



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.

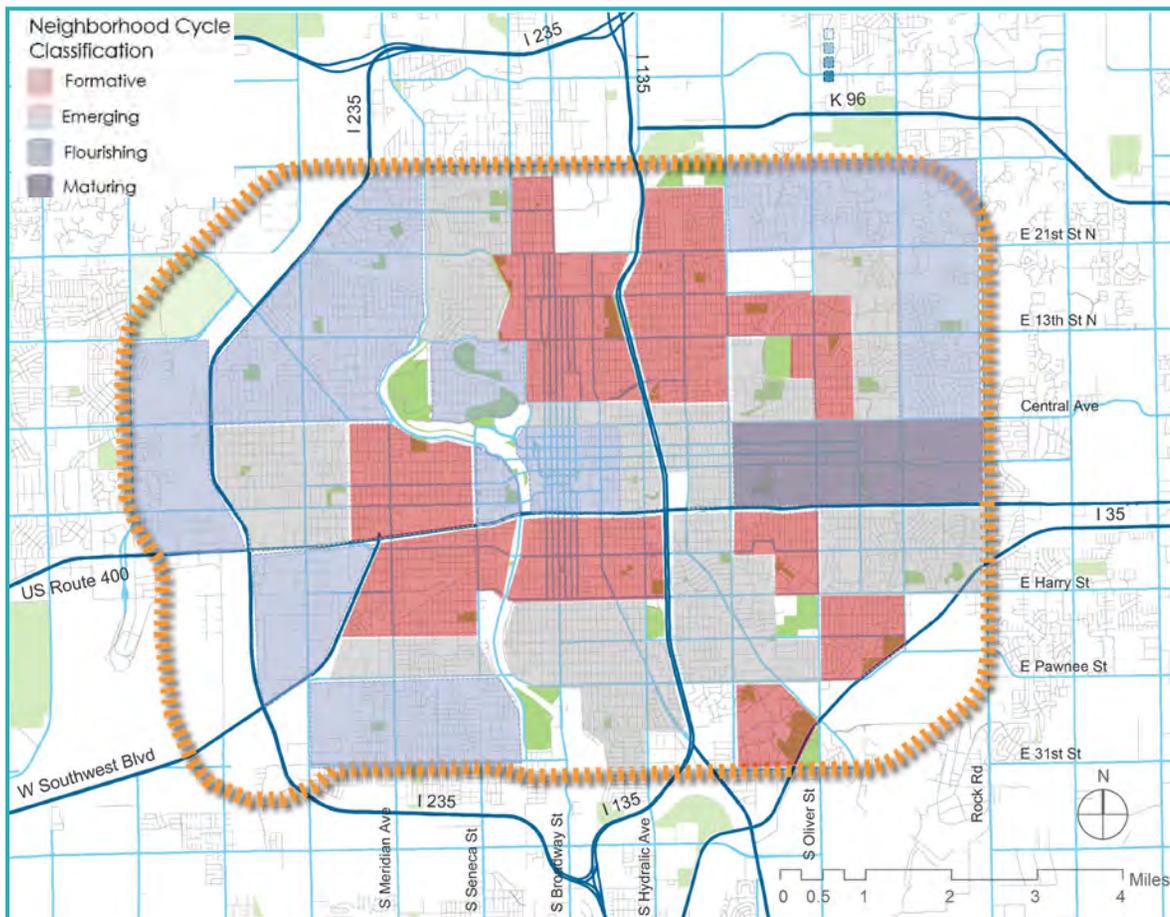
WALKABLE WICHITA

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.

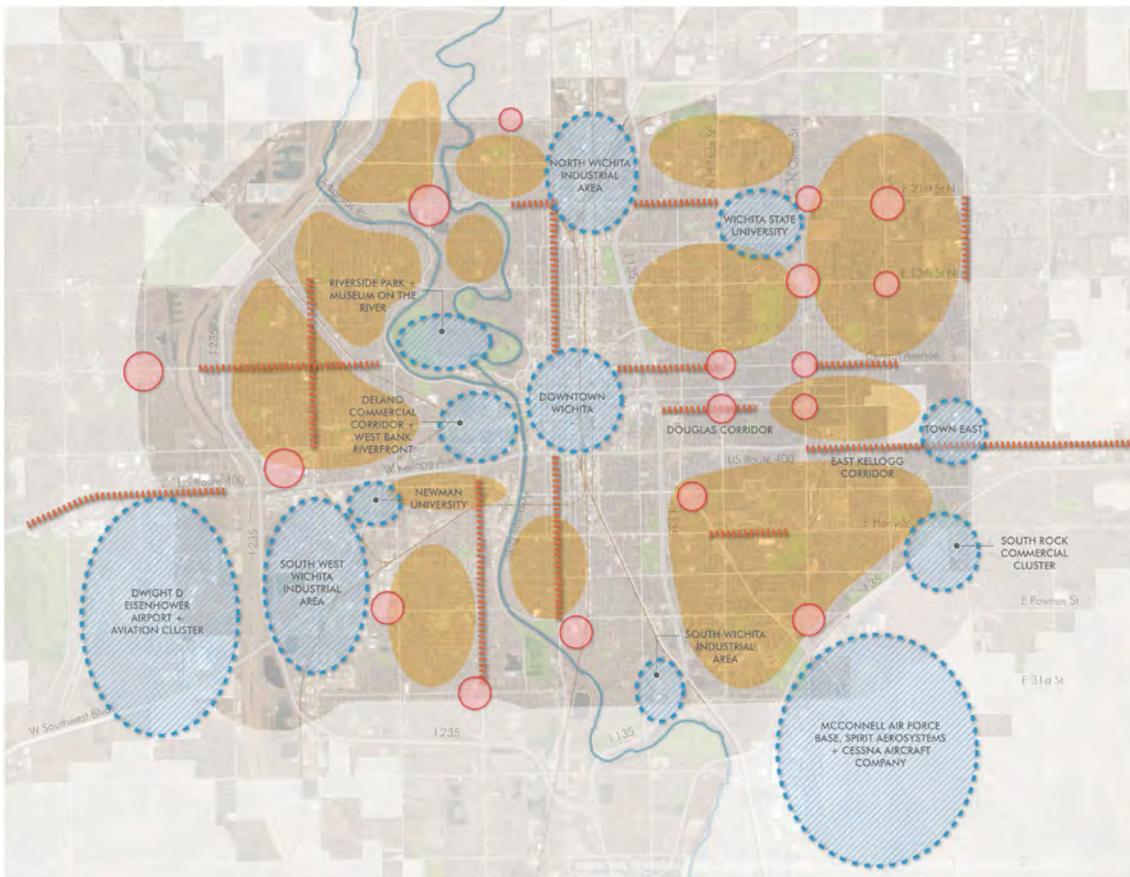
Flourishing - Housing values rise above county figures and the poverty level continues to decline. Income levels of residents exceed county levels. The quality and upkeep of housing exhibits substantial improvement, and the neighborhood is viewed as safe.

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.

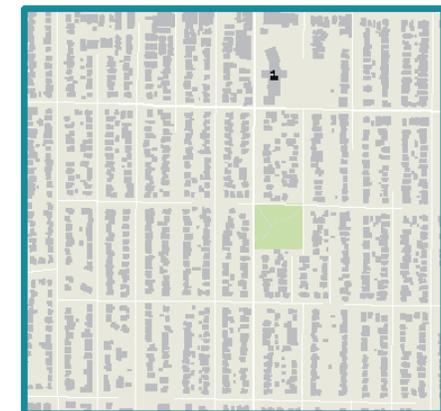
1.1 CURRENT CONDITIONS

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

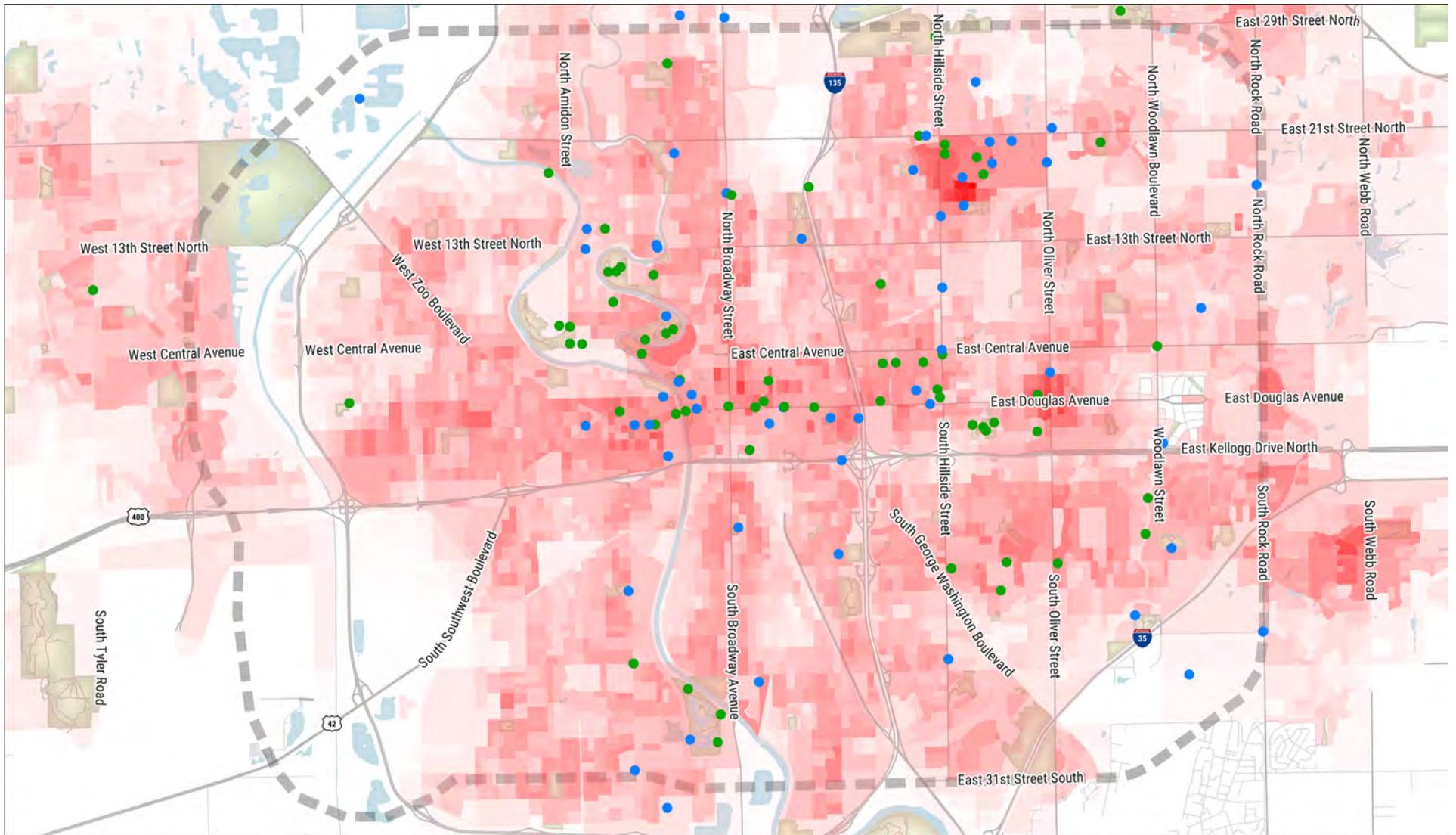
WALKABILITY IN THE ECA

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.

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

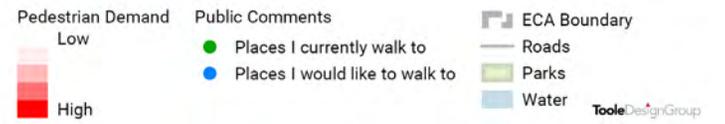


City of Wichita

Pedestrian Demand Analysis and Public Comments



0 1 2 3 miles



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.

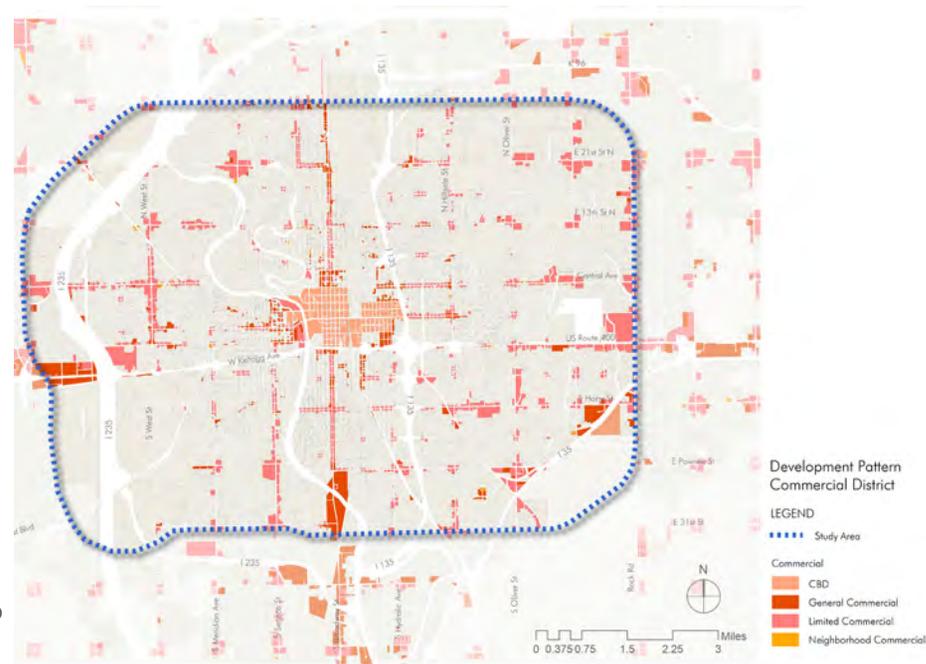
1.2 FUTURE DEVELOPMENT PHILOSOPHY

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.



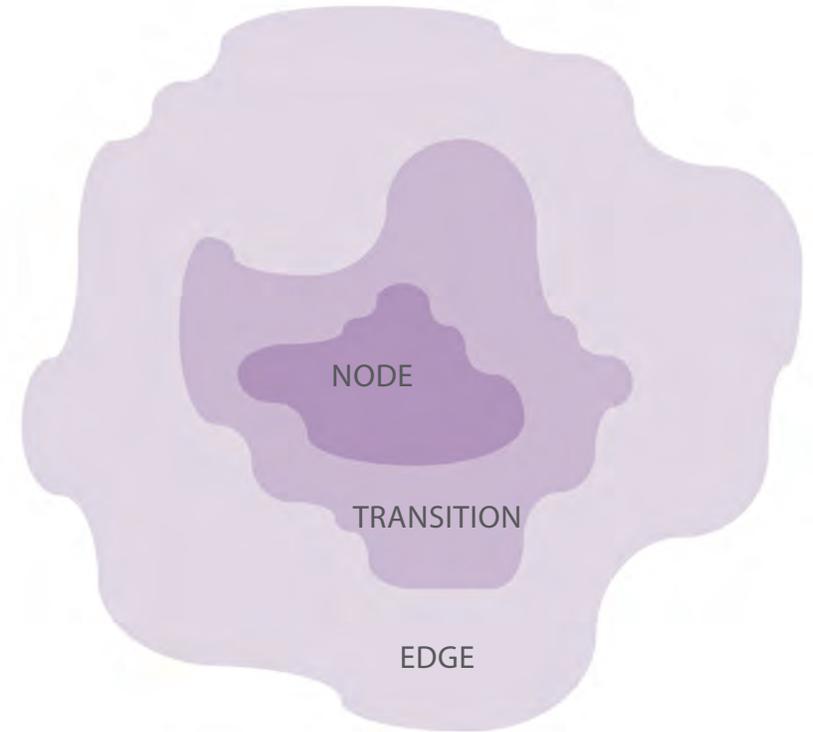
COMMERCIAL ZONING DISTRICTS

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

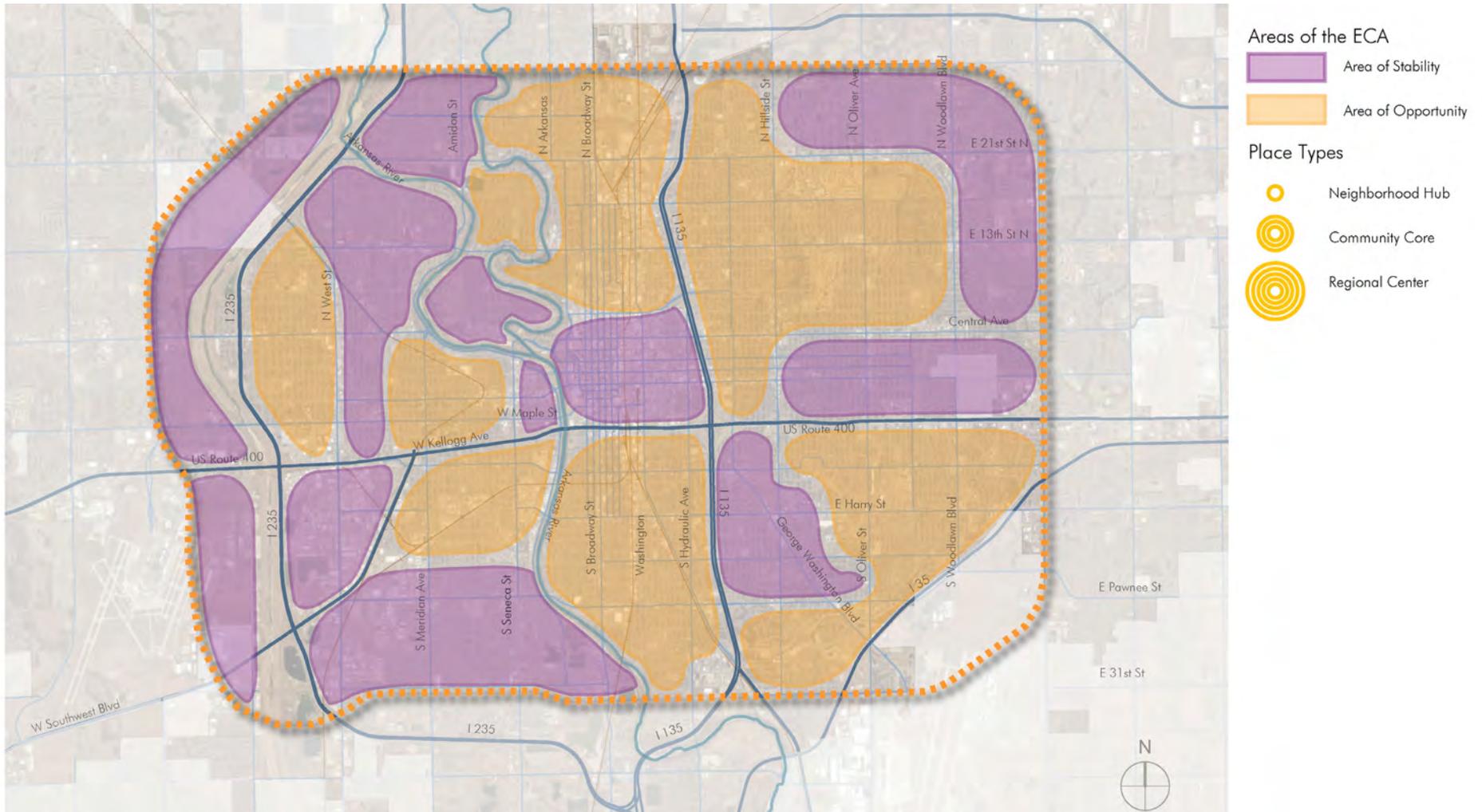
B. TARGETING RESOURCES

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
Community	
Organization	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.
Development Resource	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.
Personal Resources	Promote and provide access to resources for individuals and businesses that are committed and invested to the area and the vision for the future.
Social Equity	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.
Physical	
Planning	Focus on planning for smaller Place Types - neighborhood-scaled places and their supporting neighborhoods.
Regulations	Enable the Typologies that implement the plan, to create 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	Assemble vacant or underutilized lots creating larger redevelopment areas for significant impact within places, and the adjacent neighborhoods.
Infrastructure	Provide strategic infrastructure improvements that result significant private investments in a place. Create an infrastructure plan to improve the systems over time.
Financial	
Bond Financing / Supplemental Taxes / Tax Reduction	Provide bond financing, supplemental taxes, or tax reduction for development projects that require gap financing and meet nodal design characteristics and support walkability.
Grants	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.
Tax Credits	Support developments that utilize tax credits to deliver a product that benefits the community.
Opportunity Zones	Utilize Opportunity Zones to further leverage other economic development tools for improvements and initiatives that are part of a strategic neighborhood plan.
Public Investment	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
Community	
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.
Physical	
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.
Financial	
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.

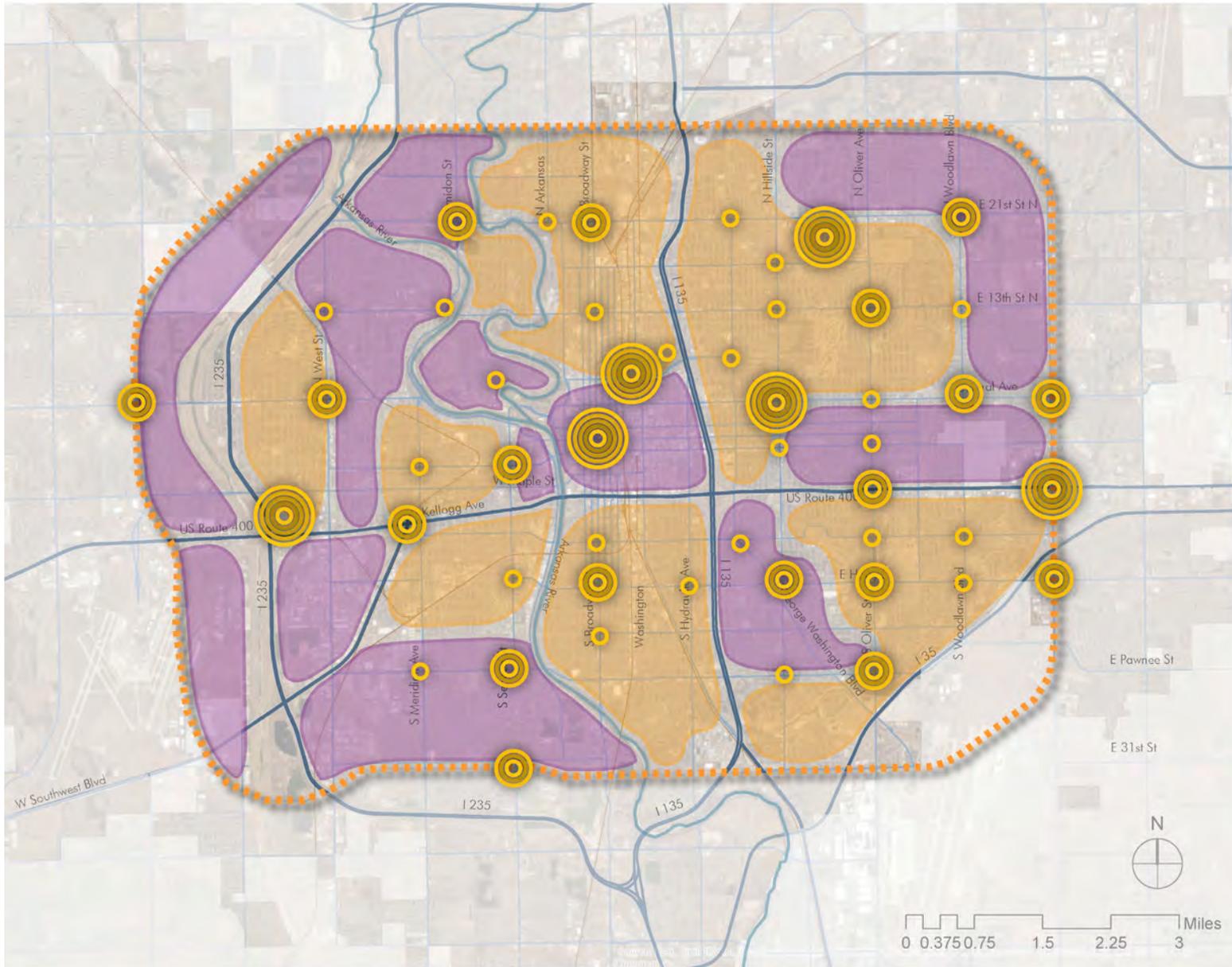
The following chapter defines the Place Types, and their locations, and Typologies to create walkable environments within Wichita's ECA.

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

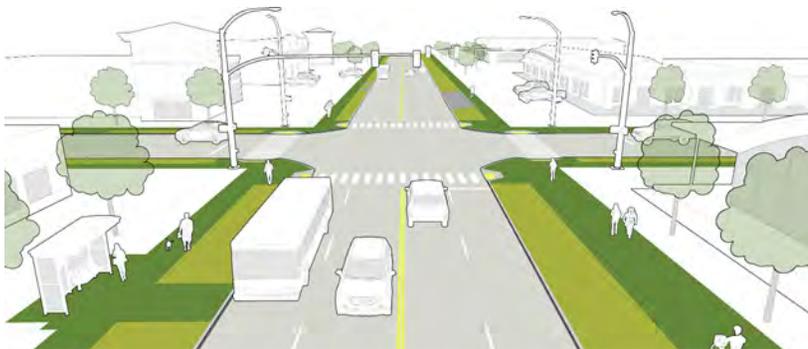


FEATURES

- 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."

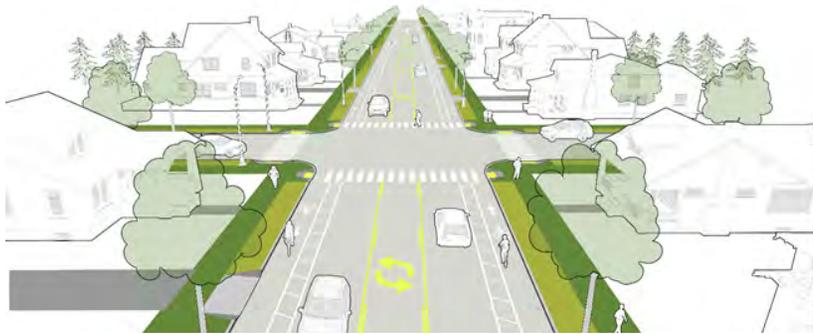


FEATURES

- 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

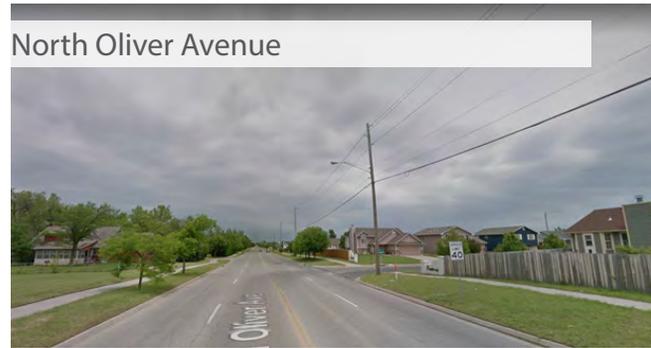
MIXED-USE CONNECTOR

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.

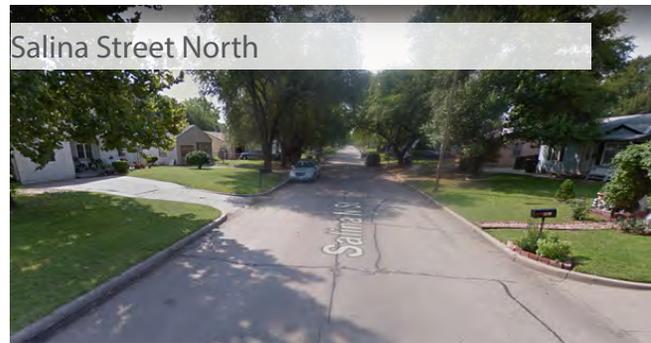


- | FEATURES | |
|----------|---|
| • | no on street parking unless residences front street |
| • | regional + local transit |
| • | on-street bike accommodation if determined by bike plan |
| • | 10 foot - 12 foot lanes (inclusive of gutter pan) |
| • | 30-35 mph design/posted speed |
| • | 1-2 travel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



- | 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"> on-street parking local transit on-street bike accommodations if determined by bike plan 	<ul style="list-style-type: none"> 10 foot - 12 foot travel lanes (inclusive of gutter pan) 25 mph design/posted speed* 1-2 travel lanes in each direction** 	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"> on-street parking regional +local transit on-street bike accommodation if determined by bike plan 	<ul style="list-style-type: none"> 10 foot - 12 foot lanes (inclusive of gutter pan) 30-35 design/posted speed* 1-2 travel lanes in each direction** 	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"> no on street parking unless residences front street regional +local transit on-street bike accommodation if determined by bike plan 	<ul style="list-style-type: none"> 10 foot - 12 foot lanes (inclusive of gutter pan) 30-35 mph design/posted speed* 1-2 travel lanes in each direction 	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"> on-street parking 20-25 mph design/posted speed* bike boulevards as indicated on bike plan 	<ul style="list-style-type: none"> 9 foot - 10 foot lanes (inclusive of gutter pan) 1 travel lane in each direction 	Frontage: 2 ft Pedestrian: 5-6 ft Amenity: 5-8 ft None
Plaza Streets	Plaza Streets		■	■	<ul style="list-style-type: none"> May be curbless on one or both sides of the street Shared space for multiple modes Paving material is typically brick 	<ul style="list-style-type: none"> 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* 	Frontage: 2 ft Pedestrian: 6-10 ft Amenity: N/A None
Active Alley	N/A		■	■	<ul style="list-style-type: none"> Space shared amongst pedestrians, motor vehicles, bicyclists Space enhanced with lighting, decorated building facades and concrete, and programmed activities 	<ul style="list-style-type: none"> 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* 	N/A None
Functional Alley	Alley	■	■	■	<ul style="list-style-type: none"> Dedicated space for utilities and receptacles Space shared among multiple modes 12-20 feet 10-15 MPH design/posted speed* 	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.

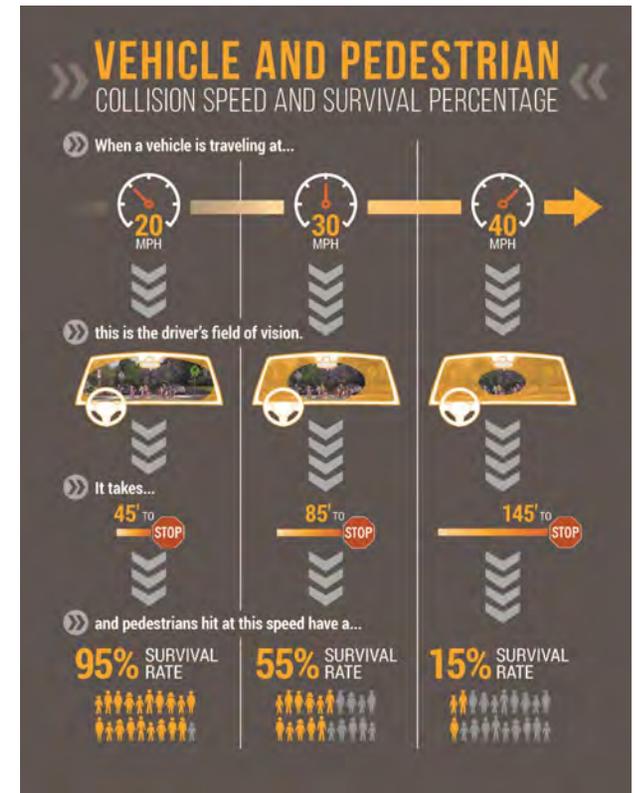


SAFE SPEEDS

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.

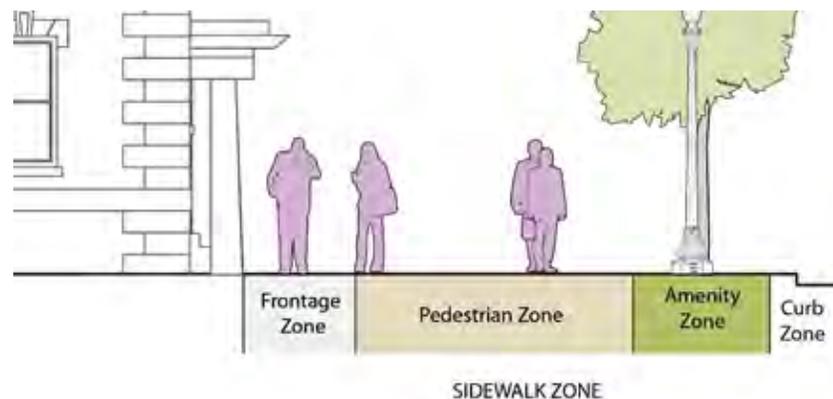
Also known as the “walking zone,” the Pedestrian Zone is the portion of the sidewalk space used for active travel. For it to function, it must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes including those using mobility assistance devices, pushing 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.

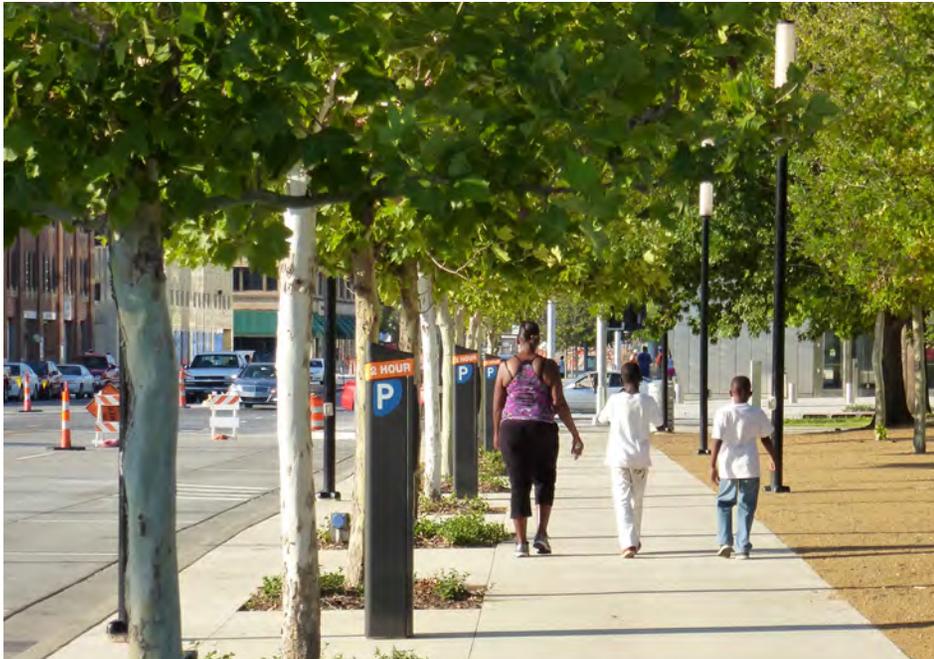


BICYCLE PARKING

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.

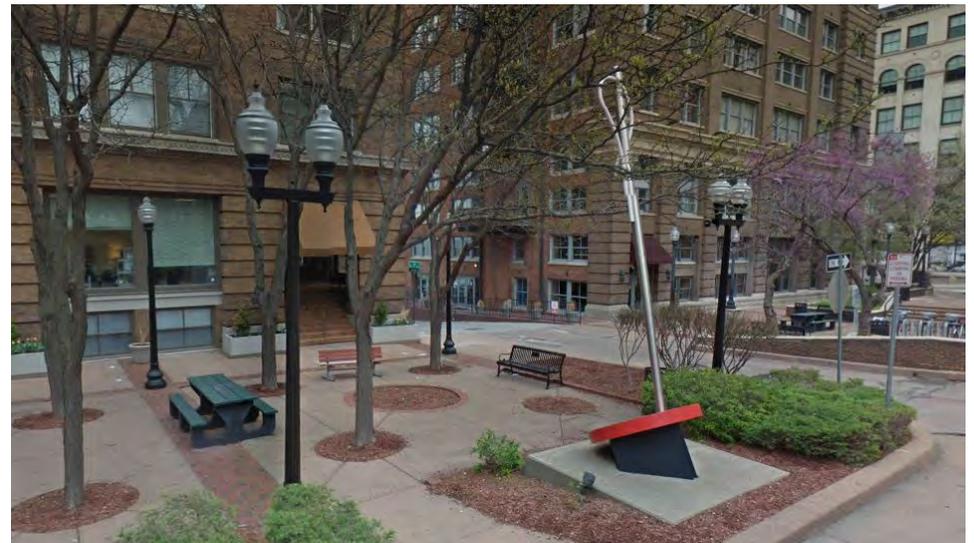
The wayfinding system should project a consistent image for the entire city, reduce visual clutter, and promote walking, bicycling, and bus usage. The design of wayfinding elements, such as icons and colors, is dictated by the approved City Wayfinding Policy. This includes, but is not limited to:

- 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.



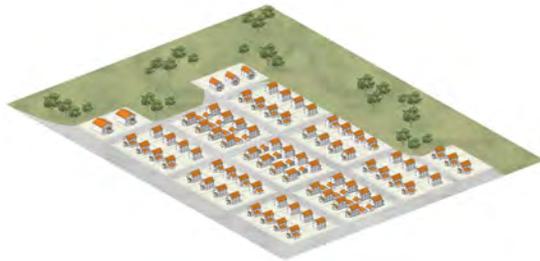
2.3 TYPOLOGIES

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.



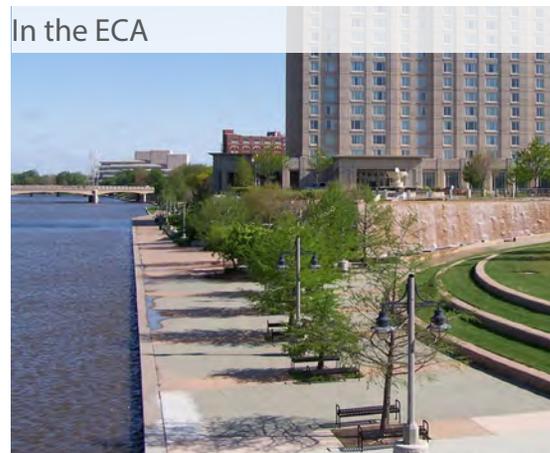
NATURAL PRESERVE



LINEAR PARK



COMMUNITY PARK





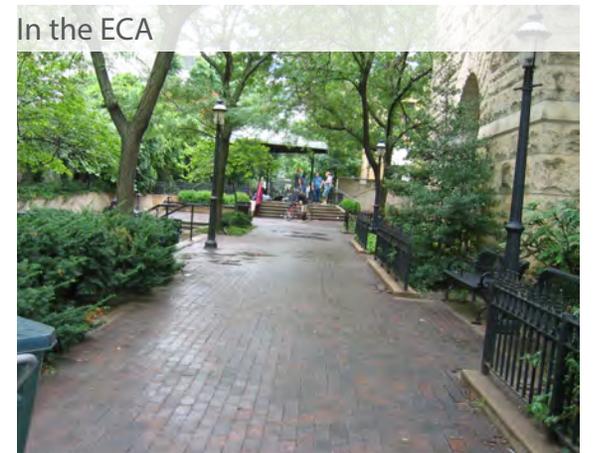
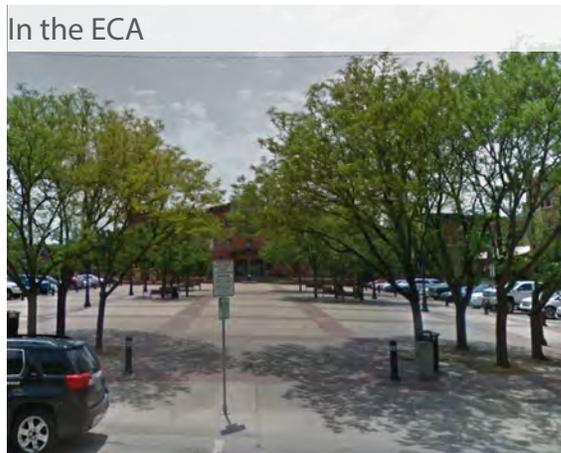
NEIGHBORHOOD PARK



SQUARE



PLAZA / COURTYARD



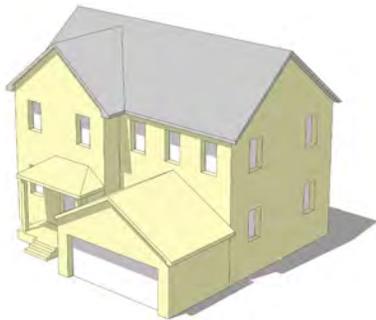
2.3 TYPOLOGIES

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



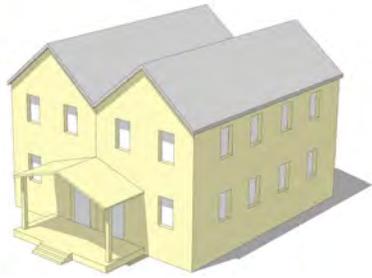
A residential building designed for one primary dwelling unit in a neighborhood setting. The compact variant of this type is based primarily on a small lot size, typically found in much of the ECA, in particular those older areas of Wichita. The garage often is detached and to the rear of the house, 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



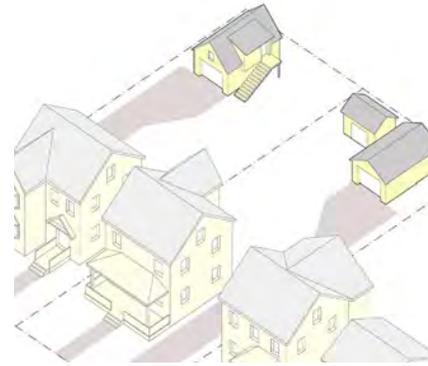
A residential building designed to accommodate two primary dwelling units in a neighborhood or suburban setting. Duplex units share a single common wall or floor/ceiling. A duplex may be on a single lot, or it may be platted as separate lots along the common wall line subject to platting restrictions. 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



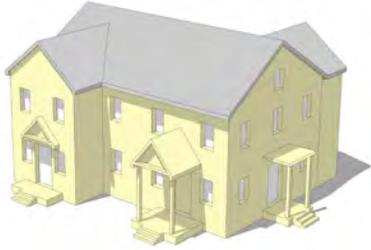
A self-contained housing unit that may be wholly within, attached to, or detached from a principal single-family residence on a zoning lot. Its structure and use are subordinate to and serves the principal residence, and contributes to the comfort, convenience or necessity of occupants of the principal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



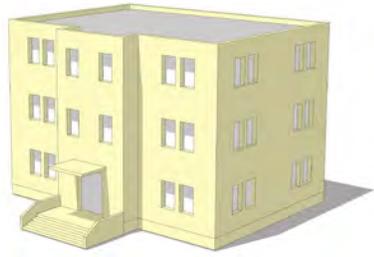
A residential building type designed to accommodate up to 8 dwelling units in a compact walkable neighborhood or mixed-use setting. Each unit is separated by a common side wall with a side-by-side configuration, and each has its own private entrance. Units may be on a single lot subject to common ownership 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.

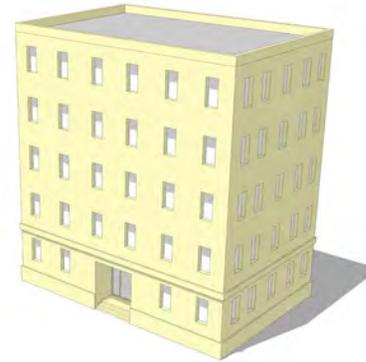
Rules of Thumb

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

Level of Interaction: High / Limited



MID-RISE APARTMENT



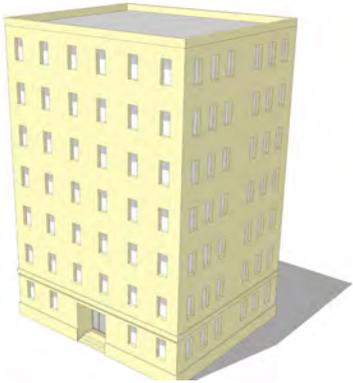
A moderate scale, multi-unit residential building on a moderate-sized lot in high density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a neighborhood. Parking, if accommodated on 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



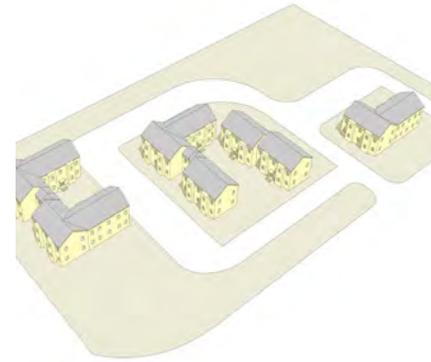
A large scale, multi-unit residential building on a moderate- to large-lot in high density areas, corridors or mixed-use areas. The building is accessed by a common lobby entrance at the building frontage and arranged to integrate into the block structure of a walkable destination or node. Parking, if 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



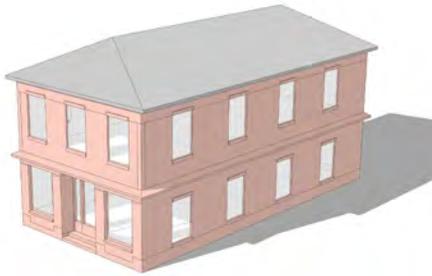
A grouping of small-scale apartment buildings in a common development arranged around an internal system of streets/internal access, parking lots, walkways and common open space.

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

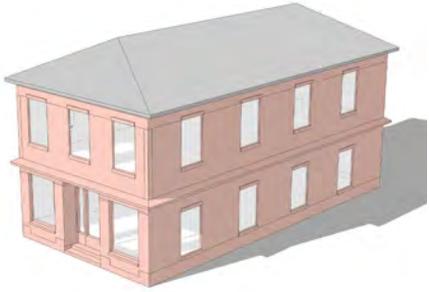


Rules of Thumb

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



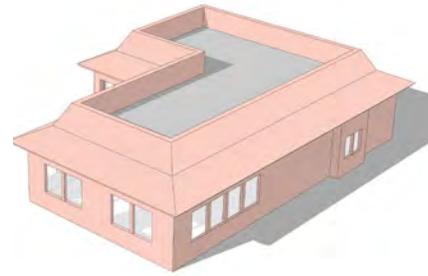
A large scaled building designed to accommodate ground floor retail or commercial use with frequent pedestrian interaction, and upper level residential, office or commercial uses that support the overall vitality of retail on the site or in the district.

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:

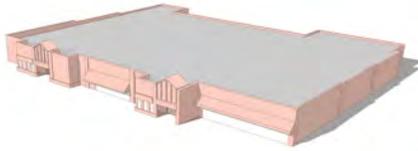
There are some examples of drive-thru facilities that are built to the street. Although not typical, this example provides a creative solution for accommodating car-oriented uses without compromising a more walkable building frontage.



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.

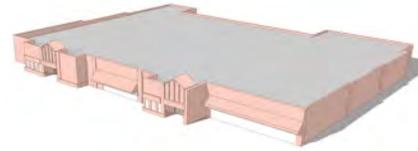
Rules of Thumb

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

Level of Interaction: Low



MEDIUM AND BIG BOX



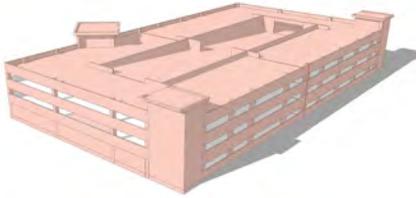
A building designed to accommodate moderate and large-scale retail, commercial or service functions usually as an anchor use in a larger commercial center or complex. Site design, building orientation, lot access and parking standards are specifically arranged to accommodate the scale of development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

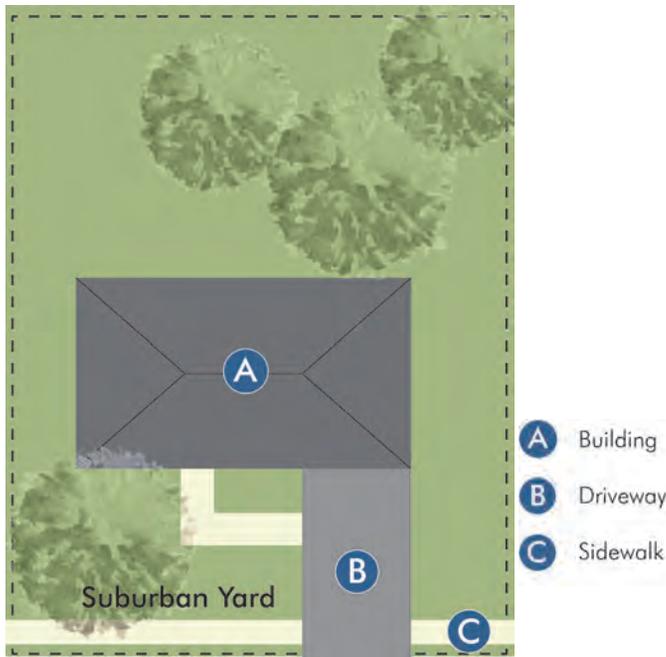
Level of Interaction: Limited / Low



2.3 TYPOLOGIES

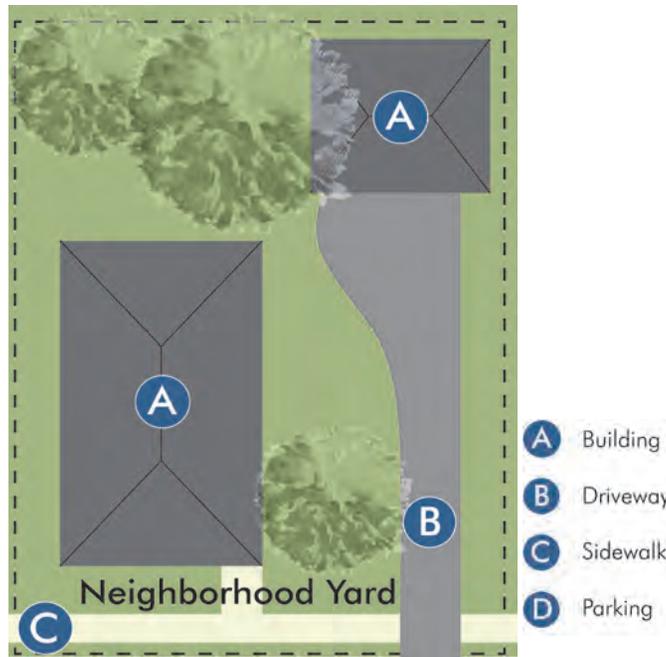
E. DEVELOPMENT - FRONTAGE TYPES

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.



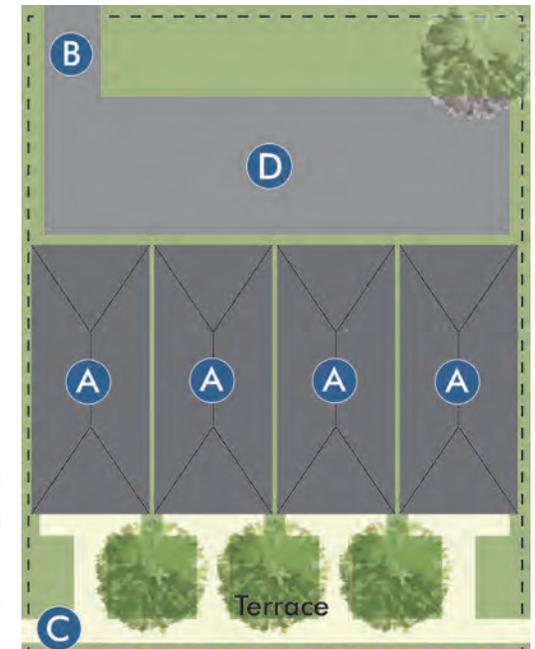
SUBURBAN YARD (S)

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)

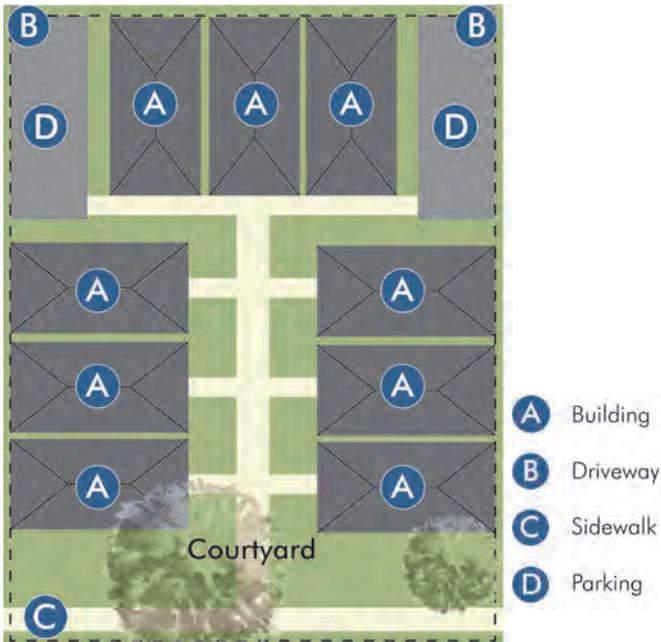
A small to moderate open area with a building setback from the property line. This frontage type generally creates a consistent landscaped area across several frontages along a block face, with buildings setback at a common distance – typically greater than other frontage types – where landscape designs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



TERRACE (T)

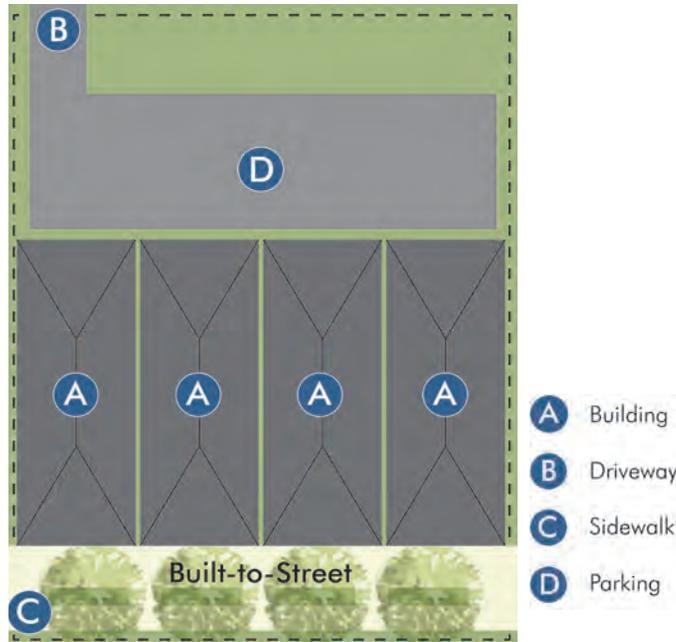
A shallow open area that creates a continuous landscape area along a streetscape. Buildings are setback moderately from the streetscape but still maintain a formal relationship to shape this space. The terrace may be landscaped as a yard, courtyard or garden in more residential settings, or it may include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

FRONTAGE TYPES (CONT.)



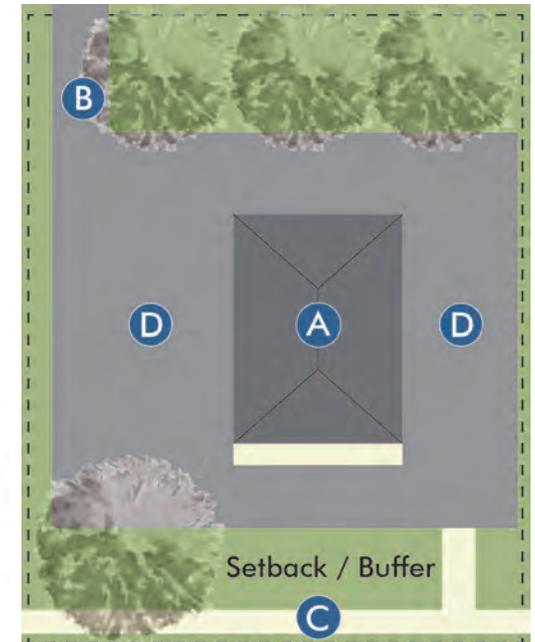
COURTYARD (C)

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

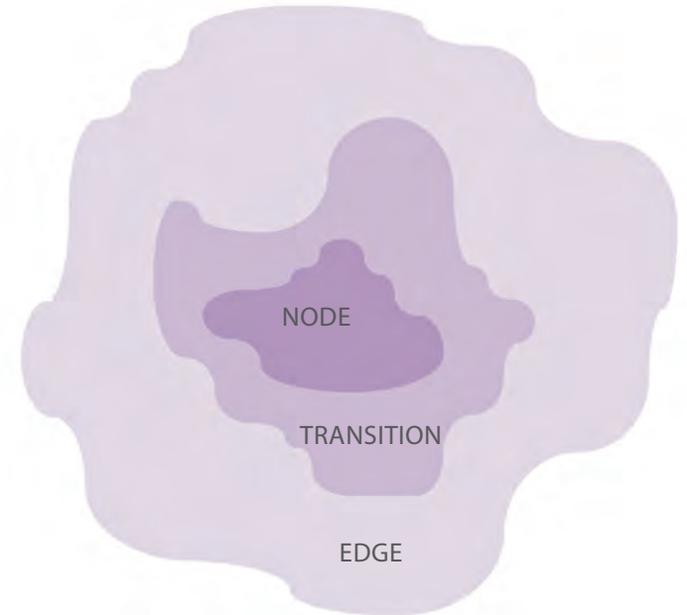
PLACES - SET THE FRAMEWORK

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.

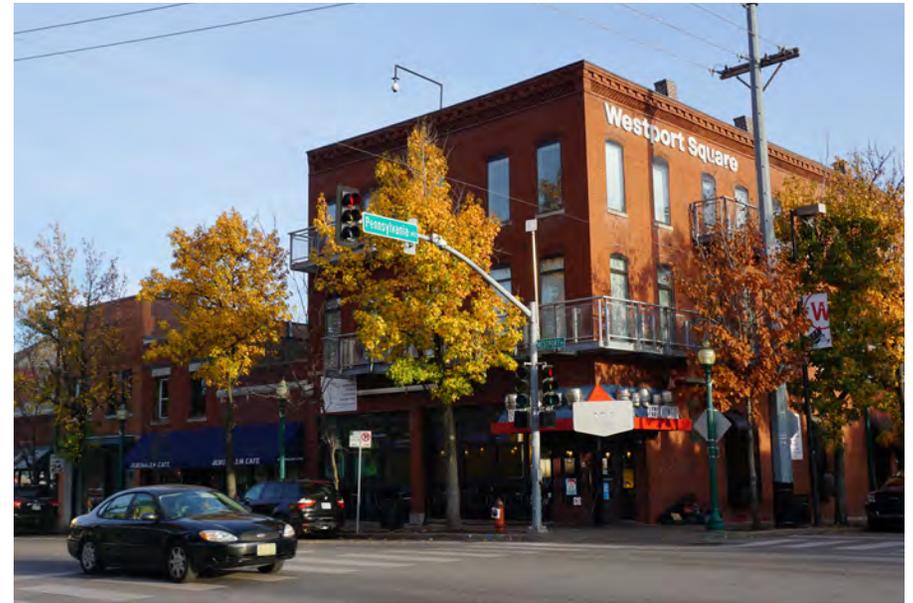


NODES, TRANSITION, AND EDGE AREAS

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.

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
Non-residential			
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
Residential			
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.



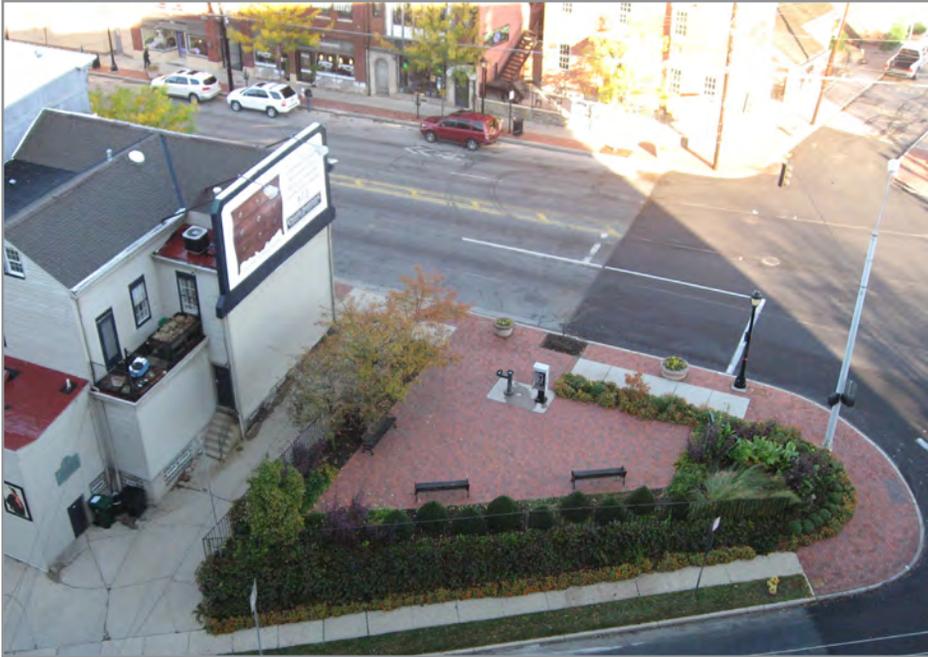
Refine the appropriate range of Building Types at the block scale

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.

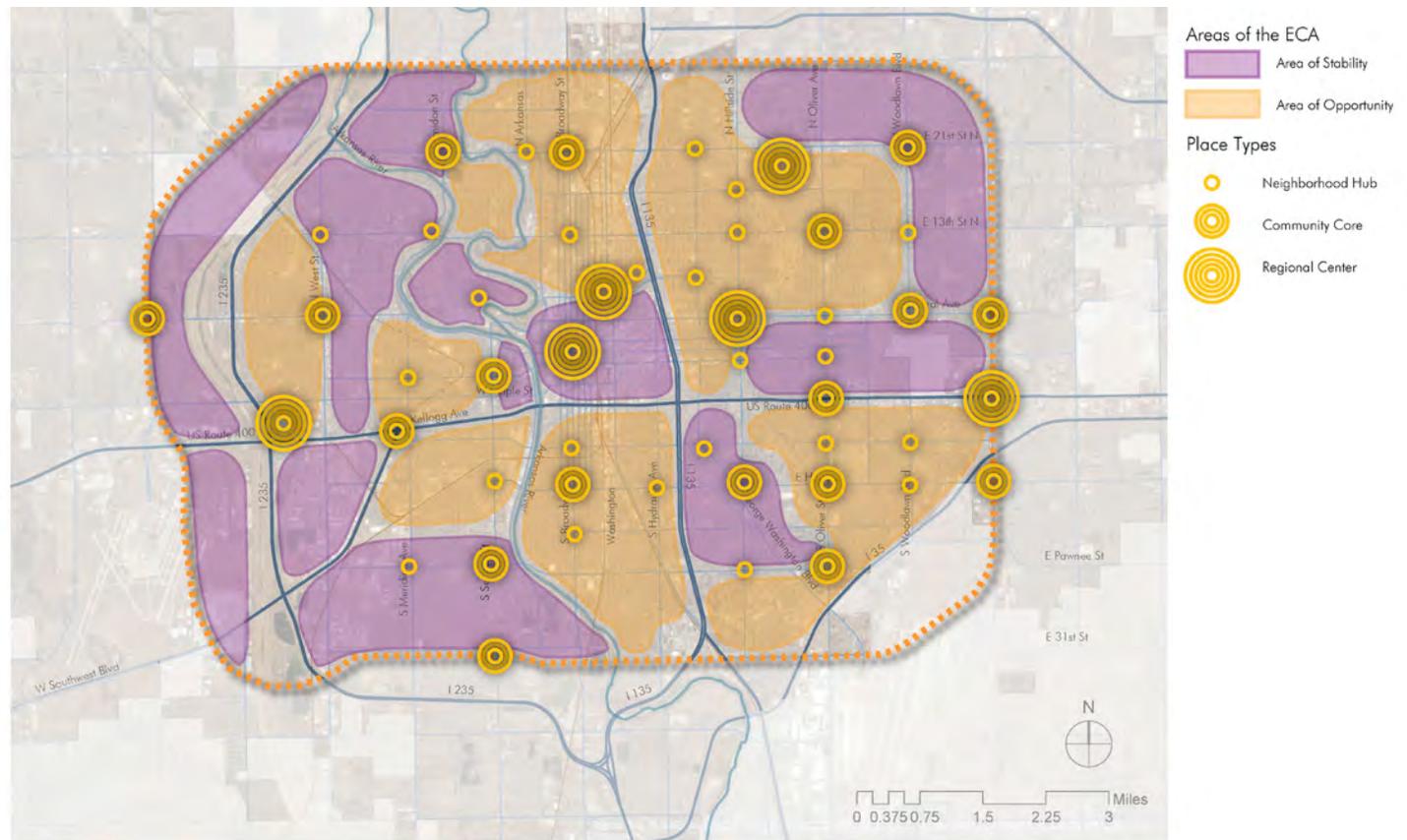
3.2 BUILDING PLACES FOR PEOPLE

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.

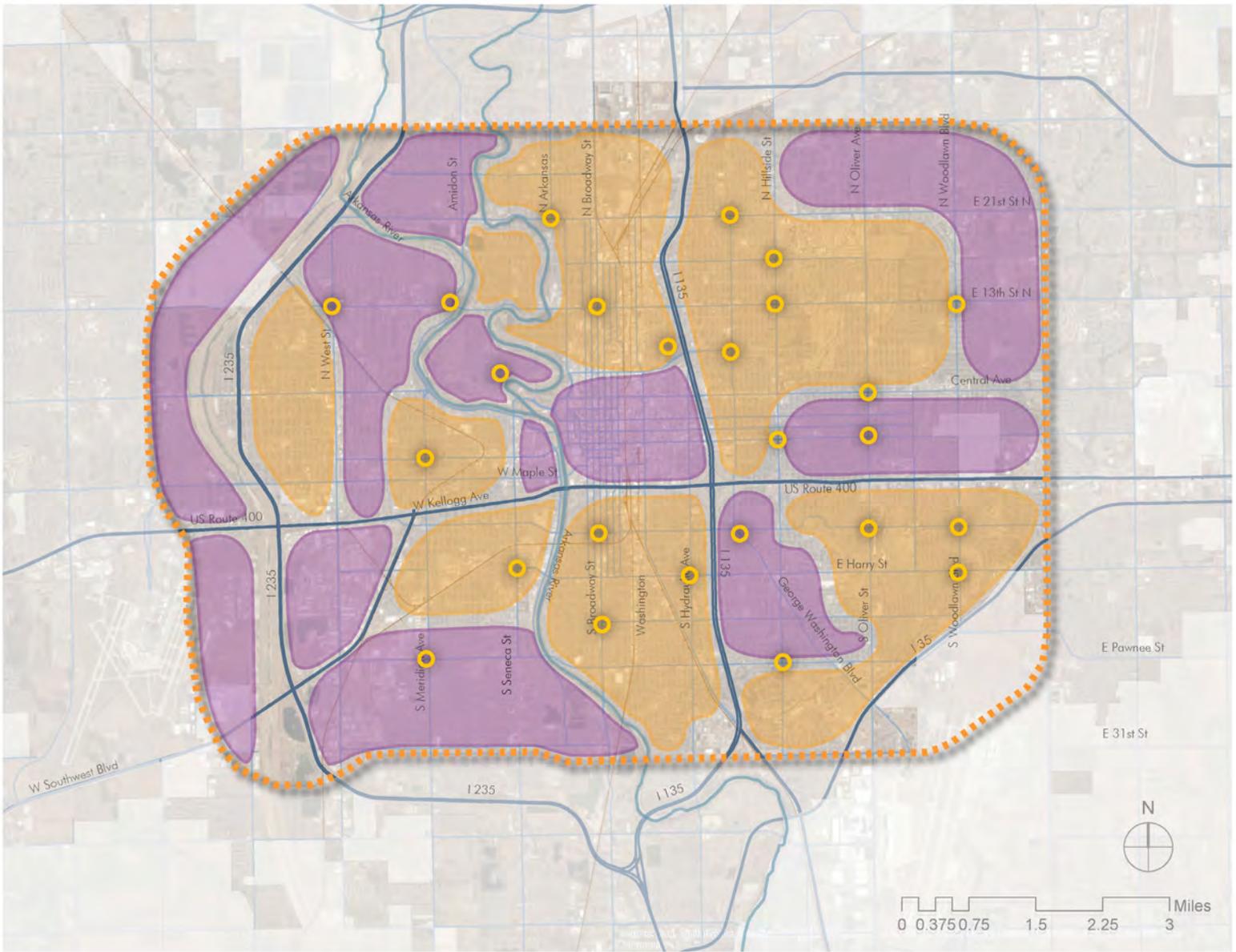


13th & West



17th & Hillside



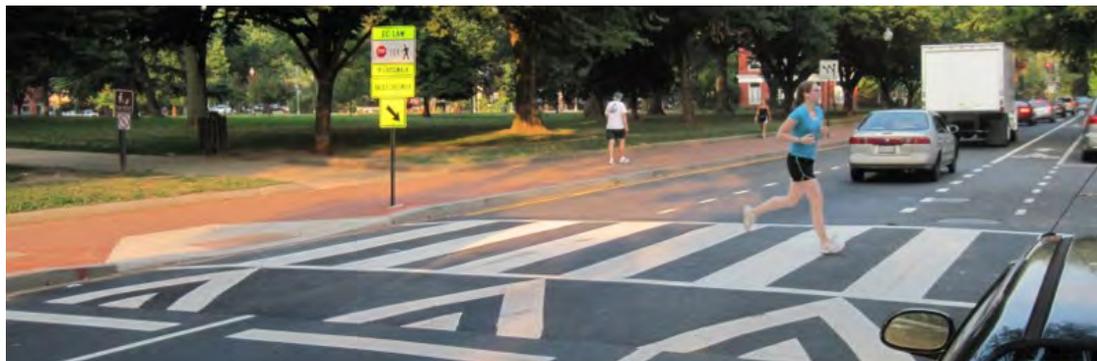


NEIGHBORHOOD HUBS

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.

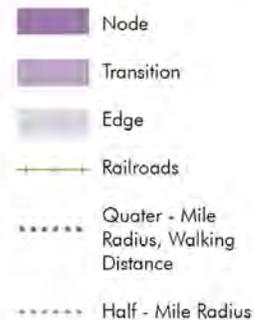
NEIGHBORHOOD HUB - STREETS AND OPEN SPACES

	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

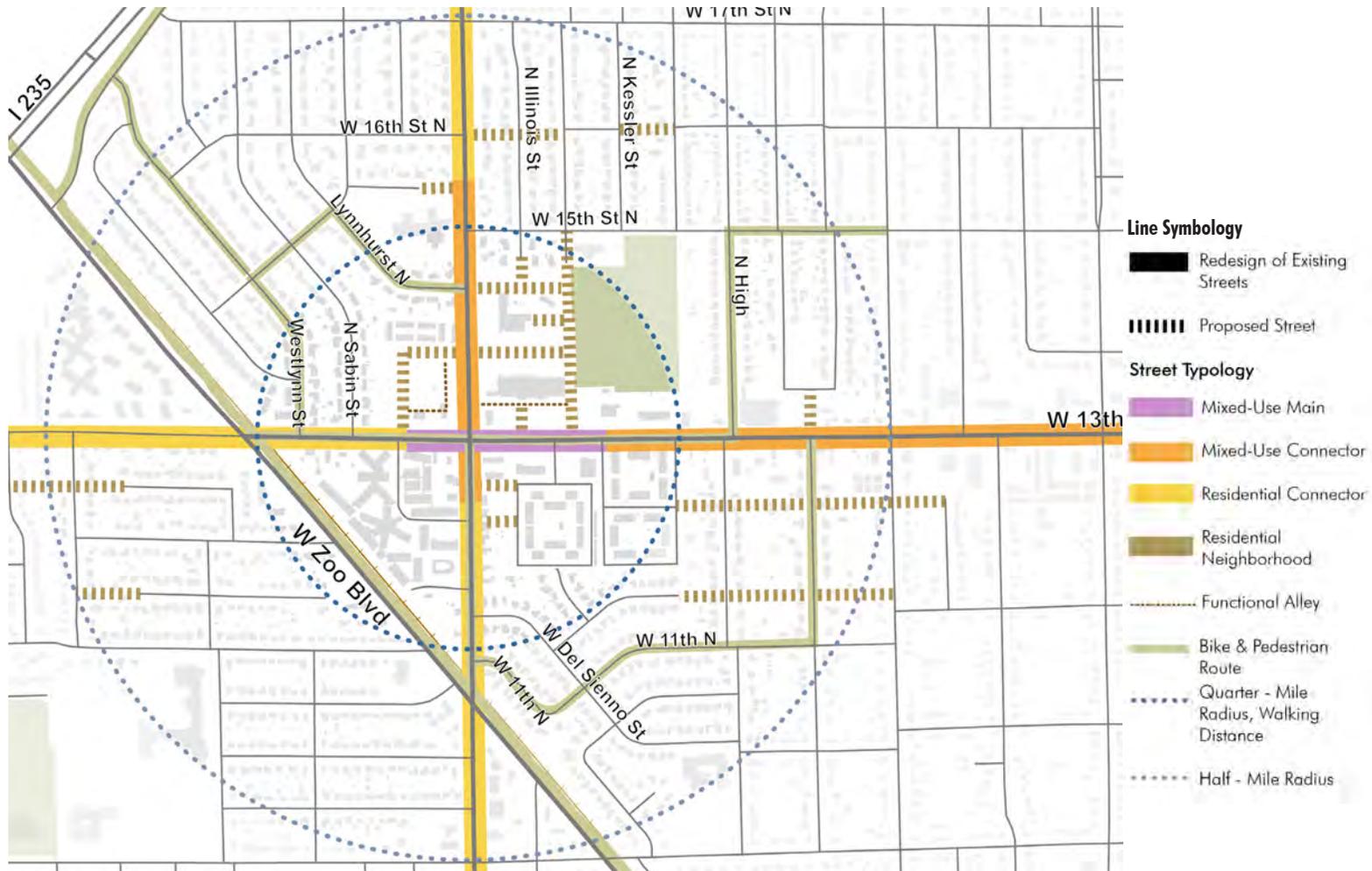


The Neighborhood Hub at 13th and West is heavily supported by detached housing with a notable concentration of multi-unit units. The commercial development of the area is automobile-oriented and comprised of medium and big-box stores, small strip centers, drive-throughs, and pad-sites. The open spaces 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.



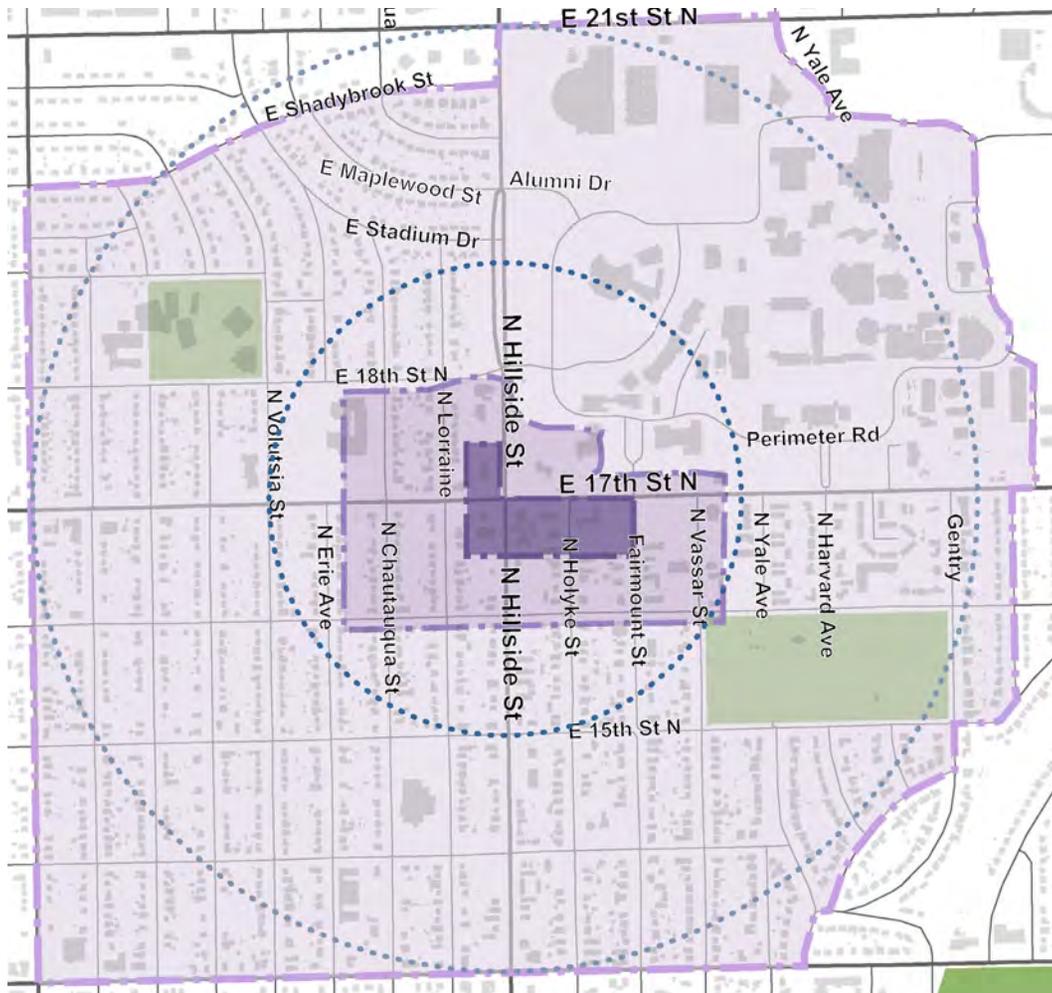
Streets

- 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.

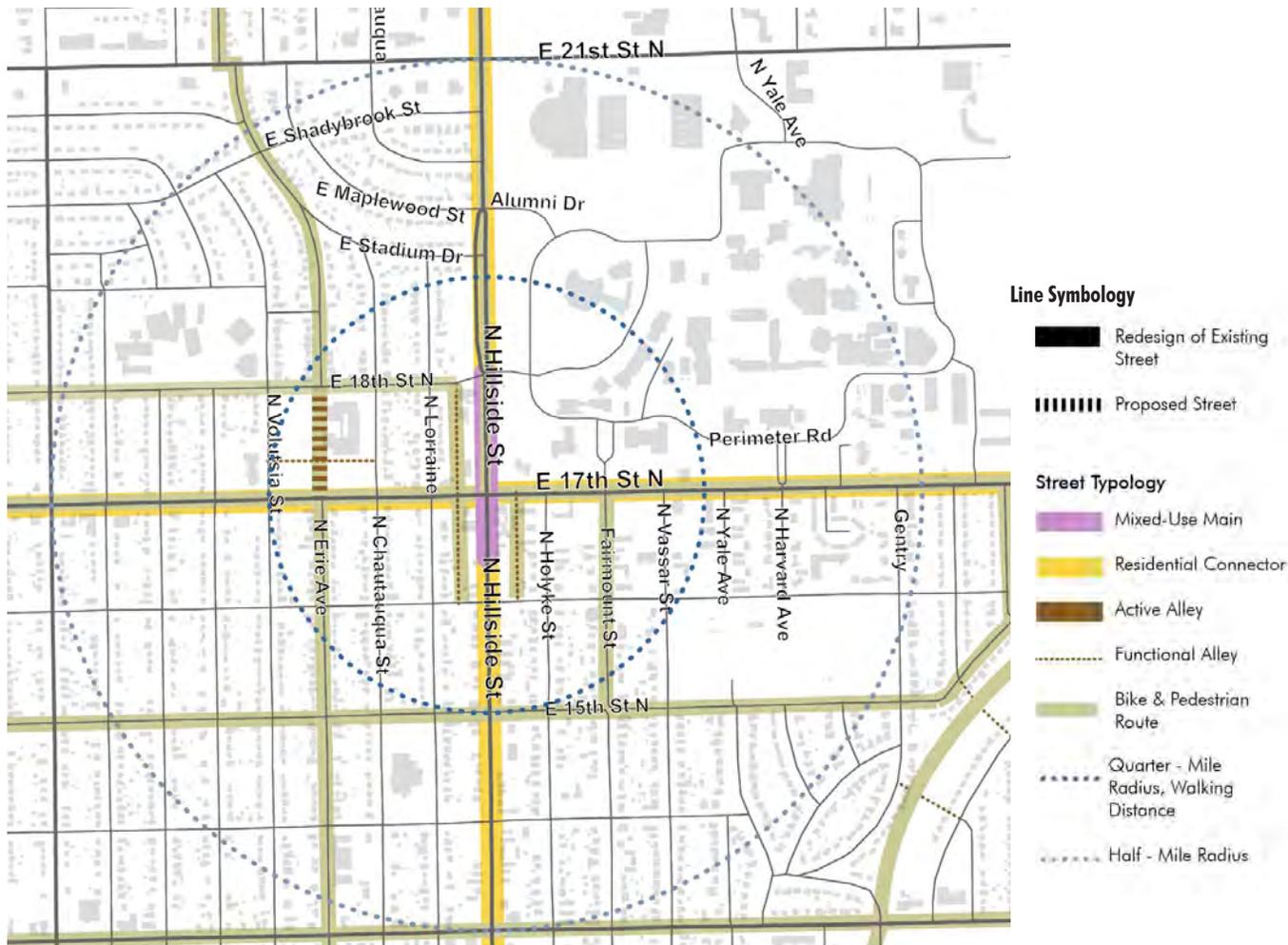


The Neighborhood Hub commercial at 17th and Hillside is predominately supported by detached residential with notable two-family and multi-unit student housing. Commercial development in the area is anchored by auto-oriented uses such as the Wichita State University campus and its abundant surface parking, 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.



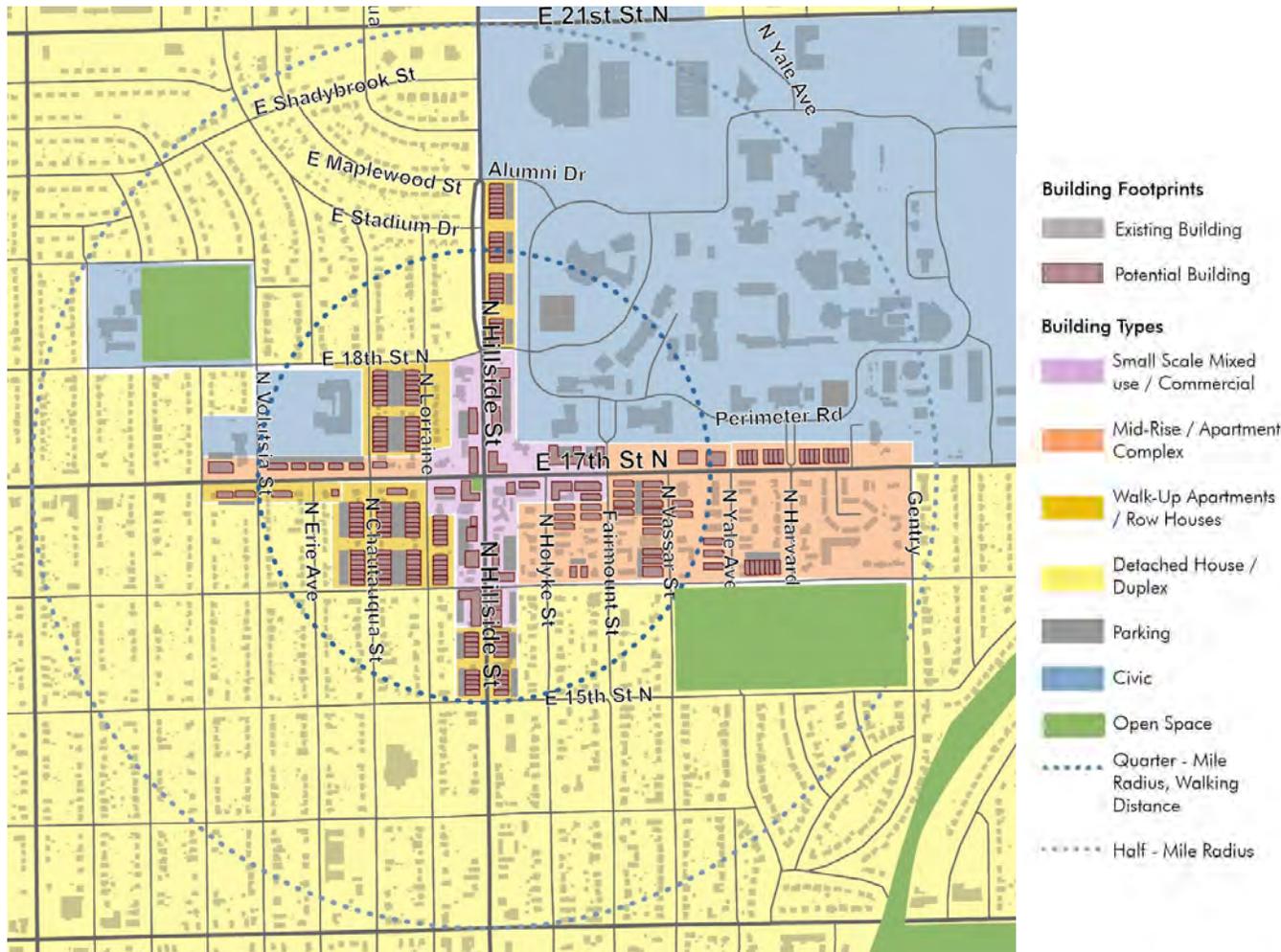
Destinations and Patterns

- 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.



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.

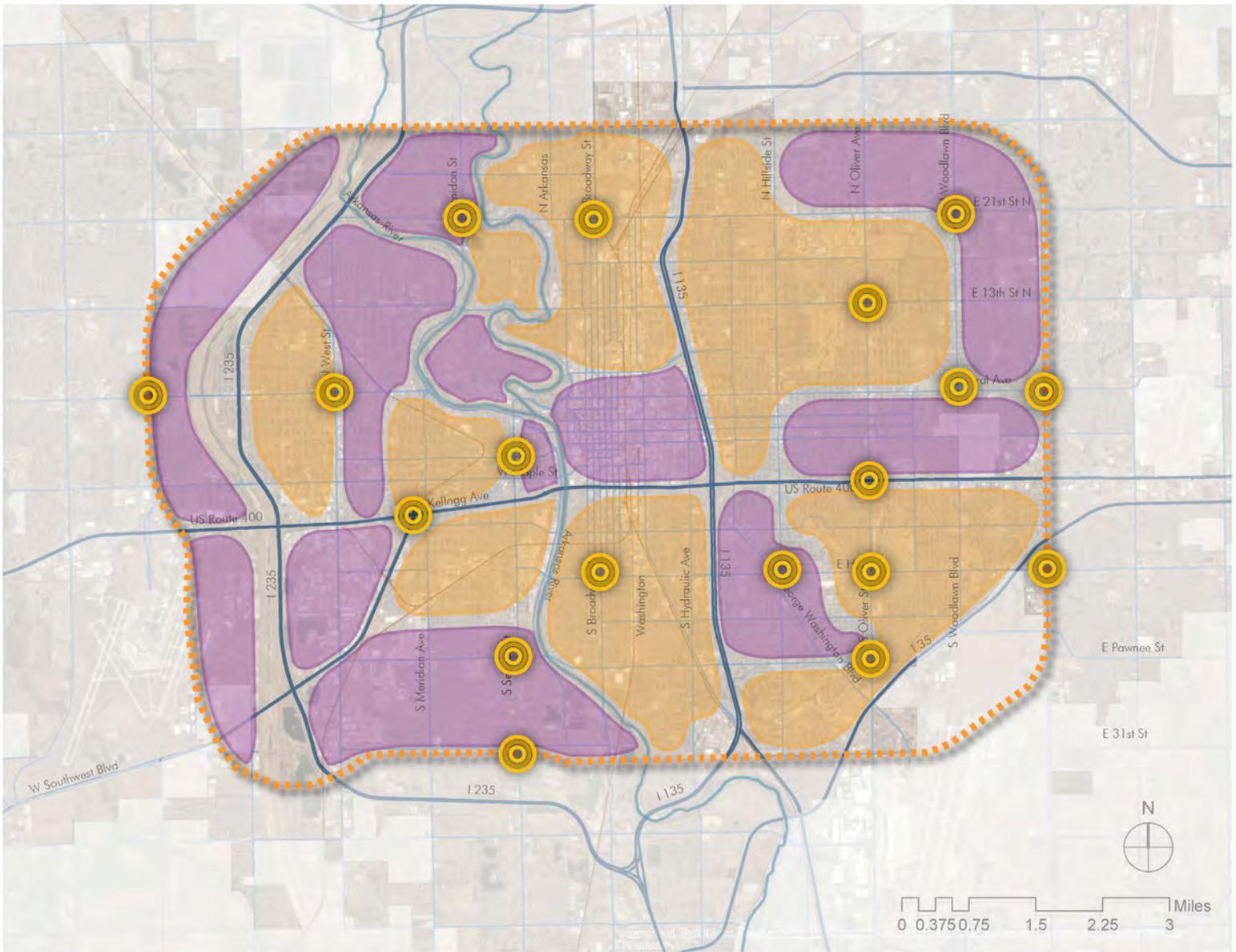


Delano District



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

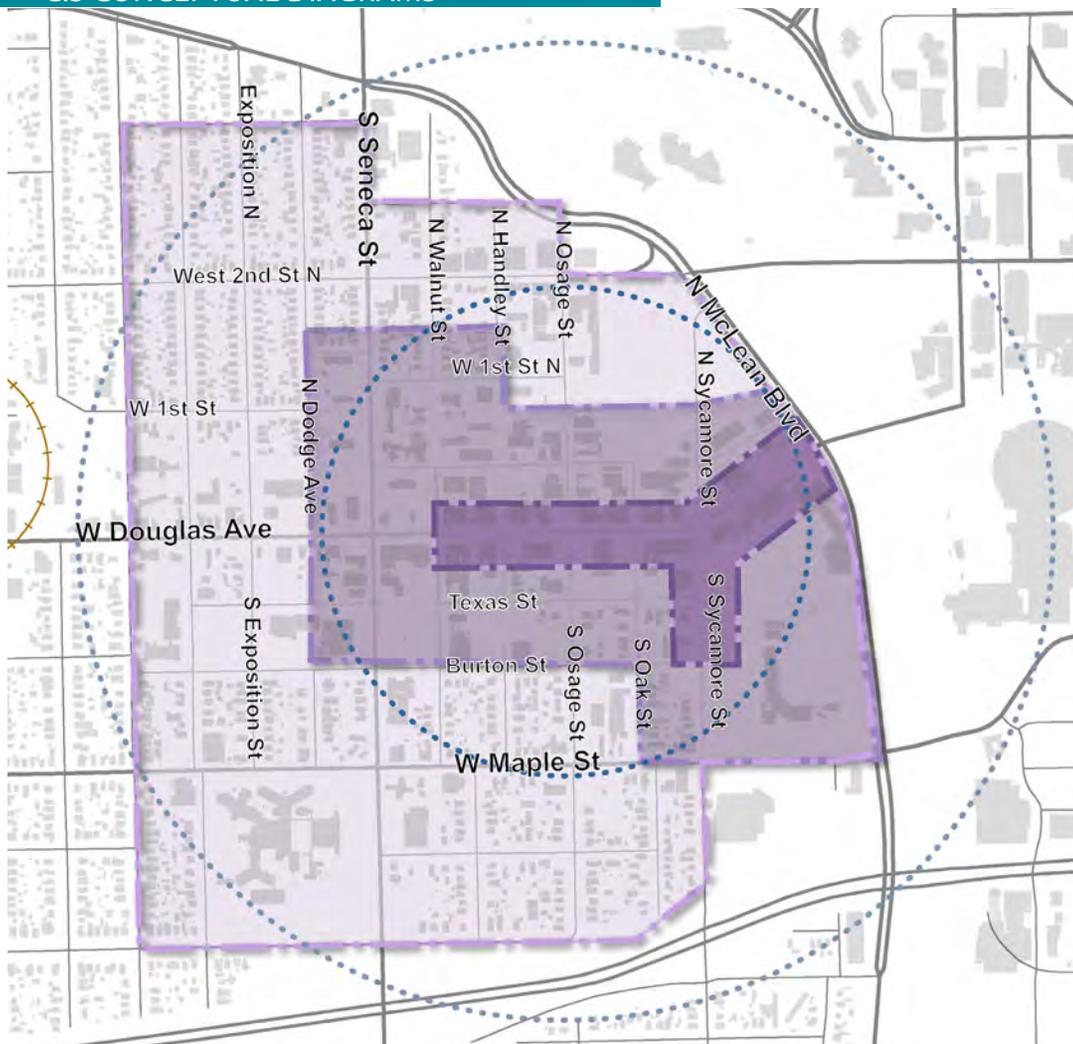


	NODE	TRANSITION AREA	EDGE	
NATURAL PRESERVE				
OPEN SPACE TYPES	LINEAR PARK	■	■	
	COMMUNITY PARK		■	
	NEIGHBORHOOD PARK		■	
	SQUARE	■	■	
	COURTYARD/PLAZA	■	■	
	MIXED-USE MAIN	■		
STREET TYPES	MIXED-USE CONNECTOR	■	■	
	RESIDENTIAL CONNECTOR		■	■
	RESIDENTIAL NEIGHBORHOOD			■
	PLAZA STREETS	■		
	ACTIVE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

■ Recommended Streets and Open Spaces

3.2 BUILDING PLACES FOR PEOPLE
C.3 CONCEPTUAL DIAGRAMS

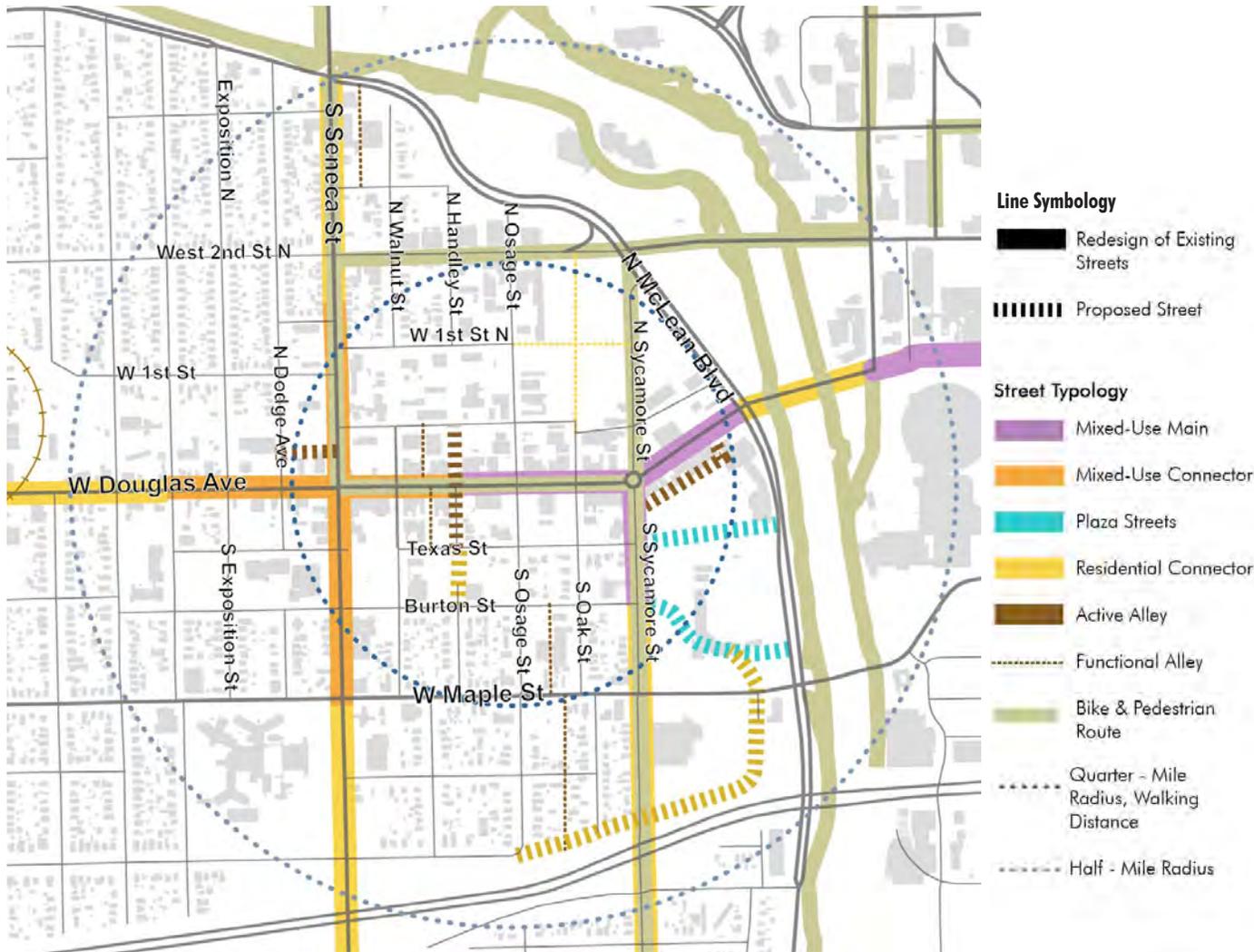
DELANO DISTRICT



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.



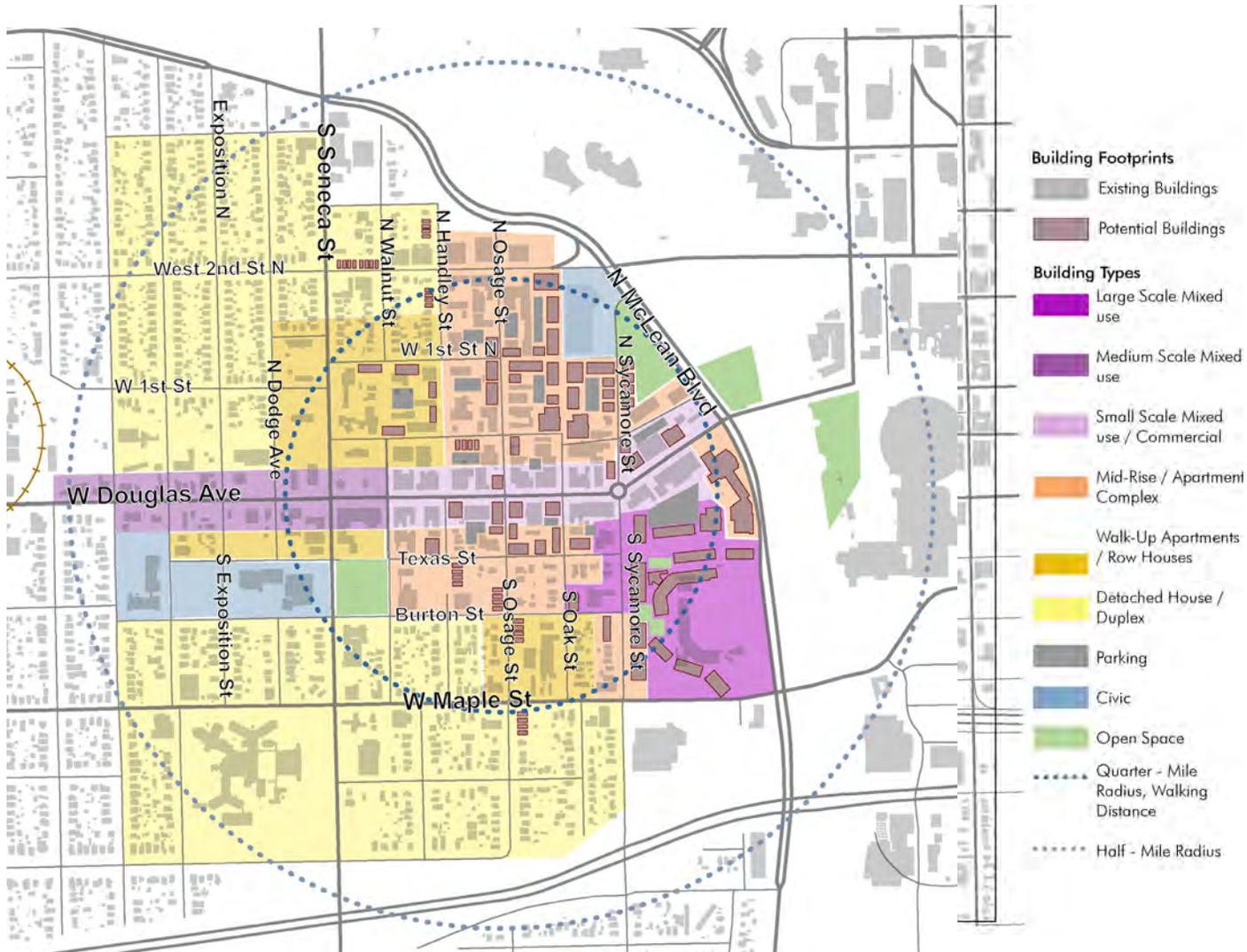
Streets

- 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.

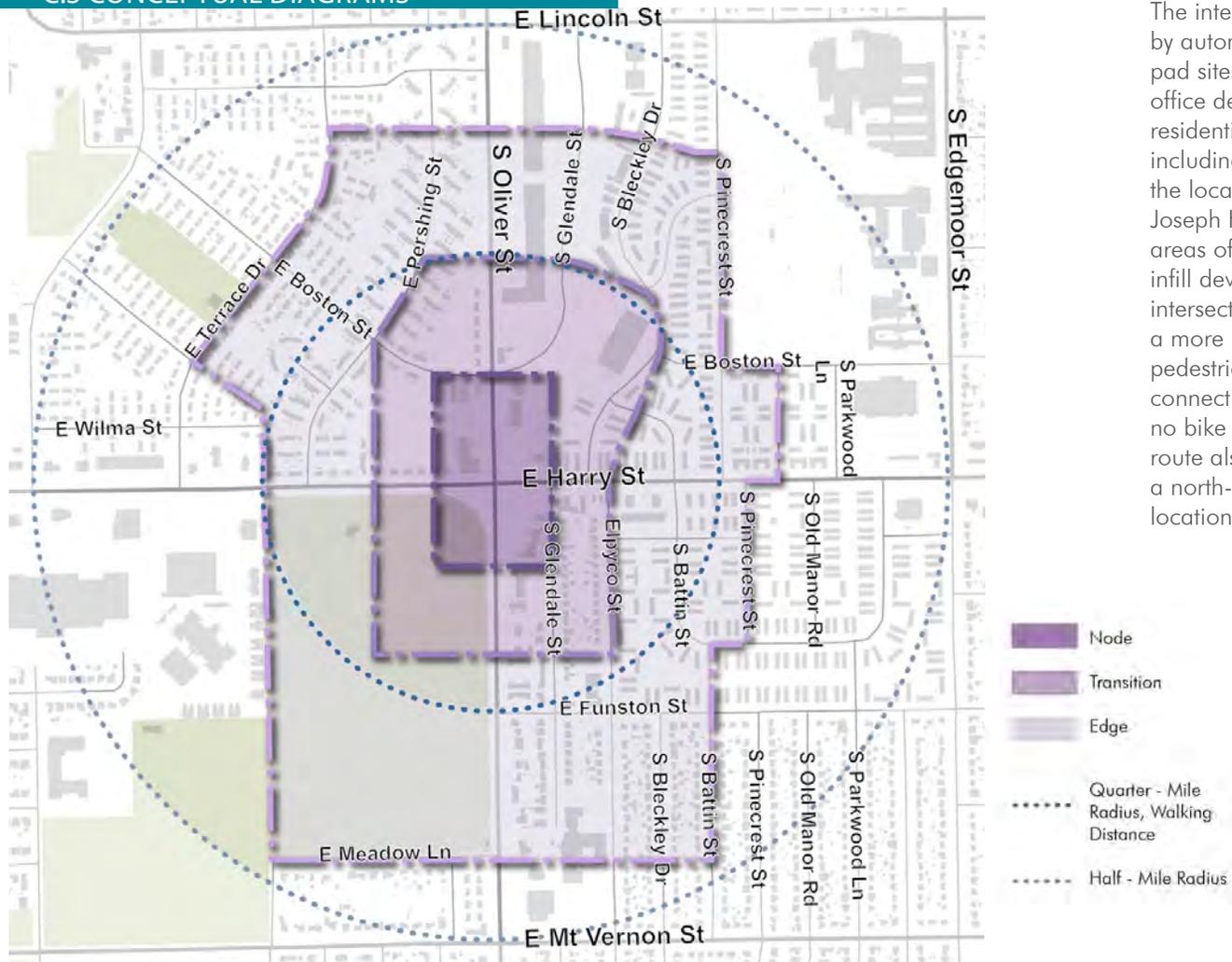


Buildings

- 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

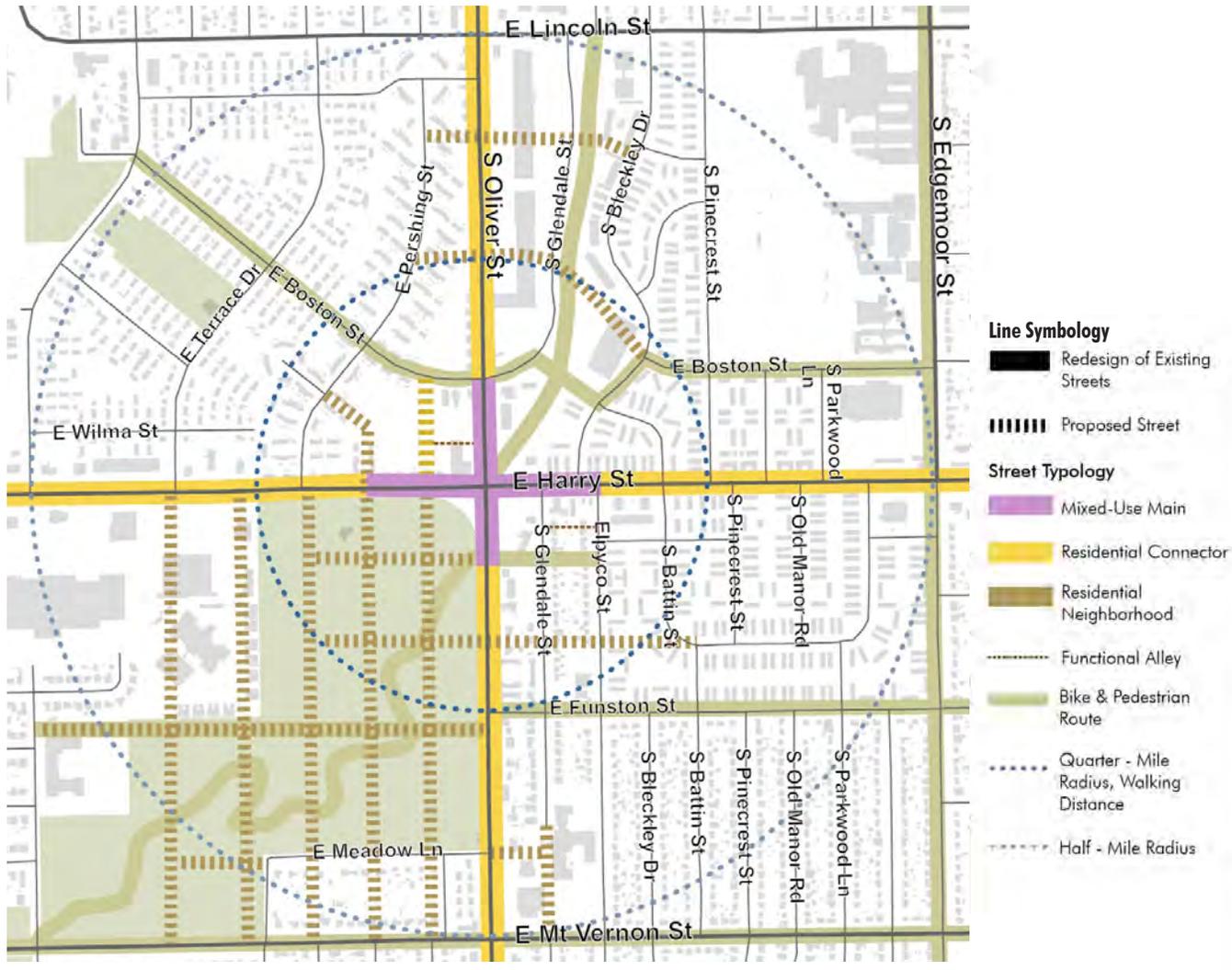
HARRY STREET & OLIVER STREET



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.



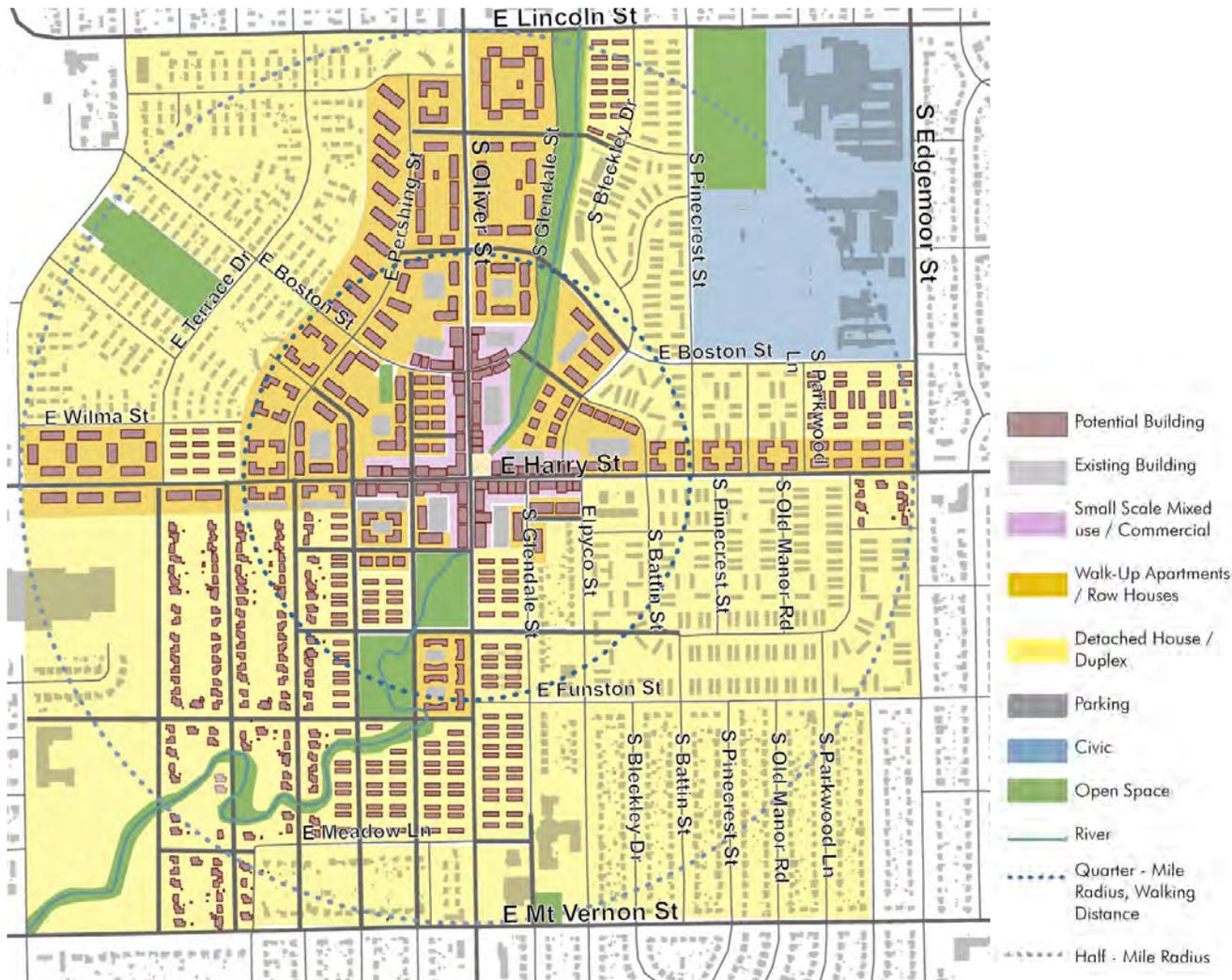
Streets

- 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

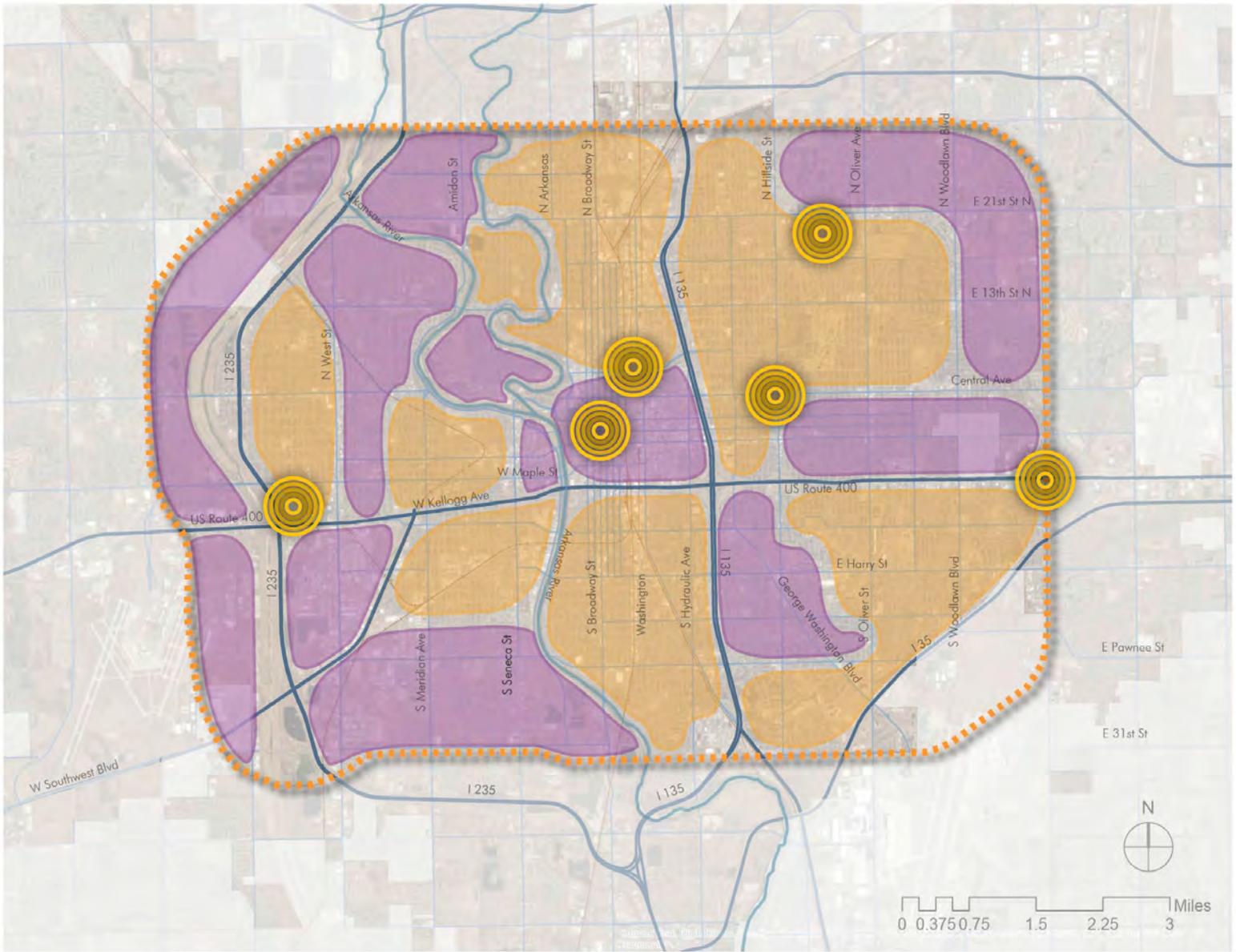
There are several existing Regional Centers throughout the ECA. Intended to serve commercial and institutional needs of the wider region, the ECA's Regional Centers take the form of large shopping centers or malls, a central business district, and university or medical campuses. While some Regional Centers 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

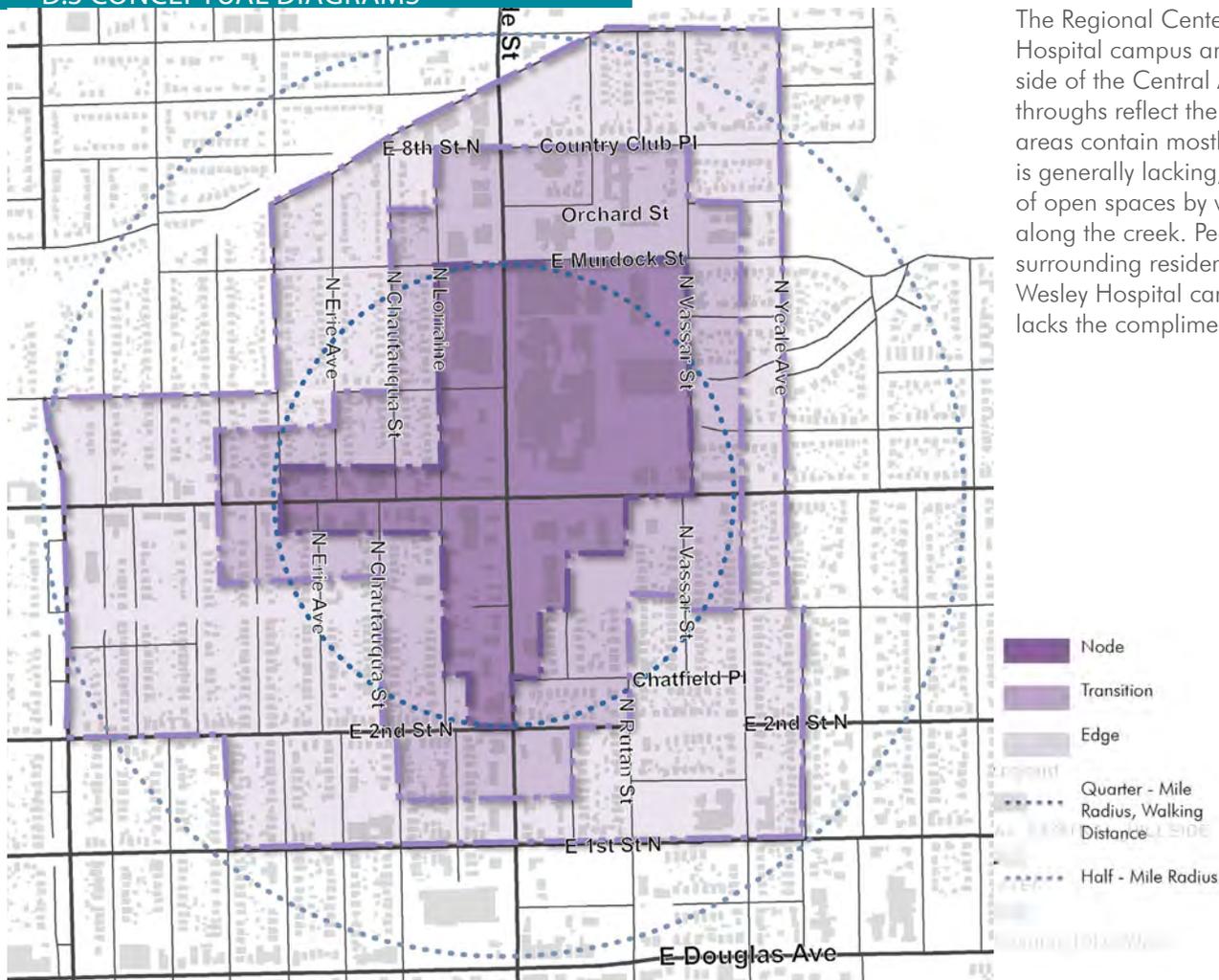
	NODE	TRANSITION AREA	EDGE
OPEN SPACE TYPES	NATURAL PRESERVE		■
	LINEAR PARK	■	■
	COMMUNITY PARK		■
	NEIGHBORHOOD PARK		■
	SQUARE	■	
	COURTYARD/PLAZA	■	■
STREET TYPES	MIXED-USE MAIN	■	
	MIXED-USE CONNECTOR	■	■
	RESIDENTIAL CONNECTOR		■
	RESIDENTIAL NEIGHBORHOOD		
	PLAZA STREETS	■	
	ACTIVE ALLEY	■	■
	FUNCTIONAL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

■ Recommended Streets and Open Spaces

3.2 BUILDING PLACES FOR PEOPLE

D.3 CONCEPTUAL DIAGRAMS

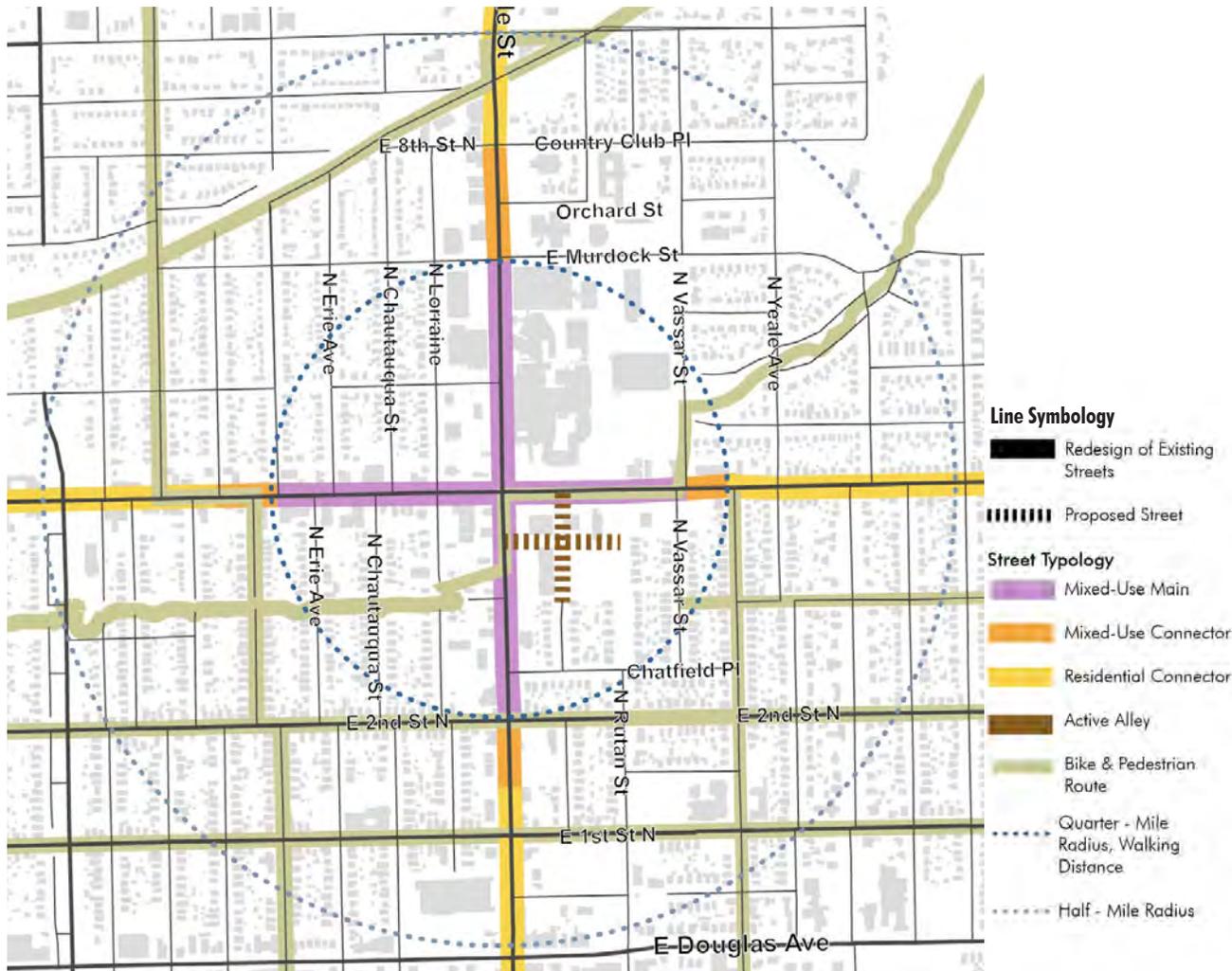
CENTRAL AVENUE & HILLSIDE STREET



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.



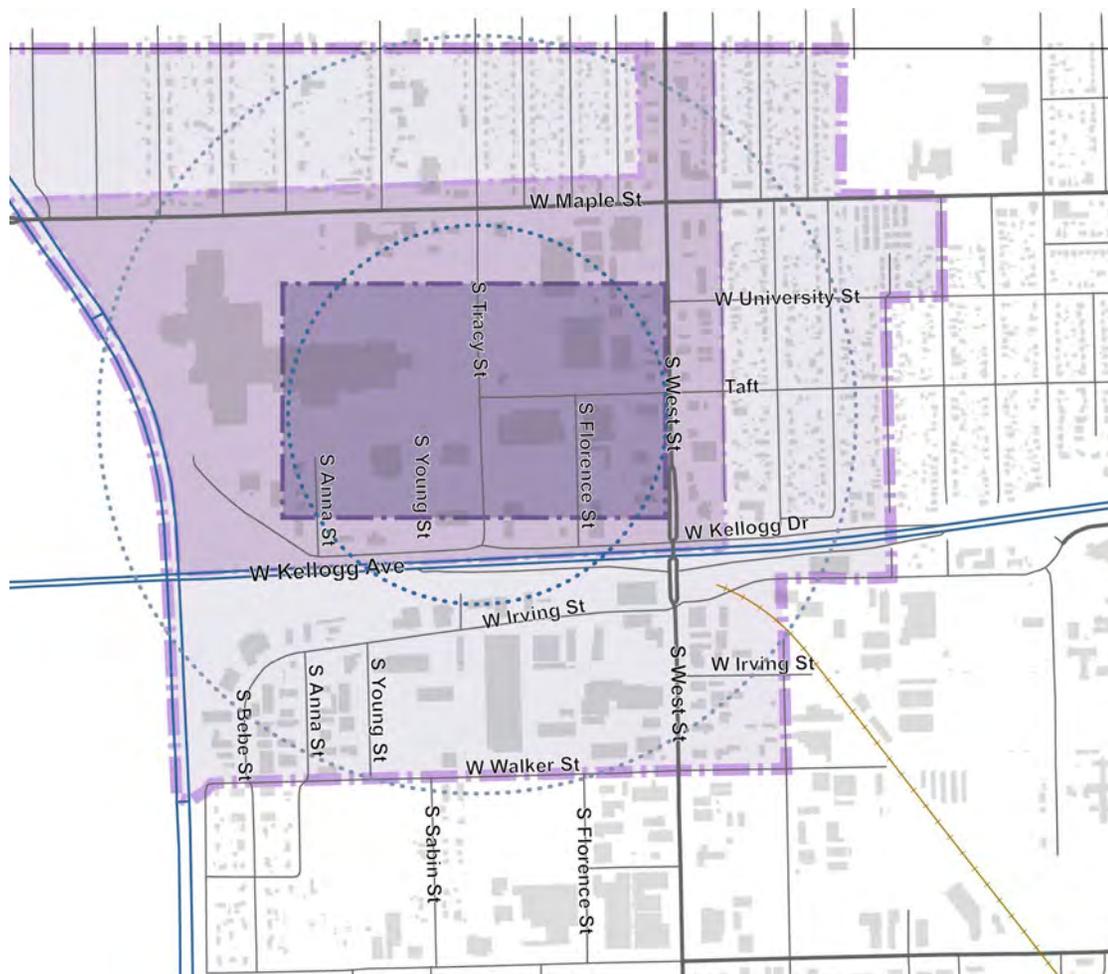
Open Space

- 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.

3.2 BUILDING PLACES FOR PEOPLE

D.3 CONCEPTUAL DIAGRAMS

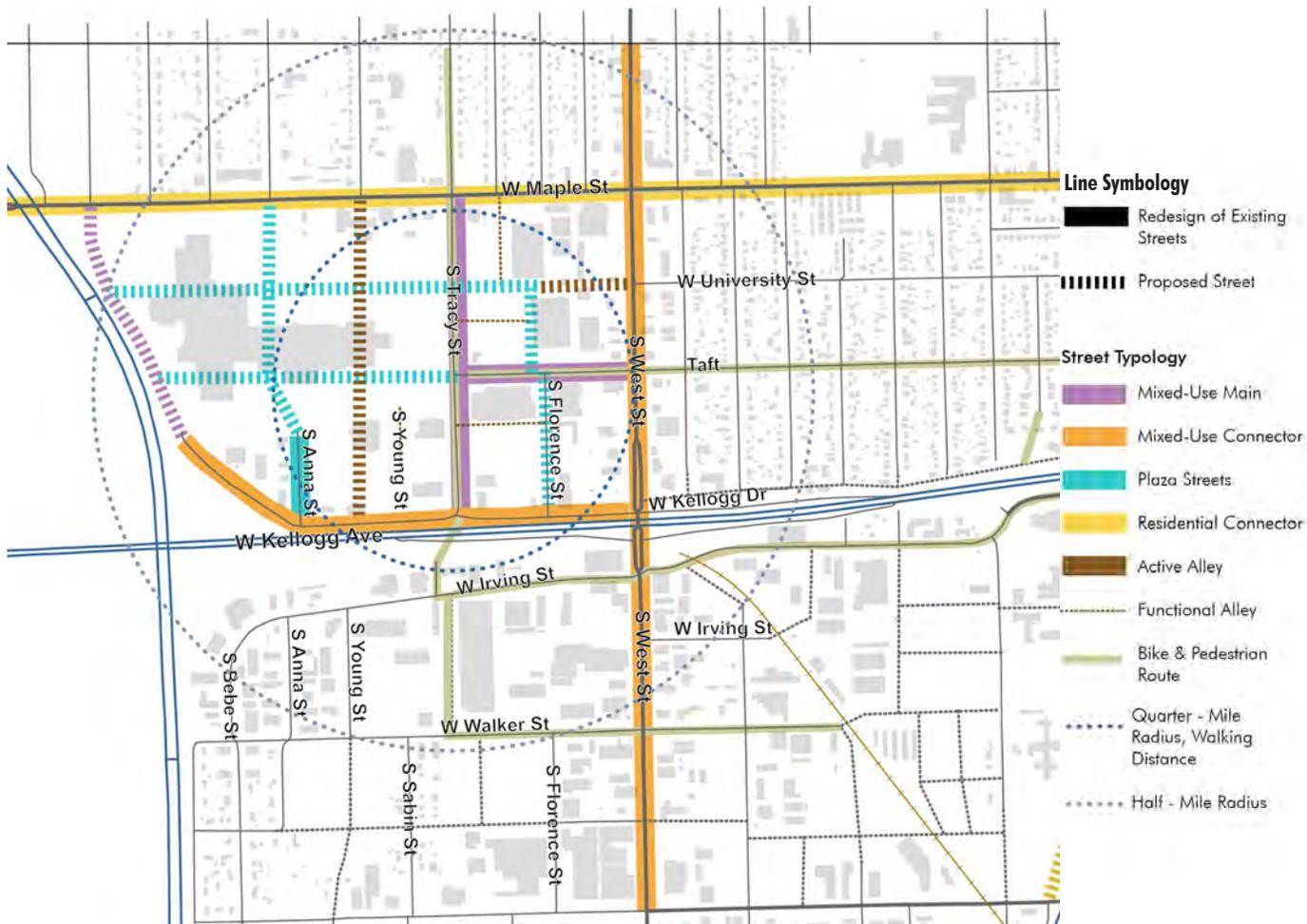
MAPLE STREET & WEST STREET



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.

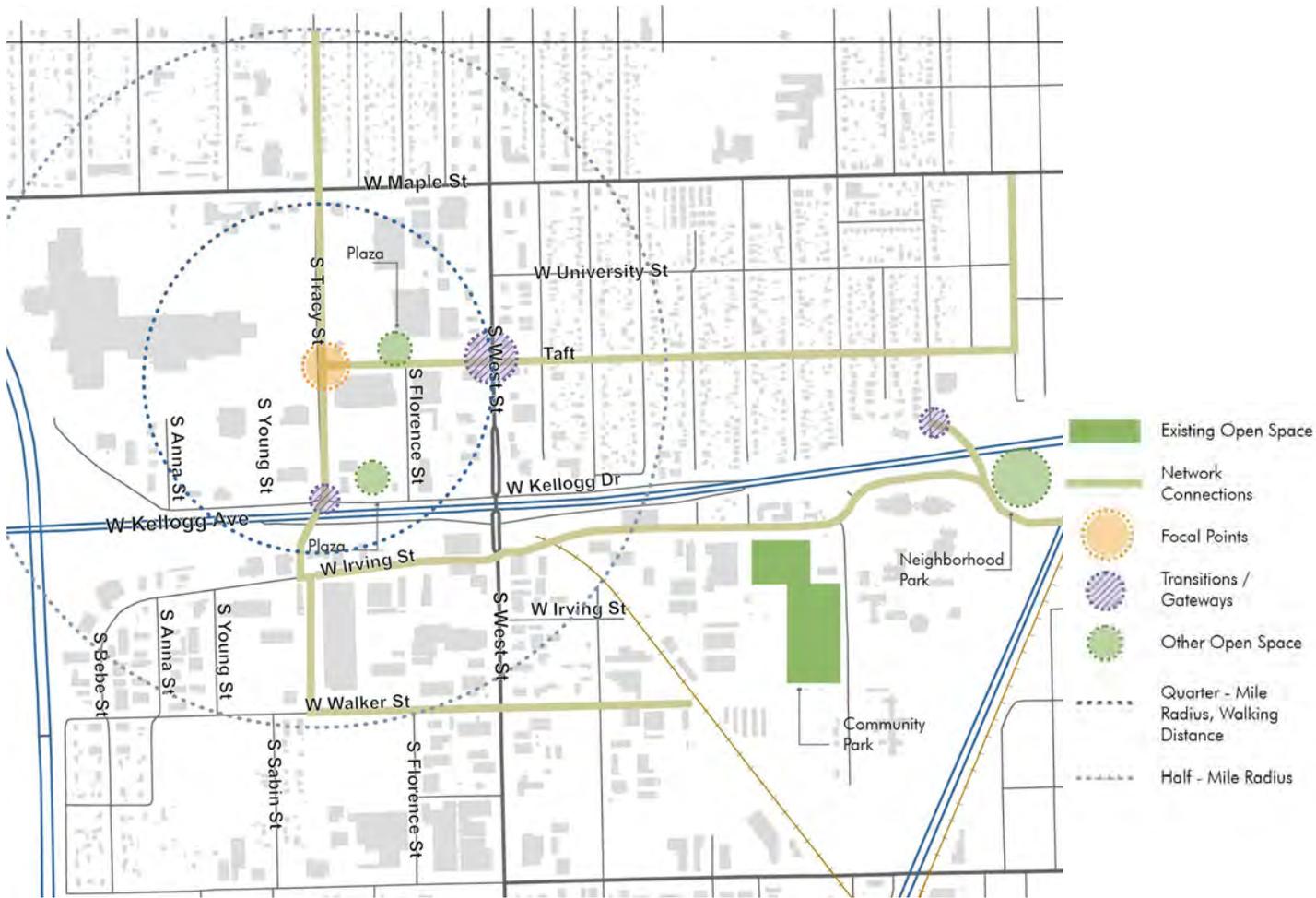
Destinations and Patterns

- 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.



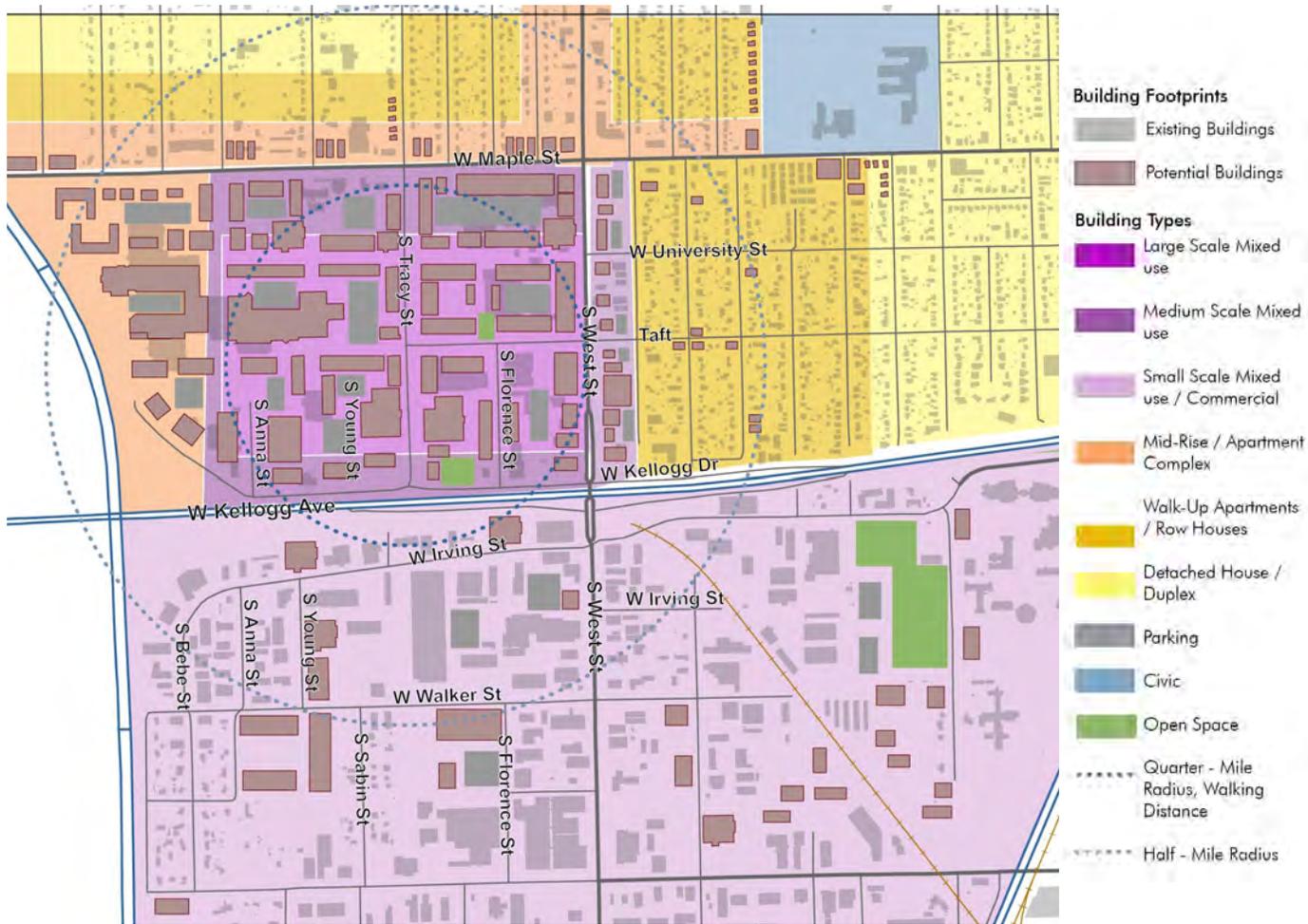
Streets

- 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.



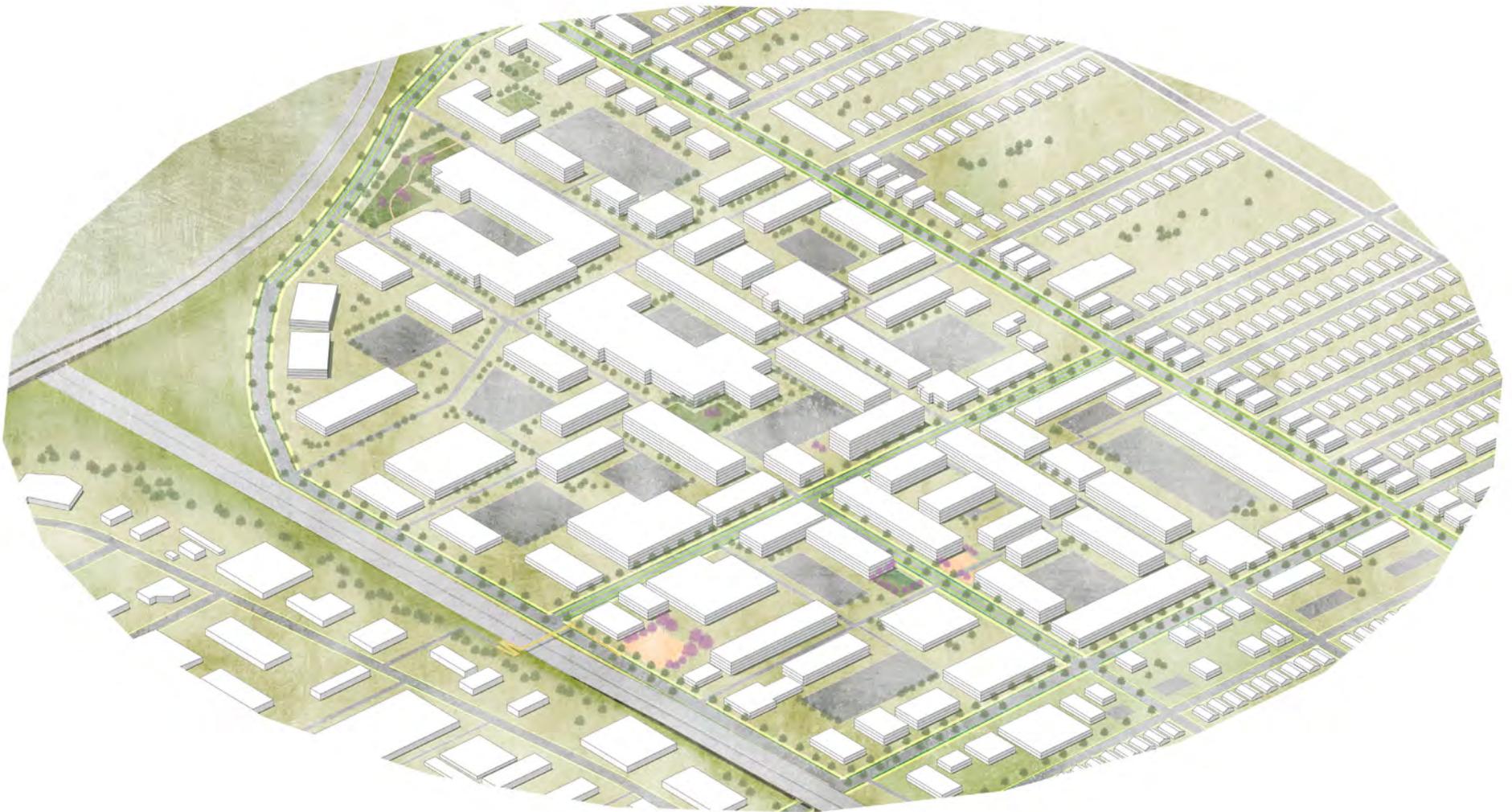
Open Space

- 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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