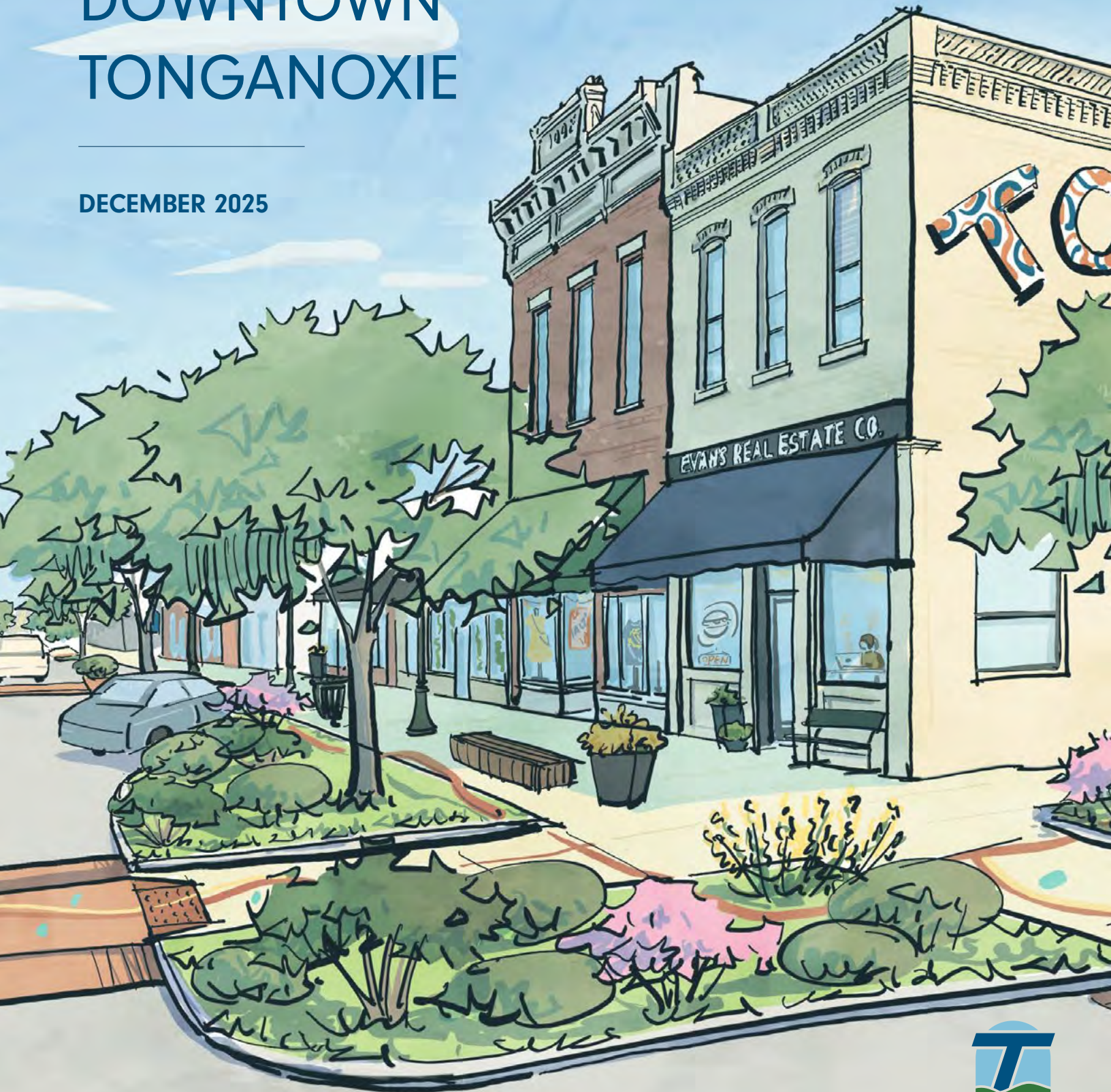


DOWNTOWN REGULATING PLAN DOWNTOWN TONGANOXIE

DECEMBER 2025



Prepared For:

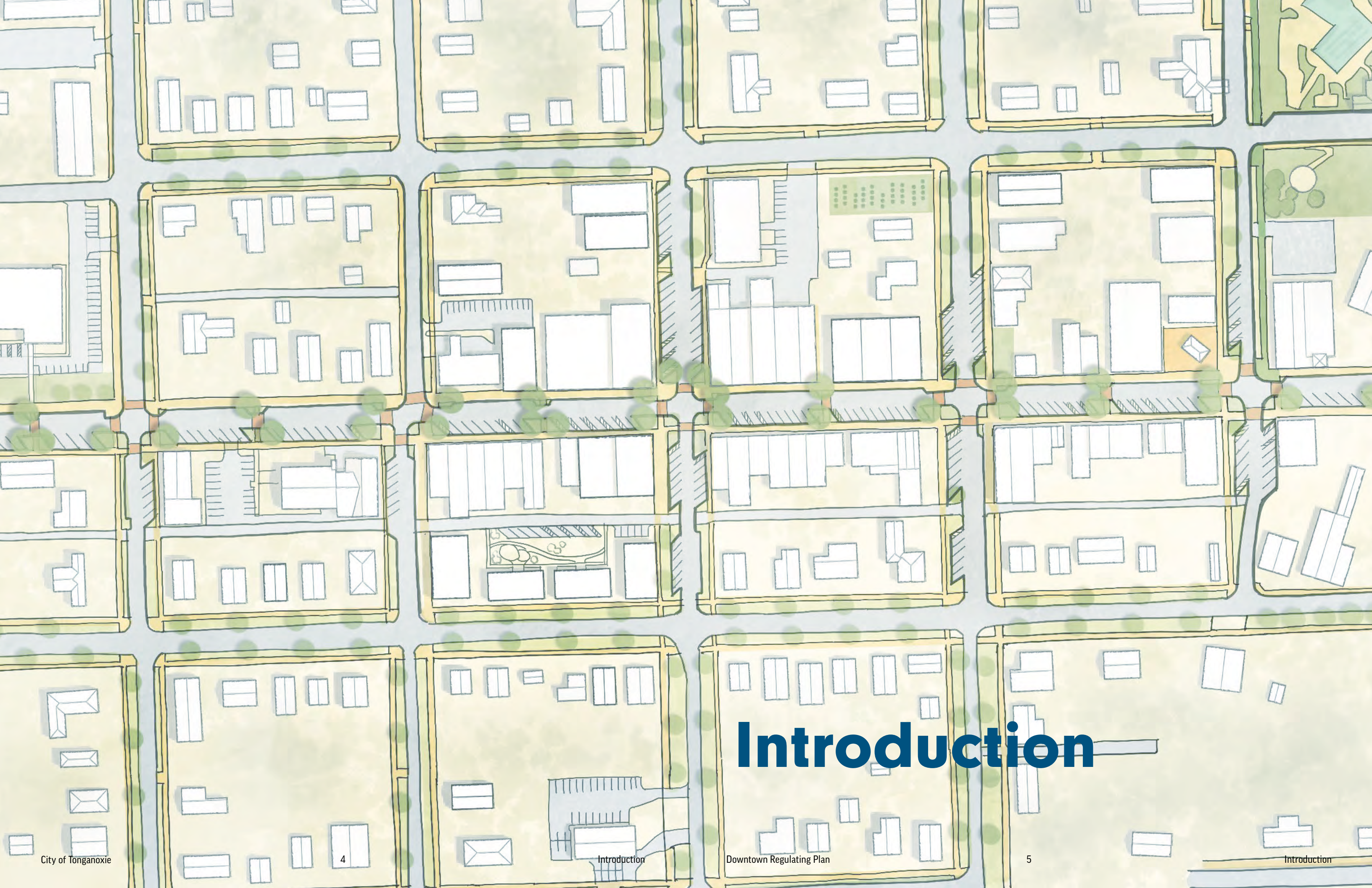


Prepared By:

Multistudio

Contents

INTRODUCTION		CHAPTER 1: PUBLIC SPACES	
Introduction	6	Active & Multimodal Streets	20
Downtown Tonganoxie	9	Downtown Identity	34
Project Process	12	Implementation & Capital Investment Strategy	42
Implementing the Plan	14		
Key Terms	16		
CHAPTER 2: DOWNTOWN DEVELOPMENT		APPENDICES	
Regulating Plan	50	Appendix 1: Downtown Idea Book	92
Development Character	56		
Living Downtown	60		
Downtown Gateways	64		
Implementation	66		
Downtown Development Code	68		



Introduction

Plan Overview

The **Downtown Regulating Plan** combines policy, public realm design, and regulations for Tonganoxie's Downtown. Integrating a plan for public spaces, a framework for private development, a strategy for capital investments, and targeted regulation updates, the plan voices the vision and goals established by community stakeholders, supported by best practices applicable to walkable, small downtowns. The plan addresses how to prioritize improvements with an emphasis on budget-conscious strategies for immediate, interim, and longer-term needs.

The plan for **public spaces** responds to Downtown's needed physical improvements for stronger public spaces and safer streetscapes. A strategy for capital investments outlines potential sources of capital to support these improvements, economic development, and key partnerships.

The **development** framework provides a block-specific plan defining land use (the Regulating Plan component), compatible transitions of development patterns, while implementing strategic and tailored updates to Downtown's development standards. Regulatory updates implement a design-based approach: increasing the code's emphasis on development's scale, form, and design, while approaching land uses with more flexibility. The updates will encourage a concentrated mix of small-scale, Downtown-appropriate uses that maintain and enhance the area as a community destination.

What is a Regulating Plan?

A **Regulating Plan** is a plan or map of a regulated area (typically at a block or area scale) designating where different standards apply for land use, building form, or design. The plan emphasizes how the standards in different areas are coordinated to achieve a unique place with predictable built results and high-quality public spaces.

How is the Downtown Development Code changing?

Downtown (HBD)

- ▶ Improved lot and building standards to enhance Downtown's traditional design.
- ▶ Maximum lot sizes instead of minimums to reinforce Downtown's traditional scale and form.
- ▶ Required build-to lines to promote street-front buildings.
- ▶ The Use Table provides more flexibility for the uses themselves, and limits by the use's scale.
- ▶ Design standards specify human-scale, pedestrian-oriented frontages and facade design.
- ▶ Incorporation of prior HBD design guidelines, updated to be architecturally neutral to promote creative and vibrant storefronts.

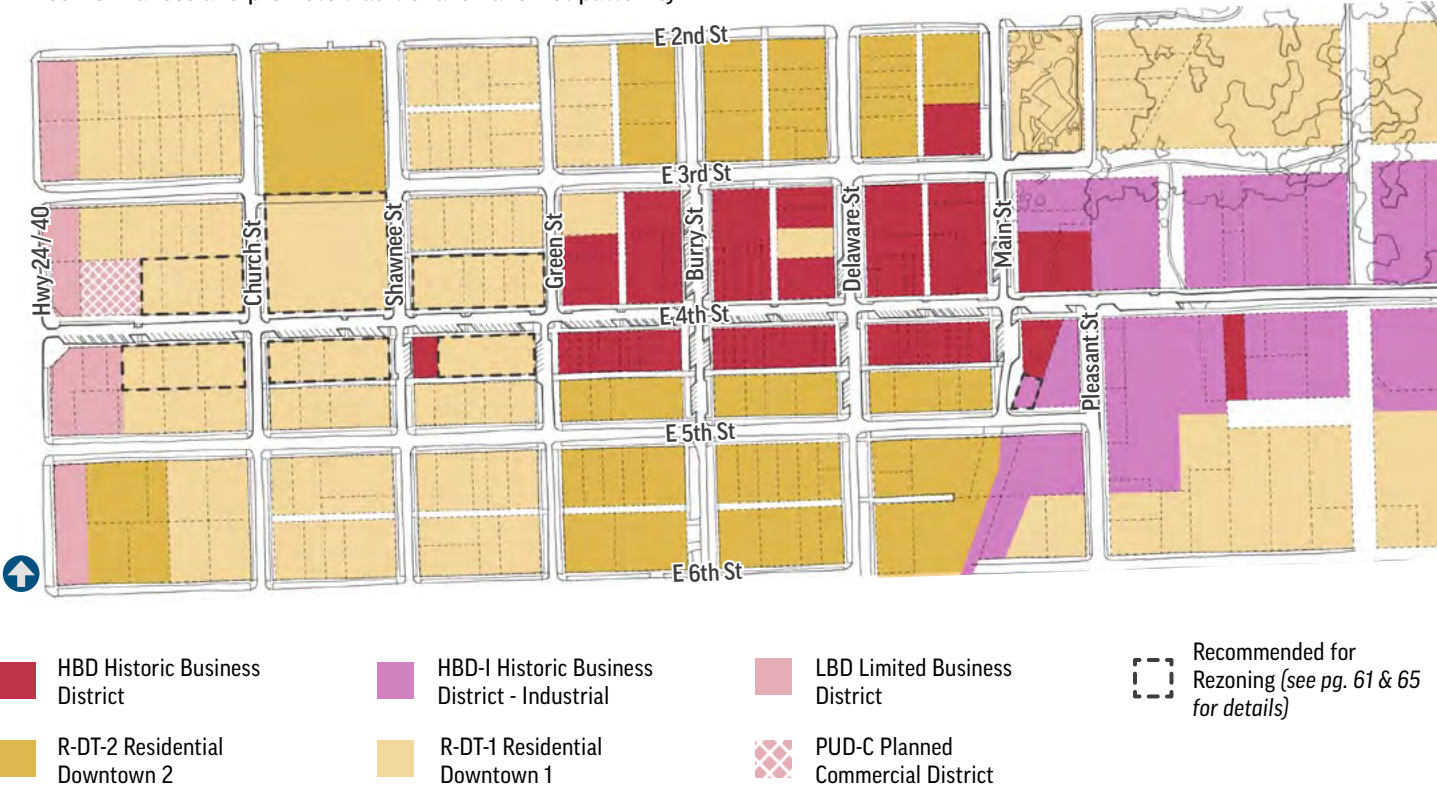
Industrial Districts (Within Downtown) (I-LT, I-MD)

- ▶ Reinforces Downtown-compatible formats of artisanal, maker-oriented light industrial uses.
- ▶ Convert lot minimums to maximums (to eliminate non-conformances and promote traditional smaller-lot patterns).

- ▶ Frontage standards for industrial development appropriate for a Downtown-adjacent context.

Downtown Neighborhoods (R-SF, R-I, R-MF1, and R-MF2)

- ▶ Regulate by building types to promote a better mix of detached houses and small-scale, multi-unit buildings.
- ▶ Eliminate the R-I overlay to simplify Downtown and near-Downtown residential districts: R-SF becomes R-DT-1, R-MF-1 and R-MF-2 become R-DT-2.
- ▶ Specify residential frontage designs that reinforce neighborhood character and blend a variety of building types.
- ▶ Permit limited mixed-use on blocks that transition to downtown.
- ▶ Promote courtyard pattern housing development for strategic small-scale redevelopment near Downtown.



Downtown Zoning Map

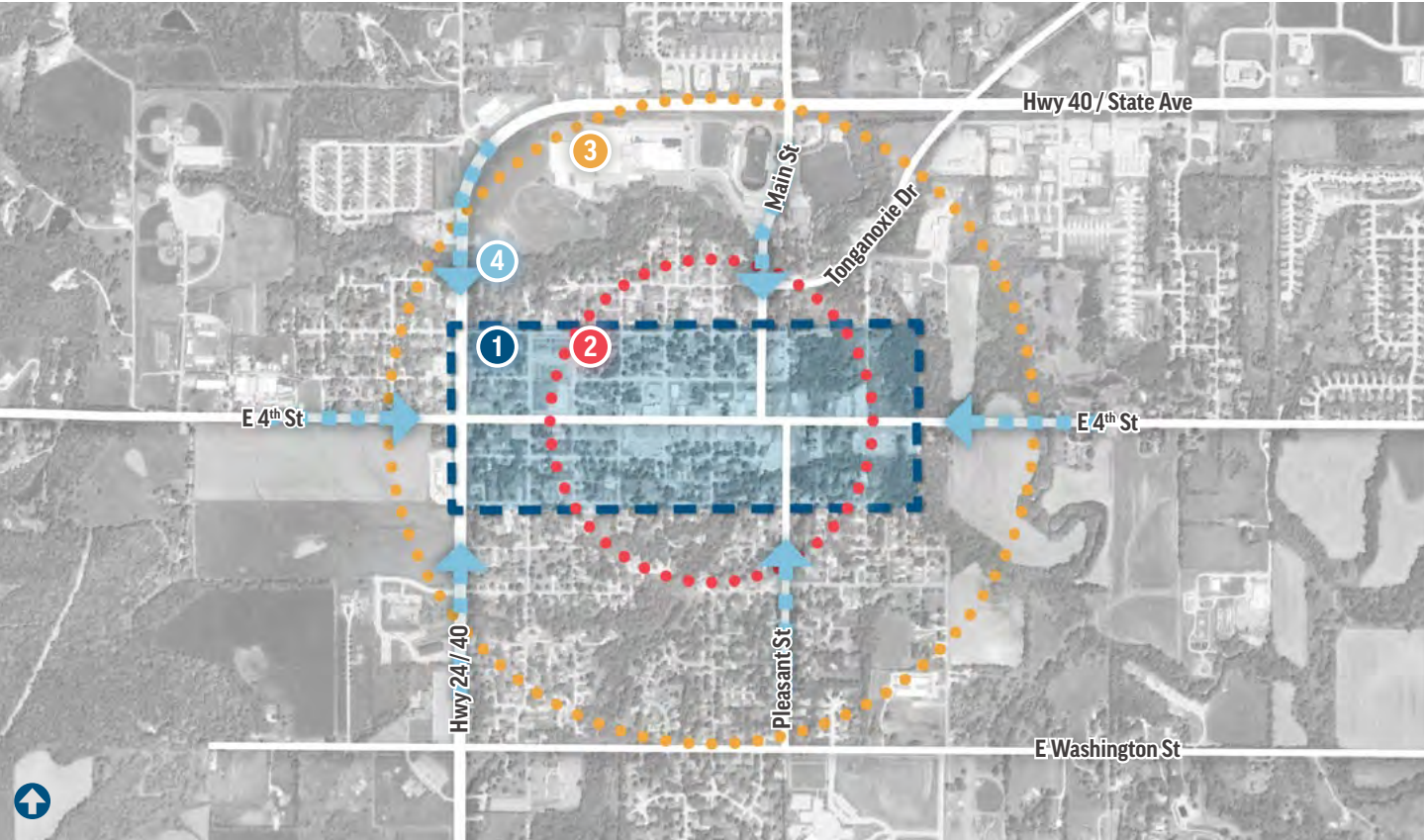


Downtown Tonganoxie, E. 4th Street

Downtown Tonganoxie

Downtown in Context

Centrally located at the heart of the city, Downtown Tonganoxie is a nexus of destinations drawing visitors from all over the community and the region. Downtown is easily accessible from the nearby Highway 24 / 40, a busy corridor for local and regional traffic traveling throughout the area. At the same time, Downtown sits within a highly walkable context: located within a 5- or 10-minute walk from civic and recreational amenities like local schools, popular sports fields, multiple city parks, and regional trail networks. Many more amenities and destinations are found within Downtown, creating a context with plentiful opportunities upon which to build for strengthened, enhanced integration of Downtown into the wider community fabric.



Map: Downtown in Context

- 1 Downtown Study Area**

The Downtown Study Area is bounded by Hwy. 24 / 40 to the west, 2nd Street and 6th Street to the north and south, and extends into VFW Park to the east.
- 2 5-Minute Walkshed**

A 5-minute walk from the heart of Downtown reaches amenities like VFW Park, the Tonganoxie Public Library, multiple civic destinations, and neighborhoods.
- 3 10-Minute Walkshed**

Within a 10-minute walk from Downtown are local destinations like Tonganoxie High School, the new Hills Bark Park, and the Chieftain Park sports fields.
- 4 Downtown Access Routes**

Key routes into Downtown form the **gateway** intersections that create the first impression of Downtown: 4th Street & Hwy. 24 / 40, 4th Street & Main Street, and 4th St. & Pleasant Street.

Downtown Study Area

The study area for the Downtown Regulating Plan was selected to encompass the Historic Business District, along with the surrounding areas directly supporting the district and aligning with Downtown’s traditional urban design and development patterns. The study area contains Tonganoxie’s historic commercial “main street” (the 4th Street corridor) and a concentration of public amenities and parks, event destinations, shopping, dining, and neighborhoods.

1 Historic Business District

The commercial center of Downtown Tonganoxie, located at the heart of the historic central business district.

2 Transitional Areas

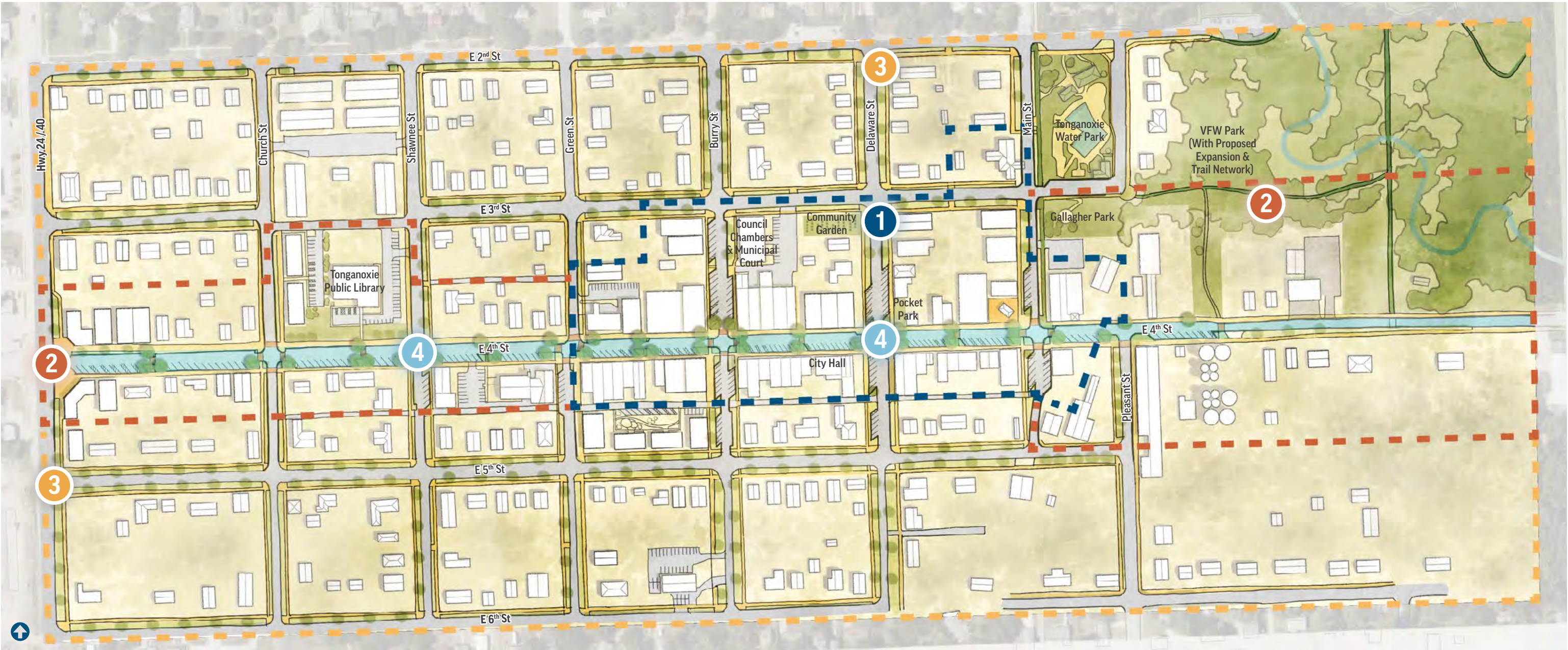
Key areas along the 4th Street corridor outside of the Historic Business District contributing to the character of downtown, form “gateways” into the Historic Business District, and contribute to Downtown’s civic, institutional, and commercial destinations.

3 Downtown Neighborhoods

The residential areas surrounding the Historic Business District and the transitional areas. These neighborhoods continue Downtown’s historic development patterns and support Downtown businesses.

4 4th Street Corridor

The core of the Historic Business District faces 4th Street: Tonganoxie’s historic “main street.” On either side of the Historic Business District, 4th Street interfaces with the Transitional Areas that lead into the Historic Business District and signal entry into a distinct place.



Map of the Downtown Study Area

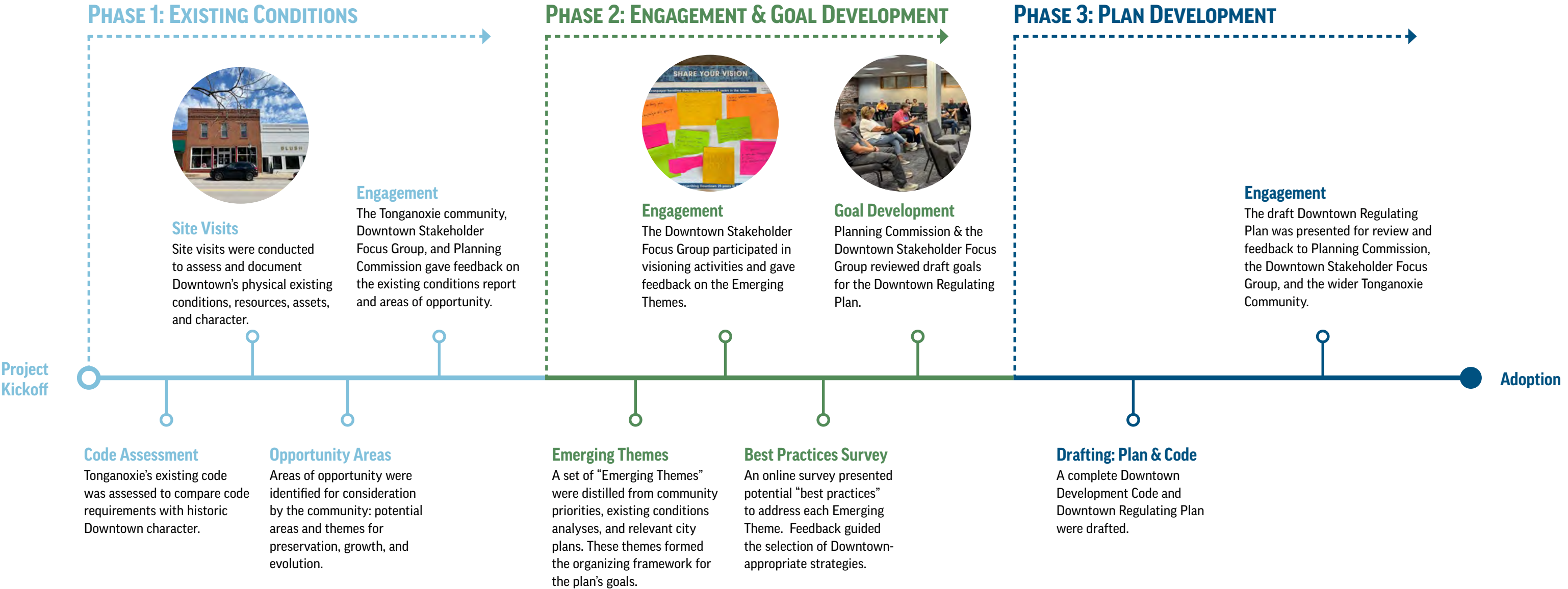
Project Process

Phases & Milestones

The Downtown Regulating Plan took shape over three phases. Phase 1: Existing Conditions assessed the physical, regulatory, and policy conditions of Downtown Tonganoxie. Phase 2: Engagement & Goal Development, focused on establishing a vision for Downtown with the key Downtown stakeholders, and crafting shared goals for Downtown’s future. Phase 3: Plan Development, expanded the vision and goals into a draft Downtown Regulating Plan for further refinement through

engagement with a Downtown Stakeholder focus group, Planning Commission, and the Tonganoxie Community.

Throughout the project, Community & Stakeholder Engagement included a combination of community open house events, project updates and feedback sessions with Planning Commission, and focus group discussions with a Downtown stakeholder group comprised of Downtown business owners.



Implementation

How to Use the Downtown Regulating Plan

Navigating the Plan

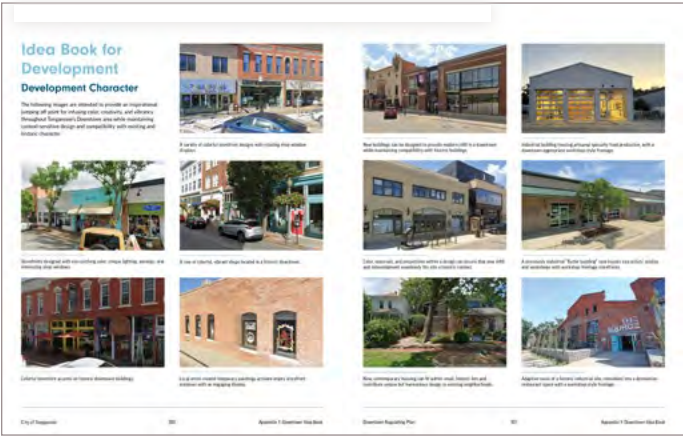
- **Chapter 1, Public Spaces:** Chapter 1 contains a public space framework for Downtown: a set of plans for all of Downtown's public spaces, envisioning their evolution over the next twenty years. Paired with each plan is a set of goals aligned with the Downtown community's vision, with strategies for implementation. Closing out Chapter 1 is a Capital Investment Strategy to guide targeted public investment into Downtown over the course of the plan's life, along with an Implementation Matrix outlining responsibility, cost, and timelines for each strategy.
- **Chapter 2, Downtown Development:** Chapter 2 focuses on the Downtown community's goals for the long-term development of Downtown, with strategies for implementation (for strategies that are not implemented by the new Downtown Development Code) and illustrations of the design principles that contribute to a thriving Downtown. A brief Implementation Matrix outlining responsibility, cost, and timelines for each strategy not covered by the Downtown Development code is provided. The second part of Chapter 2 contains the new Downtown Development Code, which provides implementation for a majority of Chapter 2's goals.
- **Appendix 1, The Downtown Idea Book:** The Downtown Idea Book contains supplemental inspiration images of the themes, concepts, and design principles found throughout this plan. This appendix is a visual guide for the Downtown Community to reference when looking for creative ideas to invest in their businesses and properties, develop and redevelop in Downtown, and contribute to placemaking and other Downtown improvements.



Traffic Calming & Parking Plan, Chapter 1



Scale & Form of Development Goals & Design Principles, Chapter 2



Appendix 1: The Downtown Idea Book

Quick Wins: Building Excitement for Downtown

The Downtown Regulating Plan is a 20-year guidebook, expressing the Downtown Community's vision for investing in, evolving, and celebrating Downtown Tonganoxie over the long-term.

At the same time, this plan also includes strategies designed to be implemented quickly, to continue building excitement for Downtown's future. The following five “quick win” strategies include lower-cost improvements, opportunities to build partnerships between Downtown and the wider Tonganoxie community, and actions to broaden awareness of Downtown as a destination.

- **Quick-Build Street Improvements:** Construct quick-build street improvements for immediate pedestrian safety, beautification, and traffic-calming benefits along with the addition of ADA parking spaces. (See *Traffic Calming Goal 1, Strategy 1.1 on pg. 22 for more.*)
- **Activate Vacant Storefronts:** Work with community partners to create engaging displays and exhibits to activate vacant and underutilized Downtown storefronts, showcasing local art, culture, and history. (See *Storefront Character Goal 1, Strategy 1.1 on pg. 55 for more.*)
- **Events on 4th:** Host flagship events like Tongie Days on 4th Street for better integration of Downtown partners and businesses. (See *Programmable Public Spaces Goal 1, Strategy 1.2 on pg. 36 for more.*)
- **Community-Created Art:** Engage local artists, community groups, and schools to create new public art that celebrates Downtown's history and character. (See *Arts, Culture, & Identity Goal 1, Strategy 1.2 on pg. 40 for more.*)
- **Create a Downtown “Brand”:** Engage a consultant to create a refined, character-filled brand identity for Downtown to weave into physical streetscape elements and to promote Downtown online. (See *Arts, Culture, & Identity Goal 3, Strategy 3.1 on pg. 40 for more.*)



Key Terms

Throughout this plan, several terms are used to describe various elements of urban design. These terms are defined here for ease of use.

Active Ground Floor

A ground-level floor of a building that is designed to invite and promote pedestrian activity, provides direct access to the public from a sidewalk or open space, and incorporates a high amount of transparency with frequent entries.

Adaptive Reuse

The rehabilitation or renovation of an existing building for a different use. For example, converting a historic home into a restaurant.

Amenity

Features or characteristics of a place that make it inviting, comfortable, and accessible to a wide variety of people.

Building Massing

The three-dimensional bulk of a building: height, width, and depth; and the way in which these elements combine to create the overall impact of the building on its surroundings.

Character

Special characteristics of an area that set it apart from its surroundings and contribute to its individuality. Examples can include historic architecture, public art, local culture, landscape and local ecology, unique services and amenities, and more.

Development Scale

The height and footprint of a building and the amount of the property that it covers.

Development Standards

A set of requirements and parameters to be followed when developing or redeveloping a site or building.

Form of Development

The physical characteristics of the built environment that impact the character of a place. These characteristics can include the size, shape, and distribution of buildings, along with other elements link open spaces, parking lots, and more.

Gateway

An entrance to a distinct area that is designed to clearly signal entry into a unique place.

Mixed-Use Development / Redevelopment

Development or redevelopment that combines more than one land use. Typically, this refers to a combination of residential and commercial uses, but other uses can be included. Uses can be mixed in a single building, among multiple buildings on one site, or throughout a district.

Public Art

Public art is art that is placed in public settings for the purpose of enriching the community. Common forms of public art include murals, sculptures, architectural design elements, and more. Public art can be integrated into street design, landscaping, parks, and building design.

Public Open Space

Open space owned and maintained by a public agency (such as a city, county, or state) for the use and benefit of the public.

Redevelopment

Redevelopment refers to an expansion, addition, or major facade change to an existing building, or a proposed development on a formerly occupied site.

Rezoning

An amendment to a zoning ordinance to alter the types, density, or intensity of uses allowed in a zone district or on a designated parcel of land.

Right-of-Way

The public right-of-way includes all publicly-owned areas of a city. Streets, public parks, sidewalks, and public trails are a few examples of the public right-of-way.

Setback

The minimum distance that a building or structure must be separated from a right-of-way (typically a street) or property line. Setback standards are typically set for the front, sides, and rear of a property.

Streetscape

Streetscape refers to the overall environment along a street, and encompasses all of the street design elements and on-street amenities that determine to what extent a street is safe, inviting, and comfortable to users of all ages and abilities.

Streetscape Amenities

The amenities included within a streetscape will vary based on street design and surrounding urban design and land use context, but typically include street furniture elements like street lights, wayfinding and other signage, transit shelters, benches, trash receptacles, public art, bike racks, and more.

Traffic Calming

Traffic calming refers to a variety of street design strategies that improve safety for pedestrians, bicyclists, people in wheelchairs or using mobility assistance devices, transit users, and vehicle drivers. It reduces speeding and other unsafe behaviors of vehicle drivers, while providing greater physical safety for everyone else in the street. These strategies include curb extensions, raised crosswalks, on-street parking, street trees, and many others.

Transparency

The degree to which people can perceive what is beyond the street or sidewalk's edge. Transparency is achieved through visually transparent design features like windows, entries, fences, etc.

Travel Lane

A dedicated lane within a roadway that provides space for moving automotive traffic (cars, trucks, and buses).

Walkability

Walkability describes how safe, comfortable, and connected an area is for pedestrians, and measures the overall walking conditions in a place.

Wayfinding

Wayfinding refers to the many ways in which people orient themselves, navigate from place to place, and interpret their surroundings. Wayfinding can include signs, digital displays, audio directions at intersections, distinctive materials (like unique pavers), landmarks (like public art or recognizable buildings), and many other tools.

1.



**Public
Spaces**

Active & Multimodal Streets

Traffic Calming & Parking Plan

Making Downtown's streets safer and more accessible remained a top priority of the Downtown Community throughout this plan's creation. To address these concerns, this plan presents an integrated suite of traffic calming street design elements that can be created using low-cost quick-build interventions for short-term improvements, as well as through longer-term investments in more a permanent street redesign. Public parking is integrated throughout the plan, with a focus on reorienting and increasing on-street parking to provide more accessible (ADA) spaces.

1 Crosswalks

Improved crosswalks feature highly-visible treatments. Highly-visible crosswalks slow down vehicles, contributing to safer crossings for pedestrians and drivers. High-vis paint is a low-cost, quick-build option, and raised crosswalks are a moderate-cost, longer-term option. Additional crosswalks at intersections and mid-block locations prioritizes pedestrian safety within the street.

2 Curb Extensions

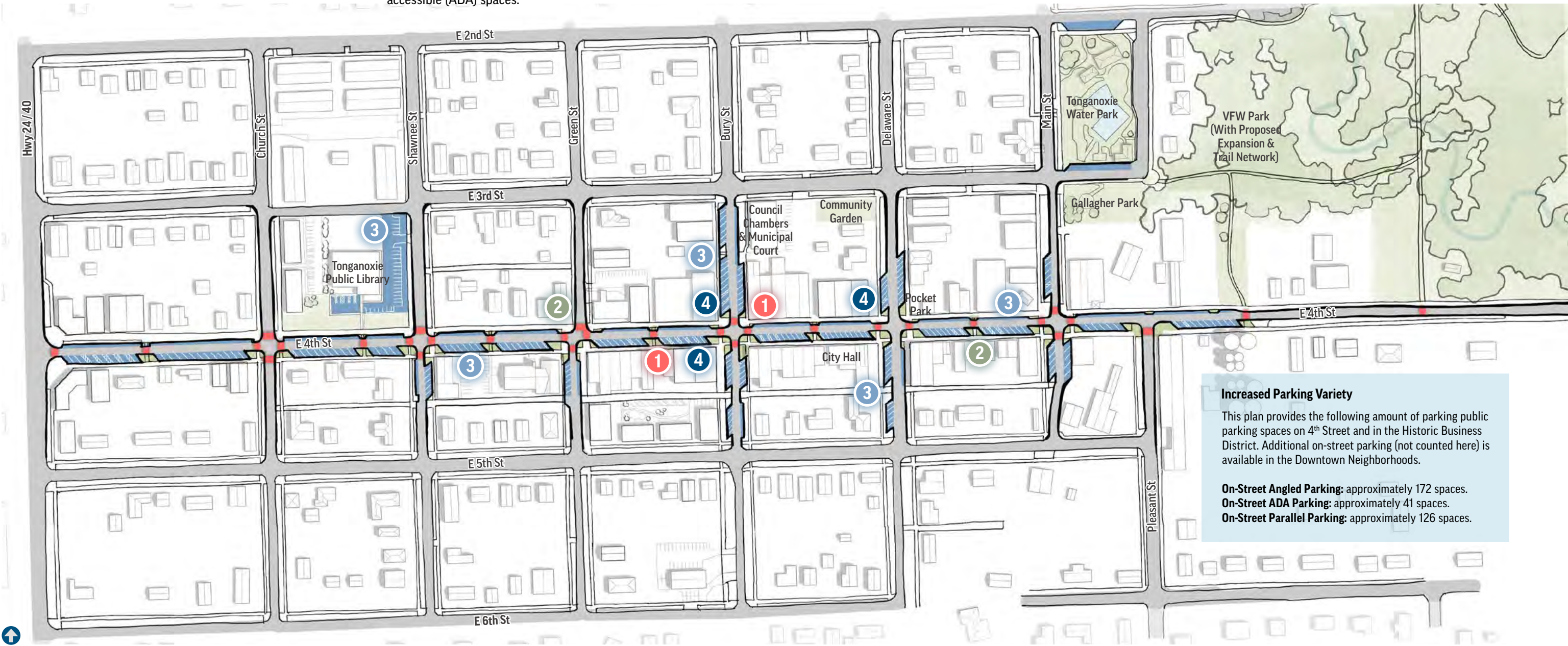
Curb extensions are formed when the pedestrian space is increased at intersections and mid-block crossings. These improve safety by reducing the time needed to cross the street and helping to decrease vehicle speeds. Trees, which also function to slow down cars, can be planted in curb extensions.

3 On-Street Parking

4th Street's existing width allows for increased parking via simple re-stripping with paint, placing parallel parking on the north side and angled parking on the south side. Some cross streets have sufficient width for angled parking, allowing for additional convenient public parking. The Library also provides an opportunity for more public parking.

4 ADA Parking

The addition of angled parking provides space for accessible ADA parking throughout Downtown, strategically located near community resources and amenities.



TRAFFIC CALMING GOAL 1

Implement low-cost and high-impact quick-build traffic calming interventions.

STRATEGY 1.1: Pedestrian-Oriented 4th St. Redesign

Through a budget-sensitive and phased approach, redesign 4th Street with traffic calming design elements to create a safe, comfortable environment that prioritizes pedestrian traffic.

- ▶ **Quick-Build Phase:** Begin with low-cost, quick-build improvements to narrow travel lanes, improve pedestrian safety at intersections, and add angled and accessible parking. Curb extensions, high-visibility crosswalks with refreshed crosswalk art, and new angled parking can be added simply and at a low cost utilizing paint and moveable planters. Extend interventions to north-south cross streets as applicable. (See pg. 29 and pg. 31)
- ▶ **Interim Phase:** This phase more permanently narrows travel lanes and prioritizes pedestrian safety at intersections and by adding mid-block crossings. As funding allows, implement a permanent build-out of raised crosswalks with crosswalk art, landscaped curb extensions with space for wayfinding and public art, and the addition of raised mid-block crossings with additional curb extensions. To create more space for pedestrians in the sidewalk zone, move most streetscape amenities and street trees to the curb extensions at intersections and mid-block crossings. Extend interventions to north-south cross streets as applicable. (See pg. 29 and pg. 31)
- ▶ **Rebuild Phase:** A final and more capital-intensive phase moves 4th Street's curbs inward to provide increased space for a wider sidewalk and a dedicated amenity zone (see pg. 30 for dimensions). Travel lanes are narrowed and on-street parking becomes parallel on both sides of 4th Street. Curb extensions, mid-block crossings, and raised crossings are retained, while a new amenity zone is created adjacent to a widened sidewalk with space for a higher level of streetscape amenities. Extend interventions to north-south cross streets as applicable. (See pg. 30 and pg. 31)

PARKING GOAL 1

Increase the variety and quantity of public and on-street parking for safer, more accessible streets.

STRATEGY 1.1: Parking Variety

Increase and re-orient on-street parking to provide a greater quantity and variety of public parking options Downtown, and to utilize parking to contribute to traffic calming. Coordinate with the recommended street redesign phases (see pg. 29 - pg. 31 for more information):

- ▶ **Quick-Build Phase:** Reorient on-street parking on the south side of 4th Street to angled parking in coordination with quick-build curb extensions. (See pg. 29)
- ▶ **Interim Phase:** Extend on-street parking on the north and south sides of 4th Street from Hwy. 24 / 40 past Pleasant Street to provide parking along 4th Street. (See pg. 29)
- ▶ **Rebuild Phase:** On key north-south cross streets in the Historic Business District, improve existing and add new angled parking spaces. (See pg. 30)

STRATEGY 1.2: Accessible Parking

Increase the quantity of accessible (ADA) parking spaces in Downtown, strategically locating these new accessible parking spaces near critical services and amenities to improve access to community resources for all ages and abilities. (See pg. 20-21 for recommended locations for new accessible parking spaces)

STRATEGY 1.3: Finding Parking

Make Downtown a "park once" destination by improving wayfinding to Downtown's public on-street parking. Add signage directing visitors to public parking locations, clearly delineating where visitors can find accessible public parking, short-term public parking, and long-term public parking on 4th Street, the north-south cross streets in the Historic Business District, and in the Downtown neighborhoods.



Quick-Build Phase

Illustration of low-cost, quick-build traffic-calming strategies. Curb extensions, angled parking, and high-visibility crosswalks can be created quickly using only paint and moveable planters, providing safety improvements fast and on a budget.



- 1 On-street parking slightly narrows the street, slowing traffic and buffering pedestrians from moving vehicles.
- 2 Curb extensions not only improve pedestrian safety and slow traffic speeds, but also contribute to streetscape beautification.
- 3 Highly visible crosswalks (painted or raised, with crosswalk art) improves safety at crossings.
- 4 Side streets provide ample space for additional angled parking.

Interim Phase

Illustration of moderate-cost traffic-calming strategies. In this scenario, highly-visible raised crosswalks and permanent curb extensions are constructed, and mid-block crossings are added along 4th Street.



Rebuild Phase

Illustration of traffic-calming strategies requiring greater capital investment. Travel lanes are narrowed by moving curbs inward (see pg. 30 for dimensions) to encourage slower vehicle speeds. This alteration gives space back to pedestrians via wider sidewalks and a dedicated amenity zone.

Streetscapes Plan

The traffic calming plan keeps streetscape improvements in mind, to allow streetscape beautification to occur simultaneously with traffic calming and parking improvements. Investment in streetscape improvements will contribute to establishing Downtown as a cohesive district with a unique, recognizable character. Streetscape improvements are vital for providing a safer, more comfortable, and inviting walking experience to Downtown visitors and patrons of all ages, and will strengthen the image of Downtown as a special place for the community to invest in.

1 Sidewalks

The sidewalk plan shown below features a complete network of sidewalks, strengthening the connection between 4th St. and nearby neighborhoods.

2 Curb Extensions

Curb extensions in the Historic Business District and on 4th Street creates new space for streetscape improvements - like art, landscaping, signage, seating, and lighting.

3 Street Trees

This plan locates street trees within curb extension planters, at intersections and mid-block crossings. This gives sidewalk space back to pedestrians, while still ensuring benefits from street trees like cost-effective shade, traffic calming benefits, stormwater management, and streetscape beautification. Street trees are to be maintained by the city.

4 4th Street Gateways

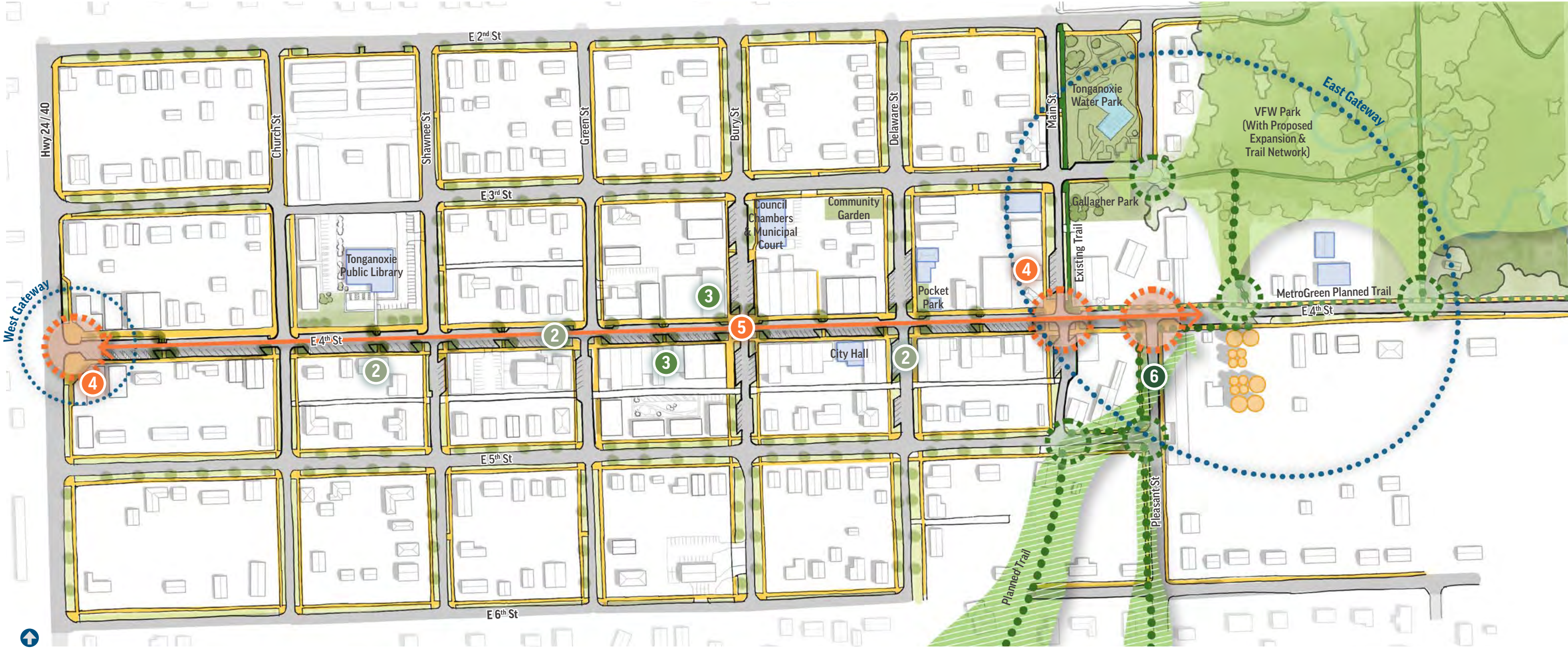
Streetscape improvements at the gateways into Downtown tell visitors that they are entering a unique place. Gateways are opportunities for special welcome signage, public art and historical features, and integration of Downtown-branded elements.

5 4th Street Corridor

Investments in streetscape improvements should first focus on the 4th Street Corridor, as Downtown's "main street."

6 Trail Connections

On-street opportunity to connect a planned trail network and an expanded VFW park to Downtown destinations.



STREETSCAPES GOAL 1

Invest in inviting, safe Downtown streetscapes through high-impact and cost-effective streetscape improvements.

STRATEGY 1.1: Downtown Streetscape Amenities

In coordination with other street improvements, increase and improve Downtown's streetscape amenities to create a pedestrian-oriented streetscape for all ages and abilities. Amenities should be provided regularly throughout Downtown, with higher concentrations at gateways, on 4th Street, and near key Downtown destinations. Street furniture like seating and lighting, landscaping in moveable and permanent planters, street trees for shade and beautification, wayfinding and signage, and artistic and historical elements can create an engaging, accessible Downtown streetscape for all.

STRATEGY 1.2: Complete Downtown's Sidewalks

Complete Downtown's sidewalk network (installing sidewalks where lacking in the Downtown Neighborhoods, Transition areas, and north-south cross streets in the Historic Business District) to improve walkable connectivity between the Historic Business District and its surroundings, improve pedestrian safety, and make Downtown a more inviting destination.

STRATEGY 1.3: Relocate Street Trees

As a temporary measure to ensure a downtown-appropriate and accessible sidewalk width, locate Downtown's street trees in curb extension planters (temporary or permanent) at intersections or mid-block crossings. This retains the benefits of trees in Downtown (traffic calming, cost-effective shade, stormwater management, economic benefits, and beautification), limits maintenance impacts, and expands sidewalk space until funding for the Rebuild Phase of recommended 4th Street improvements can be secured. Coordinate with the Quick-Build / Interim 4th Street concepts (see pg. 29). Street trees are to be city-maintained.

STRATEGY 1.4: Wayfinding & Downtown Branding

Attract more people to Downtown and improve the experience of visitors by enhancing wayfinding to the district as well as throughout Downtown:

- **Getting to Downtown:** Increase signs directing to Downtown throughout Tonganoxie, and adding one or more signs for the Historic Business District on area highways.

- **Navigating around Downtown:** Improve wayfinding in Downtown with accessible signage directing visitors to downtown destinations, and through creative elements such as "The Ribbon". Explore the feasibility of a directory of Downtown business, services, and amenities.
- **Integrate Events:** Utilize a variety of temporary signage and banners to publicize and direct people to downtown events.
- **Downtown Brand Integration:** Following the creation of a Downtown "brand" identity, integrate the brand with all downtown signage, wayfinding, and banners.

STRATEGY 1.5: Safe, Walkable Neighborhoods

Install street lighting and increase street trees throughout all Downtown neighborhood streets to create a safer, walkable environment (see pg. 32). Coordinate with Strategy 1.2.

STREETSCAPES GOAL 2

Implement a consistent design language for streetscape improvements for a coordinated Downtown 4th Street corridor.

STRATEGY 2.1: Consistent Downtown Design Language

Improvements to the streetscape should utilize a consistent design language and palette of materials to strengthen the image of Downtown as one recognizable, visually cohesive place. Streetscape elements like street furniture, lighting, landscaping and planters, wayfinding and other signage, and more should maintain a coordinated aesthetic throughout all parts of Downtown, should incorporate a future Downtown brand identity where appropriate, and should fit contextually into Downtown's existing character.

STRATEGY 2.2: "The Ribbon"

Taking inspiration from existing artistic elements found throughout Tonganoxie's Historic Business District, implement a unique, unifying design element throughout Downtown that can be utilized to consistently tie together streetscape improvements, wayfinding and Downtown signage, and artistic elements. A proposed "Ribbon" (see pg. 23 & 27 for illustrations) takes inspiration from existing crosswalk art and is a low-cost unifying design feature that can be easily integrated into new and updated crosswalk art, street furniture, murals and public art, and wayfinding – helping to symbolically identify Downtown as one distinct place.



1

"The Ribbon"

Inspired by Downtown's existing crosswalk art, a proposed ribbon-like stripe winds along 4th Street: a unifying visual element encouraging visitors to follow the ribbon to discover Downtown destinations.

2

Traffic-Calming & Art

Artistic traffic calming design can take cues from existing art and local community culture and identity.

Low-cost, quick-build options like crosswalk art, painted curb extensions, and moveable planters can be quickly implemented to make a big impact on pedestrian safety.



3

Street trees are planted in curb extensions, freeing up sidewalk space & providing shade, stormwater management, and traffic calming benefits.

4

Murals, banners, & landscaping express local culture.

5

Raised crosswalks with crosswalk art slow traffic, creating safer crossings.

Downtown Streetscapes Concept

A variety of streetscape improvements function to beautify Downtown while serving double-duty as traffic calming strategies, cultural and artistic resources, and street furniture to make the experience of Downtown more comfortable for everyone.

Recommended Street Design Concepts

The following street design concepts are recommended to guide the prioritization of resources for future investments into Downtown’s streets. The concepts reallocate space within each street to place a greater emphasis on pedestrian safety and comfort, to improve the overall attractiveness of Downtown as a destination. Each concept has been designed in coordination with the other concepts to result in an overall more walkable Downtown district, while also maintaining a context-based character to each different type of street.

- **4th Street Corridor:** The street design concept provides a phased approach to reorienting 4th Street in order to prioritize pedestrian traffic, to improve access to Downtown businesses, services, amenities, and other destinations.
- **Historic Business District North-South Cross Streets:** The street design concept focuses on creating better connections between 4th Street and the wider Downtown area, and on integrating the streetscape with welcoming gateways into Downtown and creating points of connection with planned trail networks.
- **Downtown Neighborhood Streets:** The street design concept prioritizes improving walkable connectivity between the Downtown Neighborhoods and the Historic Business District.

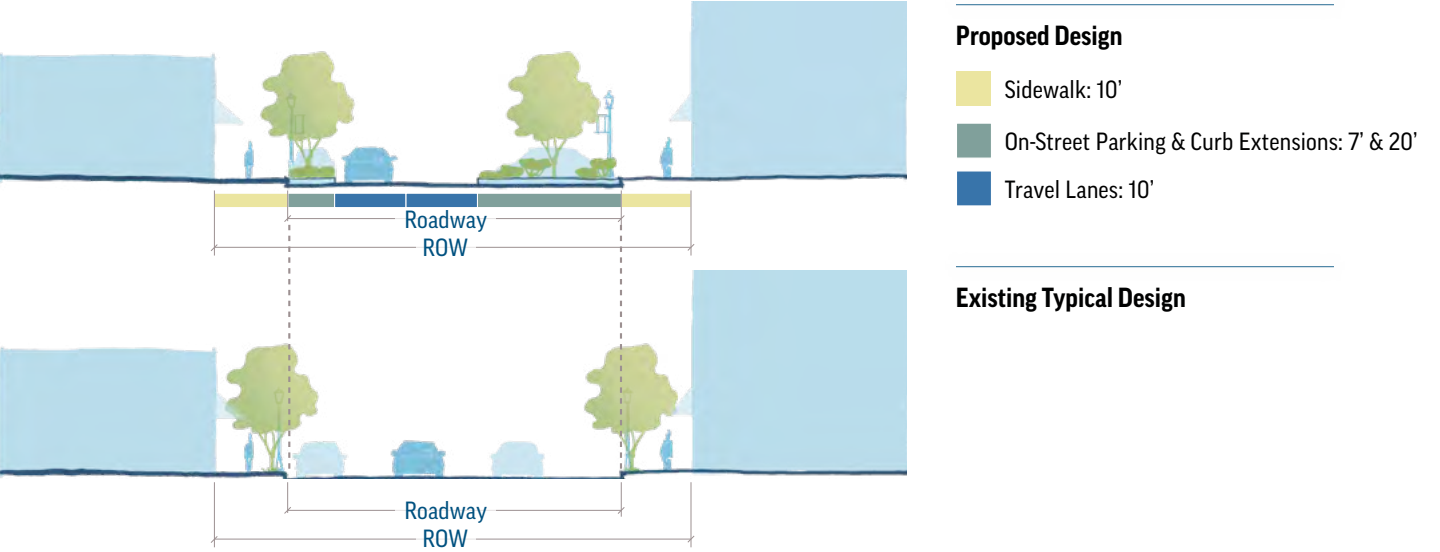


Location Map of Street Sections & Concept Graphics

A 4TH STREET CORRIDOR: QUICK-BUILD & INTERIM PHASES

This plan’s proposed redesign of Downtown’s “main street”, 4th Street, is presented in phased concepts to allow lower-cost safety interventions to be constructed while funding for future phases is secured. The phases shown here are low to moderate in cost.

Typical Sections: Proposed vs. Existing



4th Street Interim Concept

Moderate-cost strategy for safer crossings and streetscape beautification. Raised crosswalks and permanent curb extensions at intersections and mid-block crossings improve pedestrian safety at crossing points. Street trees located only at curb extensions frees up sidewalk space in front of businesses.



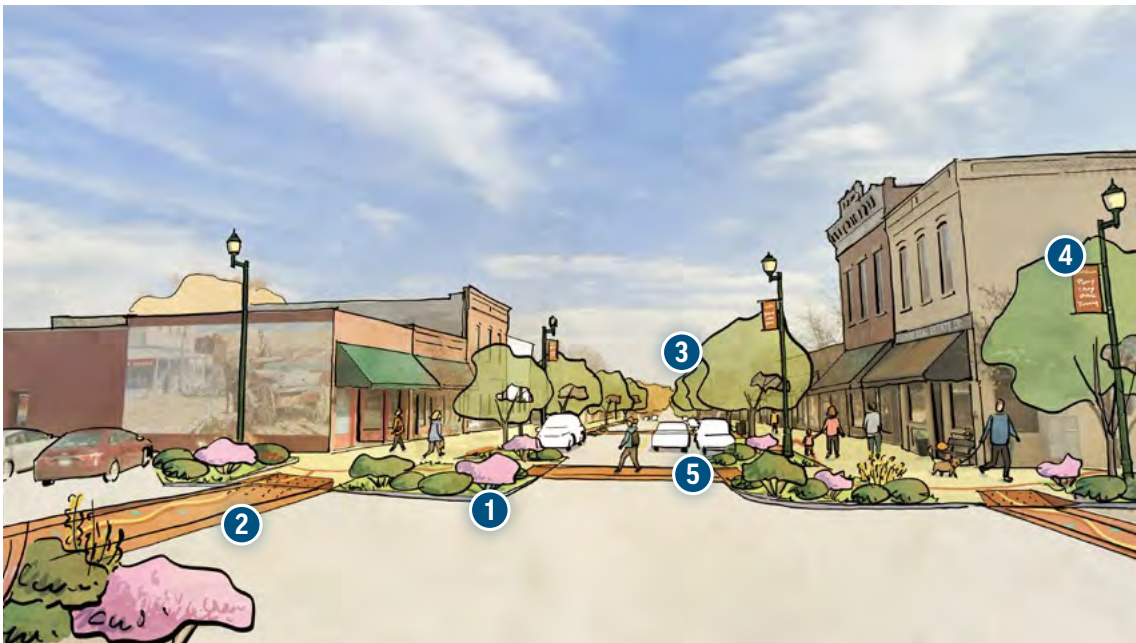
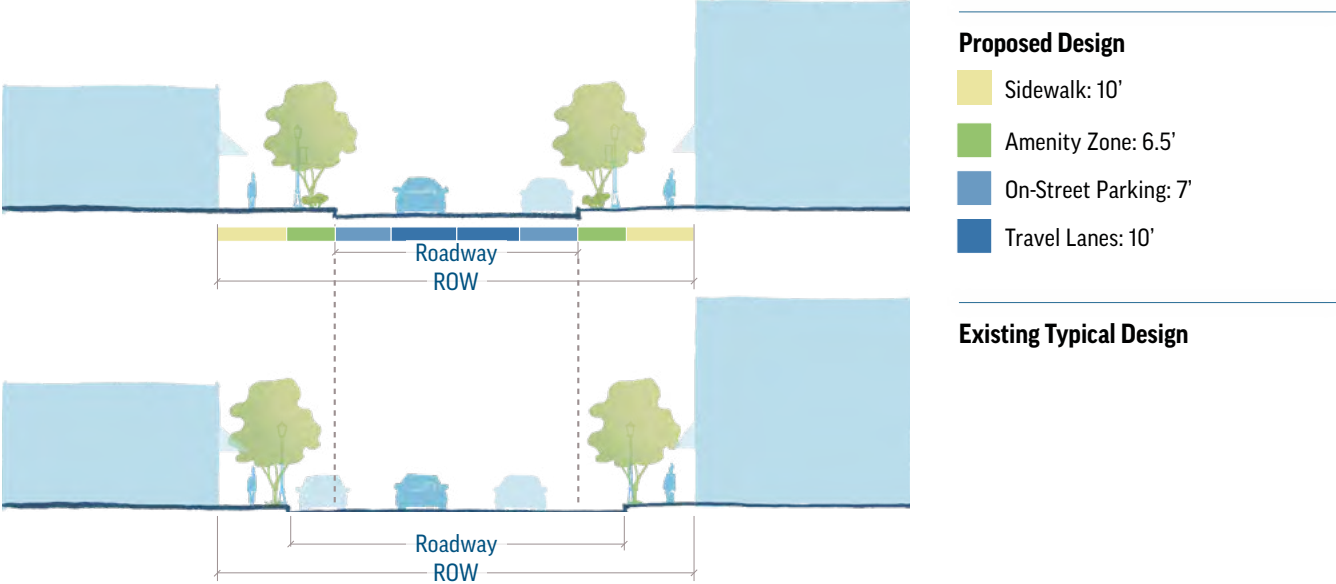
4th Street Quick-Build Concept

Low-cost strategy for safer crossings using paint and moveable planters to create curb extensions & visible crosswalks.

A 4TH STREET CORRIDOR: REBUILD PHASE

This plan's proposed redesign of Downtown's "main street", 4th Street, is presented in phased concepts to allow lower-cost safety interventions to be constructed while funding for future phases is secured. Below is the final and most capital-intensive phase.

Typical Sections: Proposed vs. Existing



4th Street Rebuild Concept

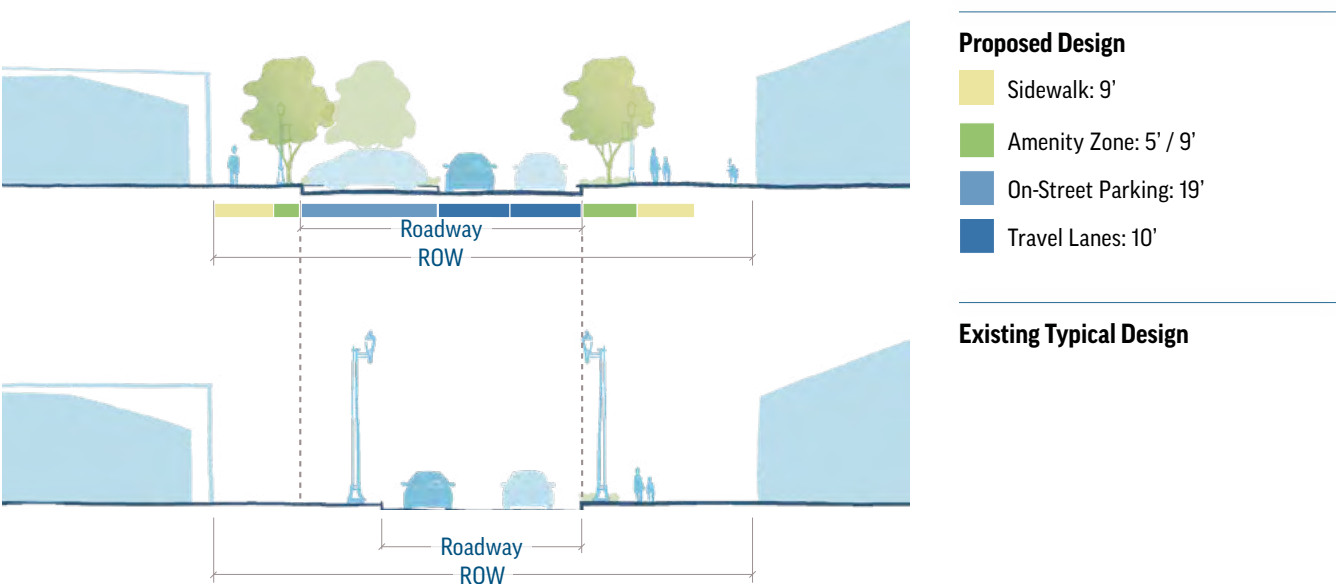
The final 4th Street redesign concept, involving greater up-front capital investment, proposes narrowing 4th Street's travel lanes by moving the curbs inward to create wider, more flexible pedestrian-oriented space. This allows a spacious sidewalk to be paired with a dedicated streetscape amenity zone. Curb extensions and on-street parking (parallel) are retained, and streetscape amenities are enhanced and increased in the new amenity zone.

- 1 Curb extensions to shorten crossing distances and provide space for landscape and amenities are retained.
- 2 Highly visible crosswalks are retained, to slow vehicle speeds for a safer pedestrian environment.
- 3 Street trees at curb extensions are retained and joined by additional trees in the amenity zone.
- 4 Streetscape amenities are retained and increased in the amenity zone.
- 5 Travel lanes are narrowed. On-street parking is retained in a parallel parking format.

B NORTH-SOUTH CROSS STREETS (HISTORIC BUSINESS DISTRICT & TRANSITIONAL AREAS)

Improvements to the north-south cross streets in the Historic Business District should be coordinated with improvements to 4th Street as funding allows. These cross streets facilitate access to the 4th Street corridors and the concept below coordinates their design with proposed 4th Street designs.

Typical Sections: Proposed vs. Existing (Main St. Example)



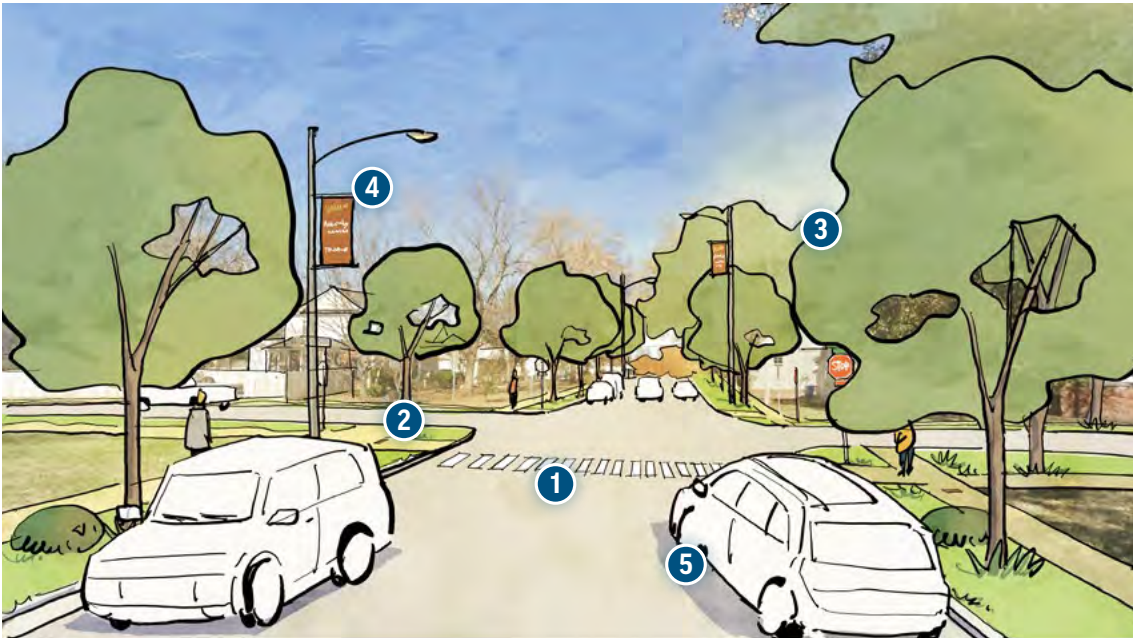
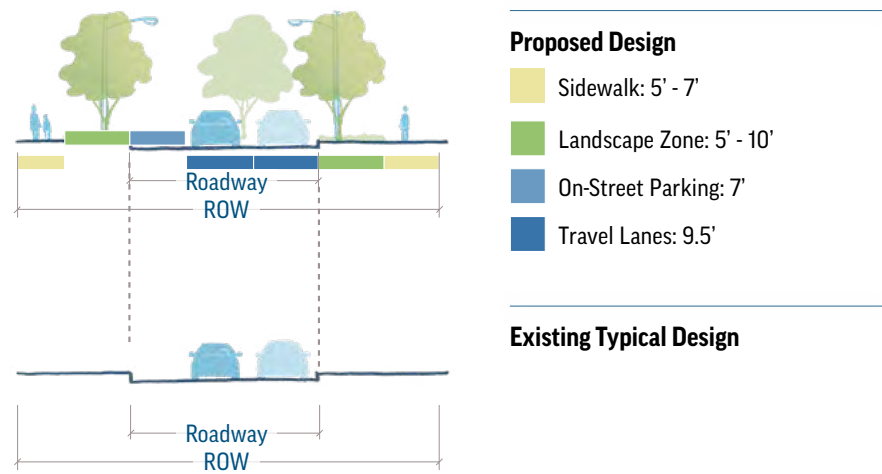
North-South Cross Streets Concept

- 1 A curb extension doubles as a gateway focal point while contributing to pedestrian safety.
- 2 Highly visible crosswalks signal to drivers to slow down, and signal entry into a distinct district.
- 3 New wayfinding signage integrates with the ribbon-inspired design element, creates a gateway feature.
- 4 Downtown-branded banners & street lighting signal that visitors are entering a distinct place.
- 5 The ribbon element flowing along 4th St. continues into the gateway.

C DOWNTOWN NEIGHBORHOOD STREETS

This concept for improvements to streets in the Downtown Neighborhoods is focused on improving safe and accessible walkability through the neighborhoods: completing sidewalks, increasing lighting, and adding street trees.

Typical Sections: Proposed vs. Existing (Shawnee St. Example)

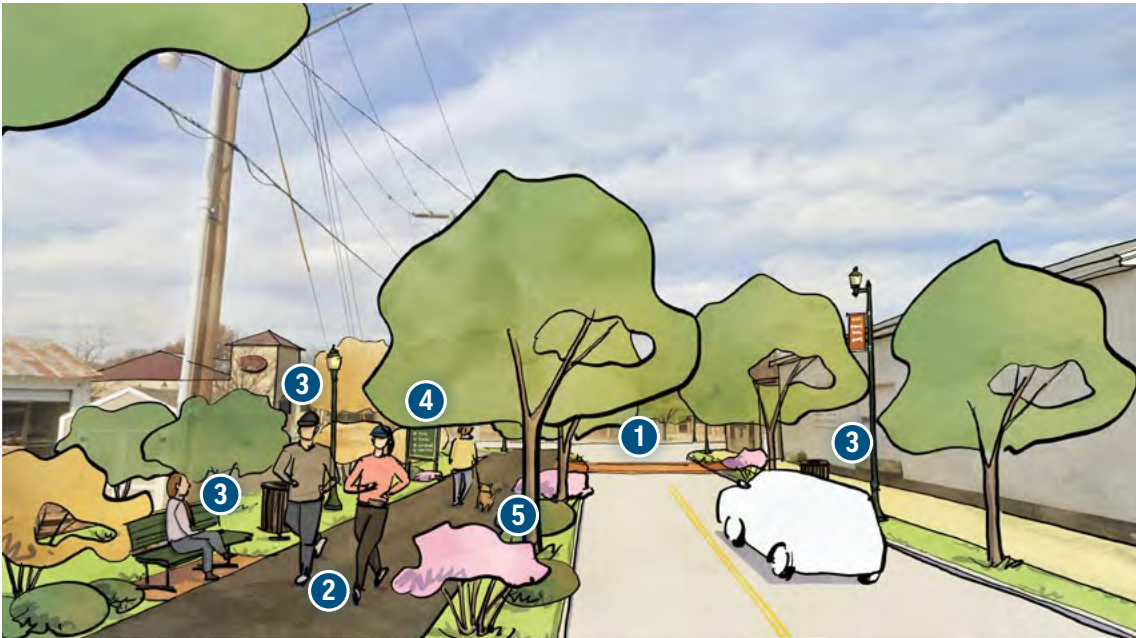
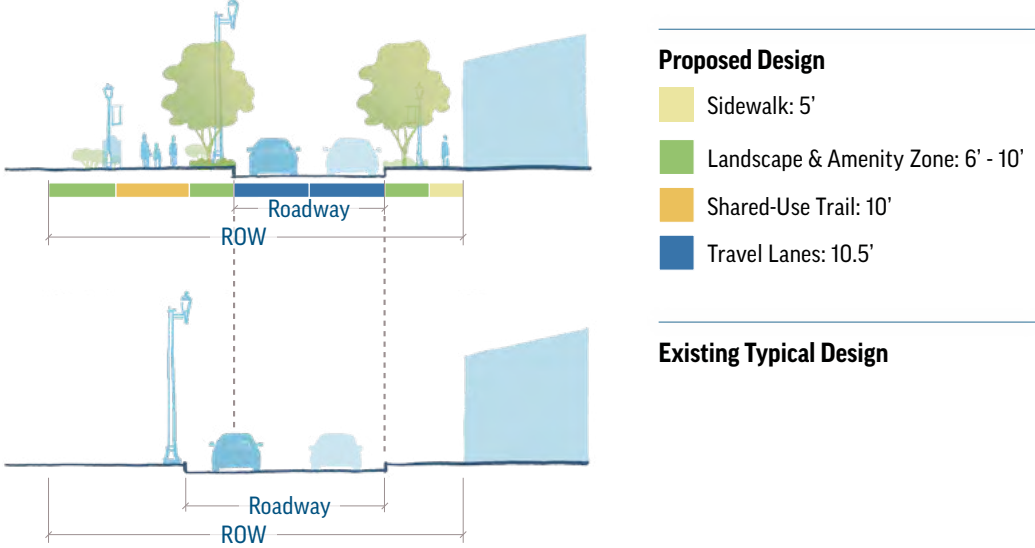


Downtown Neighborhood Streets Concept

D ON-STREET TRAIL CONNECTION

This concept presents a design for an on-street trail segment connecting planned trails to a proposed VFW Park expansion, and strengthens the recreational character of Downtown's East Gateway.

Typical Sections: Proposed vs. Existing (Pleasant St. Example)



Pleasant Street Trail Connection Concept

Downtown Identity

Programmable Public Spaces Plan

Community engagement during the planning process revealed the need to reorient Downtown's public spaces for better integration with Downtown's identity and role as a destination for public events. This plan re-imagines some existing public spaces and proposes expanding others to create greater flexibility for programming, to enhance Downtown's character through improved connections to nature, and to increase opportunities to raise Downtown's visibility by attracting visitors to unique events.

- 1

Key Event Space
The Library's lawn provides space for family-oriented events like movie nights.
- 2

Key Event Space
Temporarily pedestrianizing 4th Street creates a large public space for flagship Downtown events, like the annual Tongie Days celebration.
- 3

Key Event Space
Community Garden programming can include garden clubs, childrens' gardening classes, and skill-sharing.
- 4

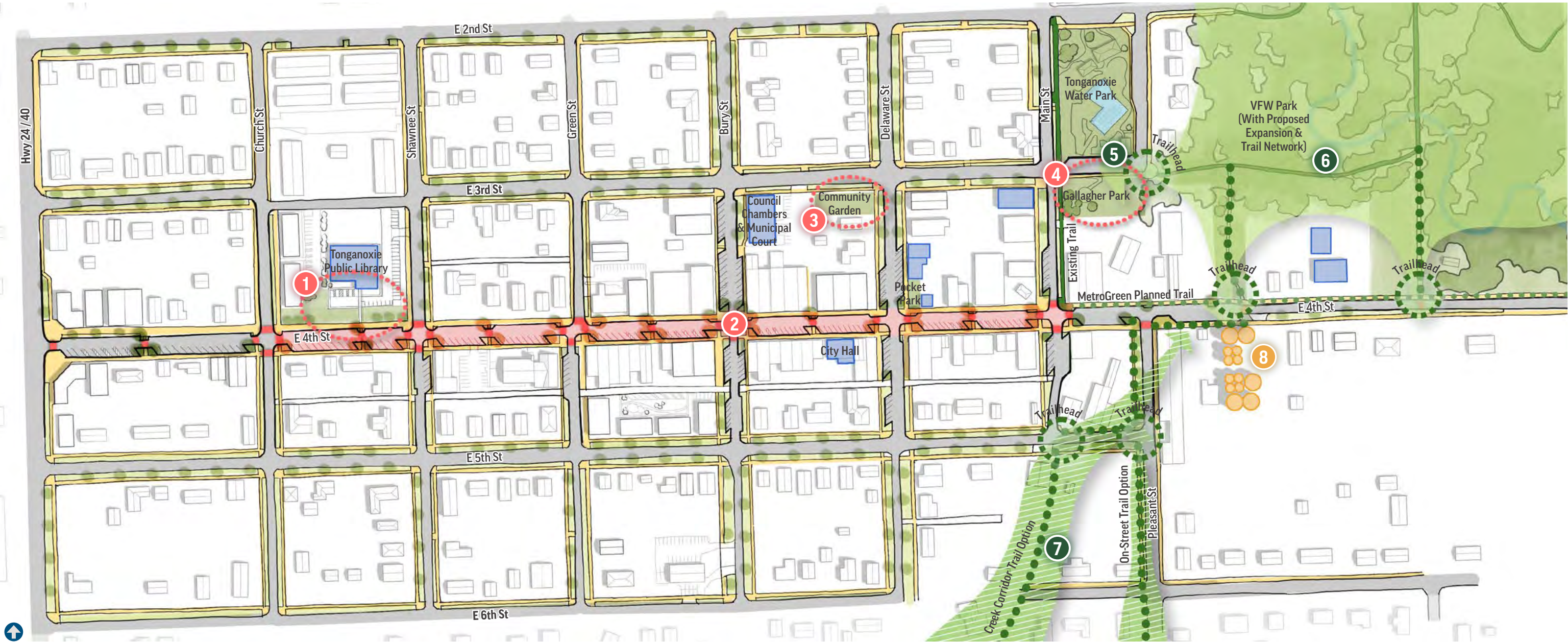
Key Event Space
A redesign of Gallagher Park can dedicate space for farmers markets, craft fairs, art fairs, concerts, and similar events.
- 5

Green Space
Downtown's east gateway takes on a natural identity through enhanced green space: expanded, improved parks and future trail opportunities.
- 6

Green Space
Publicly-owned land surrounding VFW Park creates the opportunity to expand the park and improve its connection to Downtown.
- 7

Trail Network
Pleasant Street and the Tonganoxie Creek corridor is an opportunity for connecting VFW Park's trails with an expanded trail network.
- 8

Opportunity Site
The Silos are an opportunity to create a unique event, cultural, or artistic attraction for Downtown Tonganoxie.



PROGRAMMABLE PUBLIC SPACES GOAL 1

Expand a network of programmable, activated, flexible, event-ready public spaces throughout Downtown.

STRATEGY 1.1: Recreational East Gateway

Downtown's East Gateway features several existing recreational resources (VFW Park, Gallagher Park, Tonganoxie Water Park, an on-street trail connection on Main Street, and the Be New Youth Center), creating opportunities to build upon these strengths to foster a recreational character at the East Gateway.

- **Downtown Trail Connections:** Integrate Downtown with planned regional trails by adding new trail connections in an expanded VFW Park, through on-street connections (see pg. 38), and by exploring the possibility of constructing a local trail in the Tonganoxie Creek corridor. Prior city, Leavenworth County, and MARC planning efforts have planned trails through Downtown Tonganoxie. At the regional scale, these proposed trails would connect Downtown with to the wider Kansas City metro area through the planned MetroGreen Trail System. At the local scale, the planned trails can enhance a recreational character at the East Gateway through a few key connection points.
- **VFW Park Expansion:** Expand VFW Park to improve its connectivity with and accessibility from Downtown, to facilitate future trail network connections, and to further enhance the East Gateway's recreational character. VFW Park abuts multiple existing, unused public rights-of-way connecting it to Main Street and 4th Street, providing convenient public land through which to expand the park and to increase its integration with Downtown. At the point of the park's expansion, prioritize event-ready amenity-rich design, inclusion of artistic and cultural elements, and integration of trailheads for existing and planned trails.
- **Gallagher Park Redesign:** Redesign Gallagher Park with improvements tailored to reorient the park to be an event-ready, more usable public space. The park, currently containing minimal amenities, is located conveniently close to the Historic Business District and provides ample space for larger events (farmers market, art and craft fairs, music events, and more). Explore options for redesigning the park

to create an active, amenity-rich, and event-tailored space with an improved interface with Downtown.

STRATEGY 1.2: Pedestrianize 4th Street for Flagship Downtown Events

Improve integration of flagship Downtown events (the annual Tongie Days event, for example) with the overall Downtown District and Downtown business community by hosting such events on 4th Street. Temporarily close a portion of 4th Street to cars to create a large, pedestrian-only, and accessible event space.

STRATEGY 1.3: Events at the Library

Increase utilization of the Tonganoxie Public Library for family-friendly events, exploring opportunities to partner with local community groups for smaller events and events requiring convenient indoor facilities. The Library's spacious lawn and indoor facilities can provide ample space for events such as family movie nights, book fairs, food drives, and more.



Key Event Space: 4th Street

A conceptual illustration depicts 4th St. temporarily closed for Tongie Days.



Key Event Space: Gallagher Park

A conceptual illustration depicts the Tonganoxie Farmers Market at a re-imagined Gallagher Park.

Arts, Culture, & Identity: Opportunity Plan

This Arts, Culture, and Identity Opportunity plan highlights the potential of Downtown’s public spaces to celebrate elements of Downtown’s evolving identity. While not intended to provide a full public art plan or Downtown brand creation, this plan identifies a variety of potential locations to highlight and incorporate physical elements of a future Downtown brand, public art (such as sculpture, murals, artist-created street furniture), historical markers and signage, gateway features, and natural resources (like parks, trails, and local ecosystems).

- 1
Streetscapes

Street furniture (lighting) and crossings (planters, landscape beds) are spaces to integrate public art & a future Downtown brand.

2
Historic Buildings

Downtown’s older buildings present opportunities to highlight Tonganoxie’s history through historic markers, educational signage, or murals.
- 3
Public Buildings

Public buildings provide opportunities for public art that celebrates community spirit and identity.

4
Parks & Natural Areas

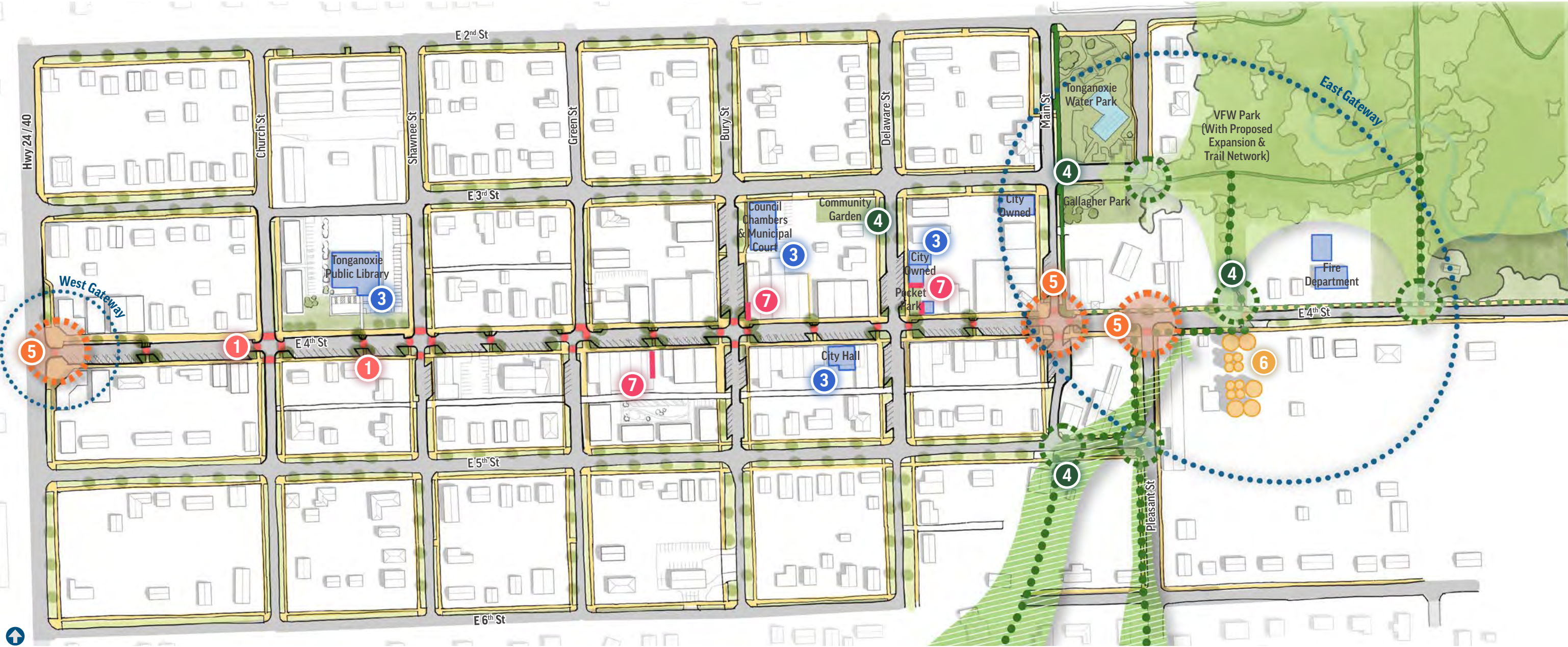
These present opportunities to highlight Tonganoxie’s history through historic markers, educational signage, or murals.
- 5
Gateways

Key gateway intersections can establish Downtown as a unique district via cultural, artistic, or historic focal points integrated with a Downtown brand.

6
Opportunity Site

The Silos present a rare opportunity for a more monumentally-scaled artistic or cultural gathering space.
- 7
Existing Resources

Existing murals can be highlighted with increased programming.



ARTS, CULTURE, & IDENTITY GOAL 1

Leverage Downtown's existing arts and culture resources for enhanced programming and activation.

STRATEGY 1.1: Programmable Resources

Leverage Downtown's existing and future artistic, cultural, and historical resources to increase attractions, amenities, and activities in Downtown through increased local and visitor oriented programming. Explore programming options such as arts-centered events, self-guided walking tours, online directories of artistic and historic Downtown sites, seasonal or temporary exhibits of local art, historical exhibits around notable local historical dates, and more. Work with community partners to identify additional opportunities.

STRATEGY 1.2: Collaborate with the Community for Future Public Art

Foster partnerships within Tonganoxie's community to collaborate on future public art projects. Working with local schools, arts groups, local artists, and other community groups, explore opportunities to expand Downtown's collection and variety of public art while reflecting the unique perspectives of the local community and further increasing public arts programming.

ARTS, CULTURE, & IDENTITY GOAL 2

Weave a network of public art, historic, and cultural elements throughout Downtown's public spaces and streetscape.

STRATEGY 2.1: Coordinate with Public Spaces

As identified on page 38, Downtown's public spaces present opportunities to integrate public art, cultural features, and historical markers into numerous locations Downtown: as streets and streetscapes, parks, and public buildings are improved and expanded, integrate artistic, cultural, and historical features where feasible. This could include creating new murals on public buildings, locating sculpture at curb extensions, adding educational signage and exhibits in local

parks, placing historic markers or plaques on historic buildings, and more.

STRATEGY 2.2: Coordinate with Development

Coordinate with new development to identify opportunities and locations to integrate public art or cultural elements into proposed designs. See Chapter 2, Storefront Character, for recommendations to integrate local art, cultural, and historical exhibits into vacant storefronts.

STRATEGY 2.3: Highlight Downtown's History

Partner with the Tonganoxie Historical Society, the Leavenworth County Historical Society, the University of Kansas's Watkins Museum, and similarly focused groups to explore Downtown Tonganoxie's history and identify candidate sites for historical markers and historically-oriented programming to highlight Downtown's history and points of interest.

ARTS, CULTURE, & IDENTITY GOAL 3

Refine a distinct, unique identity for the Downtown District.

STRATEGY 3.1: Establish Downtown's Brand Identity

Establish a "branded" identity for Downtown drawing upon Downtown's existing culture and resources, and expressing the community's desired future growth.

- **Physical Elements:** Coordinate Downtown's brand identity with streetscape improvements to integrate the brand into physical elements of the street (wayfinding, signage, banners, public art).
- **Online Presence:** Further support for Downtown's identity should be provided through a branded online presence, leveraging social media for publicizing Downtown as a destination and to spotlight local businesses, events, and amenities.

Downtown Identity

Look for opportunities to incorporate Downtown's character and a future brand identity into physical elements like wayfinding, murals, and an expanded online presence.



Downtown Murals

Building on Downtown's portfolio of existing murals, continuing to encourage more murals and public art can position Downtown as a cultural destination and create key locations for social media engagement to boost Downtown's visibility in the region.

Capital Investment Strategy

Maintaining & Investing in Downtown

Recognizing that resources of all kinds are finite and valuable, the following funding, economic development, and partnership opportunities are recommended to accomplish many of the more capital-intensive strategies recommended by this plan. Many of these opportunities take the form of potential grant funding, which requires capacity within the City to pursue and implement.

State Funding & Economic Development Resources

The following funding and economic development opportunities are administered by the multiple departments within the State of Kansas, providing a wide variety of grants and support to invest in Kansas downtowns: including in the areas of revitalization, public art, and other economic development activities.

Attraction Development Grants Program

Working with the Downtown Community, explore opportunities to enhance Downtown’s attractiveness as a destination for visitors through the Attraction Development Program.

- **Applicable Themes(s):** Downtown Identity, Active & Multimodal Streets, Downtown Character, Downtown Gateways
- [Learn More](#)

Tourism Marketing Grant

Identify opportunities to enhance awareness of Downtown through the Tourism Marketing Grant.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Community Development Block Grant Program

Pursue funding for Downtown community development through the Kansas CDBG program, which provides multiple grant opportunities targeting a variety of community and economic development areas.

- **Applicable Themes(s):** Downtown Identity, Active & Multimodal Streets, Downtown Character, Living Downtown, Downtown Gateways
- [Learn More](#)

Historic Economic Asset Lifeline (HEAL) Program

Pursue funding for underutilized historic Downtown buildings through the HEAL program.

- **Applicable Themes(s):** Downtown Identity, Downtown Character, Living Downtown, Downtown Gateways
- [Learn More](#)

Kansas Main Street

Consider applying to become a Designated Kansas Main Street. This program provides technical assistance for downtowns working towards preservation and revitalization. Note: this program has city staffing requirements.

- **Applicable Themes(s):** Downtown Identity, Active & Multimodal Streets, Downtown Character, Downtown Gateways
- [Learn More](#)

Residential Opportunities On Main Street (ROOMS) Grant Program

Pursue funding to increase mixed-use living in Downtown through the ROOMS program.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Arts Everywhere Program

Working with the Tonganoxie Arts Council, explore the feasibility of applying for an Arts Everywhere Program grant to fund increased programming and education to elevate Downtown’s public art resources.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Cultural Infrastructure Support Grant

Work with the Tonganoxie Arts Council to explore opportunities to apply for this grant to fund public art programs Downtown.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Office of Rural Prosperity: Rural Murals Program

Working with the Tonganoxie Arts Council, consider applying for the Rural Murals grant to fund new murals in Downtown.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Public Arts & Murals Grant

Identify opportunities to apply for this grant to increase Downtown’s public art in coordination with community engagement.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Recreational Trails Grants

Monitor the funding status of the Recreational Trails Grants Program. If funded in future years, consider applying for the program to construct Downtown trails to connect to local and regional trail networks.

- **Applicable Themes(s):** Downtown Identity
- [Learn More](#)

Federal Funding & Economic Development Resources

The following funding and economic development opportunities are administered by various federal departments and may provide opportunities for street and streetscape improvements.

Safe Streets and Roads for All Grant Program (SS4A)

Explore applying for the SS4A grant program to improve the safety and to implement traffic calming along Downtown's streets.

- **Applicable Themes(s): Active & Multimodal Streets**
- [Learn More](#)

Rural Grant Applicant Toolkit for Competitive Federal Transportation Funding (ROUTES) Program

Utilize this toolkit and technical assistance program to apply for federal transportation-related funding opportunities.

- **Applicable Themes(s): Active & Multimodal Streets**
- [Learn More](#)

Active Transportation Infrastructure Investment Program (ATIIP) Program

Monitor the funding status of the ATIIP grant program - if funded in future years, explore the feasibility of applying for an ATIIP grant to improve pedestrian safety throughout Downtown.

- **Applicable Themes(s): Active & Multimodal Streets**
- [Learn More](#)

Transportation Alternatives Program

Explore opportunities to apply for funding from the Transportation Alternatives program to improve pedestrian safety in Downtown and to construct trail connections.

- **Applicable Themes(s): Active & Multimodal Streets, Downtown Identity**
- [Learn More](#)

Community Facilities Direct Loan & Grant Program

Explore opportunities to pursue funding through the CFDLG program for Downtown street improvements, public civic facilities, and food systems improvements (i.e. community garden facilities). The program administers both loan and grant opportunities for a wide range of public facilities improvements.

- **Applicable Themes(s): Active & Multimodal Streets, Downtown Identity**
- [Learn More](#)

Other Funding & Economic Development Resources

Main Street America

Explore the feasibility of applying to the Main Street America program, to utilize the program's technical assistance resources, funding opportunities, and partnership network.

- **Applicable Themes(s): Downtown Identity, Active & Multimodal Streets, Downtown Character, Living Downtown, Downtown Gateways**
- [Learn More](#)

Our Town Placemaking Grants (National Endowment for the Arts)

Monitor the funding status of the Our Town grant program - if funded in future years, explore the feasibility of applying for an Our Town placemaking grant to fund projects enhancing Downtown's identity.

- **Applicable Themes(s): Downtown Identity, Active & Multimodal Streets**
- [Learn More](#)

Implementation Matrix

Theme / Goal / Strategy		Pg. #	Cost	Timeline	Lead Entity	Other Partners & Stakeholders
Active & Multimodal Streets						
Traffic Calming						
Goal 1 Implement low-cost and high-impact quick-build traffic calming interventions.						
Strategy 1.1	Pedestrian-Oriented 4th St. Redesign (Quick-Build Phase)	pg. 22	\$	0 - 5 years	City Staff	Downtown Business & Property Owners, Downtown Residents
Strategy 1.1	Pedestrian-Oriented 4th St. Redesign (Interim Phase)	pg. 22	\$\$	5 - 10 years	City Staff	Downtown Business & Property Owners, Downtown Residents
Strategy 1.1	Pedestrian-Oriented 4th St. Redesign (Rebuild Phase)	pg. 22	\$\$\$	10 - 20 years	City Staff	Downtown Business & Property Owners, Downtown Residents
Parking						
Goal 1 Increase the variety and quantity of public and on-street parking for safer, more accessible streets.						
Strategy 1.1	Parking Variety (Quick-Build Phase)	pg. 22	\$	0 - 5 years	City Staff	Downtown Business Owners
Strategy 1.1	Parking Variety (Interim Phase)	pg. 22	\$\$	5 - 10 years	City Staff	Downtown Business Owners
Strategy 1.1	Parking Variety (Rebuild Phase)	pg. 22	\$\$\$	10 - 20 years	City Staff	Downtown Business Owners
Strategy 1.2	Accessible Parking	pg. 22	\$	Continuous	City Staff	Downtown Business Owners
Strategy 1.3	Finding Parking	pg. 22	\$	0 - 5 years	City Staff	Downtown Business Owners
Streetscapes						
Goal 1 Invest in inviting, safe Downtown streetscapes through high-impact and cost-effective streetscape improvements.						
Strategy 1.1	Downtown Streetscape Amenities	pg. 26	\$\$	5 - 10 years	City Staff	Downtown Business Owners
Strategy 1.2	Complete Downtown's Sidewalks	pg. 26	\$\$	10 - 20 years	City Staff	Downtown Business & Property Owners, Downtown Residents
Strategy 1.3	Relocate Street Trees	pg. 26	\$	5 - 10 years	City Staff	Downtown Business Owners
Strategy 1.4	Wayfinding & Downtown Branding	pg. 26	\$\$	5 - 10 years	City Staff	Downtown Business Owners
Strategy 1.5	Safe, Walkable Neighborhoods	pg. 26	\$\$	5 - 10 years	City Staff	Downtown Residents
Goal 2 Implement a consistent design language for streetscape improvements for a coordinated Downtown 4th Street corridor.						
Strategy 2.1	Consistent Downtown Design Language	pg. 26	\$\$	Continuous	City Staff	Tonganoxie Arts Council
Strategy 2.2	"The Ribbon"	pg. 26	\$	Continuous	City Staff	Tonganoxie Arts Council

Theme / Goal / Strategy		Pg. #	Cost	Timeline	Lead Entity	Other Partners & Stakeholders
Downtown Identity						
Programmable Public Spaces						
Goal 1 Expand a network of programmable, activated, flexible, event-ready public spaces throughout Downtown.						
Strategy 1.1	Recreational East Gateway: Downtown Trail Connections	pg. 34	\$\$	10 - 20 years	City Staff	Recreation Commission
Strategy 1.1	Recreational East Gateway: VFW Park Expansion	pg. 34	\$\$	5 - 10 years	City Staff	Recreation Commission
Strategy 1.1	Recreational East Gateway: Gallagher Park Redesign	pg. 34	\$\$	5 - 10 years	City Staff	Recreation Commission
Strategy 1.2	Pedestrianize 4th Street for Flagship Downtown Events	pg. 34	\$	Continuous	City Staff	Recreation Commission
Strategy 1.3	Events at the Library	pg. 34	\$	Continuous	Public Library Recreation Commission	Community Groups (various)
Arts, Culture, & Identity						
Goal 1 Leverage Downtown's existing arts and culture resources for enhanced programming and activation.						
Strategy 1.1	Programmable Resources	pg. 38	\$	0 - 5 years	City Staff	Recreation Commission
Strategy 1.2	Collaborate with the Community for Future Public Art	pg. 38	\$	0 - 5 years	Tonganoxie Arts Council	City Staff
Goal 2 Weave a network of public art, historic, and cultural elements throughout Downtown's public spaces and streetscape.						
Strategy 2.1	Coordinate with Public Spaces	pg. 38	\$ - \$\$	Continuous	Tonganoxie Historical Society Tonganoxie Arts Council	City Staff
Strategy 2.2	Coordinate with Development	pg. 38	\$	Continuous	City Staff	Downtown Property Owners
Strategy 2.3	Highlight Downtown's History	pg. 38	\$	5 - 10 years	Tonganoxie Historical Society	City Staff, Leavenworth County Historical Society, Downtown Business & Property Owners
Goal 3 Refine a distinct, unique identity for the Downtown District.						
Strategy 3.1	Establish Downtown's Brand Identity	pg. 38	\$\$	0 - 5 years	City Staff	Downtown Business Owners, Downtown Residents

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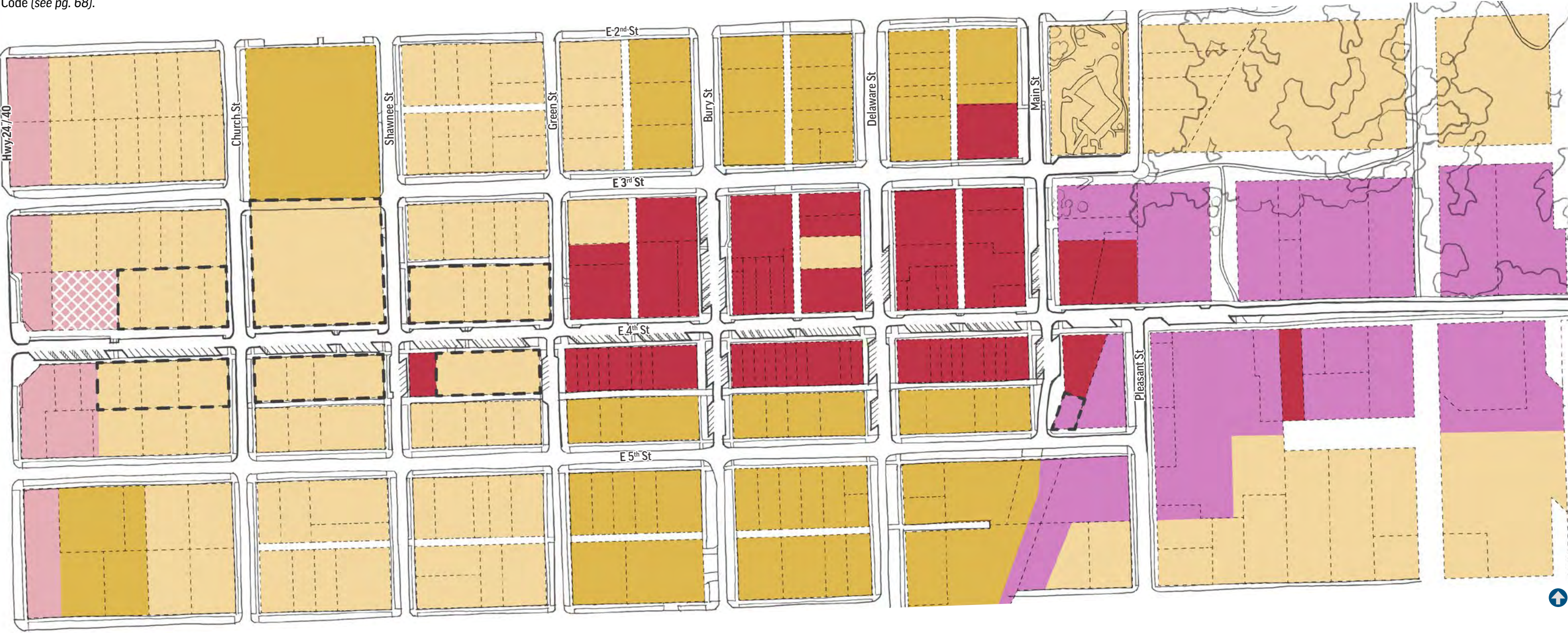


Downtown Development

Regulating Plan

Downtown Zoning Map

The regulating plan reflects the detailed zoning map for the Downtown study area based upon the development and design principles of the Downtown Regulating Plan. A frontage type plan can be found on the following page. For specific standards for each district, refer to the updated Downtown Development Code (see pg. 68).



Downtown Zoning Plan

City Zoning Map

In the citywide context, the Downtown Regulating Plan updates the following districts:

- ▶ R-I Residential Infill District: the R-I Overlay is removed.
- ▶ R-SF within the R-I: updated standards, renamed R-DT-1.
- ▶ R-MF1 & R-MF2 within the R-I: updated standards, renamed R-DT-2.
- ▶ HBD: updated standards.
- ▶ I-LT & I-MD: where adjacent to Downtown, renamed HBD-I with updated standards.

See pg. 70 for the full updated Downtown Development Code.

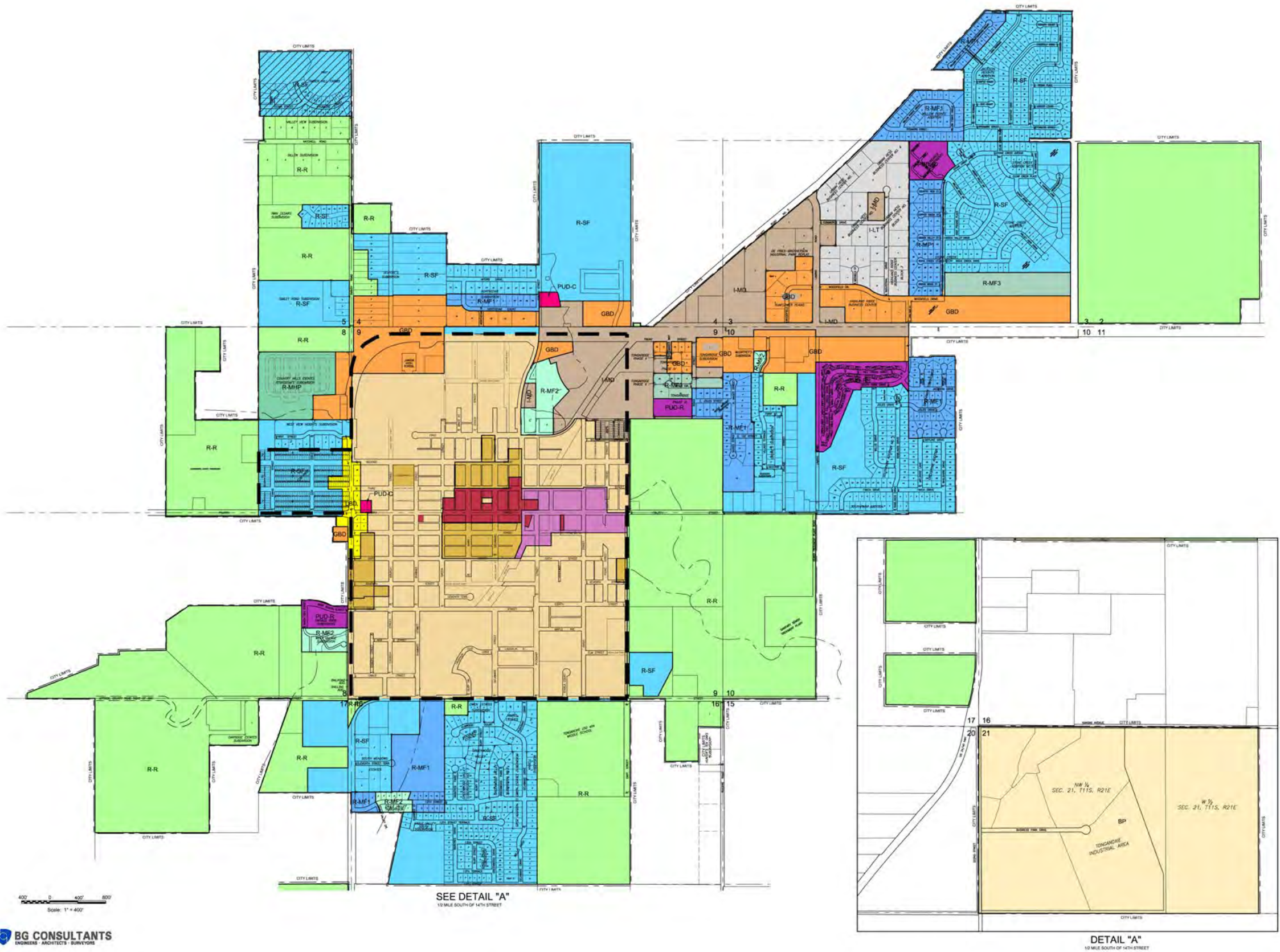
Updated Downtown Districts

The following districts are updated by the Downtown Regulating Plan.

- HBD Historic Business District
- HBD-I Historic Business District - Industrial
- R-DT-1 Residential Downtown 1
- R-DT-2 Residential Downtown 2
- R-I Residential Infill District

Existing Districts

- | | |
|---------------------------------------|-----------------------------------|
| Rural | PUD-C Planned Commercial District |
| R-E Residential Estate District | LBD Limited Business District |
| R-SF Single Family District | General Business District |
| R-MF1 Multi-Family I District | Business Park District |
| R-MF2 Multi-Family II District | Light Industrial District |
| R-MF3 Multi-Family III District | Moderate Industrial District |
| R-MHP Manufactured Home Park District | Community Unit Plan District |
| PUD-R Planned Residential District | |



Frontage Typology Map

The following map provides the Regulating Plan's Frontage Typology Map. See the updated Downtown Development Code (see pg. 68) for specific standards for each frontage type.



Main Street Frontage

The Main Street Frontage type applies to portions of HBD, and areas that may rezone to HBD in the future and are located along main corridors.



Workshop Frontage

The workshop frontage type applies to HBD and HBD-I as shown on this map.



Transitional Frontage

The transitional frontage type applies to portions of HBD, R-DT-1, and R-DT-2 as shown on this map.



Neighborhood Frontage

The neighborhood frontage type applies to R-DT-1 and R-DT-2 where no other frontage type is specified.



Downtown Frontage Types Plan

Development Character

Scale & Form of Development

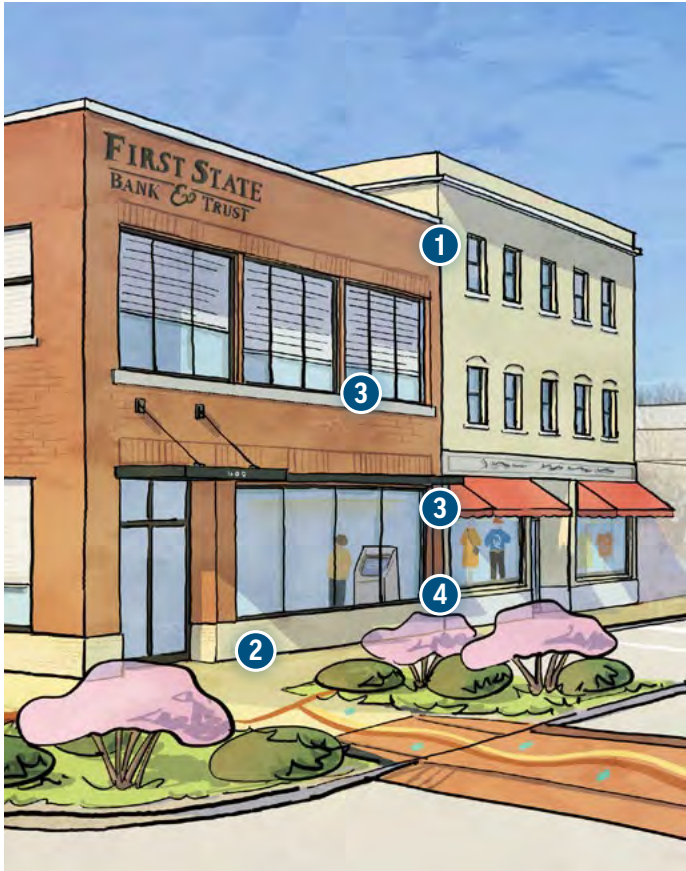
As Downtown evolves, a distinctive and cohesive character can be preserved by maintaining compatible scale and form of development and redevelopment. Historic and newer development should not be identical, but a framework of a few key standards can ensure that new development is contextually suitable while allowing flexibility for development to creatively enhance the area's overall character.

Scale refers to a building's height and width. While the form of development includes scale, it also includes a building's shape, design, orientation on its lot, and other architectural and site design elements. The **Downtown Development Code's** standards will ensure that new development maintains a scale and form compatible with nearby historic development, allowing it to fit seamlessly into existing character.



Existing Historic Buildings

- 1 Similar moderately-scaled massing (height, width, and number of floors) helps to make new and historic buildings feel compatible.
- 2 A built-to-street (0') setback creates a consistent streetwall, orienting development towards pedestrian traffic (instead of cars) for a more walkable downtown.



Concept Prototype

- 3 Elements of a building like awnings, windows, and entries help to reduce the appearance of a building's size and contribute to human-scale development.
- 4 A consistent rhythm of windows and entries on a ground floor invites visitors to continue exploring and fosters a connection between the streetscape and downtown destinations.

SCALE & FORM GOAL 1

Strengthen the human-scale relationship between development and the streetscape through activating and pedestrian-oriented building facades and site design.

See the *Downtown Development Code* (pg. 68) for implementation.

SCALE & FORM GOAL 2

Retain Downtown's existing fine-grained scale of development, while allowing for creative, exceptional projects and design solutions that strengthen Downtown's character.

See the *Downtown Development Code* (pg. 68) for implementation.

FROM THE CODE: MIXED-USE DESIGN OBJECTIVES

HBD Historic Business District

- ▶ Refine the scale, massing, and human-scale details of buildings to a greater degree the closer they are to the streetscapes and other publicly used spaces and the greater the degree of pedestrian amenity on the abutting streetscape.
- ▶ Encourage unique architectural expressions and promote the use of key details and design characteristics inherent in the chosen style for a building.
- ▶ Strengthen the identity and economic value of downtown by reinforcing a consistent pattern and character throughout the district.

R-DT-2 Residential - Downtown Neighborhood 2 District

- ▶ Design lot frontages to the context of the street and block and relate lots and buildings to the streetscape in a compatible manner along the block face.
- ▶ Provide outdoor social spaces that activate the streetscape and limit the cumulative impact of multiple lot frontages designed for car access.
- ▶ Use front entry features to create human-scale connections to the streetscape, apply compatible building forms along the frontage where the scale of buildings differs, and differentiate adjacent buildings with unique architectural details and subtle variations in entry feature design.
- ▶ Promote appropriate building mass in relation to the lot and streetscape, and in relation to buildings and open spaces on adjacent lots.

See *Downtown Development Code* (pg. 68) for the complete *Development and Design Standards for the HBD district*.

Storefront Character

Throughout this plan’s creation, the Downtown community emphasized that active, interesting storefronts are a critical component for a more inviting Downtown Tonganoxie. With that in mind, the **Downtown Regulating Plan** creates more flexibility for businesses to infuse their storefronts with individual character through color, creative display windows, lighting, engaging signage, and other design elements. Partnerships with local civic and community groups can also provide opportunities to activate vacant and underutilized storefronts with displays of local art, student projects, and historic exhibits.

Historic Preservation

Downtown’s prior design standards (*Design Guidelines for Tonganoxie’s Central Business District*) left little room for creative storefront design. In the updated standards, this **Downtown Regulating Plan** allows more flexibility for unique, creative storefronts. For an informational resource on architectural historic preservation, refer to the *Design Guidelines for Tonganoxie’s Central Business District* – otherwise, this document applies.



Existing Historic Buildings



Concept Prototype



Concept Prototype

- 1 Frequent entries and many continuous transparent windows create an engaging street, inviting visitors to explore and forming a connection between the streetscape and the interior of each business.

2 Eye-catching, interesting display windows in each storefront help to foster a lively street by encouraging visitors to linger and explore the Downtown, while also highlighting each business’s offerings.

3 Recessed doorways provide both accessible entries and sidewalks.

4 Elements like awnings, signage, entries, windows, furniture, and planters break down the visual scale of each building, forming a human-scale environment.

5 Vibrancy and creativity is added through lighting, color, awnings, signage, and display windows – allowing each business to express a unique, local personality and enhancing a lively, inviting Downtown atmosphere.

STOREFRONT CHARACTER GOAL 1

Infuse vibrancy and visual interest throughout Downtown by promoting creative, colorful, and activated storefront designs.

Strategy 1.1: Activate Storefronts

Create partnerships between Downtown property owners and local schools, local artists, after-school and youth programs, the Tonganoxie Arts Council, the Tonganoxie Historical Society, the Tonganoxie Recreation Commission, the Tonganoxie Public Library, and other local community groups to create engaging temporary window exhibits to activate vacant and underutilized storefronts. (*See the Idea Book Appendix*).

See the *Downtown Development Code* (pg. 68) for further implementation of this goal.



Historic Downtown Storefront Elements

FROM THE CODE: STOREFRONT DESIGN OBJECTIVES

HBD Historic Business District

- Refine the scale, massing, and human-scale details of buildings to a greater degree the closer they are to the streetscapes and other publicly used spaces and the greater the degree of pedestrian amenity on the abutting streetscape.
- Encourage unique architectural expressions and promote the use of key details and design characteristics inherent in the chosen style for a building.

See *Downtown Development Code* (pg. 68) for the complete *Development and Design Standards for the HBD district*.

Living Downtown

Downtown Mixed-Use

Prior engagement of the Downtown community had identified an opportunity to grow the population living in and near Downtown to increase support for Downtown destinations and amenities. Further aligning with the growing popularity of living near the amenities of historic downtowns, a key strategy for increasing living options Downtown will be the addition of mixed-use residential units: including new development as well as adaptive reuse of historic buildings. While this has

been significantly limited by past development standards, the **Downtown Regulating Plan** has increased opportunities and flexibility for mixed-use living, while strengthening design standards to ensure that mixed-use development, reuse, and redevelopment strengthens and enhances Downtown’s character.



Concept Prototype

Conceptual illustration of a mixed-use redevelopment on an existing site, preserving existing businesses while increasing retail and residential space, and enhancing downtown character with public art and compatible modern building design.

- 1 Mixed-use buildings often have ground floor retail, services, or offices, with residential units above.

2 Residential units are typically accessed from the rear of the site, or a dedicated front entrance.
- 3 Located on 4th Street, on transitional corridors, or at the downtown gateways, mixed-use living can create a gradual transition from the Downtown Neighborhoods to the Historic Business District.

4 Design and development standards of a potential mixed-use building’s zoning district will regulate its design to ensure an appropriate fit within the surrounding context.

5 Mixed-use buildings can provide living options for a variety of life stages and lifestyles with easy, convenient access to the services, goods, and amenities found in a Downtown.

DOWNTOWN MIXED-USE GOAL 1

Increase mixed-use residential options in the Historic Business District and Transition areas.

Strategy 1.1: 4th Street Mixed-Use

To facilitate redevelopment consistent with the goals of this plan, the following rezonings are appropriate: for properties fronting on 4th Street west of the HBD, rezoning from R-DT-1 to R-DT-2 or HBD.

See the *Downtown Development Code* (pg. 68) for further implementation.

FROM THE CODE: MIXED-USE DESIGN OBJECTIVES

HBD Historic Business District

- ▶ Refine the scale, massing, and human-scale details of buildings to a greater degree the closer they are to the streetscapes and other publicly used spaces and the greater the degree of pedestrian amenity on the abutting streetscape.
- ▶ Use landscape and outdoor civic spaces as organizing element for development, creating focal points, gateways, and establishing transitions between distinct building sites.
- ▶ Strengthen the identity and economic value of downtown by reinforcing a consistent pattern and character throughout the district.

R-DT-2 Residential - Downtown Neighborhood 2 District

- ▶ Design lot frontages to the context of the street and block and relate lots and buildings to the streetscape in a compatible manner along the block face.
- ▶ Use front entry features to create human-scale connections to the streetscape, apply compatible building forms along the frontage where the scale of buildings differs, and differentiate adjacent buildings with unique architectural details and subtle variations in entry feature design.
- ▶ Promote appropriate building mass in relation to the lot and streetscape, and in relation to buildings and open spaces on adjacent lots.

See *Downtown Development Code* (pg. 68) for the complete *Development and Design Standards for the HBD district*.

Downtown Neighborhoods

The Downtown Neighborhoods surround Tonganoxie’s Historic Business District to the north and south of the 4th Street corridor. These neighborhoods often exhibit traditional styles of development and design consistent with the historic character of the overall Downtown area. Small, walkable blocks contain traditional narrow lots of small- to moderately-sized residences with prominent entries accented by features like porches, front walks, and modest front yards.

Through the R-DT (Residential - Downtown Neighborhoods) districts, the **Downtown Development Code** aims to preserve and enhance these neighborhoods by establishing standards for design and development that celebrate historic patterns of design, remove barriers to adding contextually-appropriate residences on the area’s historic lots, and ensure a smooth transition between the Historic Business District and surrounding neighborhoods.



Concept Prototype: Downtown-Scale Residential

Conceptual illustration of a prototype small apartment building in the R-DT-2 District. This concept shows infill on a large existing lot (approx. 18.5k ft.²), divided to create a new 8k ft.² lot that provides ample space for a small, Downtown-scale apartment building.

- 1 A small setback creates space for landscaping and outdoor balconies, while maintaining a strong, human-scale connection between the building and the street.

2 A pedestrian-oriented front entrance enhances the site’s relationship to a walkable streetscape.

3 Coordinated streetscape enhancements contribute to walkability.

4 Access to parking at the lot’s rear provided by an existing alley right-of-way.

5 The building’s human-scale massing is appropriate to the lot and surrounding buildings.

6 Human-scale design is created by elements that function to visually break down the scale of the building: plentiful large windows, balconies, a prominent entry, and landscaping.

DOWNTOWN NEIGHBORHOODS GOAL 1

Increase the variety of Downtown-scale residential options throughout Downtown.

See the *Downtown Development Code* (pg. 68) for implementation.

DOWNTOWN NEIGHBORHOODS GOAL 2

Promote residential development appropriate for the Downtown Neighborhoods’ historic narrow lot patterns.

See the *Downtown Development Code* (pg. 68) for implementation.

DOWNTOWN NEIGHBORHOODS GOAL 3

Gradually transition development scale and intensity from the Historic Business District into the Downtown Neighborhoods.

Strategy 1.1: 4th Street Mixed-Use

See the *Downtown Development Code* (see pg. 68) & *Frontage Typologies Map* (pg. 54) for implementation.

FROM THE CODE: NEIGHBORHOOD DESIGN OBJECTIVES

R-DT Residential - Downtown Neighborhoods Districts

- ▶ Enhance neighborhood character by coordinating streetscape investment with private lot and building investment on lot frontages.
- ▶ Design lot frontages to the context of the street and block and relate lots and buildings to the streetscape in a compatible manner along the block face.
- ▶ Provide outdoor social spaces that activate the streetscape and limit the cumulative impact of multiple lot frontages designed for car access.
- ▶ Use front entry features to create human-scale connections to the streetscape, apply compatible building forms along the frontage where the scale of buildings differs, and differentiate adjacent buildings with unique architectural details and subtle variations in entry feature design.
- ▶ Promote appropriate building mass in relation to the lot and streetscape, and in relation to buildings and open spaces on adjacent lots.

See *Downtown Development Code* (pg. 68) for the complete *Development and Design Standards* for the R-DT districts.

Downtown Gateways

Reuse & Redevelopment

Throughout the planning process, the Downtown community highlighted the gateways into Downtown (see pg. 38 for the extents of the gateway area) as a priority for reinvigoration. These areas form the primary access routes to Downtown and the Historic Business District, and have the potential to set the tone for Downtown as a distinct area through creative placemaking. Development defines the West Gateway's character, and may provide future opportunities for redevelopment to align more closely with the character of the

Historic Business District. The East Gateway features natural and recreational resources (see pg. 38 for more), and future development or redevelopment there should facilitate access to such resources. Flexibility provided by the new **Downtown Development Code**, with investment into public amenities at the gateways, will set the stage for future development to contribute to gateways that reflect and enhance a unique Downtown character.



Concept Prototype: West Gateway Redevelopment

Illustration of a concept for gateway redevelopment at the West Gateway (4th Street & Hwy. 24/40). This concept shows mixed-use redevelopment creating an iconic gateway development at a key entry into Tonganoxie's Downtown.

- 1

A pedestrian oriented entry plaza anchors the intersection, establishing a welcoming gateway to Downtown.
- 2

Semi-private spaces (like balconies, outdoor dining) strengthen the building-to-streetscape relationship.
- 3

A mural is coordinated with Downtown signage and visually signals that visitors to Downtown are entering a distinct place, strengthening the development's contribution to creating an iconic gateway.
- 4

Storefronts add interest and creativity to the street by showcasing ground-floor businesses and local art or cultural exhibits.
- 5

Lighting on the building's primary facade adds character and highlights the gateway to Downtown.
- 6

The Downtown gateways interface with the Historic Business District, nearby neighborhoods, and other areas of town: providing the opportunity for mixed-use development and redevelopment to ease transitions between different areas.

Downtown Gateways Goal 1

Promote a natural, recreational character at Downtown's East Gateway and a development-oriented character at the West Gateway.

Strategy 1.1: Gateway + Public Space Integration

Development and redevelopment in and around the East Gateway should promote greater connectivity to existing and planned trail systems. Development and redevelopment in the West Gateway will be supported by, and should coordinate with, improvements and investment into public spaces and streetscapes (see Chapter 1: Public Spaces for more).

Downtown Gateways Goal 2

Anchor the Downtown Gateways with iconic development complementary of the Historic Business District, signaling entry into a distinct Downtown District.

Strategy 2.1: Iconic Gateway Development

To facilitate redevelopment consistent with the goals of this plan, the following rezonings are appropriate: HBD or R-DT-2 in the West Gateway, and HBD, HBD-I, and R-DT-2 in the East Gateway and nearby areas east of the HBD.

Downtown Gateways Goal 3

Celebrate Downtown's distinct character at the Gateways by incorporating creative cultural, historic, or artistic design features into development.

Strategy 3.1: Gateway Character

The Downtown Development Code (see pg. 68) provides ample flexibility for development to include cultural, artistic, historic, and other design features. Murals on blank walls, plazas at key pedestrian entries, signage, and elements of architectural design provide opportunities to incorporate such features into development. (See the Idea Book Appendix (pg. 92) for more.)

FROM THE CODE: GATEWAY DESIGN OBJECTIVES

HBD Historic Business District

- ▶ Enhance the image of downtown by coordinating streetscape investment with private lot and building investment.
- ▶ Arrange buildings to define streetscapes, public spaces, and other valuable active and social spaces on the site and create appropriate transitions to adjacent areas.
- ▶ Use landscape and outdoor civic spaces as organizing element for development, creating focal points, gateways, and establishing transitions between distinct building sites.
- ▶ Encourage unique architectural expressions and promote the use of key details and design characteristics inherent in the chosen style for a building.
- ▶ Strengthen the identity and economic value of Downtown by reinforcing a consistent pattern and character throughout the district.

R-DT-2 Residential - Downtown Neighborhoods 2

- ▶ Design lot frontages to the context of the street and block and relate lots and buildings to the streetscape in a compatible manner along the block face.
- ▶ Provide outdoor social spaces that activate the streetscape and limit the cumulative impact of multiple lot frontages designed for car access.
- ▶ Use front entry features to create human-scale connections to the streetscape.

See Downtown Development Code (pg. 68) for the complete Development and Design Standards for the HBD & R-DT-2 districts.

Implementation Matrix

Theme / Goal / Strategy		Pg. #	Cost	Timeline	Lead Entity	Other Partners & Stakeholders
Downtown Character						
Scale & Form of Development						
Goal 1 Strengthen the human-scale relationship between development and the streetscape through activating and pedestrian-oriented building facades and site design.						
See the Downtown Development Code for implementation.						
Goal 2 Infuse vibrancy and visual interest throughout Downtown by promoting creative, colorful, and activated storefront designs.						
See the Downtown Development Code for implementation.						
Storefront Character						
Goal 1 Increase the variety and quantity of public and on-street parking for safer, more accessible streets.						
Strategy 1.1	Activate Storefronts	pg. 59	\$	0 - 5 years	Downtown Property Owners	City Staff, Tonganoxie Arts Council, Tonganoxie Historical Society, Recreation Commission, Public Library
See the Downtown Development Code for further implementation.						
Living Downtown						
Downtown Mixed-Use						
Goal 1 Increase mixed-use residential options in the Historic Business District and Transition areas.						
Strategy 1.1	4 th Street Mixed-Use	pg. 61	\$	Continuous	Downtown Property Owners, City of Tonganoxie	Planning Commission
Downtown Neighborhoods						
Goal 1 Implement a consistent design language for streetscape improvements for a coordinated Downtown 4th Street corridor.						
See the Downtown Development Code for implementation.						
Goal 2 Promote residential development appropriate for the Downtown Neighborhoods' historic narrow lot patterns.						
See the Downtown Development Code for implementation.						
Goal 3 Gradually transition development scale and intensity from the Historic Business District into the Downtown Neighborhoods.						
See the Downtown Development Code for implementation.						
Downtown Gateways						
Reuse & Redevelopment						
Goal 1 Promote a natural, recreational character at Downtown's East Gateway and a development-oriented character at the West Gateway.						
Strategy 1.1	Gateway - Public Spaces Integration	pg. 65	\$	Continuous	City Staff	Downtown Business & Property Owners, Recreation Commission
Goal 2 Anchor the Downtown Gateways with iconic development complementary of the Historic Business District, signaling entry into a distinct Downtown District.						
Strategy 2.1	Iconic Gateway Development	pg. 65	\$	Continuous	Downtown Property Owners, City of Tonganoxie	Planning Commission
Goal 3 Celebrate Downtown's distinct character at the Gateways by incorporating creative cultural, historic, or artistic design features into development.						
Strategy 3.1	Gateway Character	pg. 65	\$	0 - 5 years	City Staff	Downtown Business & Property Owners Tonganoxie Arts Council, Tonganoxie Historical Society

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Downtown Development Code

Introduction

The Downtown Development Code provides the following updates to the city's zoning ordinance:

- ▶ Replace the HBD Historic Business District standards with a new Section 12.
- ▶ Incorporate the industrially zoned areas on the east side of Downtown (I-LT and I-MD) into the HBD district (as shown on the Regulating Plan), and designate them as the industrial sub-district HBD-I accompanied by specific standards in the new Section 12.
- ▶ Eliminate the R-I Infill Overlay District and replace it with a new Section 6: R-DT Residential – Downtown Neighborhoods. The new R-DT district includes two sub-districts:
 - ▶ R-DT-1 replaces the portion of the prior R-I overlay district that was zoned R-SF, as indicated on the Regulating Plan.
 - ▶ R-DT-2 replaces the portion of the prior R-I overlay district that was zoned R-MF-1 or R-MF-2, as indicated on the Regulating Plan.
- ▶ The new Sections 12 and 6 are provided here, and will be incorporated into the city's zoning ordinance upon adoption of the Downtown Regulating Plan and Downtown Development Code.

Section 12 - HBD District

12-010 Intent

The intent of the HBD district is to be the social, civic, cultural, and commercial heart of Tonganoxie, providing a mix of complimentary uses in a traditional compact and walkable format that is consistent with maintaining the historic buildings and spaces of the original town. Uses and building formats that are large-scale, require excessive parking, or are automobile oriented and generate extensive vehicle traffic that is not a “park once” type of use are not appropriate for these districts. All uses shall be organized around and support a well-designed public realm, as identified in the Downtown Regulating Plan. The HBD district encompasses two sub-districts identified on the Downtown Regulating Plan: the HBD district (the traditional mixed-use downtown), and the HBD-I district (an older and established Downtown-adjacent industrial area).

12-011 Allowed Uses

A. Residential Uses.

- 1. Limited lodging facilities such as bed and breakfast, rooming, or boarding house.
- 2. Residential use shall be allowed in the form of apartments accessory to primarily non-residential buildings with the following limitations:
 - a. If on the ground level, residential uses shall be no more than 50% of the ground level floor area, and located behind the street-front non-residential uses.
 - b. Residential units shall not be accessible from the common storefront entrance.
 - c. The width of a non-residential frontage shall not be reduced, except only for accommodating access to the upper level or rear residential uses.
- 3. Accessory uses associated with any permitted residential use.

B. Institutional Uses.

Institutional and service uses that are incidental to other permitted uses, compatible with the surrounding area, and further the intent of the district.

- 1. General uses such as museums, libraries, art centers, churches, lodges or fraternal organizations, mortuaries or funeral homes.
- 2. Educational uses such as private or group instruction in the arts or athletics, technical and professional training classes, university or college satellite classes.
- 3. Municipal and government service office or centers.

C. Commercial Uses.

- 1. Retail, office and service businesses such as medical or dental office or clinic, legal and administrative services, financial institution, restaurant, retail outlet, clothing store, specialty shop, tradesmen, and other similar uses.
- 2. Any commercial use that is allowed in the LBD – Limited Business District with the following limitations:
 - a. The use is 5,000 square feet or less measured by the building square footage the use occupies; and

- b. The lot and building must comply with the applicable development and design standards in this Section, and further the intent and design objectives in this Section.

D. Industrial Uses.

(HBD-I only) Industrial uses are permitted to the extent they remain consistent with the scale, format, and development patterns of Downtown-adjacent industrial uses.

- 1. Uses that focus on the administrative facilities, research institutions, light manufacturing activities, warehousing and wholesaling of goods; tradesman's workshops.
- 2. Uses with moderate-scale manufacturing of goods and products, storage and transfer of goods and products, and wholesaling of raw material.
- 3. Businesses requiring large equipment and display yards.

E. Special Uses.

Special uses allowed in Section 22 and according to Appendix A.

F. Prohibited.

- 1. Any business using highly flammable or hazardous material is prohibited unless the business files an approved fire plan with the City Fire Department.
- 2. Any use whose operation and format requires deviation from the development or design standards of this code is presumed prohibited, unless otherwise reviewed according to other discretionary or design review processes.
- 3. Any use over 10,000 square feet or which occupies more than half of a block face in downtown is prohibited unless approved through a Special Use Permit according to Section 22. This process shall not be used to approve a use that is otherwise prohibited.

12-012 Development Standards

A. Building & Lot Standards

To meet the intent of the HBD district and to maintain the traditional compact, walkable pattern of the HBD district, the following development standards apply (Table 12-1):

Table 12-1: HBD Building & Lot Development Standards			
		HBD	HBD-I
Lot Standards			
	Area	▪ 1.5K min. ▪ 15K max.	▪ 3K min. ▪ 25K max
	Width	▪ 25' min. ▪ 100' max.	▪ 25' min. ▪ 150' max.
Building Standards			
	Front Setback	0' – 10'	0' – 30'
	Street Side Setback	0' – 10'	0' – 30'
	Side Setback	0'	10'
	Rear Setback	▪ 10' ▪ 0' if abutting a publicly accessible alley. ▪ 15' if abutting residential zoned property.	▪ 10' ▪ 0' If abutting a publicly accessible alley. ▪ 30' if abutting residential zoned property.
	Height	40'	40'
		3 stories	3 stories

B. Operation & Performance Standards

1. Temporary exterior display of merchandise or sidewalk seating for patrons on sidewalks immediately adjacent to a business is permitted during business hours provided at least 6 feet of sidewalk is maintained clear and the display never occupies more than 50% of the sidewalk width.
2. Except as provided in B.1, all other business activities shall be conducted indoors. This does not preclude limited storage areas to the rear of buildings subject to screening requirements, or service or other accessory areas in private patios, balconies, or decks.
3. All access, service, delivery or other vehicle-oriented elements of the site, whether for customers or service, shall be located to the rear of buildings and lots, or otherwise designed to occur on the interior of blocks and away from public streetscapes.
4. Open air balconies, awnings, canopies, and marquees may extend up to 6 feet from any wall plane provided they are:

At least 8 feet above the grade and any sidewalk;

Are no closer than 5 feet from any common property line, except on the frontage where they may project into the right-of-way, but no closer than 4 feet from any curb.
5. No temporary storage structures or movable containers shall be permitted.
6. Outdoor storage is only permitted in the HBD-I district subject to the following:

All storage should be located in as remote of an area as possible considering impacts on the streetscape and adjacent commercial or residential property.

Any permitted outside storage or other industrial related activities may require screening from adjacent property or public streetscapes.

Frontages of industrial property where outdoor storage is permitted may require enhanced building standards, enhanced

frontage design, or a combination of each to define edges of pedestrian-oriented downtown streets.

12-013 Design Standards

A. Design Objectives

The community design standards have the following design objectives:

1. Enhance the image of downtown by coordinating streetscape investment with private lot and building investment.
2. Arrange buildings to define streetscapes, public spaces, and other valuable active and social spaces on the site and create appropriate transitions to adjacent areas.
3. Refine the scale, massing, and human-scale details of buildings to a greater degree the closer they are to the streetscape and other publicly used spaces and the greater the degree of pedestrian amenity on the abutting streetscape.
4. Use landscape and outdoor civic spaces as organizing elements for development, creating focal points, gateways, and establishing transitions between distinct building sites.
5. Encourage unique architectural expressions and promote the use of key details and design characteristics inherent in the chosen style for a building.
6. Strengthen the identity and economic value of downtown by reinforcing a consistent pattern and character throughout the district.

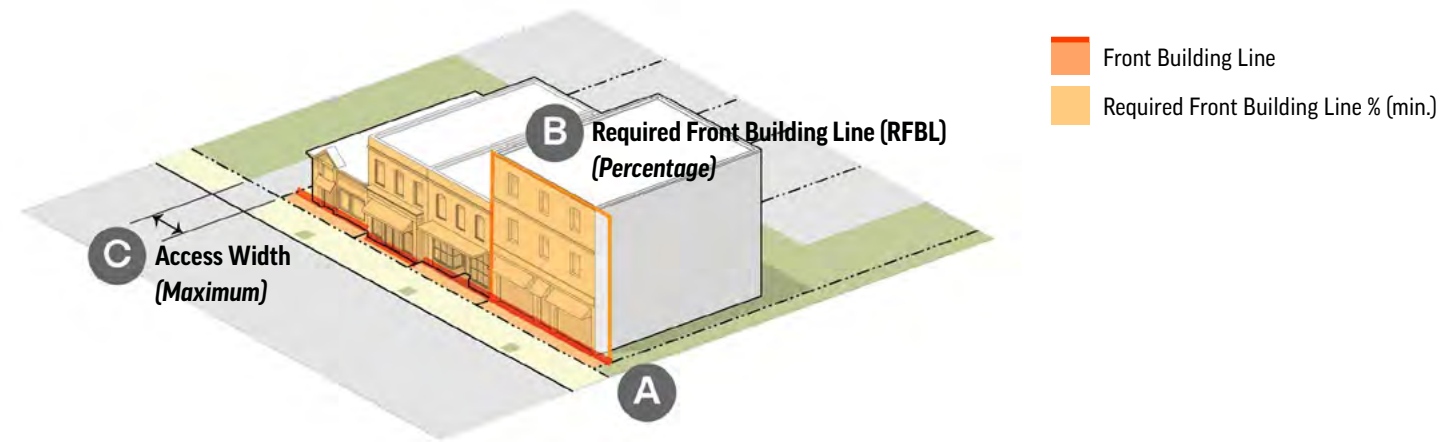
B. Frontage Types

Downtown frontages and buildings shall be designed according to the types and standards in Table 12-2 and based on the frontage type map designated on the regulating plan. Subsections following the table provide specific design strategies and techniques to meet the standards.

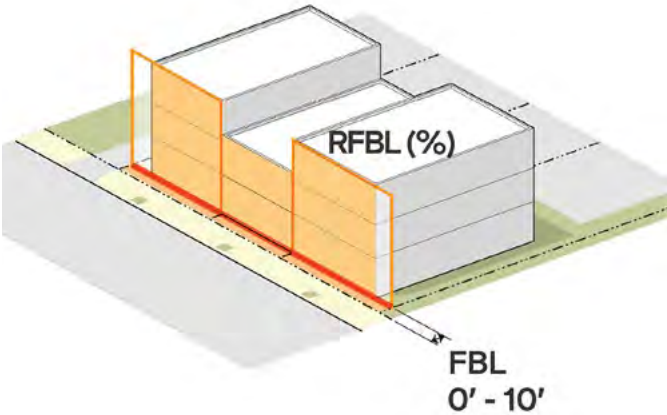
Table 12-2: HBD Frontage Types & Design Standards			
	Main Street Frontage	Transitional Frontage	Workshop Frontage
Lot Standards			
A *Front Building Line (build-to range)	0' – 10'	0' – 10'	10' – 30'
B *Required Front Building Line	80% +	60% +	35% +
Access & Parking Limits			
C *Access Width (max.)	12'	24'	32'
Parking Setback (min.)	Behind rear of building	Behind front building line	6' min.
Extent of Parking / Garage Bays	0%	40%	65%
Building Design			
Entry Feature Spacing	50' max.	75' max	1 per building
Massing & Modulation	50' / 500 SF	100' / 1,000 SF	150' / 2,000 SF
Minimum First Story Transparency	60%	40%	40% w/in 50' of entry
Minimum Upper Story Transparency	25%	20%	15% N / A for industrial buildings

* See Figure 12-013.B

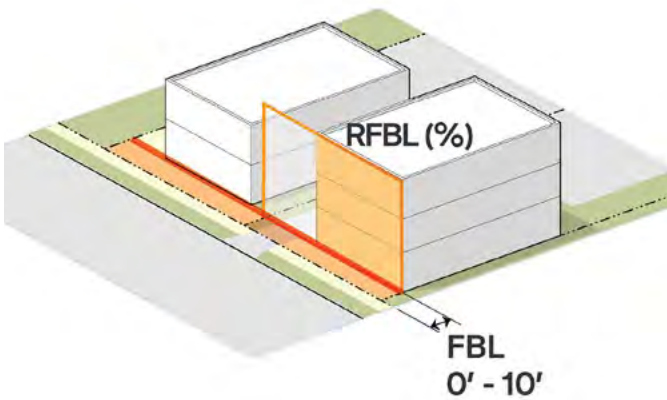
12-013.B Figure 1
Typical Elements of a Frontage Type



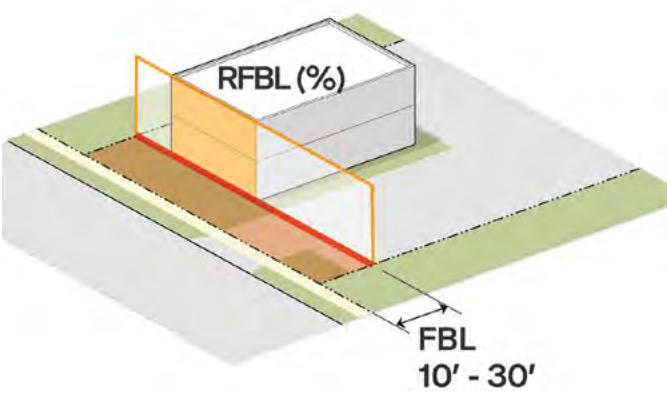
12-013.B Figure 2
Main Street Frontage Type



12-013.B Figure 3
Transitional Frontage Type



12-013.B Figure 4
Workshop Frontage Type

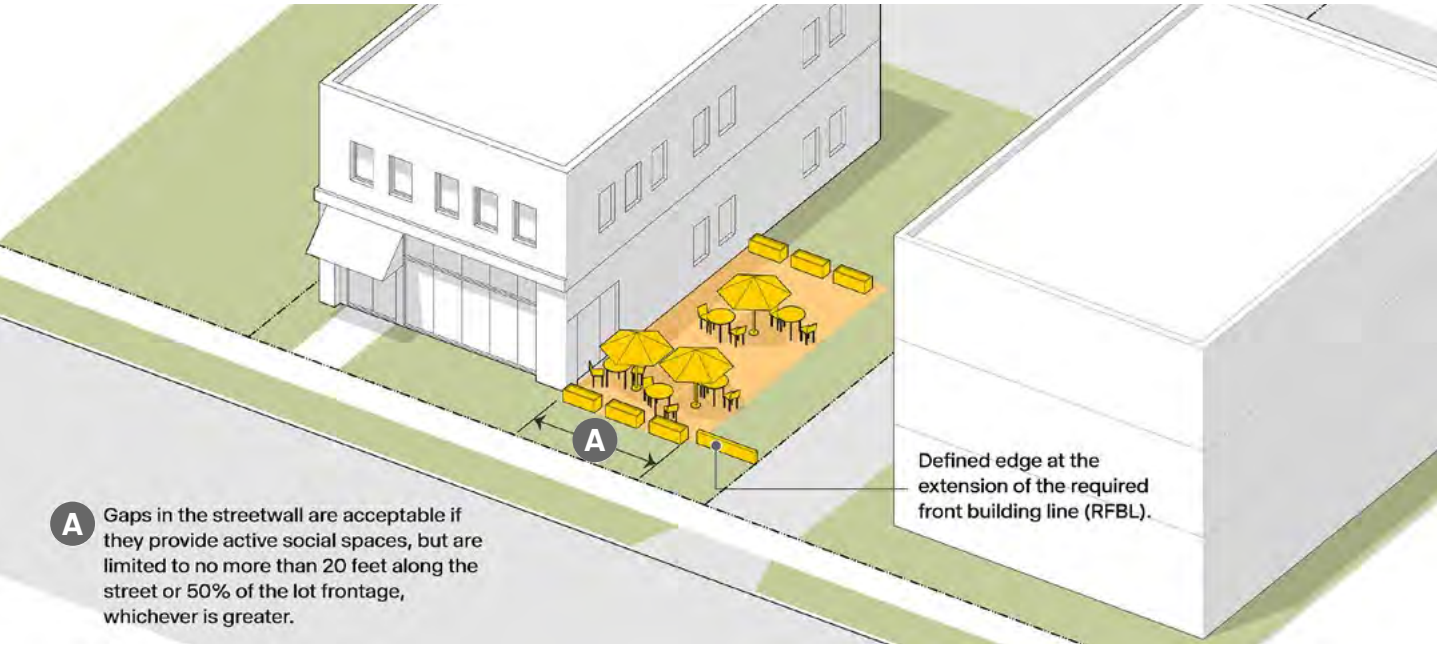


C. Building Placement

The front building line frames the streetscape and forms the street wall that shapes the streetscape as pedestrian-oriented public space. All buildings shall establish a front building line within the range specified in Table 12-2 based on the applicable frontage types. Building frontages shall occupy the minimum percentage specified for required front building line with either of the following:

1. Front building facades meeting the design standards; or
2. Civic space such as plazas or courtyards provided:
 - a. It is limited to no more than 20 feet along the street or 50% of the lot frontage, whichever is greater;
 - b. There is a defined edge at the extension of the required front building line, such as decorative walls or fences, landscape features and other human scale details; and
 - c. All building facades fronting the open space meet the standards otherwise applicable along the streetscape.
3. Corner lots shall meet the frontage requirement on the side street for at least 30' or 25% of the lot depth, whichever is greater.

12-013.C Figure 1
Illustration of building placement and active open space placement (see C: Building Placement 2.a)



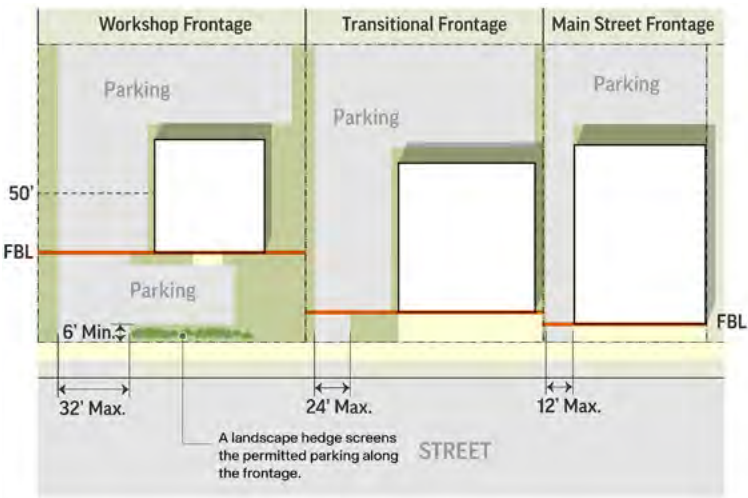
D. Access & Parking Limits.

Parking, driveways, and other vehicle-oriented designs on the frontage should be limited so that the visual priority of buildings and pedestrian-scale elements are established along the streetscape. Driveway widths, vehicle bays on front building facades, parking placement, and the extent of parking areas along the frontage shall be limited based on the frontage type as indicated in Table 12-2.

- 1. Access width limits apply to the first 50 feet of the lot depth, or up to the front building line, whichever is less.
- 2. In cases where the access standards limit access to one or more lots, mid-block alleys, common access lanes, or cross access easements for two or more lots shall be used to coordinate access on the block.
- 3. Any parking areas permitted along the frontage shall be screened by a 2.5 feet to 4 feet decorative wall or fence compatible with the architecture of the building, a landscape hedge, or a combination of each.
- 4. Any garage doors or vehicle bays that are permitted on the frontage should include transparency and architectural details that add human-scale features and quality appearances if visible from the street.

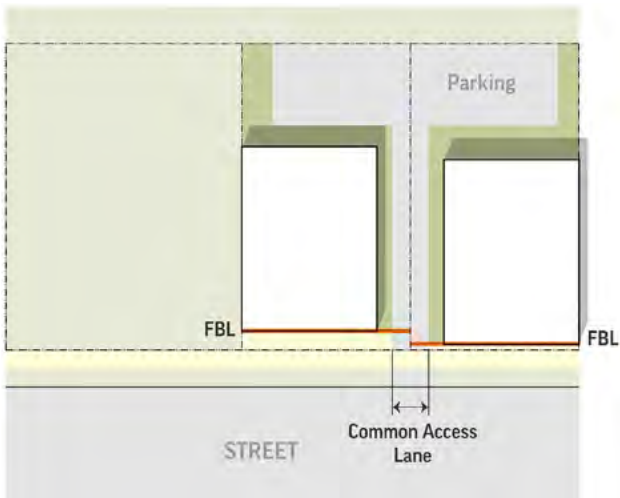
12-013.D Figure 1

Illustration of access and parking limits in Workshop Frontage, Transitional Frontage, and Main Street Frontage contexts.



12-013.D Figure 2

Illustration of a Common Access Lane alternative.



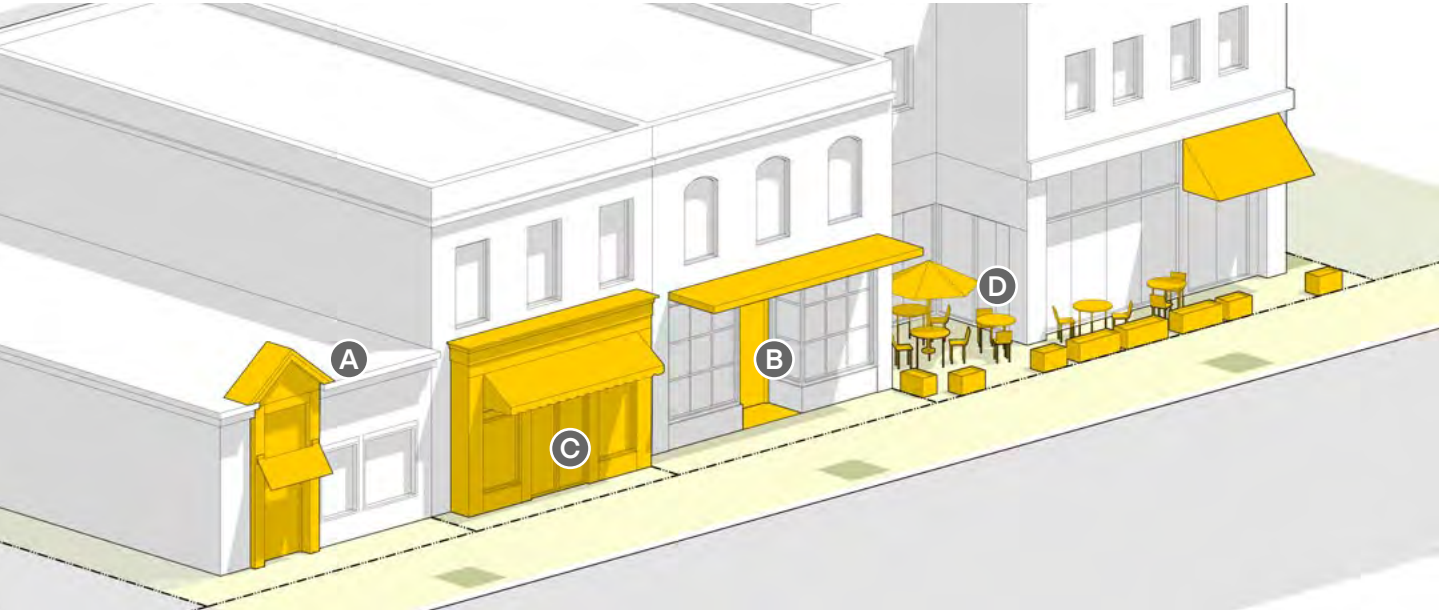
E. Front Entry Features.

Front entry features activate the streetscape and public spaces and create consistent human-scale massing elements along the block frontage. Primary public entrances shall be located on all front facades at intervals specified in Table 12-2 and be clearly defined with at least two of the following elements:

- A 1. A single-story architectural emphasis such as raised parapets, gables, canopies, porticos, overhangs, pediments, arches, or recessions within the wall plane of at least three feet.
- B 2. Transom or sidelight windows that frame and emphasize the entry.
- C 3. Architectural details such as tile work and moldings, columns, pilasters, or other similar material changes.
- D 4. Integral planters, seating, or wing walls associated with an entry court or plaza that integrate landscape and hardscape designs.

12-013.E Figure 1

Illustration of different types of entry features that create building facade variety and form human-scale connections to the streetscape. See Chapter 2: Storefront Character - Diagram of Historic Downtown Storefront Elements for additional elements of Downtown-appropriate facades.



F. Building Design.

Building design refines the scale and form of buildings beyond basic setback and height standards and relates buildings to public space, affecting the character of the streetscape, block, and downtown. The standards in Table 12-2 shall be interpreted and applied with the following specific design strategies and techniques.

1. *Massing & Modulation.* Building elevations that exceed the massing and modulation limits in Table 12-2 by square footage or linear feet of elevation, shall be broken into smaller components by one or more of the following design techniques:

a. Emphasize bays and vertical breaks at regular intervals with visible features such as columns, pillars, pilasters, or other details and accents that are between 6 and 48 inches wide, and project between 4 and 24 inches off the facade.

b. Define horizontal elements with projections between 2 feet and 4 feet from the wall associated with entrance features or differentiating stories, such as awnings, canopies, storefront lintel / cornice, or similar horizontal elements.

c. Break the volume of the building into distinct components with:

1) Step-backs of upper stories of at least 10 feet;

2) Recesses of the building footprint greater than 4 feet.

3) Deviations should encompass at least 20% of wall planes on the entire elevation.

d. Horizontal differentiation of a base, body and top of buildings with materials and architectural details.

1) All elevations should have a distinct foundation, a main facade, and an embellished roof structure, such as eaves and fascia for pitched roofs, or cornices and parapets for flat roofs;

2) Any belt course or trim band establishing the break in base, body and top shall use a material or pattern distinct from the primary material, be 6 to 36 inches wide, and off-set from the wall plane 4 to 24 inches; or be a lesser trim associated with a material change.

e. Use material changes and the use of primary and secondary materials with different colors and textures to emphasize different elements of the buildings.

1) Where material changes are vertical (i.e. different materials stacked one above another) the transition between materials should include a belt course, trim band, sill or similar element to separate materials. Heavier and larger materials should be below lighter and smaller materials.

2) Where material changes are horizontal (i.e. materials side-by-side) the transition between materials should occur at interior corners or at the trim line, architectural column, or pilaster to emphasize different structural or massing components.
- 12-013.F Figure 1
- Illustration of massing modulation that breaks the building into different components.
-
- 12-013.F Figure 2
- Illustration of vertical and horizontal differentiation using architectural details.
-
- f. Use patterns of windows and doors, meeting the transparency requirements to break up blank walls, add depth and texture to the wall, and create a rhythm and balance along the elevation.

2. *Transparency.* Building elevations shall meet the required transparency on any street-facing elevation in Table 12-2 through one or more of the following design techniques.

a. Where expressed as a first story requirement the percentage shall be measured between two feet and eight feet above the sidewalk grade, or within ten feet above the first-floor elevation if the building is set back more than 15 feet from the street.

b. Where expressed as an upper story requirement, the percentage shall be measured between the floor level and ceiling of each story.

c. All required first story windows shall provide direct views to the building's interior or to a lit display area extending a minimum of three feet behind the window.

d. Architectural features drawing emphasis on windows and doors such as window lintels, window sills, transom or sidelight windows can count to the required transparency percentage.

e. For industrial and civic buildings set back more than 30 feet from the street, clerestory windows may meet the first or upper story window requirements.
- 12-013.F Figure 3
- Illustration of transparent elements.
-
- City of Tonganoxie
- 78
- Downtown Regulating Plan
- 79
- Downtown Development Code

12-014 Parking.

There are no off-street parking requirements in the Historic Business District, except:

- A. There shall be 1 parking space for each dwelling unit.
- B. Industrial uses in the HBD-I district shall provide 1 space for every 1,000 square feet of building. The Planning Commission may recommend additional or fewer spaces if consistent with the intent and design objectives of this district.

Any parking that is provided shall be designed according to the design standards in this section and any other applicable standards in Section 20.

12-015 Signs.

Refer to Section 25, Signs.

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Section 6 - R-DT Residential – Downtown Neighborhoods

6-010 Intent

The intent of the R-DT districts is to maintain the traditional pattern and historic character of neighborhoods near downtown, and to increase housing options in a human-scale, walkable context. The building scale is predominantly low-scale detached houses with additional low-scale residential buildings at strategic points and transitional areas to downtown or adjacent corridors, providing housing options and supporting businesses with a strong residential population proximate to Downtown. The character of the area is based on consistent frontage designs with comfortable and walkable streetscapes, moderate building setbacks, diverse and human-scale front entry features including social spaces, and understated garages and driveways. The R-DT district is divided into two sub-districts identified on the Downtown Regulating Plan: R-DT-1 is predominantly detached houses and establishes the predominant fabric throughout the area; and R-DT-2 is a mix of low-scale, multi-unit buildings that are compatible with the pattern and scale of houses.

6-011 Allowed Uses

A. Residential Uses.

- 1. Principal dwellings subject to the building type and development standards in 6-012.
- 2. Group homes.
- 3. Group living (R-DT only).
- 4. Secondary and accessory uses.
- 5. Accessory dwelling units are permitted either attached or internal to the principal building, or in a permitted secondary building, provided all development and design standards are met.

B. Institutional Uses.

Institutional and service uses provided they are that are incidental to other permitted uses, compatible with the surrounding area, and further the intent of the district.

- 1. Community or social service / groups.
- 2. Education – schools.
- 3. Religious institutions.
- 4. Safety services.
- 5. Local utilities.
- 6. Long term health care facilities (R-DT-2 only).

C. Commercial Uses.

- 1. Lodging Facilities I.

D. Special Uses.

- 1. Special uses are permitted as listed in Appendix A and Section 22.
- 2. Mixed use buildings may be permitted in the R-DT district according to the process and criteria in Section 22 and the additional standards in this section.
 - a. Mixed use buildings may be permitted in 3 scales or types:
 - 1) Live/Work buildings according to the Detached House or Townhouse building type standards.
 - 2) Small mixed-use buildings, according to the Small Apartment building type standards.
 - 3) Medium mixed-use buildings, according to the Medium Apartment building type standards.
 - b. Mixed-use buildings should generally be limited in the same manner as location-limited buildings in Table 6-1 and criteria in 6-012.A., with the added threshold that the uses create no negative impacts on surrounding residential property and form effective transitions to the HBD District or corridors adjacent to the R-DT districts.

06-012 Development Standards

The development standards applicable in each district are based on the building types in Table 6-1, which are enabled depending on the R-DT-1 or R-DT-2 districts.

Table 12-2: Downtown Neighborhoods Building Development Standards												
	R-DT-1	R-DT-2	# of Dwellings		Lot Standards			Building Standards				
			Principal	Accessory	Area (min.)	Width [1]	Coverage (max.)	Front	Side [2]	Street Side	Rear	Height
Building Type												
Detached House – Large Lot	■		1	2	12K+	80'+	35%	30' +	10'	15'	30'	35' 2.5 stories
Detached House – Standard Lot	■	■	1	1	6K +	50' - 79'	50%	30' - 60'	7'	15'	30'	35' 2.5 stories
Detached House – Small Lot	□	■	1	x	2.5K +	25' - 49'	65%	10' - 30'	5'	10'	30'	35' 2.5 stories
Multi-unit House – Large Lot	□	■	2 - 6 3K / unit	1	12K+	80'+	35%	30' +	10'	15'	30'	35' 2.5 stories
Multi-unit House – Standard Lot	□	■	2-3 3K / unit	1	6K +	50' - 79'	50%	30' - 60'	7'	15'	30'	35' 2.5 stories
Townhouse – Standard Lot		■	3 - 6	1	2K / unit	19' - 30' per unit	65%	10' - 30'	5'	10'	20'	35' 2.5 stories
Townhouse – Small Lot		□	3 - 8	x	1.2K / unit	12' - 18' per unit	75%	10' - 30'	5'	10'	15'	40' 3 stories
Small Apartment		■	3 - 12	x	6K - 12K	50' - 79'	65%	10' - 30'	7'	10'	15'	40' 3 stories
Medium Apartment		□	13 - 24	x	12K - 25K	80' - 200'	75%	10' - 30'	10'	15'	20'	40' 3 stories
Mixed Use Building	S	S	Mixed-use buildings may be approved by special use permit according to the procedures and criteria in Section 22, and the additional intent of the R-DT districts and Downtown Regulation Plan, and all design objectives and design standards in this Section.									

- Permitted building type.
- Limited building type, subject to administrative approval based on location criteria in B.1, and the intent and design objectives of the R-DT district.
- S Permitted only by Special Use Permit.
- [1] Lot and building types shall be primarily based on the width at the frontage in addition to meeting the minimum lot size. For example, a 55' wide lot is generally interpreted as a "Standard Lot," even if it were over 12K square feet; however, if it were under 3K square feet it could be interpreted as a small lot.
- [2] Interior side setbacks of attached buildings (row house and side-by-side duplexes) may be 0' if platted and constructed according to common wall standards of the building code.

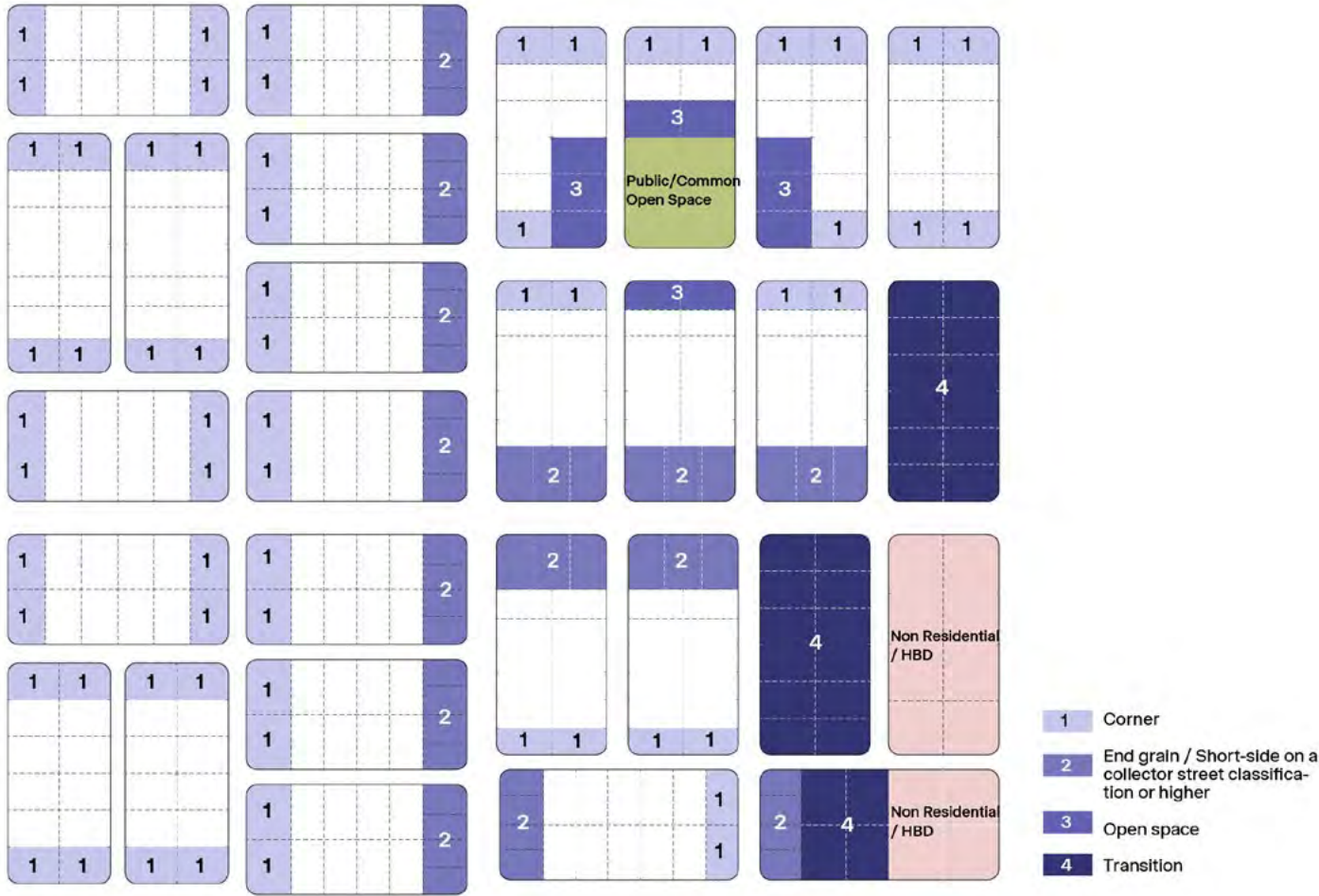
A. Limited Building Types

Buildings indicated as limited application in Table 6-1 (□) shall only be permitted after administrative review by staff finding that they meet the intent of the R-DT district and the design objectives of all applicable design standards. Applications that do not meet these criteria may be denied by staff or referred to Planning Commission for a determination under the site plan procedures. Limited building types are allowed to create a greater mix of housing in the R-DT area in the following locations and circumstances in the following locations:

- Any corner lots.
- Lots oriented to the end grain or short side of a block on a collector street classification or higher.
- Lots fronting on, or on block faces opposite of, public or common open space.
- Blocks adjacent to a non-residential zoning district or transition to the HBD district.

6-012.A Figure 1

Diagram of the variety of locations on a block where building types denoted as "limited" can be appropriate.



B. Setback Encroachments

The following encroachments into the required setback are permitted, except in no case shall this authorize structures that violate the provisions of any easement.

- 1. Primary entrance features may encroach beyond the required front building line, as specified in Section 6-013.C.
- 2. Structural projections such as bay windows, balconies, canopies, chimneys, eaves, cornices, awnings, open fire escapes, egress wells, or other non-foundational overhangs or projections may extend up to 4 feet from the foundation and encroach into the setback, provided they:
 - a. Are no closer than 2 feet from any lot line, and
 - b. Are limited to no more than 15% of the total area of a building elevation.
- 3. Unenclosed and un-roofed decks or patios at or below the first-floor elevation may extend into the rear or side setback up to 15 feet but no closer than 5 feet from any street side lot line and 3 feet to any other lot line.
- 4. Ground-mounted mechanical equipment, meters, and utility boxes accessory to the building may be located in the side or rear setback provided they:
 - a. Are no taller than 4 feet high.
 - b. Extend no more than 6 feet from the principal building, and no closer than 3 feet to the lot line.
 - c. Are screened from public right-of-way by a solid structure and landscape. These limitations do not apply to any utility structures otherwise authorized to be located according to easements or in the right-of-way, which shall follow the location and design standards of those specific authorizations.
- 5. Any other accessory structure within the setback, not specified in Section 6-012.C. shall have a setback of at least one-half its height from the property line.

C. Accessory Buildings

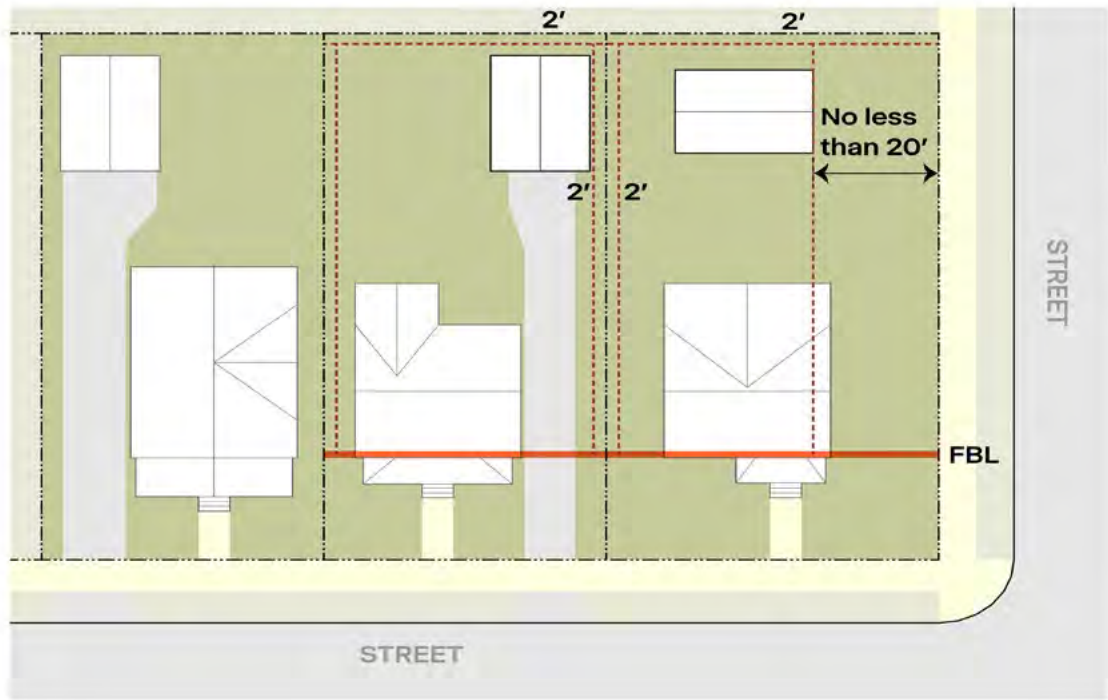
Accessory buildings shall be permitted in the R-DT district in association with and on the same lot as a principal building, subject to the standards in Table 6-2, R-DT Accessory Structures, and to the following additional limitations.

- 1. Accessory buildings shall be clearly incidental and subordinate to the principal building or use in terms of scale, location, and orientation.
- 2. Accessory buildings shall be 2 feet from any side or rear lot line and located behind the front building line. On corner lots, accessory buildings shall not be located closer to the street side the lessor of 20 feet or the line between the principal building and any building on the adjacent lot.
- 3. Secondary buildings over 200 square feet or over 16 feet high shall meet the following massing and design standards to ensure compatibility with the principal structure.
 - a. The wall height shall not exceed 10 feet above the finished floor, except that gables, dormers, or other subordinate walls may support a pitched roof.
 - b. The roof peak or other top of structure shall not exceed 24 feet above finished floor for pitched roofs with a 6:12 pitch or greater, and no more than 16 feet for shed roofs or pitched roofs below a 6:12 pitch.
 - c. The design shall be compatible with the principal building considering materials, architectural details and style, window and door details, and roof forms.
 - d. Secondary buildings with vehicle access directly from an alley or shared easement shall be positioned to prevent parking that encroaches in the alley or easement. They may be built with the access between 0 and 3 feet from the alley or shared easement, or with the access at least 20 feet from the alley or shared easement.

Table 6-2: R-DT Accessory Structures			
Type	Quantity	Size	Height
Lot Standards			
Minor Structure <i>(Small shed, playhouse, and similar structures)</i>	1 / each 3k SF of lot Maximum of 4	200 SF max	12' max 16' if roof pitch is 6:12 or greater.
Secondary Building <i>(Detached accessory building, guest house, and similar structures)</i>	1 / principal building Any building over 16' high or more than 200 square feet shall meet the design standards in Section 6-012.C.3	No more than 1/2 of principal building footprint, up to 800 SF max	16' max 24' if roof pitch is 6:12 or greater No higher than principal structure

6-012.C Figure 1

Illustration of an accessory building's required side and rear setbacks and position behind the front building line.



6-013 Design Standards

A. Design Objectives.

The design standards in the R-DT districts shall be interpreted and applied to achieve the following design objectives:

- 1. Enhance neighborhood character by coordinating streetscape investment with private lot and building investment on lot frontages.
- 2. Design lot frontages to the context of the street and block and relate lots and buildings to the streetscape in a compatible manner along the block face.
- 3. Provide outdoor social spaces that activate the streetscape and limit the cumulative impact of multiple lot frontages designed for car access.
- 4. Use front entry features to create human-scale connections to the streetscape, apply compatible building forms along the frontage where the scale of buildings differ, and differentiate adjacent buildings with unique architectural details and subtle variations in entry feature design.
- 5. Promote appropriate building mass in relation to the lot and streetscape, and in relation to buildings and open spaces on adjacent lots.

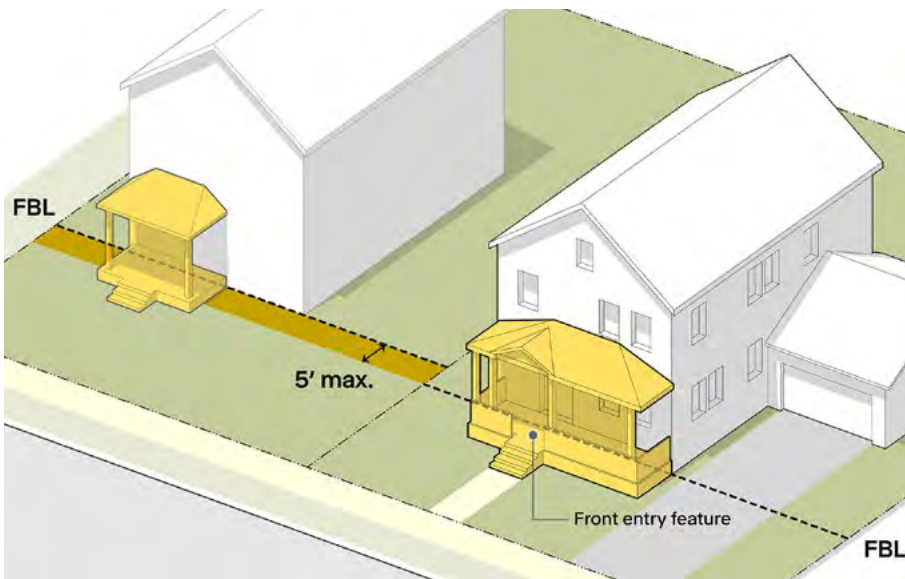
B. Building Placement.

Front building lines create a consistent pattern and rhythm along a block, defining frontages and streetscapes. The front building line shall be established for each lot and building within the ranges expressed in table 6-1, and based on the following:

- 1. Front building lines should generally be consistent along each block face, or create gradual transitions to different building types.
- 2. Front building lines should not deviate from adjacent homes by more than 5 feet, except where buildings are separated by more than 40 feet.
- 3. Front entry features designed according to Section 6-013.D may extend beyond the front building line
- 4. Staff may approve an administrative exception to the requirements in Table 6-1 when the block establishes a clear pattern of different front building lines on the same block, and where the proposed building line better meets the intent of the R-DT district and the design objectives in Section 6-013.A.
- 5. With unique architectural details and subtle variations in entry feature design.
- 6. Promote appropriate building mass in relation to the lot and streetscape, and in relation to buildings and open spaces on adjacent lots.

6-013.B Figure 1

Illustration of a front entry feature's placement in relation to the required Front Building Line.



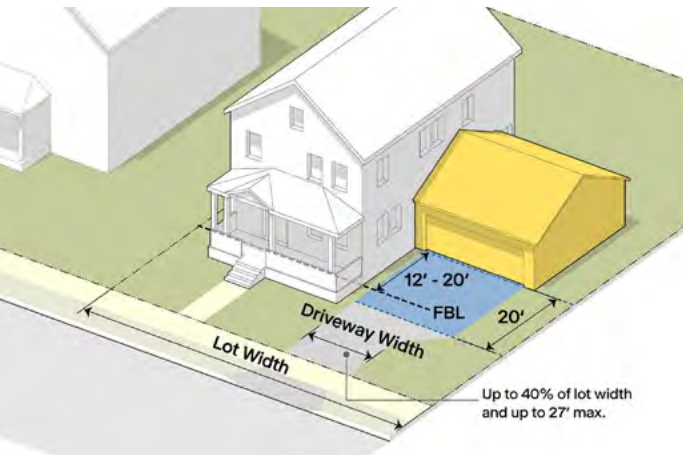
C. Garage & Driveway Limits.

Garage and driveway limits establish the visual priority of human-scale elements of buildings, active and social spaces, and landscape along the streetscape. Front-loaded garages and driveways shall be limited to no more than 20% of the lot width, and up to 20 feet wide maximum.

- 1. Front-loaded garages that are stepped-back between 12 feet and 20 feet from the front building line may be up to 40% of the lot width and up to 27' wide maximum, and the driveway may be expanded within 20' of the entrance to allow access.
- 2. Garages and driveways set back more than 20 feet beyond the front building line have no limits other than general lot and building standards.
- 3. Where these standards limit front-loaded driveways and garages, shared driveways, side-access, or common lanes and alleys should be used.
- 4. Any parking area larger than 8 spaces shall be located behind the front building line and screened from the streetscape and adjacent property according to Sections 20 and 24.

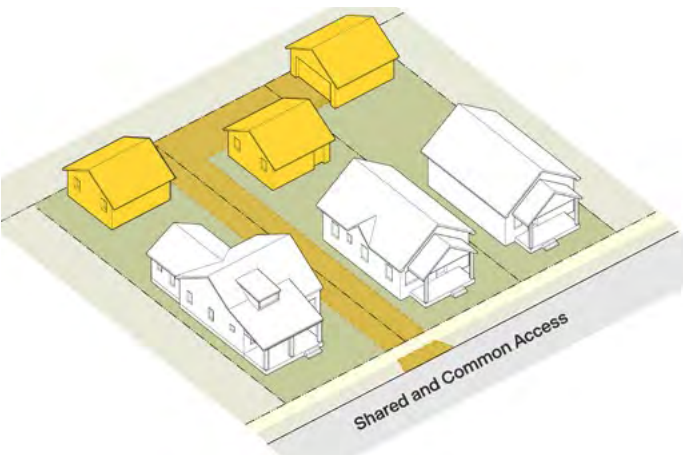
6-013.C Figure 1

Illustration of front-loaded garage & driveway limits.



6-013.C Figure 2

Illustration of a shared and common access configuration.



D. Front Entry Features.

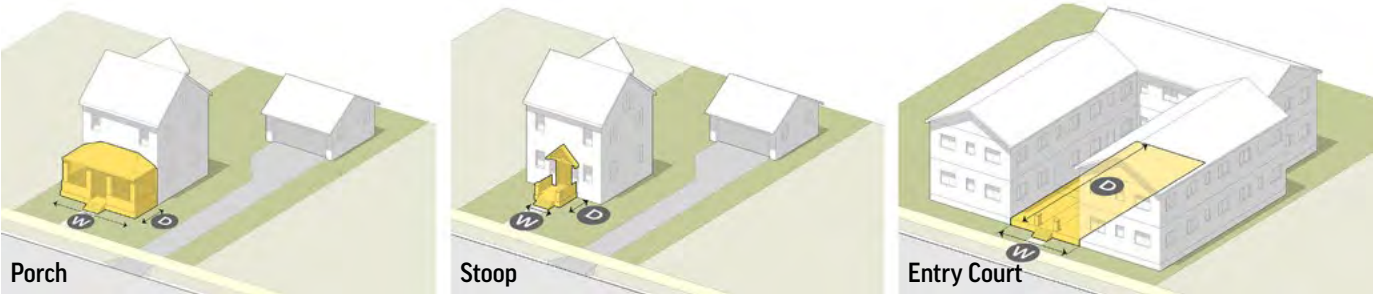
Front entry features create consistent human-scale massing elements that relate buildings to the block frontage, provide outdoor social spaces that activate streetscapes, and establish subtle variations in design and style among similar buildings along a block. All buildings shall have one of the following front entry features (Table 6-3):

Table 6-3: Residential Front Entry Features			
Type	Width (Min.)	Depth (Min.)	Area (Min.)
Porch	10', but at least 50% of front elevation	7'	80 SF
Stoop	8'	6'	60 SF
Entry Court	12', but no more than 50% of front elevation	10'	200 SF

- Front entry features shall be oriented to the lot front and have a sidewalk or path at least 4 feet wide directly connecting the entry feature to the public sidewalk.
- Entry features shall be integrated into the overall building design including compatible materials, roof pitch and forms, and architectural style and details.
- Entry features shall be single story, and any roof structure and ornamentation shall be between 8 feet and 14 feet above the floor level of the entry feature. If not roofed, a canopy, pediment, transom windows, enlarged trim or molding shall be used to emphasize the entry.
- Entry features shall be unenclosed but may include a decorative wall or railing between 2.5 feet and 4 feet high along the perimeter.
- Entry features of adjacent buildings shall differ in one or more of the following ways to provide streetscape variation, particularly for the same building type or models:
 - Different entry feature types (i.e. porch, stoop, or courtyard)
 - Different location (i.e. centered, shifted – left/right, side, or wrapped)
 - Different extent (i.e. full or half)
 - Different roof type (i.e. shed, hip, flat, gabled, arched, trellis, or no roof)
 - Any other significantly different architectural detail or massing elements.
- Entry features meeting the requirements of this section may encroach up to 10 feet into the front setback, but never closer than 5 feet to the lot line.

6-013.D Figure 1

Illustration of a porch, stoop, and entry court. These are three distinct types of entry features that create active, social spaces and human-scale details on a residential frontage. Spaces with a minimum width (W) and depth (D) specified in Table 5-4 provide usable social spaces, activate the streetscape and frontage, and contribute to the massing and modulation required by the building design standards.



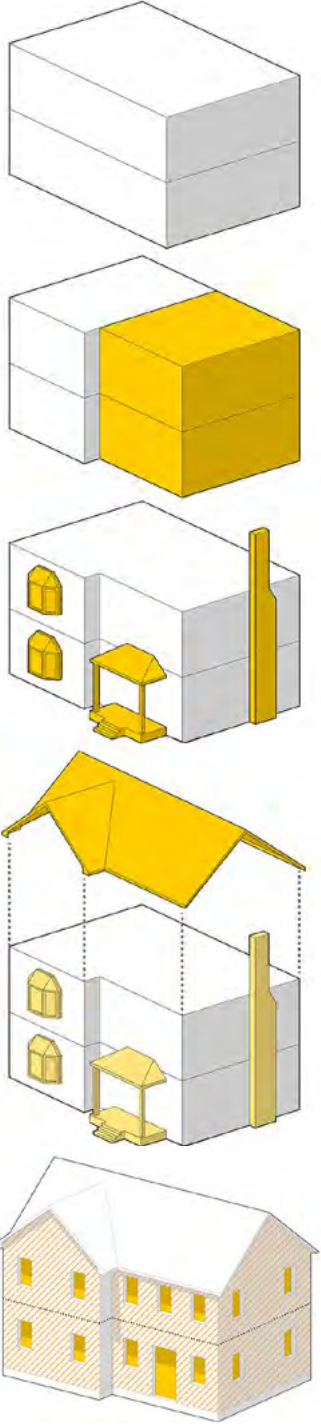
E. Building Design.

The design of buildings should create a compatible scale and appearance among all buildings, even when the size or types of buildings differ and when the architectural styles differ from adjacent buildings on the same block. All buildings shall use the following massing, façade design, and transparency strategies.

- Massing.** Break up larger buildings into smaller masses, especially when larger buildings are adjacent to smaller buildings. Techniques to vary masses and create compatible scale with adjacent buildings include:
 - Distinguish primary masses from secondary masses or wings with offsets of more than 8 feet.
 - Step backs in portions of the building footprint or upper stories by at least 4 feet in association with usable outside spaces such as decks, patios, balconies, or building entries.
 - Cantilever of upper stories that provide at least 2 feet of overhang from other portions of the wall planes.
 - Articulated rooflines using gables, dormers, eaves, and parapets that create projections of at least 2 feet.
- Façade Design.** Limit blank walls, particularly on frontages, street facing elevations, or other portions of buildings visible from public spaces.
 - Create projections in wall planes between 2 and 4 feet with bay windows, balconies, awnings, or canopies.
 - Differentiate stories, roofs, or other masses with prominent trim materials or incorporate material changes for different components of the building mass. Significant trim elements should be at least 8 inches wide and project between 3 inches and 2 feet from the wall plane.
 - Use ornamental trim, material changes, or color changes to group significant architectural features such as entry points or groups of windows.
- Transparency.** Provide actual and perceptual connections to outside spaces with transparency of windows and doors, generally achieving at least 25% on street facing facades, 15% on other visible walls, and 10% on more remote elevations.
 - Locate windows to create a visual rhythm and balance along the entire façade, organizing architectural elements both vertically and horizontally.
 - Incorporate distinct and visually significant windows and doors at key locations that relate to architectural features or important outside spaces.
 - Locate and design windows strategically in relation to privacy concerns but maintain consistent exterior patterns and façade composition. High-bank windows, transom windows, opaque windows, and window treatments that are adaptable and user-controlled should be used to deliver privacy as opposed to omitting windows.
 - Use projecting trim and ornamentation on windows and doors to create depth, texture, and shadows on the façade; to emphasize openings; or to group openings into a single architectural feature.

6-013.E Figure 1

Illustration of the cumulative impact of massing, frontage design, and transparency.



F. Landscape Design.

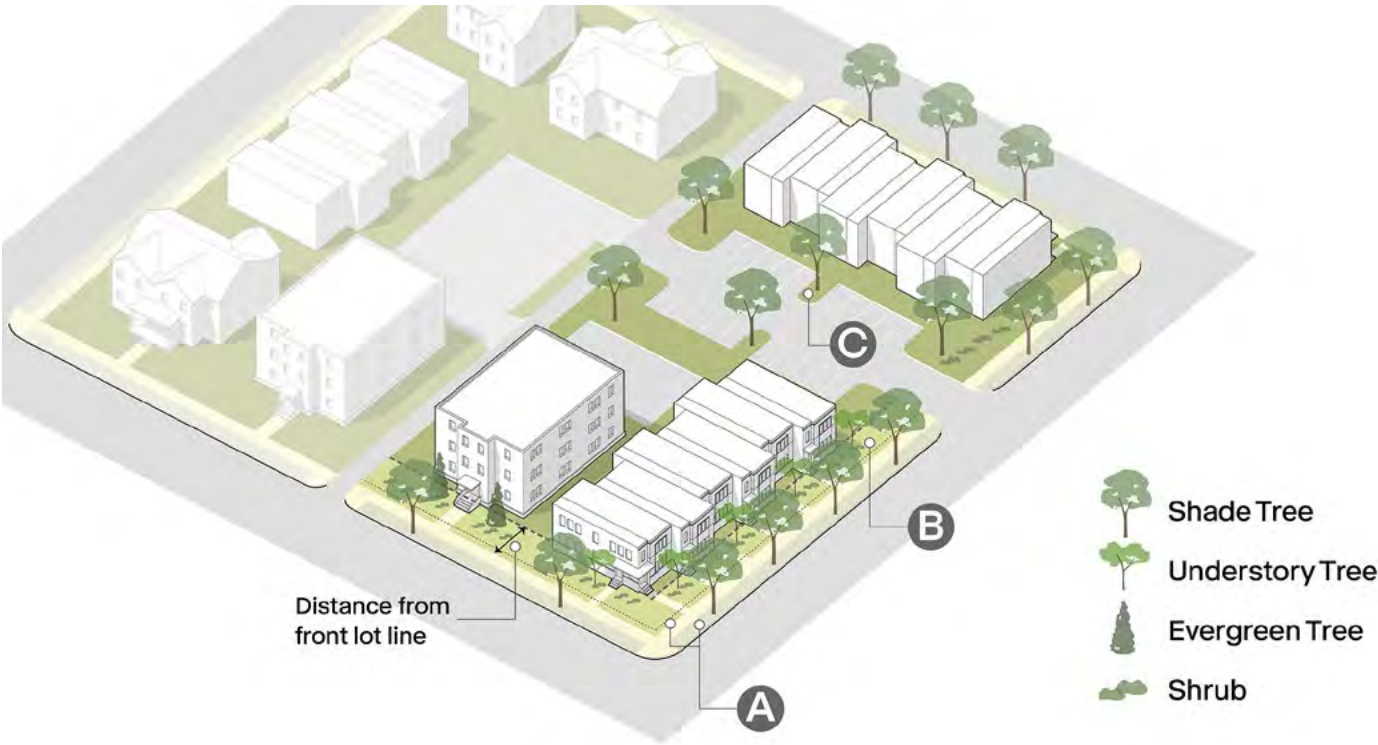
Landscape design provides environmental benefits, creates comfortable spaces, and mitigates impacts of more intense elements of lots and buildings. All lots shall have the following landscape elements (Table 6-4):

Table 6-4: Plant Requirements	
Site Elements	Landscape Requirement
A - Streetscape: The landscape area in the ROW or along the lot line immediately abutting the right of way.	1 shade tree per 40' of lot frontage; - Corner lots shall meet this requirement on street side lot lines at a rate of 50% of the requirement. - Constrained right-of-way or streetscapes may substitute 1 understory tree per 20'.
B - Frontage & Foundation: The area between the building line and ROW along a street, including street sides of corner lots.	1 understory tree per 40' of lot frontage for buildings set back more than 10' from the front lot line; 1 additional shade tree per 40' of lot frontage for buildings set back 30' or more from the front lot line. 1 shrub per 5' of building frontage for buildings setback more than 10' from the front lot line. - Evergreen trees may be substituted for understory trees at a rate of 1 for 1, and for shade trees at a rate of 2 for 1, for up to 50% of the requirement. - Corner lots shall meet this requirement on street side lot lines at a rate of 50% of the requirement.
C - Parking: Landscape areas on the perimeter or interior of parking.	Any parking area for more than 8 cars shall have 1 shade tree per every 8 parking spaces and be screened from the streetscape and any adjacent lots according to Section 24-012.B.
Other	All other non-residential uses shall have one shade tree per 7,000 square feet of lot. Trees meeting the above requirements may contribute to this requirement.

1. Street trees shall be located in line with other trees along the block to create a rhythm, enclosure, and canopy along the streetscape. Trees should be centered between the curb and sidewalk where at least 6 feet of landscape area exists. Alternatively, trees may be located 5 feet to 10 feet from the curb where sidewalks do not exist or where space is otherwise constrained.
2. Frontage and foundation plantings should be located in association with any outside social spaces, to frame entries, to enhance architectural features, or to anchor corners of buildings. In general ornamental trees should be planted within 10 to 20 feet of the building and shrubs should be planted with 3 to 6 feet of the building.
3. Parking lot landscape shall be located within 8 feet of the perimeter of spaces, or within internal parking lot islands and allocated evenly across parking areas to minimize impacts, reduce heat elements, and provide filtering and infiltration of rain and runoff.

6-013.F Figure 1

Illustration of landscape standards as required for different components of the site: (A) Streetscape, (B) Frontage & Foundation, and (C) Parking.



6-014 Courtyard Pattern

A. Design Objective.

A courtyard pattern can integrate multi-building projects into the neighborhood pattern by organizing formal open space part of the site and street frontage. It is an effective infill strategy or appropriate on deeper lots and blocks, for irregular blocks, or breaking larger-scale projects into more neighborhood-friendly patterns. Residential buildings and lots may be designed to front on a courtyard based on additional design and development standards in this section.

B. Applicability.

The courtyard pattern is appropriate where:

- 1. Courtyards are designed and visible as an extension of the public streetscape and open space system for the neighborhood;
- 2. Blocks and surrounding lots are deep, allowing a different configuration of buildable lots; or
- 3. Other developed areas where existing lot patterns in the vicinity warrant use of this pattern to facilitate infill development and compatible building types.

C. Eligible Building Types.

The following building types, if permitted according to Table 6-1, are eligible for the courtyard pattern, subject to the limitations stated:

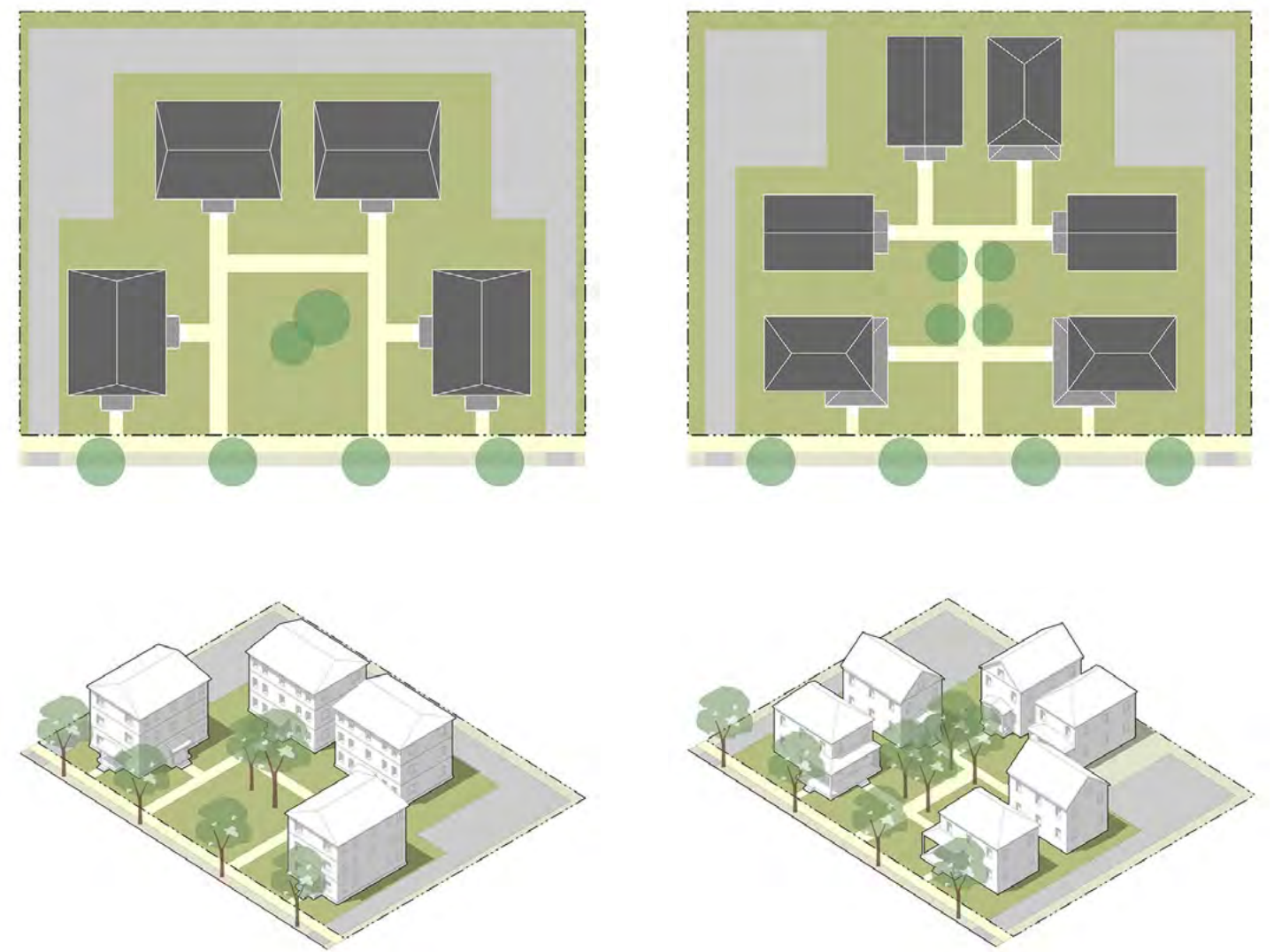
- 1. Small Apartments, up to 5 buildings or 36 units, whichever is less.
- 2. Townhouses, up to 4 buildings or 24 units, whichever is less.
- 3. Multi-unit Houses, and Detached Houses, up to 12 buildings or 18 units, whichever is less.

D. Design Standards & Exceptions.

- 1. Lots may front on a common courtyard, rather than along a street.
- 2. The courtyard shall be at least 25 feet wide in all directions, and at least 1,000 square feet, and shall have frontage on a public street or be accessible from the streetscape by a pedestrian passage.
- 3. Building frontage standards shall apply on the courtyard and on the public street frontage.
- 4. The minimum lot size per building may be reduced by up to 25%, provided the courtyard is owned in common by all lots or otherwise established as a shared-space amenity.
- 5. The front setback may be reduced to 5 feet from the courtyard boundary.
- 6. Any buildings fronting the street, or the sides of any buildings adjacent to the street shall still meet requirements for public frontages and orientation standards in this section.
- 7. Vehicle access and parking shall be coordinated for all lots and buildings, be designed in a way that minimizes the impact on the public street and the courtyard. Access for the project shall meet all frontage standards along the public street.

6-014 Figure 1

Illustrative examples of courtyard pattern residential configurations. In this configuration, corner buildings are required to orient towards both the courtyard and the public street.



6-015 Parking.

Refer to Section 20, Off-street Parking and Loading.

6-016 Signs.

Refer to Section 25, Signs.



Appendix 1: Downtown Idea Book

Idea Book for Public Spaces

Active & Multimodal Streets

Existing streets can be made safer, more comfortable, and more inviting for pedestrians of all ages and abilities using quick and low cost interventions, and a variety of simple amenities. Improved crossings, more accessible parking, and safer street design can be achieved incrementally and can reflect local character.



A painted, raised crosswalk is highly-visible, provides safer and accessible crossing conditions for pedestrians.



Highly-visible crosswalk art cues drivers to slow down, and indicates that the area is pedestrian-oriented.



Painted curb extensions slow traffic and reclaim space for pedestrians of all ages, and can be implemented quickly at a low cost.



Painted crosswalks, simple amenities (lighting, wayfinding, outdoor seating) create a comfortable pedestrian environment.



Streetscape amenities create a comfortable, pedestrian-focused street: seating, lighting, banners, simple landscaping, and street trees.



Street lights and a sidewalk network improve the walking experience in near-downtown neighborhoods.



Simple street furniture (street lights, a bench, low-maintenance landscaping, and signage) softens the streetscape in a transitional area.



Curb extensions create space for street trees, which function to slow traffic while adding to a street's attractiveness and providing shade.



Street trees located in curb extension planters provides shade while minimizing maintenance impacts.



Curb extensions (with low-maintenance landscaping) creates space for accessible and angled parking in front of businesses.



Angled ADA parking provides easy, accessible access to downtown services & amenities.

Downtown Identity

A downtown’s unique identity can be expressed and celebrated in many different ways, but public art, historical markers, public spaces, and a downtown “brand” are common strategies for investing in a memorable and identifiable “sense of place”. These strategies are even stronger when integrated together and involving the community; for example, community-created art projects in public spaces, or public spaces enlivened with public events, or a downtown brand reflected in local artist-created public art.



A community-created “art alley” provides space for public art programming, enlivens a neglected public space, and creates a downtown attraction.



Downtown “main streets” can be temporarily closed for large events, allowing businesses and downtown amenities to be integrated into events.



A downtown's brand and iconic imagery can be woven into artistic elements like murals.



Public art allows a formerly blank wall to contribute to the streetscape.



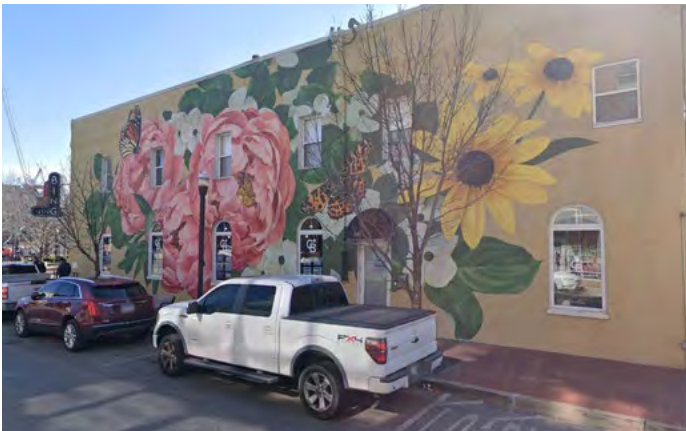
Permanent or temporary sculpture displays create opportunities for programming, engagement, and social media interaction downtown.



A flexible public plaza provides space for downtown events, farmers markets and craft fairs, and informal gatherings.



Elements of downtown identity such as banners and wayfinding signs can integrate with a downtown brand and publicize local events.



A mural turns the side of a building into a memorable gateway to a downtown area.



Historic plaques on buildings is one of many ways a downtown can celebrate its history and create points of interest for visitors.



A large, downtown-adjacent park hosts events and recreational programming, and provides a public amenity drawing visitors downtown.



A brand experience consultant can work with the community to identify a refined “brand” identity for Downtown, celebrating existing character.

Idea Book for Development

Development Character

The following images are intended to provide an inspirational jumping off point for infusing color, creativity, and vibrancy throughout Tonganoxie's Downtown area while maintaining context-sensitive design and compatibility with existing and historic character.



A variety of colorful storefront designs with rotating shop window displays.



New buildings can be designed to provide modern infill in a downtown while maintaining compatibility with historic buildings.



Industrial building housing artisanal specialty food production, with a downtown-appropriate workshop-style frontage.



Storefronts designed with eye-catching color, unique lighting, awnings, and interesting shop windows.



A row of colorful, vibrant shops located in a historic downtown.



Color, materials, and proportions within a design can ensure that new infill and redevelopment seamlessly fits into a historic context.



A previously industrial "Butler building" now houses into artists' studios and workshops with workshop frontage storefronts.



Colorful storefront accents on historic downtown buildings.



Local artist-created temporary paintings activate empty storefront windows with an engaging display.



New, contemporary housing can fit within small, historic lots and contribute unique but harmonious design to existing neighborhoods.



Adaptive reuse of a historic industrial site, remodeled into a destination restaurant space with a workshop-style frontage.

Living Downtown

A variety of living options in and around a downtown are not only popular housing choices, but will also increase local support for downtown businesses and amenities. Residential building types like townhomes and neighborhood-scale mixed-use can create smooth transitions between lower-scale neighborhoods and an adjacent downtown, while small and moderately scaled mixed use buildings can provide apartment and loft living within a downtown.



Neighborhood-scale mixed-use infill, with small apartments above a cafe.



Narrow-lot infill homes, designed to fit on historic narrow lots.



Small mixed-use infill building.



Small-scale townhomes designed to transition from neighborhoods into a downtown area.



Downtown-scale adaptive reuse, with apartments above retail space.

Downtown Gateways

The “gateways” (or entrances) into a downtown create the first impression of a downtown. There are many different ways to create a gateway into downtown – downtown-style development, historic landmarks, iconic public art, and public space like parks and streetscapes. A well-designed downtown will integrate many different unique elements into each gateway to create a memorable welcome into the downtown district.



Infill redevelopment can become an iconic, landmark feature at gateways.



A large mural denotes a gateway into a downtown area and celebrates local culture.



A unique reuse of a historic streetcar sits at a gateway into a unique district.



Lower-scale development forms a gateway into a town center.



Downtown-scale development, paired with streetscape improvements, creates a gateway into a “main street” district.



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