

APPENDIX A  
PRECEDENT STUDIES



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

WALKABLE DEVELOPMENT BOOK JUNE 2018

## 2.4 PRECEDENT STUDIES

### INTRODUCTION

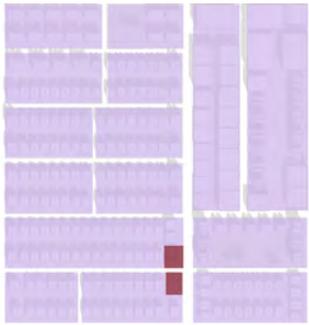
Precedent studies are used to determine how various existing forms of urban design and development are or are not functioning within their individual contexts. For this purpose, six different walkable areas within the Midwest have been studied to convey what existing walkable development looks like and 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.

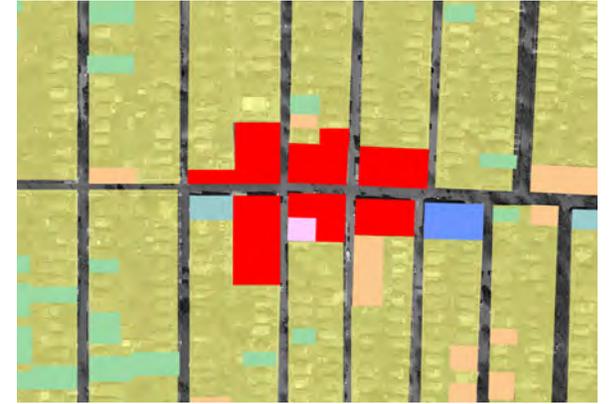
These studies also provide a general analysis of streets in each place, focusing less on functional classifications, paying greater attention to the context of each street and the environment it contributes to. This overview not only describes conditions for automobile movement, but also considers important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



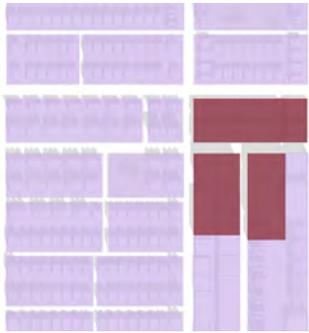
Neighborhood Hubs



Bitting, Wichita, KS



45th/State Line, Kansas City, MO



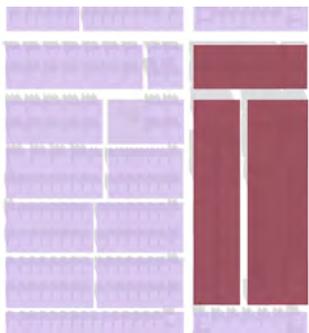
Community Cores



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 Bitting 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)**

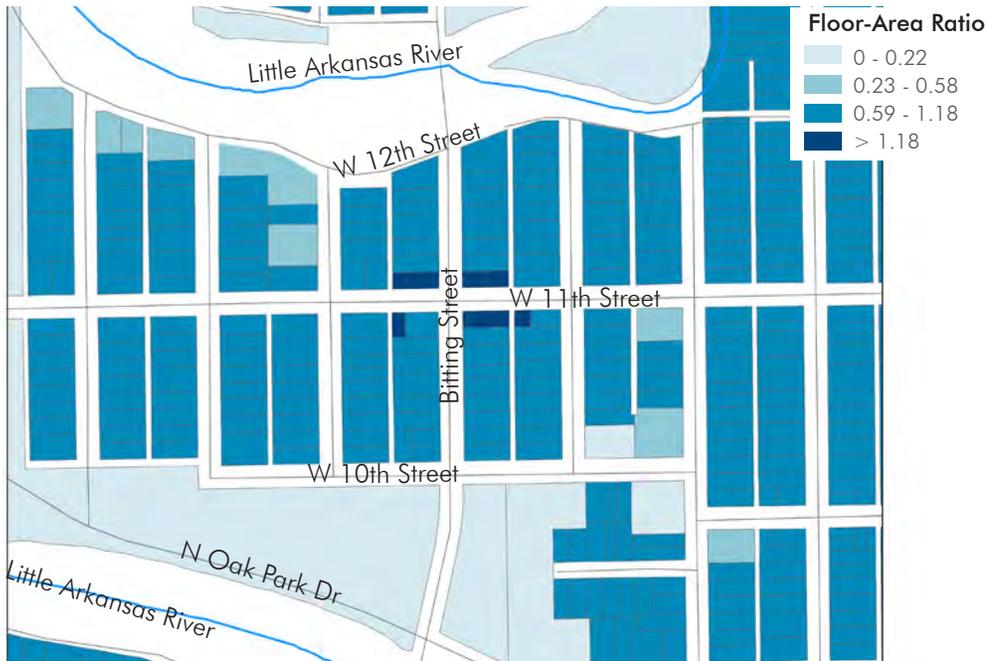
Lot: .1 acres  
Setbacks: F: 10'; S: 8' - 30' ; R: 15'  
Height: 25'  
Frontage: Porch, Portico



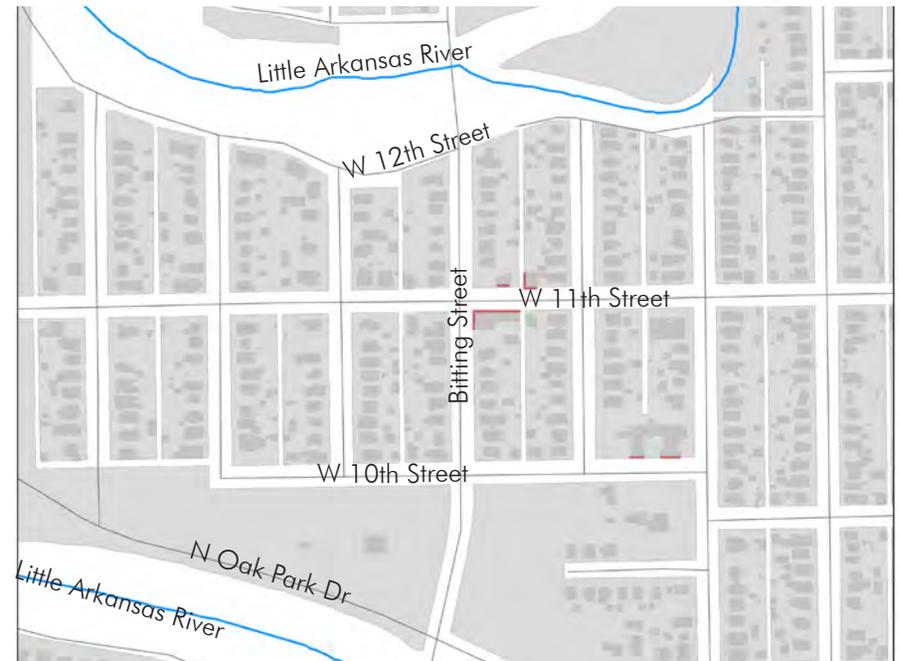
**Small-Scale Commercial**

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

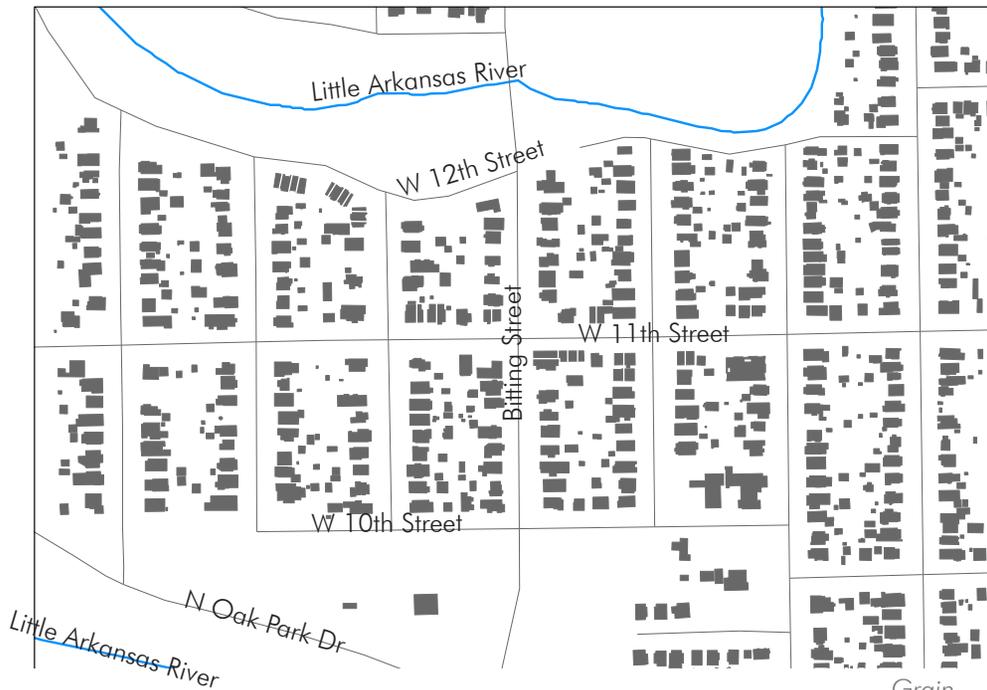
# DEVELOPMENT FORM BITTING STREET | WICHITA, KS



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

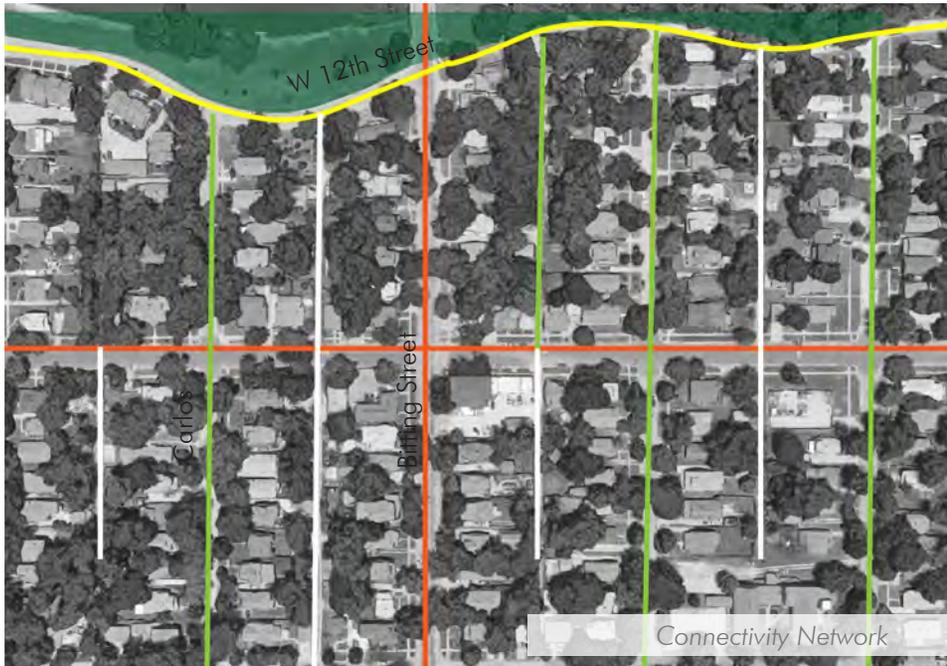


**Streetscape**  
Public/Private  
420' perimeter  
0.25 acres



**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

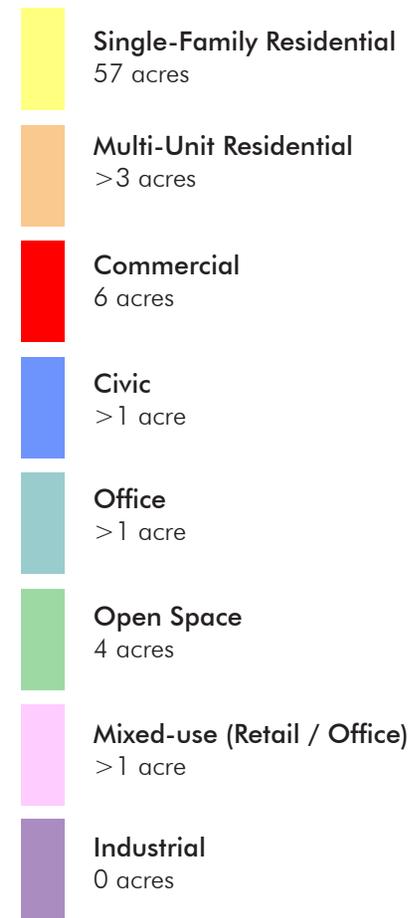
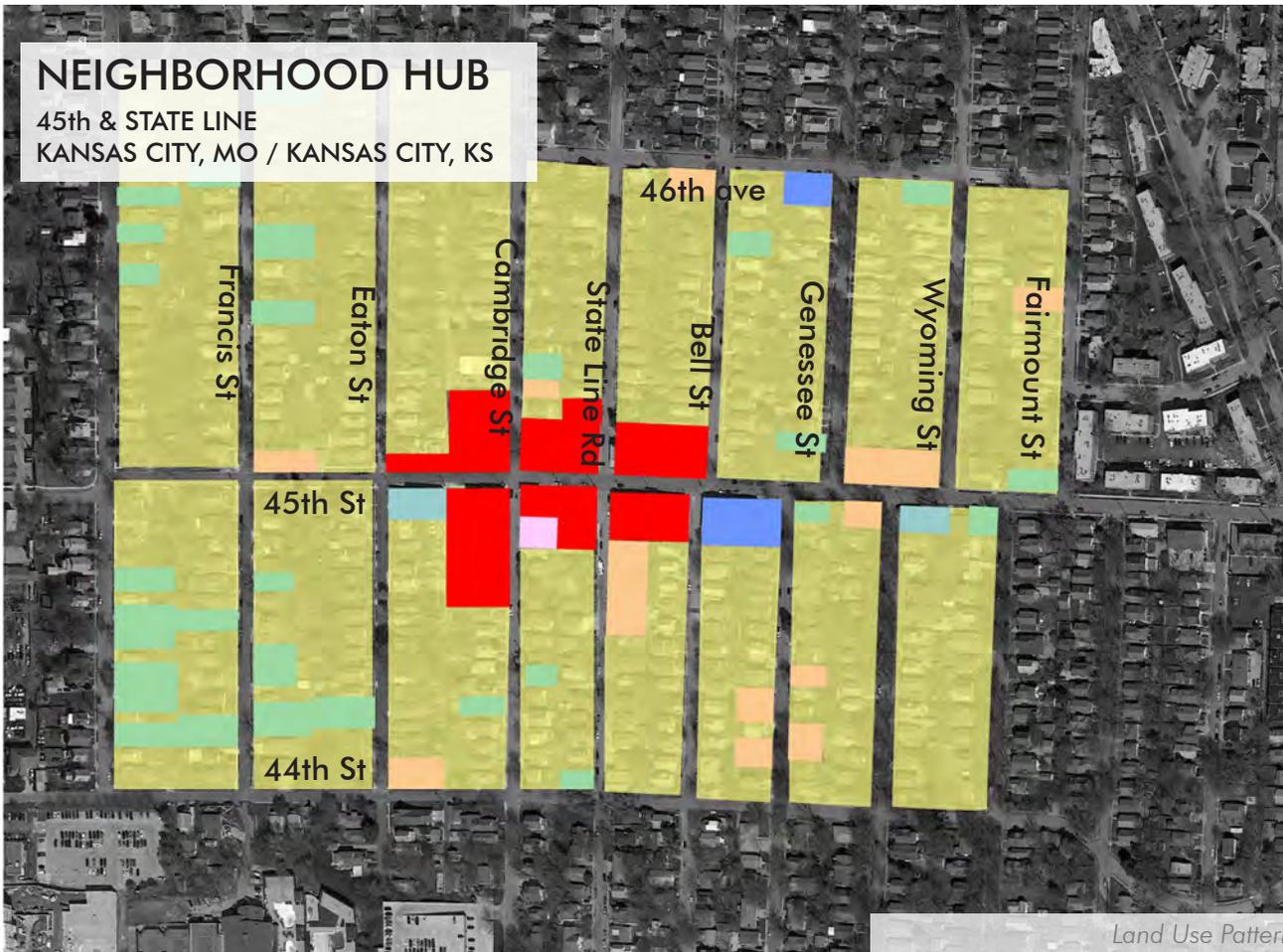


Carlos has a walking environment that includes sidewalks on both sides and a large buffer with street trees.

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# NEIGHBORHOOD HUB

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



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



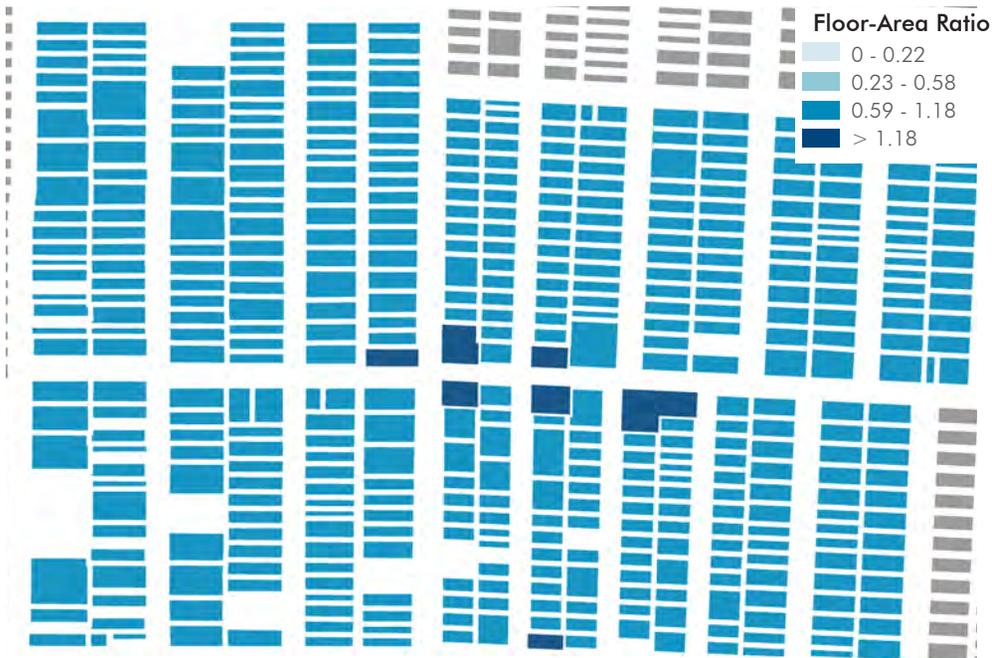
**Detached House (Commercial)**

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.

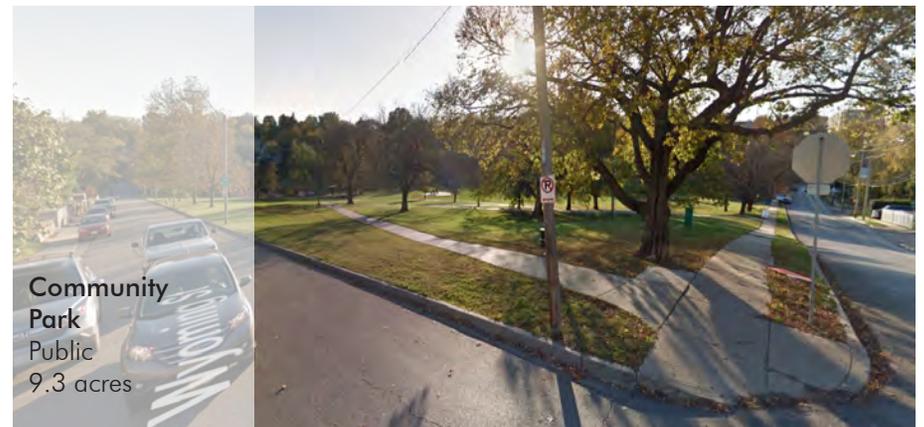
Enclosure is formed by lining the streets with unbroken building facades. The ratio between building heights and street width can affect people's feeling of the place. The greatest level of enclosure occurs at the intersection of 45th Street and State Line Road where most neighborhood commercial activity 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.

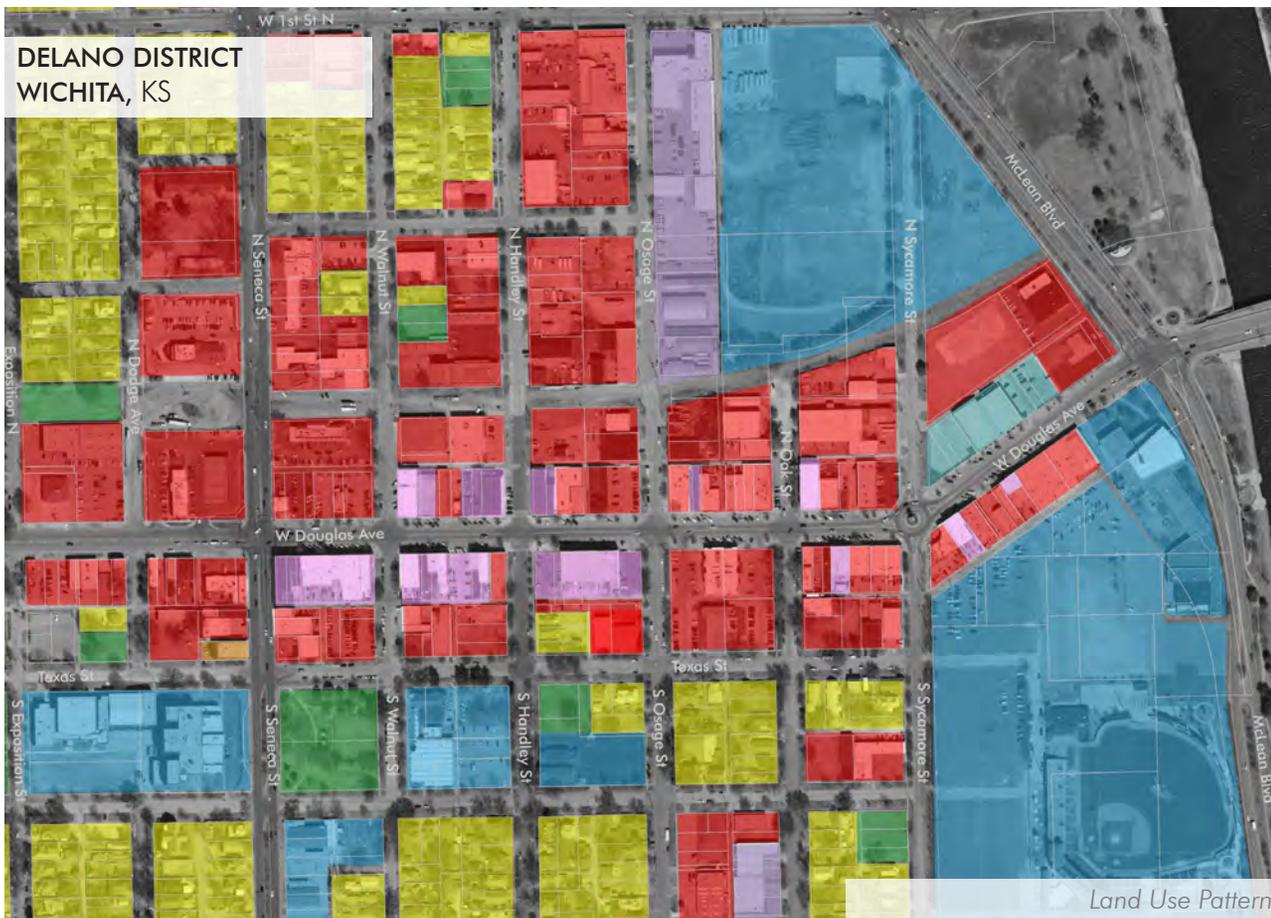
LOCAL RESIDENTIAL



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**

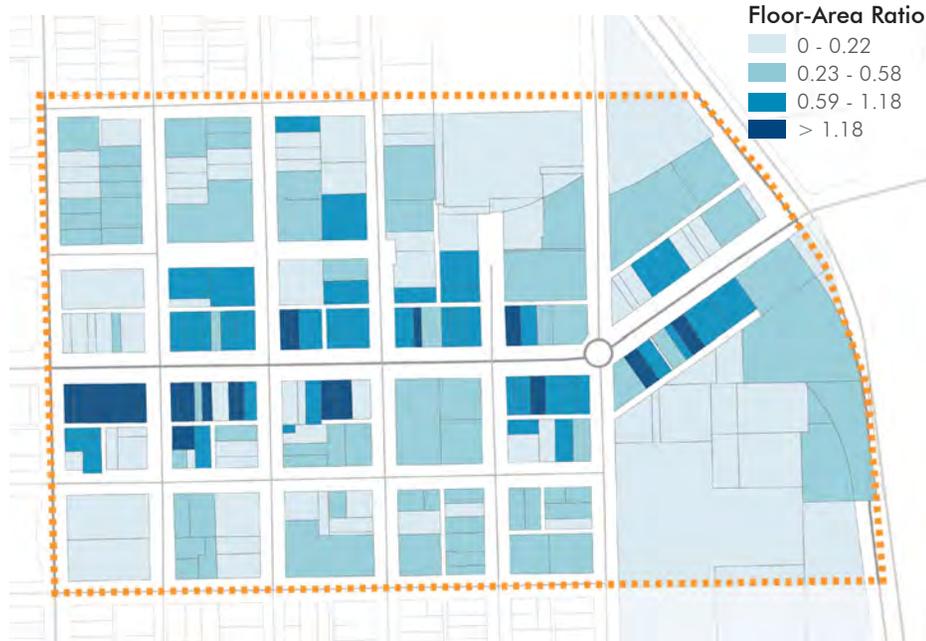
Lot: 1 acres  
Setbacks: F: 10'; S: 8' - 60'; R: 150'  
Height: 35'  
Frontage: Transom



**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

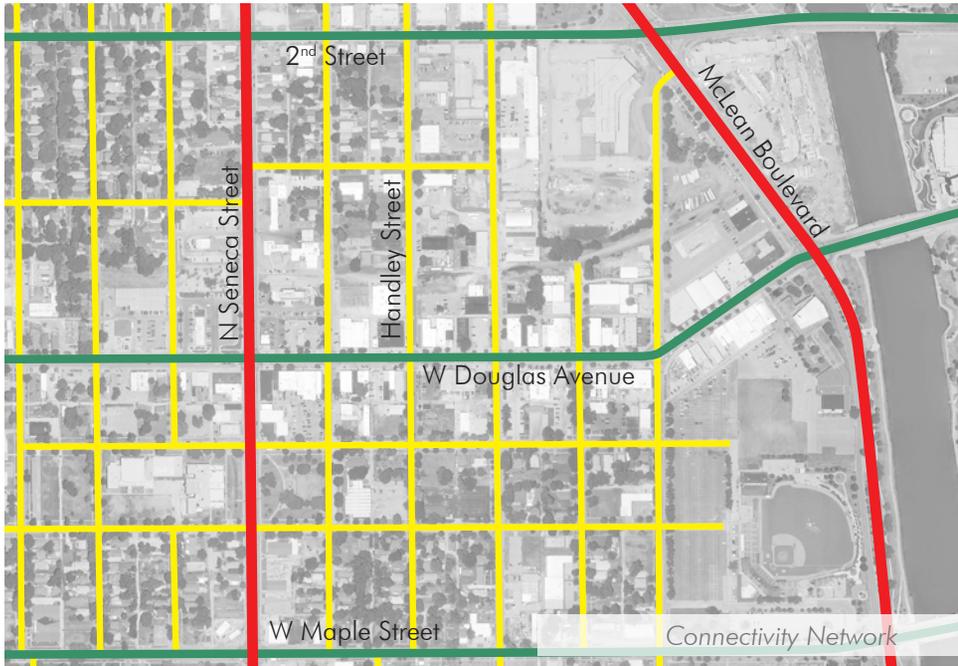


Different street types change the sense of enclosure

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



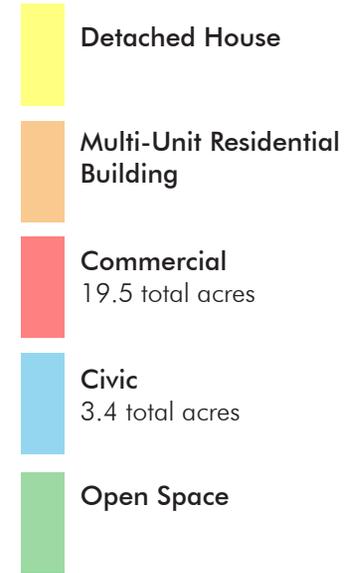
West Douglas Street streetscape features trees, street lamps, benches, bicycle racks, and wide sidewalks.

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



### 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

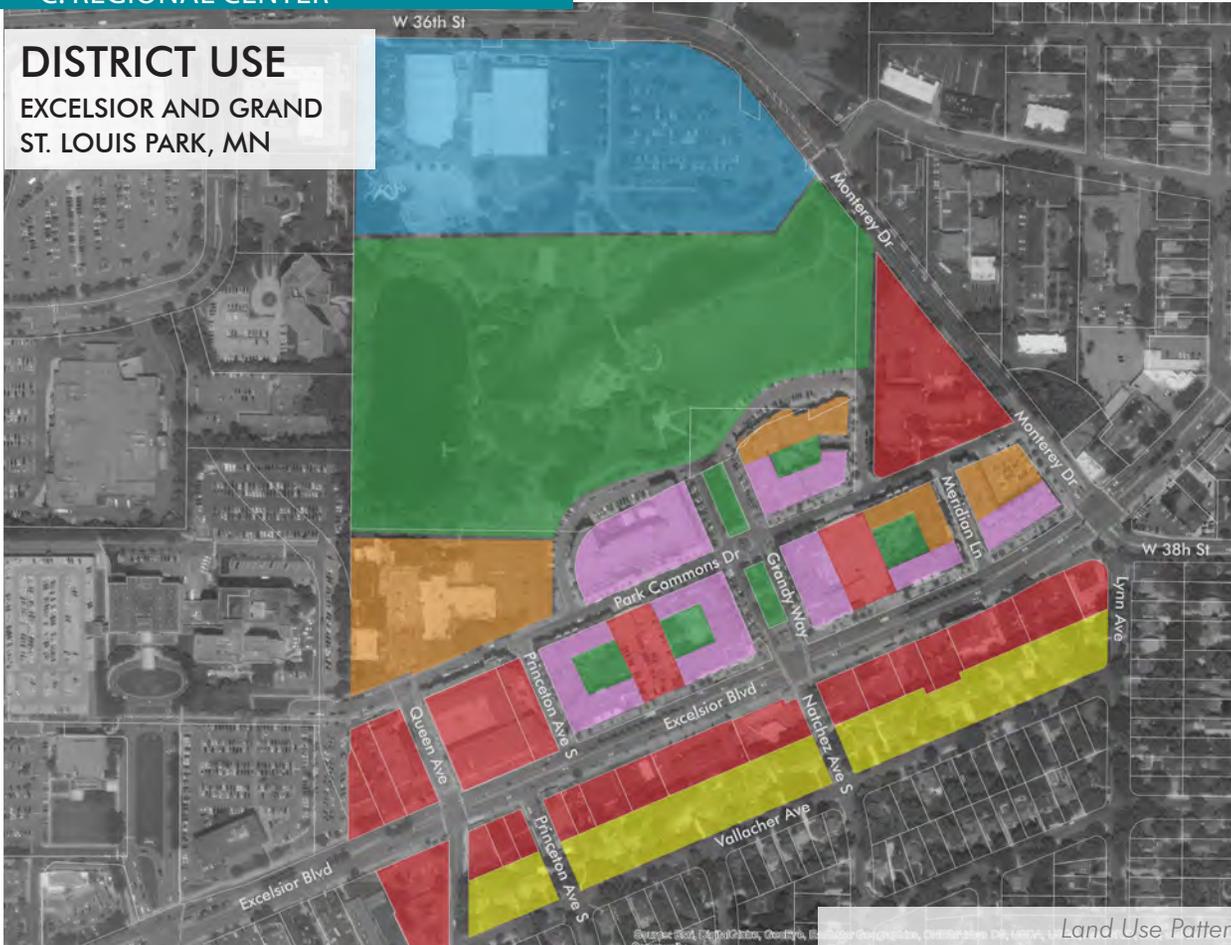


W 69<sup>th</sup> Terrace has an enhanced walking environment that includes sidewalks, marked crossings, curb extensions, trees, water fountains, and landscaping.

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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



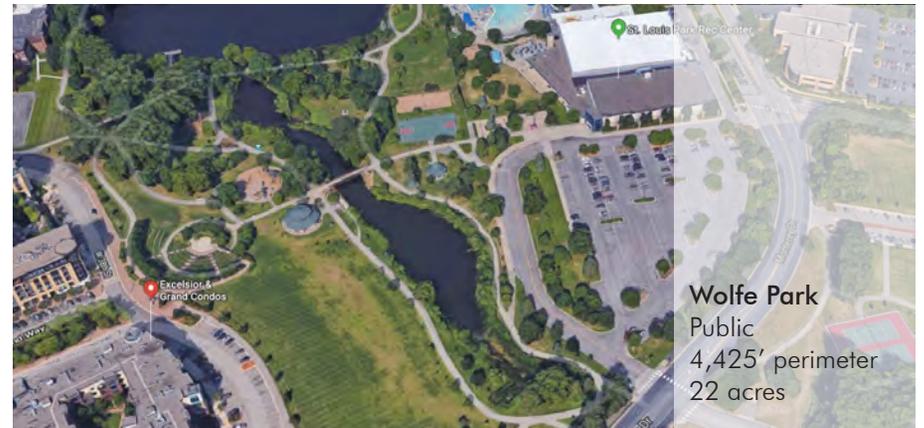
Monterey Drive on the edge of Excelsior and Grand, with varied enclosure.

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

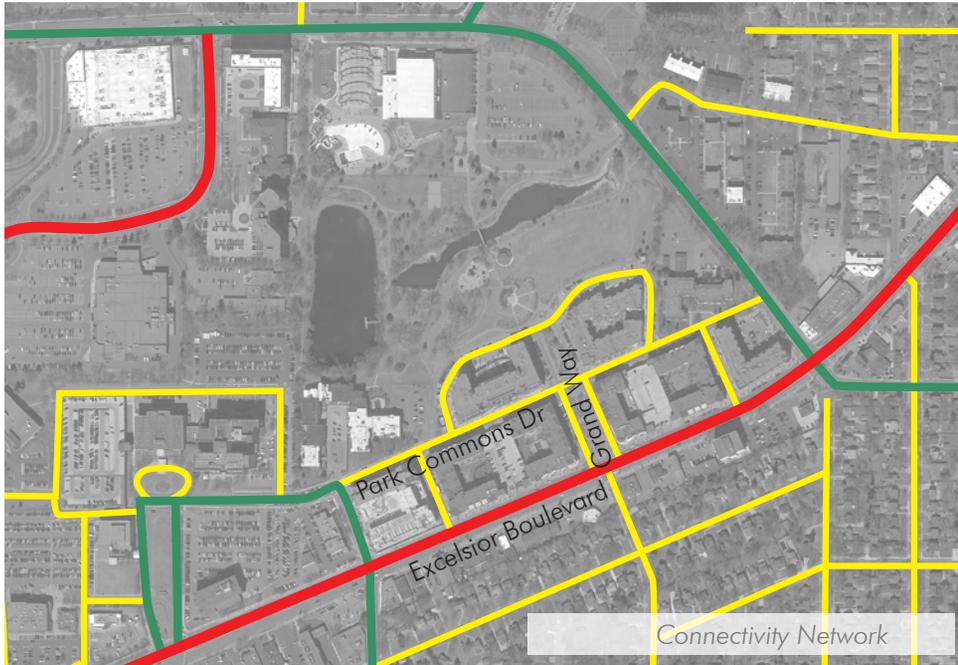


## Open Space

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

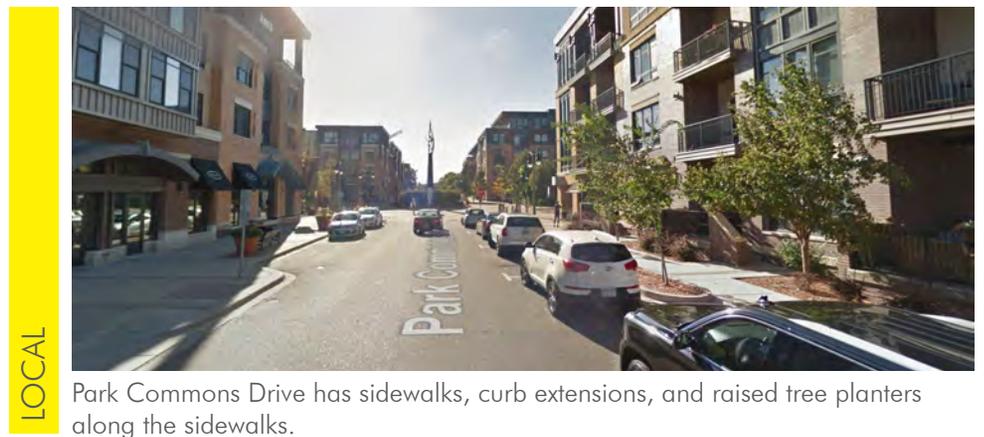
- » Excelsior Boulevard is a major commercial arterial street that runs east/west through St. Louis Park, connecting Minneapolis with suburbs to the west
- » Internal streets (Grand Way, Park Commons Drive) provide auto access and on-street angled or parallel parking on both sides of the street

## 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



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# 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**

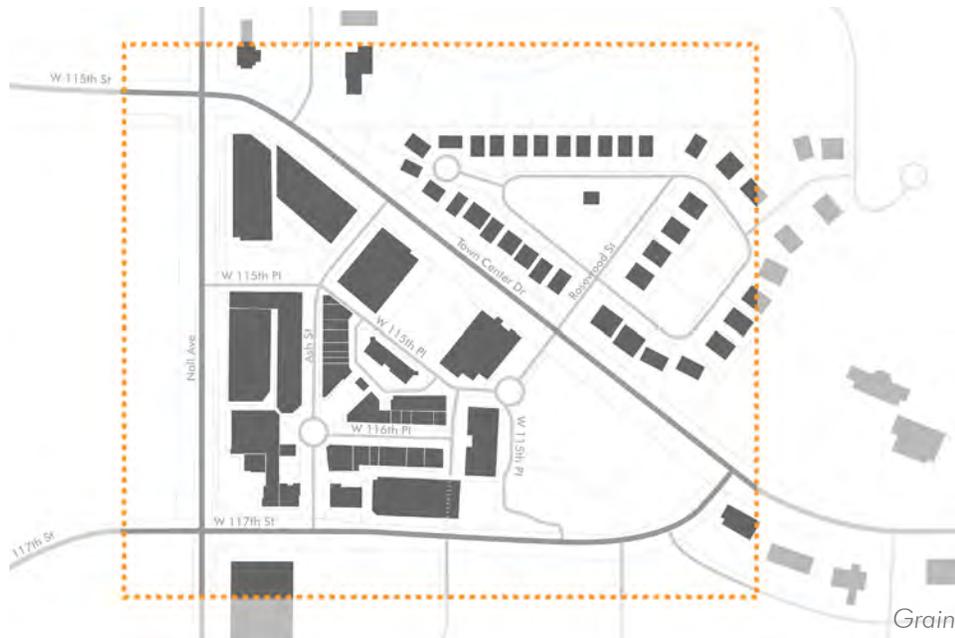
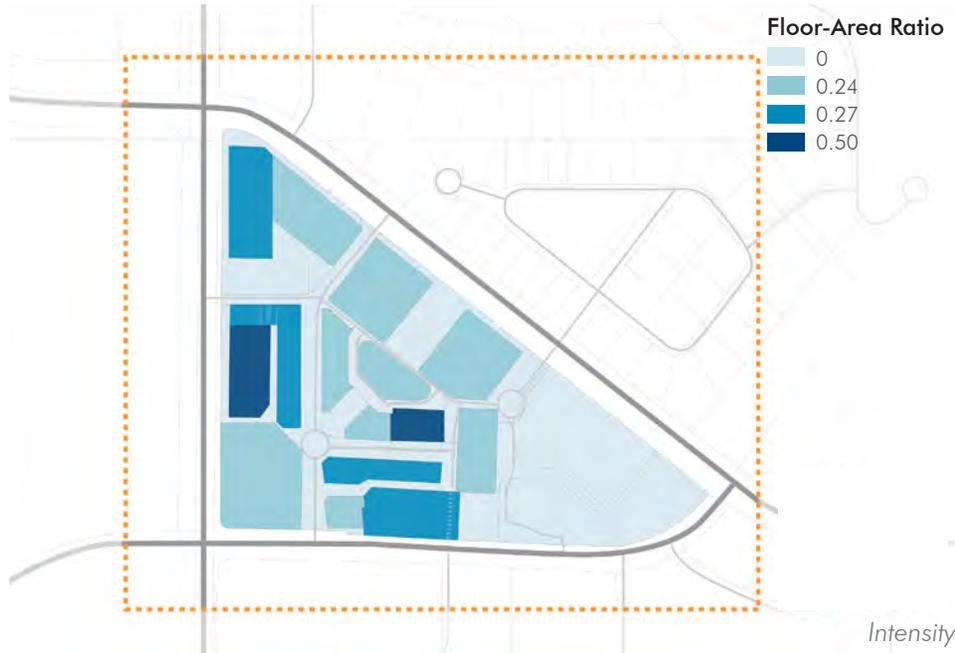
Lot: 0.58 acres  
Setbacks: F: 0'; S: 12'; R: 7'  
Height: 25' - 30'  
Frontage: Awning, Transom



**Office**

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

# DEVELOPMENT FORM PARK PLACE | LEAWOOD, KS



## Form

- Park Place has good connection for both cars and pedestrians.
- Ash Street and W 116th Pl are two major mixed-use commercial street with outdoor cafe and street furniture.



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.



**Green Space**  
Public  
723' perimeter  
0.65 acres

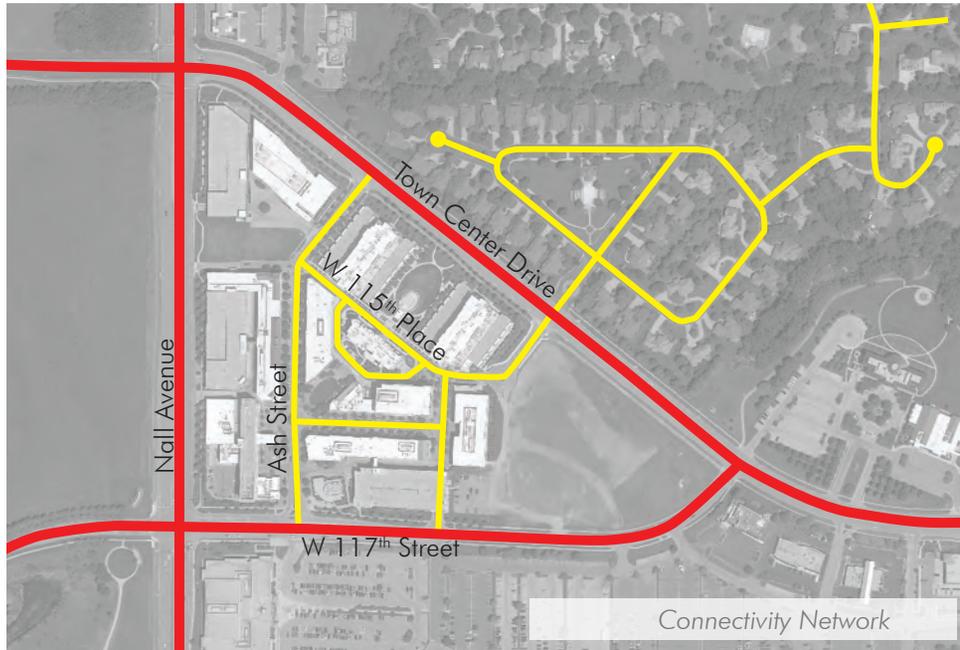


**Barkley Square**  
Public  
420' perimeter  
0.25 acres



**Green Space**  
Semi-Public  
861' perimeter  
0.81 acres

## 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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