



**WICHITA:** PLACES FOR  
**PEOPLE**

WALKABLE DEVELOPMENT BOOK, JULY 2018

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## INTRODUCTION

The Walkable Development Book presents necessary information for creating Places for People within the Established Central Area (ECA) of Wichita, Kansas. Through the planning process, a greater understanding of local economic conditions, development patterns and levels of connectivity has been established as a basis for future recommendations to create walkable development patterns. The analysis and community feedback has revealed that future development must achieve two things: new development must be accessible by modes other than the automobile; and commercial development must be better connected to surrounding neighborhoods. To meet these needs, it will be necessary to adopt new methods for encouraging and evaluating development throughout the ECA.

The Walkable Development book contains information that guides the community to pursue the desired places (Place Types) they wish to create as well as the elements (Typologies) necessary to encourage the development of walkable, connected places. This book summarizes the existing conditions, outlined in detail in the Vision Book, and introduces the different Place Types and Typologies that define them. The information is provided as a resource to inform future decisions that promote changes to the development patterns in Wichita.

Thank you for your participation in the planning process.





## CHAPTER 1.

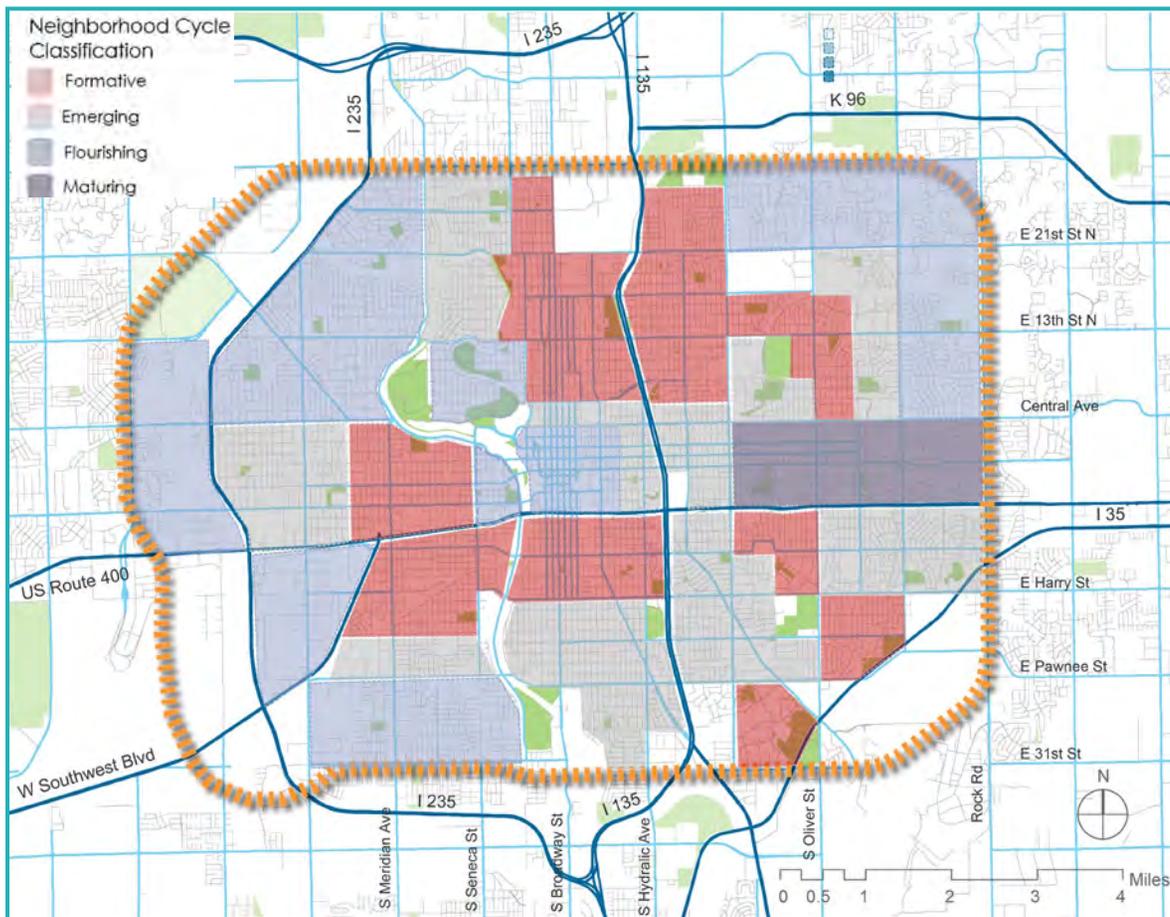
### WALKABLE WICHITA

In order to analyze market conditions, development patterns and walkability within the study area, a Vision document was prepared prior to the creation of the Walkable Development book and it is available from the City of Wichita. This analysis provides the information needed to assess the viability of areas and their potential to become places for people. Places for People are economically viable, further support development, and are well connected by walking, bicycling, driving and transit. This chapter builds upon the analysis and vision created in the Vision Book and identifies the differing levels of assistance needed to create strong, healthy, connected, and vibrant neighborhoods and neighborhood centers. The identification of Areas of Opportunity and Areas of Stability, as defined in this chapter, provides the guidance necessary to promote positive change through specific policies, strategies, and actions in order to guide future development. These areas will provide the framework to create Place Types through the application of different Typologies, each defined in Chapter 2.

## 1.1 CURRENT CONDITIONS

### A. NEIGHBORHOOD EVOLUTION

Neighborhood traits, including population characteristics, housing diversity, commercial services, market position and development conditions, help provide an understanding of a neighborhood's evolution and its economic, physical and social health. The evolution of a neighborhood contains four stages: formative, emerging, flourishing, and maturing. The position of a neighborhood within the evolutionary cycle can also be an indicator of neighborhood health, economically, physically, and socially. Identifying a neighborhood as less healthy, or formative, to more healthy, or maturing, allows assistance to be better tailored to the traits of the neighborhood. The neighborhood cycle classification identified for the neighborhoods within the ECA, is depicted and defined here, and provides one piece of information to support change.



NEIGHBORHOOD CYCLE CLASSIFICATION

### NEIGHBORHOOD EVOLUTION - DEFINITIONS

*Formative* - Housing prices are rising, but are still much lower than the county-wide average. Some urban pioneers move in, but poverty levels remain relatively high. There is no guarantee the additional investment will occur.

*Emerging* - Neighborhoods exhibit rapid increases in property values but these values still fall below county levels. Housing renovation and new construction are evident, and the poverty level begins to decrease.

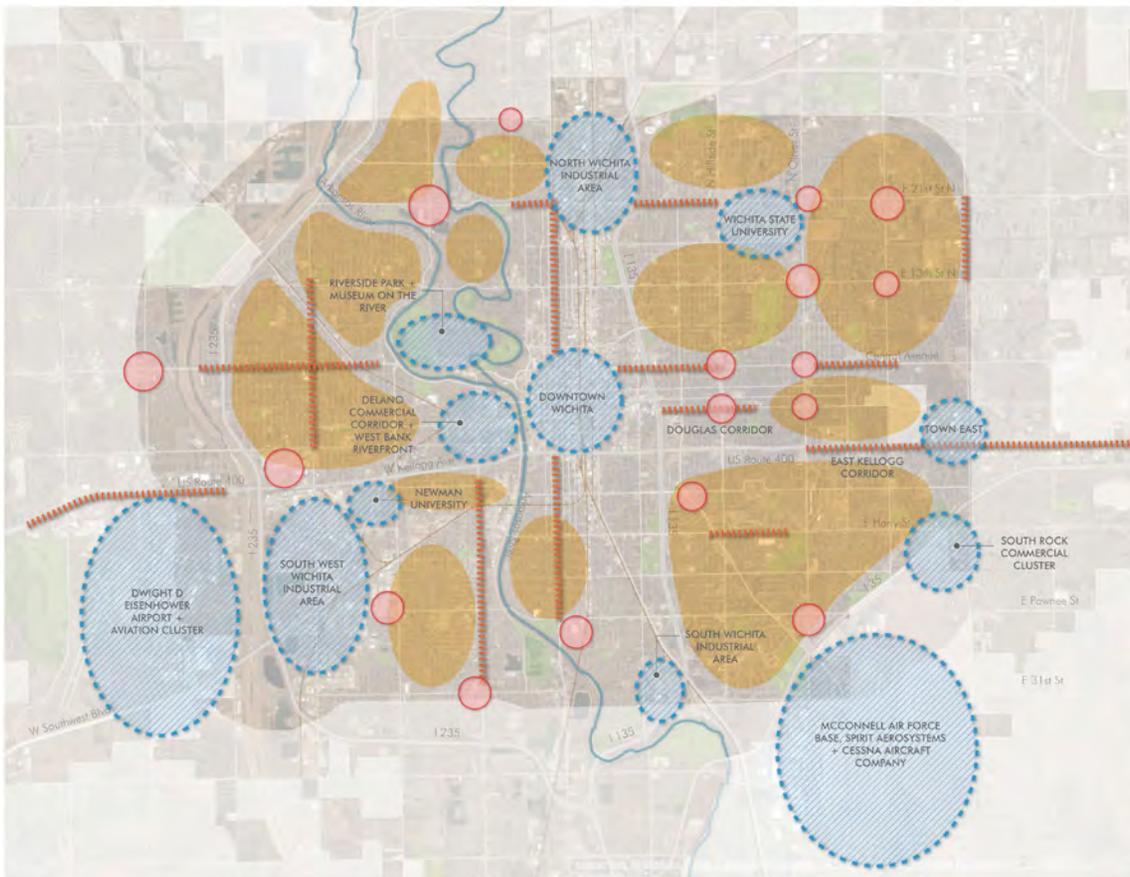
*Flourishing* - Housing values rise above county figures and the poverty level continues to decline. Income levels of residents exceed county levels. The quality and upkeep of housing exhibits substantial improvement, and the neighborhood is viewed as safe.

*Maturing* - Property values are substantially higher than those in the county, as are incomes. The percentage of residents in poverty is only slightly higher than the county average.

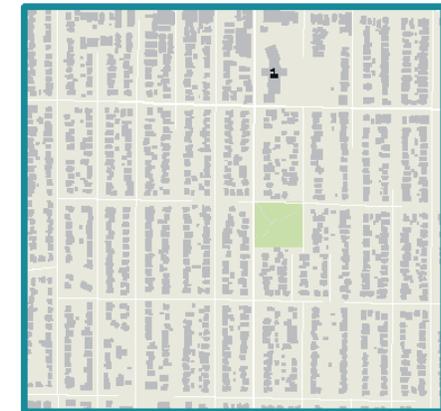
# 1.1 CURRENT CONDITIONS

## B. DEVELOPMENT PATTERNS

The small-scale block structure found throughout most of the ECA provides support for future walkable development. However, in the past, the design of the streets along this network has focused primarily on accommodating motor vehicular needs, more oriented to the corridor and less connected to the surrounding neighborhoods. Commercial development patterns inside the ECA generally follow a strip (or linear) pattern along many of the corridors, illustrated in the graphic below. Linear patterns most conveniently cater to the automobile and are not typically ideal for creating walkable environments. Additionally, many natural and man-made features, such as rivers or highways, currently disrupt the once-connected development pattern of the area. The creation of a walkable community and walkable places can be accommodated by the current block structure (grid pattern), but will necessitate a change in the pattern of development, similar to past patterns as demonstrated in the graphics below.



Walkable Downtown Grid Pattern



Walkable Neighborhood Grid Pattern

**1.1 CURRENT CONDITIONS**  
**C. WALKABILITY ASSESSMENT**

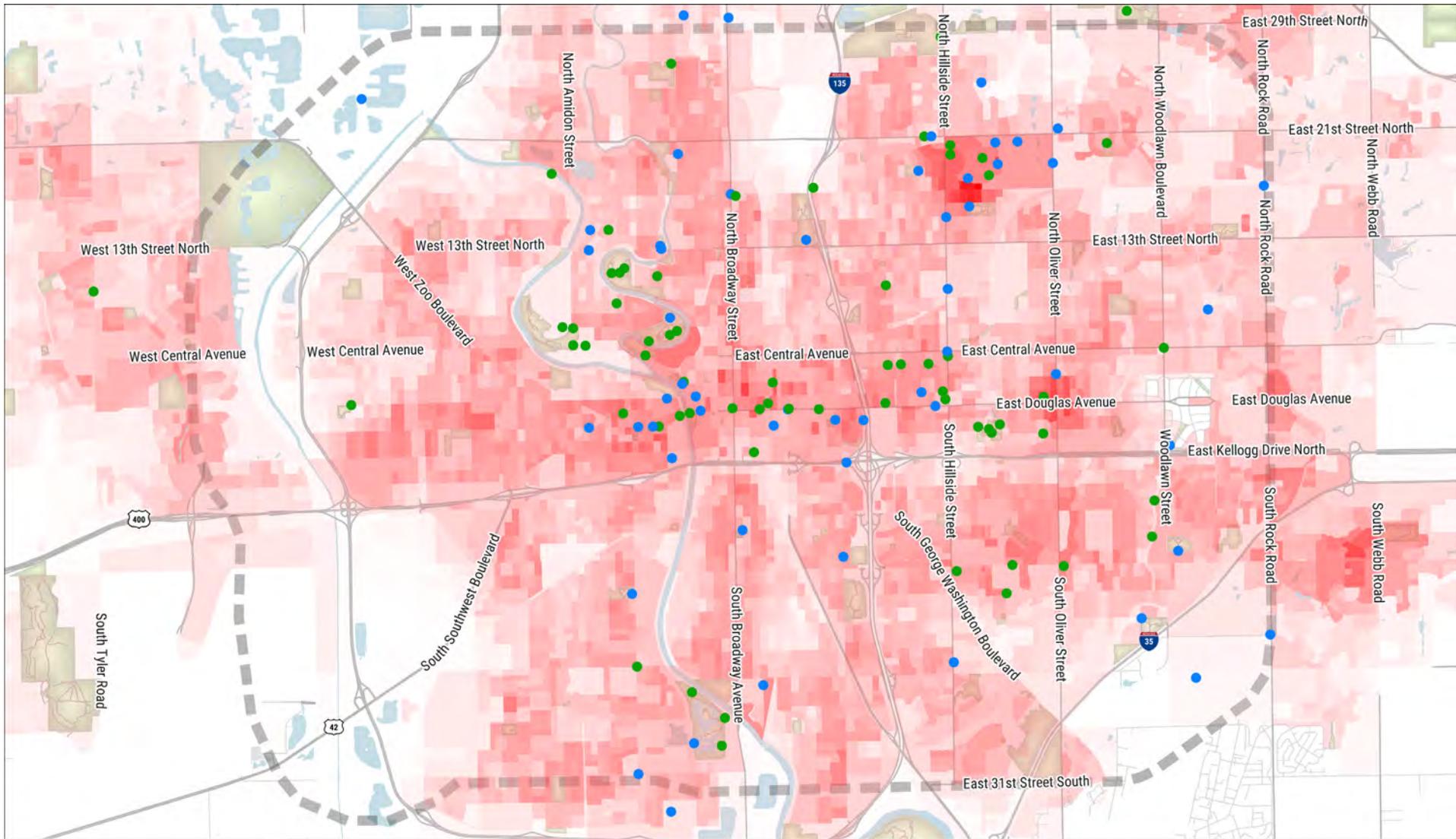
**WALKABILITY IN THE ECA**

The pedestrian demand analysis map (pg. 5) shows where demand for walking in Wichita is the highest (in dark red) and the lowest (light pink). The City does not currently have a program for counting pedestrians, so this data-driven latent demand analysis is based on several factors related to the existing street network, land use and demographics. The demand analysis was conducted at the census block level using the factors and weighting scheme in the following table.

The census blocks with the highest total points indicate where walking demand is likely the highest (in dark red) and the census blocks with a lower number of points indicate where the demand for walking is lower (in light pink).

At the public open house on April 16, 2018, participants were asked to place sticky dots on the places they currently walk to (green dots) and the places they would like to walk to (blue dots). The community input was overlaid on the pedestrian demand map to show where both the data and the community that participated at the April 16, 2018 open house indicate a demand for walking in the ECA. The three main areas with the highest demand for walking are along the Arkansas River near Riverside Park, along and near Douglas Avenue from Delano to the Douglas Design District, and the WSU campus.

<b>Pedestrian Demand Factor</b>	<b>Points</b>
<b>Intersection density</b>	<b>41</b>
<b>Destinations (1/4 mile of a school, park or transit stop)</b>	<b>26</b>
<b>Population density</b>	<b>13</b>
<b>Destinations (1/2 mile of a school, park, or transit stop)</b>	<b>13</b>
<b>Employment density</b>	<b>7</b>
<b>Total possible points</b>	<b>100</b>



# City of Wichita

## Pedestrian Demand Analysis and Public Comments



0 1 2 3 miles

<p><b>Pedestrian Demand</b></p> <p>Low</p> <p>High</p>	<p><b>Public Comments</b></p> <p>● Places I currently walk to</p> <p>● Places I would like to walk to</p>	<p><b>ECA Boundary</b></p> <p>— Roads</p> <p>■ Parks</p> <p>■ Water</p> <p><small>Toole Design Group</small></p>
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### DEVELOPMENT FRAMEWORK

The ECA of Wichita has evolved over time from a neighborhood oriented, well-connected, walkable, accessible development pattern to a corridor-oriented, automobile-connected, drivable development pattern, similar to many cores of communities across the Midwest. Like Wichita, many communities are interested in reestablishing walkable and connected destinations that focus on providing goods and services to residents and visitors. Enabling walkable development patterns in the ECA will allow the environment to evolve as the demand for walkability increases.

Walkability provides a number of positive benefits to people and businesses, supporting the growing need for a more walkable and connected community. Walkable options provide the following benefits - use of existing investments in infrastructure, personal health gained through walking, economic sustainability of commercial and housing markets, increased productivity (return-on-investment) of land, economic diversity of housing, environmental impacts of less automobile use, transit-ready development and attractive places for young professionals and retirees alike. Establishing places for people can create many benefits for the City of Wichita, and specifically for the ECA.

Creating place and community can be a messy undertaking, and it certainly is not an exact science. Recreating places within the ECA of Wichita will likely be met with resistance and skepticism, just like in other communities. Options that promote walkable development must be enabled to support meaningful change as redevelopment inevitably occurs. To get there, two overarching philosophies are presented: supporting a nodal development pattern and targeting resources. Nodal development patterns address the physical framework of development for walkable destinations to occur. Directing and leveraging investment to the necessary places is crucial for affecting and supporting meaningful redevelopment strategies.

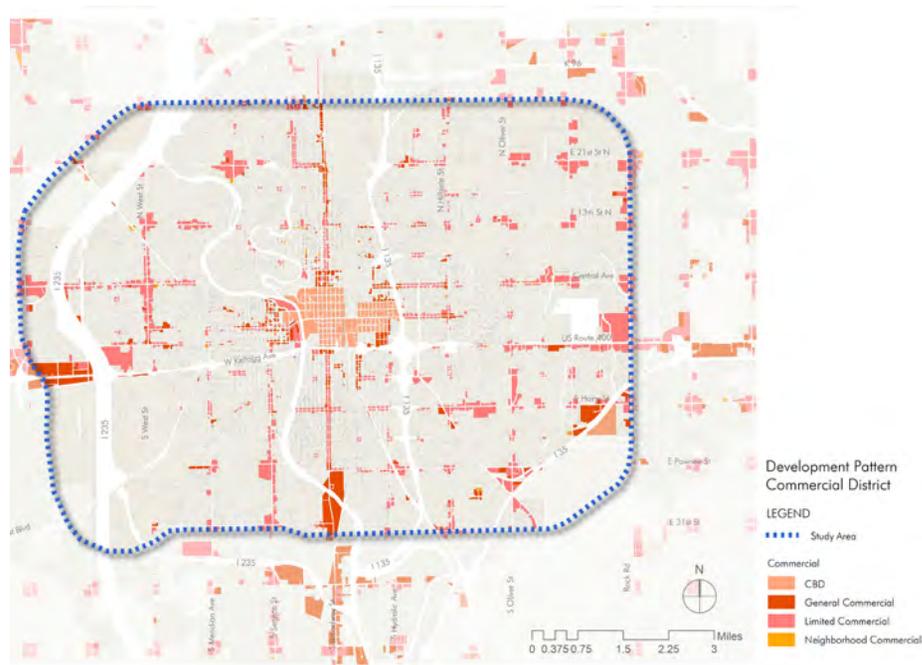
## 1.2 FUTURE DEVELOPMENT PHILOSOPHY

### A. NODAL DEVELOPMENT PATTERNS

#### NODAL PATTERNS

A new approach for allowing and reviewing new development throughout the ECA is necessary for improving economic sustainability and social resiliency. Both public investment, through improvements, processes, and regulations, and private development must work in a way that is complementary to the goal of achieving walkability.

Currently, commercial development opportunities in Wichita's ECA are generally spread out along the primary car-oriented travel corridors, in what is generally called "strip development", as shown on the map (right). Though common, these linear development patterns are far too spread out and disjointed to create a sense of "place" or contribute positively to the surrounding neighborhoods. This is due to a lack of "critical mass" of buildings to create the intensity of activity necessary to create place. Rather, buildings are arranged along roadways and often accompanied by large surface parking lots. As commercial buildings become more spread out, the various businesses become distant from one another and the environment becomes less accessible by walking, bicycling, and transit. The linear pattern promotes more intensive automobile use, as personal vehicles present the only option for interacting with one or many businesses. Strip commercial corridors disperse the commercial market throughout a large area of land, leading to uncoordinated and economically unsustainable development patterns. As the economic market for retail space changes, these commercial corridors risk being vulnerable to large pockets of vacancy, underutilized land, and eventual blight.



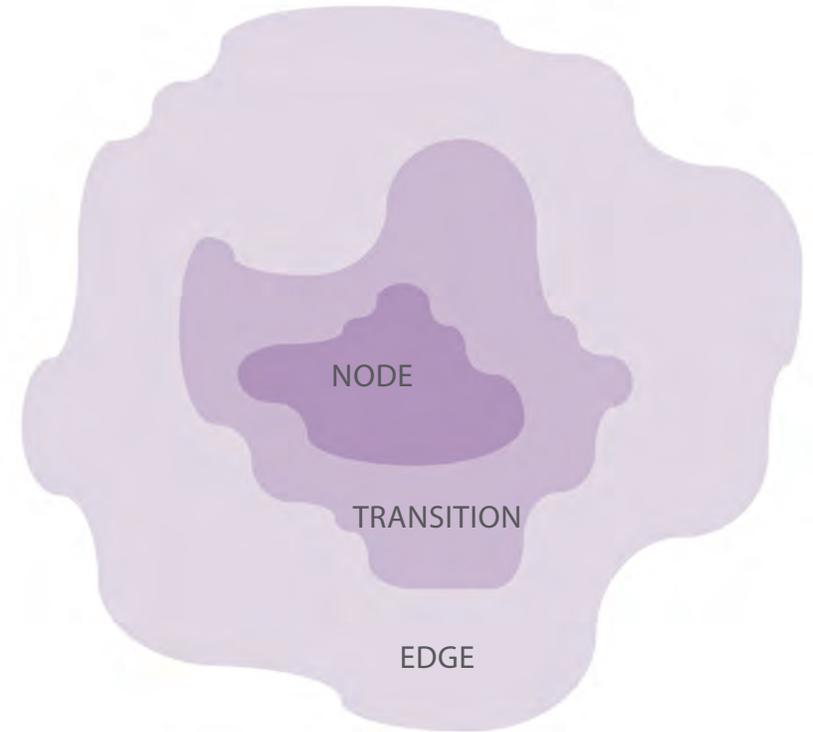
COMMERCIAL ZONING DISTRICTS

To maximize the use of commercial development opportunities, future development should focus on a "nodal" pattern - that is, a pattern which creates a critical mass of activity at the center and transitions in scale and intensity, as uses transition from commercial to residential. Focusing activity in key areas, at scales that appropriately serve surrounding populations, will promote self-supporting, resilient places. This will also reduce market overlap and make these places more adaptable to changes in the market.

A change of this type, physical, financial and sometime social can be challenging for a community. To help those areas most in need to implement a nodal development pattern and strengthen other areas, the limited resources of the community must be targeted to efforts that have a positive impact to reposition the ECA and its neighborhoods for a successful future.

### NODES, TRANSITION, AND EDGE AREAS

The nodal development pattern strives to create places or centers of activity. Each place should generally contain a node, transition, and edge areas. The node is the area which contains the highest intensity of uses, and predominately commercial or mixed-use development. It is the critical mass of activity for a place, varying in size. The transition area is intended to reduce the intensity of development, while still accommodating active uses. The edge is the area in which the lowest intensity of uses are accommodated to better integrate the place into the surrounding neighborhoods. Incorporating this organizational structure into the development of places can create better transitions between various contexts in the ECA.





Small Scale Place -  
13th/Broadway



Moderately Scaled Place -  
Delano District (on Douglas)



Large Scaled Place -  
Old Town



### PLACES IN WICHITA'S ECA

The various neighborhoods of the ECA present different opportunities and challenges based on their context. The idea of creating places is intended to build capacity in neighborhoods and support existing momentum. However, creating places is not a one-size-fits-all solution. To be successful, economically, physically and socially, the places must be specific to their context, particularly within the ECA, where most places will be infill or redevelopment areas. The organization of places based on their scale or intensity of development will allow them to be better integrated in to the context they are serving. The ECA has existing examples of the different scales of places, including the smallest neighborhood scale at 13th and Broadway, the moderately scaled community serving Delano District (along Douglas Avenue), and the large-scaled city and regional serving Old Town District.

In the next chapter, the details of these different "Place Types " will be explained as well as design elements or "Typologies" that will be used to create these places.

## 1.2 FUTURE DEVELOPMENT PHILOSOPHY

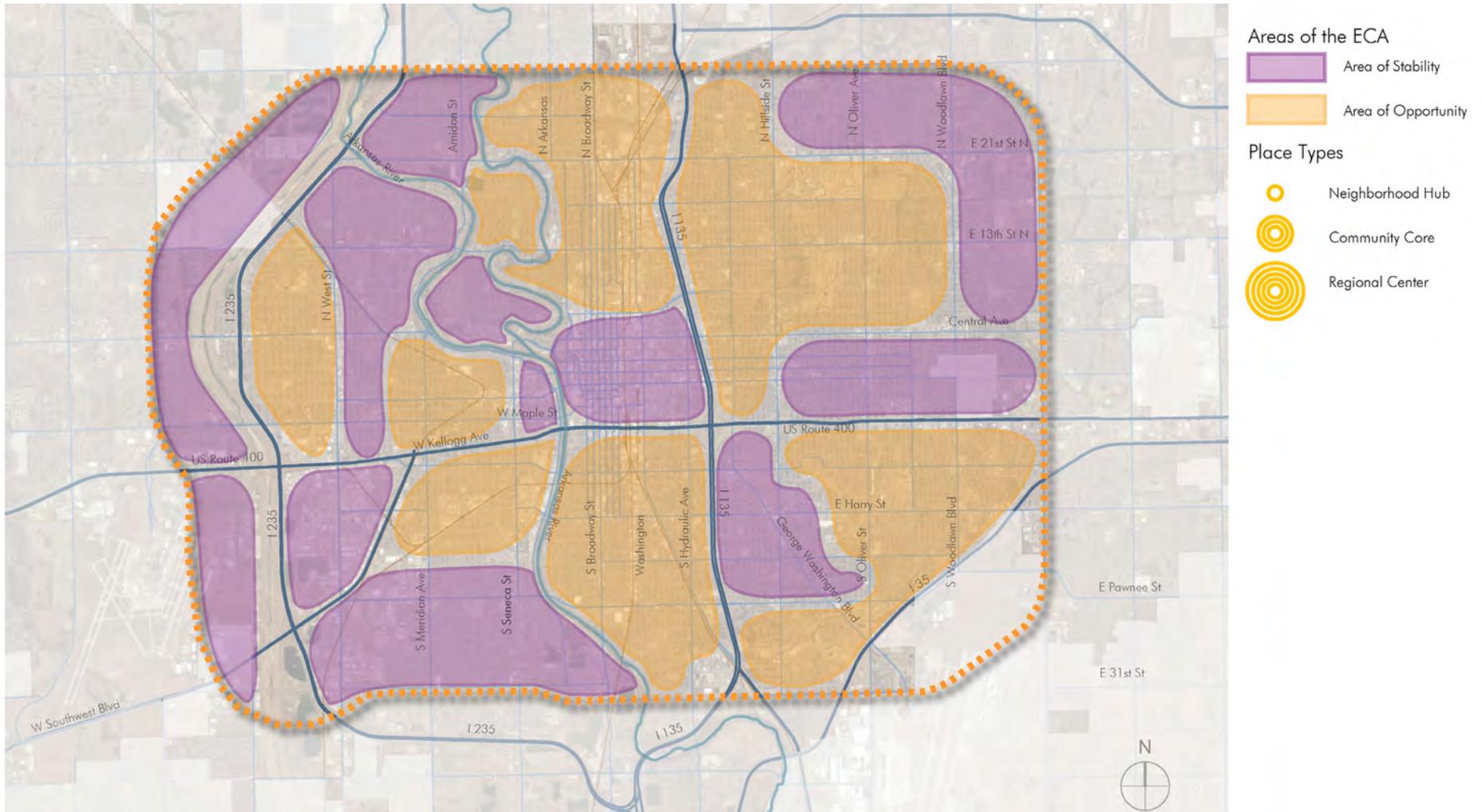
### B. TARGETING RESOURCES

#### ESTABLISHED CENTRAL AREA

Analyzed together, the neighborhood cycle designation, development patterns and walkability assessment define the Areas of Opportunity and Areas of Stability in the ECA. Areas of Opportunity are those areas that generally exhibit economic challenges, a disconnected development pattern and a lack of walkable places and facilities. These areas need strategic investment, both public and private, to assist in redefining and reinvigorating the area. Areas of Opportunity also require capacity-building at the neighborhood level to accommodate redevelopment that is beneficial to the neighborhood and its residents. The Areas of Stability are those locations within the ECA that exhibit less stress, or fewer economic, connectivity and accessibility issues than the Areas of Opportunity. Areas of Stability require fewer interventions and potentially less public investment to maintain a stable development environment and community. Improvements should be targeted to support development momentum and strengthen the established physical context.

Defining the Areas of Opportunity and the Areas of Stability provides the framework for future improvement and allows strategies and investments for improvement to be tailored and targeted to a location or neighborhood. It also provides the foundation for the creation of and improvements to walkable places within the ECA, as defined by the Place Types and the Typologies delineated in the next chapter. Interventions to help catalyze redevelopment in the ECA differ based on the context of the local area and general capacity of the surrounding neighborhoods to support new development at various scales. These interventions may be community or programmatic, financial, or physical, or a combination of the three. The tools needed to implement change are varied within the ECA, most appropriately the areas of opportunity and the nodes within those areas, should be the target of these resources.

Today the City lacks a strategic, targeted incentive policy to affect meaningful change within the Established Central Area. However, the Community Investments Plan defines as a theme for the community's future, to "make strategic, value-added investment decisions", and to "invest in the quality of our community", promoting public investment in places and improvements that provide value. Many of the tools at the City's disposal are currently spread across the entire community, in many areas that are not in need of support. The ECA and the places defined should be the target of the community, physical and financial investment tools to reestablish and reenergize the core of Wichita to provide the commercial and neighborhood markets that will support current residents and attract new people. Much of the ECA is in true need of support, and the tools described should be used, often in combination, to produce lasting, profound change within Wichita. When implemented to create place, the tools (listed on pages 12-15) can be used to create lasting value for the community, in many ways reestablishing the walkable destinations and supporting neighborhoods that once defined Wichita.



As previously discussed, the neighborhood’s economics, development patterns, and walkability, provide an understanding of the Areas of Opportunity and Areas of Stability. They also define the change necessary to help create stronger neighborhoods within the Established Central Area. The Areas of Opportunity are those areas that generally exhibit economic challenges, a disconnected development pattern, and a lack of walkable places and facilities. These areas are in need of strategic reinvestment, both public and private, to assist in redefining and reinvigorating the area, physically and socially. Areas of Stability are those areas of the ECA that exhibit less stress, or fewer economic, connectivity, and walkability issues. Areas of Stability should require fewer interventions and potentially less investment to maintain a viable development environment and community. Improvements should be geared toward continuing the area’s momentum and strengthening the established context. The tools (pg. 12-15) necessary to affect change, or maintain momentum, are the same in each of these areas, but the use of the tools vary to target their effectiveness to the needs of a specific neighborhood. The use of each of the tools is outlined in the next section.

## TOOLS FOR CHANGE

The Areas of Stability and Areas of Opportunity are defined by their economic, physical, and walkable conditions. Improvements to each area will be defined by similar development patterns and connectivity improvements. The economic differences between the areas will define how improvements to the area will occur. In Areas of Opportunities, where the economic markets are typically limited, small-scale infill and redevelopment projects will define the initial improvements. Smaller-scale projects can be supported by the current market of the area, while building market support for larger development projects in the future. Conversely, the more established economic environment within an Area of Stability can support larger-scale development now. However, development in these markets should be aware not to over develop goods and services without growth in the population to support substantial growth. Areas of Stability can also benefit from infill and redevelopment of a smaller scale where appropriate.

This section further defines each category of tools for change, and defines how these tools can be more specifically applied in Areas of Opportunity and Areas of Stability.

**Community** - social assistance or programs that provide the capacity for supporting changes within the community. Tools that can help a community prepare and accept appropriate change include:

- Organization - a formal neighborhood and / or business organization to represent the interests of a specific group of people and advocate for change with a common voice. Provides a system for receiving and disseminating information as well as responding to issues or opportunities presented.
- Development Resources - necessary development resources, both public and private, that can affect and support change and leverage the location and uses of an area to the fullest extent. Development resources may include educational materials regarding zoning regulations, building codes, real estate transactions, leasing and landlords, infrastructure and financial proforma or budgeting.
- Personal Resources - resources for people such as education, job training, life and business skills and other skills that empower residents and business owners to create upward mobility, and in turn support the housing opportunities and businesses that will create change in their own neighborhood.
- Social Equity - access to opportunity, upward mobility, justice and community, and ensuring city resources and investments (quality roads, sidewalks, parks and amenities) are equally distributed among neighborhoods.

**Physical** - proposed changes or planning for proposed changes that will guide and assist redevelopment:

- Land Planning - a more in-depth level of planning, typically occurring at the neighborhood or district scale, including key nodes, to prioritize location and investments. Can provide a mechanism for neighborhood or community building through processes that engage residents and businesses.
- Regulations - specific regulations that allow a walkable development pattern and uses to occur through the implementation of the street, open space and building Typologies. Changes to the current regulations will be proposed as an outcome of this Walkable Development Book, to codify the development patterns and improvements proposed.
- Development Process - streamlining the development process to ensure timely approval of development proposals that can save time and reduce the cost associated with development. Often an expedited process is a benefit of a specific plan for the neighborhood or district, where detailed expectations for development are stated.
- Land Banking / Land Trust - a mechanism (often held publicly) for acquiring, holding and transferring underutilized land, typically vacant or dilapidated and in financial trouble, having tax delinquencies or liabilities, for productive reuse for the neighborhood and the city. Land appropriate for inclusion in a bank or trust is typically vacant or dilapidated and in financial trouble, having tax delinquencies or liabilities.

**Financial** - tools that can make a development project feasible, or provide support so that additional improvements or investment can be made to create a greater community impact.

- Bond Financing - Future taxes generated by real estate investments can be used to financing current costs of facilitating those improvements, typically through Tax Increment Financing (TIF).
- Supplemental Taxes - Supplemental taxes are typically tied to a specific improvement district, which generates a steady source of revenue to financing services and project costs that are considered special to landowners, residents, and businesses within a designated geographic area.
- Tax Reduction - Personal and real property tax reductions, or abatements, are common economic development incentives, particularly where significant new real estate investment occurs or new jobs are created. In most instances, the abatements act to reduce operating costs of investment real estate for a designated period of time
- Grants - There are opportunities to obtain grants and soft loans from a wide variety of both public and private sources. Private, corporate and charitable foundations do target their support to different aspects of urban investment and revitalization such as economic development, environment enhancement, historic preservation, and open space and parks.
- Tax Credits - Tax credits are one form of public participation that can be used to reduce the costs of development, thus making projects viable that otherwise could not be developed.
- Opportunity Zones - Opportunity Zones were established by Congress in 2017 to encourage long-term investments in low-income urban and rural communities in the U.S. and several neighborhoods in the ECA are designated as such. Opportunity Zones allow the creation of Opportunity Funds that collect donations from investors who receive tax benefits (reduced capital gains obligations) and investment return.
- Public investments - investments made by the expenditure of federal, state or city money for improvements to infrastructure including streets, amenities, and public spaces can impact the private investment generated and the redevelopment of a place.

## AREAS OF OPPORTUNITY

Areas of Opportunity present the greatest potential for change, to create walkable places within the ECA. The challenges presented in much of the areas are not only the physical development pattern, but social challenges including organization and communication, as well as financial, personal and the ability to financially support change. In the areas of opportunity, the resources implemented will need to affect dramatic change to create momentum for the changes desired. Because of this, the coordinated application of various tools will be necessary. The application of the tools should be based on the desired vision for any of the nodes as created by the stakeholders.

TOOLS FOR CHANGE	AREAS OF OPPORTUNITY
<b>Community</b>	
<b>Organization</b>	Create neighborhood organization where absent, including local businesses, such as a CDC. Create contacts with the city and other providers that can contribute support to the organization.
<b>Development Resource</b>	Create a city-led one-stop shop of resources for property development, from assistance in project conception to leasing and building occupancy. Create a one stop shop for individuals interested in home/property ownership, business ownership.
<b>Personal Resources</b>	Promote and provide access to resources for individuals and businesses that are committed and invested to the area and the vision for the future.
<b>Social Equity</b>	Connect neighborhood residents and groups to non-profit job training and other programs to encourage upward economic mobility. Target city investments to ensure benefit to various resident groups.
<b>Physical</b>	
<b>Planning</b>	Focus on planning for smaller Place Types - neighborhood-scaled places and their supporting neighborhoods.
<b>Regulations</b>	Enable the Typologies that implement the plan, to create walkable destinations. Support incremental density and affordable housing by enabling tiny homes or container buildings.
<b>Development Process</b>	Streamline the development process based on the conformance with a neighborhood plan or regulation consistency.
<b>Land Banking / Land Trust</b>	Assemble vacant or underutilized lots creating larger redevelopment areas for significant impact within places, and the adjacent neighborhoods.
<b>Infrastructure</b>	Provide strategic infrastructure improvements that result significant private investments in a place. Create an infrastructure plan to improve the systems over time.
<b>Financial</b>	
<b>Bond Financing / Supplemental Taxes / Tax Reduction</b>	Provide bond financing, supplemental taxes, or tax reduction for development projects that require gap financing and meet nodal design characteristics and support walkability.
<b>Grants</b>	Leverage public investments and incentive tools by supporting grant applications for projects that meet design characteristics and support walkability. Identify foundations and government programs that offer grants.
<b>Tax Credits</b>	Support developments that utilize tax credits to deliver a product that benefits the community.
<b>Opportunity Zones</b>	Utilize Opportunity Zones to further leverage other economic development tools for improvements and initiatives that are part of a strategic neighborhood plan.
<b>Public Investment</b>	Public investments should improve infrastructure connections, create public destinations that support community stability (i.e., parks, pool facilities, etc.), and improve connections to job centers and services.

\* Definitions for the financial tools described can be found in the appendix.

## AREAS OF STABILITY

Areas of Stability represent those areas in which positive things are happening, but not necessarily in a walkable pattern. The intent of assistance in these area is to maintain and support the current momentum of the areas, but redirect the development efforts into a walkable development pattern with supporting improvements to connectivity and access. While assistance is important to these areas, it should be used as necessary to create changes that implement the vision and that would not otherwise happen without the assistance.

TOOLS FOR CHANGE	AREAS OF STABILITY
<b>Community</b>	
Organization	Maintain relationships and connections with public and support organizations for needed resources when desired.
Development Resource	Create a one-stop shop of resources for property development, from assistance in project conception to leasing and building occupancy.
Personal Resources	Document available resources for individuals and businesses held for application when necessary.
Social Equity	Target city investments to ensure benefit to various resident groups.
<b>Physical</b>	
Planning	Focus on planning for all Place Types - neighborhood, community and regional scaled places.
Regulations	Enable the Typologies that implement the plan, to created walkable destinations. Support incremental density and affordable housing by enabling tiny homes or container buildings.
Development Process	Streamline the development process based on the conformance with a neighborhood plan or regulation consistency.
Land Banking / Land Trust	Strategically identify and acquire individual vacant lots to control contextual redevelopment for the future.
Infrastructure	Provide investments that maintain, fill gaps or address challenges in existing infrastructure, and support (physically and financially) infill and redevelopment projects.
<b>Financial</b>	
Bond Financing / Supplemental Taxes / Tax Reduction	Provide bond financing, supplemental taxes, or tax reduction for transformative development projects (i.e., projects that significantly change the land use, development type, or density of a site/area) that require gap financing to adapt (or replace) existing infrastructure into a walkable, connected framework.
Grants	Leverage public investments and incentive tools by supporting grant applications for projects that meet design characteristics and support walkability.
Tax Credits	Support developments that utilize tax credits to deliver a product that benefits the community.
Opportunity Zones	N/A
Public Investment	Target public investments to maintain existing infrastructure and eliminate connectivity/walkability gaps.

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## CHAPTER 2.

### PLACE TYPES AND TYPOLOGIES

Place Types define the scale of places that will serve the community. For the ECA, three scales of Place Types have been defined, based on the differing contexts and development standards for creating places. From smallest to largest, Neighborhood Hubs, Commercial Cores and Regional Centers will define the future places within the ECA. The Place Types have been intentionally structured to create appropriately scaled and economically viable activity centers to serve the population of the ECA. The creation of the individual Place Types will rely on the design elements, or Typologies, and their assembly.

The Typologies reflect the combined public and private sector investments necessary to create a node that provides users with vibrant, active centers of economic activity that can be accessed and enjoyed by users of various travel modes. The Typologies and their application at the various scales of places at the neighborhood, community, or regional scale will provide the unique, yet appropriate and economically viable development to serve the ECA. The Typologies are elements of both public realm and private realm investments, where streets and open spaces are typically public investments, and development is typically a private investment. The relationship between the three sets of Typologies will create the place, and their application to different settings will produce the uniqueness of each Place Type.

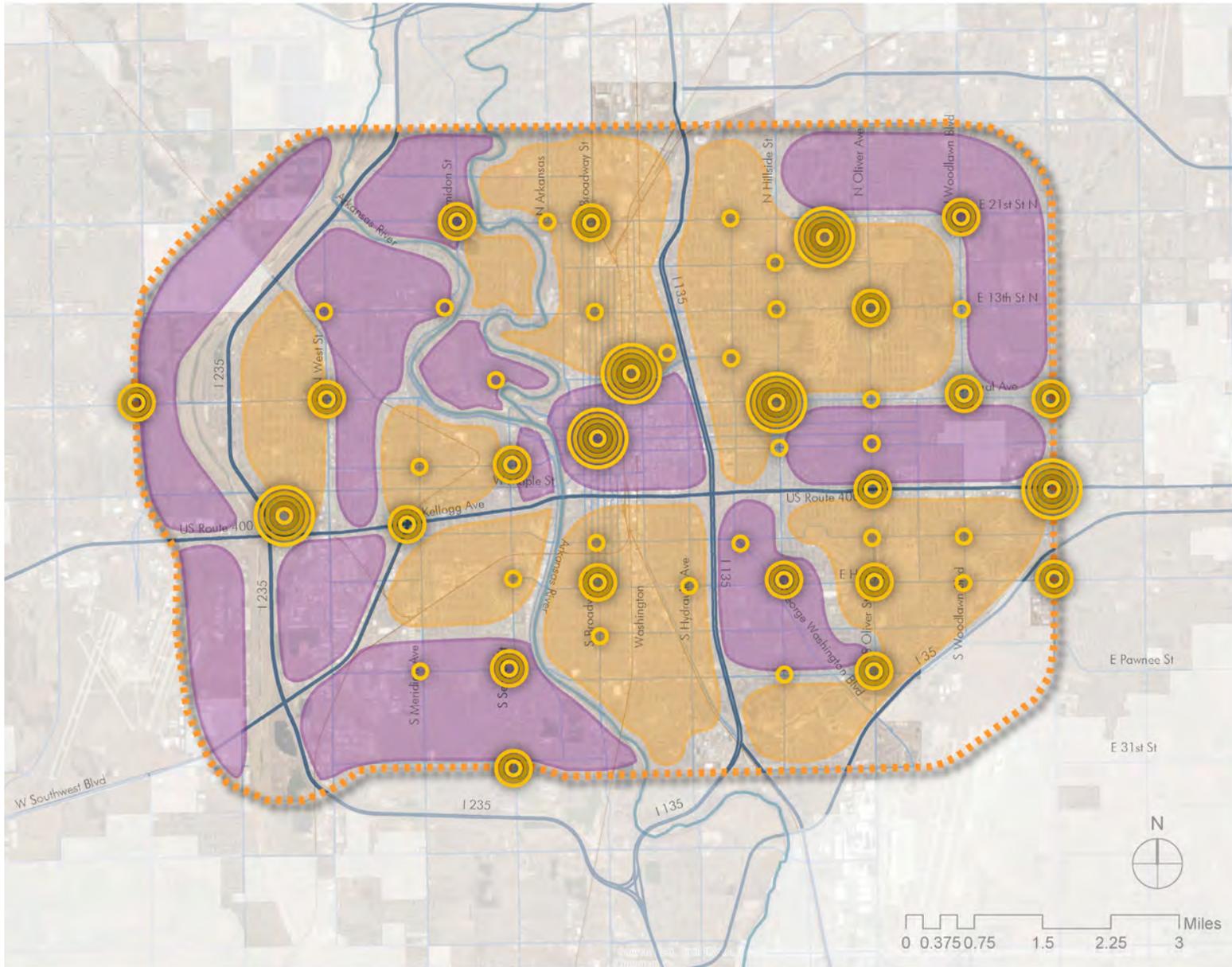
The following chapter defines the Place Types, and their locations, and Typologies to create walkable environments within Wichita's ECA.

### WHAT MAKES A PLACE?

There are a number of components that are appropriate for creating the three different Place Types: *Neighborhood Hubs, Community Cores, and Regional Centers*. The creation of a place is largely driven by combined investment in the public realm and private development. Private development is defined by the physical arrangement of buildings and site design elements to establish the pattern of development. The public realm is defined by the location, pattern and design of the public spaces in a community, including streets, sidewalks and their public amenities, as well as public open spaces, parks and gathering spaces.

The arrangement and relationship of each of these components is important to the types of place desired and necessary to create viable places within the ECA, and in Wichita. The remainder of this chapter defines the basic requirements for creating successful places and illustrates each of the Typologies in detail, and their ability to contribute to placemaking.

*In the appendix, precedent studies that demonstrate how these different Typologies have been arranged to create successful places, within the ECA and throughout the Midwest.*



## AREAS & PLACES OF THE ECA

### Areas of the ECA

- Area of Stability
- Area of Opportunity

### Place Types

- Neighborhood Hub
- Community Core
- Regional Center

## 2.2 PLACE TYPES

### PLACE TYPES

Three different Place Types have been generally defined to best serve the population within the ECA, now and in the future. Neighborhood Hubs, Commercial Cores, and Regional Centers are varied sizes of activity centers that will provide a different mix of goods, services, living, and recreational amenities to serve the residents, businesses, patrons and visitors of the ECA. The Typologies throughout this chapter are principal elements for developing each place type. The Place Types are defined as:



#### NEIGHBORHOOD HUBS -

A commercial or mixed-use hub of less than 40,000 square feet, primarily occurring on one to two blocks of the neighborhood, or centered on an intersection. If a grocery store is present, the center can be up to 80,000 square feet in size. A Neighborhood Hub provides a range of goods and services that can satisfy the daily needs of the surrounding neighborhoods. Development is of a smaller scale, with individual spaces typically less than 2,500 square feet in size, and with multiple small businesses providing retail, commercial, and office opportunities for tenants such as coffee shop or café, dry cleaner, tailor, restaurants, insurance offices or a bank. Neighborhood nodes need approximately 2,500 households, or a population of 7,500 for support, ideally located within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of the node core. The location of Neighborhood Hubs can be at the intersection of streets that have been typically classified as local or collector streets under the traditional street classification system. Section 2.3 recommends new Street Types that reflect adjacent or desired land uses. Following the new Street Types, Mixed-Use Main Streets, Residential Connectors, and Neighborhood Streets will typically form the intersection of a Neighborhood Hub. Neighborhood Hubs can have a service area of up to a 1.5-mile radius.

The development at 13th and Broadway is an example of a Neighborhood Hub, because it provides services to the immediately surrounding neighborhood.



#### COMMUNITY CORE -

A commercial or mixed-use center of between 80,000 and 250,000 square feet, occurring on 6 to 12 congruent blocks within a community, arranged around one or more centralized nodes or along a distinct corridor. If multiple anchor uses are present, the Community Core can exceed 250,000 square feet in size. The scale of development can increase in size within a Community Core while maintaining much of the same offerings of goods and services as a Neighborhood Hub. In addition to small-scale development of uses similar to those found in a Neighborhood Hub, a moderate scale of development can provide clothing, grocery, sporting goods and home improvement stores, with office space and service offerings to create the Community Core. These centers most often occur along or at intersections of Mixed-Use Main Streets or Mixed-Use Connectors (following the street typology in Section 2.3), although all the walkable Street Types may be found in the area immediately adjacent to the Community Core, which can have a service area of up to 4 to 6 miles. The population needed to support the center is 50,000 or more people.

The Delano District is representative of a Community Core, as it serves a population, significantly larger than the surrounding neighborhoods, with goods and services.



*When planning for commercial uses, it is important to first consider scale - both of physical development and economic markets. There are many attributes, defined within this chapter, that will accommodate and create the various scales of walkable places.*



#### REGIONAL CENTER -

A large commercial or mixed-use center in excess of 200,000 square feet of development, occurring on 12 to 24 (or more) congruent blocks. Multiple anchors, such as department stores, big-box retail uses (i.e. Target, Lowes, etc.) and major employment concentrations and institutions, create a destination. Through attraction of moderate- and small-scale uses, these major centers can be arranged to create an intensity of uses, or critical mass. Regional Centers occur at the intersection of two or more Mixed-Use Main Street or Mixed-Use Connectors with smaller-scale Street Types also included in the adjacent area, and require significant connectivity to provide access from points throughout the region along various Street Types. The trade area needed to serve a Regional Center is greater than 10 miles and a population of more than 100,000.

Old Town would be an example of the Regional Center that provides a mixed-use destination with residential, office, retail and entertainment uses, drawing people from throughout the region.

## 2.3 TYPOLOGIES

### Typologies

By establishing the appropriate Street Types, Open Space Types, and Building Types for Neighborhood Hubs, commercial cores, and Regional Centers, the defined components can be applied and arranged according to the following section. It is important to note that guidance for community development is often contextual, and the Typologies, Place Types, and following strategies are intended to provide a range of options that can be applied to produce unique places throughout the ECA. The Typologies defined in this chapter, including Street Types and sidewalk zone elements, open spaces types, and Building Types and their arrangement, will define the Place Types throughout the ECA. Arrangement of these typologies will be further described in Chapter 3.

**STREET TYPES (pg. 25)** - The Street Types described in the following Section 2.3 provide a framework for designing streets at a scale that balances the needs of all users, supports economic development, and contributes to a sense of place. They are intended to supplement and enhance the traditional functional classification system as explained in greater detail in the following pages. The Street Types include:

- Mixed-Use Main Streets
- Mixed-Use Connector Streets
- Residential Connector Streets
- Residential Neighborhood Streets
- Plaza Streets
- Active and Functional Alleys

**SIDEWALK ZONE ELEMENTS**, incorporated into each Street Type, are the amenities intended to provide a comfortable, safe environment to support connectivity and development. Sidewalk zone elements include:

- Street Furnishings
- Landscaping
- Bicycle Parking
- Trash Receptacles
- Street Trees
- Lighting
- Bus Stop Features
- Wayfinding
- Public Art

**OPEN SPACE TYPES (pg. 38)** - Open Space not only provides a break from the development pattern, but is a critical piece of the connectivity and accessibility strategy for places. In particular, parks, open space and trails can provide access and amenities for pedestrian and bicyclists. Open Space Types include:

- Natural Preserve
- Linear Park
- Community Park
- Neighborhood Park
- Square
- Plaza / Courtyard



**BUILDING TYPES (pg. 40)** - The Building Types will define the scale and pattern of the Place Types as well as contribute to the walkability and connectivity of each. To ensure that they contribute to these places in a positive manner, the following design details are important to address. Each of the following design elements have been defined for each Building Type.

- **Height** - Number of Stories that is appropriate for each Building Type.
- **Frontage** - The area in front of the building and the level of access provided by each:
  - Built-to-Street - front facade is built on the edge of the sidewalk and the front door is directly accessed.
  - Front Yard - building is setback from the edge of the sidewalk, and the building front is accessed from a front walk or path.
  - Setback - building is setback from the edge of the sidewalk, and parking is allowed in between the sidewalk and front building face.
  - Courtyards, Plazas, or Terraces - building is setback from the edge of the sidewalk, and the space between the sidewalk and front building face is designed as a social open space.
- **Level of Interaction** - Relationship of building to the public realm, streetscape and / or park and open spaces.
  - High - the building relates to the public realm, with direct access, and frames the pedestrian spaces.
  - Limited - The building is separated from the public realm but design amenities like the sidewalks, landscaping and entry features and building transparency (windows) create a relationship to the public realm.
  - Low - The building does not relate to the public realm and access by pedestrians and bicyclists is difficult.



#### WHAT ARE STREET TYPES?

Streets are an important part of every city. They provide access to our residences, businesses, institutions and centers of entertainment and recreation. Wichita's streets help to define our community, how we interact with various land uses, and how we interact with one another. Their design and function is critical to ensuring the creation and success of walkable places for people.

The following set of Street Types, summarized in the following table on pg. 28, provide a framework for ensuring that the city's streets serve all its users. Rather than taking the traditional approach of assigning streets, a functional class based solely on vehicular needs, we recommend simplifying, consolidating, and enhancing the Street Types discussed in the City's Street Design Guidelines to move the focus away from functional class as a determining factor in street design and to maintain the focus on land use and desired character as the driving force in determining target speeds, the number of lanes, lane widths, curb radii, and other design elements and amenities. These Street Types are based on adjacent land use and desired character of the street. They are intended to support Wichita's multi-modal policies and the development in the Neighborhood Hubs, Community Cores, and Regional Centers recommended for the ECA in this plan.

## STREET TYPOLOGIES

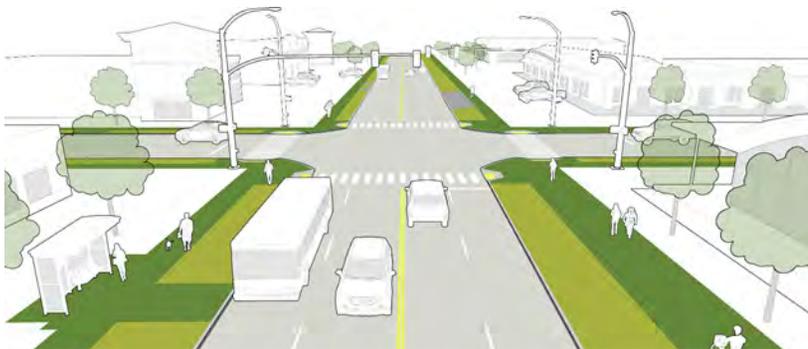


### FEATURES

- on-street parking
- local transit
- on-street bike accommodations if determined by bike plan
- 10 foot - 12 foot travel lanes (inclusive of gutter pan)
- 25 mph design/posted speed
- 1-2 travel lanes in each direction

### MIXED-USE MAIN STREETS

Mixed-Use Main Streets are often in the core of the city, with medium to high densities and access to a mix of businesses. They have high volumes of vehicles and transit service as well as moderate to high volumes of pedestrian activity. These streets often have on-street parking, street trees, and may include street furniture such as benches or bicycle parking racks. These streets may host a variety of uses such as farmers' markets, street fairs and community gatherings. Where bicyclists cannot be accommodated, facilities are provided on adjacent streets to create a "multimodal corridor."

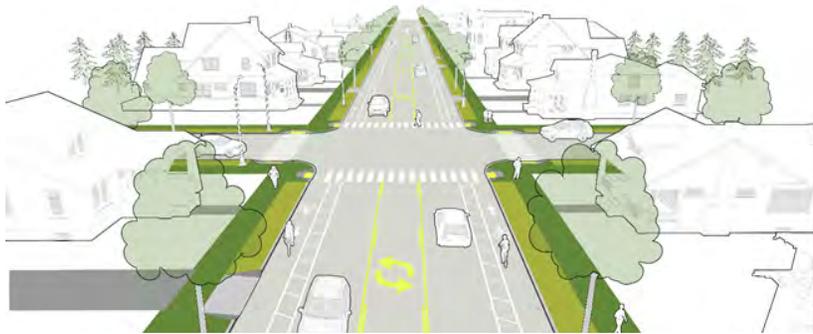


### FEATURES

- on-street parking
- regional + local transit
- on-street bike accommodation if determined by bike plan
- 10 foot - 12 foot lanes (inclusive of gutter pan)
- 30-35 design/posted speed
- 1-2 travel lanes in each direction

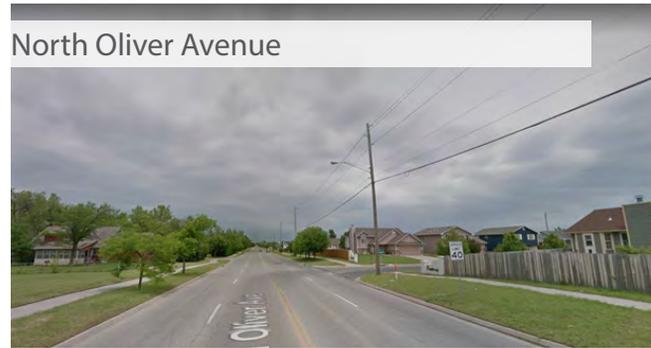
### MIXED-USE CONNECTOR

These streets serve mostly commercial or institutional areas with a mix of densities. Buildings may be more set back from the street and have a combination of surface lots and on-street parking. These streets are often multi-lane and are important for regional connections. Pedestrian and bicycling activity is typically lighter than on Mixed-Use Main Streets, but remains important to accommodate as these modes need access to adjacent land uses and support transit. Adjacent land uses function as service and job destinations, with buildings often located on separate parcels. Land uses include offices, restaurants, and a range of retail and commercial uses. Adjacent land uses may also include multi-unit housing in low- to mid-rise apartment buildings.



### RESIDENTIAL CONNECTOR STREETS

Residential Connectors connect multiple neighborhoods and primarily serve residential land uses, though some businesses may be integrated into the street fabric. These streets have longer blocks and often serve traffic that is faster than neighborhood residential streets or Mixed-Use Main Streets. Residential Connectors are currently dominated by motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Residential Connectors should focus on reducing speeds, improving crossings, tree plantings, street lighting, and providing sidewalks and potentially bikeways.



North Oliver Avenue

### FEATURES

- no on street parking unless residences front street
- regional + local transit
- on-street bike accommodation if determined by bike plan
- 10 foot - 12 foot lanes (inclusive of gutter pan)
- 30-35 mph design/posted speed
- 1-2 travel lanes in each direction



### RESIDENTIAL NEIGHBORHOOD STREETS

Residential Neighborhood Streets provide immediate access to residential multi-unit and rowhouses, duplexes, and detached homes. They are used primarily for local trips and are characterized by lower volumes of vehicular traffic. These streets are not more than a single-lane in each direction and not intended for through-traffic. Design for residential neighborhood streets should focus on encouraging slow speeds, pedestrian safety, healthy street trees, and well-defined routes to nearby parks, transit, and schools.



Salina Street North

### FEATURES

- on-street parking
- 20-25 mph design/posted speed
- bike boulevards as indicated on bike plan
- 9 foot - 10 foot lanes (inclusive of gutter pan)
- 1 travel lane in each direction



- FEATURES**
- May be curbless on one or both sides of the street
  - Shared space for multiple modes
  - Paving material is typically brick
  - Some streets have center drain
  - Width varies, typically no more than 22 - 24 feet for roadway and flush curb
  - 10-15 MPH design/posted speed

## PLAZA STREETS

Plaza Streets build on the distinctive Old Town Street Type. Plaza Streets host a diverse mix of medium- to high-density uses, which includes retail, restaurants, arts and entertainment, and some residential uses. The density of activity relative to the narrowness of Old Town streets provides an attractive environment for pedestrians, bicyclists and transit users while also accommodating motorists and freight delivery trucks. These streets are characterized by their extensive Pedestrian Zones that accommodate significant volumes of foot traffic and foster social interaction. Elements including street furniture, public art, vegetation, and sidewalk cafés help define the boulevard zone. Continuous building facades sited at or near the edge of the property line provide visual interest through architectural elements such as doorway details, awnings and window displays.



- FEATURES**
- Space shared amongst pedestrians, motor vehicles, bicyclists
  - Space enhanced with lighting, decorated building façades and concrete, and programmed activities
  - May feature pocket spaces for public seating, patios, and dining spaces
  - Dedicated space for utilities and receptacles
  - 12 -20 feet
  - 10-15 MPH design/posted speed

## ACTIVE ALLEYS

Active Alleys have features that are not commonly found in traditional alleys. Active alleys are typically located between commercial and mixed-use land-uses, and may feature public seating and street furniture, permanent or temporary art installations, patio and dining space, music and performance areas, and overhead lighting. Space may be shared amongst pedestrians, motor vehicles, and bicyclists, or it may be delineated between uses. They provide unique public space opportunities that complement and enhance the streets they serve and connect to. Building facades in active alleys can be enhanced through artistic murals, lighting, and incorporating other aesthetic treatments such as planters near walls and entryways.

STREET TYPOLOGIES

Street Types	Existing Street Type from Wichita Street Design Guidelines (SDG)	Typically forms node of or located in close proximity to:			Travel Zone	Sidewalk Zone Space Allocation	Center Median Zone
		Neighborhood Hub	Community Core	Regional Center			
Mixed-Use Main	Mixed-Use/Local Business Collector, Local (SDG)	■	■		<ul style="list-style-type: none"> <li>on-street parking</li> <li>local transit</li> <li>on-street bike accommodations if determined by bike plan</li> </ul>	<ul style="list-style-type: none"> <li>10 foot - 12 foot travel lanes (inclusive of gutter pan)</li> <li>25 mph design/posted speed*</li> <li>1-2 travel lanes in each direction**</li> </ul>	Frontage: 2-8 ft Pedestrian: 5-12 ft Amenity: 6-10 ft Typically None
Mixed-Use Connector	Mixed-Use/Local Business Arterial + Regional Business Arterial, Collector, Local (SDG)		■	■	<ul style="list-style-type: none"> <li>on-street parking</li> <li>regional +local transit</li> <li>on-street bike accommodation if determined by bike plan</li> </ul>	<ul style="list-style-type: none"> <li>10 foot - 12 foot lanes (inclusive of gutter pan)</li> <li>30-35 design/posted speed*</li> <li>1-2 travel lanes in each direction**</li> </ul>	Frontage: 2-5 ft Pedestrian: 5-12 ft Amenity: 6-10 ft Center Turn Lane or Landscaped Median (depending on anticipated traffic volumes)
Residential Connector	Residential Arterial/Collector (SDG)	■	■	■	<ul style="list-style-type: none"> <li>no on street parking unless residences front street</li> <li>regional +local transit</li> <li>on-street bike accommodation if determined by bike plan</li> </ul>	<ul style="list-style-type: none"> <li>10 foot - 12 foot lanes (inclusive of gutter pan)</li> <li>30-35 mph design/posted speed*</li> <li>1-2 travel lanes in each direction</li> </ul>	Frontage: 2 ft Pedestrian: 6-12 ft Amenity: 6-10 ft Center Turn Lane or Landscaped Median (depending on anticipated traffic volumes)
Residential Neighborhood	Residential Local (SDG)	■	■	■	<ul style="list-style-type: none"> <li>on-street parking</li> <li>20-25 mph design/posted speed*</li> <li>bike boulevards as indicated on bike plan</li> </ul>	<ul style="list-style-type: none"> <li>9 foot - 10 foot lanes (inclusive of gutter pan)</li> <li>1 travel lane in each direction</li> </ul>	Frontage: 2 ft Pedestrian: 5-6 ft Amenity: 5-8 ft None
Plaza Streets	Plaza Streets		■	■	<ul style="list-style-type: none"> <li>May be curbless on one or both sides of the street</li> <li>Shared space for multiple modes</li> <li>Paving material is typically brick</li> </ul>	<ul style="list-style-type: none"> <li>Some streets have center drain</li> <li>Width varies, typically no more than 22 - 24 feet for roadway and flush curb</li> <li>10-15 MPH design/posted speed*</li> </ul>	Frontage: 2 ft Pedestrian: 6-10 ft Amenity: N/A None
Active Alley	N/A		■	■	<ul style="list-style-type: none"> <li>Space shared amongst pedestrians, motor vehicles, bicyclists</li> <li>Space enhanced with lighting, decorated building facades and concrete, and programmed activities</li> </ul>	<ul style="list-style-type: none"> <li>May feature pocket spaces for public seating, patios, and dining spaces</li> <li>Dedicated space for utilities and receptacles</li> <li>12 -20 feet</li> <li>10-15 MPH design/posted speed*</li> </ul>	N/A None
Functional Alley	Alley	■	■	■	<ul style="list-style-type: none"> <li>Dedicated space for utilities and receptacles</li> <li>Space shared among multiple modes</li> <li>12-20 feet</li> <li>10-15 MPH design/posted speed*</li> </ul>	N/A None	

\* Recommended design speed/posted speed will require design treatments to slow speeds in addition to changes to city ordinance to adjust posted speeds.

\*\* 1 lane in each direction is preferred (with two way center turn lane), however if transit route, may require 2 lanes in each direction



## FUNCTIONAL CLASSIFICATION VS. STREET TYPES

The Street Types described in the following pages will supplement and enhance the traditional functional classification system of streets and provide the necessary flexibility to support diverse user needs and a range of land use conditions. Traditional functional street classification systems such as those promoted by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO) Green Book establish a street hierarchy emphasizing automotive mobility versus property access. This traditional functional classification system is built almost exclusively around vehicular needs rather than a multi-modal perspective of person throughput and goods movement. Expected and accommodated traffic volumes and travel speeds are often based on assigned classification of arterial, collector and local street. In contrast, the Street Types recommended here provide a more nuanced approach to balancing context, character, mobility and access. These Typologies were developed to provide additional guidance during the selection of street design elements as well as to help inform choices made during the visioning process of a corridor redesign project.



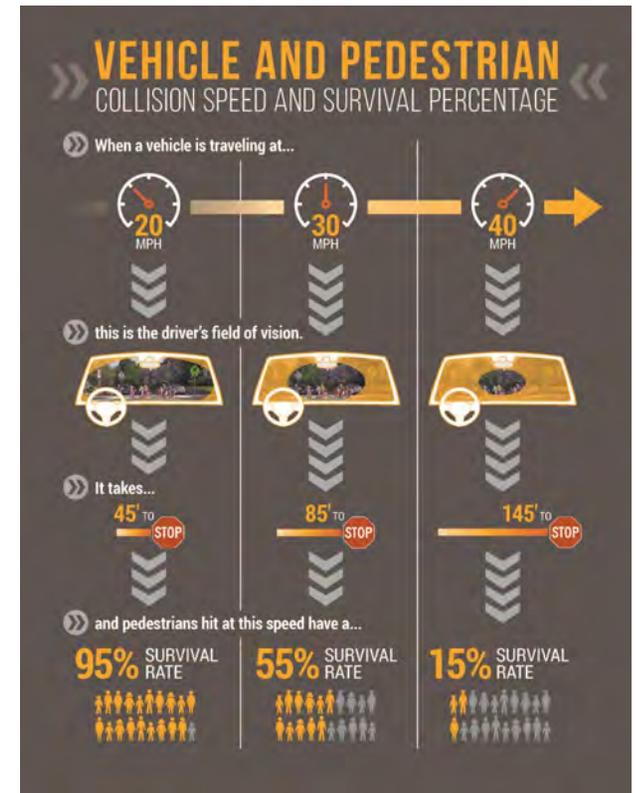
Because land use contexts can change throughout the length of a corridor, Street Types may change along the corridor as well. For example, a corridor may be categorized primarily as a Residential Connector, however a commercial node along it may result in a segment being classified as a Mixed-Use Main Street. Street design elements will change accordingly, reflecting the designated Street Type and its economic and mobility objectives.

## SAFE SPEEDS

A key component of creating places for people is providing an environment where users of all modes can feel comfortable. Streets should operate at speeds that are comfortable, not only for motor vehicles, but also for transit users, pedestrians and bicyclists of various ages and abilities. The goal of designing for safe speeds is to create an environment that encourages speeds appropriate for the Street Type and context. Street designs should aim to limit excessive speeding, and target design speeds should be appropriate for the Street Type and context of surrounding land uses. New streets should be designed to produce operating speeds that match the target design speed, which should also match the posted speed limit. On existing streets with excessive speeds, traffic calming measures may be considered in conjunction with targeted speed enforcement to reduce speeds to improve safety and comfort for all users. Lowering posted speed limits without addressing street design generally does not reduce speeding and, in turn, does not improve safety.

In Kansas, the default statutory speed limit is 30 miles per hour in urban districts (KSA 8-1558). Local authorities may alter the speed limit based on an engineering and traffic analysis to determine if the recommended speed is “reasonable and safe” based on certain conditions. The City of Wichita Code of Ordinances (Section 11.96.010) details the exceptions to the 30 miles per hour speed limit which in many cases allows a higher maximum speed. Almost the only streets where the maximum allowable speed is less than 30 miles per hour are in school zones where it is designated 20 miles per hour when children are present.

Safe speeds are critical: Pedestrians and bicyclists are particularly vulnerable in the event of a crash with a motor vehicle. The severity of a pedestrian injury in the event of a crash is directly related to the speed of the vehicle at the point of impact. For example, a pedestrian who is hit by a motor vehicle traveling at 20 mph has a 95% survival rate, whereas a pedestrian hit by a motor vehicle traveling at 40 mph has only a 15% survival rate.



## NARROWER LANE WIDTHS AND TRAFFIC CALMING TECHNIQUES

Lane widths are an important design element that impact comfort and safety for vulnerable users such as pedestrians and bicyclists. Narrowing lane widths shortens pedestrian crossing distances and frees up space for additional elements such as wider sidewalks and buffers, separated bike lanes, bike lanes with buffers, and other elements. Narrowing lane widths, as an element of an integrated urban street design, may also contribute to lower operating speeds which improves pedestrian and bicyclist safety and comfort.



Raised Crosswalk

Traditionally, across the US, 12 feet has been the standard for motor vehicle travel lane width, but the AASHTO “Green Book” allows 10-foot travel lane widths in low-speed environments (45 mph or less). Narrower lane widths have been avoided in the past due to concerns about vehicle occupant safety and congestion, especially on arterial roadways. However, research has shown that in most cases, travel lane widths between 10 and 11 feet on arterials and collectors do not negatively impact overall motor vehicle safety or operations, nor do they have a measurable effect on capacity. A Transportation Research Record study found one exception where 10-foot wide travel lanes should be used with caution- on four-lane, undivided arterial roadways. The table on page 28 recommends Street Types with narrower lane width ranges. Designers should use lane widths at the lower end of the acceptable range whenever possible.

The benefits of narrower lane widths include:

- Lower speeds, improving the safety of all users
- Fewer, less severe crashes for all users
- Reduced crossing distance for pedestrians
- Reduced footprint of the roadway, resulting in better use of land and reduced run-off

In addition to narrowing lanes, a number of traffic calming techniques may be used to slow traffic along corridors that are designated for walkable development by this plan. These include:

- Speed Cushions
- Speed Humps
- Raised Crosswalks
- Curb Extensions
- Chicanes
- Chokers
- Neckdowns
- Traffic Circles
- Diverters
- Appropriate turning radii
- Raised medians
- On-Street Parking



Traffic-Calming Diverter

In some cases diverters may also be used. Diverters alter the movement of through vehicle traffic either through partial diversion (closing half of a street entrance) or full diversion (prohibiting through movement of all vehicle traffic). Diverters are commonly designed to maintain through travel for bicycles and pedestrians even while altering routes for vehicles. Partial diverters preclude entry or exit of one direction of traffic and channelize remaining movements.

## 2.3 TYPOLOGIES

### B. PUBLIC SPACE - SIDEWALK ZONE ELEMENTS

#### WHAT ARE SIDEWALK ZONE ELEMENTS?

The sidewalk zone plays a critical role in the character, function, enjoyment, and accessibility of neighborhoods, streets, and other community destinations. Sidewalks are the place typically reserved for pedestrians within the public right-of-way, adjacent to property lines or the building face. In addition to providing vertical and/or horizontal separation between vehicles and pedestrians, the spaces between sidewalks and roadways also accommodate street trees and other plantings, storm water infrastructure, street lights, transit facilities, and bicycle racks. This section provides an overview of the sidewalk zone including the Frontage Zone, Pedestrian Zone, and Amenity Zone.

The Frontage Zone is a zone adjacent to property line. It occupies the area of the pedestrian realm between the Pedestrian Zone and buildings along the street. On most sidewalks the Frontage Zone provides direct access to fences and building walls. In residential areas, the Frontage Zone may be occupied by front porches, stoops, lawns, or other landscape elements that extend from the front door of buildings to the edge of the Pedestrian Zone. The Frontage Zone of commercial properties within walkable business districts may include architectural features or projections, outdoor retail displays, café seating, awnings, signage, and other uses of the public right-of-way. Frontage Zones may vary widely in width from just a few feet to several yards and may include a combination of public right-of-way and private property. Some areas may not require a Frontage Zone adjacent to open space or parks.

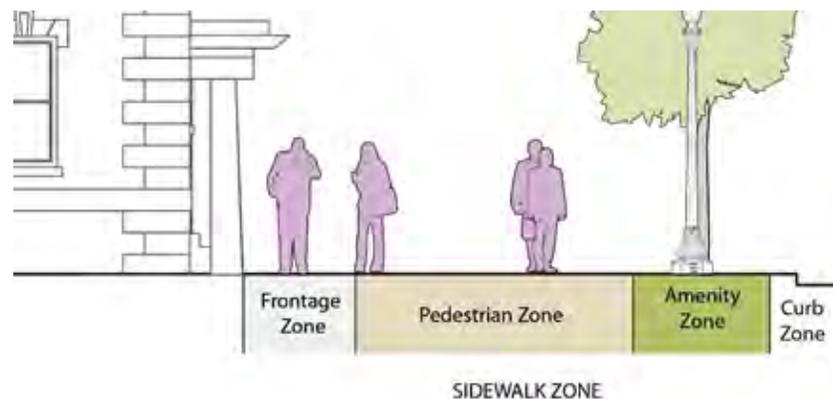
Also known as the “walking zone,” the Pedestrian Zone is the portion of the sidewalk space used for active travel. For it to function, it must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes including those using mobility assistance devices, pushing strollers, or pulling carts. To maintain the social quality of the street, the width should accommodate pedestrians passing singly, in pairs, or in small groups as anticipated by density and adjacent land use. This area is typically paved, and

in residential areas, it may be the only paved portion of the pedestrian realm.

The Amenity Zone lies between the curb and the Pedestrian Zone. This area is occupied by a variety of street fixtures such as street lights, street trees, bicycle racks, parking meters, signposts, signal boxes, benches, transit facilities, trash and recycling receptacles, and newspaper boxes. In commercial areas, it is typical for this zone to be hardscape pavement, pavers, or tree grates. In residential, or lower intensity areas, it is commonly a planted strip.

The Amenity Zone can provide an emergency repository for snow cleared from streets and sidewalks, although snow storage should not impede access to or use of important mobility fixtures such as parking meters, bus stops, and curb ramps. Storm water management plantings are commonly located in the Amenity Zone. The amenities in this zone should not encroach on the Pedestrian Zone which must be kept clear as described above.

The type of amenities appropriate for each street varies based on their street typology, as shown in the table (pg. 33).



## SIDEWALK ZONE ELEMENTS

STREET TYPES	STREET FURNISHINGS	BICYCLE PARKING	TRASH RECEPTACLES	STREET TREES	LIGHTING	BUS STOP FEATURES	WAYFINDING	PUBLIC ART	LANDSCAPING
	MIXED-USE MAIN	■	■	■	■	■	SHELTERS	■	■
MIXED-USE BOULEVARD	■	■	■	■	■	SHELTERS	■	■	■
RESIDENTIAL CONNECTOR			■	■	■	BENCHES	■		■
RESIDENTIAL NEIGHBORHOOD				■	■	SIGNS			■
PLAZA STREETS	■	■	■	■	■	BENCHES	■	■	■
ACTIVE ALLEY	■	■	■		■	N/A	■	■	■
FUNCTIONAL ALLEY					■	N/A			



### STREET FURNISHINGS

Street furnishing includes benches, seat walls, seating platforms, tables, and chairs. Furnishings contribute to the comfort and inviting aesthetic of streetscapes. Seating helps define space and provides places for rest, gathering, and conversation. Street furnishing also includes café seating, which can define a block and activate the sidewalk with vibrant activity.

## LANDSCAPING

Landscaping creates visual interest along the street, softens the urban landscape, and helps manage stormwater drainage and runoff. Landscaping also creates a buffer between the Pedestrian Zone and the travel zone, providing a more inviting and comfortable environment for people walking.

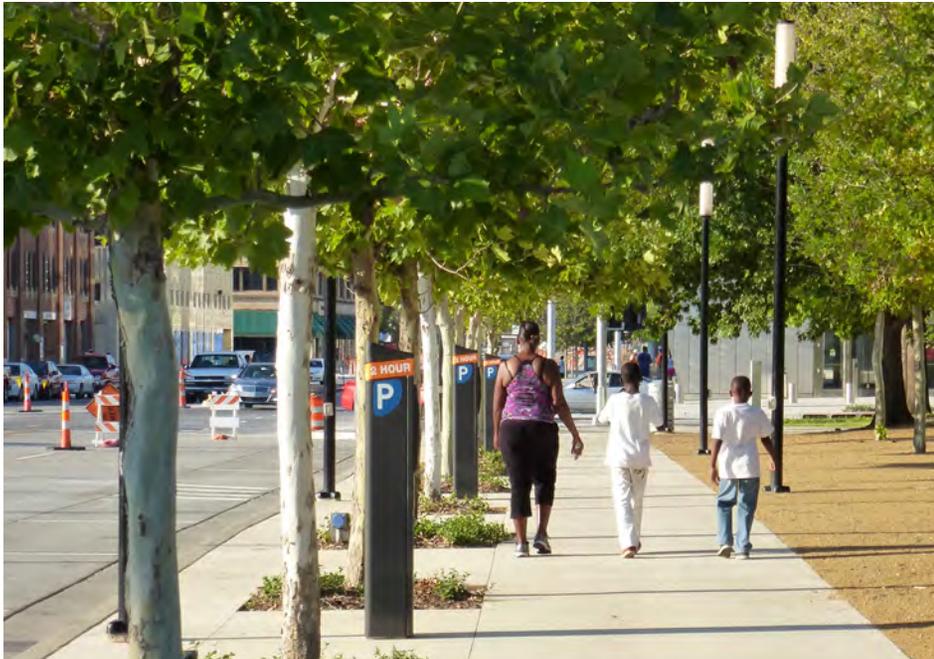


## BICYCLE PARKING

Bike parking provides safe locations to secure bicycles as people explore, shop, or dine in the ECA. Bike racks may be stand-alone items bolted into the surface of the sidewalk or roadway or they may be integrated with other items in the street such as parking meter poles, street light poles, planters, or other items. The alignment of bike racks should minimize the parked bicycles impact on the use of the sidewalk or curbside. Bike racks are frequently grouped in small clusters to better meet the needs of multiple users.

## TRASH RECEPTACLES

Trash and recycling receptacles should be placed in accessible locations and at key destinations and gathering areas. The function of the receptacles must be simple from the user's standpoint, and should be easily serviced, lockable, and fire resistant (metal liners are preferred when available). The materials for the receptacles should match and align with the other sidewalk zone elements. In some locations, providing ash receptacles for cigarette butts will greatly enhance the streetscape by reducing the amount of cigarette waste that ends up in planting beds, etc.



## STREET TREES

Street trees enhance walkability by shading pedestrians from hot sun, breaking strong winds, adding an intermediate sense of scale between a person and large buildings or broad open spaces, and making streets aesthetically appealing through their color, shape and texture. Trees also provide environmental benefits, including helping mitigate the urban heat island effect, capture rainwater runoff, and sequester carbon dioxide. Trees also contribute to natural diversity and provide habitat for a range of species.

## LIGHTING

Lighting is essential to enhancing a vibrant street life and the perception of security. Design of light levels should be based upon land use activity level (i.e. higher light levels in retail increase shopping, lower light levels in residential areas). Lighting can have many variations, including color, lumens, luminaries, globe style, and the ability to incorporate artwork, banners, and hanging baskets. The location and number of lights varies based on street typology.



## BUS STOP FEATURES

The Amenity Zone is critical along streets that are bus routes as it provides space for bus stops, boarding areas, shelters, and passenger queuing areas. Bus stop features include benches and shelters, as well as many of the elements previously mentioned such as trash receptacles, furnishings, and lighting. Bus shelters increase both the comfort and visibility of bus stops by providing shelter from sun, rain and other elements. Shelters typically provide additional seating and lighting at a bus stop, adding comfort and convenience for riders. Shelters must not impede pedestrian flow on the sidewalk, and a clear walkway should be maintained. The appropriate location, spacing and quantity will generally be determined by Wichita Transit policies. However, the design style and materials should be consistent with these guidelines to ensure these amenities are integrated fully with the rest of the streetscape.

## WAYFINDING

Wayfinding helps users reach their desired destinations and assures people they are on the correct route. A distinct wayfinding system for pedestrians and bicyclists further enhances the efficiency in which people can travel around the City. Modern and distinctive wayfinding can distinguish walking or bicycling routes and highlight specific destinations. Wayfinding elements can also be incorporated into public art.

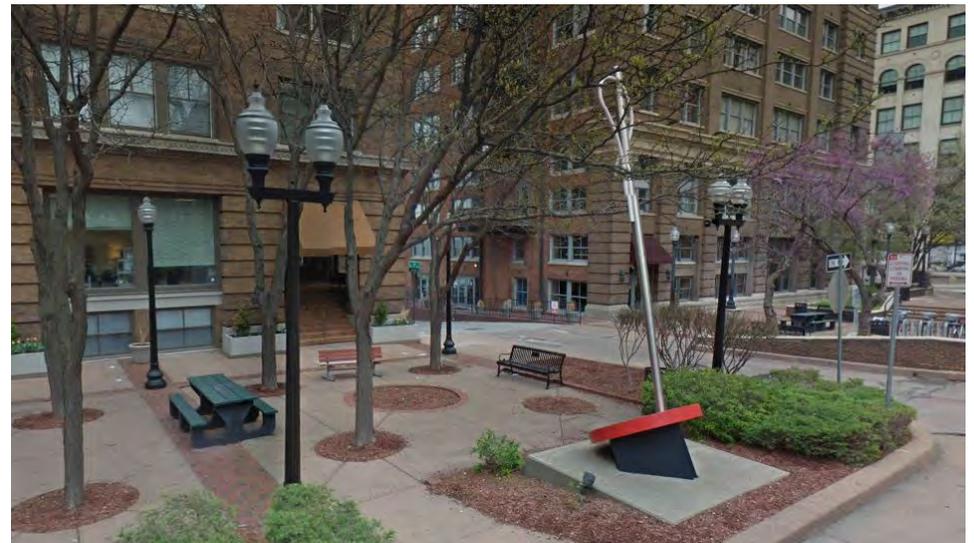
The wayfinding system should project a consistent image for the entire city, reduce visual clutter, and promote walking, bicycling, and bus usage. The design of wayfinding elements, such as icons and colors, is dictated by the approved City Wayfinding Policy. This includes, but is not limited to:

- Vehicular (motorized and non-motorized) Wayfinding Signage
- Pedestrian Wayfinding Medallions (for district identification)
- Pedestrian Wayfinding Signage (for destination identification)
- Wayfinding Map Kiosks



## PUBLIC ART

Public art enhances the streetscape by providing visually stimulating elements that create a more interesting, memorable, and attractive walking environment. Public art can be categorized into four types of site-based art: gateways, interactive art, landmarks/focal points, and wayfinding. Artwork should be considered part of the fabric of the street, landscapes, and public spaces. Consideration of placement, number of installations, and types will be based on street typology.



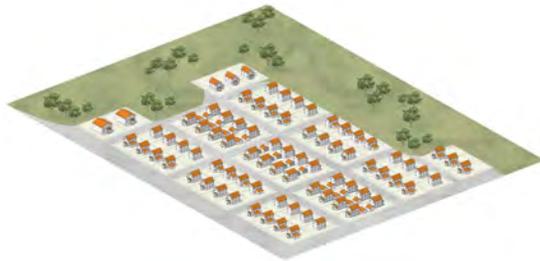
## 2.3 TYPOLOGIES

### C. PUBLIC SPACE - OPEN SPACE TYPES

#### WHAT ARE OPEN SPACES?

Open spaces can include a range of different undeveloped spaces for people. These spaces can be passive or active, or intended for recreational activities or celebrations. Although open spaces are diverse in size and use, it is nonetheless important to encourage types that support the activity and aid in place creation. When correctly incorporated into the development patterns of the community, open spaces can become a valuable public asset that helps support private development.

The following types of open spaces are characterized by their scale, with capacity to accommodate various levels of activity. Larger parks, such as a natural preserve, linear park, or community park may serve as a place for recreation, social gatherings, or transportation networks throughout the city. Neighborhood parks are typically scaled to accommodate one or two residential communities. Squares, plazas and courtyards typically serve as social spaces in commercial places or multi-unit residential development. The following open spaces are appropriate for consideration in different areas of the ECA to support current neighborhoods and future redevelopment.



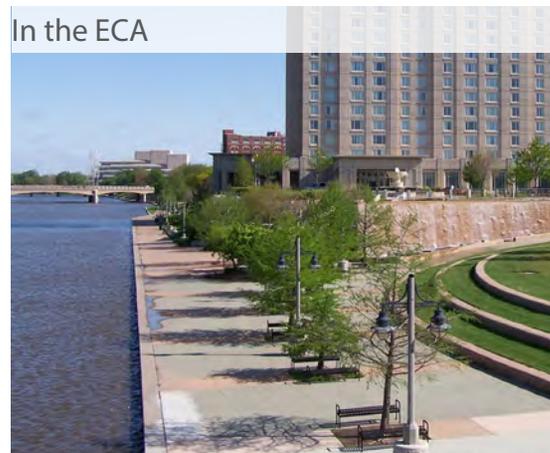
NATURAL PRESERVE



LINEAR PARK



COMMUNITY PARK





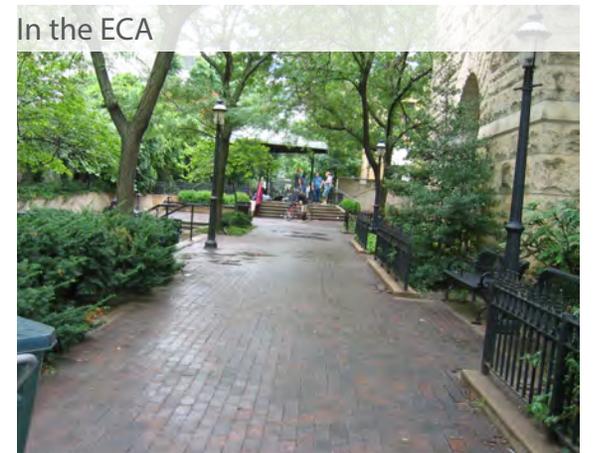
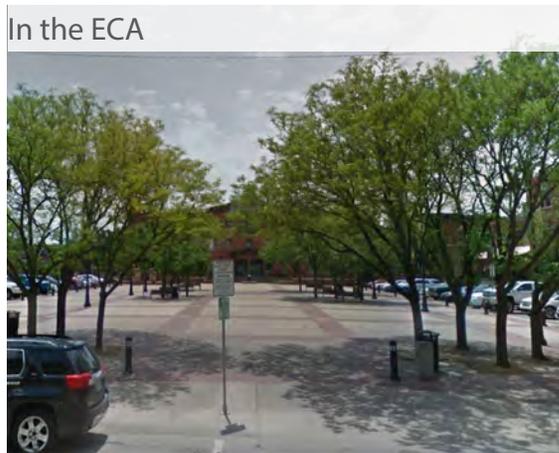
NEIGHBORHOOD PARK



SQUARE



PLAZA / COURTYARD



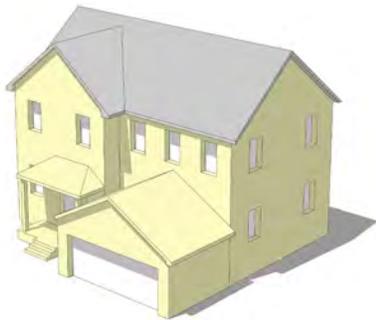
## 2.3 TYPOLOGIES

### D. DEVELOPMENT - BUILDING TYPES

#### WHAT IS A BUILDING TYPE?

Building Types of various scales and arrangements play a significant role in developing the character of places in a community. A variety of uses can occur within any Building Type, and buildings designed to accommodate various uses over time, rather than one specific use, are more resilient to potential changes in the market. In addition, elements relating to physical structures such as height, preferred frontage, and levels of interaction to public space are tied to each Building Type, defining its development intensity and how one experiences space between Building Types.

#### DETACHED HOUSE CONVENTIONAL



A residential building designed for one primary dwelling unit in a suburban or semi-rural setting. The conventional variant of this type is based primarily on larger lot size, typically found on the edges of the ECA and a front-loaded garage that comprises a significant portion of the front façade and limits interaction with the street.



#### Rules of Thumb

*Height:* Up to 2 1/2 Stories; *Frontage:* Suburban Yard; *Level of Interaction:* Limited

#### Quick Note:

Detached houses, or other residential buildings, are not always used as homes! There are many places where houses have been converted into offices or retail. While this section focuses on Building Types, it is important to note that uses can occur in a variety of Building Types! Due to changes in community needs and market context, it has become more common for detached houses to be converted into offices.



## DETACHED HOUSE NEIGHBORHOOD



A residential building designed for one primary dwelling unit in a neighborhood, suburban or rural setting. The neighborhood variant of this type is based primarily on a moderate lot size, typically found in the post WWII development. The garage can be found on the front façade, typically flush with or setback from the house façade, comprising a smaller portion of the total façade, creating better interaction with the street.

### Rules of Thumb

*Height:* 2 1/2 story; *Frontage:* Suburban & Neighborhood Yard; *Level of Interaction:* Limited



## DETACHED HOUSE COMPACT



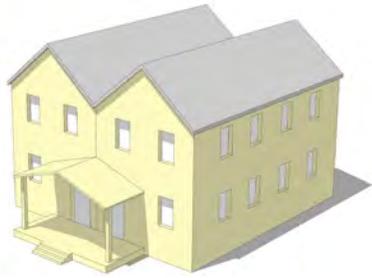
A residential building designed for one primary dwelling unit in a neighborhood setting. The compact variant of this type is based primarily on a small lot size, typically found in much of the ECA, in particular those older areas of Wichita. The garage often is detached and to the rear of the house, accessed from the street or from a rear alley, but can be found attach to the side and typically set back from the house façade.

### Rules of Thumb

*Height:* Up to 2 1/2 Stories; *Frontage:* Neighborhood Yard, Terrace; *Level of Interaction:* Limited



## DUPLEX



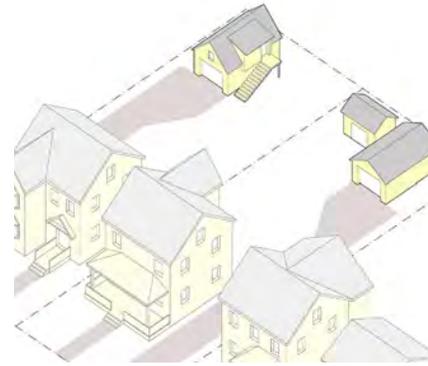
A residential building designed to accommodate two primary dwelling units in a neighborhood or suburban setting. Duplex units share a single common wall or floor/ceiling. A duplex may be on a single lot, or it may be platted as separate lots along the common wall line subject to platting restrictions. The duplex is primarily based on a moderate lot size and an outward design and appearance as a single house.

### Rules of Thumb

*Height:* Up to 2 1/2 Stories; *Frontage:* Neighborhood Yard, Terrace; *Level of Interaction:* Limited



## ACCESSORY DWELLING UNIT



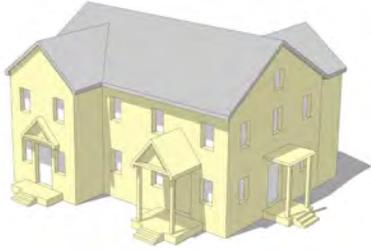
A self-contained housing unit that may be wholly within, attached to, or detached from a principal single-family residence on a zoning lot. Its structure and use are subordinate to and serves the principal residence, and contributes to the comfort, convenience or necessity of occupants of the principal residence, and is located on the same zoning lot as the principal single-family residence.

### Rules of Thumb

*Height:* Up to 2 1/2 Stories; *Frontage:* n/a; *Level of Interaction:* Low



## MULTI-UNIT HOUSE



A residential building designed to accommodate multiple primary dwelling units in a neighborhood or suburban setting. Multi-unit house units share a single common wall or floor/ceiling. A multi-unit house may be on a single lot, or may be platted as separate lots along the common wall line, if feasible and subject to platting restrictions. The traditional variant of this type is primarily based on a moderate lot size and an outward design and appearance as a large single house.

### Rules of Thumb

*Height:* Up to 2 1/2 Stories; *Frontage:* Neighborhood Yard, Terrace, Courtyard; *Level of Interaction:* Limited



## ROW HOUSE



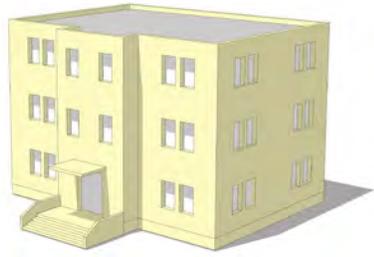
A residential building type designed to accommodate up to 8 dwelling units in a compact walkable neighborhood or mixed-use setting. Each unit is separated by a common side wall with a side-by-side configuration, and each has its own private entrance. Units may be on a single lot subject to common ownership restrictions or platted on separate lots along the common wall subject to platting restrictions. Parking typically accommodated on site and restricted to the rear of the building, accessed from the street or from a rear alley.

### Rules of Thumb

*Height:* Up to 3 Stories; *Frontage:* Built-to-Street, Neighborhood Yard, Terrace; *Level of Interaction:* High / Limited



## SMALL APARTMENT



A small scale, multi-unit residential building designed on a small or moderate-sized lot in a compact walkable neighborhood or mixed-use setting. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a neighborhood. Parking if accommodated on site is typically restricted to the rear of the building, accessed from the street or from a rear alley.

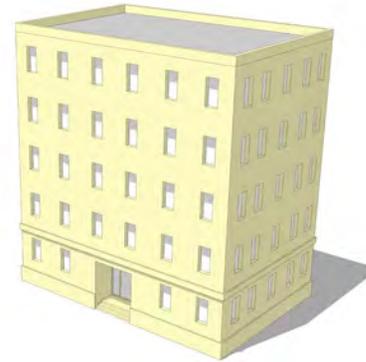
### Rules of Thumb

*Height:* Up to 3 Stories; *Frontage:* Built-to-Street, Terrace, Courtyard;

*Level of Interaction:* High / Limited



## MID-RISE APARTMENT



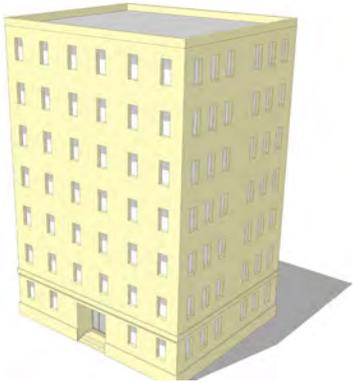
A moderate scale, multi-unit residential building on a moderate-sized lot in high density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a neighborhood. Parking, if accommodated on site, is typically limited and restricted to the rear of the building, accessed from the street or from a rear alley. However, parking accommodated off-site is generally within the immediate vicinity.

### Rules of Thumb

*Height:* 3 - 6 Stories; *Frontage:* Built-to-Street, Terrace, Courtyard; *Level of Interaction:* High / Limited



## HIGH-RISE APARTMENT



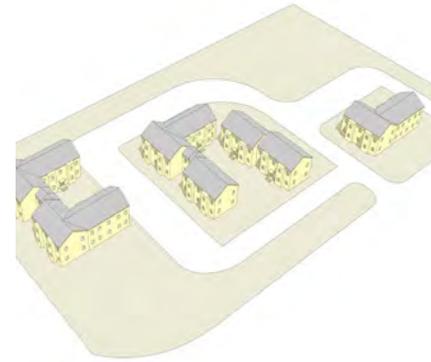
A large scale, multi-unit residential building on a moderate- to large-lot in high density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a walkable destination or node. Parking, if accommodated on site, is typically limited and restricted to the rear of the building, accessed from the street or from a rear alley. However, parking is often accommodated off-site, but within the immediate vicinity.

### Rules of Thumb

*Height:* More than 6 Stories; *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High / Limited



## APARTMENT COMPLEX



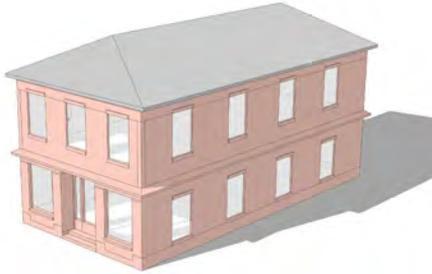
A grouping of small-scale apartment buildings in a common development arranged around an internal system of streets/internal access, parking lots, walkways and common open space.

### Rules of Thumb

*Height:* Up to 6 Stories; *Frontage:* Setback, Neighborhood Yard, Terrace; *Level of Interaction:* Low



## LIVE/WORK UNIT



A building designed for a primary dwelling unit but has a secondary component – typically at the building frontage – designed for a commercial and occupational function by the resident. This building type is for transitions between neighborhoods and commercial centers or busier corridors, or for mixed use areas. Differs from a “home occupation” by the primary presence of the commercial function at the front façade, creating an active relationship between the building and the street or public space.

## SMALL-SCALE COMMERCIAL



A building designed to accommodate small retail, commercial, service or office functions, with frequent pedestrian interaction. The small footprint, small lot, and design of the frontage for pedestrian and customer engagement allows this building type to integrate well in walkable neighborhoods or mixed-use contexts. A variation of this building type is platted with party walls where several small commercial buildings are included in a mixed-use structure.

### Rules of Thumb

*Height:* 2 1/2 Stories; *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High / Limited



### Rules of Thumb

*Height:* 1 Story *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High



## SMALL-SCALE MIXED-USE



A building designed to accommodate ground floor retail or commercial use with frequent pedestrian interaction, and upper level residential, office or commercial uses that support the overall vitality of retail on the site or in the district.

### Rules of Thumb

*Height:* Up to 3 Stories; *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High



## MEDIUM-SCALE MIXED-USE



A moderate-sized scaled building designed to accommodate ground floor retail or commercial use with frequent pedestrian interaction, and upper level residential, office or commercial uses that support the overall vitality of retail on the site or in the district.

### Rules of Thumb

*Height:* 3 - 6 Stories; *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High



## LARGE-SCALE MIXED-USE



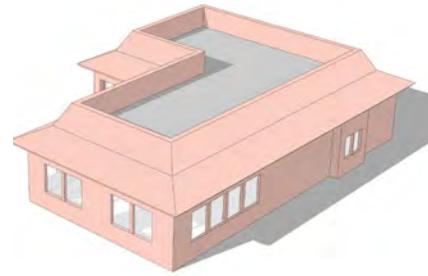
A large scaled building designed to accommodate ground floor retail or commercial use with frequent pedestrian interaction, and upper level residential, office or commercial uses that support the overall vitality of retail on the site or in the district.

### Rules of Thumb

*Height:* Greater than 6 Stories; *Frontage:* Built-to-Street, Terrace;  
*Level of Interaction:* High



## PAD SITE / DRIVE-THRU



A free-standing building similar to a Small Commercial / Store Front, but on a larger lot that includes more space for access, circulation, landscape and buffers. While free standing, careful planning and site design can allow a series of these buildings to create improved relationships with streetscapes and become "screens" or "liner buildings" for General Commercial or Large Commercial buildings which are set back from the public realm.

### Rules of Thumb

*Height:* 2 Stories; *Frontage:* Setback, Terrace;  
*Level of Interaction:* Low



**Quick Note:**

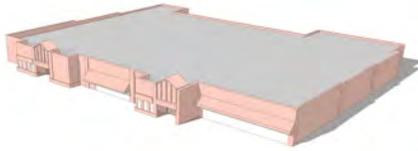
There are some examples of drive-thru facilities that are built to the street. Although not typical, this example provides a creative solution for accommodating car-oriented uses without compromising a more walkable building frontage.



**Quick Note:**

In a walkable setting, it is generally recommended that commercial buildings contain "active" first floor uses, such as retail. In most cases, uses contained within the building above the first floor are less crucial to enhancing the relationship between public space and private development, since they are not directly visible or accessible from the perspective of the pedestrian on the street. Upper-floors are usually recommended to contain uses that prefer increased privacy, such as residences, offices, or parking, depending on market conditions and context. Residential-only buildings may contain an inactive first floor when a leasing office or lobby is present, and these should be minimized within a walkable setting. Office only buildings can have a similar impact, and each should strive to activate the first floor of the building with uses such as retail or services.

## LARGE INDUSTRIAL



A building designed to accommodate light industrial, general industrial or warehousing functions at a large scale. This building type is based on the scale and intensity of the use and subject to lot and setback standards of the zoning district or any specific use limitations for the intended use.

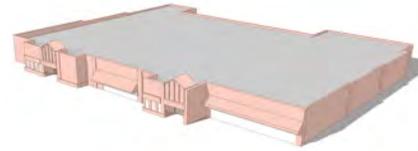
### Rules of Thumb

*Height: 2 1/2 Story; Frontage: Setback;*

*Level of Interaction: Low*



## MEDIUM AND BIG BOX



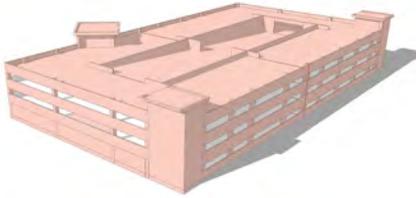
A building designed to accommodate moderate and large-scale retail, commercial or service functions usually as an anchor use in a larger commercial center or complex. Site design, building orientation, lot access and parking standards are specifically arranged to accommodate the scale of development as part of the patterns and circulation of the larger complex.

### Rules of Thumb

*Height: 2 1/2 Stories; Frontage: Setback; Level of Interaction: Low*



## PARKING GARAGE



A structure of two or more floors used for the temporary parking of automobiles. These structures provide the ability to house a significant number of automobiles in a single location, relieving the need for individual site parking. The relationship of the parking structure to the street can be improved if the first-floor houses commercial uses.

### Rules of Thumb

*Height:* Greater than 1 Story; *Frontage:* Built-to-Street, Terrace, Setback;

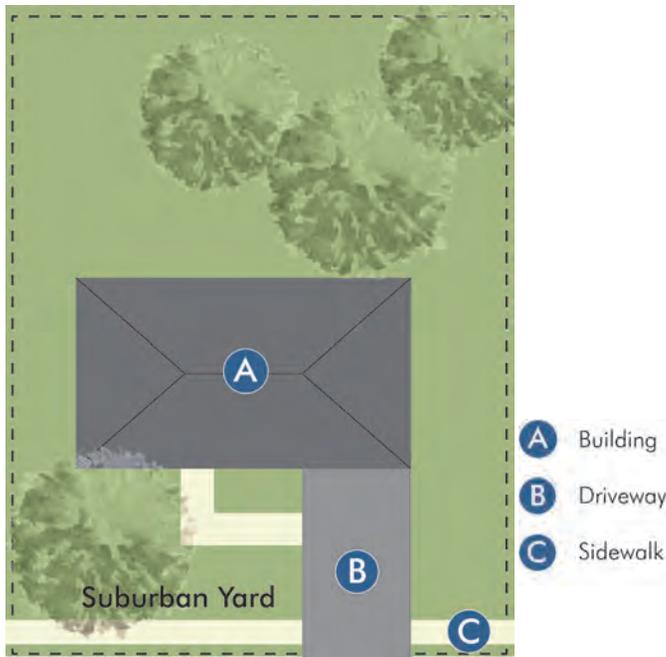
*Level of Interaction:* Limited / Low



## 2.3 TYPOLOGIES

### E. DEVELOPMENT - FRONTAGE TYPES

The relationship of a building to the street and sidewalk is important to support the walkability of a place. The placement of a building on a site will create or detract from the enclosure of the pedestrian space that is desired to create a comfortable walk. The pace between the building and the street/sidewalk is defined as the frontage. Applying the correct frontage type to a site will create the necessary relationship to support the pedestrian environment desired. The frontage types defined are intended to be applied in a manner that support the different Place Types within the context of core, transition and edge areas to activate the space between the street type and building type, to create unique places within the ECA.



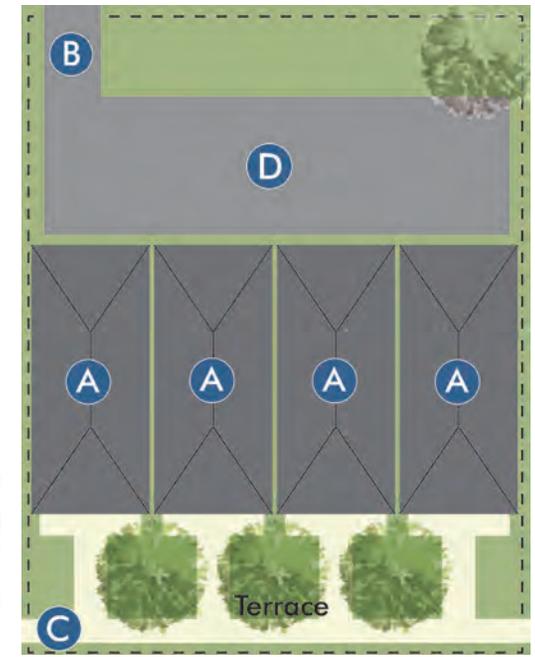
#### SUBURBAN YARD (S)

A large open area with a building setback from the property line to create a larger, uninterrupted open area. This frontage type generally creates a large landscaped area across several frontages along a block face, with buildings setback at a common distance – typically greater than other frontage types – where landscape designs rather than building frontages establish the relationship and transitions to the streetscape.



#### NEIGHBORHOOD YARD (N)

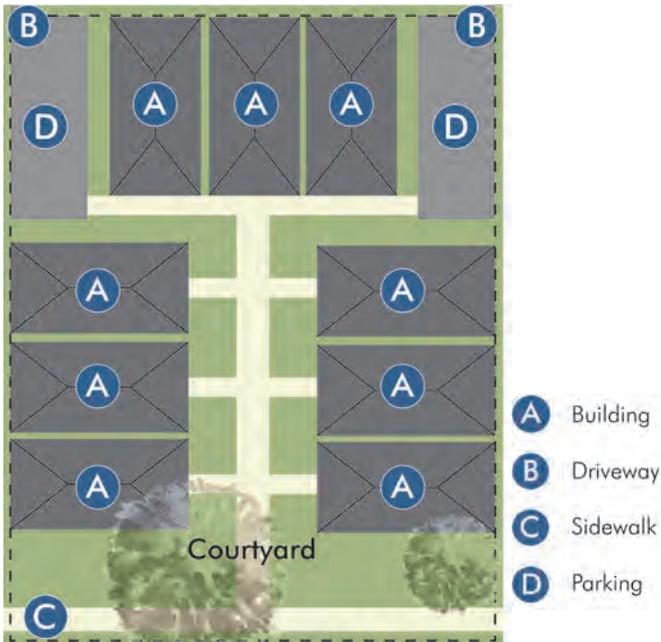
A small to moderate open area with a building setback from the property line. This frontage type generally creates a consistent landscaped area across several frontages along a block face, with buildings setback at a common distance – typically greater than other frontage types – where landscape designs and primary entrance features of buildings establish the relationship and transitions to the streetscape.



#### TERRACE (T)

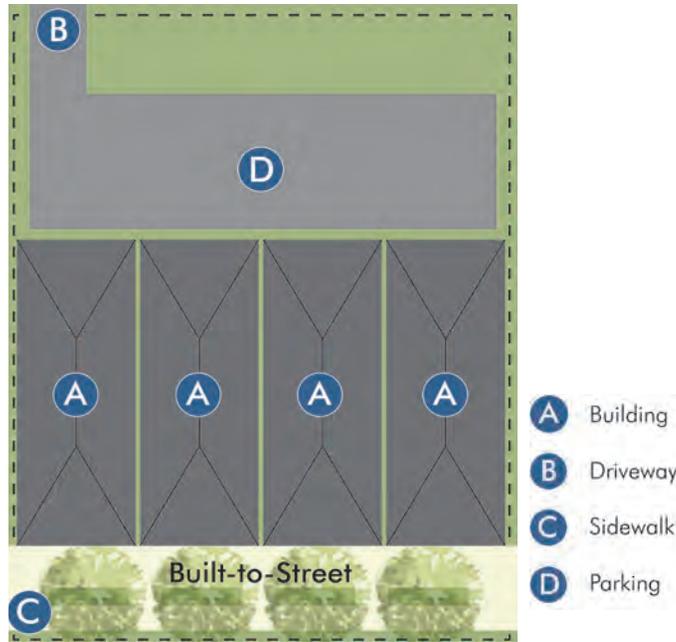
A shallow open area that creates a continuous landscape area along a streetscape. Buildings are setback moderately from the streetscape but still maintain a formal relationship to shape this space. The terrace may be landscaped as a yard, courtyard or garden in more residential settings, or it may include hardscape elements designed as streetscape or a plaza in more compact, walkable settings.

## FRONTAGE TYPES (CONT.)



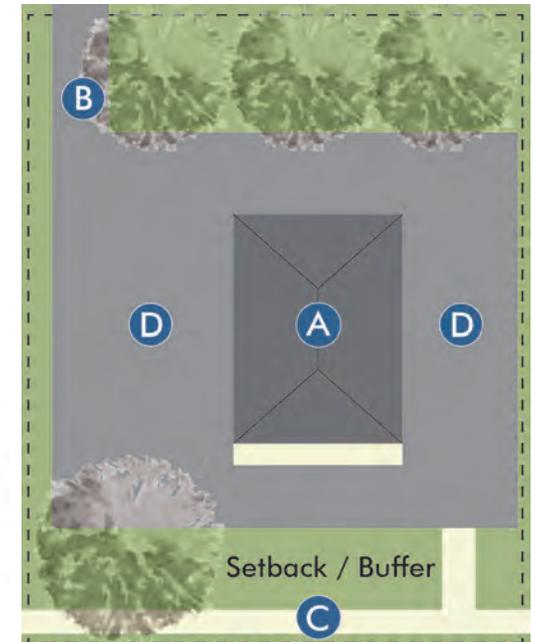
### COURTYARD (C)

A recessed area within the building footprint or an open area organizing multiple buildings that creates a common focal point and point of entry for the building(s) fronting on the courtyard. The edge along the lot frontage establishes a transition to the public streetscape, and the proportions of the space and building facades create an outdoor room. The courtyard can be landscape or hardscape depending on the uses being served and the intended use of the space.



### BUILT-TO-STREET (BTS)

An area along the street frontage that may be common or dedicated to the public as part of the right-of-way standards. It includes significant pedestrian enhancements to support buildings fronting directly on the streetscape. The enhanced streetscape frontage should be designed solely for pedestrian amenities such as walk ways, seating areas or landscape to increase the comfort in pedestrian areas.



### SETBACK / BUFFER (SB)

A concentrated and heavily landscaped and/or bermed open area used to separate the site, and any potential impacts of the development, particularly parking areas, and site design (location of drive-thrus, dumpsters, etc.), from the streetscape or adjacent lots.

## 2.4 TYPOLOGIES BY PLACE TYPE

The Place Types and Typologies presented in this chapter are intended to provide an array of options for redevelopment of the community. Place Types are defined to direct the scale of a destination and serve the variety of economic and development markets, based on the local capacity. Typologies serve as the individual elements to build each place type. As redevelopment occurs, any number of recommended Typologies may be appropriate based on the context of the site. By providing this flexibility, the number of unique walkable places that can be created within the ECA of Wichita are endless. The following tables identify the appropriate Typologies, streets, open spaces and buildings, for each zone of the three Place Types defined. An example of the application of the Typologies to different Place Types can be found in Chapter 3, based on the development principles identified.

RECOMMENDED OPEN SPACE AND STREET TYPES BY PLACE TYPE		NEIGHBORHOOD HUB			COMMUNITY CORE			REGIONAL CENTER		
		NODE	TRANSITION AREA	EDGE	NODE	TRANSITION AREA	EDGE	NODE	TRANSITION AREA	EDGE
OPEN SPACE TYPES	NATURAL PRESERVE			■						■
	LINEAR PARK		■	■		■	■		■	■
	COMMUNITY PARK			■		■	■			■
	NEIGHBORHOOD PARK		■	■		■	■		■	■
	SQUARE	■	■		■	■		■		
	COURTYARD/PLAZA	■			■	■		■	■	
STREET TYPES	MIXED-USE MAIN	■			■			■		
	MIXED-USE CONNECTOR		■		■	■		■	■	
	RESIDENTIAL CONNECTOR	■	■	■		■	■		■	■
	RESIDENTIAL NEIGHBORHOOD	■	■	■			■			
	PLAZA STREETS	■			■			■		
	ACTIVE ALLEY	■	■		■	■		■	■	
	FUNCTIONAL ALLEY	■	■	■	■	■		■	■	

RECOMMENDED BUILDING TYPES BY PLACE TYPE		NEIGHBORHOOD HUB			COMMUNITY CORE			REGIONAL CENTER		
		NODE	TRANSITION AREA	EDGE	NODE	TRANSITION AREA	EDGE	NODE	TRANSITION AREA	EDGE
BUILDING TYPES - RESIDENTIAL	DETACHED HOUSE - CONVENTIONAL			■			■			
	DETACHED HOUSE - NEIGHBORHOOD			■			■			
	DETACHED HOUSE - COMPACT			■			■			■
	DUPLEX		■	■		■	■			■
	ACCESSORY DWELLING UNIT - DETACHED		■	■		■	■		■	■
	MULTI-UNIT HOUSE		■	■		■	■		■	■
	SMALL APARTMENT		■			■	■		■	■
	ROW HOUSES		■			■			■	■
	MID-RISE APARTMENT		■		■	■		■	■	
	HIGH-RISE APARTMENT		■			■		■	■	
	APARTMENT COMPLEX								■	
	BUILDING TYPES - NON-RESIDENTIAL	LIVE/WORK UNIT	■	■	■	■	■	■	■	■
SMALL-SCALE COMMERCIAL		■	■		■	■		■	■	
MEDIUM-SCALE MIXED-USE		■			■	■		■		
LARGE-SCALE MIXED-USE					■			■		
PAD SITE									■	
MEDIUM AND BIG BOX										
LARGE INDUSTRIAL										
DRIVE-THRU COMMERCIAL						■			■	
PARKING STRUCTURE						■		■	■	■

RECOMMENDED FRONTAGE TYPES BY CONTEXT		NODE	TRANSITION	EDGE
FRONTAGE TYPES	SUBURBAN YARD			■
	NEIGHBORHOOD YARD		■	■
	TERRACE	■	■	■
	COURTYARD	■	■	■
	BUILT-TO-STREET		■	■
	SETBACK / BUFFER			■

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## CHAPTER 3.

### BUILDING A WALKABLE PLACE

Walkable places are diverse, vibrant and human-scale. Most great and walkable places are the sum of many different projects, by many different people, built over time. Therefore, they are incremental and dynamic. However, the complex physical and economic conditions that allow walkable places to thrive and evolve is always guided by two essential elements that remain constant regardless of the scale, type, or degree of completeness of the place - a framework that prioritizes connecting people, and a fine-grained development pattern that accumulates a critical mass of compact, diverse and small-scale projects.

This section presents a series of principles and simple rules to help coordinate all of the different actions that go into walkable places - from long-term to immediate, from public to private, and from big-picture to site-specific. Therefore, these principles and rules are not meant to be absolute or applied in the same manner every time. Rather they present a way of thinking about different places so that each increment of building can contribute to the larger and greater whole - a walkable Wichita, creating Places for People.

The following Development Principles apply the concepts in this plan from identifying opportunities through planning at a more specific scale, and from conceptual design to strategic and incremental projects. Following this section, Section 3.2 demonstrates this approach applied to specific areas within the ECA.

### 3.1 DEVELOPMENT PRINCIPLES

The principles and simple rules of how to build walkable places are organized as follows. Occasionally, these rules are supplemented by “rules of thumb” which present benchmarks to measure implementation against the concepts in this plan or against planning and urban design best practices.

1	2	3	4
Places	Streets	Open Spaces	Buildings
Set the Framework	Establish Walkable Networks	Design Spaces for People	Build Walkable Development Patterns
Identify the Node, Transition and Edges	Maintain or improve connections and check the Bicycle Plan for planned improvements in the area	Enhance or expand the network	Build to engage the street
Promote a destination(s)	Identify slow streets and areas where traffic calming may be needed	Develop focal points that encourage people to gather	Design active and permeable building fronts
Prioritize development areas or projects	Define safe bike and pedestrian facilities	Use open spaces to emphasize transitions	Hide or minimize surface parking
	Apply appropriate Street Typologies	Apply Open Space Typologies	Refine the appropriate range of Building Types at the block scale
	Create an investment strategy for necessary design changes to improve safety and connectivity	Incorporate civic design into capital improvements and development proformas	Turn loose the small-scale investments that create vibrant, valuable place

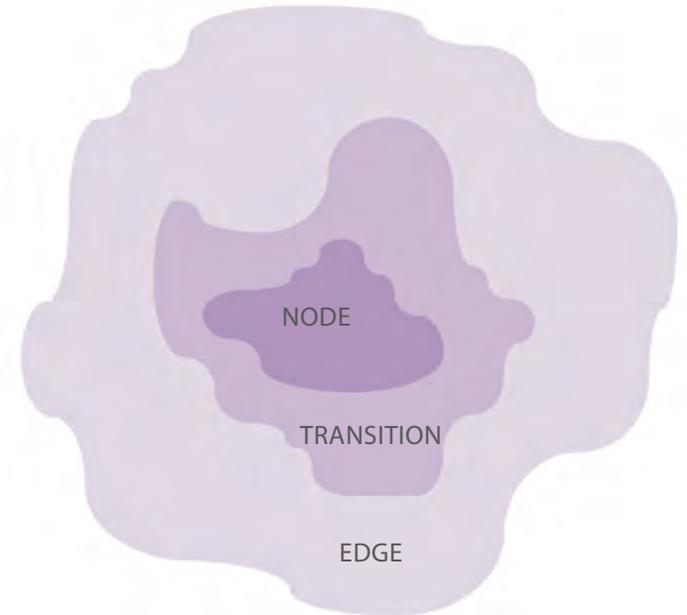
### PLACES - SET THE FRAMEWORK

Great places are characterized by destinations. Development patterns integrate all of the different activities necessary to support these destinations. This plan identifies many different scales of walkable places that could potentially be built in the ECA, and that each should be organized around a Node, a Transition and an Edge.

#### Identify the Node, Transition and Edges

Defining the nodal development pattern and its components will provide the framework to plan and build great places. Using this spatial framework, different strategies for scale, intensity and design of the street network, open spaces systems, and development patterns and Building Types will emerge.

- Define the node as the primary area of activity/intensity of development. Typical node sizes should be based on the scale of the place:
  - Neighborhood Hub - up to 2 full blocks of commercial/mixed-use development.
  - Community Core - between 6 and 12 blocks of commercial/mixed-use development.
  - Regional Center - between 12 and 24 blocks of commercial/mixed-use development, depending on the presence and size of multiple anchors.
- Define the transition area necessary between the node and the edge that allows the intensity of development and uses, and mix of uses, to transition to the surrounding neighborhood context. This will vary based on the scale of place and the context in which the place is located.
- Define the edge area necessary between the transition and adjacent neighborhoods that allows for the integration of the place edges to seamlessly integrate into the surrounding neighborhood context.



NODES, TRANSITION, AND EDGE AREAS

## Promote a Destination(s)

Great places build lasting investment and reinvestment in the community - both financially and socially. The heart of every node should include a significant destination that blends land uses, public realm design, and experiences.

- Center nodes on an existing destination; where a destination is lacking, prioritize a new one to fill an existing need - retail, service, entertainment or recreation - for the surrounding community.
- Locate other complementary destinations as near as possible within the node. Groups of similar activities can form a branded district (i.e. ethnic restaurants, art district, etc.); ranges of complementary activities can provide all the needs of daily living (i.e. restaurants, groceries, personal care, health care and recreation.)
- Emphasize the design of social and public spaces near the destinations.



## Prioritize development areas or projects

A node, and one or a few destinations - whether existing or anticipated - is the start of a great and walkable place. From this start, a generation of projects should follow. Infill development, redevelopment, rehabilitation, or simply expanding the good things already present.

- Identify potential redevelopment sites or projects within the node, transition area and edge.
- Assess opportunities and constraints based on areas of stability or areas of opportunity.
- Prioritize projects in and near the node, or that strengthen connections to node (i.e. a series of projects along a similar street or route; or projects that fill in gaps)
- Categorize projects based on immediate (1-3 years), interim (4-10) years, long-term (10+ years)

## 3.1-2 STREETS

### STREETS - ESTABLISH WALKABLE NETWORKS

Networks of streets, open spaces, mid-block passages, and site access designed for people make areas more accessible and build more value for development.

#### Maintain or improve connections

The connectivity of networks determines many things about the types of development a community can support and the character and transitions of different places within these networks. Connectivity will determine whether complementary uses can be located within walkable distances, whether multiple routes are available to prioritize different modes of transportation, whether the block structure facilitates compact development and fine-grained development, whether the public realm can be designed to support a pedestrian-scale and pace or whether it must support an automobile scale and pace, and where the most active and most accessible places are.

- Blocks should be no larger than 14 acres.
- New streets should reconnect the surrounding grid wherever possible.
- Lanes, alleys or mid-block passages should break down larger blocks where new streets are not possible.
- Use alleys or shared access to allow more human-scale design along lot frontages, particularly for blocks fronting the Mixed-Use Main Street typology.
- All access to blocks or individual sites should be designed to balance pedestrian interests with automobile access.
- Areas with the highest overlap of networks (streets, open spaces, mid-block passages, pedestrian or bicycle routes, etc.) should be identified for specific development emphasis or location of important civic spaces.

#### Identify slow streets

Streets designed for slower speeds (25 mile per hour and lower), such as Mixed-Use Main Streets, Residential Neighborhood Streets, Plaza Streets, and Active Alleys, will be the most walkable and create the greatest value for walkable development. Small segments or single blocks of slower streets within the network are important to create a walkable node. Development concentrated on slow streets become a walkable destination.

- At least one segment or block within a node should be a slow street that prioritizes pedestrian movement, such as plaza streets or mixed-use main streets. More walkable areas or larger destinations should have a broader network of slow streets.
- Consider interim or incremental changes to existing streets where larger or more complete capital projects are not possible.
- Prioritize small-scale development and street-front buildings on the slow streets. Alternatively, in more walkable areas or larger destinations, larger-scale mixed-use buildings may be located on slow streets provided they maintain a fine-grained mix of uses and tenant space at the street level
- Identify transitions to more balanced, multi-modal street designs, to more traffic-oriented streets within the network.



## Define safe bike and pedestrian routes

Key routes providing broader access to nodes and places should be identified for enhanced bicycle and pedestrian improvements. Not every street needs to provide dedicated facilities for each mode. Slow streets by default balance bikes, pedestrians, transit, and motor vehicle needs, though some important streets in the network will require enhanced bicycle and pedestrian facilities to ensure the overall network is balanced, multimodal, and safe for all people.

- Using the Wichita Bicycle and Pedestrian Plans, identify streets in the planned bicycle network that connect more bike able destinations (i.e. parks, recreation facilities, schools, or any existing walkable centers), and prioritize these for the highest level of bicycle and pedestrian facilities.
- Coordinate off-street bicycle facilities into the open space plans, provided that they are equally or more direct and accessible than on-street facilities.
- Consider any large gaps within the above framework and identify opportunities to integrate bicycle accommodations into other streets.
- Determine how the types of bicycle riders and speeds that are anticipated can be incorporated into the street design (i.e. within the streets on slow streets or neighborhood streets, or by dedicated lanes or separated facilities on higher volume or higher speed streets. Refer to the Bicycle and Pedestrians Plans for additional guidance on accommodation.)
- Pay special attention to intersection details where bicycle facilities interact with major streets.
- Coordinate site design standards for access and bicycle parking in association with specific points in the above routes, and streamline the permitting process for bike parking facilities in the Amenity Zone along bicycle routes.



## Apply appropriate street Typologies

Walkable places are characterized by effective transitions in street designs. A well-connected network of streets, open spaces and other circulation and access routes creates a framework where street designs can be applied on a block-by-block basis. In this approach, the connected network ensures that all streets function as anticipated from the broader transportation perspective, but also use transitions in the design to best accommodate the development context and urban design characteristics important to each block. Apply the above walkable network principles and refine the eligible Street Types [Chapter 2] on a block-specific basis with following strategies:

- Apply appropriate Street Types to address the desired use of the street for each mode of travel and the operations of the street - speed of travel, pedestrian access, conflict reduction (cause of crashes), on-street parking, streetscape and gathering spaces.
- Identify appropriate Street Types and transitions between types to support adjacent development patterns and uses prioritizing the accessibility of people.
- Establish streetscape and amenity design that conveys the character and values of the place, creating a unique destination.

## Create an investment strategy

Not all networks within the ECA are complete, and many streets will require investment to implement the design Typologies and improve deficiencies. It will likely not be possible to make these improvements at once. However, based on the above steps and a coordinated long-term approach to the overall network, smaller, specific projects at the block scale should be selected. The priorities should be based on current development projects, potential catalyst development, or opportunity areas where complimentary development is likely with the next 5 years.

- Identify deficiencies in the street network that can be improved in conjunction with (re)development, completed by the property owner or developer (areas of stability) or with public support (areas of opportunity).
- Prioritize street improvements that will shape the future of the place for consideration in the City Capital Improvements Program.
- Consider low-cost interim or incremental improvements (see adjacent image) that align better with the recommended Street Type if important improvements cannot be funded in the short term by the City Capital Improvements Program



Temporary, painted street improvements.

## 3.1-3 OPEN SPACES

### OPEN SPACES - DESIGN SPACES FOR PEOPLE

The quality of places and the ability to attract people is dependent on the location and design of open spaces. Designing open spaces of all types - from large and natural to compact and formal - to emphasize use by visitors and residents, creates well-integrated open space systems that build value throughout the community.

#### Enhance or expand the network

Open spaces are an important part of the public realm used to define the character of unique places. They serve as both a functional part of the network - providing alternative connections where streets are not possible or practical, and an aesthetic enhancement to the network - adding emphasis to important locations with increased amenity and beauty. Coordinating open spaces with street networks is an effective way to shape places and maximize public and private investment.

- Natural open spaces should correspond with ecological assets or other areas that may be constrained from development by natural features. These spaces should be designed to support both ecological and recreational functions in a manner that they can still serve more intense development in the broader vicinity.
- Smaller, formal open spaces should be incorporated into the arrangement of buildings to provide active social spaces for people.
- Social open spaces are intended to attract a greatest number of people into the place and therefore support the highest intensity development.
- Larger open spaces are key to affording external connections and greater access to the area not already provided through the street network in the most intense parts of the redevelopment area, such as the core.



## Develop focal points that encourage people to gather

Some open spaces carry more significance in terms of function, design and the ability to serve as a catalyst for more intense surrounding development. Whether larger community social spaces or compact amenities to a site or building, these types of spaces attract people, invite them to linger and become focal points for development or the surrounding blocks.

- Identify a focal point within each node. Typically, this should occur where there is the greatest correspondence of different networks (streets, open spaces, pedestrian circulation routes).
- Additionally, or alternatively, places may have multiple and smaller focal points on blocks or within development projects - these locations should be coordinated and linked with the overall walkable network
- Consider how the location for a focal point will be a catalyst for adjacent development, and particularly whether the design, location and type of open space used as the focal point justifies more intense development at this location.
- Locate focal points in a way that capitalizes on the greatest number of different activities in the area (i.e. as many different reasons to be in the vicinity beyond simply the location of the focal point). The specific design should ensure the space is well connected to and easily accessible from these other destinations.

### Rules of Thumb - Great Social Spaces (Focal Points)

- **Character** - unique, iconic, and memorable
- **Safe** - visible, secure and welcoming
- **Diverse** - a variety of things to do and reasons to be there
- **Connected** - easily accessible (by all modes)
- **Comfortable** - simple, understandable and usable; protection from elements (shade or shelter) and places to sit. (anywhere and everywhere; permanent and temporary; intended and improvised; social and private)
- **Adaptable** - readily accommodates needed change or different activities at different times
- **Sustainable** - minimizes impacts to the environment and budget

## Use open spaces to emphasize transitions

Great places are diverse in uses, development patterns, intensity and design. The open spaces that support great places are correspondingly diverse. Urban design strategies use open spaces to both tie all of this diversity together as well as create transitions between different areas. Whether large and prominent or small and subtle, open spaces should be located in a way that corresponds with integrating development into the overall development pattern.

- Use open spaces to announce shifts in the scale, use or character of development - the larger the transition of difference, typically the larger the space (however smaller open spaces can be designed to create a prominent transition - i.e. a gateway feature)
- Integrate small open spaces into blocks or development projects - particularly at key intersections or entrances to projects and buildings.
- Coordinate the design of different spaces with common themes, but use these designs to create a unique identity for the area (similar landscape materials, signage, etc.)
- Integrate wayfinding elements into the open spaces, particularly where they intersect with the street networks or provide alternate connections.

## Apply open space Typologies

Successful places integrate open space that connects people, provides gathering space through a variety of active and leisure spaces and supports development and businesses. Open spaces should be arranged to enhance the connectivity of the place, provide an amenity for adjacent uses and attract people to the place.

- Incorporate open spaces that support the street network to provide enhanced connectivity for bicycles and pedestrians.
- Provide a variety of spaces that provide different activity levels to attract a diversity of people to the place.
- Design open spaces to relate to commercial uses and support the business activity of adjacent uses.
- Incorporate larger open spaces, neighborhood park or community park, in a manner that supports the place and the surrounding neighborhood.
- Where possible, preserve natural areas as an amenity or a natural infrastructure element to address storm water.



## Incorporate civic design into capital improvements and development proformas

A conscientious and intentional approach to open space design can ensure that the public realm is not simply undeveloped land on a development site. Though not every place, project or site will need the same type and extent of open space, incorporating enhanced civic design into all public and private projects will tie each incremental investment to the larger-, greater-, and longer-term whole of the area.

- Review all public improvements for impacts on public realm design, and in particular identifying opportunities to integrate the street typologies and open space typologies of this plan.
- Promote site design strategies that value the function and design of different types of open spaces, rather than simply the quantity of space.
- Prioritize CIP investments that correspond with immediate or short-term development projects and expedite development projects that correspond with CIP investments.

## 3.1-4 BUILDINGS

### BUILDINGS - BUILD WALKABLE DEVELOPMENT PATTERNS

Walkable places are resilient and vibrant, continually drawing the cycles of incremental investment, re-investment, and maintenance necessary to sustain valuable places over time.

#### **Build to engage the street**

Building location, orientation and massing helps define the public realm. The combination of streetscapes and public frontages (private spaces between buildings and rights-of-way) establish the scale and character of a place. The specifics of this character may differ from block to block, but all walkable places have frontages that emphasize human-scale relationships between buildings and streets, and which create a consistent character regardless of the range of Building Types promoted along a street or block.

- Orient all sites and buildings to the street. Exceptions for buildings that front on social spaces are acceptable provided the space and buildings still engage the public street in some fashion.
- Consider the sense of enclosure, from the pedestrian's perspective, created by the height of the buildings, width of the streetscape, and the height of building on opposing streets.
- Disguise or mitigate service, utility or car-oriented features of the site or building by locating them to the rear, screening from important public views, or otherwise reducing their scale and impact in relation to active and social spaces.
- Promote comfort and interest along streetscape. Buildings that have a similar scale and pattern (footprint, height, variation of massing, and type of entry feature) can have great variation in the design, styles, materials, and details. It is this wide variation (in design), among a narrow range of patterns (scale and form) that creates valuable places.

## Design active and permeable building fronts

Frequent windows and doors create a physical or perceived connection between interiors of buildings and the public realm. This connection is different in different contexts, but it is an essential element to walkable places. This connection creates vibrancy, a sense of safety, and provides interest for people moving about the area on foot.

- Distinguish street-level and upper-levels of buildings with human-scale features.
- Maintain transparency of the facade with windows and doors.
- Emphasize human scale entry features on all buildings, and a greater frequency of entrances on the most active streets.
- Use architectural details and ornamentation to add interest and break up large expanses of building walls.

### Rules of Thumb - Designing active and permeable building fronts Defined "Level of Interaction" (pg. 23)

	High	Limited	Low
<b>Non-residential</b>			
Street-level Windows	60-90%	40-60%	25-40%
Upper-level Windows	20-30%	10-20%	0-10%
Entrance Frequency	1 per 25-50 feet	1 per 50-100 feet	1 per 100 feet
<b>Residential</b>			
Street-level Windows	15-30%	10-15%	0-10%
Upper-level Windows	20-30%	10-20%	0-10%
Entrance Frequency	1 per building and 1 per 50 feet	1 per building	None

Limited or Low "Level of Interaction" may be justified:

- by Building Type (see description of Typologies in Ch 2, pg. 40)
- by Street Type or when engaging the street may not be major priority
- by context, particularly on blocks secondary to the focal point or node
- by project where the specific project is so important to the broader goals and can't be designed in a way that meets these goals.



## Hide or minimize surface parking

An effective and efficient parking strategy that manages the quantity, design, and location of parking at the largest scale possible is important to the success of walkable spaces. Too much parking, and the wrong location design of surface parking lots are as damaging to the vitality of walkable places as is not enough parking.

- Maximize on-street parking to reduce needs for on-site surface parking.
- Use shared parking and cross-access easements to promote efficiency of surface parking. Location sharing, peak-time sharing, or use of off-site parking within a walkable distance are all-essential to reducing the impact of parking in walkable places.
- Limit curb cuts for drive ways to maintain continuity in the streetscape, and use shared or mid-block access wherever possible, particularly on important walkable blocks.
- Break up large parking lots with landscape or locate behind buildings or on more remote blocks away from important streets.
- Eliminate surface lots between buildings and streets, or mitigate with smaller lots and site layouts that prioritize active or social spaces.

### Rules of Thumb - Managing Parking at the Largest Scale Possible

- Walkable development patterns or “park once” places can generally use up to 25% fewer parking spaces.
- Maximizing on-street parking and sharing among adjacent uses can reduce on-site parking needs by another 10% to 20%.
- Frequent and reliable transit service can reduce parking needs by up to 25 %. An outcome of walkable places are areas that can potentially be served by transit.
- Shared parking - either location sharing, peak time sharing, or district-managed-parking strategies, can reduce any individual users parking demand by 15 to 75% and eliminate the need for on-site parking altogether for small-scale uses and buildings
- Small parking lots up to 15 spaces may be located in frontages areas if it is on secondary street or more remote blocks, is limited in extent compared to the active and social frontage along the block, and/or is screened from the public streetscape.
- Moderate size parking lots up to 40 spaces should be located to the sides of buildings, provided they do not create large breaks in the building fronts along important streets, and are otherwise screened from the streetscape at the extension of the building line.
- Large parking lots over 40 spaces should only be located behind buildings, internal to the blocks, or located as shared lots on remote blocks.



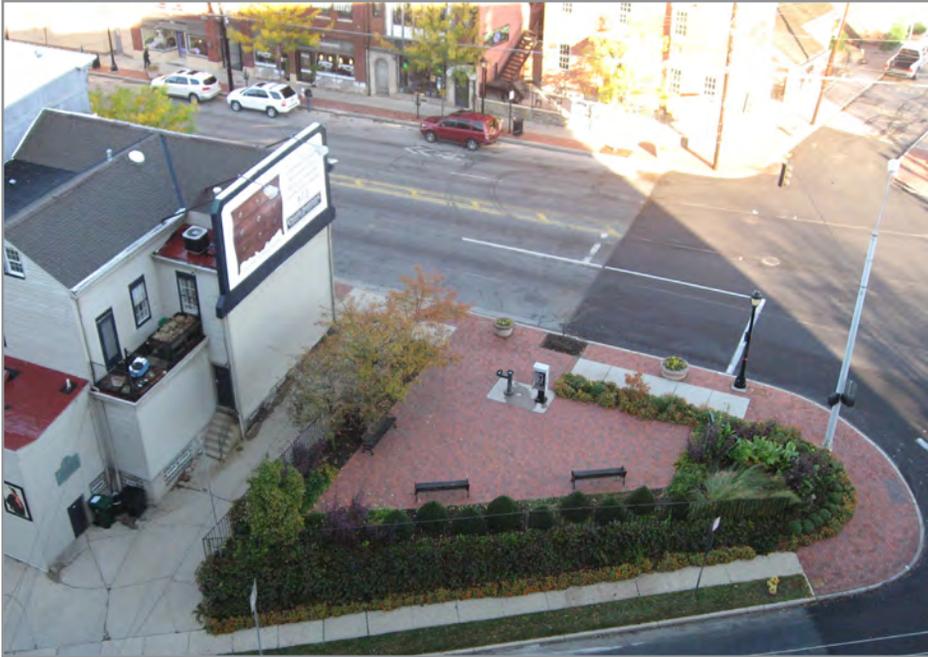
## Refine the appropriate range of Building Types at the block scale

Walkable development patterns require a concentration of diverse and small-scale uses to create a compact and vibrant destination; careful siting of larger-scale uses or buildings, which will serve as anchors to a place; and a broad range of supporting uses connected to the destination - including various types of residential buildings and/or employment uses. Buildings and sites should be arranged in a manner that supports these principles based on its context and relationship to the broader place.

Apply the walkable development pattern principles and refine the eligible Building Types in Chapter 2 (pg. 40) on a block-specific basis with the following strategies:

- Concentrate smaller scale commercial or mixed-use buildings and uses on slow streets within the node.
- Locate larger-scale uses as necessary but “less urban” building Typologies on secondary streets or at the transition between edges and nodes.
- Promote denser residential Building Types within the nodes, along busy corridors, or at important intersections within urban neighborhoods.
- Populate areas around the node with a mix of small-scale, walkable housing formats.





### Turn loose the small-scale investments that create vibrant, valuable places

Places are identified and remembered by their uniqueness - both in character and the experiences they foster. While most walkable places follow a consistent scale, pattern and form, their identities are shaped by the degree of variations and diversity within principles. Buildings that have a similar scale and pattern (footprint, height, variation of massing, and type of entry feature) can have great variation in the design, styles, materials, and details. It is this wide variation (in design), among a narrow range of patterns (scale and form) that creates valuable places.

- Embrace the variety of development, blocks and sub-districts within places that are allowed within the development standards.
- Streamline implementation of Building Types that meet these principles through regulations, review procedures and permitting practices
- Promote diverse approaches to applying the Typologies and principles.
- Allow incremental approaches to implementing the principles - marginal steps towards improving sites or buildings, provided it improves the condition and identifies a path towards full implementation.
- Restrict or prohibit patterns not proscribed for these areas, Typologies not identified in the plan, or projects that violate these principles.

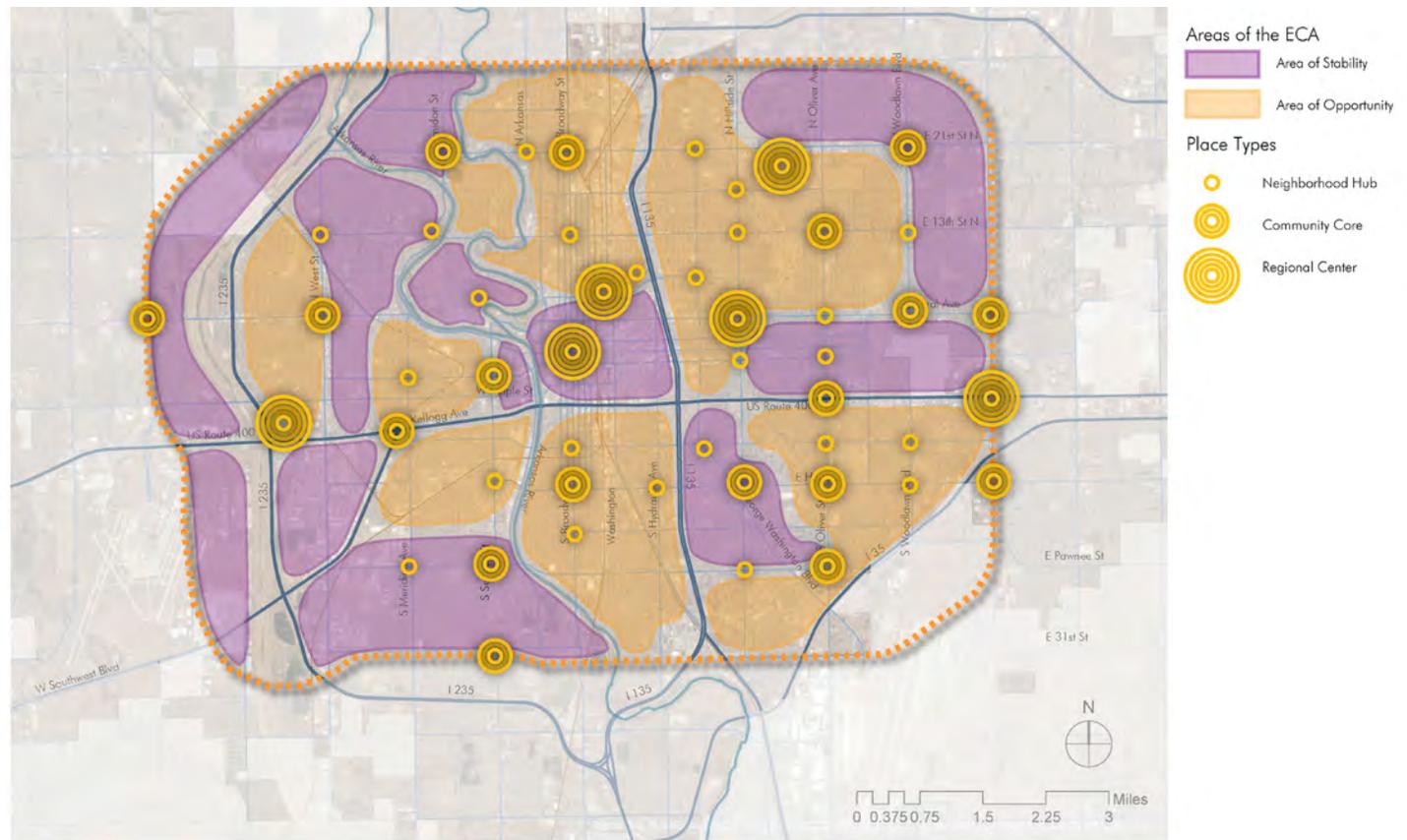
## 3.2 BUILDING PLACES FOR PEOPLE

### A. AREAS AND PLACES

#### INTRODUCTION TO CONCEPTUAL DIAGRAMS

The creation of walkable places within the ECA of Wichita provides the opportunity to reestablish a walkable connected community within the existing context of the community. To achieve this, it is recognized that places can be, and need to be, developed within the existing context of neighborhoods and development, or at various scales to serve the community. Redevelopment and infill within the ECA should be guided by a set of development principals and best practices geared toward improving walkability around activity centers.

The following sub-section provides an overview of the three scales of identified places, Neighborhood Hub, Community Core, and Regional Center. Application of the development frameworks to existing places is illustrated using the defined typologies for streets, open space, and development. Though future development can take any number of different forms, the following contextual diagrams are a theoretical representation of long-term walkable development efforts, applying the frameworks and typologies of this book. It is important to note that district-wide redevelopment occurs over a very long period of time, and coordination of future investment will be needed to build walkable places in the ECA.



AREAS & PLACES OF THE ECA



17th & Hillside



Neighborhood Hub



Harry & Oliver



Community Core



Central & Hillside / Regional Center



Regional Center

### PLACE TYPES IN THE ECA

There are a number of existing places throughout the ECA of Wichita, many of which are anchored by street intersections, and further extended along corridors. A more economically sustainable model of development can be enabled by limiting commercial development opportunities to the identified nodes presented on the map (right). Regardless of "place type", future development of places should be nodal in order to create a critical mass of activity, and their creation should be supported by the tools for change identified in Chapter 1. To create place within the ECA of Wichita, building upon the positive development pieces is a logical place to start. Each of the places identified, at all scales will need some level of retrofitting to create the place desired. The remainder of this chapter walks through several examples of how to apply the street, open space and building Typologies, based on the development principles in the previous section, to retrofit the development area to a walkable development pattern.

## 3.2 BUILDING PLACES FOR PEOPLE

### B.1 NEIGHBORHOOD HUBS

There are a range of Neighborhood Hubs reflecting different scales and contexts within the ECA. Neighborhood Hubs are made up of one or more small-scale commercial buildings, with not more than one small-scale, medium-box anchor. Development in Neighborhood Hubs in the ECA should be concentrated and intended to incorporate only small-scale Building Types into their footprint. The low intensity of this type of commercial development allows these hubs to be well-integrated into the existing neighborhoods. However, some small-scale multi-unit housing types (such as duplexes, walk-ups, or accessory dwelling units) may create a physical buffer between low-intensity detached houses and commercial uses, as well as strengthen the economic market to support development by increasing the density of the population within walking or biking distance to the Neighborhood Hub. Future development in Neighborhood Hubs should enhance streetscapes and pedestrian amenities, enable built-to-sidewalk buildings, and support connections to a mix of housing types.

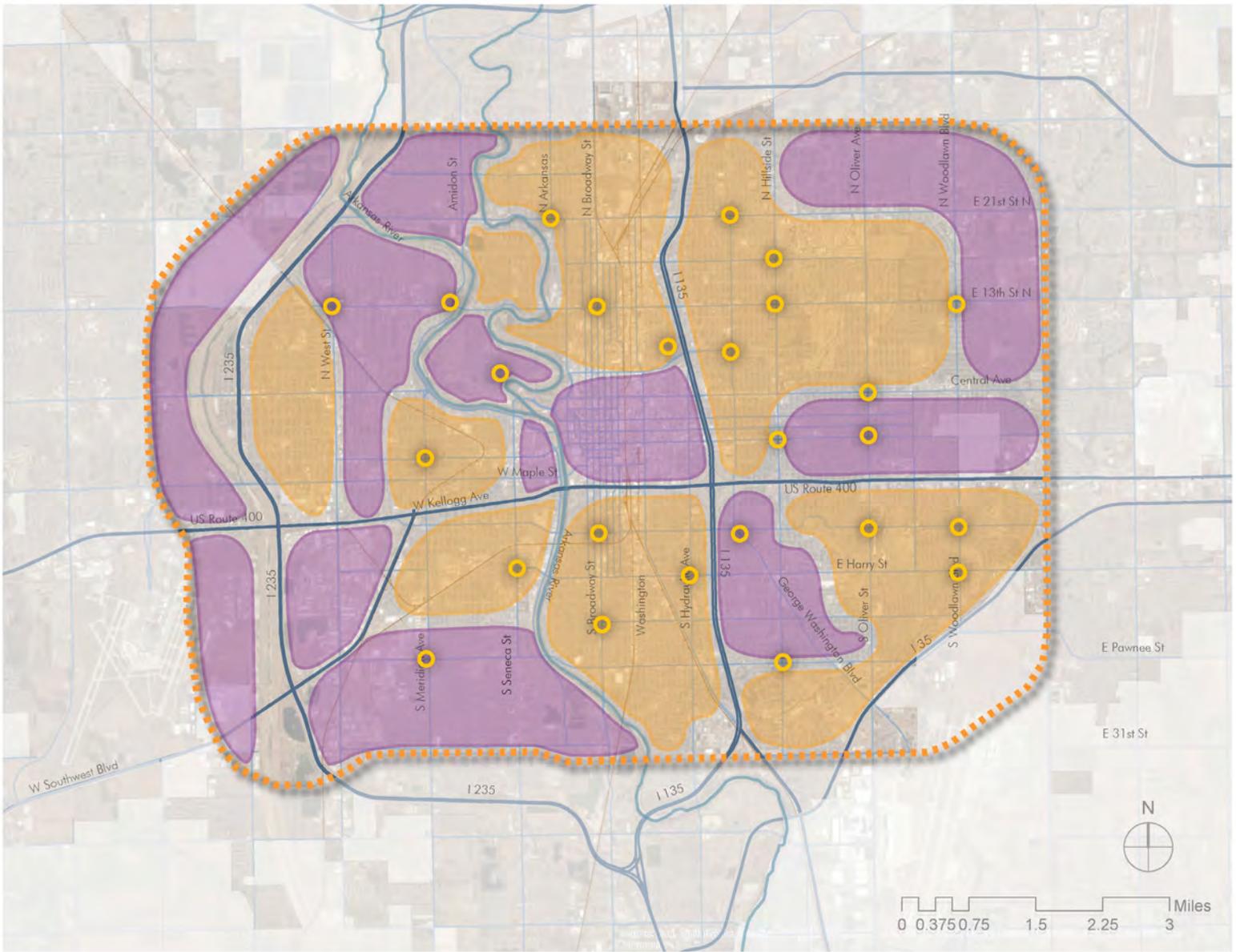


13th & West



17th & Hillside



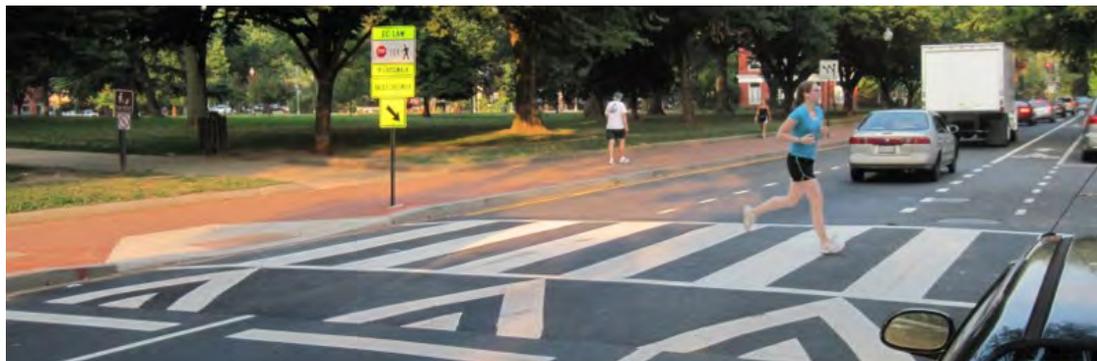


NEIGHBORHOOD HUBS

3.2 BUILDING PLACES FOR PEOPLE  
 B.2 NEIGHBORHOOD HUB TYPOLOGIES

WHAT IS A NEIGHBORHOOD HUB?

Neighborhood Hubs are designed to fit seamlessly into neighborhoods by establishing a critical mass of small-scale retail and commercial services within its core, often at or near intersecting neighborhood streets. Given its integration within a neighborhood, Neighborhood Hubs are comprised of low-intensity development that relates to the surrounding scale and character of development. Uses that encourage activity at the ground-level are encouraged to promote an active street presence. Small-scale, higher intensity housing, in relationship to the commercial center, enhances the economic market needed to sustain neighborhood-scale retail, and provide housing variety for the neighborhood.



NEIGHBORHOOD HUB - BUILDING TYPES

	NODE	TRANSITION AREA	EDGE	
RESIDENTIAL	DETACHED HOUSE - CONVENTIONAL		■	
	DETACHED HOUSE - NEIGHBORHOOD		■	
	DETACHED HOUSE - COMPACT		■	
	DUPLEX		■	
	ACCESSORY DWELLING UNIT - DETACHED		■	
	MULTI-UNIT HOUSE		■	
	WALK-UP APARTMENT		■	
	ROW HOUSES		■	
	MID-RISE APARTMENT		■	
	HIGH-RISE APARTMENT			
	APARTMENT COMPLEX			
	LIVE/WORK UNIT	■	■	■
	NON-RESIDENTIAL	SMALL-SCALE COMMERCIAL	■	■
MEDIUM-SCALE MIXED-USE		■		
LARGE-SCALE MIXED-USE				
PAD SITE				
MEDIUM AND BIG BOX				
LARGE INDUSTRIAL				
DRIVE-THRU COMMERCIAL				
PARKING STRUCTURE				

■ Recommended Building Types

## TYOLOGIES

The tables provide options for components that can make up a Neighborhood Hub. It is important to note that these options can create a range of unique environments at the scale of the Neighborhood Hub, and while primary options are listed, this does not mean that all primary options must be included. At least one primary option, however, should be incorporated into the place.

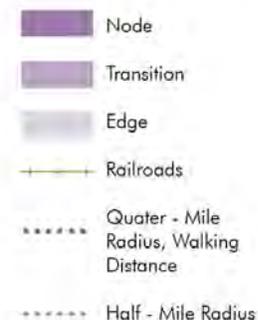
### NEIGHBORHOOD HUB - STREETS AND OPEN SPACES

	NODE	TRANSITION AREA	EDGE	
OPEN SPACE TYPES	NATURAL PRESERVE		■	
	LINEAR PARK	■	■	
	COMMUNITY PARK		■	
	NEIGHBORHOOD PARK		■	
	SQUARE	■	■	
	COURTYARD/PLAZA	■		
STREET TYPES	MIXED-USE MAIN	■		
	MIXED-USE CONNECTOR		■	
	RESIDENTIAL CONNECTOR	■	■	■
	RESIDENTIAL NEIGHBORHOOD	■	■	■
	PLAZA STREETS	■		
	ACTIVE ALLEY	■	■	
	FUNCTIONAL ALLEY	■	■	■

■ Recommended Streets and Open Spaces

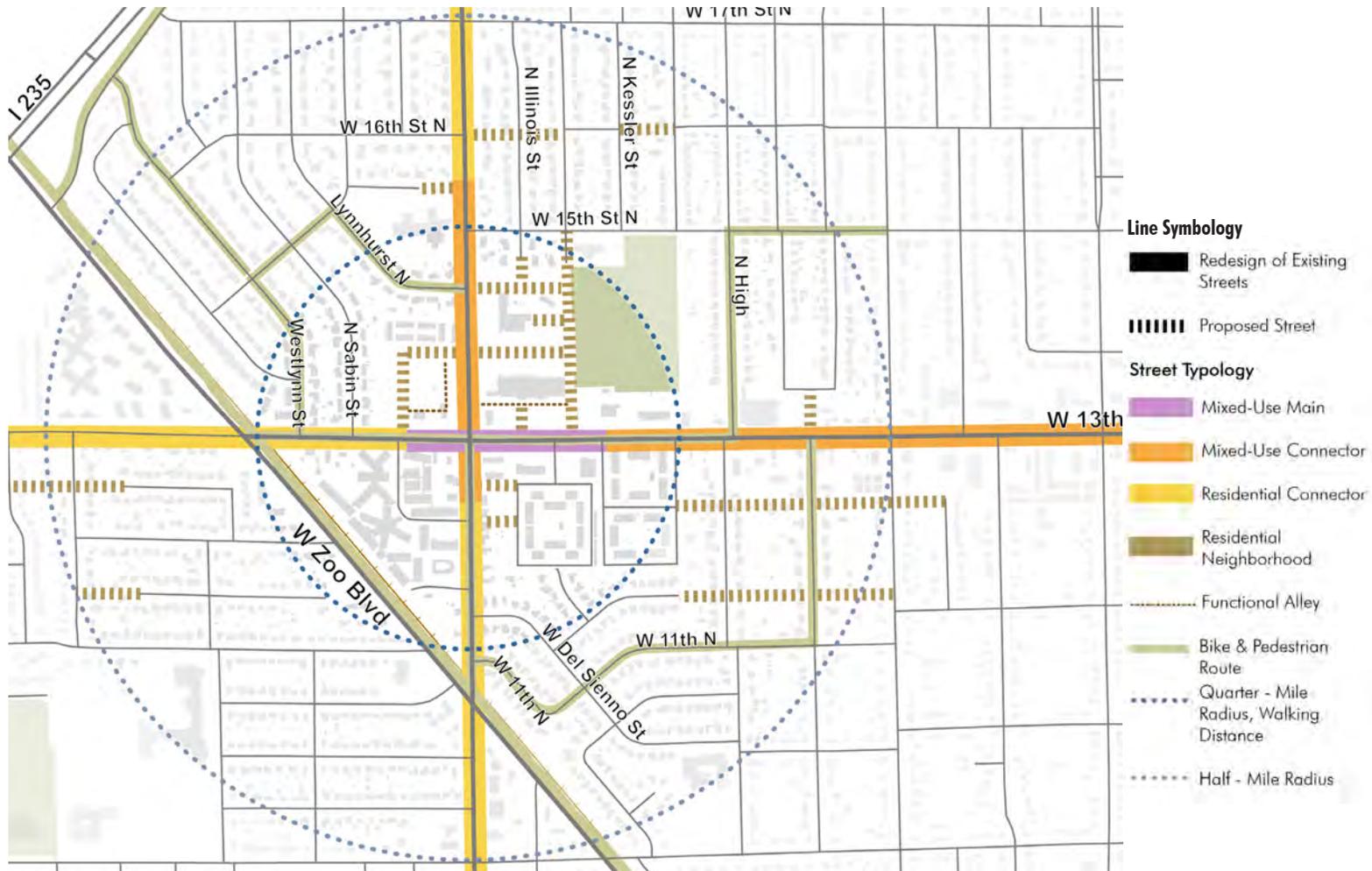


The Neighborhood Hub at 13th and West is heavily supported by detached housing with a notable concentration of multi-unit units. The commercial development of the area is automobile-oriented and comprised of medium and big-box stores, small strip centers, drive-throughs, and pad-sites. The open spaces in the area include Sycamore park, the campus of O.K. Elementary School, and small courtyards surrounded by multi-unit units. Pedestrian connectivity through the area is hindered by large block sizes and the presence of a nearby railroad line. Nonetheless, this railway contains a connected bicycle route and a north-south bus route also connects the area but lacks a complimentary east-west route. The following diagrams are conceptual representations of how the typologies, following the development frameworks, can be implemented in a Neighborhood Hub.



**Destinations and Patterns**

- Establish a commercial/mixed-use node around the intersection of W 13th Street N and N West Street. The node may be greater focused on the northeast corner of W 13th Street N and N West Street, to focus infill at the Dillon’s site and future redevelopment of big-box shopping centers.
- A large amount of multi-unit development currently exists within the transition zone, and should be reinforced north of W 13th Street N.
- There are not many vacant lots within the adjacent neighborhoods, though infill can be directed by the addition of accessory dwelling units (ADUs) on individual properties. Development intensity should be reduced adjacent to each neighborhood to provide a seamless conversion to and from the differing development scales.



### Streets

- Connections - the block pattern should be reestablished to create walkable blocks, especially within the northeast block of W 13th Street N and N West Street, and throughout the various apartment complexes.
- Slow Streets - create slow streets that connect neighborhoods east to west, providing safe multi-modal access to open space network and local/regional pedestrian and bicycle connections. Tighten turning radii at all corners of the node to slow traffic. Minimize the amount of space used for vehicle turning lanes. Instead, use this space to incorporate bicycle infrastructure, medians, or widened sidewalks on either side of W 13th Street N.
- Bike and Pedestrian routes - make improvements to encourage bicycle traffic along W 13th Street N. These improvements will vary based on implemented Street Type and designed speed for vehicles. Provide curb bump-outs for pedestrian crossings and widened sidewalks within the node.
- Street Typologies - apply Mixed-Use Main Streets to the node intersecting at W 13th Street N and N West Street, supported along each corridor with Residential Connectors supporting adjacent residential development and neighborhoods.



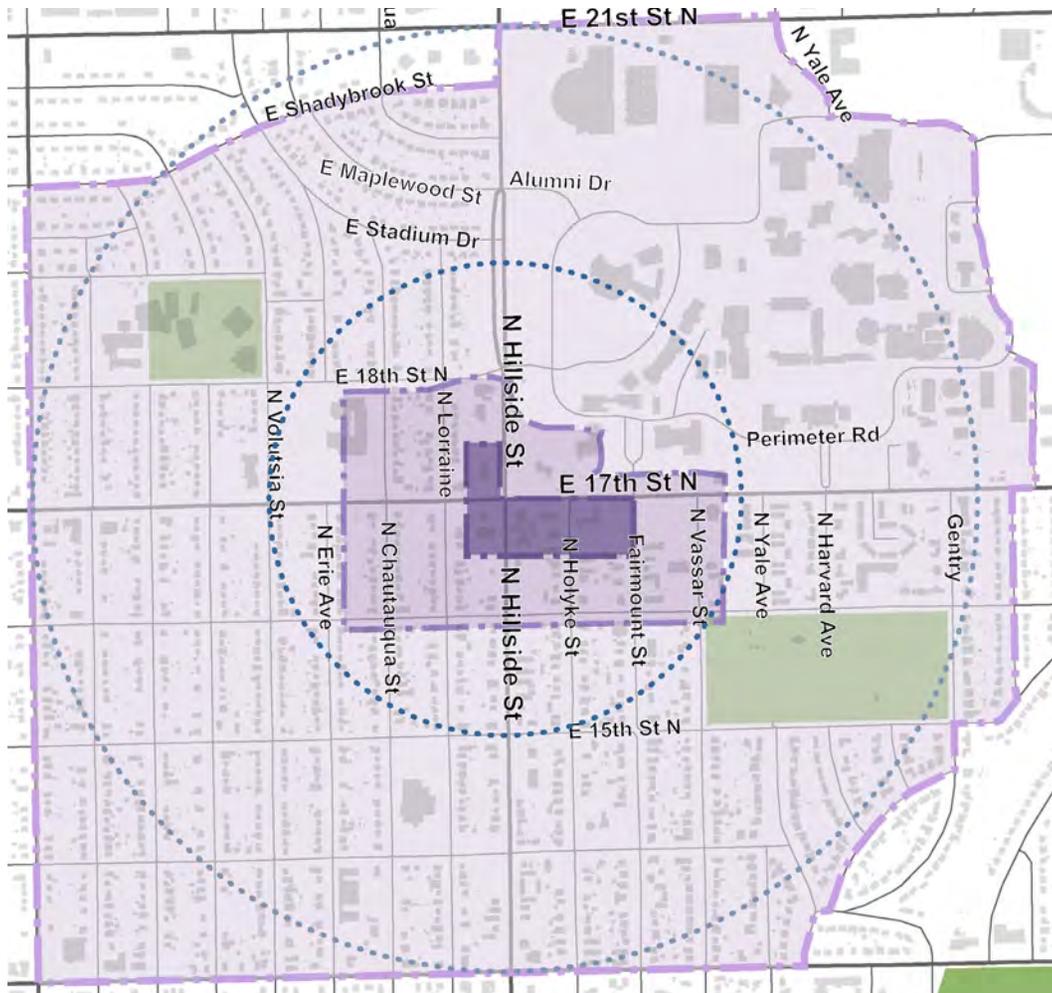
### Open Space

- Network Connections - W 13th Street N can be better connected to the Indian Hills Greenway to the east. Existing parks and open spaces can be utilized to provide pedestrian connections into the adjacent neighborhoods.
- Focal Points - because the sidewalks are set back from the street, a small plaza may be located in between the street and the sidewalk at one of the corners of W 13th Street N and N West Street. Or, a public square can be established within the infill redevelopment site where Dillon's is located.
- Transitions/Gateways - establish street trees within the nodal area along W 13th Street N and N West Street to provide a friendly gateway into the Neighborhood Hub.
- Typologies - there are a few existing open spaces near the Neighborhood Hub, including Sycamore Park and the Indian Hills Greenway. Smaller open spaces should be incorporated into the redevelopment site to provide neighborhood-oriented social spaces.



3.2 BUILDING PLACES FOR PEOPLE  
C.3 CONCEPTUAL DIAGRAMS

17TH & HILLSIDE

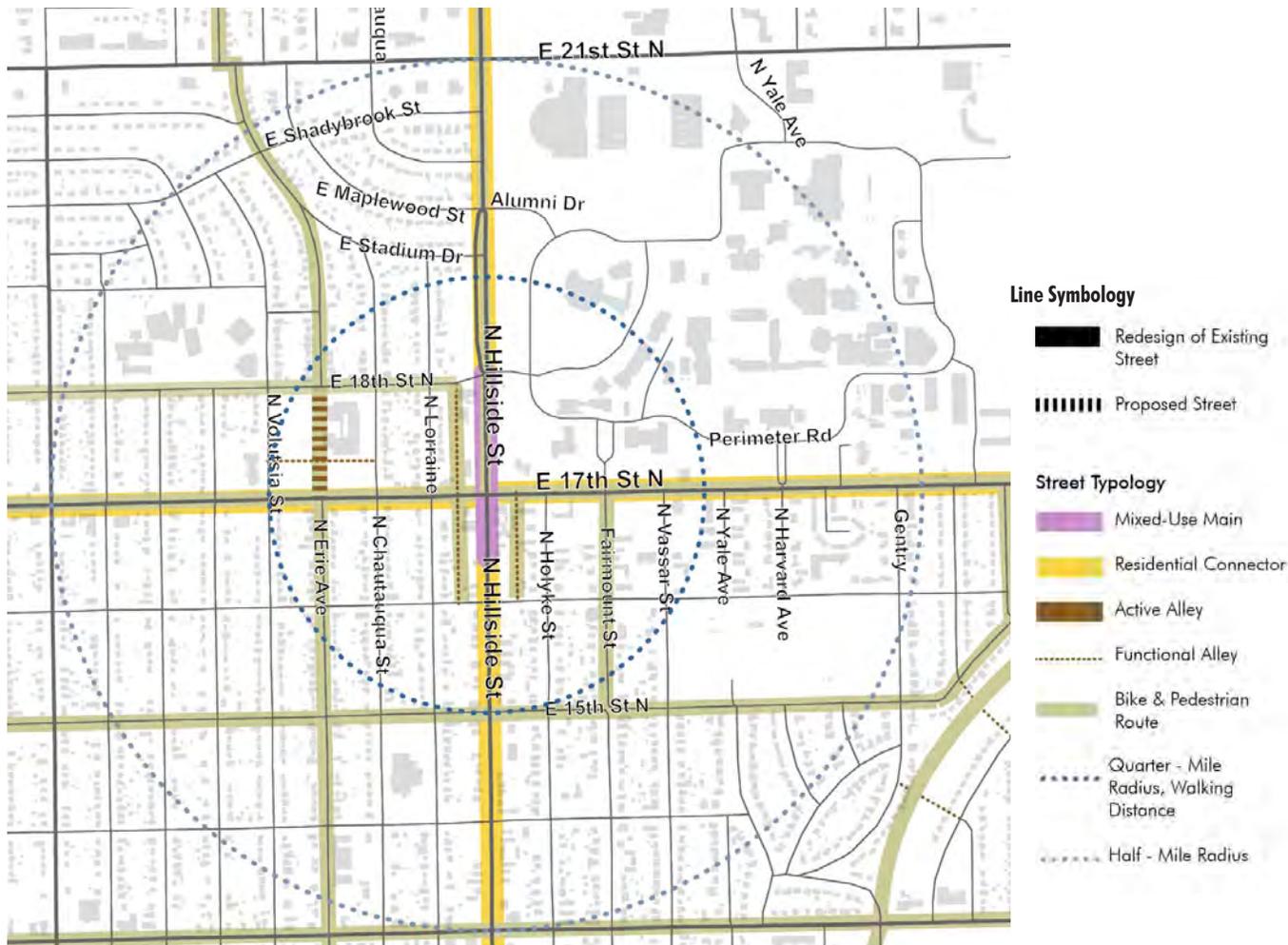


The Neighborhood Hub commercial at 17th and Hillside is predominately supported by detached residential with notable two-family and multi-unit student housing. Commercial development in the area is anchored by auto-oriented uses such as the Wichita State University campus and its abundant surface parking, resulting in small strip malls, drive-throughs and pad sites. The open spaces throughout the area include the campuses of Wichita State and the Northeast Magnet School as well as Fairmount Park and Westmoreland Park. Pedestrian routes are generally connected in the southern residential portion of the area but begin to fail as you move north along the Wichita State Campus and nearby residential neighborhoods, and bicycle facilities are not connected to the surrounding areas. An east-west transit route supports the area but lacks the complimentary north-south route.



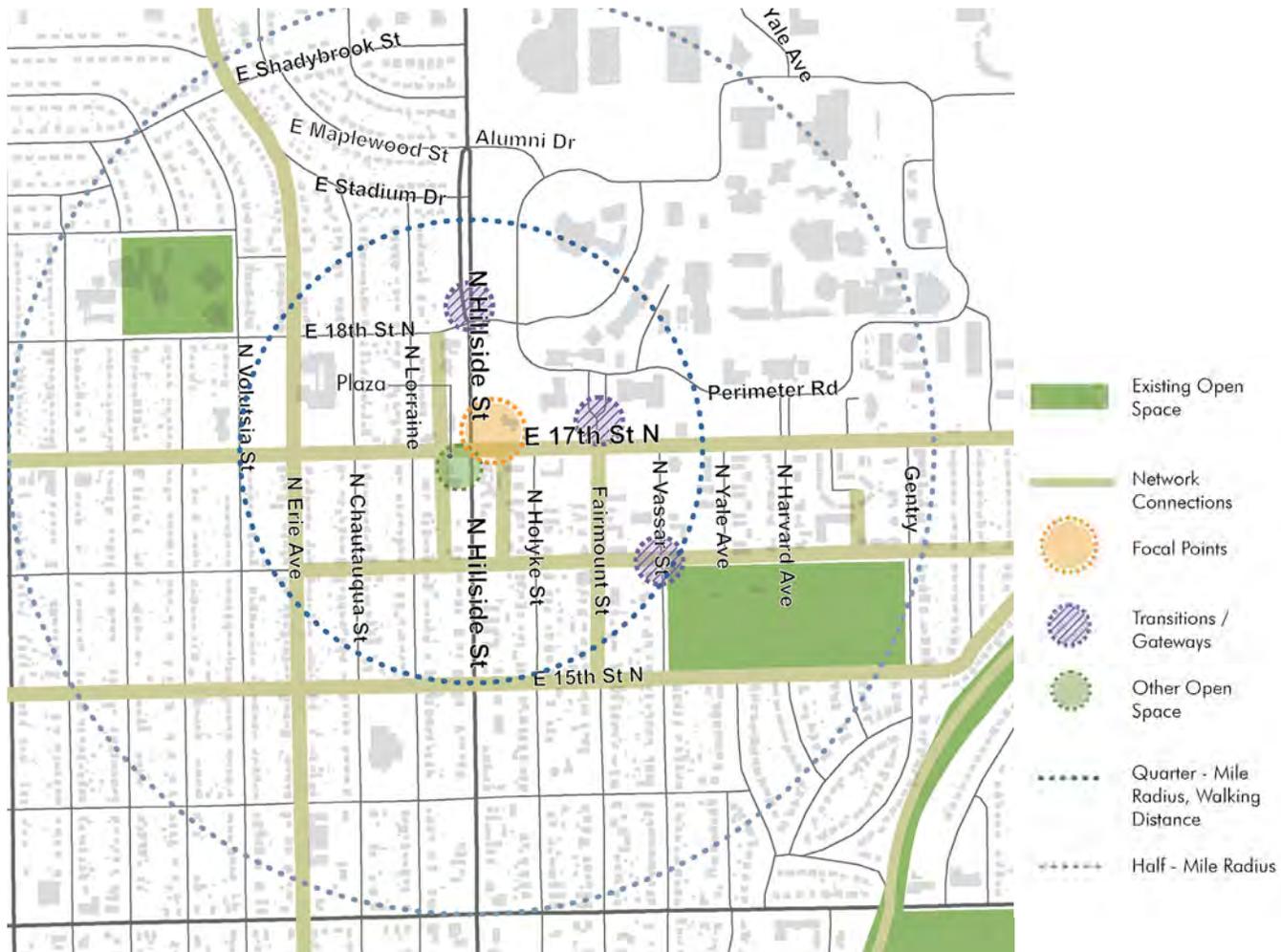
**Destinations and Patterns**

- Establish a commercial/mixed-use node around the intersection of E 17th and Hillside. This node may encompass one or more corners.
- Beyond the node, utilize undeveloped land (vacant land or parking lots along E 17th Street N and N Hillside Street) to accommodate more intense scales of residential development within the transition zone.
- In the edge, lessen the concentration of residential development to integrate with the existing residential pattern and Building Types within the neighborhoods.



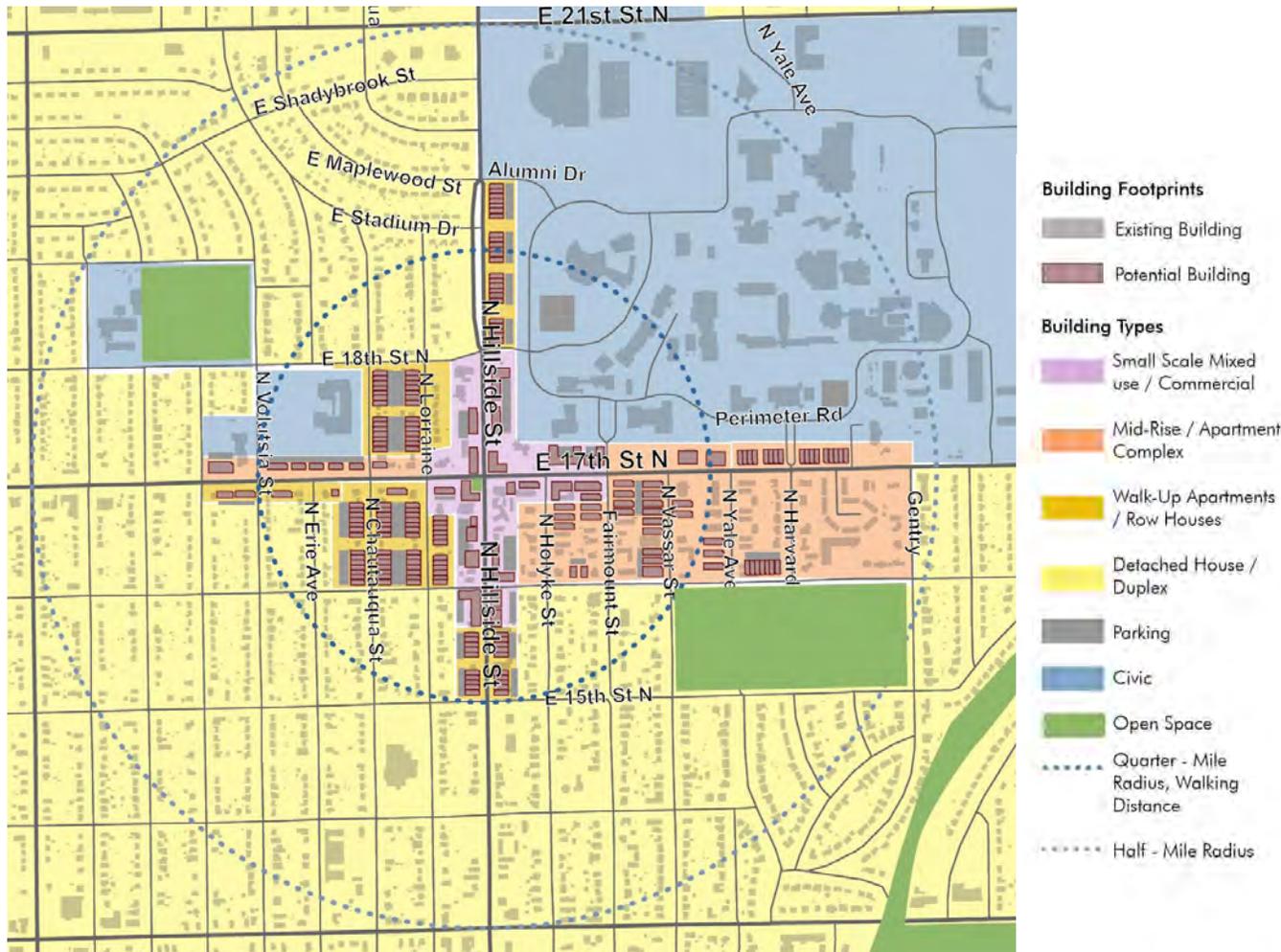
### Streets

- Connections - The block pattern at this development site is mostly intact. However, connectivity to the node can be improved by providing mid-block pedestrian paths.
- Slow streets - encourage street improvements geared toward slowing traffic. Provide medians, street trees, and curb bump-outs or tighter turning radii to slow drivers in this intersection.
- Bike and Pedestrian routes - On either street, make street improvements that better connect bicyclists from the Redbud Trail. Sidewalks on E 17th and Hillside should be extended, and a buffer should exist between pedestrian paths and vehicle lanes.
- Street Typologies - apply Mixed-Use Main Streets to the node intersecting at E 17th and Hillside, supported along each corridor with Mixed-Use or Residential Connectors supporting adjacent residential development, neighborhoods, and the student population for WSU.



### Open Space

- Network Connections - A pedestrian path at the northeast corner of E 17th and Hillside should be added to provide an easily accessible route from the node of the redevelopment area to the WSU campus. Some vacant land within the neighborhoods can be acquired to provide paths through the blocks (i.e. Erie Avenue and E Getto Avenue).
- Focal Points - a small plaza can be located on any corner, primarily where bus stops exist, to create a passive social space.
- Transitions/Gateways - At the northeast corner of E 17th and Hillside, the existing landscaping, open space, and signage has the potential to provide a transition and gateway into WSU's campus, rather than an edge.
- Typologies - There are a range of existing open spaces nearby the site, including the Redbud Trail (linear park), Fairmount Park (community park), and the many plazas, squares, and courtyards throughout the WSU campus.



## Buildings

- Engage the street & Public Space - street front and public-space-fronting buildings create places for people and should be encouraged along E 17th and Hillside.
- Building Fronts - transparent storefronts on the first floor of the mixed-use / commercial areas encourage activity and support street life along E 17th and Hillside. Infill should be encouraged within the neighborhoods and may be designed to provide privacy for lower-intensity residential buildings.
- Hide Parking - parking supporting the mixed-use/commercial core is located behind the building and internal to the block. Infill of detached houses should encourage alternatives to garage-dominance along the streetscape. Garage frontage should be limited.
- Building Types - the node provides an intensity of mixed-use or commercial development through small-scale mixed-use, one-story commercial, or live-work buildings. The transition area provides opportunities for small-scale commercial and more intense residential buildings, such as walk-up apartments and row houses. In the edge area, housing types of lower scales provide options for redevelopment or infill, including detached houses, duplexes, accessory dwelling units, and multi-unit houses.
- Small-scale investment - there are several opportunities to initiate infill development in the neighborhood, or incorporate accessory dwelling units (ADUs) into existing properties.



NEIGHBORHOOD HUB  
17TH & HILLSIDE



## 3.2 BUILDING PLACES FOR PEOPLE

### C.1 COMMUNITY CORES

Most Community Cores in Wichita's ECA consist of strip commercial shopping centers, many of which are extended along the corridors of the primary intersecting streets. Commercial development around these intersections should be targeted to create a critical mass, which supports more walkable environments. While apartment complexes are often built nearby Community Cores, they are currently not well-connected or integrated into commercial development patterns. Infill in these areas should be focused on improving the relationship between building and the streetscapes, creating shared-parking lots that do not front onto streets, ensuring better connections between living spaces and activity spaces.

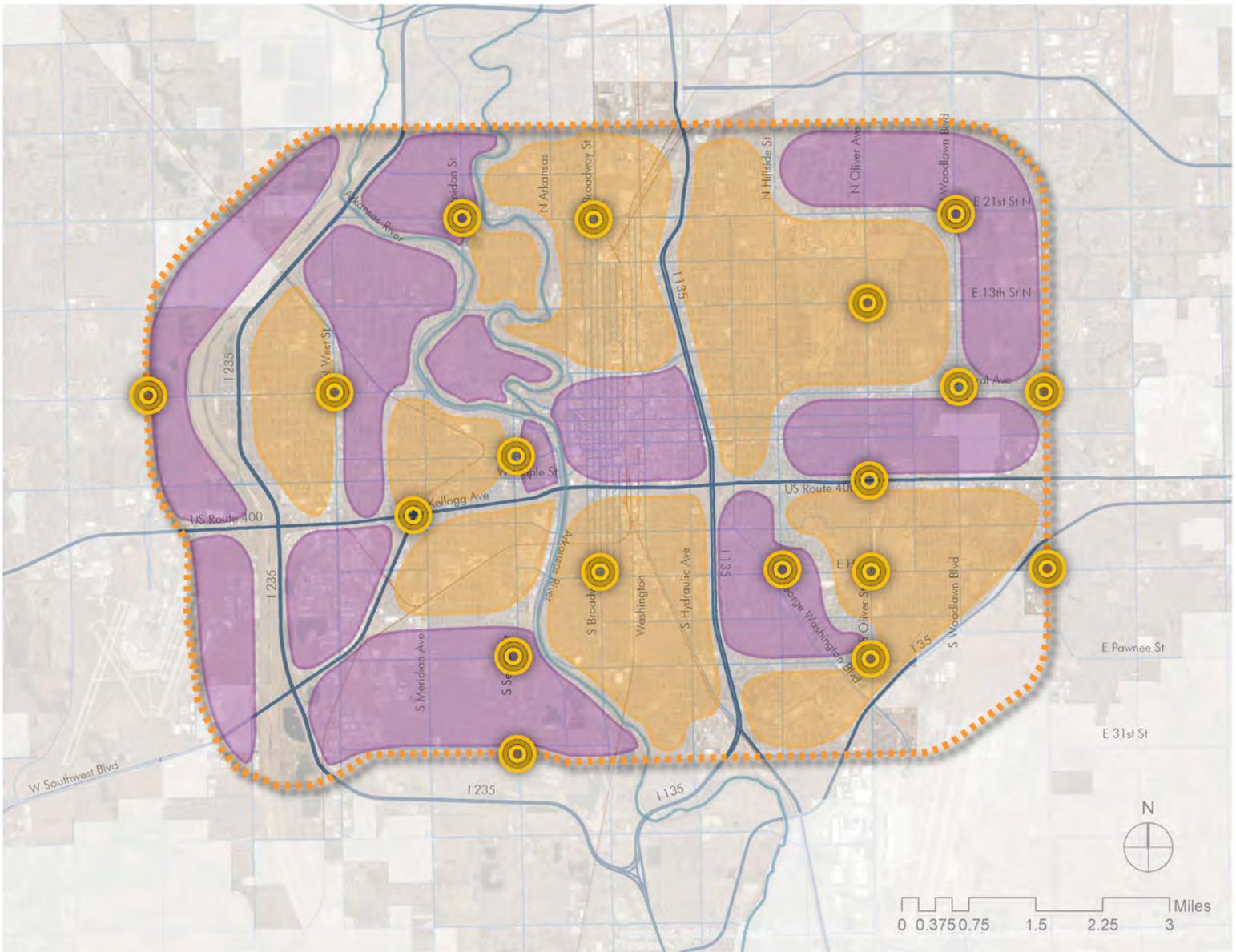


Delano District



Harry & Oliver





**AREAS & PLACES OF THE ECA**

- Areas of the ECA**
- Area of Stability
  - Area of Opportunity

- Place Type**
- Community Core

**COMMUNITY CORES**

## 3.2 BUILDING PLACES FOR PEOPLE

### C.2 COMMUNITY CORE TYPOLOGIES

#### WHAT IS A COMMUNITY CORE?

Community Cores are intended to serve multiple neighborhoods, often anchored at or near the intersection of activity streets. Community Cores are designed to accommodate and balance multiple modes of transportation to serve a broader range of goods and services desired by the wider community. These centers emphasize greater access for those commuting by car than Neighborhood Hubs, yet are also accessible by foot, bicycle, and transit. While accommodating the retail and service market for multiple neighborhoods, the integration of civic or office uses will enhance the economic sustainability of these places.



#### COMMUNITY CORE - BUILDING TYPES

	NODE	TRANSITION AREA	EDGE	
RESIDENTIAL	DETACHED HOUSE - CONVENTIONAL		■	
	DETACHED HOUSE - NEIGHBORHOOD		■	
	DETACHED HOUSE - COMPACT		■	
	DUPLEX		■	
	ACCESSORY DWELLING UNIT - DETACHED		■	
	MULTI-UNIT HOUSE		■	
	WALK-UP APARTMENT		■	
	ROW HOUSES		■	
	MID-RISE APARTMENT	■	■	
	HIGH-RISE APARTMENT			
	APARTMENT COMPLEX		■	
	LIVE/WORK UNIT	■	■	■
	NON-RESIDENTIAL	SMALL-SCALE COMMERCIAL	■	■
MEDIUM-SCALE MIXED-USE		■		
LARGE-SCALE MIXED-USE		■		
PAD SITE				
MEDIUM AND BIG BOX				
LARGE INDUSTRIAL			■	
DRIVE-THRU COMMERCIAL			■	
PARKING STRUCTURE				

■ Recommended Building Types

## TPOLOGIES

The following table provides options for components that can make up a Community Core. It is important to note that these options can create a range of characteristic environments at the scale of the Community Core, and while primary options are listed, this does not mean that all primary options must be included. At least one primary option, however, should be incorporated into the place.

### COMMUNITY CORE - STREETS AND OPEN SPACES

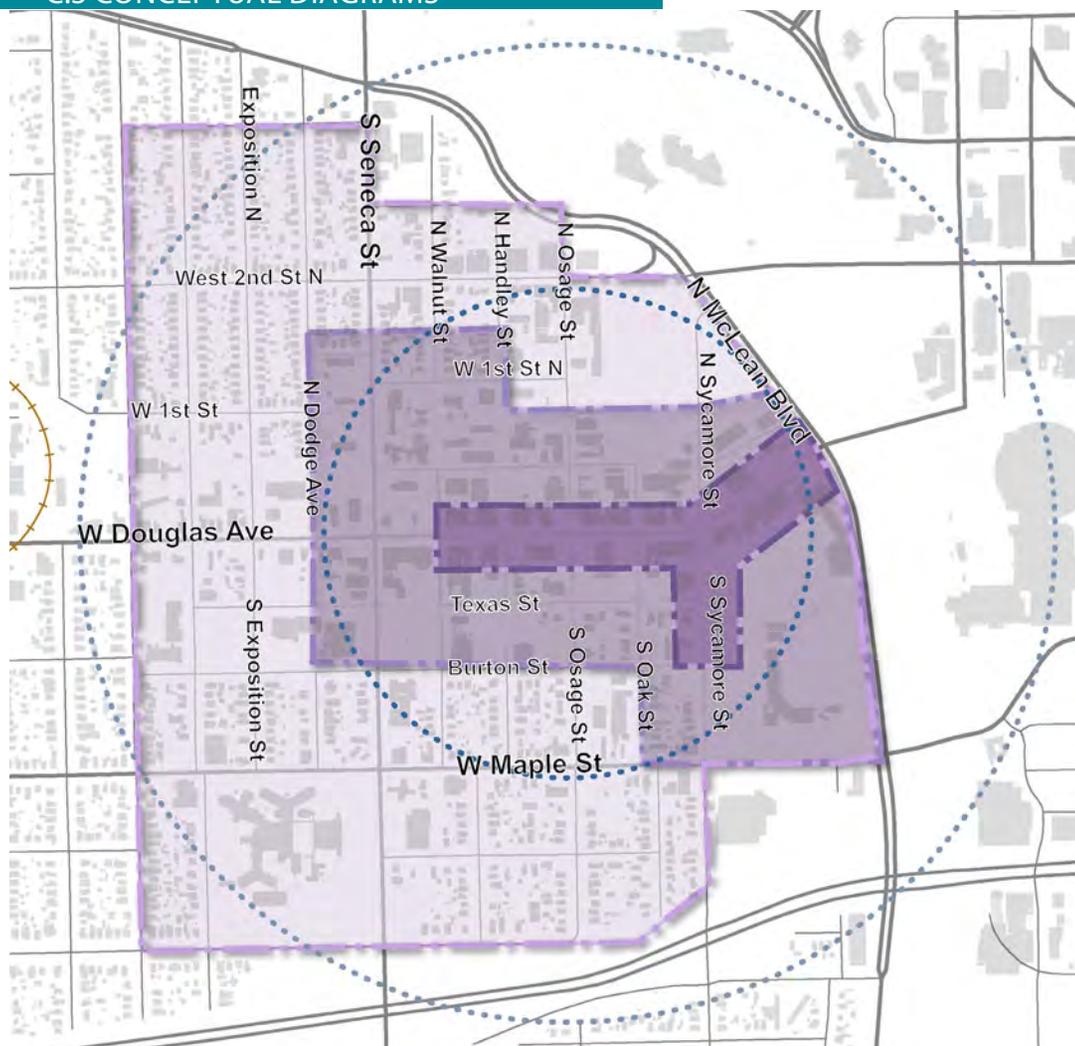


	NODE	TRANSITION AREA	EDGE	
NATURAL PRESERVE				
OPEN SPACE TYPES	LINEAR PARK	■	■	
	COMMUNITY PARK		■	
	NEIGHBORHOOD PARK		■	
	SQUARE	■	■	
	COURTYARD/PLAZA	■	■	
	MIXED-USE MAIN	■		
STREET TYPES	MIXED-USE CONNECTOR	■	■	
	RESIDENTIAL CONNECTOR		■	■
	RESIDENTIAL NEIGHBORHOOD			■
	PLAZA STREETS	■		
	ACTIVE ALLEY	■	■	
	FUNCTIONAL ALLEY	■	■	

■ Recommended Streets and Open Spaces

3.2 BUILDING PLACES FOR PEOPLE  
C.3 CONCEPTUAL DIAGRAMS

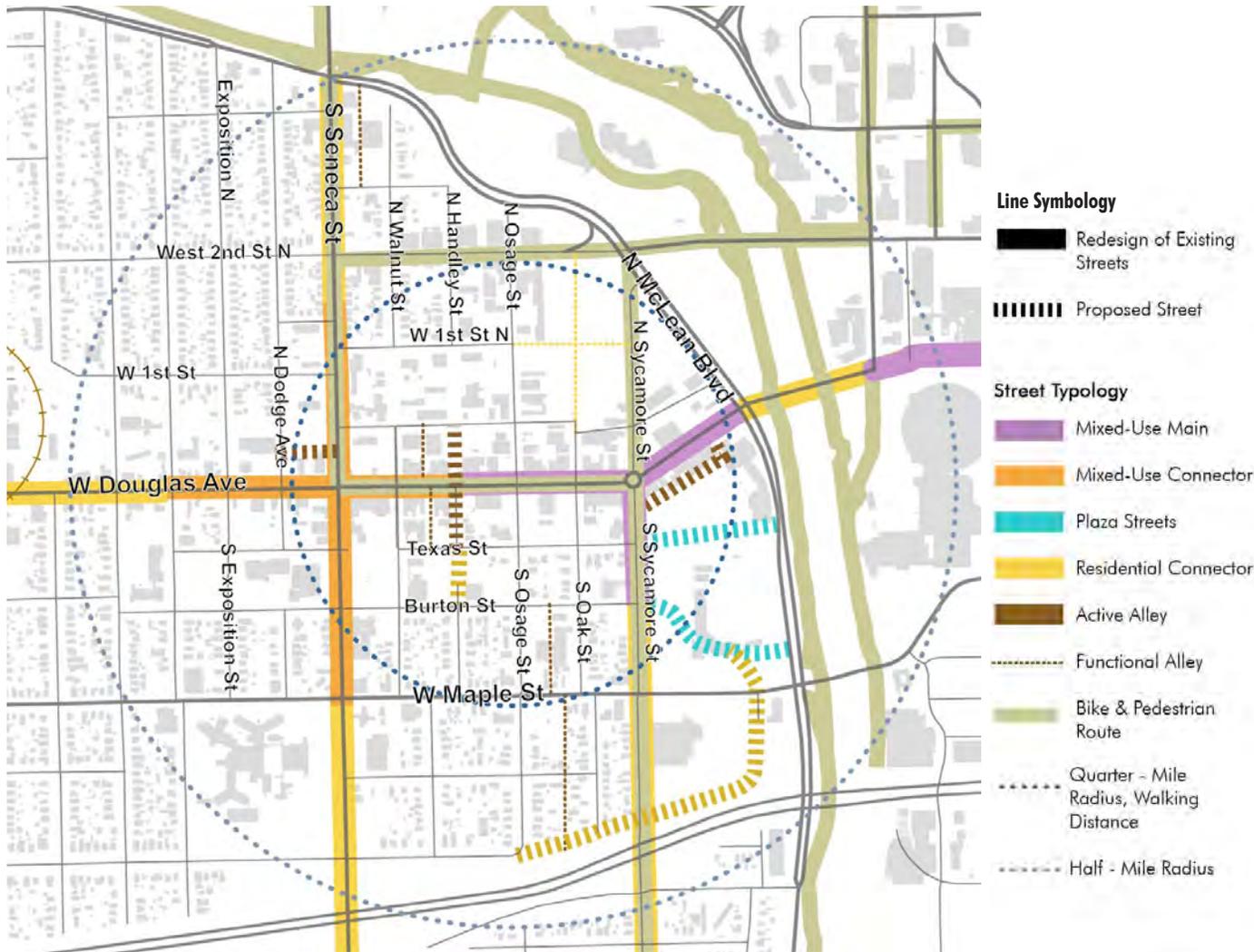
DELANO DISTRICT



The Community Core that is the heart of the Delano District contains a variety of development characteristics, including small-scale commercial, office and industrial, which is supported by detached, two-family, and multi-unit development. Open space in the area is present almost solely in and around the campus of the Allison Traditional Middle Magnet School, with Seneca Park across the street and an area of undeveloped land behind. Pedestrian connectivity throughout the area is generally adequate, but bike facilities fail to properly connect the area continuously to the surrounding areas. An east-west transit route also connects the area but lacks the complimentary north-south route. Although the development pattern along Douglas provides a good start, to create a Community Core at this location the following changes should be implemented.

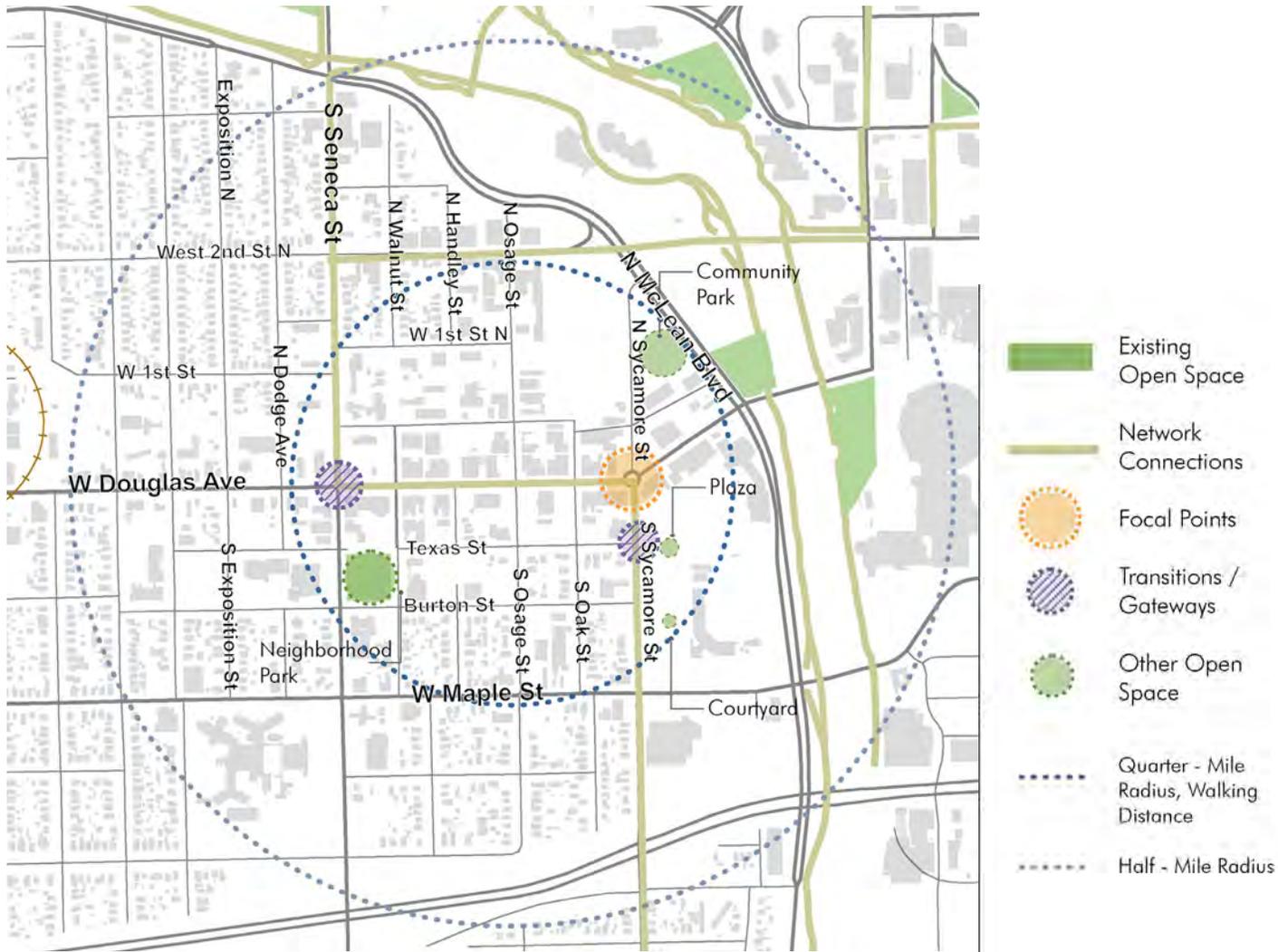
**Destinations and Patterns**

- Establish a commercial/mixed-use node around the intersection of West Douglas and Sycamore.
- Reinforce the supporting Small-Scale Commercial and Mixed-Used development along Douglas by including increased housing intensity within the transition zone. Mixed-use and residential patterns of a greater scale can be accommodated along Sycamore, adjacent to the proposed "Ballpark Village".
- Maintain the intensity of residential development in the edge zone to integrate with the existing residential pattern and Building Types within the neighborhood utilizing infill detached and multi-unit homes when possible.



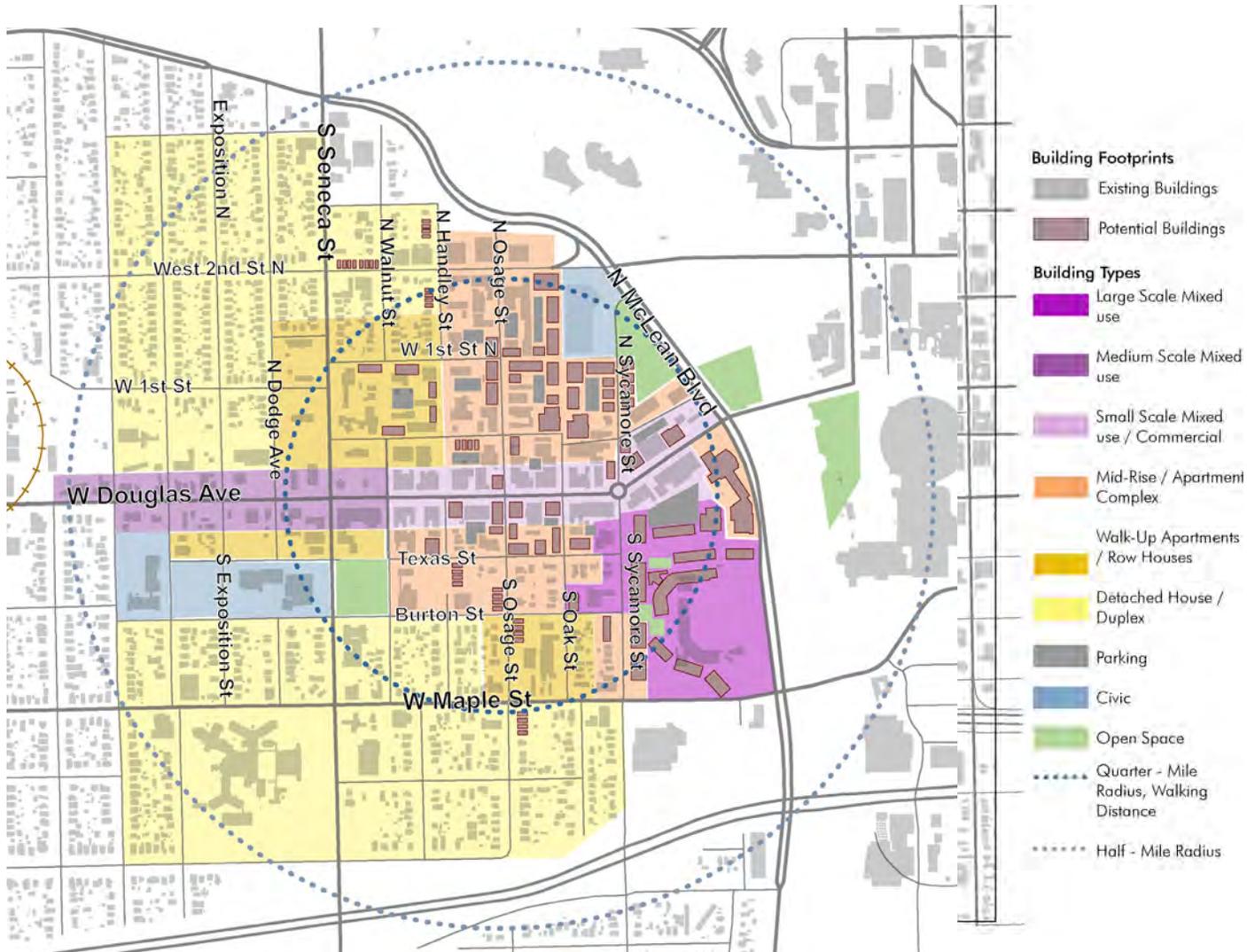
## Streets

- Connections - Create improved connections from east to west through improved and increased pedestrian crossings along Sycamore in the transition and edge areas. Where the Ballpark Village is proposed, build Plaza Streets around the stadium to reinforce greater connectivity in the district.
- Slow streets - create slow street that connect neighborhoods east to west, providing safe multi-modal access to open space network and local/regional pedestrian and bicycle connections.
- Bike and Pedestrian routes - establish mid-block crossings within the node to the north to serve as pedestrian connections and bike connections the adjacent bike facilities to the north, south and east.
- Street Typologies - Apply Mixed-Use Main Streets to the node intersecting at Douglas and Sycamore, supported along each corridor with Residential Connectors and Functional Alleys. Reinforce and recreate the existing residential alleys throughout the transition and edge areas when possible.



### Open Space

- Network Connections - A series of linear mid-block crossings help connect the area to the adjacent bike and pedestrian facilities.
- Focal Points - Reinforce Seneca Park as the center of the area, which provides a focal point for development and gathering space for people.
- Transitions/Gateways - Seneca Park creates an identity and gateway for the area.
- Typologies - The addition of different park spaces throughout the area creates a variety of spaces and activities for patrons and supports both the neighborhood and its residents.
- Civic Design - The open space to the west of the Allison Traditional Magnate Middle School provides an opportunity to add one or more civic uses, such as a daycare or small community gathering space.



## Buildings

- Engage the street & Public Space - street front and public space fronting buildings create places for people.
- Building Fronts - transparent storefronts on the first floor of the mixed-use/commercial areas encourage activity and support street life.
- Hide Parking - parking supporting the mixed-use/commercial core is located behind the building and internal to the block.
- Building Types - the node provides an intensity of mixed-use or commercial development through small to high-scale mixed-use and commercial development, with small-scale development sustained along Douglas, and high-scale development promoted along Sycamore. The transition area provides opportunities for commercial development with small scale commercial and mixed-use to a greater intensity of residential development with mid-rise apartment buildings, walk-up apartments and row houses. Within the Edge area, housing types including compact detached houses, walk-up apartments, row houses and multi-unit houses increase intensity where appropriate but at a minimum maintain the existing intensity.

3.2 BUILDING PLACES FOR PEOPLE  
 C.3 CONCEPTUAL DIAGRAMS

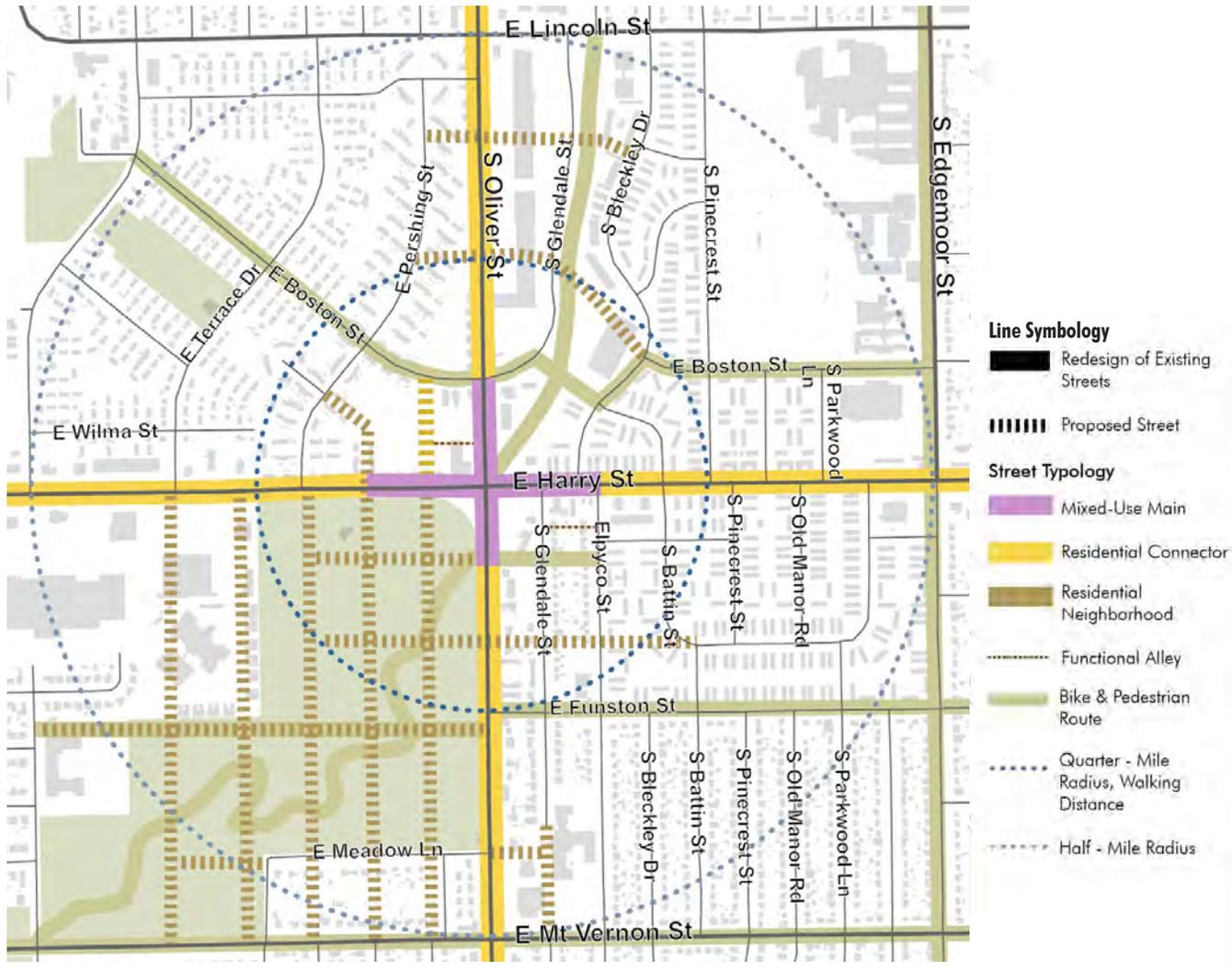
HARRY STREET & OLIVER STREET



The intersection of Harry and Oliver is currently dominated by automobile-oriented uses including many commercial pad sites, drive-throughs, small commercial strips, small office developments and a large gas station. The surrounding residential neighborhoods contain a mixture of housing, including detached, two-family and multi-unit units, and the local open space includes the campuses for both St. Joseph Hospital and Southeast High School and small areas of undeveloped land. The greatest opportunity for infill development is located at the southwest corner of this intersection, at the golf course, which may be developed into a more productive use in the next 20 years. While there are pedestrian routes throughout the area, they lack continuous connectivity and mid-block paths, and there are currently no bike facilities present within the area. An east-west transit route also connects the area but is not complemented by a north-south route. To create a Community Core at this location the following changes should be implemented.

**Destinations and Patterns**

- Establish a commercial/mixed-use node around the intersection of Harry and Oliver, including repositioning the northeast corner of the Clapp Golf Course, a potential redevelopment opportunity in the future.
- Reinforce the supporting multi-unit development environment, including additional housing intensity within the transition zone.
- Reduce the intensity of residential development in the edge zone to integrate with the existing residential pattern and Building Types within the neighborhood.



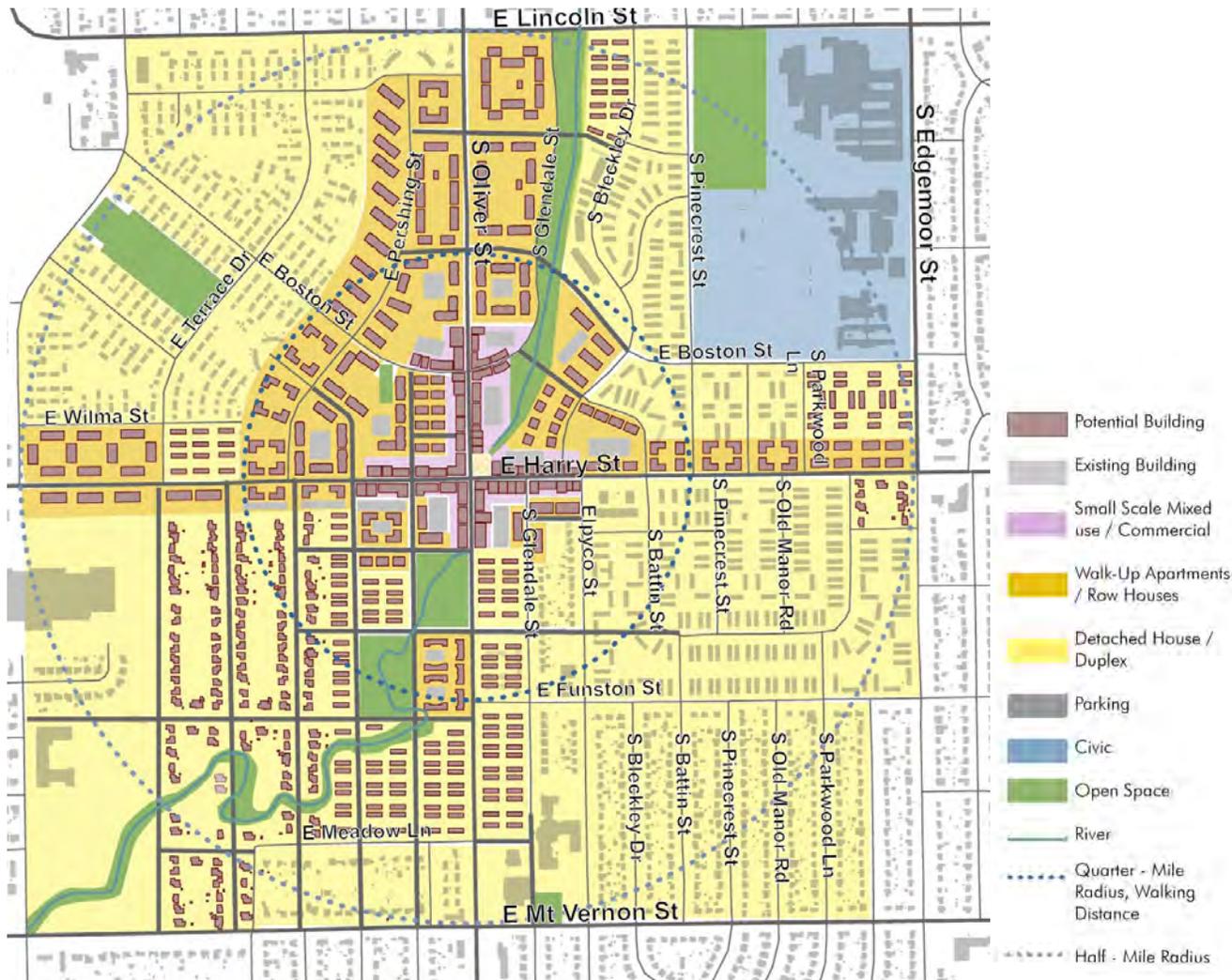
**Streets**

- Connections - Create improved connection through reducing block size on the north portion of the area. Create a new walkable grid pattern on the golf course.
- Slow streets - create slow street that connect neighborhoods east to west, providing safe multi-modal access to open space network and local/regional pedestrian and bicycle connections.
- Bike and Pedestrian routes - establish a shared path along the stream corridor to serve as a primary bicycle and pedestrian connection both internally and to surroundings areas.
- Street Typologies - apply Mixed-Use Main Streets to the node intersecting at Harry and Oliver, supported along each corridor with Residential Connectors supporting adjacent residential development and neighborhoods.



### Open Space

- Network Connections - A linear trail adjacent to the streamway provides open space and connections to and from the area.
- Focal Points - A square green space provides a focal point for development and gathering space for people and is well connected to the area and surrounding neighborhoods.
- Transitions/Gateways - The green space at the intersection of Harry and Oliver creates an identity and gateway for the area.
- Typologies - The addition of different park spaces throughout the area creates a variety of spaces and activities for patrons and supports neighborhoods and residents.



### Buildings

- Engage the street & Public Space - Street front and public space fronting buildings create places for people
- Building Fronts - Transparent storefronts on the first floor of the mixed-use / commercial areas encourage activity and support street life.
- Hide Parking - Parking supporting the mixed-use/commercial core is located behind the building and internal to the block.
- Building Types - The node provides an intensity of small-scale mixed-use and commercial development. The transition area provides opportunities for small-scale commercial development and greater intensity of residential development with walk-up apartments and row houses. Within the Edge area, housing types, including walk-up apartments, row houses, multi-unit houses, and duplexes, replicate the existing development intensity and pattern and/or increase intensity where appropriate.
- Small-Scale Investment - Undeveloped land at the golf course is an opportunity for development. Repositioning the area in the northeast corner of the property, at the intersection of Harry and Oliver, will provide an opportunity to create the desired nodal development pattern and a supporting neighborhood. Through this pattern, small to medium mixed-use Typologies can be arranged in the node, supported by existing and new medium density housing throughout the transition area.



COMMUNITY CORE  
HARRY & OLIVER



DETAILED BIRDSEYE



DETAILED STREETVIEW

## 3.2 BUILDING PLACES FOR PEOPLE

### D.1 REGIONAL CENTERS

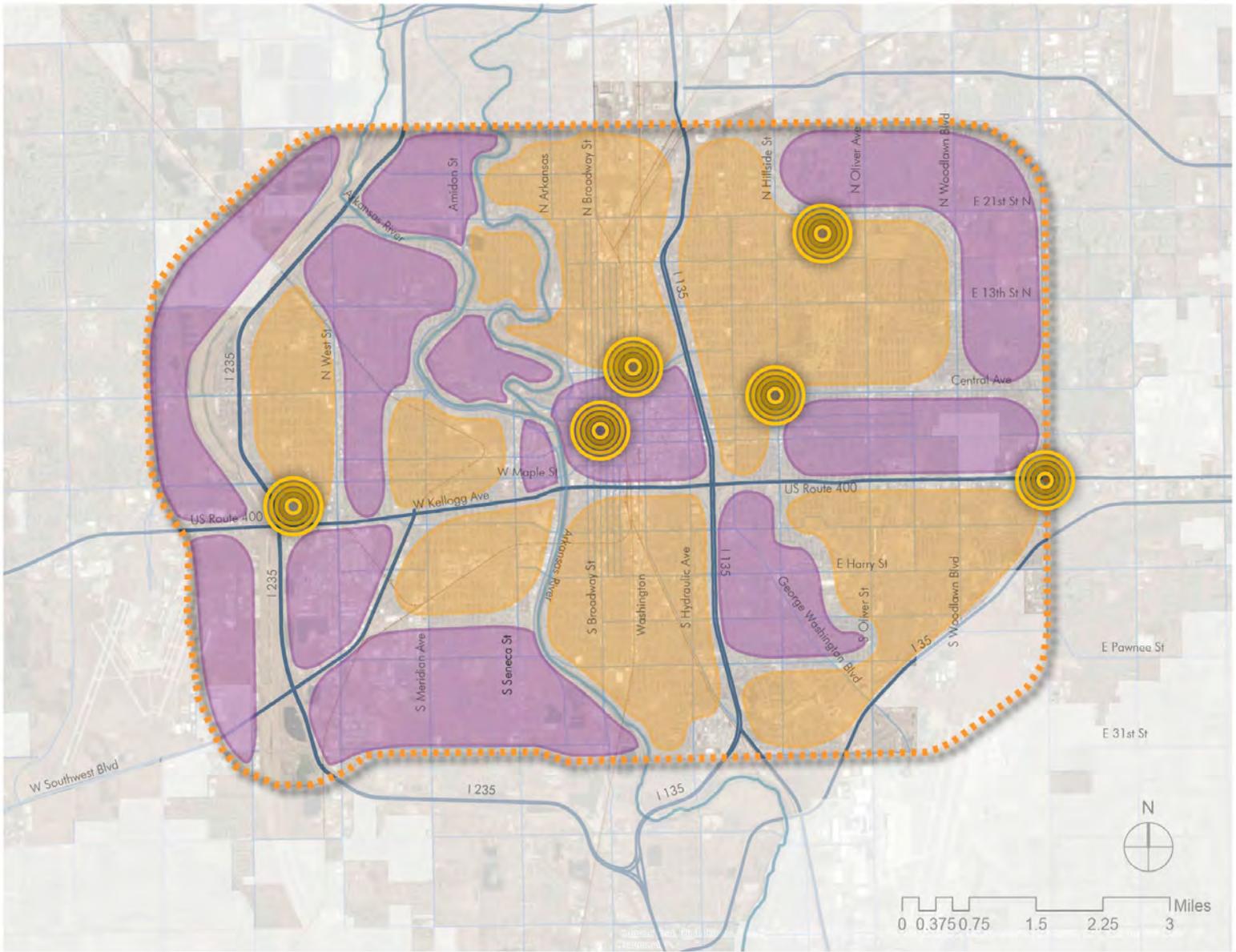
There are several existing Regional Centers throughout the ECA. Intended to serve commercial and institutional needs of the wider region, the ECA's Regional Centers take the form of large shopping centers or malls, a central business district, and university or medical campuses. While some Regional Centers are well-established, many can benefit from managing future growth through targeted infill to enhance walkability, aesthetics, and economic resilience. In particular, Regional Centers that are dominantly reliant on commercial uses, rather than containing a large institutional anchor, should consider the long-term sustainability of existing commercial anchors and the diversity of available real estate within a Regional Center. Commercial uses that have sprawled out along corridors should be refocused towards the core of the node, and development along corridors should be reserved for enabling residential building of a higher intensity.



Central & Hillside



Maple & West



**AREAS & PLACES OF THE ECA**

**Areas of the ECA**

- Area of Stability
- Area of Opportunity

**Place Type**

- Regional Center

REGIONAL CENTERS

## 3.2 BUILDING PLACES FOR PEOPLE

### D.2 REGIONAL CENTER TYPOLOGIES

A Regional Center is a large-scale development that can draw people from the region for its use. A Regional Center typically contains various uses and buildings of different scales, potentially integrating institutional campuses, multi-unit housing complexes, retail shopping and offices. These places are often located at the intersection of several major roads and are easily accessed by vehicle or public transit. Although a Regional Center is too large to be integrated into neighborhoods, thus not primarily accessed by foot, internal walkability is encouraged and should be supported through multiple small-scale open spaces such as courtyards, plazas, or squares.



#### REGIONAL CENTER - BUILDING TYPES

	NODE	TRANSITION AREA	EDGE
DETACHED HOUSE - CONVENTIONAL			
DETACHED HOUSE - NEIGHBORHOOD			
DETACHED HOUSE - COMPACT			■
DUPLEX			■
ACCESSORY DWELLING UNIT - DETACHED		■	■
MULTI-UNIT HOUSE		■	■
WALK-UP APARTMENT		■	■
ROW HOUSES		■	■
MID-RISE APARTMENT		■	
HIGH-RISE APARTMENT		■	
APARTMENT COMPLEX		■	
LIVE/WORK UNIT	■	■	■
SMALL-SCALE COMMERCIAL	■	■	
MEDIUM-SCALE MIXED-USE	■		
LARGE-SCALE MIXED-USE	■		
PAD SITE		■	
MEDIUM AND BIG BOX			
LARGE INDUSTRIAL			
DRIVE-THRU COMMERCIAL		■	
PARKING STRUCTURE	■	■	■

■ Recommended Building Types

## TYOLOGIES

The following table provides options for components that can make up a Regional Center. It is important to note that these options can create a range of characteristic environments at the scale of the Regional Center, and while primary options are listed, this does not mean that all primary options must be included. At least one primary option, however, should be incorporated into the place.

### REGIONAL CENTER - STREETS AND OPEN SPACES

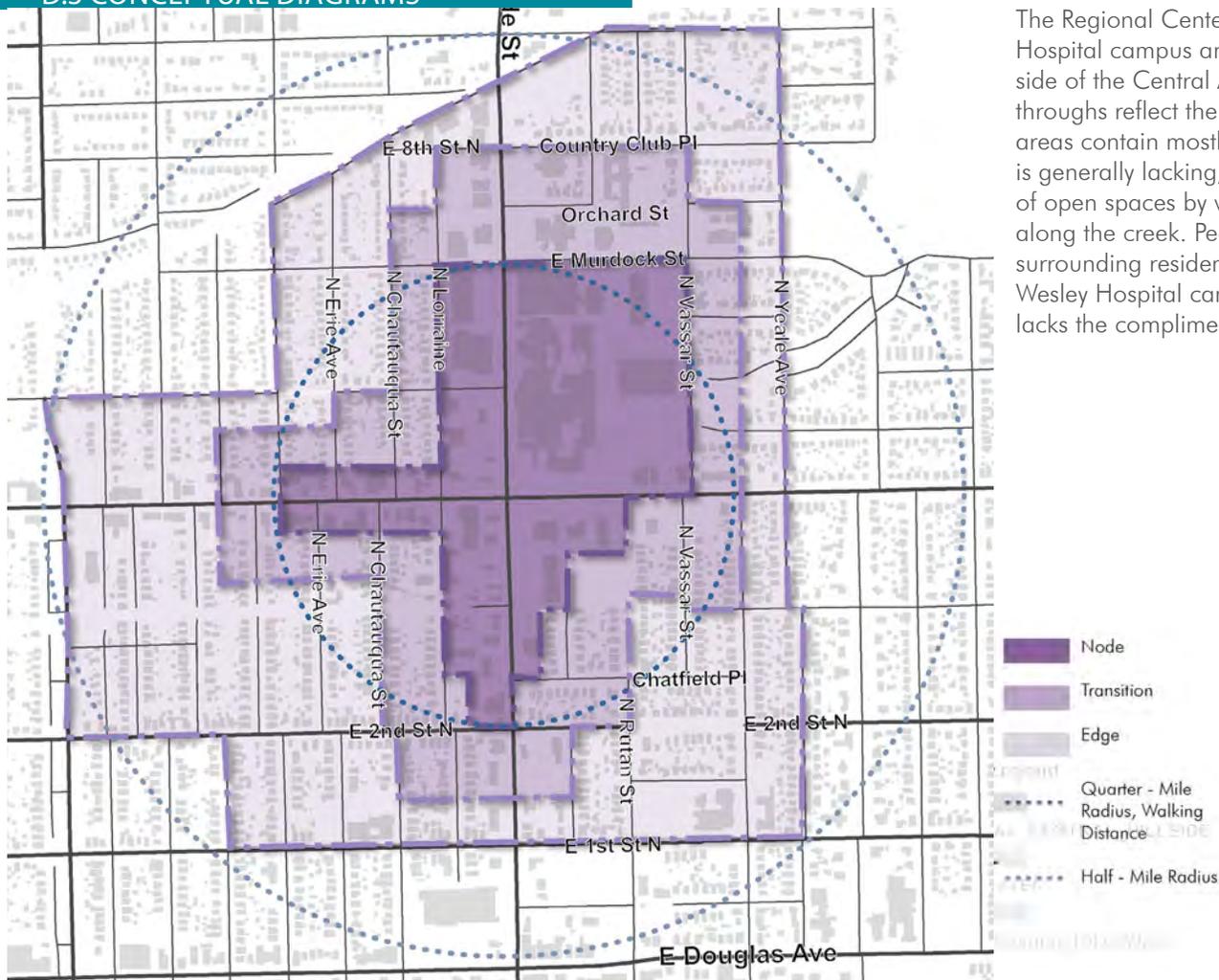
		NODE	TRANSITION AREA	EDGE
OPEN SPACE TYPES	NATURAL PRESERVE			■
	LINEAR PARK		■	■
	COMMUNITY PARK			■
	NEIGHBORHOOD PARK		■	■
	SQUARE	■		
	COURTYARD/PLAZA	■	■	
STREET TYPES	MIXED-USE MAIN	■		
	MIXED-USE CONNECTOR	■	■	
	RESIDENTIAL CONNECTOR		■	■
	RESIDENTIAL NEIGHBORHOOD			
	PLAZA STREETS	■		
	ACTIVE ALLEY	■	■	
	FUNCTIONAL ALLEY	■	■	

■ Recommended Streets and Open Spaces

## 3.2 BUILDING PLACES FOR PEOPLE

### D.3 CONCEPTUAL DIAGRAMS

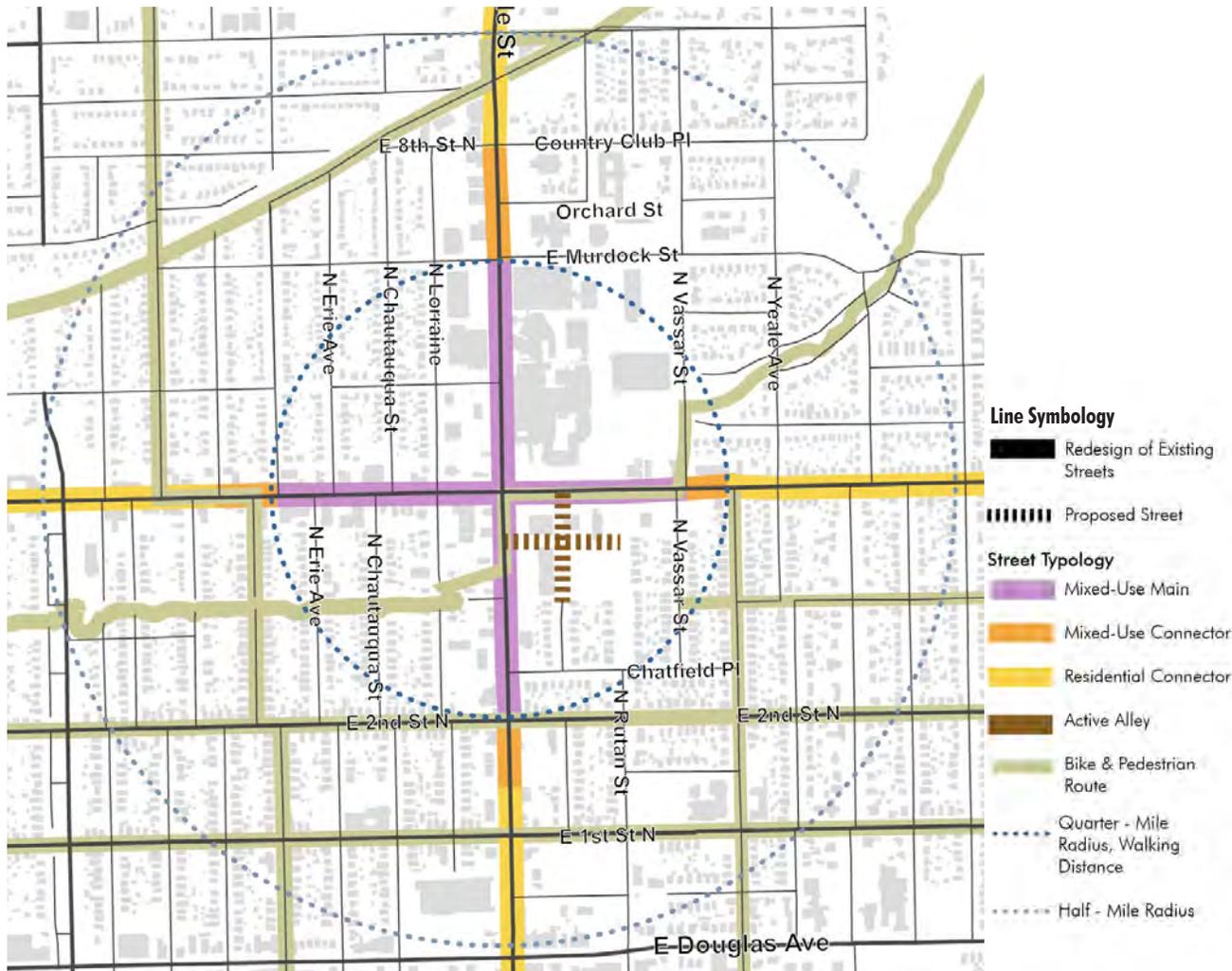
#### CENTRAL AVENUE & HILLSIDE STREET



The Regional Center at Central and Hillside is anchored by the Wesley Hospital campus and its associated office development along the western side of the Central Avenue corridor. Parking garages, pad sites, and drive-throughs reflect the auto-oriented uses in the area, and the surrounding areas contain mostly detached and two-family units. Open space in the area is generally lacking, however there are opportunities to incorporate a series of open spaces by way of the addition of a shared pedestrian and bike path along the creek. Pedestrian connectivity is generally sufficient throughout the surrounding residential neighborhoods but begins to break up around the Wesley Hospital campus. An east-west transit route connects the area but lacks the complimentary north-south route.

#### Destinations and Patterns

- Establish a commercial/mixed-use node around the intersection of Central and Hillside, while furthering the intensity of development within the Wesley Hospital Campus through all portions of the node of development. Focus the greatest intensity of new development along the main corridors of Central and Hillside, and at the hospital campus.
- Increase the multi-unit development environment where vacant lots exist. Promote additional density through accessory dwelling units in the stable neighborhoods.
- Reduce the intensity of residential development in the edge zone to integrate with the existing residential pattern and Building Types within the neighborhood.



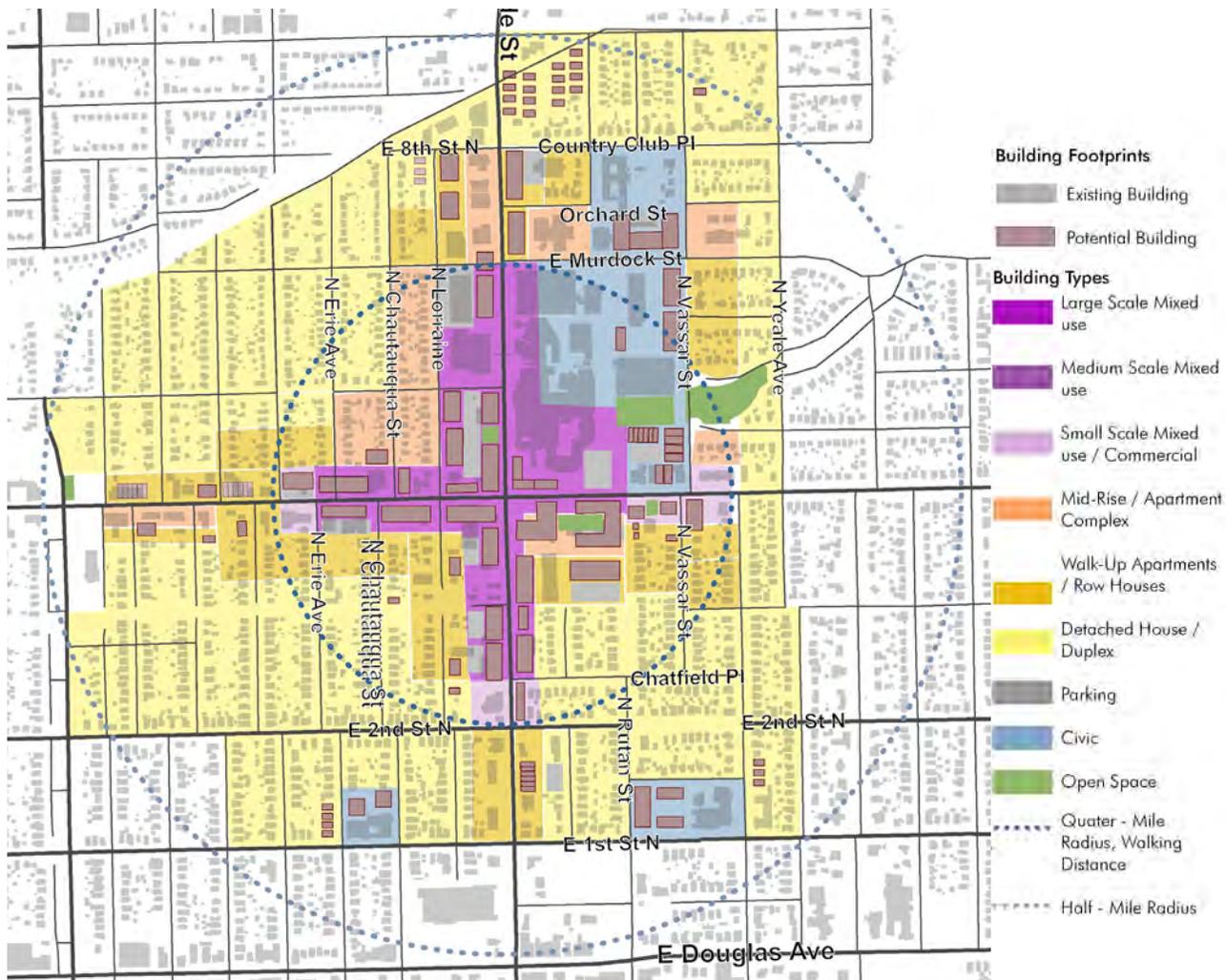
### Streets

- Connections - Create improved connection through reestablishment of the grid framework on the southeast corner of the intersection while also reducing the block size. Create connections through the node with the addition of a shared-use pedestrian and bicycle path both along the stream and through the intersection in the node.
- Active Alleys- create an Active Alley that connect neighborhoods southeast, providing safe multi-modal access to open space network and local/regional pedestrian and bicycle connections.
- Bike and Pedestrian Routes - establish a shared path along the stream corridor as a primary bicycle and pedestrian connection both internally and to the surroundings areas.
- Street Typologies - apply Mixed-Use Main Streets to the node at the intersection of Central and Hillside, with Mixed-Use Connectors supporting adjacent Mid to High-Rise Apartments, Walk-up Apartments and Rowhomes. Transition to Residential Connector streets to support Walk-up Apartments and Duplexes in the edge.



**Open Space**

- Network Connections - A linear trail adjacent to the streamway provides open space and connects the area.
- Focal Points - A square green space at the northeast corner of Central and Hillside provides a focal point for development and gathering space for people and is well-connected to the area and surrounding neighborhoods.
- Transitions/Gateways - the green space at the intersection of Central and Hillside creates an identity and gateway for the area.
- Typologies - The addition of different parks throughout the area creates a variety of spaces and connections to encourage public outdoor activities for patrons and support the adjacent neighborhoods.



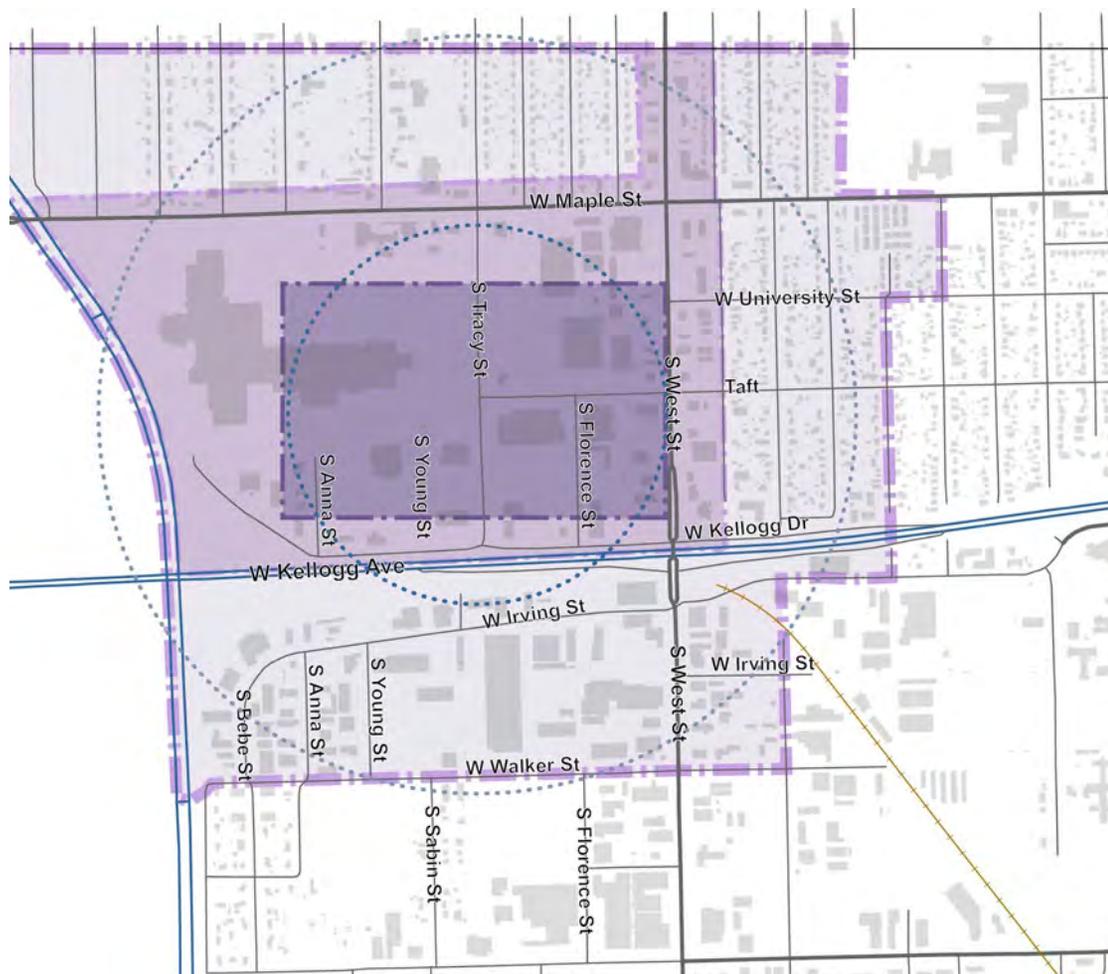
### Buildings

- Engage the Street & Public Space - street front and public space fronting buildings create places for people.
- Building Fronts - transparent storefronts on the first floor of the mixed-use/commercial areas encourage activity and support street life.
- Hide Parking - parking supporting the mixed-use/commercial core is located behind the building and internal to the block.
- Building Types -The existing Wesley Hospital and its campus provide an intensity framework from which to follow and anchoring all four corners of the intersection with equally intense development patterns further establishes the area as a Regional Center. The node provides an intensity of mixed-use or commercial development through Medium to large scale mixed-use and large commercial development. The transition area provides opportunities for commercial development with small scale commercial and a high intensity of residential development with mid- to high-rise apartments. Within the Edge area, housing types including walk-up apartments, row houses, multi-unit houses, and duplexes increase intensity where appropriate.

## 3.2 BUILDING PLACES FOR PEOPLE

### D.3 CONCEPTUAL DIAGRAMS

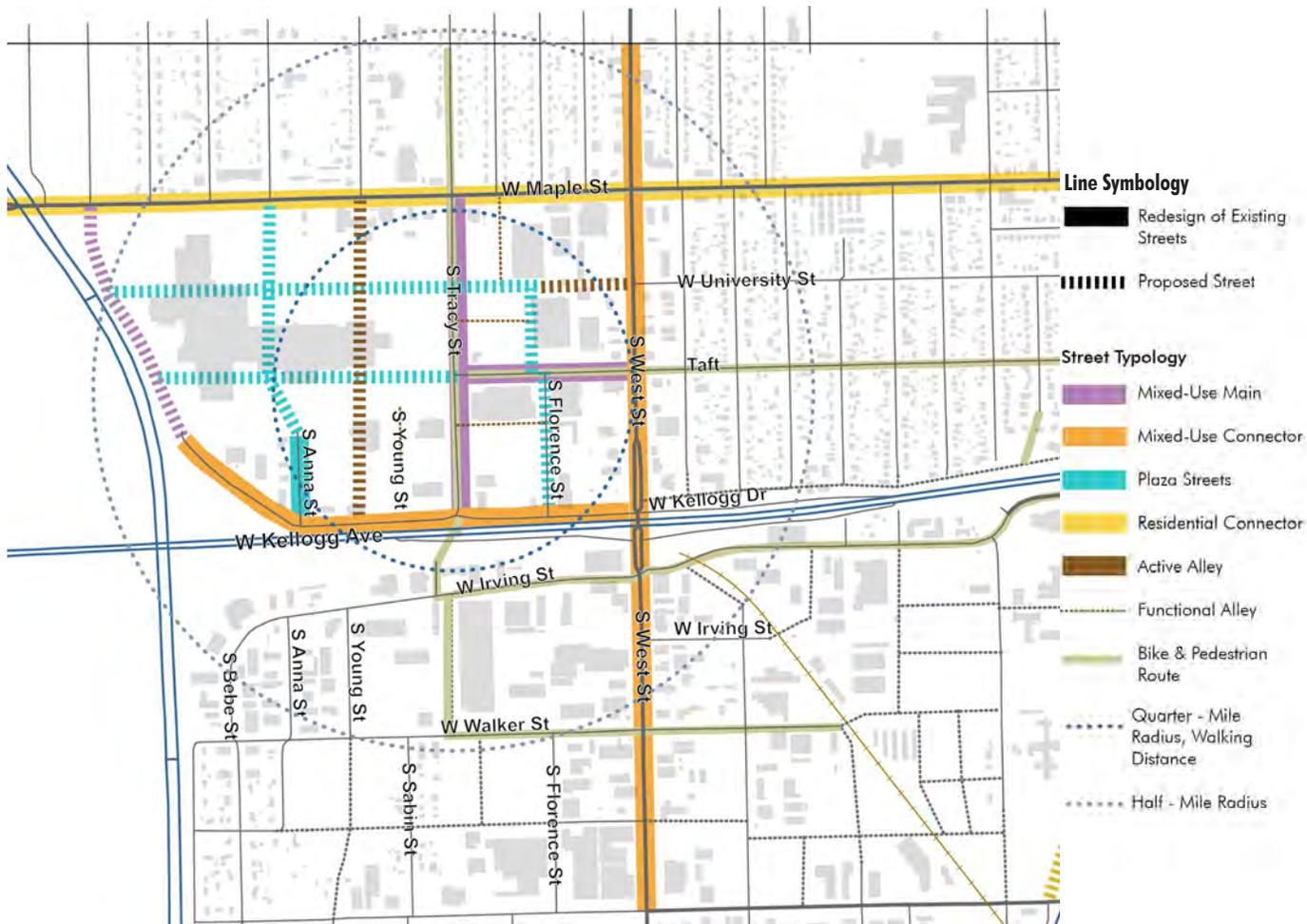
#### MAPLE STREET & WEST STREET



The Regional Center at Maple and West comprises a multitude of uses, including commercial uses such as big-box retail, drive-throughs, strip retail and small office space, and is anchored by the Towne West Center Mall and its associated ample surface parking. The area also contains abundant industrial uses and is surrounded to the north by detached, two-family and some multi-unit units. The area is not served by bicycle facilities and pedestrian connectivity is generally lacking due to non-continuous routes and vary large block sizes, large shaped by the elevated section of Kellogg Drive. Open space in the area is limited to the campus of the nearby Newman University and a scattering of vacant or undeveloped land. The area is also situated at the confluence of two major automobile routes as well as a railroad track, further inhibiting the connectivity of all other modes of transportation. The area contains both north-south and east-west transit routes which does connect the area for bus riders.

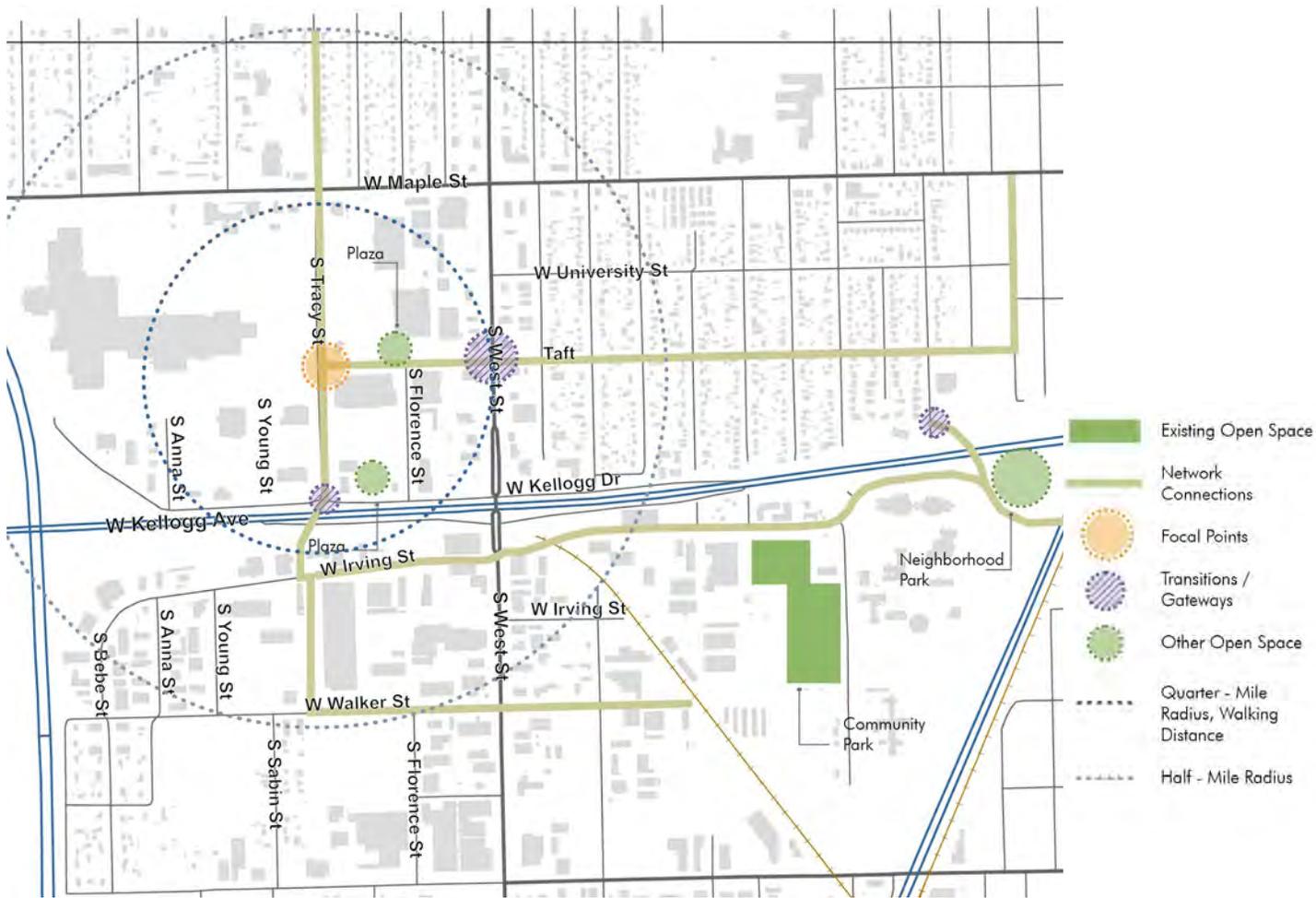
#### Destinations and Patterns

- Establish a commercial/mixed-use node, which would include repositioning node of commercial development from the Towne West Square Mall to the intersection of W Maple Street and S West Street.
- Develop a transition area containing high medium density apartment buildings to support commercial activity in the Regional Center.
- Increase the amount of medium density housing in the edge area to further establish the area as a Regional Center.



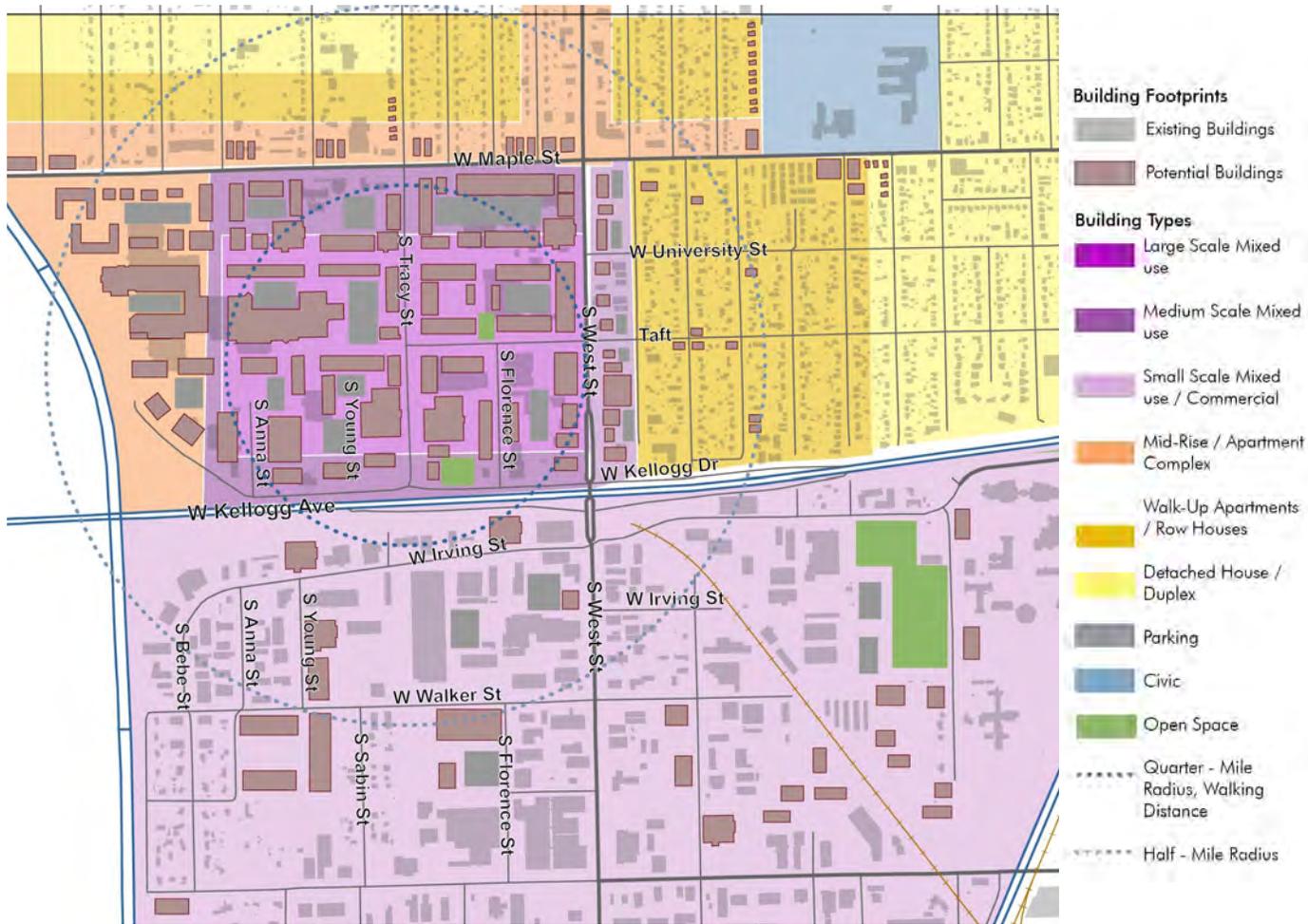
## Streets

- Connections - Create improved connection through reestablishment of the street network and reducing block size on the northeast portion of the area where the Towne West Square Mall is currently located. This would also require reestablishing the grid in the northeast portion of the area when possible.
- Slow streets - Create slow street that connect neighborhoods both east to west and north to south, providing safe multi-modal access to open space network and local/regional pedestrian and bicycle connections.
- Bike and Pedestrian Routes - Establish a shared path along Taft, Tracy, and Irving to serve as a primary bicycle and pedestrian connection both internally and to surroundings areas. Create pedestrian and bicycle connections to bridge over Kellogg, connecting the Regional Center to the adjacent industrial district to the south.
- Street Typologies - Apply Mixed-Use Main Streets to the node intersecting at Taft and Tracy, connected to Mixed-Use Connectors supporting adjacent residential development and neighborhoods. Edge area Street Types would support the medium density housing and industrial uses with Residential Connector Streets.



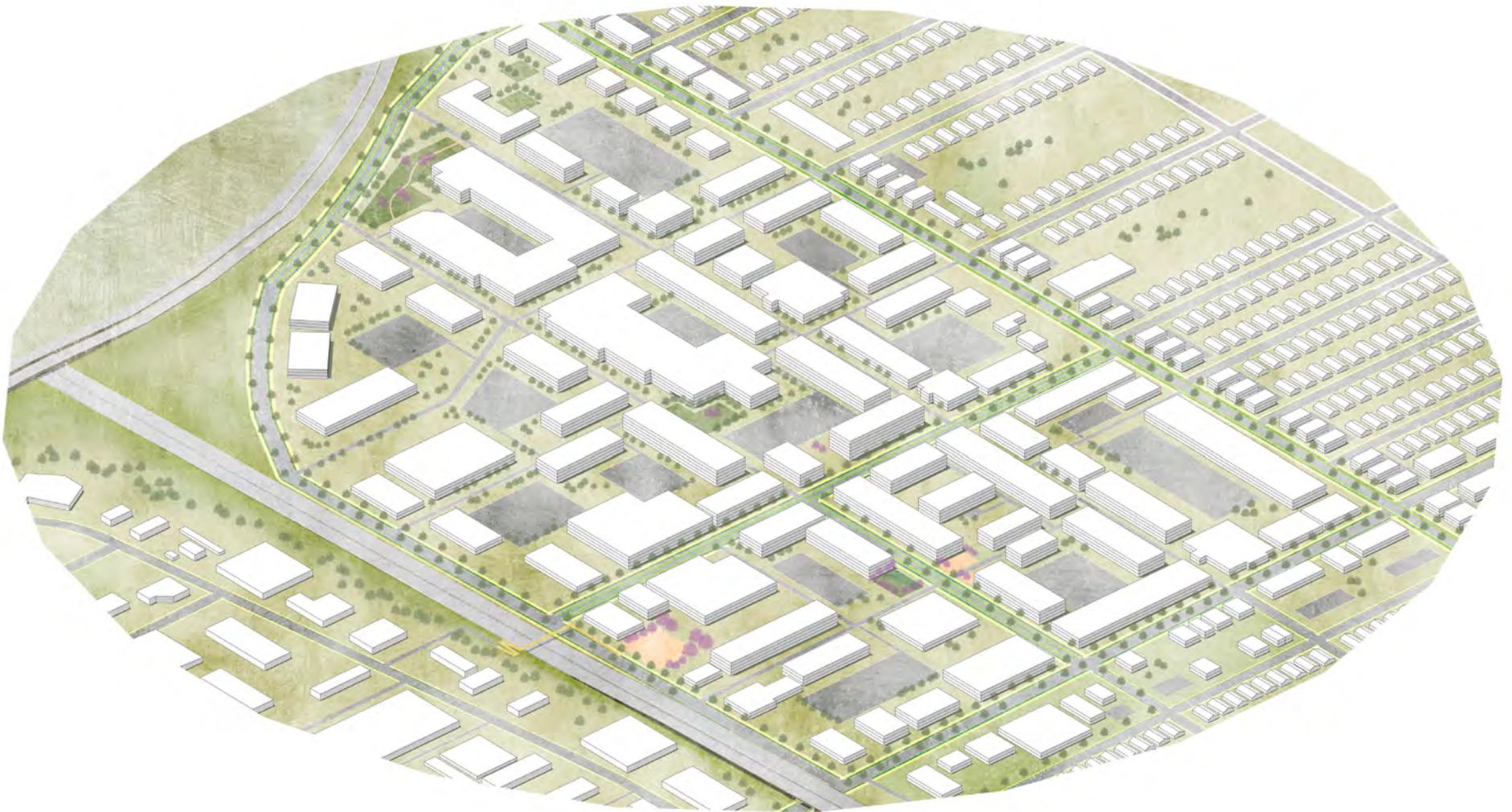
**Open Space**

- Network Connections - A community park is incorporated into the Newman University campus and is accessible from north of Kellogg by a pedestrian bridge.
- Focal Points - Scattered courtyards and plazas throughout the node and transition create an identity and respite for patrons and residents.
- Transitions/Gateways - The pedestrian bridges provide a gateway to and from the commercial and industrial areas.
- Typologies - The addition of different park spaces throughout the area creates a variety of spaces and activities for patrons and supports neighborhoods and residents.
- Civic Design - The abundant open space at Newman University provides ample greenspace in the edge area.



## Buildings

- Engage the Street & Public Space - street front and public space fronting buildings create places for people and should be promoted in the medium and large-scale mixed-use portions of the site.
- Building Fronts - transparent storefronts on the first floor of the mixed-use / commercial areas encourage activity and support street life.
- Hide Parking - parking supporting the mixed-use/commercial core is located behind the building and internal to the block.
- Building Types - the node provides an increased intensity of mixed-use or commercial development through large-scale mixed-use and commercial development. The transition area provides opportunities for increased medium density housing, including mid-rise apartments, walk-up apartments, rowhomes and live/work units. Within the Edge area, housing types including walk-up apartments, row houses, multi-unit houses, and duplexes increase the existing residential intensity and pattern where appropriate.



REGIONAL CENTER  
MAPLE STREET & WEST STREET



DETAILED BIRDSEYE



DETAILED STREETVIEW

The Walkable Development Book provides a framework for future change intended to improve the walkability of Wichita's Established Central Area (ECA). Data analysis and public input has offered valuable information about the current state of the ECA and provided a foundation of understanding so that future redevelopment may be meaningful and lead to more connected and economically sustainable places.

This book provides three key frameworks that provide initial guidance for change within the ECA. First, commercial development must be targeted, or nodal, and existing centers of activity must be retrofitted to an appropriate scale and walkable development pattern. Second, existing activity centers can generally be categorized into three sizes, or scales of development - neighborhood, community, and regional. Each of these scales describe a "place type" (Neighborhood Hub, Community Core, Regional Center) carrying with them implications about physical pattern, market context, use, and connectivity and access. Lastly, each scale of activity centers, or "place type", is impacted by private and public investment in the form of Street Types including public amenities, Open Space Types, and Building Types. These Typologies are definitive, and their arrangement plays a major role in the creation of a place.

The arrangement of the Typologies presented in this book offer a vast number of potential places that can be created at each appropriate scale. The purpose of this demonstration is to encourage targeted infill development in walkable patterns that may result in greater economic viability. While not every applicable typology will be incorporated into every place type, there are numerous combinations of Typologies that are intended to incrementally create unique environments that are better connected to neighborhoods and within the ECA. The creation of the individual Place Types will rely on defining appropriate Typologies and their assembly.

By providing consideration for appropriate Typologies at different physical and economic scales, the Wichita ECA can act purposefully to achieve their goals. This Walkable Development Book will be followed by specific recommendations for how both the public investment and development can be enabled and encouraged to implement walkable, economically viable patterns of development.

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## APPENDIX A & B

PLEASE REFER TO APPENDIX A FOR THE PRECEDENT STUDIES DESCRIBED IN CHAPTER 2 OF THIS BOOK.

PLEASE REFER TO APPENDIX B FOR ADDITIONAL DEFINITIONS AND INFORMATION ABOUT THE RECOMMENDED IMPLEMENTATION TOOLS OF THIS BOOK.

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APPENDIX A  
PRECEDENT STUDIES



**WICHITA:** PLACES FOR  
**PEOPLE**

WALKABLE DEVELOPMENT BOOK JUNE 2018

## 2.4 PRECEDENT STUDIES

### INTRODUCTION

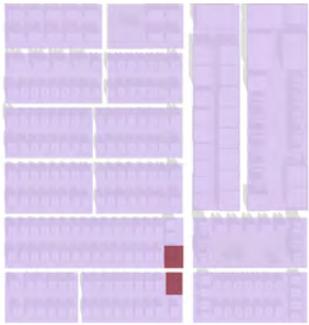
Precedent studies are used to determine how various existing forms of urban design and development are or are not functioning within their individual contexts. For this purpose, six different walkable areas within the Midwest have been studied to convey what existing walkable development looks like and how we can replicate and/or improve upon the characteristics and elements that are the most successful. Within these six examples, the following pages will explore these different walkable areas in more detail. Illustrated throughout this document, the three different scales of walkable development are also represented showing even further representation of various contexts: Neighborhood Hubs, Community Cores, and Regional Centers.

Each precedent study throughout this document illustrates district use and building types, development form, and streets. These topics are presented both diagrammatically through photo imagery.

The sections covering district use and building types are intended to present the relationship between these two components in different places throughout the region. The application of land use categories within building types often varies based on municipality, economic condition, and community context. However, providing appropriate flexibility to the application of some land uses may assist in creating vibrant, walkable environments.

Development form, in this document, is illustrated using three measures: “intensity”, “street enclosure”, and “grain”. Intensity is measured by floor-area ratio, which is the ratio between the total floor area of a building and the total area of the property on which the building sits. The street enclosure diagram outlines where streets are “enclosed”, or where buildings have formed exterior walls, creating the feeling of an outdoor room. Finally, grain outlines building faces and storefronts to illustrate the frequency of change along the street. Though minor details, these elements can help produce more walkable environments.

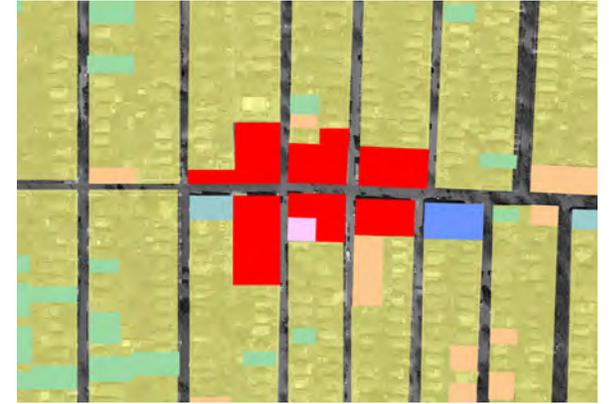
These studies also provide a general analysis of streets in each place, focusing less on functional classifications, paying greater attention to the context of each street and the environment it contributes to. This overview not only describes conditions for automobile movement, but also considers important aspects that make the street design more desirable for bicyclists and pedestrians.



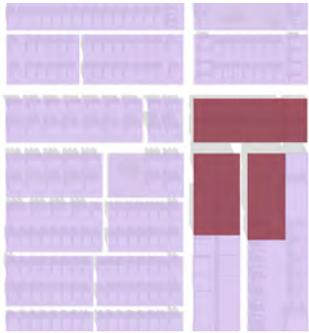
Neighborhood Hubs



Bitting, Wichita, KS



45th/State Line, Kansas City, MO



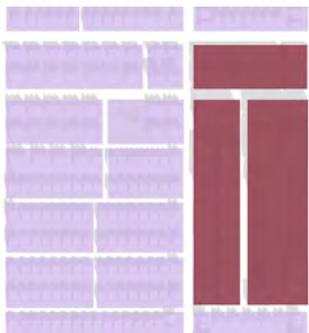
Community Cores



Delano, Wichita, KS



Prairie Village Shops, Prairie Village, KS



Regional Centers



Excelsior/Grand, St. Louis Park, MN



Park Place, Leawood, KS

2.4 PRECEDENT STUDIES  
A. NEIGHBORHOOD HUB



Riverside is a unique residential neighborhood, with a portion of the community landlocked on three sides (to the north, south and west), due to the adjacent Little Arkansas River. Most of the neighborhood contains detached houses, although there are a number of diverse, small-scale, multi-unit residential buildings, such as duplexes, multi-unit houses, row houses, and small apartment buildings. The northeast and southeast corner of W 11th St and Biting St contains neighborhood-scale retail buildings easily accessed by nearby residents, transit riders, or bicyclists. There is limited vehicular connectivity to the small neighborhood hub, and localized brick roads slow traffic through the area.

# DISTRICT USE: BUILDING TYPES BITTING HUB | WICHITA, KS



**Detached House**

Lot: 0.14 acres  
Setbacks: F: 20'; S: 8'; R: 8' - 50'  
Height: 30-35'  
Frontage: Porch, Portico



**Detached House**

Lot: 0.15 acres  
Setbacks: F: 20'; S: 7-13'; R: 0' - 45'  
Height: 30'  
Frontage: Porch



**Walk-Up Apartment**

Lot: 0.16 acres  
Setbacks: F: 10-15'; S: 15'; R: 5' - 15'  
Height: 35'  
Frontage: Awning, Patio



**Duplex**

Lot: 0.14 acres  
Setbacks: F: 10'; S: 0-15'; R: 10'  
Height: 15'  
Frontage: Porch, Portico, Stoop



**Detached House (Commercial)**

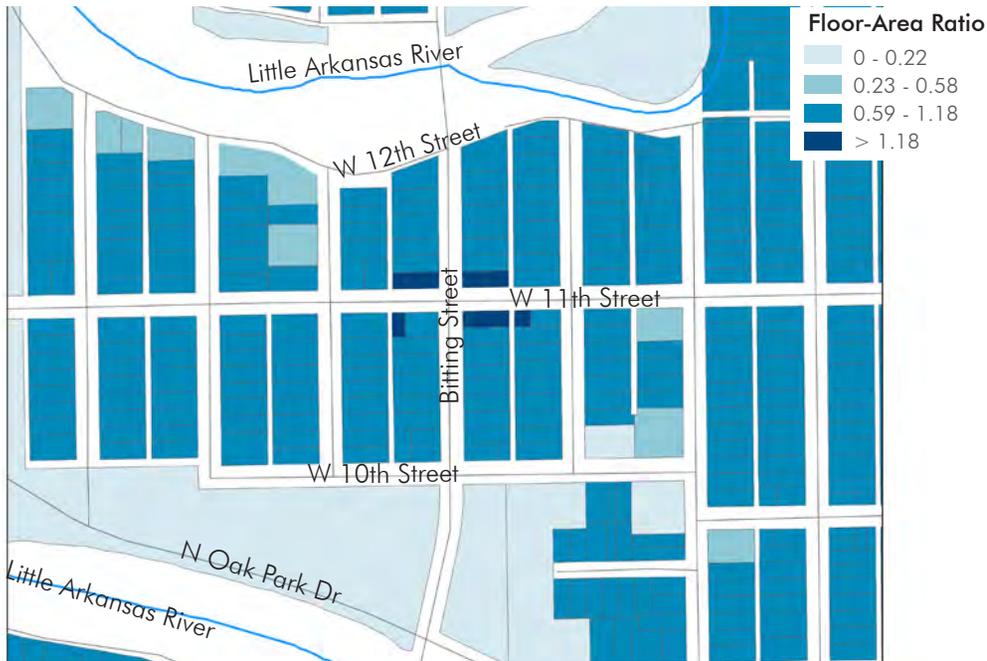
Lot: .1 acres  
Setbacks: F: 10'; S: 8' - 30' ; R: 15'  
Height: 25'  
Frontage: Porch, Portico



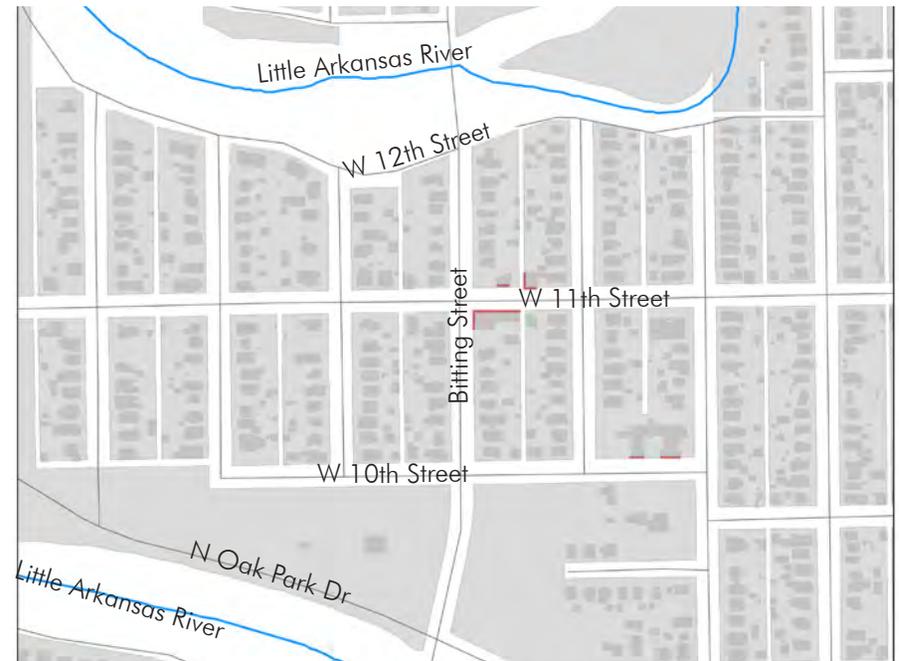
**Small-Scale Commercial**

Lot: 0.3 acres  
Setbacks: F: 0'; S: 0; R: 50-60'  
Height: 12' - 30'  
Frontage: Awning, Transom

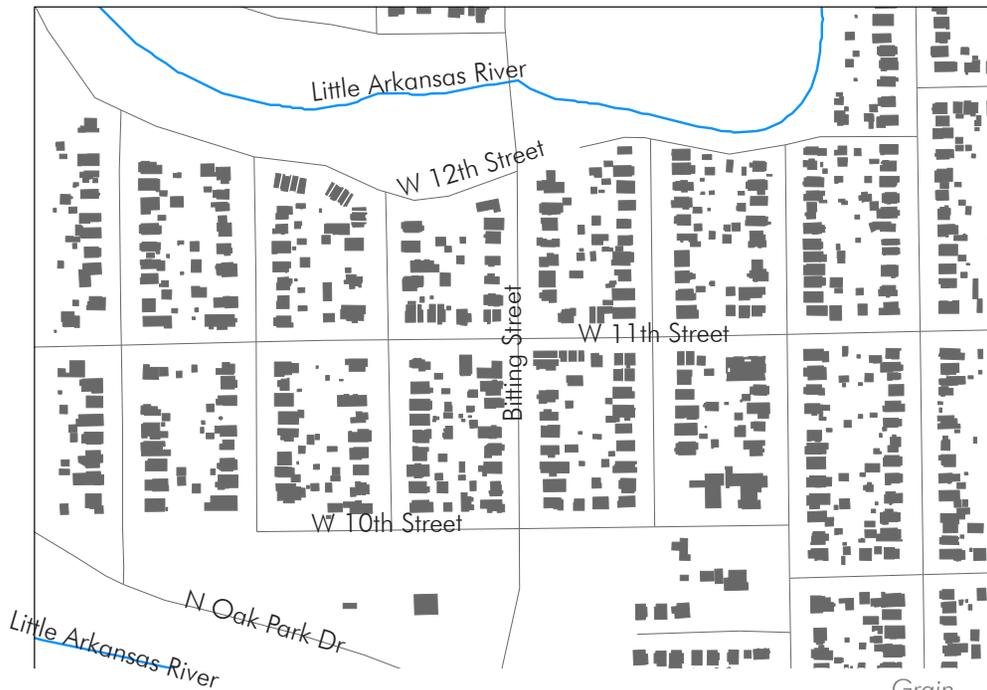
# DEVELOPMENT FORM BITTING STREET | WICHITA, KS



Intensity



Street Enclosure



Grain

## Form

- The development at the intersection of W 11th St and Bitting St presents a small-scale, more intense development pattern which creates street enclosure and varied building facades.
- Beyond the neighborhood commercial hub, street trees encloses the public realm and the development form becomes less intense.



Buildings along W. 11th Street define the most intense grain.



One-story retail shops along W 11th Street create enclosure on one side.



Different building heights and setbacks create a different feeling of enclosure on either side of the street.



Street Trees along Bitting Street create a sense of enclosure, where detached houses are set back.



Limited setbacks and street trees enhance the sense of enclosure.

Enclosure is formed by lining the streets with unbroken building facades. The ratio between building heights and street width can affect people's feeling of the place. Most building frontages in this neighborhood hub have a front yard and do not create a sense of enclosure. Enclosure occurs at the intersection of Bitting Street and W 11th Street, on one corner, where most commercial activity is present. Commercial businesses adjacent to this corner do not create enclosure, and reflect the patterns of the surrounding residential buildings.

# OPEN SPACE BITTING HUB | WICHITA, KS



## Open Space

The neighborhood is surrounded on three sides by the Little Arkansas River which contain two large parks, Oak Park and North Riverside Park. Since this neighborhood is mostly residential, open space is enhanced along sidewalks and in the formal spaces within retail area (patios and plazas that are under 2,000 square-feet).



**Streetscape**  
Public/Private  
206' perimeter  
0.06 acres

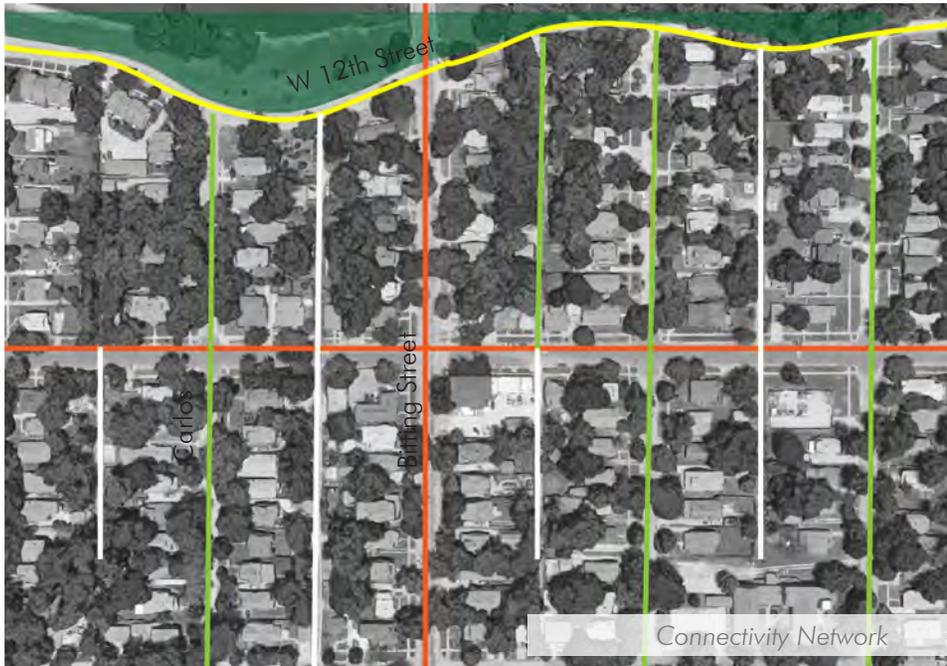


**Streetscape**  
Public/Private  
420' perimeter  
0.25 acres



**Community Park**  
Public

## STREETS BITTING HUB | WICHITA, KS



### PUBLIC REALM EXPERIENCE

#### Pedestrian Connectivity / Accessibility

- » This portion of Riverside is land-locked by the river on three sides. External connectivity to other communities is somewhat limited.
- » Good pedestrian connectivity on internal streets, though most sidewalks are very narrow.
- » Alleys provide pedestrian connectivity through blocks.
- » Throughout the development, typical street widths are wide at pedestrian crossings, risking exposure to vehicles.
- » Typical curb to curb width at pedestrian crossings is 40'.
- » This portion of the neighborhood is landlocked on three sides. There are three external pedestrian, bicycle, or vehicular access points (river crossings) into the neighborhood: two along Bitting Street to the north and south and W 11th Street to the west. 11th Street extends east beyond the neighborhood and is a major east connection.

#### Bicycle Connectivity / Accessibility

- » No bike lanes or bikeways exist inside the neighborhood. There are unmarked bikeways across the river.

#### Automobile Connectivity / Accessibility

- » Internal and external streets provide circulation for automobiles
- » Overall, the street network consists of several primary internal/local streets, and three primary/collector streets

## Functional Classification

- » Surrounding streets are local and emphasize access over mobility.
- » Little space is devoted to parking. Unless residential, most parking is on-street.
- » Collector streets provide external connectivity, though do not feature higher traffic speeds or significant vehicular priority.
  - The block road along W 11th Street helps to slow traffic.
- » Internal streets are 60' (back of sidewalk to back of sidewalk), which includes on-street parallel parking spaces on both sides of the street.
- » External adjacent streets
  - W 12th Street width is approximately 50' back of curb to back of sidewalk). There is an inconsistent sidewalk on one side of the street in some places where newer development has occurred.
  - N Oak Park Drive is approximately 35' (back of sidewalk to back of sidewalk). There is a sidewalk on one side of the street.

## Experience

- » Externally focused development with narrow travel lanes, on-street or back-loaded parking, sidewalks adjacent to businesses and some sidewalks and alleyways connecting through the neighborhood.
- » Well-connected to the adjacent residential area and parks to the north, west and south.
- » Buildings within the development are primarily one-to-two stories, so the commercial development feels like it fits its traditional context.
- » Sidewalks are narrow in most places, though commercial development incorporates landscaping and furnishings.
- » Brick roads slow traffic and enhance the unique character of the area.

COLLECTOR



W 12th features no sidewalks, and runs along a large green space and river.

COLLECTOR



W 11th Street has a walkable environment with sidewalks on both sides of the street, canopy trees, social spaces, and landscaping.

LOCAL

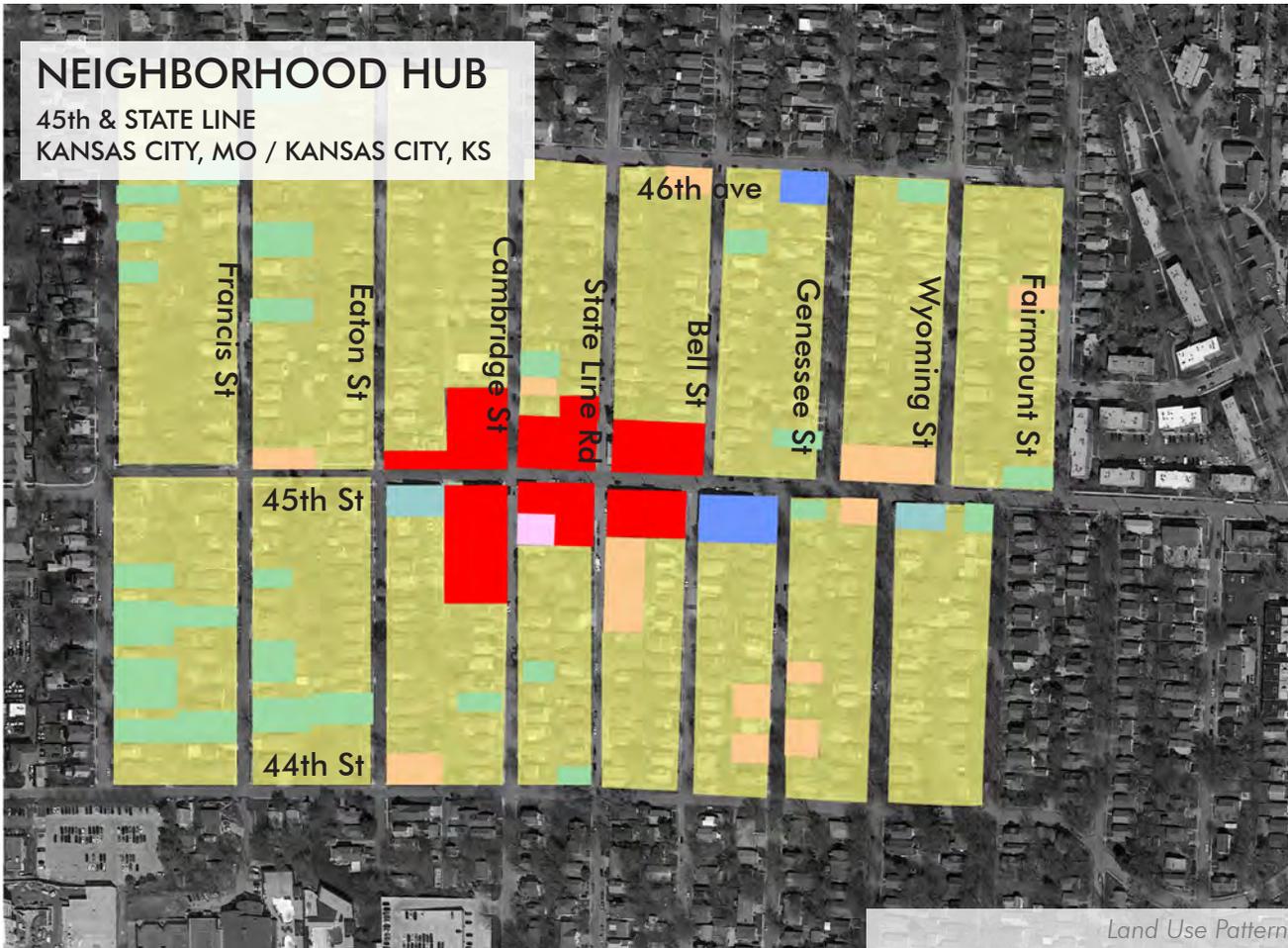


Carlos has a walking environment that includes sidewalks on both sides and a large buffer with street trees.

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# NEIGHBORHOOD HUB

45th & STATE LINE  
KANSAS CITY, MO / KANSAS CITY, KS



Land Use Pattern

The West Plaza and Rosedale neighborhoods overlap the Missouri and Kansas state line. They contain mostly single-family residential homes but include a neighborhood commercial node with some office and civic uses. The neighborhood is known for its front porches and small-scale commercial development. Throughout the neighborhood, sidewalks line both sides of the street. Streets are also narrow and many are lined with established street trees.

**DISTRICT USE: BUILDING TYPES** 45th & STATE LINE | KANSAS CITY, MO / KANSAS CITY, KS



**Detached House**

Lot: 0.11 acres  
 Setbacks: F: 12-18'; S: 10-15'; R: 45'  
 Height: 20'  
 Frontage: Porch, Portico



**Detached House**

Lot: 0.13 acres  
 Setbacks: F: 32'; S: 7-12'; R: 33'  
 Height: 24'  
 Frontage: Porch, Garage



**Duplex**

Lot: 0.13 acres  
 Setbacks: F: 25'; S: 6-9'; R: 22'  
 Height: 30-32'  
 Frontage: Porch, Portico



**Civic**

Lot: 0.32 acres  
 Setbacks: F: 8-10'; S: 4-37'; R: 12'  
 Height: 30'  
 Frontage: Awning



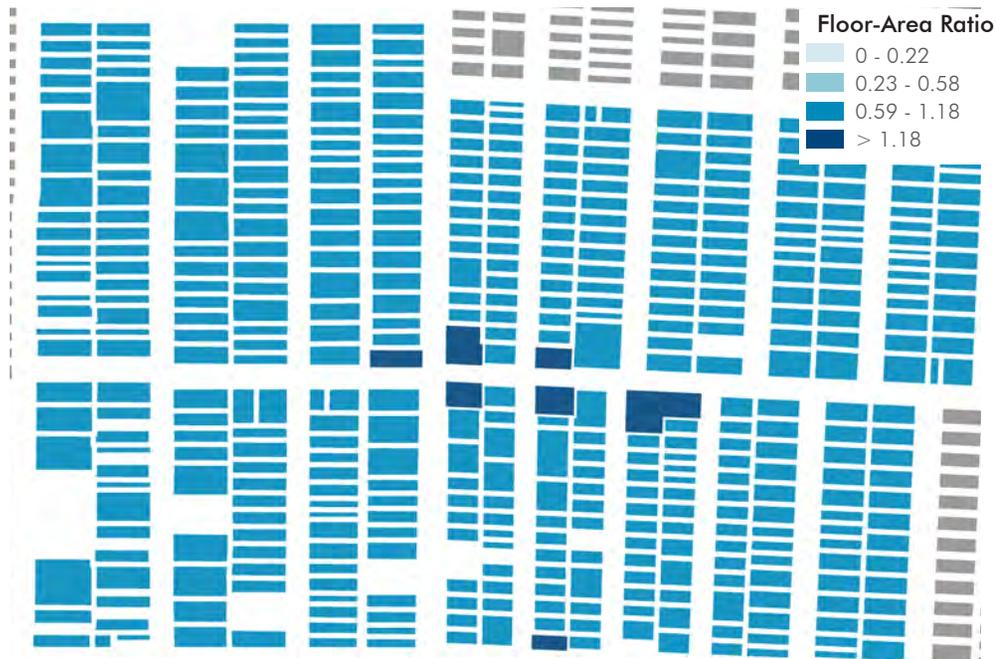
**Detached House (Commercial)**

Lot: .11 acres  
 Setbacks: F: 20'; S: 10'; R: 0'  
 Height: 27'  
 Frontage: Porch, Portico



**Small-Scale Mixed-Use**

Lot: .11 acres  
 Setbacks: F: 0'; S: 0'-3'; R: 0-3'  
 Height: 27'  
 Frontage: Awning, Transom



Intensity



Street Enclosure



Grain

### Form

- The development at the intersection of 45th Street and State Line Road presents a small-scale, more intense development pattern which creates street enclosure. Throughout the node, enclosure is broken up by varied building heights, surface parking lots, and commercial reuse of single-family homes.
- Beyond the commercial neighborhood hub, street trees enclose the public realm and the development form becomes less intense, while buffered sidewalks and increased setbacks open the private realm enclosure.



Two-story buildings, zero setbacks and narrow streets create a greater sense of enclosure at the intersection of 45th Street and State Line Road.



Mature street trees and buffered sidewalks along Fairmount create a different sense of enclosure for both automobiles and pedestrians.



Increased heights along with increased setbacks along 45th Street changes the feeling of enclosure from the area around State Line Rd.



Open lots and a lack of street trees opens up the feeling of enclosure along Cambridge Street.



Surface parking and greater setbacks along 45th Street at Bell Street break up the high sense of enclosure across the street.

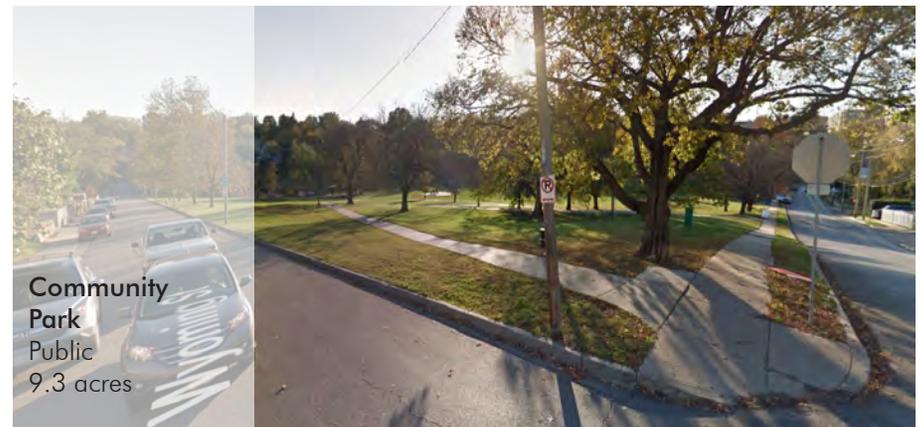
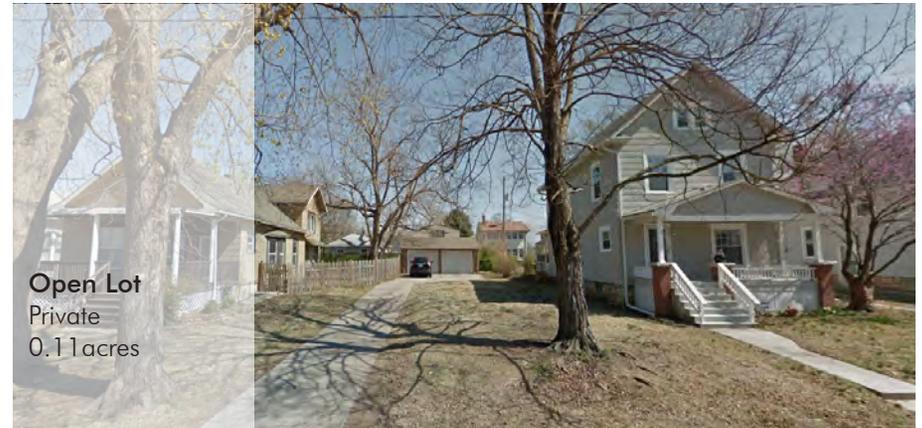
Enclosure is formed by lining the streets with unbroken building facades. The ratio between building heights and street width can affect people's feeling of the place. The greatest level of enclosure occurs at the intersection of 45th Street and State Line Road where most neighborhood commercial activity is present. Commercial businesses within the adjacent one to three blocks along 45th street break up the sense of enclosure. Surrounding residential neighborhoods even further break up the feeling of enclosure with setbacks. These streets vary in level of enclosure created by the presence of street trees, which create a sense of enclosure form directly above.

## OPEN SPACE 45th & STATE LINE | KANSAS CITY, MO / KANSAS CITY, KS



### Open Space

Throughout the neighborhood, the majority of the open space is comprised of open or vacant lots. There are no neighborhood parks in the immediate area, but the neighborhood is served by a large community park four blocks down State Line Road. The sporadic open lots, especially on the Kansas side of the neighborhood, break up the sense of enclosure and disrupt the grain.



## STREETS 45th & STATE LINE | KANSAS CITY, MO / KANSAS CITY, KS



### PUBLIC REALM EXPERIENCE

#### Pedestrian Connectivity / Legibility

- » The neighborhood has good pedestrian connectivity with sidewalks on both sides of all streets.
- » Though sidewalks are narrow, most residential streets have sidewalk buffers making them feel wider and safer.
- » Sidewalks are generally wider along the commercial areas but generally do not incorporate a buffer.
- » Throughout the neighborhood, streets are narrow which creates a calming of the traffic.
- » On street parking in the area further encloses the streets and calms traffic.

#### Bicycle Connectivity / Legibility

- » No dedicated bike lanes or bikeways exist inside the neighborhood, however, Fairmount street serves as signed bikeway route.

#### Automobile Connectivity / Legibility

- » Internal and external streets provide circulation for automobiles
- » Overall, the street network consists of several local streets and one primary collector street.

## Functional Classification

- » Mobility is enhanced through pedestrian and automobile use but not cycling.
- » There is a moderate amount of parking. Unless residential, most parking is on-street.
- » The collector street provides external connectivity, though does not feature higher traffic speeds or significant vehicular priority.
- » From curb to curb, State Line Road is 30" wide.
- » From curb to curb, Fairmount Street is 27' wide and includes on-street parking.

## Experience

- » Externally focused development with narrow travel lanes and on-street, front or back-loaded parking and sidewalks adjacent to businesses.
- » Well-connected to the adjacent residential area and one community park several blocks to the south.
- » Buildings within the development are primarily one to two stories, so the commercial development feels like it fits its traditional context.
- » Sidewalks are narrow in most places and are in need of street trees and/or plantings through the commercial development, though they do incorporate some buffers and narrow auto lanes.
- » Mature street trees and buffered sidewalks really enhance the pedestrian and automobile experience.

COLLECTOR



State Line Road features sidewalks on both sides of the road as well as narrow crossings.

LOCAL ACTIVITY



Even though wider sidewalks exist along both sides 45th Street, the pedestrian experience could be enhanced with plantings and/or street trees.

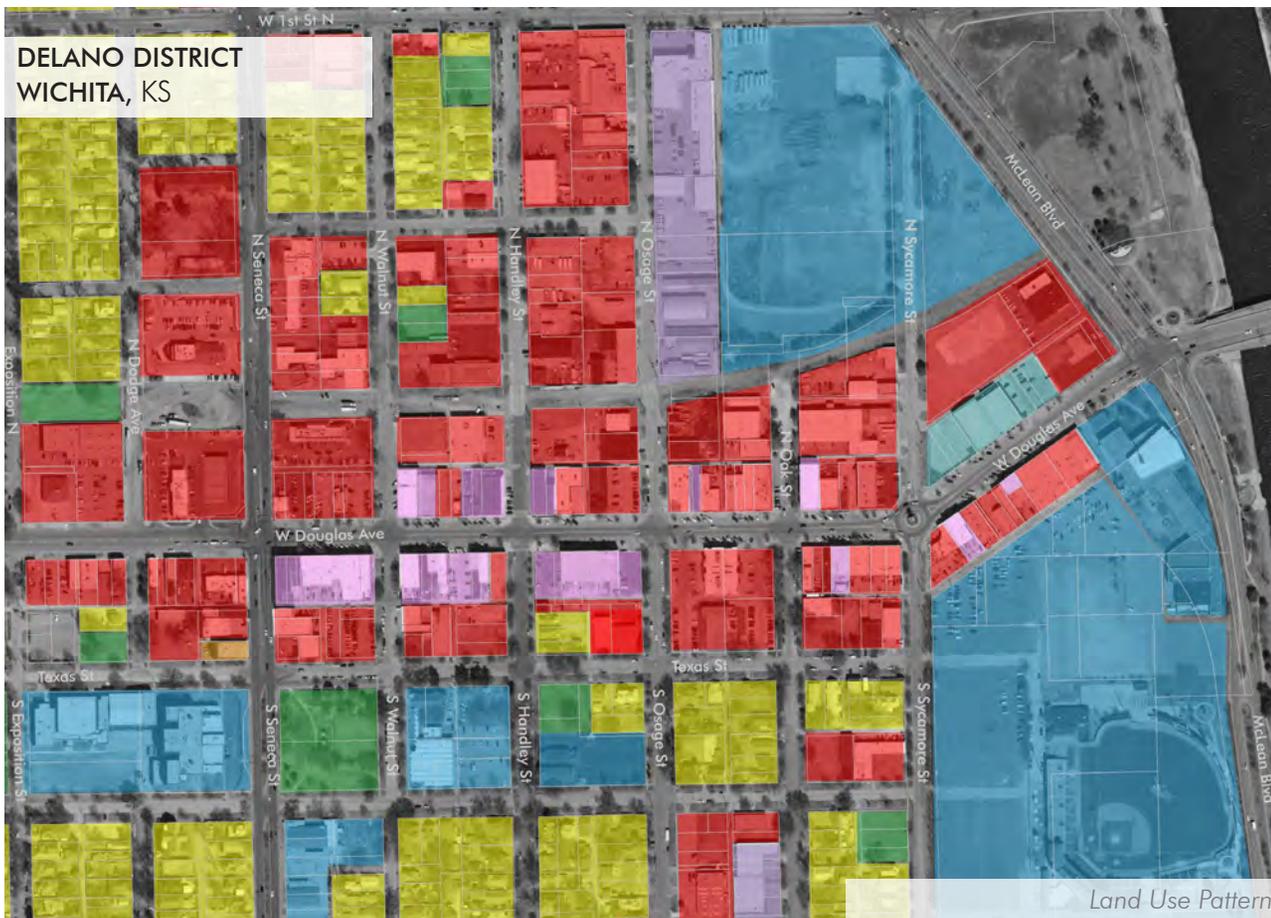
LOCAL RESIDENTIAL



Buffered sidewalks, narrow streets, mature street trees and on-street parking enclose the street and enhance the pedestrian experience.

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2.4 PRECEDENT STUDIES  
B. COMMUNITY CORE



	<b>Detached House</b> 9.78 total acres
	<b>Multi-Unit Residential</b> 0.15 total acres
	<b>Commercial</b> 35.26 total acres
	<b>Civic</b> 38.41 total acres
	<b>Office</b> 1.13 total acres
	<b>Open Space</b> 2.72 total acres
	<b>Mixed-use (Retail / Office)</b> 3.71 total acres
	<b>Industrial</b> 3.43 total acres

Delano district integrates a diverse mixed of retail and office along W. Douglas Avenue. The major uses in this area are commercial and mixed-use. The Delano district has well established community institutions such as the former Lawrence-Dumont Stadium and a new Advanced Learning Library in the north. Public investments in the roads, streetscapes and amenities support uses and connectivity in the district.



Mixed-use development along W Douglas Ave.



Diversity mixed of retail uses.

# DISTRICT USE: BUILDING TYPES DELANO DISTRICT | WICHITA, KS



**Detached House**

Lot: 0.14 acres  
 Setbacks: F: 20'; S: 8'; R: 8' - 50'  
 Height: 22' - 30'  
 Frontage: Porch, Stoop, Portico



**Small-Scale Commercial**

Lot: 0.15 acres  
 Setbacks: F: 0'; S: 0'; R: 0' - 35'  
 Height: 11' - 22'  
 Frontage: Awing, Transom



**Small-Scale Mixed-use**

Lot: 0.16 acres  
 Setbacks: F: 0'; S: 0'; R: 0' - 35'  
 Height: 35'  
 Frontage: Awing, Transom



**Small-Scale Commercial (Office)**

Lot: 0.45 acres  
 Setbacks: F: 0'; S: 0'; R: 0'  
 Height: 35'  
 Frontage: Awing, Transom



**Civic**

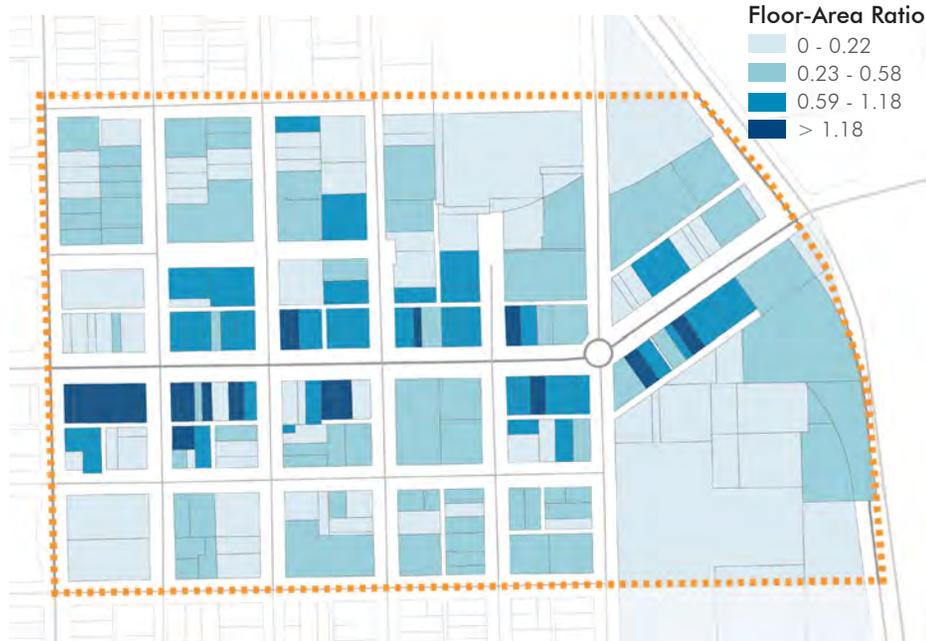
Lot: 1 acres  
 Setbacks: F: 10'; S: 8' - 60' ; R: 150'  
 Height: 35'  
 Frontage: Transom



**Industrial**

Lot: 0.64 acres  
 Setbacks: F: 20'; S: 10' - 30' ; R: 10'  
 Height: 20' - 35'  
 Frontage: Transom

# DEVELOPMENT FORM DELANO DISTRICT | WICHITA, KS



Intensity



Street Enclosure



Grain

## Form

- The development along W. Douglas Avenue presents a small-scale, more-intense development pattern and small buildings, which create street enclosure and varied building facades.
- Besides the W Douglas Avenue, the street enclosure is missing, as many lots are vacant or are used for surface parking.



Buildings along W. Douglas Avenue define the street enclosure



Street trees are used to provide similar sense of enclosure



Different building heights creates a different feeling of enclosure



Automobile-oriented pattern that lacks street enclosure

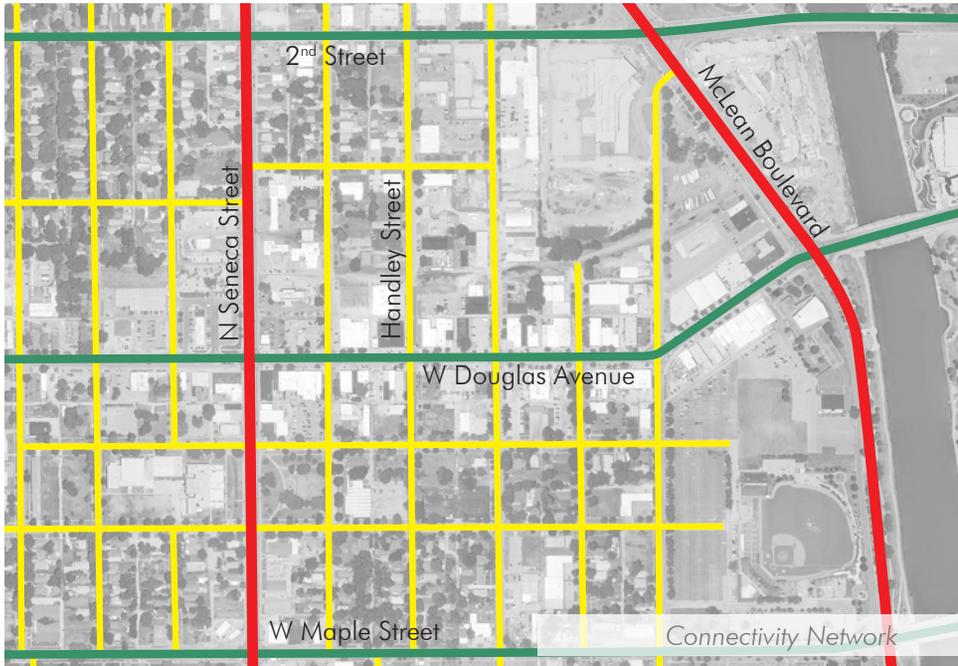


Different street types change the sense of enclosure

Enclosure is formed by lining the streets with unbroken building facades. The ratio between building height and width can affect people's feeling of the place. W. Douglas Avenue creates a relatively good street enclosure compared with other parts of the district and provides a better environment for the pedestrian.



# STREETS DELANO DISTRICT | WICHITA, KS



## PUBLIC REALM EXPERIENCE

### Pedestrian Connectivity / Accessibility

- » Most of the streets in the district have sidewalks on both sides of the road
- » Connected sidewalks are lacking in the industrial areas located north of Douglas Ave
- » Residential street blocks are short, enhancing walkability in neighborhood

### Bicycle Connectivity / Accessibility

- » There are very few bicycle facilities on streets in the Delano neighborhood
- » Shared-use trails exist along the west side of the Arkansas River
- » Two bike share stations are located along Douglas Avenue near the Delano Clock Tower and one bike share station is located along McLean Blvd near the Keeper of the Plains

### Automobile Connectivity / Accessibility

- » Good connectivity for cars in the Delano district
- » The street network consists primarily of neighborhood residential streets, with some primary/arterial streets.
- » The free Q Line Trolley has stops along Douglas Ave and connects Delano to Downtown and Old Town

## Functional Classification

- » Neighborhood residential streets are local and emphasize access over mobility.
- » Neighborhood residential streets are typically 58' in width (back of sidewalk to back of sidewalk)
- » Arterial streets (N Seneca St) are about 75' in width (back of sidewalk to back of sidewalk) and N Seneca St has 19,495 average daily traffic
- » Arterial streets prioritize vehicle traffic throughout and have higher vehicle speeds

## Experience

- » A mixed commercial and residential neighborhood on the west bank of the Arkansas River that includes many different businesses
- » Douglas Ave between Seneca St and the Arkansas River includes engaging storefronts, benches, pedestrian-scale lighting, mature trees, and curb extensions to provide a comfortable experience for people walking

ARTERIAL



McLean Boulevard includes sidewalks with a generous buffer space, canopy trees, and a landscaped median.

COLLECTOR



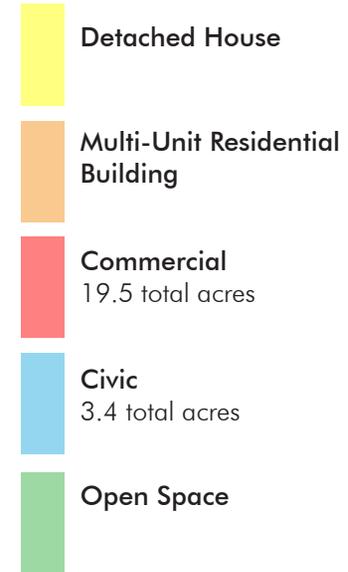
West Douglas Street streetscape features trees, street lamps, benches, bicycle racks, and wide sidewalks.

LOCAL



Handley Street includes sidewalks with a generous buffer space, canopy trees, and a landscaped median.

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Pedestrian-friendly street with small-scale retail.



A mix of neighborhood serving retail and restaurant uses.

The shopping district is compact (only 20 acres) and serves a larger neighborhood area. A network of internal streets and public spaces provides a mix of neighborhood-serving retail and restaurant uses in a “park-once” and pedestrian-scale format. Limited larger-scale anchor tenants (department store and small-format grocery store) are well integrated and key to this center.

## DISTRICT USE: BUILDING TYPES PRAIRIE VILLAGE SHOPS | PRAIRIE VILLAGE, KS



**Detached House**

Lot: 0.24 acres  
Setbacks: F: 30'; S: 18'; R: 83' - 104'  
Height: 22' - 35'  
Frontage: Porch, Stoop, Portico



**Small-Scale Commercial**

Lot: 3.06 acres  
Height: 24' - 30'  
Frontage: Awning, Transom



**Big Box**

Lot: 14.3 acres  
Height: 35'  
Frontage: Transom



**Civic**

Lot: 2.1 acres  
Setbacks: F: 93'; S: 53' - 120'; R: 75'  
Height: 25'  
Frontage: Transom

# DEVELOPMENT FORM PRAIRIE VILLAGE SHOPS | PRAIRIE VILLAGE, KS



Intensity



Street Enclosure



Grain

## Form

- The internal street network helps to create a small-scale development pattern, especially along W. 69th Terrace that presents walkable, neighborhood-scale retail uses and creates street enclosure and has varied building facades.
- Aside from W. 69th Terrace, the street enclosure is missing, as many lots are used for surface parking.



Buildings along the internal street define the street enclosure



Different building uses creates a different sense of enclosure



Automobile-oriented versus pedestrian-oriented



Automobile-oriented pattern that lacks street enclosure

The internal street network provides good street enclosure and a pedestrian-friendly environment. However, the southern shopping area with its large building footprint is more car-oriented and lacks street enclosure.

# OPEN SPACE PRAIRIE VILLAGE SHOPS | PRAIRIE VILLAGE, KS



## Open Space

Some formal spaces exist within the retail area (courtyards, patios and plazas that are under 0.25 acres). A private golf course is located close to the eastern edge of the development. Additionally, a public trail follows the drainage way and Tomahawk Road.



**Pocket Park**  
Public  
206' perimeter  
0.06 acres



**Indian Hills Country Club**  
Public  
420' perimeter  
0.25 acres



**Green Buffer**  
Public

## STREETS PRAIRIE VILLAGE SHOPS | PRAIRIE VILLAGE, KS



Principal Streets

Minor Streets

### PUBLIC REALM EXPERIENCE

#### Pedestrian Connectivity / Accessibility

- » Good pedestrian connectivity on internal streets, though some parking lots lack dedicated sidewalks which requires pedestrians to walk in motor vehicle lanes
- » Throughout the development, typical street widths are narrow at pedestrian crossings, limiting exposure to vehicles
- » Typical curb-to-curb width at pedestrian crossings is 20' and material and color changes make the crossings highly visible
- » Within this development, it is generally difficult to determine where pedestrians should walk to access businesses, as there is a lack of street hierarchy and much of the internal part of the development is devoted to parking and lacks space that is clearly dedicated to pedestrians
- » Four external pedestrian access points exist at the intersection of Mission Road and West 71<sup>st</sup> Street, Mission Road and Tomahawk Road, a mid-block crossing on Tomahawk just south of Oxford Road, and mid-block crossing on West 71<sup>st</sup> Street between Village Drive and Buena Vista Street

#### Bicycle Connectivity / Accessibility

- » No bike lanes or bikeways exist on internal or external streets adjacent to the Prairie Village Shops

#### Automobile Connectivity / Accessibility

- » Internal and external streets provide circulation for automobiles
- » Overall, the street network consists of two primary internal/local streets, and three primary/arterial streets

## Functional Classification

- » Prairie Village Shops' interior streets are local and emphasize access over mobility
- » Significant space is devoted to parking
- » External streets are arterial roadways, prioritizing vehicle throughput and higher vehicle speeds.
  - Mission Road has 9,270 average daily traffic and one to two lanes in each direction.
- » Internal streets are 70' (back of sidewalk to back of sidewalk), which includes angled parking spaces on both sides of the street
- » External adjacent streets
  - Mission Road is approximately 50' wide (back curb to back of sidewalk). There is a sidewalk on the south/west side of the street, but not on the north/east
  - Tomahawk Rd is approximately 52' (back of sidewalk to back of sidewalk). Sidewalks are consistent on west side, but are intermittent on east side

## Experience

- » Internally focused development with well-sized travel lanes, ample parking, sidewalks adjacent to businesses and some sidewalks connecting through the development
- » Lacks a connection to the adjacent residential area and development to the south
- » Buildings within the development are primarily one story, so the development feels like it fits its suburban context.
- » Sidewalks are generous and incorporate landscaping and furnishings
- » Bump outs at key intersections
- » Pedestrians are accommodated in the sidewalks adjacent to buildings and there are a few crosswalks that provide opportunities for pedestrians to cross more major streets within the development to access other destinations.

ARTERIAL



Mission Road features wide sidewalks, buffer space, benches, and green space.

ARTERIAL



Tomahawk Road has a walkable environment with sidewalks of both sides of the street, canopy trees, and marked pedestrian crossings.

LOCAL

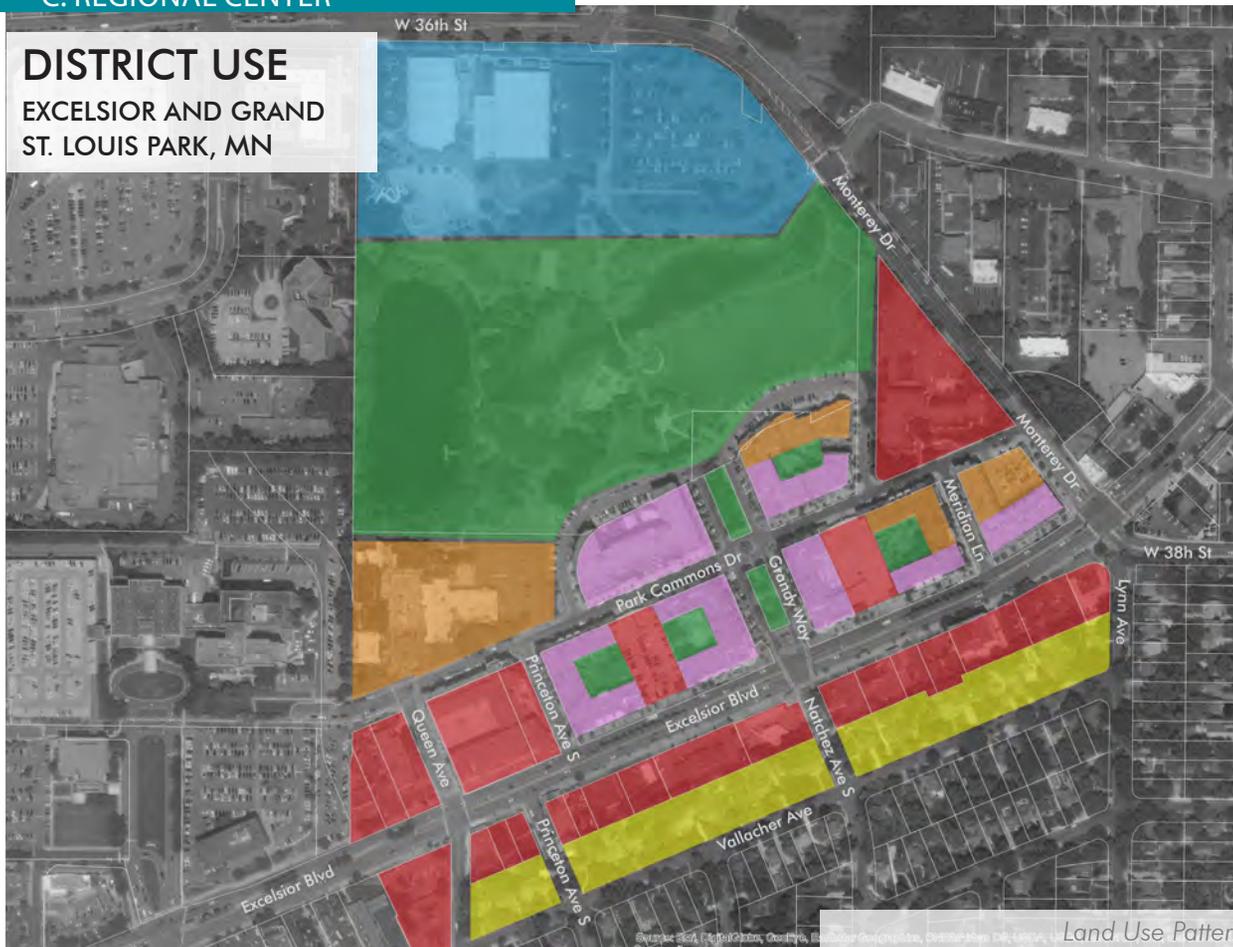


W 69<sup>th</sup> Terrace has an enhanced walking environment that includes sidewalks, marked crossings, curb extensions, trees, water fountains, and landscaping.

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2.4 PRECEDENT STUDIES  
C. REGIONAL CENTER

**DISTRICT USE**  
EXCELSIOR AND GRAND  
ST. LOUIS PARK, MN



	<b>Detached House</b> 5.11 total acres
	<b>Multi-Unit Residential Building</b> 5.49 total acres
	<b>Commercial</b> 12.54 total acres
	<b>Civic</b> 11.35 total acres
	<b>Open Space</b> 7.6 total acres
	<b>Mixed-use (Retail / Office / Residential)</b> 4.01 total acres



Mixed-use development along Ash Street.



Vibrant street life

Seeking to create a town center, the City of St. Louis Park, Minnesota entered into a public/private partnership to develop Excelsior and Grand, a \$150 million mixed-use project on 16 acres that contains apartments, condominiums, retail space, and a town green that links to an existing city park. The development provides the city of St. Louis Park, a first-ring suburb west of Minneapolis, with a pedestrian-friendly downtown. The project is located at Excelsior Boulevard and Grand Way.

# DISTRICT USE: BUILDING TYPES EXCELSIOR AND GRAND | ST. LOUIS PARK, MN



**Detached House**

Lot: 0.14 acres  
 Setbacks: F: 29'; S: 10'; R: 50'  
 Height: 22' - 35'  
 Frontage: Porch, Portico, Stoop



**Mid-Rise Apartment**

Lot: 1.44 acres  
 Setbacks: F: 4'; S: 4'; R: 4'  
 Height: 48'  
 Frontage: Transom



**Small-Scale Commercial**

Lot: 0.25 acres  
 Setbacks: F: 15'; S: 0'; R: 24'  
 Height: 15'  
 Frontage: Awing, Transom



**Medium-Scale Mixed-Use (Office)**

Lot: 0.53 acres  
 Setbacks: F: 20'; S: 65'; R: 11'  
 Height: 50'  
 Frontage: Transom



**Medium-Scale Mixed-Use**

Lot: 0.80 acres  
 Setbacks: F: 0'; S: 0'; R: 0'  
 Height: 48'  
 Frontage: Awing, Transom



**Civic**

Lot: 11.35 acres  
 Height: 45'  
 Frontage: Transom

# DEVELOPMENT FORM EXCELSIOR AND GRAND | ST. LOUIS PARK, MN



Intensity



Street Enclosure



Grain

## Form

- Excelsior and Grand provides a mixed-use and pedestrian-friendly district with good street enclosure and storefront retail.
- On the south end of Excelsior Blvd, street enclosure is missing due to surface parking and vacant lots.



Mixed-use buildings along Grand Way define the street enclosure



Street enclosure along Excelsior Blvd is hard to perceive, as one side of the street has full enclosure and one does not.



Different street types create different feelings of street enclosure



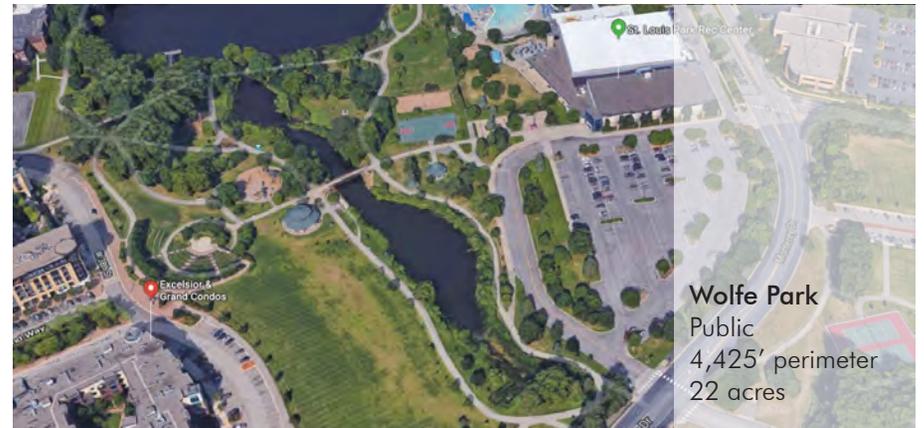
Monterey Drive on the edge of Excelsior and Grand, with varied enclosure.

# DEVELOPMENT FORM EXCELSIOR AND GRAND | ST. PARK, MN

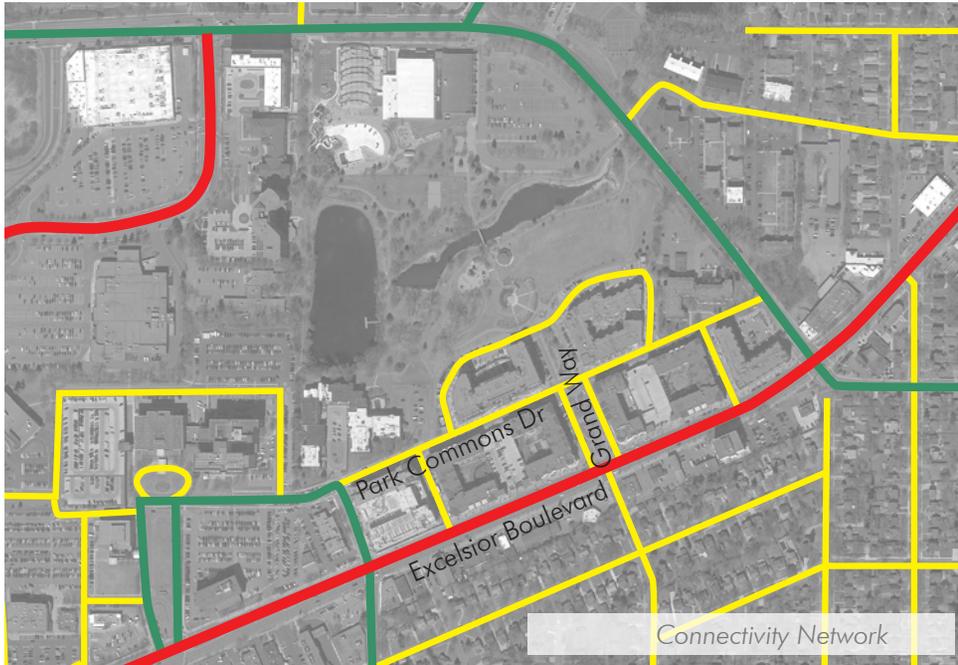


## Open Space

Wolfe Park is a large open space (22 acres) north of the Excelsior and Grand development. The park features an amphitheater that holds year-round events, a playground, walking trail, fishing pond, picnic shelters, and sports courts. Grand Way is the main entry into the Excelsior and Grand development via Excelsior Boulevard, and features 0.4 acres of open space lined with plazas, landscaping, benches, and public art.



## STREETS EXCELSIOR AND GRAND | ST. LOUIS PARK, MN



Principal Streets

Minor Streets

### PUBLIC REALM EXPERIENCE

#### Pedestrian Connectivity / Accessibility

- » The area features very good pedestrian connectivity, wide sidewalks, and ample outdoor, patio seating areas
- » Internal streets have curb extensions to shorten pedestrian crossing distances
- » There are several shared-use trails in Wolfe Park north of the Excelsior and Grand development

#### Bicycle Connectivity / Accessibility

- » There are several shared-use trails in Wolfe Park north of the Excelsior and Grand development
- » There are no bicycle facilities on the streets surrounding the Excelsior and Grand development

#### Automobile Connectivity / Accessibility

- » Excelsior Boulevard is a major commercial arterial street that runs east/west through St. Louis Park, connecting Minneapolis with suburbs to the west
- » Internal streets (Grand Way, Park Commons Drive) provide auto access and on-street angled or parallel parking on both sides of the street

## Functional Classification

- » Internal streets (Grand Way, Park Commons Drive) emphasize access over vehicle speed or volume
- » Internal retail streets are 55-60' typical (back of sidewalk to back of sidewalk)
- » External streets (Excelsior Blvd) are arterial roadways, prioritizing vehicle throughput and higher vehicle speeds. Excelsior Blvd has 20,500 average daily traffic.
- » Excelsior Boulevard is approximately 110' wide (back of sidewalk to back of sidewalk)

## Experience

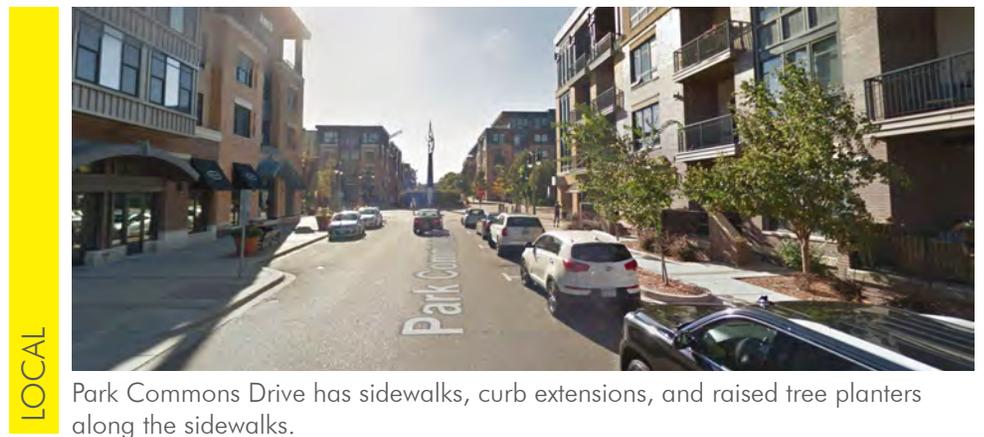
- » The Excelsior and Grand development offers visitors a quaint and memorable "downtown" experience, with a variety of shops, restaurants, and activities
- » The entrance to the development on Grand Way features an inviting boulevard that is lined with green space, trees, benches, bike racks, pedestrian scale lighting, walkways, a water fountain and statue, and other landscaping



Excelsior Boulevard is a wide arterial street with sidewalks, pedestrian scale lighting, some street trees, and a landscaped median on some portions of the street.



Grand Way has an inviting pedestrian environment with generous sidewalks, street trees, angled parking, curb extensions, and a large landscaped open space.

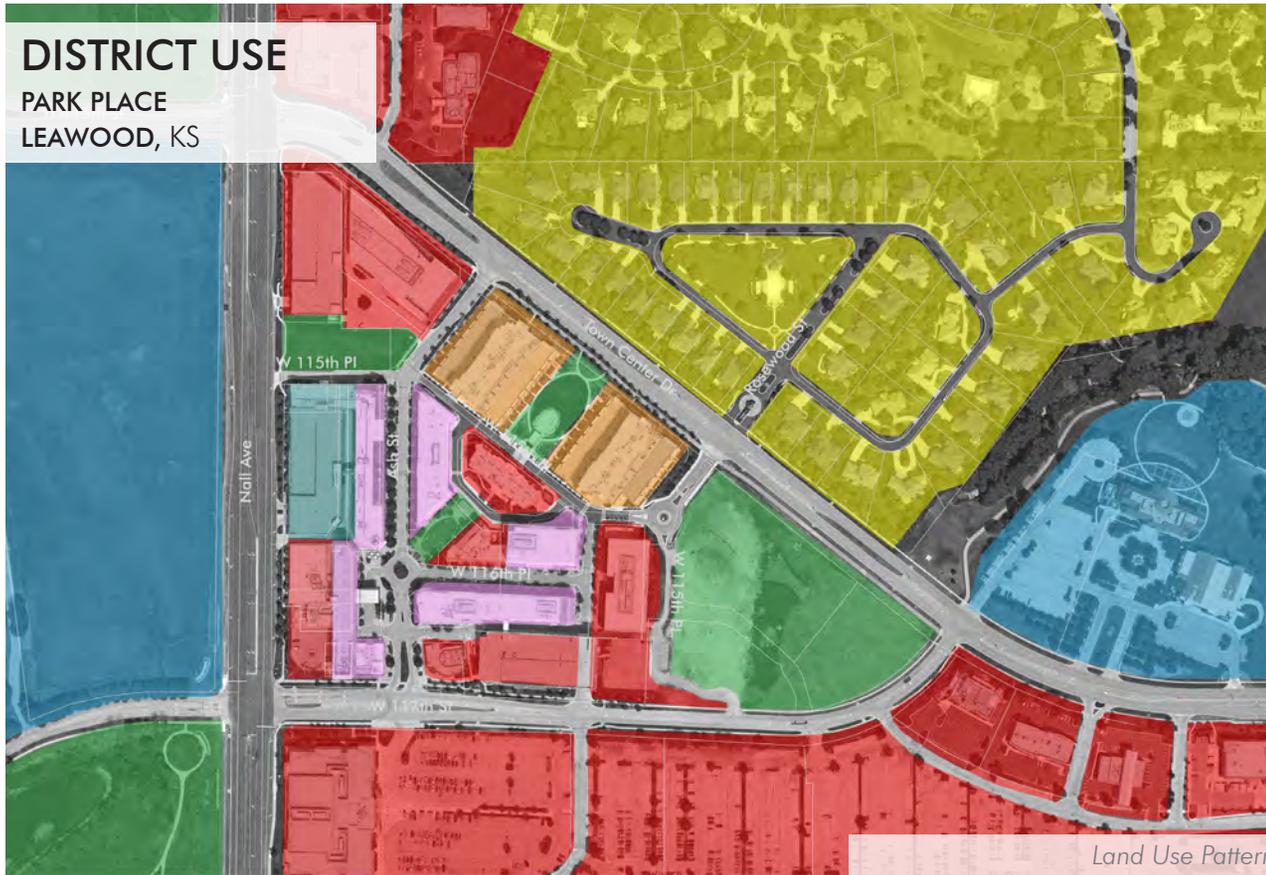


Park Commons Drive has sidewalks, curb extensions, and raised tree planters along the sidewalks.

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# DISTRICT USE

PARK PLACE  
LEAWOOD, KS



- Detached House**
- Multi-Unit Residential**  
2.76 total acres
- Commercial**  
6.83 total acres
- Civic**
- Office**  
1.95 total acres
- Open Space**  
7.6 total acres
- Mixed-use (Retail / Office)**  
2.79 total acres



Mixed-use development along Ash Street.



Vibrant street life

The Park Place development offers retail, dining, office and residential opportunities. There is a community green space in the middle of the development, which features year-round activities and community gatherings.

# DISTRICT USE: BUILDING TYPES PARK PLACE | LEAWOOD, KS



**Detached House**

Lot: 0.29 acres  
Setbacks: F: 50'; S: 13'; R: 41'  
Height: 22'  
Frontage: Porch, Portico



**Apartments**

Lot: 1.41 acres  
Setbacks: F: 20'; S: 21'; R: 58'  
Height: 60'  
Frontage: Stoop, Transom



**Small Commercial**

Lot: 0.3 acres  
Setbacks: F: 15'; S: 13'; R: 11'  
Height: 22'  
Frontage: Awning, Transom



**Large Commercial**

Lot: 1.2 acres  
Setbacks: F: 20'; S: 13'; R: 8'  
Height: 50'  
Frontage: Transom



**Mixed-use**

Lot: 0.58 acres  
Setbacks: F: 0'; S: 12'; R: 7'  
Height: 25' - 30'  
Frontage: Awning, Transom



**Office**

Lot: 0.15 acres  
Setbacks: F: 8'; S: 0'; R: 0'  
Height: 40'  
Frontage: Transom





Apartments and commercial building along Ash Street define the street enclosure



Different building heights change the sense of enclosure



Different uses creates a different feeling of street enclosure



Automobile-oriented pattern that lacks street enclosure

The internal street networks create good street enclosure within Park Place, especially the mixed use development along the Ash Street and W. 116th Street. The arterial road surrounding Park Place lacks street enclosure.

# DEVELOPMENT FORM PARK PLACE | LEAWOOD, KS

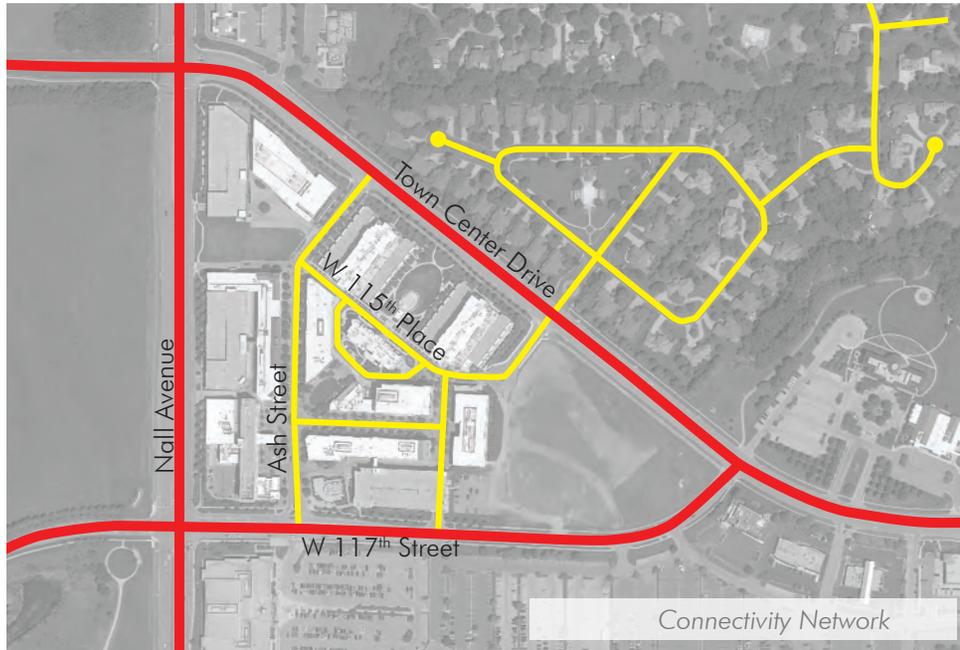


## Open Space

Two significant green spaces within development: Barkley Square and residential common space between two multi-family residential complexes that is exclusive to residents. They are easily accessed by sidewalks and adjacent parking.



## STREETS PARK PLACE | LEAWOOD, KS



### PUBLIC REALM EXPERIENCE

#### Pedestrian Connectivity / Accessibility

- » Good pedestrian connectivity on internal streets.
- » Good legibility because of street hierarchy and how streets are treated.
  - Main retail streets of Ash Street, Rosewood Street, and West 116<sup>th</sup> Place include generous sidewalk widths, dense landscaping, furnishings, outdoor café space, retail and restaurateurs support walking by locating café space and signage outside of the pedestrian zone.
  - West 116<sup>th</sup> Street and West 115<sup>th</sup> Place are more residential in nature and incorporate sidewalks and smaller areas for landscaping.
  - Throughout the development, typical street widths limit pedestrian exposure to vehicles. Typical curb-to-curb width at pedestrian crossings is 20' to 24' and material and color changes make the crossings highly visible.

- » On external streets, few high visibility crossings and the number of travel lanes a pedestrian needs to cross creates a significant barrier to walk to the site, including:
  - To cross Nall Avenue at the West 117<sup>th</sup> Street intersection, a pedestrian would have to walk 123' feet to cross the street
  - To cross West 117<sup>th</sup> Street at that same intersection, a pedestrian would have to walk 98' to cross the street.
  - Along Town Center Drive, there are sidewalks on both sides of the street, but no marked crosswalks at the key entrances to the development, Ash Street and Rosewood Street. Pedestrians would have to walk a 100' to cross the street at an unmarked condition to get into the development at these locations.

#### Bicycle Connectivity / Accessibility

- » No bike lanes or bikeways exist on internal or external streets adjacent to Park Place.
- » Existing internal streets are low stress for bicyclists given low travel speeds, though no specific provisions such as bike lanes or bike parking exist within the development.

## Automobile Connectivity / Legibility

- » Internal and external streets provide good connectivity for automobiles
- » The external roads have two to three lanes in each direction as well as turn lanes into the development. Average daily traffic volumes on Nall Avenue are 31,900 and estimated daily traffic volumes on Town Center Drive are 12,000
- » Some external roads may be overbuilt and provide more than enough space for existing (and likely future) ADT.
- » Overall, the street network is relatively legible, though general wayfinding is lacking and people entering from Town Center Drive do not approach the development from the main, welcoming entrance. Finding the way to the retail streets may be confusing.

## Functional Classification

- » Park Place internal streets are local and emphasize access over mobility
  - Internal on main retail streets 80' typical (Ash, Rosewood, West 116<sup>th</sup> Place), 40' typical on 115<sup>th</sup> Place
- » External streets are arterial roadways, prioritizing vehicle throughput and higher vehicle speeds
  - Nall Avenue: 142' at intersection with Town Center Drive, 150' typical
  - West 117<sup>th</sup> Street: 108' at development entries, 62' typical
  - Town Center Drive: 117' at intersection with Nall Avenue, 102' typical

## Experience

- » Internally focused development that provides a comfortable pedestrian and automobile experience with well-sized travel lanes, on street parking, a parking garage, and generous, well-connected sidewalks.
- » Lacks a connection to the adjacent residential area and development to the south.

ARTERIAL



Nall Avenue is a very wide arterial street with sidewalks on both sides, very wide buffer space, trees, and landscaping.

ARTERIAL



Town Center Drive includes sidewalks, generous buffer space, street trees, and landscaping.

LOCAL



W 115<sup>th</sup> Place includes sidewalks with buffer space, bioswale, street trees, pedestrian scale lighting, and marked crossings.

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**WICHITA:** PLACES FOR  
**PEOPLE**  
OCTOBER 2018

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## ACKNOWLEDGEMENTS

### URBAN INFILL ADVISORY COMMITTEE

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Bryan Frye, Vice-Mayor and City Council Representative – District V  
Cindy Claycomb, City Council Representative – District VI  
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Brandon Findley, Community Services Representative

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David George  
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## WICHITA PUBLIC INVESTMENT STRATEGY

### PLACES FOR PEOPLE

Wichita is a city in the midst of significant growth and change. In some instances, this growth has been concentrated in the region's inner core, the Established Central Area (or ECA), while in other instances, it has occurred at the edge of the city and has produced neighborhoods accessible only by automobile travel. Recent planning efforts have found strong resident support for creating more places within Wichita where residents can walk, bicycle, or use mass transit on a daily basis. While walking and bicycling conditions are heavily impacted by private development considerations, the City has the power to improve the walking and bicycling environment by changing existing street design to better accommodate all users. Multimodal street improvements should be focused in neighborhoods that either have existing or future attributes that support walking and bicycling.

To determine where such investments should occur, individuals from the community worked in tandem with City staff and the consultant project team on the Wichita Walkable Development Plan. This plan analyzed the population characteristics, housing diversity, market position, and development conditions in Wichita's neighborhoods and subdivided the ECA into two areas: Areas of Opportunity and Areas of Stability. Street-oriented public investment should be clustered in these general areas with a greater intensity of investment surrounding development nodes (and tapering off with distance). The Walkable Development Plan identified three levels of nodes. From largest to smallest, these are: regional centers; community cores; and neighborhood hubs.

This document first lists the existing and proposed street typologies throughout Wichita, and describes their role and location within the street network (along with the appropriate street design elements by street type). Second, it lists sidewalk zone elements and summarizes where these elements are appropriate, again by street type. The third section presents possible sources of funding and cost estimates to assist policy-makers and the public.

## I. STREET TYPES IN WICHITA

### WHAT ARE STREET TYPES?

Streets are a pivotal component of every city. They provide access to our residences, businesses, institutions and centers of entertainment and recreation. Wichita's streets help to define our community, how we interact with various land uses, and how we interact with one another. Their design and function is critical to ensuring the creation and success of walkable places for people.

The following set of street types provide a framework for ensuring that the city's streets serve all users. Rather than assigning streets a functional class based solely on vehicular needs, we recommend simplifying, consolidating, and enhancing the street types discussed in the City's street design guidelines. This allows the City to move away from functional class as a determining factor in street design and to maintain the focus on land use and desired character in determining target speeds, the number of lanes, lane widths, curb radii, and other design elements and amenities.

These street types are intended to support Wichita's multimodal policies and development in the neighborhood hubs, community cores, and regional centers recommended for the ECA in this plan.

### FUNCTIONAL CLASSIFICATION VS. STREET TYPES

The Street Types described in the following pages supplement the traditional functional classification system of streets and provide the necessary flexibility to support diverse user needs and a range of land use conditions. Traditional functional street classification systems, such as those promoted by the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO), establish a street hierarchy emphasizing automotive mobility. This traditional functional classification system is built almost exclusively around vehicular needs rather than a multimodal perspective of person throughput. Expected and accommodated traffic volumes and travel speeds are often based on assigned classifications of streets into the following categories: arterial; collector; and local street. In contrast, the street types recommended here provide a more nuanced approach to balancing context, character, mobility, and access. These typologies are intended to provide additional guidance during the selection of street design elements, as well as to help inform choices made during the visioning process of a corridor redesign project.

Because land use contexts can change throughout the length of a corridor, street types may change along the corridor as well. For example, a corridor may be categorized primarily as a Residential Connector; however a commercial node along it may result in a segment being classified as a Mixed Use Main Street. Street design elements will change accordingly, reflecting the designated street type and its economic and mobility objectives.

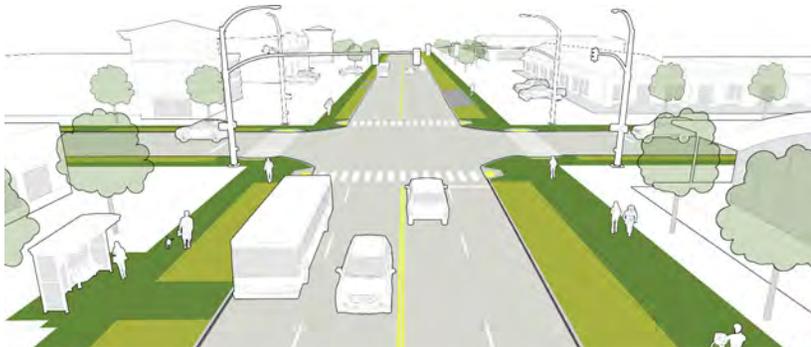
## STREET TYPOLOGIES



- Features**
- Wide sidewalks and high pedestrian volumes
  - On-street parking
  - Street trees and street furniture
  - Mix of land uses
  - Medium to high land use densities
  - Reduced vehicular speeds

## MIXED USE MAIN STREETS

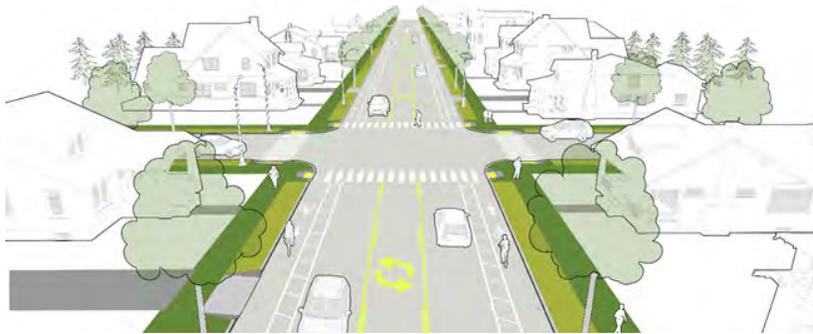
Mixed Use Main Streets are often located in the core of the city, with moderate to high densities and access to a mix of businesses. They have the highest volumes of vehicles and transit service, as well as moderate to high volumes of pedestrian activity. These streets often have on-street parking, street trees, and may include street furniture such as benches or bicycle parking racks. These streets may host a variety of uses such as farmers' markets, street fairs, and community gatherings. Pedestrian infrastructure such as wide sidewalks, curb ramps, and curb extensions are common. Where bicyclists cannot be accommodated, facilities are provided on adjacent streets to create a "complete corridor."



- Features**
- Some buildings set back from street
  - Serves larger big box retail, institutional, and office uses
  - Low or moderate pedestrian and bicycle activity (lacks accommodation)
  - Access management with the use of landscaped median or two-way left turn lane
  - Higher volumes of motor vehicle traffic
  - Heavy transit

## MIXED USE CONNECTORS

These streets serve mostly commercial or institutional areas with a mix of densities. Buildings may be set back farther from the street and have a combination of surface lots and on-street parking. These streets are often multi-lane and are important for regional connections. Pedestrian and bicycling activity is typically lighter than on Mixed Use Main Streets. Nonetheless, pedestrians and bicyclists require access to adjacent land uses and transit. Adjacent land uses function as service and job destinations, with buildings located on separate parcels. Land uses include offices, restaurants, and a range of retail and commercial uses. Adjacent land uses may also include multifamily housing in low- to mid-rise apartment buildings.



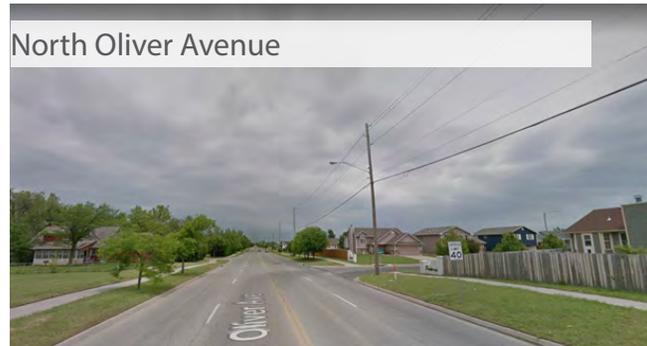
## RESIDENTIAL CONNECTOR STREETS

Residential Connector Streets connect multiple neighborhoods and primarily serve residential land uses, though some businesses may be integrated into the street fabric. These streets have longer blocks and often serve faster-moving traffic. Residential Connectors are currently dominated by motor vehicles, but also have a strong need to accommodate and encourage pedestrian and bicycle activity. These streets often have bus stops and are key routes in the transit network. Street design for Residential Connectors should focus on reducing speeds, installing or improving crossings and tree coverage, and providing sidewalks and potentially bikeways.



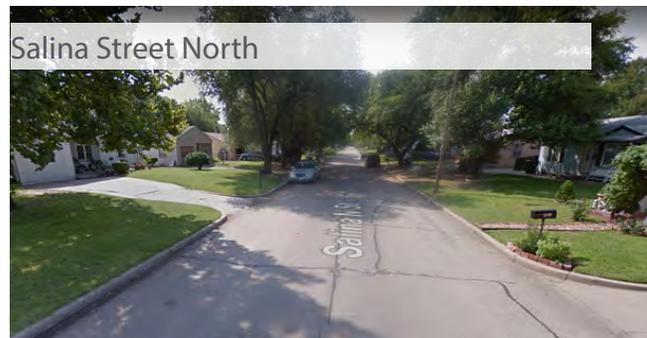
## RESIDENTIAL NEIGHBORHOOD STREETS

Residential Neighborhood Streets provide immediate access to residential town houses, duplexes, and single-family homes. They are used primarily for local trips and are characterized by lower volumes of vehicular traffic. These streets are not more than a single lane in each direction and not intended for through-traffic. Design for Residential Neighborhood Streets should focus on encouraging slow speeds, pedestrian safety, healthy tree coverage, and well-defined routes to nearby parks, transit, and schools.



### Features

- Primarily residential land uses, with occasional businesses
- Longer block lengths
- Serves heavier vehicular traffic, particularly during peak hours
- Often serves transit therefore pedestrian safety is a priority
- Continuous sidewalks and bicycle facilities
- Some bus routes



### Features

- Provide immediate access to single-family and multi-family residences
- Slow motor vehicle speeds
- Focus on pedestrian and bicycle safety
- On-street parking

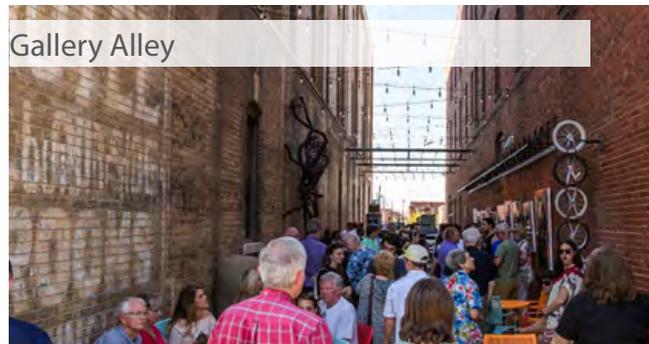


### Features

- May be curb-less on one or both sides of the street
- Medium to high land use density
- Paving material is typically brick
- Some streets have center drain

## PLAZA STREETS

Plaza Streets build on the distinctive Old Town street type. Plaza Streets host a diverse mix of medium- to high-density uses, which includes retail, restaurants, arts and entertainment, and some residential uses. The density of activity relative to the narrowness of Old Town streets provides an attractive environment for pedestrians, bicyclists and transit users while also accommodating motorists and freight delivery trucks. These streets are characterized by their extensive pedestrian zones that accommodate significant volumes of foot traffic and foster social interaction. Elements including street furniture, public art, vegetation, and sidewalk cafés help define the boulevard zone. Continuous building facades sited at or near the edge of the property line provide visual interest through architectural elements such as doorway details, awnings, and window displays.



### Features

- May be public or private
- Primary purpose is for access and service
- May occur in residential or commercial areas
- Space shared amongst pedestrians, motor vehicles, bicyclists
- Dedicated space for utilities and receptacles

## ACTIVE ALLEYS

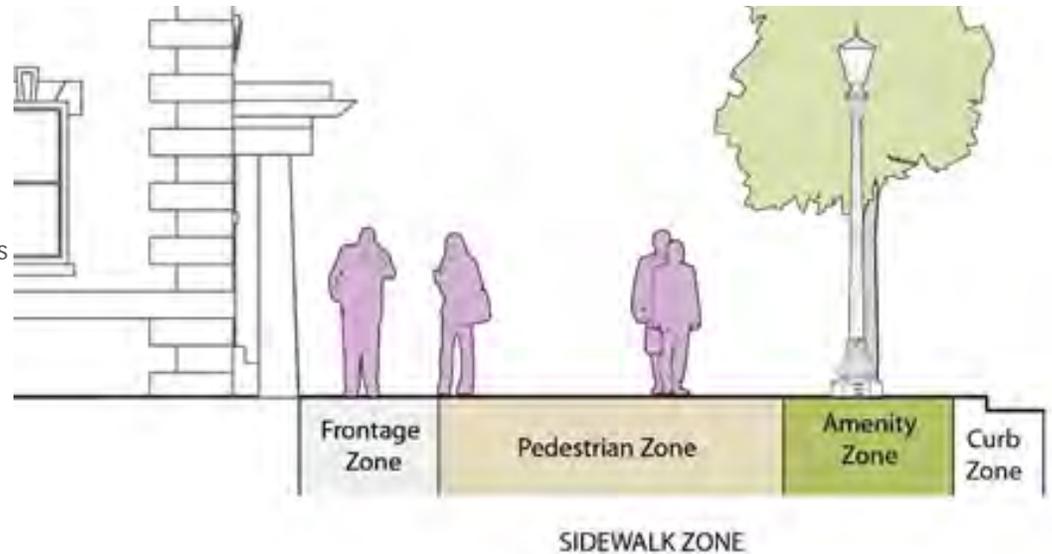
Active Alleys have features that are not commonly found in traditional alleys. Active Alleys are typically located between commercial and mixed use parcels, and may feature public seating and street furniture, permanent or temporary art installations, patio and dining space, music and performance areas, and overhead lighting. Space may be shared amongst pedestrians, motor vehicles, and bicyclists, or it may be delineated between uses. Active Alleys provide unique public space opportunities that complement and enhance the streets they serve and connect. Building facades can be enhanced through the installation of artistic murals, lighting, and other aesthetic treatments such as planters near walls and entryways.

## II. SIDEWALK ZONE ELEMENTS

### WHAT ARE SIDEWALK ZONE ELEMENTS?

Sidewalk zone elements enhance the public space and make streets more inviting places for walking and socialization. Elements include street trees and landscaping, street furnishings (benches, tables and chairs), bus stop features, lighting, bicycle parking, wayfinding, and public art. While these features are described separately below, they are commonly integrated with one another (for example, bicycle parking is often installed at bus stops).

Sidewalk zone elements are typically located in the amenity zone (situated between the curb zone and the pedestrian zone), but may also be located in the frontage zone (situated between the sidewalk zone and building frontages). The type of amenities appropriate for each street varies based on their street typology.



### STREET TREES

Street trees enhance the ease of walking by shading pedestrians from hot sun, breaking strong winds, adding an intermediate sense of scale between a person and large buildings or broad open spaces, and making streets aesthetically appealing through their color, shape, and texture. Trees also provide environmental benefits by mitigating the urban heat island effect, capturing rainwater runoff, and sequestering carbon dioxide. Trees also contribute to natural diversity and provide habitat for a range of species.

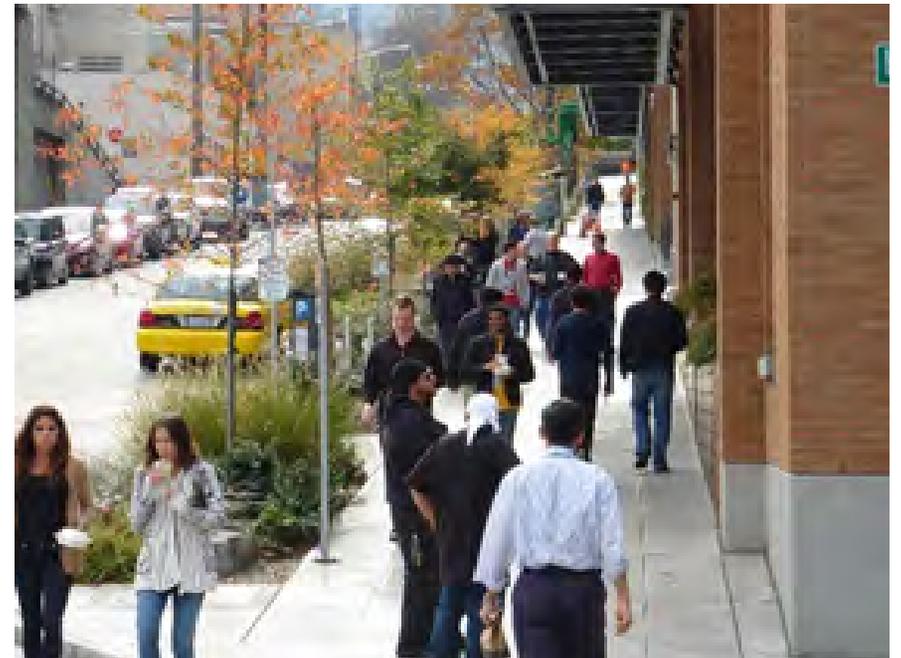


## LANDSCAPING

Landscaping creates visual interest along the street, softens the urban landscape, and helps manage stormwater drainage and runoff. Landscaping also creates a buffer between the pedestrian zone and the travel zone, providing a more inviting and comfortable environment for pedestrians.

## STREET FURNISHINGS

Street furnishing includes benches, seat walls, seating platforms, tables, and chairs. Furnishings contribute to the comfort and inviting aesthetic of streetscapes. Seating helps define space and provides places for rest, gathering, and conversation. Street furnishing also includes café seating, which can define a block and activate the sidewalk with vibrant activity. More guidance on the manufacturers and models of recommended street furnishing can be found in the *Downtown Wichita Streetscape Guidelines*.



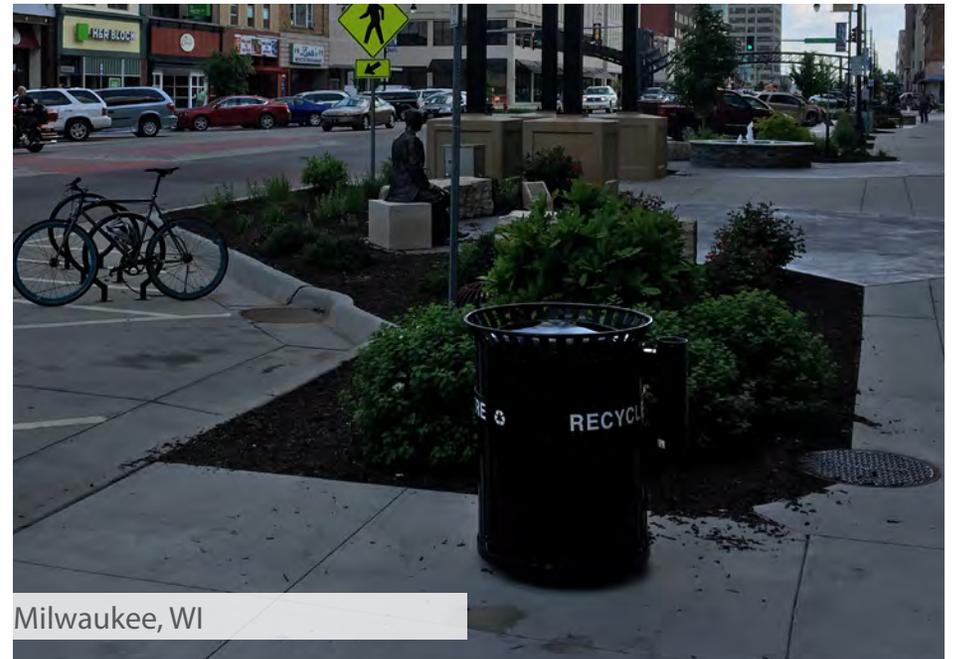


## BUS STOP FEATURES

Bus stop features include benches and shelters; benches provide resting areas while shelters increase both the comfort and visibility of bus stops by providing shelter from sun, rain and other elements. Shelters typically provide additional seating and lighting at a bus stop, adding comfort and convenience for riders. To improve comfort, safety, and aesthetic appeal, elements such as trash receptacles, furnishings, trees and plantings, bicycle parking, and lighting are often included in bus stops. Bus shelters can even be used as small parks which provide gathering spaces for bus passengers and non-passengers alike.

## TRASH RECEPTACLES

Trash and recycling receptacles should be placed in accessible locations and at key destinations and gathering areas. The function of the receptacles must be simple from the user's standpoint, and should be easily serviced, lockable, and fire resistant (metal liners are preferred when available). The materials for the receptacles should match and align with the other public realm elements. In some locations, providing ash receptacles for cigarette butts will greatly enhance the streetscape by reducing the amount of cigarette waste that ends up in planting beds. More guidance on the manufacturers and models recommended can be found in the *Downtown Wichita Streetscape Guidelines*.



Milwaukee, WI



## LIGHTING

Lighting is essential to enhancing a vibrant street life and the perception of security. Design of light levels should be based upon land use activity level (i.e. higher light levels in retail increases shopping, lower light levels in residential areas). Lighting can have many variations, including color, lumens, luminaries, globe style, and the ability to incorporate artwork, banners, and hanging baskets. The location and number of lights varies based on street typology. More guidance on the recommended manufacturers and models can be found in the *Downtown Wichita Streetscape Guidelines*.

## BICYCLE PARKING

Bike parking provides safe locations to secure bicycles as people explore, shop, or dine in the ECA. Bike racks may be standalone items bolted into the surface of the sidewalk or roadway or they may be integrated with other items in the street such as parking meter poles, street light poles, planters, or other items. The alignment of bike racks should minimize the parked bicycles impact on the use of the sidewalk or curbside. Bike racks are frequently grouped in small clusters to better meet the needs of multiple users. More guidance on the manufacturers and models recommended can be found in the *Downtown Wichita Streetscape Guidelines*.



## WAYFINDING

Trash and recycling receptacles should be placed in accessible locations and at key destinations and gathering areas. The function of the receptacles must be simple from the user's standpoint, and should be easily serviced, lockable, and fire resistant (metal liners are preferred when available). The materials for the receptacles should match and align with the other public realm elements. In some locations, providing ash receptacles for cigarette butts will greatly enhance the streetscape by reducing the amount of cigarette waste that ends up in planting beds, etc. More guidance on the manufacturers and models recommended can be found in the *Downtown Wichita Streetscape Guidelines*.



## PUBLIC ART

Public art enhances the streetscape by providing visually stimulating elements that create a more interesting and attractive environment. Public art can be categorized into four types of site-based art: gateways; interactive art; landmarks/focal points; and wayfinding. Consideration of design, placement, and number of installations will be based on street typology. A growing number of communities dedicate a percentage of expenditures for public projects to art; however, this is not currently the case in Wichita. The Wichita Design Council, a city-sponsored group composed of architects, landscape architects, engineers, artists, designers, and the public, regularly meet to recommend partnerships and strategies for incorporating art into public projects. This group also recommends desired locations for art and coordinates with local artists to ensure high-quality design.

### III. EXPENDITURES

#### COST INPUTS AND ASSUMPTIONS

While reconfiguring existing streets in the ECA is crucial in giving residents more transportation options and creating walkable places, in a time of limited public funding, it is important to analyze costs so that policymakers, engineers, planners, and the public can determine the order and magnitude of investment. First, different infrastructure components are listed for each street type. Then, assumptions and inputs from the Federal Highway Administration (FHWA)-produced document, *Costs for Pedestrian and Bicyclist Infrastructure Improvements (2013)* were used to estimate the costs of building each street type included in the *Walkable Development Book*. Costs were inflated to 2018 dollars using a 4% annual inflation rate. When estimating costs, it should be noted that estimates are just that: estimates. Costs for individual projects will vary substantially based on project scope, existing conditions, and the unique needs and desires of the community.

Most of the infrastructure improvements involve removing or narrowing motor vehicle lanes, moving curb lines, striping, or sign installation, and so are less expensive. Street reconstruction is the most costly of the proposed infrastructure investments, as it involves a complete rebuilding of an existing street; this generally includes removal and then reconstruction of the road surface. Full street reconstruction only applies to creating new Plaza Streets, similar to the reconstructed streets in Old Town. Therefore, estimated construction costs for these street types are the highest. Routine Bicycle Accommodation, which only involves painting bicycle lanes and installing signage, has the lowest cost and applies to many street types. Refer to the *Wichita Bicycle Master Plan* for planned bikeway locations. All of these estimates do not include maintenance expenditures. While many of the following elements do not require extra maintenance, others do (such as trees, certain types of bicycle facilities, and bus shelters). Such costs are drawn from cities' general funds.

The charts in this section show the assumptions for preparing different infrastructure investment estimates based upon street types.

PEDESTRIAN AND BICYCLE ACCOMMODATIONS

STREET TYPES	PEDESTRIAN AND BICYCLE ACCOMMODATIONS				
	ADD 6' SIDEWALKS	ADJUST CURB LINES, ADD 10' SIDEWALKS, AND ADD 5' PAVERS IN AMENITY ZONE	ADJUST CURB LINES, ADD 8' SIDEWALKS, AND ADD 8' AMENITY ZONES	STREET RECONSTRUCTION	ROUTINE ACCOMMODATION
MIXED USE MAIN STREET		X			X
MIXED USE CONNECTOR STREET			X		X
RESIDENTIAL CONNECTOR STREET			X		X
RESIDENTIAL NEIGHBORHOOD STREET	X				X
PLAZA STREET				X	
ACTIVE ALLEY					

TRAFFIC CALMING

STREET TYPES		CURB EXTENSIONS	DIVERTERS	MEDIANS AND REFUGE ISLANDS	TRAFFIC CIRCLE (SMALL)	NARROW SHARED STREET
	MIXED USE MAIN STREET	X				
	MIXED USE CONNECTOR	X		X		
	RESIDENTIAL CONNECTOR STREET	X		X		
	RESIDENTIAL NEIGHBORHOOD STREET	X	X		X	
	PLAZA STREET					X
	ACTIVE ALLEY					X

SIDEWALK ZONE ELEMENTS

STREET TYPES		TREES	BENCH/STREET FURNISHINGS	BUS SHELTER	TRASH BINS	LIGHTING	BICYCLE PARKING
	MIXED USE MAIN STREET	X	X	X	X	X	X
	MIXED USE CONNECTOR	X	X	X	X	X	X
	RESIDENTIAL CONNECTOR STREET	X	X		X	X	
	RESIDENTIAL NEIGHBORHOOD STREET	X				X	
	PLAZA STREET	X	X		X	X	X
	ACTIVE ALLEY		X		X	X	X

The following chart utilizes the costs of each infrastructure improvement, along with the assumptions used for arriving at estimated costs. Many of the figures were calculated by mile before being converted to cost per block (assuming a block length of 660 feet).

STREET DESIGN ELEMENTS INPUTS

INFRASTRUCTURAL IMPROVEMENTS

ITEM	UNIT	QUANTITY	ASSUMPTIONS
STREET RECONSTRUCTION	LF <sup>1</sup>	5,280	THE BASIS FOR THIS ESTIMATE IS A SIMILAR PROJECT THAT INVOLVED THE COMPLETE RECONSTRUCTION OF A 55' WIDE ROADWAY CORRIDOR.
CURB EXTENSIONS	EA <sup>2</sup>	16	ASSUME 4 INTERSECTIONS/MILE, ALL QUADRANTS
DIVERTERS	EA	2	ASSUME 2 INTERSECTIONS/MILE
SPEED HUMPS	EA	18	ASSUME 300' SPACING
TRAFFIC CIRCLE	EA	2	ASSUME 2 INTERSECTIONS/MILE
MEDIANS AND REFUGE ISLANDS	SF <sup>3</sup>	31,680	ASSUME 75% OF LENGTH IN MEDIAN, AVERAGE 8' WIDE
6' CONCRETE SIDEWALK	LF	10,560	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
ADJUST CURB LINES	LF	10,560	ASSUME OUTSIDE EDGES, ENTIRE LENGTH
10' CONCRETE SIDEWALK	LF	10,560	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
STAMPED BOULEVARD WALK	LF	10,560	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
8' CONCRETE SIDEWALK	LF	10,560	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
TREES	EA	352	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
BENCH	EA	70	ASSUME 150' SPACING, BOTH SIDES
BUS SHELTER	EA	18	ASSUME 600' SPACING, BOTH SIDES
TRASH BINS	EA	70	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	ASSUME 150' SPACING, BOTH SIDES
BICYCLE PARKING	EA	70	ASSUME 150' SPACING, BOTH SIDES
LANDSCAPING/TURF ESTABLISHMENT (5%) <sup>5</sup>			
SIGNING, MARKINGS, AND WAYFINDING (5%) <sup>6</sup>			
DRAINAGE (10%)			

1. LF=Linear Foot, 2. EA=Each, 3. SF=Square Feet, 4. MI=Mile (5,280 ft.), 5. Landscaping/turf establishment, signing/markings, and drainage are derived from taking a percentage of the total expenditure, 6. Public Art is not included in this category because cost estimates are highly variable.

The table below summarizes the estimated range of costs that would correspond to reconfiguring streets. Cost estimates only include construction costs and not planning, engineering, property acquisition, or maintenance costs. A list of infrastructure components and their costs by each street type is found in the Appendix.

ESTIMATED COST OF CREATING DIFFERENT STREET TYPES PER BLOCK (660 FT.)

	LOW ESTIMATE	HIGH ESTIMATE
MIXED USE MAIN STREET	\$ 347,500	\$ 578,750
MIXED USE CONNECTOR	\$ 295,000	\$ 491,500
RESIDENTIAL CONNECTOR STREET	\$ 261,250	\$ 435,000
RESIDENTIAL NEIGHBORHOOD STREET	\$ 173,750	\$ 288,750
PLAZA STREET	\$ 1,703,750	\$ 2,840,000
ACTIVE ALLEY	\$ 72,500	\$ 120,000
ROUTINE BICYCLE ACCOMMODATION	\$3,750	\$5,000

STREET TYPES

## IV. FUNDING SOURCES

### FUNDING SOURCES

The following chart shows possible sources of funding that can be utilized for different infrastructure improvements. There are a large number of Federal sources, but many of these sources also have stringent requirements limiting what the money can be used for. Oftentimes, funds are earmarked for a specific transportation emphasis, such as highway construction, health and safety, or transit. For example, CMAQ (Congestion Mitigation and Air Quality Improvement) funds require applicants to show that a proposed project will reduce congestion and air pollution. As such, even otherwise strong recreational trail proposals would not usually qualify.

Generally, the most flexible funding sources are local funds in the CIP, STBG and STBG-SA programs, and HSIP (these acronyms are defined on the next page). These funding sources can be utilized for a broad variety of active transport projects.

It is important to note that the State of Kansas does not provide any dedicated funds for pedestrian and bicycling projects; however, it does apply for federal funds in concert with MPOs (metropolitan planning organizations) throughout the state such as WAMPO (Wichita Area Metropolitan Planning Agency). Cities must coordinate with their respective MPOs to ensure project funding. This is especially the case in the current atmosphere of dwindling federal and state funds (particularly for pedestrian and bicycling projects).

POSSIBLE FUNDING SOURCES FOR WICHITA

	LOCAL		FEDERAL								PRIVATE FOUNDATION		OTHER		
	OPS.	CIP	STPBG	STBG-SA (THIS INCLUDES THE RTP AND SRTRS)	RTP	SRTS	HSIP	NHPP	CMAQ	BUILD	FTA-5307	SUNFLOWER FOUNDATION	DOWNTOWN WICHITA	P/P	C/R
COMPLETE STREET RECONSTRUCTION		X	X	X	X	X	X	X	X	X	X				
CURB EXTENSIONS		X	X	X		X	X	X	X	X	X			X	X
DIVERTERS		X	X	X		X	X	X	X	X	X			X	X
SPEED HUMPS		X	X	X		X	X	X	X	X	X			X	X
MEDIANS AND REFUGE ISLANDS		X	X	X		X	X	X	X	X	X			X	X
TRAFFIC CIRCLE (SMALL)		X	X	X	X		X	X		X	X			X	X
ADD 10' SHARED USE PATH		X	X	X	X	X	X	X <sup>1</sup>	X <sup>2</sup>	X <sup>4</sup>	X <sup>5</sup>	X		X	X
ADD 6' SIDEWALKS		X	X	X	X	X	X	X	X	X	X <sup>6</sup>	X		X	X
ADJUST CURB LINES, ADD 10' WIDE SIDEWALK, AND ADD 5' PAVERS IN AMENITY ZONE		X	X	X			X	X	X	X	X			X	X
ADJUST CURB LINES TO CONSTRUCT 8' AMENITY ZONE AND 8' SIDEWALKS		X	X	X			X	X	X	X	X			X	X
ADD ON-STREET BICYCLE LANE AND SIGNAGE (ROUTINE ACCOMMODATION)		X	X	X	X	X	X	X	X	X	X		X	X	X
TREES	X	X	X	X	X		X	X		X	X		X	X	X
BENCH	X	X	X	X	X		X	X	X <sup>3</sup>	X	X		X	X	X
BUS SHELTER	X	X	X	X	X		X	X	X	X	X		X	X	X
TRASH BINS	X	X	X	X	X		X	X		X	X		X	X	X
LIGHTING	X	X	X	X	X		X	X		X	X		X	X	X

Stand-alone projects in these categories are not competitive unless part of a larger road, transit, bicycle, or pedestrian project.

1. Generally only allowable alongside highways, 2. Only acceptable if the trail is commuter-oriented (cannot be recreation-oriented), 3. Must be shown to reduce trips,
4. Technically allowed, but new emphasis is certainly on projects that boost economic competitiveness in rural areas particularly, 5. & 6. Pedestrian improvements must be located within 500 ft. of a transit stop, while bicycle improvements must be located within three miles of a transit stop.

OPS=Operations

CIP=Capital Improvement Plan

STBG=State Transportation Block Grant

STBG-SA=State Transportation Block Grant-Set Aside

RTP=Regional Trails Program

SRTS=Safe Routes to School

HSIP=Highway Safety Improvement Program

NHPP=National Highway Performance Program

CMAQ=Congestion Mitigation and Air Quality Improvement

BUILD=Better Utilizing Investments to Leverage Development

P/P=Public Private Partnership

C/R=Private Construction

## PROGRAMMING FOR WALKABLE STREETS PROJECTS

Many of the non-city funding sources described above are very competitive and federal money typically requires a local match. There are several ways to implement “walkability” projects through efficient use of resources. Working within the existing right-of-way, breaking projects into phases, and/or incorporating them into larger projects are all ways to stretch limited funding resources.

### **Using Capital Improvement Funds for New Construction, Reconstruction, or Rehabilitation**

Local Capital Improvement Program (CIP) Funds can be used to fund walkability projects as stand-alone projects or as through the routine accommodation of pedestrians and bicyclists as part of another project. These funds are typically used for new construction, reconstruction, or rehabilitation (such as mill and overlay) projects. CIP projects are prioritized using a scoring system and the Wichita Bicycle and Pedestrian Advisory Board makes recommendations for inclusion in the list of projects. Using the City’s Multimodal Policy and checklist to take advantage of opportunities to include walking and bicycling projects through routine accommodation in rehabilitation projects is a low-cost way to improve walkability

### **Working within the Existing Right-of-Way**

Finding opportunities to create additional space for pedestrians and bicyclists within the existing right-of-way will reduce the funds needed for additional right-of-way and programming these projects along-side other improvements will help use funds efficiently. Many of the recommendations for improving walkability and achieving the street types recommended in this plan can be accomplished by allocating the right-of-way space differently than in the current built environment. There are several opportunities for “finding” additional space. These include:

- removing or narrowing motor vehicle travel lanes,
- removing or narrowing parking lanes
- moving curb lines
- reconstructing the street



On 1<sup>st</sup> Street in Downtown Wichita, a motor vehicle travel lane was removed to accommodate a buffered bike lane, which can reduce traffic speeds and provides additional separation between the sidewalk and motor vehicle travel lanes.

For example, in the lower-right image of a Residential Connector Street, the dotted line shows where the original curb line of a typical five-lane street (two travel lanes in each direction and a center turn lane) would have been. The sidewalk was located immediately adjacent to the curb. Removing a travel lane in each direction creates enough space for a buffered bike-lane and landscaped buffer along the sidewalk. Similarly, removal of low-occupancy parking lanes can also free up space for bicycle accommodations. Not only does this provide space for bicyclists, but it also creates an additional buffer between motor vehicles and pedestrians, shortens pedestrian crossing distances, and creates a more inviting overall street environment.

### Phasing Recommendations

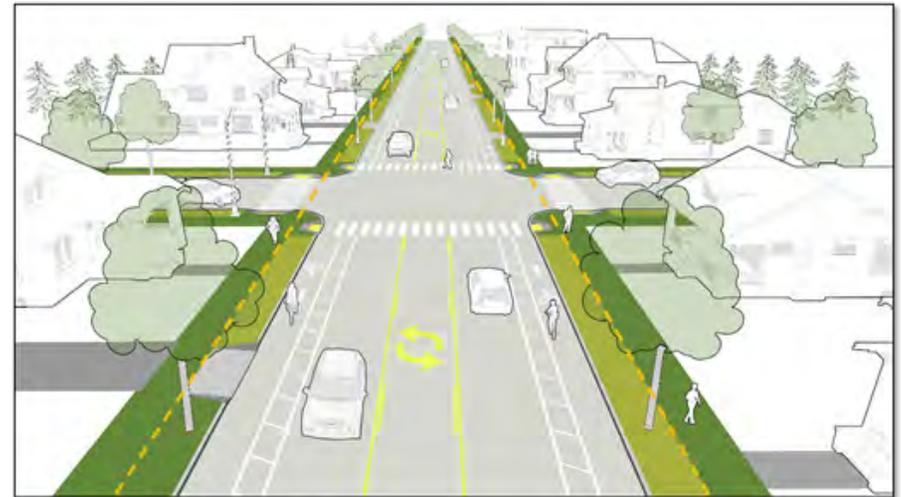
Many of the street design elements recommended in this Plan can be phased in to the street environment allowing low-cost, “quick-fix” solutions to be tested and modified before implementing them as more permanent cost-intensive solutions. The City recently used this approach when installing curb extensions on Douglas Avenue. Rather than rebuild the entire street, the City first installed flex-posts to test the curb-extensions. In a second phase, concrete curb-extensions were built as a more permanent solution to shortening crossing distances, enhancing the visibility of pedestrians, slowing turning vehicles and delineating parking for bicycles and motor vehicles.



On Douglas Avenue in Downtown Wichita, curb extensions were installed after testing the improvement with flex posts.



In Wichita on 1st Street in Old Town, the street was partially reconstructed to provide curb extensions, rehabilitated sidewalks on one side of the street, and a new roadway surface for parking, bike lanes, and motor vehicle travel lanes.



--- previous curb line

This example illustrates how a Residential Connector Street could be transformed into a more walkable environment by removing motor vehicle lanes or parking to provide a vegetated sidewalk buffer and buffered bike lanes.

## V. ECONOMIC DEVELOPMENT

### INTRODUCTION

In addition to funding public improvements through public funding mechanisms, economic development tools can be used to support redevelopment that includes public improvements including streets, amenities and infrastructure. Additionally, some of these same tools can provide for the long-term funding and maintenance of improvements made. This section will examine those resources appropriate for supporting economic development and associated public improvements, specifically redevelopment projects within the ECA. The use of the tools should be guided by the recommendations of the Walkable Development Book and seek those projects that implement walkable development patterns.

The following provides a “toolkit” of resources that might be utilized in the implementation of the plan. Cities have available a variety of fiscal tools to induce private investment. These generally fall under the following categories:

- Bond financing (based on anticipated future revenue)
  - Key Program: Tax Increment Financing (TIF)
- Supplemental Taxes
  - Key Programs: Key Programs: Community Improvement District (CID); Business Improvement District (BID); Self-Supporting Municipal Improvement District (SSMID); Transportation Development District (TDD)
- Tax Reductions
  - Key Programs: Industrial Revenue Bonds (IRB); Constitutional Exemption (EDX)
- Tax Credits
  - Key Programs: Low Income Housing Tax Credits (LIHTC), New Markets Tax Credits (NMTC), Historic Tax Credits (HTC)
- Low Interest Loans
  - Key Programs: Façade Improvement, Special Assessments
- Equity Investment
  - Key Program: Opportunity Zones
- Grants

#### **Anticipated Future Revenue**

In certain instances, future taxes generated by real estate investments can be used to finance current costs of facilitating those improvements. This mechanism is referred to generically as Tax Increment Financing (TIF). The capture of taxes resulting from increased assessed value (the increment) is used

to pay debt service on bonds issued to fund selected costs of development.

This would involve the creation of new TIF districts in Areas of Opportunity. TIF revenue would be generated through the capture of net new property taxes, and could be used to finance public infrastructure and site acquisition and clearance.

To determine the efficacy of a TIF strategy, the level of taxable investment that is likely to be attracted to a proposed TIF District should be analyzed. It would be critical for school district representatives to agree on an appropriate level of tax capture because property taxes provide significant funding for the school district.

Although controversial, TIF is a tool that can be used to fund infrastructure, including improvements to walkable infrastructure.

### **Supplemental Taxes**

This section focuses on improvement districts which are sometimes also referred to as special tax districts. In general, an improvement district generates a steady source of revenue to finance services and project costs that are considered “special” to landowners, residents, and businesses within a designated geographic area. Therefore, a separate tax is levied only on those properties within defined boundaries that will be benefited by these expenditures.

#### *Community Improvement District (CID)*

A CID, or similar program, typically involves a special sales tax or property tax that funds certain public and private improvements, as well as ongoing operating costs within the defined district. CID funds can be used to fund building construction costs, site improvements (sidewalks, streets, traffic signals, pedestrian amenities, etc.), streetscape features, lighting, parks, landscaping, cultural amenities, and other items. Ongoing operating costs often include marketing, maintenance, security, business promotion, employee training, public events, and market studies. It is important to note that the imposition of such supplemental taxes or fees do not have to be limited to businesses and commercial properties but can also come from residents and residential properties.

There are currently eight CID projects in the City of Wichita and five of those are located within the ECA. The special sales tax for the district can be up to 2 percent and the maximum term of the special sales tax or property tax is 22 years.

CIDs are another tool that can be used to fund walkable infrastructure where public funds are lacking, assuming sufficient future revenue from the district is likely.

#### *Business Improvement District (BID)*

A BID differs from a CID in that a special assessment is levied to individual businesses in the defined district and the core function of a BID is to provide services that will restore and/or promote the economic vitality of the district. Such services include: beautification and landscaping maintenance, the provision of additional public services like security and enhanced maintenance of public spaces, funding parking facilities, developing plans for the design of public spaces, developing plans for future development, organizing and promoting community events, and marketing the district.

There are no established BIDs in Wichita, although the Douglas Design District was recently authorized to form a Planning Committee to determine the viability of this tool in that district.

#### *Self-Supporting Municipal Improvement District (SSMID)*

A SSMID is currently in place in Downtown Wichita and it funds many of the activities of Downtown Wichita. The SSMID is funded through an additional assessment on all real estate in the district. It will be difficult to implement a SSMID in portions of the ECA outside of Downtown because neighborhood and similar districts are typically smaller and do not have as many high-value commercial properties that are necessary to generate sufficient funds to support an organization. SSMIDs are intended to support similar activities as BIDs.

#### **Tax Reductions**

Personal and real property tax reductions, or abatements, are common economic development incentives, particularly where significant new real estate investment occurs or new jobs are created. In most instances, the abatements act to reduce operating costs of investment real estate (office, industrial, retail, or rental apartment buildings) for a designated period of time. In Wichita, Kansas, the primary tax reduction program is Industrial Revenue Bonds (IRB), which allows for sales tax exemption on construction materials and property tax abatement, a payment-in-lieu of taxes (PILOT), or combination thereof. Abatement is available for a five-year term, with a second five-year term subject to approval by the governing body. IRBs are primarily available for business that maintain and create jobs and eligible businesses are defined by state statutes.

Economic Development Exemptions (EDX) primarily apply to warehouse/distribution and research/development companies that maintain or create significant new employment or export goods.

IRBs have been issued for several projects in the ECA and are only issued after a cost-benefit analysis demonstrates an overall net benefit to the city.

#### **Tax Credits**

Because the private market alone cannot deliver the products that are proposed as part of this development plan, public support is necessary to make development economically viable. Tax credits are one form of public participation that can be used to reduce the costs of development, thus making projects viable that otherwise could not be developed.

Three types of tax credits would be particularly useful: Low Income Housing Tax Credits (LIHTC) New Markets Tax Credits (NMTC), and Historic Tax Credits (HTC). LIHTC are used to provide affordable housing, defined broadly as rental units offered at below market rents to households that earn below 60 percent of area median income (AMI). New Markets Tax Credits are used for the development of commercial properties in distressed areas. Historic Tax Credits, as the name implies, can be applied toward the preservation, renovation, and rehabilitation of historic buildings.

There are many similarities in the broad ways in which the tax credits work. They provide tax credits for a percentage of eligible costs (which consist of most building hard and soft costs; infrastructure costs are rarely included). Once awarded, the future value of these tax credits can be bought and sold on the private market, usually at a discounted rate. This discounted rate becomes the "equity value" of the tax credits.

### *Impact of Tax Credits on Phasing*

The state of Kansas places limits on the amount of tax credits that can be awarded to a project on an annual basis. This can have a significant impact on the phasing of a development. Further, tax credits are not necessarily awarded to the same project in consecutive years. In this way, an affordable project that could technically be absorbed into the market in two years might actually take five to seven years—or more—to develop, due to the constraint of limited tax credit allocations.

### *Impact of New Markets Tax Credits on Location*

New Markets Tax Credits can only be allocated in qualifying census tracts; the chief criterion for this designation is median household income. Most of the ECA consists of qualifying census tracts, so this is a tool that can be leveraged for certain project types.

Tax credit projects are initiated by the private market—the developer—and typically require significant support from the local governing body.

### **Low Interest Loans**

The City of Wichita offers low-interest loan programs for infrastructure, façade improvements, and asbestos/lead abatement in certain areas of the city. Loans are repaid through special assessments attached to the property and typically have a 15-year to 20-year term. Some of the programs are funded by the city through bond issuances.

### *Façade Improvement Program*

The Façade Improvement Program funds enhancements to building exteriors in downtown Wichita and neighborhood revitalization areas—many areas of the ECA. It provides a low-interest loan to owners or tenants and, when available, matching funds to help renovate building facades.

### *Asbestos and Lead Based Paint Remediation Program*

The Asbestos and Lead Based Paint Remediation Program funds the safe removal of hazardous material from commercial buildings through a low-interest loan. Remediation adds to the cost to renovate and reuse buildings, particularly those built before 1970, and is a common issue in the ECA.

### *20-Year Special Assessments*

Special Assessment financing is available on a case-by-case basis and subject to approval by the City Council for residential developments with extraordinary development costs and existing residential neighborhoods without municipal services, such as sewer, water, storm sewers, and paving. Special Assessments are used in the ECA in areas without paved roads and adequate storm sewer.

### **Equity Investment: Opportunity Zones**

The Opportunity Zone Program was initiated by the U.S. Congress as part of the 2017 Tax Cuts and Jobs Act. The intent of the program is to allow investors to invest funds that would otherwise be collected as capital gains taxes in real estate projects and businesses located in qualifying low-income census tracts. The investments will be made through Opportunity Zone Funds. As of September 2018, the Opportunity Zones for Wichita have been identified, and there are several neighborhoods within the ECA that will be eligible to receive investments through this program. The IRS has not yet issued guidance on the technical aspects of the program, so it is still in its early stages.

Investments made through this program will be initiated by the private market. Local governments can play an important role by identifying target developments—or catalyst projects—that align with specific neighborhood plans. In the case of the ECA, it is recommended the City partner with neighborhood organizations, developers, investors, non-profits, area foundations, the Greater Wichita Partnership, and other entities, to identify priority/catalyst projects in the portions of the ECA that are in Opportunity Zones. To make these projects more appealing to potential investors, it is advisable to hire an outside consultant to conduct market research, identify ideal uses, and conduct feasibility analysis to estimate capital needs and phasing for identified projects. Then, Opportunity Zone priority projects can be actively marketed to developers and investors and supported with relevant market information

## **Grants**

There are opportunities to obtain grants and soft loans from a wide variety of both public and private sources to leverage limited public funds. Private corporate and charitable foundations do target their support to different aspects of urban investment and revitalization such as economic development, environment enhancement, historic preservation, and open space and parks. Most government grants are ones resulting from legislators' capacity to target appropriations to special community needs and high-profile projects of wide public benefit. Foundations might be compelled to participate (financially or otherwise) in the project—particularly if a component of the project is consistent with a particular mission. For example, community development programs are often supported by Wichita Community Foundation, Downing Family Foundation, and Kansas Health Foundation. These organizations, and others, also support workforce programs, education, and similar programs.

It is important for the city to collaborate with area foundations and understand their strategic priorities. Through this type of collaboration, it will be possible to identify partnership opportunities wherein foundations and other entities might provide matching funds for studies, public outreach, project implementation, and other programs.

## **Land Banks**

Land banking is a tool used by more than 100 communities in the U.S. to help transition “vacant, abandoned, and tax delinquent properties into productive use.” Land banks are typically created and managed by local governments or non-profits, or a partnership thereof. They function by acquiring title (ownership) of the problem properties, eliminate encumbrances, liabilities, and any title problems, and sell or otherwise transfer the properties to new and responsible owners whose proposals for the properties are consistent with neighborhood/community plans.

Land banks are typically created by local ordinance based on state-enabling legislation. Kansas requirements include :

- The land bank must be governed by a board of trustees;
- Members of the board of trustees cannot receive compensation (but may be paid their necessary expenses for attending meetings and carrying out their duties);
- The city may dissolve the land bank by ordinance;
- The county may dissolve the land bank by resolution;
- The board of trustees must keep accurate accounts of all receipts and disbursements;
- All records and accounts must be available to public inspection;
- The land bank must make an annual report to the Governing Body, which includes an inventory of all property held by the land bank;
- The board of trustees can sue and be sued; enter into contracts; appoint and remove staff; and
- The board of trustees may accept or refuse to accept any property.

Land banks are granted certain powers and legal authority to:

- Obtain property at low or no cost through tax foreclosure
- Hold land tax-free
- Clear title issues and/or eliminate back taxes
- Lease properties for temporary uses
- Negotiate sales or land donations based on an outcome that aligns with community needs (as opposed to simply selling to the highest bidder)

Land banks are most effective in areas with large concentrations of vacant or abandoned property, properties with little or no market value, and properties with delinquent taxes that exceed market value, properties with title problems.

For these reasons, it is recommended that the City of Wichita implement a land bank program in neighborhoods of the ECA that have significant vacancy issues. Such a program would enable the city (or an entity contracted by the city) to reduce the number of problem properties and assemble such properties to support developments that would meet neighborhood goals. It would emphasize the importance of neighborhood planning efforts and could be used to support and encourage walkable developments.

*See footnotes for links with resources that have more information.*

### **Recommended Incentive Strategies**

There is a need to leverage limited public resources by implementing incentive tools in strategic ways to catalyze the development of walkable places in the ECA. The following strategies aim to target those tools that can be used to install infrastructure.

- Create a Land Bank program that targets neighborhoods in Areas of Opportunity that have high vacancy rates and problems with abandoned property.
- Target use of infrastructure-focused incentives and tools (TIF, CID, and, if applicable, Special Assessments) in the identified walkable areas to help fund walkable infrastructure as new projects are proposed.
- Install walkable infrastructure concurrently with development projects and leverage other incentive programs to make new development feasible.
- Promote formation of BIDs and similar entities to assist with long-term maintenance of walkable infrastructure and landscaping.

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<sup>1</sup> Center for Community Progress *Frequently Asked Questions on Land Banking*. <http://www.communityprogress.net/land-banking-faq-pages-449.php>

<sup>2</sup> *The Legal Basis for a Land Bank in Kansas: A discussion of the legal requirements and Sample Language*. Public Health Law Center, May 2015. Retrieved from: <https://www.livewelllawrence.org/DocumentCenter/View/145/LandBankKansas> on July 13, 2018.

<sup>3</sup> See 1.

Economic Development Incentives and Programs - Application Recommendations

Program	Classification	Target Development Type	Used For?	Currently In Use in ECA?	Recommended for Areas of Opportunity?	Recommended for Areas of Stability?	Targeted Place Type*
<b>Tax Increment Financing (TIF)</b>	Anticipated Future Revenue	Commercial & Industrial	Infrastructure	Yes	Yes	No	CC, RC
<b>Community Improvement District (CID)</b>	Supplemental Taxes	Commercial	Site Infrastructure & Ongoing Services	Yes	Yes	No	CC, RC
<b>Business Improvement District (BID)</b>	Supplemental Taxes	Commercial	District Services & Operations	No	Yes	Yes	NH, CC
<b>Self-Supporting Municipal Improvement District (SSMID)</b>	Supplemental Taxes	Commercial	District Services & Operations	Yes	No	No	None
<b>Industrial Revenue Bonds (IRBs)</b>	Tax Reductions	Industrial & Commercial / Job Creation	Reduce Construction (material sales taxes) and Operating Costs (real estate taxes)	Yes	Yes	Yes	CC, RC
<b>Economic Development Exemptions (EDX)</b>	Tax Reductions	Industrial / Job Creation	Reduce Operating Costs (taxes)	Yes	Yes	Yes	RC
<b>Low Income Housing Tax Credits (LIHTC)</b>	Tax Credits	Multi-family Housing	Provide Equity to Support Affordable Housing Development	Yes	Yes	Yes	NH, CC
<b>Historic Tax Credits (HTC)</b>	Tax Credits	Historic Residential and Commercial Structures	Provide Equity to Support the Renovation and Preservation of Historic Buildings	Yes	Yes	Yes	NH, CC
<b>New Market Tax Credits (NMTC)</b>	Tax Credits	Commercial Properties	Support New Commercial Development in Distressed Areas	Yes	Yes	Not Applicable	NH, CC
<b>Facade Improvement Program</b>	Low-Interest Loan	Residential and Commercial	Restore Historic Facades	Yes	Yes	Not Applicable	NH, CC
<b>Asbestos and Lead-Based Paint Remediation Program</b>	Low-Interest Loan	Commercial Properties	Remediate Environmental Hazards	Yes	Yes	Yes	NH, CC
<b>20-year Special Assessment</b>	Low-Interest Loan	Residential	Infrastructure	Yes	Yes	No	NH, CC
<b>Opportunity Zones</b>	Equity Investment	Residential, Commercial, Industrial Real Estate; Direct Business Investment	Direct investment in real estate projects and businesses in Opportunity Zones	No	Yes	Not Applicable	NH, CC
<b>Land Banks</b>	Acquisition	Vacant Properties	Assemble vacant and abandoned property for new development that aligns with neighborhood plans	No	Yes	No	NH

\*NH=Neighborhood Hub, CC=Community Core, RC=Regional Center

## VI. APPENDIX

The following charts show cost breakdowns for the different inputs associated with the different street types. Street blocks are assumed to be 660 feet (8 blocks in 1 mile).

### COST ESTIMATES FOR MIXED USE MAIN STREET

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
CURB EXTENSIONS	EA	16	\$15,816.49	\$253,064	ASSUME 4 INTERSECTIONS/MILE, ALL QUADRANTS
ADJUST CURB LINES	LF	10,560	\$25.55	\$269,805	ASSUME OUTSIDE EDGES, ENTIRE LENGTH
10' CONCRETE SIDEWALK	LF	10,560	\$77.87	\$822,263	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
STAMPED BOULEVARD WALK	LF	10,560	\$54.75	\$578,153	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
TREES	EA	352	\$523.16	\$184,153	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
BENCH	EA	70	\$1,885.81	\$132,761	ASSUME 150' SPACING, BOTH SIDES
BUS SHELTER	EA	18	\$13,979.34	\$246,036	ASSUME 600' SPACING, BOTH SIDES
TRASH BINS	EA	70	\$1,727.65	\$121,626	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
BICYCLE PARKING	EA	70	\$802.99	\$56,531	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$3,082,376	

LANDSCAPING/TURF ESTABLISHMENT (5%)	\$154,119
SIGNING, MARKINGS, AND WAYFINDING (5%)	\$154,119
DRAINAGE (10%)	\$308,238

AVERAGE CONSTRUCTION COST/BLOCK	\$462,356
LOW CONSTRUCTION COST/BLOCK	\$347,500
HIGH CONSTRUCTION COST/BLOCK	\$578,750

AVERAGE CONSTRUCTION COST/MILE	\$3,698,851
LOW CONSTRUCTION COST/MILE	\$2,780,000
HIGH CONSTRUCTION COST/MILE	\$4,630,000

COST ESTIMATES FOR MIXED USE CONNECTOR STREET

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
CURB EXTENSIONS	EA	16	\$15,816.49	\$253,064	ASSUME 4 INTERSECTIONS/MILE, ALL QUADRANTS
MEDIANS AND REFUGE ISLANDS	SF	31,680	\$8.83	\$279,826	ASSUME 75% OF LENGTH IN MEDIAN, AVERAGE 8' WIDE
8' CONCRETE SIDEWALK	LF	10,560	\$62.29	\$657,810	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
ADJUST CURB LINES	LF	10560	\$25.55	\$269,805	ASSUME OUTSIDE EDGES, ENTIRE LENGTH
TREES	EA	352	\$523.16	\$184,153	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
BENCH	EA	70	\$1,885.81	\$132,761	ASSUME 150' SPACING, BOTH SIDES
BUS SHELTER	EA	18	\$13,979.34	\$246,036	ASSUME 600' SPACING, BOTH SIDES
TRASH BINS	EA	70	\$1,727.65	\$121,626	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
BICYCLE PARKING	EA	70	\$802.99	\$56,531	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$2,619,596	

LANDSCAPING/TURF ESTABLISHMENT (5%)	\$130,979
SIGNING, MARKINGS, AND WAYFINDING (5%)	\$130,979
DRAINAGE (10%)	\$261,959

AVERAGE CONSTRUCTION COST/BLOCK	\$392,939
LOW CONSTRUCTION COST/BLOCK	\$295,000
HIGH CONSTRUCTION COST/BLOCK	\$491,250

AVERAGE CONSTRUCTION COST/MILE	\$3,143,514
LOW CONSTRUCTION COST/MILE	\$2,360,000
HIGH CONSTRUCTION COST/MILE	\$3,930,000

COST ESTIMATES FOR RESIDENTIAL CONNECTOR STREET

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
CURB EXTENSIONS	EA	16	\$15,816.49	\$253,064	ASSUME 4 INTERSECTIONS/MILE, ALL QUADRANTS
MEDIANS AND REFUGE ISLANDS	SF	31680	\$8.83	\$279,826	ASSUME 75% OF LENGTH IN MEDIAN, AVERAGE 8' WIDE
ADJUST CURB LINES	LF	10560	\$25.55	\$269,805	ASSUME OUTSIDE EDGES, ENTIRE LENGTH
8' CONCRETE SIDEWALK	LF	10560	\$62.29	\$657,810	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
TREES	EA	352	\$523.16	\$184,153	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
BENCH	EA	70	\$1,885.81	\$132,761	ASSUME 150' SPACING, BOTH SIDES
TRASH BINS	EA	70	\$1,727.65	\$121,626	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$2,317,029	

LANDSCAPING/TURF ESTABLISHMENT (5%)	\$115,851
SIGNING, MARKINGS, AND WAYFINDING (5%)	\$115,851
DRAINAGE (10%)	\$231,703

AVERAGE CONSTRUCTION COST/BLOCK	\$347,554
LOW CONSTRUCTION COST/BLOCK	\$261,250
HIGH CONSTRUCTION COST/BLOCK	\$435,000

AVERAGE CONSTRUCTION COST/MILE	\$2,780,435
LOW CONSTRUCTION COST/MILE	\$2,090,000
HIGH CONSTRUCTION COST/MILE	\$3,480,000

COST ESTIMATES FOR RESIDENTIAL NEIGHBORHOOD STREET

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
CURB EXTENSIONS	EA	16	\$15,816.49	\$253,064	ASSUME 4 INTERSECTIONS/MILE, ALL QUADRANTS
DIVERTERS	EA	2	\$31,681.64	\$63,363	ASSUME 2 INTERSECTIONS/MILE
SPEED HUMPS	EA	18	\$3,211.96	\$56,531	ASSUME 300' SPACING
TRAFFIC CIRCLE	EA	2	\$33,080.79	\$66,162	ASSUME 2 INTERSECTIONS/MILE
6' CONCRETE SIDEWALK	LF	10560	\$46.72	\$493,358	ASSUME BOTH SIDES OF ROAD, ENTIRE LENGTH
TREES	EA	352	\$523.16	\$184,153	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$1,534,613	

LANDSCAPING/TURF ESTABLISHMENT (5%)	\$76,731
SIGNING, MARKINGS, AND WAYFINDING (5%)	\$76,731
DRAINAGE (10%)	\$153,461

AVERAGE CONSTRUCTION COST/BLOCK	\$230,192
LOW CONSTRUCTION COST/BLOCK	\$173,750
HIGH CONSTRUCTION COST/BLOCK	\$288,750

AVERAGE CONSTRUCTION COST/MILE	\$1,841,536
LOW CONSTRUCTION COST/MILE	\$1,390,000
HIGH CONSTRUCTION COST/MILE	\$2,310,000

COST ESTIMATES FOR PLAZA STREET

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
STREET RECONSTRUCTION	LF	5,280	\$2,695	\$14,229,600	FROM A SIMILAR PROJECT ESTIMATE FOR 55' WIDE ROW
TREES	EA	352	\$523.16	\$184,153	ASSUME 30' SPACING, BOTH SIDES OF ROAD, ENTIRE LENGTH
BENCH	EA	70	\$1,885.81	\$132,761	ASSUME 150' SPACING, BOTH SIDES
TRASH BINS	EA	70	\$1,727.65	\$121,626	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
BICYCLE PARKING	EA	70	\$802.99	\$56,531	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$15,142,654	

LANDSCAPING/TURF ESTABLISHMENT (5%)	\$757,133
SIGNING, MARKINGS, AND WAYFINDING (5%)	\$757,133
DRAINAGE (10%)	\$1,514,265

AVERAGE CONSTRUCTION COST/BLOCK	\$2,271,398
LOW CONSTRUCTION COST/BLOCK	\$1,703,750
HIGH CONSTRUCTION COST/BLOCK	\$2,840,000

AVERAGE CONSTRUCTION COST/MILE	\$18,171,185
LOW CONSTRUCTION COST/MILE	\$13,630,000
HIGH CONSTRUCTION COST/MILE	\$22,720,000

COST ESTIMATES FOR ACTIVE ALLEY

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
BENCH	EA	70	\$1,885.81	\$132,761	ASSUME 150' SPACING, BOTH SIDES
TRASH BINS	EA	70	\$1,727.65	\$121,626	ASSUME 150' SPACING, BOTH SIDES
LIGHTING	EA	70	\$5,937.27	\$417,984	ASSUME 150' SPACING, BOTH SIDES
BICYCLE PARKING	EA	70	\$802.99	\$56,531	ASSUME 150' SPACING, BOTH SIDES
CONSTRUCTION COST SUBTOTAL				\$728,902	

SIGNING, MARKINGS, AND WAYFINDING (5%)	\$36,445
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AVERAGE CONSTRUCTION COST/MILE	\$95,668
LOW CONSTRUCTION COST/MILE	\$72,500
HIGH CONSTRUCTION COST/MILE	\$120,000

AVERAGE CONSTRUCTION COST/MILE	\$765,347
LOW CONSTRUCTION COST/MILE	\$580,000
HIGH CONSTRUCTION COST/MILE	\$960,000

COST ESTIMATES FOR ROUTINE BICYCLE ACCOMMODATION

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	ASSUMPTIONS
BIKE LANE SIGNS AND MARKINGS	MI	1	\$32,000	\$32,000	
COST SUBTOTAL				\$32,000	

AVERAGE COST/BLOCK	\$4,000
LOW COST/BLOCK	\$3,750
HIGH COST/BLOCK	\$5,000

AVERAGE COST/MILE	\$32,000
LOW COST/MILE	\$30,000
HIGH COST/MILE	\$40,000

The following two sections-  
"Zoning Recommendations" and  
"Public Investment Strategy" are  
suggestions on how the  
City of Wichita could bring the  
**Wichita: PLACES FOR PEOPLE** Plan  
into reality.  
These suggestions are not final.  
It will take considerable work and  
public input to decide  
which tool works best for everyone.



ZONING RECOMMENDATIONS



**WICHITA:** PLACES FOR  
**PEOPLE**  
OCTOBER 2018

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## ACKNOWLEDGEMENTS

### URBAN INFILL ADVISORY COMMITTEE

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James Clendenin – *District III*

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Jeff Longwell, Mayor  
Bryan Frye, Vice-Mayor and City Council Representative – District V  
Cindy Claycomb, City Council Representative – District VI  
Brandon Johnson, City Council Representative – District I  
LaVonta Williams, Former City Council Representative – District I  
Robert Layton, City Manager  
Scot Rigby, Assistant City Manager  
Karen Sublett, City Clerk  
Janet Johnson, Office of Community Services  
Brandon Findley, Community Services Representative

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Leonard Wilkins  
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Larry White  
Trevor Wooten  
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Dana Edwards  
David Robbins  
Jason Karber  
Gregory Boyajian  
Ray Hall  
Diana Seba  
Jim Byrum

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Bernard Knowles  
Kevin Mullen  
Teresa Cook  
Charles Smith  
David George  
Denise O’Leary Siemer

#### NEIGHBORHOOD ASSOCIATIONS

### WICHITA AREA METROPOLITAN PLANNING ORGANIZATION (WAMPO)

#### WAMPO Transportation Policy Body

Phil Nelson, *Director*  
Kristen Zimmerman, *Senior Planner II*

#### STAFF PROJECT TEAM

Mary M. Hunt, *Project Manager*  
Dale Miller, *Planning Director*  
Scott Knebel, *Planning Manager*  
Dave Barber, *Planning Manager (Retired)*  
Stephen Banks, *Senior Planner*  
Dave Yearout, *Principal Planner*  
Matt Williams, *Associate Planner*  
Kathy Morgan, *Senior Planner*  
J.R. Cox, *Chief Zoning and Sign Inspector*  
Scott Wadle, *Wichita Transit*  
Jim Schiffelbein, *Planning Aide*  
Ashley Jones, *Planning Aide*  
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Mark Stanberry, *Housing and Community Services*  
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Gary Janzen, *Wichita Public Works and Utilities*  
Julianne Kallman, *Wichita Public Works and Utilities*  
Paul Gunzelman, *Wichita Public Works and Utilities*  
Aaron Henning, *Wichita Public Works and Utilities*  
Rebecca Grief, *Wichita Public Works and Utilities (Former)*

### I. INTRODUCTION

Changes to the Unified Zoning Code (UZC) are needed to build Places for People. The recommended changes will enable building and development patterns identified in the Walkable Development Book and will allow the transition from existing auto-oriented development patterns to more walkable patterns over time. The most effective way to enable walkable destinations within the Established Central Area (ECA) of Wichita is to shift the focus of development regulations from primarily on land uses and intensity/density (current UZC), to primarily on building form and human-scale patterns.

The current code emphasizes land use and intensity as the basis for achieving compatible relationships between projects. This approach uses height, setback and site design standards that force projects inward and away from other projects, particularly where the use or intensity differs from other projects or zoning districts. To implement a walkable pattern, the proposed changes focus on compatible building scale and form, and emphasize design elements that establish human-scale relationships to public spaces. This is a shift from an approach that separates individual projects in the interest of mitigating perceived impacts, to one that brings diverse projects together to create compact, walkable places. This can best be achieved by regulating a few simple and compatible typologies that will shape walkable places—street types, open space types, building types. The standards for these types focus on the design elements that bring them together in a way that promotes neighborhood character.

In addition to these recommended changes to the zoning code, walkability can be further improved with changes and updates to the City's sidewalk ordinance and subdivision regulations standards to align these documents with the City's Multimodal Policy and national best practices.

The Walkable Development Book defines the appropriate street, open space, and building types within different contexts of the ECA. Creating development code standards for these types will provide the tools necessary to create walkable destinations, whether by simply allowing them where the current standards work against the typology, or by requiring them to replace automobile-oriented patterns.

The initial step is to incorporate a “building type approach” for residential development that allows a better mix of compatible residential buildings, regardless of the density. This strengthens the market and context in which other components of walkable places can be successful. Changes to the residential regulations will focus on:

- **Eliminating the density cap –**  
The density standards of the various residential districts are artificially limiting the needed concentrations of different smaller-scale, multi-unit housing types in walkable patterns. The standards of the current UZC that do allow some greater density, will ultimately drive larger scale projects. In order to get the required land area for the number of units anticipated, project areas and building footprints become larger and are not in walkable patterns. The larger these projects become, the less compatible they are with existing land uses and neighborhood patterns, reinforcing the perception that they should be buffered and separated from other areas. The result is often density without walkability.
- **Provide appropriate limits on the scale of building –**  
Regulating the scale of building types (footprint and lot maximums, and height maximums), as opposed to number of units, will better assure that new buildings are human-scale and fit into the context regardless of the number of units. This can also ensure that all housing is arranged in more compact formats that are both compatible with the existing uses and neighborhood patterns, and provided the desired benefit of increased walkability. Where, when and how a mix of housing types should occur can be better determined by “building type” standards, which are specific to the scale and form, rather than district-wide density limits that are abstract and independent of scale and form.
- **Provide design guidance for human-scaled development –**  
Relating buildings to the streetscapes and public spaces in a similar manner can better blend many different building types together, regardless of their scale, format, or architectural styles. Standards for larger setbacks, buffers and open spaces, or simply un-programmed land to achieve a density basis can be replaced by well-designed frontages that relate the buildings to the public streets in compatible manner, and scale and massing standards that make sure buildings are compatible with the lot and adjacent buildings.

Although commercial development typically follows residential development, the commercial regulations should similarly focus on the following changes to accommodate walkable development as the markets change to support redevelopment efforts. Changes to the commercial regulations should focus on:

- Changing or eliminating required setbacks – Street-front buildings are the anchor of walkable places. They frame comfortable streetscapes, they provide interest for walking along a street, and they directly engage and activate the sidewalk, prioritizing people over cars.
- Provide appropriate limits on the scale of building – Walkable places are most vibrant with a concentration of multiple destinations. In this regard, multiple smaller projects will add up to more than large, singular projects. Attention to how these projects come together over time requires that the standards pay attention to the scale of buildings based on the current or desired context, and typically smaller and more is better than larger and fewer.
- Provide design guidance for human-scaled development – Relating buildings to the streetscapes and public spaces promotes interesting street fronts, activates public spaces, and encourages walking. This will be most important on key blocks of neighborhood nodes, but of lesser importance on supporting blocks or other transition areas.

1 Places Set the Framework	2 Streets Establish Walkable Networks	3 Open Spaces Design Spaces for People	4 Buildings Build Walkable Development Patterns
Identify the Node, Transition and Edges	Maintain or improve connections and check the Bicycle Plan for planned improvements in the area	Enhance or expand the network	Build to engage the street
Promote a destination(s)	Identify slow streets and areas where traffic calming may be needed	Develop focal points that encourage people to gather	Design active and permeable building fronts
Prioritize development areas or projects	Define safe bike and pedestrian facilities	Use open spaces to emphasize transitions	Hide or minimize surface parking
	Apply appropriate Street Typologies	Apply Open Space Typologies	Refine the appropriate range of Building Types at the block scale
	Create an investment strategy for necessary design changes to improve safety and connectivity	Incorporate civic design into capital improvements and development proformas	Turn loose the small-scale investments that create vibrant, valuable place

#### Principles for Building Walkable Places – Walkable Development Book

The Walkable Development Book also defines the steps necessary to build compact walkable places, and many of the concepts in the book can benefit from a more specific level of planning. Chapter 3, Building a Walkable Place outlines these steps and provides a framework for implementation through more detailed development and urban design plans for specific areas. This process provides another chance to adjust standards and refine the typologies for a specific context or a particular neighborhood. However, in the absence of detailed plans, this document provides a compilation of basic standards for typologies that can better implement walkable patterns. They should be used in conjunction with the Walkable Development Book principles and in particular the steps and guidelines in Chapter 3, Building a Walkable Place.

## II. WALKABLE DEVELOPMENT STANDARDS

The walkable development standards are based on Building Type standards; Frontage Type standards; Massing and Facade Design standards; and reductions in Parking standards. These standards should be applied in the ECA based on the principles and guidance in the Walkable Development Book. Specific recommendations for use of these development standards are included in Section III. Below.

### Building Typologies

The building type standards regulate the scale (height and footprint) of buildings and address the placement of buildings in relation to the street front. They differ from current minimum standards (lot size and setbacks) by imposing a combination of minimums and maximums to define the form, scale and relationships for different contexts. For example, while lot sizes have minimums to ensure a buildable area that corresponds with the development patterns of particular zoning districts, the lot width and building coverage are maximums to ensure that each lot has a similar relationship to the streetscape and compatible building scale. Similarly, where the front setback is a range, it is stating that all buildings shall create a relationship to the streetscape within that range compatible to the neighborhood, block or street. (See Frontage Types) This approach will result in the finer grain development patterns necessary for walkable places. Each type has basic development standards and application to specific zoning districts. The application of these standards within zoning categories is intended to be strategic and specific to create walkable places. Many of the building types defined could be appropriate in more intense zoning categories, but the variety of types allowed within a single zoning district are intended to create places that promote development of a similar scale, form and pattern. This approach provides a broader variety of uses within a single district to address the relationship of development at a finer grain; allows the ability to mix zoning districts to create unique places addressing the scale and form of development and allow the development of places to better respond to market influences. Assistance to the implementation of the building typologies, through changes to the zoning code can be supported by the “How to Build” section of the Walkable Development Book.

**TABLE 1: DEVELOPMENT STANDARDS BY BUILDING TYPE**

DEVELOPMENT STANDARDS	LOT			BUILDING STANDARDS					APPLICATION											
	Building Type	Area (min)	Width (max)	Building Coverage (max)	Front Setback (min. or range)	Rear Setback (min.)	Side Setback (min.)	Corner side (min.)	Height (max.)	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Detached House - Conventional	10K	n/a	30%	10' – 50'	20'	6'	10'	35' / 2.5 stories	☐*											
Detached House - Neighborhood	5K	80'	45%	10' – 50'	20'	6'	10'	35' / 2.5 stories	■	■										
Detached House - Compact	3K	50'	60%	10' – 35'	20'	5'	10'	35'	■	■										
Duplex	5K	100'	45%	10' – 35'	20'	6'	10'	35' / 2.5 stories	■	■										
Accessory Dwelling Unit (for detached structures)	n/a	n/a	up to 75% of first floor living area	not less than primary structure	5'	3'	6'	24' / 1.5 stories	■											
Multi-unit House	6K and 1.5K/unit	100'	60%	10' – 35'	20'	6'	10'	35' / 2.5 stories		■	■									
Row House – 3 – 8 units / bldg.	1.5K	36' / unit	70%	0' – 20'	20'	0'	10'	40' / 3 stories	☐ <sub>1</sub>	■	■	■								
Small Apartment 3 – 12 units / bldg.	5K	100'	70%	0' – 20'	20'	10'	10'	40' / 3 stories	☐ <sub>1</sub>	■	■	■								

TABLE 1: DEVELOPMENT STANDARDS BY BUILDING TYPE CONT'D

DEVELOPMENT STANDARDS	LOT			BUILDING STANDARDS					APPLICATION										
	Area (min)	Width (max)	Building Coverage (max)	Front Setback (min. or range)	Rear Setback (min.)	Side Setback (min.)	Corner side (min.)	Height (max.)	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Mid-Rise Apartment 13 – 40 units / bldg.	10K	150'	60%	0' – 20'	20'	10'	10'	80' / 6 stories			☐ <sub>1</sub>	■	■						
High-Rise Apartment 41+ units / bldg.	20K	200'	75%	0' – 20'	20'	10'	10'	120' / 9 stories				☐ <sub>1</sub>	■						
Apartment Complex	25K	n/a	n/a	20' min.	10'	20'	20'	80'/6 stories'			■	■			■		■	■	
Live/Work Unit	1.5K	50'	70%	0' – 20'	20'	5' / 0' if party wall	10'	35' / 2.5 stories				☐ <sub>2</sub>	☐ <sub>2</sub>	■	■	■			
Small-scale Commercial	2.5K	80'	n/a	0' – 10'	10'	5' / 0' if party wall	0' – 10'	15'/1 story						■	■	■	■	■	■
Small-scaled Mixed-use	2.5K	80'	n/a	0' – 10'	10'	5' / 0' if party wall	0' – 10'	40'/3 stories						■	■	■	■	■	■
Medium-scaled Mixed-use	10K	150'	n/a	0' – 10'	10'	10' / 0' if party wall	0' – 10'	80'/6 stories'						■	☐ <sub>2</sub>	■	■	■	■
Large-scaled Mixed-use	60K	200'	n/a	0' – 10'	10'	10' / 0' if party wall	0' – 10'	120'/6+ stories						☐ <sub>3</sub>			■	■	■
Pad-site / Drive-thru	15K	100'	n/a	20' min.	10'	10'	20'	25' / 2 stories									■	■	
Large Industrial	120K	200'	n/a	20' min.	10'	10'	20'	30' / 2 stories'										■	
Medium & Big Box	60K	n/a	n/a	20' min.	10'	10'	20'	30' / 2 stories'									■	■	
Parking Garage	n/a	n/a <sup>4</sup>	100%	0'	0'	0'	0'	n/a <sup>5</sup>						☐ <sub>4</sub>	☐ <sub>4</sub>	☐ <sub>4</sub>	■	■	☐ <sub>4</sub>

■ Permitted  
 ☐ Limited  
 \* – a permitted use in the SF-10, SF-20 and the RR Zoning Districts, generally not appropriate for compact, walkable development patterns. Limited use to where existing building type and development pattern exists.  
 1 – see recommendation for zoning district changes.  
 2 – Based on location criteria<sup>1</sup> – or where contributes important uses (anchor tenant, grocery, services, etc. – uses that draw users to the area to support desired uses).  
 3 – Where better street design and walkable development pattern (smaller, connected blocks with buildings close to the streets) exists.  
 4 – Where a building is present along the street face (liner building); or maximum of 100' or 30% of the building frontage whichever is less without liner building present.  
 5 – Limited height to the dominant building type height of surrounding development within a place.

## Frontage Typologies

Frontage design establishes how buildings and sites relate to the public realm and can achieve consistency and compatibility along a block when different types or scales of buildings are allowed. For implementing walkable patterns, these standards focus on human-scale design, active social spaces, and limiting the impacts of car access. A detailed definition of each type can be found in the Walkable Development Book.

**TABLE 2: FRONTAGE STANDARDS BY FRONTAGE TYPE**

Frontage Type	Front Building Line	Driveway Width (in front of lot line)	Driveway Width (20' + from lot line)	Front Loaded Garage Placement / Limitations	Landscape (area between the building and lot line)
<b>Suburban Yard</b>	25' min.	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	<ul style="list-style-type: none"> <li>Minimum 10' behind front building line; or</li> <li>At or behind front building façade.</li> </ul>	<ul style="list-style-type: none"> <li>50% minimum landscape area</li> <li>1 ornamental tree for every 25' of lot frontage; may substitute 1 shade tree for 2 ornamental trees</li> <li>1 street tree for every 30' of lot frontage.</li> <li>Foundation plantings of shrubs or perennial plants on 60% of foundation.</li> </ul>
<b>Neighborhood Yard</b>	20' – 50'	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	<ul style="list-style-type: none"> <li>Minimum 0' – 12' behind front building line if less than 30% of façade;</li> <li>Minimum 12' behind front building line if 30% to 45% of façade;</li> <li>Prohibited if over 45% of façade;</li> <li>All other cases require side-loaded, rear-loaded or detached garages<sup>1</sup>.</li> </ul>	<ul style="list-style-type: none"> <li>60% minimum landscape area</li> <li>1 ornamental tree for every 30' of lot frontage; may substitute 1 shade tree for 2 ornamental trees</li> <li>1 street tree for every 40' of lot frontage.</li> <li>Foundation plantings of shrubs or perennial plants on 50% of foundation.</li> </ul>
<b>Terrace</b>	10' – 20'	10% of lot width, up to 24' maximum	20% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages <sup>1</sup> .	<ul style="list-style-type: none"> <li>50% minimum landscape area</li> <li>1 ornamental tree for every 40' of lot frontage</li> <li>1 street tree for every 40' of lot frontage.</li> <li>Foundation plantings of shrubs or perennial plants on 50% of foundation.</li> </ul>
<b>Courtyard</b>	10' – 20'	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages <sup>1</sup> .	<ul style="list-style-type: none"> <li>50% minimum landscape area</li> <li>1 ornamental tree for every 200 sq. ft. of courtyard</li> <li>1 street tree for every 40' of lot frontage.</li> <li>Foundation plantings of shrubs or perennial plants on 50% of foundation.</li> </ul>
<b>Built-to-Street</b>	0' – 10'	10% of lot width, up to 24' maximum	20% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages <sup>1</sup> .	<ul style="list-style-type: none"> <li>Investment in the public streetscape (i.e. street trees, plantings, hardscape improvements) in lieu of property landscaping.</li> <li>If a building is setback, direct pedestrian access shall be maintained, and the setback shall be addressed through hardscape or landscape.</li> </ul>
<b>Setback / Buffer</b>	25' min.	n/a; restricted by current code standards	30% of lot width; no limit behind building	n/a; restricted by current code standards	n/a; Coordinate with Landscape Ordinance Guidebook - landscaped street yard and buffers.

<sup>1</sup> – detached garages are allowed to be front-loaded if they are setback behind the rear facade of the primary structure. See Page 52 of the Walkable Development Book for depictions of each Frontage Type.

### Application of Frontage Typologies

Frontage types define the relationship between the building and public space and within the development pattern of a place they define the context for development. Depending on the context desired, the application of different frontage types can create or support that development environment. The use of the frontage types, in conjunction with the walkable development standards, will assist in creating walkable development patterns within the existing zoning categories. The frontage types can be applied based on the zoning district in which they are being applied; or if applied within a walkable place type can be applied by the context, core, transition or edge to create the pedestrian environment desired.

**TABLE 4: FRONTAGE TYPE APPLICATION BY BUILDING TYPE**

Building Type	PLACE TYPE - CONTEXT		
	Node	Transition	Edge
Detached House - Conventional	n/a	n/a	T, C, S
Detached House - Neighborhood	n/a	T, C	N, T, C
Detached House - Compact	BTS, T	T, C	N, T, C
Duplex	n/a	T, C	N, T, C
Accessory Dwelling Unit	n/a	n/a	n/a
Multi-unit House	n/a	T, C	N, T, C
Row House –	T, C, BTS *	T*, C, BTS	T, C, N
Small Apartment	T, C, BTS *	T*, C, BTS	T, C, N
Mid-Rise Apartment	T, C, BTS *	T*, C, BTS	T, C, N
High-Rise Apartment	T, BTS *	n/a	n/a
Apartment Complex	n/a	N, T	N, SB
Live/Work Unit	BTS	T, C, BTS *	N, T*, C
Small-scale Commercial	BTS	T, C, BTS *	N, T*, C
Small-scaled Mixed-use	BTS	T, C, BTS *	N, T*, C
Medium-scaled Mixed-use	BTS	T, C, BTS *	N, T*
Large-scaled Mixed-use	BTS	T, C, BTS *	N, T*
Pad-site / Drive-thru	n/a	T*, N	T*, N, S, SB
Large Industrial	n/a	n/a	n/a
Medium & Big Box	n/a	T*, N	T, N, S, SB
Parking Garage	SF	T, C, SF*	N, T*, C

\* – preferred type.

**TABLE 3: FRONTAGE TYPE APPLICATION BY ZONING DISTRICT**

	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Suburban Yard (S)	x	x									
Neighborhood Yard (N)	■	■	■	x							
Terrace (T)	□ <sub>1</sub>	■	■	■	■	■	■	■	□ <sub>2</sub>	□ <sub>2</sub>	■
Courtyard (C)			■	■	■	■	■	■	□ <sub>2</sub>	□ <sub>2</sub>	■
Built-to-Street (BTS)			■	■	■	■	■	■	□ <sub>2</sub>	□ <sub>2</sub>	■
Setback / Buffer (SB)			□ <sub>3</sub>	□ <sub>3</sub>		□ <sub>3</sub>	■	□ <sub>3</sub>	■	■	□ <sub>3</sub>

■ Permitted  
 □ Limited  
<sup>1</sup> – Allowed based on consistency with existing setbacks of adjacent lots.  
<sup>2</sup> – Ideally used on the best walkable streets, as defined by the Walkable Development Book, may be allowed on traffic dominate streets.  
<sup>3</sup> – Allowed by exception within the walkable development pattern; but never within a Place Type node as defined in the Walkable Development Book and application defined in Table 4.

## Massing and Façade Composition

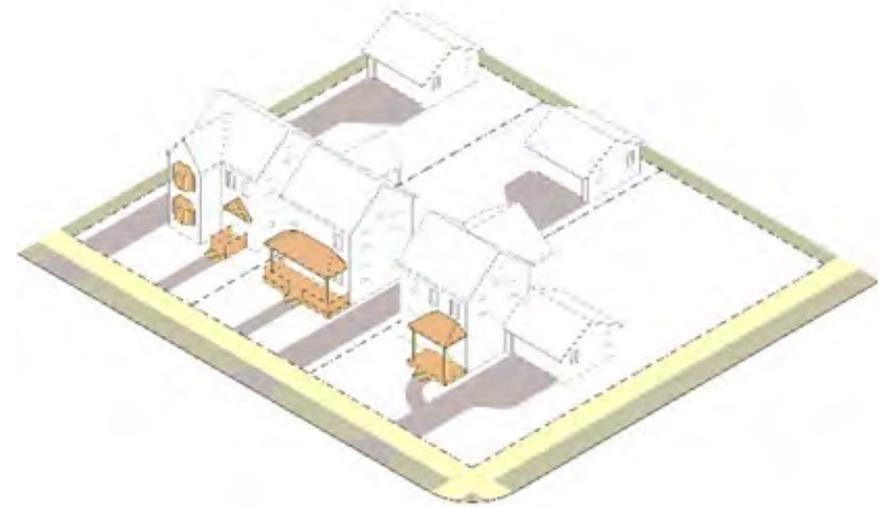
Massing and façade composition standards of the buildings front façade strengthens the relationship of a building and site to the streetscape by breaking down the scale of larger buildings and promoting human scale interaction between the building and street. To be responsive to different contexts within walkable places, the standards are based on frontage types, which can vary on different streets, blocks or sites, dependent on the degree of pedestrian emphasis. Important massing and façade features that support walkability include:

- **Primary Entry Feature** – A primary entry to the building should be clearly defined with design elements that emphasize the entrance and its relationship to streetscape or public space. Design elements can include single story gables, canopies, arches or arcades, recesses or projections of the entry mass, transoms or display windows, architectural details or integrated landscaping or seating.
- **First Story Transparency** – Transparency on the first floor supports an active streetscape and public space by relating activities within a building to those spaces. The percentage of transparency identified in the table should be incorporated into the façade design of buildings between 2’ and 8’ above street level with windows providing direct views into the building’s interior or display area.
- **Upper Story Transparency** – The upper stories of a building contribute to the relationship of the building to public space through the visual connection of the private and public spaces and by breaking up larger wall planes, particularly when close to the street. The standards proposed would be applicable to each of the stories of a building above the first story.

**TABLE 5: MASSING AND FAÇADE STANDARDS (applied to the front façade)**

Frontage Type	Primary Entry Feature <sup>1</sup>	First Story Transparency	Upper Story Transparency
Suburban Yard	1 per building	15% - 30%	20% - 30%
Neighborhood Yard	1 per building	15% - 30%	20% - 30%
Terrace	1 per unit – residential; 1 per 150’ commercial	15% - 90%	20% - 30%
Courtyard	1 per 150’	15% - 90%	20% - 30%
Built-to-Street	1 per 150’	60-90%	20% - 30%
Setback / Buffer	1 per building	60% -90% w/in 25’ of entry	n/a

<sup>1</sup> – primary entry must be located on the front façade, facing the street to which the building is addressed.



### Entry Features.

Primary entry features emphasize human-scale elements of building facades and establish relationships to neighborhood and commercial streetscapes. Variation of types and designs of entry features create diversity and interest along streetscapes.



### Transparency

Transparency of facades at street level is particularly important for pedestrian oriented places and streetscapes, creating activity along the street and add visual interest for walkers. On upper stories, transparent windows break down the massing of larger facades.

## Parking Standards

Parking lots can disrupt walkable development patterns based on their size, location and design. The impact of parking is compounded when each site provides its own private parking, so it is important for walkable places to reduce the requirement for on-site parking (particularly where transit is present), maximize the utilization of on-street parking, and encourage opportunities for shared, remote, or public parking. The ability to reduce the amount of parking required by each development or property can have a significant impact on the concentration of active uses within a walkable area. In addition to limiting the parking provided for development, an alternative method to right-size the parking for a place is to allow parking to be shared, typically between differing uses. The City of Wichita Unified Zoning Code, Section IV-A.9 addresses shared parking. The standards should be considered within the Place Types - Neighborhood Node, Community Core and Regional Centers, when shared parking is desired, in place of a simple parking reduction.

The design and location of parking lots can contribute to the creation of place by not interrupting the compact, walkable development pattern. The intent of the design and location standards is to reduce the impact of parking by reducing the size of lots and hiding them within a walkable development pattern. Large expanses of parking, particularly adjacent to the sidewalk or pedestrian area, reduces the connectivity and comfort of a place for walking, and increases the separation of buildings and pedestrian access. The parking design and location standards limit the size of parking lots and define the appropriate location based on the context (Table 6) in which they are developed. In general, the more compact and walkable the place (i.e. node), the smaller and more hidden off-street parking should be. As you move outward from the node the size and location requirements are relaxed for parking. Similarly, the type of street and the pedestrian quality of that street should be considered when regulating the size, location and design of parking lots. Street Typologies as defined by the walkable Development Book have been categorized into Street Types (Table 6) to provide additional guidance for the size and location of parking along street frontages. These standards should support the context standards when applied in a place type and should guide parking along corridors and streets throughout the ECA. Street Yes include:

- “A” Streets - Mixed-use Main Streets and Plaza Streets, specifically designed to encourage pedestrian activity;
- “B” Streets - Mixed-Use Connector Streets, Residential Neighborhood Streets and Active Alleys; and
- “C” Street - typical automobile dominate streets, non-pedestrian accommodating streets or those that have building service areas (loading docks or trash receptacles). These streets are generally not thought of as pedestrian accommodating and are not included in the Walkable Development Book.

**TABLE 6: PARKING REDUCTION STANDARDS**

Walkable Place Elements	Parking Reduction Standards
Walkable Development Pattern	Reduce required parking count by 25%; Implement a maximum of 25% over the required minimum
On-street Parking	Maximized, restripe or redesign streets wherever possible and limit curb cuts that eliminate on-street parking potential; Reduce required parking counts by 15% on any street with on-street parking
Transit Service (within ¼ mile of service)	Reduce required parking counts 25%
Shared Parking (locational or peak-time sharing)	Reduce parking counts 15% to 75%; based on amount shared and subject to the Shared Parking standards in Section IV-A.9 of the Unified Zoning Code.
Total Potential Reduction	15% to 100%

**TABLE 7: PARKING DESIGN AND LOCATION STANDARDS**

Parking lot size (# of spaces)	CONTEXT			STREET TYPE		
	Node	Transition	Edge	“A street”	“B Street”	“C Street”
1 - 15	Side or behind only	Permitted	Permitted	Side or behind only	Permitted	Permitted
16-75	Behind only	Side or behind only	Side or behind only	Behind only	Side or behind only	
76-150	Prohibited	Behind only		Prohibited	Behind only	Side or behind only
151-250	Prohibited			Prohibited		
251+	Prohibited, must be broken into smaller parking blocks in all cases.		Permitted; with landscaped street frontage.	Prohibited, must be broken into smaller parking blocks in all cases.		Permitted; with landscaped street frontage.

### **Updates to the Sidewalk Ordinance**

The City's Sidewalk Ordinance (Ordinance No.36-327) provides a system for providing sidewalk improvements within the city as well as the unincorporated area within three miles of its corporate boundaries. The ordinance establishes the conditions under which the city installs sidewalks (at-large improvements and petitioned improvements) and establishes the minimum requirements and standards for sidewalks in new subdivisions. We recommend updating and simplifying this ordinance to bring it in-line with national and regional best practices in sidewalk requirements, to further strengthen the multimodal policy, and to support the other recommendations of this plan.

### **Updates to the Design Standards Component of the Subdivision Regulations**

The language of the City's Street Design Guidelines and Multimodal Policy endorsed by City Council in December 2014, states that the Multimodal Policy will, "1) Provide a framework for achieving a well-integrated multimodal transportation system and 2) Direct the City to routinely consider, and to the extent practical, accommodate all modes and all users with a focus on improving the safety and effectiveness of the City's transportation system." (p. 1) The Guidelines also states that, "[t]his Policy shall apply to all public and private development in street rights-of-way and public access easements. However, this Policy shall not be used to require improvements beyond those required by zoning and subdivision approval." In practice, this means the City uses the street design guidelines for their own projects and may suggest developers use the guidelines, however there is no requirement for them to do so. Instead, developers follow the Design Standards that are incorporated in the Municipal Code as Article 7 of the Subdivision Regulations. Article 7 should be updated to reflect the Multimodal Policy and Street Design Guidelines as well as the street design typologies and design parameters included in the Walkable Development Book.

### III. IMPLEMENTATION

Implementation of walkable development standards can happen in a variety of ways through the application of some or all the development, frontage and parking standards as well as updates to the sidewalk ordinance and subdivision regulations. Specific recommendations regarding the application of the standards defined in Section II are included here to generate discussion about what is most appropriate to create walkable places within the ECA of Wichita.

#### General

- **Allow** – Enable the walkable development standards as an option and let the real estate market decide where the pattern is implemented. This approach eliminates barriers to creating walkable places for those that desire to develop in this manner. The application of this strategy could be considered for citywide application as an alternative to the current development standards and patterns.
- **Allow in specific situations** – Enable the walkable development standards through staff-administered location criteria that guide application to specific areas. The administration of the development standards with this strategy would focus on application of the standards where walkable development patterns are desired, by eliminating the barriers to walkable places for those specific areas.
- **Require them in specific context** – Implement the walkable development standards through the creation of an overlay zoning district, which more carefully specifies where these standards are required as opposed to the current zoning standards. The overlay district will require the compact walkable development patterns while eliminating current standards that undermine walkable development patterns. The use of the overlay tool could be implemented proactively to maintain existing walkable places or create walkable places where new investment is desired.
- **Require based on a specific plan** – Implement a walkable development pattern based on a specific area, district or development plan, that determines on a block-scale basis where these standards are required vs. optional, or where specific variations or enhancements to these standards are needed based on that plan. A specific plan could be achieved through a developer-initiated development plan, a Planned Unit Development (PUD) or Community Unit Plan (CUP) that is prepared based on the Walkable Development Standards. A plan could also be initiated publicly, by the City or by a neighborhood or community-based organization. The planning process, potentially modeled after the How to Build section of the Walkable Development Book, would result in the creation of walkable development standards that would become the zoning for the area, through the application of the node, transition, edge concepts of the plan. This approach is similar to the creation of a “Regulating Plan” that is the basis for a Form-based Code.

#### Specific Recommendations:

The recommended zoning changes present multiple methods to achieve walkable places within the ECA, through the application of the walkable development standards. It is important to consider how proposed changes specific to the ECA development policies could impact zoning districts that are also used outside of this context. The zoning recommendations have been prepared with these opportunities and challenges noted.

A. Strategic Residential Updates

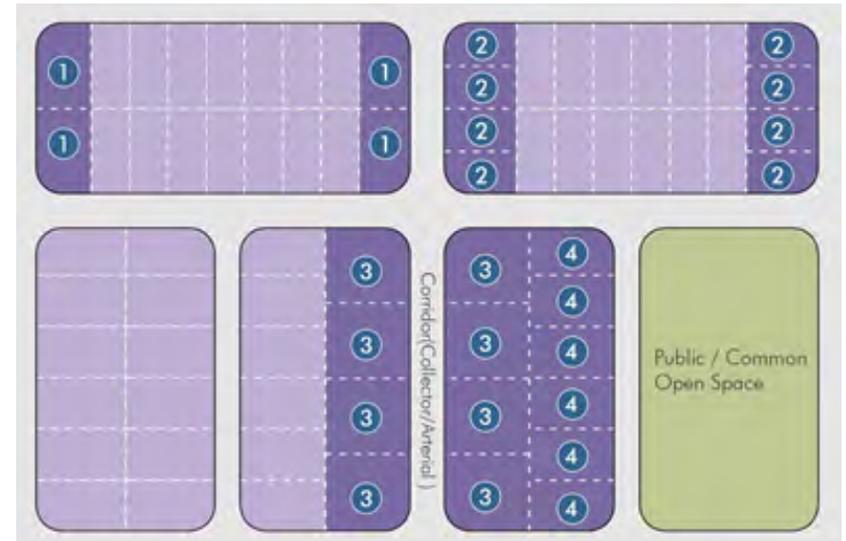
Strategic updates are needed to the residential development standards to enable the patterns and typologies by right within existing zoning districts. Specifically, the changes provide a graduated approach to the different housing types in the existing higher-density zoning districts, from SF-5 through B, but replace the current lot development and density standards with standards specific to a range of different building types appropriate to each district. This approach will reduce the reliance on the Planned Unit Development (PUD)/Community Unit Plan (CUP) approach. Projects meeting these standards and typologies could be built through normal review and permitting processes. The following strategic changes to residential zoning districts are recommended.

1. SF – 5 (Single Family 5,000) – enable the development of Accessory Dwelling Unit’s and Duplex building type by right within the district, subject to the Walkable Development Standards described in Table 1.
  - a. ADU’s – permitted by right to detached houses, subject to the following restrictions:
    - As an accessory use to the primary use and may be in an accessory structure;
    - When an accessory structure, including ADUs, reach a certain scale (typically more than a storage shed, has a foundation, in excess of 240 square feet of floor area) it shall be designed as follows:
      - o Same materials as principal structure;
      - o Same architectural style and massing;
      - o Same details and orientation; and
      - o Height shall not exceed the principal structure, but in no case exceed 1 ½ stories or 24 feet.; and
      - o In no case shall a footprint exceed 75% of the first floor living area of the primary structure.
    - Parking –
      - o Where on-street parking is not available; one on-site parking space is required behind the primary structure.
    - Primary structure and ADU must be owned by the same person/entity.
    - Must maintain single water and utility services to the property.
    - If the allowance of by right ADU’s is not acceptable in all cases, the following location criteria could be applied to limit their development:
      - o Properties within 1,000 feet of a place (measured from the outer edge of the place), Neighborhood Hub, Community Core or Regional Center as identified by the Walkable Development Book, are allowed by right;
      - o Properties within 1,000 feet of a transit stop are allowed by right;
      - o All other properties are subject to a conditional review process.
  - b. Duplex – enable the duplex building type, by right, provided it uses the neighborhood yard or terrace frontage design in all cases.
  - c. Small scale multi-unit (missing middle – multi-unit house, row house and small apartment) housing – consider allowing these types through a discretionary review process, i.e. conditional use process, subject to the same criteria recommended for administrative approvals in the TF-3 district, below.

2. TF-3 (Two Family) – enable the development of multi-unit houses as by right development within the district, and in specific locations row houses and small apartments. The development of row houses and small apartments should be regulated by location criteria in addition to the development standards. Location criteria that would allow better integration to existing context could include:

- ① On all corner lots of a block;
- ② On the end grain lots of a block;
- ③ On lots along a collector or arterial;
- ④ On lots fronting on open space; and/or
- On a block that transition from neighborhood – predominately residential uses, to mixed use or commercial districts – of predominately commercial uses; or is currently a mix of higher intensity residential use and commercial uses. (not shown)

In addition to the location criteria, the application of the appropriate frontage type within a specific context, node, transition or edge, for each building type should be applied to ensure their integration within the development pattern and setting.



Location Criteria Diagram

3. MF-18, MF-29 and B (Multi-family) – enable the development of row house and small apartments in all of these categories; enable the mid-rise apartments in the MF-29 and enable the high-rise apartments in the B category. Additionally, through application of the location criteria defined previously; mid-rise apartments could be allowed in the MF-18 category, and similarly high-rise apartments in the MF-29 zoning category. In all cases they should use the appropriate frontage design as defined in Table 3 for the zoning district and Table 4 by building type in different Place Types. Application of these building types should replace the current density and setback standards within the ECA, which are currently geared towards suburban style apartment complexes. These districts currently allow projects that are up to 18, 29 or 75 dwelling units per acre, respectively. Each of the building types above would allow project-scaled density higher than that, but the building types would be more compatible to this area, particularly if the frontage types (Table 2), massing and façade standards (Table 5) are implemented to ensure human-scale design and development patterns over automobile-oriented patterns.

## B. Commercial District Updates

### Comprehensive Updates

A more comprehensive approach and integration of the commercial standards into all the commercial districts of the UZC is warranted. Similar to the residential districts, the recommended changes involve a graduated approach to the different commercial and mixed-use building types in the commercial zoning districts. Replacing the current lot development and intensity standards with a range of different building types appropriate in each district and focus on development scale and walkable formats will allow this to occur. A benefit of a comprehensive approach is the opportunity for more widespread implementation, while also limiting some of the development patterns that undermine walkability. A drawback of this approach is it may have implications or unintended consequences for situations where these zoning districts are used outside of the ECA, as well as the extent of non-conforming situations that exist in the ECA. To mitigate this drawback, it is recommended that these patterns and typologies only be enabled where these districts are used within the defined ECA boundaries.

### Strategic Updates

A second approach to commercial district updates involves more strategic action targeting only those commercial districts that are most-used in the ECA and/or that are little used outside of the ECA, or those that are have the potential to undermine the Walkable Development Book policies the most. Specifically, the commercial building types approach should be targeted to the NO and NR districts, which by their intent and standards seem to be geared to more “neighborhood scale” or neighborhood-serving development. Replacement of the current NO and NR district standards should occur with the application of appropriate small scale commercial and mixed-use buildings types and their related frontage types identified by the Walkable Development Standards, to create walkable development patterns using these two districts. Enabling smaller scale development types within the NR and NO Districts allows there strategic application to assist in the creation of the Neighborhood Node and smaller Community Core place types identified in the Walkable Development Book.

Additionally, a strategic approach could be based on specific street types, identified in the Walkable Development Book, that exist within the ECA, and applied to all commercial districts (NO, GO, NR, LC, and GC). For example, the new building types could be permitted or required in all situations where the Mixed-use Main Street or Plaza Street conditions exist (and where walkable, street-front buildings are most appropriate). (See Walkable Development Overlay District option below for a variation on this approach.)

C. **Planned Unit Development/Community Unit Plan Overlay – Revised**

The current Planned Unit Development (PUD) and Community Unit Plan Overlay (CUP) standards lack any specific design or development criteria and do not encourage the creation of the place types defined in the Walkable Development Book. Limited guidance, typically signage, landscape and other development amenities are addressed within the current PUD and CUP review process. However, the PUD and CUP leave the proposed development standards up to each individual project to propose. A revised PUD, or new PUD district, and a revised CUP or new CUP overlay district should codify a basic set of development standards necessary to create walkable places as the default standards. The Walkable Development Standards proposed within this document including Building Typologies, Frontage Typologies, Massing and Façade Composition and Parking Standards provide an appropriate set of development standards to encourage compact, walkable development patterns and can be applied through the PUD or CUP process. Any of the development practices that are currently used within the PUD and CUP processes, that promote walkable environments, should continue to be used in conjunction with any new standards implemented.

A development plan supporting this method would identify appropriate patterns and application of each type on a block-by-block basis and could vary the standards of any specific typology to best suit the context. The benefit of this approach is that applicants can use the “default” typologies with a better understanding and expectation of what will be approved, and the planning and design effort can then be focused on what tweaks to this—if any—are needed or justified in any application. Similarly, a benefit to the community is that a walkable development PUD or CUP sets the expectations for development scale and pattern prior to the planning process and development of the district. This approach also provides the MAPC and Governing Body the development standards and criteria on which to review applications. The walkable development standards would be used to establish a walkable development pattern and support the other development standards that the City currently requires with PUDs/CUPs, except where conflicts may occur. The drawback to this approach is it still requires an applicant-initiated planning process and public hearing prior to any development entitlements, but the improvement would be identifying the tools and components for applicants to create those plans.

A process similar to that of the current Planned Unit Development could be used with this approach, including review by the Metropolitan Area Planning Commission and the Governing Body (only MAPC approval is needed for Residential CUPs). Any PUD or CUP plan would ideally be created for the entire walkable area (node, transition, and edge) and adopted to guide the incremental implementation of the place over time. This would allow individual property owners and development to contribute to the creation of a place. However, each individual plan could be evaluated based on the current context, and whether there are existing or potential supporting components of the overall development pattern nearby.

#### D. Walkable Development Overlay District

A new overlay district to create walkable places should be prepared for application in appropriate areas throughout Wichita. The overlay would define the street types, open space types, building types with frontage types, and design elements necessary to allow the creation of places built for pedestrians. District standards, defined in Section II. Walkable Development Standards, should be prepared and codified, defining development and improvements to create walkable places. The application of this overlay should be both optional—allowing the building types and development standards at a developers' election—and strategic through proactive application in specific place types within the ECA, requiring all future development to meet the patterns, typologies, and design standards. The “optional” approach could allow the overlay to be applied more widespread with less concern for any unintended consequences brought about by a specific site or context. The “strategic” approach would require more careful analysis of areas most likely to spur multiple short-term investments that reinforce and build upon the walkable patterns.

Strategic implementation of a Walkable Development Overlay District should be focused to create defined areas for improvement or creation of a walkable destinations. Acceptable applications of the overlay could include:

- The “Place Types”, at all scales as identified on the Walkable Development Book;
- In locations where the Capital Improvements Plan identifies changes that can support the creation of a walkable place, or where the walkable development standards can influence the public investments in the streets, streetscape, infrastructure to support the walkability of place within the ECA and Wichita;
- Areas that are at risk of losing their walkability, at any scale of development should be targeted, specifically those areas that may align with the Place Types identified in the Walkable Development Book; or
- As requested by neighborhoods, and/or business districts that would like to enable future walkable development and create walkable development patterns.

However, other applications of the overlay could also be used. Using the overlay to focus solely on the commercial and mixed-use patterns identified in the Walkable Development Book, while the residential changes could be more comprehensively integrated into the structure of existing residential zoning districts, as mentioned above in the Strategic Residential Updates. In this manner, it would further emphasize the residential patterns as the most crucial and initial step to building walkable places.

There is potential that application of the overlay district and the associated standards could conflict with the many PUD / CUP plans and their development standards that are in effect throughout the ECA. If the application of the walkable overlay does conflict with other adopted development standards, particularly within the Place Types identified in the Walkable Development Book, the walkable development standards should replace the previously adopted standards to guide future redevelopment. If the development standards applied to a property within an existing overlay support the development of a walkable environment and development pattern, those standards could be incorporated into the overlay standards.

#### E. Parking Reductions

Implement the Parking and Reduction Standards and the Parking Design and Location Standards to support walkable areas. In addition to including the parking standards in the methods of implementing walkable standards, the parking standards could be used as a supplement or replacement to the current parking standards within the Unified Zoning Code.

APPENDIX B

IMPLEMENTATION TOOLS



**WICHITA:** PLACES FOR  
**PEOPLE**  
WALKABLE DEVELOPMENT BOOK JUNE 2018

### IMPLEMENTATION MEMORANDUM

The purpose of this memorandum is to summarize implementations tools that can be used individually or combined to support redevelopment.

The following provides a “toolkit” of resources that might be utilized in the implementation of the plan.

Cities have available a variety of fiscal tools to induce private investment. These generally fall under the following five categories:

- **Bond financing** (based on anticipated future revenue)  
Key Program: Tax Increment Financing (TIF)
- **Supplemental taxes**  
Key Programs: Community Improvement District (CID); Business Improvement District (BID)
- **Tax reductions**  
Key Programs: Industrial Revenue Bonds (IRB); Constitutional Exemption (EDX)
- **Grants**
- **Tax credits**  
Key Programs: Low Income Housing Tax Credits (LIHTC), New Markets Tax Credits (NMTC), Historic Tax Credits (HTC)

### ANTICIPATED FUTURE REVENUE

In certain instances, future taxes generated by real estate investments can be used to finance current costs of facilitating those improvements. This mechanism is referred to generically as Tax Increment Financing (TIF). The capture of taxes resulting from increased assessed value (the increment) is used to pay debt service on bonds issued to fund selected costs of development.

This would involve the creation of new TIF districts in Areas of Opportunity. TIF revenue would be generated through the capture of net new property taxes, and could be used to finance public infrastructure and site acquisition and clearance.

To determine the efficacy of a TIF strategy, the level of taxable investment that is likely to be attracted to the selected areas has been evaluated as part of this project’s market study—as has the value, or increment, that can be created for the larger TIF district. It would be critical for school district representatives to agree on an appropriate level of tax capture because property taxes provide significant funding for the school district.

### SUPPLEMENTAL TAXES

This section focuses on improvement districts which are sometimes also referred to as special tax districts. In general, an improvement district generates a steady source of revenue to finance services and project costs that are considered “special” to landowners, residents, and businesses within a designated geographic area. Therefore, a separate tax is levied only on those properties within defined boundaries that will be benefited by these expenditures.

## COMMUNITY IMPROVEMENT DISTRICT (CID) OR BUSINESS IMPROVEMENT DISTRICT (BID)

A CID, BID, or similar program typically involves a special sale tax or property tax that supports an array of needed supplemental programs and services. These often include marketing, maintenance, security, and limited capital improvements, including streetscape enhancements. It is important to note that the imposition of such supplemental taxes or fees do not have to be limited to businesses and commercial properties but can also come from residents and residential properties (BIDs are typically limited to commercial properties). In the case of condominium owners, this could be incorporated into the monthly condo fee if arranged for at the outset of the development or billed directly to each unit along with the property tax bill from the assessor.

## TAX REDUCTIONS

Personal and real property tax reductions, or abatements, are common economic development incentives, particularly where significant new real estate investment occurs or new jobs are created. In most instances, the abatements act to reduce operating costs of investment real estate (office, industrial, retail, or rental apartment buildings) for a designated period of time. In Wichita, Kansas, the primary tax reduction program is Industrial Revenue Bonds (IRB), which allows for sales tax exemption on construction materials and property tax abatement, a payment-in-lieu of taxes (PILOT), or combination thereof. Abatement is available for a five-year term, with a second five-year term subject to approval by the governing body. IRBs are primarily available for businesses that maintain and create jobs and eligible businesses are defined by state statutes.

Constitutional Exemption (EDX) primarily apply to warehouse/distribution and research/development companies that maintain or create significant new employment or export goods.

## GRANTS

While far less available than in the past, there remain opportunities to obtain grants and soft loans from a wide variety of both public and private sources. Private corporate and charitable foundations do target their support to different aspects of urban investment and revitalization such as economic development, environment enhancement, historic preservation, and open space and parks. Most government grants are ones resulting from legislators' capacity to target appropriations to special community needs and high profile projects of wide public benefit. Foundations might be compelled to participate (financially or otherwise) in the project—particularly if a component of the project is consistent with a particular mission. For example, community development programs are often supported by Wichita Community Foundation, Downing Family Foundation, and Kansas Health Foundation. These organizations, and others, also support workforce programs, education, and similar programs.

## TAX CREDITS

Because the private market alone cannot deliver the products that are proposed as part of this development plan, public support is necessary to make development economically viable. Tax credits are one form of public participation that can be used to reduce the costs of development, thus making projects viable that otherwise could not be developed.

Three types of tax credits would be particularly useful: Low Income Housing Tax Credits (LIHTC) New Markets Tax Credits (NMTC), and Historic Tax Credits (HTC). LIHTC are used to provide affordable housing, defined broadly as rental units offered at below market rents to households that earn below 60 percent of area median income (AMI). New Markets Tax Credits are used for the development of commercial properties in distressed areas. Historic Tax Credits, as the name implies, can be applied toward the preservation, renovation, and rehabilitation of historic buildings.

There are many similarities in the broad ways in which the tax credits work. They provide tax credits for a percentage of eligible costs (which consist of most building hard and soft costs; infrastructure costs are rarely included). Once awarded, the future value of these tax credits can be bought and sold on the private market, usually at a discounted rate. This discounted rate becomes the “equity value” of the tax credits.

## IMPACT OF TAX CREDITS ON PHASING

The state of Kansas places limits on the amount of tax credits that can be awarded to a project on an annual basis. This can have a significant impact on the phasing of a development. Further, tax credits are not necessarily awarded to the same project in consecutive years. In this way, an affordable project that could technically be absorbed into the market in two years might actually take five to seven years—or more—to develop, due to the constraint of limited tax credit allocations.

## IMPACT OF NEW MARKETS TAX CREDITS ON LOCATION

New Markets Tax Credits can only be allocated in qualifying census tracts; the chief criterion for this designation is median household income.

## LAND BANKS

Land banking is a tool used by more than 100 communities in the U.S. to help transition “vacant, abandoned, and tax delinquent properties into productive use.” Land banks are typically created and managed by local governments or non-profits, or a partnership thereof. They function by acquiring title (ownership) of the problem properties, eliminate encumbrances, liabilities, and any title problems, and sell or otherwise transfer the properties to new and responsible owners whose proposals for the properties are consistent with neighborhood/community plans.\*

Land banks are typically created by local ordinance based on state-enabling legislation. Kansas requirements include\*\*:

- The land bank must be governed by a board of trustees;
- Members of the board of trustees cannot receive compensation (but may be paid their necessary expenses for attending meetings and carrying out their duties);
- The city may dissolve the land bank by ordinance;
- The county may dissolve the land bank by resolution;
- The board of trustees must keep accurate accounts of all receipts and disbursements;
- All records and accounts must be available to public inspection;
- The land bank must make an annual report to the Governing Body, which includes an inventory of all property held by the land bank;
- The board of trustees can sue and be sued; enter into contracts; appoint and remove staff; and
- The board of trustees may accept or refuse to accept any property.

Land banks are granted certain powers and legal authority to\*\*\*:

- Obtain property at low or no cost through tax foreclosure
- Hold land tax-free
- Clear title issues and/or eliminate back taxes
- Lease properties for temporary uses
- Negotiate sales or land donations based on an outcome that aligns with community needs (as opposed to simply selling to the highest bidder)

Land banks are most effective in areas with large concentrations of vacant or abandoned property, properties with little or no market value, and properties with delinquent taxes that exceed market value, properties with title problems.

See footnotes for links with resources that have more information.

\* Center for Community Progress Frequently Asked Questions on Land Banking. <http://www.communityprogress.net/land-banking-faq-pages-449.php>

\*\* The Legal Basis for a Land Bank in Kansas: A discussion of the legal requirements and Sample Language. Public Health Law Center, May 2015. Retrieved from: <https://www.livewelllawrence.org/DocumentCenter/View/145/LandBankKansas> on July 13, 2018.

\*\*\* See 1.



Staffmark

FINE DECORATIVE ART AT EATON PLACE

Intake

FINE DECORATIVE ART AT EATON PLACE

WICHITA  
OLD TOWN  
WICHITA

SUN TANNING  
\$5

**WICHITA:** PLACES FOR PEOPLE  
VISION BOOK APRIL 2018

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## ACKNOWLEDGEMENTS

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## EXECUTIVE SUMMARY

This book identifies a number of important insights intended to drive the Wichita: Places for People project forward and provide a foundation for future decision making and investment within the Established Central Area.

The Visual Scan identified a large proportion of the ECA's assets located in or near the Central Business District, or Downtown. While the gridded block pattern generally provides good connectivity throughout the ECA, there are many real or perceptual edges that discourage walking or biking into the Downtown area from other neighborhoods. Kellogg Avenue, for instance, is a major edge that runs horizontally through Wichita's ECA, dividing the north portion of the city, containing Downtown and most of the ECA's assets, from the south. There are also a number of vertical edges throughout the ECA, both man-made and natural, including thoroughfares which are difficult to cross by foot, and rivers.

The data analysis has uncovered concentrations of population decline, low household and per capita incomes, and unemployment, generally within the same neighborhoods. Understanding where challenged neighborhoods are located helps focus reinvestment efforts targeted at strengthening public infrastructure, real estate conditions, and social capital. Many of these concentrations are located within the 1940s city boundaries, concentrated in the oldest parts of the ECA and Wichita which have experienced the most disinvestment. In contrast, neighborhoods on the periphery have experienced sustained growth and new development since the mid-century era. In order to increase capacity in struggling neighborhoods, it is important to consider locations of public transportation routes and stops, employment centers, concentrated crime, sidewalks, and bicycle routes.

Some zoning issues have been addressed through the application of overlay districts, containing specific rules to key areas. Most development, however, operates under the city's zoning regulations, affecting the form in which development takes shape, as well as the use of a place. In addition, the existing patterns of blocks and lots can affect the character of the development form in commercial and industrial areas. In general, the block patterns outside the 1940s city boundaries are larger than the traditional city area. In Wichita, height restrictions can be limiting for smaller lots in the older parts of town, since additional height allowances are linked to the physical size of a parcel and its capacity to accommodate additional height. While additional height can be favorable for developers, the regulations steer development to occur on larger lots, which are available outside of the ECA's core. Large lots are not typically recommended for building walkable places. Moving forward, it will be important that the city has enabled regulations which aid in the production of walkable and human-scale places for people, and a strong and supported development community.

In addition to the zoning regulations, current decision-making in Wichita is guided by the Wichita Community Investments Plan 2015-2035, the Wichita Pedestrian Master Plan, the 2017 Development Trends document, and the Wichita Parks, Recreation and Open Space Plan Update 2016. These documents collectively inform this planning process, as well as provide information and guidance to the city about the community's values, ongoing trends, and civic goals, challenges, and opportunities.

A "Visual Preference Survey" was conducted to gauge the types of walking environments and buildings that are appropriate in certain contexts. Overall, walking environments with the highest scores had quality pedestrian amenities and plenty of space for people to move freely. The width of the street also played a role in how comfortable people felt, where wider streets received lower scores from survey participants. To facilitate street crossing, respondents preferred environments with additional pedestrian amenities, including signage, raised crosswalks, flashing beacons, or median islands. Most of the proposed building types received positive responses. However, larger proportions of the participants did not prefer the contemporary duplex house or the larger apartment buildings, contributing their low scores to the character and size of the building types. Of the positive responses, small-scale residential building types were mostly identified as appropriate anywhere within a neighborhood. Large-scale residential buildings, such as apartment buildings, and commercial buildings were mostly identified as appropriate in Downtown, at the edges of neighborhoods, or along busy streets. The public participation process also consisted of a Visioning Summit, where citizens of Wichita and the ECA were invited to share their thoughts through individual and group exercises. A mapping exercise uncovered areas that were important to the meeting participants.

This book concludes with a summary of the opportunities and challenges facing the ECA, identifying the status of neighborhoods based on the layers of demographic, socioeconomic, economic, building condition, and market data, as well as field observations.

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CENTRAL AREA PROFILE

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## INTRODUCTION

The Community Profile has been prepared to provide an overview of the information gathered and to provide a better understanding of the current state of Wichita's Established Central Area, or "ECA". The information is for reference and is intended to engage the residents and stakeholders in thinking about the current opportunities and challenges within the community as well as a desired future for the Wichita ECA.

The ECA study area boundaries include Downtown and surrounding neighborhoods. While many of the existing ECA neighborhoods remain strong, many areas within the ECA may benefit from infill development opportunities.

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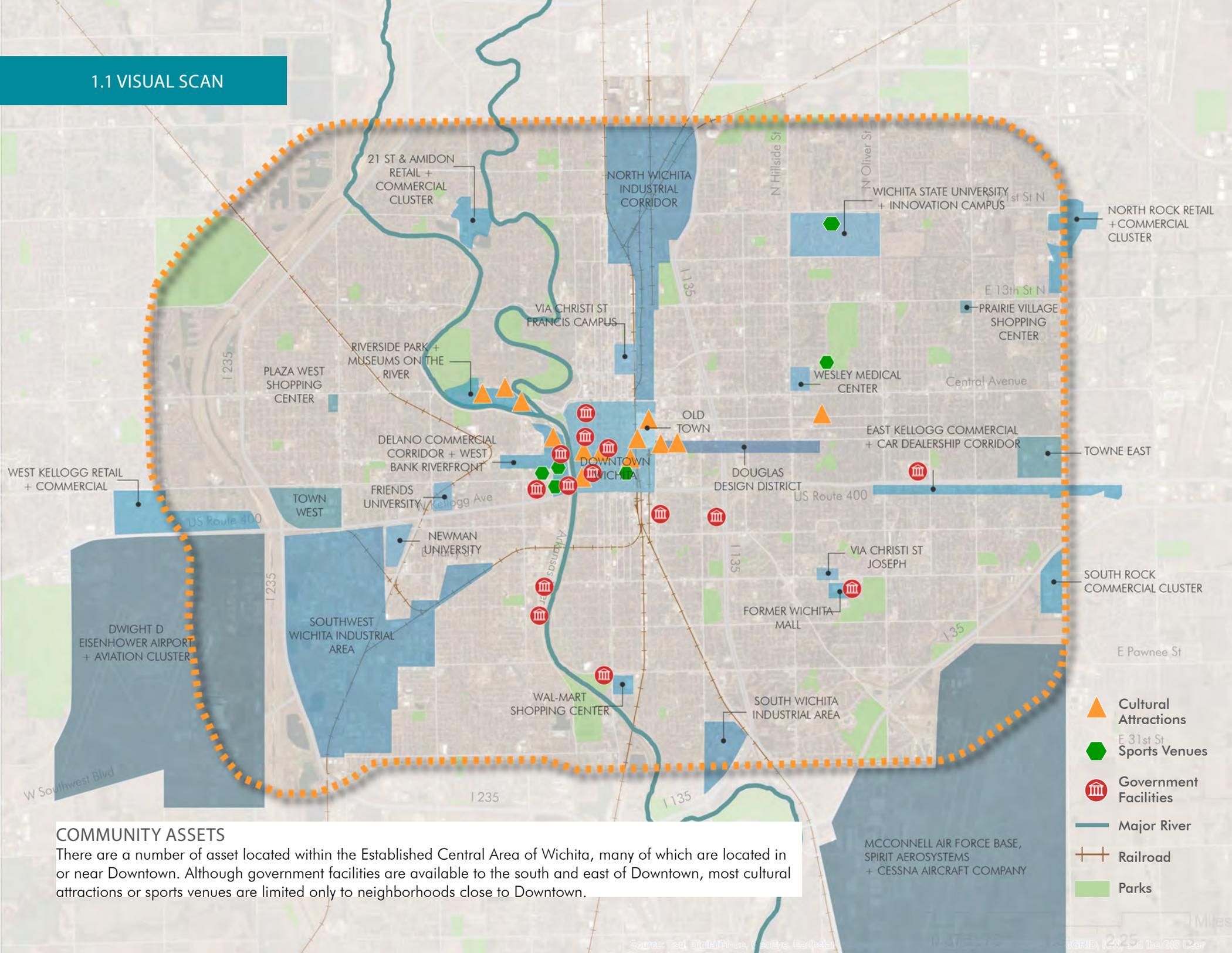


## CHAPTER 1.

### ESTABLISHED CENTRAL AREA PROFILE

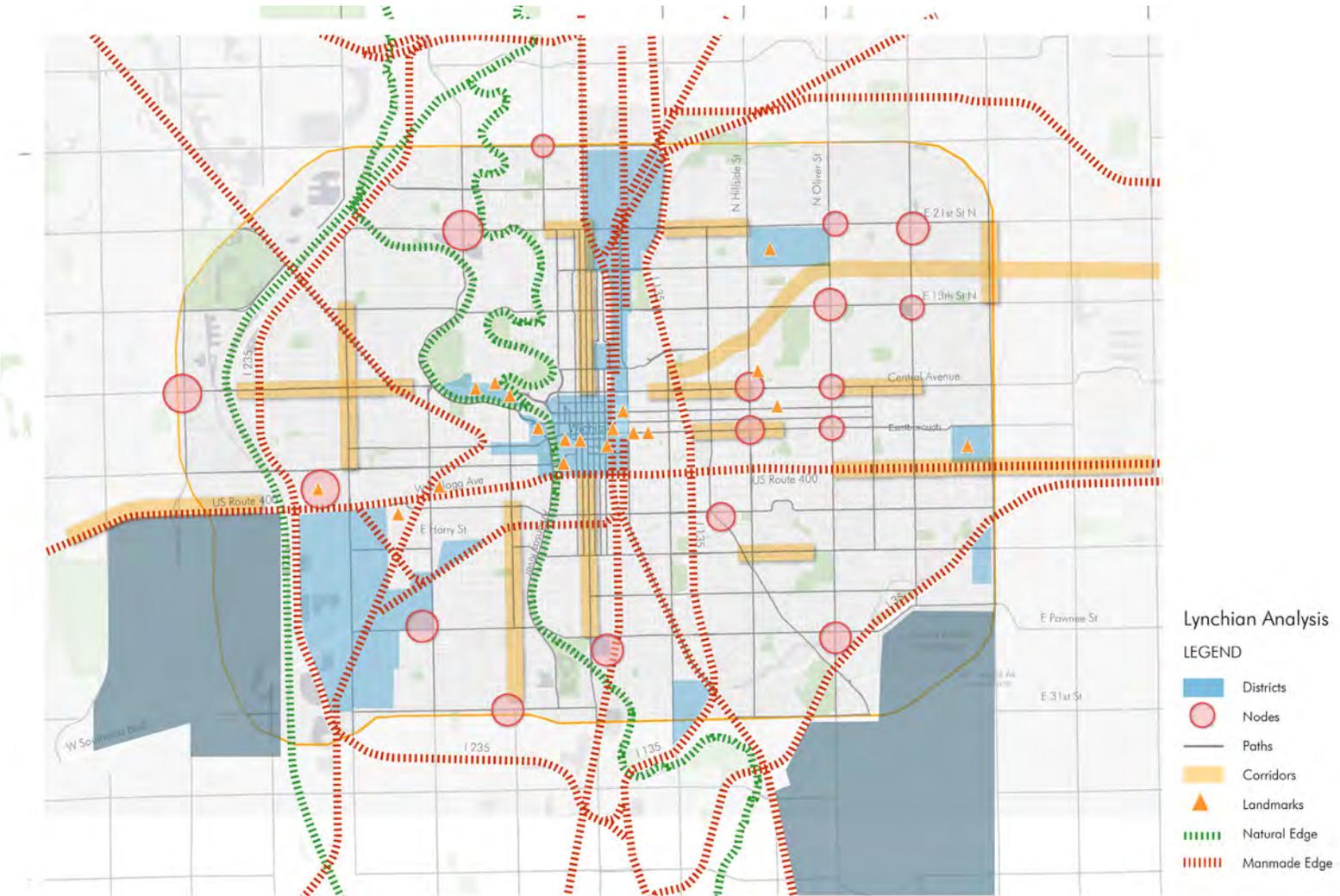
To assess the existing conditions of Wichita's Established Central Area, data has been gathered, analyzed, and is presented throughout Chapter 1. This community profile is arranged in three parts: the Visual Scan, highlighting assets inside the ECA and a Lynchian Analysis of the area; a thorough Data Analysis, covering market conditions, development frameworks, and walkability; and the Document Review, featuring land use policies, recent development trends, as well as information about street network typologies.

# 1.1 VISUAL SCAN



## COMMUNITY ASSETS

There are a number of asset located within the Established Central Area of Wichita, many of which are located in or near Downtown. Although government facilities are available to the south and east of Downtown, most cultural attractions or sports venues are limited only to neighborhoods close to Downtown.



**Lynchian Analysis**  
**LEGEND**

- Districts
- Nodes
- Paths
- Corridors
- Landmarks
- Natural Edge
- Manmade Edge

**LYNCHIAN ANALYSIS**

Kevin Lynch was a planner and writer from Chicago, Illinois, who created an analysis to focus on the physical form of places. He specified five identifiable elements: paths (traveling corridors, streets, trails), edges (boundaries, built or natural, real or perceived), districts (large portions of the study area with a shared identity), nodes (centralized focal points, such as an activated intersection), and landmarks (objects that may enable wayfinding or reference to one’s location in the city).

While not scientific, this analysis allows us to better understand the existing context of Wichita’s Established Central Area, and how a new direction for development can be geared towards enhancing the existing environment.

## 1.2 DATA ANALYSIS | MARKET

### QUICK FACTS: ESTABLISHED CENTRAL AREA

LAND AREA  
**62 SQUARE MILES**

POPULATION  
**216,000**

HOUSEHOLDS  
**88,000**

NUMBER OF JOBS  
**137,000**

TOTAL RETAIL SALES  
**\$3.4 BILLION**



### QUICK FACTS: WICHITA

LAND AREA  
**164 SQUARE MILES**

POPULATION  
**399,000**

HOUSEHOLDS  
**157,000**

NUMBER OF JOBS  
**208,000**

TOTAL RETAIL SALES  
**\$7.8 BILLION**

Sources: © ESRI Market Profile and Retail Market Place reports (2017), U.S. Census Bureau On-The-Map data

## INTRODUCTION

The primary purpose of the following analysis is to create a market-based framework for identifying areas of opportunity within the ECA. Elemental to this framework is an understanding of various development issues. The ECA is a large area (62 acres) that is diverse in many ways—development types, income levels, race, and other factors. Some neighborhoods are very stable and require minimal public investment to support new development. Others face a multitude of challenges that require a more holistic approach consisting of investments in people (community development), investments in jobs and innovation (economic development), and investments in infrastructure and buildings (real estate and public realm development).

The ECA remains an important area within Wichita:

- It makes up 40 percent of the city's land area,
- It is home to 54 percent of the city's residents and 56 percent of its households,
- Nearly 70 percent of all jobs in the city are located within its boundaries, and
- 44 percent of all retail sales in the city occur in the ECA.

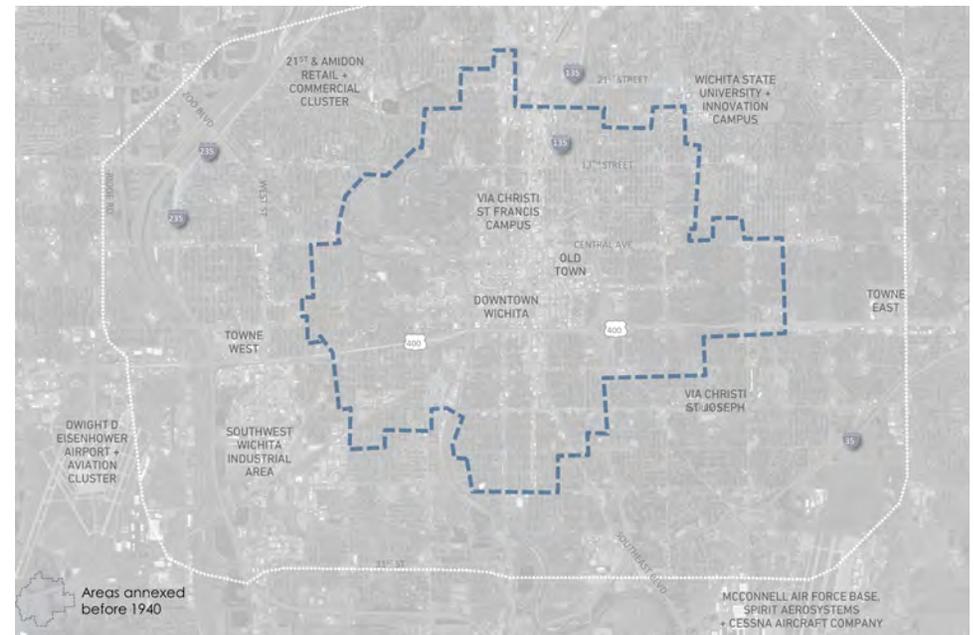
## 1940'S CITY

Much of the ECA was also constructed before 1940—the 1940s City represents an area built before the proliferation of the automobile. Many older, traditional neighborhoods were built as walkable communities. In Wichita, suburban-style infill projects and disinvestment have reduced walkability in some portions of the ECA, yet a walkable framework remains.

The criteria used for analyzing the ECA are:

- Demographics: population, households, income, and employment
- Building conditions: vacancies, code violations, and age
- Market indicators: rents, values, and investment trends

Sources: © ESRI Market Profile and Retail Market Place reports (2017), U.S. Census Bureau On-The-Map data

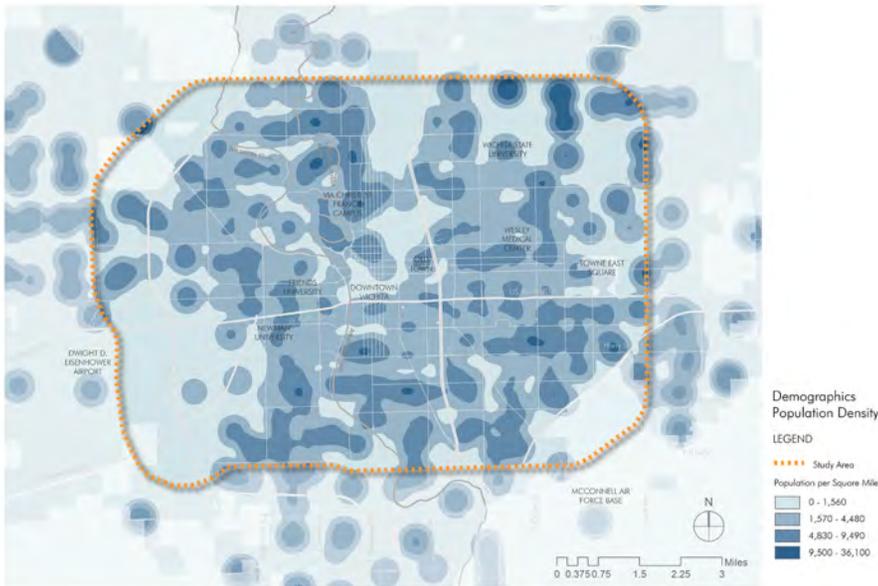


# DEMOGRAPHICS

## POPULATION TRENDS SUMMARY

	ECA	Outside ECA	Wichita	Sedgwick County
Population (2017)	216,000	183,000	399,000	523,000
Projected Increase from 2017 to 2022	3.2%	5.7%	4.4%	4.9%
Households (2017)	88,000	68,000	157,000	200,000
Median Age (2017)	34	37	35	35
Bachelor's Degree or Higher (2017)	22%	37%	29%	30%

Source: © ESRI Market Profile, 2017



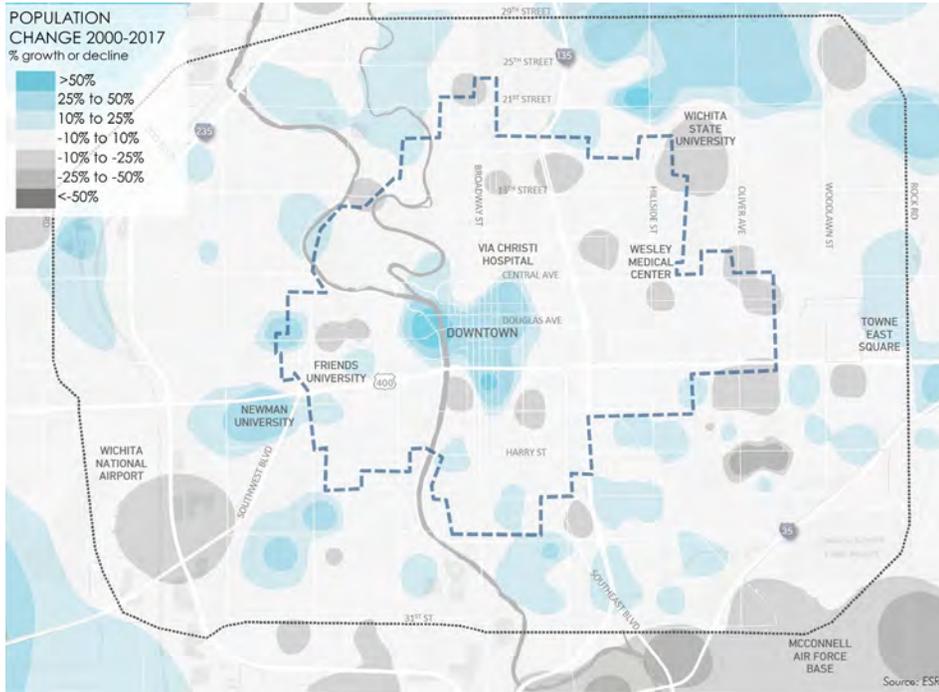
## POPULATION CHARACTERISTICS

A comparison of demographic trends is summarized in Demographic Trend Comparison for the ECA, the area outside of the ECA, but still within the city of Wichita, Wichita, and Sedgwick County. Key observations include:

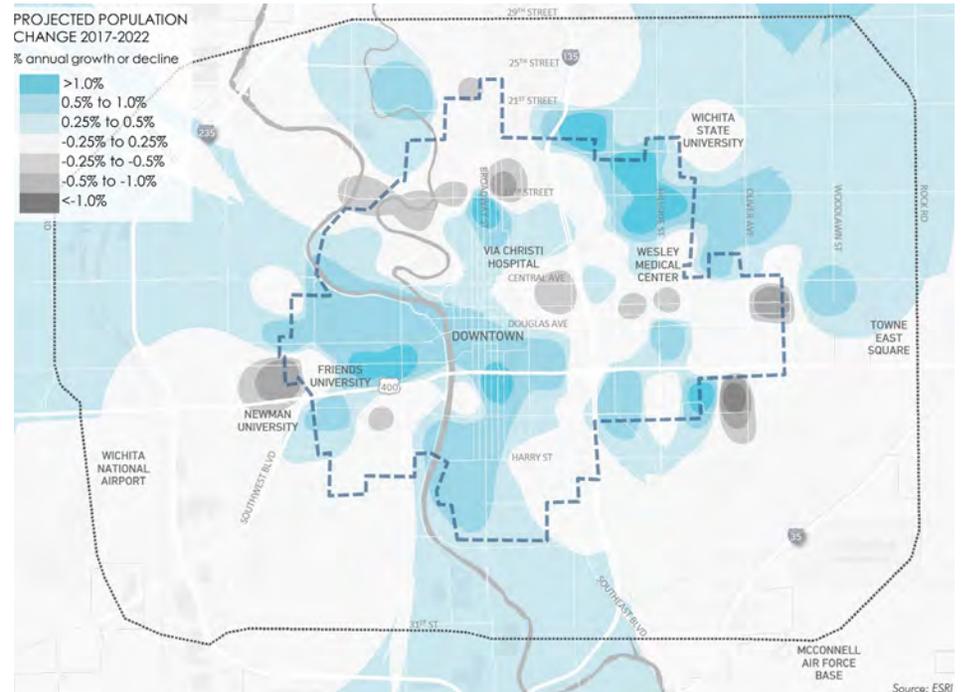
- The ECA contains most of Wichita’s population and households, yet is projected to grow at a slower rate than the other geographies.
- The median age in the ECA is less than the area outside of the ECA.
- A lower proportion of residents in the ECA have bachelor’s degrees or a higher level of education than in the other geographies.

## POPULATION DENSITY

The Population Density map shows that the ECA contains some of the most densely populated areas in the city. The darker areas tend to have a higher concentration of multi-family properties and some of the light areas are employment centers, retail developments, or industrial areas. The ECA has denser development patterns than areas outside of the ECA.



Population Change 2000 - 2017



Projected Population Change 2017 - 2021

## POPULATION CHANGE

The Population Change maps show areas of historic population loss and gain, as well as projected trends over the next five years based on data provided by ESRI. Population growth and decline was scattered throughout the ECA from 2000 to 2017. Key blocks of growth include Downtown, far northeast portions of the ECA, and scattered neighborhoods in south Wichita. Pockets of losses are generally in the near northeast area, south of Downtown, and near southeast Wichita.

According to population projections provided by ESRI, large portions of the ECA are anticipated to gain population from 2017 to 2022, including much of the 1940s City, the northeast portion of the ECA, and the west portion of the ECA. Concentrated pockets of loss are also projected. Nonetheless, recent growth in the core of the ECA is projected to continue and other areas that historically lost population are projected to begin to gain population. The projections incorporate recent trends in permit activity, U.S. Postal Service delivery data, and other metrics, and generally reflect the long-term impacts of current development activity. That is, there are many developments currently under construction that will add population to some of these areas.

## HOUSEHOLD TRENDS SUMMARY

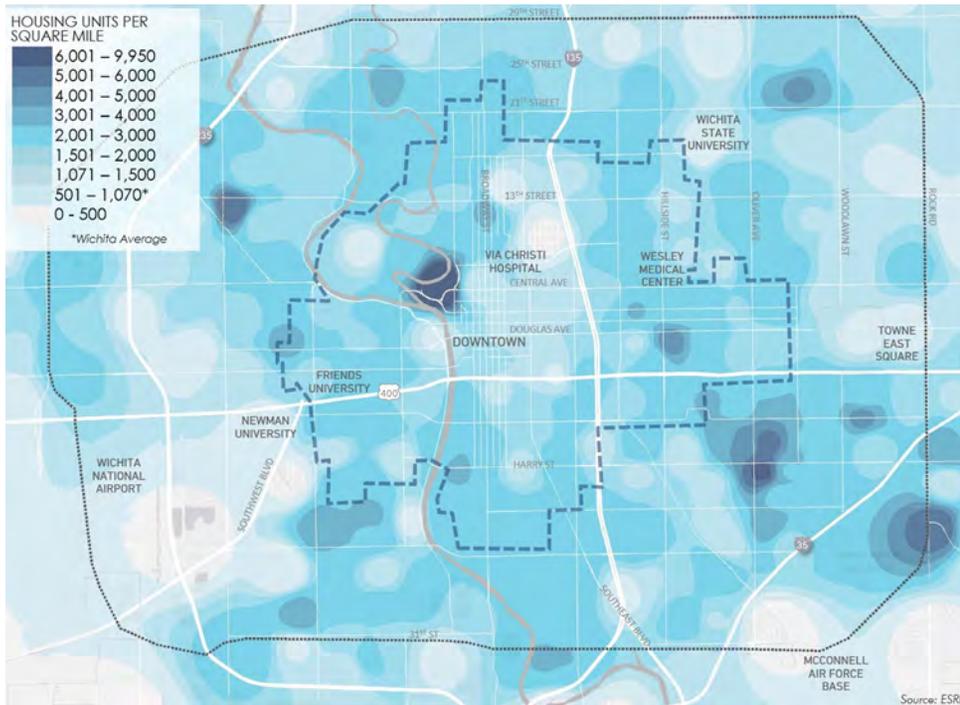
	ECA	Outside ECA	Wichita	Sedgwick County
Median Household Income (2017)	\$38,000	\$68,000	\$50,000	\$53,000
Projected increase from 2017 to 2022	5.2%	13.1%	7.6%	9.1%
Median Housing Value (2017)	\$88,000	\$162,000	\$124,000	\$133,000
Median Household Size (2017)	2.38	2.68	2.51	2.57
% Rent (2017)	51%	26%	40%	36%

Source: © ESRI Market Profile, 2017

## HOUSEHOLD CHARACTERISTICS

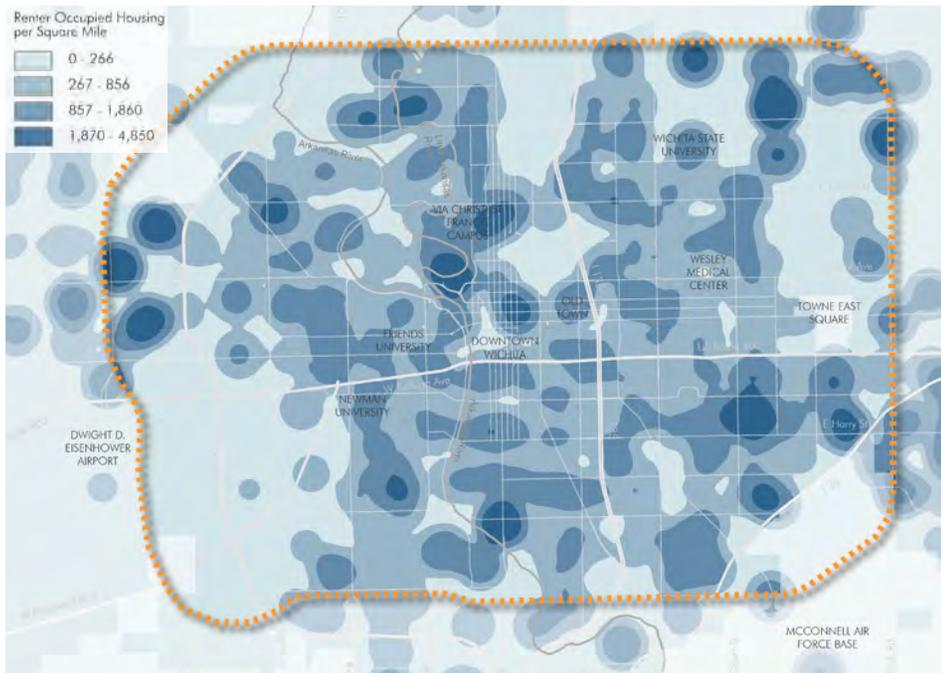
A comparison of household trends is summarized in Household Trend Comparison for the ECA, the area outside of the ECA, but still within the city of Wichita, Wichita, and Sedgwick County. Key observations include:

- The ECA has a significantly lower median household income the other geographies.
- The ECA is expected to gain households during the next five years, although at a slower rate than the other geographies.
- The ECA has a smaller household size than the other geographies.
- There are more renter households in the ECA, which reflects the higher concentration of multifamily properties compared to the other areas.



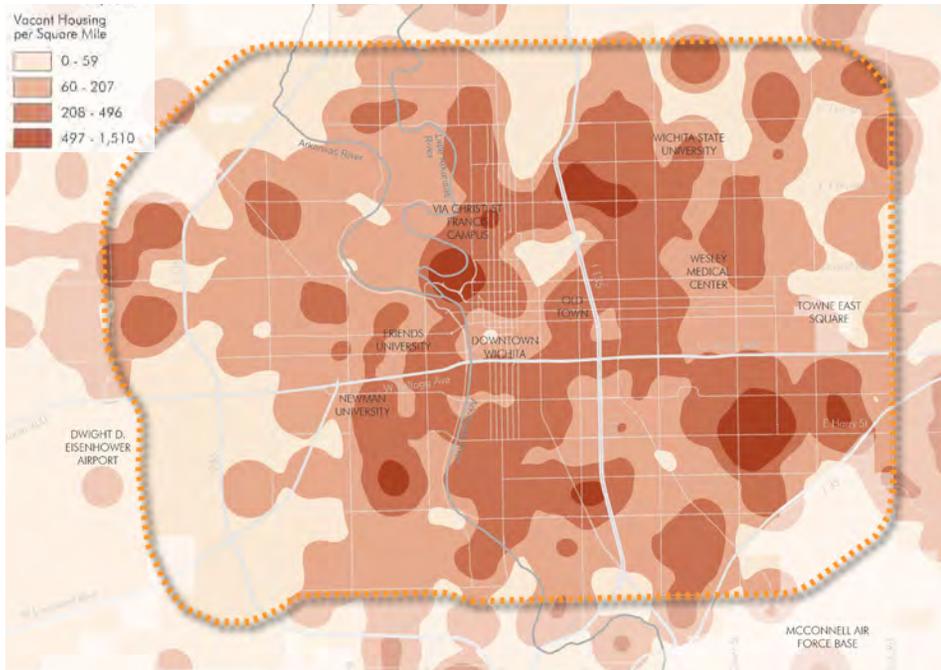
## HOUSING UNIT DENSITY

The Housing Unit Density map shows where more dense neighborhoods are—densely developed neighborhoods are generally spread through the ECA. When compared to the Renter Occupied Housing map, many of the densest neighborhoods also have a high proportion of renter households.



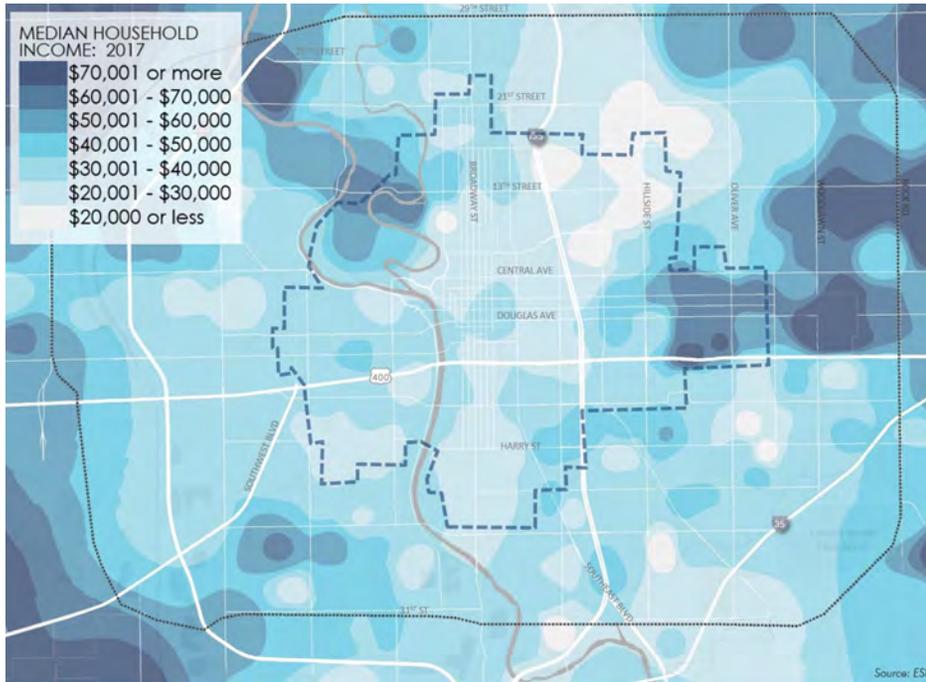
## RENTER OCCUPIED HOUSING DENSITY

The pockets of higher density in the ECA indicate concentrations of multi-family housing, which is typically occupied by renters in the Wichita market. There is a small for-sale condominium market, but it is limited because of the relative affordability of the single-family market.

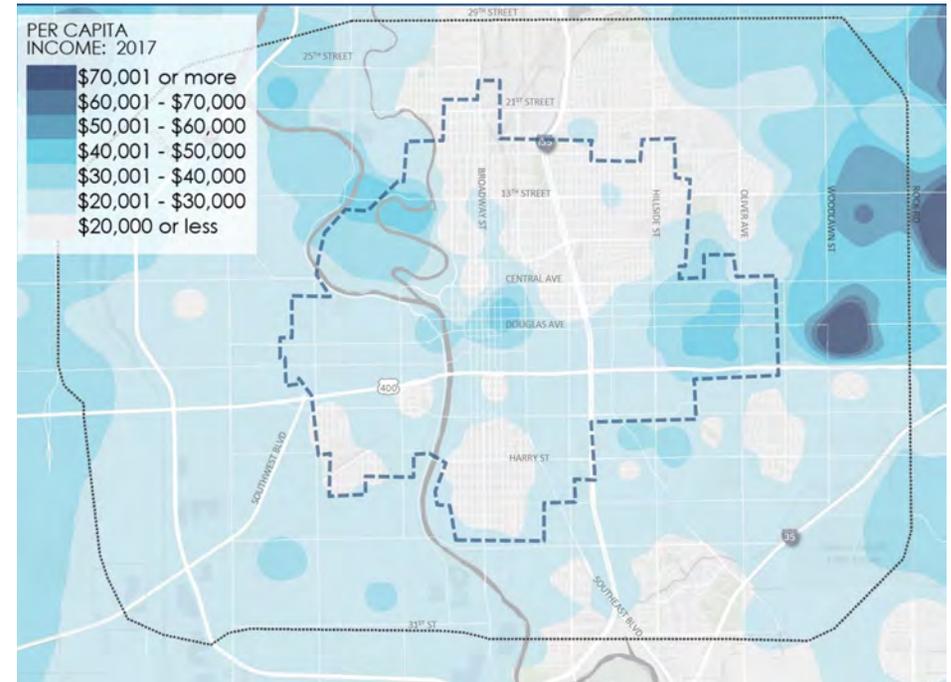


## VACANT HOUSING DENSITY

Areas with higher concentrations of vacant housing tend to be in places that contain more multi-unit and renter-occupied housing types. While some housing vacancy is needed to allow residents to change residencies, concentrated vacancy can point to challenges in neighborhood health.



Median Household Income 2017



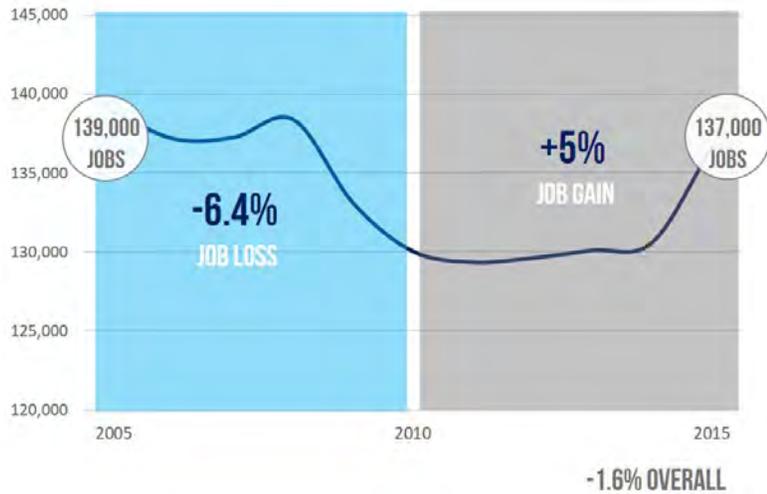
Per Capita Income 2017

## MEDIAN HOUSEHOLD INCOME & PER CAPITA INCOME

The Median Household Income and Per Capita Income maps show the geography of household incomes in the ECA. Generally, the ECA contains concentrations of low-income households, particularly with in the 1940s City boundary. High income neighborhoods are concentrated in the east/northeast and northwest portions of the ECA.

# ECONOMY

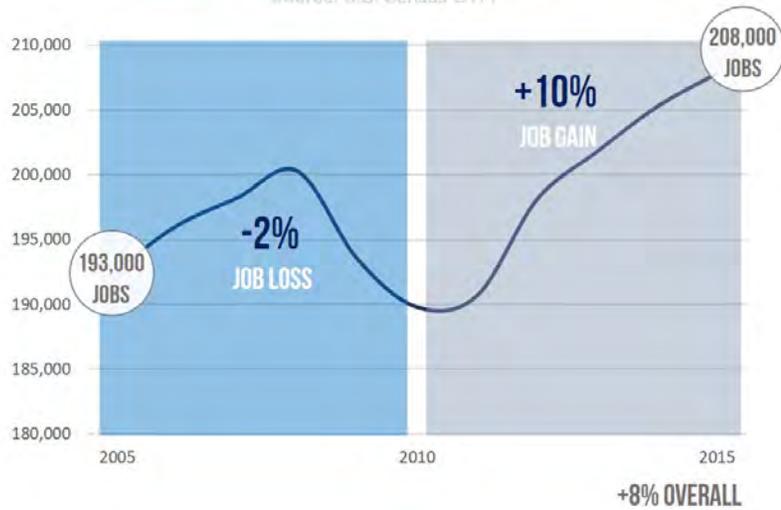
ECA Job Growth, 2005-2015  
Source: U.S. Census OTM



## JOB GROWTH COMPARISON & TOP SECTORS

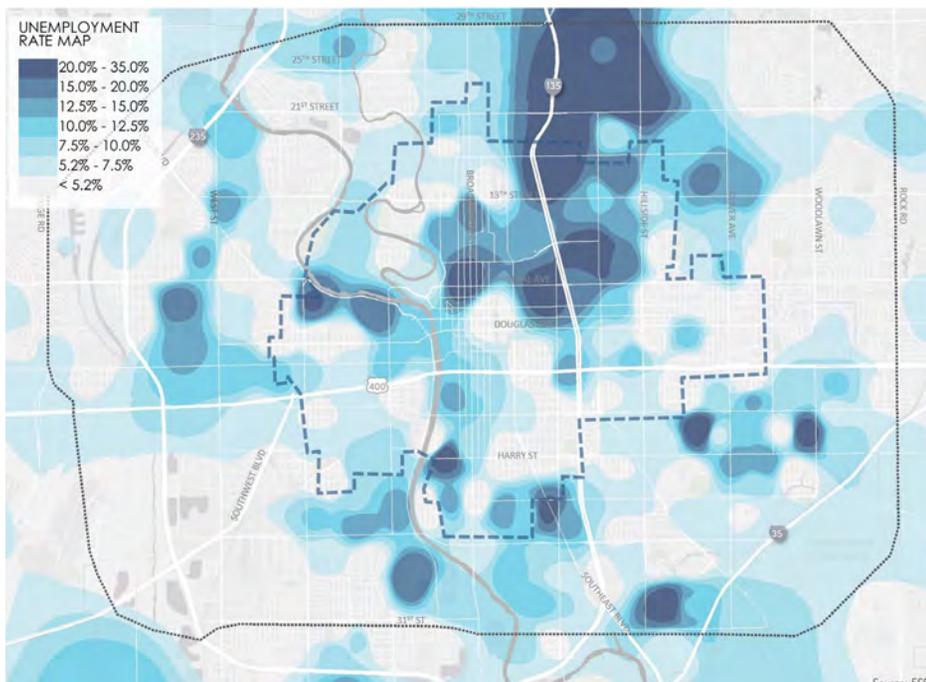
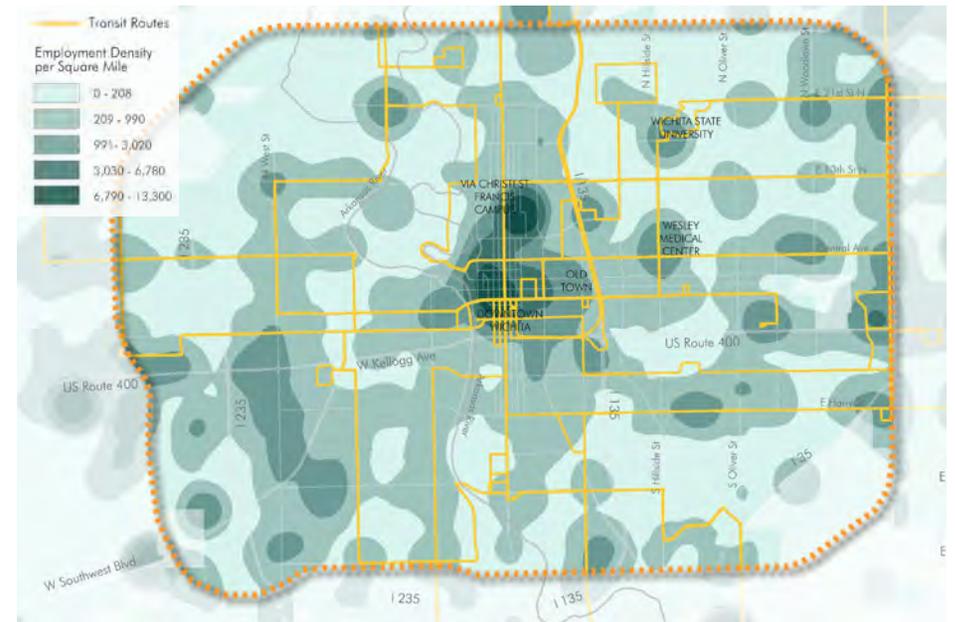
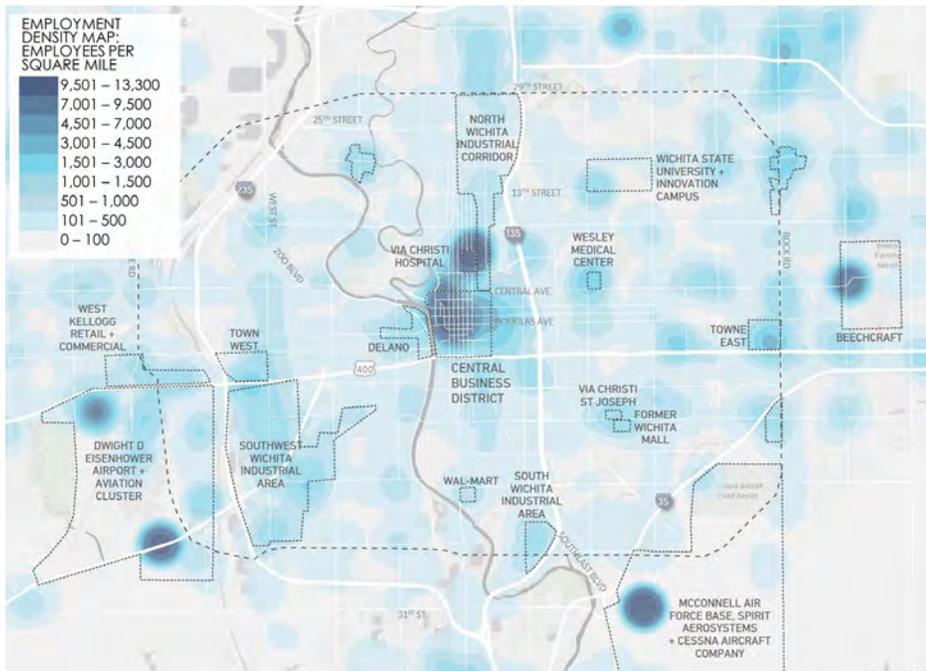
Several economic metrics were also scanned to gain a better understanding of the ECA. First, job growth within the ECA was compared to growth in Wichita from 2005 to 2015. As shown in Job Growth Comparison, both geographies lost a significant number of jobs during the Great Recession. However, the number of jobs in the City of Wichita rebounded and increased by 15,000, or 8 percent, over the 2005 number. The number of jobs in the ECA decreased slightly over this period. This has implications for buildings and people—increases in vacancies typically impact neighborhood conditions, while a decrease in jobs can limit residents’ access to employment options.

Wichita Job Growth, 2005-2015  
Source: U.S. Census OTM



Source: U.S. Census Bureau On the Map

Percent of Total Employment by Industry



## EMPLOYMENT CONCENTRATIONS

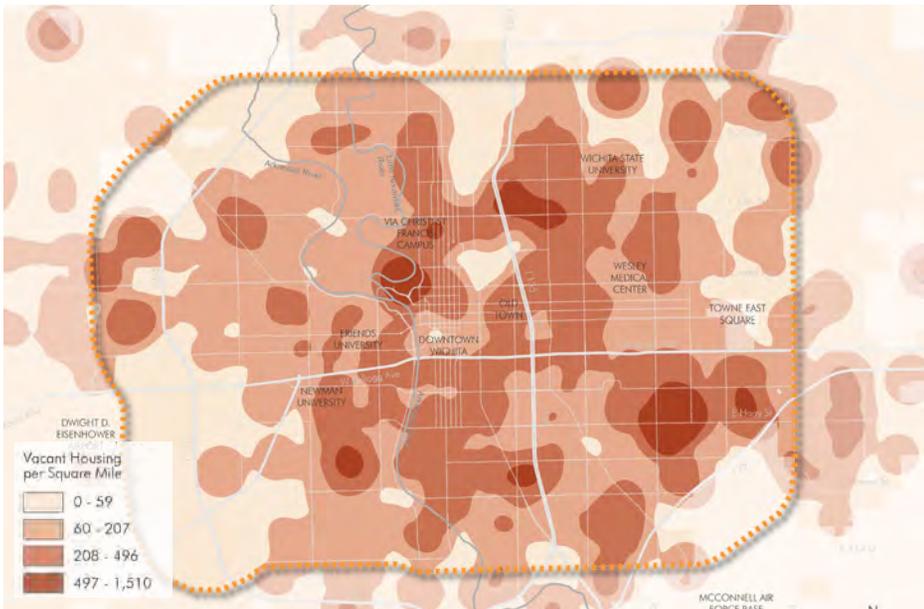
Concentrations of employment sectors vary from the ECA to Wichita to the U.S. For instance, 15 percent of all jobs in the ECA are in the manufacturing sector, compared to 12 percent in Wichita and 10 percent in the U.S. The healthcare sector provides 14 percent of all jobs in the ECA, equivalent to the U.S. share, but higher than Wichita’s share. This sector is particularly important because it is considered a growth sector nationally, and should continue to provide a variety of jobs in the ECA.

Jobs in the ECA are concentrated in the Central Business District and, around Via Christi St. Francis, Via Christi St. Joseph, and Wesley Medical Center, as well as Wichita State University and the southwest industrial area. Unemployment concentrations have important implications regarding access to employment options. The largest concentration of unemployment is in the near northeast portion of the ECA, with other concentrations scattered throughout. Generally, there are concentrations of unemployment in areas where job density is lower—there is a spatial mismatch. Many of the neighborhoods with high unemployment also have low income—improving connectivity to job centers is an important means to improve the economic conditions of these areas.

## BUILDING CONDITIONS



Code Violations



Vacant Housing Units

Neighborhoods with a high number of code violations tend to also have concentrations of housing vacancy. These issues mirror demographic and socioeconomic challenges. As unemployment, low incomes, and challenging housing conditions are overlapped, potential focus areas begin to emerge.

## OFFICE

Avg. Occupancy  
**80%**

Avg. Asking Rent  
**\$14.25/SF**

Trend



## RETAIL

Avg. Occupancy  
**88%**

Avg. Asking Rent  
**\$11.84/SF**

Trend



## INDUSTRIAL

Avg. Occupancy  
**92%**

Avg. Asking Rent  
**\$4.70/SF**

Trend



## MULTI-FAMILY

Avg. Occupancy  
**93.5%**

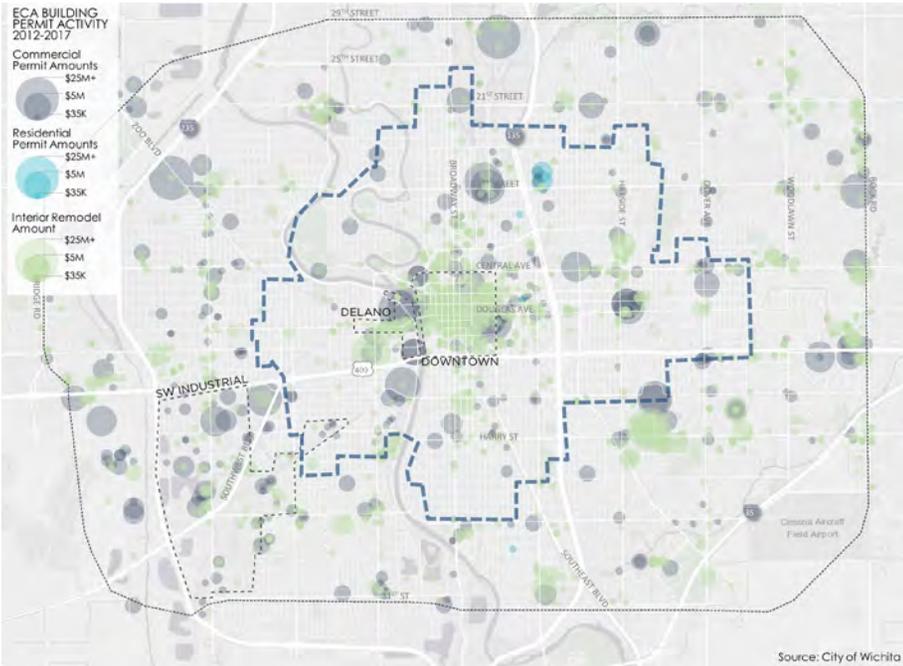
Avg. Asking Rent  
**\$651**

Trend



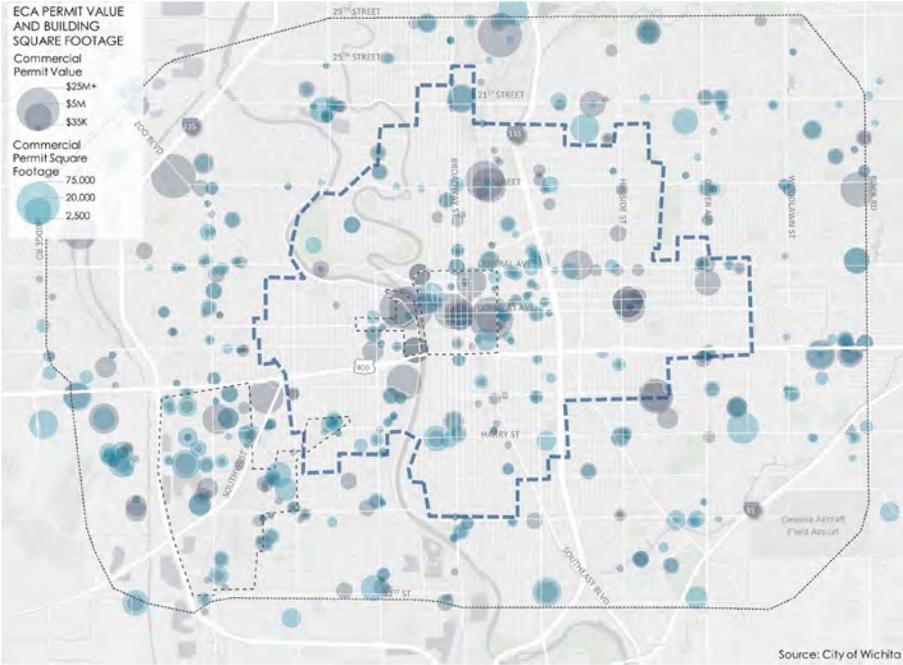
## MARKET INDICATORS

Real estate market conditions in Wichita, as a whole, are generally stable or improving for all sectors, as indicated in Real Estate Market Indicators. Certain districts within the ECA have undergone significant reinvestment over the past several years, including Downtown, Old Town, and Delano. The ECA's three medical centers: Wesley, Via Christi St. Francis and Via Christi St. Joseph have undergone significant building projects and a high level of permit activity has occurred in the industrial district in the southwest portion of the ECA. According to building permit data provided by the City of Wichita, nearly \$1 billion in permit value for new construction, additions, and remodels occurred from 2012 to January 2018. Not all of the permitted projects are completed. Nearly 2 million square feet of new floor area will be added to the ECA if all permitted projects are completed.

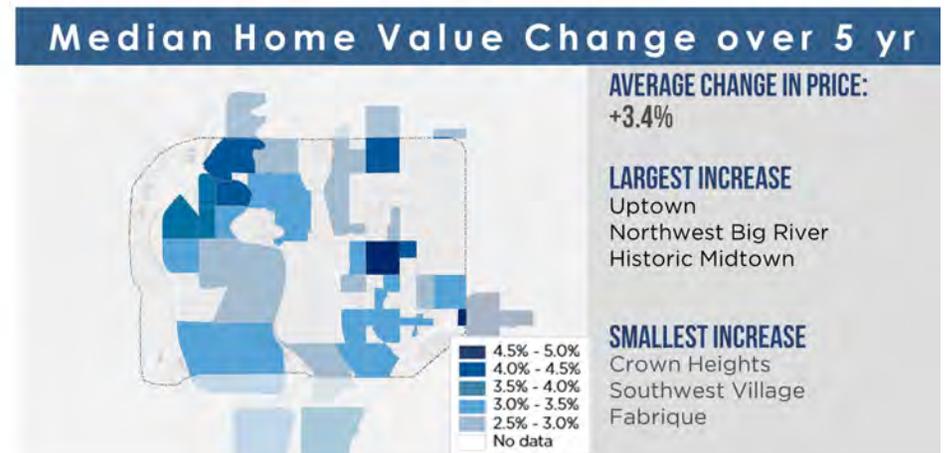
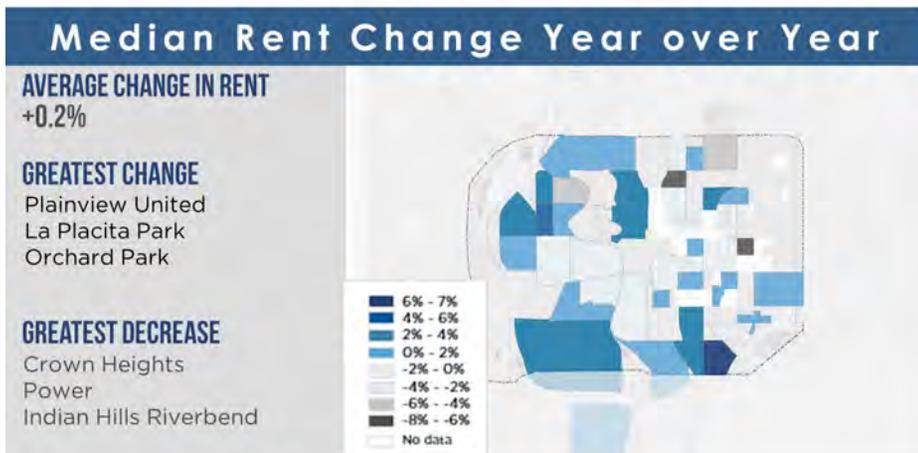
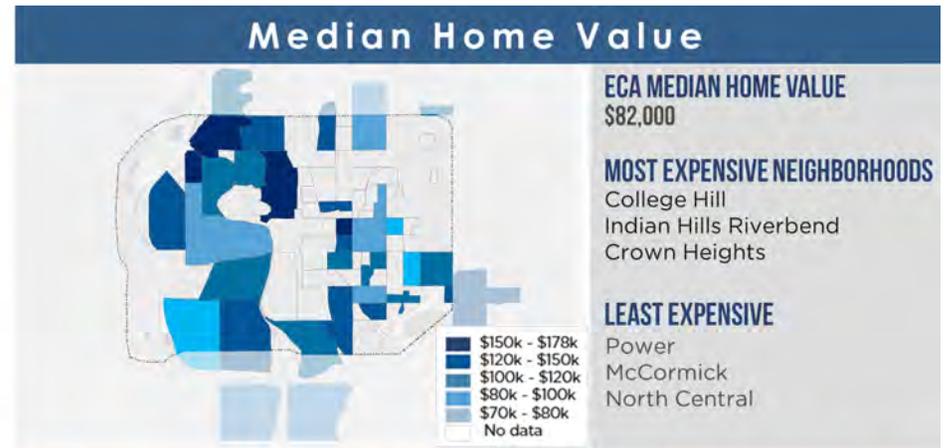
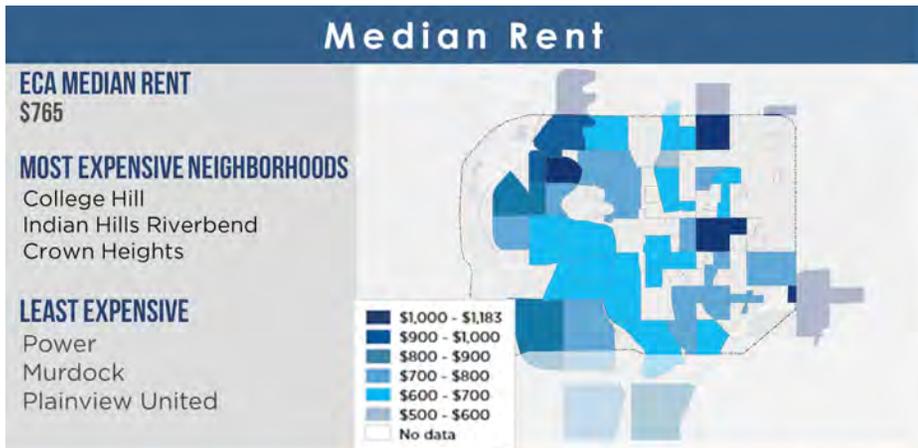


According to building permit data provided by the City of Wichita, nearly \$1 billion in permit value for new construction, additions, and remodels occurred from 2012 to January 2018, adding 2 million square feet to the ECA.

Building Permit Value



Building Permit Commercial & SF

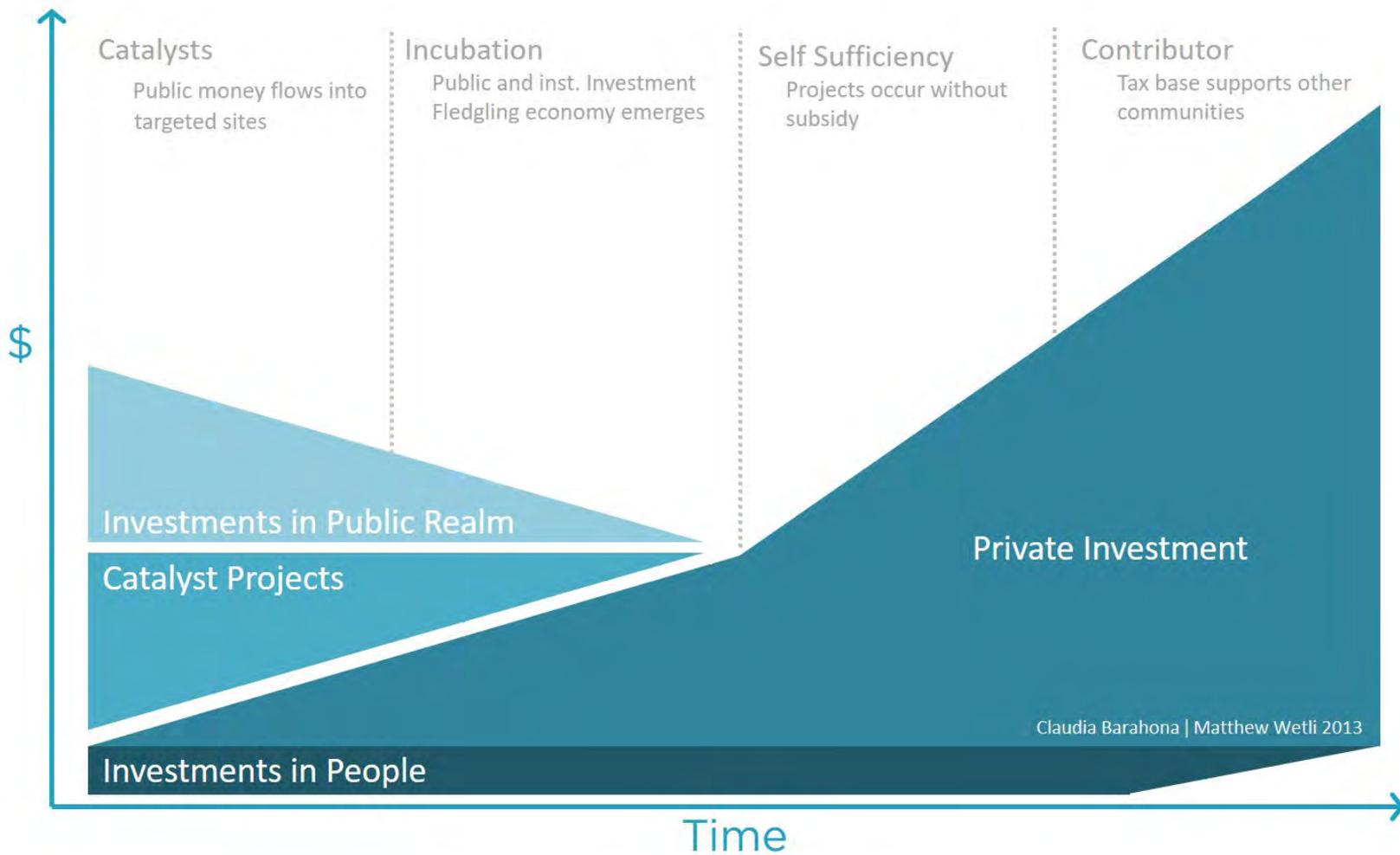


Source: Zillow Home Value Index, 2017

## ZILLOW

Zillow provides rent and home price trend data for various neighborhoods, which enables certain portions of the ECA to be analyzed more closely. The lowest rents and median home values are generally concentrated in the neighborhoods closer in; whereas high rents and values are located in neighborhoods like College Hill, Crown Heights, Indian Hills, located in the eastern and northwestern portions of the ECA.

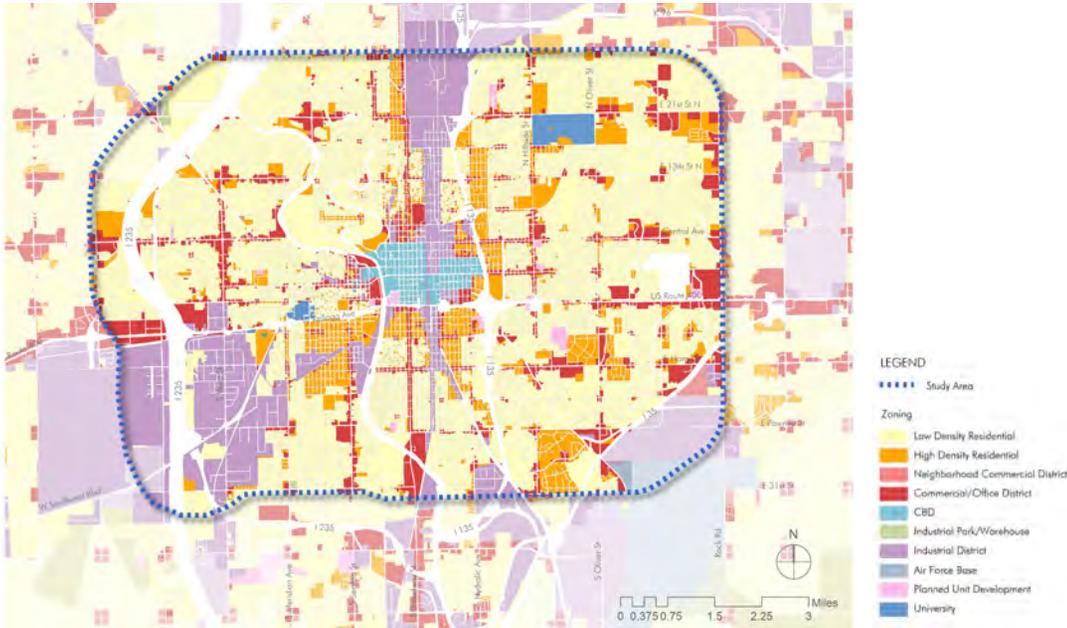
Rent and home value growth trends are different—some of the inner-ECA neighborhoods show a higher rate of rent and/or home value trends compared to the outer neighborhoods. This is reflective of a degree of reinvestment and improvement in those neighborhoods—some of the most challenged neighborhoods from a demographic, socioeconomic, and condition standpoint show positive signs. Many of these neighborhoods are projected to gain population over the next several years according to ESRI projections.



Public Investment Strategy

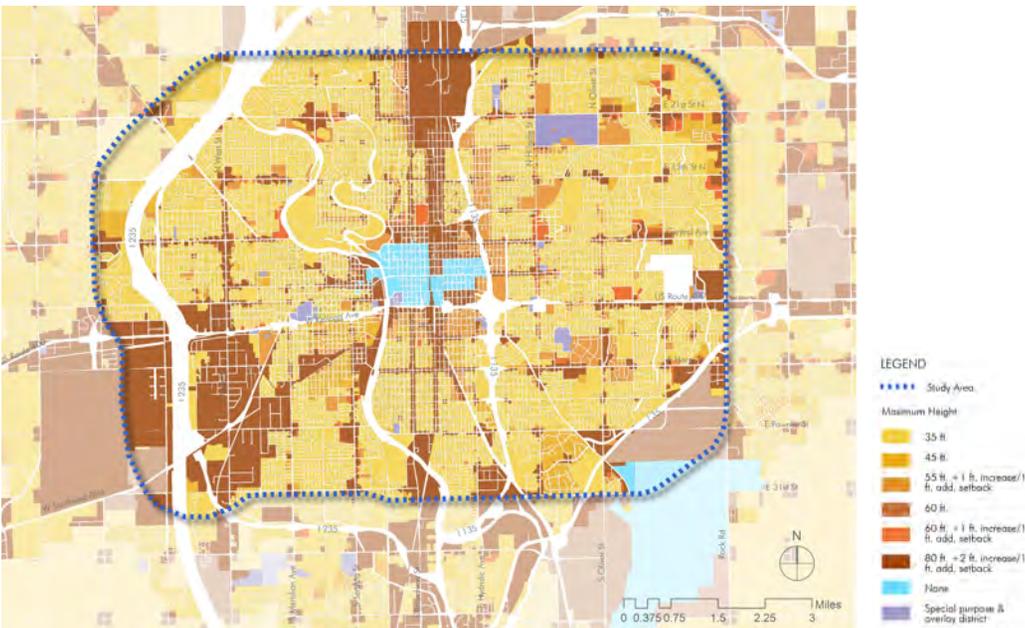
In each of these cases, the long-term goal is to create an environment where public investments stimulate private investments. Emerging and formative neighborhoods may require significant investments in the public realm, economic incentivization of catalyst projects and investments in people over an extended period to reach self-sufficiency. Maturing neighborhoods are often quite stable and may help support emerging and formative neighborhood through excess taxes.

## 1.2 DATA ANALYSIS | DEVELOPMENT



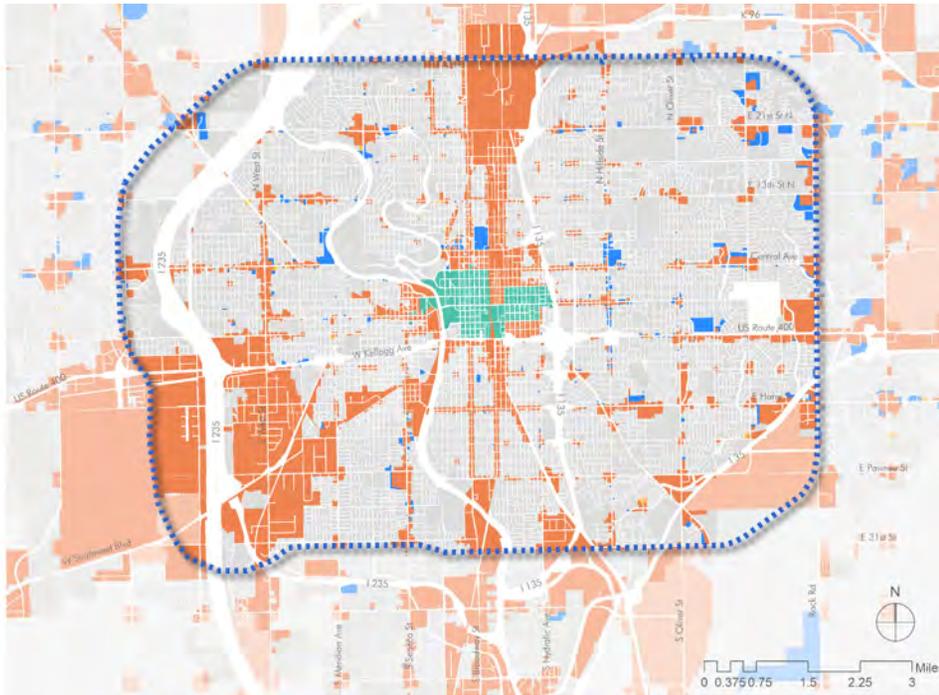
### ZONING DISTRICT BY LAND USE CATEGORY

The CBD - or Central Business District - zoning district is located in Downtown and surrounded by industrial corridors/districts to the north and south, as well as a mixture of commercial and high-density residential zoning categories. Large portions of the ECA outside of Downtown are dedicated to industrial or low-density residential zoning designations. High-density residential, scattered throughout the study area, and commercial zoning is found along prominent travel corridors and near busy intersections.



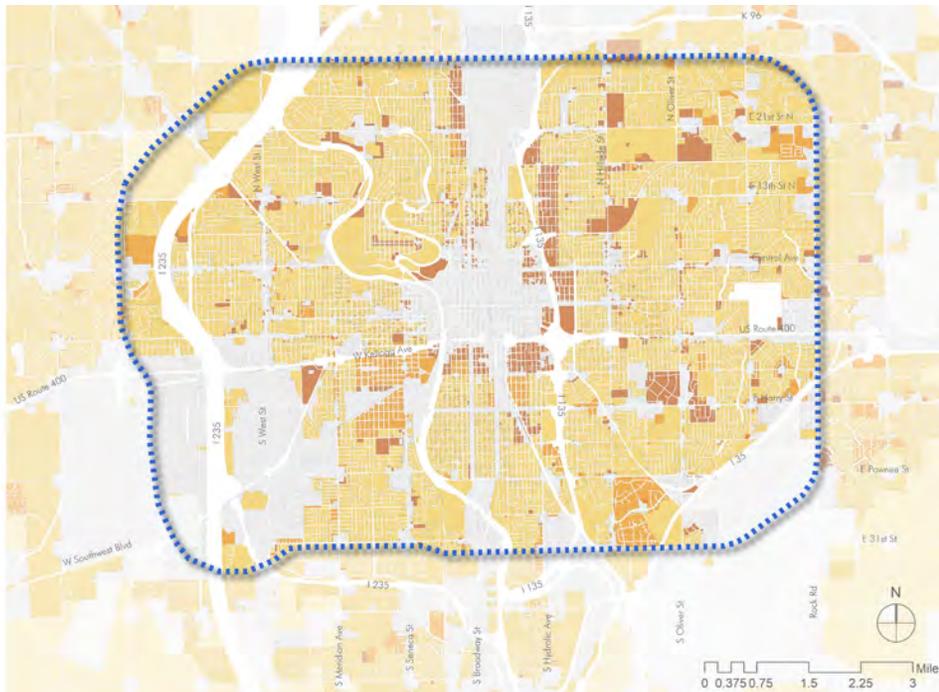
### ALLOWED BUILDING HEIGHT

Development in the ECA operates mostly under a 35 ft height limit, though various districts allow for greater building heights in some areas. For instance, there is no building height limitations inside the CBD zoning district, and some districts surrounding Wichita's CBD are generally limited to 60 or 80 ft. There are exceptions which allow heights to increase if the additional height can be set back from the street. While this strategy mitigates a taller building's street presence, it is most applicable within larger parcels that can accommodate an additional building setback.



## COMMERCIAL ZONING HEIGHT

Outside Downtown, most commercial property is limited to 80' of height. Lots with enough depth to exceed the 80' height limit are more likely to be located near the edges of the ECA boundary, where contemporary development patterns typically feature larger lot sizes. Although height limits help mitigate the relationship between the private and public realm, these restrictions are often a limiting factor for potential development. Many overlay districts have been created to achieve desired development environments in Wichita that affect the height restrictions featured on this map.

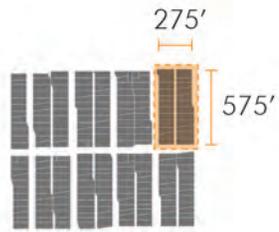


## RESIDENTIAL ZONING HEIGHT

Downtown Wichita is surrounded by residential districts which enable 55' building heights, with increased height given to property with additional lot-depth. Outside of Downtown and its adjacencies, most of residential Wichita's ECA is limited to 35' building heights.

# DEVELOPMENT PATTERNS | EXISTING TYPICAL PATTERN

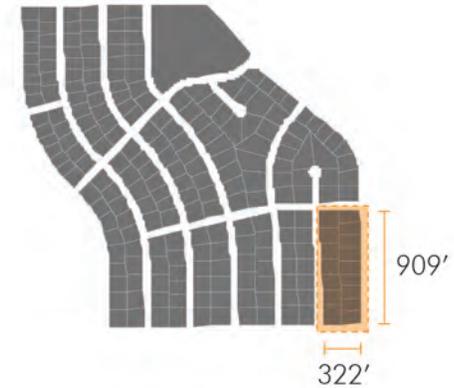
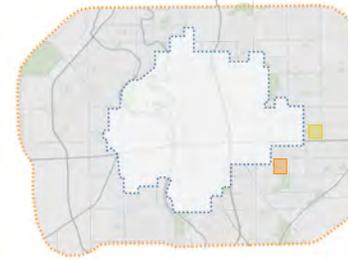
Pre 1940



Average Block Size: 3.39 acres/ 147,668 sq.ft.  
 Typical Block Length: 575'  
 Typical Block Width: 275'

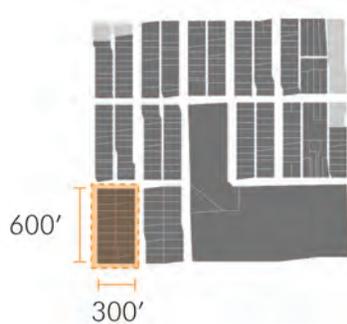
Low Density Residential

Post 1940



Average Block Size: 7.14 acres/ 311,018 sq.ft.  
 Typical Block Length: 909'  
 Typical Block Width: 322'

High Density Residential

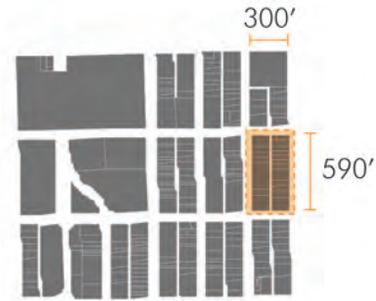


Average Block Size: 6.11 acres/ 266,152 sq.ft.  
 Typical Block Length: 600'  
 Typical Block Width: 300'



Average Block Size: 13.3 acres/ 579,348 sq.ft.  
 Typical Block Length: 900'  
 Typical Block Width: 700'

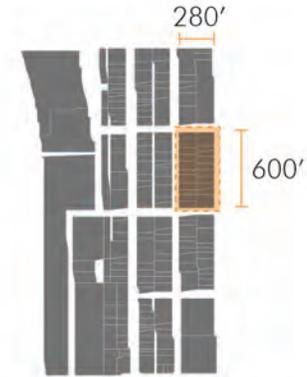
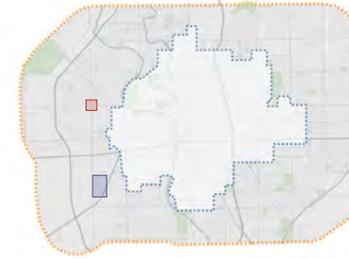
Pre 1940



Average Block Size: 4.6 acres/ 200,376 sq.ft.  
Typical Block Length: 590'  
Typical Block Width: 300'

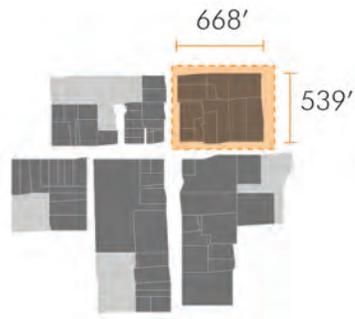
Commercial/Office District

Post 1940



Average Block Size: 5.5 acres/ 239,580 sq.ft.  
Typical Block Length: 600'  
Typical Block Width: 280'

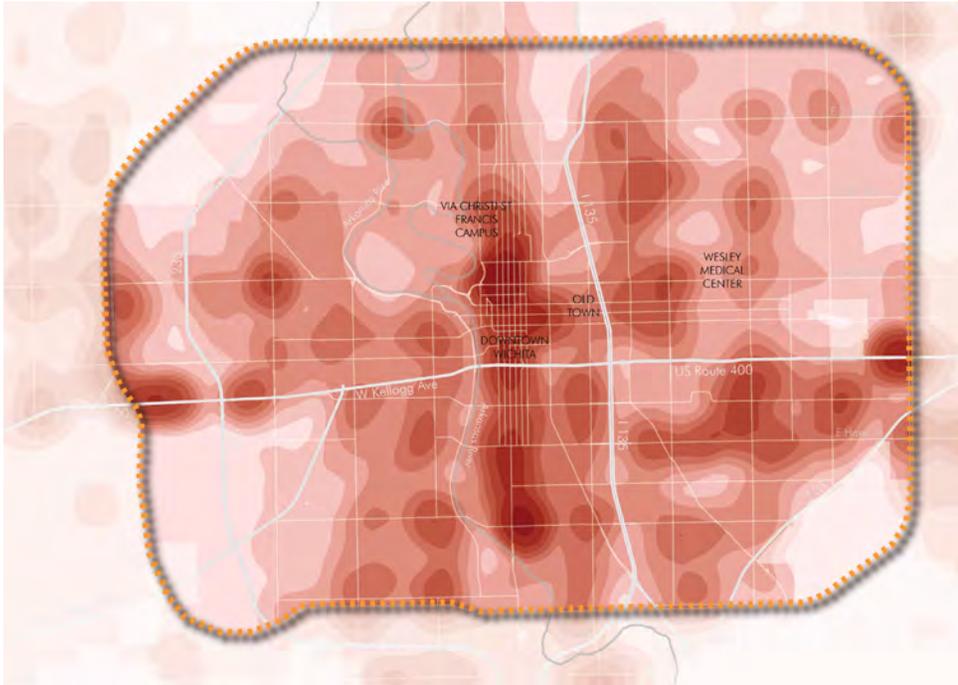
Industrial District



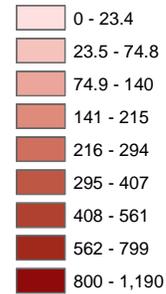
Average Block Size: 12 acres/ 522,720 sq.ft.  
Typical Block Length: 668'  
Typical Block Width: 539'



Average Block Size: 54 acres/ 2,352,240 sq.ft.  
Typical Block Length: 2230'/2662'  
Typical Block Width: 615'/2022'

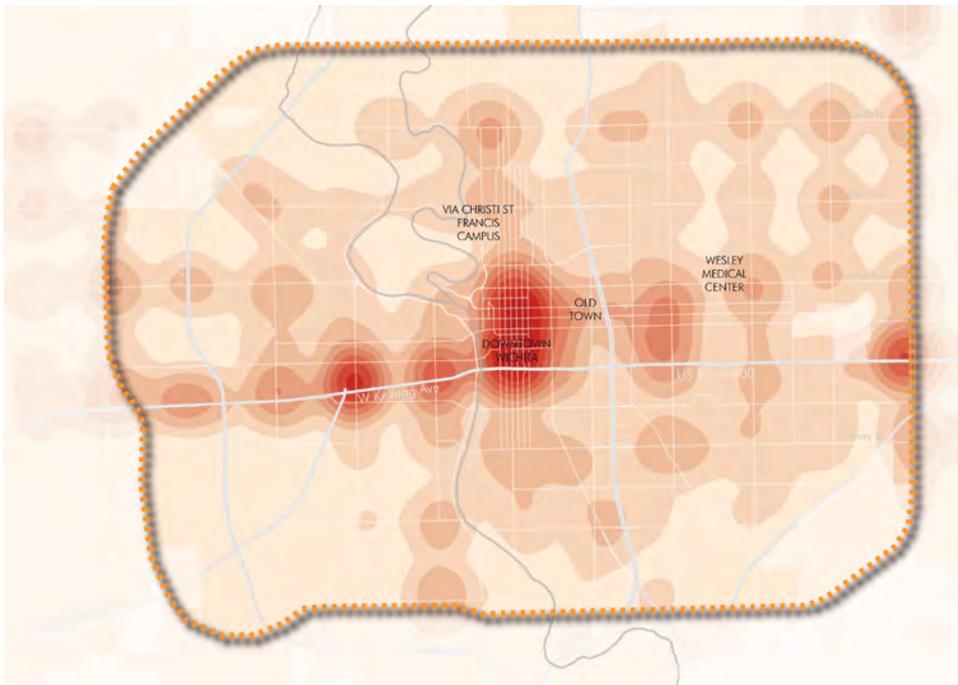


Crimes per Square Mile 2017

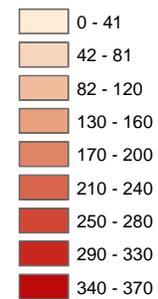


## CRIME INCIDENTS

Crime is heavily concentrated in Downtown, expanding north and south of Downtown towards the edges of the ECA. Neighborhoods towards the edges of the ECA experience comparatively low instances of crime per square mile, though many pockets of concentrated crime do exist.



Accidents per Square Mile 2017



## TRAFFIC ACCIDENTS

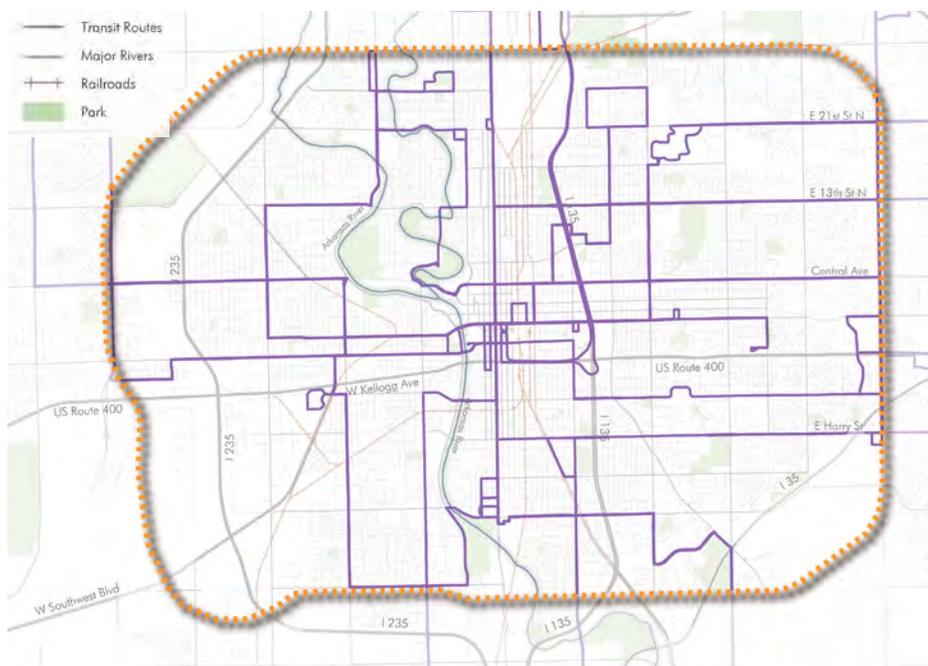
Downtown Wichita has the highest concentration of traffic accidents. Outside of the central core, accidents appear to be more likely to occur at major intersections, or along major thoroughfares, such as Kellogg Avenue.

## 1.2 DATA ANALYSIS | WALKABILITY



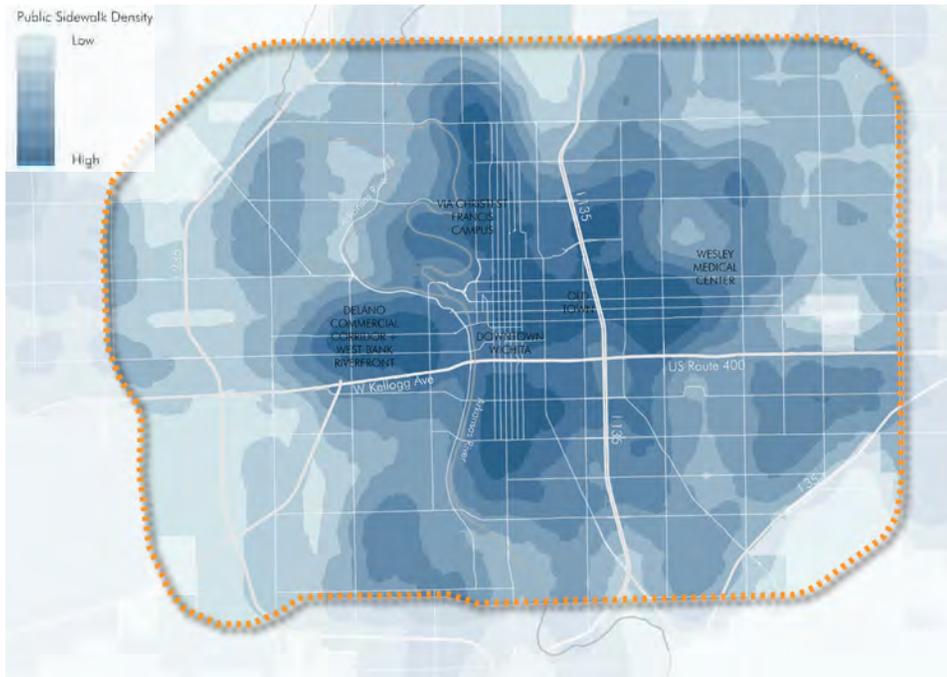
### TRANSIT STOP DENSITY

Downtown holds the highest concentration of bus stops. However, key intersections along many roads suggest prominent transit connections, both north-to-south and east-to-west.



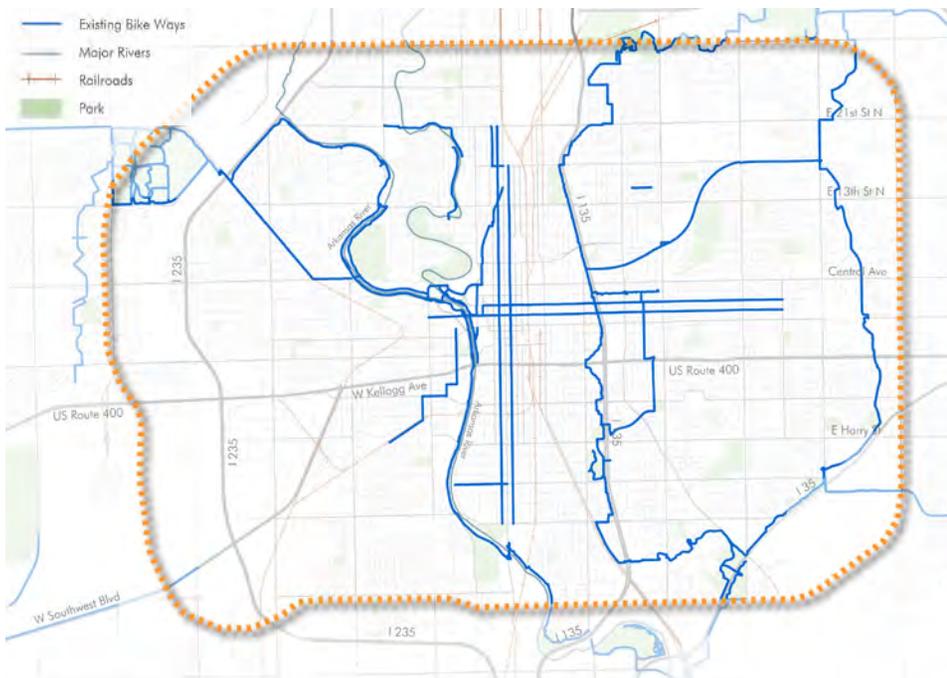
### TRANSIT ROUTES

The locations of transit routes can ease the impact of spatial mismatch in the ECA - that is, the mismatch between the location of employment centers and the location of residences. For Wichita's non-driving residents, efficient transit routes can offer greater mobility, enabling access to opportunities.



## PUBLIC SIDEWALK DENSITY

Public sidewalks are generally concentrated in activity areas near Downtown. Outside the downtown area, active commercial or institutional districts tend to have a higher concentration of public sidewalks, including Delano, Old Town, and higher-education campuses.



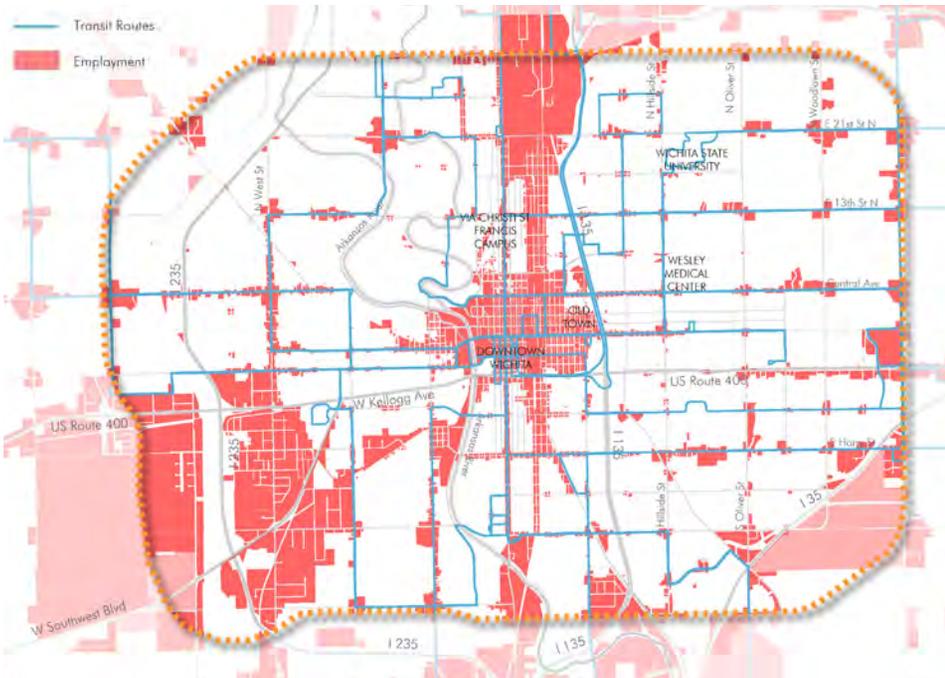
## BICYCLE ROUTES

There are a number of bikeways in the ECA, all accessible to Downtown. However, the existing bike system is not easily accessible by many neighborhoods. Where a neighborhood is well-connected to the bike system, routes are limited in facilitating most trips.



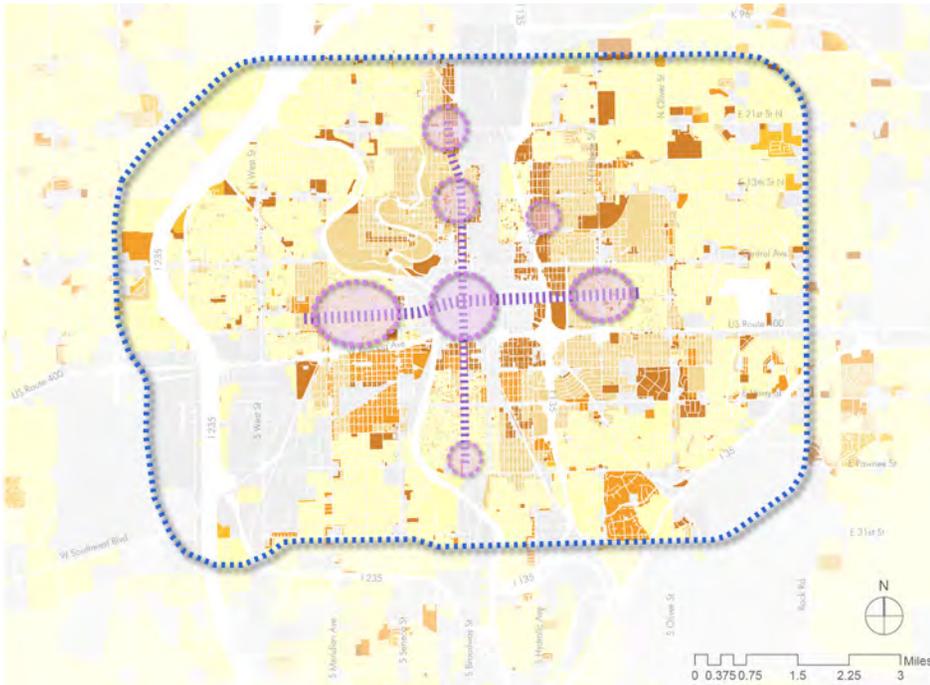
## TRANSIT & POPULATION

The Downtown area has the densest transit routes covered with lower population comparing with other places, especially in the northeast of ECA and high population spots in the southeast.



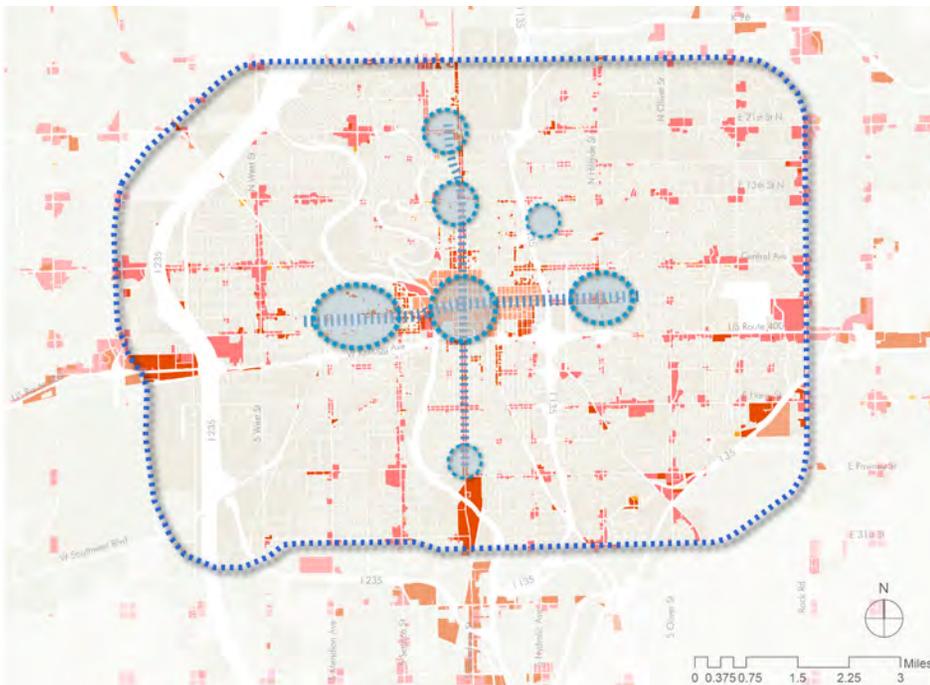
## TRANSIT & EMPLOYMENT

The public transit service provides access to most of the commercial corridors and commercial districts. However, the north-south grid seems lack transit connection especially in the east of ECA area, such as South/North Oliver Street and South/North Woodlawn Street.



## TRANSPORTATION SERVICE DENSITY & RESIDENTIAL ZONING

Based on the density of transit amenities, transportation service nodes and corridors are identified. Public transit service is focused around Downtown, containing one major service node and corridor in each direction. The level-of-service does not appear to be driven by the location of multi-family residential uses, though higher-density housing may help drive demand for public transit. Many residential areas currently lack concentrated transportation services.



## TRANSPORTATION SERVICE DENSITY & COMMERCIAL ZONING

The Downtown area is a commercial district with concentrated transportation service. Other transit nodes and corridors show some commercial use, though there does not appear to be a visual correlation between transit service density and commercial zoning.



## 1.3 DOCUMENT REVIEW

### INTRODUCTION

A number of planning documents are intended to guide long-term improvements in the City of Wichita. An overview of the documents identify the city's needs and their existing plans.

### REVIEW

#### A. Wichita Community Investments Plan 2015-2035

##### Plan Vision, Community Values and Guiding Principles

Plan Vision: "building on our rich aviation and entrepreneurial heritage, Wichita-Sedgwick County is a global center of advanced manufacturing and high-tech industry and a premier service, education, health and retail center for South Central Kansas. People feel safe and enjoy affordable housing choice in diverse, vibrant neighborhoods offering unique quality living environments and active, healthy lifestyles with access to arts, culture and recreation."

7 core community values:

- a. Common-sense approach
- b. Fiscal responsibility
- c. Growth-oriented
- d. Inclusiveness and connectivity
- e. Cultural richness
- f. Vibrant neighborhoods
- g. Quality design

Plan guiding policy principles:

- a. Represent the overarching themes, aspirations and actions for community's future
- b. Reflect the 2035 plan vision statement and core community values
- c. Guide future land use policies and the plan element goals and strategies
- d. Help set relative priorities at the broadest and highest levels for future investment decisions and funding/expenditure reductions.

5 overarching themes for community's future

- a. Support an innovative, vibrant and diverse economy
- b. Invest in the quality of our community life
- c. Take better care of what we already have
- d. Make strategic, value-added investment decisions
- e. Provide for balanced growth but with added focus on our established neighborhood.

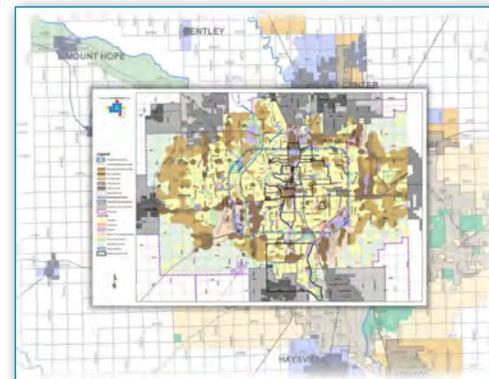
### Future Land Use Policies

**2035 urban growth area map** – portrays future growth pattern and extension of city limits for the cities of Sedgwick county.

**2035 Wichita future growth concept map** – depicts anticipated development patterns and provides a generalized guide to future land use, development and rezoning decisions within the City of Wichita and its 2035 urban growth area. The categories (established central area, new residential, new employment, new residential/employment mix, residential, commercial, industrial...) are aimed to provide a generalized guide to land use based upon functional use classifications.

**Locational guidelines** – provides a decision-making framework regarding land use changes that comprises of three key elements: development pattern, land use compatibility, and design. Within each of these elements, guidance is provided based on geographic areas:

1. General- applicable throughout the entire plan area
2. Established central area – specific to the downtown core and the mature neighborhoods surrounding it in a roughly 3 miles radius.
3. Outside established central area – specific to the remaining incorporated areas of Wichita outside the ECA, also including Wichita's 2035 urban growth area.
4. Rural area – specific to the unincorporated areas of Sedgwick county located outside the 2035 urban growth areas.



## B. 2017 Development Trends

### Wichita Established Central Area

#### 2016 Subdivision Activity

Residential Lots Platted	Potential Residential Units	Percent of Total Dwelling Units	Commercial & Office Lots	Industrial Lots
4	153	10.40%	16	5

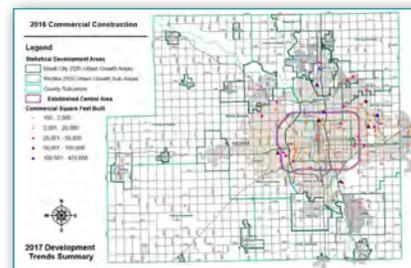
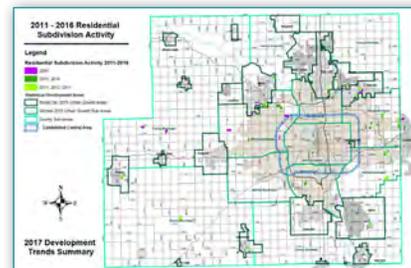
#### 2016 Residential Building Activity

New Units	Demolitions	New Units Added	Percent of Net Units Added
361	78	283	16%

Including 33 units  
One family, 42 units  
Two family, 286 units  
Five or more.

#### 2016 Other Building Activity

Type	Commercial	Industrial, Warehouse	Retail	Institutional	Office & Other Commercial
Number of Permits	40	18	17	4	1
Square Footage	432,479	234,007	135,412	58,276	4,784



## C. Wichita Parks, Recreation and Open Space Plan Update 2016

### Plan Purpose:

- identifies the need over the next 20 years for approximately \$750 million of capital renovations and new parks, recreation and open space facilities that would fully preserve existing resources and meet current and future community needs.

- identifies maintenance gaps and recreation service needs that would increase operations costs related to parks and recreation by approximately \$4 million annually.

- proposes a number of ways to close the funding gap.

### Wichita's Park Land

Wichita has 138 public park sites of varied size containing over 5,000 acres of park land that provide opportunities for playing, exercising, socializing, and recreating outdoors, as well as participating in sports and appreciating nature. Different types of parks serve different functions and offer different recreation opportunities.

Summary by classification:

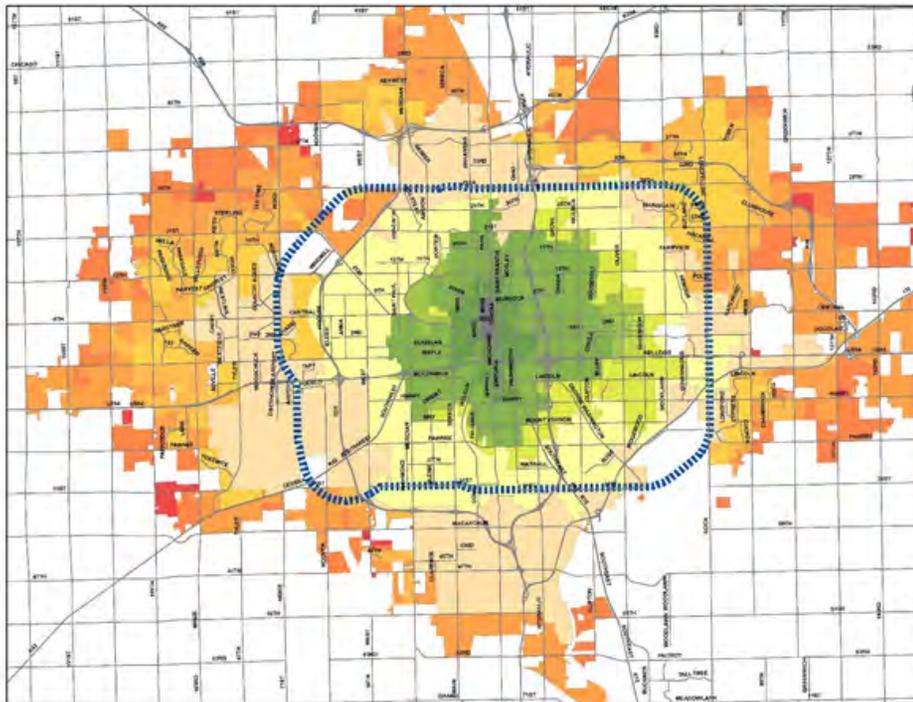
Classification	Number of Sites	Acres of Parkland
Pocket Parks	26	24.65
Neighborhood Parks	38	369.36
Community Parks	19	532.65
Regional Parks	7	661.40
Special Use Parks	11	490.98
Urban Plazas	6	6.9
Golf Courses	5	712.08
Linear Parks/Pathways	2	14.09
Natural Areas/Wichita	13	1178.96
Undeveloped Sites	11	1015.26
Dog Parks	3	14.35
<b>Total</b>	<b>138</b>	<b>5,006.33</b>

## Wichita Growth by Decade Through Annexations (As of June 2015)

### Legend



WICHITA REGIONAL COMMUNITY METROPOLITAN AREA  
**Planning**  
DEPARTMENT



### PEDESTRIAN EXPERIENCE

The pedestrian experience is significantly influenced by the design of the built environment. Factors such as the organization and connectivity of the street network, presence or lack of pedestrian facilities, and organization of land uses all play a role in walkability. Within the City of Wichita's Established Central Area, the built environment can generally be categorized into three development patterns (referred to here as neighborhood typologies) that are related to the time period in which neighborhoods were developed.

The neighborhood typologies within the Established Central Area (ECA) are categorized as:

Downtown Grid (1870-1909)

Residential Grid (1910-1944)

Grid and Curvilinear (1945-1980+)

Each of the neighborhood typologies has unique challenges and opportunities. This section provides a brief overview of the three City of Wichita neighborhood typologies located within the ECA and the most common challenges for pedestrians in these areas.

### DOWNTOWN STREET GRID (1870-1909)

Characteristics: Downtown Wichita was built between 1870 and 1909 with the older sections of town built along the Arkansas River. The street grid is mostly intact with long, rectangular blocks approximately 650 feet by 350 feet. There are several major barriers to pedestrian circulation in this area including an elevated freeway, a rail corridor, and the river. The streets are generally multi-lane and one-way. The land use is predominantly commercial with large buildings and surface parking lots. There are sidewalks on both sides of the streets and building frontages are mostly adjacent to the sidewalk. Most intersections are signalized and building entrances are mostly accessible from the sidewalk. Pedestrian volumes tend to be higher here than in other parts of the city due to the concentration of services within short walking distances. From the sidewalk there also is access to on-street parking and transit

Example Neighborhoods: Downtown



Figure 6: Example Downtown Grid

### DOWNTOWN GRID NEIGHBORHOOD TYPOLOGY SPECIFIC CHALLENGES AND OPPORTUNITIES

#### Excess capacity:

Many Downtown streets are wide and have more lanes than needed to accommodate traffic volumes. Wide streets increase a pedestrian's exposure to traffic when crossing the street and encourages higher vehicle speeds.

#### Transit accommodations:

There is higher transit use Downtown compared to other areas. This requires accommodations for transit resources (e.g., bus shelters, benches) within the sidewalk zone and a need to provide facilities that allow pedestrians to safely cross the street.

#### One-way streets:

Many Downtown streets are one-way with more than one travel lane, creating a multiple threat hazard for pedestrians attempting to cross. On roads with multiple lanes in the same direction, a multiple threat hazard occurs when one car stops for a pedestrian and a car in the adjoining lane does not. The driver in the adjacent lane may not be able to see the pedestrian around the first stopped vehicle.

#### Long blocks:

On the long side of blocks in Downtown, pedestrians wanting to access businesses and services on the opposite side of the street are more likely to make a mid-block crossing instead of walking out of their way to cross at a signalized intersection.

#### Life on the streets:

With wide sidewalks and a high intensity of use, entertainment and restaurants, Downtown is a great location for placemaking related improvements such as public art, benches, and street trees.

## RESIDENTIAL STREET GRID TYPOLOGY SPECIFIC CHALLENGES AND OPPORTUNITIES

### Visibility at intersections:

Streets in these areas are generally narrow, and on-street parking and street trees are present close to the intersections.

### Cut-through traffic on roads one block away from arterial streets:

When there is congestion on arterial streets, some motorists will choose to cut through the neighborhoods, often using the residential street one block off of the arterial. These streets often see higher motor vehicle volumes and speeds than other residential streets during the peak hours.

### One-way streets:

Some of the arterial streets in these areas are one-way with more than one travel lane, which creates a multiple threat hazard for pedestrians attempting to cross. On roads with multiple lanes in the same direction, a multiple threat hazard occurs when one car stops for a pedestrian and a car in the adjoining lane does not. The driver in the adjoining lane may not be able to see the pedestrian around the first stopped vehicle.

### Crossings on arterial streets between neighborhoods, schools, or shopping areas:

There are shopping areas, services and adjacent neighborhoods within walking distance of homes in these areas. However, a lack of crossing opportunities across arterial streets make them less accessible. Many arterial street intersections are not improved for pedestrians, making them challenging to cross. Walking or ADA access into commercial areas is often not provided, requiring pedestrians to pass through parking lots where sidewalks or dedicated pedestrian space are not provided from the street to the entrance to the store.

### RESIDENTIAL STREET GRID (1910 – 1944)

Neighborhoods built between 1910 and 1944 fall into this typology. These neighborhoods are typically 1 to 3.5 miles from the city center. The street grid is intact, with blocks approximately 600 feet by 300 feet. The long side of the block is north south and typically includes a sidewalk with a buffer to the motor vehicle travel lanes. The land uses are predominantly single family residences with some schools, churches and small businesses. Commercial areas are typically located at arterial street intersections. On-street parking is available and used.

Example Neighborhoods: Delano, South Central, Midtown

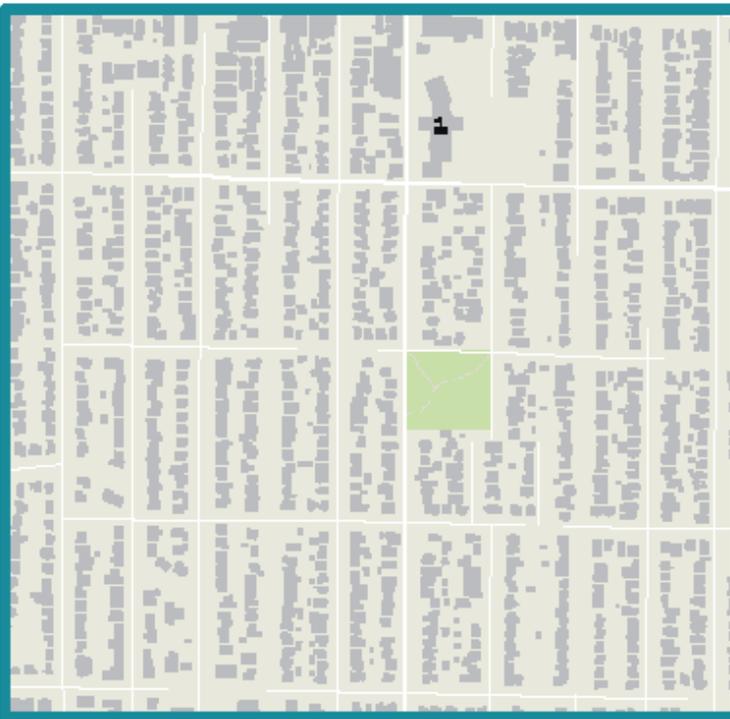


Figure 7: Example Residential Grid

### GRID AND CURVILINEAR STREETS (1945 – 1980+)

Characteristics: In these neighborhoods built between 1945 and 1980+, the street grid meets longer curvilinear blocks. These areas are typically 3.5 to 5 miles from the city center. The land use is predominately single family homes. Along residential streets there are few sidewalks, and those that are present are narrow. On-street parking is available but sparsely used because most of the homes have driveways. Residential street intersections are generally stop controlled or uncontrolled. In order to access most businesses on foot, a busy arterial street must be crossed or accessed. Arterial streets in these neighborhoods generally have sidewalks with some gaps in the network.

Example Neighborhoods: Southwest Neighborhood, Benjamin Hills, Matlock Heights, Fabrique

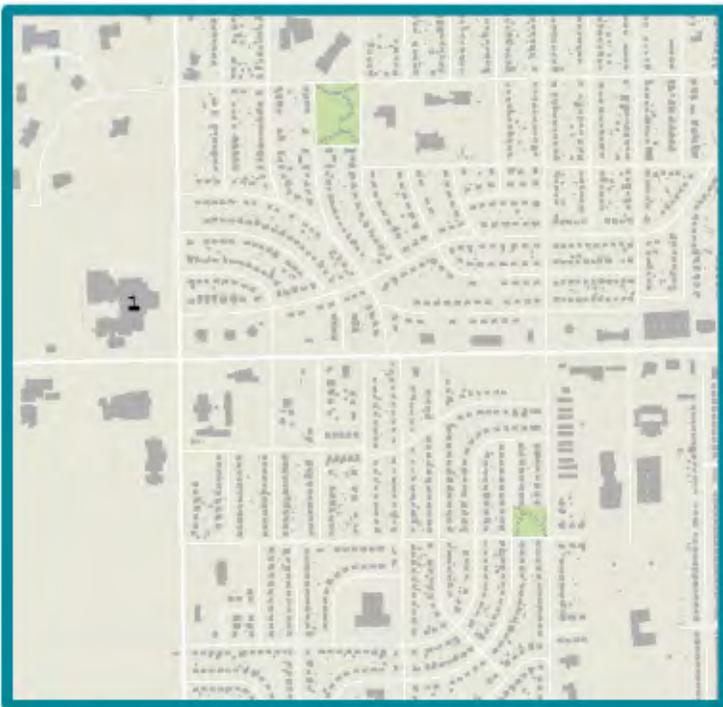


Figure 8: Example Grid and Curvilinear Street Network

### GRID AND CURVILINEAR STREETS TYPOLOGY SPECIFIC CHALLENGES AND OPPORTUNITIES

Safe walking routes to schools and parks:

The intact street grid makes it possible for students to walk to school. However, streets without sidewalks and unimproved street crossings are barriers to safe walking and bicycling for children. Skewed intersections are more common in these areas when roads do not meet at right angles, which can lengthen street crossing time and increase vehicle turning speeds (due to the reduced radius of the turn).

Crossings on arterial streets between neighborhoods, schools, or shopping areas:

There are shopping areas, services, and adjacent neighborhoods within walking distance of homes in these areas. However, a lack of pedestrian access across arterial streets make them inaccessible. Arterial street intersections are often not improved with crosswalks or signals for pedestrians, making them challenging to cross. Walking or ADA access into commercial areas is often not provided requiring pedestrians to pass through parking lots where sidewalks or dedicated pedestrian space are not provided from the street to the entrance to the store.

Sidewalks:

Many of the streets are missing sidewalks on one or both sides of the street.

Residential street intersection control:

At low volume residential street intersections motor vehicle drivers may not always comply with stop controlled intersections or obey rules of the road at uncontrolled locations (yielding) because they rarely encounter cross traffic at those locations. At intersections without control, traffic calming measures can help to slow speeds and improve compliance.

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## CHAPTER 2.

### COMMUNITY DISCUSSION

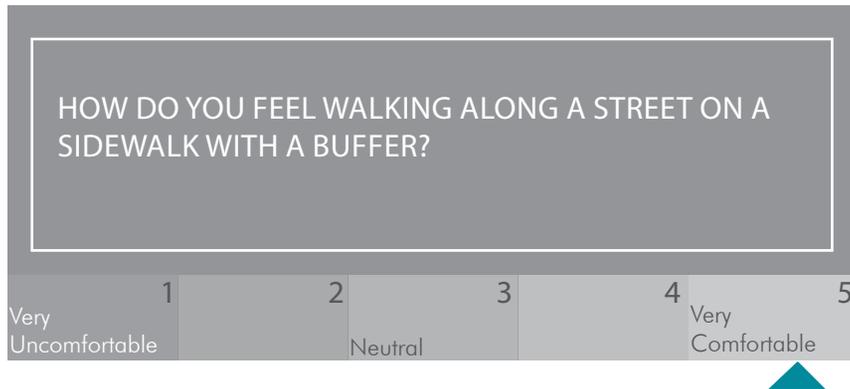
Public participation is a vital part of the planning process. Contributions from the community help steer the conversation and shape the overall vision.

Involvement of citizens, stakeholders, staff, and public officials makes the difference between successful planning and successful implementation. It is essential to provide the right information, in the right hands, at the right time so that citizens and stakeholders can make effective decisions.

The participation approach is rooted in the belief that public involvement must be intentionally educational to provide all involved a sufficient level of understanding to evaluate and promote appropriate ideas for change. We have provided a variety of methods in which those interested can engage in the process to provide meaningful input, including the Visual Preference Survey, the Visioning Summit public meeting, and creation of the project website.

## 2.1 VISUAL PREFERENCE SURVEY

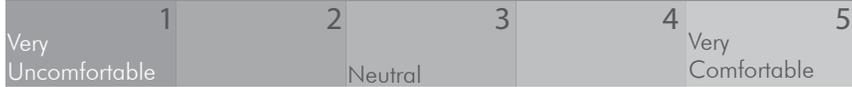
The visual preference survey was conducted during the month of March in 2018. It was accessible through the project website, and was widely circulated, receiving more than 300 participants over the course of one month. The survey primarily focused on walkability and building types. To understand walkability preferences, respondents were asked to rank the comfortability of use of various sidewalk, street, and crosswalk conditions -- 1 being very uncomfortable and 5 being very comfortable. The rankings presenting in this chapter represent the average of several hundred people. In order to assess building types, participants were shown a range of residential and commercial structures and asked to identify whether or not the building type of appropriate. For those that answered "No", respondents were asked to choose one or more attributes relating to the building that made it unappealing for the ECA. For those that answered "Yes", respondents were asked to choose one or more location criteria to gauge where specific building types are most suitable in the ECA.



4.6 /5



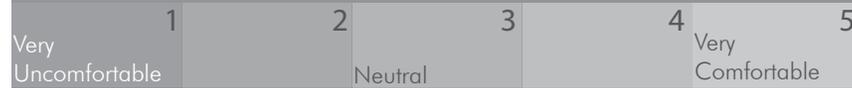
HOW DO YOU FEEL WALKING ALONG A STREET ON A SIDEWALK WITHOUT A BUFFER?



2.7 /5



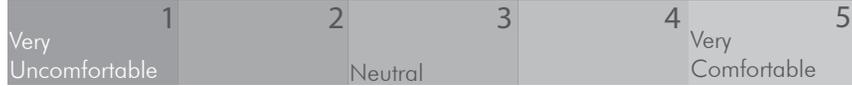
HOW DO YOU FEEL WALKING ALONG A STREET ON A SIDEWALK WITH STREET CAFES?



4.7 /5



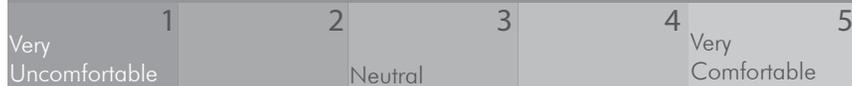
HOW DO YOU FEEL WALKING ALONG A STREET ON A SIDEWALK WITH PARKED CARS?



3.8 /5



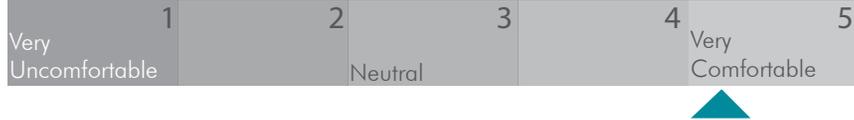
HOW DO YOU FEEL WALKING ALONG A STREET ON A SIDEWALK WITH STREET TREES AND LANDSCAPING?



4.6 /5



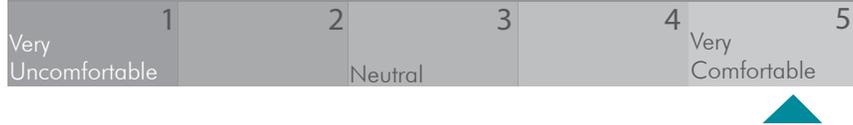
HOW DO YOU FEEL WALKING ALONG A STREET ON A SIDEWALK WITH STREET FURNITURE?



4.2 /5



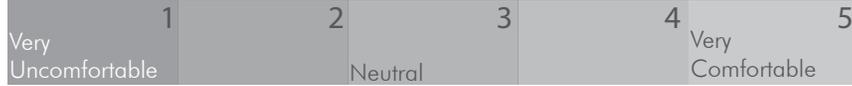
HOW DO YOU FEEL WALKING ALONG A STREET ON A PATH WITH A BUFFER?



4.6 /5



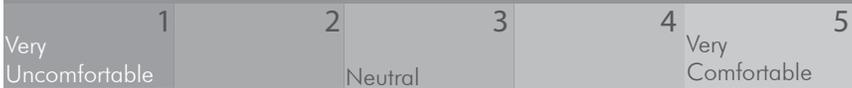
HOW DO YOU FEEL WALKING ALONG AN WIDE STREET IN WICHITA?



2.8 /5



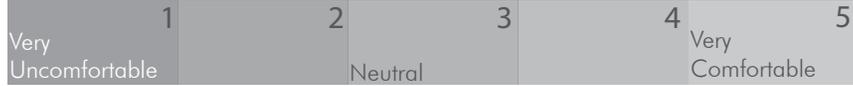
HOW DO YOU FEEL WALKING ALONG A MEDIUM WIDTH STREET IN WICHITA?



3.4 /5



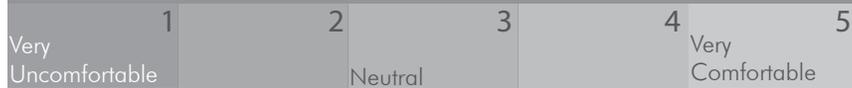
HOW DO YOU FEEL WALKING ALONG A NARROW STREET IN WICHITA?



3.9 /5



HOW DO YOU FEEL WALKING ON A SHARED STREET IN OLD TOWN?



3.6 /5



HOW DO YOU FEEL CROSSING A STREET WITH A LONG, WELL-MARKED CROSSWALK?

Very Uncomfortable 1 2 Neutral 3 4 Very Comfortable 5



3.6 /5



HOW DO YOU FEEL CROSSING A STREET WITH A CROSSWALK AND CURB EXTENSIONS?

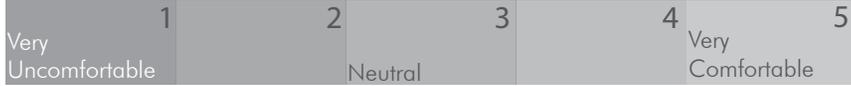
Very Uncomfortable 1 2 Neutral 3 4 Very Comfortable 5



4.3 /5



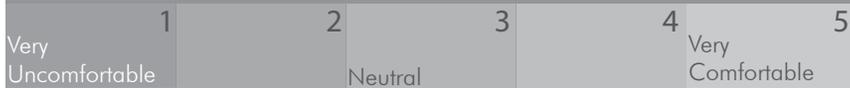
HOW DO YOU FEEL CROSSING A STREET WITH A CROSSWALK, MEDIAN ISLAND, AND ADVANCE YIELD BARS?



3.9 /5



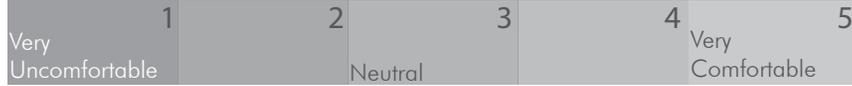
HOW DO YOU FEEL CROSSING A STREET WITH A MIDBLOCK PEDESTRIAN SIGNAL AND BRICK CROSSWALK?



3.8 /5



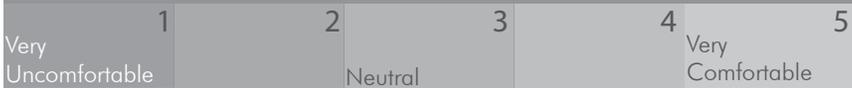
HOW DO YOU FEEL CROSSING A STREET WITH A CROSSWALK AND OVERHEAD FLASHING BEACONS?



3.9 /5



HOW DO YOU FEEL CROSSING A STREET WITH A CROSSWALK AND A MEDIAN ISLAND?



3.8 /5



HOW DO YOU FEEL CROSSING A STREET WITH A  
RAISED CROSSWALK?

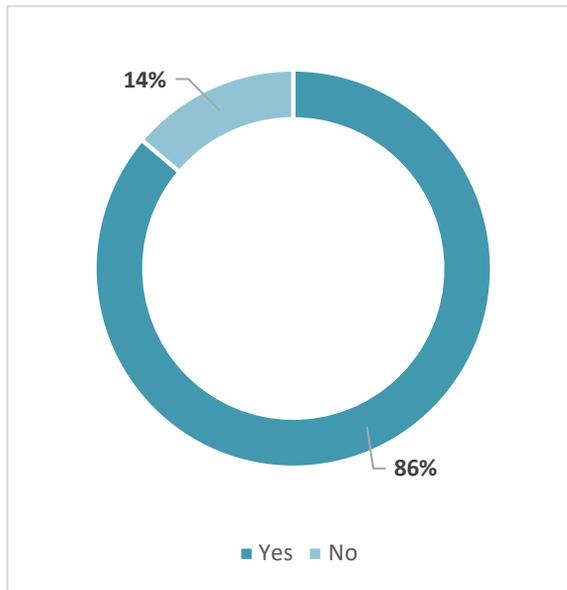
Very Uncomfortable 1 2 3 4 5  
Neutral Very Comfortable



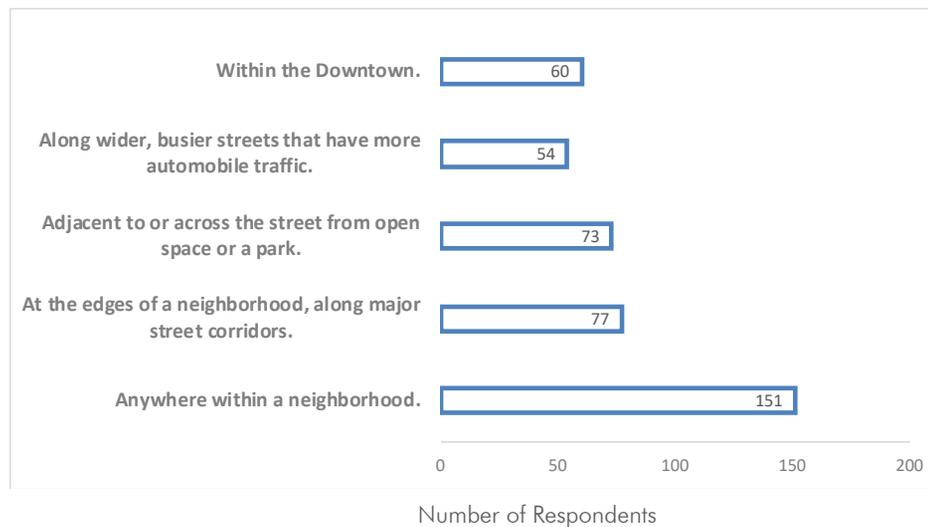
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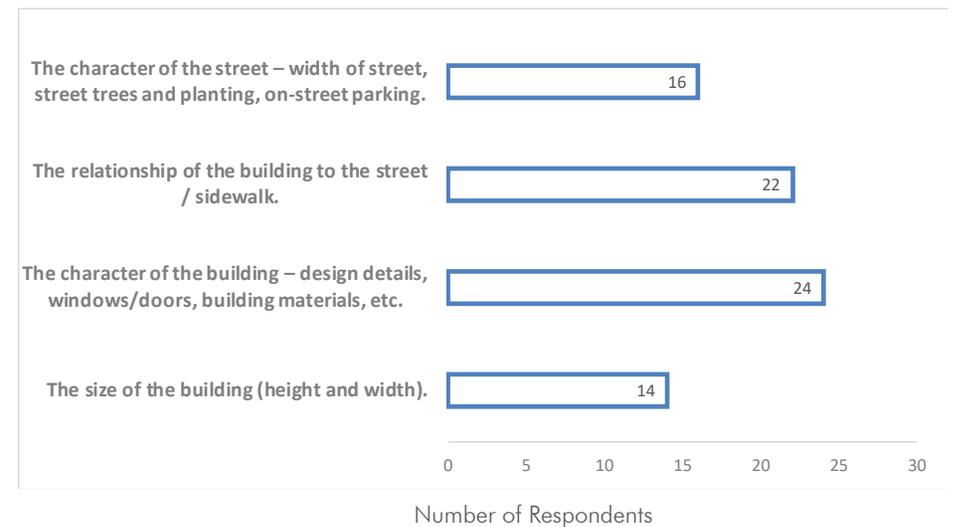
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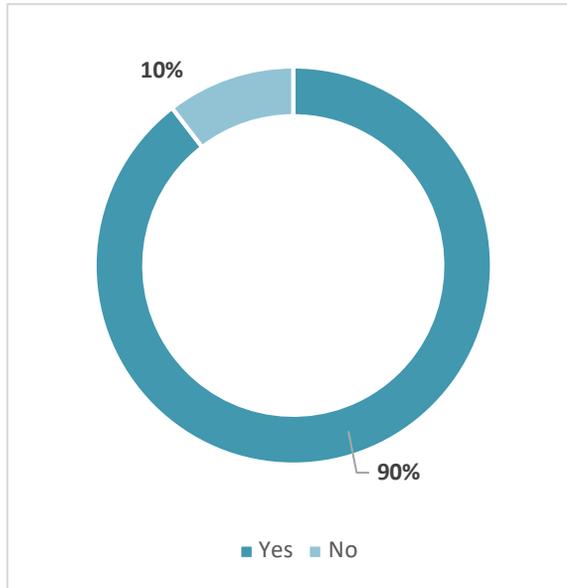
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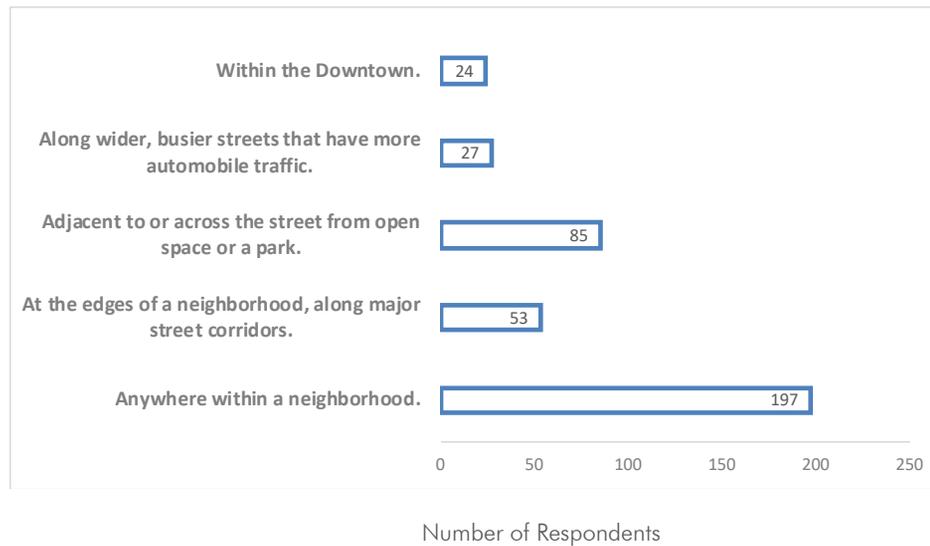
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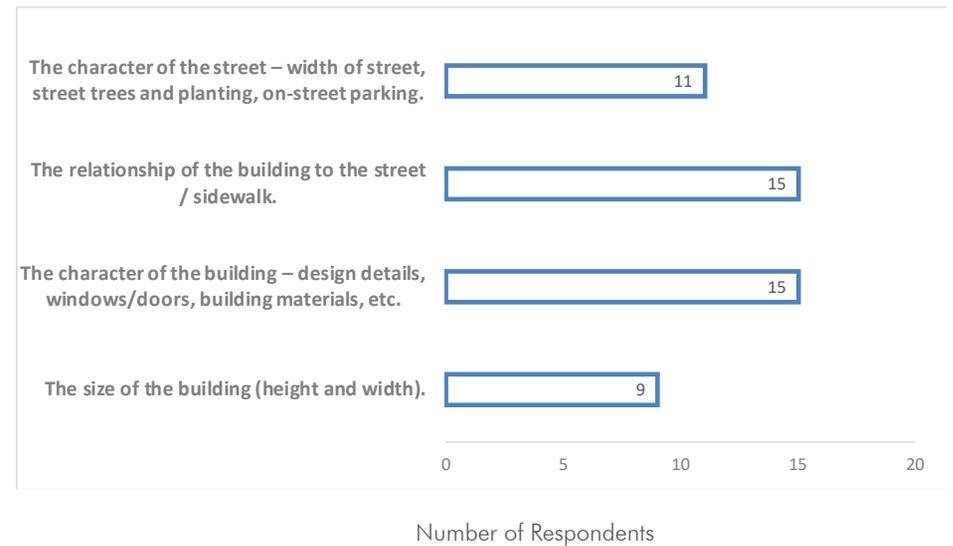
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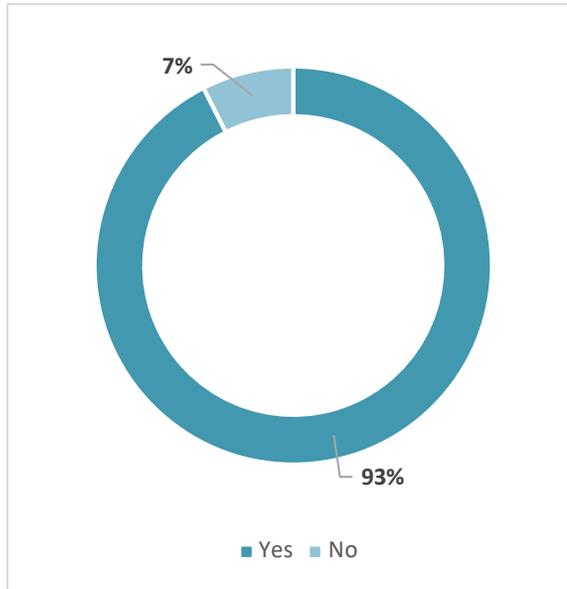
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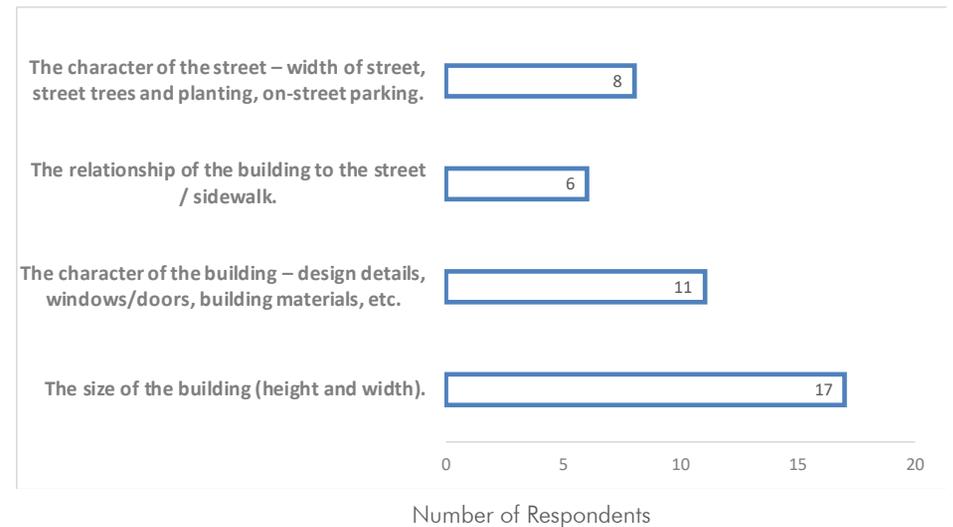
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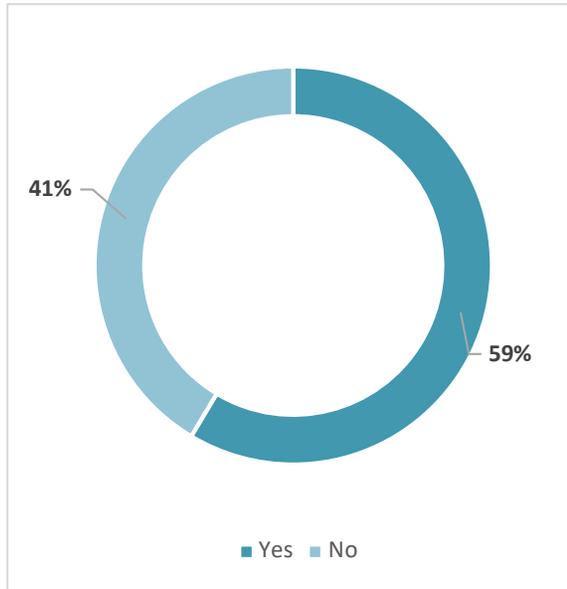
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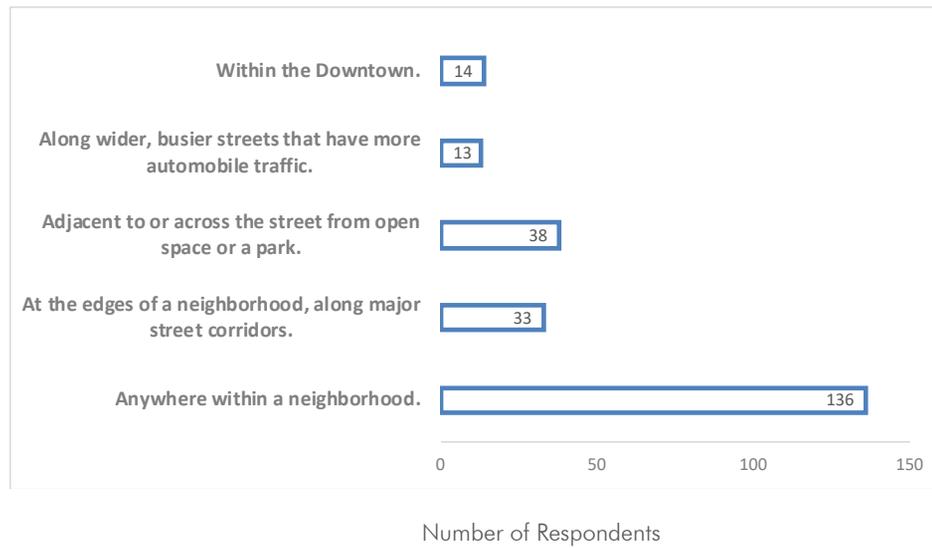
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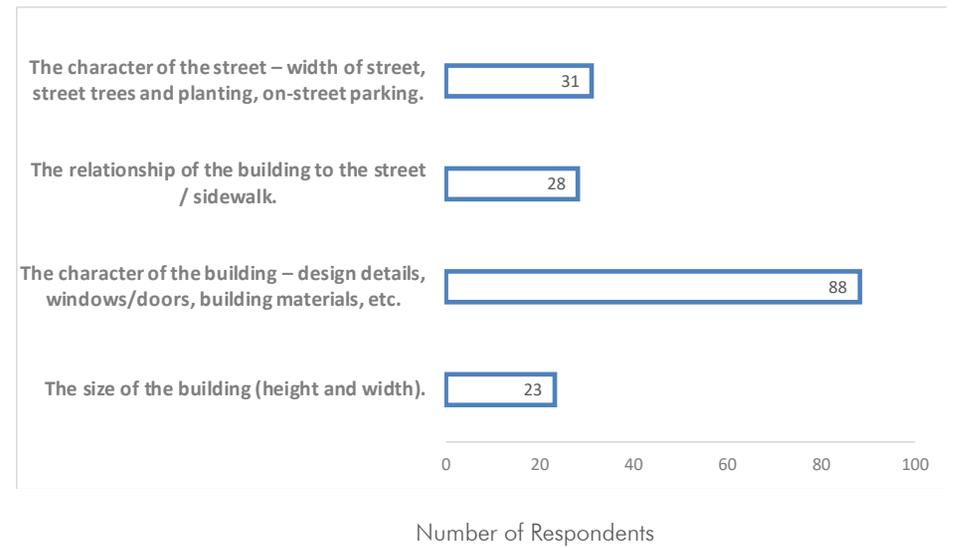
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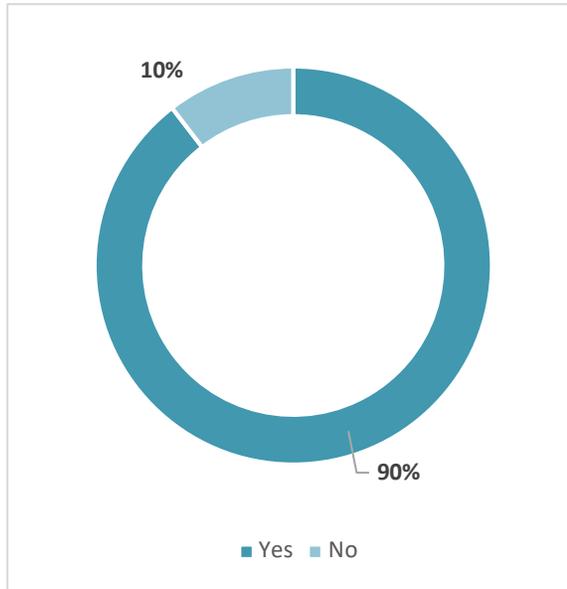
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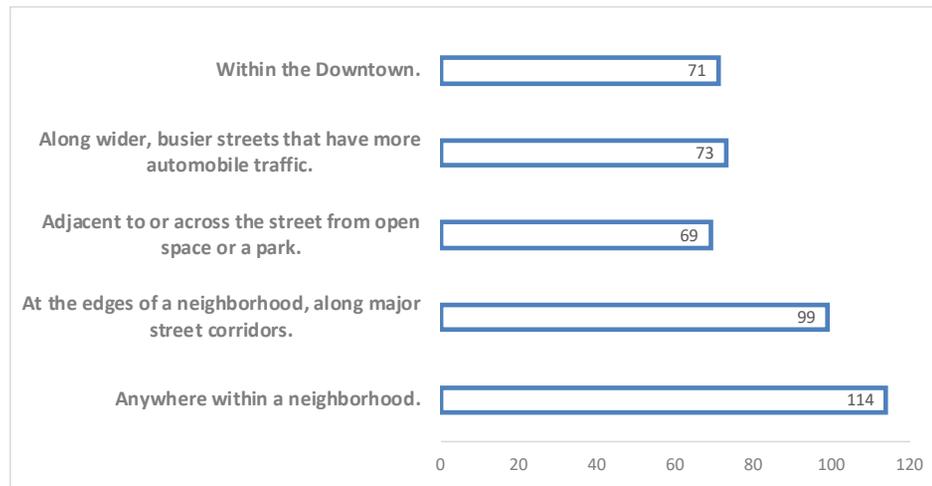
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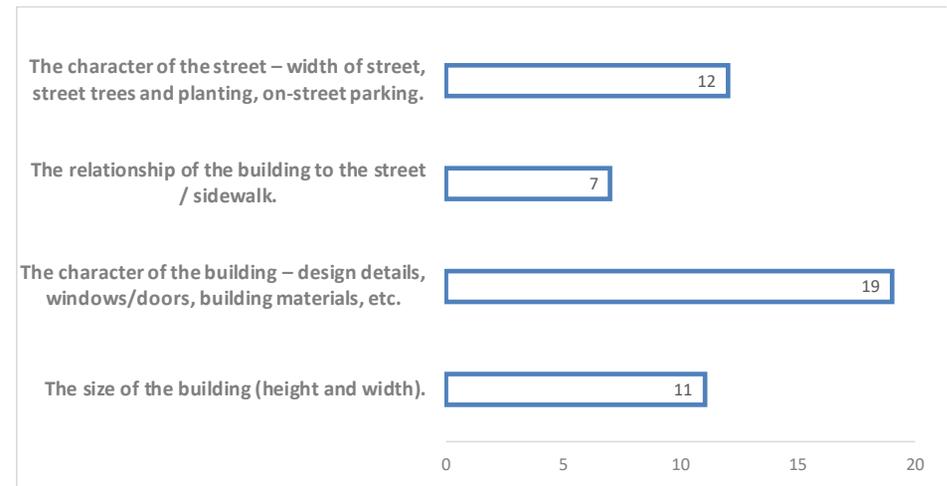


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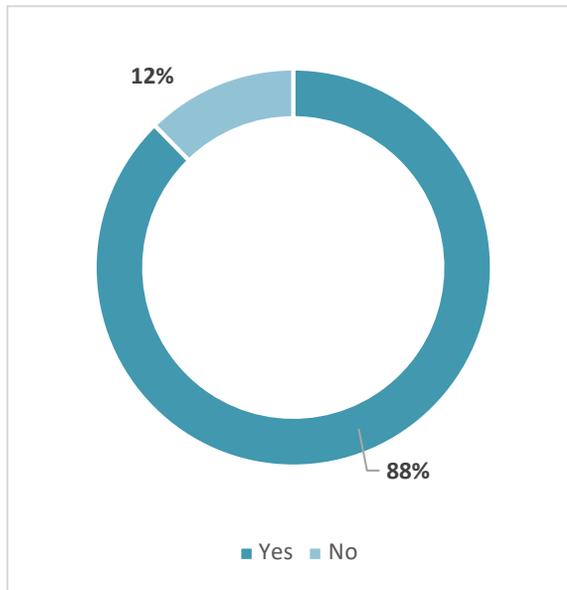
Number of Respondents

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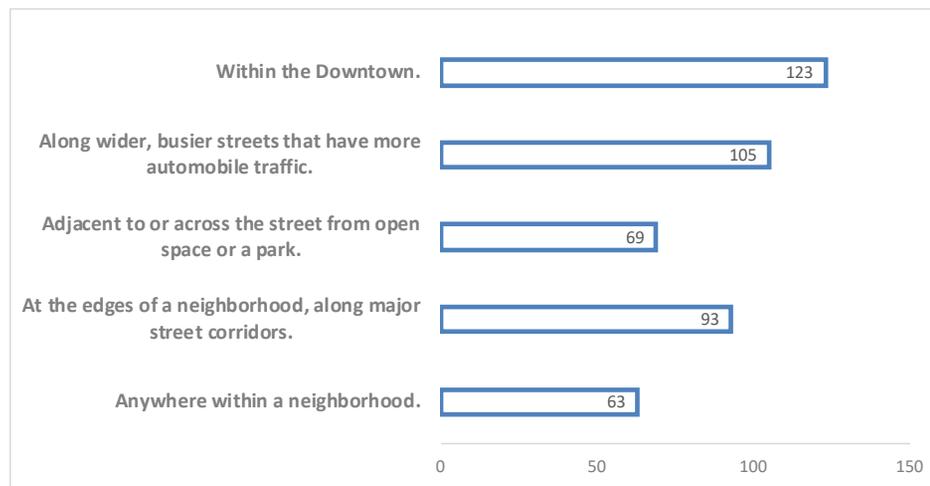


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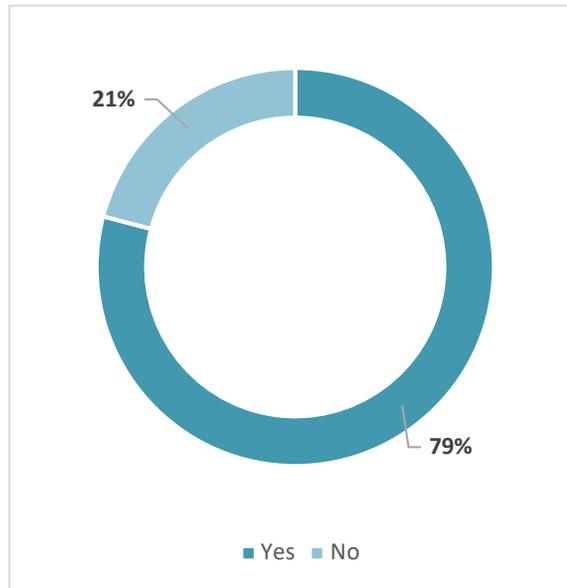
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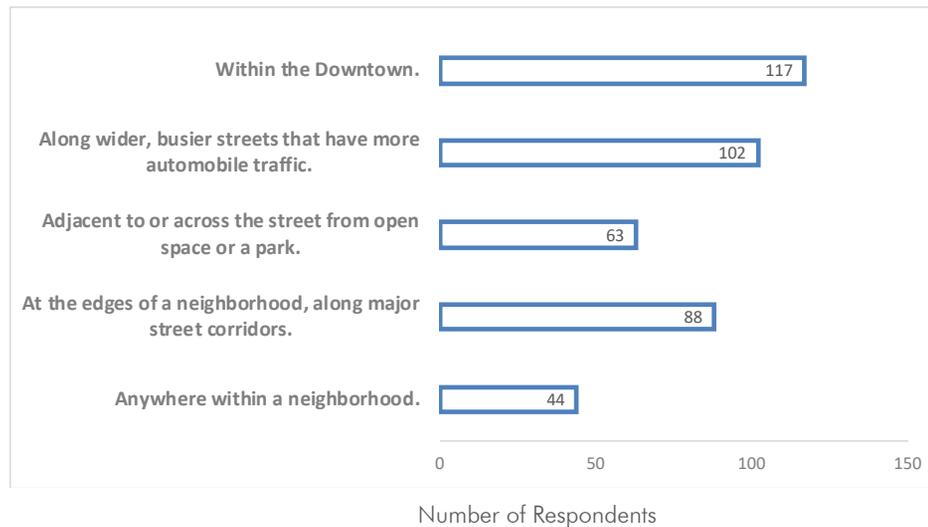


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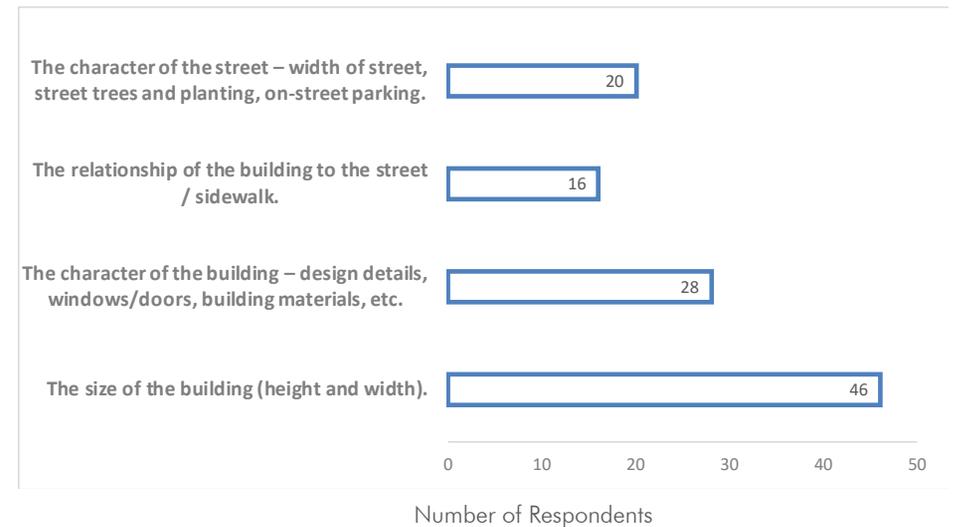
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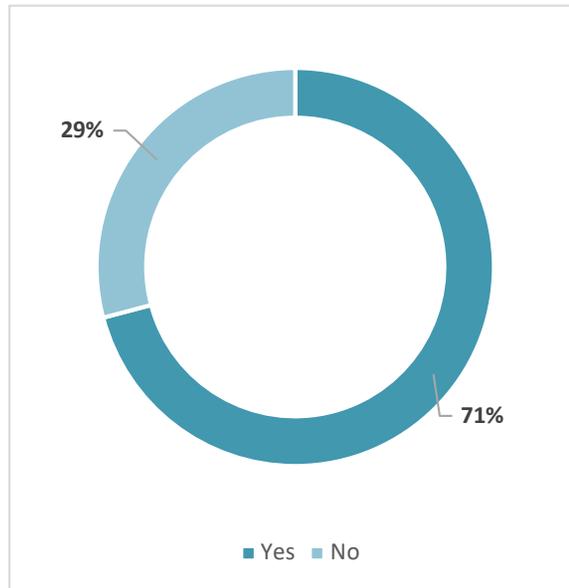
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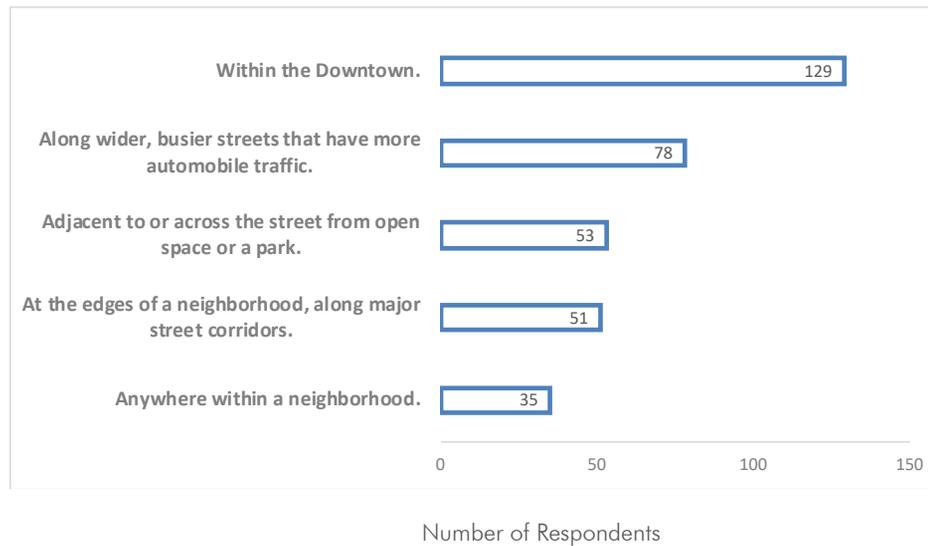
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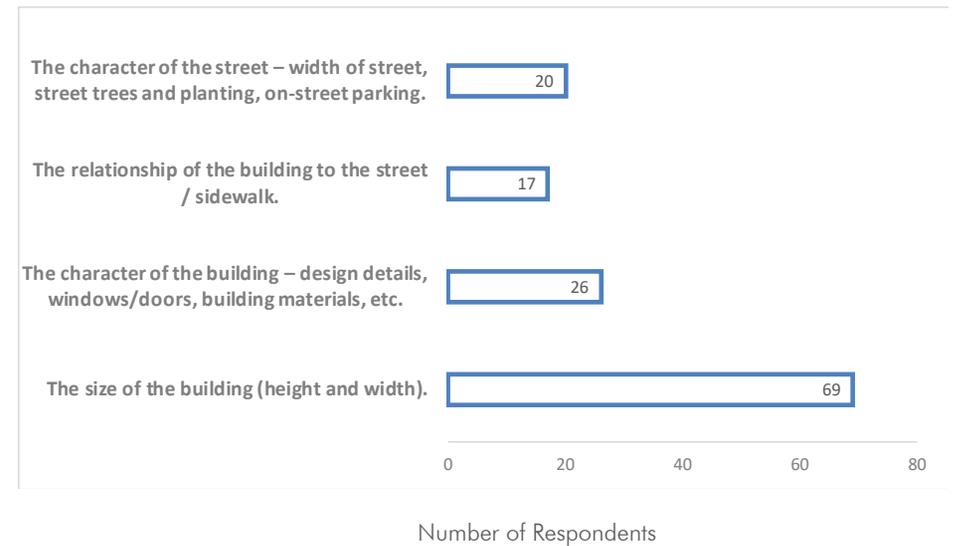
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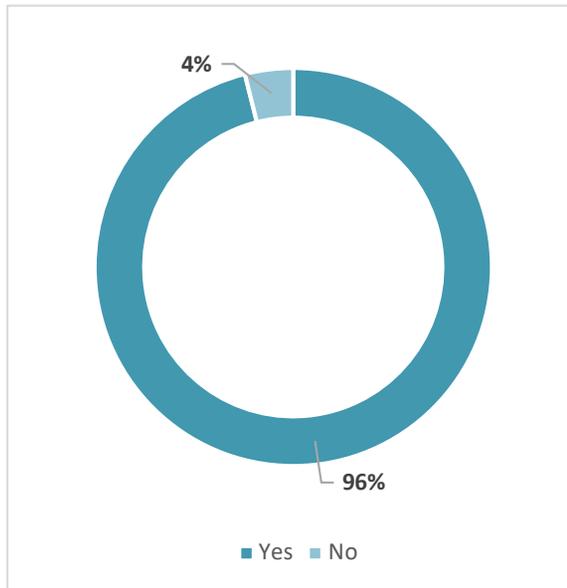
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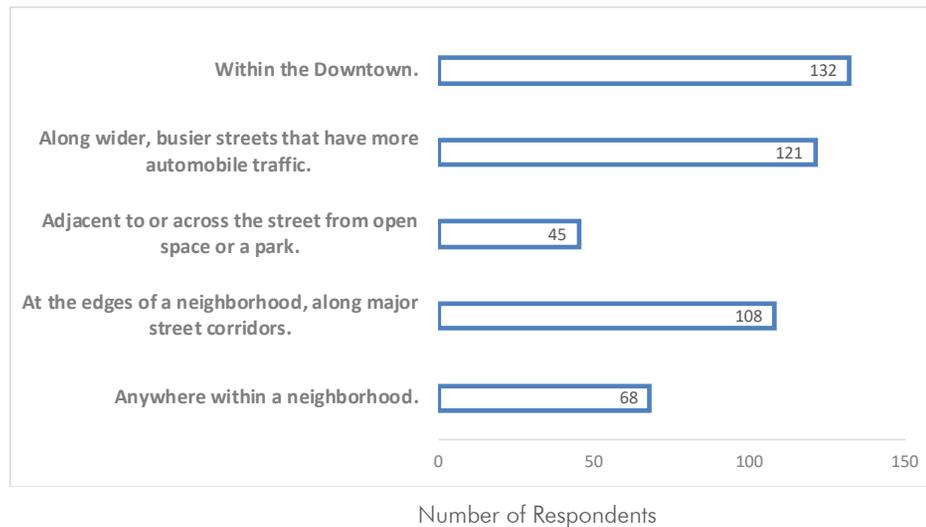
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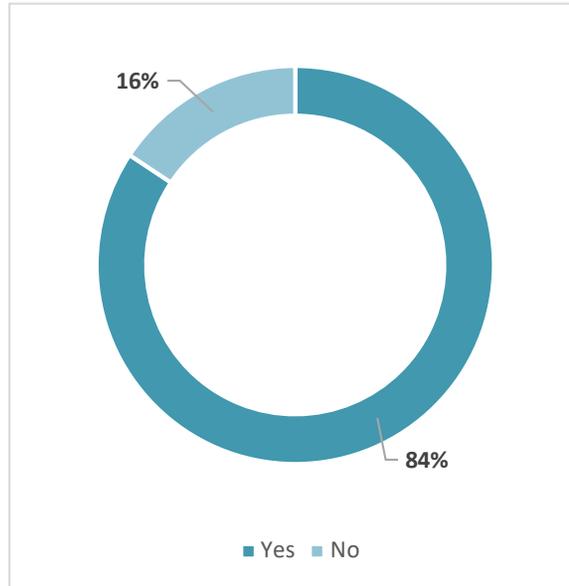
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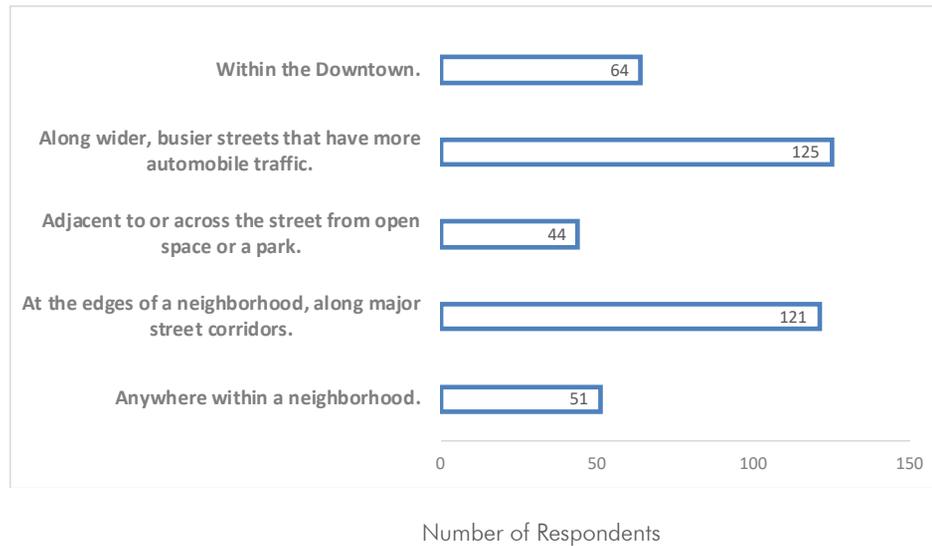
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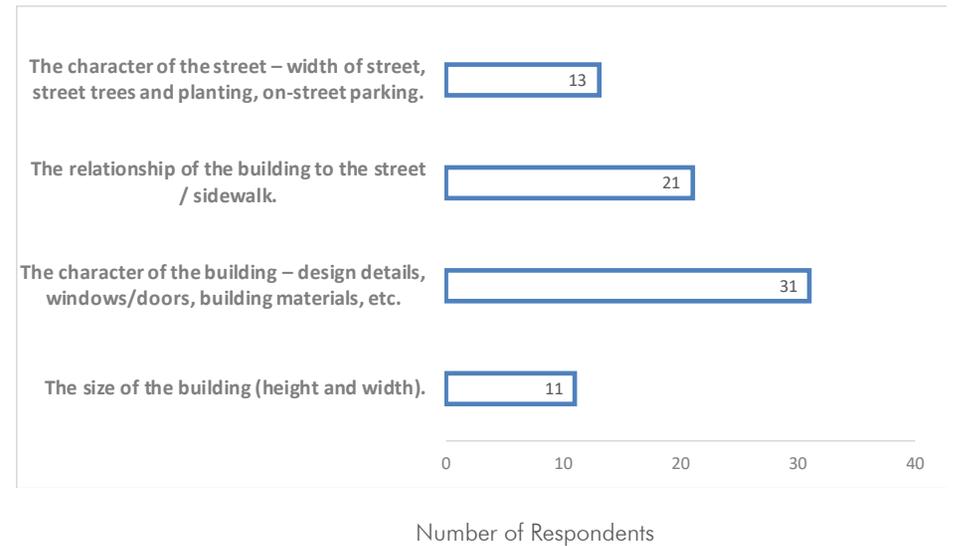
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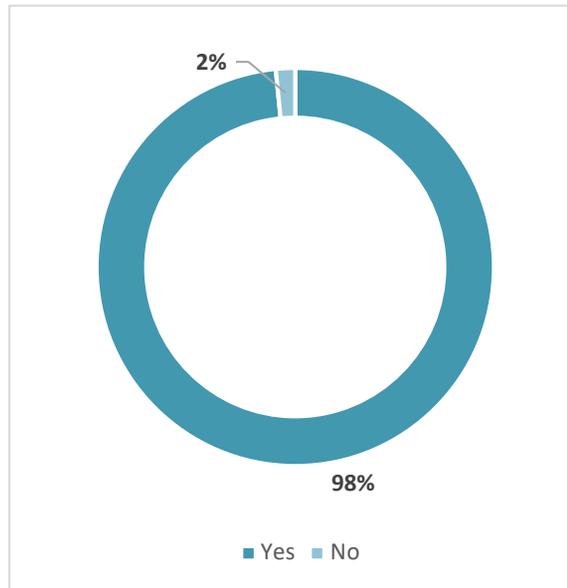
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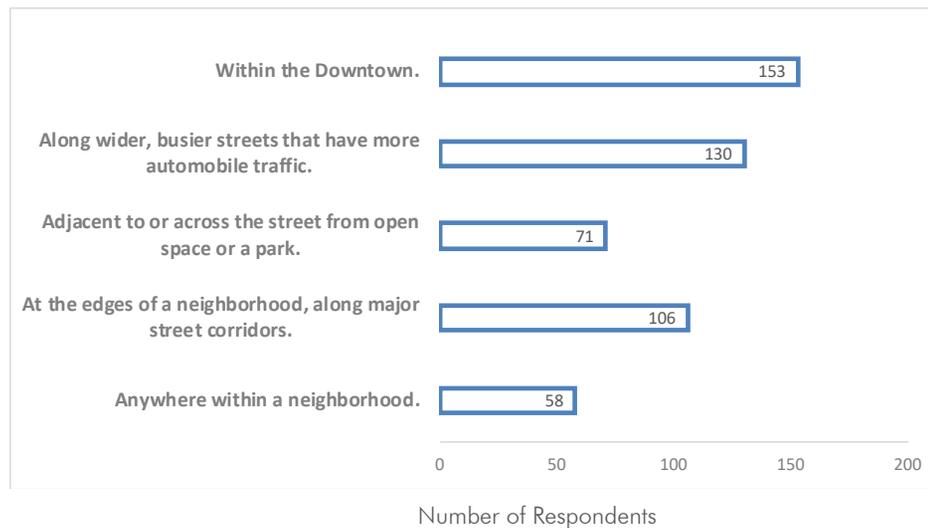
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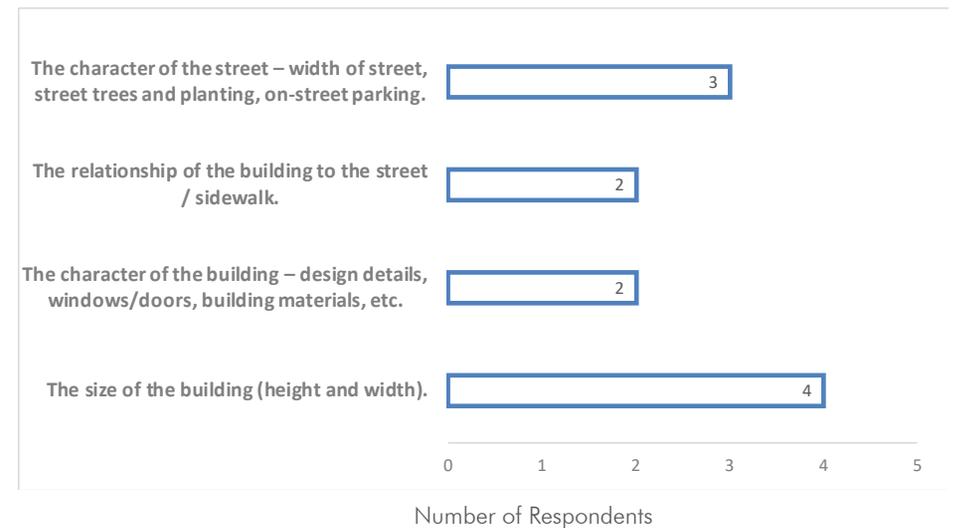
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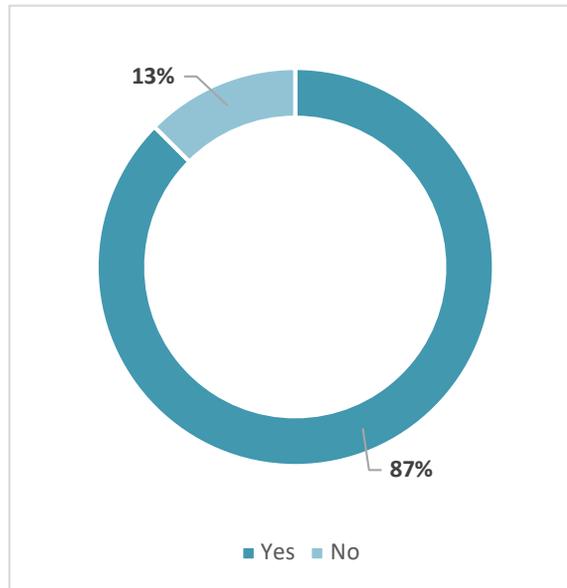
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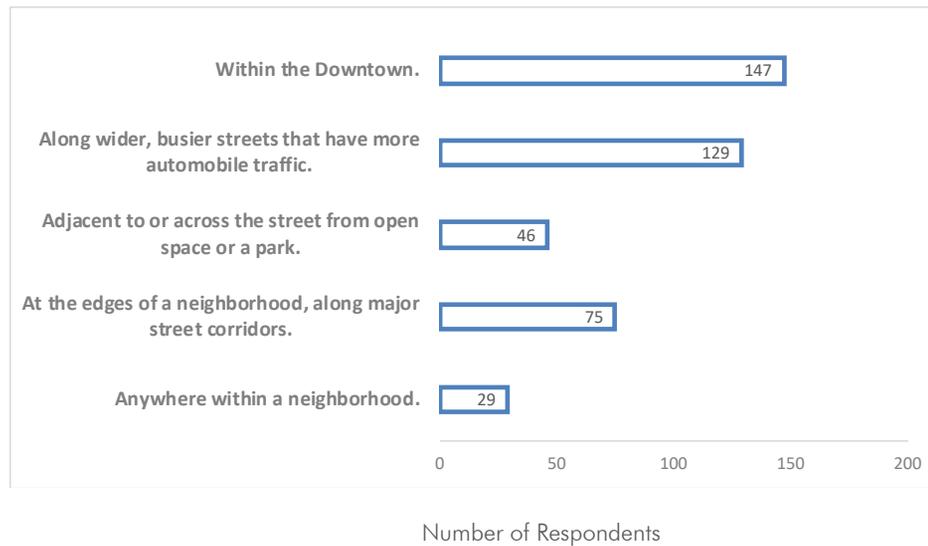
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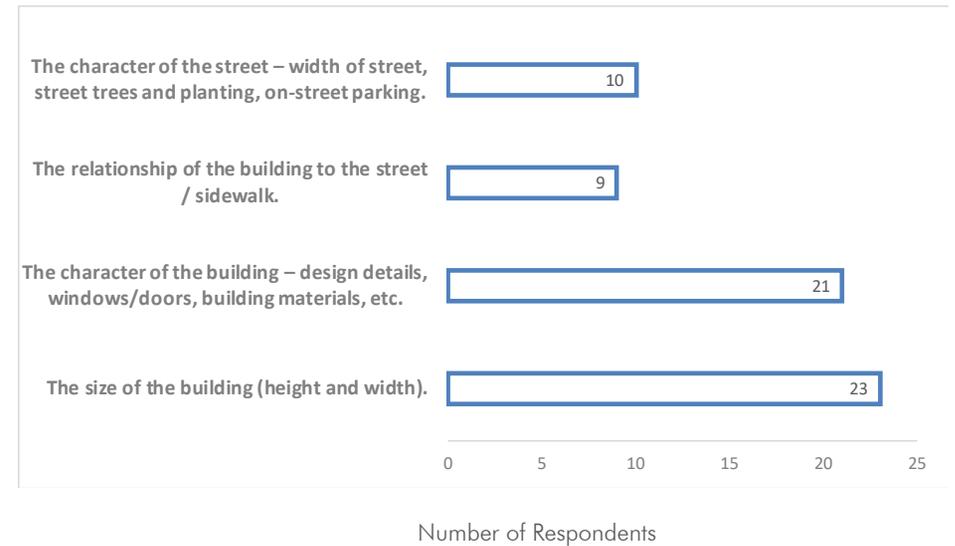
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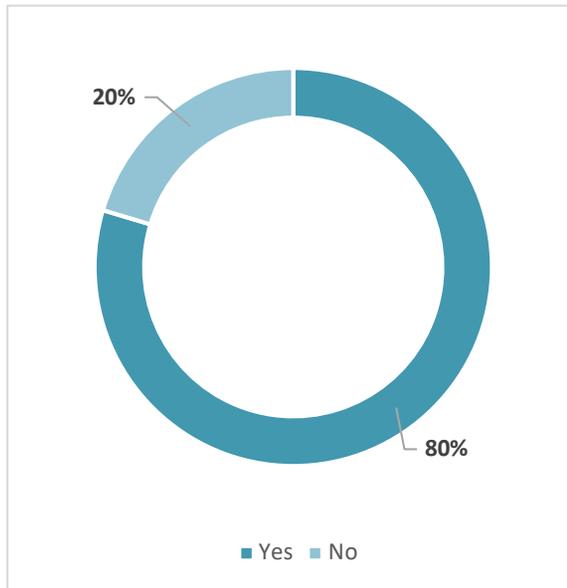
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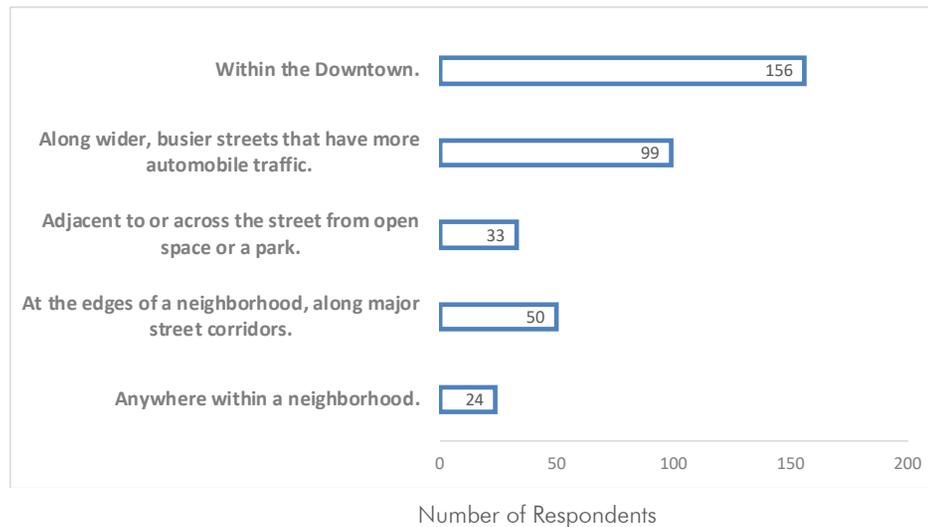
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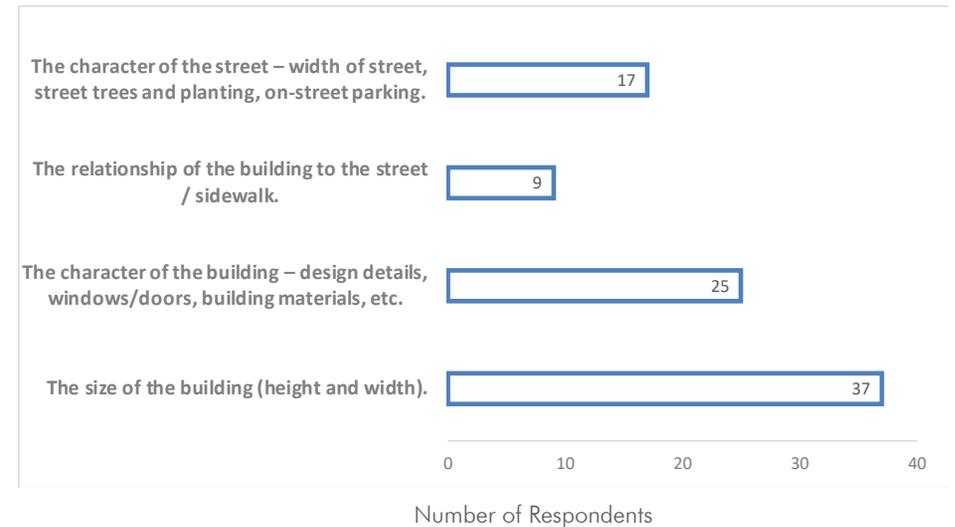
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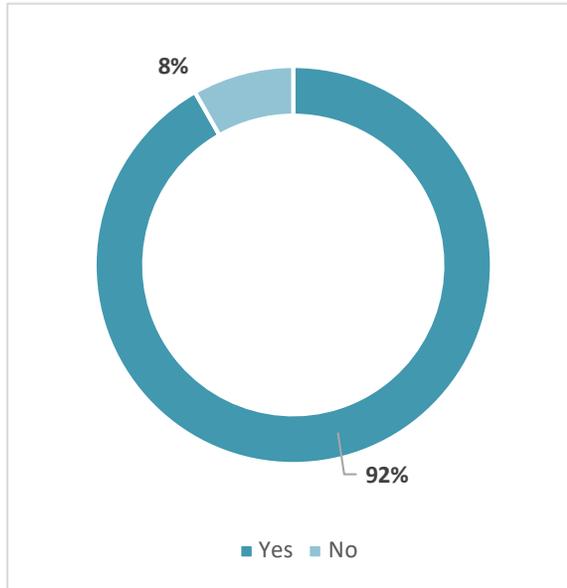
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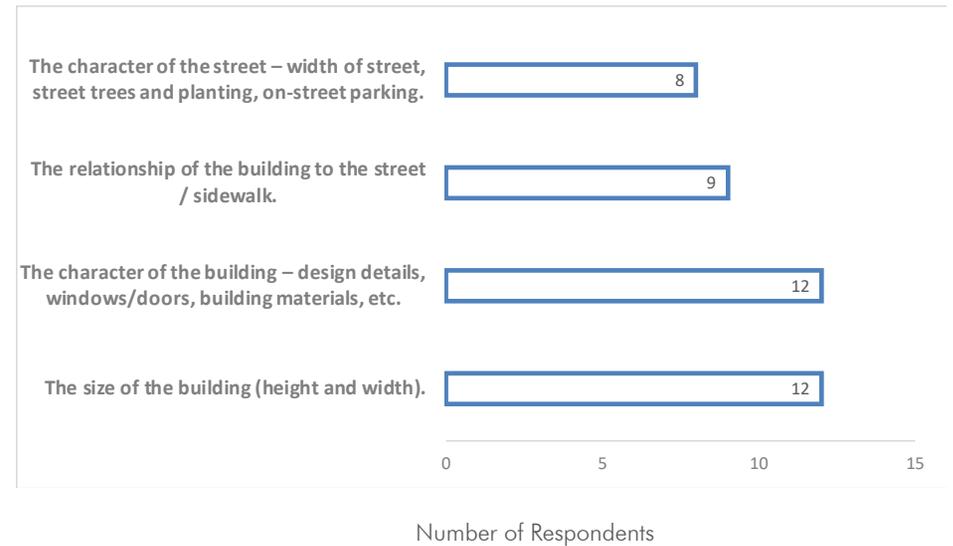
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The Visioning Summit focused the public's attention on the current state of the ECA, the future desires for the community, the challenges of achieving the future and where areas of need are within the ECA. Over 80 people participated in the event and summary of their feedback is presented here. A full recap of their comments can be found in the appendix.

### Headline Reporter 2018

When asked to provide a hypothetical news headline describing the current state of Wichita, Wichitans gave the following responses:

#### Top Headlines

#7 For Car-Loving People but No Where to Park

We're #8!

Delano Gets New Baseball Stadium

Wichita Makes the Leap to Save Itself

Great Restaurants and Food Deserts!

Why Doesn't the Bus Take Me Where I Want to Go?

Empty Lots = Newest Neighborhood Dump

City Focuses on Infill

Anyone Can Build – Lets Repurpose!

Fabrique Neighborhood Struggles with Our Green Space

### Headline Reporter 2040

When asked to provide a hypothetical news headline describing the 2040 state of Wichita, Wichitans gave the following responses:

#### Top Headlines

City Awarded Cleanest in America!

Gordon Ramsey Elected Governor of Kansas

Private Property Rights Don't Exist

Fabrique – From Drainage Ditch to Multi-Use Park

Wichita Receives National Award for Broadway Revitalization

Century II Remodeled (Inside) For the Arts and Expo Hall Is Enlarged

Who Drives? Wichita Is Now One of Most Mobile Communities with Most of The Populations Public and Shared Transportation

Wichita Wins National Award for Being Cleanest City – Recycling Up Due to New Trash and Recycling Receptacles

Essential Services and Families

Ungutting Wichita – Amenities Move to Center

Q-Line Replaced with Hyper Loop

Wichita, KS as a cultural hub for art and innovation

Wichita wins back bragging rights for best entrepreneurial city

## Change Agent - Barriers to Change

When asked to provide barriers to change, Wichitans gave the following responses:

### Top Comments

Encouraging, empowering and enticing the public to participate

How do we change crime without spending money?

Pessimism, Fear of Change

Lack of Action and Coordination for Initiatives

Resistance to change

Perspective

Fear of growth and tunnel vision

Lack of education about good urban design

Greed drives development and funding – neighborhoods get the shaft!

Consolidation of trash and utilities/services

Code violations and unethical landlords

NIMBYism and zoning

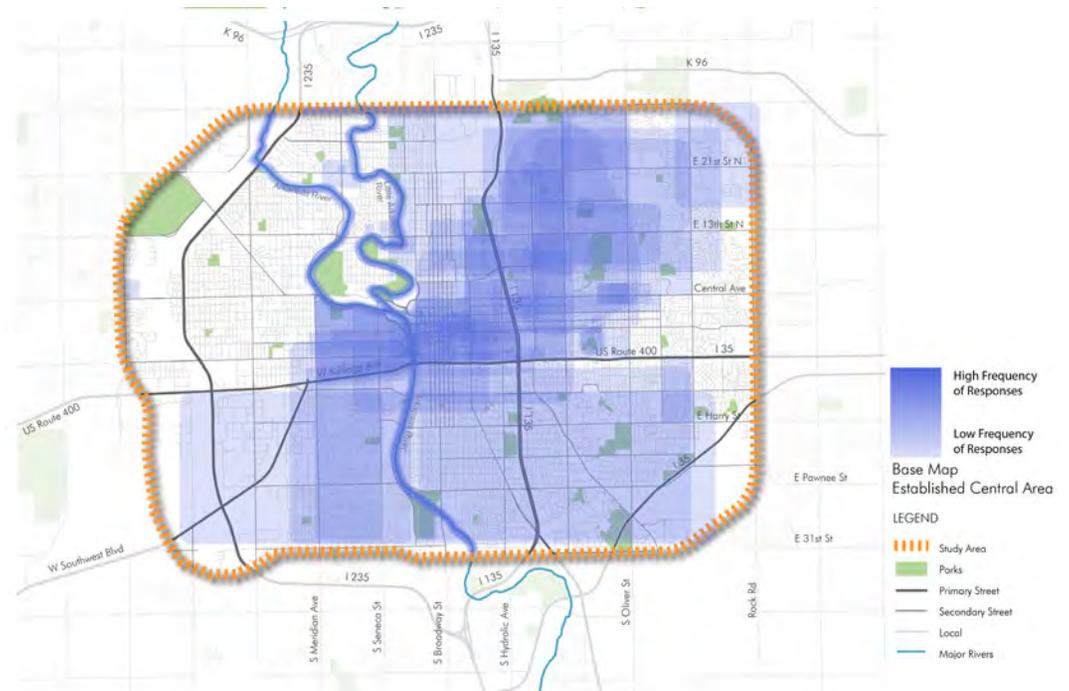
Redevelopment plans are disregarded when completed

Lack of strong leadership and vision

No agreements or consensus on priorities

## Areas of Importance

Participants in the first public workshop were asked to identify specific areas in Wichita that are significant to them. The map illustrates the feedback of over 60 participants. Heavier shades of blue indicate locations identified by multiple people. The darker the color, the more people identified the area as significant.



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### CHAPTER 3.

#### ESTABLISHED CENTRAL AREA VISION

The information presented is intended to provide a foundation of information from which future decisions can be made. Those future decisions should all make progress towards the implementation of the vision for the ECA. The vision should provide the aspirational direction for the community to strive for in defining its future. The vision statement provided here is a result of the information reviewed and analyzed, the community conversations to date and the identification of opportunities and challenges within the ECA, supported by the previously mentioned elements.

How can you contribute to making the vision a reality?

## 3.1 OPPORTUNITIES AND CHALLENGES

### POTENTIAL FRAMEWORKS

Understanding demographic, economic, and market trends within the ECA is important. However, given the scale of the area, it is equally critical to establish a framework that will enable the city to focus future investments in a manner that reflects the goals of this plan.

Neighborhood Investments Framework summarizes one approach to understanding how investment occurs in different districts. The ECA contains neighborhoods that represent all three frameworks. For instance, stable areas in the outer northeast and northwest portions are primarily free-market driven. That is, the private market responds to public investments in basic infrastructure like roads, sidewalks, and parks. No further incentivization is required.

Other neighborhoods, like those adjacent to Downtown, might require incentivization in addition to infrastructure investment to spur new development.

Finally, more challenged neighborhoods require a long-term approach combining basic infrastructure investments, economic incentives, and investments in people, or the social infrastructure, to promote lasting change.

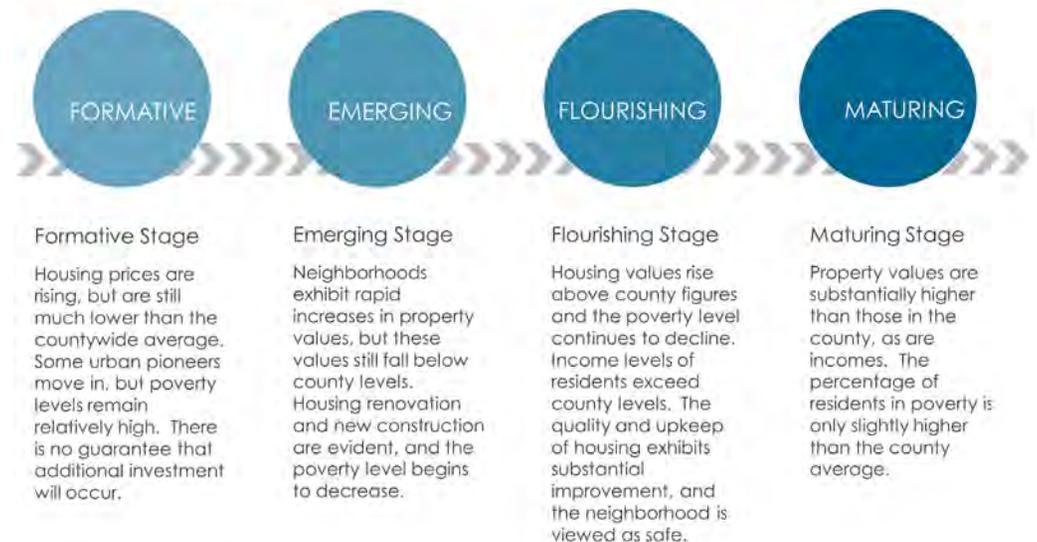
A more detailed framework classifies neighborhoods based on their position in a development cycle, as summarized in Evolution of Revitalizing Neighborhoods.



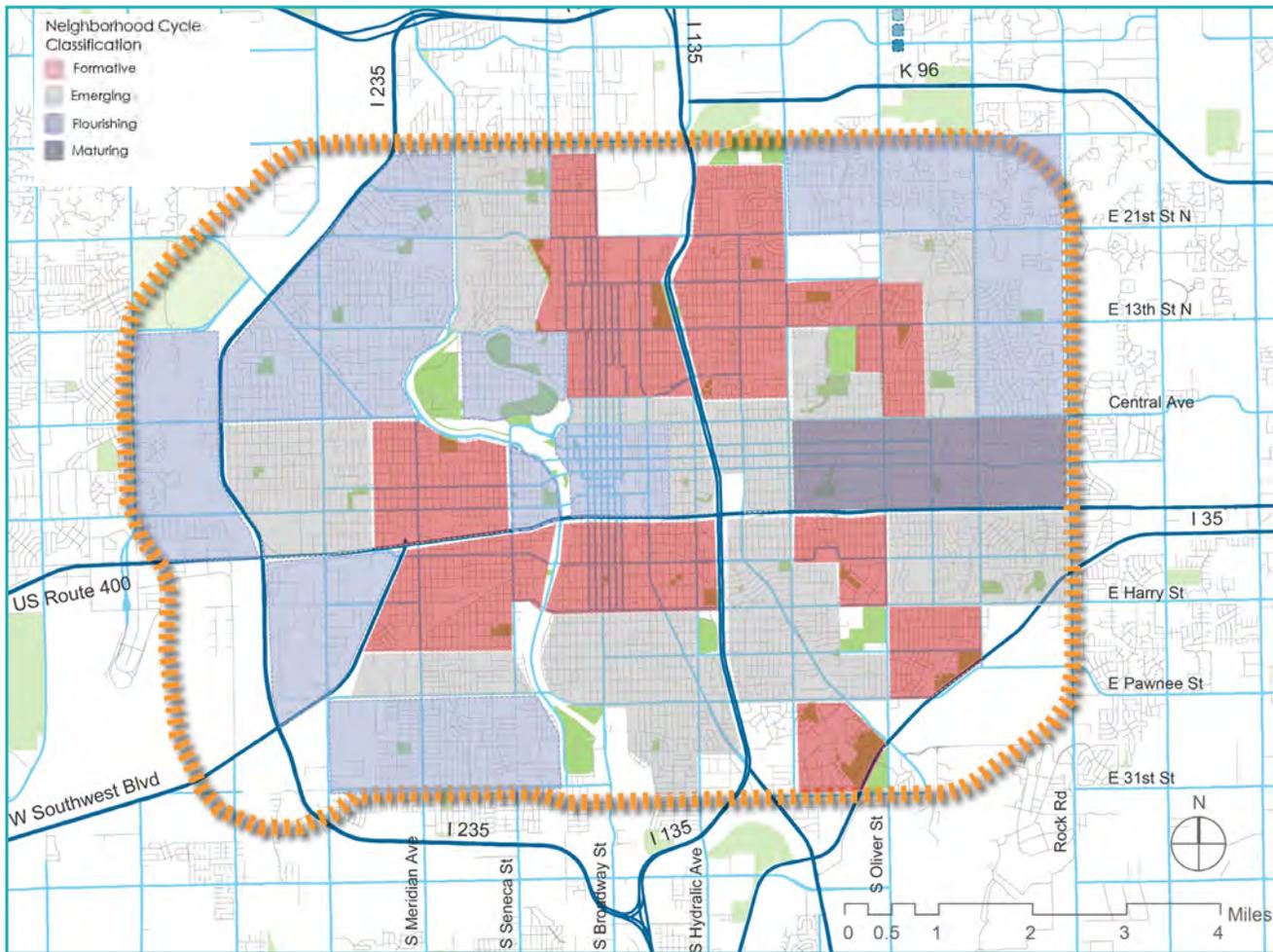
### Neighborhood Investment Framework

#### Evolution of Revitalizing Neighborhoods

Adapted from J.H. Haake



### Evolution of Revitalizing Neighborhoods



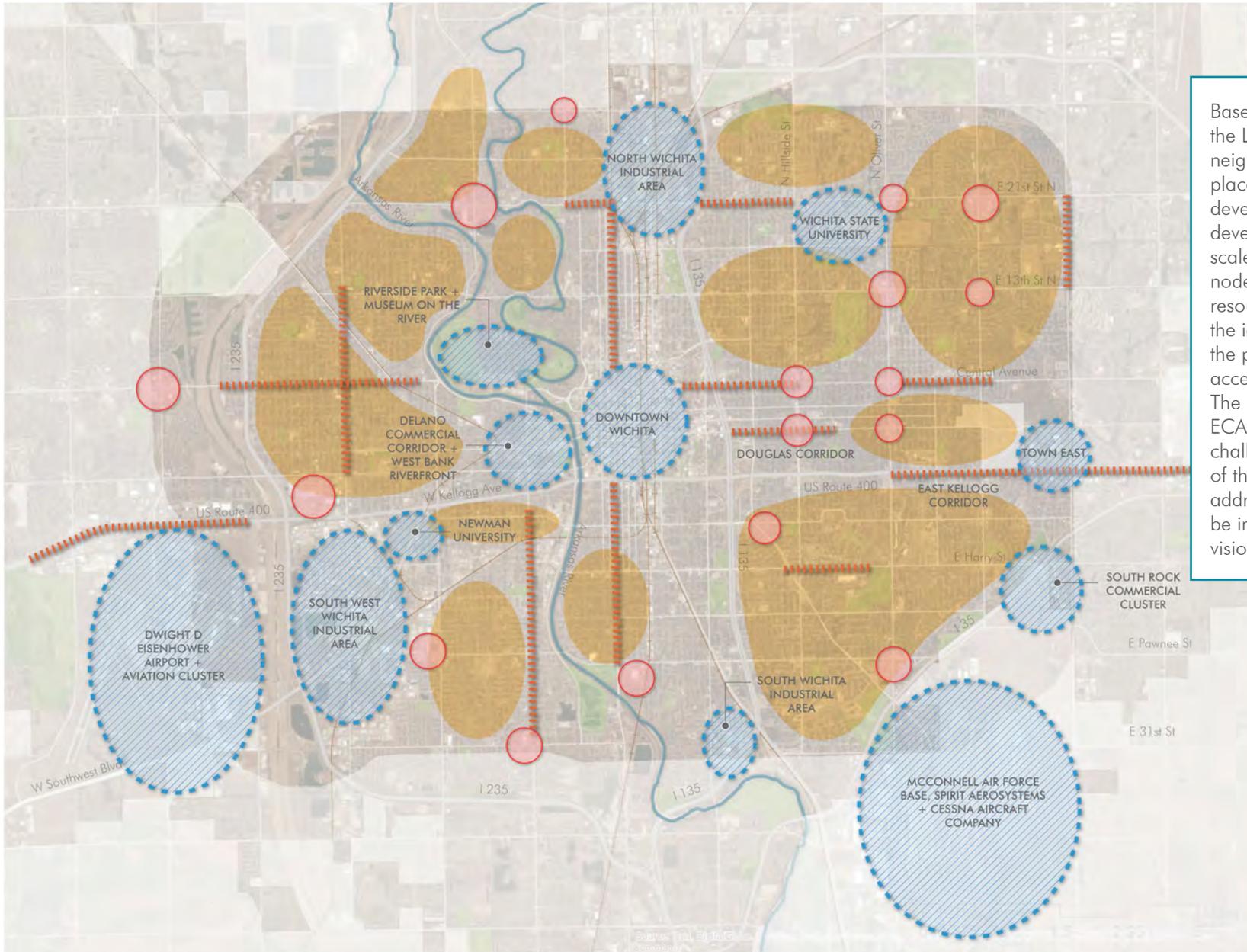
Neighborhood Cycle Classification

These classifications are applied to the many neighborhoods in the ECA in the Neighborhood Cycle Classification Map based upon the layers of demographic, socioeconomic, economic, building condition, and market data, as well as field observations. Finally, the neighborhood classifications will provide a piece of information to understand the level of intervention is needed to promote long-term development sustainability within the ECA.

The long-term goal is to create an environment where public investments stimulate and support private investments. Generally, emerging and formative neighborhoods may require significant investments in the public realm, economic incentivization of catalyst projects and investments in people over an extended period to reach self-sufficiency. While flourishing and maturing neighborhoods are contributors to the rest of the city as the tax base in these neighborhoods helps to support other neighborhoods, and require less assistance.

## DEVELOPMENT PATTERNS

Based on analysis of places and the Lynchian analysis several neighborhoods are identified, places further defined by their development patterns and development characteristics - scale, form, use, etc. Districts and nodes throughout the ECA provide resources and opportunities, as the identified corridors establish the physical connections for which accessibility can be enhanced. The development patterns of the ECA present opportunities and challenges to the redevelopment of the area. The next step is to address how change can best be implemented in pursuit of the vision.



### Development Pattern

#### LEGEND

-  Districts
-  Nodes
-  Corridors
-  Neighborhoods

## 3.2 VISION STATEMENT

The Established Central Area is a Place for People - a place that provides for the movement of people - on foot, on bike and through transit - in balance with automobiles. The creation of a connected, accessible community including strong neighborhoods, vibrant active centers and community destinations will demonstrate our commitment to development and public improvements that put people first. The reimagining of our urban areas will advance our economy and revitalize our community.

To implement the Vision defined for the ECA, strategies and targets have been identified. The intent of the strategies is to help guide the community in their actions to create walkable places within Wichita. Providing guidance for future development, public improvements and investments will assist residents, business owners, city staff and city leaders to make decisions that improve the community for an economically sustainable, connected, people-centered future. The targets are intended to provide implementation action for the community to strive for as the vision is implemented throughout the ECA. While the target may provide specific numbers for things like housing units or commercial space, the intent is not necessarily to hit the target, but to make sure that the community is aiming for those things that will improve the community.

## STRATEGIES

1. Create walkable destinations that support the various neighborhood environments in the ECA.
2. Improve the connectivity within the ECA for all modes, with special attention to pedestrians and cyclists, between neighborhoods and commercial services.
3. Improve the economic feasibility of commercial / service uses and the markets necessary to support them.
4. Create tools and target incentives to cause infill and redevelopment to occur in desired areas.
5. Provide a diversity of housing options to attract new residents and allow existing residents to remain in the ECA.
6. Encourage infill and redevelopment that is contextual to the environment in which it is occurring.

## TARGETS

1. Within one year, amend the zoning ordinance to allow walkable development patterns and environments for people to be built.
2. Improve 25 miles of road annually with enhancements for pedestrians, cyclists and transit users.
3. Improve 20 miles of sidewalks that better connect existing neighborhoods to future commercial / mixed-use destinations.
4. Begin repositioning 2 commercial centers, per year, to create walkable destinations for adjacent neighborhoods.
5. Create 350 new (net) housing units within the ECA, annually. Provide a mix of predominately market rate units, with some subsidized units and a mixture of types including 2/3 multifamily units comprised of row houses, small-scale walk-ups and flats, and 1/3 single family infill and redevelopment.
6. Concentrate a critical mass of businesses within a desired commercial center to create a destination and provide goods and services to the community.
  - Reposition 100,000 square feet of retail development to a walkable development pattern, through out the ECA within commercial centers, initially targeting areas where existing patterns support this change.
  - Reposition or create 50,000 square feet of commercial office (or mixed-use), within the commercial centers, that supports the creation and growth of small businesses, including start-ups.
7. Use 85% of incentives and public investments to support redevelopment and improvements within the ECA to create walkable environments and destinations.



## APPENDIX A: COMMUNITY INPUT

The information contained in this appendix represents all the comments received from the public in attendance at the Visioning Summit, the first public meeting for the Places for People Planning Process.



## Headline Reporter 2018

When asked to provide a hypothetical news headline describing the current state of Wichita, Wichitans gave the following responses:

### Top Headlines

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We're #8!

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Wichita Makes the Leap to Save Itself

Great Restaurants and Food Deserts!

Why Doesn't the Bus Take Me Where I Want to Go?

Empty Lots = Newest Neighborhood Dump

City Focuses on Infill

Anyone Can Build – Lets Repurpose!

Fabrique Neighborhood Struggles with Our Green Space

Abandoned House Attracts Homeless Squatters

Wrong Way, One Way

Who Owns the Alleys?

Multicultural Neighborhoods Grow

Old Neighborhoods Ignored – Pockets of Newer Neighborhoods Are Focused On

Neglected Neighborhoods Dying – Focus Is on Commercial Districts

3rd Street Canal Cleaned Up!

Crosswalks Installed – Amazing!

Illegal Dumping and Trash Overwhelm Wichita's Central Neighborhoods and Parks, As Very Little Trash Service Is Provided

Fast Traffic and Inattentive Drivers Finally Forced to Stop for People Crossing Streets Now That A Few Crosswalks Have Lights

Wichita Bus Service Continues to Be Only Slightly Faster Than Just Walking, Though More Expensive, Can't Keep Pace with Riding Your Bike

21st Street Zoning! Wichita Sets Neighborhoods in Uncomfortable Proximity to Special Interest Industrial Zoning

Illegal Dumping in Parks, Empty Lots, And Alleyways

## Headline Reporter 2018 (Continued)

2010 Midtown Plan Languishes

Homeless Man Found Dead in Midtown Motel – Drugs Identified in Room

Low-Income Rentals and Bad Landlords

The Homeless – Need Help, Not to Be Moved, Out of Sight Out of Mind Is Not the Way Our City Should Be

Empty Buildings

More Crime and Shootings in Central and South Wichita

Development Continues Along Arkansas River and Douglas Avenue

Commerce Arts District Continues to Grow and Thrive

Resources Devoted Largely to Downtown Area

Northeast Ignored, Treated Like Ugly Stepchild

West side Seems to Lose Restaurants While More Go to East side

Citizens Ready to Meet Future

Residents Accept Responsibility for Community

Council of Elders Lead the Community

Sedgwick County Park Used Well

The Zoo Is Out West

Aesthetic of Historic Neighborhood in Jeopardy

The Floodway Is Not Maintained

West Side Is Protected by The Floodway

SW Wichita – On Its Deathbed! No New Development to Follow

East side V West side? Hell, What Happened to The North and South Sides?!

Wichita Takes A Bold Step Forward

Wichita Drivers Learn to Share the Streets

SW Wichita On Its Deathbed – No New Developments

New Leaf Revitalizes Twin Lakes Area

Infill Strip Center Ignites Neighbor's Concerns

Wichita Closes At 8

East side Discovers A West Side Was There All Along

Exciting New Developments Happening Everywhere!

Community Working Together to Produce More Walkable Living Spaces

Move Traffic

Join The 1980s With Recycling Program!

Private Developer Nabs Funding for Infrastructure Development

District 6 Opposes Cell Tower in River Corridor

## Headline Reporter 2018 (Continued)

Need Decent Sidewalks, Bike Trails and Running Trails

Buses Too Empty – Need Smaller Transit Vans for Efficiency and Adjustable Routes

Douglas Design District Sets Trends and Leads Way to Cultural Shift in Wichita

Douglas Design District – Tired of Waiting, Ready for Reinvestment in Cultural Core

Wichita – A Donut with A Candy Center

Helping Modest Housing Stay Healthy and Purposeful

No Parking Available!

Lots of Beer Joints

Too Many Churches and Schools for Parking Available

Living on Top of Commercial Buildings

Congested Traffic Conditions

Wonderful Sidewalks, Great for Meeting Neighbors

Living Urban in Kansas

College Hill Connected to It All

College Hill – Your Change to Live “Rockwell”

Polls Show Riverfront A Hidden Gem

Residents Are Eager to See Neighborhoods Thrive

Not Enough Green Space to Encourage People to Spend More Time Downtown. More Outside Space Would Encourage More Families to Spend More Time

Vibrant Pockets Lend Themselves to Helping People (Douglas, Delano)

Downtown Rebounding Now, But Faces Gaps – Can’t Fill Gaps Before Losing Steam

Local Established Developers Own Large Amounts of Underdeveloped Land in Central Area; Challenged to Invest or Divest to Others Who Will

Wichita Starts to Make The Great Leap Forward” To Save Itself

Traffic Control – Be Ready to Stop A Lot!

Delano - Great Small-Town Feel in Center of Town

Douglas Street Have 4-Wheel Drive Road in Some Spots

Residents Are Eager to See Neighborhoods Thrive

Investors Wonder If City Is Willing to Change Its Policies

Neighbors Have Change but Not in My Backyard

Residents Afraid to Use Downtown Wichita Over Fears That It May Change

People Are Afraid to Invest to Change Downtown Wichita, But Don’t Use It

Library (Current) – Expanded for An Aquarium

## Headline Reporter 2018 (Continued)

Downtown Rebound – But Will It Catch Up to Itself?

Jobs Come to Central Northeast Wichita

Old Boys and Girls Club Holds Innovative Campus

Transit Bus Adds Additional Hours

Several Unpaved Roads Have Been Surfaced

Walkability Begins to Materialize Along Douglas Corridor

Pockets and Neighborhoods Beginning to Connect

Continued Development Down Douglas Design District Brings New Business

Real Mixed-Use Comes to Wichita

Water Walk Scrapped! City Decides to Start Over...

Existing Rules Punish People Upgrading Their Properties in the ECA

Youth Will Save Downtown Wichita

Downtown Poised for Growth. Leaders Strive to Connect Major Assets Along the River to Delano, Downtown, Old Town, And Douglas Design District

Downtown Launches Bike Share Program with Some Success – New Targets for Speeding Traffic

Wichita Continues to Cut Funding for Quality of Life Offerings – Parks and Recreation Department Receives Yet Another Cut, Asked to Do More with Less

Wichita Parking Lots Take Up More Area Than Buildings

Downtown Wichita Slowly Improving Walkability and Livability

Kellogg Avenue Divides North and South Sides of City

Wichita Lacks the Funds to Move Forward

Neighbors Dump Development

Multi-Family Development Spreading Like Fire

Time to Turn Wichita Inside Out

Many Wichitans Excited and Hopeful for River-walk District

Downtown Is Revitalizing, But Nearby Neighbors Aren't All Doing So Well

Too Much Parking?

Man Has to Walk Dog in Traffic Lane from Oliver To Edgemoor Due to No Sidewalks!

Our Area Has A Great Sedgwick County Park

We Have West Urban for Kids to Enjoy Playing Ball

The Zoo Is A Great Addition to Our Area

Children Recreate "Frogger" Heading to School North Of 9th Street

Development Concentrated Downtown

City Needs More Parks

## Headline Reporter 2018 (Continued)

At-Risk Populations Being Ignored

Bicycles Create Traffic Problems, Private Property Rights Infringed, Public Transportation Not Necessary

Wind Resistant Trash Cans, Please!

Bicycle Lanes Create Problems

Wichita Is Updating the Roads and Sidewalks in Downtown and Old Town, But When Will They Put in Receptacles Updated to Take Trash and Recycling?

Can Old Town Create A Dog Park for Residents Living Downtown?

When Will Downtown Get A Grocery Store?

Wichita Police Kill Resident Over Prank Call...

Plastic Grocery Bags and Take Out Styrofoam Containers Choke Sewers as Trash Overruns the Canal Route

Closing City Swimming Pools Top Priority Due to Lack of Profitability as Residents Drown Because They Do Not Know How to Swim

Long Overdue Work Started in Central Area

Wichita Hosts NCAA

Traffic Along 1st And 2nd Street Issues – Walking and Cycling Conflicting with Traffic

Iconic Century II Saved for The Arts

City Upgrade and Transport Plan Up for Public Comments

City Planners Hires Outside Consulting Firm to Help Make Wichita a Modern City

Are We Helping Entrepreneurs Enough?

Do Kids Have A Place to Create in Their Space?

Central Northeast City Corridor Has Had A Problem Attracting and Retaining Business Due to The Perception of High Crime Rate

There's A Lack of Food and Social Amenities in The Northeast Communities

Ineffective, Overpriced, SLOW Transit!

Outreach Workers Giving General Public Information

21st Street East Of I-35 Rezoned "General Commercial"

Wichita State University Opens Innovation Campus

Disorganized and Not Well Planned for Public Transportation or Pedestrians

East Riverbank to Be Developed into Park for Everyone

Metro Transit – Lack of Adequate Buses, Routes, Etc....

## Headline Reporter 2040

When asked to provide a hypothetical news headline describing the 2040 state of Wichita, Wichitans gave the following responses:

### Top Headlines

City Awarded Cleanest in America!

Gordon Ramsey Elected Governor of Kansas

Private Property Rights Don't Exist

Fabrique – From Drainage Ditch to Multi-Use Park

Wichita Receives National Award for Broadway Revitalization

Century II Remodeled (Inside) For the Arts and Expo Hall Is Enlarged

Who Drives? Wichita Is Now One of Most Mobile Communities with Most of The Populations Public and Shared Transportation

Wichita Wins National Award for Being Cleanest City – Recycling Up Due to New Trash and Recycling Receptacles

Essential Services and Families

Ungutting Wichita – Amenities Move to Center

Q-Line Replaced with Hyper Loop

Wichita, KS as a cultural hub for art and innovation

Wichita wins back bragging rights for best entrepreneurial city

Who Drives? Wichita Citywide Public Transportation, Walk and Bike Trails Makes Wichita Ranked in The Top 5 Mobile Cities in The Us

Sanitation – Wichita Has Approved to Have A Citywide Trash Service. Neighborhoods Are Reporting Fewer Issues with Illegal Dumping.

Wichita Competes for Tech Solutions

Historic Neighborhoods Thrive with New Purpose. Wichita City Council Has Preserved Historical Buildings for Repurposing

Wichita Ranked Highest in The Nation with Quality, Clean Green Belts and Parks

Community Blight Reversed Through Investment and Services

Unified Trash Service for Every Citizen Reduces the Number of Trash Trucks on Wichita Streets and Ends Illegal Dumping

Wichitans Now Predominately Walk or Bike or Use Public Transit for Trips Under 5 Miles from Home

Wichita City Council Has Not Approved the Destruction of a Landmark or Architecturally Significant Building In 22 Years!

Riverside Awarded National Historic Landmark Designation

Heart Transplant Causes Developer to Embrace Neighborhood's Values – Money Is No Longer Primary Motivator

Arts Funding Exceeds All Projections

## Headline Reporter 2040 (Continued)

Walk, Ride, And Bike Guides City Planning

Wichita Reborn

No Automobiles in Wichita!

Wichita – Cosmopolitan Mecca

Downtown Wichita Is 10x Bigger Than It Used to Be!

Affordable Housing Will Be Available

Historic Landmark Torn Down for Parking!

Investments Are Made Across the Whole City

Public Schools' Reputations Are Boosted

Crime and Poverty Are Reduced

Walking Trails Connect Neighborhoods

Northeast Residents Proud of Community

We Did It!

Tiny House Takes Over

Broadway Street Given Award for Best Walkability

Neighborhoods Are Safe with No Empty Houses

Aquarium Downtown Is Thriving

Dog Parks!

Wichita Awarded Safest City to Raise A Family

Southwest Wichita Lives! It's A Miracle! Revitalized and Bounding Back with Her Best Years to Come.

Passenger Rail Service Makes Triumphant Return!

From 7 To Heaven!

Livability Efforts Exceed City Growth Expectations

Air Quality Penalties Inspire Transit Improvements

Downtown Population Triples!

Wichita: Cultural Hub for Art and Innovation

Community Supported: Where Small Businesses Thrive

Healthy Options Abound

Everything Happened and People Still Complaining

Wichita – Now A National Cultural Art Hub

Self-Driving Uber Eliminates Need for City Bus

Hoverboard Accidents – 20-Year Old Sidewalks Need Repair

Drones Deliver Fresh Food but Only To 1%ers Outside The ECA

City Partial Investor in Best Electrical Car Manufacturer

Buses Finally Work for All Wichitans!

## Headline Reporter 2040 (Continued)

Wichita Sets Trends and Leads Way to Cultural Shift Across Midwest Communities

Suburban Sprawl in Rear view Mirror as Downtown Growth and Innovative Development Is on The Rise

Still Deciding What to Do with Century II?

ECA Buys New Bus

Cars Gridlocked Over Night

Police Patrol on Roller Skates

No Need for Cars in Town

Bike Garages on Each Corner

Sidewalks Continue for Entire City Block

Century II, The Spaceship We Can't Let Go

Another Generation Unsurprised by City's Lack of Progress

How Wichita Came Back from The Brink to Become One of America's Hottest Towns to Live In

How Millennials Took Over Wichita And Made It Work for Them

Peace, Love and Groovyness In The ECA

ECA Are We Done Yet

A City Unleashed

A New Day in Wichita – Honey, Have You Seen the Car?

Wichita Engages California Agency To Develop Plan For CII

Once Forgotten, Central Northeast Wichita Is Now A Booming Job Mecca!

McAdam's Park Celebrates 20 Years of Revitalization of Rec Center and Pool

No Changes Made in City Since 2018

Neighborhood Connectivity Complete

Trader Joe's Opens Downtown

Downtown Is Busing at The Seams... No Vacancy!!

Mass Transit Has Commute Time of Cars

New High Rises Planned for Downtown

Mixed-Use Continues to Thrive In ECA

Wichitans Can Access Anywhere in The City Via Public Transportation in Less Than 20 Minutes! Driving Takes 45 Minutes in Snarled Traffic

Downtown Trader Joe's Opens

Young Professionals Prefer the Inner-City to The Suburban Fringes

City/Business Move Marking to Multi-Use Buildings with Parking, Office, Residential, Retail

Wichita Old Town Districts Exceeds Expectations and Sets Precedent

Measure Twice, Dig Once!

## Headline Reporter 2040 (Continued)

Families Return to ECA Due to Improved Livability (Schools, Amenities, Etc.)

Wichita Reaches 5% Population Growth

Convention Center Bridges River and Visitors Flow In!

Wichita Maximizes Use of Cleaned Up River

Improvements Complete – But Was It Enough?

Should Have Done It Right the First Time

What to Do with Century III?

Repurposing Obsolete Freeways and Parking Lots into Green Space

My Mother the Car: Remembering When Wichita Was One of The USA's Best Car Cities

Wichita's Bike/Walk Tanking Soars After City and Community Reinvest in Infrastructure and Neighborhoods

Wichita's Performing Arts Center Still A Prime Example of Innovation and Creativity

City Spreads the Wealth: Oldest Neighborhoods Reborn

Homeless Population = 0; Wichita Population = 500,000

Investments Are Made Across the City

Walkable Wichita With Trees, Buses, Bicycles

Koch – WSU – Cargill – Sole Survivors!

Downtown Dog Park Is Given Two Paws Up!

Downtown Grocery Store Expanding Its Service

Recycled Material Building Product Facility Expands Nationwide!

Industrial Hemp and Medical Cannabis Become Top Tax Revenue Producer State-Wide with Main Industry Leaders Based in Wichita

City Development Efforts Are A Model for Nation

Passenger Rail Returns to City

We Turned Old into New... Look at Us Now!

City Transformed – No Empty Buildings

Our "No Empty Buildings" Ban Worked!

Our Heritage Preserved – A Look Back

Riverside Neighborhood Registered on National Register of Historic Places After Years of Encroachment by Unwanted Development, Our City's Core Has Some Safeguards

Industrial Development Blocked from River Corridor

Big and Little Arkansas Rivers Slated for Environmental Clean Up

Walking and Bicycle Paths – Streets Safer as Families Can Now Safely Bike and Walk Anywhere in Town

City Trash Collection with Recycling – Those Who Recycle Pay Less Than Those Who Don't

## Change Agent - Barriers to Change

When asked to provide barriers to change, Wichitans gave the following responses:

### Top Comments

Encouraging, empowering and enticing the public to participate

How do we change crime without spending money?

Pessimism, Fear of Change

Lack of Action and Coordination for Initiatives

Resistance to change

Perspective

Fear of growth and tunnel vision

Lack of education about good urban design

Greed drives development and funding – neighborhoods get the shaft!

Consolidation of trash and utilities/services

Code violations and unethical landlords

NIMBYism and zoning

Redevelopment plans are disregarded when completed

Lack of strong leadership and vision

No agreements or consensus on priorities

Money – what and how do we get the money that will make changes

City council – what is better for group isn't best for fall, need for consensus-building

Wheel and hub VS grid and dealing with buildings downtown

Local leaders (unelected) and developers who oppose change Because they oppose increased sales or property taxes and they want to build something new

Some city people (developers and people with money and influence) want current library torn down and expand parking

Some people want shops along east riverbank and the developer would like to benefit financially from this. The land that is on the east of the river must be retained by the city for the benefit of its citizens for park and recreation.

Lack of respect from MAPD – most can't see that development must be balanced with green space, parks, aesthetic amenities.

Our comprehensive water plan seems focused on Cheney Lake, conservation and distribution rather than river clean up.

Code enforcement chokes new owners who are revamping and upgrading houses

City development is overwhelmingly oriented towards new construction and growth at the fringe by large developers

## Change Agent - Barriers to Change (Continued)

Pioneer home-buyers need support and mentoring

Funds are for city expansion services at the expense of supporting the core area

Some city codes are barriers for core revitalization

Redevelopment Plans are disregarded

Funds for city expansion services and core area suffers

City planning and redevelopment plans are disregarded

Codes should be worked on to build more livable houses and community and allow infill to older neighborhoods

Failure to anticipate our population growing older and housing stock doesn't allow for aging out of home

Lack of money

No green space

Not enough resources or funding for the at-risk community

Housing codes are not followed, and blight can occur

NIMBY-ism and zoning

Preconceived perceptions of good/bad areas

Inability to include citizens in initial planning – decision makers, planning and positive change in the community

Failure to maintain existing infrastructure

Tendency to go for big projects rather than several small investments

Willingness to change – loss of power and control

Public engagement and apathy

Inaccurate information

Lack of public engagement

Perception – how we see ourselves

Reputation – the image we've created of ourselves, for ourselves outside of Wichita

Identity – clarifying who we are as a city

Overcome Kansas negativity and inferiority complex. Focus on building positives, not negatives

Inspire younger generations to take leadership

Lack of coordination among groups, government and organizations working on same initiatives

Support/demand for public transportation

Viewpoint that art and culture is a luxury rather than a necessity for a city's growth

Food deserts

Sidewalks

Private opinions, politics, and complaining

There is a lack of community involvement by the police and a lack of police presence in general

## Change Agent - Barriers to Change (Continued)

Not enough people acting on their support

Innovations – politicians resistant to innovative thinking and changes

Grassroots movements – businesses that don't respond to citizen needs

Fear of change

Nostalgia

Frozen taxes – not supportive of progress, additional amenities or maintenance of existing infrastructure

Earthquakes damaging homes and buildings

Corrupt politicians and leaders

Changing attitudes

Congested streets

Homeless

Comprehensive plan, need one

Continued stigma that there is nothing to do in Wichita

Crumbling infrastructure hinders development (water!)

Wichitans love their cars (parking)

The city does not maintain its existing infrastructure instead treating the built environment as a disposable one and done

Unwillingness to listen

Not enough variety of services, retail, etc. in neighborhoods, such as the new apartments downtown

Risk averse and comfortable

Lack of diversity

10 families in Wichita control 95% of the city's wealth

Private money

Kansas City, lack of cooperation, competition in community endeavors

Willingness for Wichita leadership to take risks

Lack of talent, talent retention

You don't have to have it all worked out before your start

You go first...

City unwilling to take risks

Exporting of your people

Need resources

Fear of change

Lack of youthful environment

Fear of central NE development

End special assessments

Bring things up to code

## Change Agent - Barriers to Change (Continued)

Downtown Rebound – But Will It Catch Up to Itself?

Jobs Come to Central Northeast Wichita

Old Boys and Girls Club Holds Innovative Campus

Transit Bus Adds Additional Hours

Several Unpaved Roads Have Been Surfaced

Walkability Begins to Materialize Along Douglas Corridor

Pockets and Neighborhoods Beginning to Connect

Continued Development Down Douglas Design District Brings New Business

Real Mixed-Use Comes to Wichita

Water Walk Scrapped! City Decides to Start Over...

Existing Rules Punish People Upgrading Their Properties in the ECA

Youth Will Save Downtown Wichita

Downtown Poised for Growth. Leaders Strive to Connect Major Assets Along the River to Delano, Downtown, Old Town, And Douglas Design District

Downtown Launches Bike Share Program with Some Success – New Targets for Speeding Traffic

Wichita Continues to Cut Funding for Quality of Life Offerings – Parks and Recreation Department Receives Yet Another Cut, Asked to Do More with Less

Wichita Parking Lots Take Up More Area Than Buildings

Downtown Wichita Slowly Improving Walkability and Livability

Kellogg Avenue Divides North and South Sides of City

Wichita Lacks the Funds to Move Forward

Neighbors Dump Development

Multi-Family Development Spreading Like Fire

Time to Turn Wichita Inside Out

Many Wichitans Excited and Hopeful for Riverwalk District

Downtown Is Revitalizing, But Nearby Neighbors Aren't All Doing So Well

Too Much Parking?

Man Has to Walk Dog in Traffic Lane from Oliver To Edgemoor Due to No Sidewalks!

Our Area Has A Great Sedgwick County Park

We Have West Urban for Kids to Enjoy Playing Ball

The Zoo Is A Great Addition to Our Area

Children Recreate "Frogger" Heading to School North Of 9th Street

Empty Lots = Newest Neighborhood Dump

Development Concentrated Downtown

City Needs More Parks

## Change Agent - Barriers to Change (Continued)

Moving beyond aircraft

Building and zoning codes not adjusting with need for infill

Misconception of ECA safety issues

Zoning and code requirements hamper infill development

Special assessments – we must wean ourselves off them if we wish to see developers invest somewhere other than the fringes

Infrastructure costs in the future are daunting

Failure of water walk plan

Developer green

Funding

Getting people on the same page – work together in collaboration

Lack of engagement and education about needs

Everyone likes to drive too much

Zoning laws prevent walking

People think government is “them”, but really it is “us”

If normal people don’t serve, normal people aren’t served

Pessimism

Lack of inter-generational equity

Willingness to change by community

Competing priorities

Lack of public engagement

Code violations

Landlord issues

Conflicting priorities

Working with the city to change the mindset of the people to include proper trash disposal and recycling – build, educate, involve

The city working with group that focuses on making the change

Finding the people and resources to make the change

1% billionaires refuse to be fairly taxed... Koch brothers!

Making city council meetings in the evening 1 day a month

Empty and forgotten businesses and manufacturing facilities

Perception – lack of vision for all citizens

Lack of imagination

Failure to maintain existing infrastructure

Lack of resources

Center Northeast – Image of high crime

## Change Agent - Barriers to Change (Continued)

No anchor stores in neighborhoods

A mindset of trash and build new

What is best for everyone rather than the rich few making and controlling the purse strings

Lack of ideas – helping entrepreneurs build a business

Diversification of resources and allocating funds

Lack of consolidation in the public works department

Need to balance the need to bring in businesses and jobs with the need to protect neighborhoods

Consolidating trash services Because of multiple services – not troubleshooting the issues

The perception that only poor people use public transit

City of Wichita is not interested in acting as an agent for increasing the quality of life for its citizens by enforcing sanitation charges

## Areas of Opportunity

When asked to provide areas of opportunity, Wichitans gave the following responses:

1st/2nd Streets chronic issues with one-ways and wrong way drivers.  
Can we fix by adding do not enter signs?

Uptown area has chronic issues with polluted alleys

I-35 and Central is distressed, high crime, slumlords, abandoned properties

3rd street canal is not clean but can be a great corridor pedestrian promenade and gateway downtown

Increased civic pride has come into Wichita over the last 5-6 years which must be harnessed to bring people back into the city

Individuals are rehabbing and developing in the downtown corridor and east on their own, a tipping point for increasing value can be reached

Inclusion!!! All of us need a voice

Clean the chemicals out of the river as well as cleaning along the banks. That includes the big ditch and 3rd Street Canal

The Little Arkansas River, North Riverside and Riverside Neighborhoods need your help keeping light industrial development out of the river corridor. We don't want a cell tower at 707 W 13th.

We don't want the MAPC to disregard the residents needs in favor of developers.

Protect and enhance river corridor

Protect historical areas and properties

Old structures must be removed

Pioneer home buyers

Code enforcement pressure on developers

A Price Woodard Neighborhood – city has been receptive and hope to see that continue

Need to address safety issues

Look at all ages as if equal value to the city

Permeable concrete for all parking lots and sidewalks – return water to water table and eliminates petrochemicals running off from asphalt

Build up high-tech in city for everyone

Transition plane building to other types of transportation – I.e. Electric cars, buses, etc.

Public transportation

Walkable/bikeable, pedestrian-friendly core with more retail and less parking lots

Stable neighborhoods need to be kept up

## Areas of Opportunity (Continued)

The area at Douglas and Hydraulic is a huge opportunity area. Even small developments in this area could make an enormous impact on both the commercial and residential in the area

Fill in development gaps less empty lots. Force invest or divest!

Coworking space!

More micro-apartments downtown

Be willing to take risks

Job growth in central northeast Wichita

There are no real amenities in NE Wichita – grocery stores

Art/Culture in all of Wichita

Limit liquor store permits, limit predatory lending companies

Encouraging public participation

Continue the momentum

Capitalizing on resurgence of Wichita pride

Delano – baseball stadium redevelopment

Intrust Bank Arena neighborhoods

Attracting young people

Delano

River

South Side

River development is cool. Do it!

Dynamic equilibrium – recognize that change is inevitable; whether it is good or bad is up to us

The river

The Central Core

Transit

Save College Hill Pool

A Price Woodard Neighborhood

The parks that have lakes

Buildings – repurposing them to help make changes

Downtown

Public swimming pools should not be required to make a PROFIT

The music community is energetic and creative

Century II is beautiful

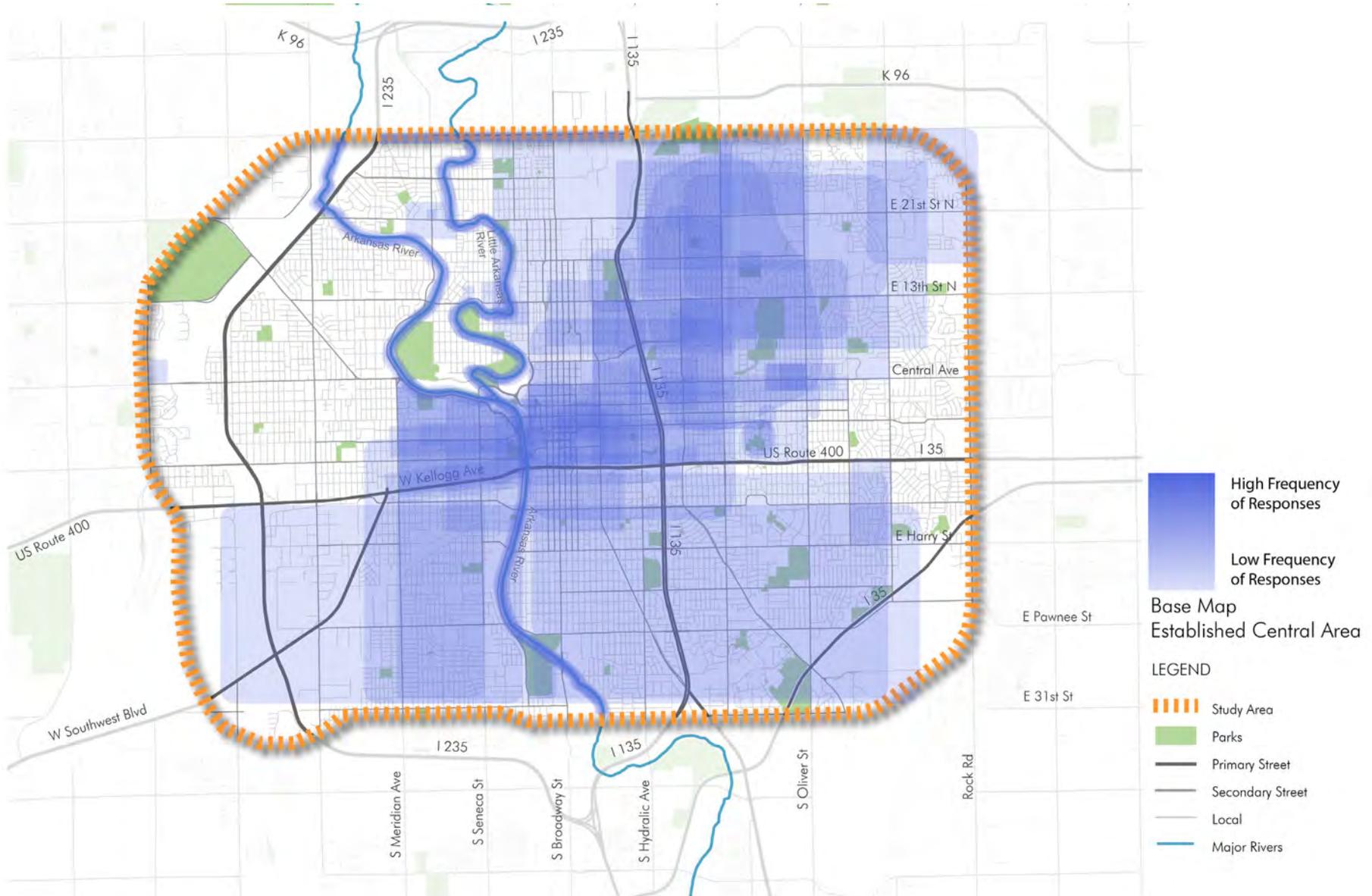
21st and Amidon

23rd and Amidon

29th Street

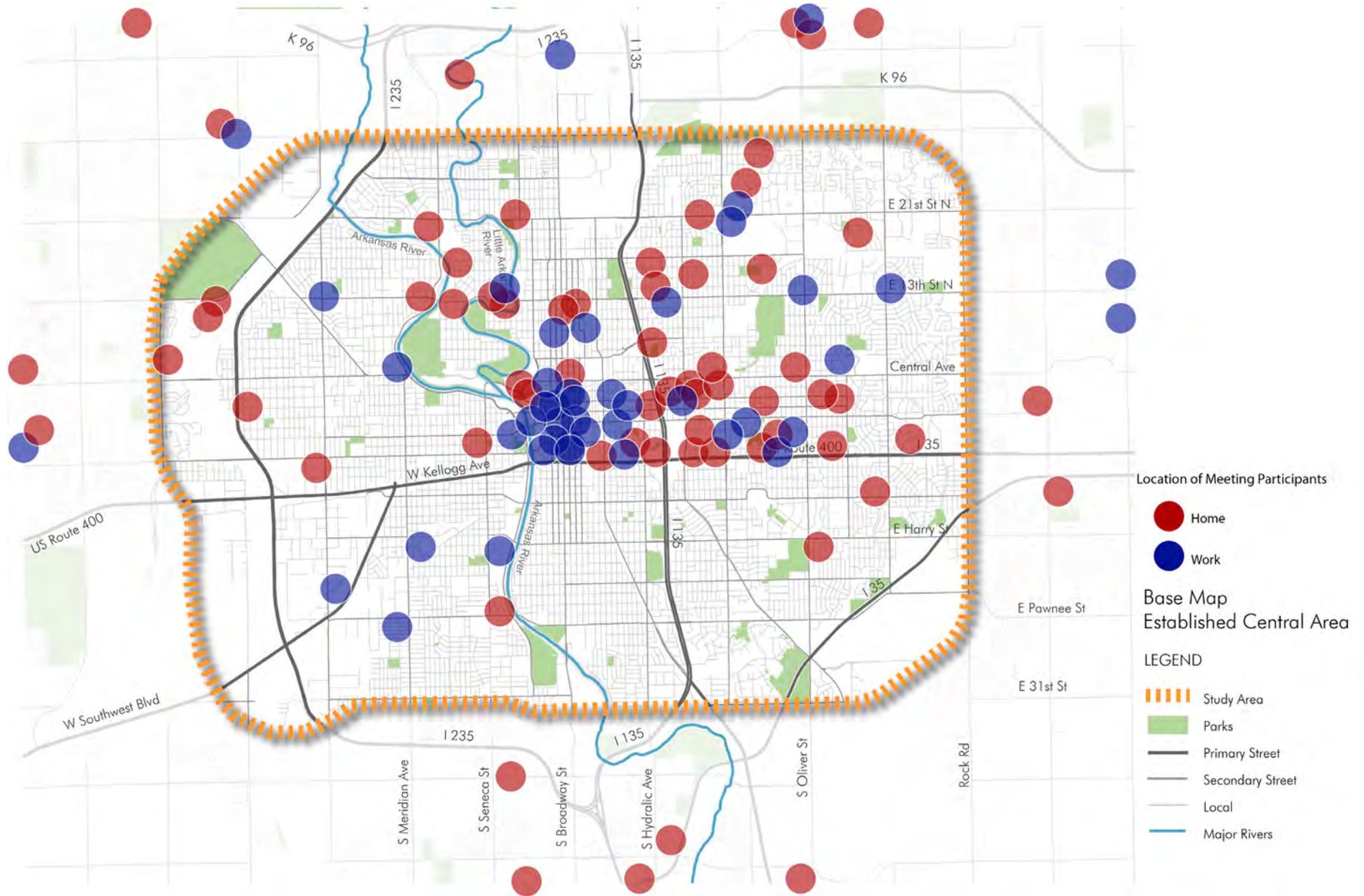
## Areas of Importance

Participants in the first public workshop were asked to identify specific areas in Wichita that are significant to them. The map illustrates the feedback of over 60 participants. Heavier shades of blue indicate locations identified by multiple people. The darker the color, the more people identified the area as significant.



## Location of Home and Work

Participants in the first public workshop were asked to identify specific areas in Wichita that they reside or work in. The map illustrates the feedback of over 60 participants.



## Most Important Issues

When asked to provide areas of opportunity, Wichitans gave the following responses:

Building preservation

Community addressing what is important, not city government – trash, transportation

Trash service, civic engagement, barriers

Sanitation and transportation

Trash issues and transportation

Inclusion of citizenry in planning

Helping the poor

Make financial sense, making investments that don't immediately return but improves the city

Just discussing the issues was important

Recycling

Protecting homes

Forward progress

Barriers to overcome

City needs to take risks and quit asking questions

Urban infill

Urban design

The plan to make Wichita's future a desirable place to live

Keeping our young people here

Concept of connecting these areas

NIMBY, idea of connecting community

Repurposing

Citizen empowerment

## Additional Questions/Comments

Would have liked discussion about Century II and the area from Douglas to Kellogg

Was more interested in what you folks were looking at

Is this really in purview of "How the city looks"

Plan to move forward – what is it?

What are the outcomes that could come out of this?

Will industrial hemp and medical cannabis be legal?

How to overcome polarization within our community

Problems identified, but not "discussed"

Downtown Wichita is developing more and more residential lofts and options for people to live. I would like to see a park with a flat grassy field / venue outlined with trees where people could congregate... Perhaps have farm and art markets / vendors / food trucks etc... Be able to use the area. The turf would have to be irrigated in order to maintain a good grassy surface or have artificial turf installed (like a football field higher up front cost but lower maintenance in the long run.)

