

KECHI ARTS & BUSINESS DISTRICT MASTER PLAN



MARCH 2019

RESOLUTION NO. 19-696

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF KECHI, KANSAS APPROVING THE KECHI ARTS & BUSINESS DISTRICT MASTER PLAN.

WHEREAS, the City of Kechi, Kansas (the "City") constructs, operates, and maintains public infrastructure, including water, sewer, and gas utilities, streets, sidewalks, parking, rights-of-way, parks, lighting, landscaping and other facilities, all for the promotion of the health, safety, and general welfare of the community; and

WHEREAS, the City desires to promote development of a walkable arts and business district within certain areas of the City to be a vibrant mixed-used neighborhood that fosters artisan creativity while supporting the needs of arts-based and complementary businesses (the "Arts & Business District"); and

WHEREAS, the City commissioned the creation of a "Kechi Arts & Business District Master Plan" dated March 2019 (the "Master Plan") which establishes plans, guidelines, and elements for the design of public infrastructure within the Arts & Business District; and

WHEREAS, the City desires to approve of and implement the Master Plan to guide the City in its future infrastructure projects within the Arts & Business District.

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

SECTION 1. The City hereby adopts the Kechi Arts & Business District Master Plan dated March 2019 (the "Master Plan") as a policy of the City.

SECTION 2. The Master Plan will act as a guide for the design, construction, implementation, landscaping and maintenance of public infrastructure projects within the Arts & Business District and the City, when considering the design, construction, costs, and maintenance of such projects with the Arts & Business District, will consider and address the guidelines and principles contained in the Master Plan.

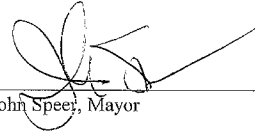
SECTION 3. This Resolution shall become effective upon its approval and passage by the governing body of the City of Kechi, Kansas.

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PASSED, APPROVED AND CERTIFIED by the governing body of the City of Kechi, Kansas this 14th day of March, 2019.



CITY OF KECHI, KANSAS



John Speer, Mayor

ATTEST:



Laura Hill, City Clerk



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Consultant Planning Team:



WALK**A**BLE

ATTR**A**CTIVE

DESTINATION**T**

BUS**I**NESSES

FUN & EXCITING

VIB**R**ANT

UN**I**QUE

AMENIT**I**ES

ACT**I**VE

HARMON**I**Y

CRE**A**TIVITY

DIVER**S**E

SA**F**E



PLAN PURPOSE

The Arts & Business District Master Plan identifies the preferred conceptual designs of the public street right-of-way in the Arts & Business District. It is intended to guide projects and investments within the Arts & Business District.

The Master Plan identifies the specific characteristics for elements and furnishings within the right-of-way. It also provides examples that are consistent within the desired design concept. The Master Plan also provides a list of projects to enhance the District's form and function. Planning level project costs are provided. Detailed project costs can be established once more detailed designs are developed.

The Master Plan focuses on Kechi Road and Oliver Street. These two major streets provide prime opportunities for business development within the Arts & Business District.

FOUNDATION

Kechi has two plans that served as the foundation for the development of the Master Plan; the 2040 Comprehensive Plan and the Arts & Business District Redevelopment Design Concept.

The Arts & Business District was initially identified in the 2040 Comprehensive Plan, the City's long-range plan. The Comprehensive Plan lays out goals, objectives, and actions related to the Arts & Business District.

The Arts & Business District Redevelopment Design Concept created a vision for the District and identified concepts and strategies for achieving the vision.

GUIDING PRINCIPLES

The Arts & Business District is envisioned to be a destination. The guiding principles focus on creating the destination and providing appropriate features to support that idea.

Enhancements to the public right-of-way should:

- Create a sense of place
- Strengthen community pride
- Portray quality
- Establish a clear sense of arrival
- Create a safe & enjoyable experience
- Provide access & circulation for pedestrians, bicyclists, and motorist
- Generate street-level activity
- Support existing businesses
- Attract new small business
- Stimulate investments in private property & property maintenance

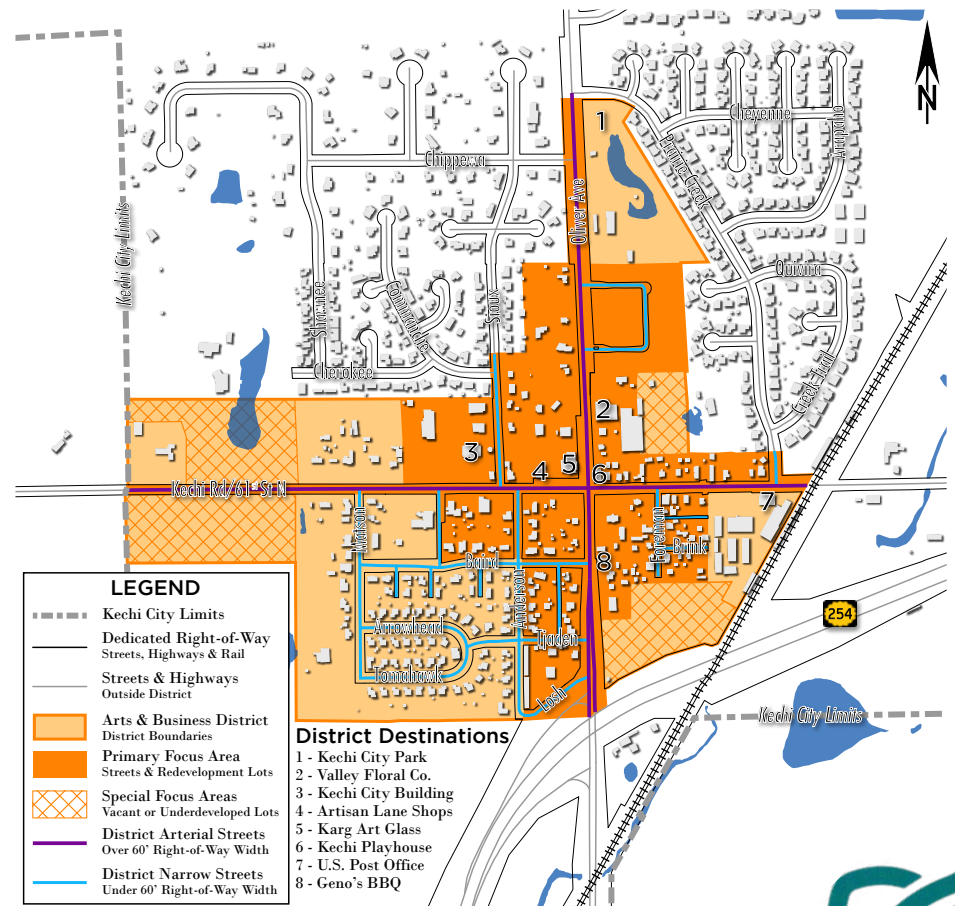
PROJECT ELEMENTS

Specific elements desired to be included within the street right-of-way in the Arts & Business District include:

- Sidewalks & shared use paths
- Crosswalks
- Streets with curbs, gutters, & storm sewers
- Public parking
- Lighting
- Furnishings
- Gathering spaces
- Trees & landscaping
- Gateways
- District signage
- Public art

ARTS & BUSINESS DISTRICT VISION

Creativity is the driving force behind artistic expression. The Arts & Business District is envisioned as **vibrant mixed-use** neighborhood that fosters artisan creativity while supporting the needs of arts-based and complementary **businesses**. The **'sense of place'** that defines the District will convey a modern twist on the traditional artisan village. Building designs may reflect the creativity of the artist-owners when designed in **harmony** with surrounding architecture. **Walkable** streets will allow patrons to park and shop anywhere in the District without driving. An **attractive** streetscape will help create an environment where businesses can thrive - one with **functional amenities**, ample on-street **parking** and **plaza** space for cultural activities.



WHAT WE HEARD

The development of the Master Plan was guided by the community. The process provided a variety of opportunities to engage in the process and provide input. Tools used included an online survey, stakeholder design charrette, public workshop, Facebook posts, Facebook

Live events, and multiple stakeholder meetings. This variety provided the community opportunities to get involved on-line and in-person.

- 87 people participated in the on-line survey
- 29 people participated in the stakeholder design charrette

- 55 people participated in the public workshop
- 54 people attended at least one of three stakeholder meetings
- The City posted 17 times on Facebook about the project and engagement opportunities

- The City posted 4 Facebook Live videos with a total of 723 views
- 201 reactions to Facebook posts
- 37 shares of Facebook posts
- 42 comments on Facebook posts

DISTRICT IN THE FUTURE



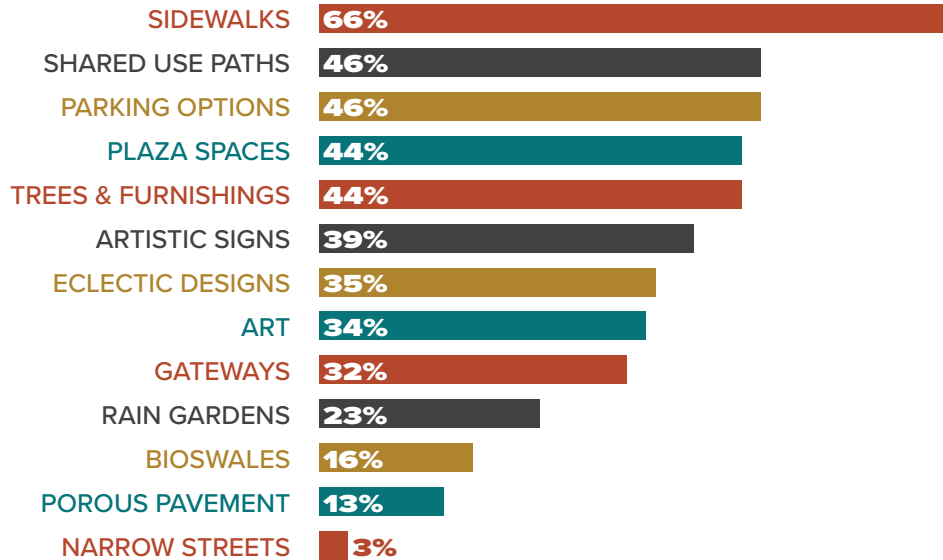
ADD TO DISTRICT



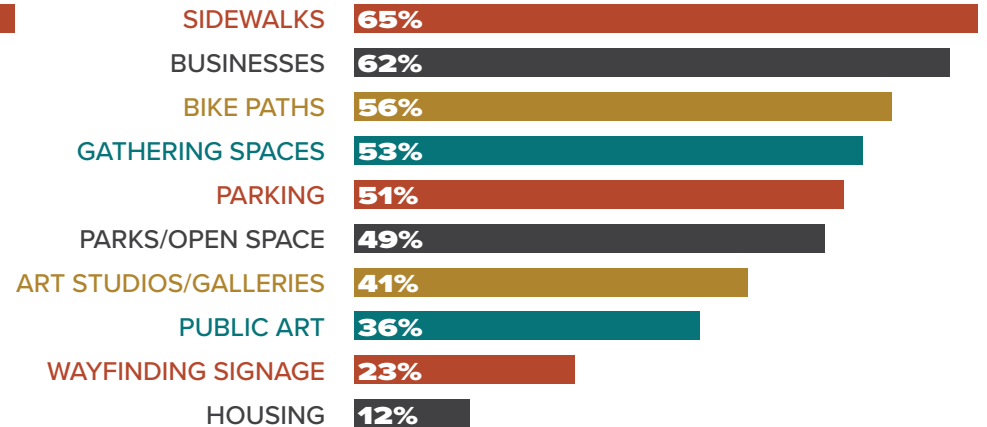
MOST IMPORTANT CONSIDERATION



TOOLS IN DESIGN CONCEPTS



TYPES OF IMPROVEMENTS



LAND USE GUIDES IMPROVEMENTS

A future land use concept was developed to show long-term opportunities for development and redevelopment. Investments in the street right-of-way should be based on the transition to the desired land use concept.

SMALL-SCALE COMMERCIAL: Small restaurants, coffee shops, and retail, and other commercial shops, studios, galleries, and art production. Also appropriate are live-work spaces where business owners live and work in the same structure or on the same property.

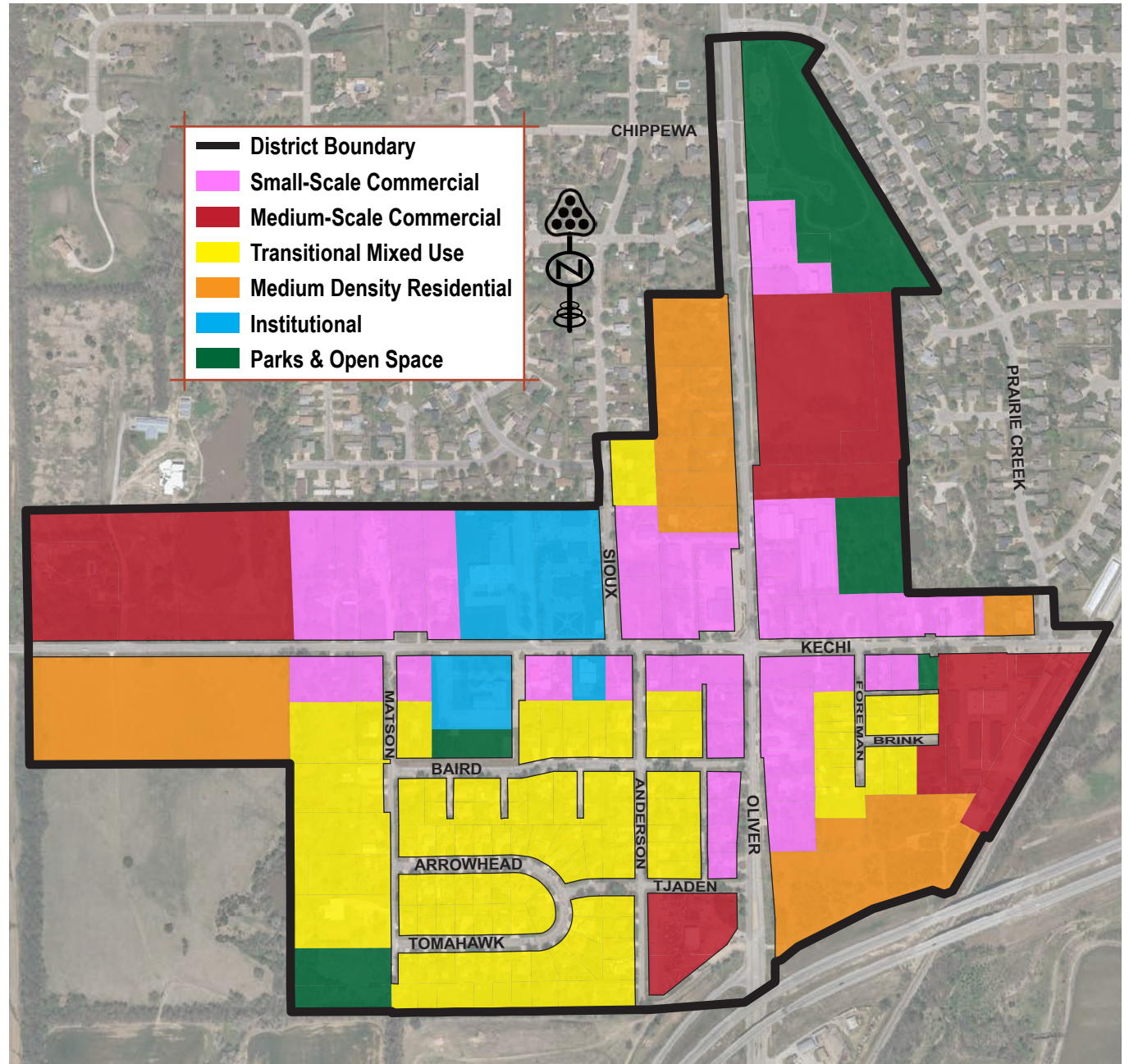
MEDIUM-SCALE COMMERCIAL: More intense commercial uses that have a larger draw to a single development that generate more traffic and/or noise. Uses include event spaces, entertainment venues, and larger restaurants, retail, and other commercial uses.

TRANSITIONAL MIXED USE: Low intensity uses such as live-work spaces as well as single- and two-family homes. It is important that developments fit within the existing character neighborhoods with minimal adverse impacts to adjacent properties.

MEDIUM-DENSITY RESIDENTIAL: Moderate intensity residential uses such as townhomes, patio homes, small apartments, tiny home developments, and senior housing.

INSTITUTIONAL: Uses that serve social, educational, cultural, or health needs. Uses include City municipal services, places of worship, museums, medical facilities, and similar developments.

PARKS & OPEN SPACE: Recreation and leisure spaces including parks, playgrounds, gathering spaces, and community gardens. Vacant or re-developable lots off of the arterial streets may provide good opportunities for park spaces.





The **KECHI & OLIVER INTERSECTION** project concept includes reconstruction of the Kechi Road and Oliver Street intersection and extending:

- South to just south of Losh Street (1,165 feet)
- North to just north of the southern driveway to Karg Art Glass (235 feet)
- West to just west of Sioux Street (550 feet)
- East to the vacant parcel property line (230 feet)

(all measured from the center of the Kechi Road and Oliver Street intersection).

This project is currently programmed for construction in 2021. Federal funding is anticipated from the Wichita Area Metropolitan Planning Organization.

The focus for this project is on the intersection and the area south to K-254. The area between Kechi Road and K-254 is the priority because it is the primary entryway into Kechi and the Arts & Business District. This section includes existing businesses that will benefit from street and streetscape improvements. It

also offers good opportunities for business development.

This project concept represents the desired elements. The concept should serve as the basis for developing designs. As such, the project concept does not dictate the design.

The project concept includes:

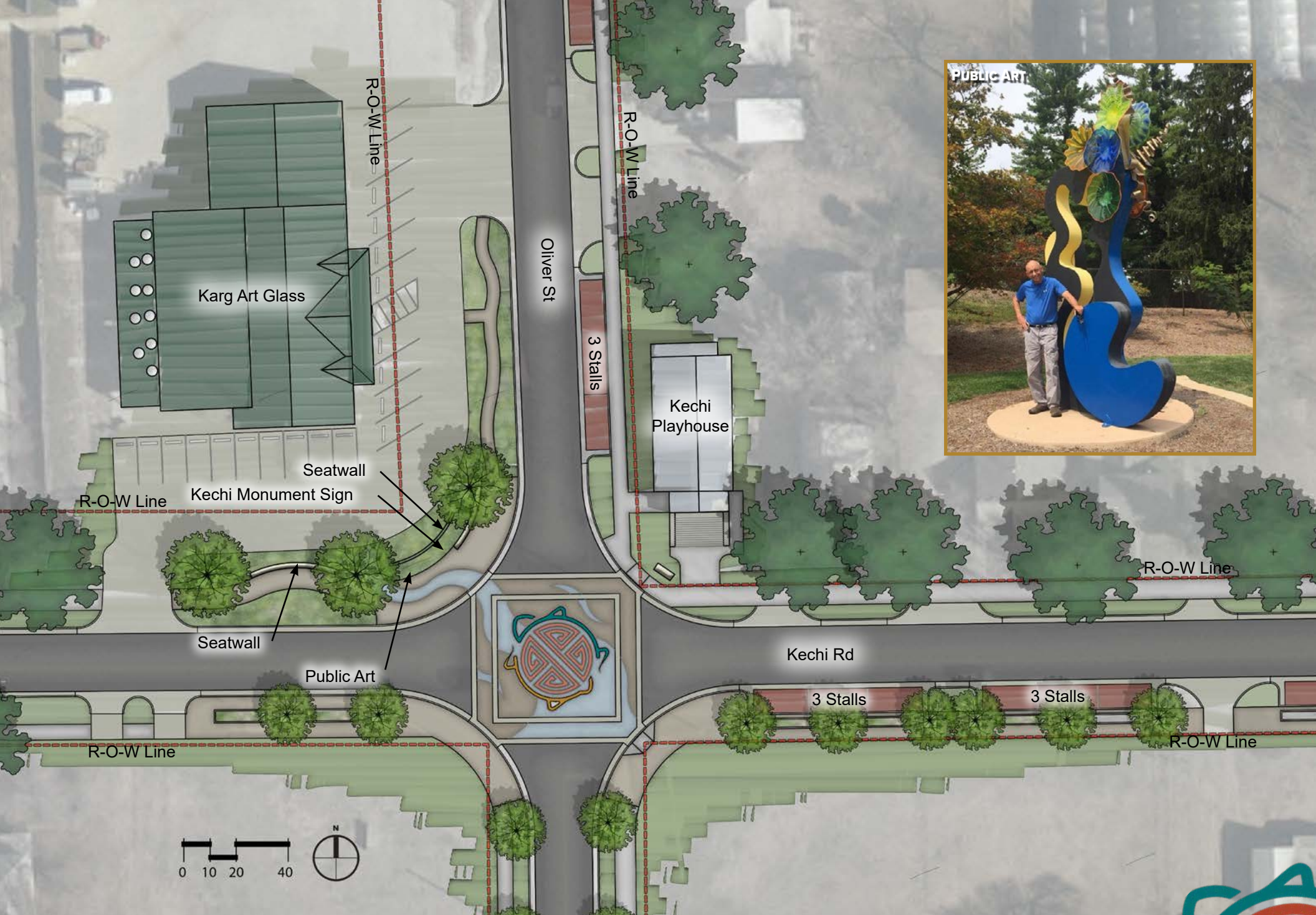
- Two-lane street section with curb, gutter, and underground storm sewer
- Improved turn radii at Kechi Road and Oliver Street
- Raised and landscaped median at the southern portion
- 8 angled parking stalls
- 9 parallel parking stalls
- 10 foot wide shared use path along the east side of Oliver Street and the north side of Kechi Road
- 6 foot wide sidewalk along the west side of Oliver Street and the south side of Kechi Road
- Pedestrian crossings on all approaches at the Kechi Road and Oliver Street intersection

- Alternative paving color within the intersection area that includes the Kechi turtle logo inlaid in colored pavers
- Pedestrian crossing of Oliver Street near Baird Street with pavers
- Reconstruct approaches at Losh Avenue, Tjaden Street, Baird Street, Anderson Avenue, and Sioux Street
- Reconstruct 25 driveway approaches (the number of driveways could be reduced/consolidated or narrowed)
- 34 street lights with custom pole banners
- Illuminated gateway on south end with primary structure within median and secondary structures on each side of Oliver Street
- Grassy buffer between pathways and curb
- 20 trees
- 12 landscaped planters
- 6 benches
- 4 trash receptacles

- 2 dog waste stations
- 3 bicycle parking racks (4 bicycle parking stalls each)
- 1 medium sized internally-illuminated Kechi monument on the northwest corner of the Kechi Road and Oliver Street intersection
- 8 internally-illuminated Kechi monuments (small versions of gateway)
- 6 internally-illuminated wall features
- 100 foot long seatwall on northwest corner of Kechi Road and Oliver Street intersection
- Donated art piece on northwest corner of Kechi Road and Oliver Street intersection

The **PLANNING LEVEL COST ESTIMATE** is \$2,233,000 to \$2,772,000. This estimate does not include relocating or burying utilities, right-of-way acquisition, or design.









LOOKING NORTH ALONG OLIVER



LOOKING NORTH ALONG OLIVER



PEDESTRIAN CROSSING OF OLIVER WITH LANDSCAPING



PARKING & LANDSCAPING ON OLIVER



LOOKING SOUTH FROM KECHI & OLIVER INTERSECTION



The **EAST KECHI ROAD** project concept includes reconstruction of the Kechi Road from just west of Foreman Avenue to the railroad tracks (about 1,080 feet).

This project area is an entryway from Woodlawn. The K-254 and Woodlawn interchange provides good access to the Arts & Business District via Woodlawn and Kechi Road.

Street and streetscape improvements could enhance the existing businesses along this corridor. Also, there are excellent opportunities for business development along this project.

This project concept represents the desired elements. The concept should serve as the basis for developing designs. As such, the project concept does not dictate the design.

The project concept includes:

- Two-lane street section with curb, gutter, and underground storm sewer

- 9 parallel parking stalls on south side of Kechi Road
- 10 foot wide shared use path along the north side of Kechi Road
- 6 foot wide sidewalk along the south side of Kechi Road
- Pedestrian crossing of Kechi Road near Foreman Avenue
- Reconstruct approach at Foreman Avenue and Prairie Creek Drive
- Reconstruct 19 driveway approaches (the number of driveways could be reduced/consolidated or narrowed)
- 18 street lights with custom pole banners
- 1 medium sized internally-illuminated gateway monument near the railroad tracks
- Grassy buffer between pathways and curb
- 12 trees
- 6 landscaped planters
- 4 benches
- 2 trash receptacles

- 1 dog waste station
- 1 bicycle rack (4 bicycle parking stalls)
- 3 internally-illuminated Kechi monuments (small versions of gateway)
- 4 internally-illuminated wall features

The **PLANNING LEVEL COST ESTIMATE** is \$1,196,000 to \$1,473,000. This estimate does not include relocating or burying utilities, right-of-way acquisition, or design.



The **WEST KECHI ROAD** project concept includes reconstruction of the Kechi Road from just west of Sioux Street to the Arts & Business District boundary (about 2,120 feet).

Connection to Bel Aire and I-135. The section between Oliver Street and Matson Avenue has businesses, places of worship, and existing businesses. The west end of this section includes large parcels with opportunities for development.

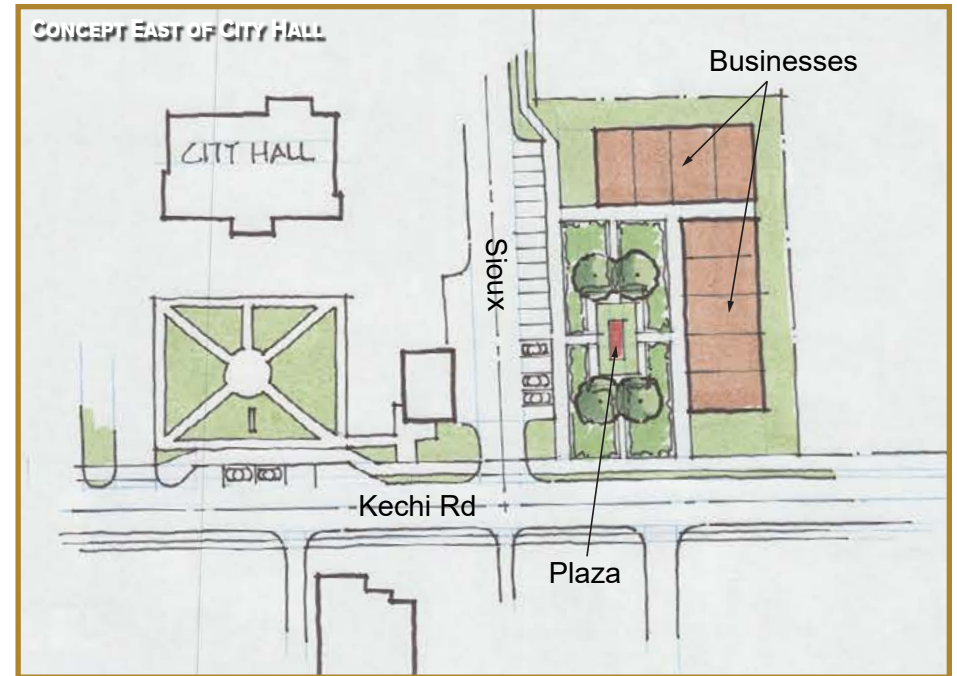
This project concept represents the desired elements. The concept should serve as the basis for developing designs. As such, the project concept does not dictate the design.

The project concept includes:

- Two-lane street section with curb, gutter, and underground storm sewer
- 13 parallel parking spaces along Kechi Road from Sioux Street to Matson Avenue (much more parallel parking is possible west of Matson Avenue)
- 10 foot wide shared use path along the north side of Kechi Road
- 6 foot wide sidewalk along the south side of Kechi Road
- Pedestrian crossing of Kechi Road near Matson Avenue
- Reconstruct approach at Matson Avenue
- Reconstruct up to 18 driveway approaches (the number of driveways could be reduced/consolidated or narrowed)

- 35 street lights
- 1 medium sized internally-illuminated gateway monument at the west end of the project
- Grassy buffer between pathways and curb
- 12 trees
- 8 landscaped planters
- 4 benches
- 3 trash receptacles
- 2 dog waste stations
- 3 bicycle racks (4 bicycle parking stalls each)
- 6 internally-illuminated Kechi monuments (small versions of gateway)
- 4 internally-illuminated wall features

The **PLANNING LEVEL COST ESTIMATE** is \$1,713,000 to \$2,103,000. This estimate does not include relocating or burying utilities, right-of-way acquisition, or design.



The **NORTH OLIVER STREET** project concept includes reconstruction of the Oliver Street north of the southern driveway to Karg Art Glass to just south of Prairie Creek Drive (about 2,020 feet).

This segment provide the connection to one of Kechi's key destinations; Kechi City Park. There is also a large area south of the park that has great potential for development.

This project concept represents the desired elements. The concept should serve as the basis for developing designs. As such, the project concept does not dictate the design.

The project concept includes:

- Two-lane street section with curb, gutter, and underground storm sewer
- 42 parallel parking spaces along Oliver Street south of Kechi City Park (additional on-street parking could be provided at the Park)
- 10 foot wide shared use path along the east side of Oliver Street
- 6 foot wide sidewalk along the west side of Oliver Street
- Pedestrian crossing of Oliver Street near Chippewa Street
- Reconstruct approach at Chippewa Street
- Reconstruct up to 14 driveway approaches (the number of driveways could be reduced/consolidated or narrowed)
- 34 street lights

- 1 medium sized internally-illuminated gateway monument at the north end of the project
- Grassy buffer between pathways and curb
- 20 trees
- 8 landscaped planters
- 6 benches
- 4 trash receptacles
- 3 dog waste stations
- 4 bicycle racks (4 bicycle parking stalls each)
- 1 bicycle repair station near Kechi City Park
- 6 internally-illuminated Kechi monuments (small versions of gateway)
- 4 internally-illuminated wall features

The **PLANNING LEVEL COST ESTIMATE** is \$1,885,000 to \$2,319,000. This estimate does not include relocating or burying utilities, right-of-way acquisition, or design.



TEMPORARY TURTLE

Prior to the Kechi Road and Oliver Street intersection project, a thermoplastic City turtle logo could be included within the intersection.

If interested, the City should contact fabricators and designers of thermoplastic pavement markings to get quotes for the custom design and installation.

GATEWAYS & MONUMENTS

This Plan includes concepts for four gateways at the edges of the District and smaller monuments throughout. The City could initiate design for the gateways and supporting monuments. The City would have the designs complete for when the City is ready to initiate the street projects.

POLE BANNERS

Pole banners are an inexpensive way to promote the District identity and activities. They can be placed on existing poles and/or any new poles. The banners could be designed with the City logo, district name, and images/text of community attributes. The attributes identified include active, vibrant, engaging, safe, unity, exciting, destination, fun, unique, supportive, welcoming, and educational.

Mounting brackets and a custom banner cost around each \$200 to \$400 each.

FURNISHINGS

Street furnishings, such as benches, planters, or bicycle racks could be purchased and installed in temporary locations that would serve existing needs. These furnishings could then be perma-

nently installed as part of a street project.

Benches cost around \$1500 each, large planters with landscaping cost around \$2,000 each, and bicycle racks cost around \$500 each (parking for 4 bicycles)

BICYCLE REPAIR STATION

The bicycle repair station identified in the North Oliver Project could be temporarily installed in or near Kechi City Park prior to the street project. The repair station could be permanently installed with the North Oliver Project.

Bicycle repair stations cost around \$800 to \$1,400 each.

LANDSCAPING

Stakeholders and the public identified the opportunity to improve the landscaping along Oliver Street just north of the on-ramp to westbound K-254. Enhanced landscaping could be designed and installed in this area where it would not be impacted by the Kechi and Oliver Intersection project.

PUBLIC ART

Stakeholders and the public identified key locations for public art installations:

- Kechi Road and Oliver Street intersection
- Kechi Road near Foreman Avenue
- Kechi Road near Sioux Street
- Oliver Street near Geno's Bar-B-Q
- In median along Oliver Street near southern gateway

BURY OR RELOCATED POWER LINES

The aesthetics of Kechi Road and Oliver Street are impacted by the prevalence of overhead power lines. The City should initiate discussions with Westar about opportunities to relocate or bury the lines. The City should also explore funding options to bury or relocate the lines with the street projects.

OFF-STREET PARKING

The City should initiate discussions with the Northside Bible Chapel to identify opportunities for shared parking. This could include an agreement to allow public parking on the existing lot or sharing the cost for parking lot improvements to allow public parking in the lot.

The City should imitate discussions with property owners or developers of larger lots within the district to identify opportunities for public parking on the property when it is developed. The two lots north and south of Kechi Road on the west end of the Arts & Business District and the lot south of the gas station on Oliver Street are prime opportunities. Stakeholders identified that there may be an opportunity for covered parking that could be used for event space as well.

PROPERTY DEVELOPMENT

As properties develop and redevelop in the District, the City should discuss opportunities to provide on-street parking, plazas, or other designs that integrate the property with the streetscape and provide needed and/or desired function and aesthetics.

There are two lots on the south corners of the Kechi Road and Oliver Street intersection. These two lots are in a prime location to showcase the district, similar to Karg Art Glass and the Kechi Playhouse. The City could purchase these lots and solicit proposals for development.

Pocket parks and community gardens were supported by the public, especially on vacant lots that do not have frontage along Kechi Road or Oliver Street. The City could purchase vacant lots and develop parks, community gardens, or other leisure spaces. For the vacant lots long Kechi Road and Oliver Street, the City could install public parking.

The area between the Kechi United Methodist Church parking lot and Baird Street was identified by stakeholders as a recreational opportunity. The City could initiate discussions about using the existing basketball court and open space as a public park. The City could also participate in improvements that would be open to the public.



STREETSCAPE DESIGN THEME

The elements within the public right-of-way serve a variety of functions. The function of the streets, sidewalks, parking, and plazas are very important. However, it is also critical that the design of the many elements within the public right-of-way create a cohesive design aesthetic. The look and feel makes the space more appealing, cohesive, and people intuitively know that they are in the Arts & Business District.

The primary design theme for the district is an eclectic mix of contemporary and prairie style design characteristics that incorporate artistic design elements.

CONTEMPORARY

The contemporary style design proposes clean lines and hard edges. Less is more with the design while achieving the desired function. Designs often incorporate concrete and/or metal. Plant selection typically focuses on sustainability.

PRAIRIE STYLE

The prairie style design celebrates open character, horizontal expanse, and native vegetation. The most defining characteristic is the emphasis on horizontal elements. There is a wide use of natural materials, especially stone and wood that emphasize the natural and simple.

ARTISTIC

The artistic style design celebrates uniqueness and individualistic of art work. There may be opportunities to integrate artistic elements into the landscape features such as inlaid glass. The artistic elements could reflect the arts and crafts of existing businesses in Kechi.

STREETSCAPE ELEMENTS

Elements within the street right-of-way must function properly while expressing the Arts & Business District's design theme. The examples provided do not dictate the design.

They are intended to visually portray the design theme concepts and provide inspiration to create a cohesive design palette to achieve the eclectic mix that is desired in the Arts & Business District.

STREETS

Streets should accommodate efficient motor vehicle traffic. However, the Arts & Business District is a walkable area. Streets should hinder safe and efficient pedestrian and bicyclists movement. Streets widths and vehicle speeds should be minimized.

- The preferred width of travel and turn lanes on Kechi Road and Oliver Street is 11 feet.
- The preferred width of travel lanes on local streets is 10 feet.
- Streets should utilize curb and gutter with underground storm sewers to provide space for amenities.

ON-STREET PARKING

Parking is vital to the Arts & Business District. Public parking is proposed to be included by providing on-street parking.

- The preferred width of parallel parking stalls is 8 feet.
- The preferred width of 45 degree angled parking stalls is 18 feet.
- The preferred width of 60 degree angled parking stalls is 19 feet.

**Measured from travel lane to curb face*

PATHWAYS

Pathways, which include sidewalks and shared use paths, are essential to creating a walkable area. Shared use paths should be located along Kechi Road and Oliver Street throughout the District on one side of the street with sidewalks located on the adjacent side of the street.

- The preferred width of shared use paths is ten feet
- The preferred width of sidewalks is six feet.
- Paving should be smooth, accessible, and attractive.
- The preferred paving material is concrete. Pavers could also be used to enhance the design.
- Paving materials, colors, and patterns should continue through driveways.
- Shared use paths should continue down the same side of the street to minimize the need for street crossings.
- A buffer should be provided between moving vehicles and the pathway. The buffer can include a landscaped strip, planters, trees, bollards, or other furnishings. On-street parking as the only buffer is acceptable, but not preferred.
- All pathways should be kept clear of obstructions.

CROSSWALKS

Crosswalks are critical to walkability. Crosswalks should be included at the Kechi Road and Oliver Street intersection. Other crossings should be considered as developments occur further from the

intersection and pedestrian crossing demand increases.

- Crosswalks should be at least as wide as the widest pathways to which it connects.
- Crosswalks should be easily delineated from the street pavement by using color and/or texture.
- Paving should be smooth, accessible, and attractive.
- A clearly visible stop bar should be provided upstream from the crosswalk.
- Consideration should be given to providing pedestrian refuge islands, bulb outs, signalized crossings, and pedestrian crossing signage.
- Minimize the distance of street crossings.
- Minimize the turning radii to reduce crossing distances.

LIGHTING

Lighting of the street right-of-way is desirable for general safety and to provide a more accessible environment during non-daylight hours.

- Lighting should be placed to avoid trees and other light obstructions.
- Street lighting should provide adequate lighting without over-saturation.
- Consideration should be given to designing or shielding light from low-density residential structures.
- Crosswalks should have abundant lighting.
- Pedestrian lighting should be used to supplement street lighting to



ensure adequate lighting of pathways.

- Lighting should be used to accentuate gathering spaces and make them more usable.
- Pedestrian and accent lighting can be integrated into street furnishings such as benches and seat walls.
- Light poles should be considered for pole banners.
- Based upon the desired business uses of the District, the preferred illumination is 2 to 3 foot candles with consistent lighting throughout the street corridors.

FURNISHINGS

Street furnishings include a variety of elements included along the street such as seating, tables, trash receptacles, dog waste stations, bollards, bicycle parking racks, bicycle repair stations, newspaper racks, game tables, retaining walls, and seatwalls.

- Furnishings should be placed at gathering spaces and where they will be demanded, such as high pedestrian traffic areas, business clusters, gathering spaces, and bulb outs.
- Finishing should not encroach into pathways. If encroachment occurs, the accessible pathway shall meet ADA accessibility requirements.
- Furnishings should not encroach into door-swing areas for vehicle parking areas.
- Seating areas should include shade.
- Consideration should be given to incorporating lighting into walls, seating, and other elements to

provide pedestrian lighting or to emphasize an area or design element.

LANDSCAPING

The corridors should have quality landscaping with trees, plantings, planters, and grasses.

- Select climate-appropriate tree and plant species that require minimal maintenance.
- Minimize tree interaction with overhead utilities, vehicular traffic, bicyclists, and pedestrians.
- Focus tree locations to provide shade for gathering spaces and along pathways.

GATEWAYS & MONUMENTS

Gateways establish a boundary and provide a sense of arrival to a distinct area. Monuments enhance the sense of place of an area.

- Gateways should define the edges of the Arts & Business District.
- Gateways should be provided at the primary entry points to the Arts & Business District on Kechi Road and Oliver Street.
- Gateways should be consistent in design theme.
- Monuments should maintain the design theme of the gateway features.
- Monuments should be located along Kechi Road and Oliver Street throughout the Arts & Business District in visible locations.

WAYFINDING SIGNAGE

Wayfinding, or directional, signage not only promotes locations and provides direction, it also aids in exploration and discovery.

- Wayfinding should be consistent with the established design theme.
- Clear paths of travel should be established by the wayfinding system.
- Directions and destinations should be clearly communicated.

PUBLIC ART

As an art district, art work should be included in the public right-of-way and integrated into furnishings.

- Public art should be located at prominent locations and entryways.
- Consider incorporating public art into gathering spaces.

UTILITIES

Natural gas, electric power, telecommunications, and other utilities often locate infrastructure within the public right-of-way.

- Consideration should be given to locating utilities such as power lines and transformers underground to improve the aesthetics and service reliability.
- Landscaping or other screening should be used to screen utility infrastructure such as transformers and cabinets.



