DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES

May 2010

"Streets and their sidewalks, the main public places of a city, are its most vital organs…If a city's streets look interesting, the city looks interesting; if they look dull, the city looks dull."

Jane Jacobs

DOWNTOWN WICHITA
STREETSCAPE DESIGN GUIDELINES

May 2010

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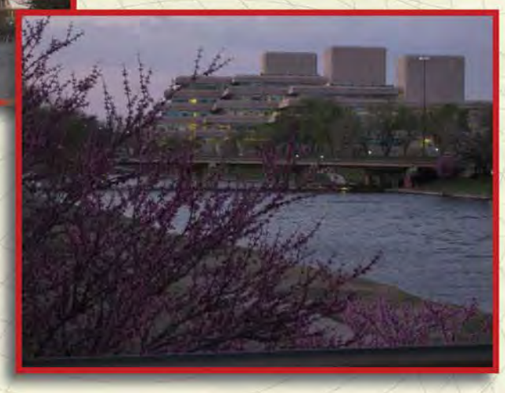

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I. Introduction

The *Downtown Wichita Streetscape Design Guidelines, April 2010,* referred to throughout this document as the Streetscape Design Guidelines, are the result of years of planning activities. These guidelines help to implement several planning initiatives and represent their spirit and intent through a comprehensive design framework. This framework serves one basic purpose – to help improve the sense of place in downtown Wichita.

The cornerstone of the Streetscape Design Guidelines is an innovative implementation model that integrates context-based design into downtown's street environment. To this point, streetscape design has largely been decided on a project-by-project basis, with a few consistent design features. Going forward, these guidelines will provide a set of cohesive design principles for future street improvements. As a result, future projects will enhance the beauty of downtown while improving downtown mobility for all users of the street network.

A. Relation to Other Planning Documents

Due to their applicability throughout downtown, the Streetscape Design Guidelines are influenced by other existing planning documents. These documents' study areas abut, overlap, or are completely contained within the boundaries of the guidelines. Several of these documents have established design recommendations, including streetscape elements. It is important that these planning documents are properly acknowledged in this plan. This section identifies six key planning documents that have an important relationship with the Streetscape Design Guidelines. These documents include:

- *Downtown Revitalization Master Plan.*
- *Arena Neighborhood Redevelopment Plan.*
- *Delano Neighborhood Revitalization Plan.*
- *Douglas Design District Streetscape Improvement Plan.*
- *Walker and Carl Walker Parking Plans.*

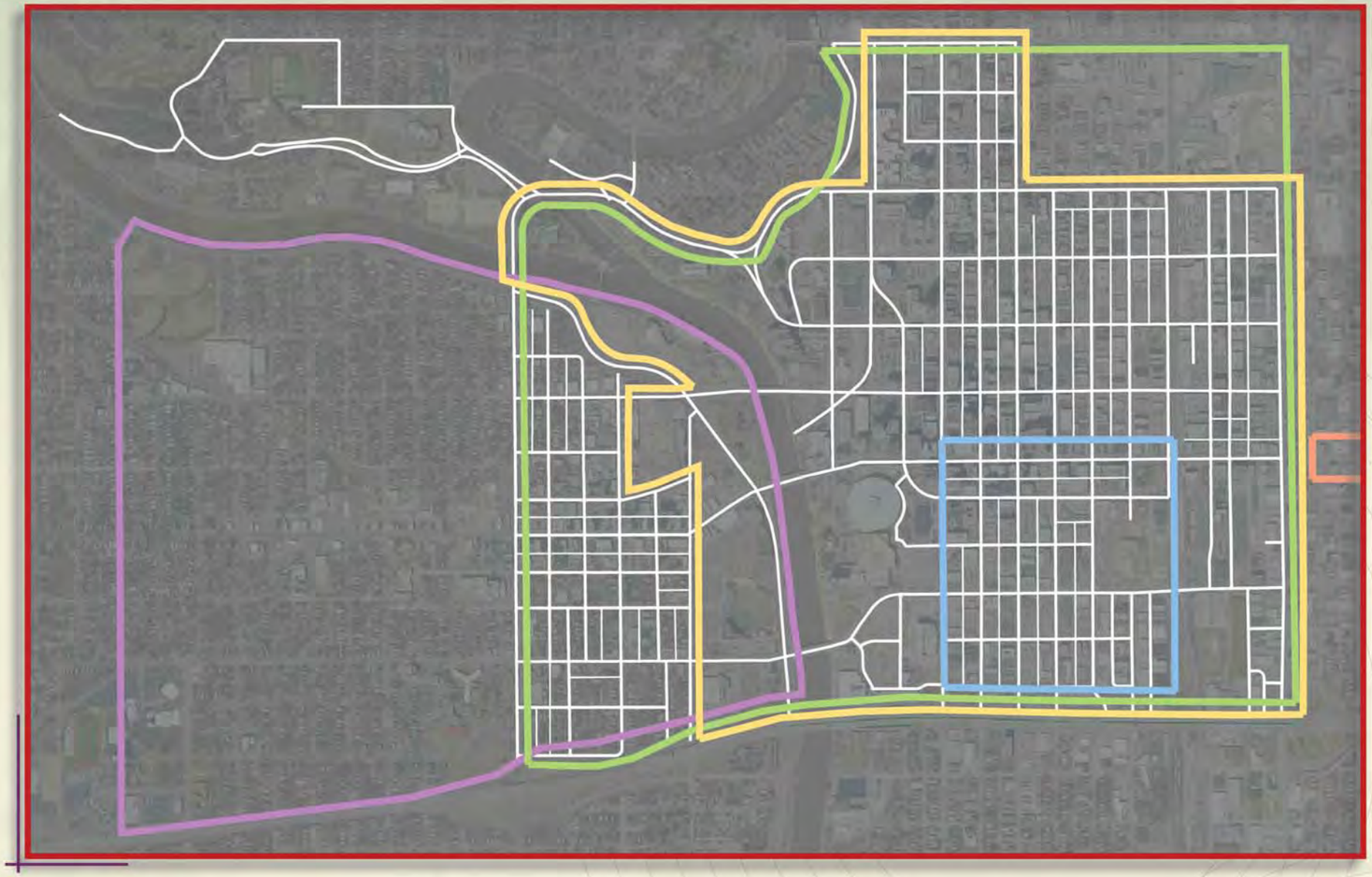
The background history of each study area is briefly discussed, followed by a summary of the components of the planning document. Finally, the unique relationship between the specific planning document and the downtown streetscape guidelines is analyzed. The locations of the study areas for each planning document, including the Streetscape Design Guidelines, is identified in the Location of Study Areas Map to the right.

1. Downtown Revitalization Master Plan

Currently, the Downtown Revitalization Master Plan (DRMP) is under development. The development of these Streetscape Design Guidelines has proceeded concurrently with the DRMP planning process. The prime consultant for these design guidelines, Professional Engineering Consultants (PEC), is also a member of the consultant team for the

Location of Study Areas

Not to Scale



Streets covered by Streetscape Design Guidelines

Downtown Revitalization Master Plan

Arena Neighborhood Redevelopment Plan

Delano Neighborhood Revitalization Plan

Douglas Design District Streetscape Improvement Plan

Walker and Carl Walker Parking Plans

DRMP. Coordination between the two projects ensures a high degree of consistency, which is important due to their very similar project boundaries.

At the heart of both documents is the ultimate goal to improve downtown. But the DRMP has a much more comprehensive scope than the Streetscape Design Guidelines. Most downtown master plans contain a streetscape element. Therefore, the Streetscape Design Guidelines can almost be considered an implementation component of the DRMP.

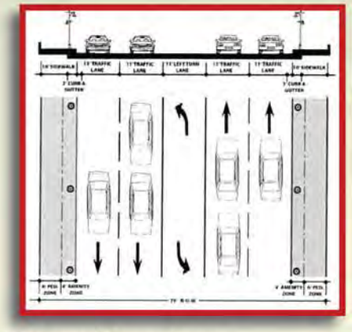
Several aspects of this coordinated approach to project development are worth mentioning. First, the street types were developed in concert with the DRMP transportation consultant. This led to the refinement of the Balanced Street types. Second, the streetscape design framework was coordinated with the DRMP urban design leader to ensure consistency with the DRMP's conceptualized urban fabric. Third, the inclusion of the cycle track bicycle facility type was suggested by the DRMP transportation consultant. Finally, public involvement opportunities were shared by the two projects. This was vital to maintaining stakeholder engagement.

2. Arena Neighborhood Redevelopment Plan

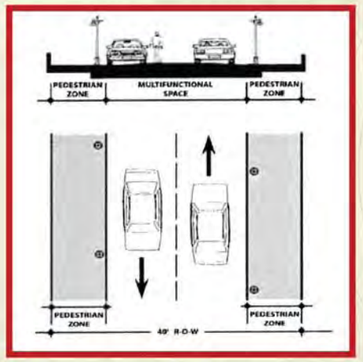
The INTRUST Bank Arena is a vital component of downtown Wichita. The *Arena Neighborhood Redevelopment Plan* is an intergovernmental effort by the City of Wichita, Sedgwick County, and the Wichita Downtown Development Corporation. The boundaries of this plan are Main Street on the west, the central rail corridor on the east, the Kellogg freeway on the south, and Douglas Avenue on the north. This plan:

- Ensures the area within the plan includes high quality architecture that complements both the existing architecture and public sector improvements in the area. This includes the protection and rehabilitation of important existing structures.
- Promote a visually-appealing, secure, and comfortable physical place by establishing architectural guidelines and building materials for façade improvements and new construction within the area. These include, but are not limited to consistency in building height, scale, massing, fenestration, rooflines, and a palette of acceptable colors and building materials.
- Discusses ADA accessibility, variety of uses, mixture of market components, intensity of use, and linkage to existing infrastructure.
- Recommends the development of streetscape design guidelines (Implementation Action 3a), which is a driving factor behind the development of the Downtown Wichita Streetscape Design Guidelines.

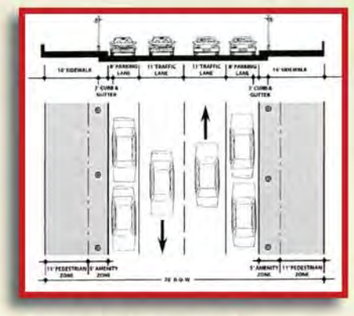
The *Arena Neighborhood Redevelopment Plan* also includes specific recommendations for three street types within the arena neighborhood. These include Balanced Streets, Pedestrian Streets, and Plaza Streets, which are shown below. These street type standards influence the street types identified in the Streetscape Design Guidelines.



Balanced Street Section
Source: Gould Evans.



Plaza Street Section
Source: Gould Evans.



Pedestrian Street Section
Source: Gould Evans.

3. Douglas Design District Streetscape Improvement Plan

The Douglas Design District is located directly to the east of downtown Wichita. This district is the Douglas Avenue corridor from Washington Street east to Glendale Street. The Douglas Design District Association, a civic not-for-profit organization that represents businesses within the corridor, is the driving force behind the streetscape improvement plan. Over many decades the district amassed a wide variety of architectural types as it transitions from an urban character on its western end to a more traditional inner-ring suburb on the eastern end. The Douglas plan presents an improved, revitalized, vibrant commercial corridor in 2020 through the use of design concepts and streetscape improvements.

The Douglas plan is primarily an economic tool to promote redevelopment within the aging commercial corridor. There is also a design concepts section, which includes streetscape improvements. Some of these include:

- Retain existing on-street parallel parking stalls and establish on-street bike lanes.
- Install uniquely-designed street furniture such as trash receptacles, bike racks, historic markers, public art, etc.
- Introduce comprehensive street landscaping (street trees, raised landscape medians, planters, etc.) on Douglas at Washington extending east to the I-135 overpass.

The Douglas plan's specific recommendations for street improvements are recognized in the Streetscape Design Guidelines. Proposed improvements in the Streetscape Design Guidelines should balance the site amenities along Washington Street at the intersection with Douglas Avenue. There should be a continuity of design along Douglas Avenue that provides a healthy transition from one area to the next.

Recommended Green Landscaping Concept
Source: Wichita-Sedgwick County MAPD.

4. Delano Neighborhood Revitalization Plan

The Delano Neighborhood is located directly to the west of downtown Wichita, on the far side of the Arkansas River, as shown on the location map. Originally a separate municipality from Wichita that is actually older than the larger city of Wichita, Delano was annexed to Wichita in the late 1870s. Delano's history as a separate community affords this neighborhood a distinct character and feel that is different from the abutting neighborhoods. Its location on the river and close proximity to Wichita's central business district, original historical architecture, and pedestrian-scale of development have led to increased development in the area. The *Delano* plan is aimed at re-establishing an urban neighborhood desirable for a quality live/work lifestyle.

The *Delano Neighborhood Revitalization Plan* includes specific neighborhood design guidelines for site design, landscaping, lighting, signage, gateway features, and architectural recommendations within the Delano Neighborhood Overlay District. The Delano neighborhood is physically separated from adjacent neighborhoods, including downtown Wichita.

Major Gateway at South Seneca
Source: Law Kingdon

Gateway at Douglas/Meridian
Source: Law Kingdon

5. Walker and Carl Walker Parking Plans

The study areas for both parking plans include the boundaries for the Streetscape Design Guidelines and extends further north to Murdock. These transportation plans include a thorough inventory of the existing on-street and off-street parking within the downtown area and discuss transportation demand management strategies. The parking signage and wayfinding issues addressed in the parking plans influenced similar signage recommendations in the Streetscape Design Guidelines.

Parking information provided in both plans will help influence parking capacity in the Streetscape Design Guidelines. Underutilized parking areas identified in the parking plans will also help determine if design standards need to be modified to accommodate additional parking, especially during special events.

B. Project Goals

Goal 1

Improve the vibrancy of downtown streets

Vibrant streets bustling with activity are indicative of a successful, economically healthy downtown. Anyone who has visited New York City, Chicago or any number of large cities can attest to this. The classic movie scene of grabbing a hot dog or newspaper at a corner stand while business people shuffle by is almost cliché. Yet in Wichita, such activity is limited in many areas.

There are several obvious reasons this scene is limited in Wichita. Cultural differences, population density and economic demand are certainly three of those reasons. However, one explanation that cannot be overlooked is the design of Wichita streets as compared with those found in more quintessential urban settings. In such environments, wide sidewalks accommodate high pedestrian volumes and provide ample space for vendors, performers and sidewalk cafés. Spacious plazas, showcasing monuments and works of art, provide venues for gatherings, festivals and open-air markets. Abundant seating options afford pedestrians opportunities for respite. Streets are easy to navigate, "user-friendly" and accessible to a broad spectrum of users.

These design characteristics create an environment that supports a variety of street-level activities for all users. This document provides guidelines for incorporating such characteristics into the design of downtown streets.

Goal 2

Improve linkages between downtown destinations

The community has invested significant resources developing destinations to serve a variety of governmental, entertainment, cultural and economic purposes. There are also plans for additional future facilities, such as the new Central Library. While many of these destinations are attractive and function well, they are distributed across the relatively large area of downtown Wichita, and many are not connected visually or functionally.

Visual cohesiveness links major destinations together to enhance the sense of place. It also makes travelling between destinations a more pleasurable experience, whether by walking, driving or bicycling.

Barriers are also obstacles to overcome in downtown. The central rail corridor and the Arkansas River are two examples of barriers that inhibit strong linkages. Also, some streets and alleys have been vacated and developed upon, which blocks view corridors and creates longer travel distances.

This document contains design strategies that will provide visual and functional linkages to connect destinations that are dispersed throughout downtown. It also incorporates thematic wayfinding techniques to facilitate downtown mobility.

Goal 3

Improve the degree of engagement between the travelling public and the street environment in downtown

With the advent of the automobile, many American cities turned their backs on transit, walking and bicycling as forms of transportation. Streets in downtowns across the country became very auto-centric. In recent years, environmental concerns, rising oil prices and the desire to become more physically fit have led to increased public desire for transportation alternatives to the car.

There is a tremendous challenge in retrofitting auto oriented streets to better suit the needs of pedestrians and bicyclists, and to a lesser degree transit. Wide travel lanes with relatively high posted speed limits and narrow sidewalks with few amenities create a hostile environment for walkers and cyclists. However, good design standards and dedication of sufficient resources can once again make streets safe and inviting to all users.

One concept that has gained popularity is that of "complete streets." The idea of complete streets advocates the creation of streets that are amenable to all users – motorists, pedestrians, bicyclists and transit. It is important to note that the concept does not ask people to eschew their cars. Rather, it simply places additional importance on the other transportation modes, stating that those modes must be designed for as well.

That being said, it is not practical for all streets to accommodate all users to the highest possible level of service. Some streets must be reserved as the primary vehicular corridors into and out of downtown. Others, typically those with moderate traffic volumes, can be designed with integrated bicycle facilities. Still others may be designated as transit corridors and designed to better accommodate transit vehicles and users. What is critical is that the downtown street network provides viable, user-friendly transportation facilities for all modes of travel.

This document provides design strategies for integrating the "complete streets" concept into the downtown street network. This will allow motorists, bicyclists, pedestrians and transit patrons to safely enjoy all that downtown has to offer.

Goal 4

Improve the aesthetic and functional consistency of downtown streets through good streetscape design principles

A key component of creating critical mass in downtown is to provide streets and spaces that not only function well, but look good doing it. Beautiful streets are of little worth if they do not adequately transport cars, trucks, bicycles, buses and pedestrians. They must also support adjacent development with effective on-street parking. Conversely, fully-functioning streets add little to the fabric of downtown if they are dull, boring and ugly. Good streetscape design accounts for both form and function.

Over the years, streets have been constructed in downtown to varying degrees of design. A few corridors, Douglas Avenue and Old Town in particular, have maintained a reasonable level of design quality and consistency. However, other streets have been constructed to a lesser degree of design quality, which detracts from the overall appeal of downtown. A comprehensive set of design guidelines will enhance the City's ability to maintain consistency and cohesiveness throughout downtown.

This document provides cohesive design principles that will help create attractive and functional downtown streetscapes. The guidelines provide for the appropriate use of art and landscaping to improve the downtown sense of place.

C. Important Considerations

There have been several items identified that have been considered as the Streetscape Design Guidelines were developed and need to continue being considered as they are implemented. A brief explanation of some of the more important of these items is included for discussion purposes.

1. Maintenance and Operations Issues

This document is concerned mostly with the development of future streetscape designs in downtown Wichita. It does not go into great detail regarding the maintenance and operations after the guidelines are implemented into constructed streetscape projects. As new street projects are conceived and the bid documents are developed, the City will be considering aspects of maintenance and operations. As such, it may not be possible for all aspects of the amenities to be developed at one time and some project amenities may be installed in phases.

The City will consider maintenance and operational capacity for each project. It is unlikely that the City will build a project if sufficient ongoing maintenance and operational resources cannot be identified. Therefore, most of the guidelines are structured to have a range of possibilities from preferred to acceptable, with the acceptable option being the minimum desired standard.

Also, there may be opportunities going forward to look at design options that could yield cost savings for maintenance and offer operational advantages. These options frequently incur higher capital costs, but offer advantages over time. For example, the City has recently begun using LED (light-emitting diode) traffic signal lights. They are more expensive than traditional incandescent bulbs, but last many times longer and use far less electricity. So, the City has made the decision to pay more up front and recapture those expenses in the form of lower maintenance costs and higher operational efficiency.

There are three options identified for consideration that could be implemented as deemed feasible. As with the traffic signal lights, the City could begin using LED bulbs for their street lights. This may require some coordination with Westar Energy, but it could potentially offer similar advantages. Another lighting option is that of solar powered street lighting fixtures. There are several manufacturers that offer products that could work for downtown. Consideration would have to be given to design, as these fixtures require a solar panel to gather the sun's energy. However, some of the products have the solar panels integrated into the fixture head to streamline the design. Products such as the "Big Belly Solar Trash Compactor" could be considered in lieu of traditional garbage receptacles. Product design would also need to be considered with the "Big Belly," as the product is relatively large and offers few design options. The main advantage to such a product would be in operational capacity. They would require less frequent emptying of trash, which would free those resources for other activities.

2. Avoiding Monotony in Streetscape Design

It would be rather simple to create a set of design guidelines that could be applied uniformly throughout downtown. The City could simply say that every street light installed shall look like this, or that every bench shall look like that. However, the end result of such an approach would be an entire downtown that looks the same everywhere without taking into consideration the architectural and artistic differences from district to district within downtown.

These guidelines have been developed to consider the uniqueness of the individual districts and sub-districts within downtown. For example, it is plain to see that Old Town has a completely different design feel and aesthetic than WaterWalk. These differences should be reflected in streetscape design that complements adjacent design characteristics of the built environment. The end result will enhance the sense of place within downtown and provide a more pleasurable experience for the street user.

3. Design Council Review

The Design Council consists of 15 design professionals from five separate disciplines including architects, landscape architects, engineers, artists (including one graphic design member) and citizens-at-large. The purpose of the Design Council is to improve the quality of life for all citizens of Wichita by reviewing projects and making recommendations to the City on projects that should be considered for enhancement to ensure the highest aesthetic standards possible. Review by the Design Council professionals encourages designers to find innovative, cost-effective solutions to create memorable public spaces and to set higher design standards as a result of review by their peers.

All project designs developed using the Streetscape Design Guidelines will be reviewed by the Design Council. The Design Council review should be closely coordinated with the internal review recommended in **Policy Recommendation #1** in Appendix A to avoid duplication of work effort and to ensure efficient use of time by citizen volunteers, staff and consultants.

4. Need for Flexibility

It must be considered that the downtown environment is very complex. Streets and facilities have been built over a span of more than a century. During that time frame modes of travel have changed, building techniques have evolved and development regulations have been periodically updated. Therefore, it is impossible to fathom every scenario that could arise through the design and construction of a street project.

Even with the included range of acceptable options, some options may not be feasible given the aforementioned complexities. It will be necessary for design professionals and decision makers to remain flexible in such situations and formulate the best alternative design options.

5. Importance of Accessibility

Downtown is likely the most diverse place in Wichita. People from all walks of life, all races and ethnicities, all socioeconomic classes and all manner of physical ability converge daily upon downtown to partake of its businesses and services. Because of this, downtown needs to be accessible and hospitable to the broadest cross-section of our community's population. It is a stated goal that downtown streets need to be designed for all users. This includes the disabled and less mobile members of our community. The importance of accessibility to all cannot be understated. From a design perspective, the Americans with Disabilities Act Accessibility Guidelines (ADAAG) represent the minimum acceptable standards of accessibility and not the maximum.

6. Existing Downtown Walking Trails

The City recently installed signage along several downtown streets, which demark three downtown walking trails:

- The Kansas Poets Trail.
- The Kansas Sports Trail.
- The People of Kansas Trail.

As streets are reconstructed to the Streetscape Design Guidelines, these trails should be considered and signage replaced as needed.

The Kansas Poets Trail signs include poetry excerpts from Kansan poets. The Kansas Sports Trail includes quotes by Kansan sports figures or about Kansas sports teams. The People of Kansas Trail includes quotes or information about figures from the history of Kansas. The routes taken by each of these trails along with signage samples are detailed in **Appendix B.**

D. Policy Recommendations

There are five policy recommendations that would further the goals of the Streetscape Design Guidelines. A comprehensive discussion of these policy recommendations is included in **Appendix A**. The recommendations are:

1. Policy Recommendation #1 –
Establish an internal review process for implementation of the Streetscape Design Guidelines.

2. Policy Recommendation #2
Develop prioity enhancement areas for public infrastructure in downtown.

3. Policy Recommendation #3
Revise applicable codes, ordinances and policies to better facilitate street level activities.

4. Policy Recommendation #4
Develop guidelines specifically for the design of on-street bicycle facilities and cycle tracks.

5. Policy Recommendation #5
Develop a City policy to address advertising signage in the street right-of-way to incorporate the Lifestyle Pylons, Mini-pylons and Wayfinding Map Kiosks suggested in the Streetscape Design Guidelines.

II. Users Guide

A. Purpose and Vision

The ultimate purpose of the Streetscape Design Guidelines is voiced thoroughly in the project goals. To summarize, the purpose of the guidelinesis to improve the design aesthetic and design consistency of downtown streetscapes while making the streets more functional for all users.

The Vision Statement of the Streetscape Design Guidelines is stated as follows:

"*Sense of place through quality design enhances the downtown experience.*"

This statement also serves as the intangible output for the plan implementation model, as will be discussed later in this section.

B. Intended Audience

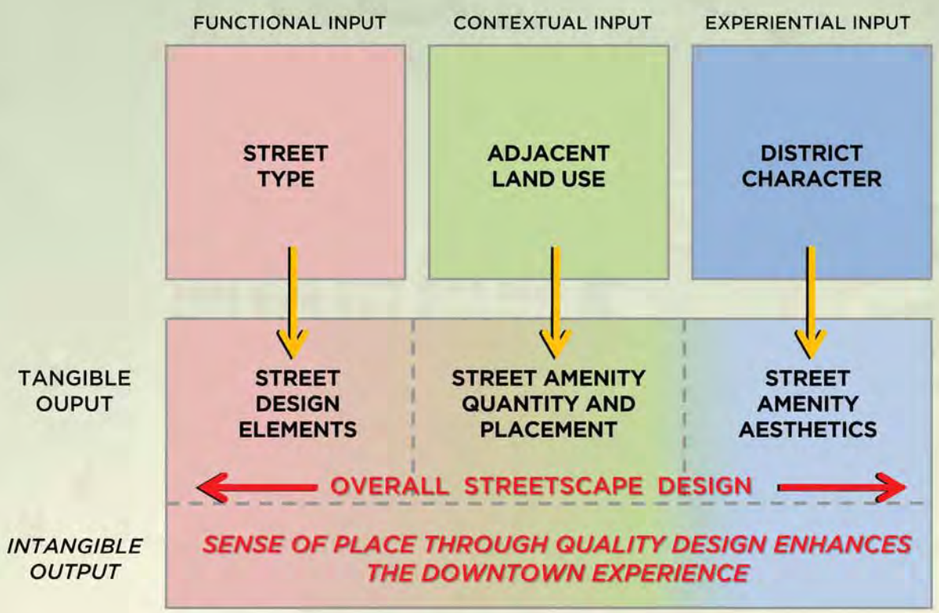
There are three primary users of the Streetscape Design Guidelines:

- General Public.
- City Staff.
- Design Professionals.

The general public will use the document mostly for informational purposes. The guidelines will provide a picture of how downtown will look, feel and function as street projects are constructed. Downtown stakeholders, such as business and property owners, are included in this audience.

City staff will use the Streetscape Design Guidelines to develop consistent and attractive downtown street projects. Also, staff will use them to review projects as they are being developed to ensure that the City's design preferences are incorporated into streetscapes. Additionally, as amenities are added to existing streetscapes, staff should use the document to ensure that they reflect the City's design preferences.

"Design professionals" is a generic term for the engineers, architects, landscape architects and artists hired by the City to design street projects. The Streetscape Design Guidelines will inform them on the City's preferences as projects are being designed. Preferred products and materials are specified to ensure a high degree of quality and consistency.



Implementation Model

C. Implementation Model

The implementation model is a visual representation of the process used to implement the Streetscape Design Guidelines from concept to design to construction. The model graphic is located above.

The implementation model is built on a series of three inputs. The *functional input* is based upon the project's street type, which is determined by how the street functions within the downtown street network. So, the output produced by the functional input is the street design elements. Specifics regarding functional input are found in **Chapter 3.**

The contextual input is based upon the existing land uses adjacent to the project. Different land uses require support of different types and service levels of street amenities. Therefore, the location and quantity of the various street amenities are the outputs determined by adjacent land use. Specifics regarding contextual input are found in **Chapter 4** and **Chapter 5.**

The experiential input is based upon the architectural and design characteristics of the district or sub-district where the project is located. The output determined by the experiential input is the aesthetic of the streetscape amenities. Specifics regarding the experiential input are found in **Chapter 6.**

The abovementioned outputs combine to form the overall streetscape design, which is the tangible output of the implementation model. It is so called because it translates into the final built environment of the streetscape. The intangible output is the sense of place created by quality design, which enhances the downtown experience. This intangible output, as mentioned above, serves as the vision statement for the document.

D. How to Use the Streetscape Design Guidelines

Each input has a specific designation as indicated in the table to the right.

The functional input designations are the capital letters "A" – "F", each letter representing one of the street types. The contextual input designations are the lowercase letters "a" – "f", each letter representing one of the typical land uses within downtown. The experiential input designations are the numbers "1" – "9", each number representing one of the districts or sub-districts within downtown. Each project will have a project input designation, represented by these three input designations combined.

For example, a street project on a Bicycle Balanced Street ("C") with adjacent retail land use ("b") located in the River Center District ("3") would have a project input designation of "Cb3". This designation is used to determine the streetscape design of the project by correlating the designations with appropriate design elements in the abovementioned input chapters.

E. Applying the Streetscape Design Guidelines

These concepts are difficult to visualize as applied to the actual streetscape design based solely upon the narrative of this chapter. To assist the reader with visualization, conceptual illustrations representing the preferred scenarios have been developed. Appendix F contains the following three representative input designations:

- **Input Designation – Bb8.**
  - Transit Balanced Street.
  - Retail Land Use.
  - Arena Neighborhood District.
  - Traditional Style Group.
- **Input Designation – Dd1.**
  - Pedestrian Street.
  - Mixed-use Land Use.
  - Government Center District.
  - Contemporary Style Group.
- **Input Designation – Ef9.**
  - Plaza Street.
  - Arts Land Use.
  - Commerce Street Sub-district.
  - Artistic Style Group.

Input Designation Matrix

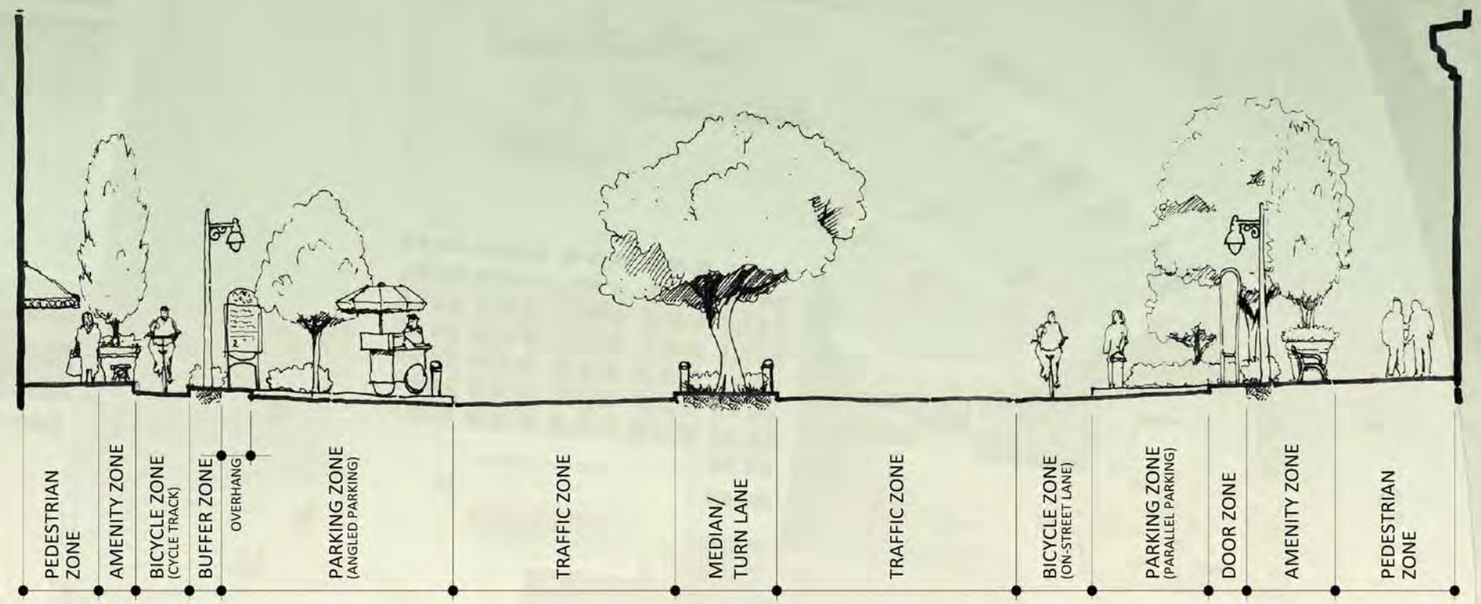
Functional Input Street Type		Contextual Input Adjacent Land Use		Experiential Input District Character	
Designation	Name	Designation	Name	Designation	Name
A	Automobile Balanced	a	Office/ Institution	1	Government Center District
B	Transit Balanced	b	Retail	2	Financial Sub-district
C	Bicycle Balanced	c	Residential	3	River Center District
D	Pedestrian	d	Mixed Use	4	Delano Sub-district
E	Plaza	e	Entertainment	5	WaterWalk Sub-district
F	Alley	f	Arts	6	Old Town District
				7	Museums on the River District
				8	Arena Neighborhood District
				9	Commerce Street Sub-district

III. Functional Inputs

A. Basic Street Types

The functional input for the implementation model is the street type. There were three basic street types introduced for downtown Wichita in the Arena Neighborhood Redevelopment Plan. These are Balanced Streets, Pedestrian Streets and Plaza Streets. This document builds upon those basic street types and provides additional Balanced Street options to support enhanced functionality of downtown's entire transportation network. These guidelines do not provide a system map that assigns a street type to each street in the network. Rather, it is assumed that each street construction project's design specifications will include this information based upon other planning documents, including the Downtown Revitalization Master Plan.

These guidelines recognize the importance of preserving corridors for cars and trucks, which are the principal means of moving people and goods within downtown. Yet, it is also recognized that enhanced facilities for transit, pedestrians and bicycles will play an important role in ensuring a vibrant downtown into the future. Therefore, these guidelines seek to integrate all modes of transportation appropriately and pragmatically, without eliminating the vehicular usage of any downtown streets.



General Street Section Options

Not to Scale

1. Street Design Elements

The following descriptions of each of the functional zones are listed in the same order as the General Street Section Options graphic from left to right:

Pedestrian Zone – This is the area constructed for people to walk. It is part of what is commonly referred to as the "sidewalk." This area is normally kept clear of obstructions to allow pedestrians to move freely in their travels.

Amenity Zone – This is the area within the sidewalk that is reserved for amenity enhancements such as seating, trash receptacles and landscaping.

Bicycle Zone – This is the area within the right-of-way where dedicated bicycle facilities exist. A discussion regarding the different types of bicycle facilities is included as Appendix C.

Buffer Zone – This area is used in conjunction with the cycle track type of bicycle facility. It provides a physical separation between the cycle track and the parking zone or traffic zone.

Parking Zone – This area is used for parking vehicles in one of four different configurations (parallel; 45° angled [pull-in]; 45° angled [back-in]; perpendicular). Appendix D contains a discussion regarding on-street parking.

Overhang/Door Zone – This is the area between the parking zone and other adjacent zones. In angled and perpendicular parking configurations, the overhang provides a buffer area between zones where the ends of vehicles hang over the end of the parking zone. In the parallel parking configuration, the door zone provides a space where vehicle doors can open to minimize obstruction to adjacent zones.

Traffic Zone – This is the area within the right-of-way that contains travel lanes for motorized vehicles (cars, trucks, motorcycles and transit vehicles). The traffic zone(s) may be one- or two-way and lane configurations vary from street to street.

Median/Turn Lane Zone – This area is typically located near the center of the right-of-way, when it is present. Not all streets are designed with this zone. Medians may be designed with landscape or hardscape surfaces and may accommodate left turn lanes.

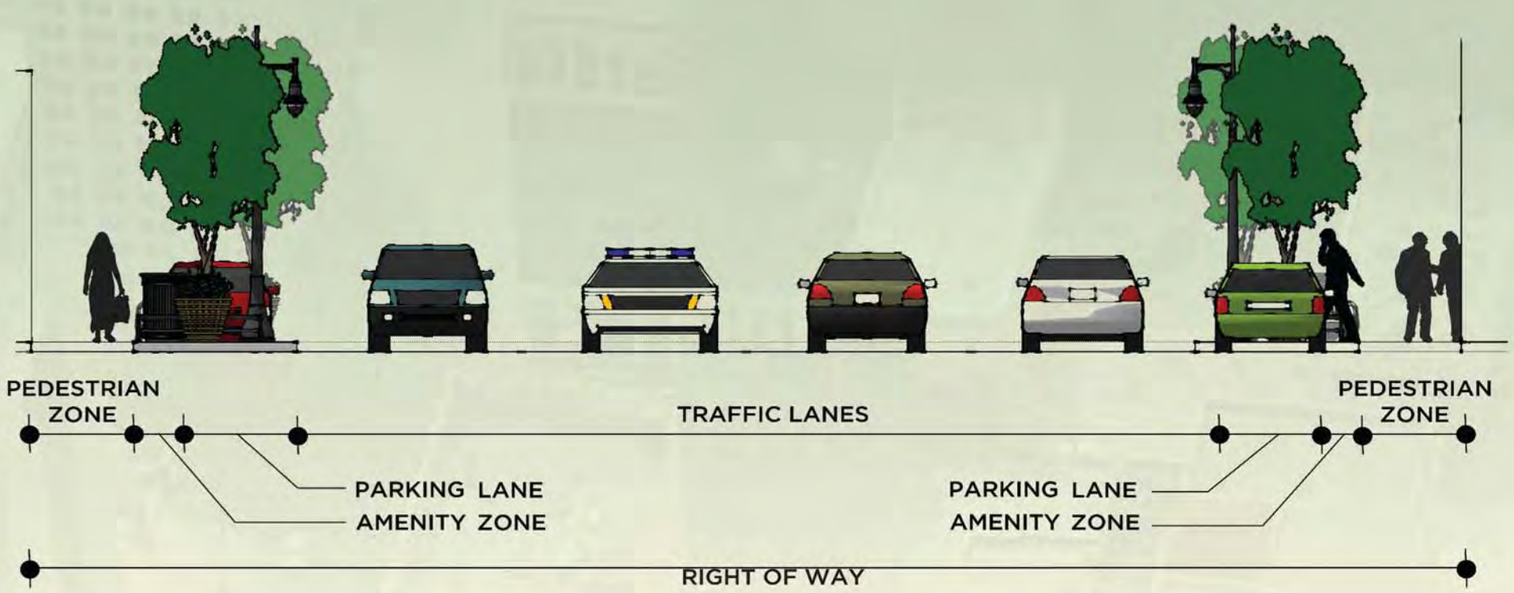
2. Street Type Listing

The following pages contain brief descriptions for each of the street types designated for development throughout downtown. Each street type description includes:

- Input Designation.
- Purpose.
- Appropriate Corridor Locations.
- Typical Characteristics.

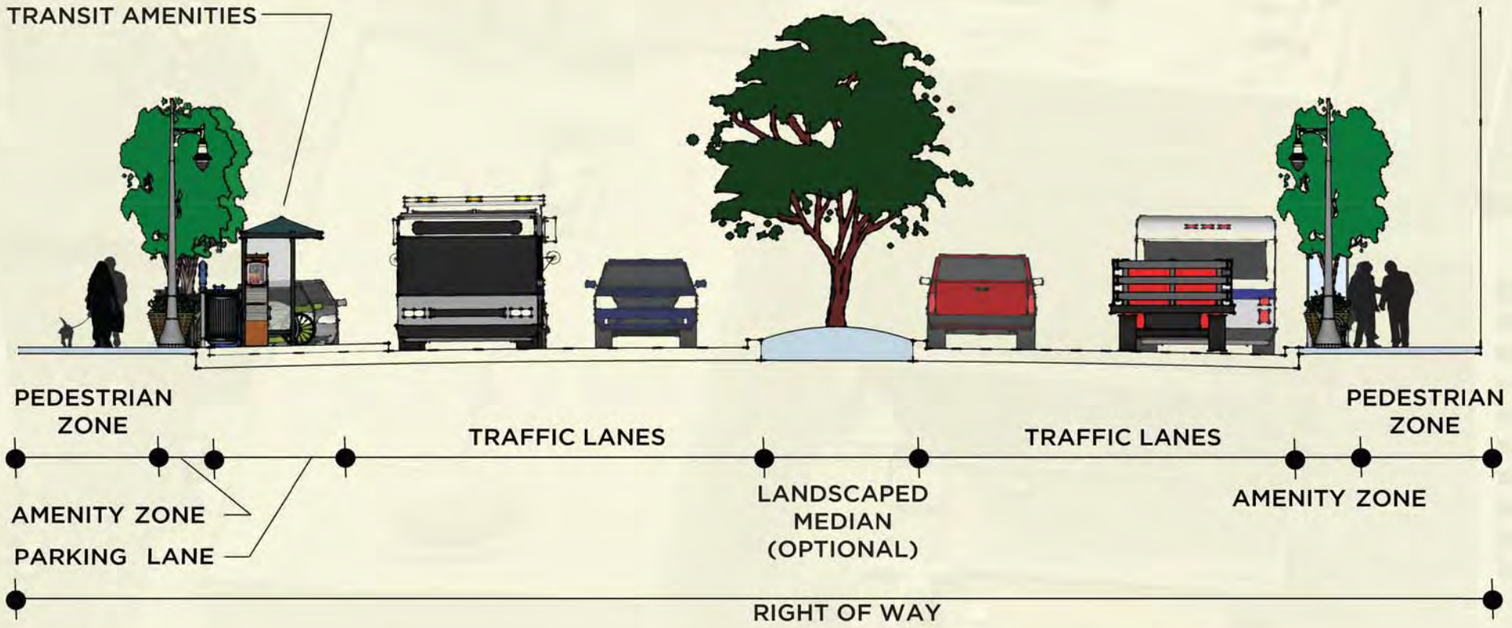
A. Automobile Balanced Streets – Input designation "A"

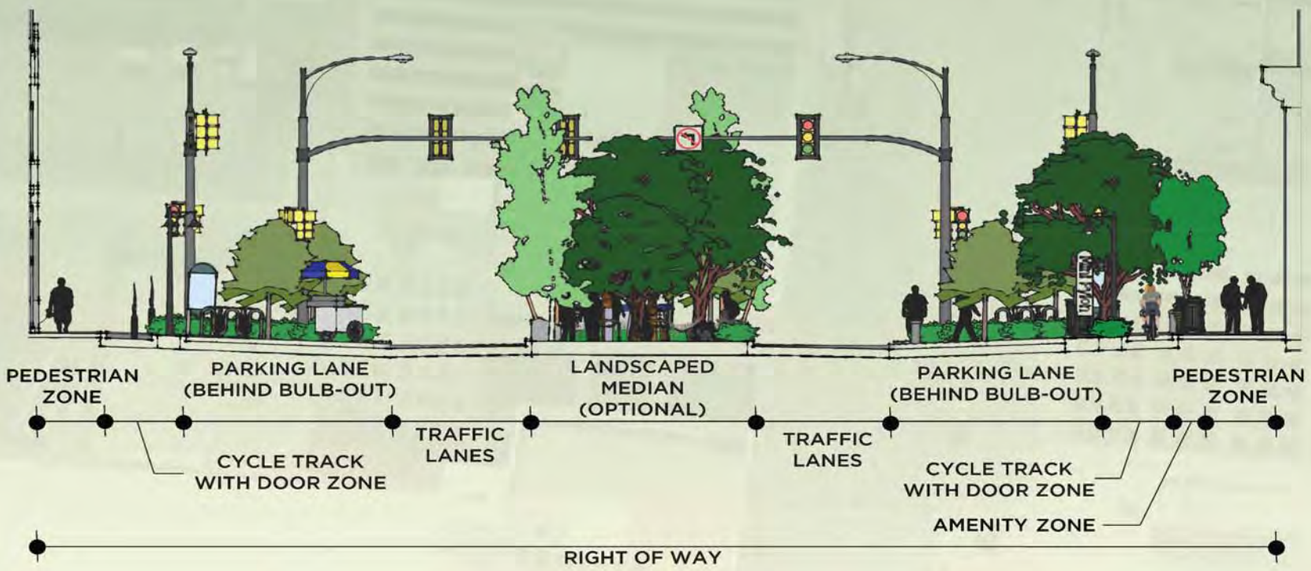
- The purpose of Automobile Balanced Streets is to provide appropriate facilities for moving cars and trucks into and through downtown, while providing adequate pedestrian corridors.
- This street type is appropriate for corridors that move high volumes of cars and trucks into and through downtown.
- Typical characteristics:
  - Four or five lanes (two-way); two or three lanes (one-way).
  - On-street parking, where right-of-way is sufficient.
  - Left-turn bays at appropriate intersections, with continuous turn lanes where needed.
  - Signalized intersections with pedestrian crosswalks, where warranted.
  - Mid-block crosswalks possible where appropriate.



B. Transit Balanced Streets – Input designation "B"

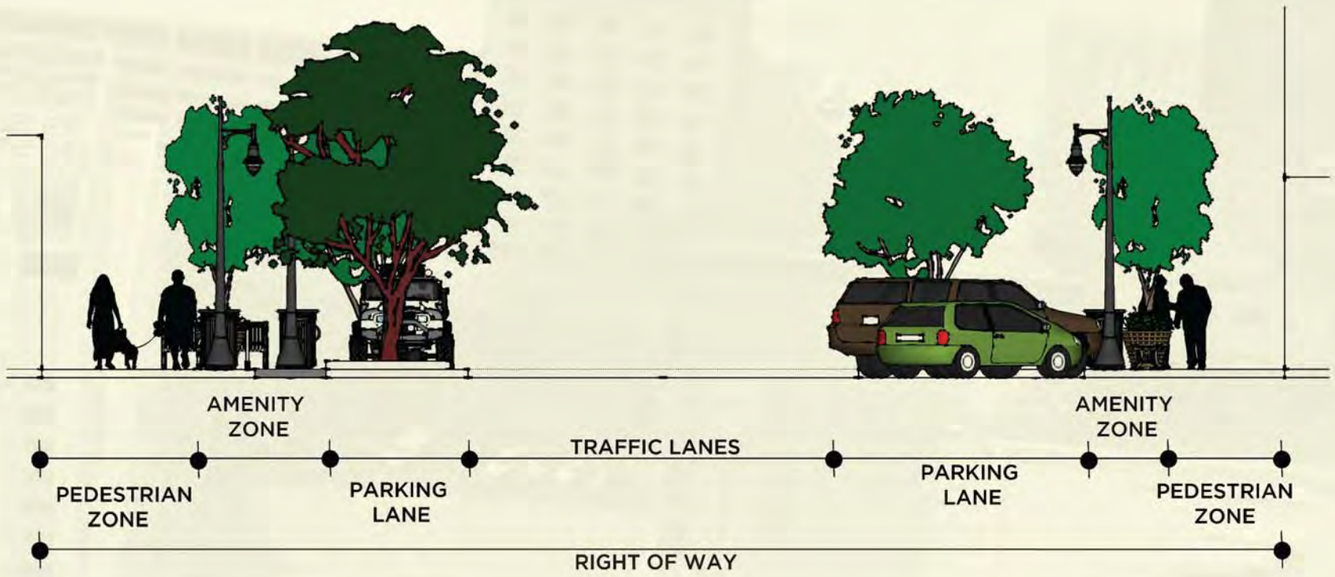
- The purpose of Transit Balanced Streets is to enhance the mobility of transit vehicles within and through downtown, while providing adequate corridors for cars, trucks and pedestrians.
- This street type is appropriate for corridors that connect transit destinations, such as the Transit Center, public venues, entertainment venues and employment centers.
- Typical characteristics:
  - Four or five traffic lanes (two-way); two or three lanes (one-way); potential for transit-dedicated lanes.
  - Wide lane widths to accommodate transit vehicles.
  - On-street parking, where right-of-way is sufficient.
  - Signalized intersections with pedestrian crosswalks, where warranted.
  - Mid-block crosswalks possible where appropriate.
  - Enhanced bicycle parking options.





C. Bicycle Balanced Streets – Input designation "C"

- The purpose of Bicycle Balanced Streets is to enhance the mobility of bicyclists within and through downtown, while providing adequate corridors for cars, trucks and pedestrians.
- This street type is appropriate for corridors that connect destinations and provide connections to existing and planned bicycle facilities around downtown. Low to moderate vehicular traffic volumes are preferred.
- Typical characteristics:
  - Two or three traffic lanes (two-way); one or two traffic lanes (one-way); all configurations include on-street bicycle facilities:
    - Shared Travel Lanes.
    - On-street Bicycle Lanes.
    - Cycle Tracks.
  - On-street parking, where right-of-way is sufficient.
  - Enhanced bicycle parking options.

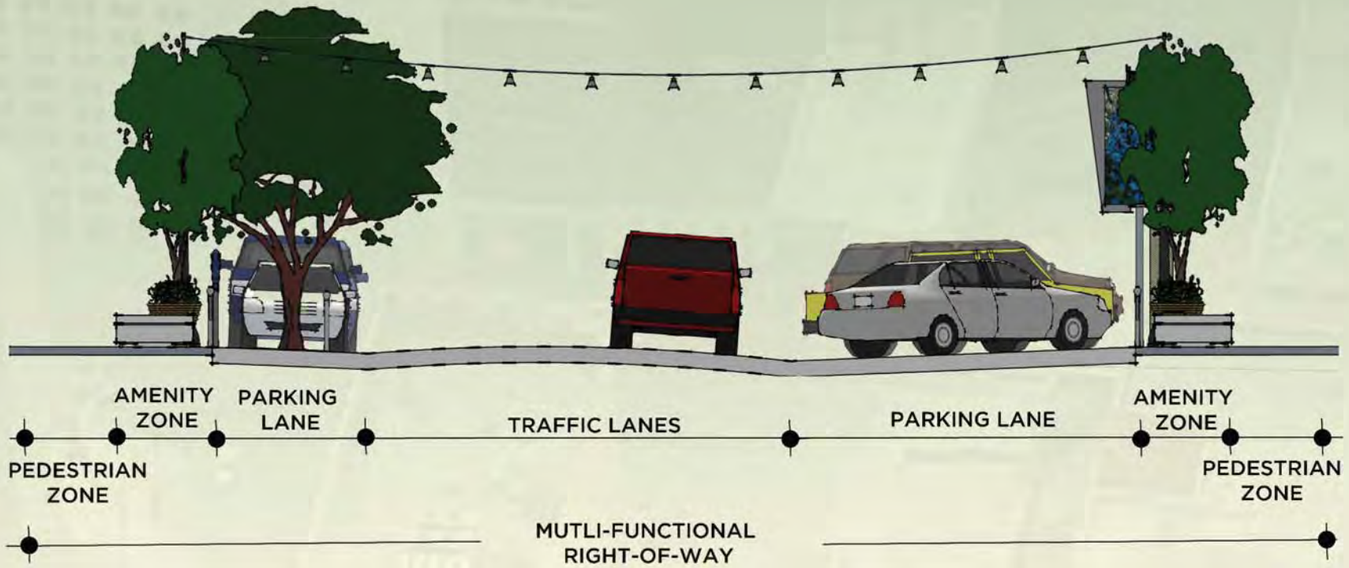


D. Pedestrian Streets – Input designation "D"

- The purpose of Pedestrian Streets is to enhance pedestrian connections within downtown.
- This street type is appropriate for streets that provide circulation within downtown, rather than on primary through-corridors.
- Typical characteristics:
  - Two or three traffic lanes (two-way); one or two traffic lanes (one-way).
  - On-street parking with preference for angled spaces
  - Wide sidewalk widths.
  - Traffic calming techniques to enhance pedestrian safety.
  - Pedestrian crosswalks at intersections.
  - Good pedestrian access to off-street parking facilities.

E. Plaza Streets – Input designation "E"

- The purpose of Plaza Streets is to provide multifunctional right-of-way space to accommodate street-level events while preserving vehicular access to adjacent property. Plaza Streets may be closed occasionally to restrict vehicular access during events.
- This street type is appropriate for low volume streets adjacent to entertainment land uses and event venues.
- Typical characteristics:
  - Two or three traffic lanes (two-way); one or two traffic lanes (one-way).
  - On-street parking with preference for perpendicular spaces.
  - Wide sidewalk widths.
  - Plaza street design, which may include parking at sidewalk height.
  - Pedestrian crosswalks at intersections.
  - Traffic calming techniques to enhance pedestrian safety.
  - Good access to off-street parking facilities.
  - Bollards or barriers to facilitate street closure.



F. Alley Streets – Input designation "F"

- The purpose of Alley Streets is primarily to provide utility routes and service/secondary access to individual parcels. Alley Streets may provide direct access to interior block parking facilities, and may be considered as secondary areas for business related activities.
- This street type is appropriate for accessing the interior parcels of city blocks.
- Typical characteristics:
  - Two traffic lanes (two-way); one traffic lane (one-way).
  - Generally no parking within right-of-way, with loading zones for businesses.
  - Through traffic discouraged.
  - May be designated for mid-block pedestrian crossings, when evaluated for ADA compliance.

3. Functional Zones

The Functional Input Matrix includes design specifics for the various functional street zones within a street type's right-of-way. There are several assumptions made, as follows:

- The term "per project specifications" means that the amenity/zone/item being referred to will be determined according to a description included in the design specification documents for the project.
- "Lane configuration" refers to the number of lanes, direction of travel and location/dimensions of turn lanes.
- If there is not sufficient right-of-way to include an amenity zone, as is sometimes the case, there is no room for all of the amenities that would typically be needed. Therefore, in such cases, an amenity zone with accompanying amenities would not be included in the final design drawings.

Functional Input Matrix

Street Zone	Street Type (Implementation Designation in parentheses)					
	Automobile Balanced Streets	Transit Balanced Streets	Bicycle Balanced Streets	Pedestrian Streets	Plaza Streets	Alley Streets
	(A)	(B)	(C)	(D)	(E)	(F)
Traffic Zone [1] (Travel Lanes Only)						
Configuration	Per Project Specs	Per Project Specs	Per Project Specs	Per Project Specs	Per Project Specs	Per Project Specs
Preferred width	11' per travel lane	12' per travel lane	11' per travel lane	11' per travel lane	11' per travel lane	20' total
Acceptable width	10' per travel lane	11' per travel lane	10' per travel lane	10' per travel lane	10' per travel lane	16' total
Parking Zone [2]						
Preferred Configuration	Parallel	Parallel	Angled (45 degrees) [3]	Angled (45 degrees)	Perpendicular	--
Acceptable Configuration	None	Angled (45 degrees)	Parallel	Parallel	Parallel	
Bicycle Zone [4]						
Configuration Option A	--	--	On-street bicycle lanes 4' - 5' 6" per lane	--	--	--
Configuration Option B			Cycle Track 4' per lane plus 3' buffer			
Pedestrian Zone						
Preferred width	11' per side	11' per side	11' per side	12' per side	12' per side	--
Acceptable width	6' per side	6' per side	6' per side	7' per side	7' per side	

[1] Location between gutter pans
[2] Refer to Appendix D for stall dimensions
[3] Only where ROW width allows and in conjunction with cycle tracks
[4] Refer to Appendix C for guidance

Table Continued on Next Page

Functional Input Matrix (Continued)

Street Zone	Street Type (Implementation Designation in parentheses)					
	Automobile Balanced Streets	Transit Balanced Streets	Bicycle Balanced Streets	Pedestrian Streets	Plaza Streets	Alley Streets
	(A)	(B)	(C)	(D)	(E)	(F)
Amenity Zone						
Type/Configuration	Planting Strip Encouraged			Planting Strip Encouraged		--
Preferred width [5]	5' per side	7' per side	7' per side	7' per side	7' per side	
Acceptable width [5]	0'	5' per side	5' per side	5' per side	5' per side	
Curb Zone (including gutter pan)						
Preferred width	36"	36"	36"	36"	Concrete Brick Header 12" minimum	--
Acceptable width	30"	30"	30"	30"	Curb with 30" minimum Gutter Pan	
Medians and Bulb-outs [5]						
Preferred type	Landscaped	Landscaped	Landscaped	Landscaped	--	--
Acceptable type	Hardscaped	Hardscaped	Hardscaped	Hardscaped		
Preferred width (median)	11'	11'	11'	11'		
Acceptable width (median)	5'	5'	5'	5'		

[5] Location and/or type determined per project specifications

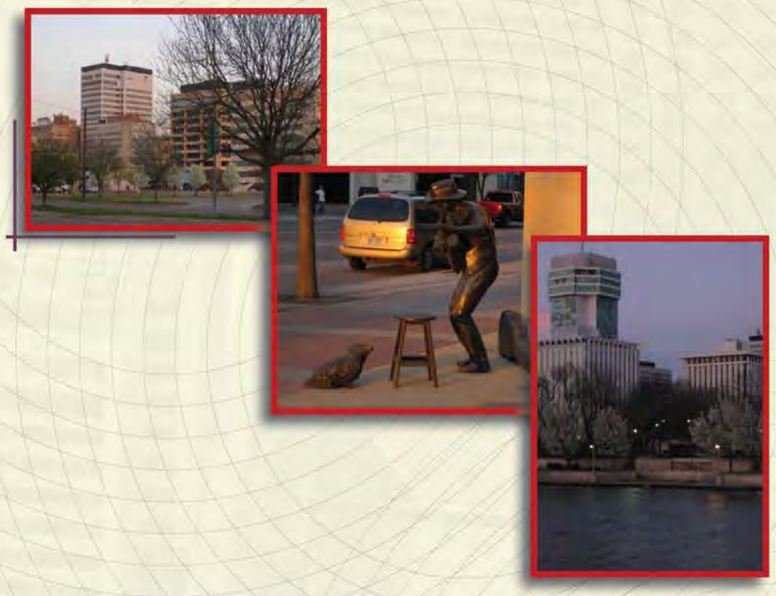
IV. Streetscape Amenities Definitions

The product selections on Pages 29 - 37 have been carefully considered to maintain a high level of product quality and design consistency. Substitutions should only be considered if the substituted products are considered to be of equivalent design and quality as approved by the City. The approval of product substitutions should consider factors including, but not limited to overall product quality, material similarity, finish similarity, product specifications and weight ratings (as applicable).

It should be noted that the selection of appropriate lighting fixtures may be subject to approval by Westar Energy. The City will assist in the lighting selection process when such approval is necessary.

Advertising:

In an effort to increase the amount of tree canopy and improve walkability, mini-pylon signs may be used to increase visibility of individual businesses if the Policy Recommendation #5 in Appendix A is implemented. Mini-pylon use should be subject to the following requirements:



- Mini-pylons should be of a consistent design within any given block.
- Only one mini-pylon per storefront/building entry.
- Should be no wider than 18" in any dimension and no taller than 8'.
- Placement must be coordinated with other site amenities to avoid odd offsets and must be effectively integrated into the streetscape.
- Recommended to be used only where building signage is not readily visible to passing vehicles due to shading or blockage by streetscape amenities.
- It is part of public-private partnership and businesses agree to cover cost of their graphic that gets installed on the pylons.

Bicycle Parking:

Generally, individual bicycle parking facilities throughout the streetscape are more effective and attractive than large multi-bike installations. Cyclists like to see their parked bikes from buildings, so "out of the way" settings like alleys often will not get used. Bike lockers, which are secured and enclosed, may sometimes be preferred over racks. Lockers can be located in more hidden locations or massed in parking lots and garages.

Interpretive Elements

The uniqueness of a space, place or community as experienced by individuals is largely derived from the sum of its sights, sounds, smells and textures. All play a part in triggering positive and/or negative responses. Every place has a story to tell. Every community has a unique history, development pattern, or reason for being (river for water source, clay and timber for building, etc.). Many of those reasons for being are as different as the citizens and industries of today. The diverse sources for the development of historic community character, plus current industry and community interests create a wealth of opportunity for interpretation.

An interpretive element, at the deepest level, is an instrument by which community pride and knowledge can be passed from one generation to the next. An interpretive element may promote reflection, contemplation, curiosity and emotion. On the surface, interpretive elements are attractive, combining artistic features with storytelling in words, graphics, and tactile components. A quality interpretive element will have something for all ages; a text element for those who like to read more detail; Braille or audio features for the blind and similar inclusive features for those with other disabilities; things to touch at different heights; a story or message to convey – all working together in an artistic composition.

Newspaper Rack & Utility Screens:

These are typically custom fabrication items. Refer to the style group discussions relative to specific design. These amenities consolidate and screen newspaper/publication vending boxes, and disguise utility boxes in a consistent and attractive manner, thereby reducing visual clutter.

Other Site Amenities:

Several other site amenities that can improve livability in downtown should be considered on a case-by-case basis:

- **Dogwalker's Stations** – These facilities provide small plastic bags or gloves that enable the urban dog owner to easily clean up after their pet. When used, they should be located near each entrance to an urban park and near any residential or residential mixed-use building.
- **Focal Elements** – In some instances it may be appropriate to add focal elements in the streetscape. Focal elements can be functional, as

in the case with street clocks; or aesthetic, as in the case with fountains and sculptures. They can also function as wayfinding elements, making it easier for pedestrians to orient themselves in the streetscape. Focal elements also improve the streetscape by drawing attention away from undesirable views and elements.

The following are common focal elements:

- Clocks.
- Fountains (various sizes).
- Sculptures/statuary.
- Pylon gates – A vertical pylon-like element that rotates down into a horizontal position to close off a Plaza Street during events, and functions as a gateway focal point most of the time.
- Lifestyle pylons – These are large graphic elements that add color and life to the streetscape year-round. They can be advertising, either for products or for civic institutions (Wichita Symphony, Botanica, etc.). The key is they are bright, colorful and graphically artistic. They should be limited to major retail, entertainment areas and government institutions (i.e. celebrating community services such as fire, police, social, and others).

- **Parking meters, regulatory signage, and similar elements** – Wherever possible, these elements should be combined and consolidated to reduce visual clutter in the streetscape. Meters and poles should have black finishes.

- **Drinking fountains** – Freeze-proof, ADA accessible drinking fountains should be provided at park and plaza frontages (if not included within those facilities) and within one-quarter mile (five minute walk) of each other. Drinking fountains located near dogwalker's stations should include a foot/pet fountain (description varies among manufacturers) option.

- **Air stations** – These facilities, either free or coin operated, should be considered near major bicycle parking/transit facilities on Bicycle Balanced Streets.

- **Accent lighting and seasonal lighting** – Use accent lighting to uplight trees or moon-light walks (down-lights from within trees to create shadow patterns). Provide power to in-grade planter locations, light standards, and focal element locations for seasonal lighting. Light standards on Plaza Streets should be capable of supporting and powering string lights that may be strung over the street.

- **Alternative lighting sources** – Consider installation of solar powered and/or LED fixtures where appropriate.

- **Alternative trash receptacles** – Consider utilizing compacting trash receptacles where appropriate (solar powered preferable if proven in a pilot project).

- **Trash/grease collection points** – Wherever dumpsters and grease stations are located in the public streetscape, they should be combined to the extent possible and screened from street and overhead views.

Pedestrian Street Lighting:

Lighting is essential to the perception of security and enhancing a vibrant street life. Furthermore, security can actually improve as light levels increase. Increased light levels in inactive areas can actually decrease incidences of crime. Design of light levels should be based upon land use activity level (i.e. higher light levels in retail increases shopping), and should strike a balance between safety needs and appropriate lighting levels.

Seating Options:

Seating options are furnishings that provide a place to sit down. These include:

- **Benches** -These are a basic tool for quantifying and providing seating. 5' is preferred length, and 6' is common. However, lengths over 5' should have a divider arm to discourage sleeping on them.

- **Seat Walls** – Walls with a top surface 12" wide (minimum) – 18"+ (preferred); and a height ranging from 15" – 30", with 18" – 20" preferred for comfort.

- **Seating Platforms** – These are similar to extra-wide seat walls, 3'x5' or larger, that can be used by two or more people sitting cross-legged eating lunch; or small street performances. Preferably includes a provision for power supply.

- **Tables & Chairs** – Specific models are not identified within style groups, but may be used as appropriate. If used, they should be aesthetically consistent. Use smaller models – 18" – 24" diameter table with two chairs up to 36" diameter tables with 4 chairs.

Transit Amenities:

These amenities include transit stop and shelter amenities. The appropriate location, spacing and quantity will generally be determined by Wichita Transit policies. However, the design style and materials should be consistent with these guidelines to ensure these amenities are integrated fully with the rest of the streetscape.

Trash/Ash/ Recycling Receptacles:

The receptacles listed in the guidelines are trash only. Wherever the provision for recycling is desired the design should reflect the trash receptacles, with preference given to those that come from the same product line. In some locations, providing ash receptacles for cigarette butts will greatly enhance the streetscape by reducing the amount of cigarette waste that ends up in planting beds, etc. Receptacles need to be easily serviced, lockable, and fire resistant (metal liners are preferred when available).

V. Contextual Inputs

A. Adjacent Land Uses

The contextual inputs for the implementation model are the land uses adjacent to the streetscape location. These land uses determine the quantity and placement of the various streetscape amenities. For the purposes of these guidelines, where multiple land uses exist on a block, the majority land use as determined by the Planning Director (or designee) should be used, unless otherwise indicated in the definition. However, in no case should parking be considered as a land use. In cases where parking is the predominant land use, or in blocks undergoing significant redevelopment, the future land use as determined by the Planning Director (or designee) should guide the contextual input. The six land uses are defined below.

1. Office/Institutional Land Use – Input Designation "A"

This land use is predominantly executive, administrative, professional, governmental or medical offices. This may include banking and lending establishments. For the purposes of this document, industrial land uses should be considered in this category.

2. Retail Land Use – Input Designation "B"

This land use is typified by establishments predominantly involved in the retail sale or rental of commonly used goods, furnishings, commodities or food items. This may include restaurants, bars, convenience stores and grocery stores. For the purposes of this document, businesses that offer personal services and similar uses should be considered in this category.

3. Residential Land Use – Input Designation "C"

This land use is predominantly residential in nature, whether rental or owner-occupied. This may include any common housing types including apartments, condominiums, townhomes, flats, lofts and single-family detached homes.

4. Mixed Use Land Use – Input Designation "D"

This land use is typified by retail or office uses on the ground floor street frontages, with residential uses on the upper floors. However, this category is also defined as circumstances where residential uses constitute at least one-third of the land uses on the block, as determined by the Planning Director (or designee).

5. Entertainment Land Use – Input Designation "E"

For the purposes of this document, this category is defined as areas typified by a preponderance of restaurants, bars, night clubs, hotels, public entertainment venues, parks and other recreation areas. Old Town District, WaterWalk, and blocks fronted by INTRUST Bank Arena, Lawrence-Dumont Stadium, and Century II Performing Arts and Convention Center are all considered Entertainment Land Use areas.

6. Arts Land Use – Input Designation "F"

For the purposes of this document, this category is defined as areas typified by a preponderance of artist lofts, art galleries, artist work spaces and public art venues. The area commonly referred to as the Commerce Street Arts District and the Museums on the River District are considered Arts Land Use areas.

B. General Descriptions

The term "per project specifications" means that the amenity/zone/item being referred to will be determined according to a description included in the design specifications for the project being designed. If there is not sufficient right-of-way to include an amenity zone, as is sometimes the case, there is no room for all of the amenities that would typically be needed. Therefore, in such cases, an amenity zone with accompanying amenities would not be included in the final design drawings.

Some of the items are optional and will be indicated as such in the design specifications. The quantity and placement of many of the street amenities are consistent within all land use categories or determined by a project's design specifications. Such amenities are described below.

1. Transit Amenities

The quantity and placement of bus benches, bus shelters and bus stop signage will be governed by the policies of Wichita Transit.

2. Bollards and Barriers

Bollards and/or barriers are sometimes used to control where vehicular traffic is allowed. The quantity and placement will be determined by the project's design specifications. The feasibility of moveable bollards should be explored on Pedestrian Streets, Plaza Streets and Alley Streets.

3. Street Art and Interpretive Elements

These items may not be included in a given project depending upon a variety of factors. When included in a project's scope, such will be indicated in the design specifications and may be subject to the approval of Wichita Design Council.

4. Regulatory and Parking Signage

The quantity and placement will be determined by commonly accepted engineering standards, such as those found in the Manual on Uniform Traffic Control Devices (MUTCD) and approved by the Traffic Engineer.

5. Banners

Placement of event, seasonal and district banners will be on light poles, except where otherwise allowed by City Code. It should be noted that the City is not responsible for the periodic installation or changing of banners. Banner pole arms should be provided on light poles in the project design.

6. Vehicular Wayfinding Signage

Locations to be determined per approved City Wayfinding Policy. Proper placement may require engineering analysis. Refer to Appendix E.

7. Pedestrian Wayfinding Medallions

Locations limited to one per intersection corner installed in the sidewalk pavement material. Refer to Appendix E.

8. Pedestrian Wayfinding Signage

Locations to be determined per approved City Wayfinding Policy. Proper placement may require engineering analysis. Refer to Appendix E.

9. Wayfinding Map Kiosks

Locations limited to end-blocks and bulb-outs. Quantity limited to one per every two blocks. Refer to Appendix E.

The Contextual Input Implementation Matrix on the following page contains the standards for the quantity and placement of all other street amenities.

Contextual Input Matrix

Street Amenities	Adjacent Land Use Type (Implementation Designation in Parentheses)					
	Office/ Institutional Land Use	Retail Land Use	Residential Land Use	Mixed Use Land Use	Entertainment Land Use	Arts Land Use
	(a)	(b)	(c)	(d)	(e)	(f)
Street Furnishings/Street Art						
Seating Options						
Type	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.	Benches, chairs, seatwalls, etc.
Preferred quantity	15 linear feet of seating per 100' of street frontage per side	20 linear feet of seating per 100' of street frontage per side	10 linear feet of seating per 100' of street frontage per side	15 linear feet of seating per 100' of street frontage per side	30 linear feet of seating per 100' of street frontage per side	20 linear feet of seating per 100' of street frontage per side
Acceptable quantity	7.5 linear feet of seating per 100' of street frontage per side	10 linear feet of seating per 100' of street frontage per side	5 linear feet of seating per 100' of street frontage per side	7.5 linear feet of seating per 100' of street frontage per side	15 linear feet of seating per 100' of street frontage per side	10 linear feet of seating per 100' of street frontage per side
Transit Amenities						
Type	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Minimum quantity	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit	Per Wichita Transit
Bicycle Parking						
Preferred quantity	4 spaces per 100' street frontage per side	4 spaces per 100' street frontage per side	2 spaces per 100' street frontage per side	4 spaces per 100' street frontage per side	5 spaces per 100' street frontage per side	5 spaces per 100' street frontage per side
Acceptable quantity	3 spaces per 100' street frontage per side	3 spaces per 100' street frontage per side	1 spaces per 100' street frontage per side	2 spaces per 100' street frontage per side	3 spaces per 100' street frontage per side	3 spaces per 100' street frontage per side
Preferred locations	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near retail entrances	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; distributed evenly between end- and mid-block locations	In amenity zones or bulb-outs; preferred locations near venue entrances	In amenity zones or bulb-outs; preferred locations near venue entrances
Bicycle/Transit Multiplier [1]	1.5	1.5	1.5	1.5	1.5	1.5

Table Continued on Next Page

[1] If located on a transit balanced or bicycle balanced street type multiply base requirement by multiplier.

Contextual Input Matrix (Continued)

Street Amenities	Adjacent Land Use Type (Implementation Designation in Parentheses)					
	Office/ Institutional Land Use	Retail Land Use	Residential Land Use	Mixed Use Land Use	Entertainment Land Use	Arts Land Use
	(a)	(b)	(c)	(d)	(e)	(f)
Street Furnishings/Street Art						
Pedestrian Street Lighting						
Preferred illumination level	2 foot candle	4 foot candles	1 foot candle	3 foot candles	4 foot candles	2 foot candle
Acceptable illumination level	1 foot candle	2 foot candles	1/2 foot candle	1.5 foot candles	2 foot candles	1 foot candle
Newspaper Vending						
Acceptable quantity/spacing	2 per street per intersection	1 per street per intersection	2 per street per intersection	2 per street per intersection	1 per street per intersection	1 per street per intersection
Trash Receptacles [2]						
Preferred quantity	1 per 100' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	.75 per 100' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	1.25 per 100' of street frontage per side; distributed evenly	.75 per 100' of street frontage per side; distributed evenly
Acceptable quantity	.5 per 100' of street frontage per side; distributed evenly	.5 per 100' of street frontage per side; distributed evenly	.5 per 100' of street frontage per side; distributed evenly	.5 per 100' of street frontage per side; distributed evenly	1 per 100' of street frontage per side; distributed evenly	.5 per 100' of street frontage per side; distributed evenly
Preferred location	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations	Grouped with lighting or non-seating amenities; >10' from seating locations
Signage						
Mini-pylon [3]						
Maximum quantity	--	1 per retail business; limited to areas with street trees in amenity zone	--	1 per retail business; limited to areas with street trees in amenity zone	1 per retail business; limited to areas with street trees in amenity zone	1 per retail business; limited to areas with street trees in amenity zone
Preferred location	--	Amenity zone	--	Amenity zone	Amenity zone	Amenity zone

[2] Optional use will depend upon City operational capacity.

[3] May be permitted, subject to policy development recommended in **Appendix A**.

VI. Experiential Inputs

A. District / Sub-District

The experiential inputs for the implementation model are determined by the district or sub-district where the streetscape project is located. The basis of this determination is the Downtown Wayfinding District Map, with several sub-districts identified as deemed appropriate. The experiential inputs determine the aesthetics of the street amenities. There are three primary style groups identified that describe the aesthetics of the street furnishings. The nine districts and sub-districts are listed below and a map is included as the Streetscape Districts Map.

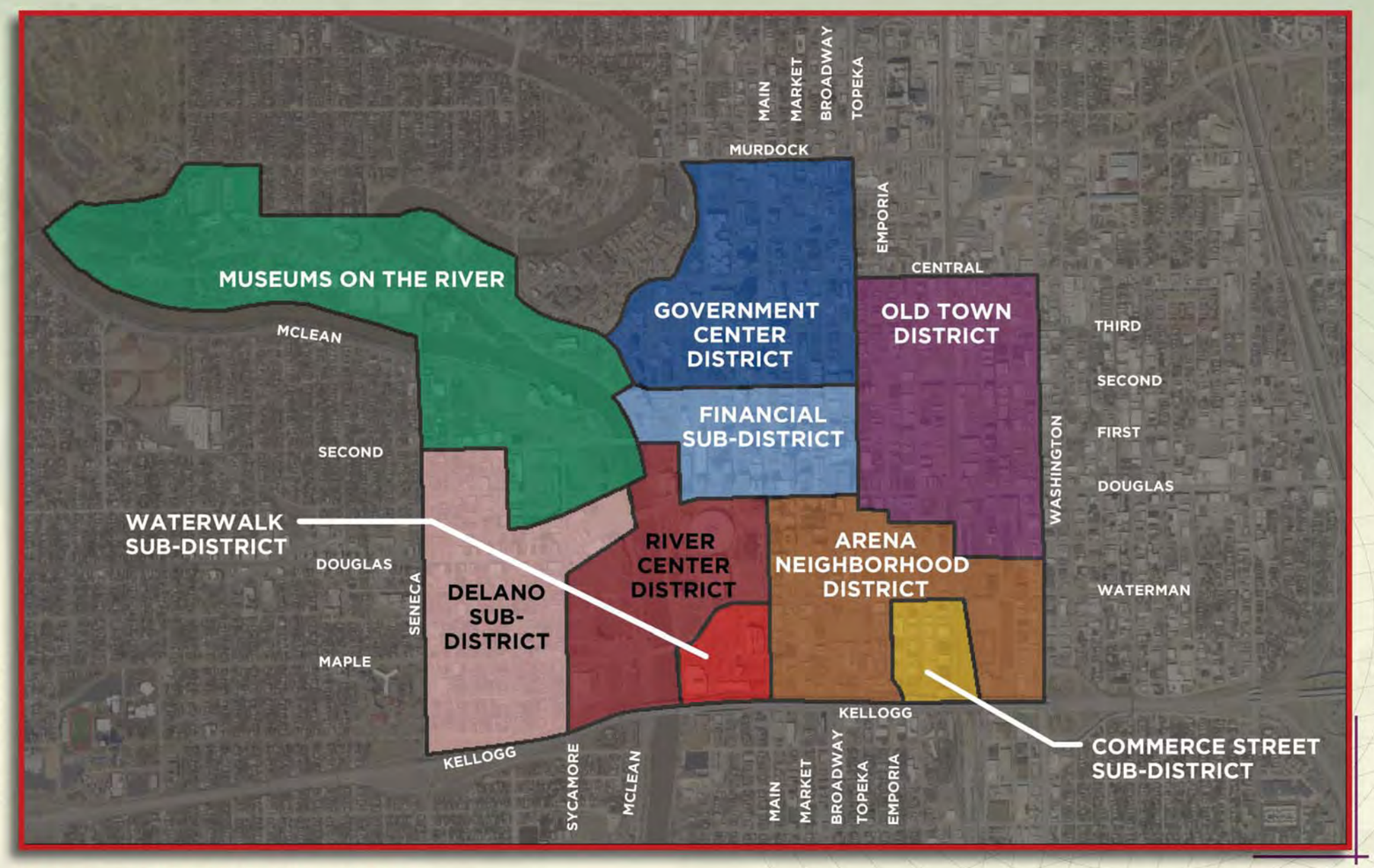
Input Designations:

- Government Center District – Input Designation "1".
- Financial Sub-district – Input Designation "2".
- River Center District – Input Designation "3".
- Delano Sub-district – Input Designation "4".
- WaterWalk Sub-district – Input Designation "5".
- Old Town District – Input Designation "6".
- Museums on the River District – Input Designation "7".
- Arena Neighborhood District – Input Designation "8".
- Commerce Street Sub-district – Input Designation "9".

B. Amenity Style Groups

Features characteristic of all style groups include heavy duty construction, dimensions and surfaces that inhibit or discourage skateboarding and sleeping on street furnishings, and the ability to touch up finishes in the field. Plastic and recycled plastics are not permitted as they are prone to vandalism. Wood will typically not be permitted except in high visibility/high use areas where precedent has been set, such as in Old Town. Materials that cannot be painted should be coated with an approved anti-graffiti material.

The three primary style groups are defined on the following page and the districts/sub-districts included in each style group are identified.



Streetscape Districts Map

Not to Scale

The aesthetics of many of the street amenities are determined by amenity style group. Such amenities are listed below with additional design specifics, where indicated.

- **Seating Options.**
- **Transit Amenities.**
- **Bicycle Parking.**
- **Street/Pedestrian Lighting** – Designed to accept banner installations.
- **Newspaper Vending Units** – Three-sided screening units, which allow only the front of vending apparatus to be seen from the sidewalk, such as those used along Douglas.
- **Trash Receptacles** – May not be included for all projects; decision to be made upon operational capacity.
- **Bollards and Barriers.**
- **Street Art/Interpretive Elements** – Per artist designs; may be subject to the approval of the Wichita Design Council.
- **Lifestyle Pylons** – Base/frame aesthetics only.
- **Advertising Mini-pylons** – Base/frame aesthetics only.
- **Wayfinding Map Kiosks** – Base/frame aesthetics only.
- **Median Zone Hardscape** – The preferred hardscape surface in all districts/sub-districts is brick or concrete pavers. The acceptable alternative in all districts/sub-districts is stamped concrete.

1. Traditional Style Group

The Traditional Style Group is characterized by classic forms and ornate lines. Typical materials include cast and ductile iron. Stone may be permitted in some cases. The finish color is typically black, but the use of wayfinding district colors as accents, where adjacent proposed Land Use is Entertainment or Arts, is encouraged. They should be primed and painted. Powder Coating is discouraged because of the difficulty with field touch-up.

Districts/sub-districts included in the Traditional Style Group are:

- Delano Sub-district.
- Old Town District.
- Arena Neighborhood District.

2. Contemporary Style Group

The Contemporary Style Group is characterized by clean lines and simple forms. Typical materials include precast concrete, stone, stainless steel and painted steel. While the dominant finish/colors are brushed stainless or painted black, use of wayfinding district base color for embellishments is encouraged around principal public facilities.

Districts/sub-districts included in the Contemporary Style Group are:

- Government Center District.
- Financial Sub-district.
- River Center District.
- WaterWalk Sub-district.

3. Artistic Style Group

The Artistic Style Group is characterized by custom site furnishings designed by artists. These are expected to be more creative and expressive than amenities in the other two style groups. Some off-the-shelf artistic amenities may be permitted in lower budget, peripheral projects – however, this should be the exception and not the rule. Materials must be durable – steel, stainless steel, painted steel, precast or cast-in-place concrete, or stone. They may also include freeze-proof ceramic tile and glass tile. The finish and colors are highly variable, but the playful use of wayfinding district colors is encouraged. Mock-ups should be required, which includes the creation of a proto-type sample for review of ergonomics.

Districts/sub-districts included in the Artistic Style Group are:

- Museums on the River District.
- Commerce Street Sub-district.

C. Wayfinding Signage

The design of wayfinding elements, such as district icons and colors, is dictated by the approved City Wayfinding Policy. This includes, but is not limited to:

- Vehicular Wayfinding Signage.
- Pedestrian Wayfinding Medallions (for district identification).
- Pedestrian Wayfinding Signage (for destination identification).
- Wayfinding Map Kiosks.

Refer to **Appendix E** for a discussion on wayfinding signage.

D. Selection of Amenities

The **Experiential Input Implementation Matrix** on the following pages contains the aesthetic standards for the hardscape (paving) elements found within the streetscape.

Within the Artistic Style Group, the preference is for streetscape amenities to be designed and/or constructed by artists. Local artists should be used for design when feasible. It is understood that a project's budget may not always allow for custom designed pieces. The project selections included in these guidelines represent acceptable examples for off the shelf amenities that may be used in lieu of custom designed items in such cases. In all cases, the City will make the final approval of all amenities to be used in a street project.

Experiential Input Matrix

Street Amenities	District/Sub-district (Implementation Designation in parentheses)				
	Government Center District (1)	Financial Sub-district (2)	River Center District (3)	Delano Sub-district (4)	WaterWalk Sub-district (5)
Hardscape Surfaces [1]					
Sidewalks					
Preferred Design Description	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]
Acceptable Design Description	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns [2]	Plain concrete w/standard scoring patterns
Crosswalks					
Preferred Design Description	Brick pavers	Brick pavers	Brick pavers	Brick pavers	Brick pavers
Acceptable Design Description	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete	Integrally colored concrete

[1] Existing surface materials that exceed the recommended levels of design will be considered the minimum allowable design standard for that location.

[2] Includes brick banded amenity zone

Table Continued on Next Page

Experiential Input Matrix (Continued)

Street Amenities	District/Sub-district (Implementation Designation in parentheses)			
	Old Town District (6)	Museums on the River District (7)	Arena Neighborhood District (8)	Commerce Street Sub-district (9)
Hardscape Surfaces [1]				
Sidewalks				
Preferred Design Description	Brick pavers	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/artistic scoring patterns [2]
Acceptable Design Description	Plain concrete w/artistic scoring patterns [2]	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns	Plain concrete w/standard scoring patterns
Crosswalks				
Preferred Design Description	Brick pavers	Artistic designs in concrete or brick pavers; must meet regulations	Brick pavers	Artistic designs in concrete or brick pavers; must meet regulations
Acceptable Design Description	Integrally colored concrete	Brick pavers or integrally colored concrete	Integrally colored concrete	Painted designs on concrete; must meet regulations

[1] Existing surface materials that exceed the recommended levels of design will be considered the minimum allowable design standard for that location.

[2] Includes brick banded amenity zone

Table Continued on Next Page

Experiential Input Matrix (Continued)

Street Amenities	District/Sub-district (Implementation Designation in parentheses)				
	Government Center District (1)	Financial Sub-district (2)	River Center District (3)	Delano Sub-district (4)	WaterWalk Sub-district (5)
Bulb-outs [3]					
Preferred Design Description	Plain concrete w/artistic scoring patterns	Plain concrete w/artistic scoring patterns	Brick or Concrete Pavers	Brick or Concrete Pavers	Plain concrete w/artistic scoring patterns
Acceptable Design Description	Plain Concrete w/ Standard Scoring Patterns	Plain Concrete w/ Standard Scoring Patterns	Stamped Concrete	Stamped Concrete	Plain Concrete w/ Standard Scoring Patterns

Street Amenities	District/Sub-district (Implementation Designation in parentheses)			
	Old Town District (6)	Museums on the River District (7)	Arena Neighborhood District (8)	Commerce Street Sub-District (9)
Bulb-outs [3]				
Preferred Design Description	Brick or Concrete Pavers	Plain concrete w/artistic scoring patterns	Brick or Concrete Pavers	Brick or Concrete Pavers
Acceptable Design Description	Stamped Concrete	Plain Concrete w/ Standard Scoring Patterns	Stamped Concrete	Stamped Concrete

[3] Where hardscape used in lieu of landscape

Traditional Style Group

Benches

Manufacturer	Du Mor	Victor Stanley
Photos		
Series	Steel Bench with Backrest	classic
Model	Steel Bench 19	CR-10, CR-5, CR-7
Color*	Black	Black

Other Seating Options

Manufacturer	Built On-Site Concrete and/or Masonry Seat Walls and Platforms
Photos	
Notes	• seat walls, planters, etc. • Integrate anti-skateboard measures • Traditional materials (brick, stone, wrought iron, etc.) • may include ornate concrete, tilework, and color via material, acid staining, etc.

*Refer to **Appendix E**

Traditional Style Group

Bike Racks and Tree Grates

Amenity	Bike Racks		Tree Grates
Manufacturer	Madrax	Victor Stanley	Neenah Foundry
Photos			
Series	Classic	Cycle Sentry	Metropolitan
Model	Bike Bollard	BRWS-101, BRNS-201, BRNS-301	R-8707, R-8815-1
Color*	Black	Black	Black

Site Enclosures And Lighting

Amenity	News Stand Enclosures	Utility Box Screens	Street Lighting
Photos			
Color	Black	Black	Black
Notes	• Spatial dimensions to match existing enclosures • Design to be reviewed periodically with maintenance staff for possible improvements		• "Single Roadway" by Pemco Lighting Products, Inc.

*Refer to **Appendix E**

Traditional Style Group

Trash and Ash Receptacles

Manufacturer	Du Mor		Victor Stanley	
Photos				
Series	Steel	Steel	Production	Steelsites RB
Model			RTC-40	RB-36
Color*	Black	Black	Black	Black

Bollards and Barriers

Manufacturer	Trystan		Sternberg Lighting		Wassau Tile	
Photos						
Series	Steel Bollards	Steel Bollards	Lighted Bollards	Lighted Bollards	Concrete Bollards	
Model	Park Avenue	Windsor	Birmingham- 7701 LB	Lincoln- 2501 LBS	SL6000	TF8055 Barrier
Color*	Black	Black	Black	Black	Various	Various
Other Barriers	• Pylon gates, swing gates, movable planters and seatwalls to be considered • Chain attachments for temporary closure of plaza streets for events to be considered					

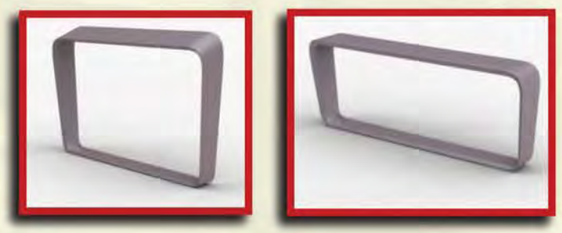
*Refer to **Appendix E**

Contemporary Style Group

Benches

Manufacturer	Landscape Forms			Victor Stanley		
Photos						
Series	Parc Vue	Austin	Metro 40	Streetsites	Streetsites	Ironsites
Model				FS-50	FST-40	SR-13
Color*	All Metal Finish	All Metal Finish	All Metal Finish	Black	Black	Black

Other Seating Options

Manufacturer	Landscape Forms	Wassau Tile	Built On-Site Concrete
Photos			
Series	Metro 40	Wassau Select Series	• Seat walls, planters, etc. • Integrate metals, stone, concrete, glass, and color via material, acid, staining, etc.
Model	Various	Various	
Color*	All Metal Finish	Varies	

*Refer to **Appendix E**

Contemporary Style Group

Bike Racks and Tree Grates

Amenity	Bike Racks			Tree Grates
Manufacturer	Madrax	Landscape Forms		Neenah Foundry
Photos				
Series	Orion	Ring	Bola	Metropolitan
Model	Orion Square			R-8707, R-8815-1
Color*	Stainless	Black	Black	Black

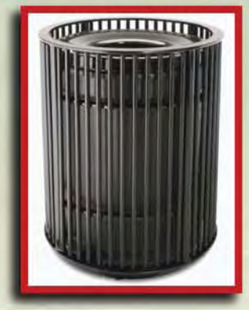
Site Enclosures And Lighting

Amenity	News Stand Enclosures	Utility Box Screens	Street Lighting
Photos			
Color	Black	Black	Black
Notes	• Spatial dimensions to match existing enclosures • Design to Be reviewed periodically with maintenance staff for possible improvements • Top and Grill design to be modified to match other amenities in contemproary style group		• Credenza Series by Cooper Lighting

*Refer to **Appendix E**

Contemporary Style Group

Trash and Ash Receptacles

Manufacturer	Landscape Forms			Victor Stanley
Photos				
Series	Austin		Napoleon	Production
Model				RTC-40
Color*	All Metal Finish		Black	Black

Bollards and Barriers

Manufacturer	Landscape Forms			Wassau Tile		
Photos						
Series	Metro 40	Sentinel	Sentinel	Concrete	Concrete	Concrete
Model				SL605	TF6089	TF6091
Color*	All Metals	All Metals	All Metals	Various	Various	Various
Other Barriers	• Pylon gates, swing gates, movable planters and seatwalls to be considered • Chain attachments for temporary closure of plaza streets for events to be considered					

*Refer to **Appendix E**

Artistic Style Group

Benches

Manufacturer	Landscape Forms			Victor Stanley	
Photos					
Series	Metro 35	Metro 35	Metro 35	Framers Modern	Framers Modern
Model	Armed	Armless	Backless	FMS-324	FMS-314
Color*	All Metal Finish	All Metal Finish	All Metal Finish	Black	Black

Other Seating Options

manufacturer	Wassau Tile	Built On-Site Concrete
Photos		
Series	Wassau Select Series	• seat walls, planters, etc. should integrate anti-skateboard measures • integrate metals, stone, concrete, glass, and color via material, acid, staining, etc. • Artist-designed is another option
Model	Various	
Color*	Varies	

*Refer to **Appendix E**

Artistic Style Group

Bike Racks and Tree Grates

Amenity	Bike Rack		Tree Grate
Manufacturer	Madrax		Neenah Foundry
Photos			
Series	Highwheeler	Cyc Bicrac	Metropolitan
Model	HWL-2-SF-G	CYB-4-SF-G	R-8707, R-8815-1
Color*	Stainless	Stainless	Black

Site Enclosures And Lighting

Amenity	News Stand Enclosures	Utility Box Screens	Street Lighting	
Photos				
Manufacturer / Series			"Single Roadway" by Pemco Lighting Products	Credenza Series by Cooper Lighting
Color	Black	Black	Black	Black
Notes	• Spatial dimensions to match existing enclosures • Design to Be reviewed periodically with maintenance staff for possible improvements • Top and grill design to be modified to refelct design influences of other site selected project site amenities		• Designer should pick best fit between these two fixtures subject to city approval • Choice of fixture to be based on architectural character of the project site	

*Refer to **Appendix E**

Artistic Style Group

Trash and Ash Receptacles

Manufacturer	Landscape Forms		Victor Stanley		Du Mor	
Photos						
Series	35	Presidio	Concourse	Protone		
Model					Receptacle 117	Receptacle 133
Color*	All Metal Finish	Black	Black	Black	Black	Black

Bollards and Barriers

Manufacturer	Du Mor	Wassau Tile		
Photos				
Series	Decorative bollards	Concrete	Concrete	Concrete
Model	450	SL605	TF6089	TF6091
Color*	All Metals	Various	Various	Various
Other Barriers	• Pylon gates, swing gates, movable planters and seatwalls to be considered • Chain attachments for temporary closure of plaza streets for events to be considered			

* Refer to **Appendix E**

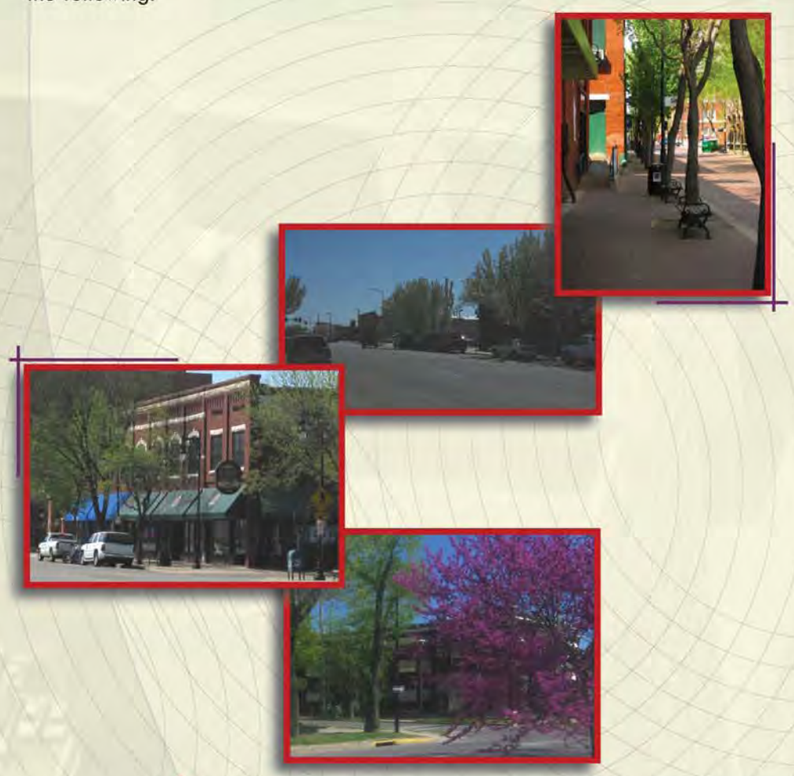
VII. Landscape Elements

There are two primary approaches to urban landscaping as described below.

1. **The urban landscape as a contrived and formalized representation of nature.**
   It is often characterized by limited areas of "controlled green." For both ease of maintenance and visual continuity it often results in turf strips and monoculture plantings of trees (and sometimes shrubs). It tends to be formal in appearance and is often viewed as the "traditional" approach to streetscape.

2. **The urban landscape as a miniaturized representation of natural biodiversity.**
   While much healthier from a horticultural standpoint, this approach is typically more maintenance intensive and can be an impediment to creating continuity, rhythm and sequence of spaces.

Both of these approaches have valid pros and cons. Urban landscape designs should appropriately balance the two approaches. Factors affecting the suitability of any given location for planting methods and species include the following:



A. Horticultural Considerations

1. Aspect and exposure, or the dominant direction (i.e., site is most affected by northern winds or southern summer winds, etc.) and amount of direct sunlight received.
2. Available root zone space for in-grade planting.
3. Soil type and drainage.
4. Available space for plant spread (especially for trees).
5. Water demand (groupings of plantings with same hydrozone requirements; and how the above items impact the irrigation requirements for the same hydrozone in different exposures).

B. Design Aesthetic Considerations

1. Precedent

a. Medians in gateway streets (gateway streets are those primary entry routes into downtown) have been planted with a highly variable collection tree species, most akin to the "naturalized" approach, with a brick banding at the back-of-curb and turf grass for ease of maintenance and minimization of road salts impact.
b. Another gateway street is planted with Chinese Pistache and a similar turf planting.

2. Primary Purpose of the Landscape

a. Provide accent color.
b. Serve as wayfinding tool.
c. Provide shade.
d. Break up the "hardness" of the built environment.
e. Encourage gatherings.
f. Discourage gatherings.
g. Create rhythm and sequence.

3. Thematic Influences

The plant selection should support the preferred visual character of the district/sub-district. Planting accessories should be consistent with the Amenity Style Group. The combined width of the amenity zone and the pedestrian zone will be the primary determinant of form and species for in-grade and containerized options.

C. Street Trees

1. Pedestrian/Amenity Zones No More than Eight Feet in Width

a. **In-grade plantings:** Narrow pyramidal or columnar forms.
b. **Container:** Narrow upright evergreen, narrow columnar, vines on artifical structures (consistent with Amenity Style Group).

2. Pedestrian / Amenity Zones Greater than Eight Feet in Width

a. **In-grade plantings:** Pyramidal, upright oval or columnar forms.
b. **Columnar:** Small to medium ornamental, narrow columnar, large floweing vines on artifical structures (consistent with Amenity Style Group).

3. Tree Grates

The use of grated tree wells is generally discouraged. However, they may be necessary where a narrow pedestrian zone requires their use for ADA compliance. Where used, tree grates should meet the following criteria:

a. Grates must be ADA rated.
b. Grates should be from a manufacturer with a distribution point within 200 miles of Wichita.
c. Grate support system should be designed and installed with the expectation of vehicular loading.

4. Tree Wells

a. 12" Reinforced cast in place concrete from 48" depth to finish grade (no cold joints for tree roots to penetrate).
b. Finish grade of top interior edge should be 1/4" higher (1/2" if outside ADA path of travel) than exterior edge to limit sidewalk salts draining into tree well.

5. Installation and Maintenance

a. Install trees with root ball crown not more than 2" below top of grate (unless otherwise specified by landscape architect and approved by the City).
b. Place filter fabric over finish soil surface below grate and fill to top of grate with decomposed granite.
c. All trees need to be able to be pruned up to 7' clear height at the pedestrian throughway and to 10' at vehicular through way or face of parking stall, whichever is closer and more appropriate.

6. Trees in Medians

a. Medians less than 5' in width: no trees should be allowed.
b. Medians greater than 5' but less than 12' in width: upright oval, pyramidal, or small to medium ornamental.
c. Medians greater than 12' in width: broad rounded crown, large vase, multi-trunk groupings.

D. Turf

There should be no turf within streetscape areas except for the following conditions:

1. Medians of gateway streets that are at least 10' in width or;
2. Medians of residential pedestrian streets greater than 10' in width.

E. In-grade Planting Beds

Beds should be limited to bulb-out locations at intersections, mid block crossings, and transit stops.

1. Pedestrian side

Bed should be protected with a 4" high curb.

2. Vehicular side (including parking sides)

Bed should be protected with an 18" wide paved shy zone/salt zone and 4" high curb.

The median salt zone should be 30" wide. Plantings beds should be crowned, 6" minimum with 2% side slope minimum, unless being used for bio-filtration of storm water runoff.

F. Raised Planters

1. **Planting areas less than 12 square feet:** annual color.
2. **Planting areas greater than 12 square feet but less than 30 square feet:** single groundcover, with small trees and/or shrub accents.
3. **Planting areas more than 30 square feet:** mixed plantings of ground-covers, perennials, and shrubs, with medium-large trees as applicable.

G. Hanging Planters

Where specified, projects should ensure that light standards are able to be equipped with arms to support hanging baskets. Just as in the case with banners, the City is not responsible for the hanging baskets and their plantings, watering or maintenance.

H. Irrigation

Provide two 2" sleeves continuous under the pavement between beds, drip boxes (for containerized materials) and tree wells. Locate 4' from back-of-curb, unless site obstructions and/or existing infrastructure dictate otherwise. Burial depth should be 18" to 24".

Valve boxes in paved areas should have pan type lids to receive the same treatment as adjoining pavement, unless they are otherwise integrated into wayfinding and/or interpretative elements. Valve boxes should be a minimum of 19" x 32" (inside dimensions of 15" x 28") and preferably lockable. Locking mechanism is to be approved by the City.

Freeze proof ground hydrants for hand watering of movable pots and containers should be Wade Model 8602, Woodford Model Y95, or equivalent as approved by the City.

Street Tree Matrix

Narrow Pyramidal (<6' spread)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Berry Magic Holly [1]	*Ilex x meserveae* 'Berry Magic' Royalty				X	X				X	X			X		X	X			
Blue Point Juniper [2]	*Juniperus chinensis* 'Blue Point'				X	X		X			X	X		X	X	X		X	X	

Narrow Columnar (<6' spread)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In Grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Heavenly Bamboo [3]	*Nandina domestica*				X	X	X				X	X		X	X		X	X		

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Pyramidal

Common Name	Scientific Name	Image		Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
'Pyramidalis' Black Alder [4]	*Alnus glutinosa* 'Pyramidalis'			X	X		X	X				X	X	X		X					
Nellie R Stevens Holly [5]	*Ilex* x Nellie R. Stevens			X		X	X				X	X	X	X	X	X	X	X	X	X	X
Manhattan Blue Juniper [6]	*Juniperus virginiana* 'Manhattan Blue'			X	X			X			X		X				X				X
Edith Bogue Magnolia [7]	*Magnolia grandiflora* 'Edith Bogue'			X	X		X				X	X	X		X		X	X	X	X	X
Montgomery Colorado Blue Spruce [8]	*Picea pungens* 'Montgomery'			X	X		X	X		X	X		X	X	X		X	X			

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Pyramidal (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Lacebark Pine [9]	Pinus bungeana			X	X			X				X	X			X				
Aristocrat Pear [10]	*Pyrus calleryana* 'Aristocrat'				X		X	X		X	X	X	X	X						X

Columnar / Upright Oval

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Temple's Upright Sugar Maple [11]	*Acer saccharum* 'Temple's Upright'			X	X		X		X					X		X	X			

Tables Continued on Next Page

Columnar / Upright Oval (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Roughleaf Dogwood [12] (Train as tree)	*Cornus drummondii*			X		X		X			X	X				X				
Hillspire Juniper [13]	*Juniperus virginiana 'Cupressifolia'*			X	X			X		X		X	X	X		X			X	
Iseli Upright Blue Spruce [14]	*Picea pungens 'Iseli* Fastigiata'			X	X		X				X	X						X	X	
Arnold Sentinel Austrian Pine [15]	*Pinus nigra* 'Arnold Sentinel'			X	X			X	X		X	X	X	X	X	X	X	X	X	
Chanticleer Pear [16]	*Pyrus calleryana* 'Chanticleer'			X	X			X		X	X	X	X	X			X			X

Tables Continued on Next Page

Columnar / Upright Oval (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Columna Durmast Oak [17]	*Quercus petraea 'Columna'*			X	X		X		X	X			X	X	X	X		X	X	

Small / Medium Rounded

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Amur Maple [18]	*Acer ginnala*			X		X	X			X	X	X	X	X	X	X				
Japanese Maple Cultivars [19]	*Acer japonicum* (cultv).			X		X	X					X			X		X		X	

Tables Continued on Next Page

Small / Medium Rounded (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Siberian Peashrub[20] (Trained as tree)	*Caragana arborescens*			X		X		X			X	X			X	X				
Eastern Redbud [21]	*Cercis canadensis*			X	X		X			X	X		X	X			X	X		X
White Flowering Redbud [22]	*Cercis canadensis* 'Alba'			X	X		X		X			X			X	X				
Forest Pansy Redbud [23]	*Cercis canadensis* 'Forest Pansy'			X		X	X					X			X			X		
Purple Smoke Tree [24]	*Cotinus coggygria* 'Purpureus'		X	X		X	X	X			X	X	X					X	X	

Tables Continued on Next Page

Small / Medium Rounded (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Border Forsythia [25] (train as m.t. tree)	*Forsythia x intermedia*			X		X		X			X	X			X		X	X		
Smooth Sumac [26] (train as tree)	*Rhus glabra*			X		X		X	X	X		X	X		X			X	X	
Common Lilac [27] (train as tree)	*Syringa vulgaris*			X		X		X			X	X						X	X	
Wayfaringtree Viburnum [28]	*Viburnum lantana*			X		X	X					X				X		X		

Tables Continued on Next Page

Large Rounded

Common Name	Scientific Name	Image		Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Hedge Maple [29]	*Acer campestre*			X	X		X	X		X	X		X	X	X		X	X			
Ginkgo [30] (male only)	*Ginkgo biloba*			X	X			X	X	X	X		X				X			X	
Kentucky Coffeetree[31]	*Gymnocladus diocus*			X	X					X				X			X	X			
Golden Raintree[32]	*Koelreuteria paniculata*			X	X			X		X	X	X	X	X	X	X	X	X	X		
Osage Orange[33] (fruitless cv only)	*Maclura pomifera*			X	X		X	X		X				X			X	X		X	

Tables Continued on Next Page

Large Rounded (Continued)

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Mulberry [34] (fruitless cv only)	*Morus alba*			X	X		X	X		X		X	X	X		X	X	X		
Bur Oak [35]	*Quercus macrocarpa*			X	X			X		X			X					X		X
Water Oak [36]	*Quercus nigra*			X	X		X	X				X	X					X			X
Shumard Oak [37]	*Quercus shumardii*			X	X		X	X		X	X		X		X	X			X	X	

Tables Continued on Next Page

Large Vase

Common Name	Scientific Name	Image	Pedestrian-Amenity Zone ≤ 8'	Pedestrian-Amenity Zone > 8'	In-grade Installation	Container Installation	East-West Street	North-South Street	Medians >5' but < 12'	Medians > 12'	Government Center	Financial Sub-district	River Center	Delano Sub-district	Waterwalk Sub-district	Old Town	Museums on the River	Arena Neighborhood	Commerce Street Sub-district	Gateway Streets
Shantung Maple [38]	*Acer truncatum*			X	X		X				X				X		X			
Common Hackberry [39]	*Celtis occidentalis*			X	X			X	X	X			X		X		X			
Shademaster Thornless Honeylocust [40]	*Gleditsia triacanthos* var. *inermis* 'Shademaster'			X	X			X	X	X	X	X			X	X	X	X	X	X
Chinese Pistache [41]	*Pistacia chinensis*			X	X			X	X	X			X		X		X			X
Lacebark Elm [42]	*Ulmus parvifolia*			X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X

Photo References

	Source	URL
1	Monrovia Horticultural Craftsmen	www.monrovia.com
2	Monrovia Horticultural Craftsmen	www.monrovia.com
3	Monrovia Horticultural Craftsmen	www.monrovia.com
4	Wikipedia	http://en.wikipedia.org/wiki
5	Living Fences Evergreen Privacy Screens	http://www.living-fences.com/index.asp
6	Richmond University	www.richmond.edu
7	Lone Oak Tree Farm	http://www.loneoaktreefarm.com/index.html
8	Lone Elder Nursery	www.loneelder.com
9	North Carolina State University Cooperative Extension	www.ces.ncsu.edu
10	Jenkins Country Gardens, Inc.	www.jenkinscountrygardens.com
11	University of Illinois Plants Database	http://woodyplants.nres.uiuc.edu
12	Missouri State University Biology Department	http://biology.missouristate.edu
13	Tree Encyclopedia	www.cirrusimage.com/trees.htm
14	Forde Nursery	http://www.fordenursery.com/index.php?p=home
15	Madison Gas and Electric	www.mge.com
16	University of Illinois Plants Database	http://woodyplants.nres.uiuc.edu
17	University of Cincinnati	http://classics.uc.edu/
18	Blue Grass Nursery	http://www.bluegrassnursery.com/index.html
19	World of Stock Stock Photos and Prints	http://www.worldofstock.com/
20	UConn Plant Database	http://www.hort.uconn.edu/Plants/index.html
21	Halka Nurseries	www.halkanursery.com

	Source	URL
21	Halka Nurseries	www.halkanursery.com
22	Halka Nurseries	www.halkanursery.com
23	Just Trees, PLI Co.	www.justtrees.biz
24	Marcum's Nursery	http://marcumsnursery.com/
25	Lawn Care FAQ	http://lawncarefaq.com
26	Natural Landscapes Nursery	http://www.naturallandscapesnursery.com/
27	English Country Garden	www.english-country-garden.com
28	Wild Chicken Nature and Technology	www.wildchicken.com
29	Town of Huntersville, NC	www.huntersville.org
30	Miller Nursery	www.millernursery.com
31	Vanderbilt University	www.vanderbilt.edu
32	Plants of Perfection	www.plantsofperfection.com
33	City of Staunton, VA	www.staunton.va.us
34	University of Illinois Extension	http://web.extension.illinois.edu/state/index.html
35	Nebraska Forest Service	www.nfs.unl.edu
36	Duke University	www.duke.edu
37	Kansas Forest Service	www.kansasforests.org
38	Texas Tree Team	www.texastreeteam.com
39	University of Texas	www.texasbeyondhistory.net
40	Enviro-Explorers Kids Club	www.enviro-explorers.com
41	Stanford University Grounds Services	http://trees.stanford.edu
42	Tree Land Nursery	www.tree-land.com

Appendix A: Policy Recommendations

Policy Recommendation #1
Establish an internal review process for implementation of the Streetscape Design Guidelines

The City should establish a "Downtown Streetscape Design Review Committee" for internal review of streetscape designs to ensure cross-departmental coordination. The committee's processes should be developed in a manner that closely coordinates with the Design Council review referenced in the "Important Considerations" section of Chapter 1. Close coordination is important to avoid duplication of work effort and to ensure efficient use of time by citizen volunteers, staff and consultants. City staff on the review committee would likely include the following:

- **City Manager's Office.**
  - Urban Development.
  - Arts and Cultural Services.
- **Metropolitan Area Planning Department.**
  - Advanced Plans.
  - Historic Preservation.
- **Public Works Department.**
  - Engineering.
  - Maintenance.
  - Building Services.
- **Park and Recreation Department.**
  - Forestry and Maintenance.
- **Wichita Transit.**
- **Others as deemed necessary.**

There should be at least three types of review undertaken by the review committee:

Project Development Review – As potential projects are identified the committee should assist in drafting the RFP/RFQ for design services to ensure that firms have appropriate information regarding the project's design specifications. At a minimum, the following determinations would need to be made:

- Functional Input based upon street type.
- Contextual Input based upon adjacent land uses.
- Experiential input based upon the district where the project is located.
- The street's lane configuration and one-way/two-way status.

Project Design Review – The committee should review the designs of street projects to ensure they are consistent with the Streetscape Design Guidelines. The committee should also identify any impediments to consistency so that feasible design alternatives can be developed.

Review of Streetscape Additions – Sometimes, projects are proposed that add amenities, art, interpretive elements, signage, etc. to an existing streetscape. Such projects should be reviewed by the committee to ensure consistency with the Streetscape Design Guidelines.

There may some circumstances where the existing quality of streetscape design exceeds that recommended in the Streetscape Design Guidelines. Such circumstances should be considered in the review process and a determination made by the review committee regarding the level of design appropriate for the project location. In most cases, it would be undesirable for the level of design and/or quality of materials for proposed improvements to be inferior to pre-project conditions.

Policy Recommendation #2
Develop priority enhancement areas for public infrastructure in downtown

The City should identify and prioritize areas where public street infrastructure is needed or desired in downtown. This may include areas with outdated, inefficient, or functionally obsolete street infrastructure. Or, this may be areas that are targeted for aesthetic improvements such as downtown gateways, district gateways or transportation corridors.

Once identified, these areas could be developed as model projects or pilot projects, which are built to demonstrate specific aspects or design designations within the Streetscape Design Guidelines. One example of a model project would be for the City to identify a project for early implementation that meets a certain design designation. That project would then be built to the preferred level of standard for that design designation. This would then be a "model block" to demonstrate the Streetscape Design Guidelines in the built environment. As a pilot project example, the City might designate an intersection to be retrofitted with bulb-outs that contain rain gardens. This would provide an opportunity to evaluate the design possibilities and potential benefits/negatives of rain gardens in such locations within downtown.

Policy Recommendation #3
Revise applicable codes, ordinances and policies to better facilitate street level activities

The City should examine existing municipal codes and policies for potential revisions that would enhance the downtown environment. In particular, regulations exist that govern street level activities/uses such as street vending, street performances and sidewalk cafés. Such activities should be encouraged and facilitated, while maintaining reasonable standards to protect the public health and welfare.

For example, there are licensing requirements for street vendors that impact when, where and how they can operate. It is recognized that many vibrant downtowns allow abundant opportunities for such vendors to sell a variety of items. Those cities normally provide for licensing requirements that balance providing opportunity with protecting the public. While a formal review of City codes and policies was not completed, the Project Steering Committee has indicated that a review would likely reveal opportunities for improvement.

Also, during public involvement for the Streetscape Design Guidelines, input was received from downtown restaurant owners regarding the prescriptive nature of the existing City code governing sidewalk cafés. Currently, the code does not allow restaurants to incorporate individual branding and design identity. Their preference would be to better establish their identities in their sidewalk areas to distinguish themselves from other restaurants.

Policy Recommendation #4
Develop guidelines specifically for the design of on-street bicycle facilities and cycle tracks

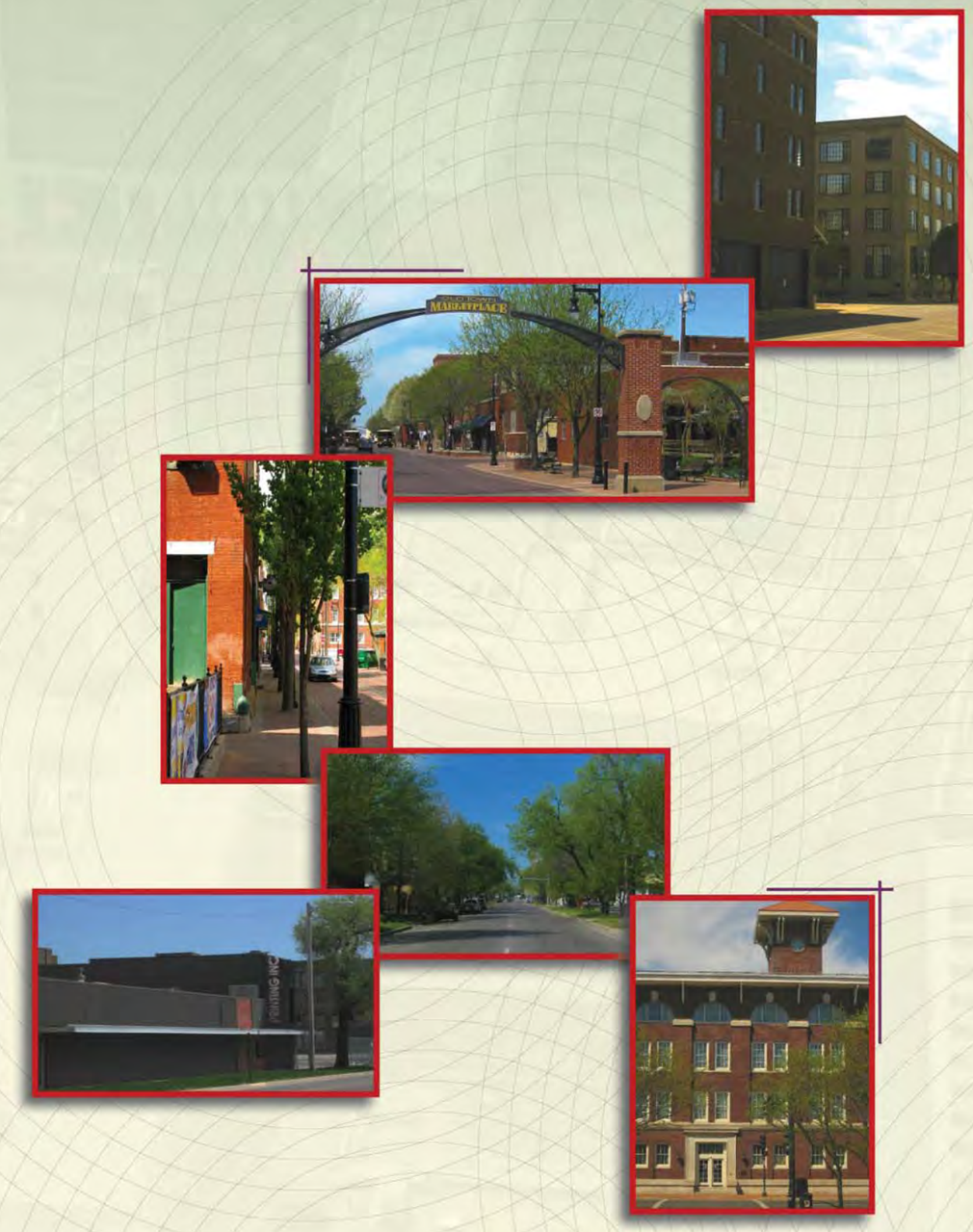
The City should review state-of-the-practice principles for the deployment and design of shared travel lanes, on-street bicycle lanes and cycle tracks. While these Streetscape Design Guidelines contain some basic design specifics for bicycle facilities, a complete set of engineering design guidelines was beyond the scope of the project. There are many intricacies of bicycle facility design that should be determined and specified as design preference by the City. For example, there are several different intersection treatments used for cycle tracks that include "bike boxes" and jug-handle intersections. Determinations regarding the appropriateness of design treatments can only be made after a careful examination by a traffic engineer. **Appendix C** includes a discussion regarding on-street bicycle facilities.

Policy Recommendation #5
Develop a City policy to address advertising signage in the street right-of-way to incorporate the Lifestyle Pylons, Mini-pylons and Wayfinding Map Kiosks suggested in the Streetscape Design Guidelines

There is no existing City policy that governs the placement of permanent advertising signage installed within street rights-of-way. There are three new signage elements being suggested by these guidelines that could include advertising to some degree.

- Lifestyle Pylons
- Mini-pylons
- Wayfinding Map Kiosks

The City should develop and implement a policy that accounts for these new sign types prior to their being constructed. Any such policy should be carefully crafted to ensure that implementation is fair and equitable to any potential advertisers. It is also desirable that incorporation of mini-pylons be done at least one block at a time to maintain design consistency, rather than on a business-by-business basis.



Appendix B: Downtown Walking trails

Kansas Sports Trail

People of Kansas Trail

Kansas Poets Trail

Kansas Sports Trail Signage

People of Kansas Trail Signage

Kansas Poets Trail Signage

Not to Scale

Appendix C: On-street Bicycle Facilities

One way to improve mobility within downtown is to provide safe alternatives for those who wish to ride bicycles. In recent years, Wichita has seen an increase in bicycle commuters. This trend will only increase as the downtown street network becomes more hospitable for bicyclists.

Creating a hospitable environment for bicyclists is a challenge, given the auto-oriented nature of our downtown transportation system. These guidelines suggest three potential strategies that could be deployed to improve bicycle safety in downtown:

- Shared Travel Lanes.
- On-street Bicycle Lanes.
- Cycle Tracks.

It is important to note that this document is not a design manual specifically for bicycle facilities. Rather, it contains some broad design guidance that can be implemented to varying degrees within downtown. Deployment of any one of these strategies can only be accomplished through comprehensive engineering analysis. In the long run, as more opportunities for the development of dedicated bicycle facilities arise, it may be prudent for the City to develop a bicycle design manual.

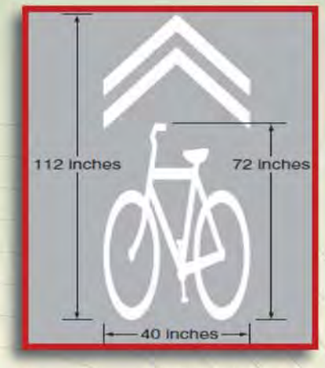
The following is a discussion of each potential bicycle facility type and some important items for consideration.

Shared Travel Lanes

One opportunity for bicycle enhancement is shared travel lanes. These facilities are most effective when deployed on narrow streets where travel speeds and traffic volumes are relatively modest, but there is a demand for bicycle connectivity. The proper pavement marking for such lanes is the "sharrow."

The main intent of the sharrow is to mark where bicyclists should ride to avoid the door zone of parked cars. Second, it indicates a preferred bicycle route and notifies motorists to share the road. If deployed within downtown, the purpose would be to provide fine-grained connections within the network and would supplement dedicated on-street facilities located on Bicycle Balanced Streets.

The sharrow is a relatively new marking that was recently approved for use in the United States in the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition. Guidance for sharrow deployment is found on page 810 of the MUTCD 2009 Edition. Illustrations of shared travel lanes and the sharrow are included to the right.



Shared Lane Marking (Not to Scale)
Source: MUTCD (2009 Edition). Page 815

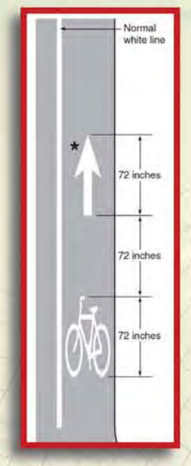
Examples of Sharrows
Source: www.livablestreets.com

On-street Bicycle Lanes

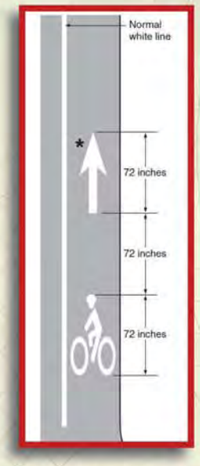
An on-street bicycle lane is a portion of the roadway that has been appropriately designated with approved pavement markings for the exclusive use of bicyclists. Where sufficient demand exists, bicycle lanes should be considered for integration into a connected bikeway system. Integrating bicycle lanes into intersection traffic patterns can be challenging. However, the MUTCD and the American Association of State Highway and Transportation Officials (AASHTO) provide sufficient design guidance. Striped bike lanes can be effective as a safety treatment to enhance bicycle commuting.

Illustrations of on-street bicycle lanes and proper pavement markings are included below.

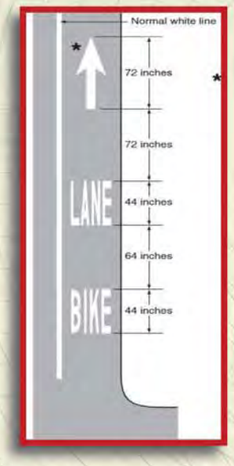
On-Street Bicycle Markings (Not to Scale)
Source: MUTCD (2009 Edition). Page 809



A-Bike Symbol



B-Helmeted Bicyclist Symbol



C-Word Legends

On-Street Bicycle Lane
Source: City of Richmond, CA

Cycle Tracks

Cycle tracks are dedicated bicycle facilities located within the right-of-way, that are physically separated from the vehicle travel lanes, parking zones and sidewalks. They are typically segregated from travel lanes with either curbs or bollards, which makes them safer than most other types of bicycle facilities. Cycle tracks have not been widely used in the United States and they have not been recognized yet by AASHTO. However, they have been used for many years in Europe and Canada. In recent years, they have gained popularity in the U.S., having been deployed in several cities including New York City and Portland, Oregon. Photographs of two cycle track installations have been included:

Cycle Track
Source: City of Cambridge, MA

Cycle Track
Source: New York City DOT

Intersection Treatments for On-street Bicycle Facilities

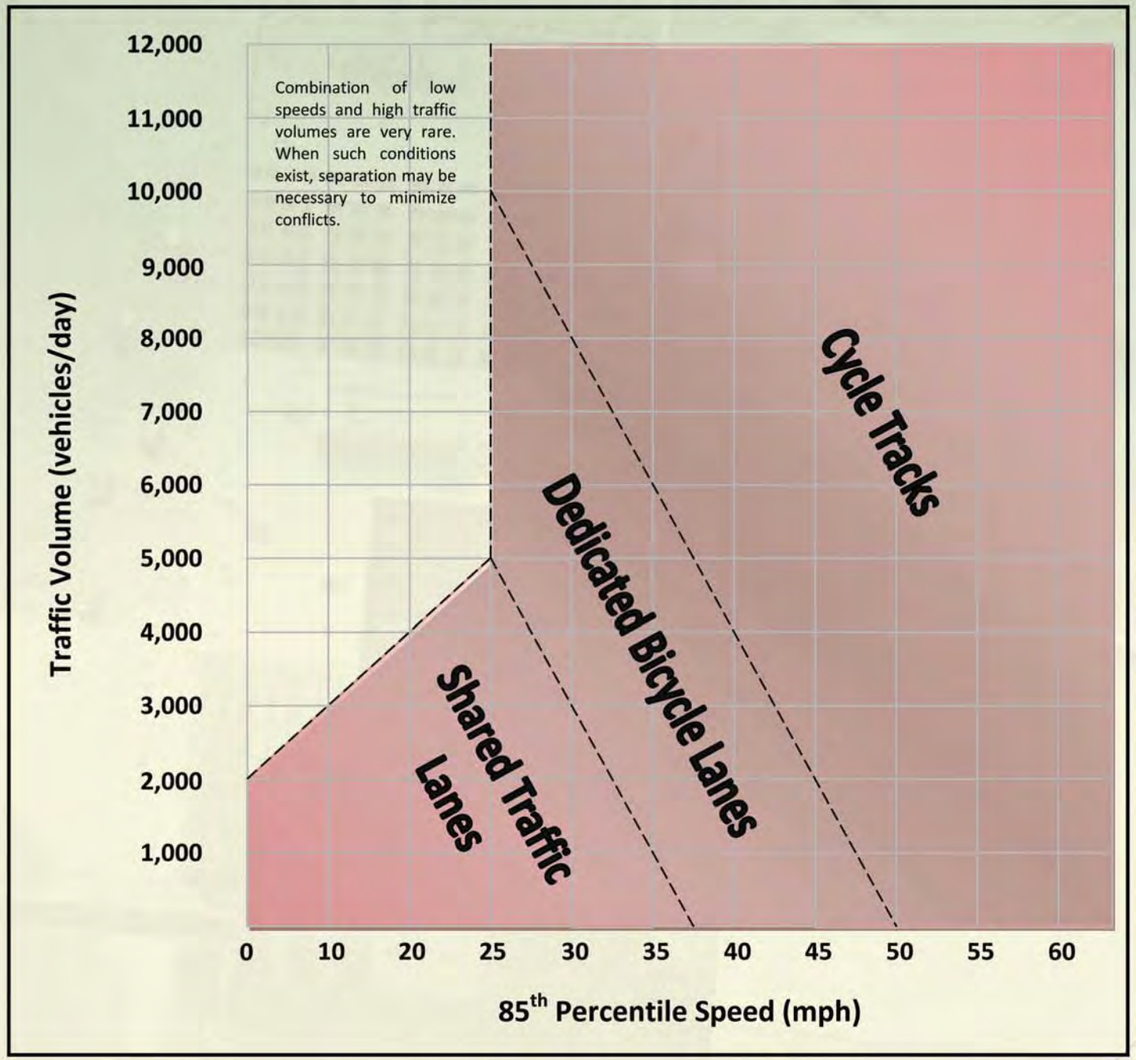
Established intersection treatments for on-street bicycle lanes have been developed and included in MUTCD and AASHTO. Therefore, guidance from those manuals should be strictly followed in facility design.

Cycle tracks are another story. Since they are located outside of the parking zone, intersections can be difficult to design. Furthermore, the United States has little experience with cycle tracks and they are not included in the current editions of MUTCD and AASHTO. If cycle tracks are developed in downtown, there is guidance available from other countries for several different treatment design possibilities. Such design guidance should be carefully studied before the determination is made as to which is appropriate for downtown Wichita.

Determining the Facility Type

The following graphic is suggests how to determine the proper bicycle facility type appropriate for development in downtown Wichita. The selection should generally be based upon traffic volume and travelling speed, subject to City approval and engineering design guidance.

Suggested Bicycle Facility Selection for Downtown Wichita



Adapted from NSW Bicycle Guidelines, RTA, 2003

Appendix D: On-street Parking Configurations for Downtown

Types of Parking

The following four types of on-street parking have been identified for use within downtown:

- Parallel Parking.
- Perpendicular Parking (90° angled).
- 45° Angled Parking (Pull-in).
- 45° Angled Parking (Back-in).

Graphic depictions of each configuration and key dimensions are included in this section. The preferred and acceptable alternatives are included in the Functional Input Matrix.

Back-in angled parking does not currently exist within downtown. However, the City could implement a pilot project to determine the feasibility of broader deployment of this parking type.

Metering Options

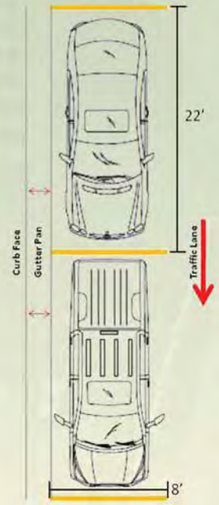
There are many areas in downtown where on-street parking is currently free. Where parking meters exist, they are almost entirely single-space meters that accept coins as payment. As the City's parking program evolves, the installation of multi-space meters could be considered. A transition to multi-space meters would remove a significant number of meter poles, thereby saving space in the amenity zone for other uses.

Another consideration, whether multi- or single-space meters are used, is newer technology that accommodates credit and debit card payments. This type of alternate payment metering system should be encouraged as meters are replaced. Such a move often increases revenue and improves customer convenience while removing clutter from the streetscape.

Projects that include new parking meters will incorporate the appropriate meter type in the project design specifications.

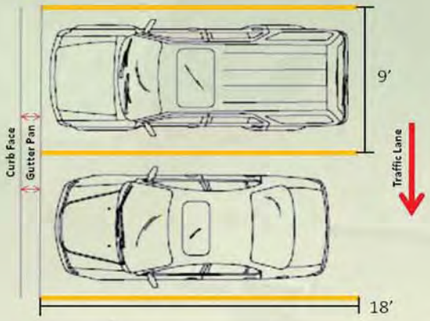
Parallel Parking

Not to Scale



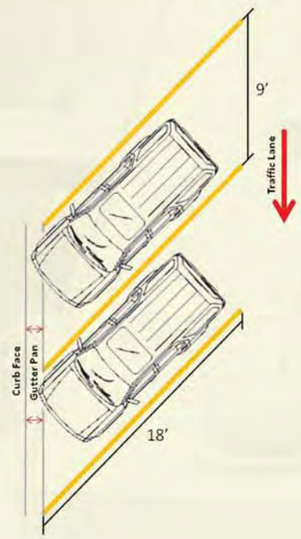
Perpendicular Parking

Not to Scale



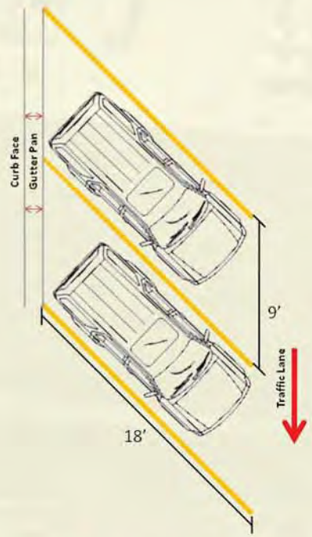
45° Angled Parking (Pull-in)

Not to Scale



45° Angled Parking (Back-in)

Not to Scale



Appendix E: Wayfinding Signage Discussion

Wayfinding Program

The City's Wayfinding Signage Program is governed by Administrative Regulation 6.1 and administered through the Office of Urban Development. This policy generally addresses vehicular wayfinding signage. However, its spirit and intent can be extended to include future pedestrian wayfinding that currently exists only within the Arena Neighborhood District.

Wayfinding Districts, Colors and Icons

The following districts are currently recognized as the wayfinding districts for downtown. They are listed below along with their foundation signage color and official icon.

Opportunities to incorporate wayfinding colors and icons into the streetscape should be encouraged as deemed appropriate. For example, the district foundation colors might be used in benches, trash receptacles or other street amenities. Or, landscape foliage could integrate the district foundation color into the streetscape. Another option could be to include the district icon as a small plaque on select street amenities. Each of these options is considered a thematic wayfinding technique that could enhance the street user's sense of wayfinding.

Wayfinding Table

ICON	DISTRICT NAME	COLOR NAME	PANTONE #
	Government Center District	Vivid Blue	7462 C
	Arena Neighborhood District	Terra Cotta	471 C
	Museums on the River District	Kelly Green	347 C
	River Center District	Geranium (Red)	187 C
	Old Town District	Dark Violet	512 C

Pedestrian Wayfinding Signage

As mentioned above, the only pedestrian wayfinding signage that currently exists is located in the Arena Neighborhood District. They direct pedestrians between the INTRUST Bank Arena and main parking lots. There are currently no standards or specifications for additional pedestrian wayfinding signage. The design of future pedestrian wayfinding signage should closely resemble those constructed for the Arena and be based on their dimensions and lettering scheme, with color and icon to be determined by the district in which they are located.

Wayfinding Medallions

There are no existing applications of wayfinding medallions within downtown. However, they could be integrated in the sidewalk pavement to enhance pedestrian wayfinding. These medallions should incorporate approved wayfinding icons and district names in their design. If deployed, they should be located at or near end-blocks.

Design Guidance:

- Refer to the accompanying graphics to the right.
- The wayfinding district icon where the medallion is located should be in the center of the medallion.
- The icon should be oriented to be square with the intersection.
- The star points of the medallion should point the direction of the nearest wayfinding districts.

Wayfinding Map Kiosks

There are map kiosks, similar those envisioned for broader deployment, located in Old Town. Refer to the photo below. These should incorporate an official wayfinding map that illustrates wayfinding district locations and the location of key destinations. These could incorporate advertising to offset installation costs or generate revenue for the maintenance of wayfinding program infrastructure.

Old Town Map Kiosk Example

Wayfinding Medallion Concept Drawings

Appendix F: Applying the guidelines: Representative Scenes

Transit Balanced / Retail / Arena Neighborhood

Input Designation: B b 8

Pedestrian / Mixed Use / Government Center

Input Designation: D d 1

Plaza / Arts / Commerce Street

Input Designation: E f 9

APPENDIX G: RESOLUTION NO. 10-101

RESOLUTION NO. 10-101

A RESOLUTION ENDORSING THE DESIGN CONCEPTS AND GUIDELINES RECOMMENDED IN THE DOWNTOWN WICHITA STREETSCAPE DESIGN GUIDELINES, APRIL 2010

WHEREAS, the Arena Neighborhood Redevelopment Plan was adopted by the City Council of the City of Wichita on November 6, 2007; and

WHEREAS, Implementation Action 3a of the Arena Neighborhood Redevelopment Plan states, "Hire a design consultant to help develop, with input from the City's Design Council, a comprehensive set of essential design criteria, elements and images that will help frame and define a unique, distinctive and attractive identity for the Plan area, with respect to public improvement projects and joint public/private redevelopment initiatives."; and

WHEREAS, the City Council of the City of Wichita and the Board of County Commissioners of Sedgwick County entered into a coordination agreement on February 25, 2009 to jointly fund professional consulting and design services for the development of streetscape design guidelines; and

WHEREAS, the City Council of the City of Wichita approved an agreement for professional services with Professional Engineering Consultants on May 12, 2009 to develop streetscape design guidelines; and

WHEREAS, the Downtown Wichita Streetscape Design Guidelines, April 2010 represents the culmination of said professional services and contains recommended design concepts and guidelines to be used in future planning and decision-making regarding public infrastructure investment in downtown Wichita; and

WHEREAS, the recommended design concepts and guidelines contained in the Downtown Wichita Streetscape Design Guidelines, April 2010 are subject to further changes and refinements that will invariably come from the design and construction of specific improvements, ongoing traffic analysis, the realities of fiscal constraints, and ongoing lessons learned from similar initiatives.

NOW, THEREFORE BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

Section 1. The City Council of the City of Wichita endorses the design concepts and guidelines recommended in the Downtown Wichita Streetscape Design Guidelines, April 2010.

Section 2. The City of Wichita shall use the recommended design concepts and guidelines contained in the Downtown Wichita Streetscape Design Guidelines, April 2010 as guidance in future planning and decision-making regarding public infrastructure investment in downtown Wichita.

Section 3. The City Council of the City of Wichita directs the staff of the City of Wichita to update the Downtown Wichita Streetscape Design Guidelines as necessary changes and refinements are identified through the design and construction of specific improvements, ongoing traffic analysis, the realities of fiscal constraints, and ongoing lessons learned from similar initiatives.

ADOPTED by the governing body of the City of Wichita, Kansas, this 20th day of April, 2010.

CITY OF WICHITA, KANSAS

Carl Brewer, Mayor

ATTEST:

Karen Sublett, City Clerk
(SEAL)

Approved as to Form:

Gary E. Rebenstorf, Director of Law