

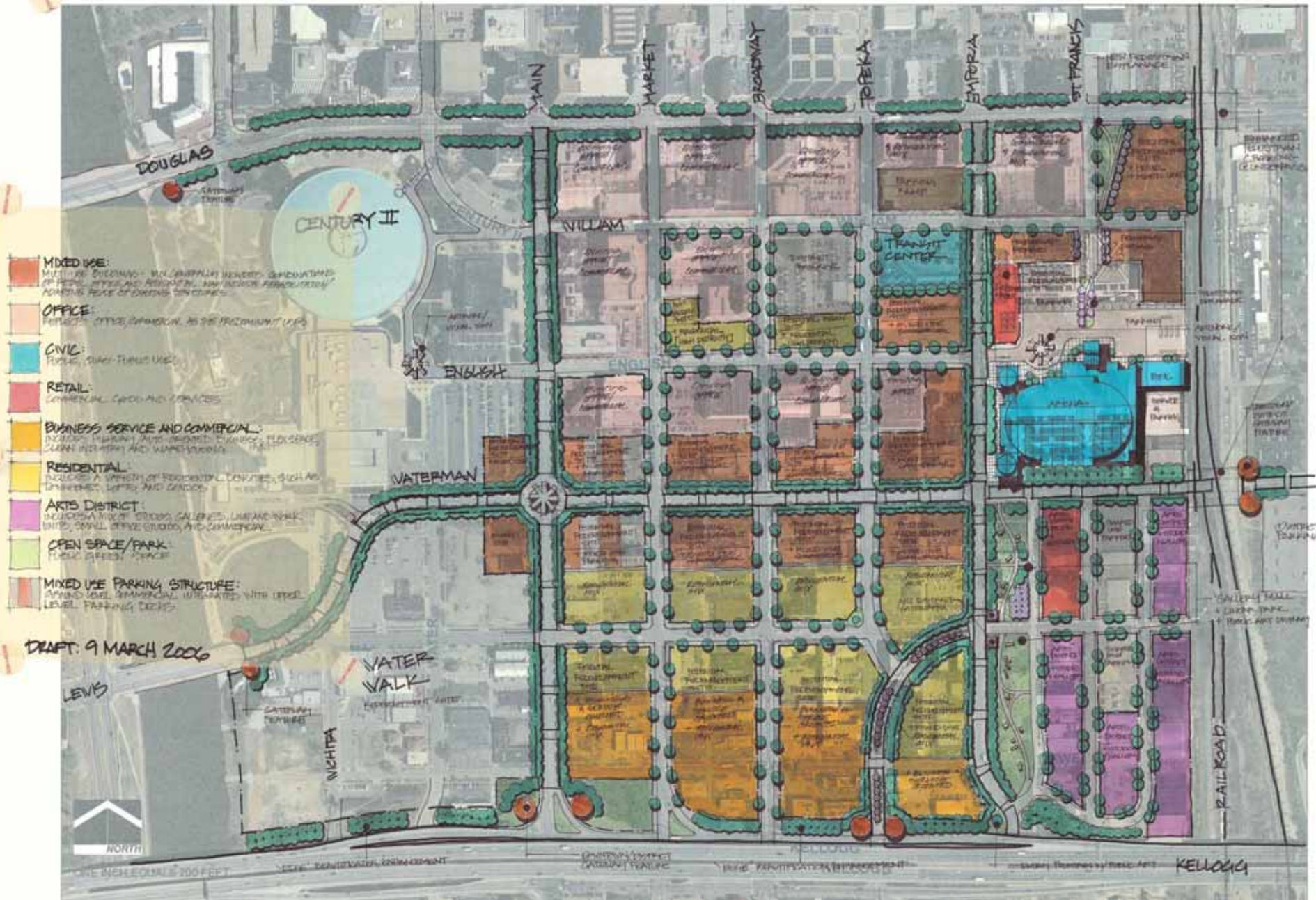
## *SECTION D. NEIGHBORHOOD DESIGN CHARRETTE*



To convey the different methods in which the Arena Neighborhood can accommodate and manage redevelopment in the future, two detailed, distinct alternatives were prepared for review. Each of the alternatives addresses the vision and goals as well as the capacity for redevelopment of the area in a unique manner. A preferred redevelopment scenario was chosen from an assessment of the alternatives and their elements. No single alternative was seen as the solution in its originally prepared form. The alternatives included:

### **Alternative: Downtown Neighborhood**

The Downtown Neighborhood Framework focuses on Waterman Street as a strong commercial mixed-use spine. It is anchored by a strong relationship to the Century II and WaterWalk and the main entry of the Arena. The Arena is seen as an integrated part of the downtown fabric.



**FIGURE TS-44: DOWNTOWN NEIGHBORHOOD**

SOURCE: GOULD EVANS ASSOCIATES

**Development Framework**

- Extend the urban character and format of the downtown into this area
- Develop downtown pattern so that the Arena sits within it
- Define area with high level aesthetic improvements along key roadways
- Provide highway-oriented commercial and support service opportunities along Kellogg
- Locate strategic parking opportunities within the area along with satellite parking arrangements with shuttle circulator service

**Transportation and Parking**

***Automobile***

- Traffic from Westside using Kellogg primarily uses Main and Emporia to get into the area
- Traffic from the Eastside using Kellogg primarily uses Topeka and Main to get into the area
- Alternate route off of Kellogg into the area is on Washington to Waterman or Douglas
- Enhance major streets including Main, Waterman, Douglas and Emporia to accommodate use by automobiles, pedestrians and transit
- Realign Topeka between Kellogg and Lewis to create a grand entry into the area
- Accommodate circulation within this destination by the conversion of one-way streets to two way streets

***Transit***

- Provide circulator connecting satellite parking at Exploration Place, Lawrence Dumont Old Town, transit center, etc. before, during and after events
- Provide express service to outer park n' ride areas (i.e. malls, etc.) before, during and after event

***Pedestrian***

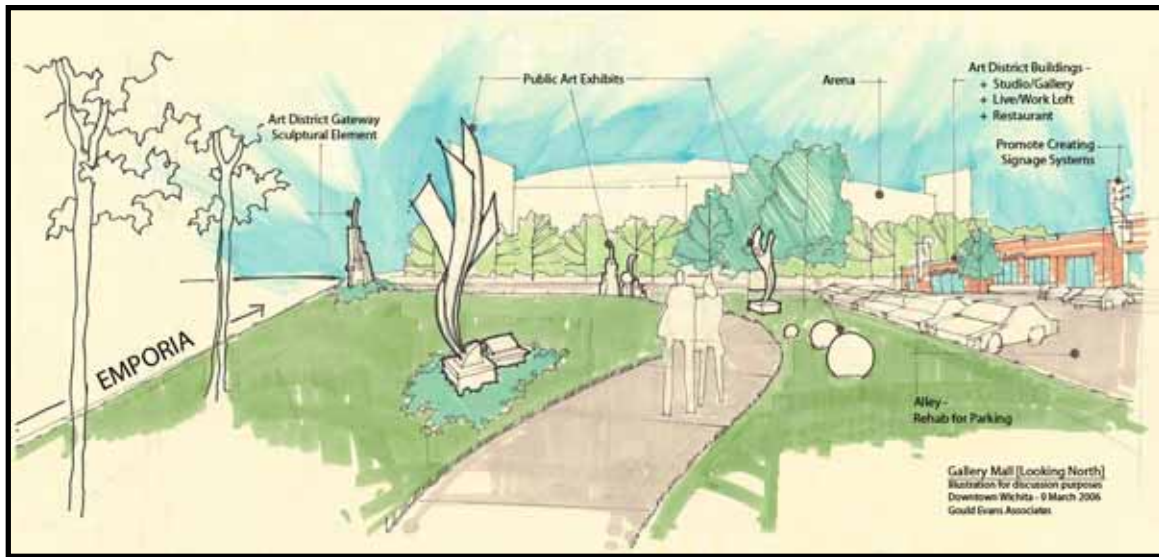
- Encourage pedestrian connectivity along most streets with strongest pedestrian orientation on Douglas, Waterman, Main and Emporia
- Reinforce pedestrian connection from Old Town by the continuation of the historic building fabric and walkway north of the arena site

- Ensure that the arts district has a pedestrian scale and character

**Parking**

- Concentrate parking in the northern portion of the area in the form of on-street parking, surface lots meeting parking management and design criteria and parking garages
- Create a parking district to locate, develop and manage parking facilities
- Locate satellite parking opportunities at Exploration Place, Dumont, Old Town and select park n’ ride locations associated with express transit routes.
- Utilize parking opportunities north of Douglas as part of providing viable parking options to the area

- Maximize on-street parking opportunities throughout the entire area



**Public Areas**

**Parks/Open Space**

(Figure TS-45)

- Outdoor art gallery walk along Emporia serves as an announcement into the area, provides a pedestrian amenity and creates gathering, art exhibit and activity space for the arena neighborhood
- St. Francis Street esplanade creates connection between Douglas and arena, physically and visually

**FIGURE TS-45: DOWNTOWN NEIGHBORHOOD – ART WALK**

SOURCE: GOULD EVANS ASSOCIATES

***Gateways***

- Locate gateways at major entry points to the redevelopment area such as:
  - Main and Kellogg
  - Topeka and Kellogg
  - Main and Waterman – potential round-about
  - Douglas and Central Rail Corridor (rail bridge)
  - Waterman and Central Rail Corridor (rail bridge)
  - Douglas and the river
  - Maple / Waterman at the river
- Reinforce the visual qualities and presence of the arena and the convention center by incorporating landmarks qualities icons at each end of the English Street corridor
  - Arena drop-off/turn around
  - Century II drop-off/turn around

***Streetscape***

- Promote pedestrian safety and movement throughout the entire area through appropriate lighting and other design improvements to the sidewalk areas
- Develop a hierarchy of streetscape application enhancements for all streets in the area with the highest level of enhances being located along
  - Waterman – boulevard median
  - Douglas – boulevard median
  - Main
  - Emporia
  - Topeka (realigned) – boulevard median from Lewis south to Kellogg

**Design and Development**

***Mixed-use Design (Figure TS-46)***

- A strong mixed-use area on English Street to promote English as an active urban linkage between the arena and Century II



**FIGURE TS-46: DOWNTOWN NEIGHBORHOOD – MIXED-USE DEVELOPMENT**

SOURCE: GOULD EVANS ASSOCIATES

- An urban format
  - Buildings front street
  - Parking to the rear
  - Buildings interact with street
    - Front doors
    - Windows
    - Pedestrian Amenities (streetscape, seating, etc.)
    - Commercial first floor – residential, office, commercial and parking potentially on upper floors

### ***Residential***

- Multiple residential formats and densities
  - Single family attached
  - Townhomes
  - Rowhouses
  - Mid to High-rise towers (5-10 stories)
- Residential ownership opportunities
  - Condominium
- Urban format
  - Units/buildings front street
  - Parking to the rear
  - On-street parking
  - Units/buildings interact with street
    - Front porches/stoops
    - Windows
    - Individual entryways
    - Plantings and streetscape

**Waterman Street (between Main and Emporia)**

- Mixed-use development corridor – commercial first floor, office/residential above
- Urban format – development along street frontage/parking in rear
- 3 to 4 stories in height
- On-street parking – green/pedestrian friendly

**Arts District (Waterman to Kellogg, Emporia to Rail Corridor)**

- Outdoor Art walk east of Emporia between Waterman and Kellogg
- Art and entertainment (galleries, restaurants, etc.) integrated spaces
- Shared parking for district and supports arena events
- Enhanced arena street wall along Waterman to encourage connection to arena

**Arena District (Douglas to Waterman, Emporia to Rail Corridor)**

- Place Arena within urban context of the neighborhood
  - Preserve Dancers Building and Ray Sales Building
  - Preserve Spaghetti Warehouse and adjacent structures
  - Preserve the Gore Oil building
  - Extend building fabric and character from Old Town and Douglas toward the arena (Figure TS-47)



**FIGURE TS-47: DOWNTOWN NEIGHBORHOOD – NAFTZGER PARK REDEVELOPMENT**

SOURCE: GOULD EVANS ASSOCIATES

- Provide support parking for Arena

***South of Waterman (Waterman to Kellogg, Main to Emporia)***

- Mixed-use redevelopment in an urban format along Waterman
  - Predominately commercial/office residential mix along Waterman
  - Predominately residential along Lewis
- Highway commercial/support services between Lewis and Kellogg (automobile oriented development pattern)
- Dewey Street vacated to create larger redevelopment parcels

***North of Waterman (Douglas to Waterman, Main to Emporia)***

- Mixed-use redevelopment/infill within the urban context
  - Predominately commercial / office / residential mixed-use along Waterman
  - Predominately high density residential / office mixed-use along English
  - Predominately high density commercial / office mixed-use along Williams and Douglas
  - District parking opportunities for redevelopment and infill and to serve arena during events

**Alternative: Civic Destination**

The Civic Destination Framework is built upon the concept of making the arena a grand public destination. The main entry is highlighted and emphasized by a formal open space area and the north entry by a public promenade.



FIGURE TS-48: CIVIC DESTINATION

SOURCE: GOULD EVANS ASSOCIATES

**Development Framework**

- Highlight the arena structure within the downtown as part of a larger Civic Destination theme
- Create public space(s) around the arena for functional and aesthetic purposes
- Develop areas and sites upon a framework of defined use and density districts
- Define specific parking opportunities in a concentrated portion of the area

**Transportation and Parking*****Automobile***

- Traffic from Westside using Kellogg or Douglas primarily uses Main and Market to get into and out of the area due to parking framework
- Traffic from the Eastside using Kellogg primarily uses Broadway and Market to get into and out of the area due to parking framework
- Alternate route off of Kellogg into the area is on Washington to Waterman or Douglas
- Realign Emporia from Waterman to William to create a front entry drop-off
- Accommodate circulation within this destination by the conversion of one-way streets to two way streets
- Discourage event traffic from cutting through residential areas south of Waterman

***Transit***

- Use existing transit service from the transit enter (possible extended hours on select routes)
- Limit express transit services during event periods
- Provide circulator trolley between WaterWalk, Century II, English Street, the arena and Old Town.

***Pedestrian***

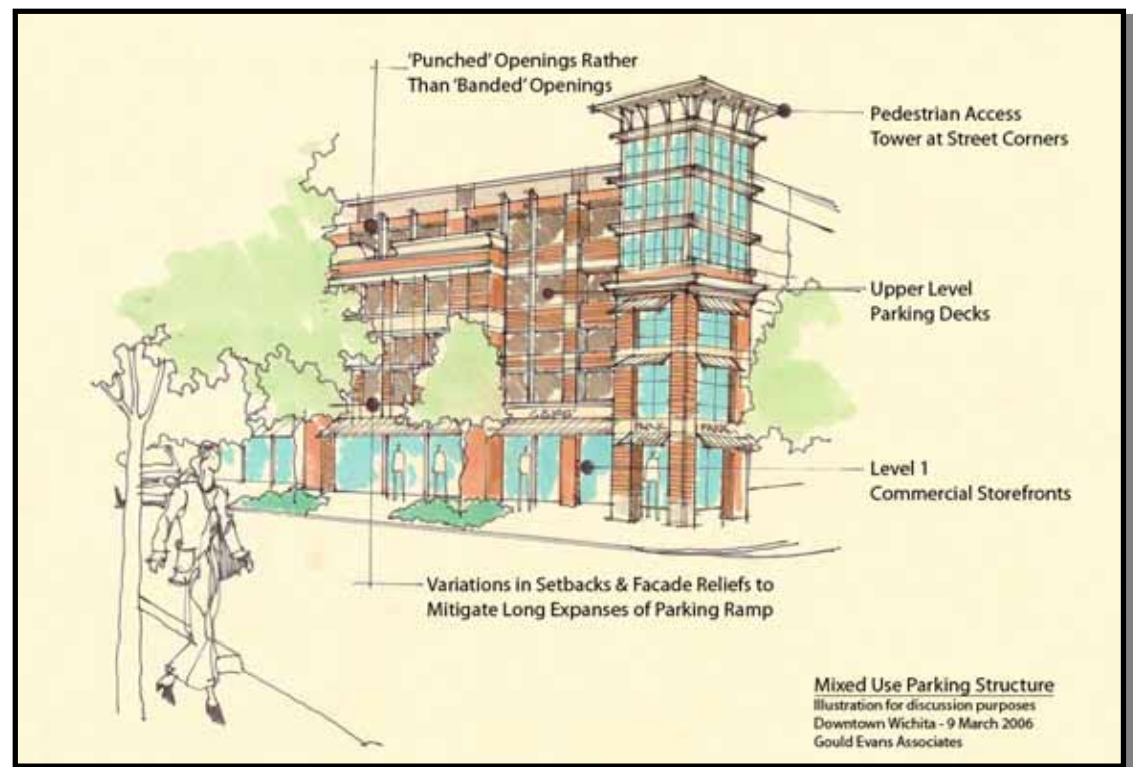
- Provide downtown trail to link the area with the Arkansas River and Old Town – as an amenity to residential neighborhood environment

**DRAFT 03.07**

- Pedestrian enhancements are made to all streets but select roads Douglas, Waterman, Main and Broadway received a greater level of streetscape and pedestrian improvements
- English street is design as a pedestrian friendly street is scale and aesthetic improvements
- Residential streets south of Waterman reinforce the urban residential neighborhood character

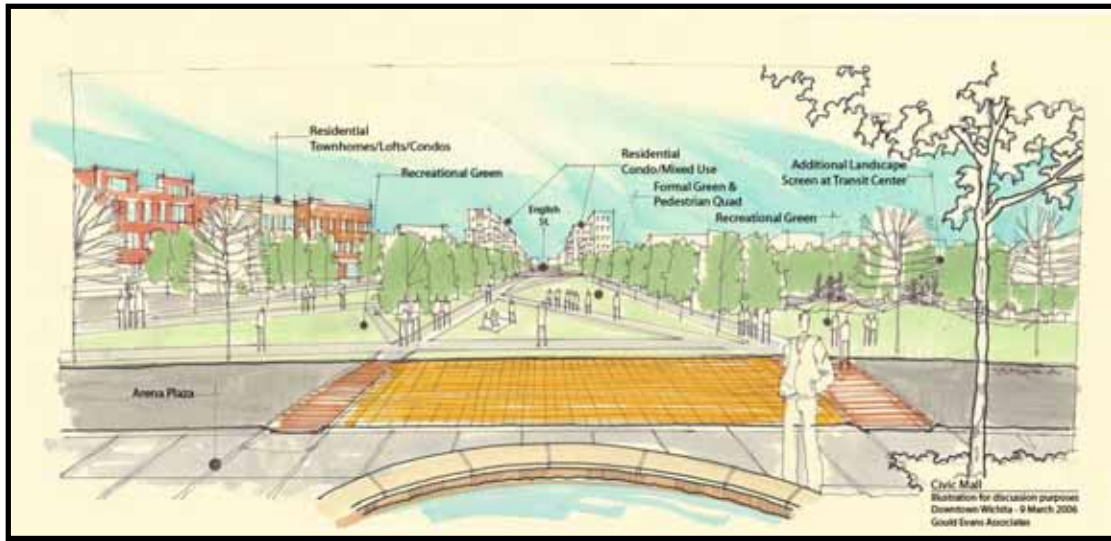
**Parking**

- Minimize the number of parking opportunities east of Topeka – only retain strategic parking locations within the development context – possible limited parking underground below the park area in front of the arena
- Greater parking opportunities provided west of Topeka and north of Waterman primarily through the use of mixed-use parking garages / structures
- Satellite parking opportunities at Dumont and Old Tow, and select park n’ ride locations associated with express transit routes
- Creation of a parking district to locate, develop and manage parking facilities that support development and destination needs in the area
- On-street parking supplements mixed-use parking garages in the area (Figure TS-49)



**FIGURE TS-49: CIVIC DESTINATION – MIXED-USE PARKING STRUCTURE**

SOURCE: GOULD EVANS ASSOCIATES



**FIGURE TS-50: CIVIC DESTINATION – PUBLIC/CIVIC SPACE**  
SOURCE: GOULD EVANS ASSOCIATES

### **Public Areas** ***Parks/Open Space***

- Grand Open Public / Civic space feature at the west and north entry points to the arena (*Figure TS-50*)
- Green space provides as part of the pedestrian / bicycle trail circuit in the area tying together Old Town, residential portions of the area, civic destinations and the river
- Public/Civic promenade features on north side of arena
- Public greenway is within residential development
- Pedestrian connections and linkages enhance the riverfront

### ***Gateways / Icon features***

- Locate gateways at major entry points to the redevelopment area
  - Main and Kellogg
  - Broadway and Kellogg
  - Main and Waterman
  - Broadway and Waterman
  - Douglas and Central Rail Corridor (rail bridge)
  - Waterman and Central Rail Corridor (rail bridge)
  - Douglas at the river
  - Maple / Waterman at the river
- Reinforce the visual qualities and presence of the arena and the convention center by incorporating landmarks qualities icons at each end of the English Street corridor

***Streetscape***

- Promote pedestrian safety and movement throughout the entire area through appropriate lighting and other design improvements to the sidewalk areas
- Enhance rail bridges to support safe pedestrian movement
- Develop a hierarchy of streetscape application enhancements for all streets in the area with the highest level of enhances being located along
  - Waterman – boulevard median
  - Douglas – boulevard median
  - Main
  - Broadway

**Design and Development**

***Mixed-use Design***

- Urban format
  - Number of floors and heights increase in northern portions of the area
  - Buildings front street
  - Parking to the rear
  - Buildings interact with street
    - Front doors
    - Windows
    - Pedestrian Amenities (streetscape, seating, etc.)
    - Commercial first floor – residential, office, commercial and parking potentially on upper floors

***Residential***

- Multiple residential formats and densities
  - Townhomes
  - Rowhouses
  - Mid to High-rise towers (5-10 stories)
    - Northern portion of redevelopment area
- Strong and viable urban residential neighborhood south of Waterman
- Residential ownership opportunities
  - Condominium
  - Townhome / Rowhomes
- Urban format

- Units/buildings front street
- Parking to the rear
- On-street parking
- Units/buildings interact with street
  - Front porches/stoops
  - Windows
  - Individual entryways
  - Plantings and streetscape

***English Street (between Main and Emporia)***

- Mixed-use development corridor – commercial first floor, office/residential above
  - Lower density along English (3 stories)
  - Increased density (8-10+ stories) moving north from English to Douglas
- Urban format – development along street frontage/parking in rear/district parking as part of mixed-use approach
  - Strong pedestrian character of English Street
- Office and residential fronting on civic park and plaza (west of arena)

***Arts District (Waterman to Kellogg, Emporia to Rail Corridor)***

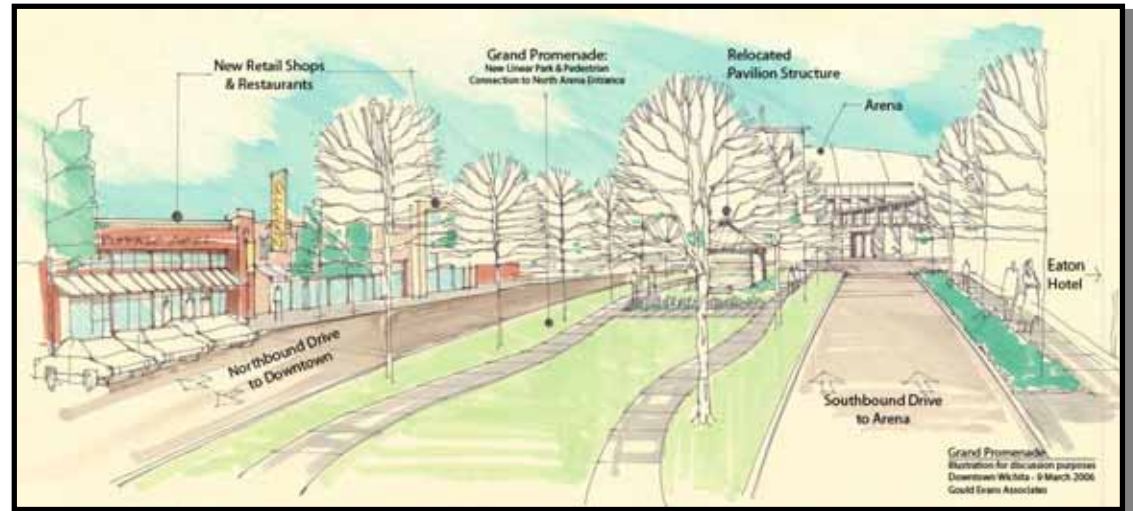
- District oriented around Commerce Street between Waterman and Kellogg
- Character of the district remains similar to current
- Art and residential integrated spaces
  - Potential for live/work and work/gallery units
- Parking provided is associated primarily arts district uses and integrated into the building and street fabric between St. Francis and the central rail corridor

**DRAFT 03.07**

- Street walk along Waterman enhanced with median and pedestrian connection to the arena site
- South arena wall becomes location for artistic application

***Arena District (Douglas to Waterman, Emporia to Rail Corridor)***

- Arena is an Icon within neighborhood (*Figure TS-51*)
  - Framed by public park and plaza to the west
  - Highlighted by public promenade on north side
  - Arena sited with front door at English and Emporia streets
- District parking concept
  - Park within the neighborhood at identified location with varying parking capacities on each block but promoting parking and then walking through the area to your destination



**FIGURE TS-51: CIVIC DESTINATION – NAFTZGER PARK REDEVELOPMENT**  
SOURCE: GOULD EVANS ASSOCIATES

***South of Waterman (Waterman to Kellogg, Main to Emporia)***

- Residential neighborhood in an urban format
  - Predominately urban residential of different types (15 – 18 units per acre)
  - Greenway/recreational areas to provide amenity and connections
  - Neighborhood commercial nodes at Main and Waterman and Broadway and Waterman intersections to support neighborhood needs

The process of research, analysis, input and design charrette has provided a direction for the Arena Neighborhood Redevelopment Plan. The plan is based on the received public response to ideas prepared in order to implement the vision for the area. The process previously described represents the use of the information to arrive at a plan. The subsequent sections of this appendix focus on the information that was used and analyzed to shape the recommendations within the plan.