



# **Downtown Junction City** **SMALL AREA PLAN**

**PREPARED FOR:**  
Flint Hills Regional Council on behalf of  
Junction City Main Street

**PREPARED BY:**  
Stantec Consulting Inc.

**September 2023**

**Downtown Junction City**  
**SMALL AREA PLAN**



# Downtown Junction City

## SMALL AREA PLAN

### Acknowledgements

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Terry Butler, *Development Director*  
Michaela Self, *Executive Director*

#### Steering Committee Members

Allen Dinkel  
Isreal Waddell  
John York  
Matt Hoover  
Maureen Gustafson  
Pedro Amaro  
Sheila Markley  
Todd Godfrey  
Blake Denson  
Terry Butler  
Michaela Self

#### Flint Hills Regional Council

Janna Williams, *Regional Planner*

#### City of Junction City

Allen Dinkel, *City Manager*

#### Flint Hills MPO

Jared Trembley, *Planning Manager*

#### Geary County

Troy Livingston, *Planning & Zoning Director, GIS Analyst*

#### Stantec Consulting Inc.

**Brownfield Grant Award Management:**

Rick Binder, *Project Manager*  
Lindsey Brown, *Assistant Project Manager*

**Area-Wide Plan Development:**

Wendy Van Duyne, *Project Manager*  
Will Hutchings, *Lead Planner*



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# CHAPTER 1: INTRODUCTION





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### 1. Chapter 1: Introduction

In 2022, the Flint Hills Regional Council (FHRC) received a US Environmental Protection Agency Brownfield Assessment grant. This no-match-funding can be used to identify, prioritize, assess, and develop plans for brownfield sites located throughout the member communities represented by the FHRC assets.



**Figure 1.a** Image of a brownfield site before and after clean-up, remediation, and public access improvements

As a member of the FHRC, Junction City has an opportunity to gain access to this grant funding to evaluate key issues and provide redevelopment strategies within the city's Downtown Core.

In recent years, Junction City Main Street, Inc. has been established to support downtown programming, small businesses, and entrepreneurship development. During the two-years that the organization has officially been recognized, downtown has experienced renewed interest and activation of key spaces within the heart of the community and this area is becoming widely recognized as one of the most preferred destinations in the community.

In communities across the nation, renewed interest in downtown neighborhoods is contributing to a resurgence of infill redevelopment, placemaking opportunities, programmed events and resident engagement. The resurgence that is currently underway in Junction City is no exception. The projects, programs and strategies outlined within this plan come as a result of stakeholder feedback, local leadership and an assessment of opportunities available in the community. We encourage Junction City Main Street Inc., the City of Junction City, their partners and collaborators, to utilize this document as a guide for future improvements that will support and reinforce this positive growth.

#### 1.1 Plan Purpose and Intended Outcomes

The purpose and intended outcomes for the Downtown Junction City Small Area Plan are based on identified needs with the project and were established in partnership with the City of Junction City, KS, Junction City Main Street, Flint Hills Regional Council and Stantec.





# **Downtown Junction City**

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### **PURPOSE:**

This study evaluates key issues and provides downtown revitalization strategies for the Washington Street corridor, and immediate vicinity, within downtown Junction City, Kansas. Specifically, the study focuses on the downtown 4-block corridor along Washington Street, between 6th Street and 10th Street, and one block to the east and to the west. The area includes brownfields sites that affect the City's redevelopment potential.

### **OUTCOMES:**

- The plan includes necessary elements to be an achievable plan for the City of Junction City and applicable project partners by clearly defining roles, and responsibilities.
- Collaborative and participatory public engagement informs plan recommendations.
- The plan provides an analysis of the planning areas' characteristics, infrastructure, near-term market opportunities, previous planning studies, programming/events, and development feasibility.
- This plan can guide public/private investment to transform designated catalytic redevelopment brownfield sites into distinctive, city environments that support downtown revitalization.

## **1.2 Environmental Protection Agency Brownfields Assessment Program Overview**

### **EPA BROWNFIELDS**

A brownfield site is defined by the Environmental Protection Agency (EPA) as any property where the expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Examples of these sites include but are not limited to former filling stations, industrial sites, buildings built prior to the 1980s, or properties where vehicles or hazardous substances may have been stored. A brownfield is a place that people care about and want cleaned up to become an asset once again.

Cleaning up and reinvesting in these properties has benefits that include:

- Increases local tax bases
- Facilitates job growth
- Utilizes existing infrastructure
- Takes development pressures off of undeveloped/open land
- Both improves and protects the environment

The intent of the EPA Brownfield grant is to focus on sites with the greatest redevelopment potential, encourage site reuse projects, transform underutilized properties into community assets, restore the environment and protect human health.



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This funding provides an opportunity to explore benefits to residents and property owners including identification of community assets, tracking of market trends, and identification of redevelopment opportunities in downtown Junction City.

### 1.3 Planning Process

The planning process for the Junction City Small Area Plan included four distinct phases.



*Figure 1.b: The small area plan development process encompassed four distinct phases of work, each with their own set of stakeholder engagement activities.*

**Phase 1** focused on ‘Learning the Place’ and was kicked off by a review of existing conditions, brownfield inventory, previous studies and downtown programming.

**Phase 2** explored potential subdistricts within the study area and preliminary beautification strategies that were shared and further vetted by community stakeholders and property owners. It also included an analysis of the parking utilization and a method for conducting on-going parking utilization counts and analysis to inform future streetscape recommendations and designs.

**Phase 3** began to turn schematic concept plans into action. The focus of these efforts included assembling public-realm concepts and considered how planning priorities might be organized to support implementation.

**Phase 4** further defined schematic concepts and included the development of planning-level concept renderings. At the conclusion of this phase, all planning work was compiled into this study document, which shall be utilized as a guiding document for future redevelopment.

### 1.4 Study Area and Catalyst Sites

This brownfield study focuses on developing a long-term plan for Downtown in the four-block corridor along Washington Street, and the areas one block east and west, between 6th Street and 10th Street.

The study area for this effort was identified for the following reasons:

- There is continued interest in activities and community engagement that have set the stage for continued revitalization of Downtown Junction City.



## Downtown Junction City

### SMALL AREA PLAN

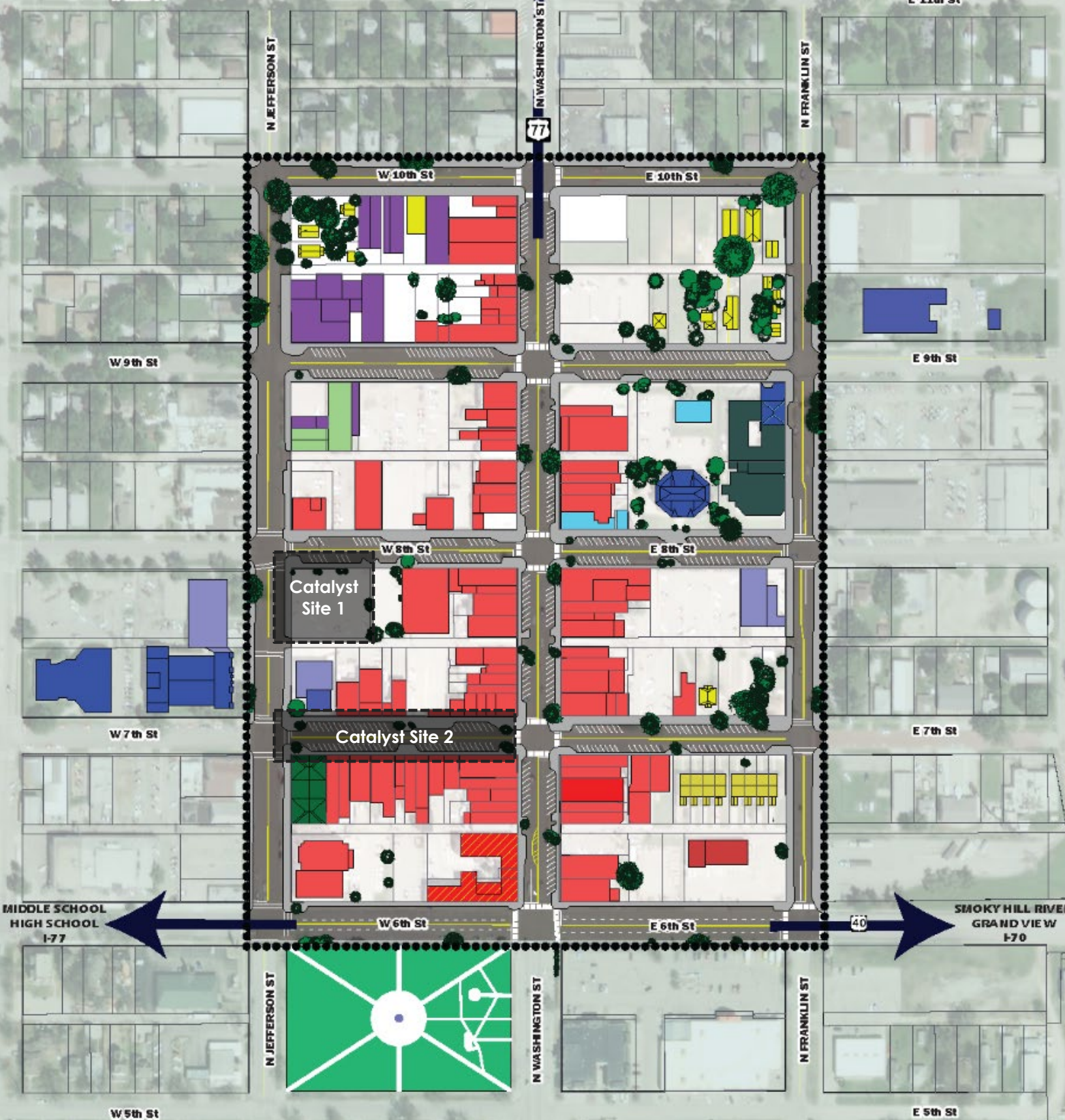
- It is important to document what has been accomplished, identify priorities for improvements and develop a roadmap for future growth within downtown.
- Washington Street has become a key destination for the Flint Hills Region and renewed interest provides potential for community growth in Junction City.
- Within the study area, two sites were identified as catalyst sites for which this plan identifies design and character recommendations. These sites were chosen for their capability to encourage, and spawn associated uses and activities nearby; their ability to showcase many of the planning recommendations with this plan, demonstrated community needs and benefits; and their ability to tie sub-areas within the study area together with the intentional utilization of design elements.



**Figure 1.c:** An existing city-owned parking lot at the corner of North Jefferson and West 8<sup>th</sup> Street. This parking lot is the current location of one of the two Junction City Market spaces and is an identified catalyst site for recommended improvements in this plan.







**Figure 1.d:** The Junction City study area includes properties in the downtown core of the community. Specifically, the area shown in dotted outline above and encompassing a four-block corridor along Washington Street, between 6th Street and 10th Street, and one block to the east and to the west. The two catalyst sites within the study area also shown in black boxes.





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### 1.5 Overview of Junction City Main Street Organization

Economic development and revitalization efforts in downtown Junction City began with the Junction City Downtown Revitalization team. This group of dynamic leaders became re-established during Covid in the summer of 2020 meeting more consistently through virtual meetings. In late summer/early fall, with the financial support from Bob Bramlage, President of the R2B4 Bramlage Family Foundation, Junction City Downtown Revitalization was organized as non-profit 501 C3. The Board of Directors (BOD), President Theresa Bramlage, Program Director of the R2B4 Bramlage Family Foundation, Vice President Terry Butler, Physical Therapist with Geary Rehab and Fitness Center, Treasurer Brad Johnson, Market President of Exchange Bank, Secretary Maureen Gustafson, Intrust Bank President, and Board Members Mayor Jeff Underhill, Sheila Markley, Co-Director CL Hoover Opera House, and Phyllis Fitzgerald, Executive Director Society First Infantry Division were instrumental in founding Junction City Main Street.

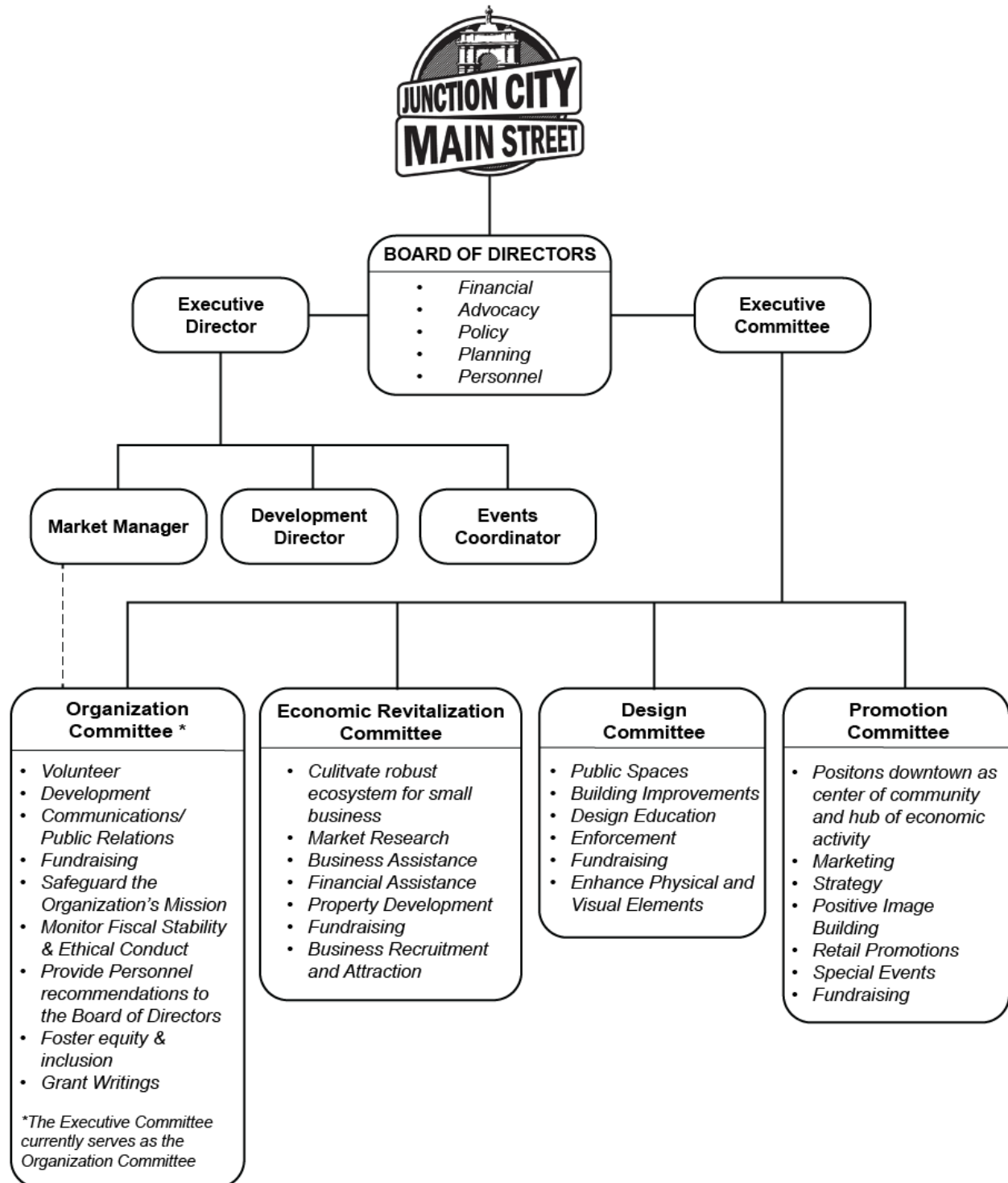
The city was selected after a competitive application process coordinated through the efforts of this Board of Directors, with assistance from Jerry Lonergan, former Interim Junction City Main Street Director, in writing the application, Casey Woods, Emporia Main Street Director, providing peer mentorship, and Scott Sewell, Director of Kansas Main Street, who guided the team through the application process. This 501c3 organization began operating in the spring of 2021 following Governor Laura Kelly's announcement on March 2, 2021, that Junction City was one of three cities designated as Kansas Main Street city for the first time since 2012. Kansas Main Street had been originally functioning from 1985-2012 and was re-established in 2019. According to Scott Sewell, this Kansas Main Street accreditation status included a Main Street America accreditation, with the acknowledgement that new Main Street America accreditation guidelines would be forthcoming.

The first Executive Director, Jerry Lonergan, was brought on as Interim Director ("Kick-off Executive Director") shortly thereafter. Jerry remained Interim through April 2021 to help pave the road for the first permanent Executive Director, Michaela Joyce, who began May 2022, and Development Director, Terry Butler, who transitioned from Vice President of the BOD to help continue program development. Junction City Main Street is guided by eleven active and engaged volunteers who serve as the board of directors. The staff and the Board of Directors identify, adopt, and execute policies and efforts that support their vision and mission.

Junction City Main Street follows the Main Street America Four-Point Approach which is centered around Transformation Strategies, articulating a focused, deliberate path to revitalizing a downtown district's economy. The Junction City Main Street program's work on Transformation Strategies is organized around the required and historically effective Four-Point Approach: Economic Vitality, Design, Promotion, and Organization. The Board is led by the Executive Board members who also currently serve as the Organization Committee. Of note, as the organization grows, the Executive Board and Organization Committee can become separate entities. Each committee is comprised of volunteers and a board member is required to serve on at least one committee or task force. (Figure 1.e is an organizational chart for the Junction City Main Street Organization.

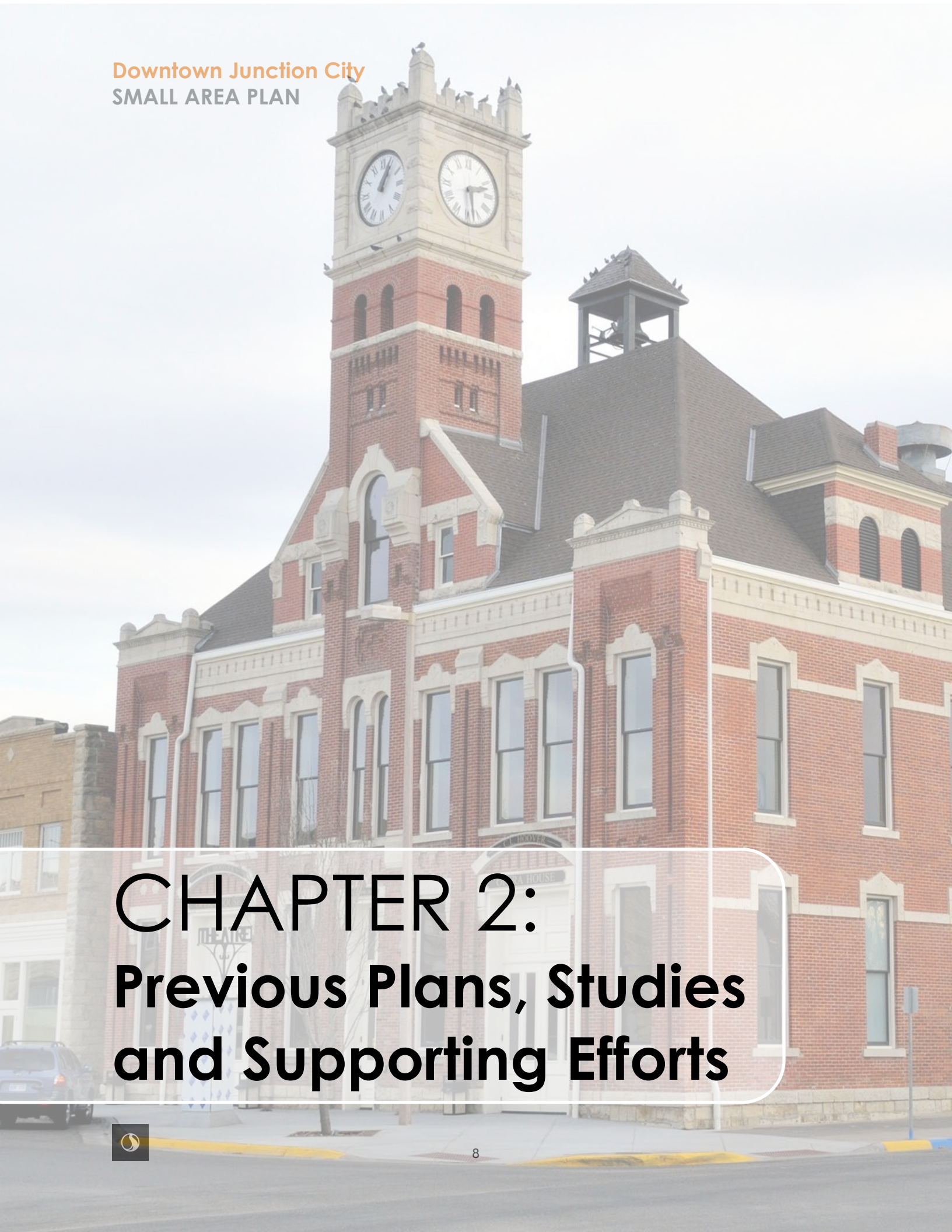


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**Figure 1.e** A current organizational chart as provided by the Junction City Main Street organization shows hierarchical relationships for staff, roles and responsibilities and the various subcommittees of the board. Most individuals who serve on the Board of Directors also serve on more than one of the four subcommittees.





# CHAPTER 2: Previous Plans, Studies and Supporting Efforts





## **2. PREVIOUS PLANS, STUDIES, AND SUPPORTING EFFORTS**

This chapter summarizes the past Downtown Junction City Small Area Plan (Downtown Plan) complementary projects and activities. Many of these were provided by Junction City Main Street and investigated by the consultant team to determine if they are supportive to the development of the downtown plan. These plans, activities, and efforts, whether realized or not, represent considerable time and investment, provide a snapshot of existing conditions at the time of their development, and capture a range of community aspirations, ideas, and values.

### **2.1 Previous Plans and Studies**

Junction City has conducted, participated in, and developed a variety of plans and studies, at a range of scales that are relevant to the Downtown Plan. The following section highlights each of these studies and identifies recommendations that support the effort to bolster and revitalize downtown Junction City.

#### **JUNCTION CITY SMALL AREA STUDY (2021)**

In 2018, the Flint Hills Regional Council (FHRC) received a \$600,000 US Environmental Protection Agency (EPA) Brownfield Assessment grant which can be used to identify, prioritize, assess, and develop plans for brownfield sites located throughout the member communities represented by the FHRC. Stantec in partnership with Junction City, FHRC and EPA, developed the Junction City Small Area Study in 2020. The study recommends revitalization and reinvestment development options for the study area which is located to the northeast from downtown. Four key goals & outcomes were given top priority:

- Focus on sites with the greatest redevelopment
- Encourage site reuse projects (infill development)
- Transform underutilized properties into community assets
- Restore the environment and protect human health

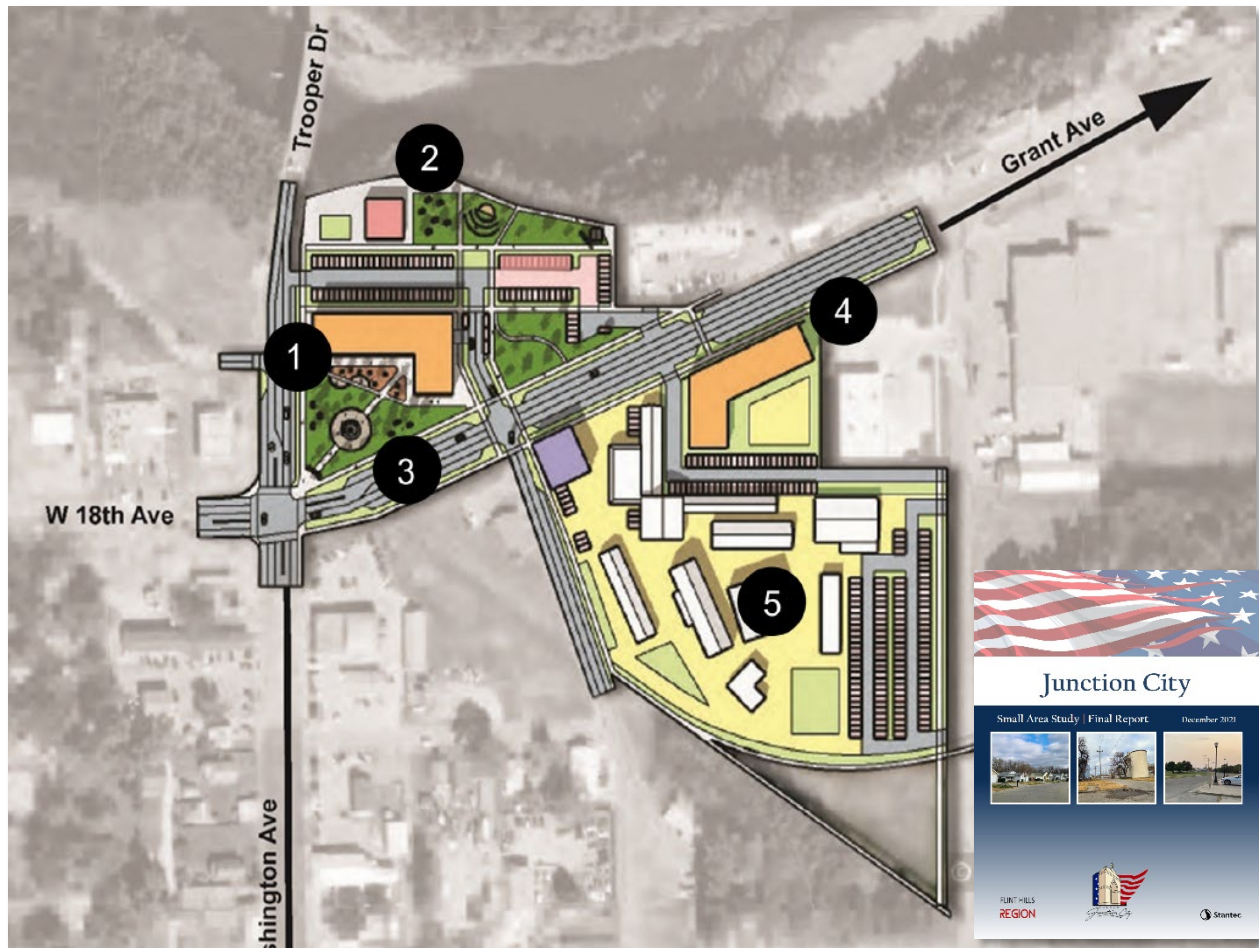
The existing conditions section documents existing land use, zoning, transportation, utilities, demographics, jobs and employees, and previous applicable planning studies. This information aided in the development of the Downtown Plan.

Steering committee members, stakeholders, and the community, identified a preferred concept out of three initial concepts. The preferred concept was subsequently refined to detail one cohesive recommendations plan. The final preferred concept features a mixed-use river trail outpost, adaptive re-use of many existing former lumber yard buildings, and new commercial/residential/institutional mixed-use development. Public improvements identified in the plan recommendations are assigned Implementation Priorities





## Downtown Junction City SMALL AREA PLAN



**Figure 2.a:** Map of the preferred alternatives selected for the Junction City Small Area Study that includes recommendations for public investments and private infill, redevelopment, and adaptive re-use of buildings within the two identified catalyst sites.

### GEARY COUNTY-JUNCTION CITY COMPREHENSIVE PLAN

This 2017 plan provides long-range visioning and land use guidance for the County. The plan describes the industrial nature of the areas adjacent to the study area, future roadway connections, floodplain limitations and reinforces the study area land use as a 'Downtown' land use designation.

### JUNCTION CITY ACTIVE TRANSPORTATION PLAN

In 2020 the Flint Hills Metropolitan Planning Organization released a new bicycle/pedestrian master plan titled *Junction City Active Transportation Plan*. The plan establishes a long-range vision to improve walking and biking in Junction City. The plan's stated goal is to create a safe, efficient, and integrated network of facilities for bicyclists and pedestrians to support an all-encompassing transportation system. The plan documented existing conditions of active transportation facilities in the community and noted



## Downtown Junction City SMALL AREA PLAN

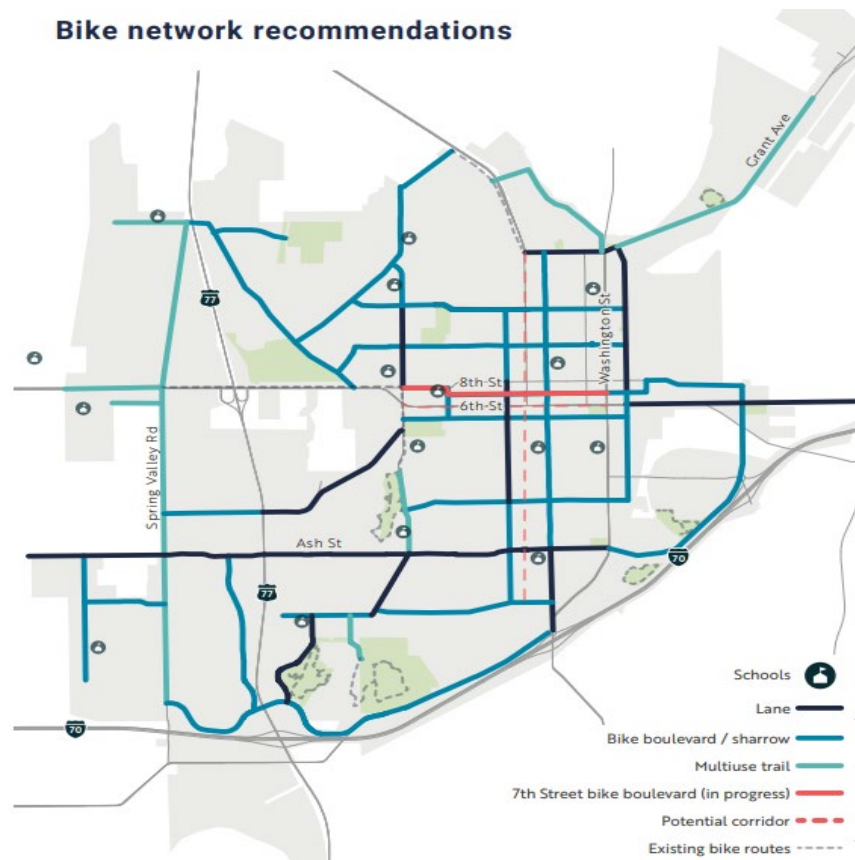
that no on-street bike lanes or boulevards existed. What few trails are present are mainly in parks and are not interconnecting to each other or to other facilities. This poses challenges for any use other than recreation. As part of the study, a community survey about walking and biking in Junction City was administered. The following are highlights of those surveys that are relevant to the Downtown Plan:

- 94% of respondents said they *would like to* walk or bike more often.
- 86% of pedestrians and 89% of bicyclists noted more infrastructure (facilities) would encourage them to walk or bike more. Sidewalk conditions were also noted as a concern for 71% of those who identified as pedestrians.
- Over one quarter of pedestrian and bicyclist respondents note they regularly walk or bike to go shopping.

The use of demonstration projects is identified in the plan as a way to test some of the plan concepts. Demonstration projects are low-cost, temporary improvements intended to show how roads can be redesigned to better serve all users. A demonstration project was conducted as part of the planning effort to examine and test bike facilities improvements along 7th Street, between Garfield and Jefferson Streets, and included on-street facilities with various intersection safety improvements. Within the plan recommendations, an iterative project delivery model was identified starting with the demonstration phase, moving into semi-permanent improvements, and culminating with final construction in the final phase.

The plan identifies future bike network recommendations within or adjacent to the study

### Bike network recommendations



**Figure 2.b:** Junction City bike network recommendations. Within or adjacent to the Downtown Study, Franklin and 6th Street are identified as Share the Road (or “sharrow”) facilities and 7th Street is identified as bike boulevard.

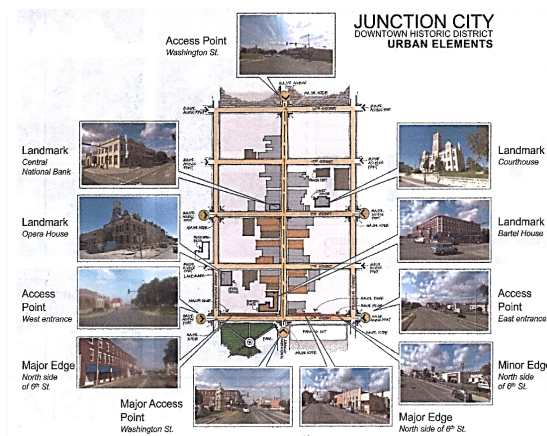


## Downtown Junction City SMALL AREA PLAN

area. Identified corridors include Franklin and 6th Street as Share the Road (or “sharrow”) facilities, Jefferson Street as a future bike lane facility and 7th Street is identified as bike boulevard which is currently under development. No pedestrian sidewalk corridor improvements were identified inside the Downtown Plan area, however multiple intersection improvements are identified.

### JUNCTION CITY HISTORIC DOWNTOWN DISTRICT RECONNAISSANCE SURVEY

A focus group of student collaborators in a Regional and Community Planning course at Kansas State University prepared an inventory and analysis of Junction City in 2010. This report detailed social demographics, economic profiles and evaluated the historic downtown and Central Business District. It also pulled from previous studies and captured visual observations, public input, and opinions of focus groups. Students conducted a visual analysis of an eight-block area of Downtown and provided design recommendations for the same eight block area survey area as the current Downtown Plan effort. The reconnaissance survey summarizes the focus group’s findings with a Strengths, Weaknesses, Opportunities, and Challenges (SWOT) analysis.



**Figure 2.c:** The J.C. Downtown District Reconnaissance Survey conducted a visual analysis of an eight-block area. The resulting analysis and map categorized and detailed elements as either: Paths, Nodes, Landmarks, or Edges. The results included recommended improvements listed by each student group member.

### DEVELOPING CONNECTIONS

In 2009, Brett T. Rolfs, a Kansas State University graduate student, authored a study report for his master’s project titled ‘Connections+Junction City, KS’. The purpose of the study was to create resiliency around stormwater management for the existing retail area and sustainable practices for additional mixed-use development. The study introduces vegetated bio-retention areas (raingardens) and constructed wetlands as strategies to reduce runoff using best management practices as retrofits for the existing stormwater system. The study proposed mixed-use redevelopment, new development design concepts and program elements that embrace, rather than starkly contrast, the downtown area. Recommendations are detailed in a comprehensive master design included in the report. This site is not directly adjacent to the study area but, if realized, has the potential to draw people into downtown from that area and off the interstate.



**Figure 2.d:** A master plan concept for redevelopment of a commercial area near the Downtown Study.





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## HERITAGE TOURISM CONSULTATION | ARMY-COMMUNITY HERITAGE PARTNERSHIP PROJECT

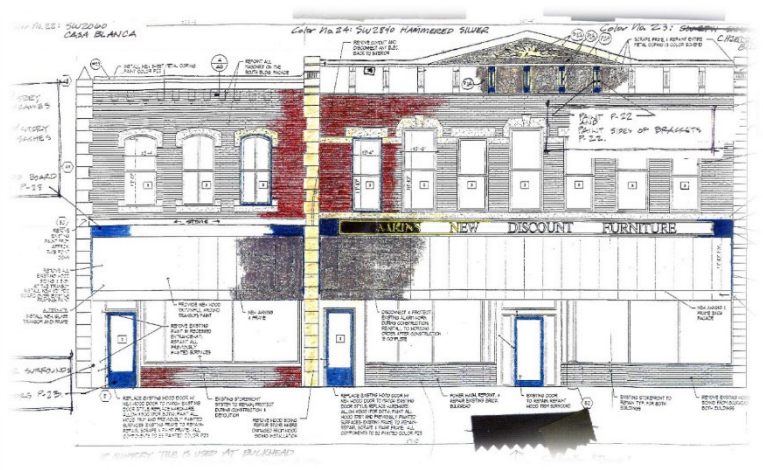
The National Trust for Historic Preservation conducted a Heritage Tourism Consultation Visit of Fort Riley and Junction City in 2006. The purpose of the visit was to analyze and report the potential for increasing Heritage Tourism by:

- Examining economic opportunities, the tourism sector can provide
- Offering ways to improve the marketing of existing tourism attractions in downtown, Fort Riley and in the surrounding areas
- Providing suggestions for:
  - Enhancing downtown historic buildings
  - Improvements to entranceways
  - Visual connectors between Junction City and Fort Riley
  - Interstate signage improvement to attract more visitor traffic

The report includes an inventory of existing historic cultural buildings and sites as well as available resources, partners and events that may bolster heritage tourism. Due to the age of this report, Stantec did not conduct an exhaustive review of all actionable items to determine if the recommendations were implemented and maintained.

### DOWNTOWN STOREFRONT RESTORATIONS

A set of detailed storefront façade restoration elevation plans were produced in 1998 by Brent Bowman and Associates Architects. These architectural plans detail historically appropriate and context sensitive storefront rehabilitation improvements for buildings along the 600 - 800 block corridor of Washington Street and other buildings located along perpendicular streets within one block on either side. The drawings identify removal of non-original building elements, appropriate replacements



**Figure 2.e:** Detailed storefront restoration plans produced in 1998. This elevation shows the original plans to return historic elements to a building façade along with handwritten change order notes added during the restoration effort.





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where necessary, and appropriate color and material specifications. Handwritten notes indicate that improvements were completed in three phases. This project details the scope of private ownership investments during the last substantial downtown revitalization efforts that occurred between 1998 and 1999 which provided funding to make storefront improvements and funded underground utility work and streetscape maintenance needs.

## 2.2 Supporting and Informative Efforts

This section highlights efforts by the community that support downtown revitalization efforts including evaluations, activities and research.

### MAIN STREET AMERICA PROGRAM APPLICATION:

In early 2021, the Junction City Downtown Revitalization Board applied to join the Main Street America Program a program of the National Main Street Center. The Main Street America Program has a recognized track record of success revitalizing older and historic commercial districts to build vibrant neighborhoods and thriving economies. The information submitted within the application provides an overview of development and economic trends, and social, physical, and demographic characteristics within Junction City and/or Geary County. It further identifies supportive partner organizations and their individual strengths and talents toward the collective community aspiration to strengthen, promote and revitalize downtown Junction City. Downtown Junction City was established in the Main Street America Program in March 2021.

### JUNCTION CITY MAIN STREET | STRATEGY IDENTIFICATION AND DEVELOPMENT TRANSFORMATION VISIT:

On August 18-20, 2021, Kansas Main Street in partnership with the National Main Street Center held a meeting that outlined the Main Street Approach to comprehensive revitalization and their supportive leadership role in the ensuing effort. Public sentiments about downtown were surveyed which found people, parks, location, friendliness, Ft. Riley and diversity as some of Junction City's greatest strengths. However, store variety, buildings in need of rehab, vacancies, kid/family friendliness and cleanliness were ranked as the biggest issues facing downtown. Other survey questions and responses captured respondents' shopping preferences, and home and employment characteristics.

### FIRST IMPRESSIONS TEAM REPORT:

Six Kansas State University Research and Extension team members conducted a Junction City community visit in August 2021 and compiled a report on each of the members individual findings to a series of questions. The responses gathered the participating team members' impressions of Junction City prior to their visit, at the time they first arrived, and what they noticed about the built environment, amenities, conditions, housing options, community services, schools, tourism and recreational opportunities, community events, and any unique food, retail or attractions. Generally, the team members responses were favorable toward the variety of community services they were able to find but tended to be critical of the amenities, general appearance and available retail, service or recreational options within Junction City. A response to one question specific to downtown Junction City indicated that the team members generally had a more



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favorable view of downtown than of greater Junction City. Most of the responses appreciated the quality and selection of historic buildings, friendly retail and service establishments and more opportunities for things to do in comparison to other parts of the community.

### 2.3 Recent Projects, Research, and Revitalization Efforts

#### JUNCTION CITY STATUES

In September 2022, the first of ten planned new statues throughout downtown Junction City were installed. These statues are intended capture a significant aspect of Junction City. Ideas include Junction City (broadly); the region’s frontier and cavalry trooper history; founding at the confluence of two rivers; strong and patriotic connection to the military and the Big Red One, 1st Infantry Division; geographic location in the Flint Hills area and connection to outdoors and outdoor activities; the high school mascot the Blue Jay; ethnic population diversity; and youth or a focus on the future and how things are going to be different going forward.

A call for artists was issued in November 2021 after \$10,000 of grants were awarded. Each of the 3-to-5-foot fiberglass sculptures includes a plaque that identifies the Kansas Creative Arts Industry Commission (KCAIC) and National Endowment for the Arts (NEA) for providing the grants to fund the cost sculpture and artist costs along with to K-State Salina Composite Club and other groups that sponsor the cost for each base.



**Figure 2.f:** The veteran theme statue was the first installed Junction City statue in a series. It was installed on September 1, 2022, inside of Heritage Park.

The following lists each statue, installation date (past and future), statue theme and proposed location:

Installation	Theme	Location		Notes
September 1, 2022	Veterans	Inside Heritage Park	Mindy Allen (local artist)	
September 30, 2022	Agricultural / Ranching	Corner of 7th and Washington Street (in front of Tom’s Menswear)	Mindy Allen (local artist)	
Rescheduled - TBD	Arts	C.L. Hoover Opera	Mindy Allen (local artist)	Installation date and exact location may change



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Installation	Theme	Location		Notes
December 2022	Diversity	8 <sup>th</sup> and Jefferson Street at Main Street Market	<i>Mindy Allen (local artist)</i>	<i>Temporary base and location until after parking lot / market space renovation completed</i>
January 2023	9 <sup>th</sup> Street District	Corner of 9 <sup>th</sup> and Washington Streets	<i>Kevin Wilmitt (local muralist)</i>	<i>Unveiling at MLK event with performance by Justin Aaron (local resident who appeared on The Voice). Funding provided by local Academy Award winner Kevin Wilmitt</i>
February 2023	Origin of Junction City	8th and Washington Streets in front of Central National Bank	<i>Chase Hunter</i>	
May 2023	Rams / Blue Jays (local school mascots)	Parking lot next to Bella's	<i>Mindy Allen (local artist)</i>	<i>Sponsored by Grace Lichtensteiger who held panel of 6 students to identify school unification idea</i>
June 3, 2023	Milford Lake / Outdoor Recreation	TBD	<i>Mindy Allen (local artist)</i>	<i>Sponsored by Todd Godfrey and/or one or more of his downtown businesses</i>





## Downtown Junction City SMALL AREA PLAN

September 2023	Cattle Drive & Railroad	6 <sup>th</sup> and Franklin	<i>Layne Steff</i>	
November 2023	Big Red One	10 <sup>th</sup> and Washington Street	Mindy Allen ( <i>local artist</i> )	Big Red One is the nickname/brand for 1st Infantry Division. Sponsored by the Society of the First Infantry Division
June 3, 2023	Milford Lake / Outdoor Recreation	TBD	<i>Chase Hunter</i>	<i>Sponsored by Todd Godfrey and/or one or more of his downtown businesses</i>

**Figure 2.g:** Table of existing and proposed Junction City ‘JC’ statues.

### EMAIL | DOWNTOWN INFRASTRUCTURE REVITALIZATION

This email thread discussion from 2020 discussed the downtown lamp posts which are currently in a state of needing repairs or replacements. Additional historic context provided in a response that noted the lamp posts original manufacturer was Western Extralite, who, no longer makes that style. The email also details the scope of public right-of-way investments during the last substantial downtown revitalization efforts between 1998 and 1999 which provided funding for storefront improvements (*see also: ‘Downtown Storefront Revitalization Architectural Plans’ above*), underground utility work, and work to prep, prime and repaint all 127 existing 14-foot tall lamp posts.

### STREET LIGHT BANNER/ LANDSCAPE BED RESEARCH

This report details the costs, quantity, and potential locations available to install light pole banners and the location of existing flower beds. The report also includes a summary of needed landscape, plant material and maintenance needs in downtown on Washington Street (6<sup>th</sup> to 10<sup>th</sup> Street) and along 1 block to the east and west of Washington on 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> Street. One hundred total streetlights poles were identified as existing or potential additional banner locations.

### 7TH STREET BIKE BOULEVARD PROJECT

This project includes documented support, application submittal and award notification for a Kansas Department of Transportation – Transportation Alternatives Project (TAP) to implement a planned connection of the Junction City Bicycle Master Plan. This project utilizes federal funding with a local match and was programmed for funding and installation in fiscal year 2021. The project was integrated into a larger 7<sup>th</sup> Street major reconstruction project that is currently



## Downtown Junction City

### SMALL AREA PLAN

underway and extends from within the Downtown Study to the new high school on the west side of Junction City.

## 2.4 Other Supporting Information

*Several miscellaneous documents were provided and reviewed by the Downtown Study planning consulting team.*

### NEWSPAPER ARTICLES AND WEBPAGES

- **Economics of Geary County and its Healthcare System** – News article published in the JC Post on April 5, 2022
- **Article:** (unknown date and publication) about JC Main Streets new office location and director
- **National Park Service Webpage:** An overview of the Freedom’s Frontier National Heritage Area (FFNHA). Geary is located on the edge of the of the multicounty FFNHS which extends from eastern Kansas into western Missouri. *\*Note: National Heritage Areas often have access to, provide and administer grant funding resources that support cultural heritage, art, educational, promotional and tourism initiatives. Learn more at <https://freedomfrontier.org/grants/>.*
- **Rails to Trails Map | 2019 Update** – Website overview of completed and proposed Rails to Trails projects originally published in the 2013 Kansas Statewide Rails to Trails Plan. No trails segments are identified within or adjacent to the Downtown Study effort or Junction City.
- **1983 - 1999 Junction City Sunday Union Newspaper Articles:** Various articles about the initial partnership effort between the City of Junction City and Chamber of Commerce to support downtown revitalization and several follow up articles/editorials/letters to the editor showcasing support for downtown revitalization efforts published between 1983-1999

### DOROTHY BRAMLAGE LIBRARY PRESENTATION

This presentation highlights the Dorothy Bramlage Public Library’s “Storywalk Downtown” program which provided a self-directed activity that combines reading and walking. Children walked to various downtown locations where pages from a book were posted in the window for children to read before advancing to the next.

### GEARY COUNTY ACTIVITY COMPLEX

This business plan which was developed by the Junction City Area Chamber of Commerce/Geary County Convention and Visitor’s Bureau in 2017 details justification, warranted need, demand, and a financial benefit analysis for a new activity complex in Junction City. The plan identified high school regulation sized baseball fields, four softball/youth league fields and four multi-purpose fields and associated structures for ticket sales, restrooms, concessions and storage and parking and sidewalk trail connections. The complex has not been constructed but there is still strong public support for an activity complex in Junction City. The locations identified within the business plan are not located with or adjacent to the Downtown Study however should placement occur in the area near downtown, the complex could potentially draw people towards downtown.



# Downtown Junction City

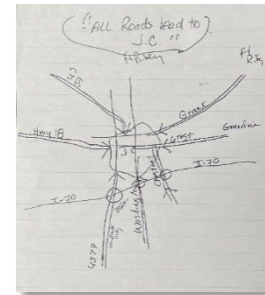
## SMALL AREA PLAN

### REGION REIMAGINED PRESENTATION

Slides from January 18, 2019, presentation at a leadership retreat provided to representatives from a multi-county region.

### HAND DRAWN SKETCH WITH TAGLINE: "ALL ROADS LEAD TO J.C."

This undated sketch drawing by an unknown person illustrates several major interstate, highways and roads that converge in Junction City with a tagline notation and represents a potential future marketing idea.



### BROCHURES FOR:

- C.L. Hoover Opera House Newsletter Update from Spring 2021
- Fine Arts Academy featuring events and activity offerings
- Veterans Day events including commemorative motorcycle ride, parade, and events
- Junction City Main Street organization handout which highlights downtown events, businesses, dining, shopping, and activities within the area







# CHAPTER 3: Existing Conditions

# Downtown Junction City SMALL AREA PLAN

## 3. Existing Conditions

This chapter summarizes select existing conditions on a range of topics including demographic characteristics, current land uses, zoning, transportation elements, and utilities. Due to the relatively small area of the Downtown Junction City Small Area Plan (Downtown Plan) and the lack of specific available at a smaller geographic size, some information is analyzed using a larger area. Whenever possible this memorandum examines characteristics of the Downtown Study area with, or without, some of the adjacent areas to provide more valuable context.

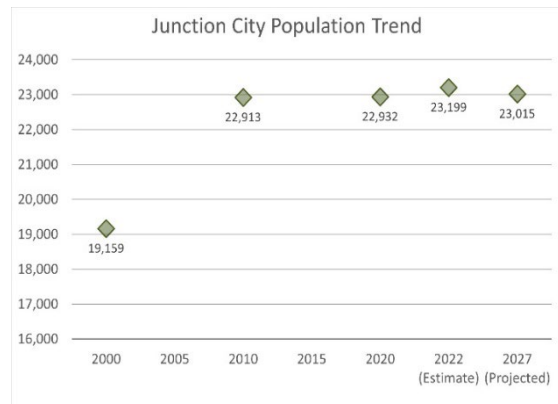
### 3.1 Junction City Demographics

#### POPULATION

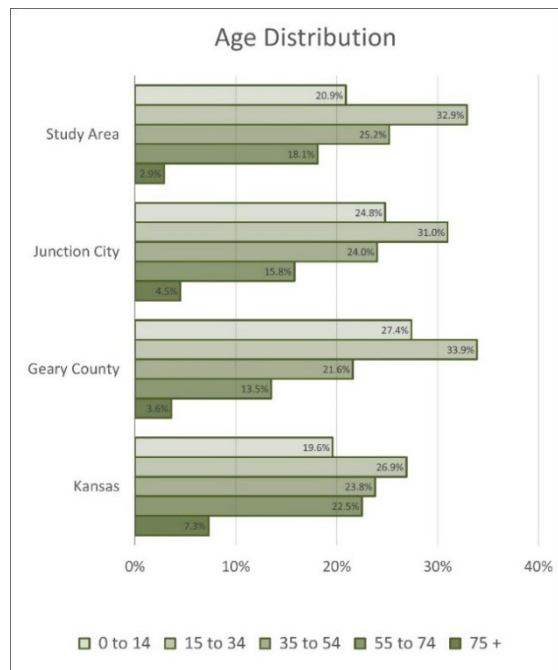
Junction City’s population has stayed relatively static over the past two decades, nominally increasing from a population of 22,913 in 2010 to a population of 22,932 in 2020. Current population estimates indicate that the population has continued to increase slightly and is now at 23,199. Population projections suggest a slight decline in population by 2027. The fluctuations in population may be associated with changes in the population at Fort Riley. Population growth is not expected to be a driver of future development.

Like Geary County and Junction City as a whole, the population of the study area skews towards young adults, reflecting the importance of Fort Riley military base in the population mix. Thirty three percent of the population within the study area is between the ages of 15 and 34, which compares with 27% for the state of Kansas as a whole. The proportion of people within this age range is higher than the city as a whole. Adults older than 55 are a significantly lower share of the population within the study area than the state of Kansas as a whole.

**Figure 3.a (Top Right):** Population Trends for Junction City from 2000 to 2027 (Source: ESRI, US Census Bureau)



**Figure 3.b (Bottom Right):** Age distribution of comparison of residents within the study area, Junction City, Geary County, and the State of Kansas. Source: ESRI, US Census Bureau.



# Downtown Junction City SMALL AREA PLAN

## DIVERSITY

Junction City and Geary County are more racially and ethnically diverse than the state (See Figure 3.a). This is especially true of the downtown study area where over 50% of the population identify as non-white according to the US Census.

## EDUCATIONAL ATTAINMENT

Residents within the study area have less formal education than the city, county, and state, as shown in Figure 3b. Roughly half of the study area residents have not pursued any formal education beyond high school. Moreover, the proportion of study area residents that have achieved a bachelor's degree or higher is significantly below that of city, county, and especially the state.

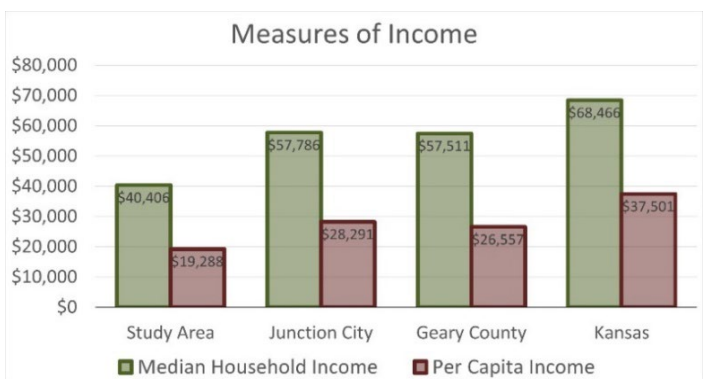
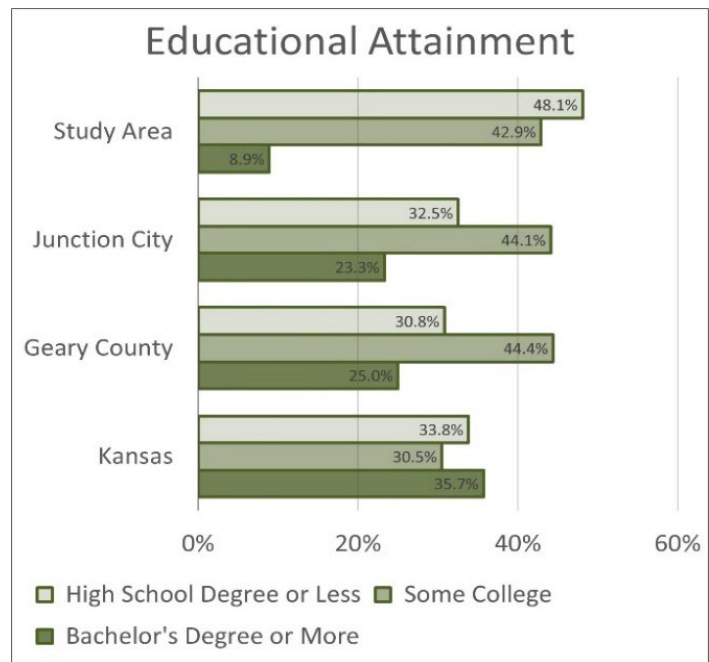
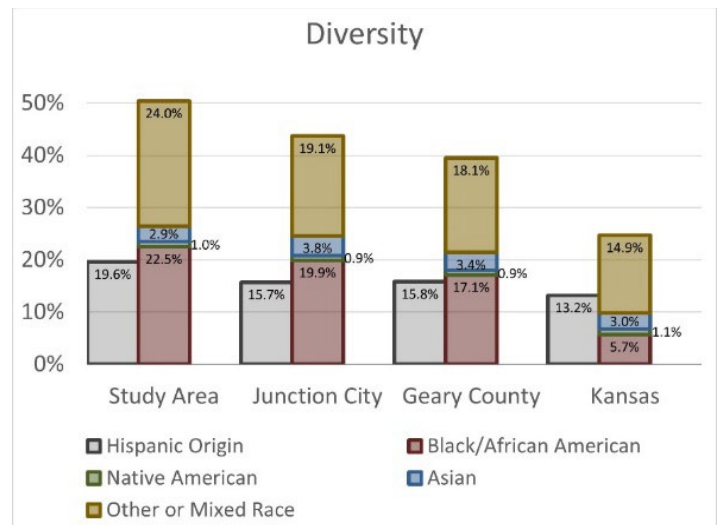
## INCOME

Residents within the study area also tend to earn lower incomes than those living in the rest of the city, county, and state. The median household income in the state of Kansas is about \$68,500 which is significantly higher than the median household income in the study area, which is about \$40,400. Even when compared with the rest of Junction City, residents within

**Figure 3.a (Top): Diversity Comparison between the study area, Junction City, Geary County, and the State of Kansas.** Source: ESRI, US Census Bureau)

**Figure 3.b (Middle): Educational Attainment Comparison between the study area, Junction City, Geary County, and the State of Kansas.** Source: ESRI, US Census Bureau)

**Figure 3.c (Bottom): Measures of Income Comparison between the study area, Junction City, Geary County, and the State of Kansas.** Source: ESRI, US Census Bureau)

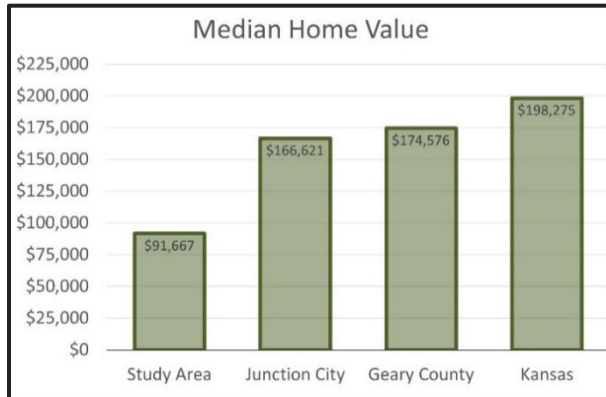




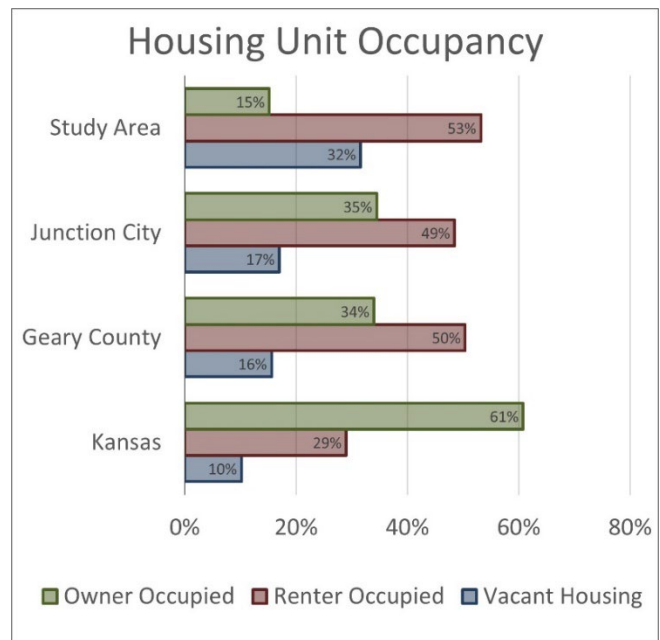
# Downtown Junction City SMALL AREA PLAN

the study area earn roughly \$17,400 less per household. The lower household income in the city and county overall is likely true of most rural areas in Kansas, as incomes are generally higher in larger cities such as Topeka and Kansas City.

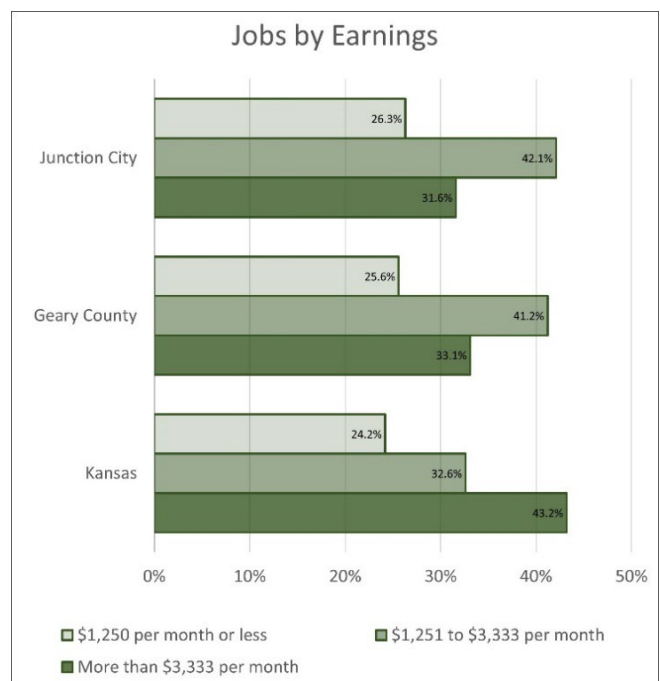
## HOME VALUE AND OCCUPANCY



**Figure 3.d (left):** Median Home Value Comparison between the study area, Junction City, Geary County, and the State of Kansas. Source: ESRI, US Census Bureau)



**Figure 3.d (top right):** Housing Unit Occupancy Comparison between the study area, Geary County, and the State of Kansas. Source: ESRI, US Census Bureau)



**Figure 3.e (right):** Jobs by Earnings Comparison between Junction City, Geary County, and the State of Kansas. Source: ESRI, US Census Bureau)

Home values in the downtown study area are substantially lower than those in Junction City, Geary County, or statewide. This is indicative of the older housing stock and higher proportion of rental housing. As shown in Figure 3.d there are far fewer owner-occupied units in the study area, city and county than statewide. Both the high proportion of rentals and low housing values within the study area likely have to do with the proximity to Fort Riley and the older housing stock within the area.



# Downtown Junction City SMALL AREA PLAN

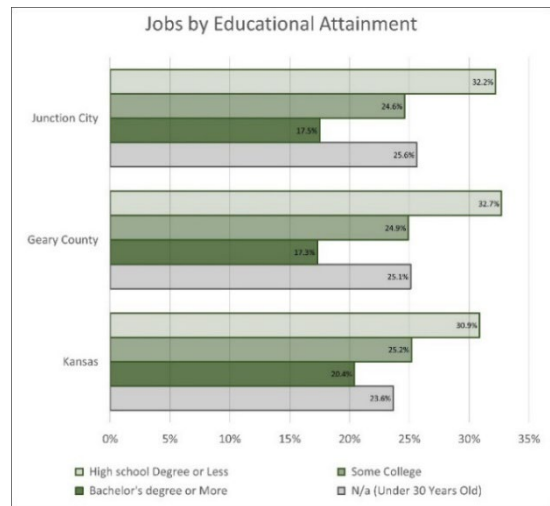
## 3.2 Jobs and Employees

### JOBS

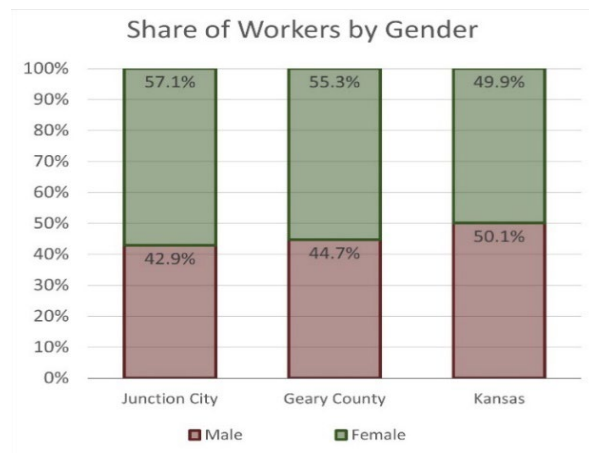
Jobs within Junction City and Geary County tend to be slightly lower paying than jobs in the state. The city and county both have significantly more workers making up to \$3,333 per month and fewer workers making more than that. This trend is likely true of many rural communities within Kansas, as the statewide jobs estimate includes higher paying jobs within the larger cities in Kansas. The educational attainment of workers within Junction City and Geary County is generally lower than statewide. There are more workers in Junction City with a high school degree, and fewer with a bachelor's degree than statewide.

Junction City and Geary County both have a higher percentage of female than male workers. This could be due to the relative strength of the educational sector in the city. It may also reflect local married couple military families where a woman works in town, but a man is stationed on active duty in the base and therefore is not counted in the Junction City employment figures. Junction City and Geary County also both show higher worker racial diversity than the rest of the state.

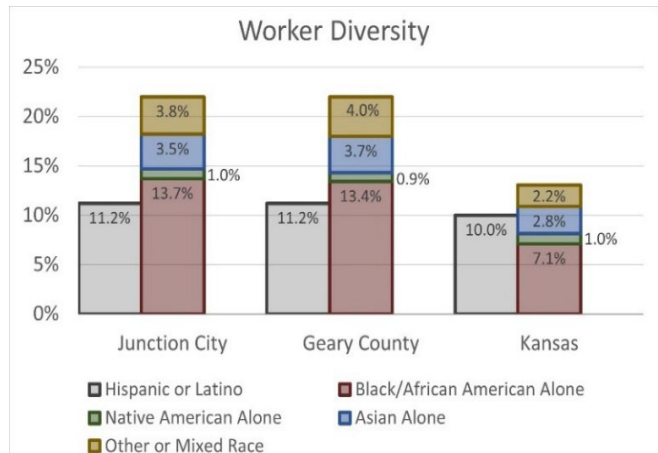
Residents of Junction City also travel out of the community for employment. The same 2019 US Census Bureau estimates show that of the total population of



**Figure 3.f:** Jobs by Educational Attainment Comparison between Junction City, Geary County, and the State of Kansas. Source: ESRI, US Census Bureau)



**Figure 3.g:** Worker Gender Comparison between Junction City, Geary County, and the State of Kansas. Source: OnTHEMap, US Census Bureau)



**Figure 3.h:** Worker Diversity Comparison between Junction City, Geary County and the State of Kansas. Source: OnTHEMap, US Census Bureau)



# Downtown Junction City SMALL AREA PLAN

people who live in Junction City, 8,093 were employed. Of which 43.4% or 3,516 individuals both live and work in Junction City and 4,577 or 56.6% of working residents travel elsewhere for employment.

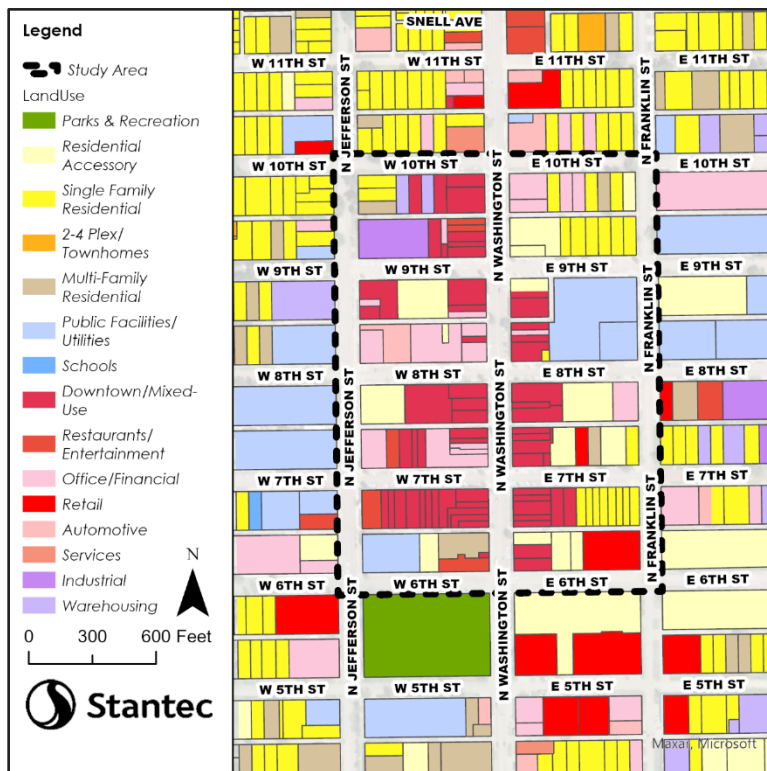
Workforce Home Location Comparison	Total Each
Work in Junction City but live elsewhere	5,241
Both Live and Work in Junction City	3,516
Live in Junction City but work elsewhere	4,577

In summary, Junction City utilizes more employees to work in the community than it exports to other communities, and it import & exports more employees than it the number of people who live and work in the community.

**Figure 3.i:** Workforce commute patterns for Junction City workers and residents.: Source OnTHEMap, US Census Bureau

## 3.3 Existing Land Use

The majority of the existing land uses within the study area include a mix of commercial, institutional/public, residential, and commercial uses. Some pockets of industrial exist within the study area as well as some vacant areas. Figure 3.j shows the distribution of land uses in and around the study area. It should be noted that although the land use may be coded and shown as commercial, it is possible that office and/or residential uses such as apartments or condos may exist within portions of the first floor or on the upper stories of the commercial buildings within the study area. More specifically, a concentration of commercial is found along North Washington Street. Residential uses are found in the west and eastern fringe northern portions of the study area. Substantial land is utilized within the middle of the study area for public and institutional uses with the majority being located around



**Figure 3.j:** Map of existing land uses from the 2017 Geary County-Junction City Comprehensive Plan.





# Downtown Junction City SMALL AREA PLAN

the Geary County Courthouse. Except for Heritage Park to the south, a similar distributions and patterns of land uses are found outside of the study area as those found within.

## 3.4 Existing Zoning

Properties within the study area are all zoned CC which is one of several commercial zoning districts within Junction City. The following also examines which zoning districts are adjacent or near to the study area so that there is an understanding of any potential incompatibility prior to the Downtown Study setting forth recommendations. Each district allows specific land uses and establishes regulations to guide property use and development patterns.

Zoning within and adjacent to the study area generally represent the existing uses noted in Section 3.3 of this memorandum. Figure 3.k and the following descriptions for each zoning district provide a summary of uses within or near the study area.



Figure 3.k: Map of existing zoning in and around the study area



# Downtown Junction City

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### COMMERCIAL ZONING DISTRICTS

The entirety of the study area is zoned as the Central Commercial (CC) zoning district which is one of nine commercial districts in Junction City. The following is a description of this CC – Central Commercial Zoning District:

**Central Commercial District (CC)**, or “Central Business District” is designed to provide a district for a broad range of retail shopping facilities. Second-story residential dwelling units are allowed as a permitted use. Multiple-family dwellings allowed as a conditional use provided that such development complies with the requirements in the RM district.

Five of the other commercial zoning districts are also near or adjacent to the Downtown Study area. Each allow for several different types of commercial development. The Central Commercial (CC), which the study area is zoned, and the Central Commercial Special (CCS) District are both located along the southern half of Franklin Street near 6<sup>th</sup> Avenue and allow for a broad range of retail shopping establishments. The General Commercial (CG) District includes a couple parcels near between Franklin Street and Washington St along the south side of 5<sup>th</sup> Street to the south of the study area. The General Commercial district allows for the sale of heavy equipment and products. There are three service commercial districts near or adjacent to the study located along 6<sup>th</sup> Street, which may draw customers from the highway or other main arterials. The following are descriptions for each of these commercial districts:

**General Commercial District (CG)** is designed for commercial uses which deal with the sale and/or service of heavy equipment or products. Residential uses are not allowed.

**Special Commercial District (CSP)** is designed for those business and commercial uses which draw their customers from motorists using major arterials, or for whom a location on an arterial street is especially useful or necessary. Although some of the typical retail uses are permitted in other commercial districts, many of these permitted in this district would not blend well into a prime retail area.

**Central Commercial Special District (CCS)** is designed to provide a district for a broad range of retail shopping facilities. Second-story residential dwelling units allowed as a permitted use. Multiple-family dwellings allowed as a conditional use provided that such development complies with the requirements in the RM district.

**Service Commercial Restricted District (CSR)** is designed for those business and commercial uses which draw their customers from motorists on the highway, or for whom a location on a highway or arterial street is especially useful or necessary. Although some of the typical retail uses are permitted in other commercial districts, most of these permitted in this district would not blend well into a prime retail area. \*Second-story residential dwelling units allowed as a permitted use.

**Neighborhood Commercial District (CN)** is designed to permit areas of convenience shopping facilities so located to serve one (1) or more residential neighborhoods. Uses permitted are those



## Downtown Junction City

### SMALL AREA PLAN

that are generally supportive of resident's daily needs such as grocery, drug and apparel, florist shops, restaurants, banks, offices, and medical uses.

#### RESIDENTIAL ZONING DISTRICTS

The Multi-Family Residential District (RM) is the only residential zoning district near the study area. The RM district includes properties northeast of the study area just north of East 10<sup>th</sup> Street along either side of Franklin St and starting within one to two blocks to the south and west of the study area. The following is an overview summary of RM – Multi-Family Residential Zoning District:

**Multi-Family Residential District (RM)** is designed to provide for multiple-unit/family development at a minimum of one thousand (1,000) square feet per dwelling unit with the provision that no single lot may be less than five thousand (5,000) square feet in area. Single-, two-, and manufactured home development are also permitted uses in this zoning district. Other uses allowed include day care and nursing homes, room and boarding homes and parks and playgrounds.

#### INDUSTRIAL ZONING DISTRICTS

There are two industrial districts near the study area. As shown on Figure 3.k, there is small portion of the land to the east of the railroad tracks that is zoned heavy industrial. There are several existing residential uses along Monroe St which is zoned light industrial that exist as nonconforming uses mixed in between light industrial uses. The following is an overview summary of these industrial zoning districts.

**Heavy Industrial District (IH)** is designed for those industries which are apt to have an extensive impact on the surrounding area. If possible, "IH" Districts should be separated from residential districts and the more restricted business districts by intervening or restrictive industrial or commercial zones. *Residential uses are not permitted with this zoning district.*

**Light Industrial District (IL)** is designed to permit industrial activities of a limited nature. This includes uses which in many cases are compatible with adjacent use districts. *Residential uses are not permitted with this zoning district.*

#### PDD

There is one parcel zoned Planned Development District (PDD) near the study area. This property is in the southeast quadrant of the W 9<sup>th</sup> St and N Adams St. This is a unique zoning district with provisions specific to that site only.

### 3.5 Transportation and Connections

There are several major roads that lead to Junction City and into the Downtown Study area. Figure 3.l illustrates the functional classification of all roadways within the Downtown Study Area.



# Downtown Junction City

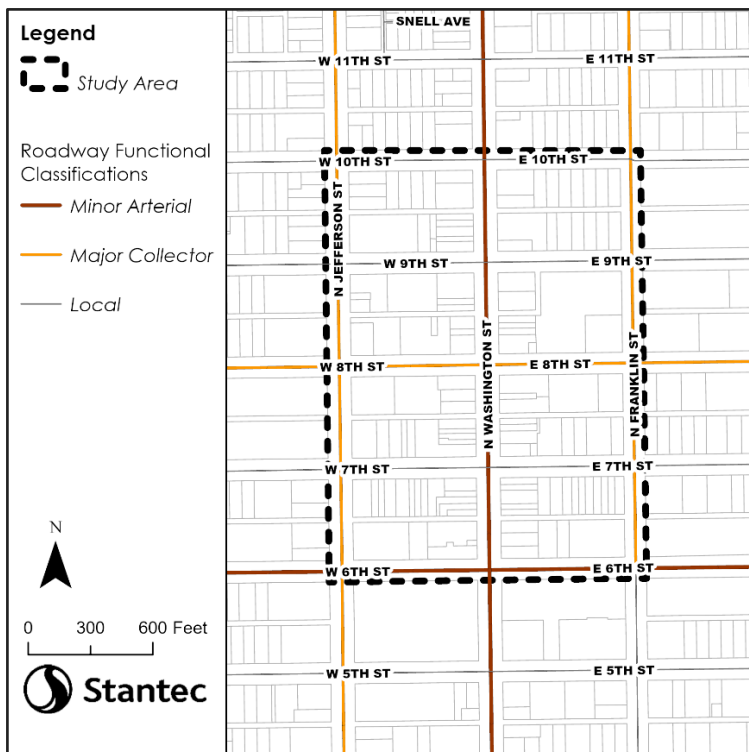
## SMALL AREA PLAN

North Washington St. bisects the Downtown Study area which is a minor arterial and the main street of downtown Junction City, seeing an average of 6560 cars per day. It is also part of the Highway system US Highway 77 and State Highway 57. With a wide right-of-way (ROW) this corridor carries two lanes of traffic each in the north and south bound directions and is accompanied by angled parking on each side. In the study area, landscaping is minimal, but wide sidewalks adjacent to storefronts provide ample room to accommodate street furnishings and landscaping



*View of North Washington Street between 7<sup>th</sup> and 8<sup>th</sup> Streets looking north.*

6<sup>th</sup> Street along the study area’s southern border is a major east west roadway connection for the community and it connects to an I-77 interchange to the west and to two I-70 interchanges to the east approximately 1.5 miles. It is classified as a minor arterial and serves as US Highway 40, and State Highway 57 east of the Washington Street. It transitions to Flint Hills Blvd at the Smoky Hill River. The western portion of 6<sup>th</sup> Street within the study area sees an average of 9015 vehicles per day and the eastern portions sees 6390 vehicles per day. This corridor has a very wide ROW with a five-lane configuration. Parallel parking and sidewalks are present, which provide important connectivity to key destinations such as Heritage Park.



**Figure 3.1: Roadway Functional Classification within and adjacent to the study area**

There is little to no buffer between sidewalks and adjacent traffic which can lead to a feeling of exposure, given the high traffic volumes along this corridor.

8<sup>th</sup> Street is a major collector that crosses through the middle of the study area and runs east and west. The western portion sees an average of 1990 vehicles per day and the eastern portion averages 2545 vehicles per day.

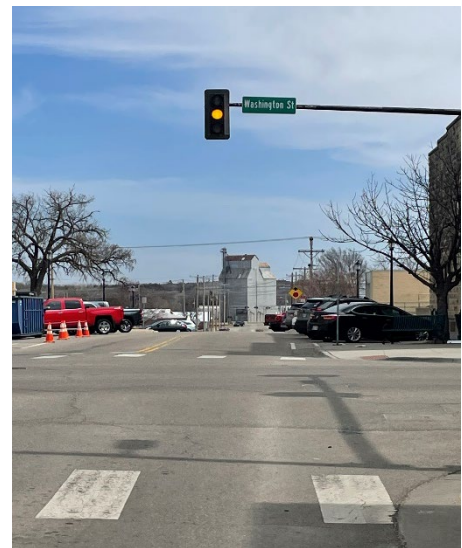
Future bicycle trail connections (on-street facilities) have been proposed for 8<sup>th</sup> Street to increase community connectivity. Given that this corridor receives heavier volumes than others, protected facilities should be considered. Within the study area, wide sidewalks are available with angled parking on both sides of the corridor.





## Downtown Junction City SMALL AREA PLAN

Classified as local roadways, 7<sup>th</sup> Street, 9<sup>th</sup> Street and 10<sup>th</sup> Street don't carry the same traffic volumes as other streets within the study area but provide important east/west connectivity for adjacent neighborhoods and access into the study area. Future bicycle trail connections (on-street facilities) have been proposed for 9<sup>th</sup> street to increase community connectivity. These streets each have one lane of traffic in east/west directions, accompanied by wide sidewalks and on-street, angled parking.



**Figure 3.m** (Top): West 6<sup>th</sup> Street from Jefferson Street looking east. **Figure 3.n** (Bottom Left): View of West 8<sup>th</sup> Street looking to the southwest **Figure 3.o** (Bottom Right): East 8<sup>th</sup> Street looking east.

North Jefferson Street and North Franklin Street border the west and the east side of the study area respectively. Although these roads are functionally classified as major collectors it should be noted that traffic on Jefferson Street is in some locations higher than along North Washington Street. Specifically, the block between West 8<sup>th</sup> and 9<sup>th</sup> Street sees an average of 8395 vehicles per day.

### 3.6 Transit

Public transit in Junction City is provided by Flint Hills Area Transportation Agency (ATA Bus) which plans, manages, and operates public transportation services within the Manhattan Urbanized Area, Riley



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County, Pottawatomie County, and Geary County. Within Junction City, ATA Buses provide two fixed routes, the Red and the Blue route. Regional Service is provided in an origin and destination “demand response” which provides door to door pick up and drop off service, if scheduled at least one day before the ride is needed. The demand response helps covers areas in the Flint Hills region not serviced by Fixed Routes, including portions of Junction City. Figure 3.p shows current fixed-route bus service routes in Junction City.

Figure 3.7.1: Within the Downtown Study area, fixed route service is provided by the Blue route and dedicated bus routes are available at 8<sup>th</sup> and Washington for each direction of travel. Additional dedicated bus stops can also be found within walking distance near the library and along Washington Street at 11<sup>th</sup>, 14<sup>th</sup> and 18<sup>th</sup> Streets. The Blue Route starts at the Spring Valley area in the southwest part of Junction City, and continues along the following route of travel:

1. Connects to industrial/commercial areas along Old 40W
2. Travels north to connect with multifamily residential along Caroline Ave.
3. Travels east along St. Mary’s Rd and Skyline Drive
4. Heads north using Jackson, Webster and Washington Street (through the study area)
5. East on Chestnut to connect with major retailers and the Red Line

The route then heads generally north connecting to major destinations such as the library before entering the study area on 8<sup>th</sup> Street and then travels north on Washington. Once out of the study area, it generally heads to the northeast where it culminates at Grant and Deerfield in the northeastern most part of town.

## 3.7 Historic Assets

Within or adjacent to the study area there are several historic assets that contribute to the vitality and character of the area that are listed on the National Register of Historic Places with the National Parks Service. In addition to any properties that are ‘Individually Listed’ on the register listed in Figure 3.q, many properties are identified as ‘Contributing’ structures to the Junction City Downtown Historic District as shown in the map in Figure 3.r.

Listing Type/ Number:	Name	Location	Date Listed	Areas of Significance
Individual 80001466	Bartell House	6th and Washington Streets	12/1/1980	Commerce

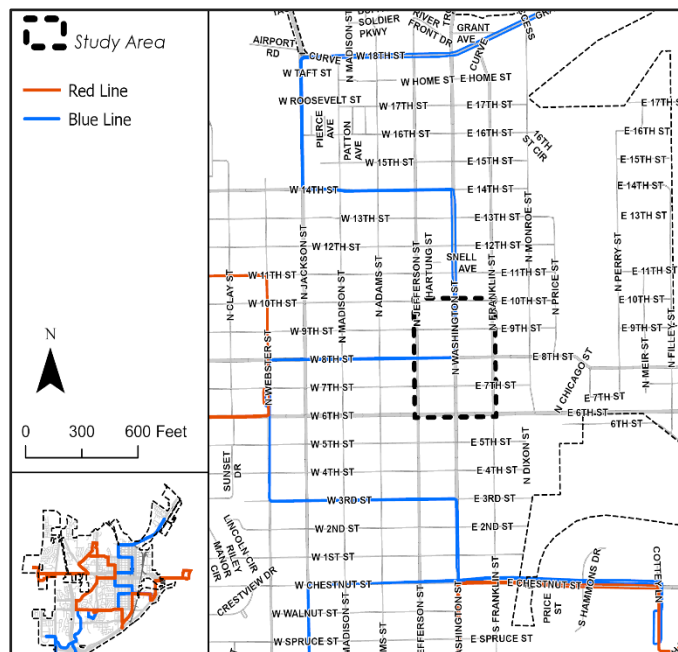


Figure 3.p Bus route service within Junction City and the Downtown Study Area



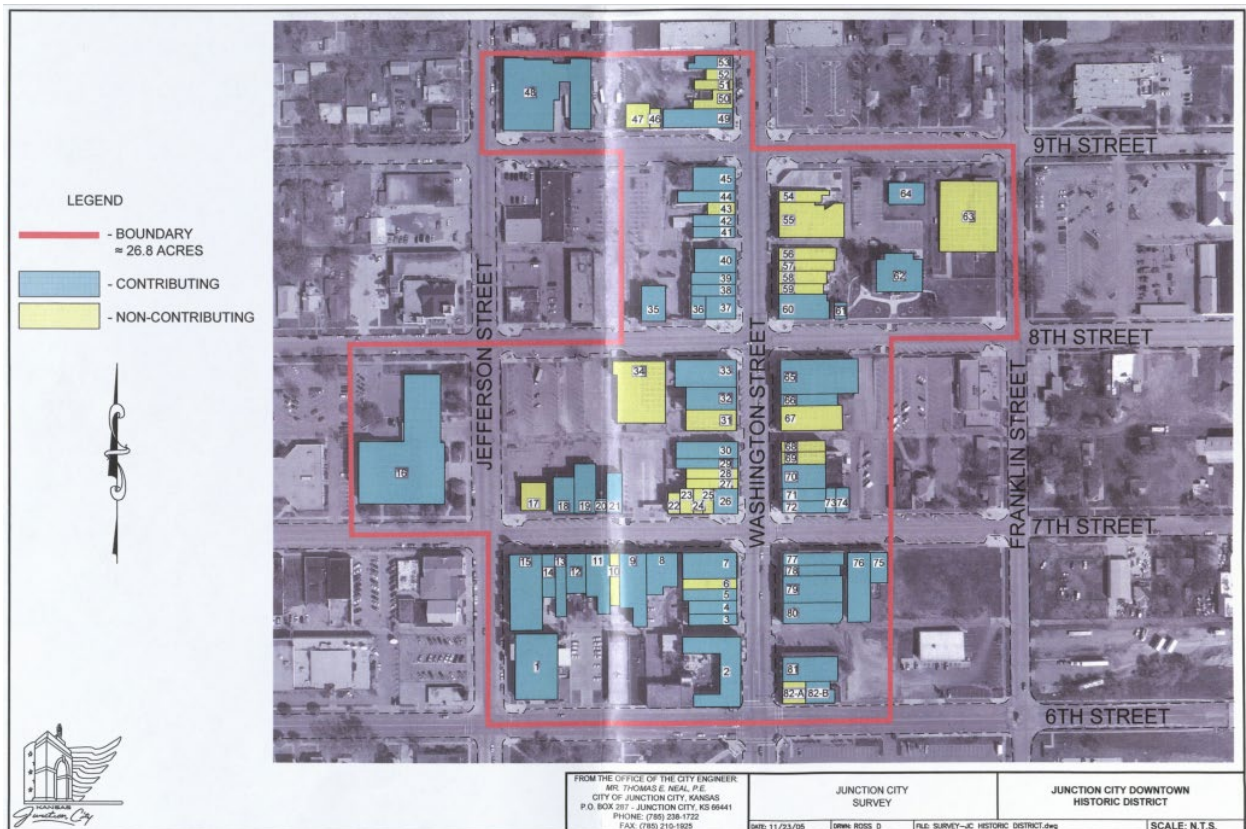


# Downtown Junction City

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<b><i>District</i></b> <b><i>06000623</i></b>	<i>Junction City Downtown Historic District</i>	<i>Roughly both sides of Washington Ave., from 6th to 9th Streets</i>	<i>7/19/2006</i>	<i>Commerce; Architecture</i>
<b><i>Individual</i></b> <b><i>81000278</i></b>	<i>Old Junction City High School</i>	<i>Adams and 6th Streets</i>	<i>4/24/1981</i>	<i>Education; Architecture</i>
<b><i>Individual</i></b> <b><i>12000204</i></b>	<i>Jackson-McConnell House</i>	<i>228 W. 5th Street</i>	<i>4/16/2012</i>	<i>Architecture</i>
<b><i>Individual</i></b> <b><i>100007028</i></b>	<i>First Presbyterian Church of Junction City</i>	<i>113 West 5th Street</i>	<i>10/4/2021</i>	<i>Architecture</i>
<b><i>Individual</i></b> <b><i>100000512</i></b>	<i>Grand Army of the Republic (GAR) Memorial Arch</i>	<i>500 N. Washington Street.</i>	<i>1/11/2017</i>	<i>Social History; Architecture</i>

**Figure 3.q:** A list of all properties and historic districts within or near the study area that are listed on the National Register of Historic Places with the National Parks Service. *Those shown in italics are outside the study area. Source National Park Service.*



**Figure 3.r:** A map showing the boundary of the Junction City Downtown Historic District (red) and color coded to indicate whether the property is identified as "Contributing" (green) or "Non-Contributing" (yellow) to the historic district listing on the National Register of Historic Places with the National Parks Service. *Those shown in italics are outside the study area. Source National Park Service. Source: Historic District Nomination Form, National Park*



# Downtown Junction City

## SMALL AREA PLAN

### 3.8 Downtown Programming

Several events throughout the year are held in Junction City with most occurring in downtown. These events reflect the spirit of Junction City and help draw foot traffic into downtown and the community. Some of the events are spearheaded, organized, and held by Junction City Main Street, while others are events that are either held downtown or elsewhere but are supported by Junction City Main Street. The following highlights each of the events and provides estimated attendance numbers if available.

#### Partnership Events

##### Freedom Fest

Estimated Attendance - 50,000 people

- New event in 2022 | Is held annually as a 5-day event surrounding the 4<sup>th</sup> of July holiday
- Held at Heritage Park
- Includes Freedom on Wheels, an event within an event
- Fundraiser events are held throughout the year to support this event



##### Oktober Fest

Estimated Attendance - 16,000 people

- Two-day event which started in 2021
- Held annually in late September / early October
- Held on Washington Street between 6<sup>th</sup> and 9<sup>th</sup> Streets.
- Growing participation 2021 attendance ~ 4000 | 2022 attendance ~ 15,000 to 20,000
- Includes Volksmarch, an event within an event



##### All Treats Day

Estimated Attendance - 2,000 people

- Chamber of Commerce/Junction City Main Street partnership
- Late October
- One-day event
- Begins with a parade and trick or treat in downtown Junction City and then continues at the 12<sup>th</sup> Street Community Center (1002 West 12<sup>th</sup> Street)





# Downtown Junction City

## SMALL AREA PLAN

### SIGNATURE EVENTS

#### Community Forum

Estimated Attendance - 200 people

- Presented by Junction City Main Street
- Held annually in mid-March
- One-day evening event
- Held at C.L. Hoover Opera House
- 2022 Theme was “Diversity and Equality”
- 2023 Theme “Achieving Entrepreneurial Harmony, Balance, and Vision”



#### Main Street Market

Estimated Attendance - TBD

- New series of outdoor vendor markets
- Held every Saturday from early May to late October
- Consists of both a Farmers' Market and a Makers' Market
- May include events, activities, contests, competitions, music, and programmed activities as well as regular scheduled theme programming
- Each Saturday per month will also feature a different training, education and/or information event related to a theme assigned for each Saturday per month (that repeats monthly) and is presented by a different guest organization
- As this new event continues to develop and grow, updates and information will be posted on the Junction City Main Street webpage and the Junction City Facebook Page and Junction City Main Street Market page



#### Taste of Culture

Estimated Attendance - TBD

- New events that will be held on the first Friday night and Saturday day in May
- Two events make up the Taste of Culture:
  - **Cups of Culture** which will be similar to Wine and Wassail but with different cultural drinks and food at various businesses
  - **International Food Tour** which will be a variety of food vendors from multiple cultures and will feature a variety of cultural entertainment and activities

#### Wine & Wassail Walk

Estimated Attendance - 120 people



## Downtown Junction City SMALL AREA PLAN

- Small Business Saturday Event to encourage “Shop Local - Shop Small” holiday shopping
- 2022 Wine and Wassail walk replaced 2021 BINGO card activity

### Hometown Christmas

Estimated Attendance - 2,000 people

- **Christmas Market**
  - The 2022 Christmas Market aims to be a beacon lighting the way for the new Main Street Market starting 2023 (see below)
  - One event which will be held in the evening from 5:30 to 8:30 in early December
  - Main Street Market will feature Farmer’s Market, Maker’s Market, themes, music/entertainment, education, Junk in the Trunk, and contests/ competitions/various activities.
- **Gingerbread Contest**
- **Walk to Bethlehem (2022) / Come to Bethlehem (2023)**
- **Breakfast with Santa**
  - Held at the Dorothy Bramlage Library near downtown



### PROMOTED EVENTS

In addition to the regular events listed above, Junction City Main Street also promotes several other events held in downtown that are hosted by other organizations. This list is long and may not be exhaustive but includes the following events:

#### Junction City Area Chamber Business Expo

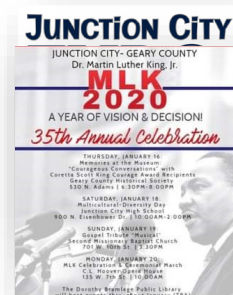
Estimated Attendance - 400 people

- Late August
- One-day event
- Held at Heritage Park

#### Martin Luther King Day Celebrations

Estimated Attendance - 50 people

- Held annually
- Previously in June - In 2023 rescheduled to be held in January
- One-day event
- Held at C.L. Hoover Opera House with outside march
- New (third) JC statue unveiling planned for 2023



## Downtown Junction City SMALL AREA PLAN

### Juneteenth

Estimated Attendance - 200 people

- Held annually on Juneteenth or close date
- Held at Heritage Park

### Greater Geary Community Foundation Match Day

Estimated Attendance - 50 people

- Held annually
- Mid-October
- Raised \$22,000 in 2022

Two additional events: **Movies in the Park** and **Ghosts & Goblins Gala** have been identified for implementation as future events. Several other events organized by other entities such as the **Library Story Walk** and others may occur in Downtown.



**Downtown Junction City**  
**SMALL AREA PLAN**







# CHAPTER 4 COMMUNITY ENGAGEMENT



# Downtown Junction City SMALL AREA PLAN

## 4. Community Engagement

The following chapter summarizes community engagement activities that were conducted to facilitate public input for the Downtown Junction City Small Area Plan (Downtown Plan). Multiple formats were used to provide information about the plan and solicit feedback during the project. Throughout the development of the plan, the public and stakeholders were provided multiple opportunities to provide feedback including in-person and online formats. Comprehensive documentation of the public engagement efforts and steering committee meeting minutes can be found in the Appendix portion of this document.



**Figures 4.a:** Promotional material created to promote the survey.

### 4.1 Steering Committee

To provide contextual knowledge, guidance and input throughout the planning process, a steering committee was compiled by representatives of Junction City Main Street. Their expertise was beneficial and helped guide key decisions through the planning process. A complete list of Steering Committee members are identified and acknowledged in the introductory section of this document. The Steering Committee met four times throughout the development of this Downtown Plan to review and comment on plan recommendations and provide local expertise for consideration during development of the plan.



**Figures 4.b:** A Steering Committee made up of staff and members of the Junction City Main Street Board, City of Junction City staff, Flint Hills Regional Council, Fort Riley Military Base and Business Community reviewed and provided input that helped shape the content of the plan.





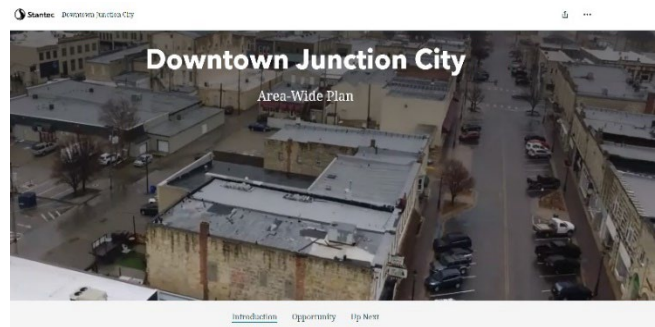
# Downtown Junction City SMALL AREA PLAN

## 4.2 Storymap

At the launch of the Downtown Plan, an ESRI Storymap was created to serve as an online repository of information as development of the plan and plan recommendations progressed. The map was housed on a publicly accessible website hosted by an ESRI online account for Stantec, the consulting firm hired to assist with development of the plan. A QR code (right) was created to help participants to easily connect with the website which accompanied print and online information about the plan and public input opportunities.

The Storymap was updated with new and relevant information throughout the planning effort.

**Figure 4.c:** (Right) Screenshot of the Downtown Plan ESRI StoryMap.



The purpose of this site is to share information and ask for feedback. Thank you for your interest. The following provides an overview of this planning effort. We also want to hear from you. Please consider completing the survey provided at the bottom of this page.

### Introduction

In 2022, the Flint Hills Regional Council (FHRC) received a US Environmental Protection Agency Brownfield Assessment grant. This no-match-funding can be used to identify, prioritize, assess, and develop plans for brownfield sites located throughout the member communities represented by the FHRC.

**FLINT HILLS  
REGION**

The intent of the EPA Brownfield grant is to:

- Focus on sites with the greatest redevelopment potential
- Encourage site reuse projects
- Transform underutilized properties into community assets
- Restore the environment and protect human health



**Figure 4.d:** (Right Inset) the QR Code that was created for the Storymap website.

## 4.3 Summary of Public Engagement Events

<b>Event</b>	<b>Date / Time</b>	<b>Focus Activity</b>	<b>Key Provided Input Themes</b>
<b>Ten Days of Christmas</b>	November 25 <sup>th</sup> , 2023 – December 4 <sup>th</sup> , 2023	Provided an opportunity to inform citizens about the Downtown Study planning effort and garner feedback using quick polling formats.	<ul style="list-style-type: none"> <li>• Improve safety, cleanliness, and overall appearance of Downtown.</li> <li>• Increase the number of restaurant, business, and shopping options.</li> <li>• Increase availability of places and activities for social gathering.</li> </ul>
<b>Community Issue Forum Booth</b>	March 20 <sup>th</sup> , 2023, 5PM	Informed the community about the Downtown Study, proposed sub-districts and provided an opportunity to give feedback about the planning area. Participants' 'Word Associations' were provided as an opportunity for participants help identify potential better names for the proposed subdistricts and what types of uses and desired amenities in this area.	<ul style="list-style-type: none"> <li>• Desire for new developments such as food trucks, more retail, and restaurants in the living subdistricts.</li> <li>• Want more open space.</li> <li>• For the "Opera" subdistrict, comments were provided related to the name of the area. Suggestions including 'Arts District' and 'Event District'.</li> <li>• Desire for 7<sup>th</sup> Street to become a closed street (for automobile) and a drop off loading point was indicated.</li> </ul>



## Downtown Junction City

### SMALL AREA PLAN

<p><b>Community Survey</b></p>	<p>May 15 – May 31, 2023</p>	<p>Obtained public input on the proposed subdistricts, streetscape, and redevelopments concepts that were created based on community and stakeholder input.</p>	<ul style="list-style-type: none"> <li>• Participants were comfortable with the proposed designs and developments.</li> <li>• Downtown Core District, all participants agreed that commercial, retail, and services on the ground floor of the buildings should serve as the primary use.</li> <li>• Arts and Crafts District, majority of the participants agreed that commercial, small-scale production, creative spaces, entertainment, and offices should be the primary uses of the district.</li> <li>• Courthouse Commons District, majority of participants agreed that medium density residential and civic uses should serve as the primary uses.</li> </ul>
<p><b>Farmers Market</b></p>	<p>May 6, 2023</p>	<p>Provided information about the effort and obtain public input on the proposed subdistricts, streetscaping and redevelopment concepts.</p>	<ul style="list-style-type: none"> <li>• A lot of the ideas that people voted for were ideas they have seen in other cities.</li> <li>• Participants noted a desire to see a more vibrant downtown Junction City.             <ul style="list-style-type: none"> <li>○ One individual said, <i>“It’s about time”</i> when receiving an overview of the project.</li> </ul> </li> <li>• There were no real conflicting options from the event mainly positive remarks.</li> <li>• Some community members hadn’t heard about the project.</li> </ul>







**Downtown Junction City**  
**SMALL AREA PLAN**





WARNING  
DO NOT  
FOLLOW  
THE  
ARROW

Remembering the  
past with a vision  
of the future.

For Information Call  
"Mouse"  
785-226-6633  
No set hours yet!

# CHAPTER 5 RECOMMENDATIONS



## 5. Plan Recommendations

### 5.1 Parking

#### INTRODUCTION

During the development of the Downtown Junction City Small Area Plan, Steering Committee members and stakeholders indicated that they often hear people say they avoid going downtown due to inadequate parking. This common misperception is not unique to downtown Junction City and a parking count analysis was identified as a data-based approach to reframe this dialogue. An analysis was completed for the study area and was completed multiple times, at varying times of day and points of the week - the results of which confirmed that parking is widely available throughout downtown, even during peak times.

A review of the transportation system in *Section 3.5 (Existing Conditions – Transportation and Connections)*, along with impromptu visual scans of the parking utilization during earlier site visits, also showed that there may be more than sufficient parking availability.

A parking counting form was created and filled out by members of the planning team to confirm the total number of available parking spaces in downtown and to identify the number of occupied parking spots. This exercise was completed a total of three times: one on Thursday evening at 7pm, another at 11:00am on Wednesday and a third time on Saturday morning at 10:30 am.

Overall, this analysis indicates that there is no shortage of available parking in downtown Junction City for businesses, employees, and visitors due to several large, off-street parking lots and the presence of on-street angled parking within the study area.

#### PARKING UTILIZATION FORM

Each of the three parking counts were taken at various times and days of the week during the development of the Downtown Junction City Small Area Plan. These were done using a custom created template to record the number of occupied vehicle parking spaces against the number of available on-street and off-street parking spaces.



**Figures 5.a** Screenshots showing instruction slides for the parking utilization form created to log the utilization of parking spaces in downtown Junction City.





# Downtown Junction City

## SMALL AREA PLAN

The form can be amended if conditions change in the future, such as the type of parking or the total number of available spaces. The form is designed to be user friendly and generally accessible without needing specialized software by utilizing a digital presentation program and includes instructions on how to use it.

Each full city block in the study area is shown on a separate slide that includes the number of spaces per each block face for the streets surrounding the block and the number of off-street spaces as well as the parking configuration type. The parking utilization form and collection count can be conducted with a mobile device or paper print outs.

### PARKING ANALYSIS WORKSHEET

The information from the parking utilization form is summarized for each block face in the form and can then be entered in a custom spreadsheet to calculate overall percent utilization per block face, per type (on-street or off-street) and for the entire block.

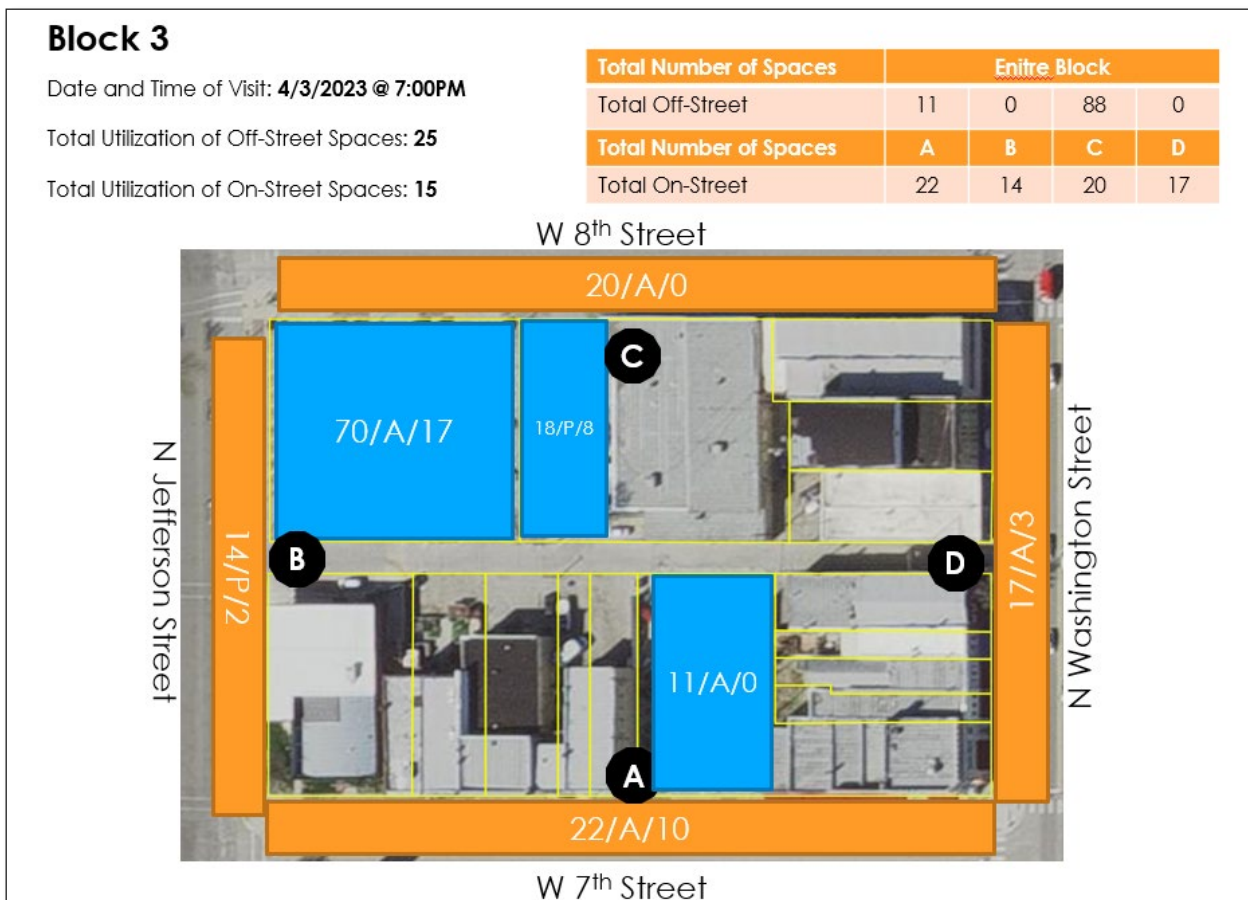


Figure 5.b: Screenshot of one slide showing one the completed parking utilization forms.



# Downtown Junction City

## SMALL AREA PLAN

**Date** 4/3/2023  
**Time** 6:55 - 8:00 PM  
**Category** Weekday Evening (Sun - Thurs, non\_holiday) / Weekday Evening (Sun - Thurs, non\_holiday)  
**Programmed Event** N/A

### Block 1

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	7				7	0	0%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	27	13	20	17	77	9	12%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
84	9	11%

### Block 2

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	147				147	25	17%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	14	6	31	17	68	15	22%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
215	40	19%

### Block 3

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	99				99	33	33%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	22	14	20	17	73	19	26%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
172	52	30%

### Block 4

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	87				87	14	16%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	16	14	30	9	69	22	32%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
156	36	23%

### Block 5

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	56				56	14	25%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	0	17	27	10	54	16	30%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
110	30	27%

### Block 6

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	79				79	17	22%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	26	17	24	15	82	10	12%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
161	27	17%

### Block 7

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	35				35	2	6%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	29	16	21	7	73	3	4%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
108	5	5%

### Block 8

Total Number of Spaces	Entire Block				Total	Spaces Used	% Utilization
Total Off-Street	43				43	1	2%
Total Number of Spaces	A	B	C	D	Total	Spaces Used	% Utilization
Total On-Street	36	16	20	10	82	0	0%

Total Block Spaces	Total Block Spaces Used	% Block Utilization
125	1	1%

**Figures 5.c.-5.f:** Screenshots showing total parking available for on-street and off-street, the total number of spaces observed in use during a field count on 4/3/2023, percent utilization for both on-street and off-street (left); overall block utilization rate (right) and total utilization at the time of count (bottom right).

TOTAL STUDY AREA SPACES	TOTAL STUDY AREA SPACES USED	STUDY AREA % UTILIZATION
1131	200	18%



# Downtown Junction City

## SMALL AREA PLAN

### OBSERVED PARKING UTILIZATION RATES

The aggregate data from the three different counts indicate that out of 1131 available on-street or off-street parking spaces, utilization of the total number of parking spaces ranged from 18% to 30% for a combined average utilization rate of 24% or 271 spaces.

Date of Count → And Block	4/3/2023	5/6/2023	5/31/2023	Total Average % of all counts
<b>Block 1</b>	11%	45%	36%	<b>31%</b>
<b>Block 2</b>	19%	19%	27%	<b>21%</b>
<b>Block 3</b>	30%	31%	24%	<b>28%</b>
<b>Block 4</b>	23%	29%	28%	<b>27%</b>
<b>Block 5</b>	27%	34%	31%	<b>31%</b>
<b>Block 6</b>	17%	27%	26%	<b>23%</b>
<b>Block 7</b>	5%	44%	8%	<b>19%</b>
<b>Block 8</b>	1%	20%	16%	<b>12%</b>
<b>Total Utilization in Analysis Area</b>	<b>18%</b>	<b>24%</b>	<b>30%</b>	<b>24%</b>

*Figure 5.g: Table showing the percent of utilized parking spaces on three separate dates and an average of all counts per block and within the study area.*



*Figure 5.1.7 Photo of existing on-street parking on East 7<sup>th</sup> Street looking west toward North Washington Street. The majority of on-street parking in the study area is striped for angled parking. Continued parking utilization data could be used to support the use of documented unnecessary parking areas for new public amenities spaces such as pocket parks, parklets, planting beds, widened sidewalks and other streetscape amenities.*



### RECOMMENDATIONS FOR PARKING:

With only 24% of available parking observed to be utilized on average, there may be opportunities to utilize existing and unnecessary parking areas for other public purposes such as outdoor seating and dining on widened sidewalks, as new public gathering spaces, or for infill development on off-street parking lots.

#### Recommendations

1. Continue parking utilization counts, and analysis is recommended at pre-defined intervals to establish a greater sample.

At a minimum a weekday, weeknight and weekend count should be conducted at least twice a year during a typical summer and winter time.

These do not need to be done on the same day each year but should be done close to the same time on similar days with similar characteristics.

2. Additional counts should be conducted to log parking conditions at other times of the year such as spring or fall or during hosted events occurring in downtown Junction City when parking may be higher than normal.
3. Adjustments should be made to update any changes to parking in the area.
4. Utilize the data from on-going parking analysis to combat misconceptions about available parking in the area and advocate for use of underutilized on-street parking spaces for public amenities, widened sidewalks and streetscaping improvements; encourage and allow for the redevelopment of existing off-street parking lots for other public or private uses.





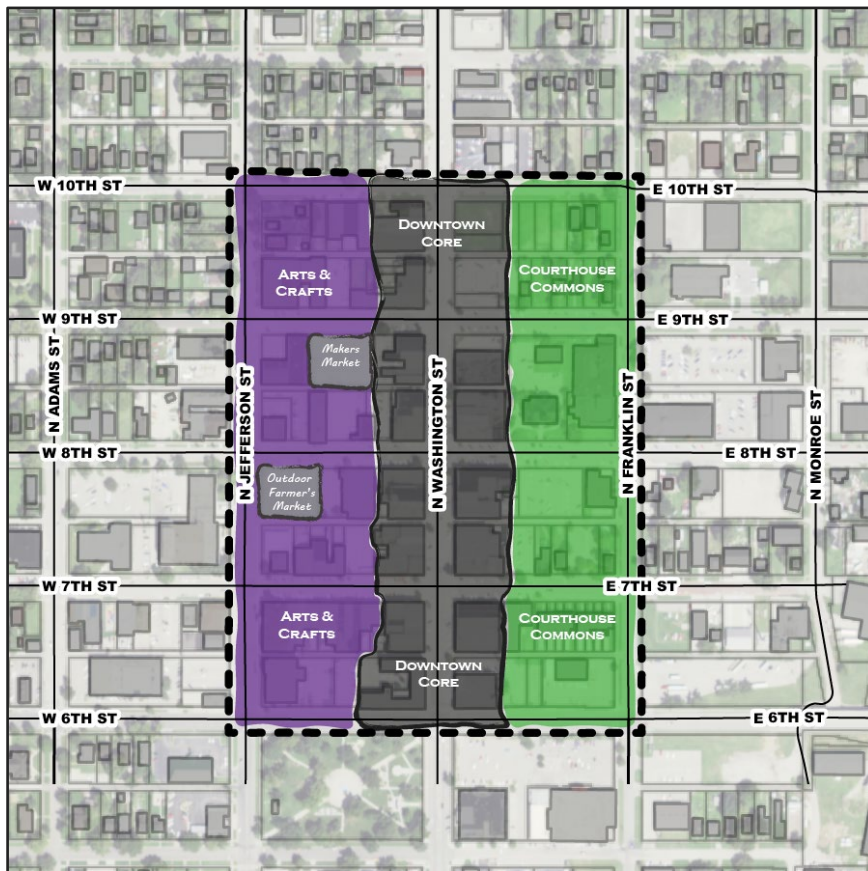
# Downtown Junction City

## SMALL AREA PLAN

### 5.2 Subdistricts

This plan identifies three subdistricts within the downtown study area. Each of the identified subdistricts include recommendations for:

- Character
- Streetscaping
- Typical Land Uses
- Building Design
- Parking Management
- Open Space
- Amenities
- Ideal Activity Levels



**Figure 5.h:** Map of the three subdistricts. Each subdistrict is roughly proportional in size and follows a north-south orientation within the study area. The names for each of the three subdistricts, from left to right are: Arts & Crafts, Downtown Core and Courthouse Commons.

These subdistricts were initially identified by an examination of current, historic, and desired land uses, and then simplified and refined utilizing a series of iterative public engagement activities that resulted in the three subdistricts outlined in this section.

These recommended subdistricts do not have precise boundaries and as such as the appropriate characteristics of a neighboring subdistricts may overlap. The recommendations for each subdistrict will be complementary to adjacent subdistricts and development patterns and whenever there are projects in which it is unclear what recommendations apply, aesthetics and streetscaping for both should be

considered.



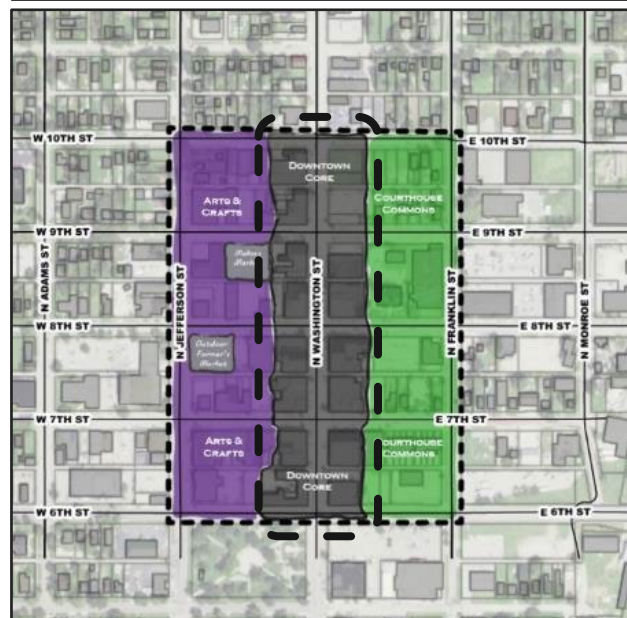
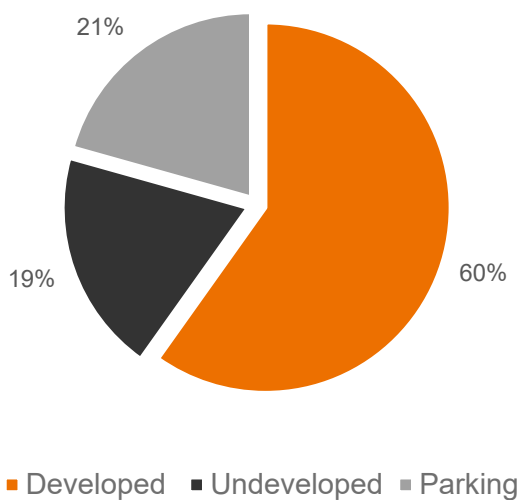
# Downtown Junction City SMALL AREA PLAN

## DOWNTOWN CORE

### Character Description:

The Downtown Core District is reserved for properties adjacent to Washington Street within the study area. This district maintains a modest scale mix of commercial businesses with a focus on active ground floor uses with office or residential uses on higher floors. Parking and bus shelters along Washington Street support visitors traveling to and from places outside of the study area. Residential infill, particularly residential above ground floor commercial, is encouraged. New infill development and redevelopment is high quality and is complementary to existing building character in terms of materials, height, mass, and orientation. Rooftop patios, plazas and courtyards provide spaces for workers and residences to socialize and contribute to a vibrant public realm. Businesses are encouraged to create open and inviting spaces that integrate and enhance the streetscape along Washington Street.

### Current Land Utilization



**Figure 5.i (top):** Graphical representation of current identity for which the Downtown Core name is derived.

**Figure 5.j (bottom-right):** Map highlighting the location of the Downtown Core subdistrict (long-dashes) within the study area (short-dashes).

**Figure 5.k (bottom left):** Graphic showing the percentage of the land within the subdistrict that is currently occupied with a building or 'Developed', non-occupied or 'Undeveloped', and utilized for Parking. Land dedicated as public right of way for streets, sidewalks and alleys were not included in these calculations.



# Downtown Junction City

## SMALL AREA PLAN

### Ideal Land Use Mix

**Primary Uses:**

Commercial – Retail Sales & Service (active ground floor uses)

**Complementary Uses:**

Office or residential uses (encouraged on higher levels); civic uses

### DESIGN CHARACTERISTICS

**Buildings:** Little to no front setbacks at sidewalks. Ground floor retail uses should include spill-out space for seating and retail sales within the sidewalk area. Two-three stories typical with variation along block face. Urban articulated facades with aligned adjoining building features, and high ratio of window to wall on the ground floor.

**Parking:** On-street; off-street away from primary frontage; alley-oriented; garage

**Design Amenities:** Enhanced sidewalk widths, shading devices, street trees and plantings, street furniture, bike racks, pedestrian scaled lighting and signage, public art and/or sculptures.

**Open Space:** None required. Front porches and/or cafe seating in the setback area should supplement the public realm in the right-of-way. Private or public urban plazas and rooftop patios are encouraged.

### Activity Levels

Ideal levels of activity within the subdistrict per day and time of day are shown below. This accounts for pedestrian and vehicular movements as well as activity associated with any use within the subdistrict. This may help identify ideal hours for programming and retail/service business hours.

General Level of Activity	Morning	Mid-Morning	Lunch	Afternoon	Evening	Late-Night
Weekday	●	◐	●	◐	●	◐
Saturday	●	●	●	◐	●	◐
Sunday	○	●	●	◐	○	○



**Figures 5.1 (above):** Illustrative examples of design characteristics recommended for the Downtown Core subdistrict.





# Downtown Junction City SMALL AREA PLAN

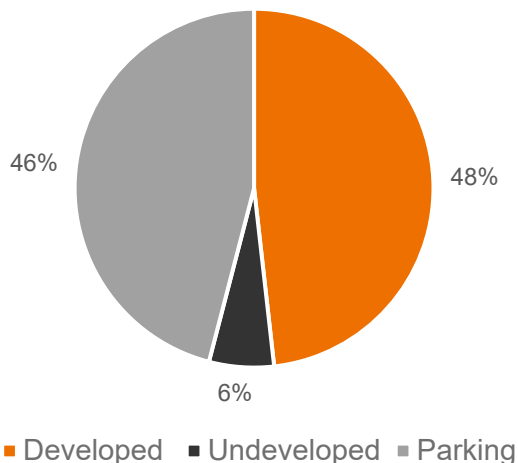
## ARTS & CRAFTS

### Character Description:

The Arts & Crafts District provides spaces for performance and visual arts along with spaces for retail, office, service uses. The areas allow some limited small-scale production, flex, creative and/or workshop spaces provided the activities are not at scale or manner that are offensive to adjacent uses. Some low-density residential may be present as single family detached homes or as creative live/workspaces. The streetscape provides ample opportunities for outdoor seating, shade, small outdoor public performance spaces and retail sales. The district is enhanced with unique, whimsical, and custom art, signage, furnishings, and enhancements. Public outdoor market spaces contribute to the district's vibrance and may be programmed for weeknight and weekend sales and community events year-round. Infill and redevelopment is high quality and may feature more modern elements while being complementary to existing building character in terms of materials, mass and orientation. Businesses are encouraged to create lively, open, and inviting spaces that integrate and enhance the streetscape.



### Current Land Utilization



**Figure 5.m (top):** Graphical representation of the C.L. Hooper Opera House for which the Arts & Crafts name is inspired.

**Figure 5.n (bottom-right):** Map highlighting the location of Arts & Crafts subdistrict (long-dashes) within the study area (short-dashes).

**Figure 5.o (bottom left):** Graphic showing the percentage of the land within the subdistrict that is currently occupied with a building or 'Developed', non-occupied or 'Undeveloped', and utilized for Parking. Land dedicated as public right of way for streets, sidewalks and alleys were not included in these calculations.





# Downtown Junction City

## SMALL AREA PLAN

### Ideal Land Use Mix

**Primary Uses:**

Commercial – Retail Sales & Service; Small-scale Production/Creative Spaces; Entertainment; Office

**Complementary Uses:**

Low Density Residential; Civic; Outdoor Market/Event Space

### Design Characteristic

**Buildings:** Little to no front setbacks at sidewalks. Ground floor retail uses should include spill-out space for seating within the sidewalk area. 2-3 stories typical with variation along block face. Urban articulated facades with aligned adjoining building features, and high % ratio of window to wall on ground floor.

**Parking:** On-street; off-street away from primary frontage; alley-oriented; garage

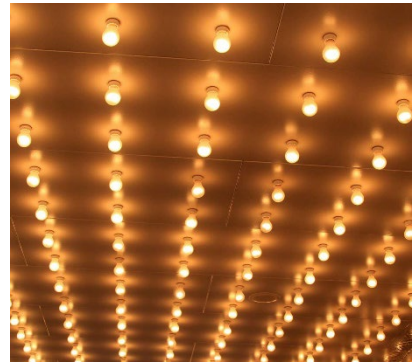
**Design Amenities:** Enhanced sidewalk widths, street trees and plantings, unique street furniture, bike racks, pedestrian scaled lighting and signage, public art and/or sculptures.

**Open Space:** None required. Front porches and/or cafe seating in the setback area should supplement public realm in the public right-of-way. Open spaces provided at outdoor market/event spaces.

### Activity Levels

Ideals level of activity within the subdistrict per day and time of day are shown below. This accounts for pedestrian and vehicular movements as well as activity associated with any use within the subdistrict. This may be help identify ideal hours for programming and retail/service business hours.

General Level of Activity	Morning	Mid-Morning	Lunch	Afternoon	Evening	Late-Night
Weekday	○	◐	●	◐	○	◐
Saturday	◐	●	●	◐	○	◐
Sunday	○	●	●	◐	○	○



**Figures 5.p (above):** Illustrative examples of design characteristics recommended for the Arts and Crafts subdistrict.



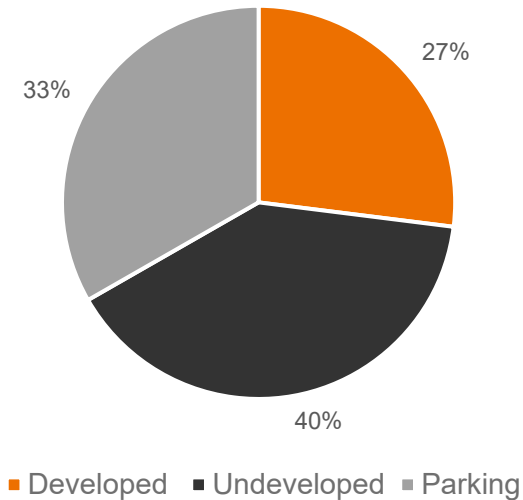
# Downtown Junction City SMALL AREA PLAN

## COURTHOUSE COMMONS

### Character Description:

The Courthouse Commons District provides a framework for development that transitions residential uses to adjacent neighborhoods and provides typical neighborhood amenities along with government uses, neighborhood commercial and residential uses. The district includes a mix of medium density housing types including multi-story, multifamily residences, townhomes, and cottage style courtyards for properties further away from Washington Street. The grounds around the courthouse are recommended to be improved with street trees, landscaping, and clear sightlines to the courthouse. Other spaces, including sidewalks and small public/private plazas, are integrated into the district to provide areas for residents to socialize and relax.

### Current Land Utilization



**Figure 5.q(top):** Graphical representation of the Geary County Courthouse for which the Courthouse Commons name is inspired.

**Figure 5.r (bottom-right):** Map highlighting the location of Courthouse Commons subdistrict (long-dashes) within the study area (short-dashes).

**Figure 5.s (bottom left):** Graphic showing the percentage of the land within the subdistrict that is currently occupied with a building or 'Developed', non-occupied or 'Undeveloped', and utilized for Parking. Land dedicated as public right of way for streets, sidewalks and alleys were not included in these calculations.





# Downtown Junction City

## SMALL AREA PLAN

### Ideal Land Use Mix

**Primary Uses:**

Medium Density Residential; Civic

**Complementary Uses:**

Commercial: Retail Sales, Service & Office (neighborhood scale)

### Design Characteristics

**Buildings:** Little to no front setbacks at sidewalks. 2-3 stories typical with height variations along block face. Consistent use of windows facing the street. Ground floor spaces may include commercial spaces to serve resident's needs. Buildings orientated to take advantage of courthouse views. Street facing covered patio and balconies encouraged.

**Parking:** On-street; off-street away from primary frontage; alley-oriented; garage

**Design Amenities:** Enhanced sidewalk widths, street trees and plantings, benches, bike racks, pedestrian scaled lighting, and minimal signage.

**Open Space:** 15% required on lots as greenspace, and rooftop patios. Grounds around the courthouse should be improved for public use.

### Activity Levels

Ideal level of activity within the subdistrict, per day and time of day, are shown below. This accounts for pedestrian and vehicular movements and activity associated with use within the subdistrict. This may help identify ideal hours for programming and retail/service business hours.

General Level of Activity	Morning	Mid-Morning	Lunch	Afternoon	Evening	Late-Night
Weekday	◐	◐	◐	◐	◐	○
Saturday	◐	◐	◐	◐	◐	○
Sunday	○	◐	◐	◐	◐	○



**Figures 5.t (above):** Illustrative examples of design characteristics recommended for the Arts and Crafts subdistrict.





# Downtown Junction City

## SMALL AREA PLAN

### RECOMMENDATIONS FOR SUBDISTRICTS:

Each proposed subdistrict provides character definitions, an ideal land use mix, design characteristics and desired activity levels that are appropriate and supportive for the residential and business tenants within. These strategies could be reinforced by encouraging businesses and property owners to align leased spaces and new constructions projects with the characteristics, land uses, and activity levels listed. If desired, a more regulatory approach could be implemented by the City of Junction City and/or Geary County (Planning and Zoning).

#### Recommendations

1. Encourage businesses to maintain hours of operation and activities that align with the subdistrict activity levels. Activities that occur across the subdistrict during periods of medium to high activity are recommended and will generate more pedestrian activity and interest in Downtown and to increase vibrancy at appropriate times in each the subdistricts.
2. Consider whether to regulate the identified subdistricts' land use and design characteristics versus encourage. If:
  - a. Regulation is preferred, amend zoning ordinances, establish policies and consider implementation of a design review board for reviews of all exterior public realm and building façade changes in accordance with the elements identified in each subdistrict.
  - b. Regulation is not preferred, establish training and best practices resources for business and property owners to encourage the utilization of the elements identified in each subdistrict.
3. Periodically review and make necessary but restrained adjustments to align elements identified in each subdistrict.

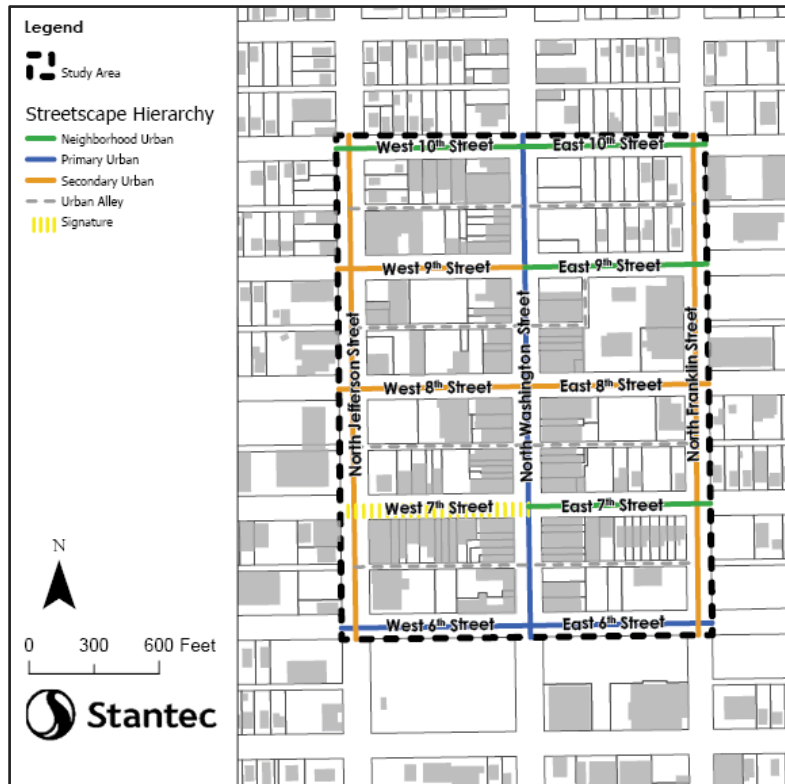


# Downtown Junction City SMALL AREA PLAN

## 5.3 Streetscapes

### HIERARCHY

Character definitions provided alongside each subdistrict indicate how streetscaping can support the character and land uses within each district, especially within pedestrian areas. The following streetscape hierarchy was established to further define design strategies for different roadways. Each have been established with consideration for current and recommended land uses, current roadway configurations, the Functional Classification of each roadway by Kansas State Department of Transportation, pedestrian and bicycle amenities, and applicable intended goals and objectives established by this plan. The location of each roadway hierarchy classification is shown on the following map with accompanying descriptions.



**Figure 5.u:** Recommended Streetscape Hierarchy Classifications for downtown Junction City.



**Figure 5.v:** Collection of photos showing some of the existing streetscape elements currently in downtown Junction City.



# Downtown Junction City

## SMALL AREA PLAN

### PRIMARY URBAN

This street is characterized by Arterial traffic volumes; high visibility storefronts; and serve as a circulation spine. Applicable streets include West and East 6th Street; North Washington Street.

#### Streetscape Elements:

**Landscaping:** Large shade and small ornamental boulevard tree plantings; Ornamental tree, shrubs and perennial plantings provided in landscape beds. Grass, mulch, permeable hard surface and metal grates with for all boulevard tree planting areas with a minimum 24 square feet opening for ornamental trees and 36 square feet opening for shade trees.

**Identity:** Subdued application of art and sculpture elements with a traditional style.

**Signage:** Pedestrian scale signage with limited protrusions such as wall, canopy, window, and sidewalk signage.

**Lighting:** Decorative downcast lighting for pedestrian areas, overcast lighting for streetscapes and upcast lighting under trees and for buildings features. Lighting should be designed to address safety and enhance district character. Use of string lights within boulevard trees encouraged.

**Color Theme:** Red, White, and Blue.

**Pedestrian Amenities:** Flint Hills ATA bus stops and shelters, benches, shade canopies, wayfinding signage, interpretive signage and markers, highly visible crosswalks, wide sidewalks with curb extensions for midblock and intersection crossings; varying surface materials including concrete, brick and stone.





# Downtown Junction City

## SMALL AREA PLAN

### SECONDARY URBAN

This street is characterized by Collector traffic volumes, less visible storefronts, and improved facilities for bicyclist and pedestrian comfort. Applicable streets include West and East 8<sup>th</sup> Street, West 9<sup>th</sup> Street, North Jefferson Street and North Franklin Street.

#### Streetscape Elements:

**Landscaping:** Large shade and small ornamental boulevard tree plantings; Ornamental trees, shrubs and perennial plantings provided in landscape beds. Mulch, permeable paving, or metal grates for all boulevard tree planting areas with a minimum 24 square feet opening for ornamental trees and 36 square feet opening for shade trees.

**Identity:** Vibrant use of art and sculptural elements.

**Signage:** Minimal building signage, limited to pedestrian signage such as wall-mounted, canopy mounted, and free-standing signage.

**Lighting:** Decorative downcast lighting for pedestrian areas, overcast lighting for streetscapes. Lighting should be designed to promote a casual but safe environment. Overstreet string lighting may be used to where appropriate to reinforce subdistrict identity and/or demarcate midblock crossing areas, Use of string lights or uplighting within boulevard trees encouraged.

**Color Theme:** Red, White, and Blue.

**Pedestrian Amenities:** Benches, bike racks, wide sidewalk areas with abundant mix of seating areas in shade and sun, wayfinding, signage, interpretive markers, dog-relief zones, highly visible crosswalks; varying surface materials including concrete, brick, and stone.



# Downtown Junction City

## SMALL AREA PLAN

### NEIGHBORHOOD URBAN

Lower traffic volumes, lower storefront visibility, opportunities for informal inter-personal connections.  
Applicable Streets: West 10<sup>th</sup> Street, East 10<sup>th</sup> Street, East 7<sup>th</sup> Street.

#### Streetscape Elements:

**Landscaping:** Large shade and small ornamental boulevard tree plantings; Ornamental tree, shrubs and perennial plantings provided in landscape beds. Grass, mulch, permeable hard surface and metal grates with for all boulevard tree planting areas with a minimum 24 square feet opening for ornamental trees and 36 square feet opening for shade trees.

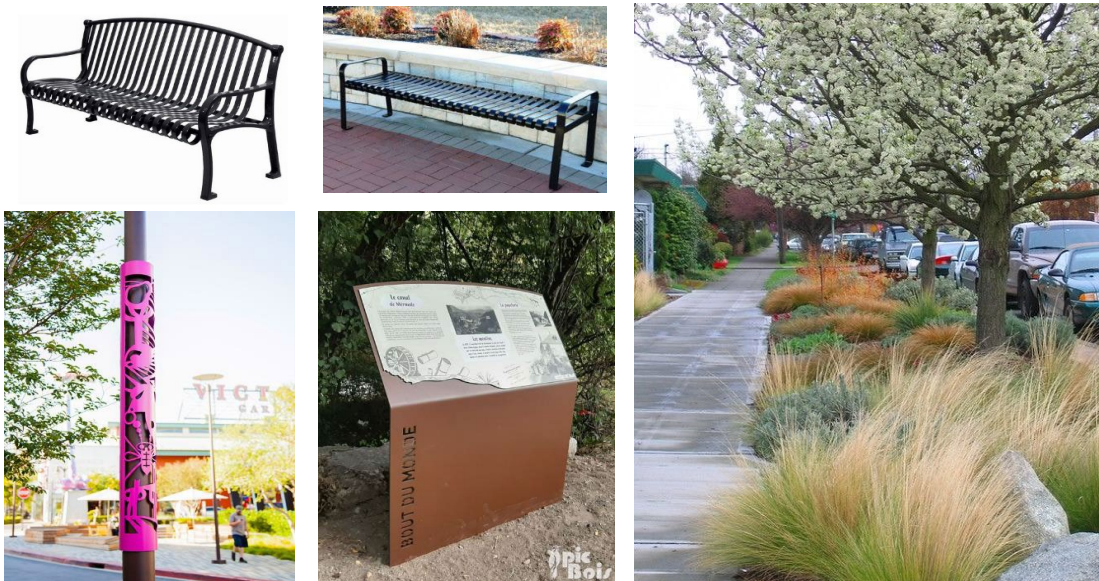
**Identity:** Subdued application of art and sculpture elements focus.

**Signage:** Minimal building signage, limited to pedestrian projecting and wall signage, canopy signage, and sidewalk style signage.

**Lighting:** Decorative downcast lighting for pedestrian areas, overcast lighting for streetscapes. Lighting should be designed to promote a quiet, tranquil atmosphere.

**Color Theme:** Red, White, and Blue.

**Pedestrian Amenities:** Benches, wayfinding signage, interpretive markers, dog-relief zone, highly visible crosswalks; varying surface materials including concrete, brick, and stone.



# Downtown Junction City

## SMALL AREA PLAN

### SIGNATURE STREETS\*

High visibility corridor adjacent to key destinations.  
Applicable Streets: West 7<sup>th</sup> Street.

### Streetscape Elements

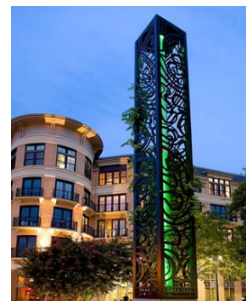
**Landscaping:** Large shade and small ornamental tree plantings; Ornamental tree, shrubs and perennial plantings provided in landscape beds. Grass, mulch, permeable hard surface and metal grates with for all boulevard tree planting areas with a minimum 24 square feet opening for ornamental trees and 36 square feet opening for shade trees.

**Signage:** Minimal building signage, limited to pedestrian projecting and wall signage, canopy signage, and sidewalk style signage.

**Lighting:** Unique and decorative downcast lighting for pedestrian areas, overcast lighting for streetscapes. Overstreet string lighting may be used to where appropriate to reinforce subdistrict identity and/or demarcate midblock crossing areas, Use of string lights or uplighting within boulevard trees encouraged. Lighting design should be intentionally designed to create an experience that relates to subdistrict theme.

**Pedestrian Amenities:** Benches, outdoor seating areas, wayfinding signage, interpretive markers, dog-relief zone, wide sidewalks highly visible crosswalks; varying surface materials including concrete, brick and stone.

**\*Note:** The Signature Streets classification is identified for the segment of West 7<sup>th</sup> Street between North Washington Street and North Jefferson Street which is a catalyst site detailed further in this chapter.





# Downtown Junction City

## SMALL AREA PLAN

### URBAN ALLEY\*

Comfortable corridors for pedestrians and community

**\*Note:** The Urban Alley classification is identified for alleyways in the study area with additional recommendations detailed Section 5.5 of this chapter.

### Streetscape Elements

**Landscaping:** Little to no trees due to overhead power lines. Planting areas/pots provided for flower and other perennials.

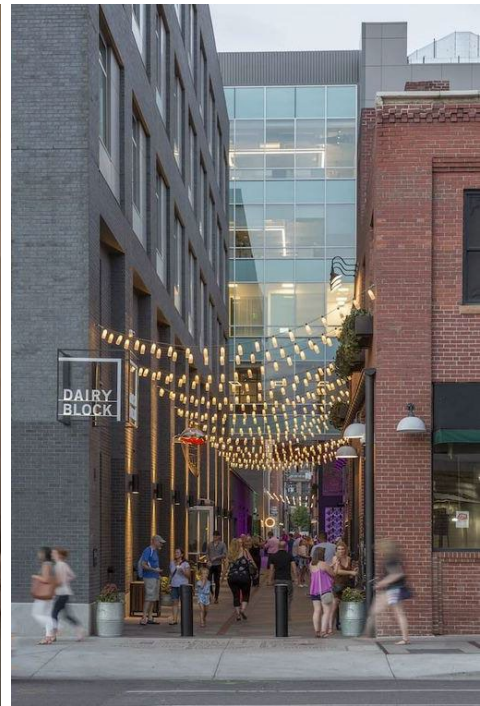
**Identity:** Clean, organized and well maintained with abundant use of vibrant art.

**Signage:** Minimal pedestrian scaled signage such as wall, projecting and sidewalk signs utilized to promote uses. Some individual post mounted signs for directional purposes may be provided.

**Lighting:** Unique and whimsical. Overhead string lighting used where appropriate to reinforce subdistrict identity and/or demarcate midblock crossing areas, Lighting design should be intentionally designed to create an experience that relates to subdistrict theme and the concepts identified in Chapter 6.

**Themes:** Red, White, and Blue.

**Pedestrian Amenities:** Low volume and low vehicular speeds, benches, outdoor seating areas, wayfinding signage, interpretive markers, dog-relief zone, clear connections to and across other streets varying surface materials including concrete, brick and stone, shading devices.



# Downtown Junction City

## SMALL AREA PLAN

### RECOMMENDATIONS FOR STREETSCAPES:

The design of the street, and its furnishings, influences how people will use the space and the success of adjacent businesses. Different streets need unique design strategies and approaches to match current and desired outcomes. In downtown environments, it is important that the desires and needs of pedestrians are prioritized over the needs of automobile traffic.

#### Recommendations

1. Implement elements of the streetscaping appropriate for each street hierarchy classification. Consider a phased approach in which elements that would provide the most positive influence on pedestrian comfort are prioritized.
2. Remove and replace missing, dead, or unhealthy street trees, enlarge openings, improve tree growing medium, and replace with large upright shade trees that are appropriately sized and selected for each location.
3. Monitor parking utilization and identify under-utilized areas to convert for expansion of sidewalk areas to support pedestrian and public amenities.
4. Add new landscape area and plant with draught tolerant, low maintenance native plants.
5. Institute a regular tree inspection and maintenance program.
6. Develop and implement cohesive wayfinding program and other interpretative elements such as historic markers and plaques.
7. Develop a process for the selection and placement of public art.
8. Institute design recommendations and ensure alignment with character recommendations listed in this plan for future streetscape reconstruction projects.

**Figure 5.w:** Photo of the intersection of West 7<sup>th</sup> Street and North Washington Street. There are not a lot of trees in downtown Junction City and in places where trees were planted, many have since died. In this image you can see that benches were strategically located next to a tree so that it would provide shade, Without the tree, these benches likely make users feel exposed and subsequently, under-utilized.



# Downtown Junction City

## SMALL AREA PLAN

### 5.4 Catalyst Sites

#### *Introduction to the Catalyst Sites*

Two catalyst sites are identified within the study area. The catalyst sites are located within the study area at the following locations:

- **Market Space:** The southeast quadrant of the intersection of West 8<sup>th</sup> Street and North Jefferson Street. Currently a city-owned surface parking lot and associated alley throughfares.
- **West 7<sup>th</sup> Street:** The one block roadway segment of West 7th Street between North Washington Street and North Jefferson Street and the associated alley throughfares.

For both the sites, two approaches are shown below.

The first approach is a minimum approach where the changes made are short-term, less expensive, and temporary. The second approach is a maximum approach where the changes made are long-term, expensive, and permanent.

Some common elements have been identified in both catalyst sites. The minimum approach has temporary improvements (such as parklets, movable planters and stringed lighting) and does very little in terms of controlling traffic and restricting vehicular movements. The minimum approach is also characterized by its flexibility in design, whereas the maximum approach is characterized by its flexibility of use. The maximum approach has long-term improvements (such as more space allotted for public and community engagement). It eliminates vehicular movements and traffic while encouraging other modes of transportation such as walking. With the maximum approach, interactive public art becomes an integral part of the design, along with more space for landscaping.



**Figure 5.x:** Photo of the intersection of West 7<sup>th</sup> Street and North Jefferson Street looking southeast toward the Catalyst site for the proposed Market Space.



# Downtown Junction City SMALL AREA PLAN

## MARKET SPACE: CONCEPT 1 – MINIMUM APPROACH



(1) Flex-Space Market



(2) Temp Seating



(3) Painted Pavement



(4) Moveable Planters



(5) Stringed Lighting



(6) Public Art

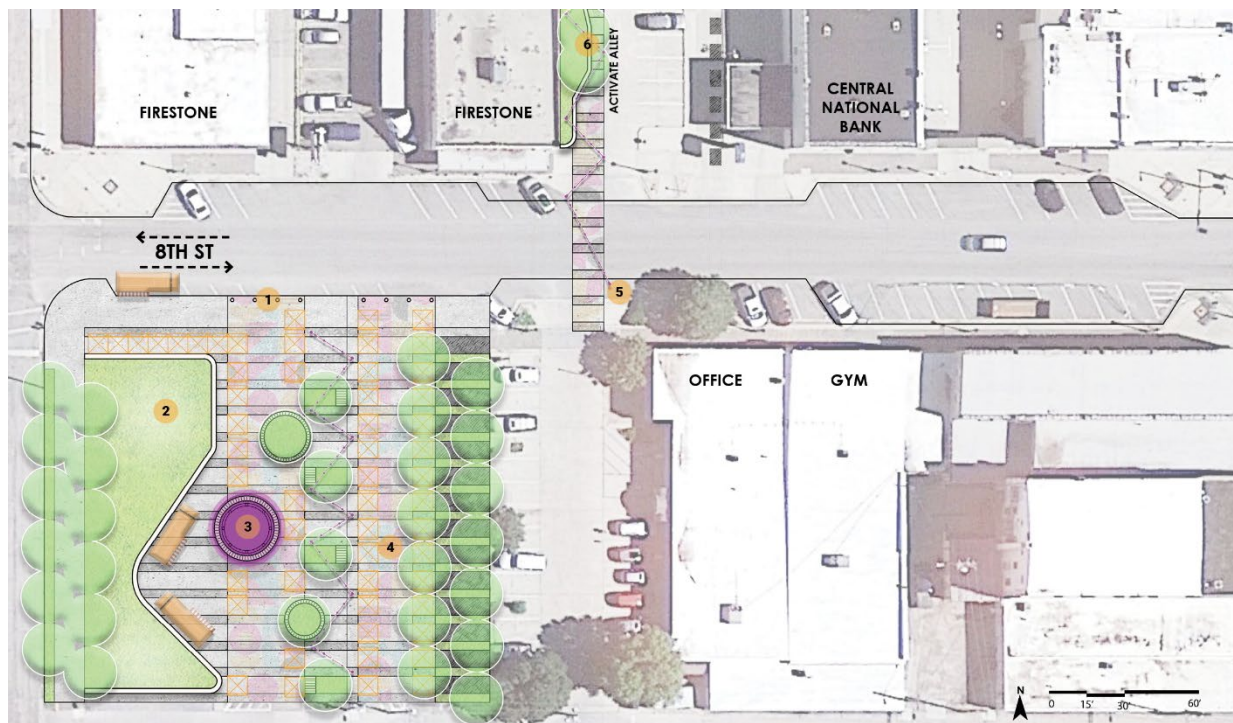


## Downtown Junction City SMALL AREA PLAN

### Summary:

The minimum approach for the market space design is marked by its signature design changes. It consists of spaces for arts and entertainment. Since this concept does not eliminate parking, it utilizes temporary elements such as movable planters, stringed lighting and temporary outdoor seating for restaurants and cafes (called parklets) which also provides design flexibility. The pavement is painted to elevate the visibility of pedestrian crossings, and public art is added to mid-block pedestrian travel corridors for aesthetic and visual interest.

### MARKET SPACE: CONCEPT 2 – MAXIMUM APPROACH



### Summary:

The maximum approach is characterized by a permanent redesign of the space. It aims for better utilization of the space by removing parking and introducing integrated seating and a community plaza to support special-use vehicles such as food trucks. The parking areas are replaced with raised lawn and a raised stage, allowing for more entertainment and community enjoyment. Seating elements allow for more flexibility of use compared to parklets. Landscaping is present throughout, rather than movable planters proposed in the minimum approach. Interactive public art reinforces proposed improvements to alleys and thoroughways, which are described in subsequent sections of this document.





# Downtown Junction City SMALL AREA PLAN



(1) Flex Plaza



(2) Raised Lawn



(3) Raised Stage



(4) Integrated Seating

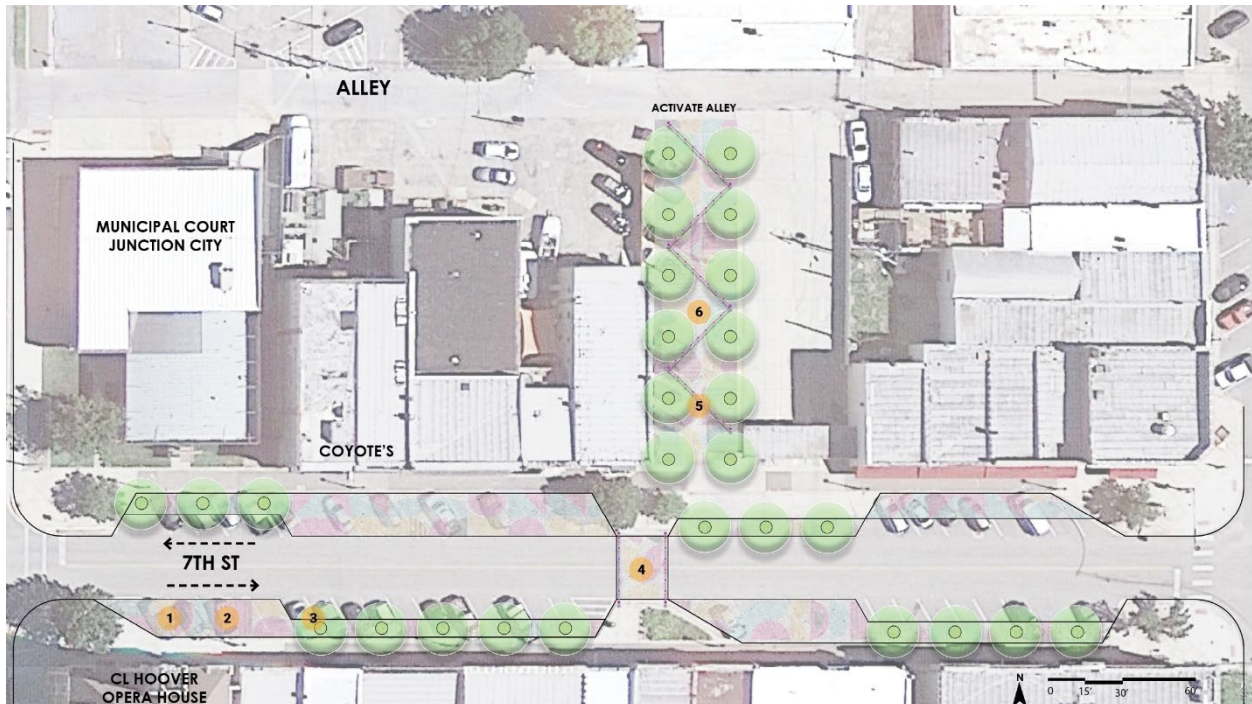


(5) Stringed Lighting



(6) Interactive Public Art

## WEST 7TH STREET: CONCEPT A -MINIMUM APPROACH



### SUMMARY

The minimum approach towards redesigning West 7<sup>th</sup> Street is marked by flexible improvements consisting of temporary outdoor seating for restaurants and cafes. It is characterized by the addition of parklets (which are also temporary and easy to build). This concept boosts community interaction yet does not restrict the movement of vehicles. Painted pavements and crosswalks add to the aesthetics of





# Downtown Junction City SMALL AREA PLAN

the streetscape and a market space is delineated by movable planters and stringed lighting, which add to its flexibility.



(1) Painted Pavement



(2) Temp. Cafe Seating



(3) Moveable Planters



(4) Painted Crosswalk



(5) Stringed Lighting



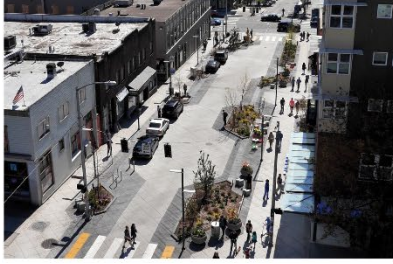
(6) Public Art

## WEST 7TH AVENUE: CONCEPT B - MAXIMUM APPROACH



# Downtown Junction City

## SMALL AREA PLAN



(1) Shared Street



(2) Plant Beds



(3) Permanent Outdoor Cafe



(4) Raised Crosswalk



(5) Stringed Lighting



(6) Interactive Public Art

### SUMMARY

The maximum approach to redesigning West 7<sup>th</sup> Street is marked by the Shared Street approach. The main aim of this approach is to increase community shared spaces and reduce traffic. For this purpose, entry to the 7<sup>th</sup> Street is restricted and is made a one-way, and access to vehicles is reserved for temporary parking and deliveries. Raised crosswalks are a crucial element of this approach to encourage other modes of transportation. Moveable planters are replaced by permanent planters, and parklets get converted to permanent outdoor cafés to dedicate space for small group gatherings. Interactive public art, along with stringed lighting, is included in this approach to reinforce placemaking and reflect community character.



## **Downtown Junction City**

### **SMALL AREA PLAN**

#### **RECOMMENDATIONS FOR CATALYST SITES:**

The concepts identified for each the two catalyst sites provide both a short term, (inexpensive and easily modifiable) concept, and a long-term more permanent concept. Each concept supports the creation of public amenity spaces that are multi-faceted and flexible for a variety of needs. In implementing these concepts at either site, it will be necessary to also be flexible in accommodating multi-faceted needs.

#### **Recommendations**

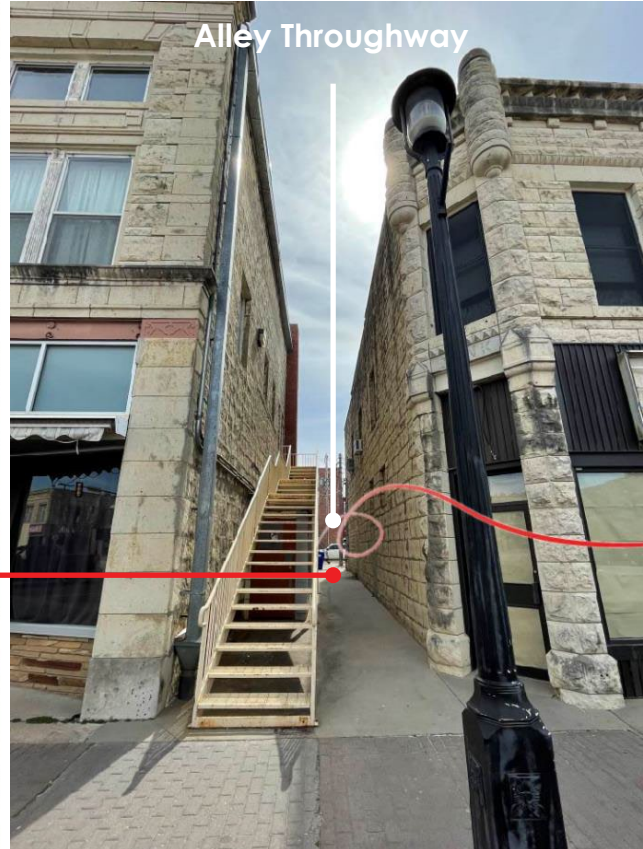
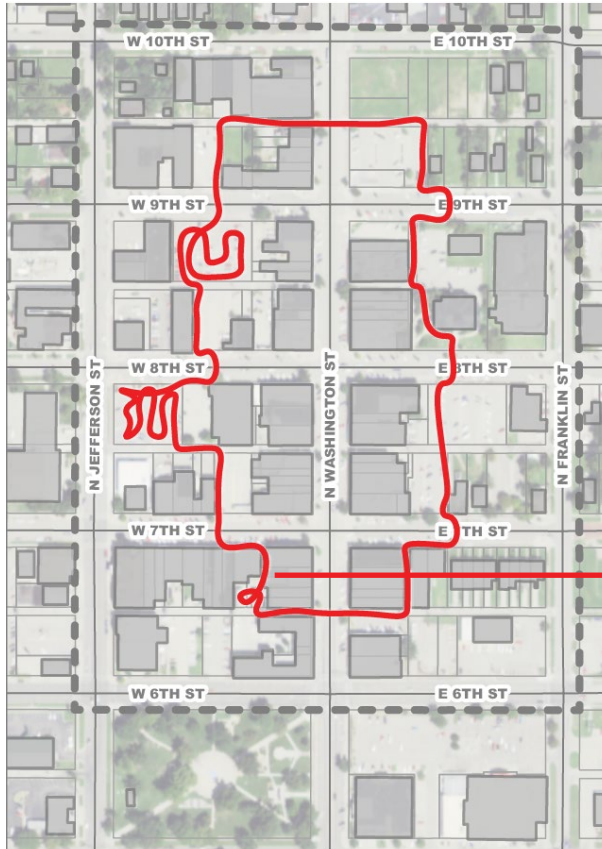
1. Incrementally develop, and implement elements identified with the minimum concept. Review overall effectiveness and adjust as needed to establish public support for funding and implementation of permanent site concepts.
2. Identify and log any feedback or modifications that were needed using the minimum approach.
3. Identify funding mechanisms and resources to help create site development plans, construction and material costs and maintenance.





# Downtown Junction City SMALL AREA PLAN

## 5.5 Weaving Character Areas



### INTRODUCTION:

Much of downtown Junction City maintains a cohesive look and feel that is reinforced through the common use of Flint Hills Limestone and/or Red Brick as a building material and the consistent use of streetscaping elements (such as pedestrian lamp poles, mid-block crossings, placement of street trees in curb extensions, and abundance of benches). However, this aesthetic is primarily concentrated along the southern portion of the study area, with the most cohesive areas being those along North Washington Street. Less cohesion is found on the north end, and far eastern and western edges of the study area. This lack of uniformity provides opportunities to establish new and unique identities for each.

In downtown Junction City, alleyways are primarily east-west orientation within each block, which provide rear access to buildings for parking and delivery vehicles. Convenient access to alleys is supported by north/south 'throughways' that allow pedestrians to access midway through the longer east-west block face. When combined as an interconnected network, the alleys, and throughways, provide a well-connected internal pedestrian system. Therefore, intentional focus on improvements in these areas may provide many benefits.

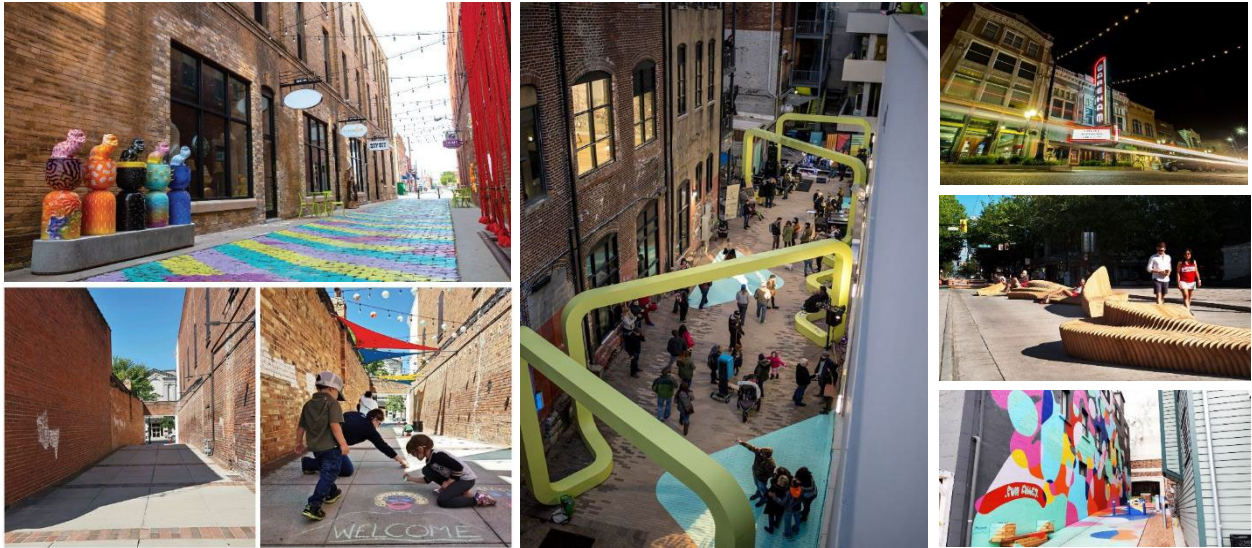




# Downtown Junction City SMALL AREA PLAN



## Downtown Junction City SMALL AREA PLAN



### RECOMMENDATIONS FOR WEAVING CHARACTER AREAS:

The design idea shown above help illustrate ways to connect the proposed subdistricts by using midblock crossings, alleys, and throughways via alleyway activation. These examples are not meant to indicate desired executable design, but illustrate how art, building improvements and a safe well-illuminated place can provide new opportunities for social interaction, play, and creativity. Expressive, dynamic art, sculpture, and design choices lend to the sense of movement that these spaces can become.

#### Recommendations

1. Provide access to underutilized portions of buildings that could be activated with new uses with new secondary building frontages.
2. Encourage more infill development of underutilized parking areas and land not occupied by buildings.
3. Provide a consistent way to tie all the varying subdistricts together with design elements that remain consistent through each subdistrict; align off-set mid-block crossing aprons during street redevelopment projects.
4. Encourage more walkable, pedestrian oriented activities, community exploration and spawn new opportunities for retail and services businesses





**Downtown Junction City**  
**SMALL AREA PLAN**



# CHAPTER 6 IMPLEMENTATION



# Downtown Junction City

## SMALL AREA PLAN

### 6. Implementation

Reinvestment and revitalization of the study area will be initiated by property and business owners and private developers. However, there are several initiatives that the City and/or Junction City Main Street, can initiate to better support redevelopment of this area.

This matrix of implementation priorities identifies which measures could be taken for reinvestment in this area, and also identifies the primary and supporting agencies responsible for each proposed task.

TASK	RESPONSIBILITY
1. Parking is always perceived as an issue but may not actually be an issue. Continue conversations and monitoring parking utilization to determine whether there is too much or too little and consider amendments to parking requirements.	Junction City Main Street with regular updates to the City of Junction City.
2. Consider adding parking enforcement regulations for Downtown.	City of Junction City
3. Rezone catalyst site and amend zoning ordinances to support premarket opportunities and identified subdistrict character and land uses.	City of Junction City and Geary County Planning Staff
4. Designate downtown overlay districts to reinforce character design elements and aesthetics for subdistricts.	City of Junction City and Geary County Planning Staff
5. Track ROI (Return on Investment) on tax revenue generated from increased programming and activity in downtown to increase support for improvements to community spaces.	Junction City Main Street with regular updates to the City
6. Continue to diversify programming opportunities that directly appeal to soldiers and their families.	Junction City Main Street and other non-profit and community organizations
7. Encourage stores to increase/shift hours of operations to take advantage of increases in foot traffic during weekend, evening, and holiday events.	Junction City Main Street





## Downtown Junction City

### SMALL AREA PLAN

<p>8. Young adults seek places that make it easy to find new experiences, hang out, and are dog friendly. Consider programming of new events that specifically appeal to each generation (Boomers, Gen X, Millennials, Gen Z. etc.) Consider alternative communications methods that have greater reach for each of these demographics. Partner with Junction City High school to engage students with outreach projects.</p>	<p>Junction City Main Street, other non-profit and community organizations, and schools</p>
<p>9. Consider hosting events in ways that utilize alleyways to encourage activation, and greater utilization of these spaces for connectivity.</p>	<p>Junction City Main Street, other non-profit and community organizations</p>
<p>10. Encourage, educate and support local entrepreneurship. Consider hosting social events and educational workshops that help other entrepreneurs connect with each other.</p>	<p>Junction City Main Street, other non-profit and other community organizations or education agencies</p>
<p>11. Design downtown to be friendly for ages 8 &amp; 80. Provide venues for gathering, concerts, and passive activity.</p>	<p>City of Junction City</p>
<p>12. Lay out phased implementation for Makers Market that can maintain parking for short-term and transition (long-term) into permanent gathering space.</p>	<p>Junction City Main Street and City of Junction City</p>
<p>13. Consider reduction in Downtown Parking to reclaim space for street trees. Develop specification appropriate species and types for maintenance and long-term viability.</p>	<p>City of Junction City</p>
<p>14. Dedicate locations for specific transit stops to protect riders from the elements.</p>	<p>City of Junction City</p>
<p>15. Focus activation of sidewalks on side streets (away from heavy traffic on Washington) and of alleyways.</p>	<p>Junction City Main Street and City of Junction City</p>
<p>16. Implement more intentional signage (wayfinding, parking, gateway markers for subdistricts).</p>	<p>Junction City Main Street and City of Junction City</p>



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# APPENDIX

- A.1 Appendix A: Steering Committee Presentations and Minutes**
- A.2 Appendix B: Comprehensive Documentation of Public Input**



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*“When you look at a city, it’s like reading the hopes,  
aspirations and pride of everyone who built it.”*

- Hugh Newell Jacobson





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**Make Great Urban Places**

