

Plan Components

FOCUS Kansas City Lens: Urban Design

FOCUS Kansas City recognizes the influence of urban design elements and surrounding context within the City fabric and its importance to high quality development.

The 63rd Street Corridor Land Use & Development Plan supports the Citywide initiatives to:

- Enhance the City's quality of life.
- Increase property values.
- Encourage additional public and private sector investments.

The plan further promotes the urban design elements identified in **FOCUS Kansas City**, which include:

- Gateways and points of entry
- Scenic views
- Landmarks
- Corridors
- Waterways/natural settings
- Pedestrian oriented zones
- Auto-oriented zones

Urban Design

The 63rd Street Corridor Land Use & Development Plan represents an important step for the future development of the area. The urban design concept is intended to provide a general vision and framework to assist in guiding future public investments, initiatives, and decision-making that will contribute to a successful physical environment.

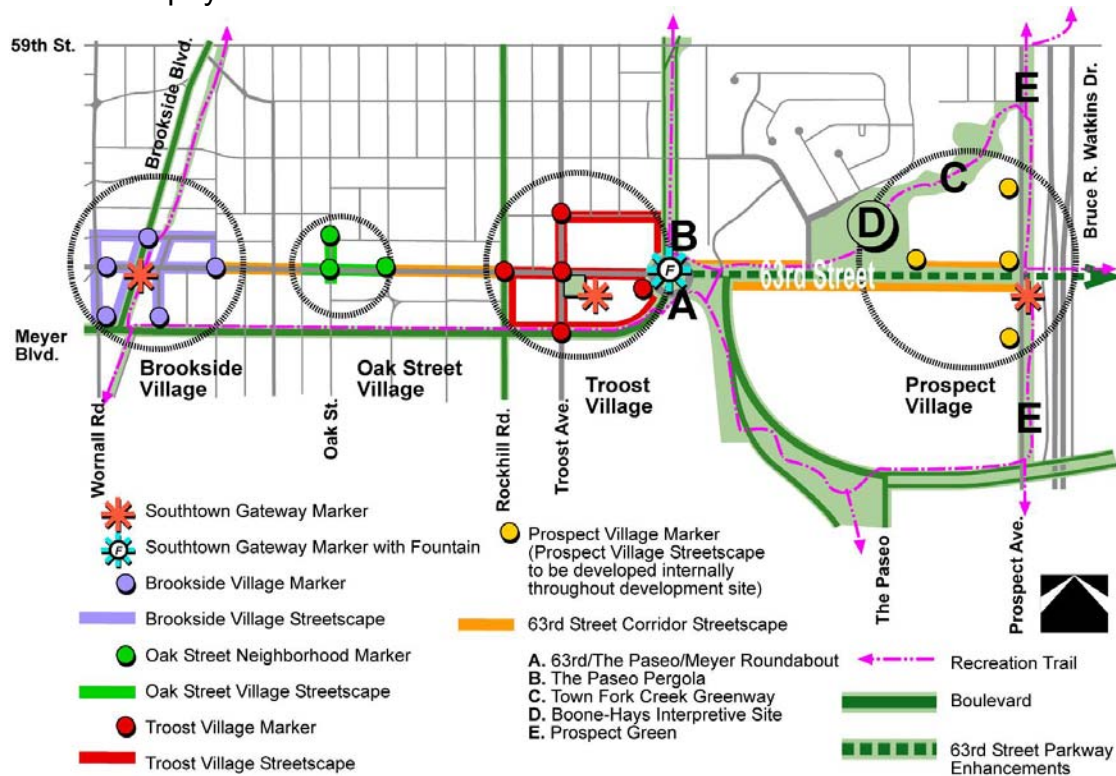


Figure 12: Conceptual Urban Design Plan

Plan Components

Streetscape

The 63rd Street Corridor Land Use & Development Plan streetscape elements encourage visual and functional compatibility to create a more cohesive environment, while accentuating the distinctiveness of each neighborhood village. These design elements establish the future basis for decisions concerning the physical character of the area. They should be utilized as a foundation to explore and develop detailed designs for implementation.

The term ‘streetscape’ is generally used when referring to those elements within the public rights-of-way. Recommendations are included for sidewalks, on-street parking, pedestrian crosswalks, landscaping, lighting, and street furniture.

Sidewalk Recommendations

Sidewalks allow for pedestrian access throughout the corridor.

- ✓ Continuous concrete sidewalk is recommended on both sides of 63rd Street. Simple, formed concrete sidewalks are easily maintained and are a cost-effective investment for providing pedestrian connections and enhancing the ‘walkability of the corridor. Sidewalks should meet all criteria for public safety and accessibility, such as slope, cross-slope, accessible curb-cuts, texture, and finishes.
- ✓ Distinctive sidewalk treatments in each neighborhood village further accentuating that village’s particular identity or character. Treatments can range from variations in the sidewalk scoring pattern, color, special texture finish treatments, or embellished with brick accent banding or cobblestones. All treatments must meet the accessibility requirements as mandated by ***the Americans with Disabilities Act***.

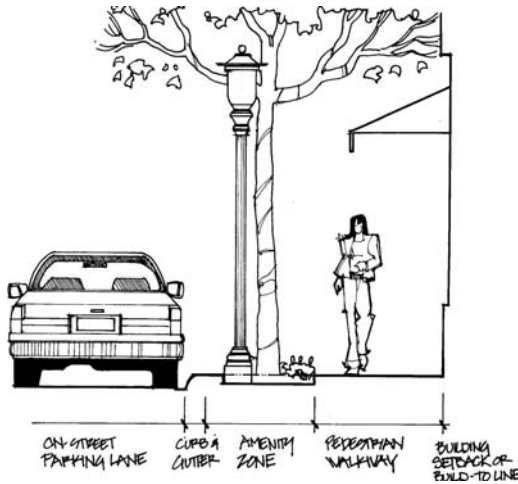
Public investments within the streetscape should meet all criteria established for public safety and accessibility. Designs should meet all Local, State, and Federal minimum standards.

*In the 1990’s, Federal legislation ensured accessibility for the public through the **Americans with Disabilities Act (ADA)**. The guidelines for accessibility are available through the **U.S. Department of Justice** or located in the **Federal Register**, volume 56, No. 144, published July 26, 1991.*

Aspiration: Create an integrated, multi-modal transportation system that is accessible and useful for all residents and visitors.

- ✓ **Supportive Initiative:** Accommodate all modes of transportation of the City’s arterial street and boulevards system.

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Zone widths may vary in each village, to allow for outdoor café's, seasonal planters, street furniture, and other pedestrian amenities.

- ✓ Consideration should be given to sidewalk widths within neighborhood villages to allow for street trees, pedestrian lighting, outdoor cafés, seasonal retail displays, menu boards, seasonal planters, or permanent planting beds. Material and widths must meet criteria as established for accessibility by the Americans with Disabilities Act. Sidewalk widths in the neighborhood villages should be generous enough to enable tree species in tree wells to survive the urban climate and not disrupt pedestrian flow. Generally, a 12-foot minimum for the streetscape environment is recommended.
- ✓ Neighborhood village sidewalks should also accommodate all necessary public safety features such as traffic signals, pedestrian and street lighting, traffic signage, and street identification signs. Features include, but are not limited to, accessible curb cuts and visual/audible pedestrian crossing signals.
- ✓ Sidewalks along 63rd Street should connect with sidewalks that link adjacent neighborhoods.

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On-Street Parking Recommendations

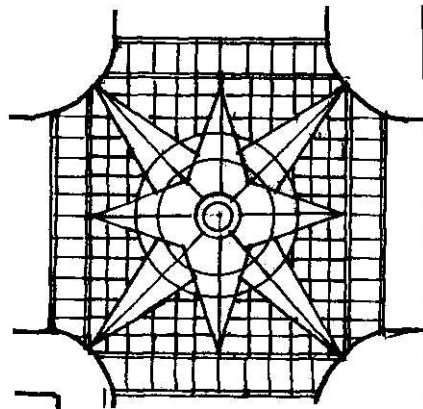
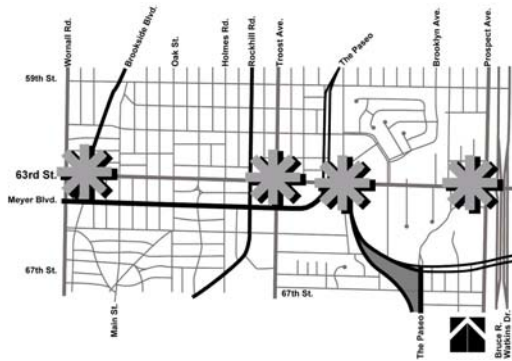
On-street parking allows for convenient up-front parking to development and helps mitigate the need for on-site parking.

- ✓ On-street parking should be incorporated at the Brookside, Oak Street, and Troost neighborhood villages. On-street parking provides up-front convenience for the customer and is common in most pedestrian oriented-environments. Additionally, on-street parking provides a buffer between the pedestrian and moving vehicles.
- ✓ A curb extension (extending the curb or planting areas the width of the parking lane at intersections) at both ends of the on-street parking lane is preferred. This better defines the parking stalls and provides additional space for landscaping. Coordination with the Public Works Department will be necessary in the design to ensure proper on-street parking configuration, curb radii, and other traffic safety concerns.



On-street parking is recommended to reinforce pedestrian-oriented development.

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For all pedestrian crosswalk prototypes, engineering and accessibility concerns must be met. Issues such as withstanding the weight and frequency of vehicles, street maintenance, snow removal, accessibility and pedestrian safety must be addressed in any final design.

Pedestrian Crosswalks Recommendations

Crosswalks help define pedestrian zones and guide pedestrians safely across the street. They further cue motorists that pedestrian activity occurs at a particular location.

- ✓ Develop a special crosswalk treatment for **Gateway Intersections** identified by the plan, located at Wornall Road, Troost Avenue, The Paseo, and at Prospect Avenue.
- ✓ Gateway pedestrian crossing lanes should be generous, delineated by a 10 to 12-foot band of colored concrete pavers, stamped or formed colored concrete, or through other methods.
- ✓ Within the intersection, a geometric pattern or design utilizing colored concrete pavers or colored concrete could create a 'gateway plaza' aesthetic.
- ✓ Gateway plazas and pedestrian lanes should be identical for each of the identified gateway intersections. In addition, crosswalks should incorporate pedestrian crossing signage, audible and visual cues, lighting, and all other components required for the safety of the pedestrian and the motorist.
- ✓ The design must meet criteria established for accessibility by the Americans with Disabilities Act. In addition, review with the Department of Public Works should occur, so that design and materials do not interfere with street operations and maintenance.

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- ✓ Develop a special crosswalk treatment for **Neighborhood Villages** identified by the plan. Crosswalk treatment should be integrated with Neighborhood Village Gateway Markers. (Refer to Gateways, page 84).
- ✓ Each village should have its own distinctive pedestrian crossing lane treatment. Treatments could include colored concrete pavers, stamped, or formed colored concrete. In addition, crosswalks should incorporate pedestrian crossing signage, audible and visual cues, lighting, and all other components required for the safety of the pedestrian and the motorist.
- ✓ Develop a special crosswalk treatment for **Neighborhood Gateways** identified by the plan. Crosswalk treatment should be integrated with Neighborhood Gateway Markers. (Refer to Gateways, page 85). Coordination with neighborhood groups for crosswalks at gateways should occur to identify actual locations.
- ✓ Curb extensions at the residential streets could be implemented as a traffic calming measure with neighborhood crosswalks, if desired by a particular neighborhood.
- ✓ **General Pedestrian Crosswalk** treatments should be incorporated at all other intersecting streets to define the pedestrian crossing lane. The plan envisions the application as a simple painted, striped crosswalk that does not compete with the other three prototypes.

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Pedestrian lighting not only provides illumination, but can be utilized for other design and community-oriented elements such as seasonal and special event banners.

Street Lighting Recommendations

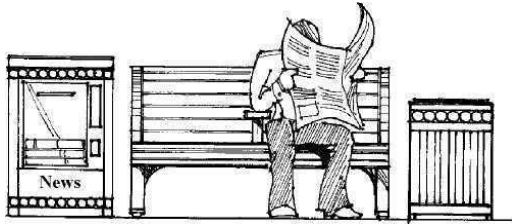
Illumination contributes to the perception of security and safety in the corridor. Lighting standards are elements that can also enhance the visual appeal of the area. The primary function of street lighting is to provide illumination for the motorist. The primary function of pedestrian lighting is to provide additional illumination along the sidewalk.

- ✓ A uniform **street light** standard should be adopted for the 63rd Street corridor.
- ✓ Additional hardware can be incorporated on street lighting standards such as ornamental brackets that allow for special event, promotional, or seasonal banners.
- ✓ A uniform **pedestrian light** standard should be incorporated for the 63rd Street Corridor, for areas not identified as a neighborhood village. This would generally include the areas *between:*
 - Brookside Village and Oak Street Village (Main Street to McGee Street)
 - Oak Street Village and Troost Village (Cherry Street to Rockhill Road)
 - Troost Village eastward (The Paseo to Bruce R. Watkins Drive)
 - The Prospect Village streetscape is internal. The 63rd Street Corridor standard should continue along 63rd Street eastward to I-435.

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- ✓ Each neighborhood village should adopt its own pedestrian light standard that enhances the village's distinctive design qualities and identity. For example, the Brookside Village may continue with its more thematic existing 'gas lamp' standard, whereas the Oak Street, Troost, and Prospect Villages could offer different lighting designs.
- ✓ Detailed engineering design will determine the spacing and type of the fixtures, given desired illumination levels. It is important, however, that standards be located so as not to interfere with visibility to building entrances, specialized lighting on building facades, or sight lines for intersections and parking access.
- ✓ Additional hardware can be incorporated on street lighting standards, such as ornamental brackets that allow for special event, promotional, or seasonal banners.
- ✓ All pedestrian lighting should provide a comfortable illumination level on the sidewalk at an intensity that is not distracting to the pedestrian or motorist.

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Street furniture should be strategically located throughout the corridor to reinforce pedestrian patterns.

Street Furniture Recommendations

Street furniture, such as benches, recycling centers, trash receptacles, mail boxes, newspaper vending boxes, and seasonal planters address functional as well as aesthetic qualities of streetscape design.

- ✓ Street furniture should be strategically located so that it reinforces pedestrian patterns, uses, the needs of nearby businesses, and not be obtrusive to business owners or patrons using the sidewalks.
- ✓ It should be durable and easily maintained, as well as consistent in design. It should complement other elements like pedestrian lighting.
- ✓ Each neighborhood village may use a distinctive street furniture standard to complement the individual pedestrian lighting standard and architectural character of that particular village.
- ✓ Street furniture standards for each village can be established through a process that includes business associations, the City, property owners, and in the case of major redevelopment initiatives, the developer of record.

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Landscape Recommendations

Landscaping can enhance to the image of the 63rd Street Corridor. Landscaping provides color, highlights desirable spatial features, screens service areas or undesirable views, and provides a 'soft' element in the hardscape environment.

- ✓ **Street trees** should be planted along the 63rd Street Corridor. Street trees must be a species that will endure the local climate and enhance character of the streetscape. Coordination with the City Forester will be required in selecting the appropriate street tree species.
- ✓ Street trees should be planted so as not to obstruct business entrance signage or sight lines. As a streetscape concept is developed, it is desired that the design and installation of street trees be consistent throughout the corridor.
- ✓ **Seasonal color** should be utilized within all neighborhood villages, institutional campuses, gateway features, and townhouse developments. Seasonal color can create a dynamic element to the visual environment of the corridor. Individual plantings by the public, businesses, or property owners can achieve a considerable visual impact for a minimal expense.
- ✓ Creativity and flexibility by each business or property owner should be encouraged within set standards. Minimum standards include locating planters in a manner so as not to hinder or obstruct pedestrian movement, as well as emphasis on maintenance by businesses and property owners, such as watering, pruning, and weeding.



Street trees and other landscaping treatments provide soft elements in the hardscape environment, while adding to a sense of distinctiveness and cohesion throughout the corridor.

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The concept plan envisions an improvement to the 63rd Street/The Paseo/Meyer Boulevard intersection, which complements the existing roundabouts and fountains at Ward Parkway to the west and Swope Parkway to the east.

Roadway Modifications

The plan proposes several modifications to the corridor’s roadway infrastructure, which will enhance the aesthetic and functional aspects of vehicular movement throughout the corridor.

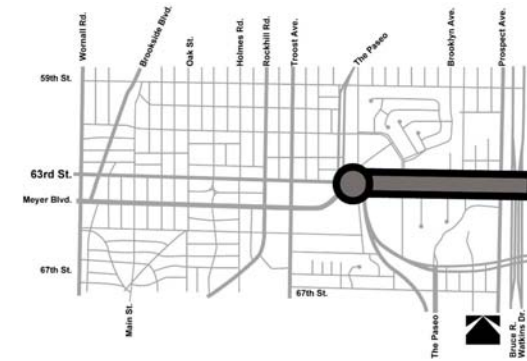
63rd/Paseo/Meyer Recommendations

- ✓ Reconfiguration of the intersection to mitigate existing traffic concerns. Although detailed traffic engineering schematics have not been completed, the preferred method to be investigated is a traffic circle or roundabout with a fountain. This perceptually links to traffic circles and fountains at Ward Parkway and Swope Parkway along Meyer Boulevard, emphasizing the connections to the boulevard system and carrying forth the City’s image as ‘The City of Fountains’. In addition, it provides a highly identifiable visual landmark and a gateway element for the 63rd Street Corridor and promotes through-traffic along Meyer Boulevard to Prospect and Troost Avenues and Wornall Road, instead of through neighborhood villages.
- ✓ The fountain should incorporate a Southtown district gateway feature.
- ✓ All traffic improvements at the intersection will need to be closely coordinated with the Public Works Department and the Board of Parks and Recreation Commissioners. This will ensure that traffic safety criteria are met, as well as maintaining the integrity of the boulevard system. New investments, such as the existing Paseo Pergola, should also be integrated into the final roadway design.

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63rd Street Enhancement Recommendations

- ✓ Develop a higher amenity roadway facility from The Paseo Boulevard to Bruce R. Watkins Drive through the incorporation of a more generous landscape treatment, such as a double column of street trees and green space between the roadway and sidewalk.
- ✓ In addition to street trees, a landscape tree-lined median with street trees is preferred to create a 'parkway-like' environment.
- ✓ Extend this treatment eastward to Swope Parkway, through Swope Park, to I-435. In the greater citywide context, this 'green linkage' provides a stronger aesthetic connection among The Paseo, Meyer Boulevard, Swope Parkway, and Swope Park. This concept affords the opportunity to create a 'green' entranceway from I-435 into the 63rd Street Corridor, expanding on existing landscape medians from Winchester and Oakley Avenues.



FOCUS Kansas City Lens: Urban Design

Aspiration: Protect, enhance and expand the network of parks, boulevards, open spaces and historic sites.

- ✓ ***Supportive Initiative: Enhance and expand parks, boulevards, and open space network.***

Plan Components



- 1. Town Fork Creek Greenway
- 2. Prospect Green
- 3. Boone-Hays Cemetery/Interpretive Center
- 4. Troost Village Town Square
- 5. Dunn Park (Existing)
- 6. Brookside Park (Existing)

FOCUS Kansas City Lens: **Urban Design**

Aspiration: Guide development to protect and enhance waterways, floodplains and topography.

- ✓ **Supportive Initiative:** Enhance waterways, protect floodplains, and reduce risk of floods.
- ✓ **Supportive Initiative:** Guide development to respond to the natural terrain.

Parks/Open Space Recommendations

The integration of parks and open space throughout the corridor is an important concept of this plan. Parks and open space initiatives would require the active partnership of the Board of Parks and Recreation Commissioners. Recommendations of this plan should be coordinated with the strategies outlined by the Parks Master Plan, scheduled for updating in 2003.

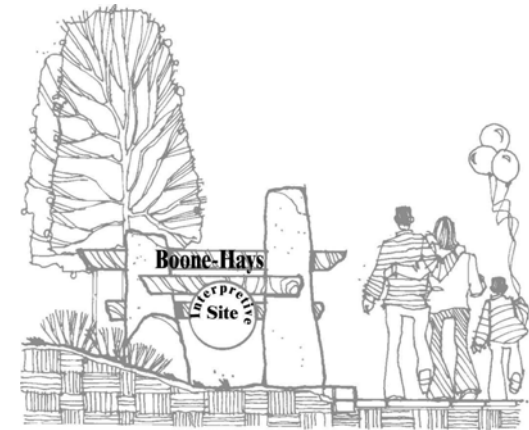
- ✓ Develop new open space in conjunction with flood control initiatives in the existing Town Fork Creek Watershed or **Town Fork Creek Greenway**.
- ✓ For flood control initiatives, the Town Fork Creek Greenway should be designed to serve not only flood control, but to provide public open space as an amenity that will enhance land value and provide a catalyst for adjacent development in the Prospect Village.
- ✓ The Town Fork Greenway should be incorporated as part of a comprehensive system for pedestrian and bike connections throughout the corridor.
- ✓ Work with neighborhoods to determine if any recreational amenities for residents should be programmed into the Town Fork Creek Greenway.

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- ✓ As development is pursued in the Prospect Village, the plan envisions that the area on the east side of Prospect Avenue be developed into open space or **Prospect Green**. The Prospect Green provides an additional buffer between the Prospect Village and Bruce R. Watkins Drive, creating a 'front lawn' for the 63rd Street Corridor, Prospect Village, and the Research Medical Center campus.
- ✓ The Prospect Green should be incorporated as part of a comprehensive system for pedestrian and bike connections throughout the corridor. Incorporate a multi-use trail system that links the Prospect Green and Meyer Boulevard to create a 'loop' around the corridor as it links with the KCATA Trolley Track Trail.
- ✓ Develop the Boone-Hays Cemetery as a historical/heritage venue. As part of the Town Fork Creek Greenway, the **Boone-Hays Interpretive Site** provides the opportunity to develop an educational setting that celebrates the settlement of the area and the history of Southtown and Kansas City.
- ✓ Develop an identifiable 'heart' of the corridor at the intersection of 63rd Street and Troost Avenue. A public open space or **Troost Village Town Square** is suggested in the Troost Village. It provides a well-defined gathering space within the corridor and the setting for community events, special promotions, and neighborhood activities.
- ✓ Incorporate a Southtown district gateway within the square.

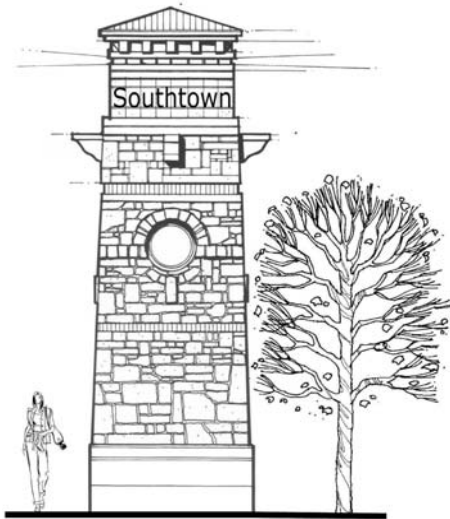
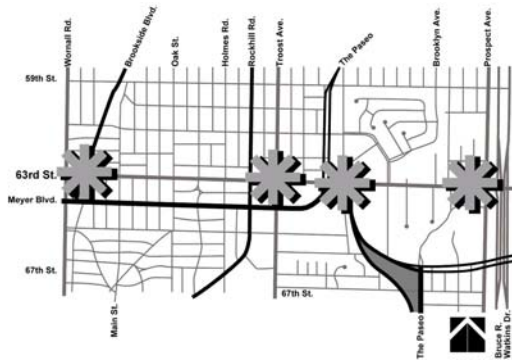
Aspiration: Protect, enhance and expand the network of parks, boulevards, open spaces and historic sites.

✓ *Supportive Initiative: Enhance and expand parks, boulevards, and open space network.*



The Boone-Hays Cemetery provides the opportunity to create an educational platform and further enhance the awareness of the history of Southtown and Kansas City.

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A district gateway element will enhance a sense of identity and community for the Southtown Area. The scale may vary from location to location as to be compatible with the surrounding context.

Gateway Recommendations

Gateway features enhance the sense of 'place', providing visual cues that reinforce the 63rd Street Corridor as a distinctive district and announce the arrival into the area. The concept plan defines a hierarchy of gateways within the corridor, incorporating three prototypes:

- ✓ **Develop District Gateways** or **Southtown Gateways** to reinforce entrances into and throughout the corridor and help define it as a cohesive community. Gateway markers are intended to provide a substantial landmark in the area and reinforce the identity of the Southtown Area. Candidate locations include:

West District Gateway

In the Brookside Village, potentially located in Brookside Court.

Central District Gateways

At the 63rd/Paseo/Meyer intersection, integrated as part of the proposed traffic modifications and fountain, and at 63rd Street and Troost Avenue, integrated as part of the proposed Troost Village Town Square.

East District Gateway

At the intersection of 63rd Street and Prospect Avenue, integrated as part of the proposed Prospect Green open space or as part of new private development initiatives.

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- ✓ Develop **Neighborhood Village Gateways** to reinforce each village as a distinctive place within the corridor. Each neighborhood village should develop a gateway feature unique to that village's distinctive development characteristics. Neighborhood gateway markers should be incorporated at locations that reinforce a sense of entry and help define the boundaries of a neighborhood village. Candidate locations for neighborhood gateways include:

Brookside Village Gateways

- 63rd Street and Main Street
- 62nd Terrace and Brookside Boulevard
- 63rd Street and Wornall Road
- Wornall Road and Meyer Boulevard
- Meyer Boulevard and Brookside Plaza

Oak Street Village Gateways

- 63rd Street and Oak Street
- 63rd Street and Cherry Street
- 62nd Street and Oak Street

Troost Village Gateways

- 63rd Street and Troost Avenue
- 63rd Street and Rockhill Road
- 63rd Street and The Paseo/Meyer Boulevard
- Troost Avenue and Meyer Boulevard

Prospect Village Gateways

- 63rd Street and Prospect Avenue
- 63rd Street and Brooklyn Avenue
- 62nd Street and Prospect Avenue
- Research Medical Center Drive and Prospect Avenue



Neighborhood village gateways will enhance the distinctive identity within each village.

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Neighborhood gateways can be found throughout the area, with exception along 63rd Street. Incorporating neighborhood gateways along 63rd Street will enhance identity, boundaries, and sense of place.

- ✓ Develop **Neighborhood Gateways** to better define the entrances into neighborhoods adjacent to the corridor. Many neighborhoods have existing markers, however, none have a presence along 63rd Street. The plan envisions the incorporation individual neighborhood gateways at the intersection of residential streets along 63rd Street, strengthening the sense of neighborhood boundaries. Coordination with neighborhoods will be critical in identifying appropriate candidate locations along 63rd Street.

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Multi-Use Trail Recommendations

As part of the design and development framework along 63rd Street, the plan recommends that pedestrian and bicycle connections be integrated within the parks/open space recommendations and link areas of activity. A detailed study in conjunction with metro-wide plans should investigate the feasibility of trail development within the corridor. In addition, a detailed study will identify segments that are multi-use, on sidewalks for pedestrian only, or a dedicated lane within roadway for bicyclists. Candidate locations, however, are identified that reinforce land use, development, and urban design recommendations of this plan.

- ✓ Trail segment from KCATA Trolley Track Trail from Meyer Boulevard to The Paseo. Consider connections along The Paseo north to Brush Creek and south to Dunn Park and along Meyer Boulevard east to Swope Park.
- ✓ Trail segment from The Paseo along the 63rd Street to and through the Town Fork Creek Greenway and Boone-Hays Interpretive Site. This segment would feed into the Prospect Village. Consider connections along Prospect Avenue north to Brush Creek and south to Minor Park.
- ✓ Trail segment along the Prospect Green (east side of Prospect Avenue) that connects Meyer Boulevard to the south, forming a 'loop' around the corridor with the KCATA Trolley Track Trail on the west end of the corridor. Consider connections eastward along 63rd Street to Swope Park.
- ✓ Trail segment between the KCATA Trolley Track Trail and The Paseo along 63rd Street, linking the Brookside, Oak Street, and Troost Villages.



Aspiration: Create an integrated, multi-modal transportation system that is accessible and useful for all residents and visitors.

- ✓ **Supportive Initiative:** Accommodate all modes of transportation of the City's arterial street and boulevards system.
- ✓ **Supportive Initiative:** Develop a bikeway system that serves commuter and recreational travel.

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Integrate a comprehensive wayfinding and directional signage system throughout the corridor that is part of the metro-wide pedestrian and bike system.

Strategically locate 'trailheads' or trail access points which incorporates parking, shelters, directional signs, drinking fountains, and other amenities for trail users. Trailheads should be located in areas of higher use such a neighborhood village or park.