s. However, the street’s lifespan of 25-30 years will require on-going and significant reinvestment, including repairs and repaving, by the City in perpetuity. The existing street and front parking lot (also owned by the City) were rebuilt approximately 10 years ago and will require attention again in approximately 10-15 years. Absent a recommendation to study and consider relocating SFTD, the street and parking lot would likely be rebuilt in their current configuration with no consideration given to alternative alignments at that time.

Further, this realignment supports all 3 of the goals set out for the project. Specifically, the economic viability of the existing commercial area would be supported by a stronger connection to its major street access and through this realignment, traffic should be slowed down through the area to encourage better visibility for the businesses and more sidewalk space to accommodate outdoor seating and other activities.



5.03 Recommended Site Concept



5.04 Rendered Concept



5.05 Rendered Concept



5.06 Streetscape Example



5.07 Bicycle Facilities

# FINAL CONCEPT AND RECOMMENDATIONS

Other features of the concept include:

- Improved parking area behind the existing businesses west of Pflumm;
- Improvements to the railroad crossing at Pflumm;
- Encouragement for the utilization/rehabilitation of the depot and the adjacent metal building that are in private ownership; and
- Continuation of the annual City events and activities that attract people to the area, as well as encouragement to add additional public or privately sponsored events to further this goal.

As detailed above, the recommended concept directly supports the project goals of Appearance, Connectivity and Destination/Events by enhancing Old Town's identity and sense of place; identifying locations for improved signage and gateways and opportunities for improved pedestrian and bicycle access through the area; as well as by providing specific locations for additional community events and promotions.



5.08 Example for 'Front Door' Improvements



5.09 Example for 'Back Door' Improvements



5.11 Existing Train Depot



5.12 Safe Railroad Crossing Example



5.10 Events & Activities Example



5.13 Existing Building in Old Town

## IMPLEMENTATION

It is important to understand that all of these recommendations cannot be implemented immediately. The City owns the parking lots around the retail stores as well as several buildings and related parking on the south side of Walnut Street, but everything else is privately-owned by multiple property owners, who at this point have no organization to work through to make jointly beneficial improvements. Further, public infrastructure projects must be spread over multiple years for funding purposes. However, this plan serves as the guide to enable supporters to take advantage of opportunities when they arise, to seek alternative sources of revenue and to stay on course over the long term.

1. Tenants and property owners of the commercial stores in Old Town should explore and organize a Merchants' Organization or equivalent entity to serve as an organizing and communication tool to begin to work as an advocate of the area, promote their retail and service viability and create promotional events/projects to highlight Old Town's presence and importance in Lenexa. The businesses on the west side of Pflumm Road and south side of the railroad should be included in this organization. This organization can provide a clear point of communication with the City and surrounding residents. Other Lenexa associations, such as the Chamber of Commerce may provide assistance to help such an organization get started.
2. The City should consider making improvements to the rear parking lot to the north of the shops at the time the next scheduled maintenance activities are performed on this lot. This could include making alterations, any necessary repairs, and restriping to create a more efficient configuration and gain additional spaces, as well as adding landscaping, flowers and signage. Construction of a connection to the south parking lot via the Haskins right-of-way should also be considered at that time.



5.14 Greenway Example



5.15 Gateway Example

3. The City should consider relocation of SFTD from its current location to the location shown in the recommended concept plan at such time as major repairs or improvements are necessary to the roadway and the front parking lot.
4. Merchants should utilize the suggested changes to the existing Old Town design guidelines for the area (listed in the Appendix) to implement creative solutions to improve the rear facades of the retail stores, thus making the rear parking lot more interesting, safe and pleasant. Adding landscaping, seasonal flowers, awnings, signage, and consistent screening of dumpsters are all ideas that would help improve the rear facades.
5. Business owners to the west of Pflumm should work together to connect and improve the parking areas behind the shops.
6. A “branding” study should be undertaken to develop a logo or brand for the district, uniform signage, event planning, sales coordination and other activities. New signage should be erected, incorporating the District brand, at the gateway locations shown in the plan and at the major streets to celebrate the area’s heritage and guide people to the area.
7. If the Senior Center is moved or combined into the Community Center, the City should consider repurposing the existing lot as a public gathering place to enhance outdoor activities. The park should be flexible for multiple uses, with a pavilion, open space, room for food trucks, etc. and a programming element that will allow for both public activities and rentals for private events.



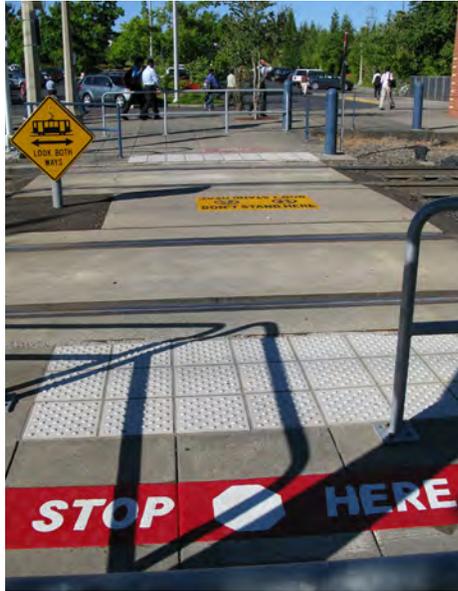
5.16 District Gateways and Signage Examples



5.17 Park Pavilion Example (Gladstone)

# FINAL CONCEPT AND RECOMMENDATIONS

- 8. The City should formally study the cost and improvements required to establish a Quiet Zone for the Noland and Pflumm Road crossings of the BNSF Railroad.
  
- 9. The City should evaluate its current street standards to assess the impact of increasing demand for multi-modal uses. The impetus for the evaluation should be the improvements recommended in the plan for the off-street bike and pedestrian trail along the relocated SFTD and its designation by MARC as the regional connection to the metro-wide bike system. Consider designating Noland Road to accommodate bicycles across the BNSF Railroad because the crossing at Pflumm is so constrained physically. Additionally, consider creating connections with the existing paths at 95th Street and SFTD and at 87th Street and Quivira Road to establish and promote a regional trail connection.



5.18 Safe Railroad Crossing Example



5.19 City Bike System map

	IMPLEMENTATION STEPS	RELATED GOALS	TIMEFRAME	RESPONSIBILITY
1	Establish a merchants' and property owners' organization to serve as an organizing and communication tool	Appearance, Destination / Events	Short Term	Business & Property owners
2	Improve rear parking lot to the north of the shops	Appearance, Connectivity Destination / Events	Short Term	City
3	Consider the relocation of Santa Fe Trail Drive during a major roadway or parking lot repair in the area	Appearance, Connectivity Destination / Events	Long Term	City
4	Utilize updated Design Guidelines to improve the rear facades of retail stores	Appearance	Short Term	Property owners
5	Include businesses west of Pflumm Road and South of railroad in merchants' organization	Appearance, Connectivity Destination / Events	Short Term	Business owners
6	Undertake a "branding" study to develop a logo or brand for the district and install signage at key gateway locations to guide people to Old Town	Appearance, Destination / Events	Short Term	Partnership*
7	Create flexible park space at current Senior Center location	Appearance, Destination / Events	Long Term	City
8	Explore the establishment of a Quiet Zone with the BNSF Railroad	Connectivity Destination / Events	Long Term	City
9	Establish city-wide approach for bicycle, pedestrian, and transit accommodation	Appearance, Connectivity Destination / Events	Long Term	City

Short term = less than 5 years. Long term = more than 5 years.

\*Partnership with City and/or other entities. (I.E. Business Owners, Railroad)

5.20 Implementation Matrix

# FINAL CONCEPT AND RECOMMENDATIONS



5.21 Existing Neighborhood Images



5.22 BNSF Railroad In Old Town

## CONCLUSION

Through a lively community engagement process and close coordination with city staff, the plan for Old Town Lenexa has highlighted citizens' excitement about this project and their unwavering attachment to the area. The overwhelming responses to the questionnaire included numerous versions of "We are so glad the City is doing this plan"! The economic success of Old Town is important to the business and property owners, surrounding residents, and the City as a whole. Because of the mix of public and privately owned land, a partnership among all of these groups will be required in order to implement the steps recommended in this plan.

The recommendations in this plan are the direct outcome of the community's ideas and insight. Successful efforts of the public/private partnership will be important to ensure its character and value are intact for future generations to enjoy for another 100 years.



APPENDIX

COMMUNITY OUTREACH

▶ Taking a new look at Old Town



History abounds in Old Town, but now the city needs residents' help in planning for the future of Lenexa's historic district.

Lenexa's Old Town area is a vital part of the community. It is where our community began its roots, and the traditional mixed-use neighborhood includes businesses, homes and churches, some of which are more than 100 years old.

The city recently kicked off a project to develop an action plan for revitalizing Old Town to encourage redevelopment of the area while building on its history and character. Key components of the plan include:

- Identifying the right mix of land uses for the area.
- Updating design guidelines.
- Improving the pedestrian and bicycling facilities.
- Enhancing traffic flow, access and circulation.
- Ensuring there is adequate parking.

The result of this effort will include an action-oriented plan intended to move the Old Town area towards being a walkable, economically viable, and celebrated part of the city.

**PUBLIC MEETINGS**

**Introductory meeting**  
Feb. 9, 6 p.m.  
Lenexa Senior Center

**Moving forward**  
April 26, 6 p.m.  
Lenexa Senior Center

Though not required, it is helpful to attend both meetings to receive a full picture of the recommended plan.

An advisory committee made up of property owners, residents, business representatives, city staff, Planning Commission members and other stakeholders are guiding the project. Look for opportunities to share your feedback over the next six months, and learn more about it at [Lenexa.com/TownTalk](http://Lenexa.com/TownTalk).

The project is funded through a \$41,000 grant from the Mid-America Regional Council's Planning Sustainable Places program and a city match of \$20,500.



**ART SCHOLARSHIPS AVAILABLE TO GRADUATING SENIORS**

Graduating high school seniors planning to attend college in the fall of 2016 are invited to apply for visual and performing art scholarships offered by the Lenexa Arts Council.

The scholarship program aims to support Lenexa youth as they further their education. To be eligible, students must live in Lenexa and submit a completed application by March 1. Applications and more information are available at [Lenexa.com/Art](http://Lenexa.com/Art). Questions may be directed to Susanne Neely at [sneely@lenexa.com](mailto:sneely@lenexa.com).

**POOL PASSES REQUIRE IN-PERSON RENEWALS IN 2016**

Become a member of Lenexa's three outdoor swimming pools in 2016. With a membership, you are able to visit all three pools, attend Splash with Me, participate in lap swimming, and enjoy your summer poolside.

Residents who purchase their 2016 pool passes by March 31 will receive a 10 percent discount and will be eligible to receive up to four complimentary guest day passes.

**NEW: All new and renewal passes must be purchased in person** at the Lenexa Community Center, from 8 a.m. to 6 p.m. Monday through Friday. A new registration system is being used, and all accounts must be activated in person. New photos will be taken of all members, and new key tags will be scanned at the pools before entry. For a list of fees, visit [Lenexa.com/Pool](http://Lenexa.com/Pool).

▶ Envisioning a future for Old Town

With the help of grant funds from the Mid-America Regional Council Planning Sustainable Places program, the city is developing an action plan to highlight revitalization opportunities in Old Town. No funds have been identified to implement the plan yet.

More than 85 residents, business and property owners, and church representatives attended an initial public meeting in February to discuss ways to make Lenexa's original town site thrive. The project consultant team presented site concepts with a variety of mix-and-match ideas for enhancing the Old Town area. They ranged from reconfiguring Santa Fe Trail Drive and adding new commercial spaces to relocating the Noland Road railroad crossing and creating more public event spaces. Some concepts involve privately owned property and offer ideas for owners to consider as they redevelop or make future improvements to their property.

Attendees at the meeting identified ideas they liked and disliked. They also shared feedback about activities and features that are currently missing from Old Town, as well as the biggest challenges facing the area.

This project will result in an action plan to move Old Town toward being a more walkable, economically viable and celebrated part of Lenexa. Learn more at [Lenexa.com/OldTown](http://Lenexa.com/OldTown).



**OLD TOWN PUBLIC MEETING**

**Final Recommendations**  
April 26, 6 to 8 p.m.  
Lenexa Senior Center



▶ Taking new ideas for Old Town to the next step

Lenexa's roots took hold alongside the railroad, which was as vital to 19th century growth as interstate highways are today. The city is using grant funds from the Mid-America Regional Council to study redevelopment opportunities that could enhance Old Town Lenexa's historic character. This area includes a business district near Plumm Road and Santa Fe Trail Drive, as well as many older homes and churches.

For the last few months, we have been talking with residents, businesses and property owners about the types of activities and features they would like to see in Old Town. Well-attended public meetings in February and April covered many concepts for land use, parking, bicycle and pedestrian infrastructure, community event spaces and more.

In June, the project consultant team and city staff will present recommended strategies to both the Planning Commission and City Council. Accepting the recommendations would enable the city to pursue additional grant funds to continue the planning



During public meetings, many ideas were discussed for how to create a flexible community green space in Old Town.



process. More work is needed to move from the concept stage to projects that can be implemented. The end goal is to make Old Town a more walkable, economically viable and celebrated part of Lenexa. Learn more at [Lenexa.com/OldTown](http://Lenexa.com/OldTown).

**THE PUBLIC IS INVITED TO ATTEND:**

PLANNING COMMISSION  
JUNE 6 | 7 P.M.

LENEXA CITY COUNCIL  
JUNE 21 | 7 P.M.

4J0 **Local** 913 WEDNESDAY MAY 4 2016 KANSASCITY.COM



Submitted photo

Consultants are working with the city of Lenexa to develop a revitalization plan for Old Town, located near the intersection of Santa Fe Trail Drive and Pilumm Road, just north of 95th Street.

**GOVERNMENT WATCH**

## Consultants present plan for Old Town Lenexa

**Residents favor a plan that includes green space for community events, an expanded community center to include space for seniors and reconfigured traffic and parking**

**Possible uses mentioned for a common area include outdoor movie showings, a food truck zone, pop-up café or pavilion**

BY ROXIE HAMMILL  
*Special to The Star*

An Old Town Lenexa plan with new green space for community events, an expanded community center to include space for seniors and reconfigured traffic and parking has emerged as the favorite of residents.

Consultants Chris Cline and Vicki Noteis, who are working with the city to come up with a revitalization plan for Old Town, used opinions of residents to refine a plan for the historic section of Lenexa near the intersection of Santa Fe Trail Drive and Pilumm Road, just north of 95th Street. They presented their findings at a meeting last week.

The historic area is centered on Lenexa's original business district and bisected by the BNSF railroad tracks, which separate the business district from homes and the community center.

At a meeting in February, residents were presented with several options for parking and street configuration and architecture. Based on their comments, consultants have since narrowed things down to a plan that would expand the small community center so that senior activities could be held there. Senior meals and other events are now held in a small building just west of the community center.

That would free up the space that building occupies for some type of common area, with a design yet to be determined. Some possible uses mentioned were outdoor movie showings, a food truck zone, pop-up café or pavilion. The plan also has a space for another event area on the north side of the tracks.

Earlier plans had proposed major changes in traffic flow that would eliminate the railroad crossing at Noland Road and replace it with another one farther west and closer to the shops. But residents have said they don't like that idea, so it was removed from the plan, Cline said.

"We heard you loud and clear," he said.

Also under consideration is a proposal to realign Santa Fe Trail Drive, the main street parallel to the tracks. That street used to run closer to the shops, but was moved in the 1980s to be farther away from their front doors. Now, traffic on Santa Fe Trail Drive is separated by curbing and landscaping from parking and spaces in front of the stores. The consultants have suggested that putting the street back closer to where it was, with bigger sidewalks in front of the shops, might slow traffic a little and bring in more customers.

One such proposal puts sidewalks, landscaping and bike-ways in the area that would be expanded if the street were moved.

The consultants suggested other things as well, including changes to maximize other parking north and west of the shops, increased attention to back shop entrances from that parking and improved signs that would promote the Old Town area.

There was also some support among residents for a quiet zone at the railroad crossings, but Cline and Noteis cautioned that quiet zones are a long and sometimes expensive process.

They also warned that the plans being discussed will not necessarily mean construction in the near future. The plan is more of a document that shows the city's intent for how the Old Town area should be redeveloped, they said. Future action would depend on more money and cooperation from private landowners.

The plans are being drawn up with money from a \$41,000 grant from the Mid-America Regional Council's Planning Sustainable Places program, plus a matching \$20,500 from the city. The plan is also focused on "multi-modal" street systems which include pedestrian and bicycle connections.

Consultants are Confluence, Collins Noteis and Associates and Wilson and Company.

About 70 people braved approaching thunderstorms to listen to the plan update last week. Most did not linger afterward to log in their thoughts, preferring to take the comment cards home or fill out a questionnaire online.

Next, a special city committee will review the plan this month. The final version will be considered by the Lenexa Planning Commission June 6.

Roxie Hammill:  
roxie.hammill.news@gmail.com

6.02 Local Newspaper Article

# A New Look at Old Town

**PUBLIC MEETING #1**

**FEB. 9, 2016**  
**6-8 p.m.**

**Lenexa Senior Center**  
13425 Walnut St., Lenexa, KS 66215

Come share your ideas about ways to revitalize Old Town, Lenexa's original town site.

# A New Look at Old Town

**PUBLIC MEETING #2**

**APRIL 26, 2016**  
**6-8 p.m.**

**New location!**  
**Lenexa Community Center**  
13420 Oak St., Lenexa, KS 66215

Share your feedback on final recommendations for ways to revitalize historic Old Town Lenexa.

6.03 Public Meeting Fliers

## DESIGN GUIDELINES

The City of Lenexa revised their Zoning Ordinance in 1986 to create the PB-1 Planned Business District to encourage new development and redevelopment in Downtown Lenexa. As part of that amendment, design guidelines for Old Town were developed to provide guidance and direction for property owners in the effort to protect its historic character and sense of place. Over time the PB-1 district was modified and is now referred to as the HBD Planned Historic Business District. The Old Town design guidelines were not incorporated into the HBD district, rather they became recommendations for property owners to use when considering improvements to their property.

The guidelines include sections on Landscape and Streetscape, Architecture and Signage. The following suggested changes and additions provide a framework for the city to review and consider as formal amendments to the Zoning Ordinance.

The theme for Old Town that is outlined in the guidelines is still relevant today and echoes the public input from the planning process. The focus is on blending new ideas and current construction methods with the area's character, without trying to duplicate or copy it. The guidelines are based on establishing and retaining quality, integrity and respect in dealing with this district. It is the private property owners' responsibility to comply with the City's Zoning Ordinance. It might be helpful to distribute copies of the design guidelines to inform and remind the property owners to consult the guidelines before doing any improvements, additions or changes to their property.

Recommendations for Design Guidelines Updates:

## STREETSCAPE AND LANDSCAPE GUIDELINES

(SECTION III.A. of current design guidelines)

The current guidelines outline a hierarchy of streetscape areas, both within the commercial district and on the perimeter, and provide recommendations for street furniture, paving, and landscaping. The following recommendations reflect suggestions for additional detail and organization for streetscape and landscape elements.

Suggested Recommendations Include:

1. Update plan graphics with current property info, including information within new boundary established in report.
2. Consider including Pflumm Road in the 'Corridor Street' designation. Develop a consistent image along Santa Fe Trail Drive and Walnut Street.
3. Consider extending perimeter street designation to additional Streets (Summit, Oak, Noland Rd.). Create a 4th section for 'Residential Streets' within the district.
4. Extend boundaries to include both sides of streets. Extend boundaries north and south along Pflumm St (north to 91st Street, South to Oak). Include four corners of intersection in boundary (Perimeter Street Guidelines).
5. Recommend a mixture of trees (3-4 types) in each area – variety protects against disease and creates improved visual interest throughout the seasons. Update and expand Plant Selection Guide (remove unwanted species, add new varieties, add diversity).
6. Provide alternative brick paver manufacturers, or allow flexibility for an 'approved equal'. Provide additional options for paver colors and patterns at intersections.
7. Select new Bench and Trash Receptacle (none are currently installed as specified). Recommend preferred locations for site furnishings on plan enlargement. Provide consistent color and material palette on site furniture.

8. Provide preferred light pole spacing and/or minimum photometric requirements.
9. Add recommendation for lighting and streetscape furnishings to perimeter street guidelines.
10. Add the intersections at Pflumm and Santa Fe Trail Drive, and 91st St. and Santa Fe Trail Drive to the intersection section.
11. Add specificity to recommendations – provide example planting plan at ‘prototype’ condition(s).
12. Provide plan graphic with recommendations for enhanced planting areas.
13. Provide specific height clearances from traffic and pedestrians (80" for pedestrians).
14. Expand maintenance section with specific recommendations for planting, watering, and pruning details.

## ARCHITECTURAL GUIDELINES FOR REHABILITATION AND NEW CONSTRUCTION

(SECTION III.B. of current design guidelines)

The current architectural guidelines are still applicable and appropriate with a few additions. The document is thorough and detailed, with clear explanations and illustrations to aid property owners. The following recommendations are summarized below to reflect changes and additions that stem from this plan.

Suggested recommendations include:

1. Review guidelines in all categories to reflect new technologies for building materials, roofs, etc. to encourage environmentally friendly or LEED certified materials.
2. Consider developing guidelines regarding alternative energy sources such as wind turbines, solar panels, etc.
3. Under III.B.9 Entrances, develop guidelines to address improving the rear entrances of the buildings on Santa Fe Trail Drive as potential secondary entrances from the parking lot adjacent on the north. Guidelines on materials, awnings, windows, signage and screening of trash receptacles and storage can also be addressed in the proper sections. These do not have to strictly comply with the same guidelines for the front facades, but could encourage smaller signage, welcoming entrances if desired, more color and more whimsical ways to attract customers into businesses and/or around to the front.
4. Consider exploring some type of incentive (possibly provided by the business community or a new merchants’ association) for owners to improve their property – use a limited time frame for eligibility.
5. Continue the use of illustrations to convey the details of proposed changes.

## SIGNAGE

(SECTION III.C. of current design guidelines)

Additional signage recommendations address continuity, design, and materials that will help bolster the area's identity and protect and enhance its historic character.

Suggested recommendations include:

### District Wide

1. Encourage a new business or merchants' association (including a representative from the City) to engage in an comprehensive branding campaign for the district
2. Develop district identity guidelines and brand for use on promotional material and signage
3. Select preferred color scheme/palette for use on promotional material and signage
4. Use district boundary map to identify key opportunities for District entry signage, monument signs, and/or gateway features in public ROW.
5. Develop a conceptual signage framework that allows some variation and creative uses within a range of sizes, scale, and colors for use in various locations throughout the district.

### Individual Buildings

6. Coordinate building signage with proposed site signage concepts for cohesive 'look and feel'
7. Update signage materials and construction techniques to match new technology and fabrication techniques
8. Establish process for review and approval of proposed new signs prior to installation
9. Under III.C.5, Illumination, consider adding more restrictions on the use of neon, back-lit and digital signs

10. Review existing sign regulations in the Unified Development Code and consider incorporating specific regulations for signage in the HBD zoning district.

