DELANO'S TURN

Directions West of the River



Volume 2: Critical Maps and Index

Research and Design Strategies for the Delano Neighborhood in Wichita, Kansas by Kansas State University Landscape Architecture Students

Edited by Blake Belanger and Howard Hahn













APDESIGN

LANDSCAPE ARCHITECTURE AND
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Delano's Turn: Directions West of the River

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Preface

Critical Mapping

Early in the semester, a method of mapping, research, and design called "Critical Mapping" was used. More than simply gathering and mapping information, Critical Mapping seeks to classify, correlate, and compare site information across a broad spectrum of topics for the directed purpose of identifying dilemmas and opportunities, leading to design strategies. The intent of critical mapping is to (1) help students address complex problems, those problems with many dynamic interrelated variables, (2) teach students to be adept at shifting between analysis and design, and (3) quickly identify, synthesize, prioritize, and evaluate critical information in generating design strategy.

Mapping relied on Geographic Information Systems (GIS) data supplied by Sedgwick County, ARCGIS Online, Google Earth imagery, maps and data from city agencies, data published by non-profit organizations, and historical maps and data. Maps were created using ESRI ARCGIS, Adobe Illustrator, and/or Adobe Photoshop. Adobe InDesign was used for page layout.

Critical Mapping Process

Critical Mapping is a cyclical method of working, requiring students to move quickly between critical inquiry, evaluation, creative design and planning, back to critical inquiry, and so forth, thus allowing the studio to begin unfolding proposals as information is still becoming available. Each student developed six maps: three during the second week of the semester, and three the third week of the semester. Each set of these maps included a Truth Map, an Evaluation Map, and a Strategy Map. This process helped the class better understand conditions, develop planning and design ideas, and develop arguments for their recommendations. The Critical Mapping Framework was adapted by our Professors from the book "Writing Arguments: A Rhetoric with Readings." (Ramage et al 2012). Figure A.1 details the inquiries, goals, and activities associated with each type of critical map.

Truth Maps

These maps draw out significant conditions from the expanse of available data. There are three types of Truth Maps: classification maps extract and categorize site conditions; correlation maps identify two or more variables and investigate possible relationships; and comparison maps compare study area conditions with an implemented design in another location or with practices being used elsewhere.

Evaluation Maps

The second type, Evaluation Maps, build on the truth Map findings and assess existing conditions relative to community agendas, project goals, and/or planning vision. These findings are documented as opportunity maps or dilemma maps.

Strategy Maps

Lastly, Strategy Maps identify ways to leverage opportunities or overcome dilemmas. Intended to inspire a vision for the future, the Strategy Maps collectively point toward policy and/or design decisions.

Every map is guided by a focused research inquiry, intended to draw out conclusions salient to the overall project. Students define their question, discuss their methods, and describe their findings in writing to support the graphic mapping. A "headline" serves as more than just a map title, but draws the audience's attention to key conclusions from the mapping exercise.

Critical Mapping Framework

	Claim Type*	Research Inquiry	Critical Map Type	Description
Truth Maps	Definitional	To what group does this thing (these things) belong?	Classification	Maps that extract and categorize things or conditions in a study area.
	Causal	What conditions or processes correlate to phenomena?	Correlation	Maps that identify correlations and potential reasons why a certain condition has to come to be in a particular place. Correlations have at least two related variables.
	Resemblance	How is our site like another site?	Comparative	(1) Maps that comparecurrent conditions with an implemented design in another location (precedent study). (2) Maps that compare current conditions or strategies of our site with conditions or practices that are being used elsewhere.
Value Maps	Evaluation	What do these site conditions mean for the goals of our project?	Dilemma or Opportunity	Maps that apply the agendas of a client, stakeholder, or designer to current site conditions.
	Proposal	How can we change undesirable conditions or introduce something new and desirable?	Strategy	Maps that make a claim about how to accomplish one or more project goals. Strategies proposed should be big moves that lay the foundation for the future action, and often require additional research.

"*Critical mapping types are based on 5 claim types used for making arguments. Ramage, John D., John C. Bean, and June Johnson. 201(

Goal	Activities	Examples
Categorize things for the purpose of simplifying complex conditions and identifying dilemmas and/or opportunities.	Measuring, extracting, coding, plotting	Identifying differences in street types, building types, land use or ecosystem health. Identifying proximity of extractions to one another.
Describe why something has to come to be. - OR - Describe the consequences of past actions. Conclusions from this map should set the stage for identifying dilemmas and/or opportunities.	Relating, extracting, coding, plotting	Explaingin potential causes for vacancy in an area, erosion in a particular location, or other land values.
Emphasize similarities and differences. Conclusions from this map should set the stage for identifying dilemmas and/or opportunities.	Comparing, extracting, coding, plotting	Identifying an urban design proposal fromanother city and placing it in our study area to see how it might fit. Comparing budget spending in another city to that of our study area.
Identify either (1) obstacles to achieving goals or (2) locations or processes well positioned for achieving goals. Conclusions from this map should set the stage for identifying one or more design strategies.	Applying, evaluating, abstracting	Dilemma: Infrastructure that limits desired growth expansion. Specific conditions that prevent desirable pedestrian environments. Developed areas that prevent ecological connections. Opportunity: Vacant or partially vacant parcels. Large continuous parcels, or parcels that could be easily assembled for redevelopment.
Propose new ideas for accomplishing goals. Conclusions from this map should articulate how the strategy will overcome dilemmas or leverage opportunities, and should identify how to move forward. What additional information is needed? Should it be combined with one or more different strategies?	Projecting, proposing, abstracting	Proposing new infrastructure to bridge the gaps in connectivity. Proposing new land use policy that will promote desired redevelopment. Proposing new forms of transportation. Proposing green infrastructure solutions that accomplish multiple goals.

). Writing Arguments: a Rhetoric with Readings. Vol. 8th.New York Pearson Longman."



1

Context

Map 1.1a

Stormwater Drainage Systems Lead To The Arkansas River Without Treatment

Stormwater management action in the Wichita Metro has yet to have a profound impact on river water quality.

W2_AN01_4K_ClassificationMap.PDF

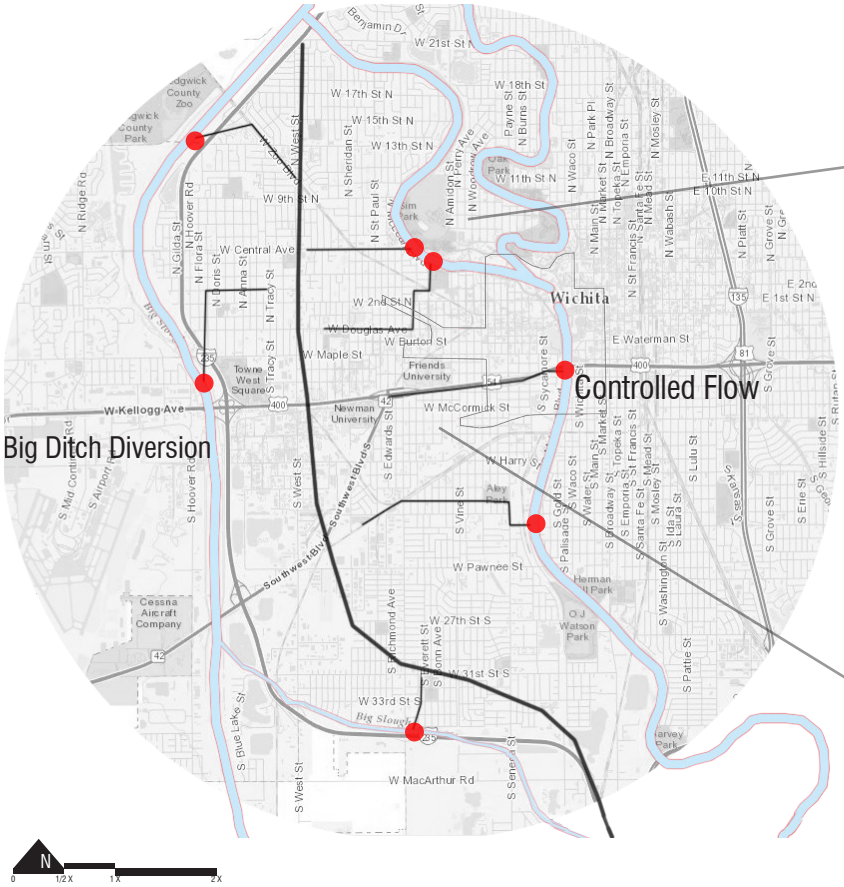


Figure 1.1
Division between Big Ditch and Arkansas River
Source: Nichols

Legend

- Major Flow Pipes
- Site Division
- Direction of Flow

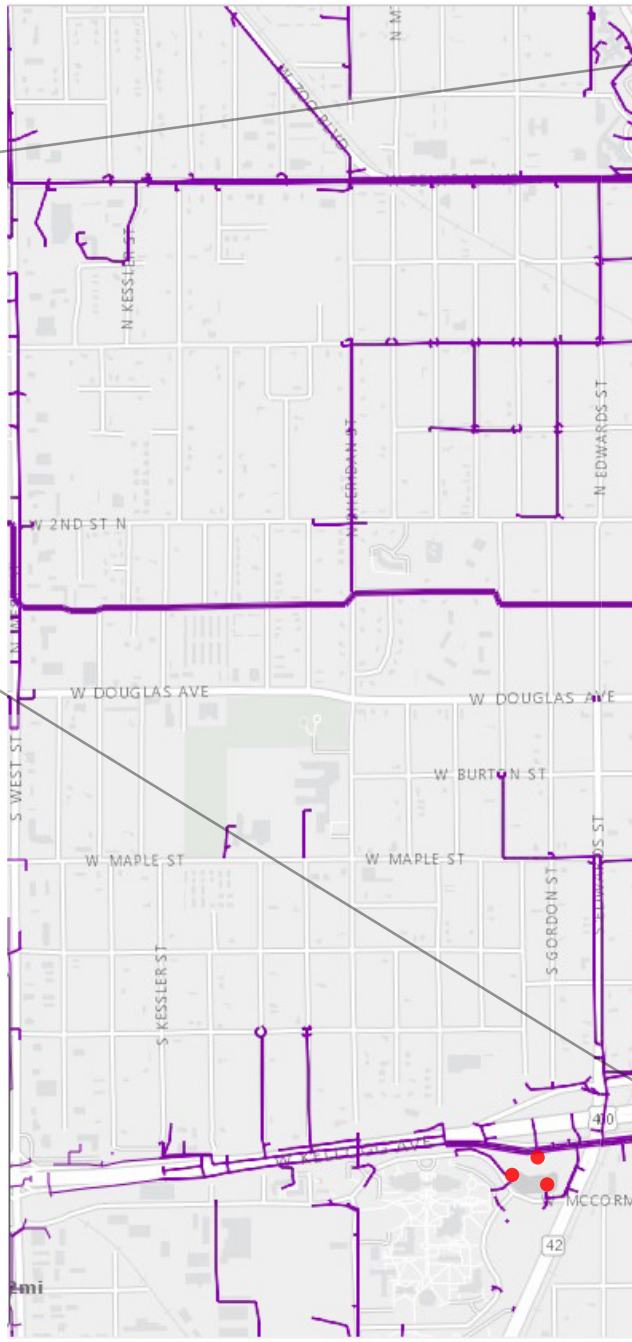
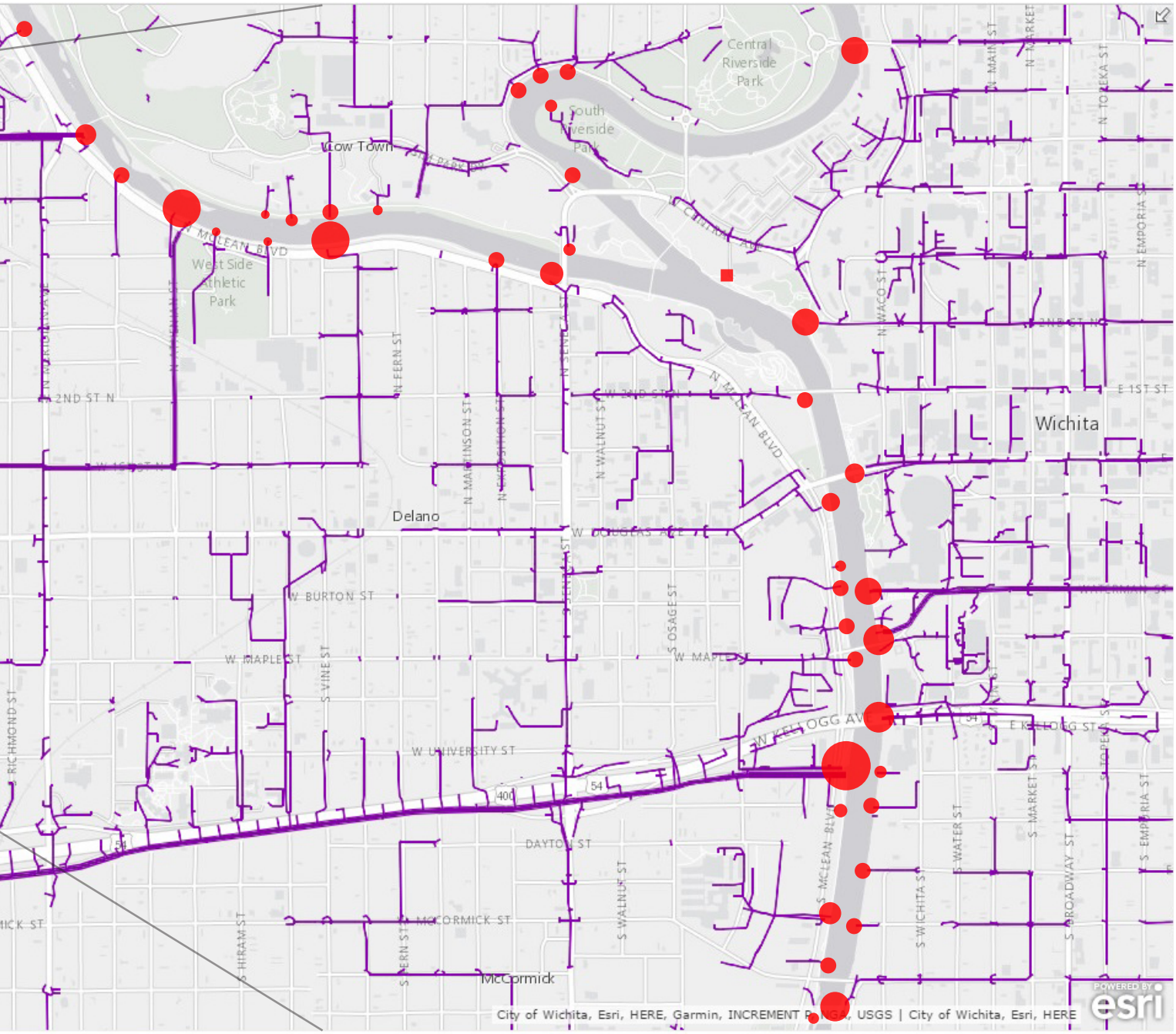


Figure 1 Classification Map
Source: Nichols

Figure 1.2 Stormwater Pipes
Source: Nichols

Inquiry: How is stormwater being handled in the Wichita Metro area?
Key Extractions: Stormwater is being drained into the river without treatment.
Methodology: ArcGIS stormwater drain mapping, Review of WDDC stormwater strategies
Conclusions: Stormwater drains in the Wichita Metro area are lead to the Arkansas River (shown by purple lines) and then emptied into the river from the drain pipes (shown by red dots). The figure to the left shows the focus area between the Arkansas River and the “Big Ditch”. Stormwater in this area is all drained to those rivers, with a division in the site leading water to each side.



Legend

Pipe Sizes (Inches)

- >96
- >42
- >30
- >15
- Water Treatment Area
- Stormwater Drains

N

0 1/2 X 1 X 2 X

Map 1.1b

Stormwater Treatment Areas Can Be Implemented To Improve Water Quality

Stormwater can be treated through various methods located both in-land or riverside.

W2_AN02_4K_OpportunityMap.PDF



Figure 1.1
Source:Nichols

Stormwater treatment site: This existing detention area (located by the troll) can be used to inform future stormwater managemnt along the river.



Figure 1.2
Source: Nichols

Stormwater drain: Current stormwater drains leave water un-treated before entering the river.

Figure 1 Stormwater Treatment Opportunities
Source: Avery Nichols

Inquiry: How can stormwater runoff be treated to improve water quality of the Arkansas River?
Key Extractions: There are opportunities for catalyst sites around the river to improve water quality.
Methodology: ArcGIS stormwater drain mapping, Review of WDDC stormwater strategies
Conclusions: The stormwater drains along the river, and new development in-land offers the opportunity to utilize stormwater management strategies to improve the water quality of the Arkansas River. Major drainage areas with available land use that have opportunities are shown in light green dots, as well as development areas in-land are shown in dark green.

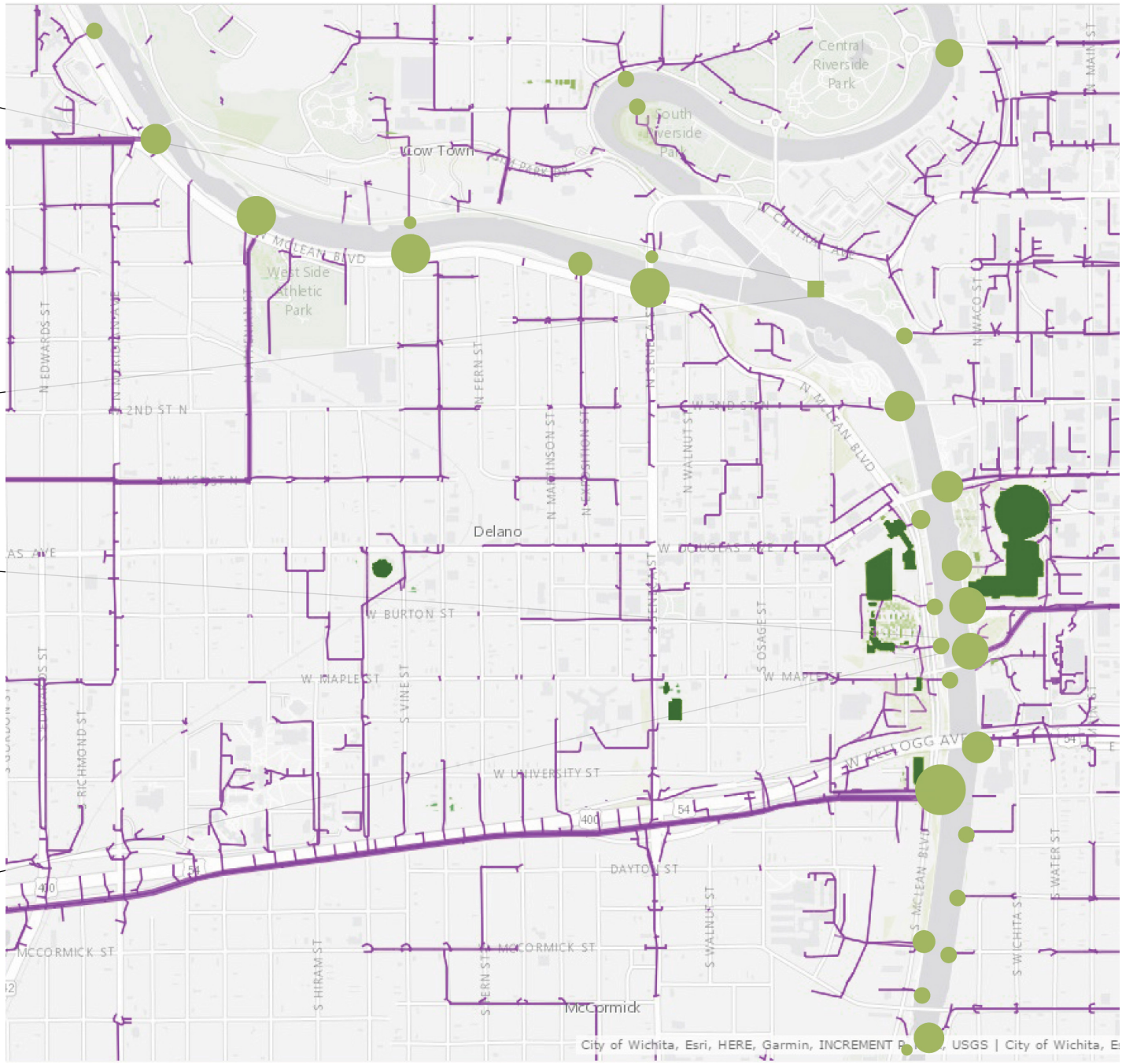


Figure 1.3
Source: Nichols



Legend

Catalyist Sites for Stormwater improvment

Riverside treatment opportunities

In-place water treatment area

In-land treatment opportunitys with new development

Map 1.1c

Land Around The Arkansas River Can Be Utilized For Improving Stormwater Quality

Water quality can be improved through raingardens, bioswales, green roofs, and permeable paving.

W2_AN03_4K_StrategyMap.PDF

Methods for stormwater cleansing



Figure: 1.1 Rain Garden: Stormwater can be treated through a series of weirs and planting before entering the river.



Figure: 1.2 Bio Swale: Stormwater can be filtered through a ditch-like swale treating water and contaminants through soil and planting.



Figure: 1.3 Green Roof: New development can utilize vegetated roofs to filter stormwater before entering storm drains.



Figure: 1.4 Permeable paving: Paving patterns can be utilized in road and sidewalk development to allow infiltration of stormwater instead of running into storm drains.

Figure 1 Stormwater Treatment Strategy
Source: Nichols

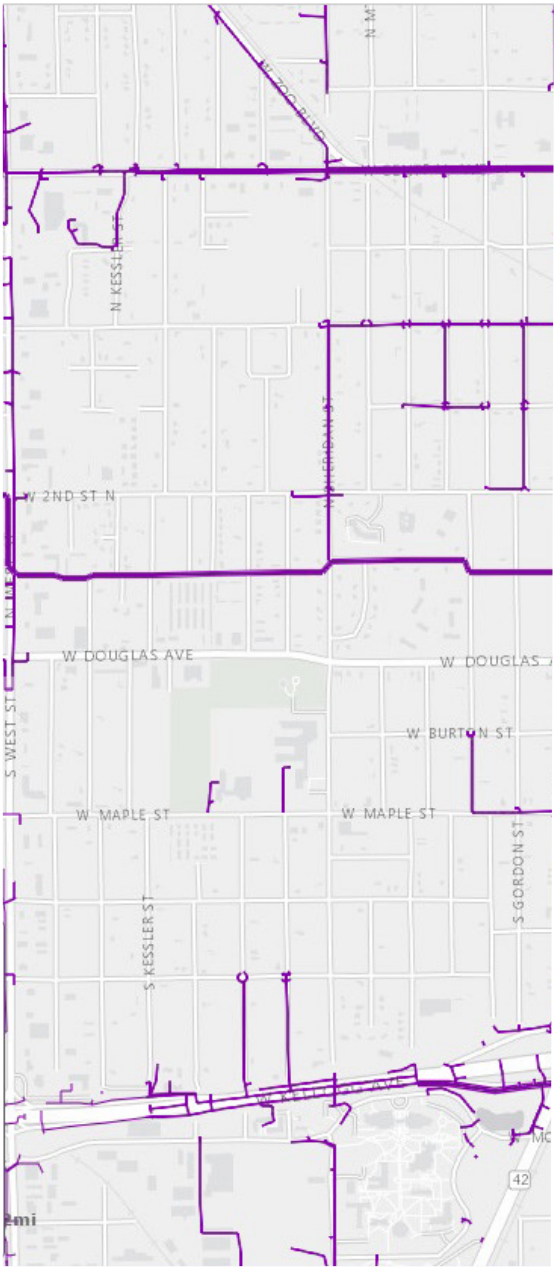
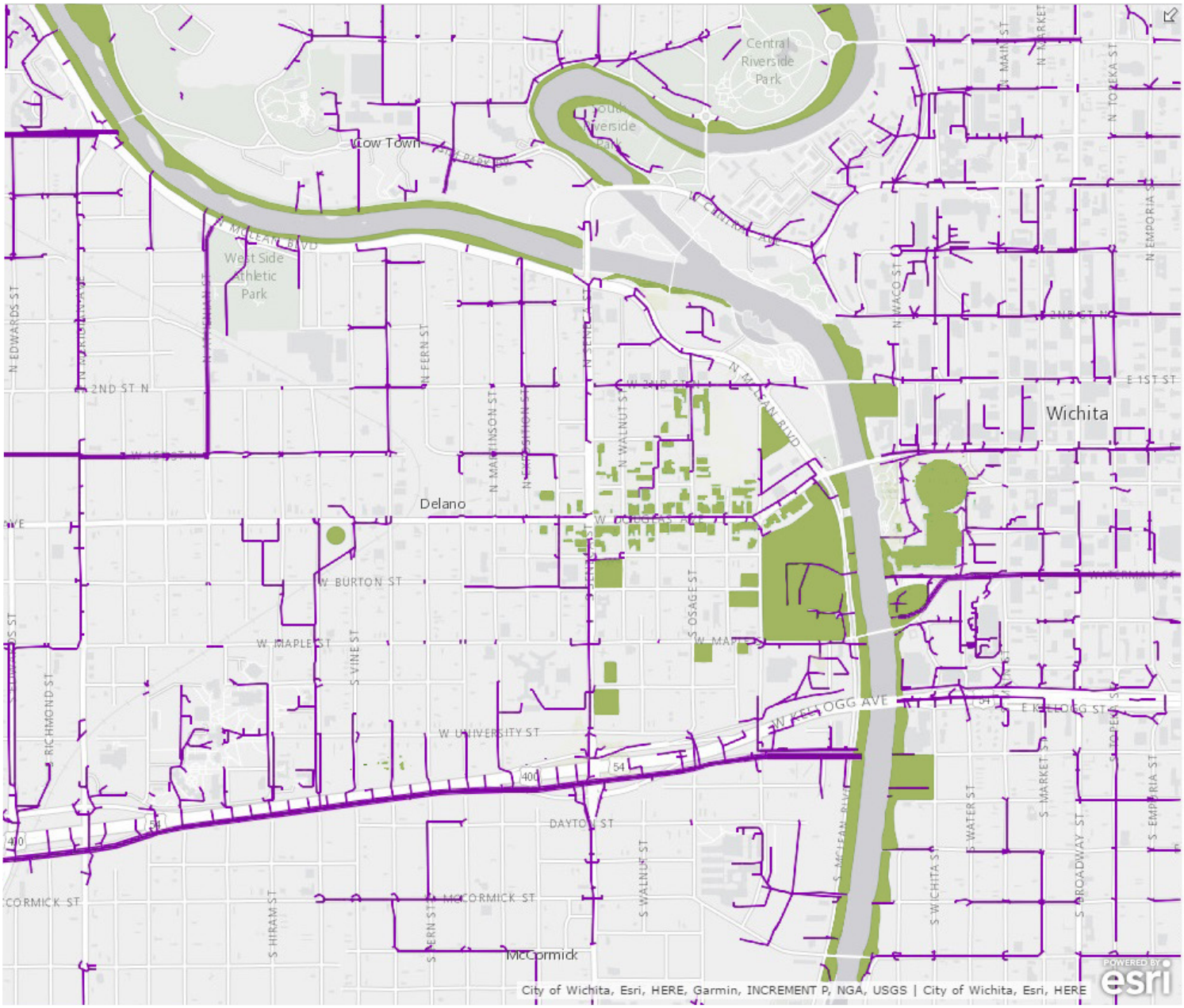
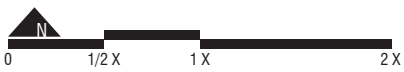


Figure: 1.5
Source: Nichols

Inquiry: How and where can stormwater be treated before entering the River?
Key Extractions: Catalyst sites around the river can be implemented to improve water quality
Methodology: ArcGIS stormwater drain mapping, Riverside embankment size and availability for stormwater treatment, New development sites that can have Stormwater management.
Conclusions: Most drains along the Arkansas River can utilize the surrounding land to improve the stormwater quality. In-land buildings have the opportunity to capture the stormwater runoff and treat the water before entering the drainage ways. Riverside development has the opportunity to utilize stormwater management to improve water quality, which can be improved by reducing the debris and pollution that is emptied into the river.





Legend

Land to be used for treatment zones

Stormwater Drains

Map 1.2

Landmark Viewsheds Show High Visibility Along the Arkansas River

Views of Delano's surrounding landmarks and visual axes

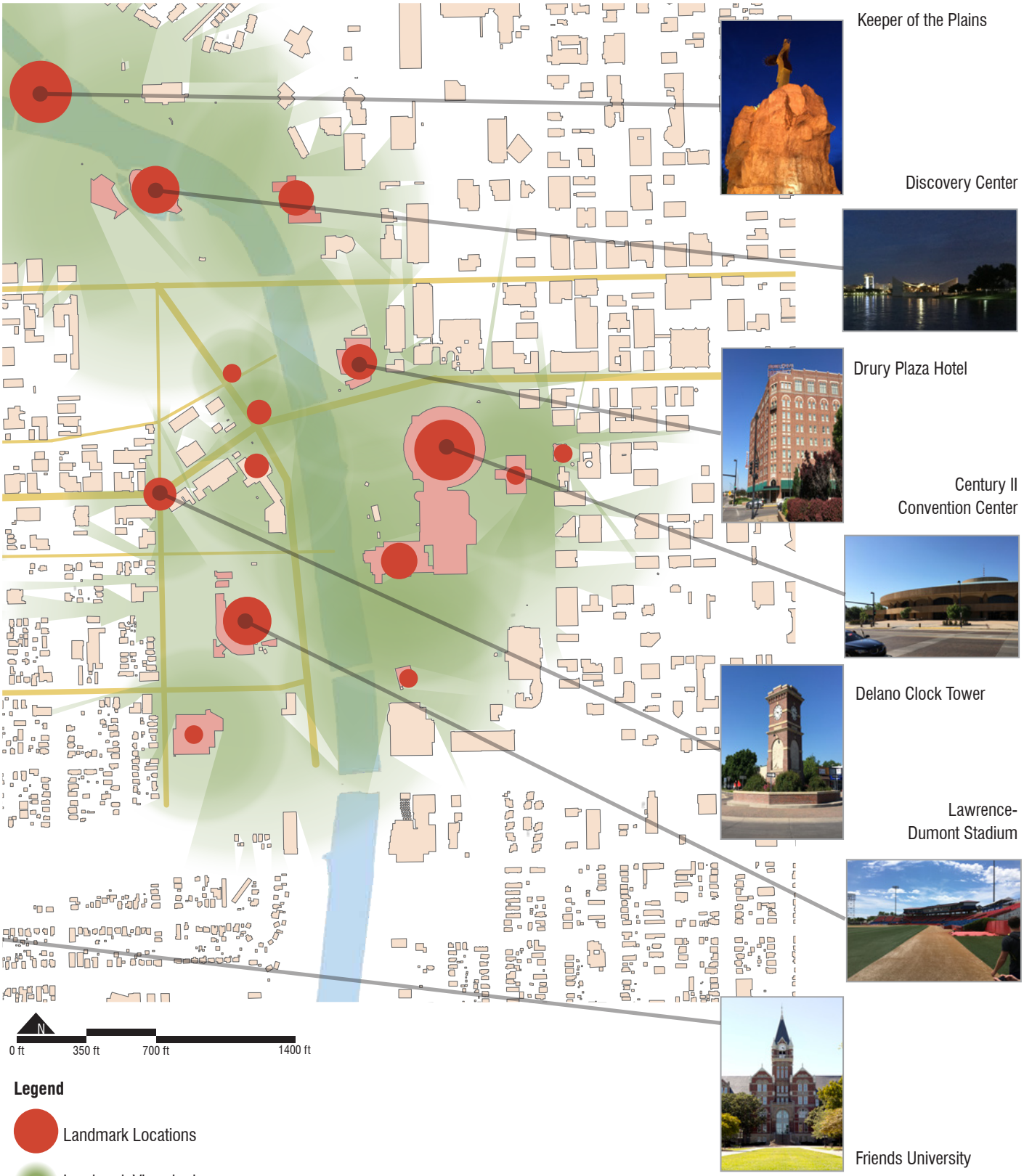
W2_JJ03_700_LandmarkViewsheds.PDF



Figure 1. Landmark Viewsheds
Source: Based from Sedgwick Co. Arc GIS 2017. Images by Jacob Johnson. Friends University Image by Judy Handley CC BY-SA 3.0.

Inquiry: Where are landmarks and axes in and surrounding Delano and how visible are the landmarks?
Key Extractions: Viewsheds, Landmarks, Axes
Methodology: Distinguishment of landmarks was collected via online research and a field visit. Referred to the Historic Delano website for Delano attractions. Referred to the Wichita Downtown Development Corporation for the master plan and Riverfront Revisioning for additional landmarks. Photos were taken of the landmarks on the field visit. Viewsheds were based on visibility of landmarks by distance, influence, and wayfinding. Mapped layout of buildings and river footprint were imported from Sedgwick Co. Arc GIS for graphic representation.
Conclusions: The viewsheds of landmarks in and around the Delano neighborhood show that there is high visibility along the Arkansas Riverfront. There are important visual axes that present views of landmarks such as Douglas Ave., Maple St., 1st St., and Texas St. Additional important axes are Sycamore St., McLean Blvd., and Seneca St.

Classification Map



Map 1.3

Kansas Rail-Trails Network Utilizes Abandoned Rail Corridors in Wichita Region

Wichita is utilizing its abandoned railways for recreational use as multi-use trails

W2_JS01_150K_WichitaRegionalRail-Trails.PDF

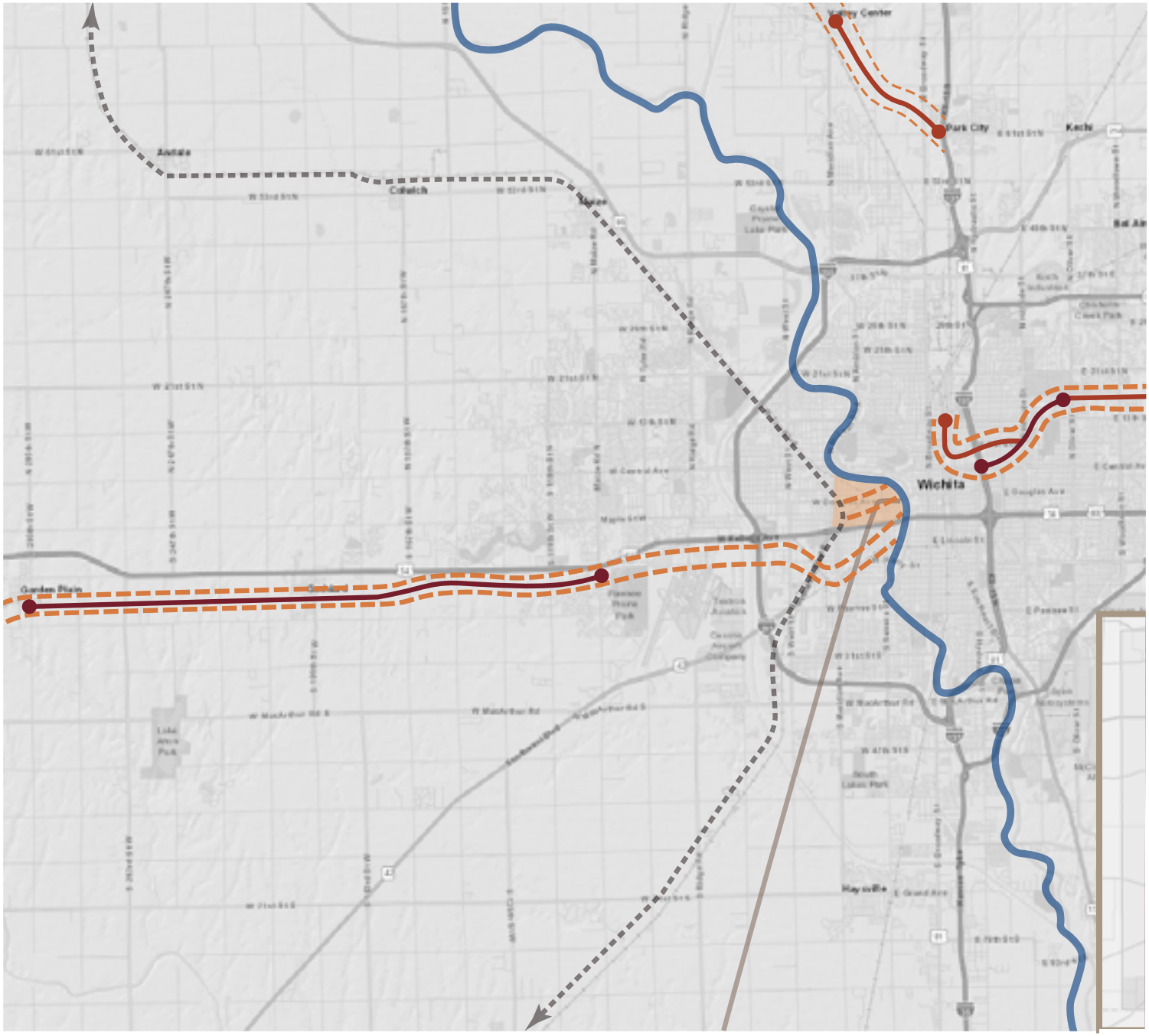
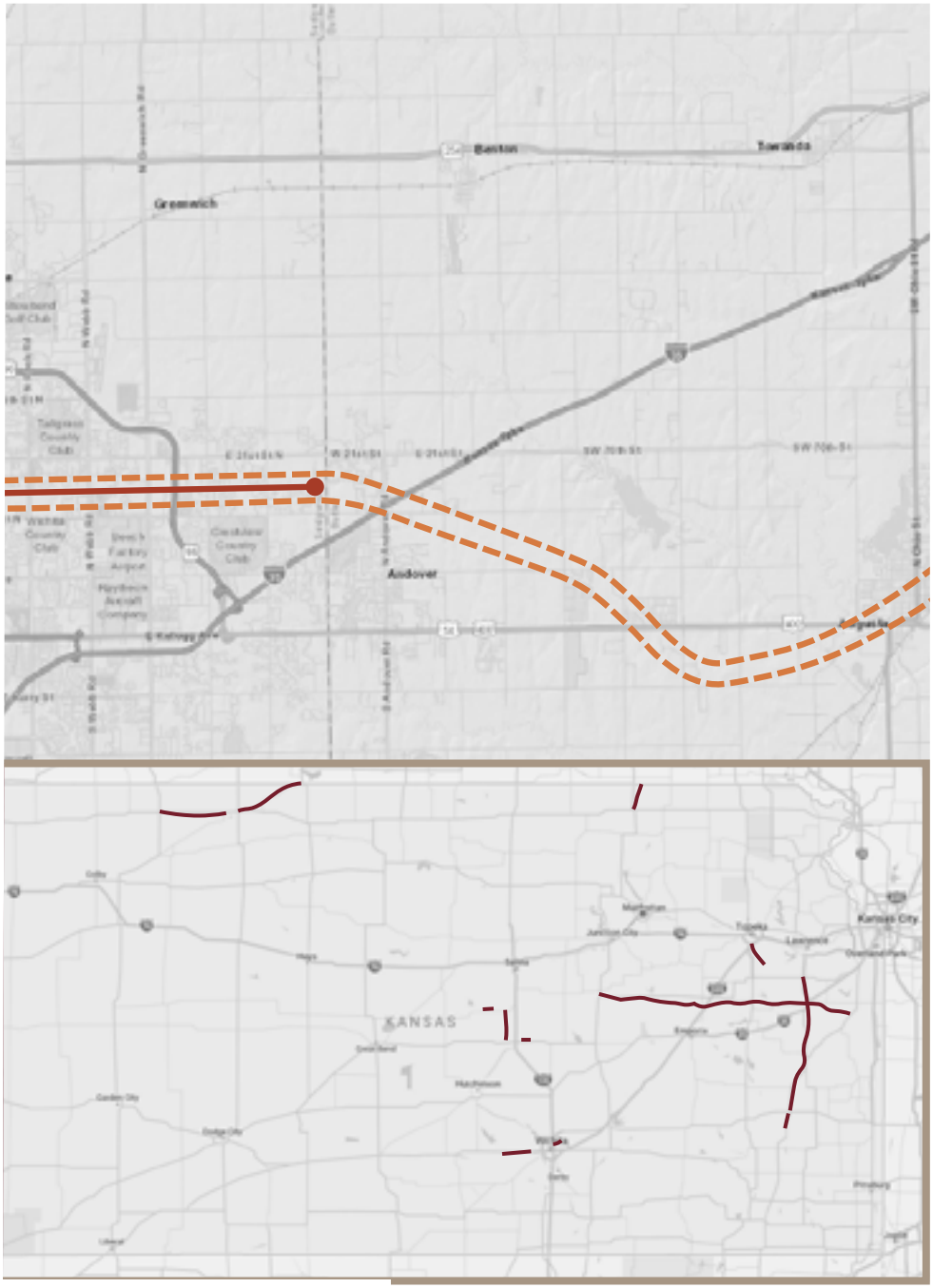


Figure 1. Wichita Regional Rail-Trails
Source: Rails-To-Trails Conservancy, Wichita GIS Data

Inquiry: Where are Wichita's Rail-Trails and where is there opportunity to have more?
Key Extractions: Trail Names, Locations, and Mileage, Existing Railway Through Delano, Proposed Rail-Trail Locations, Abandoned Rail Corrdiors
Methodology: Existing Rail-Trail information was gathered from the Kansas Rails-to-Trails website via interactive "Trail-Link" maps. Proposed Rail-Trail locations were gathered from Kansas Cyclist's Rail Trails website. Abandoned rail corridors were discovered with the use of the Kansas Department of Transportation's Kansas Railroad Plan 2017, an interactive map of Abandoned railways from the Rail-Trail Conservancy, Google Earth, and a site visit to the Delano District. Finally active railways and map data was mapped from Google Maps and Wichita GIS Data.
Conclusions: From mapping this information, I have gathered that there are still many opportunities in the Wichita Region for Rail-to-Trail conversions. I also think it is possible to link some of these trails to the abandoned rail corridor through Delano.



Existing Kansas Rail Trails



Figure 2: Delano's abandoned rail corridor looking west



Figure 3: Delano's abandoned rail corridor through industrial areas



Figure 4: Delano's abandoned rail corridor looking east

N

0 75K 150K 300K

Legend

- Active Rail Line Through Delano
- Existing Rail-Trail
- Proposed Rail-Trail
- Abandoned Rail Corridor
- Delano District
- Historic Chisolm Trail
- Arkansas River

Map 1.4

Downtown Wichita is a Food Desert

Suburbs surrounding the core of Wichita have abundant health food options, but not the core of the city.

W2_MM01_Food-Desert-Map-Classification.PDF

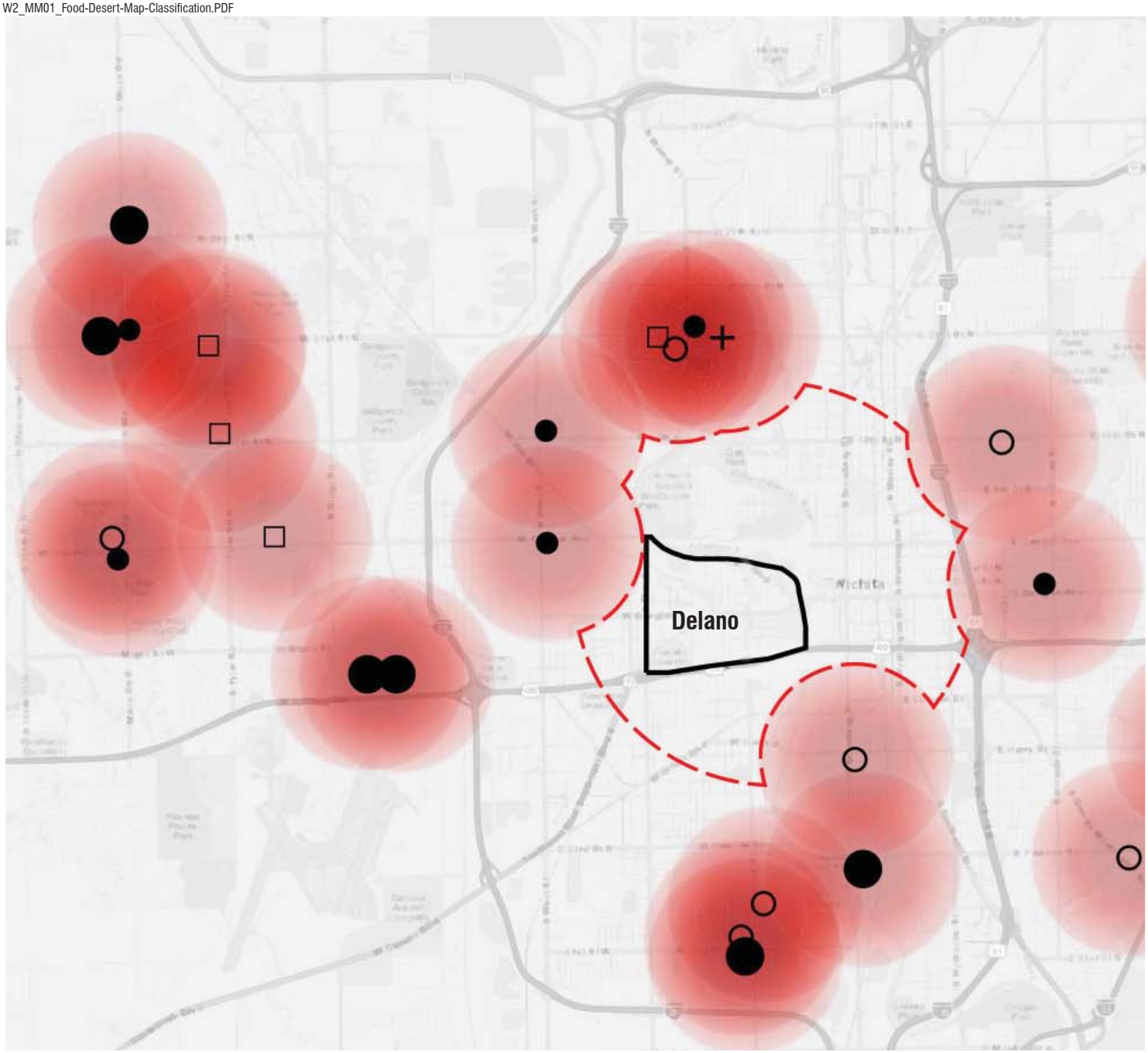
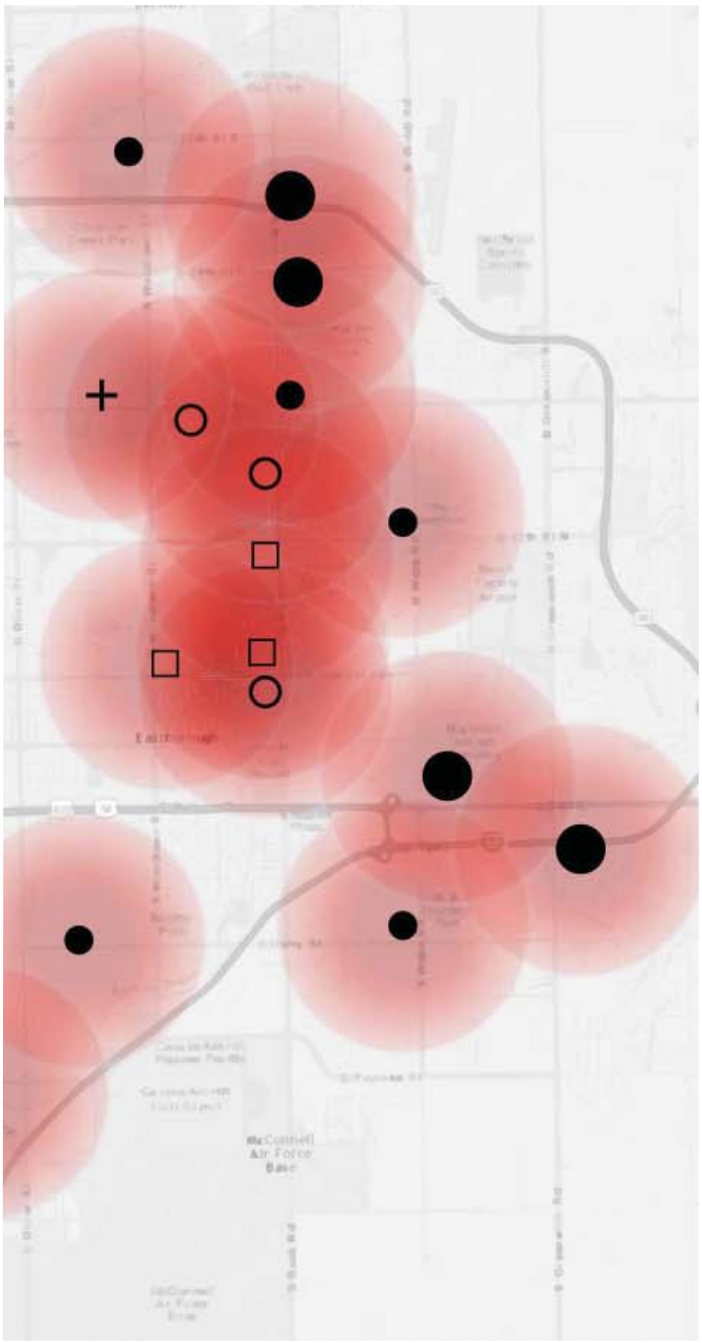


Figure 01. Grocery Stores Around Wichita
Source: Wichita GIS 2017, Google Earth

Inquiry: Where is the city most in need of grocery stores?
Key Extractions: Grocery stores are more commonly found in areas outside of the urban core.
Methodology: Extracted maps from GIS and analyzed Google Earth to find stores provided in the area. Convenient stores and Braums were excluded from this search because their healthy options are priced higher.
Conclusions: The residents of Delano have no grocery stores within walking distance. Dillons is the primary grocery store bussiness supported in Wichita, followed by Walmart. There is an even distribution of grocery stores types, and they are generally located in clusters.

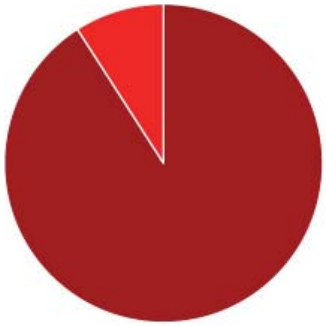


Food Desert

"A food desert is defined as a low-income area where a significant number of residents have low access to supermarkets or grocery stores. The USDA describes low access for urban areas, like Wichita, as living more than one mile from a full-service grocery store."

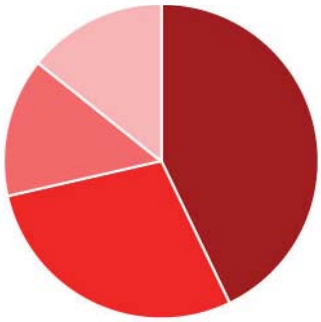
Classification

Grocery Stores



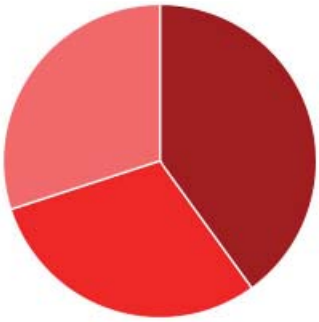
- Dillons
- Whole Foods

Healthy Markets



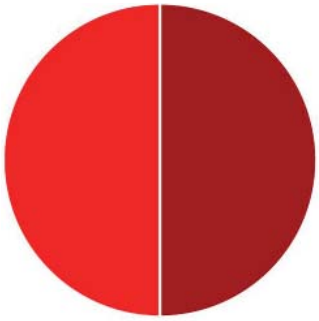
- Green Acres Market
- Natural Grocers
- Sprouts Farmers Market
- Natural of Course

Neighborhood Markets



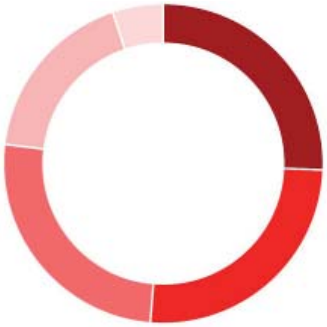
- ALDI
- Save-A-Lot
- Walmart Neighborhood Market

International Groceries

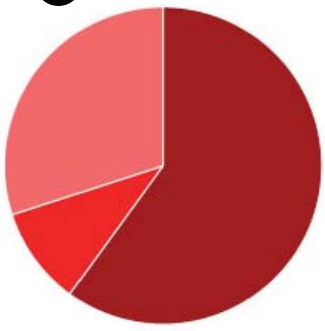


- Thai Binh Supermarket
- Asia Bazaar Grocery

Store Types



Super Stores



- Walmart
- Costco
- Sam's Club

Legend

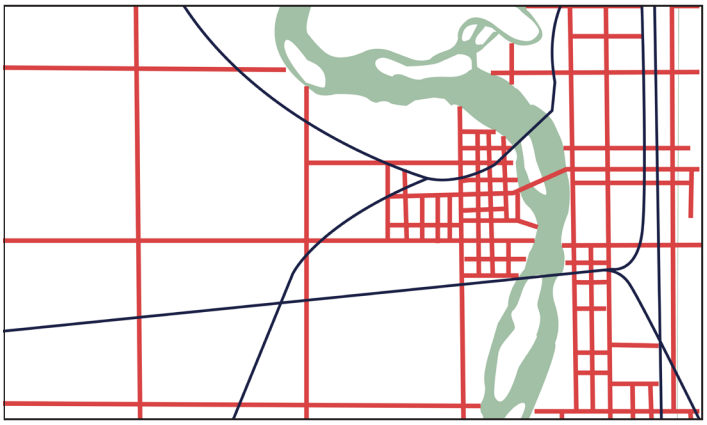
- 1 Mile Radius Zone
- Site Boundary
- Area Without Food
- Super Store1 Mile Radius
- Grocery Store
- Neighborhood Market
- Healthy Market
- International Store

Map 1.5a

The Delano Neighborhood Has Grown Throughout History

The Arkansas River, infrastructure and popular attractions have changed over time by emerging in the city grid and sometimes, disappearing.

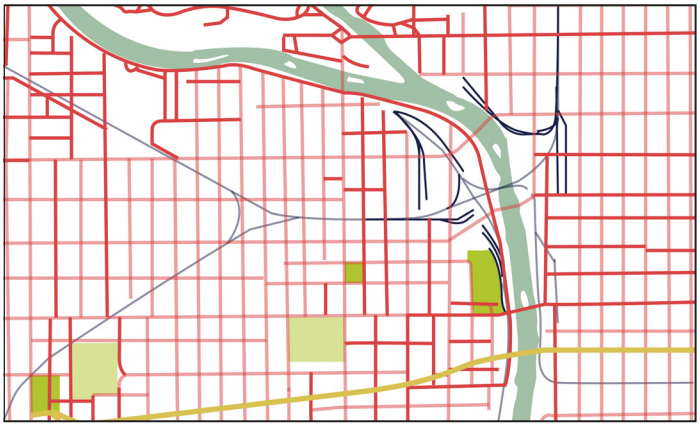
W2_TB01_1.6K_UrbanMorphologyThroughTime.PDF



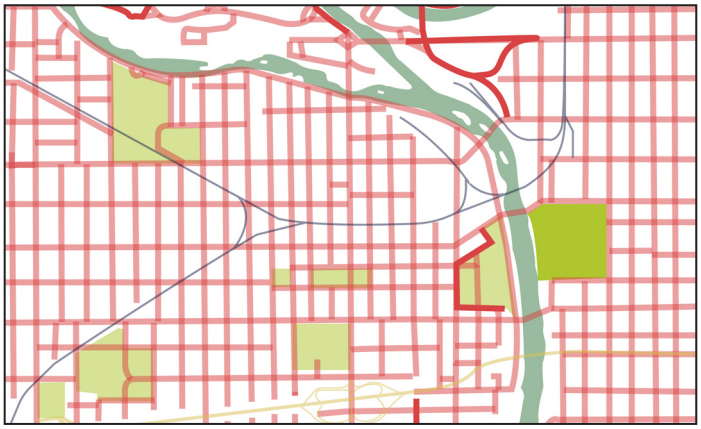
1887



1894



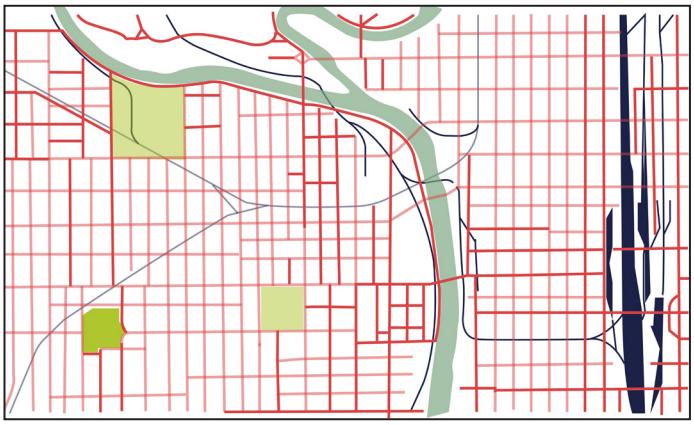
1954



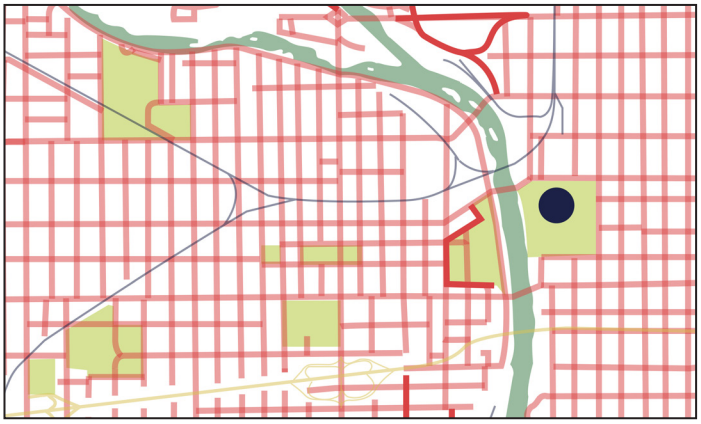
1961 (before construction of Century II building)

Figures 01- 07. Urban Morphology Through Time
Source: GSI 2017 map and oldmapsonline.org

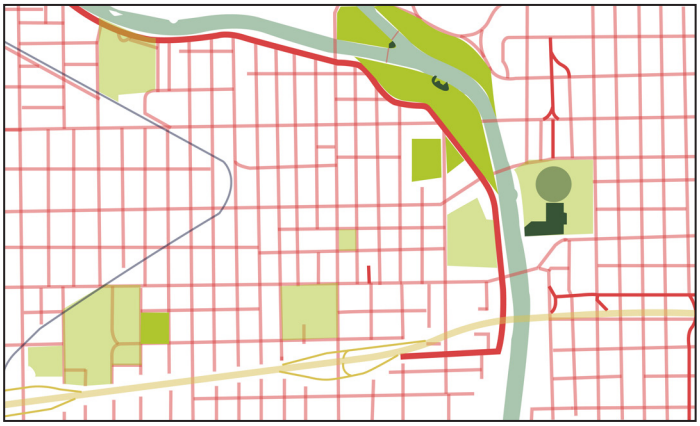
Inquiry: How has the Arkansas River morphology, and Delano and downtown Wichita's street grid, railroad lines, highway 54, and significant cultural places and green spaces changed throughout history?
Key Extractions: The historic and existing locations of streets, railroads, significant locations, and the Arkansas River were extracted
Methodology: I took historic maps from an online map website and traced them in Illustrator.
Conclusions: During the first part of Delano's history, the neighborhood was concentrated at the river's edge. There was a rapid growth towards end of the 19th century, then slow growth during the first three decades of the 20th century. The amount of railroads grew, reaching their peak in the 1940's, and then started to decline. The Arkansas River has also changed significantly. It started as a wider river with small islnds in the center. Then, as the city controlled the river, it became narrower and more constrained. The islands in the middle disappeared and the peninsula- on which the Keeper of the Plains stands- was formed. The Arkansas River has been controlled, there has been growth out from the river, and the underlying form of the area has been influenced by township boundaries.



1943



1961 (after construction of Century II building)



2017



Legend

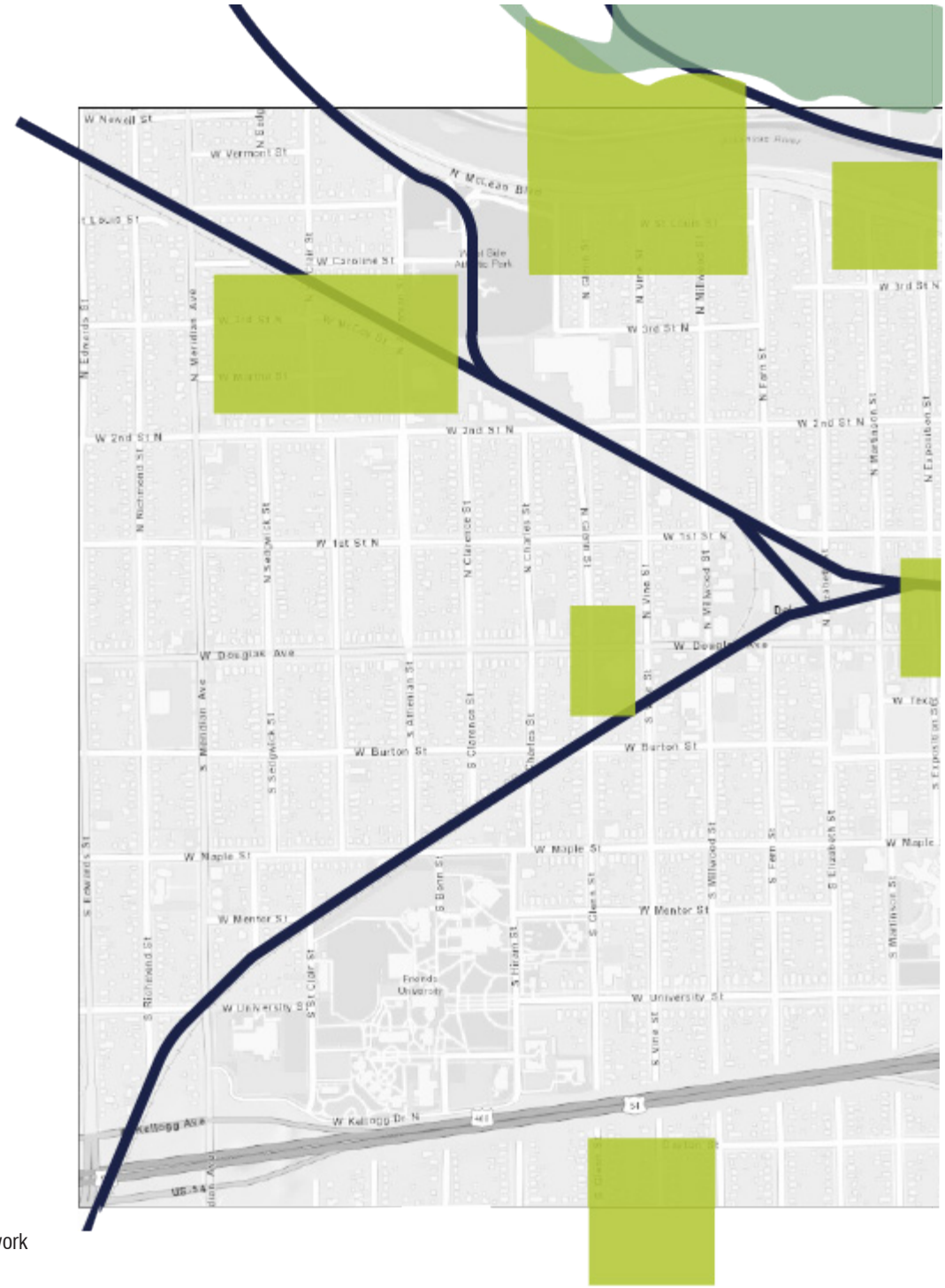
- Arkansas River
- Railroad
- Streets
- Highway 54
- Green Spaces and Other Places of Cultural Significance

Map 1.5b

Delano's Historic City Layout Can Provide a Framework For New Developments

The Arkansas River, old town squares, and old rail line routes are forms, potentially used for organizing designs

W2_TB02_3hundred_HistoricElementsasDesignFramework.PDF



Figures 01. Historic Elements as Design Framework
Source: GSI 2017 map and oldmapsonline.org

Inquiry: How can lost, historic elements of Delano be used as an underlying framework for community planning designs?
Key Extractions: The Arkansas River form from 1887, the public open spaces from 1894, and the rail lines from 1943 can be ordering frameworks for future trails, public green spaces, city blocks, and other developments.
Methodology: I pulled elements from the historic maps I traced in Illustrator. I chose which elements to show based off of how well they already fit into the existing city grid.
Conclusions: The Arkansas River form from 1887, the public open spaces from 1894, and the rail lines from 1943 are opportunities for design. These elements fit in well with the current city grid and can result in future trails, public green spaces, city blocks, and other developments.

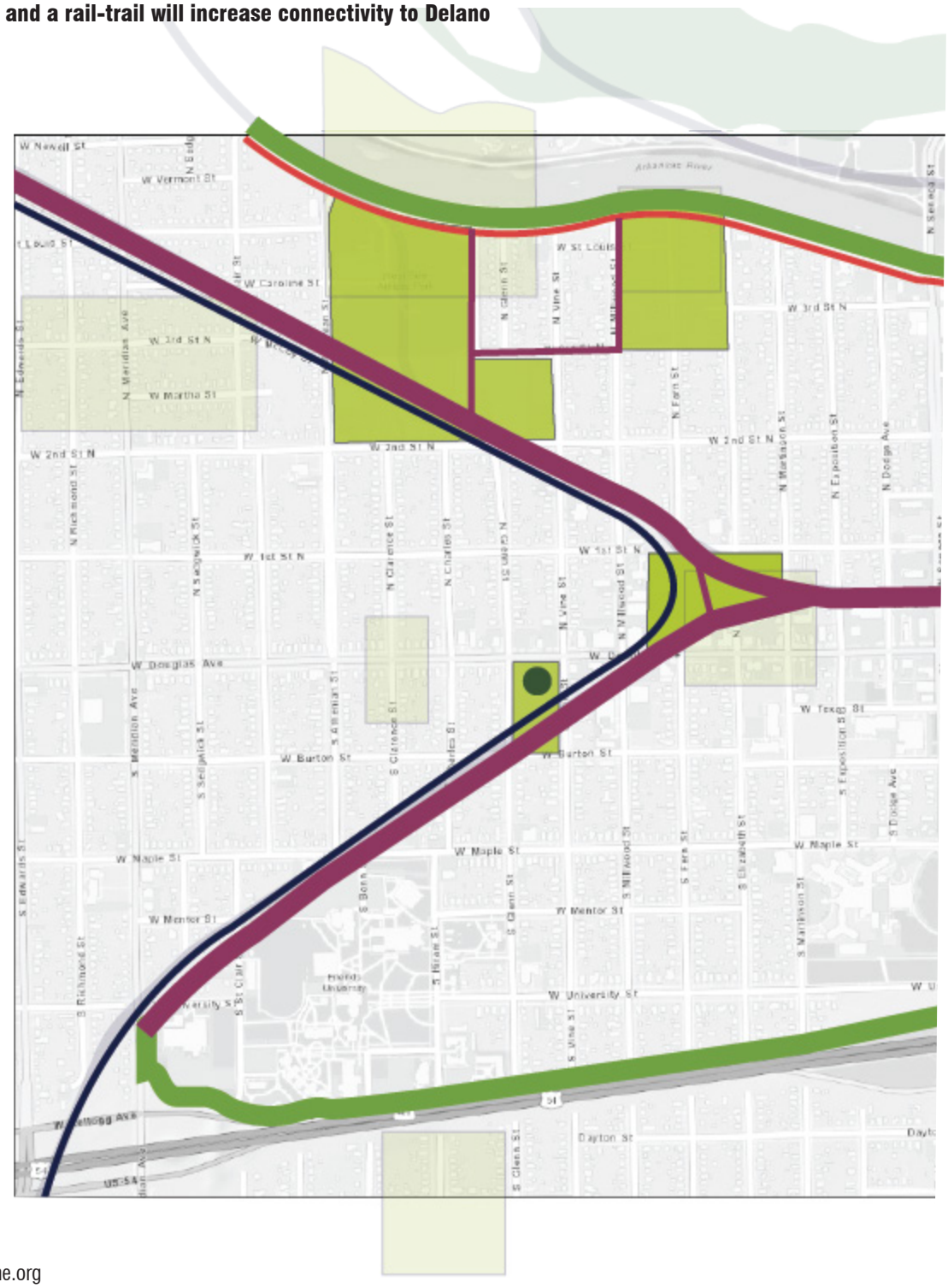

Exploration Place
Wichita
Century II
Library
Lawrence Dumont Stadium
N McLean Blvd
W Douglas Ave
E Douglas Ave
W Kellogg Ave
E Kellogg St
W Waterman St
E Waterman St
W Maple St
W Mentor St
W University St
W Kellogg Ave
W Indianapolis St
Dayton St
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community
N
0
150
300
600
Legend
Arkansas River in 1887
Railroad in 1954
Green Spaces in 1894

Map 1.5c

Rail-Trail Helps Connect New Green Spaces and Sites Across the River

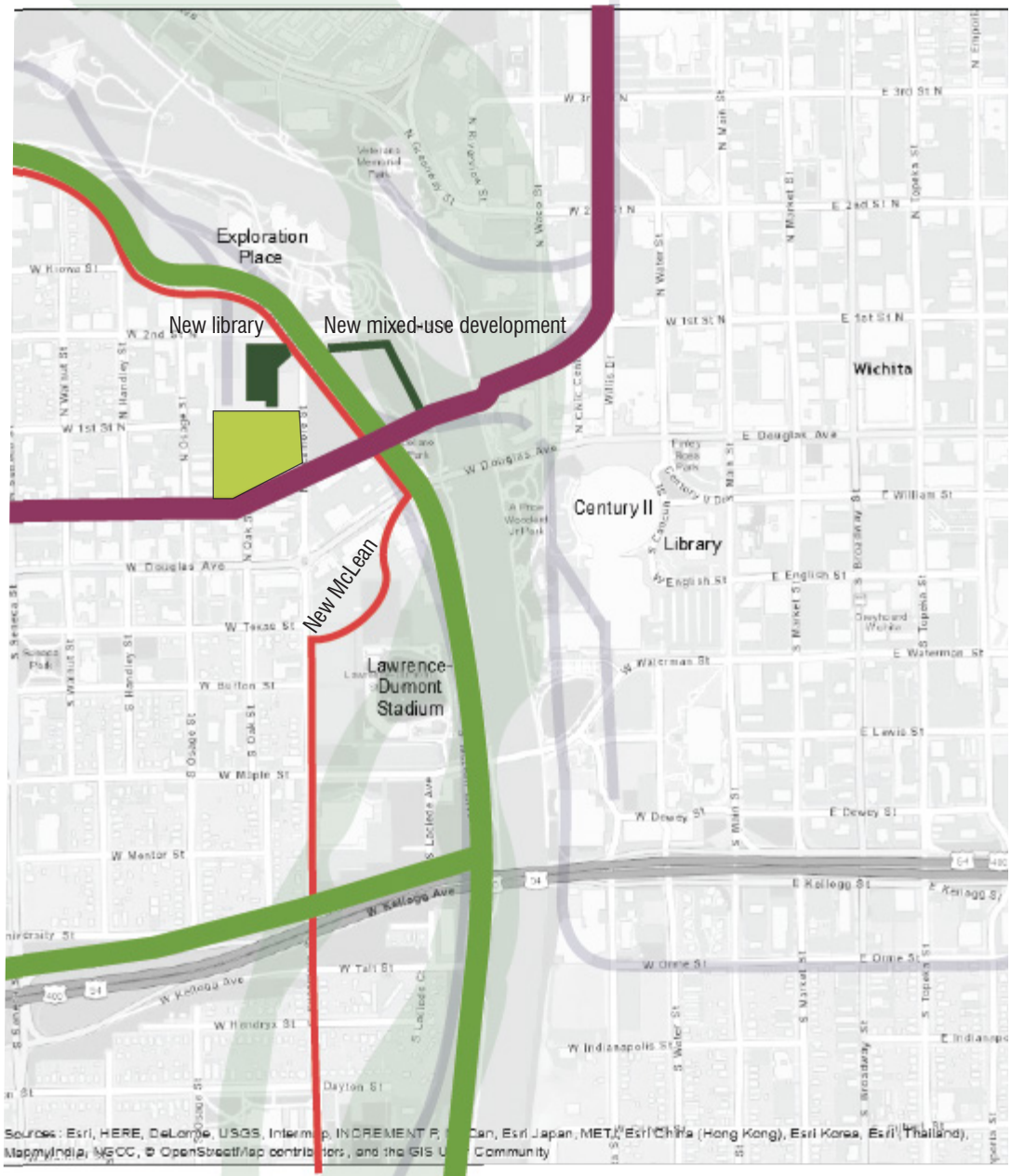
The addition of new green spaces and a rail-trail will increase connectivity to Delano

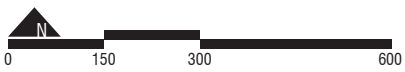
W2_TB03_3hundred_Rail-TrailandGreenSpaces.PDF



Figures 01. Rail-Trail and Green Spaces
Source: GSI 2017 map and oldmapsonline.org

Inquiry: What programs can be pulled from historical elements and how can they be connected to bring the Delano community together?
Key Extractions: A series of green spaces, a connecting trail system, and the change of a major road were all influenced by historical elements.
Methodology: I took historic maps from an online map website and traced them in Illustrator. I pulled elements from the historic maps I traced in Illustrator. Then, I use the selected elements to inform a design strategy.
Conclusions: The old rail lines from 1943 helped inform the rail-trail that connects different green spaces and spans the Arkansas River via a proposed pedestrian bridge. The proposed locations of green spaces were informed by the location of green spaces in 1894. The re-routing of McLean was roughly guided by the river location in 1887. In this strategy, McLean is narrowed to a two-laned street and a wide bicycle and pedestrian mall is implemented along sided. The mall diverts to the left along highway 54 and then joins up with the rail-trail at Friends University.





Legend

- Arkansas River in 1887
- Rail Roads in 1943
- Open Public Spaces 1894
- Current Active Railroad
- Public Green Space
- Street
- Bicycle and Pedestrian Mall
- Buildings
- New Rail-Trail

Map 1.6

Numerous Parks and Amenities are Concentrated Along the Arkansas River

Residential and commercial areas south and west of the river lack numerous large park areas

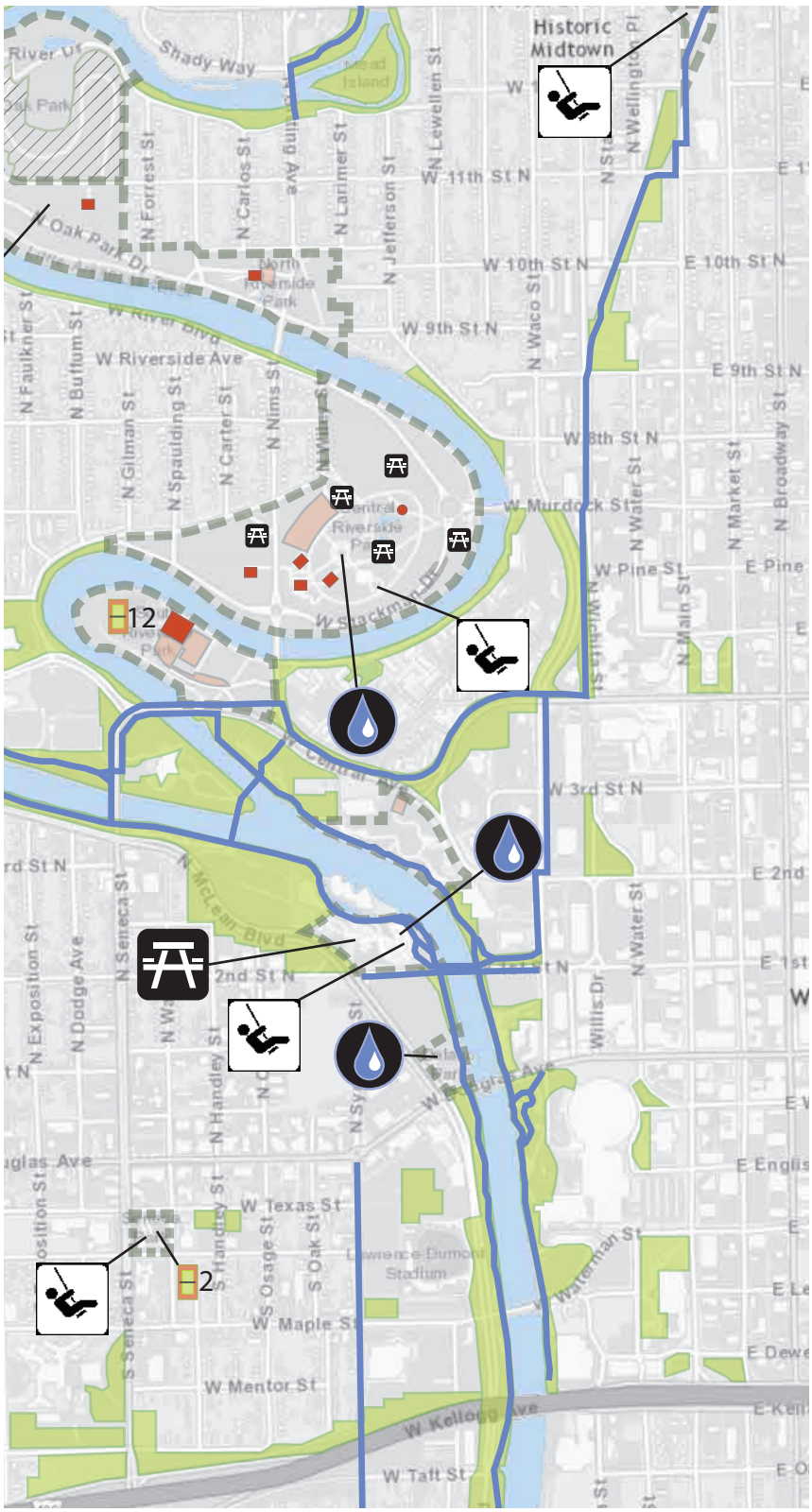
W3_JJ01_1350_ParkAmenities.PDF



Inquiry: Where are parks and what are their amenities and activities?

Key Extractions: Parks, Amenities, Activities

Methodology: Park and green spaces were identified via online research and a field visit. Additional Information was collected from the Wichita Parks & Rec website for park listings, amenities, and bike path locations. Some amenity locations were inventoried from Google Earth. Map layout of buildings and river footprint were imported from Sedgwick County GIS for graphic representation.



Legend

- Park Boundary
- Bicycle Paths
- Green Space
- Wooded Nature Area
- Botanical Garden Area
- Parking Lots
- Golf Course
- Park Facilities
- Picnic Area
- Playground
- Water Fountain
- Disc Golf Course
- Tennis Court
- Baseball/Softball Field

N

0 ft 675 ft 1350 ft 2700 ft

Figure 1. Park Amenities
Source: Base from Sedgwick Co. Arc GIS 2017.

Conclusions: The parks in Delano cover less land area than the parks north of the river. The southwestern parks contain all the baseball and softball fields, whereas golf and disc golf courses are located on the north parks. The picnic areas and playgrounds are distributed equally throughout the map. The parks with the largest parking lots were generally located in the north parks. The main water fountains were located close to the river. Bike lanes generally followed the river, however some bike paths followed Zoo Blvd. and Wichita Street, which both continue along the old railroad corridor.

Map 1.7a

The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types

Strategies range from highly engineered to ecological restoration

W3_SKE01_4K_ComparitiveTypologies30K.PDF



Figure 1a: Arkansas River, Wichita
Source: 1a: Sedgwick County GIS
1b: Matt McCoy
1c: Mac Wendling

Figure 1b: Eastern Arkansas Riverfront, Downtown

Figure 1c: Western Arkansas Riverfront Delano

Figure 1-7: Conditions of River Edges
Source: National, State, County, and Municipal GIS Data, and Photos Individually Cited In Separate Document

Inquiry: How does Arkansas riverfront in Wichita, KS compare to other U.S. urban riverfronts?
Key Extractions: There are a specturm of typological developments upon riverfronts around the nation, in which Wichita is not limited in pursuing.
Methodology: GIS data was gathered from national, state, muncipal, and county databases. Building footprints were often rasterized from ariel imagery, or through the sorting of impervious surfaces. Riverfronts were chosen based upon unique elements which could be adapted to the Wichita riverfront and popular recognition.
Conclusions: While all of the following rivers have been engineered to serve humans, there exists a specturm of who the rivers were engineered to serve and the degree of methodical engineering. San Antonio was orignally engineered to respond to flooding, then was further developed into a riverwalk for economic development purposes. In constrast, Spokane's riverfront exists as a riparian buffer which limits access to the riverfront in an attempt to preserve natural ecological functions. The Arkansas River is not limited in options, as there is space for a highly engineered urban edge, a preservation zone with ripaian buffer, or a development which falls anywhere on the spectrum.

Comparative Treatments of River Edges

San Antonio, TX
San Antonio River

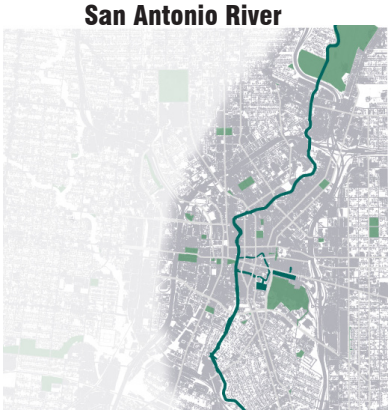




Figure 2: engineered urban edge
2a: Bexar County GIS
2b: River Walk Guide

Savannah, GA
Savannah River

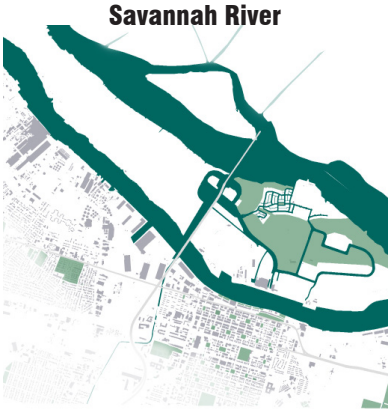




Figure 3: historic engineered urban edge
3a: City of Savannah GIS
3b: The Whitman

Cincinnati, OH
Ohio River

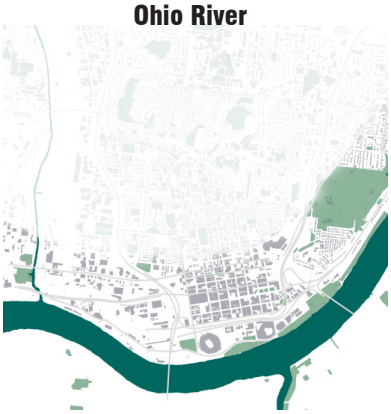




Figure 4: ecological stadium edge
4a: Hamilton County GIS
4b: Urban Cincy

Chicago, IL
Chicago River





Figure 5: ecological urban edge
5a: City of Chicago GIS
5b: Chicago Riverwalk

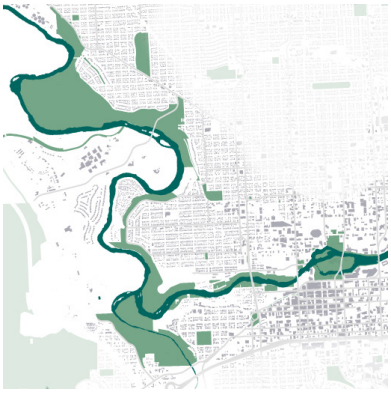
Louisville, KY
Ohio River





Figure 6: ecological restoration
6a: Jefferson County Open Data
6b: Louisville Waterfront Park

Spokane, WA
Spokane River



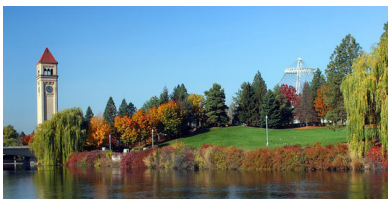
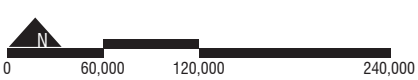


Figure 7: preservation wih riparian buffer
7a: City of Spokane Open Data
7b: Tiki Lodge



River
Park
Major Roadways
Building Footprints

Map 1.7b

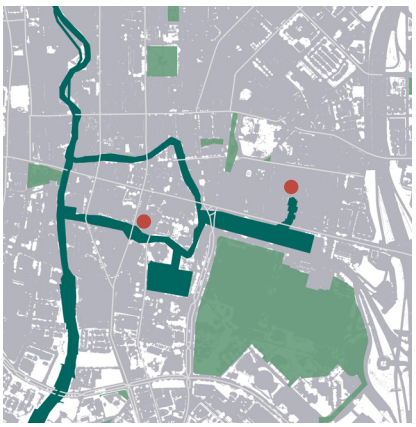
Comparative Riverfronts Offer a Diverse Range of Amenities

Varying in the degree of engineering, access, and programming

W3_SKE02_4K_ComparitiveElements6k.PDF







San Antonio, TX

San Antonio River

Riverwalk

Key Elements | immediate river access, pedestrian bridges with overlooks

Facilitator | Citizens, Congressman, and Mayor

Date of Completion | 1941

River Width Variance | 40''-185'

Changes in Elevation | 0'

Figure 1a: San Antonio Riverwalk Amenities (Bexar County)
1b: Trip Advisor
1c: River Walk Guide







Savannah, GA

Savannah River

Riverfront Plaza

Key Elements | 30ft esplanade with 5ft rise, large riverboat docking access

Facilitator | Urban Planners and Local Landowners

Date of Completion | 1977

River Width Variance | 680'- 1000'`

Changes in Elevation | 5'

Figure 2a: Savannah Riverwalk Amenities (City of Savannah GIS)
2b: Savannah Travel Guide
2c: Riverstreet Savannah







Cincinnati, OH

Ohio River

Smale Riverfront Park

Key Elements | dense residential and commerical development between two stadiums, serpentine seating wall for flood control

Facilitator | County and City Officials with Generous Donors

Date of Completion | 2016

River Width Variance | 1150' - 1650'

Changes in Elevation | 24'

Figure 3a: Cincinnati Riverwalk Amenities (Hamilton County GIS)
3b: Urban Cincy
3c: Allstar Neighborhood Guide

Figure 1-6: Comparative riverfront amenities
Source: National, State, County, and Municipal GIS Data, and Photos Individually Cited In Separate Document

Inquiry: How did select riverfront developments come to fruition and what conditions are comparable to the Arkansas River?
Key Extractions: Varying engineering, intent, access, facilitation, and river qualities
Methodology: GIS data was gathered from national, state, municipal, and county databases. Building footprints were often rasterized from aerial imagery, or through the sorting of impervious surfaces. Riverfronts were chosen based upon unique elements which could be adapted to the Wichita riverfront and popular recognition. Key elements were selected based upon viability of application to the Arkansas Riverfront and significance to each place. The order of images on the sheet correspond with the height of each identifier on the corresponding map.
Conclusions: Each riverfront development has been facilitated by varying actors, yet are all successful in their own light. Each development has been constructed over decades and are still undergoing shifts in programming, character, and engineering. The Delano section of the Arkansas Riverfront is most similar to Spokane, WA in the varying widths of the river and distance to the nearest structure. Due to the width of the Arkansas River the singular element which can not be adopted is the docking of large riverboats and loading zones which are present in Savannah, GA.

Chicago, IL
Chicago River

Riverwalk
Key Elements | limited access to riverfront, high pedestrian and transit bridge access
Facilitator | Chicago Department of Transportation
Date of Completion | In Progress
River Width Variance | 125' - 400'
Changes in Elevation | < 5'







Figure 4a: Chicago Riverwalk Amenities (City of Chicago GIS)
4b: Wyndam Grand Chicago Riverfront
4c: Arch Paper

Louisville, KY
Ohio River

Riverwalk
Key Elements | redundancy for flooding, preserved parkway, ecological edge
Facilitator | City Planners
Date of Initiation | 1991
River Width Variance | 2000' - 2100'
Changes in Elevation | > 15'

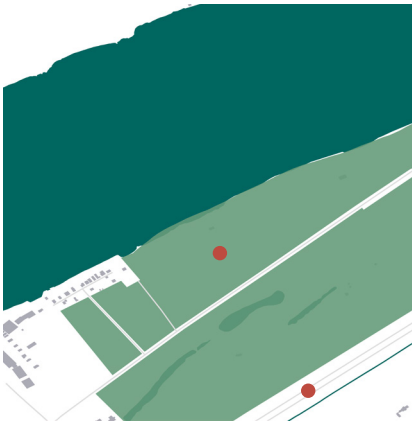






Figure 5a: Louisville Riverwalk Amenities (Jefferson County Open Data)
5b: Louisville Waterfront Park
5c: Hargreaves Associates

Spokane, WA
Spokane River

Riverwalk .
Key Elements | minimal impact program, limited pedestrian access due to large riparian buffer, alternate ways to experience the river
Facilitator | The World's Fair
Date of Intiation | 1984
River Width Variance | 35' - 500' -
Changes in Elevation | 12'







Figure 6a: Spokane Riverwalk Amenities (City of Spokane Open Data)
6b: Spokane City
6c: Sky View Productions

River
Park
Major Roadways
Building Footprints
Key Element





2

Infrastructure

Map 2.1a

Vehicular Infrastructure Passing through Development into Delano

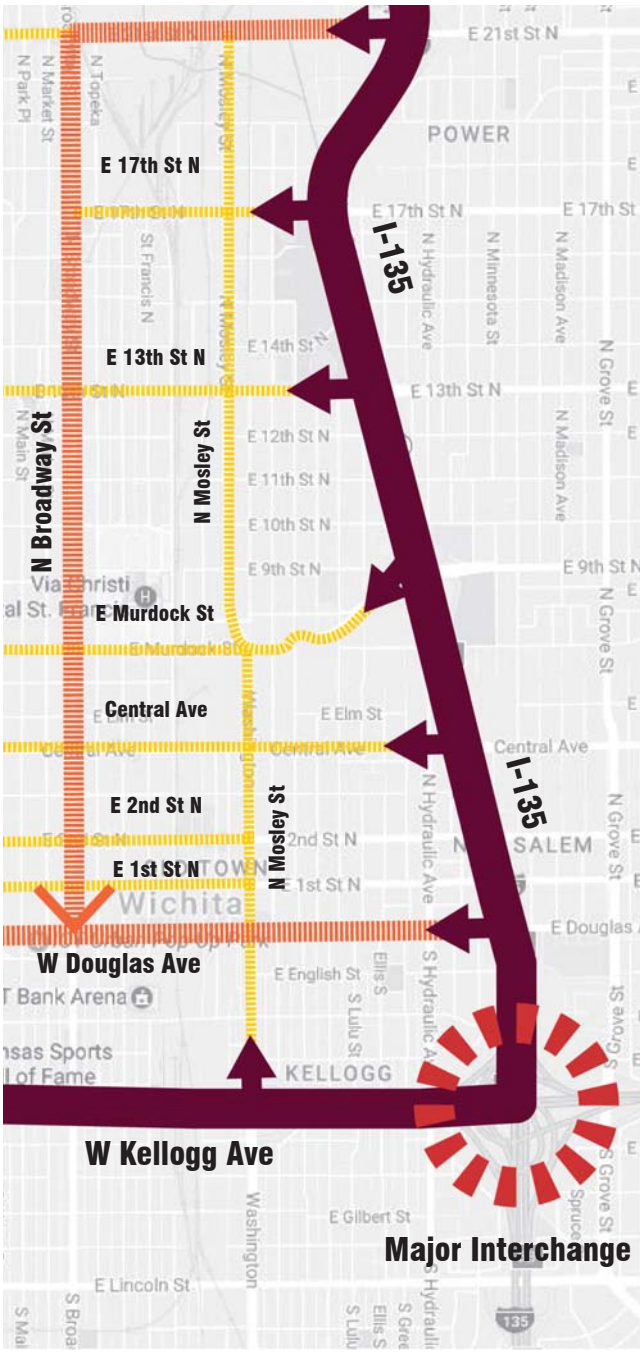
Existing interchanges which promote entry into the historic Delano district

W2_CHB01_500_PedestrianCirculation.PDF



Figure 01. Vehicular infrastructure hierarchy to historic Delano district.
Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.

Inquiry: Which roadways are currently viable to access the Delano district? Visual representation of areas that promote vehicular circulation routes.
Key Extractions: Major roadways, traffic counts, vehicular speed, traffic trends and current vehicular habits.
Methodology: Use the Delano District and existing vehicular infrastructure to promote exploration of new identity markers.
Conclusions: Traffic trends are noticeable within the existing vehicular infrastructure in the greater Wichita area, starting from the interstates cutting through the city, The major directional changes from N/S to E/W are circled accordingly. The three main interstates that surround Delano have specific roads that feed into the main arterial streets of Downtown. These areas highlighted in orange (i.e. 13th, Douglas, and Broadway) are also some of the most heavily developed areas in relation to other comparable roadways in the area. These street filter down and eventually bottle neck when entering into Delano making potential gateway and catalyst sites more apparent. The blue X makes the Delano Clock tower that functions as a landmark and key geographical vantage point, offering views to the surrounding development sites. Through the investigation of the vehicular circulation routes generates further inquires such as the potential conflicts and opportunities for pedestrian, bicyclists, and public transportation.



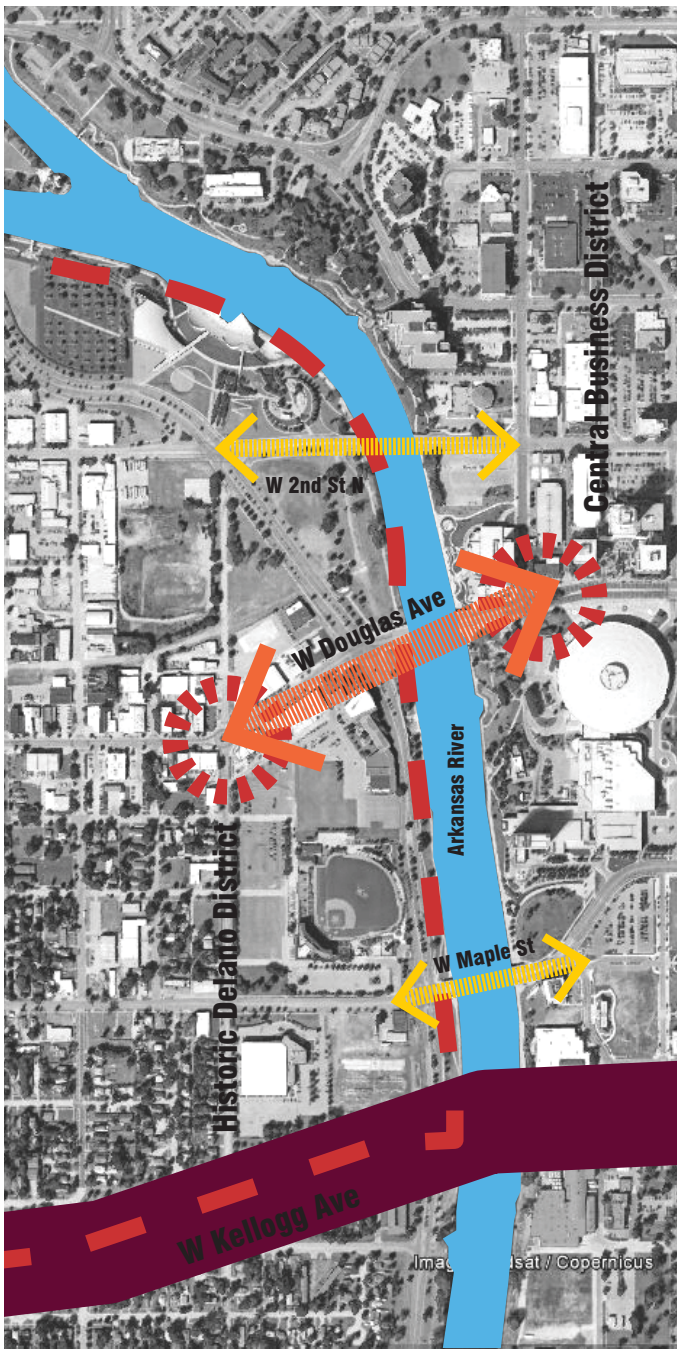


Figure 02. Vehicular infrastructure over river into historic Delano district.
Source: Google Earth. Wichita, KS. Image. Accessed 01 June 2017.

N
0 250 500 1000

Legend

- Major Interstates that enter into Delano
- Delano District Limits
- Vehicular corridor through development
- Secondary Routes into Delano
- Clock tower Destination within Delano

N
0 100 200 400

Legend

- Vehicular bridges crossing waterways
- Secondary Vehicular bridges
- Arkansas River

Map 2.1b

Identified Catalyst Sites with Highest Potential to Impact Delano

Vehicular circulation emphasizes need for redevelopment close to rivers edge

W2_CHB02_500_Opportunity.PDF

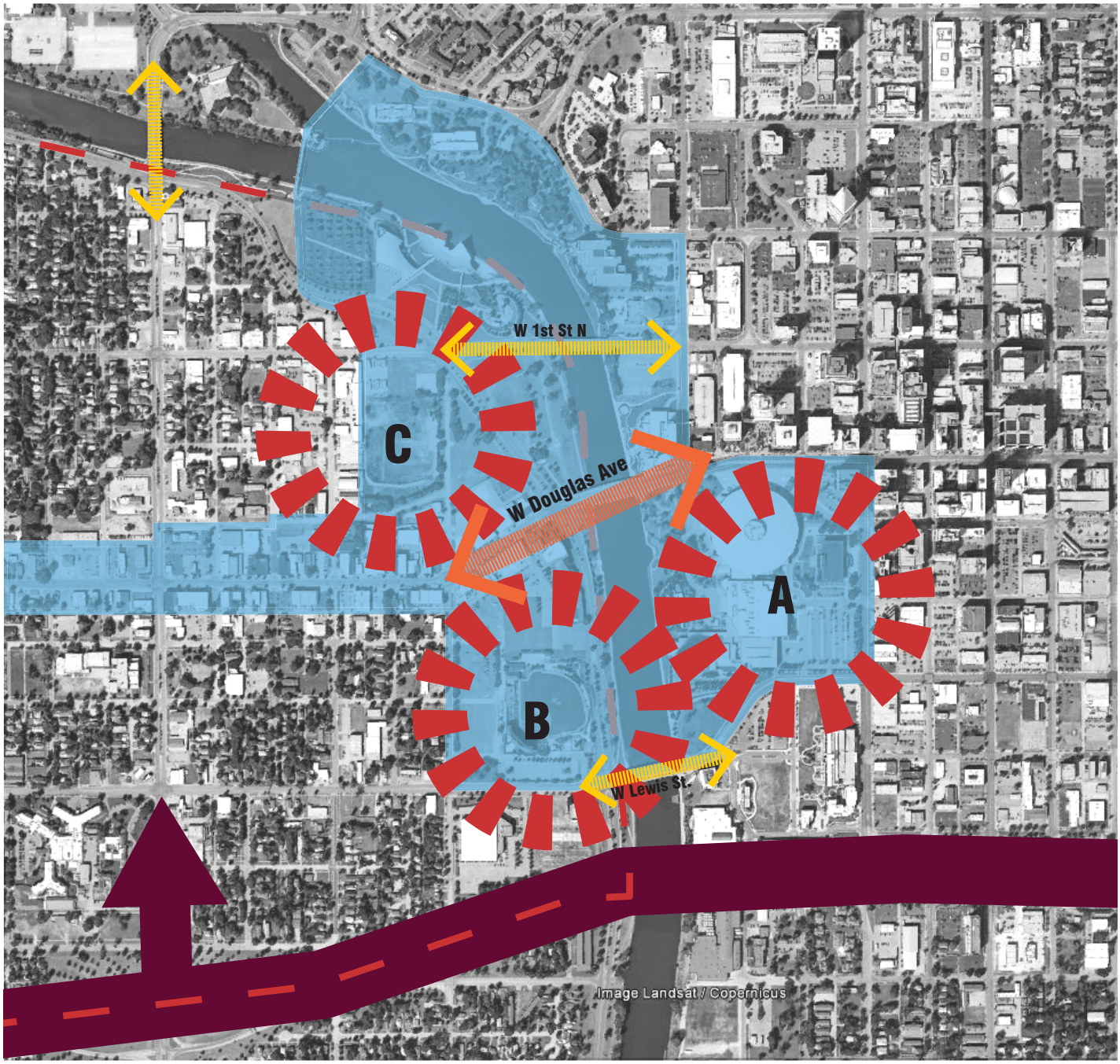


Figure 03. Priority catalyst sites within the historic Delano district in context with the Arkansas riverfront ideal for redevelopment.

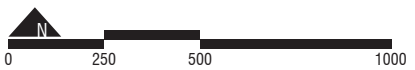
Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.

Inquiry: Which roadways currently cross waterways into/ from Delano? Are these representative of areas with poor pedestrian circulation?

Key Extractions: Major roadways, traffic counts, proximity to pedestrians, activation trends, people perception.

Methodology: Use Delano and the surrounding catalyst sites to promote a new pedestrian bridge. Through the analysis of existing infrastructure both vehicular and pedestrian, available amenities to the public, perception of safety, access into catalyst sites and density of pedestrians.

Conclusions: The current east to west connections across the Arkansas river allow circulation for both pedestrian and vehicles into Delano but is currently lacking large scale community gathering space with programming that is optimized for a large variety of ages and interests. The three identifies sites for change include the Century II Convention center, Lawrence-Dumont Stadium, and the Advanced Learning Library.



Legend

- Major Interstates that enter into Delano
- Delano District Limits
- Vehicular bridges crossing waterways
- Secondary Vehicular bridges
- Destinations along riverfront Corridor

A



Century II:
Figure 04. Century II Performing Arts & Convention Center is a performing arts and convention center in Wichita, Kansas, United States It is located between Douglas Street and Waterman Street near the east bank of the Arkansas River in downtown Wichita.

Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.

B



Lawrence–Dumont Stadium:
Figure 05. Lawrence–Dumont Stadium is a baseball stadium in Wichita, Kansas, United States. It is located on the northwest corner of McLean Blvd and Lewis Street, along the west bank of the Arkansas River, in the Delano neighborhood of downtown Wichita.

Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.

C



Advanced Learning Center:
Figure 06. The center will sit on the southeast corner of Second and McLean is designed to meet the education needs of every person in the community, whether they prefer one-on-one interaction or group collaboration.

Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.



GLMV Architecture:
Figure 07. Tom Montgomery of GLMV Architecture unveiled plans for the new 105,200-square-foot, two-level library's building design, public art features, outside landscaping and parking areas.

Source: Eagle, Shelby Reynolds. The Wichita. "Designs for new Wichita central library nearly finished." Kansas. Accessed June 13, 2017. http://www.kansas.com/news/local/article26536039.html.

Map 2.2a

Configurations of Streets Determine the Formations of Buildings

Street configuration can influence how blocks function

W2_EH01_StreetConfiguratins_Comparitive.indd

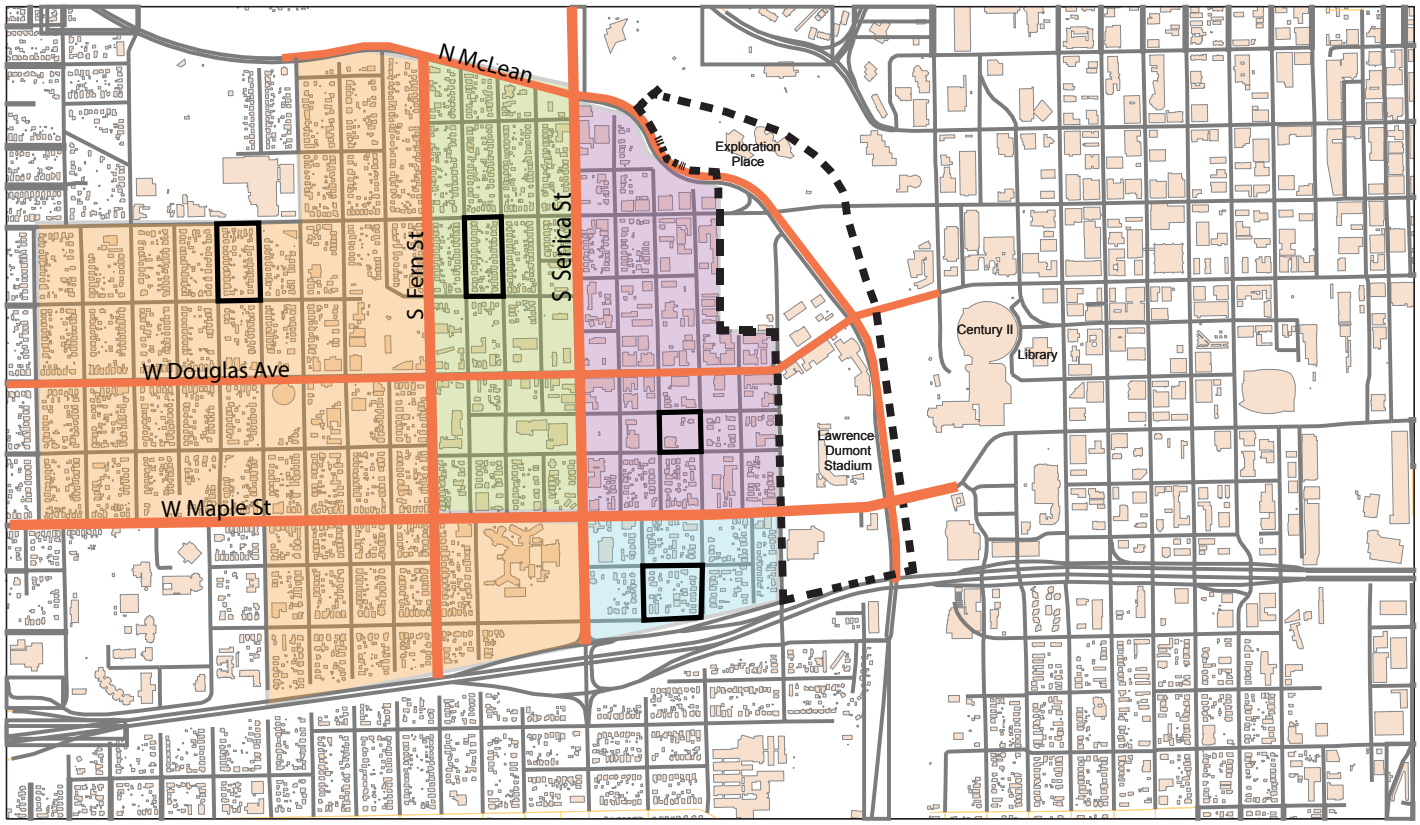


Figure 01. Delano Grid Overview
Source: GIS (2016)

Average Block Size

- 380 ft X 680 ft
- 325 ft X 700 ft
- 350 ft X 540 ft
- 540 Ft X 480 ft

Legend

- Roads Impacting Bolck Size
- Superblock Area
- Typical Block

Inquiry: What are possible street configurations that could better utilize the superblocks in Delano?
Key Extractions: Streets, Building Footprints, Lots
Methodology: First grid differences in Delano were identified. Major streets that define the street patterns were also identified. The street configuration of Delano was then compared to other precedents. These precedents were classified by different Grid forms: rectilinear forms, radial forms, and unorganize
Conclusions: Streets play a big role in how cities are formed. The way they are organized can play a big role in how successful a city can be. The comparisons between different street configurations show there are many ways that the superblocks in Delano can be divided. This division can open new opportunities for the district.

Comparitive Map

Street Configurations (all at same scale)

Building Forms

Characteristics

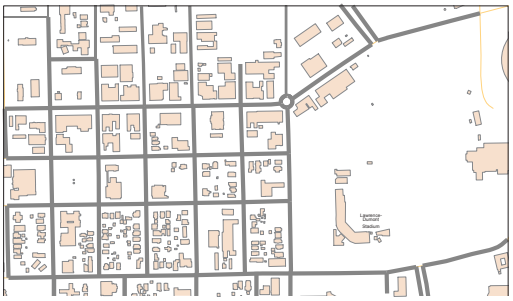


Figure 02. Delano Superblocks can be divided for better use.
Source: GIS (2016)



Figure 06. Southern View of Delano Supperblocks
Source: Google Earth (2017)

Superblock: 1,600,000 sqft
Downtown Block: 122,500 sqft
350 ft X 350ft
Avg. Street Width: 75 ft
Avg. Building Height: 1-2 Stories

Rectilinear Grid

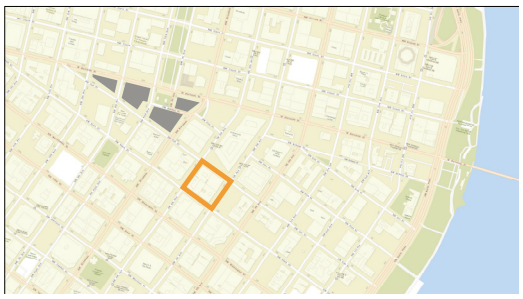


Figure 03. Downtown Portland, OR.
Smaller block square footage results in more intersections attractive to commercial use.
Source: GIS (2016)



Figure 07. View of Portland City Blocks
Alterations in the formations of the grid influence the shape of lots creating wedge shaped buildings.
Source: Google Earth (2017)

Block Dimensions: 55,000 sqft, 250 ft X 250ft
Avg. Street Width: 55-70 ft
Avg. Building Height: 4+ Stories
Function: Highly pedestrian-oriented, encourages walkability and activate storefronts

Centralized Organization

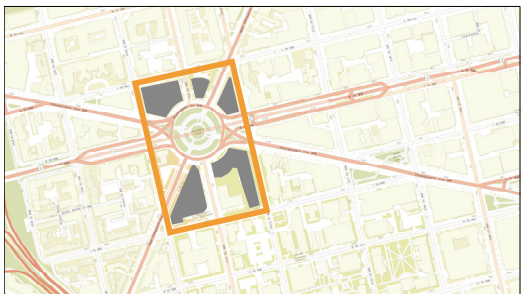


Figure 04. Washington D.C.
Centralized street configuration results in wedge shaped blocks and curved buildings
Source: GIS (2016)

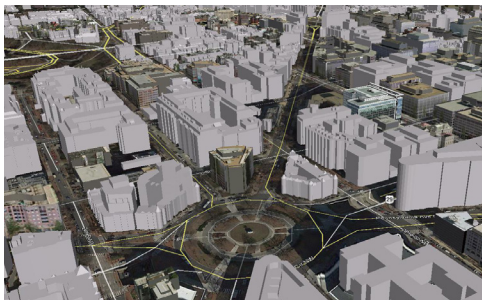


Figure 08. View of Washington D.C. configuration
Centralized configuration allows for heavy amounts of vehicular and pedestrian circulation
Source: Google Earth (2017)

Block Dimensions: 253,434 sqft, 710 ft X 1,100 ft
Avg. Street Width: 80 ft
Avg. Building Height: 8 Stories
Function: Heavy vehicular and pedestrian circulation

Unorganized Blocks

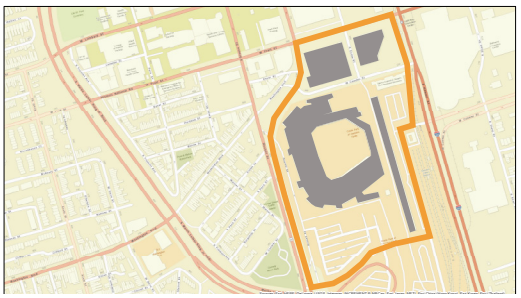


Figure 05. Camden Yards, Baltimore, MD.
Large blocks allow for large buildings that are not limmited by street configurations
Source: GIS(2016)



Figure 09. View of Camden Yards, Baltimore, MD.
Block sizes and street configuration promote pedestrian scale and walkability
Source: Google Earth (2017)

Block Dimensions: 1,554,630 sqft,
Avg. Street Width: 80 - 140 ft
Avg Building Height: 8 + Stories
Function: Strong pedestrian focus, large sidewalks allow for pedestrian gathering spaces.

Map 2.2b

The Street Configuration Around Superblock has Variety of Opportunities and Dilemmas

McLean becomes key to better configuration

W2_EH02_StreetConfifuration_Opportunities.indd

Existing Site

The formation of McLean Blvd has a big influence in how the riverfront district in Delano was formed. McLean was intended to be a scenic road along the riverfront. Now it may need to be reconfigured for the community's needs.

Riverfront Connection

Dilemmas

- McLean is a barrier between the superblock and riverfront
- Roundabout on Douglas not designed for heavy traffic

Opportunities

- The superblock can make connections to the adjacent riverfront
- Sycamore can serve as an alternate route to McLean

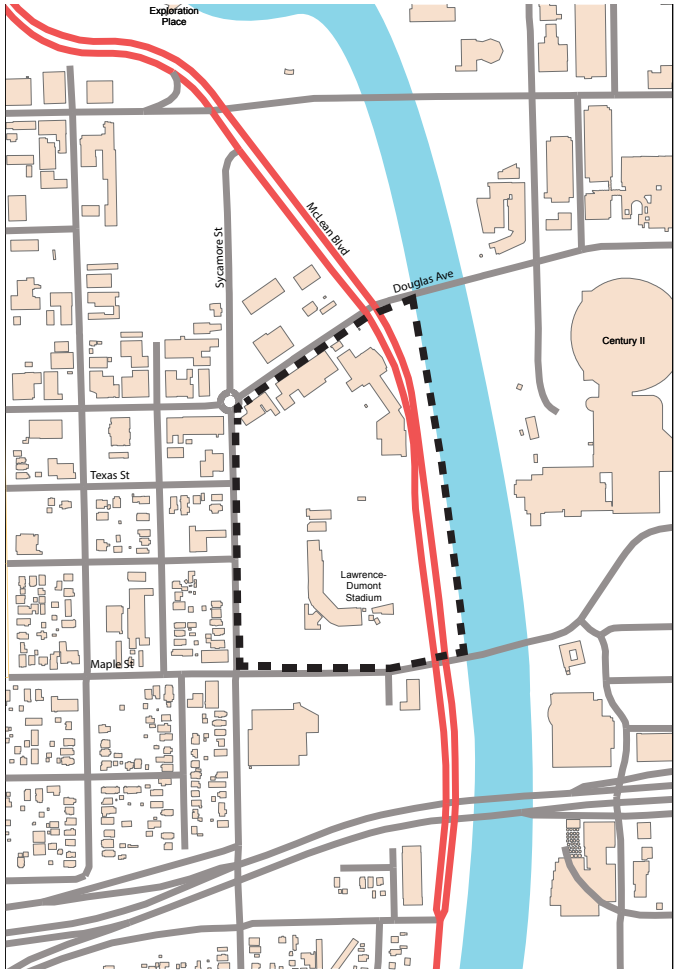


Figure 01. Site Context
Source: GIS (2016)

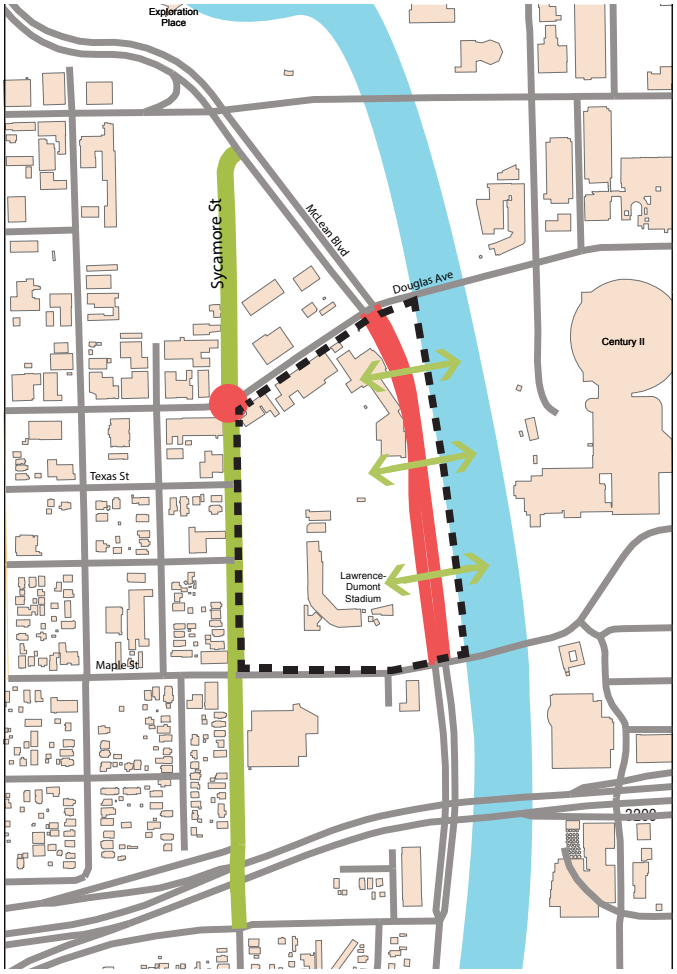


Figure 02. Riverfront Connection
Source: GIS (2016)

Inquiry: What opportunities and dilemmas do the street configuration around the superblock hold?
Key Extractions: McLean creates several dilemmas. There are many opportunities for reconfiguring the streets to better suit the community.
Methodology: I analyzed the map and identified street configurations opportunities for new developed based on what others told me about the site and my own ideas.
Conclusions: There are many areas were the street conficuration can be improved. McLean needs attention because of the various problems it creates

Texas St. Corridor Opportunity

Dilemmas

- Douglas Street is unsafe for pedestrian and bike circulation
- McLean does not need four lanes and is unsafe to cross for pedestrians
- **Opportunities**
- Texas street has a strong axis from Seneca to Century II building
- Texas can serve as a safer rout for bikers and pedestrian than Douglas

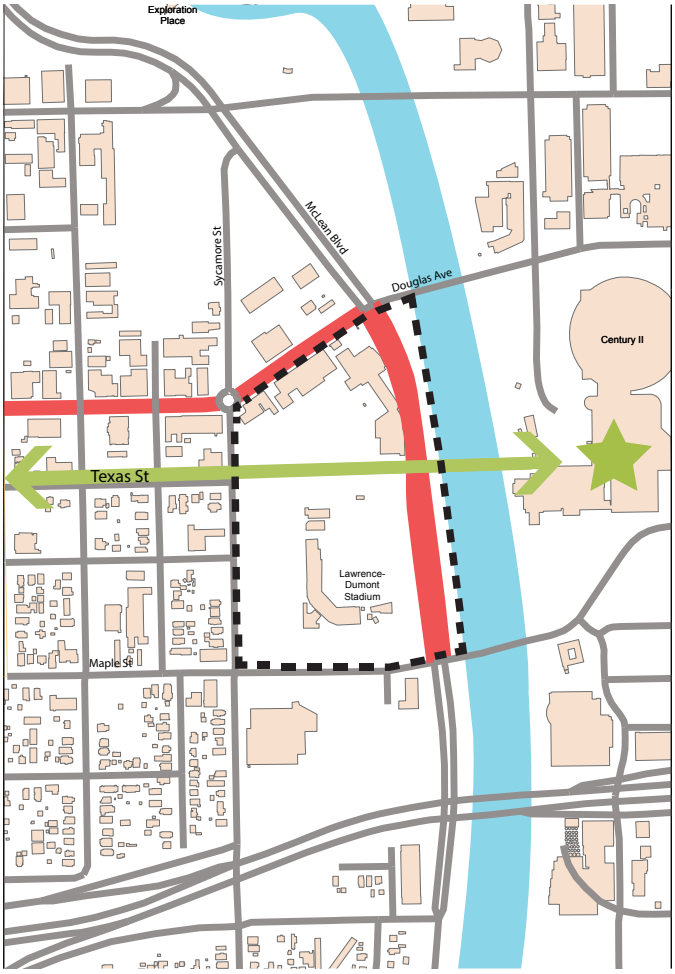


Figure 03. Texas St. Corridor Opportunity
Source: GIS (2016)

McLean Reconfiguration Opportunities

Dilemmas

- Reconfiguring the streets can affect the Douglas Ave Character

Opportunities

- There are a variety of different ways McLean can be reconfigured to avoid Douglas Ave

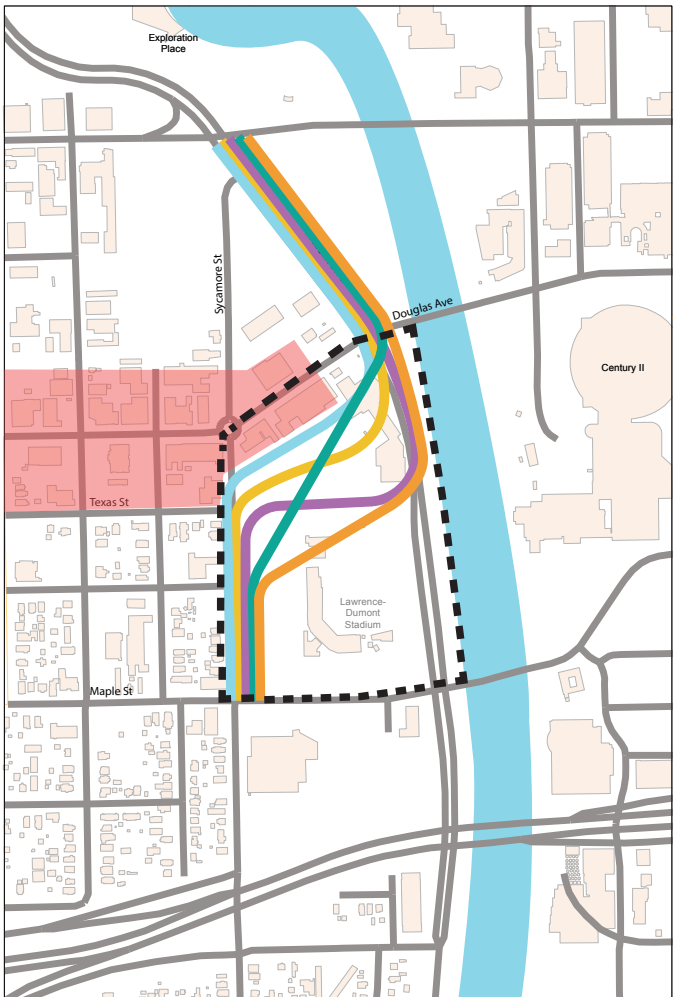


Figure 01. McLean Reconfiguration Opportunities
Source: GIS (2016)

Map 2.2c

Reconfiguring Streets through Existing Superblock Create New Opportunities and Connections

There are several reconfigurations that create a variety of opportunities.

W2_EH03_Street Configuration_Strategy.indd

Existing Site

The formation of McLean Blvd has a big influence in how the riverfront district in Delano was formed. McLean was intended to be a scenic road along the riverfront. Now, it and the other streets surrounding the superblock may need to be reconfigured for the community's needs.

Stratagy 1: Relocate McLane Traffic to Sycamore

McLean Blvd. Will be removed between Douglas Ave and Maple St. adjusting heavy N/S traffic circulation to Sycamore St.

Opportunities:

- Superblock will provide space for large buildings with minimal constrains on formation
- Connections can be made with riverfront
- Heavy traffic will circulate further into Delano, activating blocks and improving business

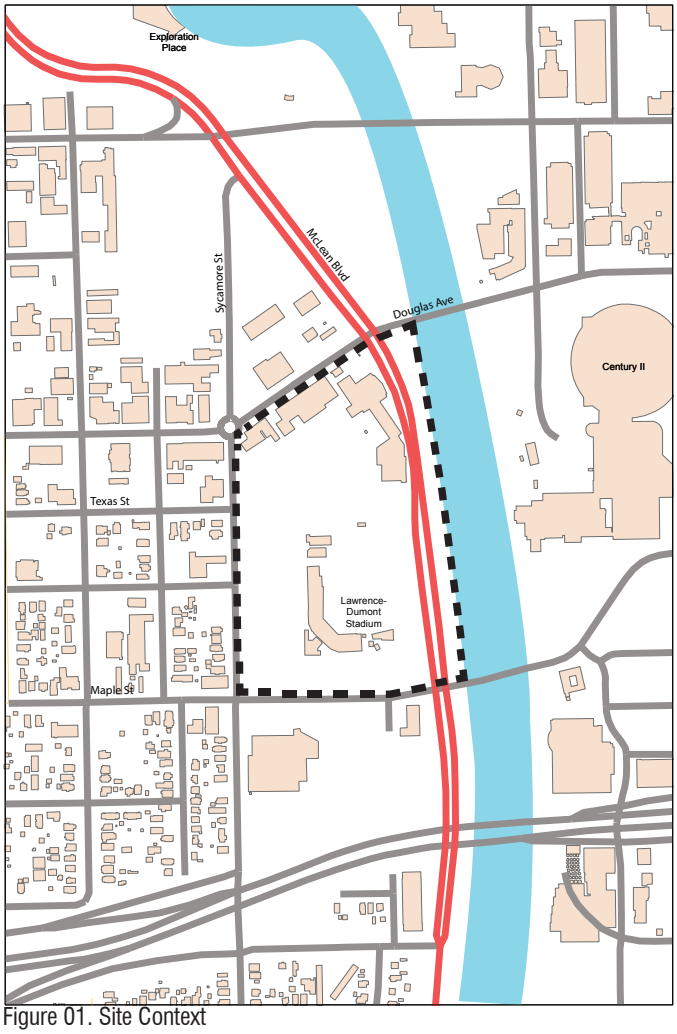


Figure 01. Site Context
Source: GIS (2016)



Figure 02. Removed McLean Blvd
Source: GIS (2016)

Inquiry: How can reconfiguration of streets create new opportunities for superblock?

Key Extractions: Texas St, Sycamore and McLean all have opportunities to be reconfigured to better serve the community of Delano

Methodology:I designed three Configurations of the streets surrounding the superblock based on ideas that the stake holders had, and my own analysis. I analyzed the map and identified areas that I thought were opportunities for new developed street configuration.

Conclusions: There are many opportunities created by reconfiguring McLean Blvd, Texas St, and Sycamore St. All reconfigurations open up new connections to the riverfront, and opens new possibilities for that area. Reconfiguring McLean will change the direction of traffic flow. The redirection of heavy traffic on McLean will activate new streets while deactivating others. It also creates opportunities to make more connections in Delano.

Strategy 2: Extend Texas St. Through Superblock

Texas St. will extend through the superblock as a pedestrian and bike corridor, and will make a connection to McLane to the Centry II building.

Opportunities:

- Residential and Commercial blocks facing Texas street will become activated
- E/W Axis created from Century II to Seneca St.
- Bikers and Pedestrian will have a safe E/W corridor

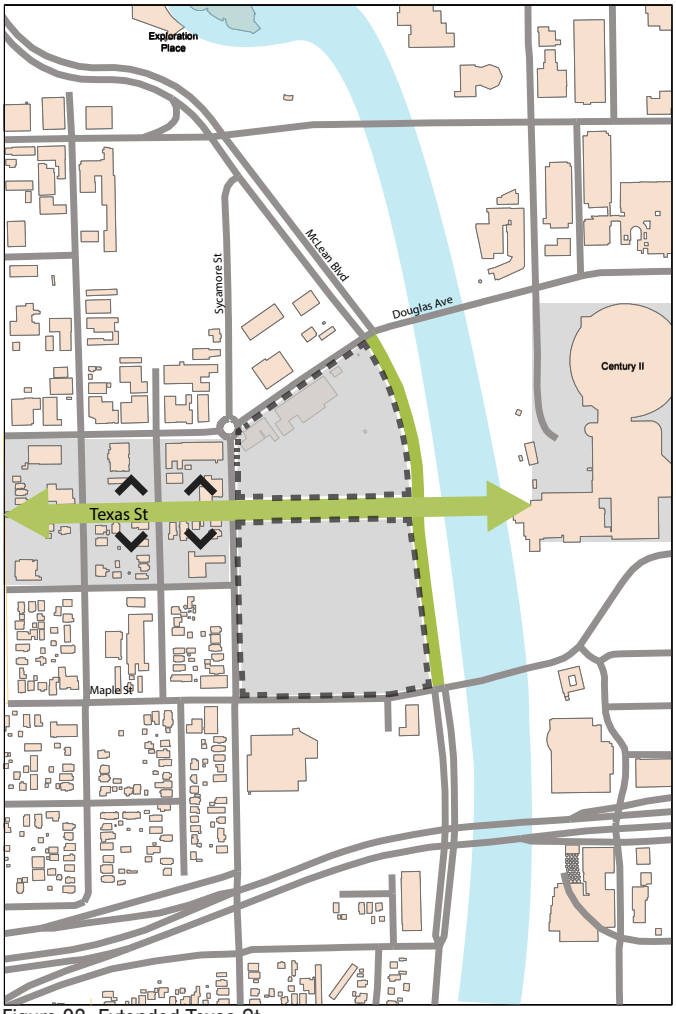


Figure 03. Extended Texas St.
Source: GIS (2016)

Strategy 3: Relocate Portion of McLean through Superblock to Sycamore

McLean will be relocated to create connection with riverfront. To avoid disrupting Douglas Ave, McLean and Sycamore will be connected through the superblock.

Opportunities:

- Potential to activate Sycamore and Texas for commercial uses
- preserve character of Douglas Ave while creating new opportunity to connect with riverfront.



Figure 04. Rerouted McLean Blvd.
Source: GIS (2016)



Map 2.3a

The Wichita Metro Area Controls The Arkansas River Flow At Five Locations

A diversion floodway and multiple check dams provide flow control and allows for more development along the riverfront

W3_AN04_4K_ClassificationMap.PDF



Figure: 1.1 Arkansas River Map: Colorado - Arkansas
Source: Nichols

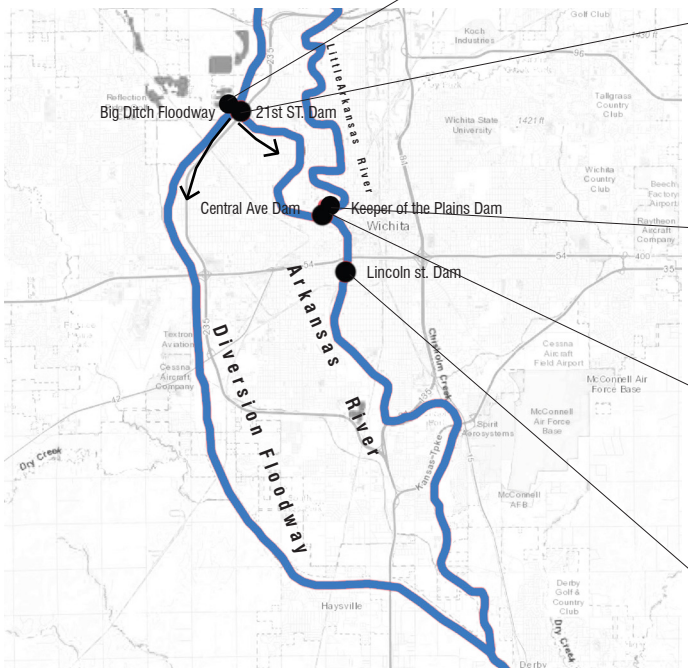


Figure: 1.2 Five controled locations along Arkansas River
Source: Nichols

Legend
- Arkansas River
- Dam Loacation

Figure 1 Classification Map



Figure: 1.3 Big Ditch Floodway



Figure: 1.4 21st St. Dam



Figure: 1.5 Keeper of the Plains Dam



Figure: 1.6 Central Ave. Dam



Figure: 1.7 Lincoln St. Dam

Inquiry: What is the path of the Arkansas River and how is it being controlled?
Key Extractions: The river flows from Colorado to the confluence of the Mississippi River, and has two types of embankment in the Wichita Metro area.
Methodology: ArcGIS River Mapping, Analization of the Wichita Waterfront
Conclusions: The Arkansas River Starts in Colorado and runs through Kansas, Oklahoma, and ends at the Arkansas-Mississippi border. The Arkansas river running through the Wichita area becomes highly engineered with a floodway, commonly known as “The Big Ditch” and also four dams ending at the Lincoln Street Bridge. The rivers edge has two kinds of embankment types, the first of which is known as Rip Rap or the combination of rock, soil, and vegetation. The second type of river embankment is a Flood wall, which is reinforced concrete walls that help prevent erosion. While Rip Rap is cheaper to do it is less effective and also less aesthetically pleasing, and harder to access the rivers edge.



Figure: 1.8 Current Rip Rap edge condition (West Side of river)
Source: Nichols



Figure: 1.9 Current Flood Wall Edge Condition (East side of river)
Source: Nichols

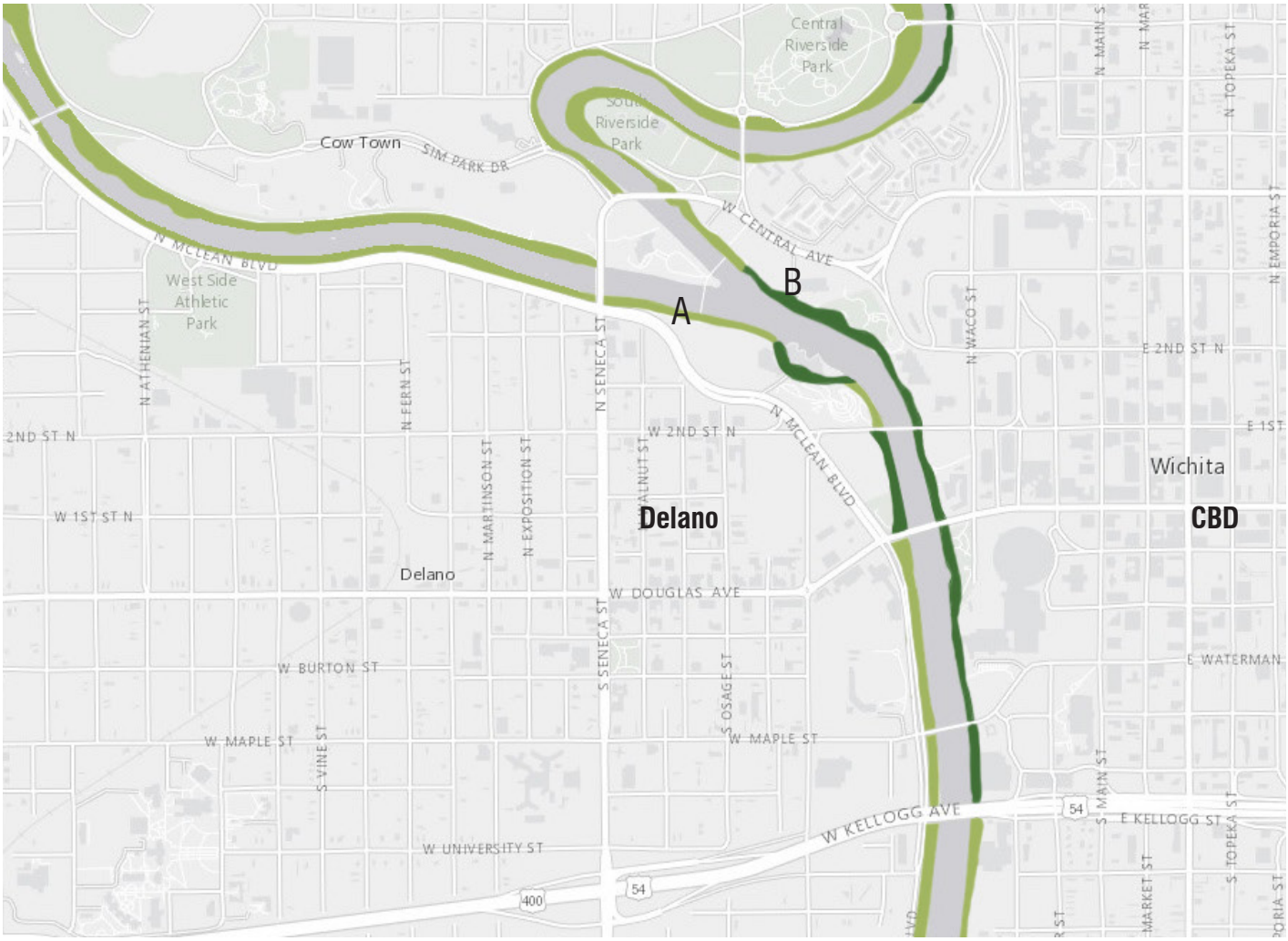
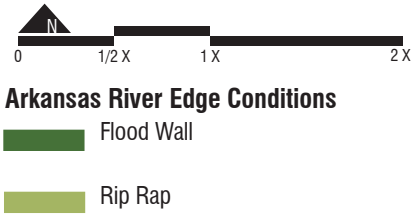


Figure: 1.10 River Edge Treatment in Delano/Wichita CBD Vicinity
Source: Nichols



Map 2.3b

River Flow Control Presents Enhanced Riverfront Development Opportunities

Further development along the riverfront can provide additional economic and ecological benefits.

W3_AN05_4K_OpportunityMap.PDF



Figure: 1.1 The rivers edge presents the opportuniy to encorporate more designed infrasturcture and ecological zones along the Arkansas River.



Figure: 1.2 New development in general riverfront area can provide more economic and ecological benefit.

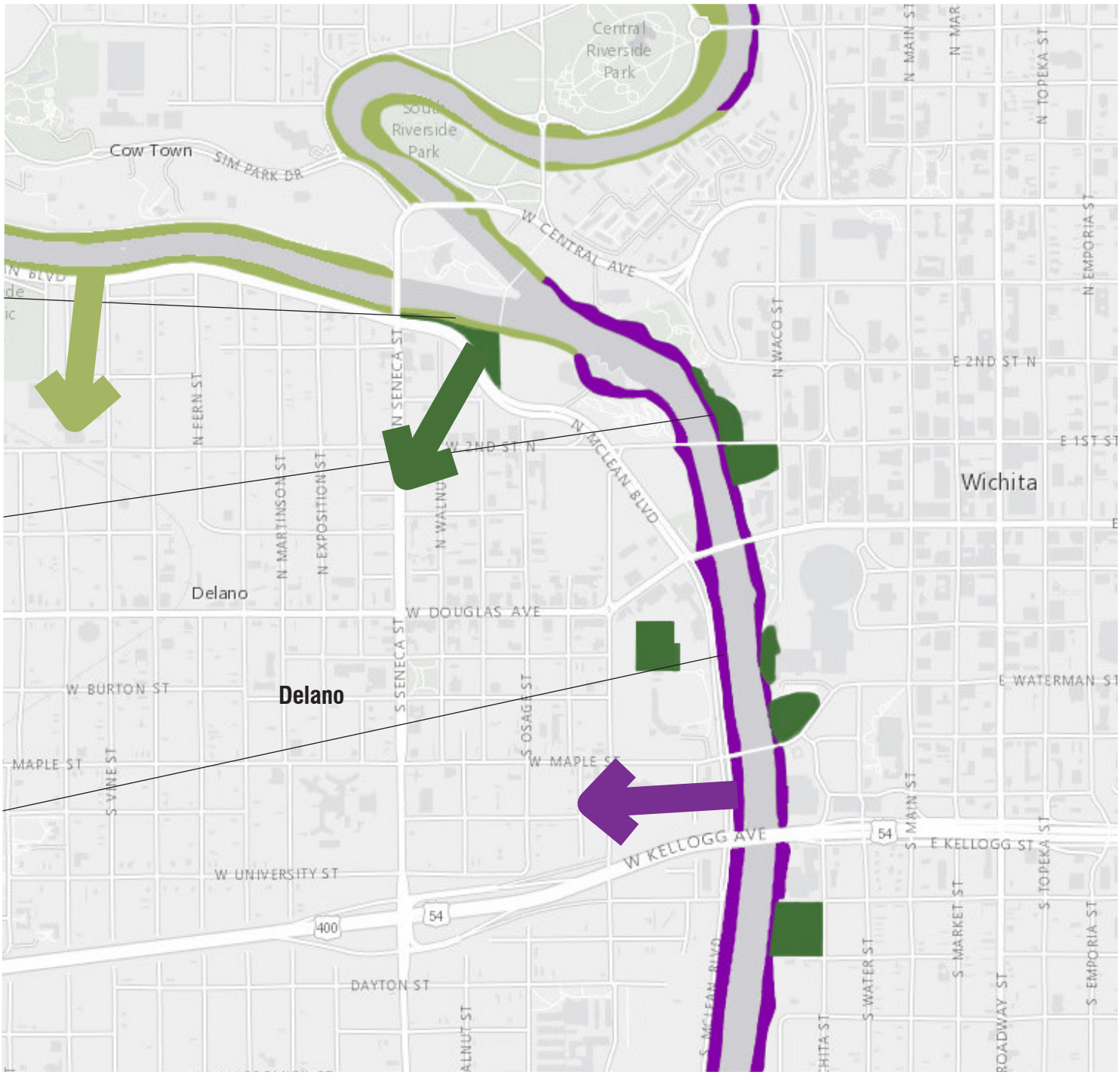


Figure: 1.3 The Riverfront nearest Delano presents opportunities for a connection to Lawrence Dumont Stadium.



Figure 1. Riverfront Redevelopment Opportunities
Source: Nichols

Inquiry: Where can the riverfront be developed?
Key Extractions: Two types of embankments in the Wichita Metro area
Methodology: ArcGIS River Mapping, Analization of the Wichita Waterfront, Review of WDDC master plan
Conclusions: The Wichita Riverfront presents opportunities for development in the immediate area of Downtown and the Delano District. The area can benefit from both economic and ecological development. Ecological zones can help to clean the river and provide habitat for wildlife. New residential buildings, restaurants, and shopping stores can all provide economic gain to “the other side of the river”(the Delano district).



Legend **Figure: 1.4**
Source:Nichols

- Adjacent Undeveloped GreenSpace
- Riparian Buffer Opportunity Space
- RiverWalk Opportunity Space

Map 2.3c

River Edge Treatments are Key to Adjacent Development Strategies

River edges can incorporate ecological, urban, or multi-use treatments.

W3_AN04_4K_ClassificationMap.PDF

Conceptual Section Graphics

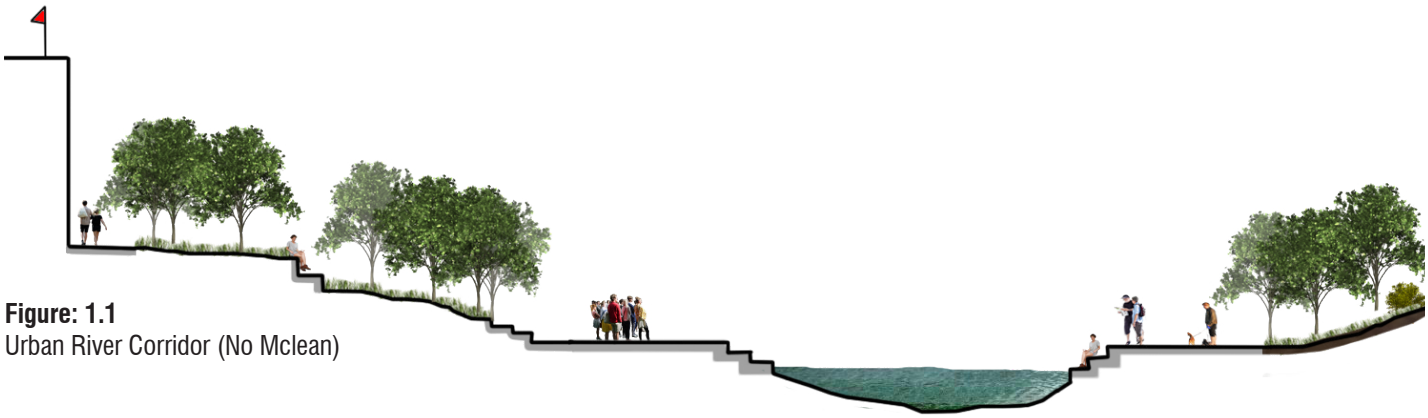


Figure: 1.1
Urban River Corridor (No Mclean)

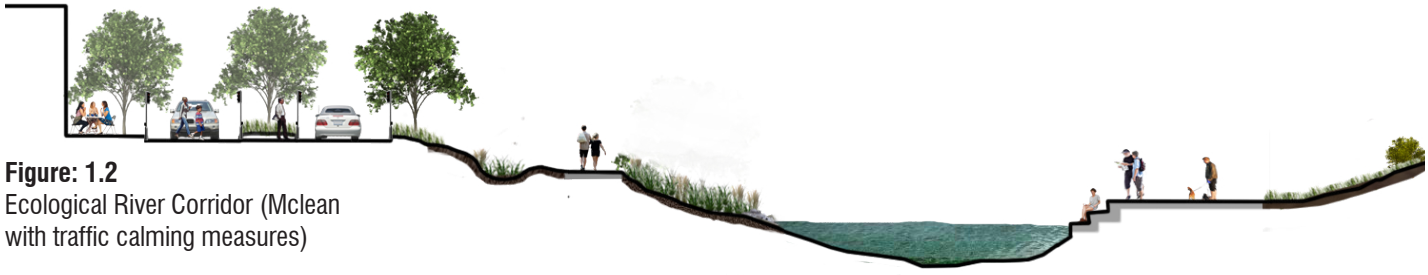


Figure: 1.2
Ecological River Corridor (Mclean
with traffic calming measures)

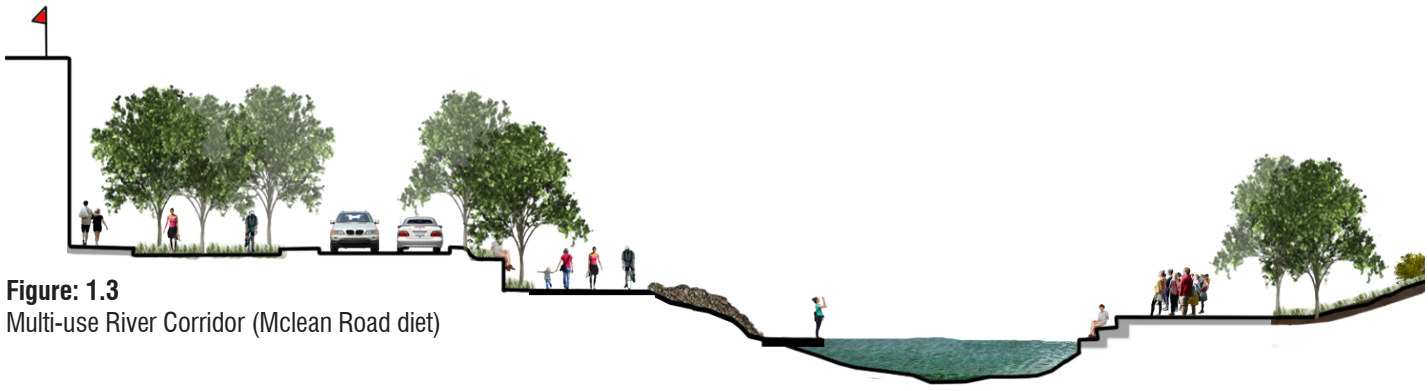


Figure: 1.3
Multi-use River Corridor (Mclean Road diet)

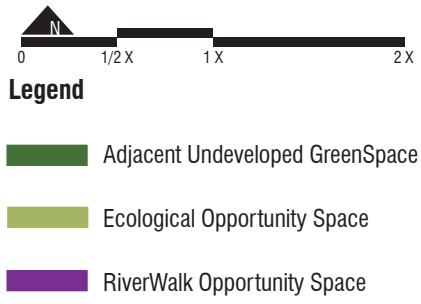
Figure 1: Conceptual River Edge Treatment Stratagies
Source: Nichols

Inquiry: How can the riverfront be developed?
Key Extractions: People will be attracted to the developed riverfront
Methodology: ArcGIS River Mapping, Analization of the Wichita Waterfront plan
Conclusions: With new development on the riverfront, creating new paths and connections into Delano the river can become a more popular destination. A combination of edge conditions including an ecologial, urban, and multi-use river bank can benefit the river quality as well as the wildlife by providing habitats. The rivers edge can be designed in different ways to accomidate differnt functions, with a multi-functional riverfront the river can become a dynamic space for Wichita.

River Edge Treatment Locations



Figure: 1.4 Edge Treatment Conditions
Source: Nichols



Map 2.4a

Delano's Commercial Core Does not Support Much Ecological Function

Ecological "patches", "corridors", and "matrix" provide shade, habitat, aesthetics, and eco-services

W3_MM01_1.2k_EcologicalClassification.PDF

Ecological Patch Identification

1. Friends University
2. KMH Retirement Community
3. Westside Athletic Field
4. Keeper of the Plains
5. Veterans Memorial Park
6. Seneca Park
7. Road buffer, lawn & trees
8. School property, lawn & lrees , partial lighting
9. Vacant lot, lawn & trees
10. Road buffer, lawn & trees
11. Vacant lot, lawn & trees
12. Community garden
13. Vacant lot, lawn & trees
14. Vacant lot, lawn & trees
15. Road buffer, lawn & trees
16. Vacant lot, lawn & trees
17. Vacant lot, lawn & trees
18. Vacant lot, lawn & trees
19. lawn & trees
20. Metropolitan Baptist Church, lawn
21. Vacant lot, lawn
22. Vacant lot, lawn
23. Exploration Place lawn, trees & planters
24. Vacant lot, lawn
25. Vacant lot, lawn
26. Road buffer, lawn & trees
27. Road buffer, lawn & trees
28. Road buffer, lawn & trees
29. Hyatt Hotel lawn & trees
30. Waterwalk Place, lawn, trees, Planters & water feature
31. Waterwalk Place, lawn, planters & water feature
32. Neighborhood park, lawn & trees

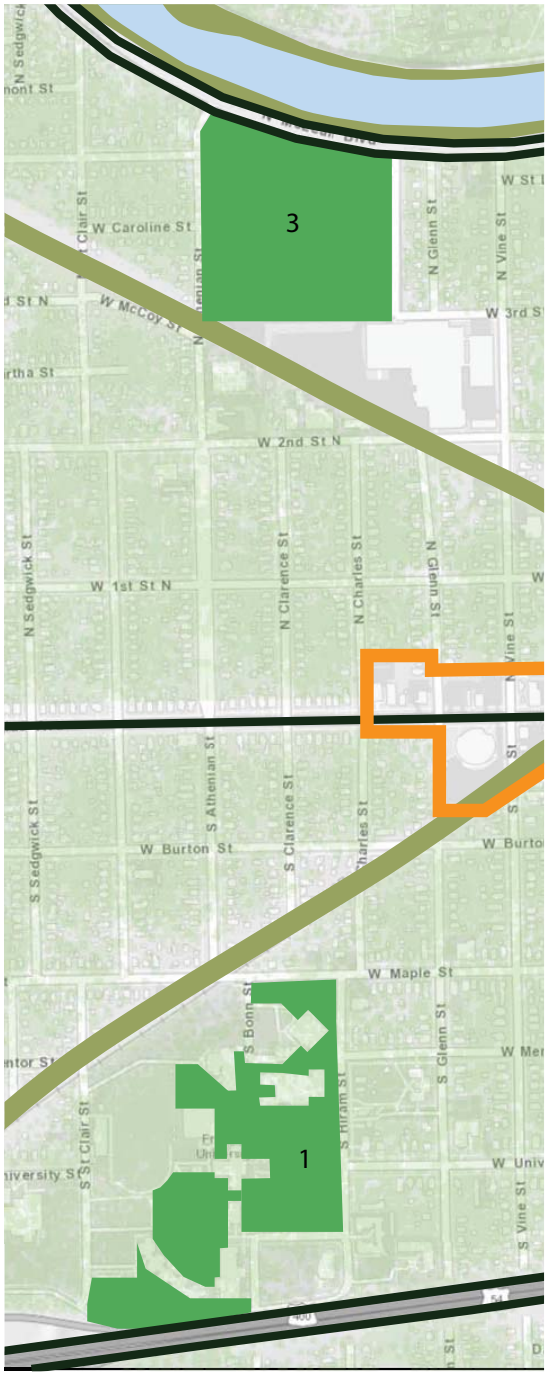
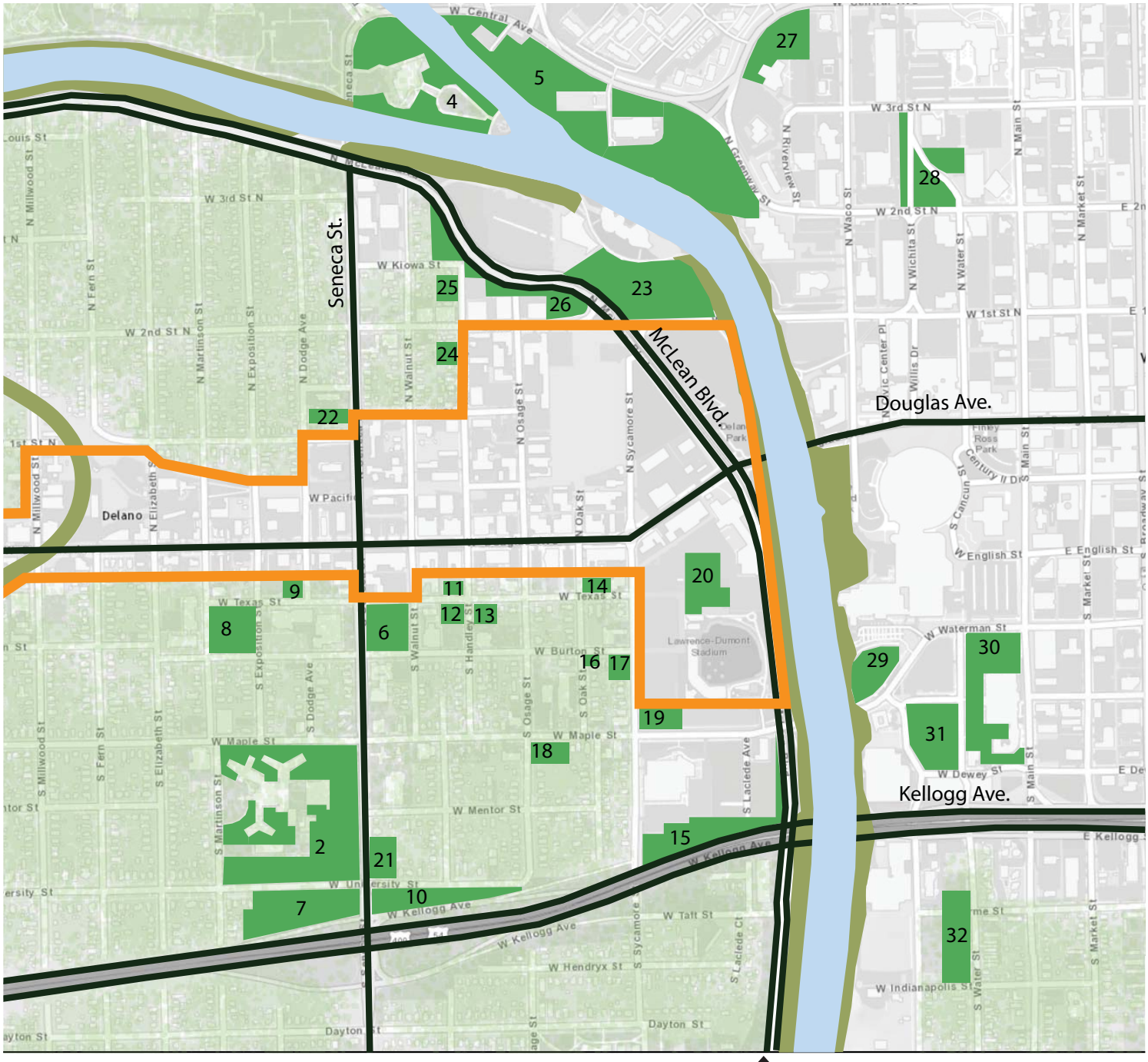


Figure 01. Ecological Zone Classification
Source: Wichita GIS 2017, Google Earth, *Forman's Classification Systems for Landscape*

Inquiry: Where are the existing ecological zones in the Delano neighborhood?
Key Extractions: Delano ecological zones and fragmentation
Methodology: Ecological zone classification of "Patch", "Corridor", and "Matrix" are based on *Green Infrastructure for Cities: The Spatial Dimensio*n Ahern, 2007, zone location determined in Google Earth
Conclusions: Ecological zones in Delano are fragmented. Residential areas in Delano have mature trees which aids the movement of wildlife and natural systems, but the major streets and highways act as barriers. Existing ecological zones provide stepping stones for wildlife, but lack connectivity. Ecological zones classifications include Patches, Corridors, and Matrix. Patches are nodes of space that offer habitat for people, wildlife, and vegetation. Corridors are linear spaces used to connect similar patches together and promote movement through the space. Matrix is a term used to define a landscape composed of numerous landscape types that plays a dominant role in the landscape function. In this map the residential area in Delano plays a dominant role in providing habitat for plants, animals and community.



N

0 600 1,200 2,400 Feet

Legend

- Ecological "Patch"
- Ecological "Corridor"
- "Matrix" (Area with Mature Trees)
- Area Lacking Ecological Space
- River Corridor
- Ecological Barrier to Urban Wildlife

Map 2.4b

New Ecological Corridors Could Link Ecological Patches and Support Urban Amenities

Ecological Spaces in Urban Environments Enhance Abiotic, Biotic, and Cultural Functions

W3_MM02_600_EcologicalOpportunity.PDF

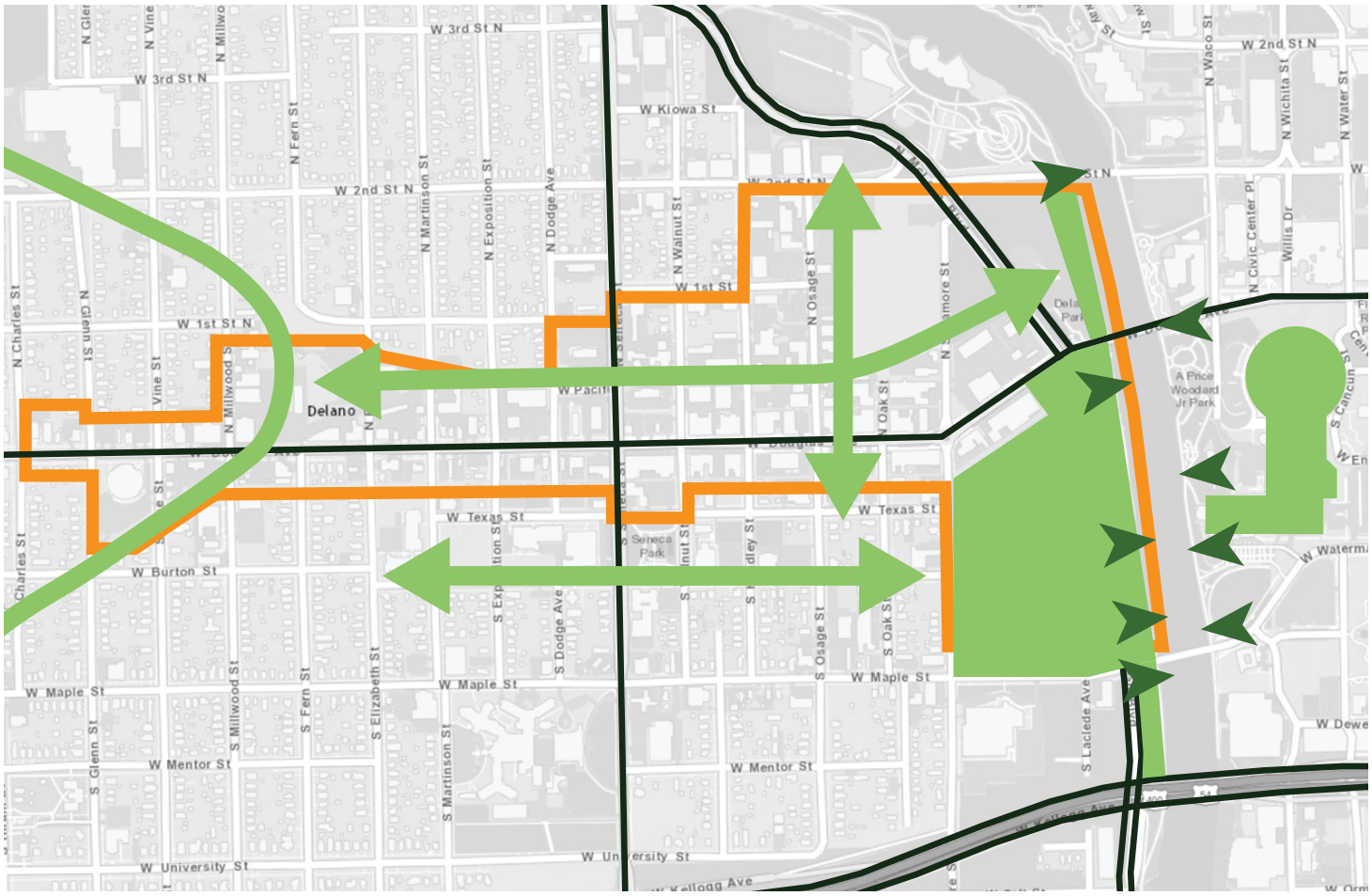


Figure 01. Ecological Space Opportunity
Source: Wichita GIS 2017, *Green Infrastructure for Cities: The Spatial Dimensio*- Ahern, J 2007

Inquiry: Where should ecological patches and corridors exist in Delano?
Key Extractions: Future development has great opportunity for ecological spaces
Methodology: ABC Resource Mode based on *Green Infrastructure for Cities: The Spatial Dimensio*n Ahern, J 2007. Future development is based on WDDC's vision.
Conclusions: As the Delano neighborhood continues to grow they should look at ecological design strategies to guide their development. Ecological patches and corridors offer numerous benefits including abiotic, biotic, and cultural enhancements. While also improving connectivity for plants, animals, and people throughout the neighborhood.

"ABC" Resource Model

Abiotic

Non-Living Ecological Functions

Examples
- Air pollution remediation
- Flood buffering/protection
- Surface/groundwater interaction
- Buffer/stabilize urban climate
- Preserving natural systems



Figure 02: Buffer Urban Climate



Figure 05: Air Pollution Remediation

Biotic

Living Ecological Functions

Examples
- Habitat for native species
- Wildlife movement corridors
- Phyto remediation of toxins
- Biomass production
- Flora and fauna interaction



Figure 03: Wildlife Habitat



Figure 06: Wildlife Movement Corridor

Cultural

Ecological Influence on Society

Examples
- Direct experience with nature
- Supportive of economic activity
- Alternative transportation
- Environmental education
- Social interaction



Figure 04: Social Interaction



Figure 07: Alternative Transportation

Map 2.5a

Wichita has the Opportunity to Develop the Arkansas Riverfront in Varying Types

Depending on the location an urban edge or a riparian buffer may be more appropriate

W3_SKE03_4K_RiverfrontOppurtunity.PDF

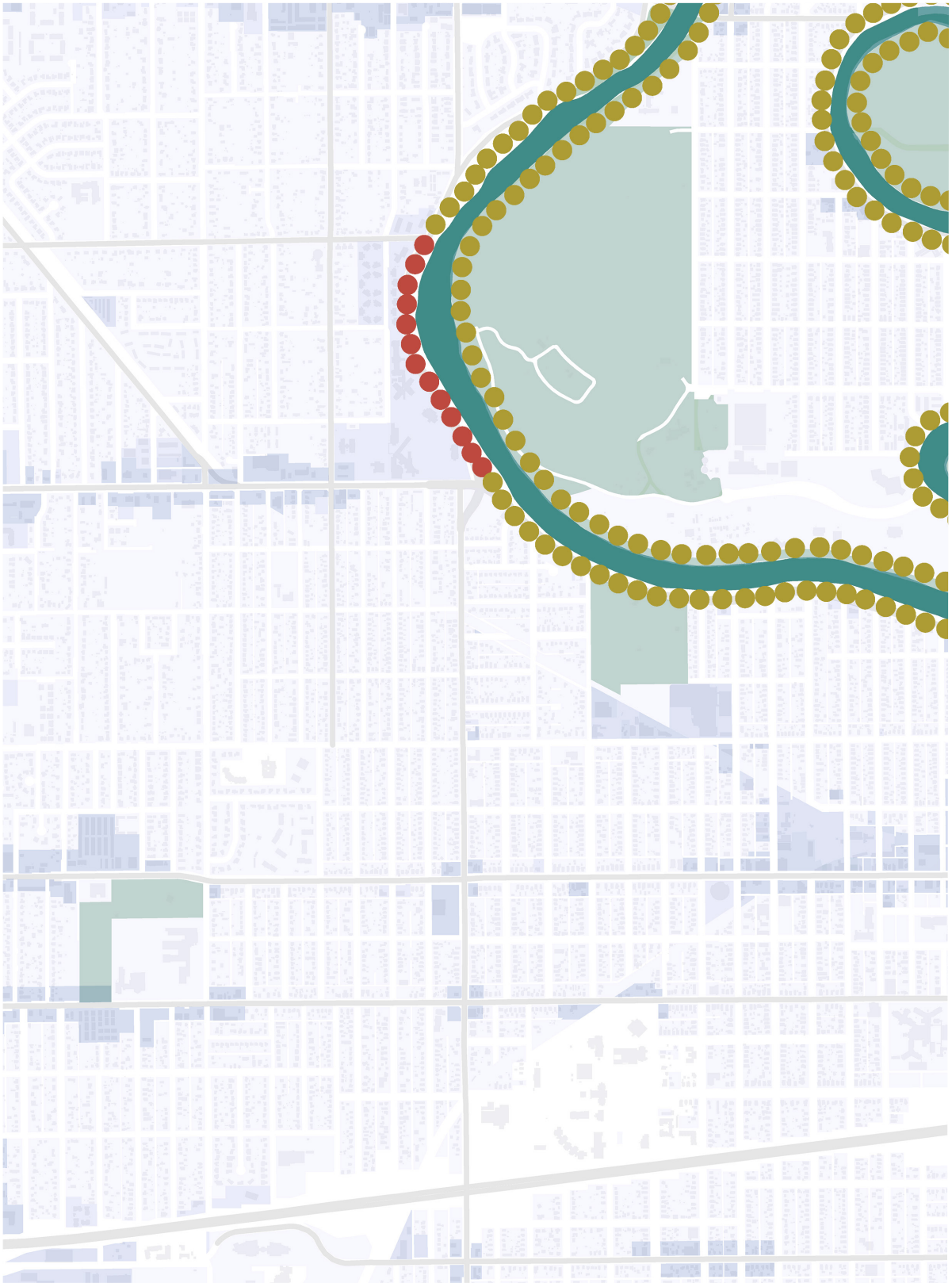
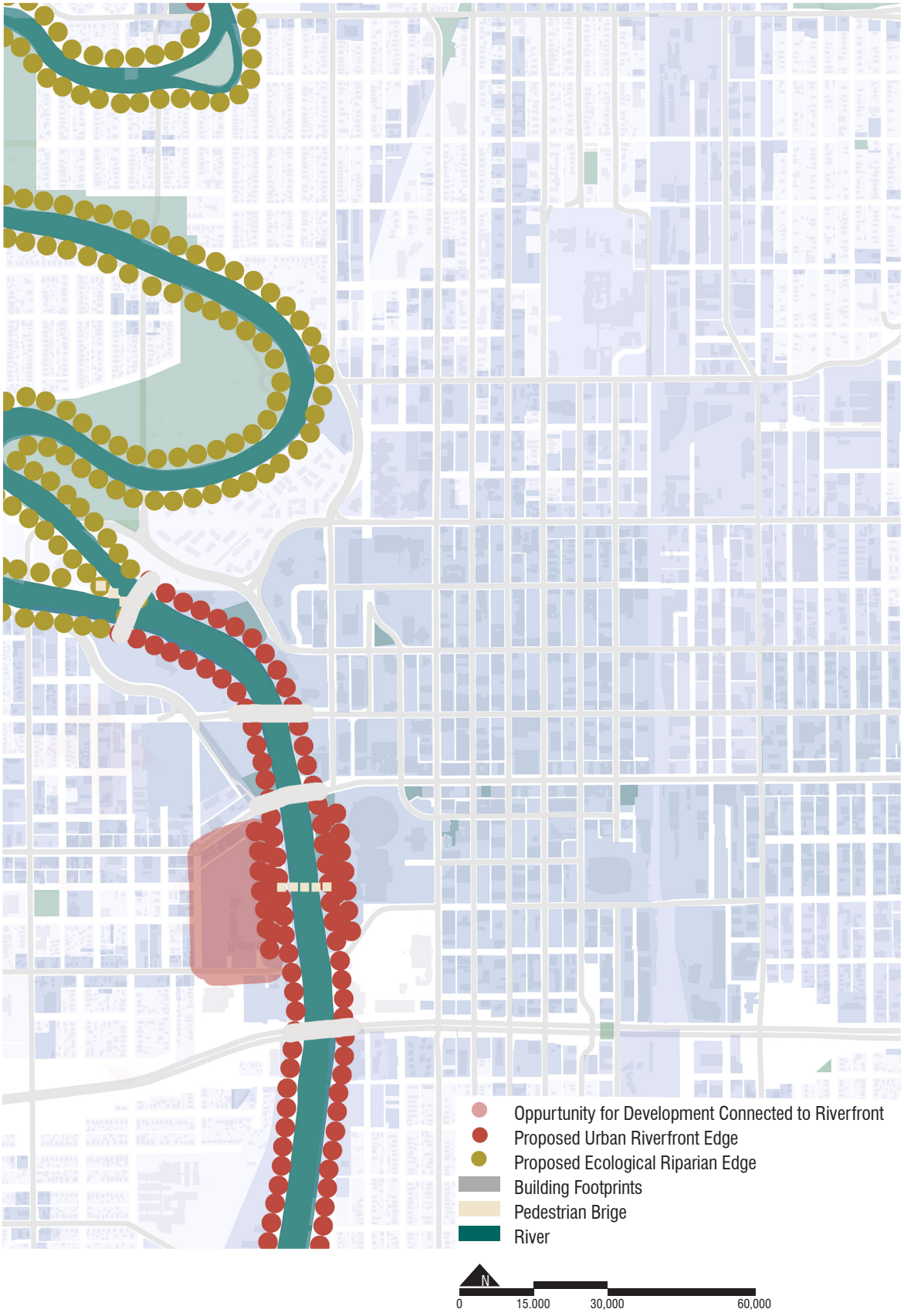


Figure 1: Map of Wichita's opportunities to intententionally apply types to the Arkansas Riverfront
Source: National, State, County, and Municipal GIS Data Cited In Separate Document

Inquiry: How can the current conditions of the Arkansas Riverfront inform how to develop on the spectrum of a urban edge to a riparian buffer?
Key Extractions: Opportunities for: pedestrian bridges, a riparian river trail loop, intentional connection and development of the riverfront


Oppurtunity for Development Connected to Riverfront
Proposed Urban Riverfront Edge
Proposed Ecological Riparian Edge
Building Footprints
Pedestrian Brige
River
N
0
15.000
30,000
60,000

Map 2.5b

Riverfront Development along Delano District could Follow Several Strategies

The large amount of underdeveloped land provides many new ways for the river to be incorporated

W3_SKE04_4K_RiverfrontStrategy.PDF

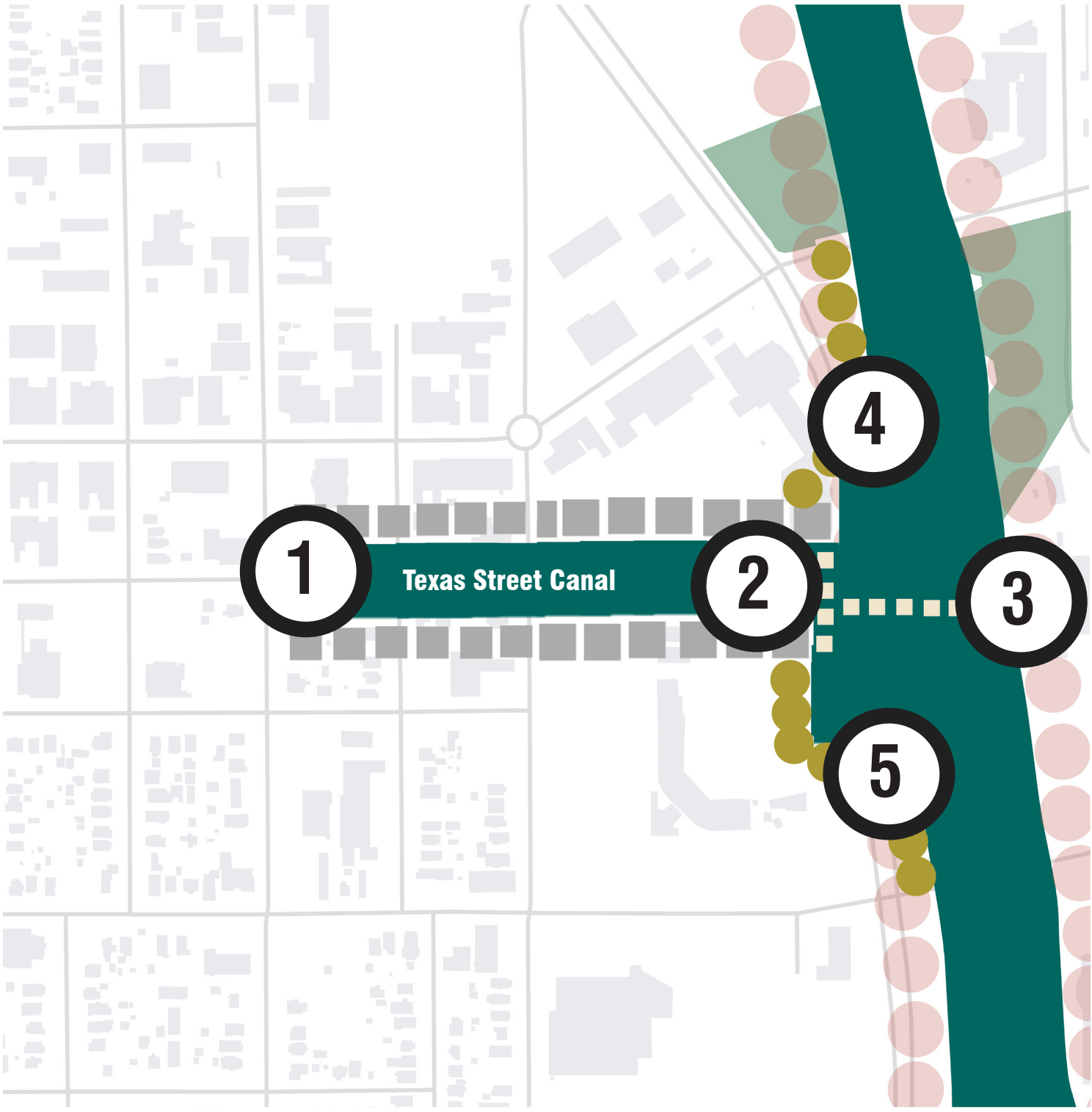


Figure 1: Map of Strategies to connect the Riverfront to the Delano Neighborhood
Source: National, State, County, and Municipal GIS Data, and Photos Individually Cited In Separate Document

Inquiry: What strategies from other U.S. riverfronts can Delano employ?
Key Extractions: Engineered extension of river lined with commercial district, comfortable spatial degrees of enclosure, pedestrian bridges, landscape architecture features which acknowledge community desires and proximity to existing structures

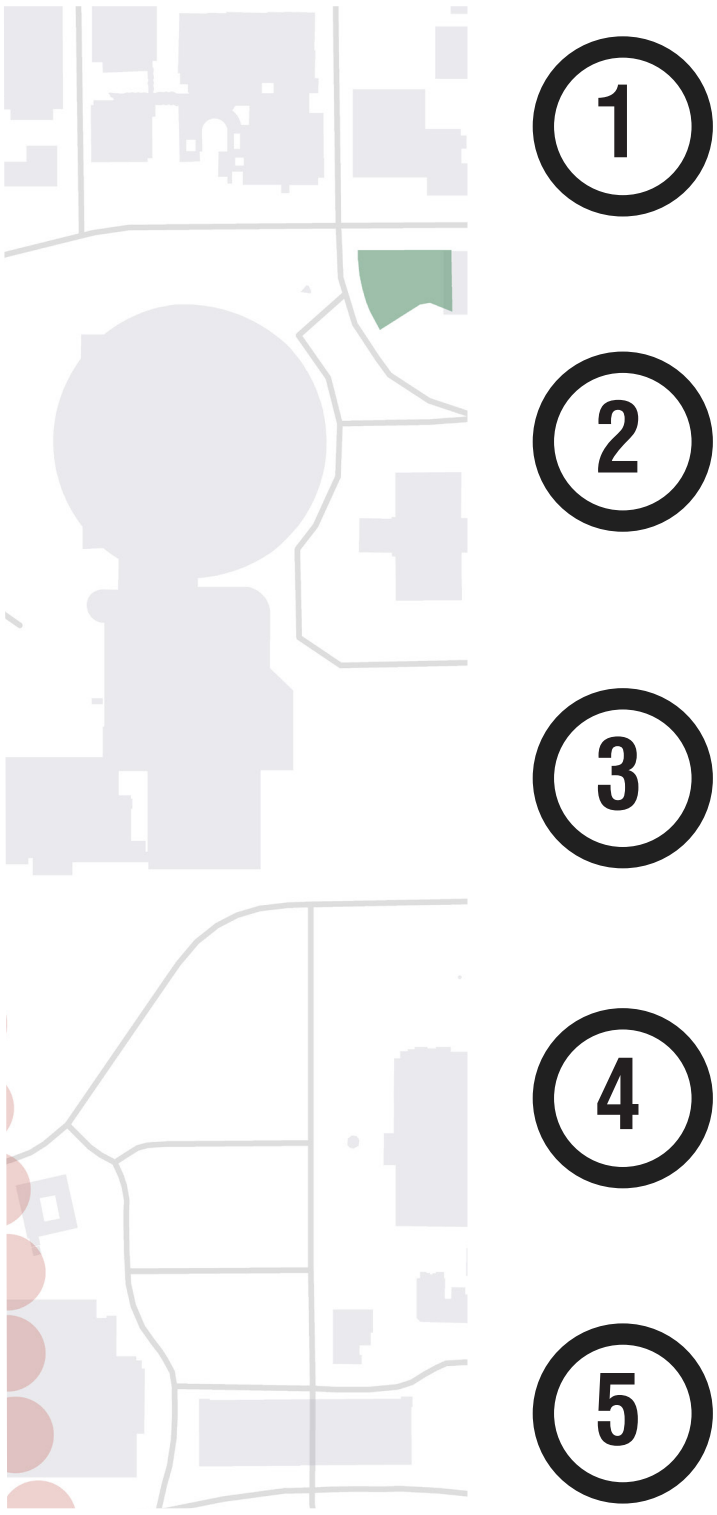




Figure 2 : River proximity to retail space (Riverwalk Guide)



Figure 3 : Pedestrian bridges on riverwalk (Riverwalk Guide)



Figure 4 : Pedestrian bridge over width of river (Greater City Providence)



Figure 5 : Stepped landscape seating (Louisville Waterfront Park)

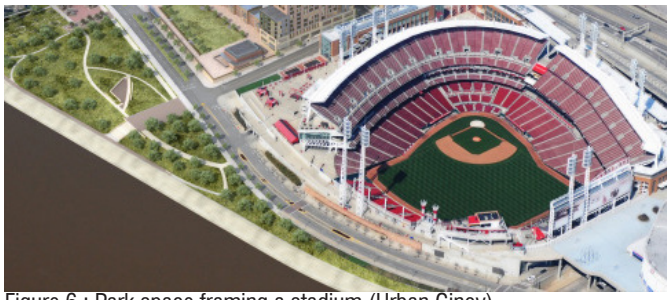


Figure 6 : Park space framing a stadium (Urban Cincy)



3

Land Use & Economics

Map 3.1a

Possible Grocery Store Locations in Delano

Retail / commercial zoning areas and vacant lots in the Delano neighborhood

W2_MM01_Food-Desert-Map-Opportunity.PDF

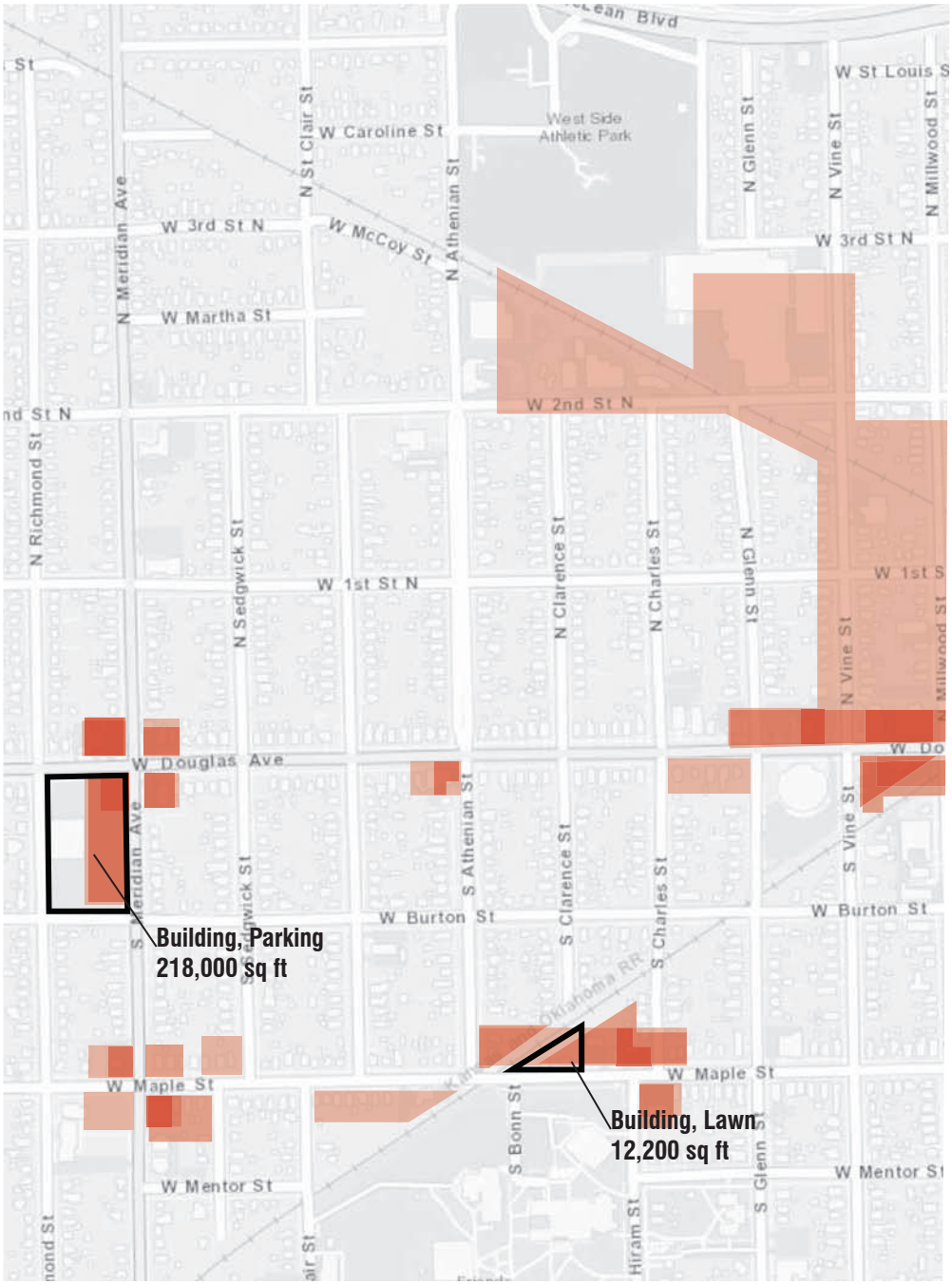
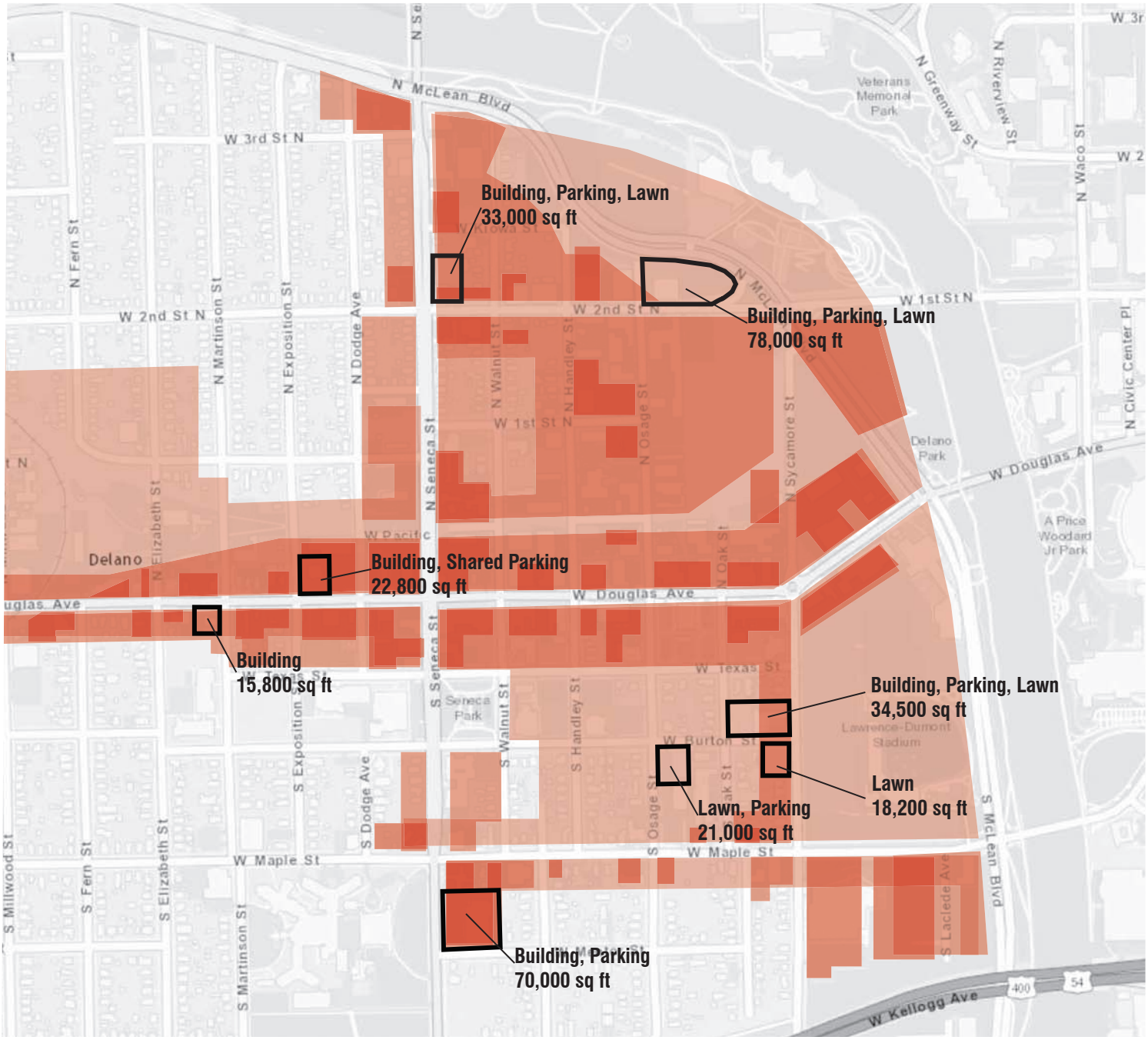


Figure 01. Vacant Lots in Retail or Commercial Zones
Source: Whichita GIS 2017, Google Earth, Delano Plan 2001

Inquiry: What locations in the Delano neighborhood provide opportunity for a grocery store?
Key Extractions: There is opportunity for a grocery store
Methodology: Delano Neighborhood Revitalization Plan zoning criteria (2001), vacant lots found on Google Earth, size determined in GIS
Conclusions: The Delano neighborhood has a number of vacant lots that provide opportunity for a grocery store. Most of these lots are undersized for a standard grocery store with parking, but shared parking could be used to accommodate for this, as well as an urbanized form of a grocery store with limited parking. The minimum lot size identified for an urban grocery store is 12,000 sq ft.


Building, Parking, Lawn
33,000 sq ft
Building, Parking, Lawn
78,000 sq ft
Building, Shared Parking
22,800 sq ft
Building
15,800 sq ft
Building, Parking, Lawn
34,500 sq ft
Lawn
18,200 sq ft
Lawn, Parking
21,000 sq ft
Building, Parking
70,000 sq ft
N McLean Blvd
W 3rd St N
W 2nd St N
W 1st St N
W Douglas Ave
W Maple St
W Kellogg Ave
Delano
Delano Park
Seneca Park
Veterans Memorial Park
A Price Woodard Jr Park
Lawrence-Dumont Stadium
N Fern St
N Martinson St
N Exposition St
N Dodge Ave
N Seneca St
N Walnut St
N Handley St
N Osage St
N Sycamore St
N Civic Center Pl
N Riverview St
N Waco St
N Greenway St
S Millwood St
S Fern St
S Elizabeth St
S Martinson St
S Exposition St
S Dodge Ave
S Seneca St
S Walnut St
S Handley St
S Osage St
S Oak St
S McLean Blvd
S Laclede Ave
W Texas St
W Burton St
W Pacific
400
54
N
0 mi
0.1 mi
0.2 mi
0.4 X
Legend
Retail / Commercial Zoning
Vacant Lot

Map 3.1b

New Grocery Store Would Put Healthy Food Within Walkable Distance

Vacant lots in high density areas provide a good location for grocery stores

W2_MM01_Food-Desert-Map-Strategy.PDF

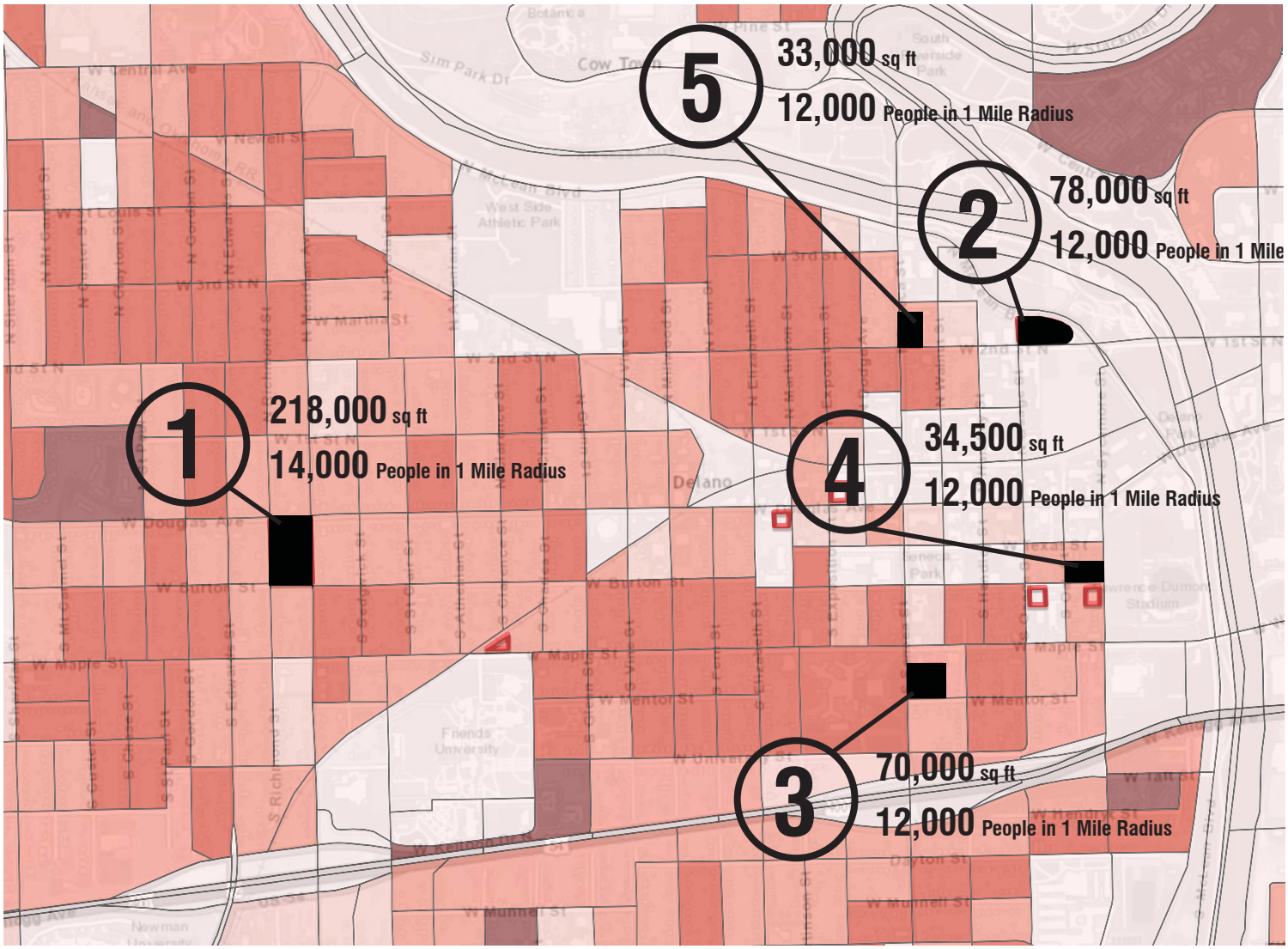
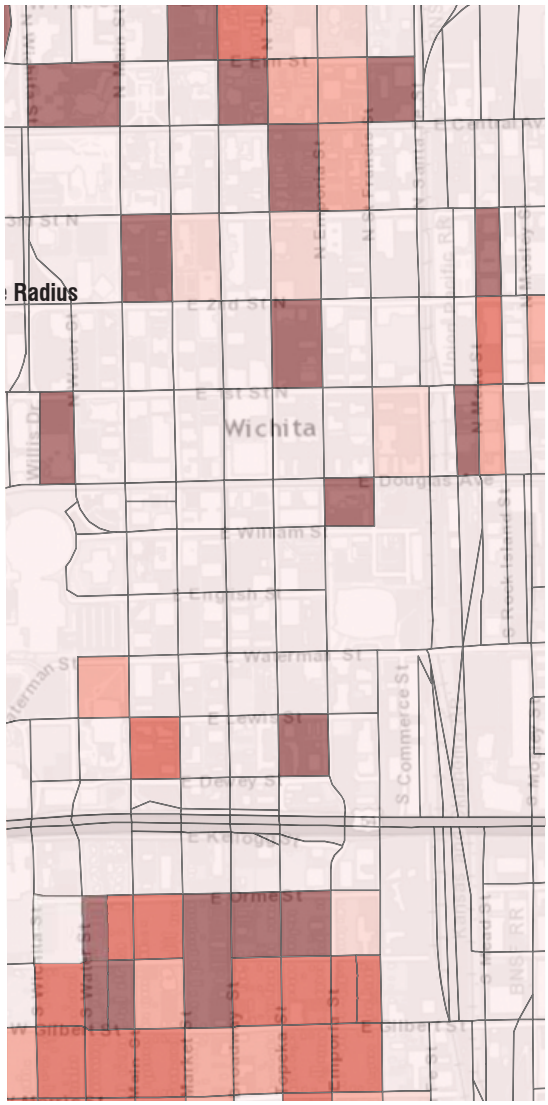


Figure 01. Location Strategy Map of Grocery Stores in Delano
Source: Wichita GIS 2017, SketchUp

Inquiry: Which locations in Delano will provide the most people with healthy food within a walkable distance?
Key Extractions: Lot size and population density are key determining factors
Methodology: Data extracted in GIS, Vacant lots found using Google Earth
Conclusions: The size of the lot determines the amount of parking that can be provided. Lot 1 is a vacant Dillon's, it offers sufficient space for a building and parking. Small lots may have to rely on walking customers and shared parking to accommodate large numbers of people. Lots 2 and 4 are located adjacent to developing areas and could possibly use their parking as overflow.



Legend

- Population Density
- Vacant Lot

Small lots are likely to require shared parking in addition to their own parking lots. Often grocers require 6 stall for every 1,000 sq ft. (Urban Land Magazine). Delano is between urban and suburban, so parking lot size should consider site context and location.

1

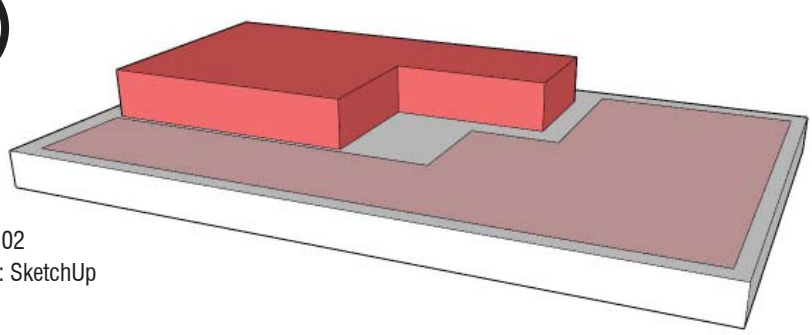


Figure: 02
Source: SketchUp

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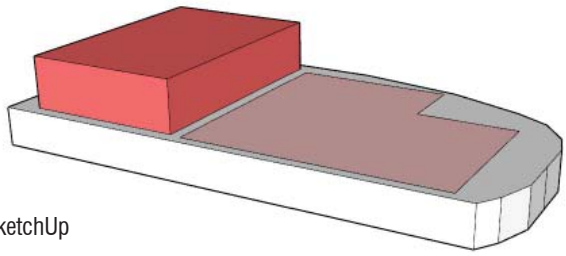

Figure: 03
Source: SketchUp

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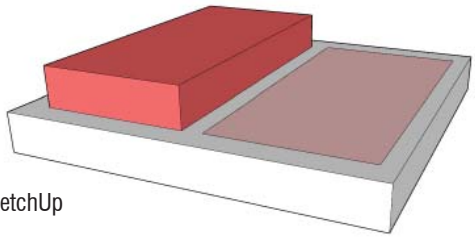

Figure: 04
Source: SketchUp

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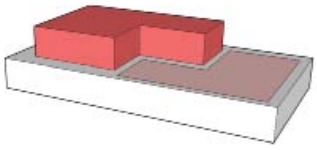


Figure: 05
Source: SketchUp

5

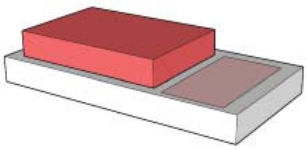


Figure: 06
Source: SketchUp

Figure 02-06 show different parking configurations. The size of the store and parking is based on the location of the store. Grocery stores in urban areas need less space because less costumers use a vehicle.

Map 3.2

McLean Blvd and Maple St Hold the Key to Delano Vision Fruition

With Douglas Ave well established, Development of other major arteries can have positive impact on Delano blocks

File name: W2_PCM02_4k_LocalVisionOpportunity.PDF

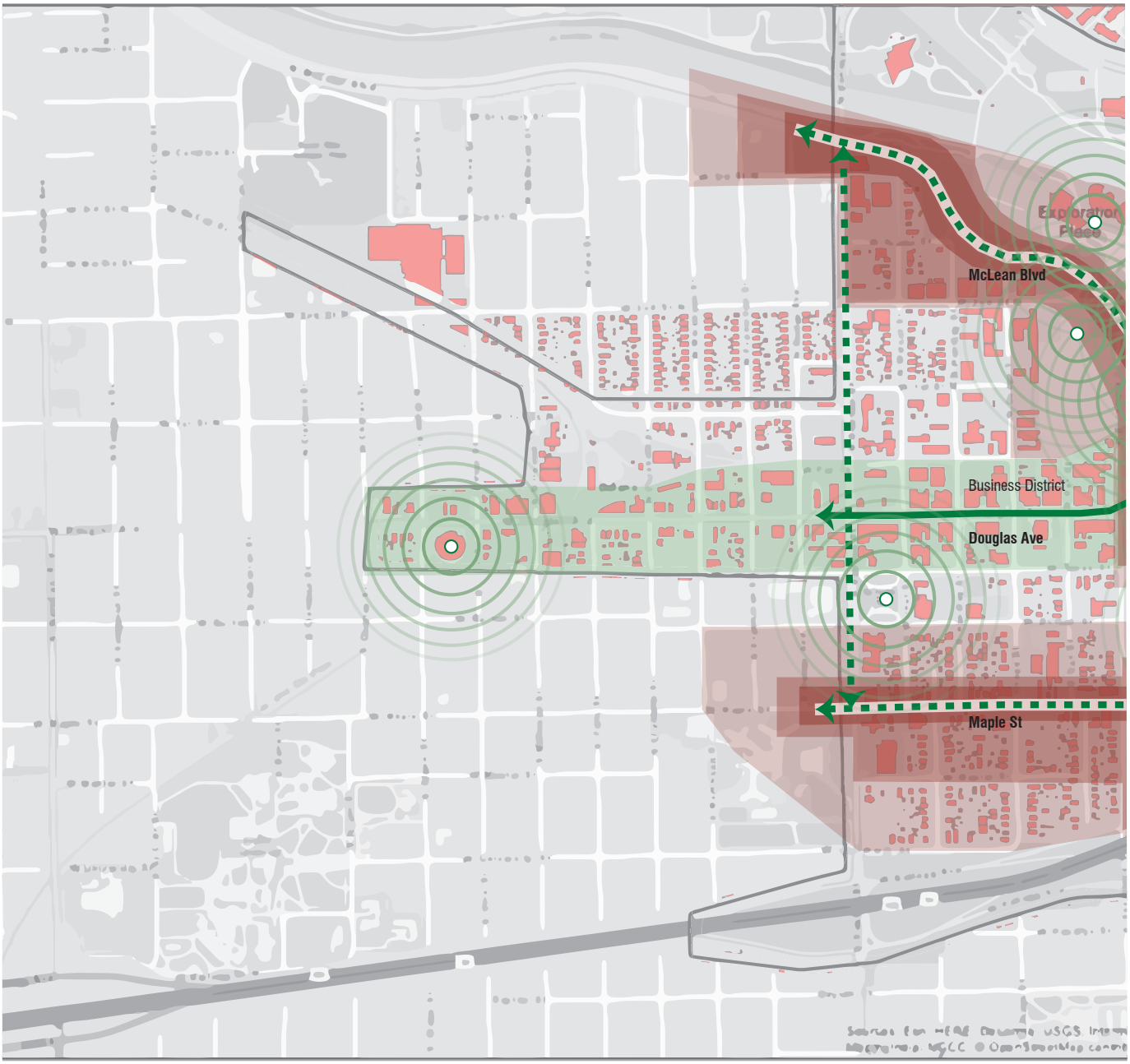
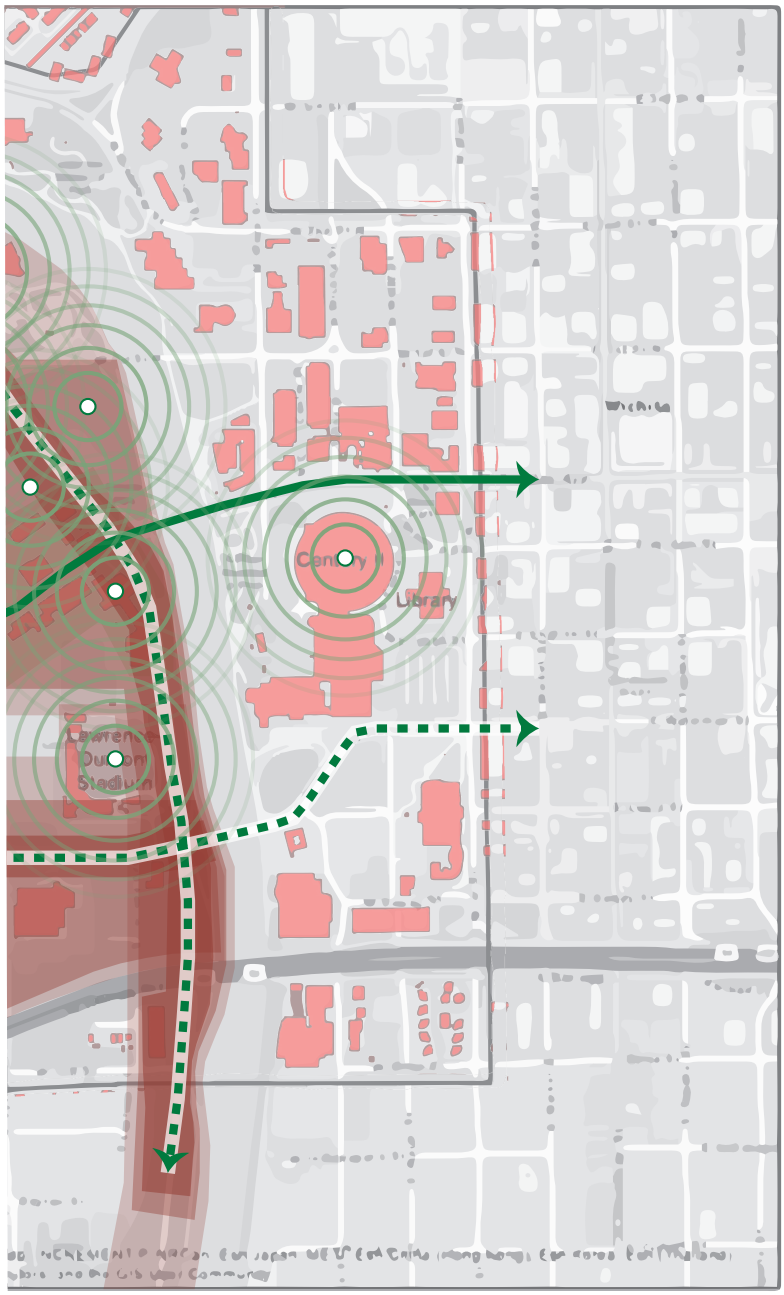


Figure 1: Pulse of Development.
Source: ArcGIS Footprints, Parcels, Delano Neighborhood Revitalization Plan

Inquiry: What portions of Delano can be revitalized by the completed construction of planned projects and future redevelopment of a traffic corridor?
Key Extractions: Active Traffic artieries, Business District, Focus Area boundaries
Methodology: Map the sites of current or future redevelopment and the pulse of their impact. Map the high traffic corridors and how their revitalization can trickle into the residential and industrial blocks. Investigate where the opportunities for future development can have large impacts.
Conclusions: Douglas Ave serves as the central hub of identity and activity of Delano. In fact, streets and blocks to the north and south do not resemble the vibrant culture that exists along Douglas. Within Delano, McLean Blvd and Maple St contain the highest volume of traffic aside from Douglas. Community development along these corridors can inspire posivite change from large impacts (property value, organization) down to the details (sidewalk, crosswalks, yard maintenance). The future development of the properties along these traffic arteries and the completion of the current planned projects can see Delano further cementing its identity on the west side of the Arkansas River.



0 200 400 800 1,200 1,600 Feet

Legend

- Building Footprints
- Land Affected by Future Development
- Business District
- Focus Area Boundary
- Traffic Arteries

"In the Works" Project Pulses:

- Lawrence Dumont Stadium
- Century II
- River Vista
- Advanced Learning Center
- Seneca Park
- Exploration Place

Map 3.3a

The Consequential Sites of Delano and Downtown Wichita are Concentrated Around the Arkansas River

The conections of the consequential sites to the river are disjointed.

File name: W2_PS01_600_Truth.PDF

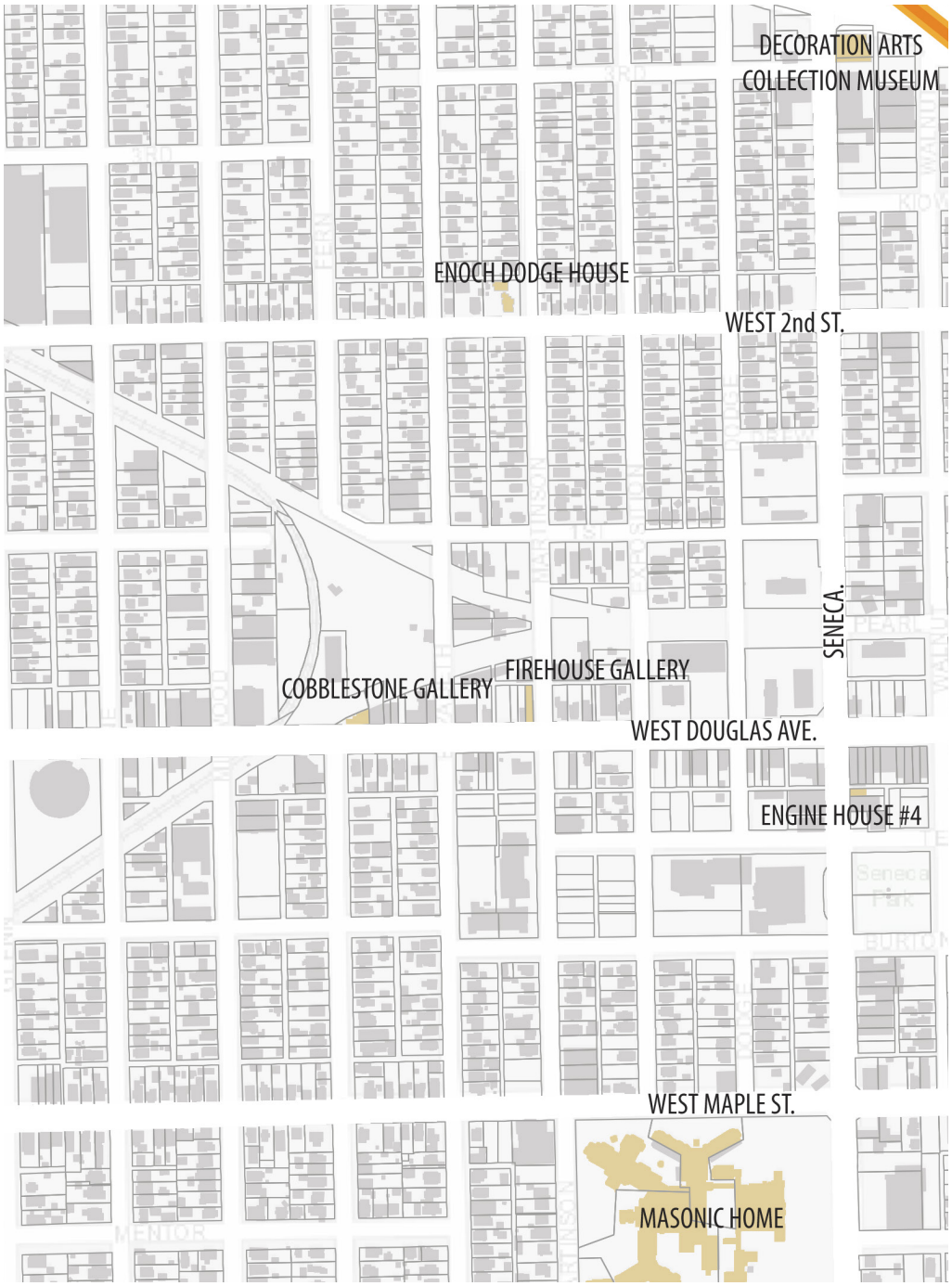
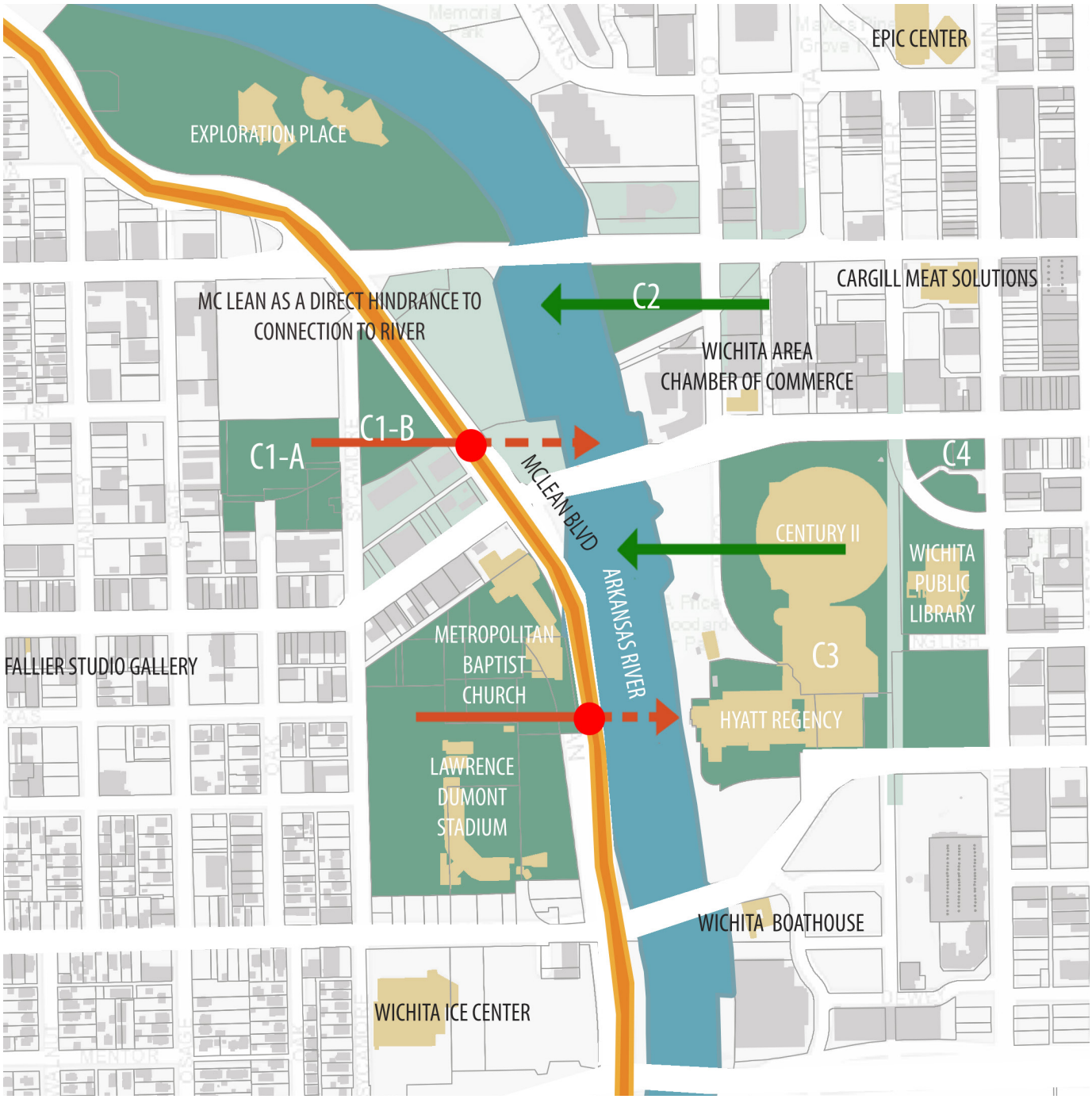


Figure 1. Major Consequential Sites in Delano and Downtown Wichita
Source: GIS

Inquiry: What are the major consequential sites in the Delano neighborhood and downtown Wichita and how do they conect to the river?
Key Extractions: Catalyst Sites, streets, river, destinations, rail to trail
Methodology: The base map was extracted from GIS. The catalyst sites were identified with the help of the Masterplan for Wichita. The landmarks were identified from the Sedgwick County GIS map.
Conclusions: Downtown Wichita and the Delano Area have a number of consequential sites, that have the ability to generate development in the periphery. Most of these catalyst sites are concentrated around the river, but they do not have very prominent connections to the river. The catalyst sites identified in the Wichita Masterplan, major landmarks as designated in the Sedgwick County website are shown in the map.


EPIC CENTER
EXPLORATION PLACE
MC LEAN AS A DIRECT HINDRANCE TO CONNECTION TO RIVER
C2
CARGILL MEAT SOLUTIONS
WICHITA AREA CHAMBER OF COMMERCE
C1-A
C1-B
MCLEAN BLVD
C4
CENTURY II
WICHITA PUBLIC LIBRARY
ARKANSAS RIVER
C3
METROPOLITAN BAPTIST CHURCH
FALLIER STUDIO GALLERY
HYATT REGENCY
LAWRENCE DUMONT STADIUM
WICHITA BOATHOUSE
WICHITA ICE CENTER
N
0
300
600
1200ft
Legend
Catalyst / consequential sites
River
Landmarks
McLean Avenue
Anticipated development around the catalyst sites by the City

Map 3.3b

Delano has a Variety of Consequential Sites that can Spur Surrounding Development

Vacant parcels of land, consequential sites and the redevelopment zones visioned by the Delano community can create specific opportunities for redevelopment

File name: W2_PS02_600_Opportunities.PDF

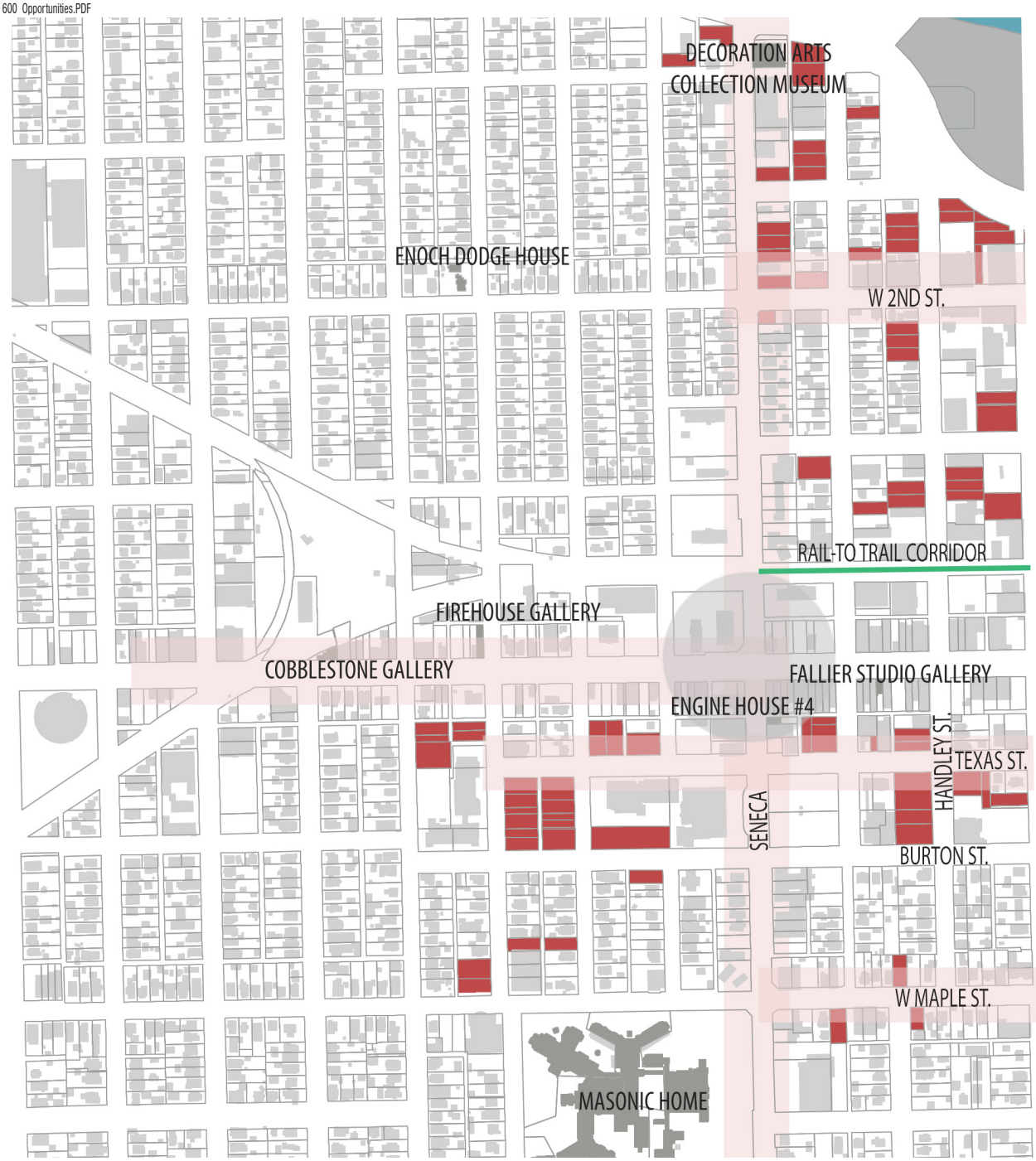
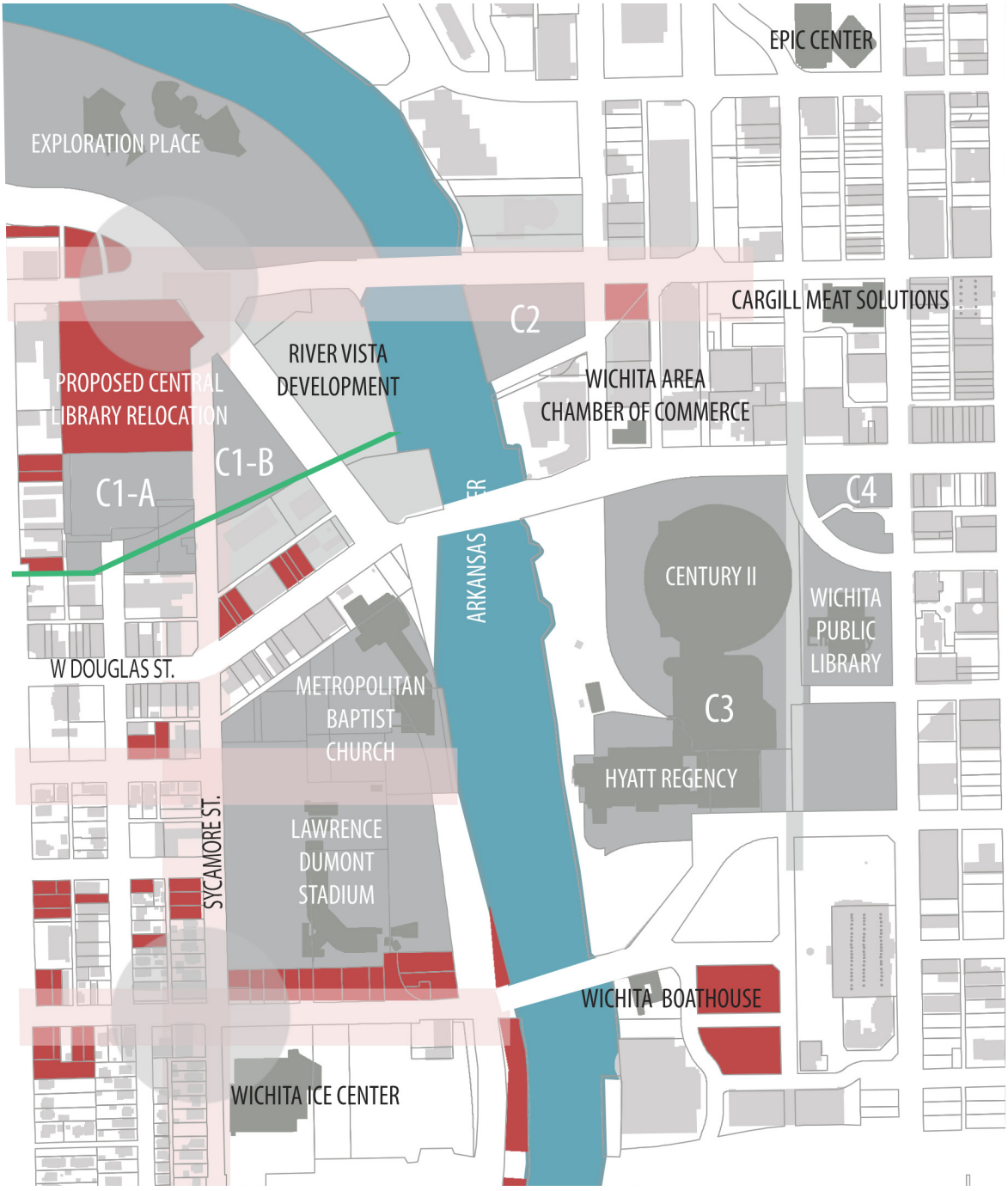


Figure 1. Vacant land parcels and zones of redevelopment as identified by the Delano community
Source: GIS

Inquiry: How can redevelopment take place ?
Key Extractions: Catalyst Sites, vacant land parcels, streets, river, destinations, rail to trail,
Methodology: The base map was extracted from GIS. The catalyst sites were identified with the help of the Masterplan for Wichita. The landmarks were identified from the Sedgwick County GIS map. The redevelopment zones have been designated based on the community meeting and the vision of the stakeholders at WDDC.
Conclusions: When the consequential sites are juxtaposed with the vacant land parcels and zones which might be developable, opportunuties are created in terms of linkages and infill.



Legend

- Vacant Land Parcels
- River
- Consequential sites
- Landmarks
- Redevelopable zones as identified by the Delano community
- Rail to Trail
- Activity nodes

Map 3.4

Large Venues Spur Downtown Development in Wichita

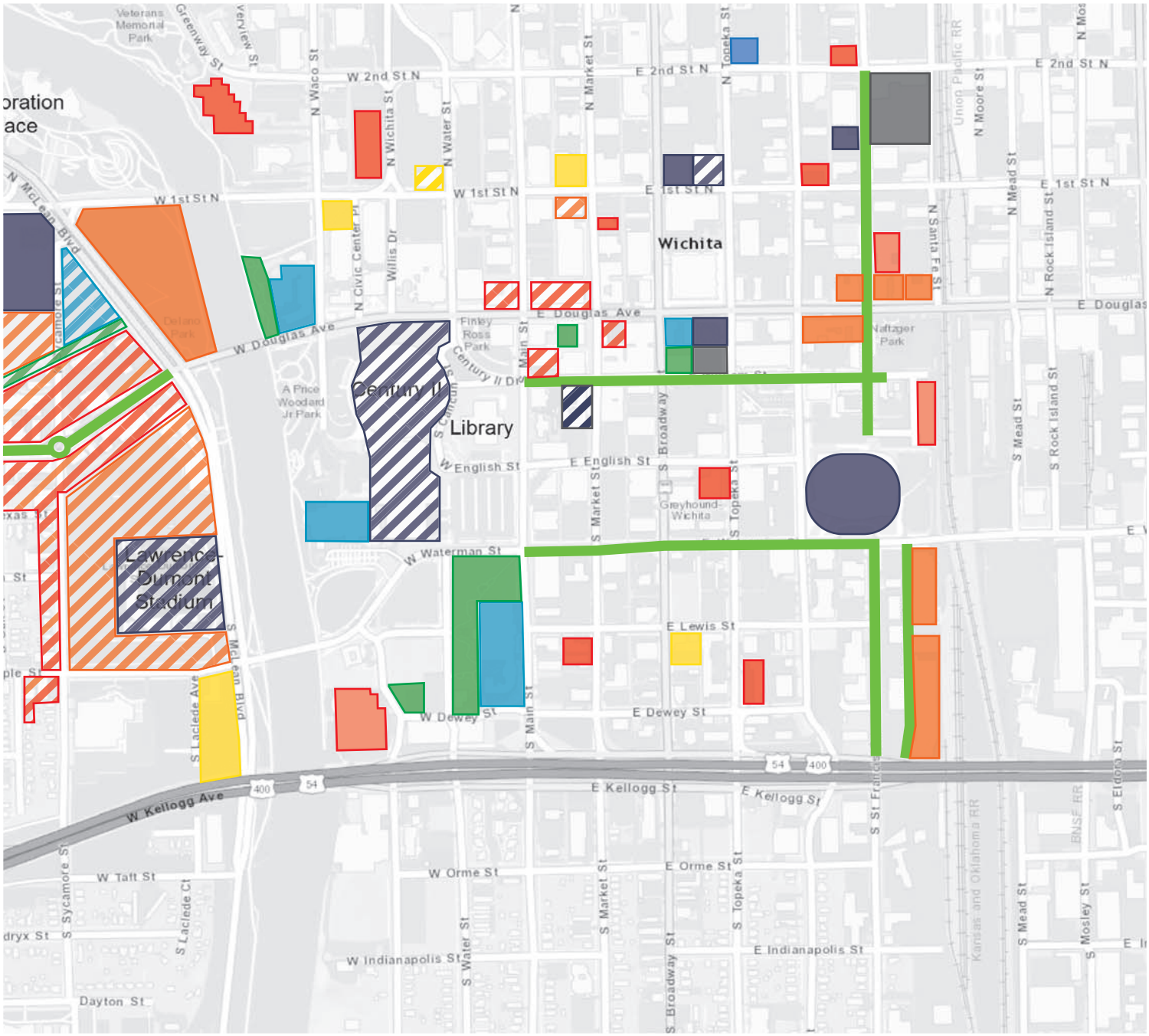
Mixed-use development near large venues leads to streetscape improvements

W2_SA_01_800_DowntownDevelopment.PDF



Figure 01. Recent, Planned, and Proposed Development in Wichita
Source: Andresen, Spencer. 2017. Large Venues Spur Downtown Development in Wichita. Source data: WDDC. 2015. Wichita Downtown Developers Guide. Wichita. Source Data: Law/Kingdon, INC. 2001. Delano Neighborhood Plan. Delano, Wichita. 1:400.

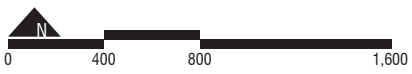
Inquiry: Where has urban development occurred and where is it planned?
Key Extractions: Completed and planned downtown Wichita development and proposed Delano development.
Methodology: Using the 2015 Downtown Developers Guide created by the Wichita Downtown Development Corporation and the Delano Neighborhood Revitalization Plan prepared by Law/Kingdon, INC. completed and planned downtown Wichita development and proposed Delano developments were located and classified by their respective development types.
Conclusions: Many of the proposed developments in the Delano Neighborhood have remained in the planning stage while Downtown Wichita has completed a number of projects. The INTRUST Bank Arena acts as a major catalyst for development in conjunction with street improvements that connect to new mixed-use developments as well as extending towards the Century II Performing Arts & Convention Center. In conclusion investing in large venues drives mixed use development and leads investments in streetscape corridors connecting to other parts of Wichita.



Legend

- Entertainment
- Mixed-use
- Residential
- Retail
- Office
- Hotel
- Green Space
- Civil/Infrastructure

*If an area is hatched instead of solid it means that the development is either planned or proposed.



Map 3.5

New Bicycle & Pedestrian Network Utilizes Abandoned Rail Corridor & Vacant Properties

Athletic, community, and linear trail parks and future expansion connect Delano to surrounding parks and green space

W3_JJ03_964_ParkStrategyMap.PDF



Inquiry: What are the strategies to improve connectivity and park expansion?
Key Extractions: Parks, Community parks, Athletic parks, linear trail parks, future park expansion
Methodology: Refer to previous critical maps: "Amenities of Parks surrounding Delano and Downtown Wichita" and "Park Expansion & Bicycle Connection to surrounding Parks". The three types of parks shown on this map are athletic, linear trail, and community. Background map was derived from ESRI ArcOnline (2017).



Figure 1. New Park Functions & Future Park Expansion
Source: Base from Sedgwick Co. Arc GIS 2017.

Conclusions: The old railroad corridor is the major passage for park expansion, which would connect to the Zoo Blvd. Trail and even continue across the river. The linear trail parks primarily follow this old railroad corridor. The linear trail would also connect to Friends University. The athletic parks are situated close to other athletic functions such as West Side Athletic Park, the Wichita Ice rink, and Lawrence-Dumont Stadium. The community parks are located near the river and the commercial core of Delano for large functions or events and access from nearby downtown. The Texas Street is also of importance due to connecting central Delano to Lawrence-Dumont Stadium, Century II, and the proposed community park.

Map 3.6

Ecological Corridors Could Provide Spatial Order for the Future Delano Development

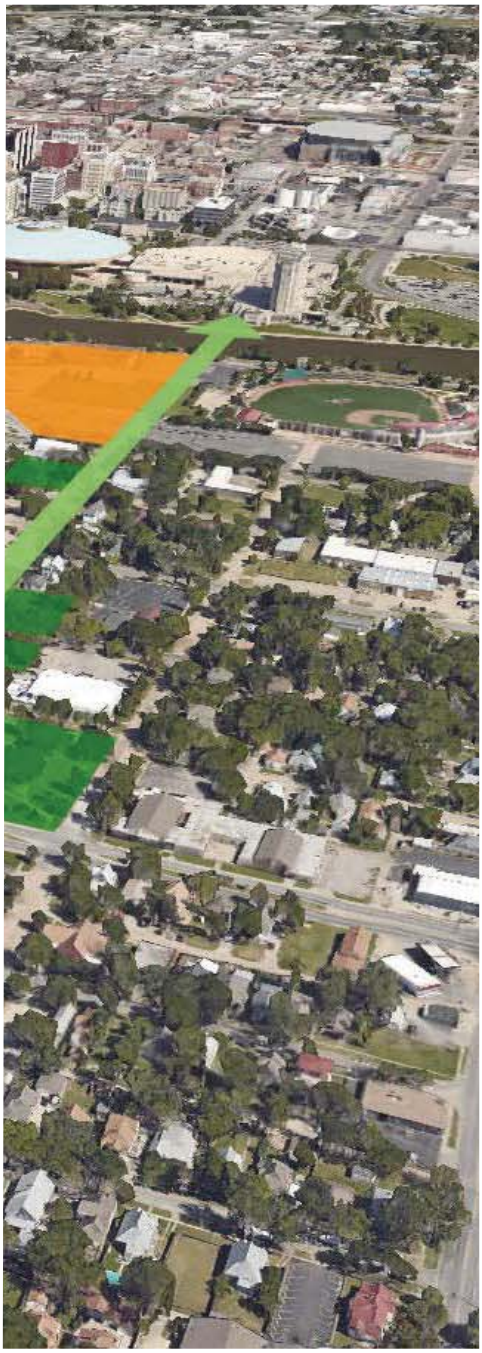
Green corridors will strengthen connectivity for people and wildlife

W3_MM03_4K_MapName.PDF

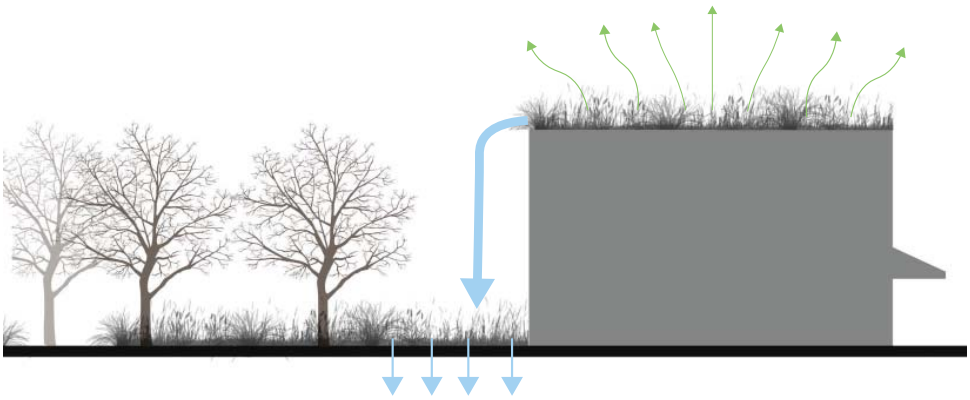


Figure 01. Ecological Strategy Map
Source: Google Earth, *Green Infrastructure for Cities: The Spatial Dimension Ahern, J 2007*

Inquiry: What types of ecological functions should take place with future development
Key Extractions: Ecological corridors can provide a strong connection in between Delano Amenities
Methodology: Google Earth, *Green Infrastructure for Cities: The Spatial Dimension Ahern, J 2007,* Diagrams made in Photoshop and Illustrator by author.
Conclusions: New ecological corridor could benefit the community by providing direct access to amenities while integrating green space into the neighborhood. Abiotic, biotic, and cultural functions can be incorporated into a variety of sites along the proposed corridor and patches. Also, existing patches can be enhance by using the ABC model as a guide for design. The diagrams shown on the right are meant to illustrate ABC function, but in reality they should be used together in harmony, and one space to offer all three functions.



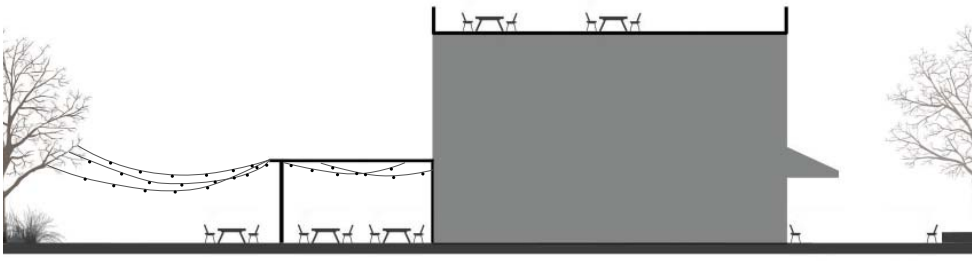
Legend
- Proposed Corridor
- Proposed Patches
- Existing Patches



Abiotic- Green Infrastructure and Natural Systems
Figure: 02
Source: Photoshop



Biotic- Transportation Corridor for Wildlife and People
Figure: 02
Source: Photoshop



Cultural- Community Cultural Enhancement
Figure: 02
Source: Photoshop

The Examples above represent the ABC Resource Model, which defines three types of functions in an ecological landscape. These functions are shown individually, but they can be used together in harmony.
Abiotic - Non-Living Ecological Functions
Biotic - Living Ecological Functions
Cultural - Ecological Influence on Society

Map 3.7a

Delano Plan Influences Neighborhood-Wide Rezoning

Over time current land uses cue shifting to more unified future vision.

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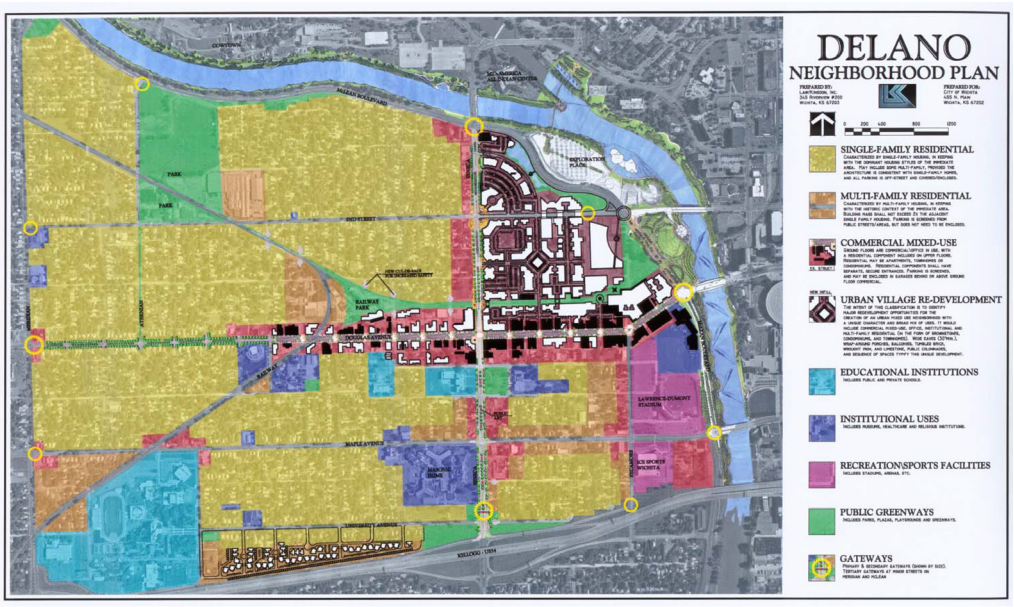


Figure 1: 2001 Delano Neighborhood Plan

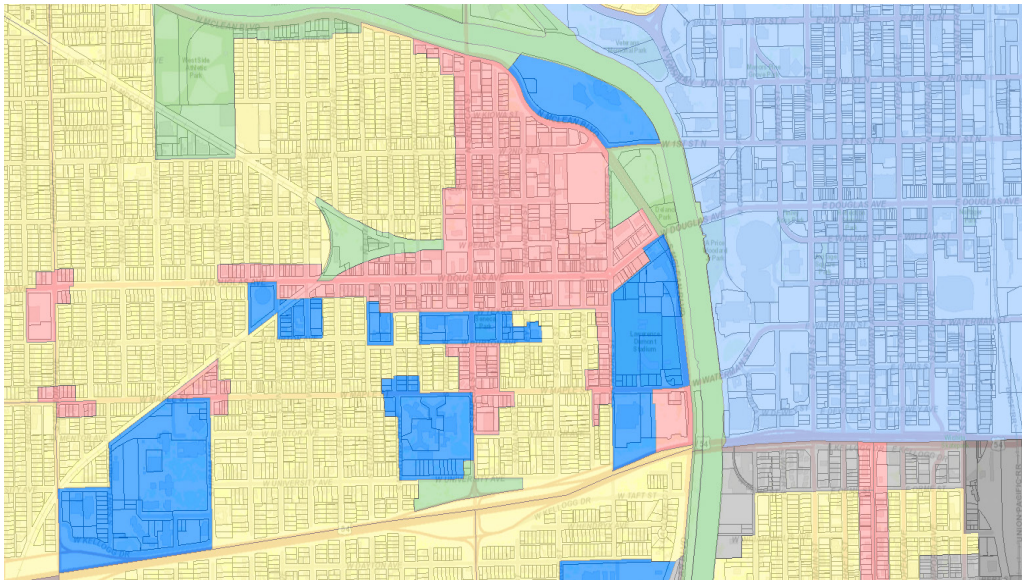


Figure 2: Current Land Use Map
Source: Wichita GIS

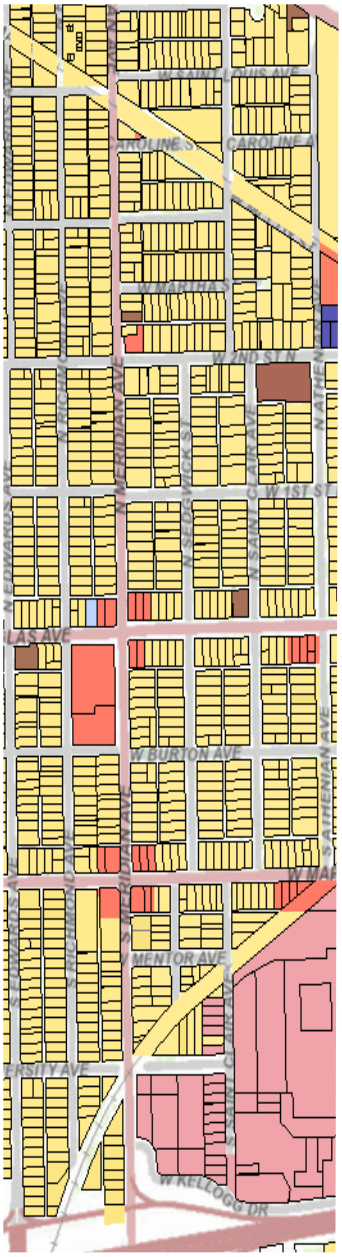
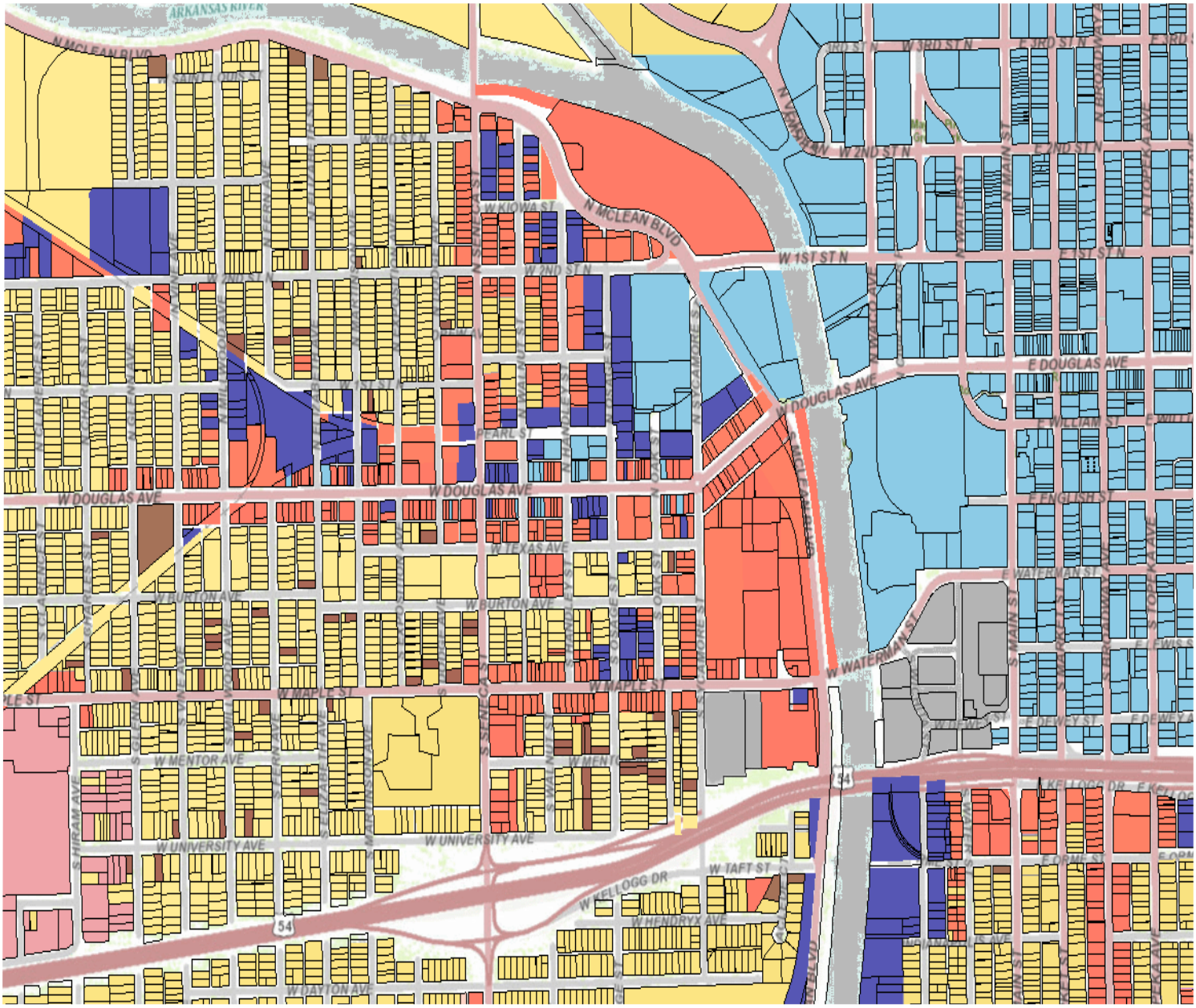
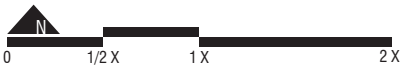


Figure 3: Current Land Zoning
Source: Wichita GIS

Inquiry: In what ways has the current zoning and land uses been shaped by the 2001 Delano Neighborhood Plan?
Key Extractions: Delano Neighborhood Plan, Wichita GIS Current Land Uses and Zoning
Methodology: Investigate the Delano Neighborhood Plan, relate the Plan the to the current Land Use Plan.
Conclusions: Following the publication of the 2001 Delano Neighborhood Revitalization Plan, Wichita-Sedgwick County Metropolitan Area Planning Dept. began restructuring the land uses in coordination with the Plan's vision. This land use vision has contributed to the zoning pattern and the continually evolving identiy. Not every aspect of the 2001 Plan has been accomplished or given high priority, thus there is a need to restructure the Land Uses and Zoning plans, adjusting them to conform to the current agenda with the 2001 Delano Plan vision as a guiding principle.





Legend

- Commercial
- Residential
- Industrial
- PUD
- Central Business District
- University
- General Offices

Map 3.7b

The 2001 Delano Neighborhood Plan Is Reconstructed Around the Redevelopment of Lawrence Dumont Stadium

The plan guiding the re-zoning of Delano has the opportunity to be updated to include the stadium-oriented mixed use development.

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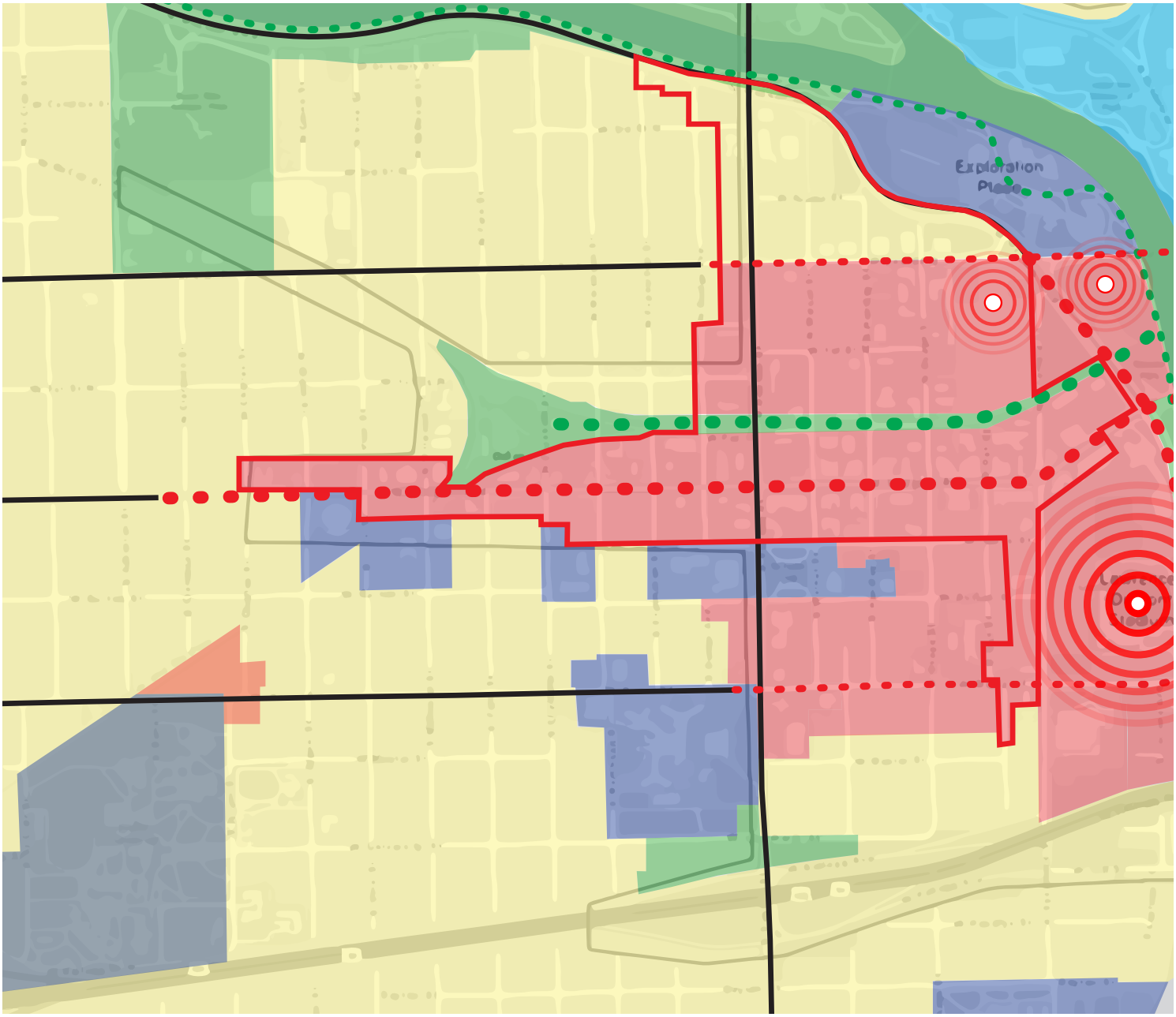
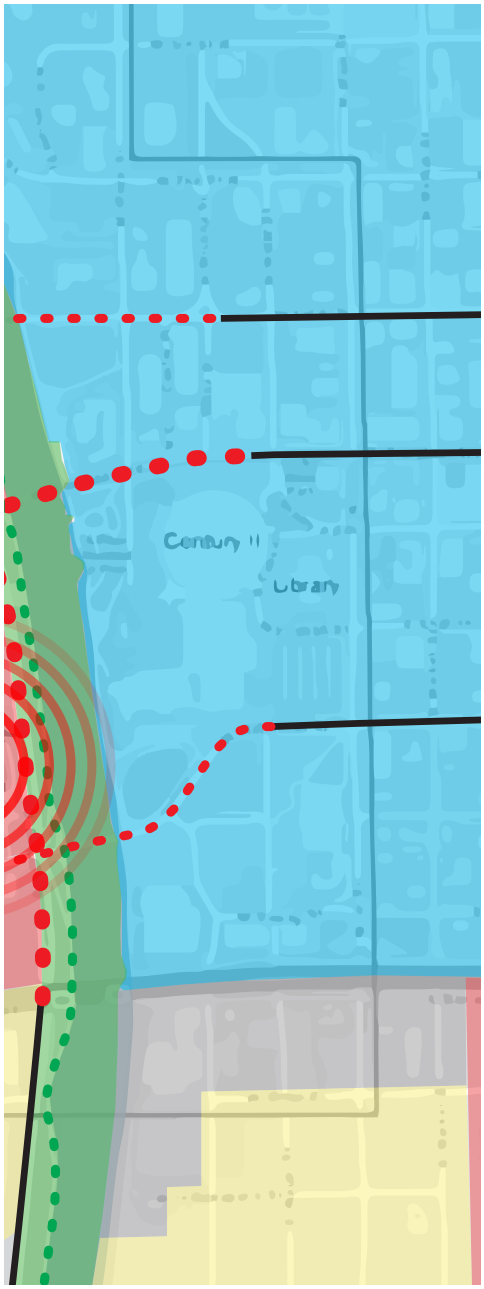


Figure 1: Revised Delano Neighborhood Plan
Source: Wichita GIS

Inquiry: In what ways can the 2001 Delano Plan be reconstructed to conform to the projects which are newly planned and ongoing?
Key Extractions: 2001 Delano Neighborhood Plan, Wichita Land Uses GIS
Methodology: Investigate the Delano Neighborhood Plan, Relate the Plan the to the current Land Uses, Ongoing and Future Development Plans
Conclusions: The Historic Delano District Planning and Zoning has been structured based on the plan set forth in the 2001 Delano Neighborhood Revitalization Document. However, some modification is necessary to unify and guide on-going development relative to recent projects under construction, projects in the approved planning stages, and new attention directed at the Lawrence Dumont Stadium and West Riverfront. Mixed-use commercial and residential zones connected by revitalized street routes and greenways will bring renewed vitalization to the district.



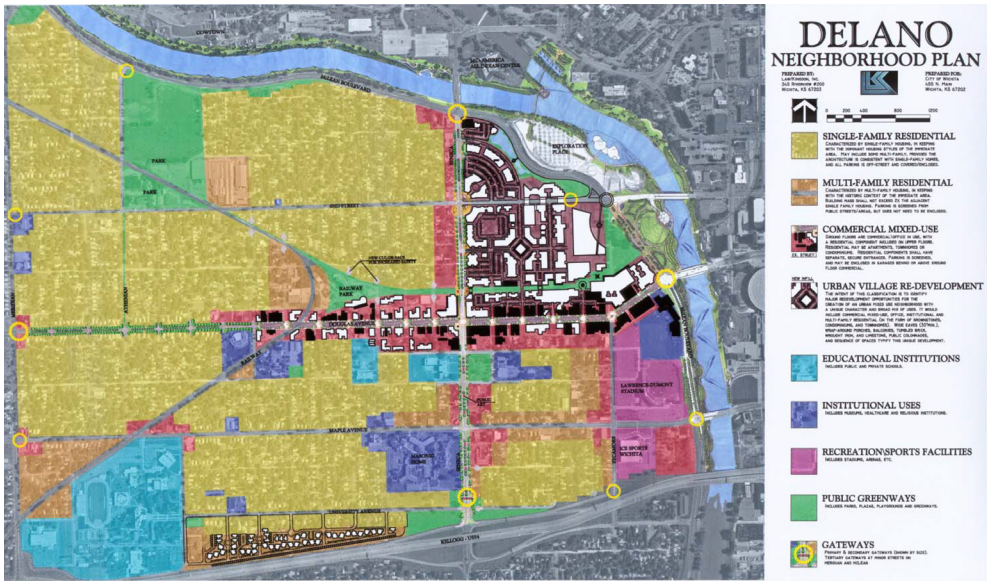


Figure 2: Original Delano Neighborhood Plan
Source: Delano Neighborhood Revitalization Document (PDF)

The Wichita-Sedgwick County Planning Dept. had reconfigured the Land Uses in Historic Delano based on the proposals within the 2001 document. There is an opportunity to update the plan and the land uses since there are newly planned and ongoing projects (namely Lawrence Dumont Stadium renovations), which were not accounted for in the original plan.



Legend

- Mixed-Use Commercial
- Residential
- Public Greenspace
- Central Business District
- Institutional
- PUD
- Commercial Land Use From 2001 Plan
- Mixed-Use Commercial Streets
- Public Greenways
- Planned Projects Pulses

Map 3.7c

Redirecting Focus to New and Existing Corridors Can Increase Walkability and Community Engagement

McLean routing evaluation and utilization of abandoned railroad corridor are important first steps of the strategic framework.

File name: W3_PCM_4k_ZoningLandUseStrategy.PDF

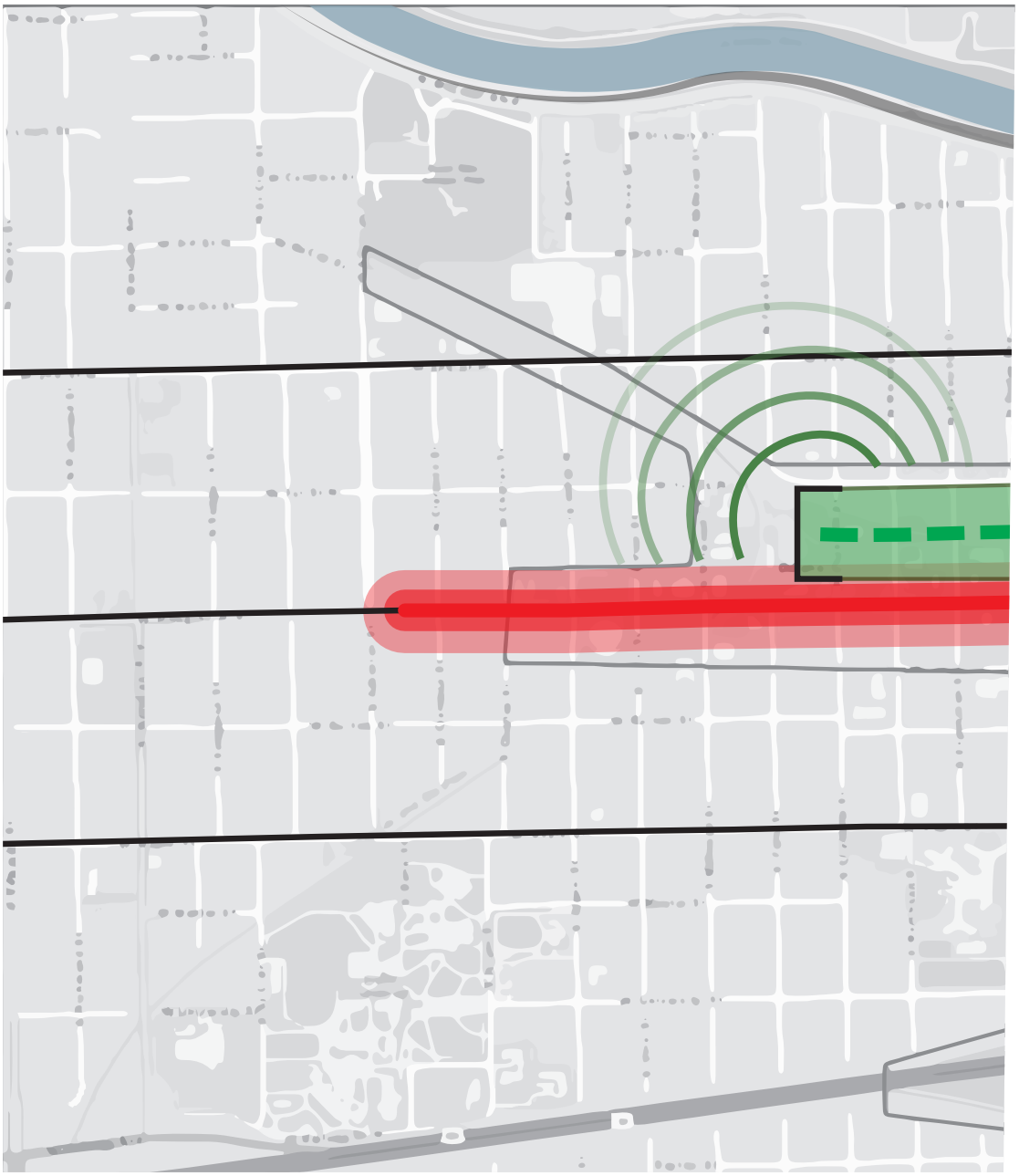
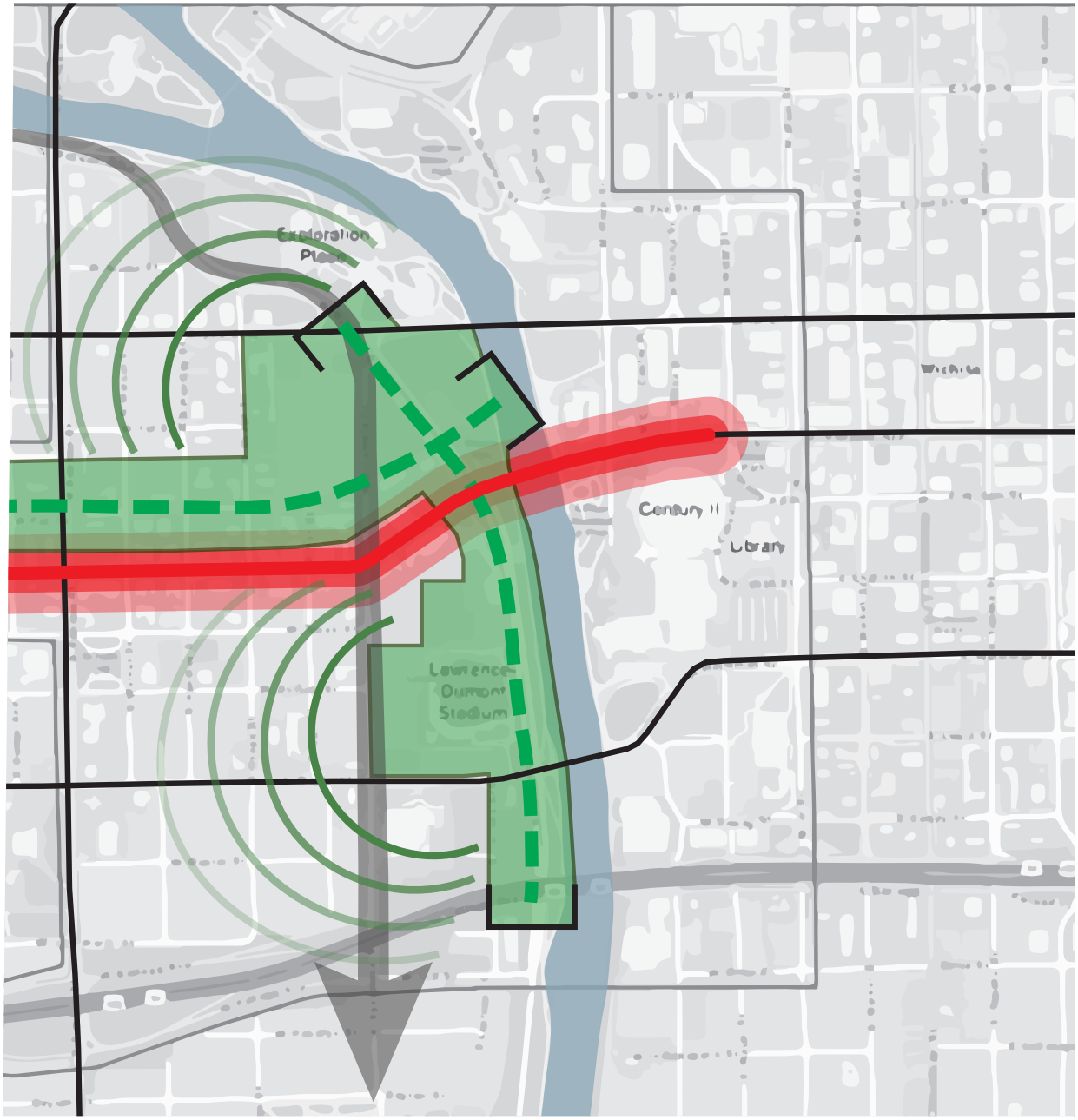


Figure 3. Development Zones Activated by Rerouting McLean Ave
Source: Wichita GIS

Inquiry: How can the "urban village" vision of the 2001 Revitalization Plan be adjusted by activating McLean Ave?
Key Extractions: 2001 Delano Revitalization Plan, Wichita GIS Current Land Uses and Zoning
Methodology: Develop a strategy based on the "Urban Village" concept in the Delano Plan and the current state of zoning and land uses. Map the potential positive future impact the strategy can have on the Delano District.
Conclusions: By rerouting vehicular traffic on McLean Ave, the circulatory infrastructure can be transformed to serve pedestrians. The four lane trafficway can be utilized in giving pedestrians and cyclists priority, and safely delivering them to the riverfront and from the Douglas Business District to Maple St. This type of development, along with the proposed mixed-use around Lawrence Dumont Stadium can rejuvenate the surrounding residential community.



0 200 400 800 1 200 1 600 Feet

Legend

- Pedestrian Oriented Development
- Douglas Business District
- Pedestrian Greenway
- Rerouted McLean
- Impact of Green Development

Map 3.8a

TIF AND STAR Bonds have been Used Extensively as Funding Instruments in Delano and the Wichita CBD

There are three TIF districts in the Delano Area and the CBD, with overlaid STAR Bonds districts.

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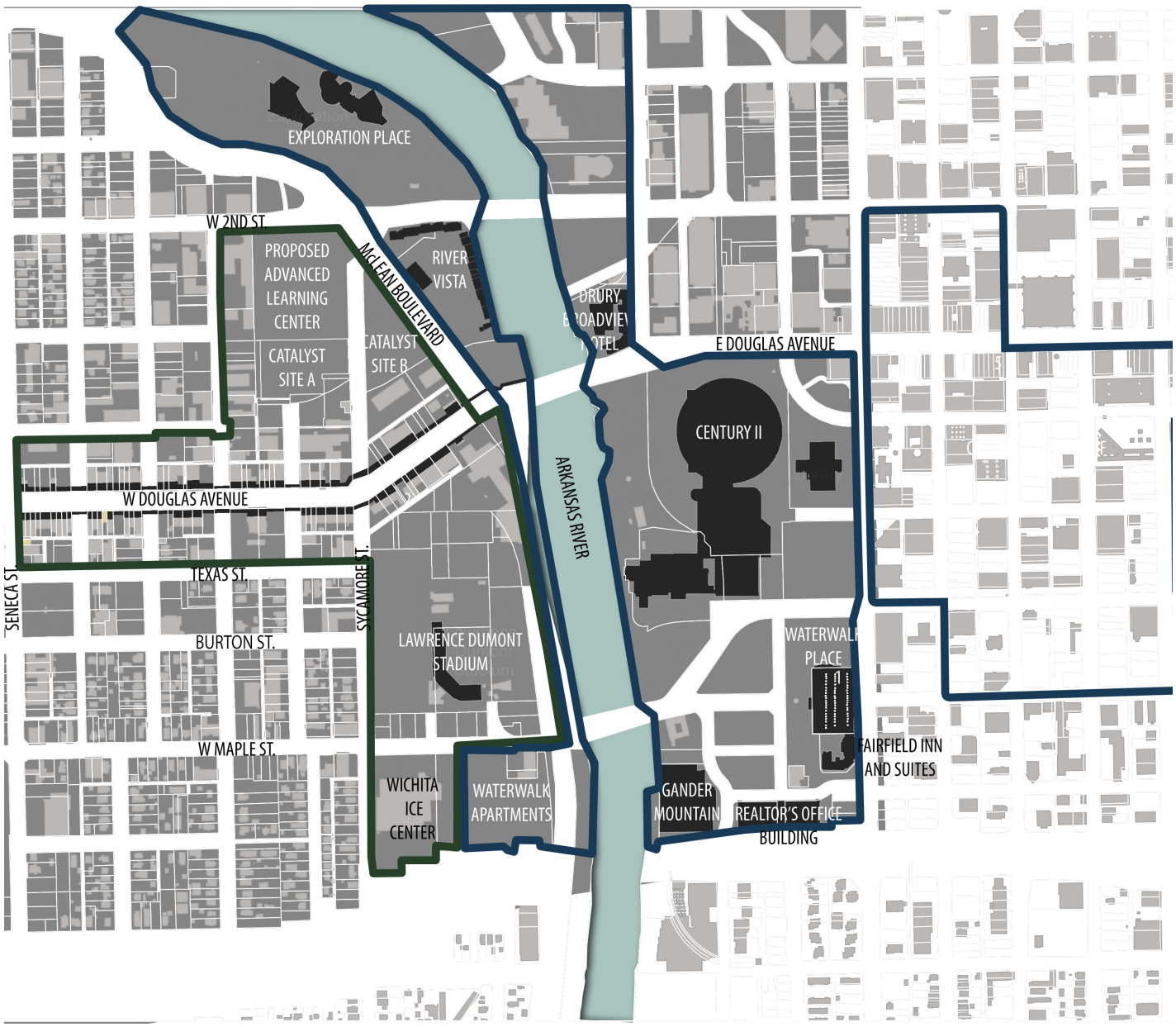

Figure 1. Tax Increment Financing (TIF) Districts in Delano and CBD
Source: GIS

Inquiry: What are the funding mechanisms/strategies used in major development projects in Delano and the Central Business District
Key Extractions: Tax Increment Financing (TIF), STAR Bonds, districts
Methodology: The basemap was downloaded from GIS. The TIF districts were identified from the 2015 Downtown Developer's Guide for Wichita. The STAR Bonds districts were identified from the Project Plan for River District Phase II (STAR Bond District) document by the City of Wichita.
Conclusions: Various funding mechanisms/instruments have been utilized for downtown development in Wichita. Tax increment financing and STAR Bonds are two of the most extensively used strategies. Two TIF Districts: the East Bank Redevelopment District and the Central City South TIF District have been established in the Central Business District Area and the West Bank Redevelopment District is proposed, with Sedgwick County approving the proposal. Various commercial, entertainment-related, and tourism-related developments along the East and West Banks of the Arkansas River have facilitated the use of STAR Bonds financing, with two districts being established in two phases.

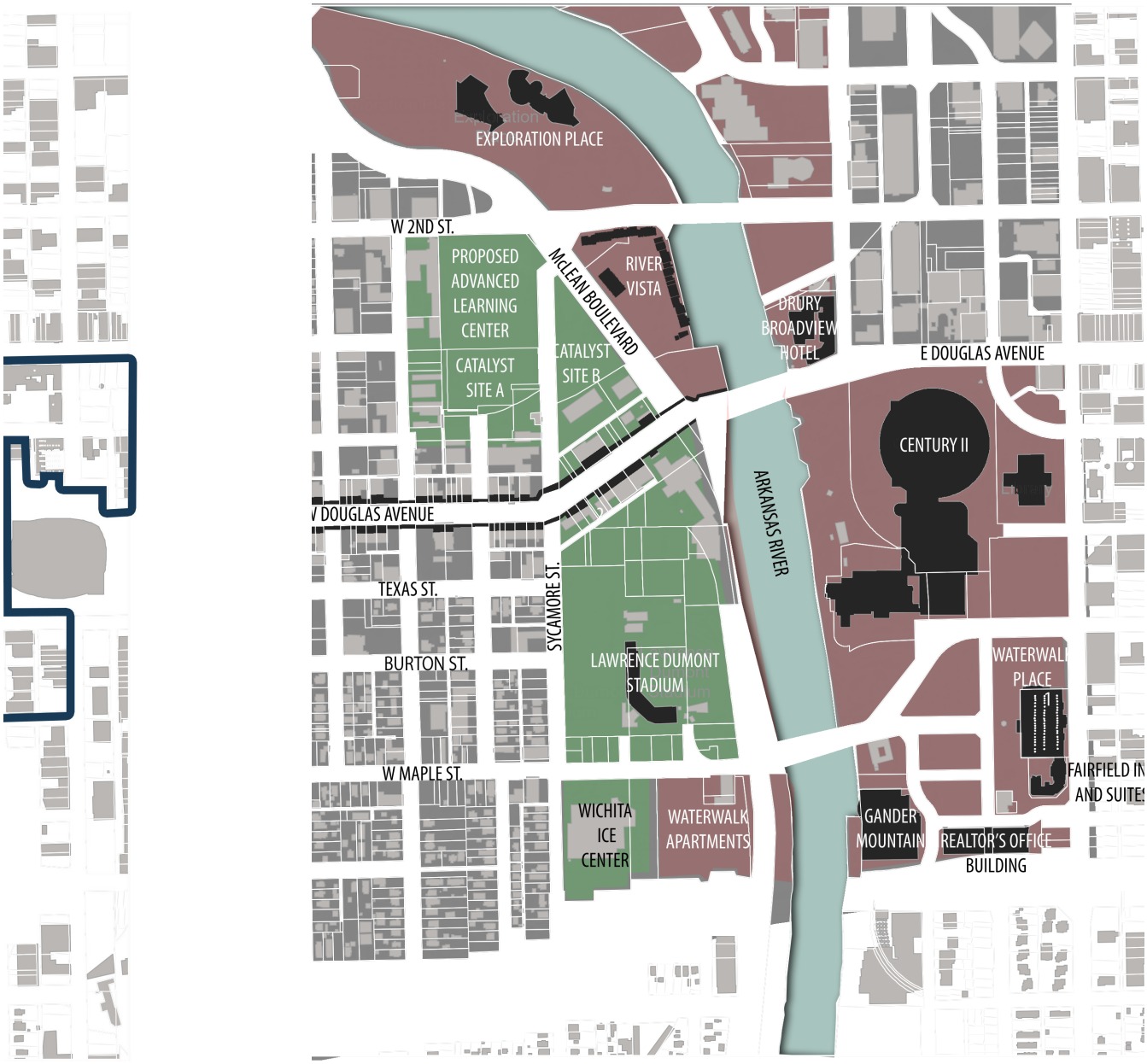

Figure 2. STAR Bonds disricts in Delano and CBD
Source: GIS

Map 3.8b

Various Funding Instruments have been Used in Development Projects in Delano and the Wichita CBD

Different funding mechanisms have different criteria or types of development that they support

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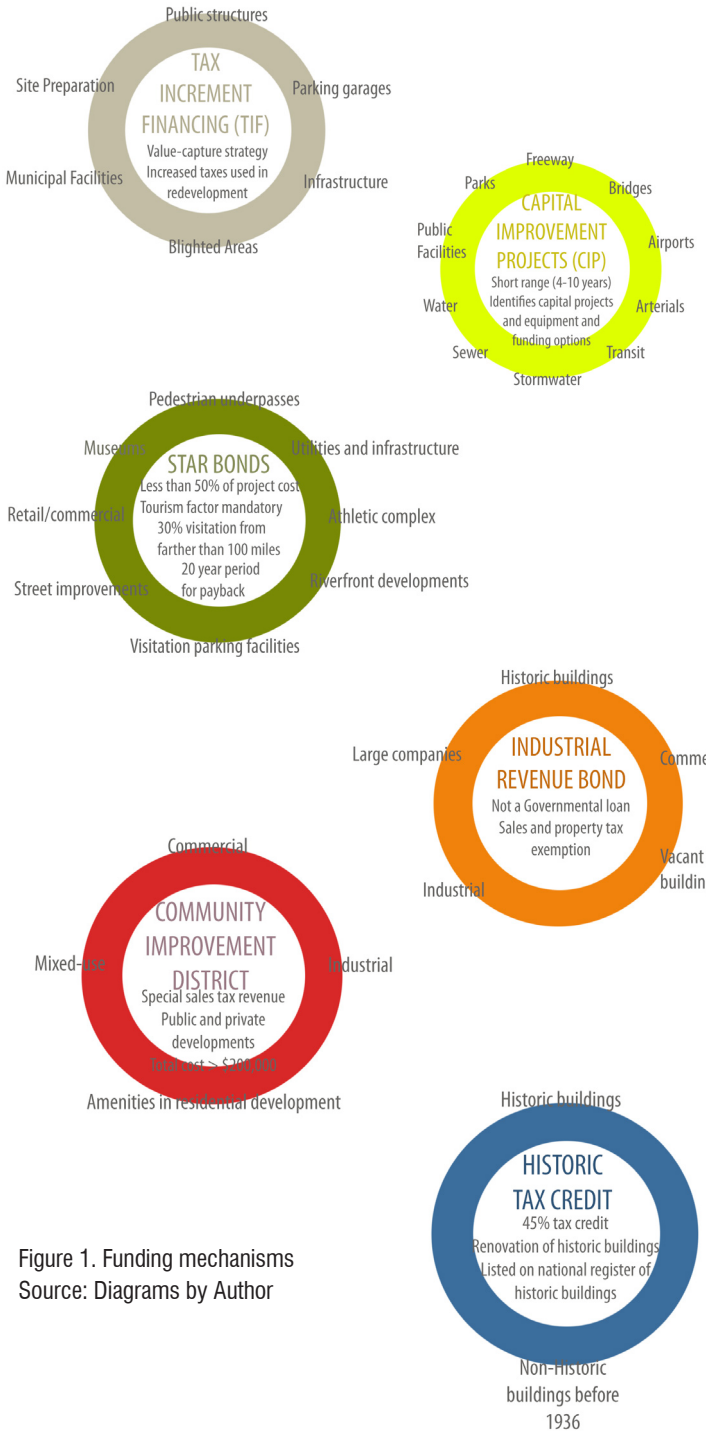


Figure 1. Funding mechanisms
Source: Diagrams by Author

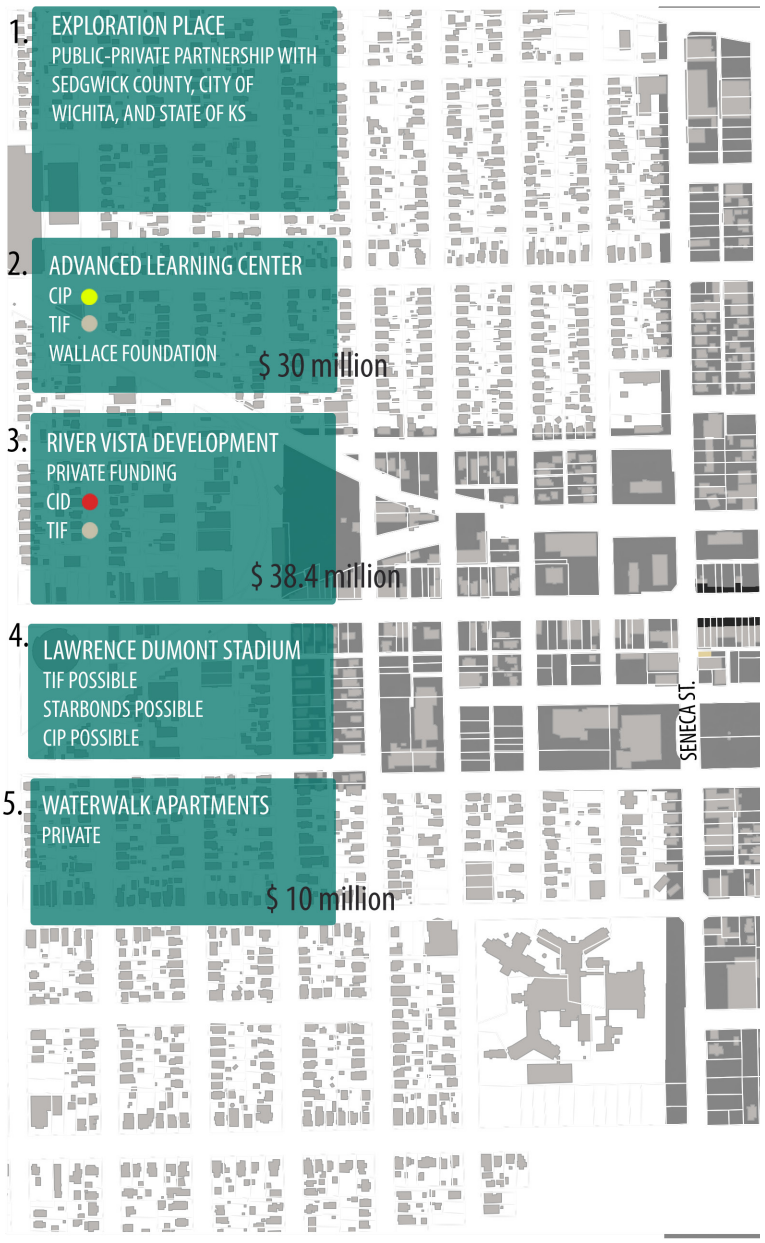
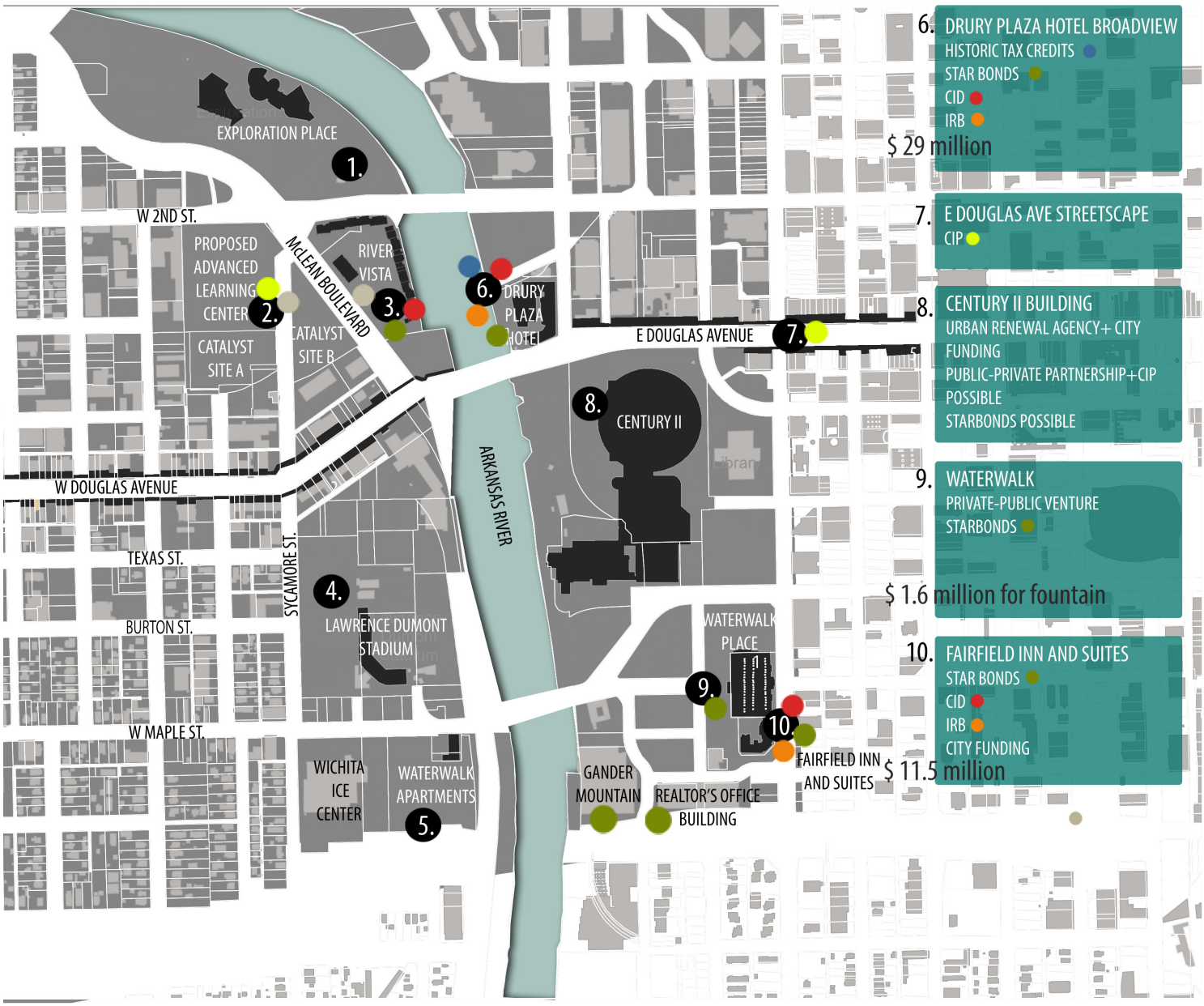


Figure 2. Major riverfront projects in Delano and CBD and their funding mechanisms
Source: GIS

Inquiry: What are the funding mechanisms/strategies used in major development projects in Delano and the Central Business District?
Key Extractions: Tax Increment Financing (TIF), STAR Bonds, Capital Improvement Program (CIP), Community Improvement District (CID), Historic Tax Credit, Industrial Revenue Bonds (IRB), Private, Private-public partnerships
Methodology: The basemap was downloaded from GIS. The STAR Bonds projects were identified from the 2015 STAR Bonds Annual Report by the Kansas Department of Commerce. The developments that utilized CIP were identified from the Sedgwick County online GIS database. The projects that utilized CID, Historic Tax Credit, and IRB were identified with the help of Jason Gregory, the VP of WDDC, through email conversations and articles from the Wichita Eagle. The criteria for the types of instruments were sought out from various online articles and documents.
Conclusions: The West Douglas Streetscape improvements utilized CIP, along with other public projects, parks, utilities and arterials. Commercial, industrial, mixed-use buildings also utilized CID as a funding instrument. Industrial Revenue Bonds and Historic Tax Credits have also been used in the renovations of the Drury Plaza Hotel Broadview. Various projects have utilized TIF and STAR Bonds within the respective districts.



6. DRURY PLAZA HOTEL BROADVIEW
HISTORIC TAX CREDITS
STAR BONDS
CID
IRB
$ 29 million

7. E DOUGLAS AVE STREETSCAPE
CIP

8. CENTURY II BUILDING
URBAN RENEWAL AGENCY+ CITY FUNDING
PUBLIC-PRIVATE PARTNERSHIP+CIP POSSIBLE
STARBONDS POSSIBLE

9. WATERWALK
PRIVATE-PUBLIC VENTURE
STARBONDS
$ 1.6 million for fountain

10. FAIRFIELD INN AND SUITES
STAR BONDS
CID
IRB
CITY FUNDING
$ 11.5 million

N
0 400 800 1600

Legend

- Community Iprovement District (CID)
- Capital Improvement Program (CIP)
- Tax Increment Financing (TIF)
- Historic Tax Credits
- STAR Bonds
- Industrial Revenue Bonds (IRB)

Map 3.8c

Various Funding Instruments can be Applied to Future Developments in Delano

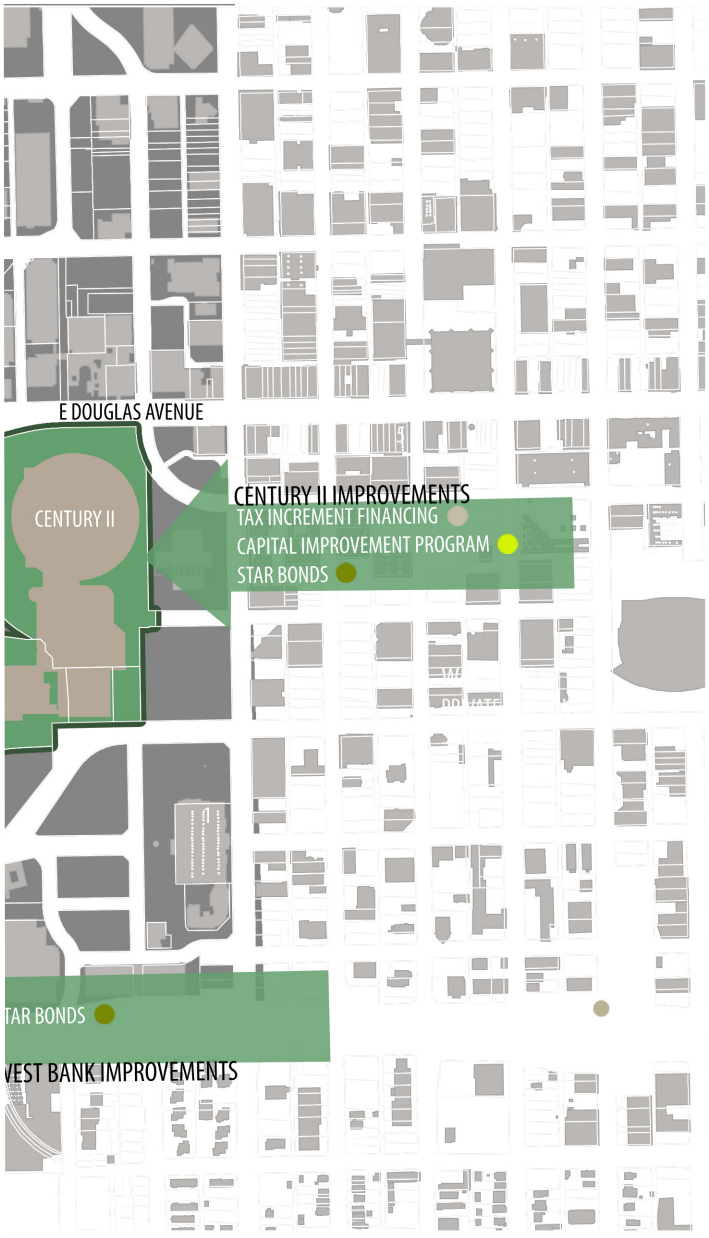
Planned / envisioned projects in Delano can acquire funding through various strategies depending on the type of project

File name: W3_PS03_800_Opportunity.PDF



Figure 1. Strategies for funding various planned / envisioned projects in Delano and the CBD
Source: GIS

Inquiry: What are the possible funding instruments that can be utilized in planned/envisioned projects in Delano and the CBD?
Key Extractions: Tax Increment Financing (TIF), STAR Bonds, Capital Improvement Program (CIP), Community Improvement District (CID), Historic Tax Credit, Industrial Revenue Bonds (IRB)
Methodology: The basemap was downloaded from GIS. The possible strategies for the development strategies were identified based on the type of project as well as from articles on the Wichita Eagle that stated what types of strategies are possible. Projections have also been made based on email conversations with Jason Gregory, the Vice President of the Wichita Downtown Development Corporation (WDDC)
Conclusions: Public projects within TIF districts can utilize TIF funding. STAR Bonds is also applicable in commercial and tourism-related development. Major streetscape and park developments, as well as other public facilities can utilize the City CIP. Private-public partnerships are highly possible.





Legend

Planned/envisioned projects

Capital Improvement Program (CIP)

Tax Increment Financing (TIF)

STAR Bonds

Industrial Revenue Bonds (IRB)

Map 3.8d

Developing Vacant Parcels as Real Property Helps Fund the Lawrence Dumont Stadium Project through TIF and STAR Bonds

Tax revenue increases from development can be directed towards the new ball park development

File name: W3_PS04_800_Strategy.PDF

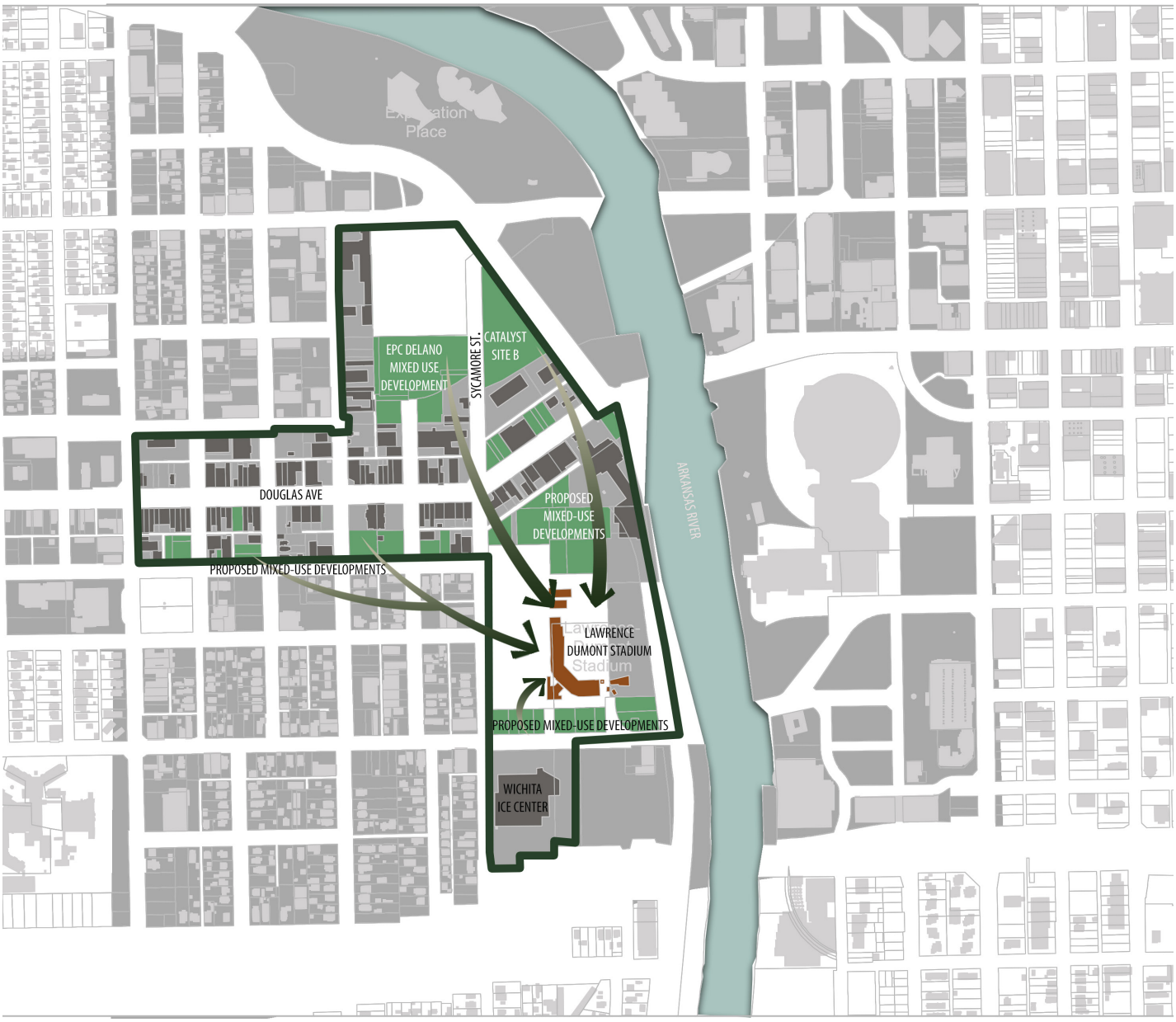


Figure 1. Proposed mixed-use development directing future tax increments towards funding the Lawrence-Dumont Stadium development
Source: GIS

Inquiry: How can the funding instruments be utilized to develop the Lawrence Dumont Stadium into a Ball Park?
Key Extractions: Tax Increment Financing (TIF) district, STAR Bonds, Capital Improvement Program, vacant parcels, Lawrence Dumont to Ball Park, funding strategies
Methodology: The basemap was downloaded from GIS. The TIF district under consideration was identified from the 2015 Downtown Developer's Guide for Wichita. The STAR Bonds districts were identified from the Project Plan for River District Phase II (STAR Bond District) document by the City of Wichita. The vacant parcels were identified from the Sedgwick County Online GIS database, and cross-checked with Google Earth.
Conclusions: A part of the West bank of the Arkansas River has been proposed and approved by Sedgwick County as a TIF district. Thus, any future increase in property tax on real property is eligible for being directed towards public development. Introducing development in the existing vacant parcels within the TIF District can increase the fund generated from tax increments in the district, which can be used for the portended development of the Lawrence Dumont Stadium into a new ball park. Similarly, STAR Bonds may be issued by the City Government towards the development, and returned through sales tax revenue increments from developments in the STAR Bonds District. City CIP funds may also be utilized for the development.

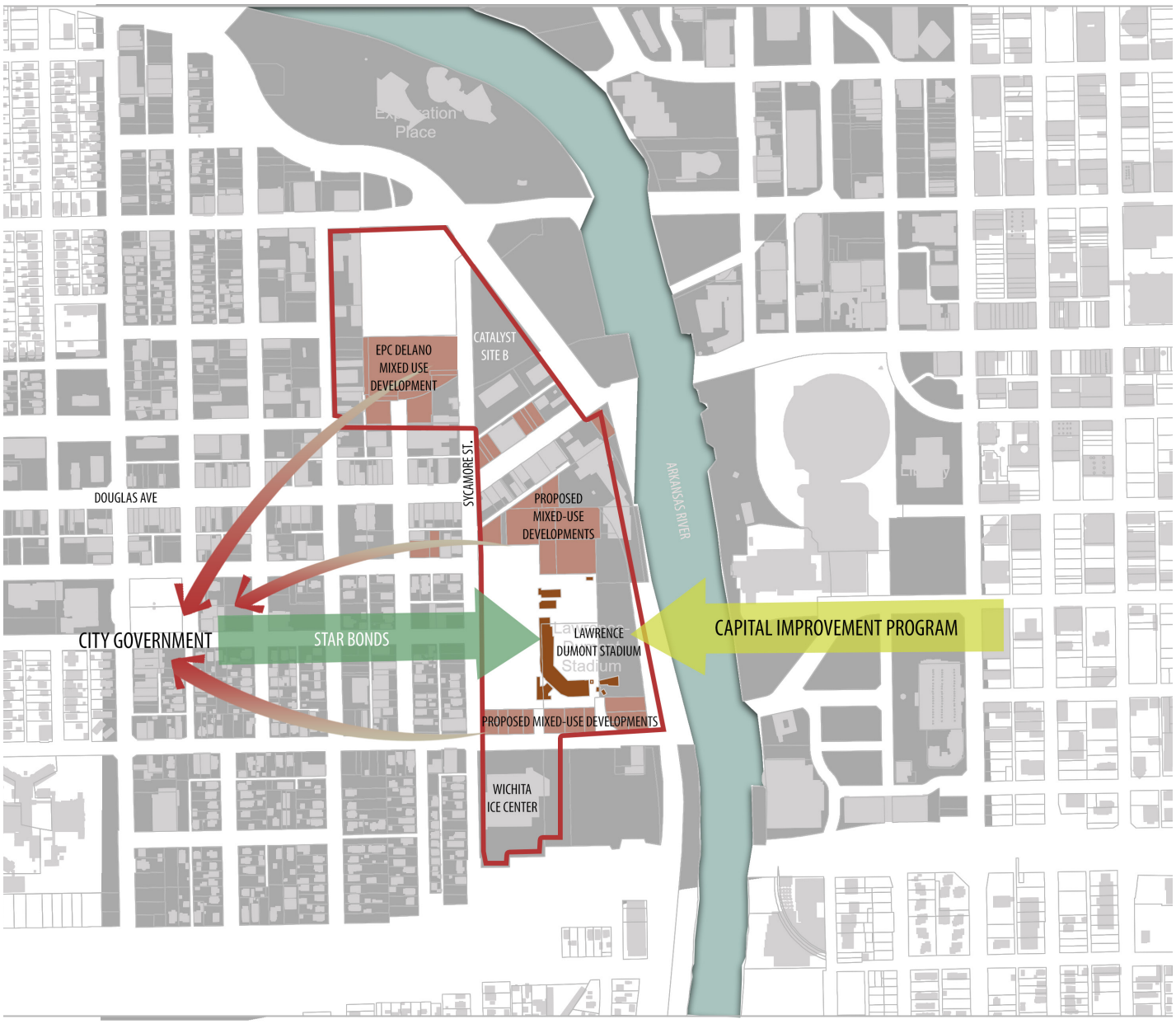


Figure 2. STAR Bonds and CIP can be used as strategies for developing the Lawrence Dumont Stadium into the new Ball Park
Source: GIS

Map 3.9a

Comparative Stadiums Used as Catalysts for Downtown Development

Examples of successful downtown baseball stadiums reveals pattern

W3_SA01_noscale_ComparativeDowntownBaseballStadiums.PDF

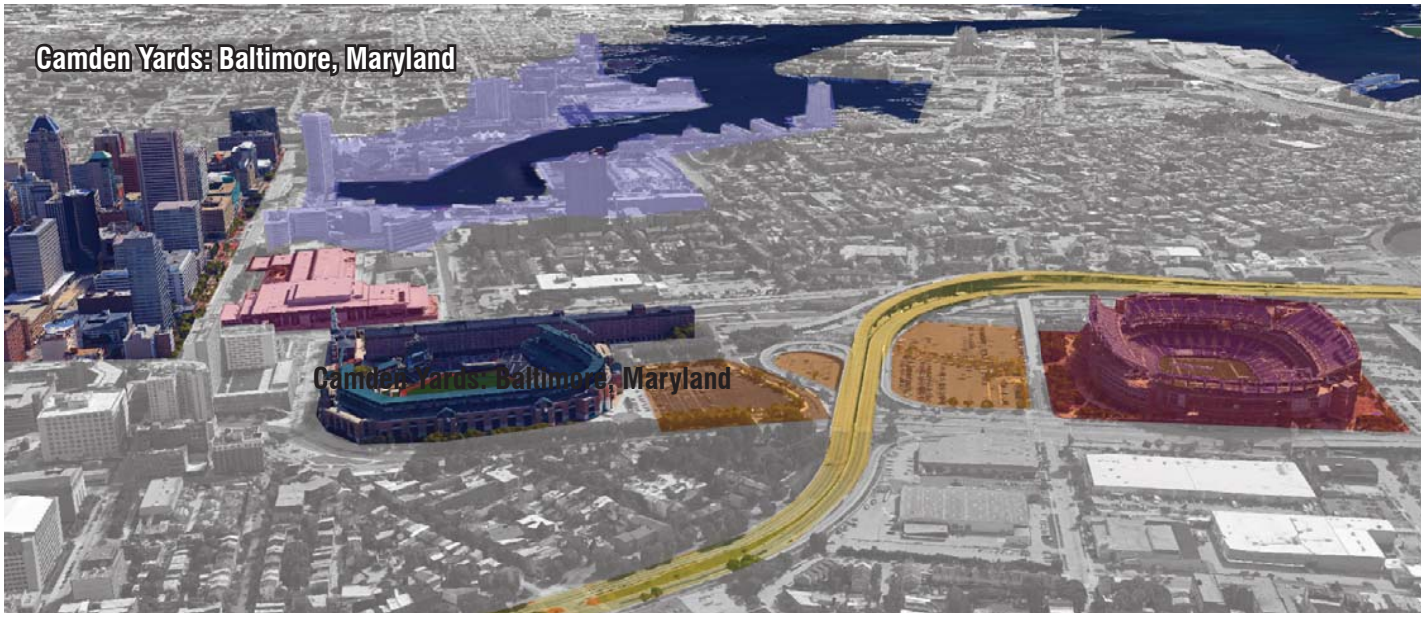


Figure 01. Source: Andresen, Spencer. 2017. Camden Yards. Source Data: Google Earth. Baltimore, Maryland. 39°17'25.08"N, 76°34'37.86"W. Photoshop.



Figure 03. Source: Andresen, Spencer. 2017. Coors Filed. Source Data: Google Earth. Denver, Colorado. 39°45'30.58"N. 104°58'44.24"W. Photoshop.

Inquiry: What makes downtown baseball stadiums successful catalysts for development?
Key Extractions: Sports facilities, highways, central business districts, natural features, parking lots
Methodology: Researched in nationally renowned baseball stadiums as well as peer cities of Wichita to find out what made them successful catalysts for downtown development as well as using satellite imagery to identify important surrounding context to draw conclusions as to what made them successful.
Conclusions: After analyzing research and satellite imagery patterns of development became apparent between Camden Yards in Baltimore, Coors Field in Denver, Louisville Slugger Field in Louisville, and TD Ameritrade Park Omaha in Omaha. The first thing that stands out is their placement close to highways and their parking lots which are often shared with other facilities or used as downtown parking. The second pattern to emerge is their adjacency to other large facilities such as arenas, stadiums, and convention centers. In Baltimore and Denver the stadiums are located next to light rail/train stations and in Louisville and Omaha bus stops are located near stadiums to increase accessibility to the facilities. The stadiums are also placed in close proximity to prominent or up and coming retail and arts districts.



Figure 02. Source: Andresen, Spencer. 2017. Louisville Slugger Field. Source Data: Google Earth. Louisville, Kentucky. 38°15'52.66"N, 85°43'37.92"W. Photoshop.

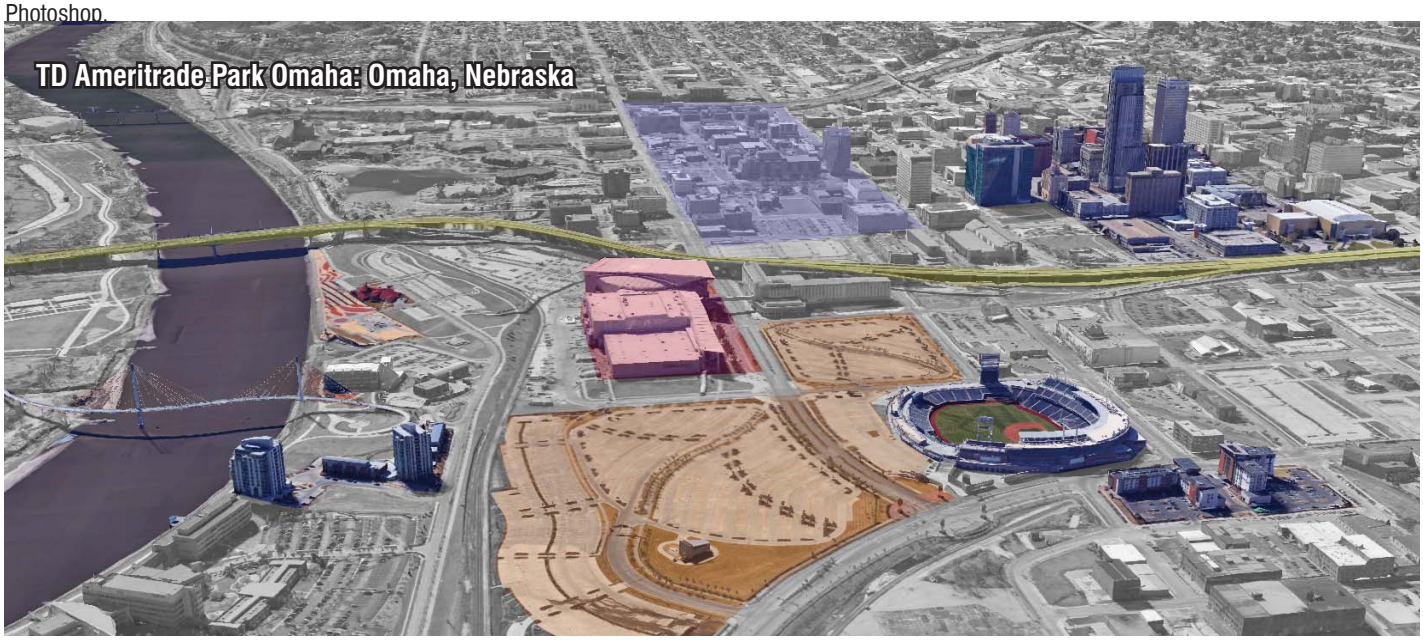


Figure 04. Source: Andresen, Spencer. 2017. TD Ameritrade Park Omaha Source Data: Google Earth. Omaha, Nebraska. 41°16'2.44"N, 95°45'13.47"W. Photoshop.

Similarities Among Precedents

- Access to highways
- Near parking and/or public transit
- Near other large facilities
- Near redevelopment districts

Legend

- Public or Sports Facility
- Parking
- Highway
- Arts District/Urban Development

Map 3.9b

Lawrence-Dumont Stadium's Location Makes it a Prime Catalyst Site

Analysis of similar ball parks reveals elements needed for successful development are present

W3_SA02_noscale_LDStadiumCatalystDevelopment.pdf



Figure 02. Lawrence-Dumont Stadium Catalyst for Development
Source: Andresen, Spencer. 2017. Andresen, Spencer. 2017. Coors Filed. Source Data: Google Earth. Wichita, Kansas. 39°45'30.58"N. 104°58'44.24"W. Photoshop.

Inquiry: Is it possible for Lawrence-Dumont to be a Catalyst for Development
Key Extractions: Sports facilities, highways, central business districts, natural features, parking lots
Methodology: Using successful precedents of downtown baseball stadiums determining what elements helped them to succeed and seeing if those elements are present in Wichita.



Legend

- Major Thoroughfare
- Bridge Connection
- Developable Sites

Not to scale



4

Transportation & Parking

Map 4.1a

Pedestrian Routes Connect Downtown Wichita to Delano Neighborhood

Mixed-use development and connecting pedestrian routes follow investment in large venues

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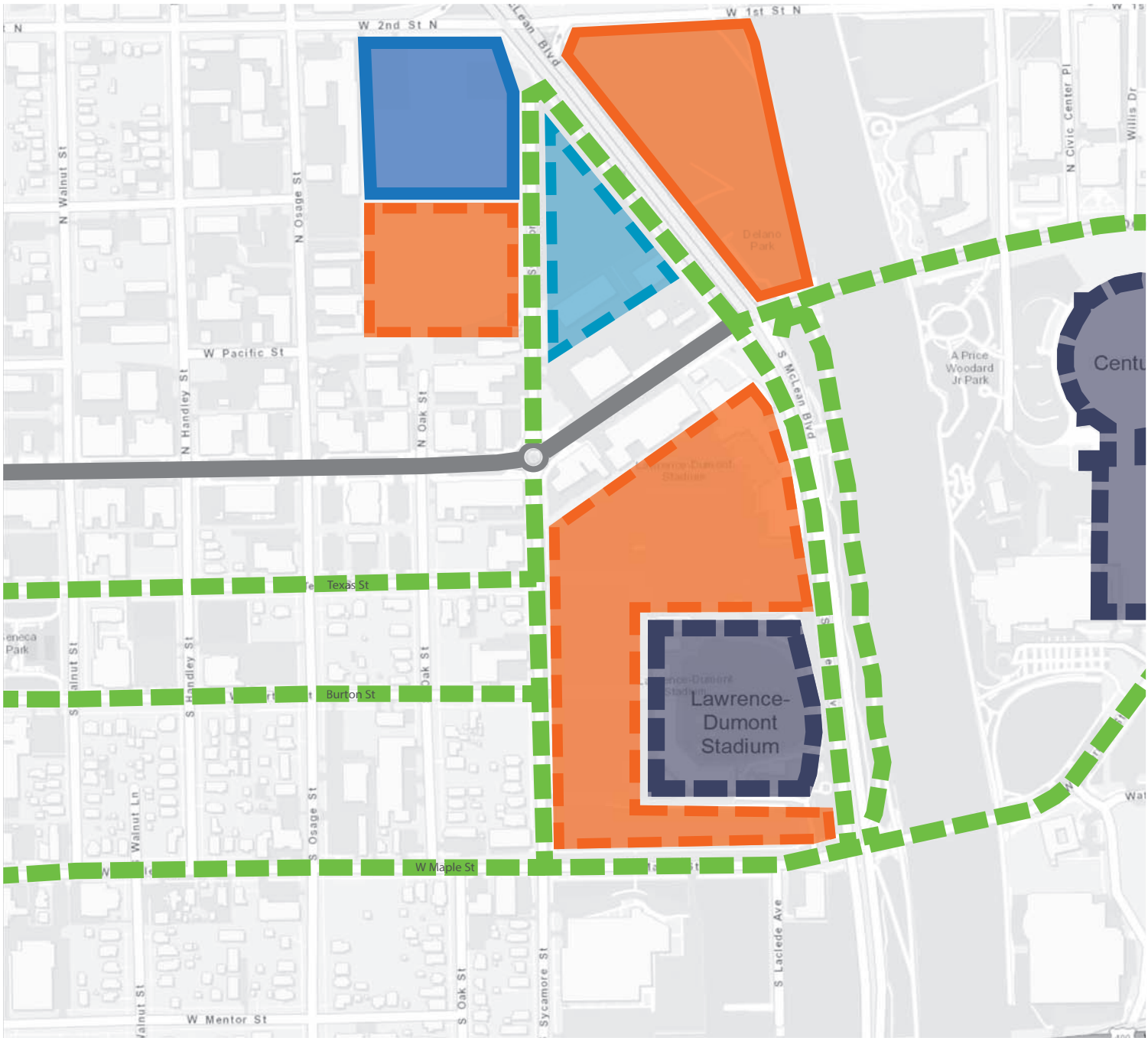


Figure 02. Possibilities for Pedestrian Routes

Source: Andresen, Spencer. 2017. Pedestrian Routes Connect Downtown Wichita to Delano Neighborhood. Source data: WDDC. 2015. Wichita Downtown Developers Guide. Wichita. Source Data: Law/Kingdon, INC. 2001. Delano Neighborhood Plan. Delano, Wichita. 1:400.

Inquiry: How could pedestrian routes become viable to connect Downtown Wichita and the Delano Neighborhood?

Key Extractions: large venues, proposed and recent mixed use development, streetscape improvements

Methodology: Based on the location of large venues, recent and proposed development, and streetscape improvements the most direct routes were selected as the best opportunities to connect the INTRUST Bank Arena, Century II Performing Arts and Convention Center, and Lawrence-Dumont Stadium as well as the surrounding mixed-use developments and residential areas.

Conclusions: Using public investments to renovate the Century II Performing Arts and Convention Center, and the Lawrence-Dumont Stadium will act as a catalyst for mixed-use development like it did with the completion of the INTRUST Bank Arena. With developer interest centered around these large attractions streetscape improvements to Douglas Ave and Maple/Waterman St, as well as other secondary and tertiary streets, could stitch together these two districts by making pedestrian traffic more attractive to residents living in these areas. Sidewalk traffic also increases the attractiveness of retail and restaurant investments.



Legend

- Streetscape Improvements Opportunities
- Existing Streetscape Improvements
- Large Venue
- Mixed-use Development
- Proposed Hotel
- Proposed Large Venue Redevelopment
- Proposed Mixed-use Development
- Central Library

Map 4.1b

Downtown-Delano Pedestrian Loop

Pedestrian loop from large along main circulation corridors Douglas Ave and Maple/Waterman St

W2_SA03_4K_DowntownDelanoLoop.PDF

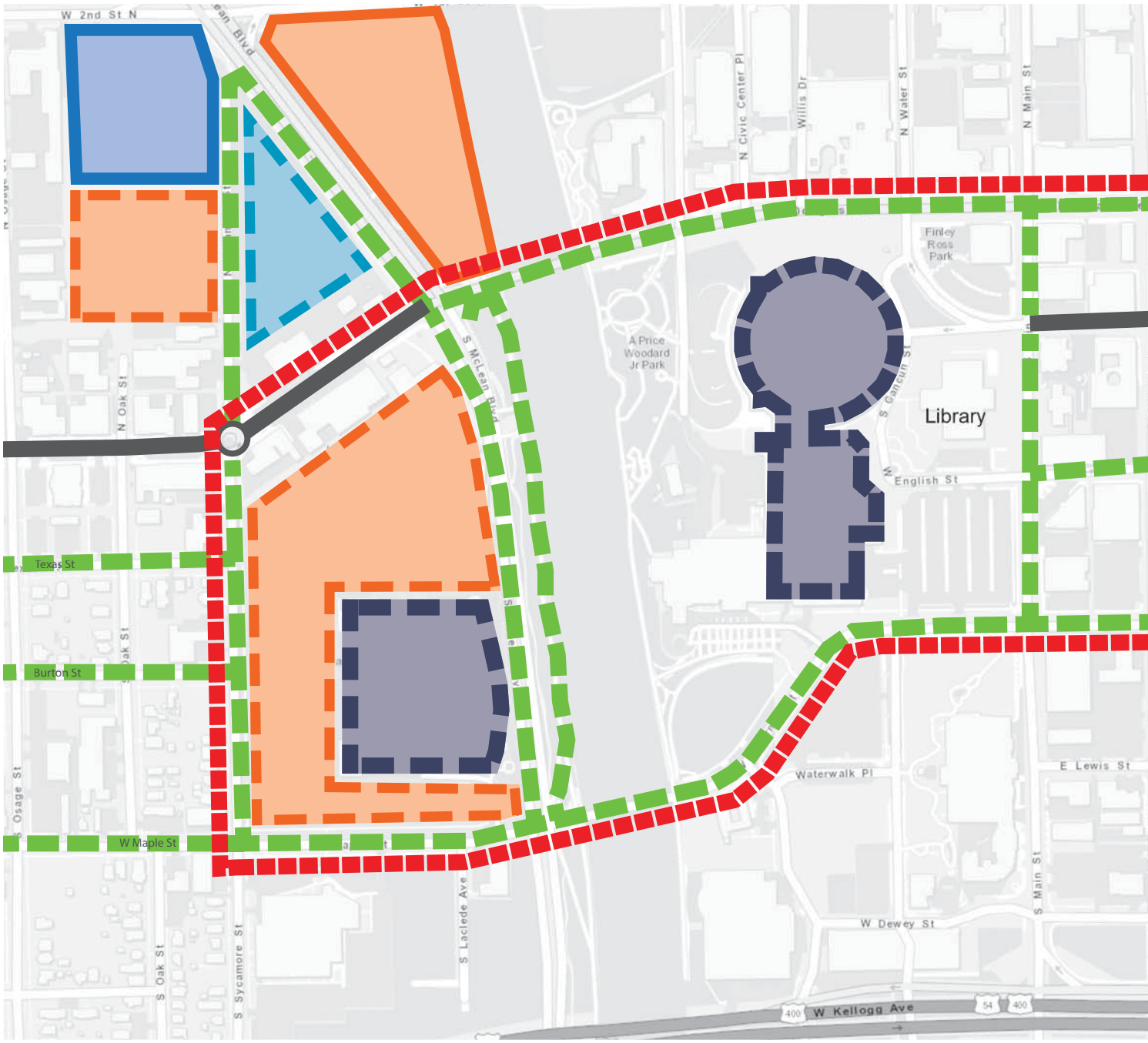
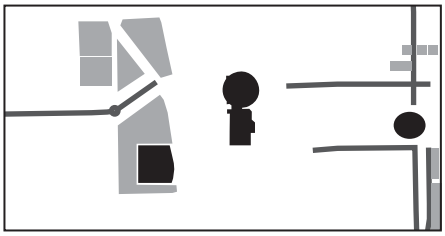


Figure 03. Downtown-Delano Pedestrian Loop
Source: Andresen, Spencer. 2017. Pedestrian Routes Connect Downtown Wichita to Delano Neighborhood. Source data: WDDC. 2015. Wichita Downtown Developers Guide. Wichita. Source Data: Law/Kingdon, INC. 2001. Delano Neighborhood Plan. Delano, Wichita. 1:400.

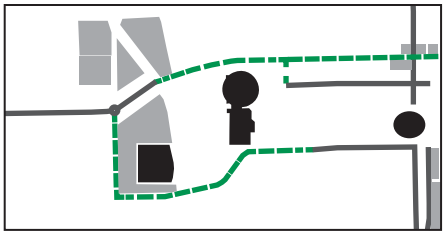
Inquiry: Where is it necessary to improve streetscapes to create a desirable pedestrian connection between Downtown and Delano?
Key Extractions: large venues, proposed and recent mixed use development, streetscape improvements
Methodology: Using Lawrence-Dumont Stadium and INTRUST Bank Arena as the East-West anchor points and Douglas Ave and Waterman St as the main thoroughfare streetscape improvements are prioritized based on their ability to connect the two sides of the river.
Conclusions: In order to create greater connectivity between Downtown and Delano streetscape improvements need to be made in order to increase the desirability of pedestrian routes across the Arkansas River. By first improving aesthetics and comfort along Douglas Ave and Waterman St the main paths of the D-D Pedestrian Loop are in place providing an amenity for mixed-use developments centered around large venues. Secondary routes are part of the second phase allowing peripheral areas connections to the Loop. Finally in the third phase tertiary routes provide options to more peripheral areas and areas located within the loop.



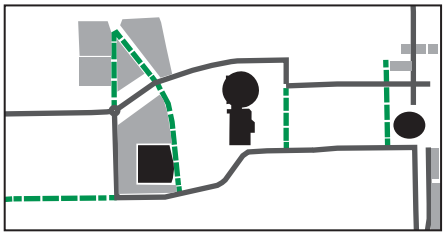
Existing



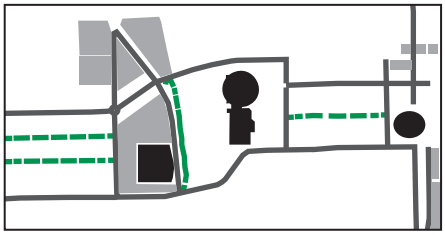
Phase 1



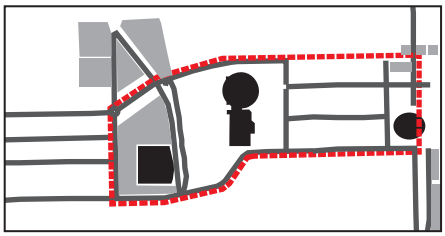
Phase 2



Phase 3



Final



Legend

- Streetscape Improvements Opportunities
- Existing Streetscape Improvements
- D-D Loop
- Large Venue
- Mixed-use Development
- Proposed Hotel
- Proposed Large Venue Redevelopment
- Proposed Mixed-use Development
- Central Library

Map 4.2a

Current Bicycle Routes are Concentrated Along River and in Wichita CBD

Dedicated bicycle routres consist of bike lanes and shared paths.

WagnerCaleb_W3_Classification.PDF

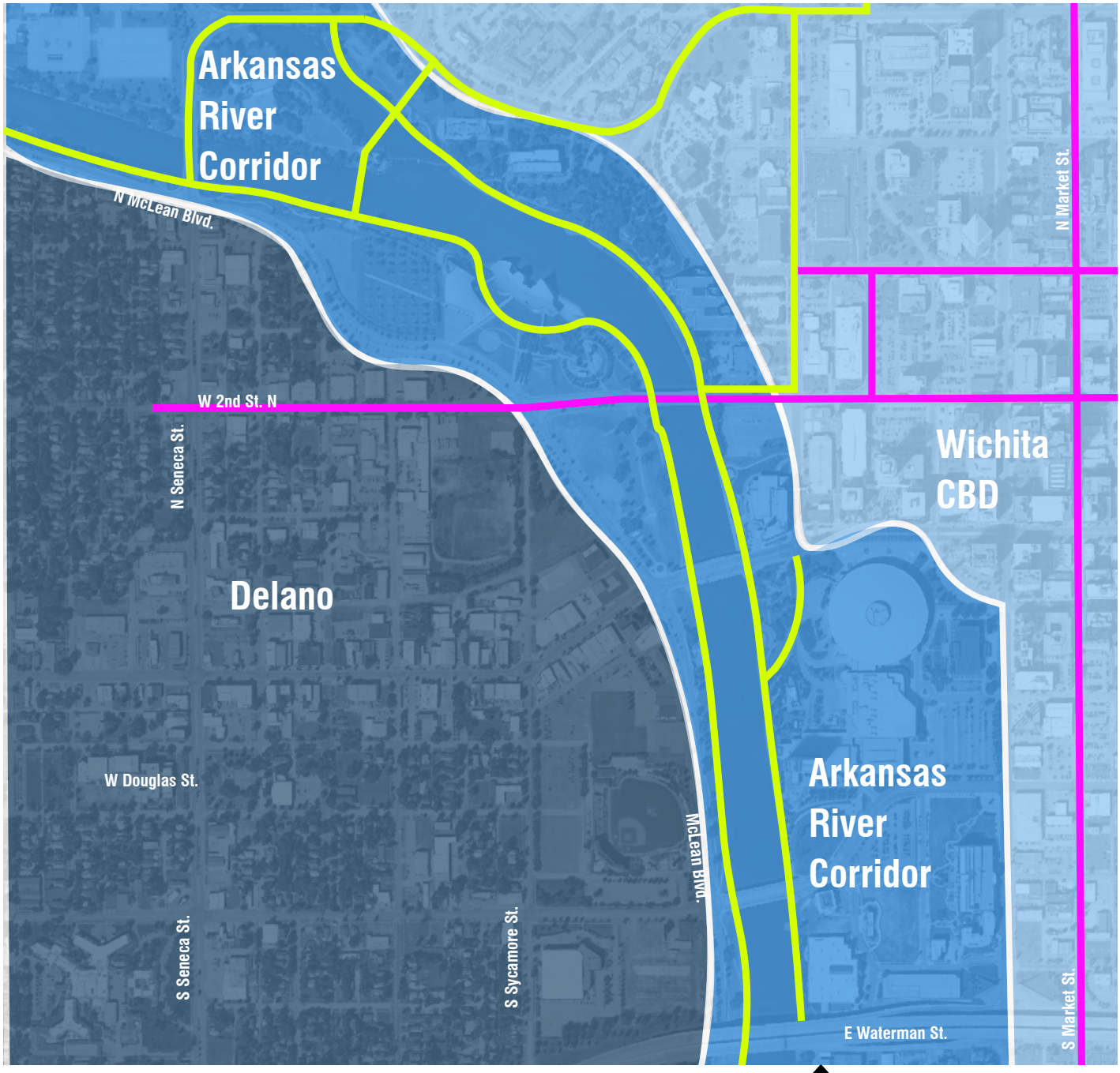


Figure 1. Bicycle Transit Routes
Source: Google Earth Map of Wichita

Inquiry: Where are the bicycle transit routes located in downtown Wichita and the Delano neigborhood district?
Key Extractions: Bicycle Lanes, Shared Use Paths, Downtown Districts
Methodology: Wichita's Project Downtown: The Master Plan for Wichita 2010 was used to determine the different districts in the downtown area. Once determined, the boundaries were mapped over a Google Earth base map of the Downtown Wichita area. The City of Wichita website was used to find the Greater Wichita Bike Map. This map was used to determine the existing bike lanes and the shared use paths. These were then mapped over the same Google Earth base map of Downtown Wichita.
Conclusions: The existing bike lanes and shared use paths, paths located away from motor vehicle traffic and are designed for use by cyclists and other non-motorized users of the downtown Wichita area allow for an alternative mode of transportation across the city. The bike lanes span enough distance allowing for longer distance traveling through the different districts.



Figure 2. Shared Use Path Type 1
Source: Photograph by Avery Nichols



Figure 3. Shared Use Path Type 2
Source: Photograph by Caleb Wagner

Bicycle Lane
Shared Use Path

Wichita Districts
Delano
Arkansas River Corridor
Wichita CBD

Map 4.2b

Delano Area Has Comparatively Fewer Dedicated Bicycle Routes

Opportunity exists to provide more dedicated bicycle routes and connectivity, particularly in Delano.

W3_CW02_4K_Delimma.PDF

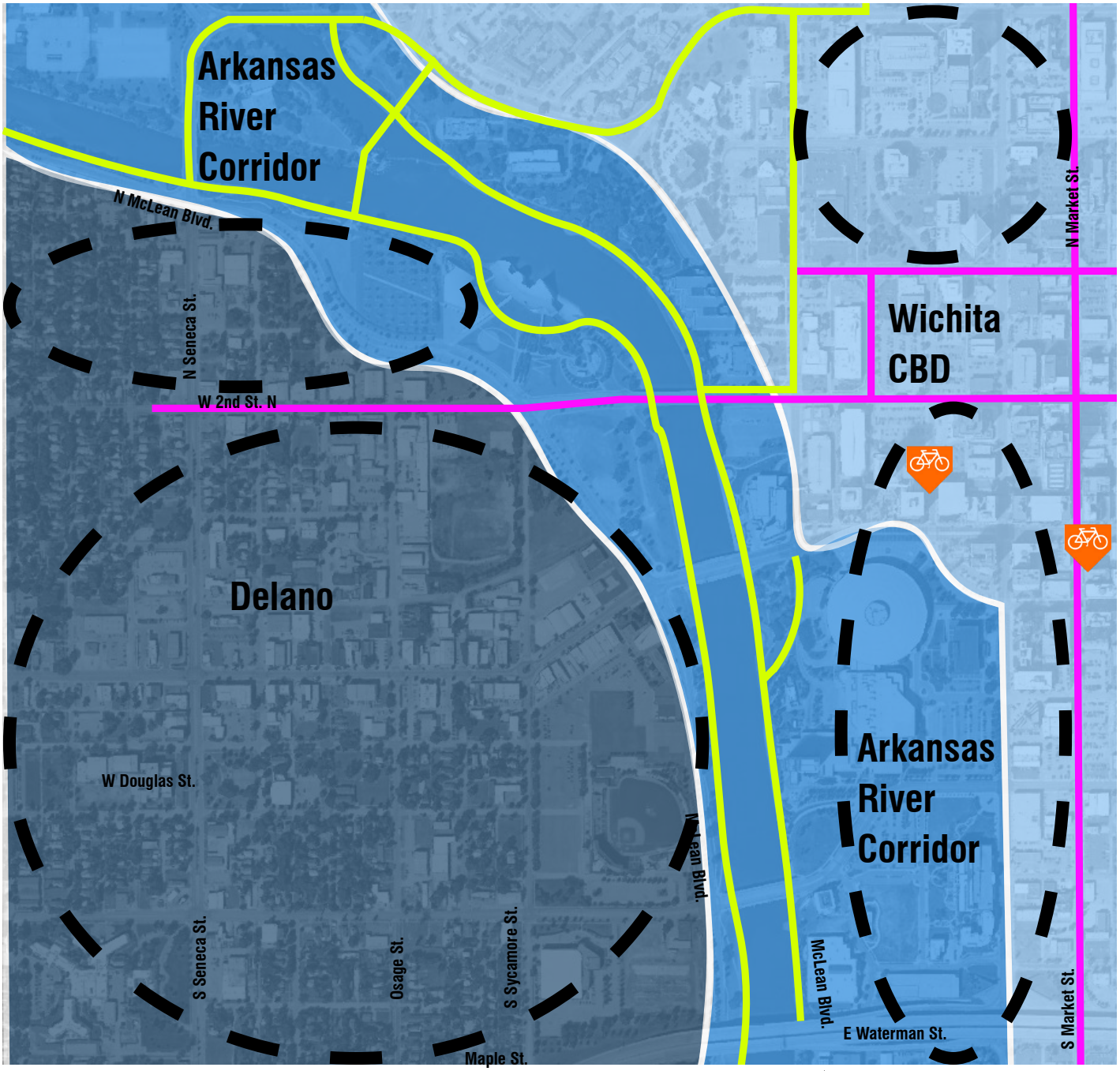


Figure 1. Bicycle Infrastructure
Source: Google Earth Map of Wichita

Inquiry: Where is the existing bicycle infrastructure located?
Key Extractions: Bicycle Lanes, Shared Use Paths, Bike Share ICT, Areas of limited Access to Bike Infrastructure
Methodology: Bicycle lanes and shared use paths were located using the City of Wichita's Greater Wichita Bike Map and documented over a Google Earth base map of Wichita. The Bike Share ICT locations were determined through the locations link on the Bike Share ICT website and were then documented on the same Google Earth base map.
Conclusions: The existing bike infrastructure limits the access people have to bicycle transit. The existing bike lanes limit the areas of the city that cyclists can travel to without conflict with walking pedestrians and vehicular traffic. There are only three Bike Share ICT stations located in the Wichita area. One does not have any direct access to a bike lane. The other two are located along the same bike lane. These locations limit the access that people have to bicycles.



Figure 2. Existing Corridor: Osage St.
Source: Google Earth

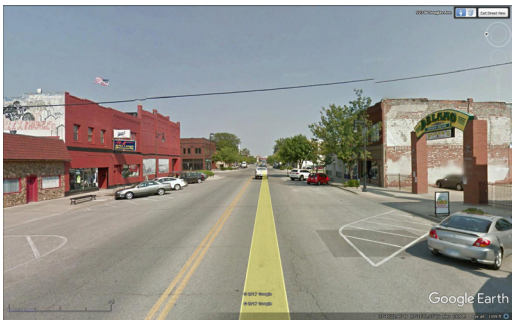


Figure 5. Existing Corridor: Douglas St.
Source: Google Earth



Figure 3. Existing Corridor: Maple St.
Source: Google Earth



Figure 2. Existing Corridor: Seneca St.
Source: Google Earth

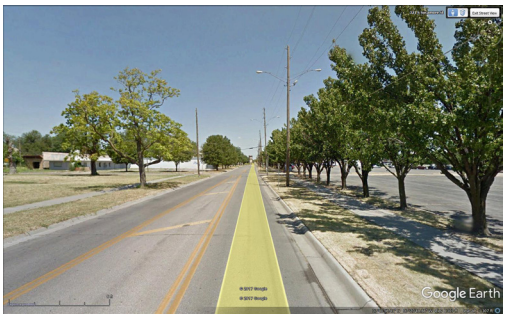


Figure 4. Existing Corridor: Sycamore St.
Source: Google Earth



Figure 7. Bike Share ICT
Source: Photograph by Janna Schulte

Bicycle Lane
Shared Use Path
Bike Share ICT
Area With Limited Access to Bicycle Infrastructure

Wichita Downtown Districts
Delano
Arkansas River Corridor
Wichita CBD

Map 4.2c

Increasing Bicycle Routes Provides More Transit Options In Wichita

Expanding the Existing Bike Infrastructure Creates a Well Connected Bike Transit System

WagnerCaleb_W3_Strategy.PDF

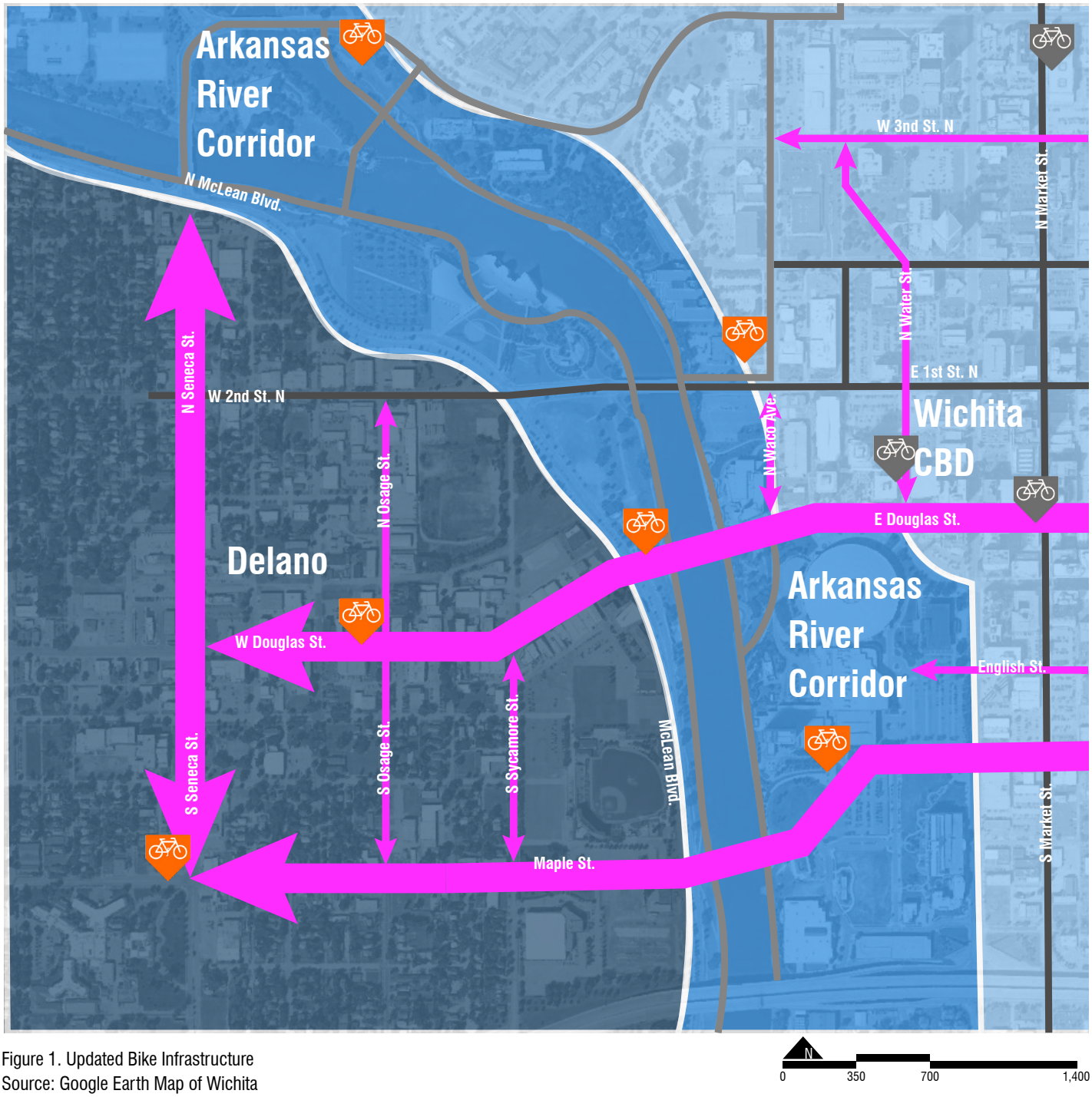
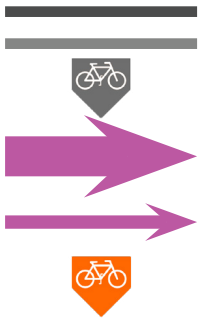


Figure 1. Updated Bike Infrastructure
Source: Google Earth Map of Wichita

Inquiry: Where Could Wichita Improve Bicycle Infrastructure to Increase Transit Opportunities?
Key Extractions: Bicycle Lanes, Bike Share ICT Locations
Methodology: Existing bike lane and Bike Share ICT locations were established and documented on a Google Earth Base Map of downtown Wichita. Major streets without bicycle lanes were determined as well as locations of high pedestrian volume. After finding these areas, secondary streets were determined to help connect the bicycle transit system. Once all areas were determined, they were documented on a map, creating a proposed bicycle transit system in Downtown Wichita.
Conclusions: Utilizing major streets helps determine a base for the bicycle transit system in Wichita. Connecting these major streets through additional bike lanes on secondary streets provides more transit opportunities throughout the downtown area. Placing Bike Share ICT racks in areas of high pedestrian volume and in close proximity to bicycle transit routes allows for maximum use of the bicycle transit system in downtown Wichita.



Existing Bicycle Lane
Existing Shared Use Path
Existing Bike Share ICT

Primary Proposed Bicycle Lane
Secondary Proposed Bicycle Lane
Proposed Bike Share ICT Location

Wichita Downtown Districts
Delano
Arkansas River Corridor
Wichita CBD

Map 4.3

Certain Intersections in Wichita Show Potential for “Green” Re-Vamp

Intersections along Douglas and Maple can be redesigned for the future pedestrian

File name: W3_EV01_4K_CriticalMapping2_Opportunity.PDF



Legend - Vehicles Per Day (24 hrs)

- 10,000-20,000
- 4,000-9,000
- <3,000
- Area of Potential for Street Reconfiguring to Better Suit Pedestrians

*Numbers indicate traffic volumes along certain streets.

N

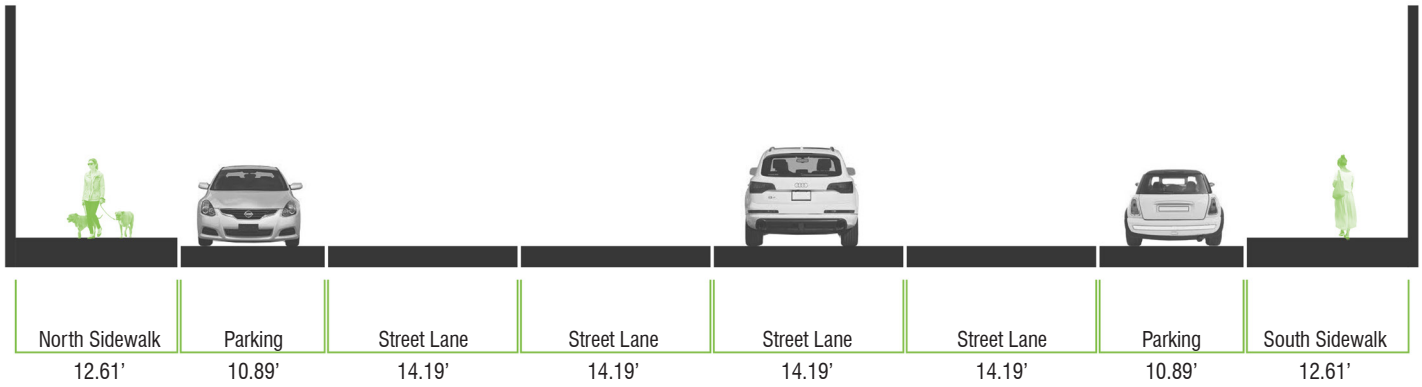
0 1/2 X 1 X 2 X

Figure 01. The most high traffic areas in Wichita in relationship to areas of potential for street reconfiguring to better suit pedestrians.
Source: KSDOT (http://www.ksdot.org/bureaus/burtransplan/maps/MapCountCities.asp), www.azbikelaw.org, Google Earth

Inquiry: With lots of high traffic everyday, what could our streets look like to better accommodate pedestrians?
Key Extractions: Traffic, pedestrian, bike lanes, green buffer, vehicles
Methodology: Google Maps, Illustrator, KSDOT, using sections to show the opportunity of what Wichita streets could look like
Conclusions: Based on the traffic information provide by KSDOT, key focus areas were pointed out that hold potential for reconfiguring. These areas see high amounts of traffic and consist of four lanes or more. Focusing in on the areas that see high amounts of traffic and how much traffic there is can help us move forward in making these areas better and safer for pedestrians. Different strategies have been utilized in other cities to ensure a safer street for pedestrians, like widening the sidewalk, and creating separate bike and bus lanes to reduce the car traffic.

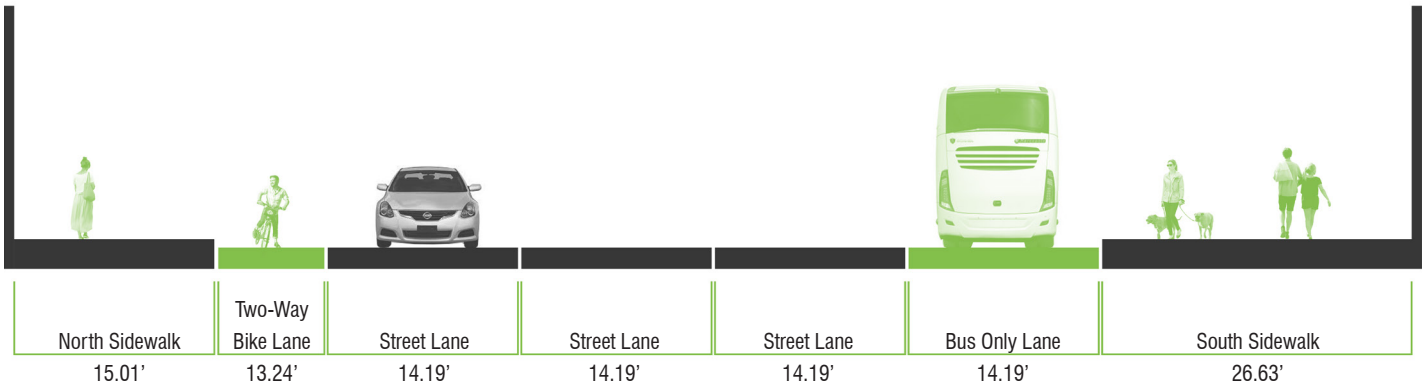
Downtown - Douglas Ave.

Current



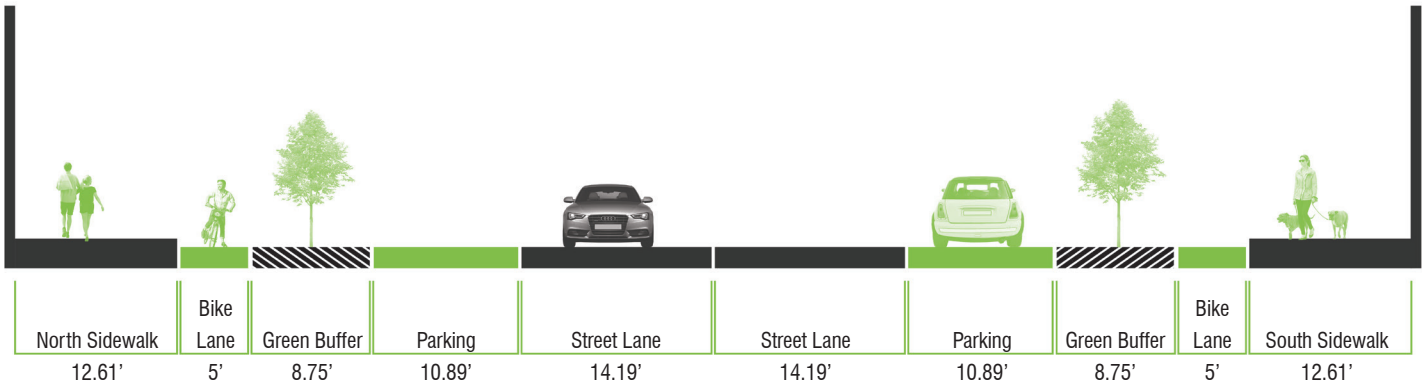
Downtown - Douglas Ave.

Future: Example #1



Downtown - Douglas Ave.

Future: Example #2

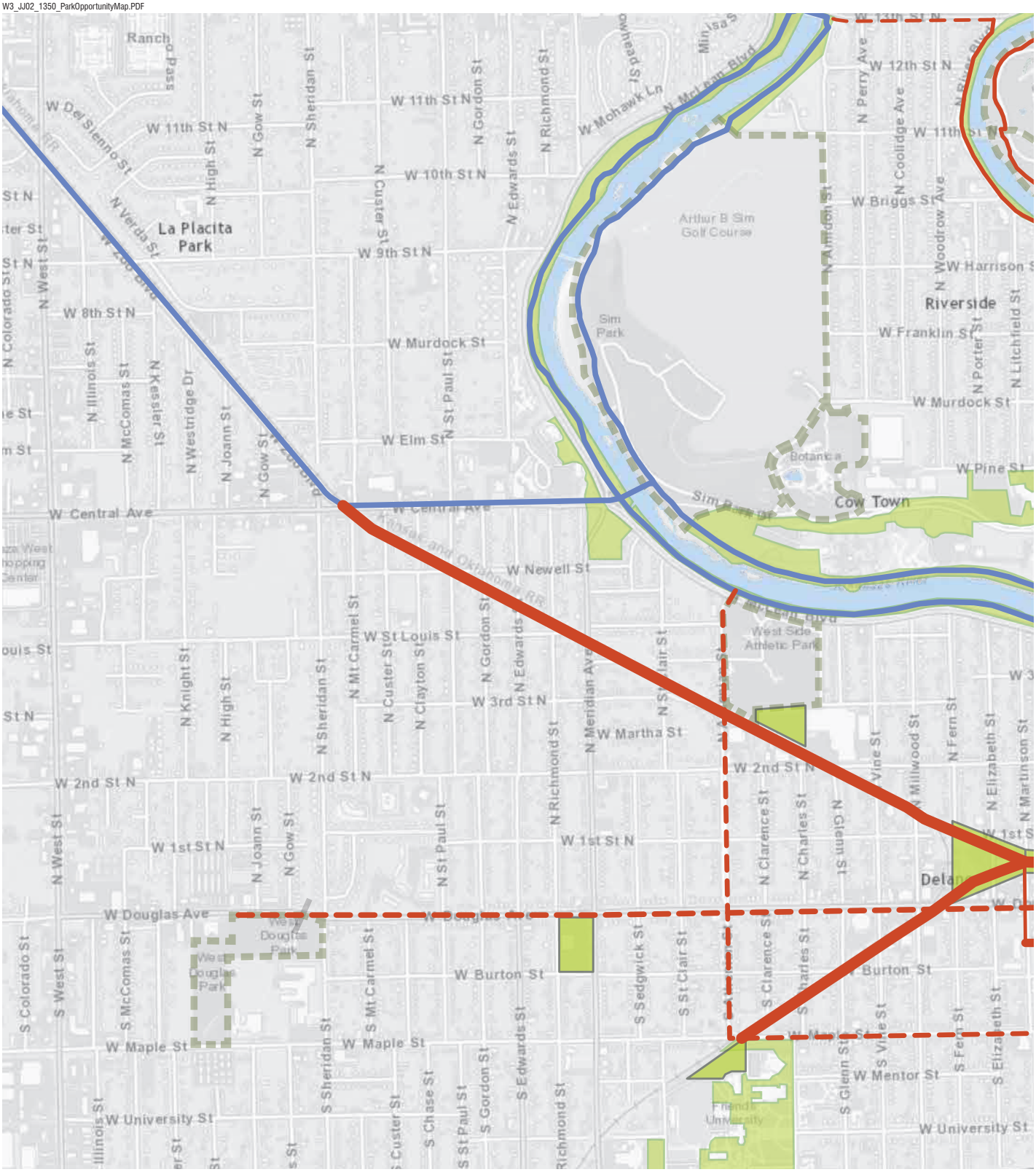


Map 4.4

Expanded Bicycle Network Along Green Corridors Could Link Additional Parks to River

Increased connectivity and attraction to Delano and surroundings benefits Delano residents

W3_JJ02_1350_ParkOpportunityMap.PDF



Inquiry: Where can pedestrian and bicycle connectivity to existing and proposed parks be improved?
Key Extractions: Parks, Bicycle Paths, Connections
Methodology: Parks and green space were identified via online research and a field visit. Additional information was collected from Wichita Parks & Rec website for park listings, amenities, and bike path locations. Some amenity locations were inventoried from Google Earth. Map layout of buildings and river footprint were imported from Sedgwick County GIS for graphic representation.

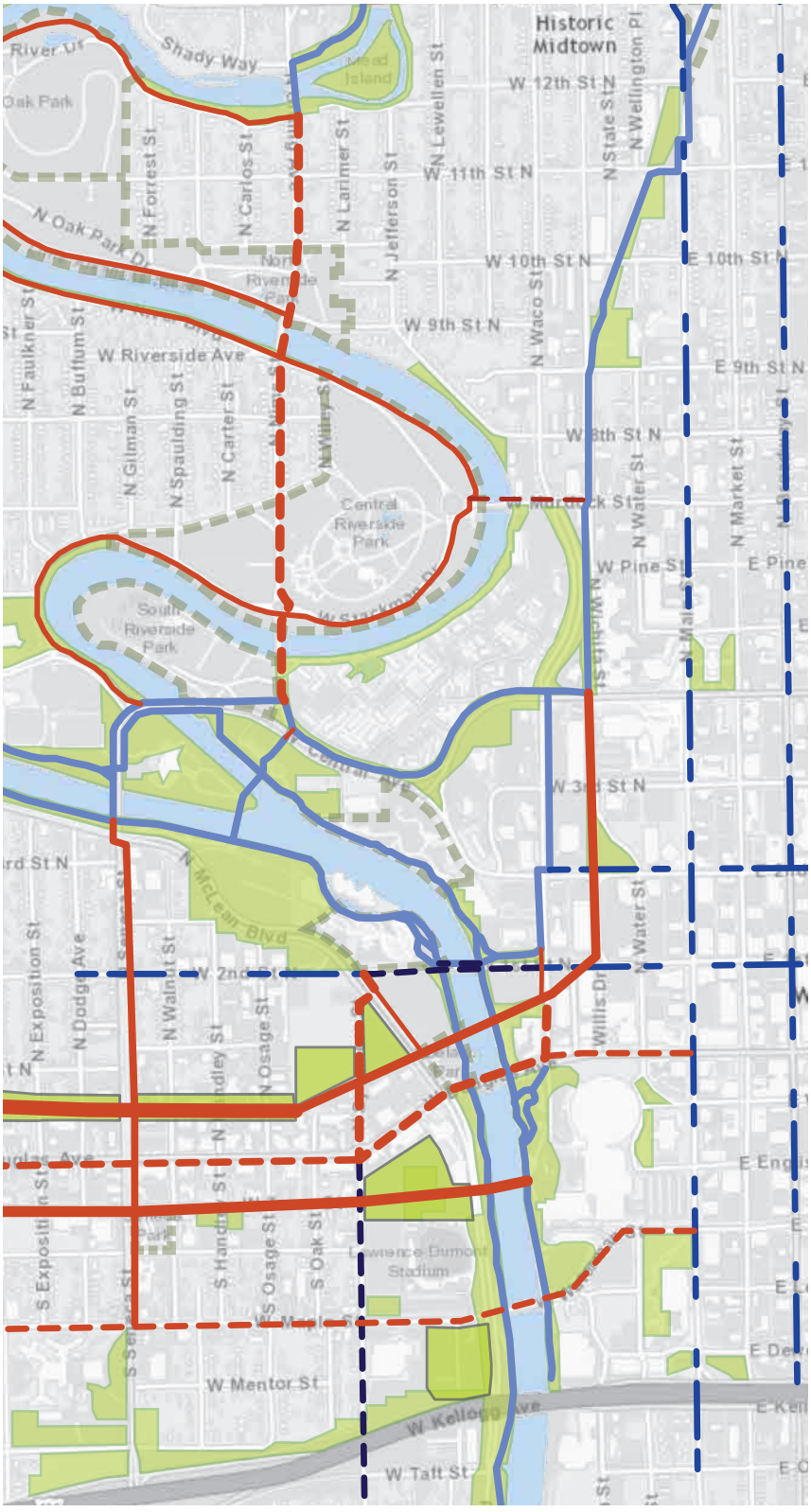


Figure 1. Park Expansion & Connection
Source: Base from Sedgwick Co. Arc GIS 2017.

Conclusions: Potential connections were located from missing connections between existing paths specifically bike paths. Park expansions were proposed where existing connections intersect. Open space and corridors influenced siting of potential park expansions. Increased bicycle activity and bicycle connections to downtown will increase attraction to the Delano neighborhood.

Map 4.5a

Delano's Parking Needs Served by Surface Lots, Commercial On-Street Parking, and Residential On-Street Parking

Most parking in Delano is surface lot or on-street parking and large lots are within walking distance of major attractions.

W3_JS04_1K_ParkingInventoryForDelano.PDF

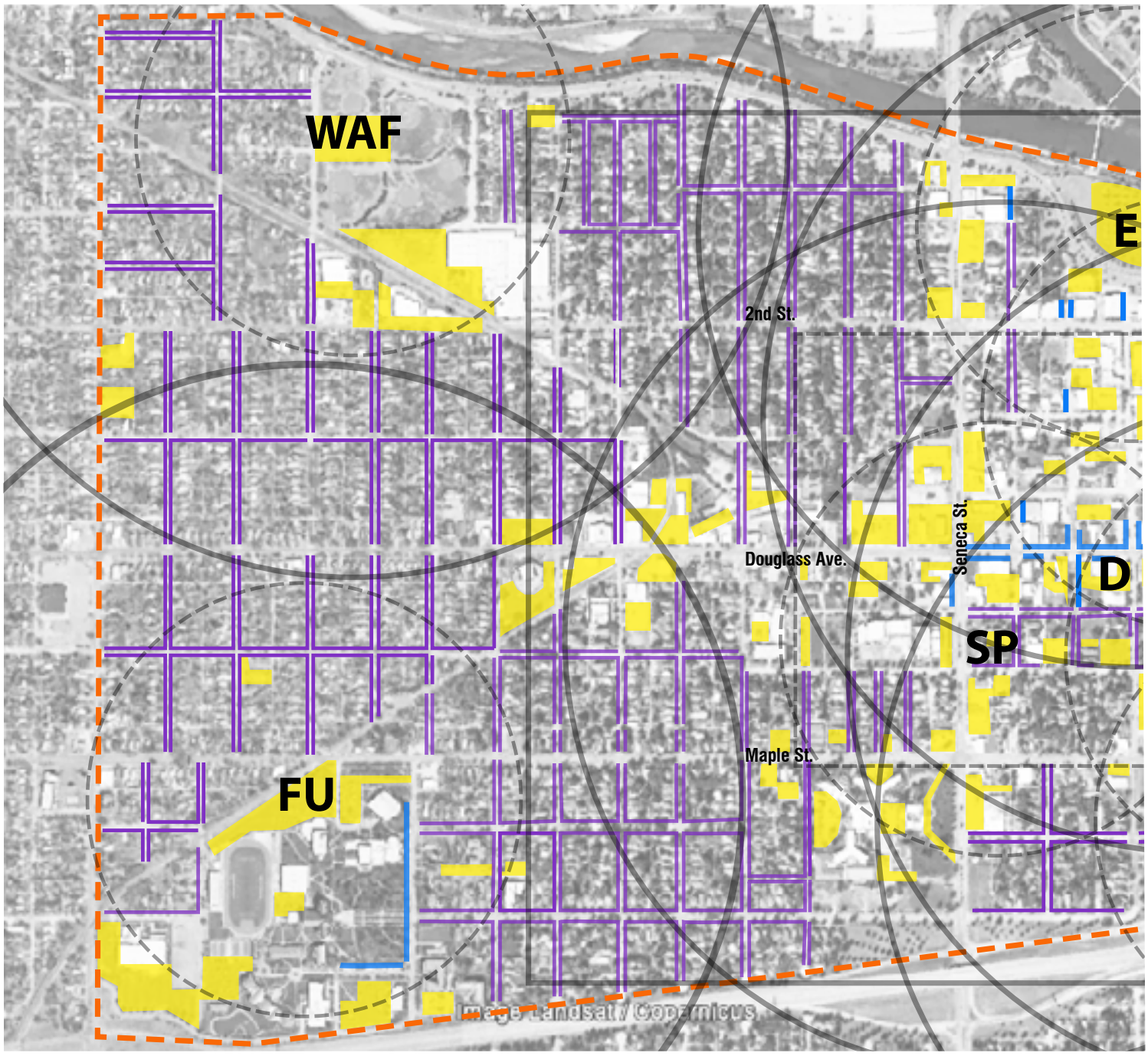
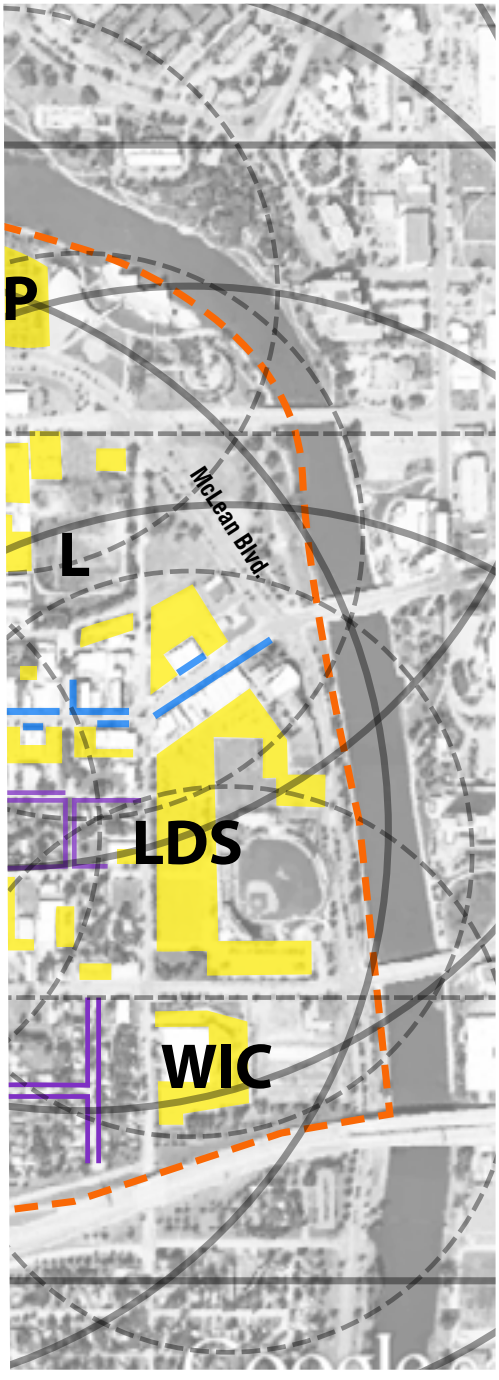


Figure 1. Parking Inventory For Delano
Source: Google Earth, 2009 Downtown Wichita Parking and Mobility Management Plan, 2007 Parking and Mobility Master Plan

Inquiry: What type of parking exists in Delano and where is it located?
Key Extractions: Parking lot locations, On-Street Parking Stall Locations, Major Attractions in Delano, Half-Mile Areas Around Major Attractions
Methodology: From on-site observation, Google Earth imagery, the 2009 Downtown Wichita Parking and Mobility Management Plan, and the 2007 Parking and Mobility Master Plan, the location and type of parking in Delano was determined and distinguished by color. Major attractions in Delano were determined and a half mile (10 minute) walk radius was drawn around the attraction's main parking lot.
Conclusions: Delano utilizes three main types of parking: surface lot parking, commercial on-street parking, and residential neighborhood parking. The allocation of surface parking is much higher near the business district near Douglas while on-street parking is utilized in residential and light commercial or industrial areas. The concentration of surface parking in the business district shows a high density of paved surfaces in that area. Also, the main attractions in Delano have parking that is within reasonable walking distance.



0 0.5K 1K 2K

Legend

- Surface Lot Parking
- Delano District
- Commercial On-Street Parking
- Residential On-Street Parking
- Area Within 10 min. Walk of Attraction
- Area Within 5 min. Walk of Attraction

WIC Wichita Ice Center
LDS Lawrence-Dumont Stadium
WAF Westside Athletic Field
D Douglas Business District
L Future Advanced Learning Library
EP Exploration Place
FU Friends University
SP Seneca Park

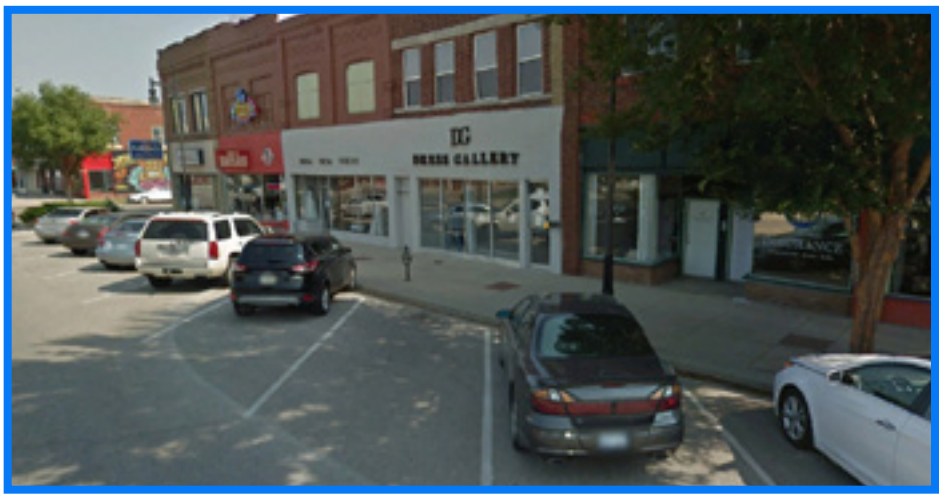


Figure 2: Commercial on-street parking



Figure 3: Residential on-street parking



Figure 4: Surface lot parking

Map 4.5b

Opportunity Exists to Improve Public Parking Access and Pedestrian Conditions

Most off-street parking in Delano is lower quality and private with some larger lots and on-street parking addressing the public's need.

W3_JS05_1K_ParkingAnalysisForDelano.PDF

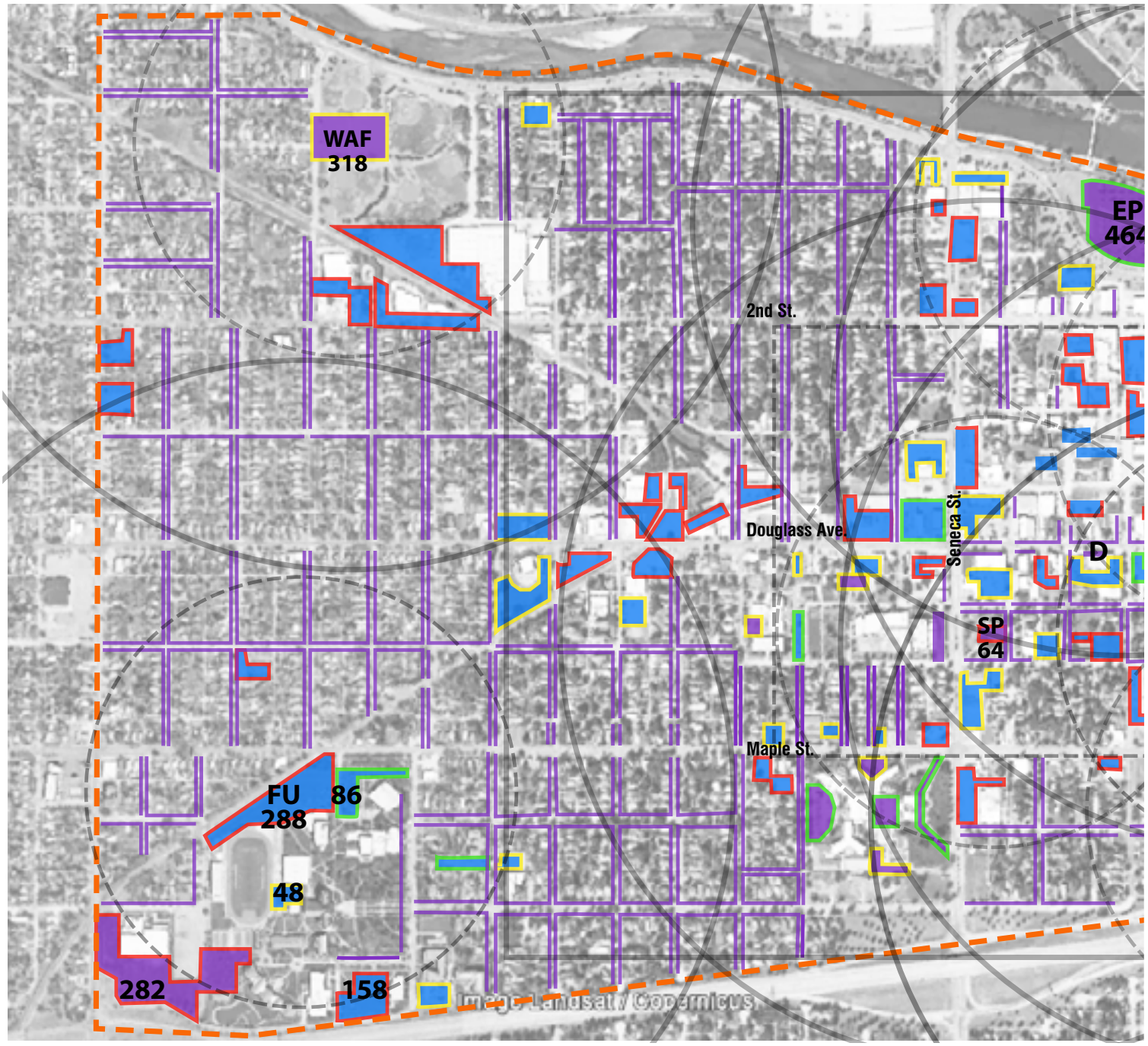
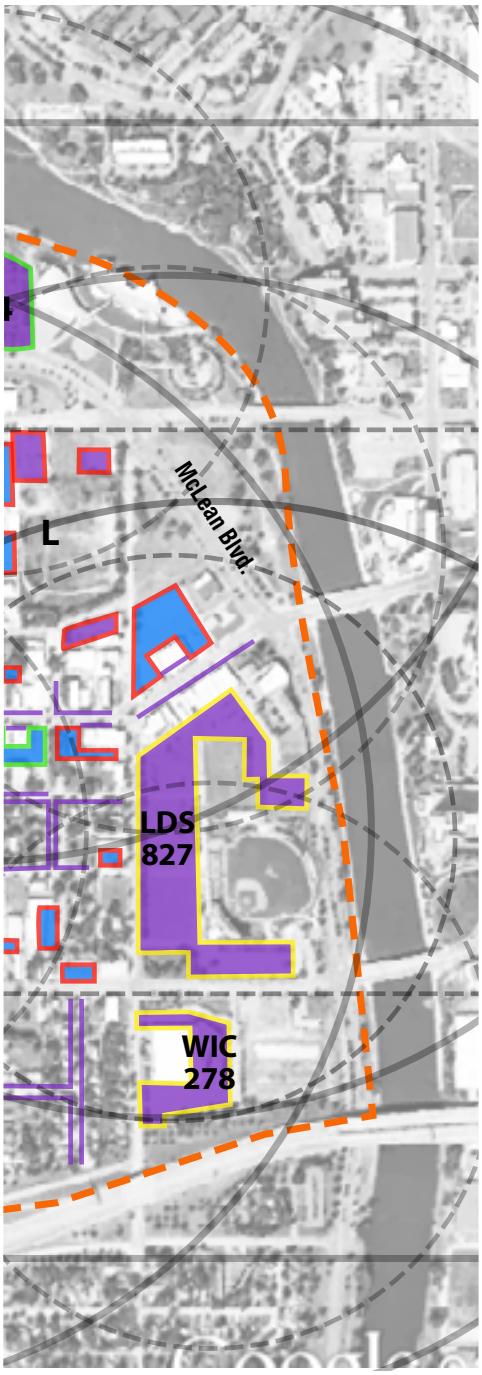


Figure 1. Parking Analysis For Delano
Source: Google Earth, 2009 Downtown Wichita Parking and Mobility Management Plan, 2007 Parking and Mobility Master Plan

Inquiry: Is the parking in Delano mostly public or private and what is the quality of the pedestrian experience between lot and building?
Key Extractions: Parking lot locations, On-Street Parking Stall Locations, Major Attractions in Delano, Half-Mile Areas Around Major Attractions, Quality Ratings for Parking Lots, Private or Public Parking Lots and On-Street Stalls, Stall Counts for Main Attractions Parking Lots
Methodology: From on-site observation, Google Earth imagery, the 2009 Downtown Wichita Parking and Mobility Management Plan, and the 2007 Parking and Mobility Master Plan, the location and type of parking (public or privately owned) in Delano was determined and distinguished by color. The quality of the pedestrian experience after exiting a vehicle was determined by observing the amount of shade , distribution of nighttime lighting and the presence of safe pedestrian paths between the lot and destination. These findings were distinguished on a scale of good (had clear presence of shade, pedestrian safety and lighting) to poor (little to no shade, pedestrian safety, and lighting). Half-mile and quarter-mile circles were drawn around Delano's main attractions to indicate the area within a 10 and 5 minute walk of the attraction.
Conclusions: Parking in Delano is mostly private with some larger public lots serving the local attractions in Delano. The quality of most of the parking lots was poor to moderate with some newer lots determined to be good quality. There is an opportunity for Delano to improve the pedestrian experience between destination and lot.



0 0.5K 1K 2K

Legend

- Poor Quality Parking
- Moderate Quality Parking
- Good Quality Parking
- Privately Owned Parking
- Pulicly Owned Parking
- Area Within 10min. Walk of Attraction
- Area Within 5min. Walk of Atraction
- **WIC** Wichita Ice Center + Stall Count
- **LDS** Lawrence-Dumont Stadium + Stall Count
- **SP** Seneca Park + Stall Count
- **D** Douglas Business District
- **L** Future Advanced Learning Library
- **EP** Exploration Place + Stall Count
- **FU** Friends University + Stall Count
- **WAF** Westside Athletic Field + Stall Count



Figure 2: Poor quality parking (No shade or safe pedestrian paths, little lighting)



Figure 3: Moderate quality parking (Some shade, no safe pedestrian paths, little lighting)

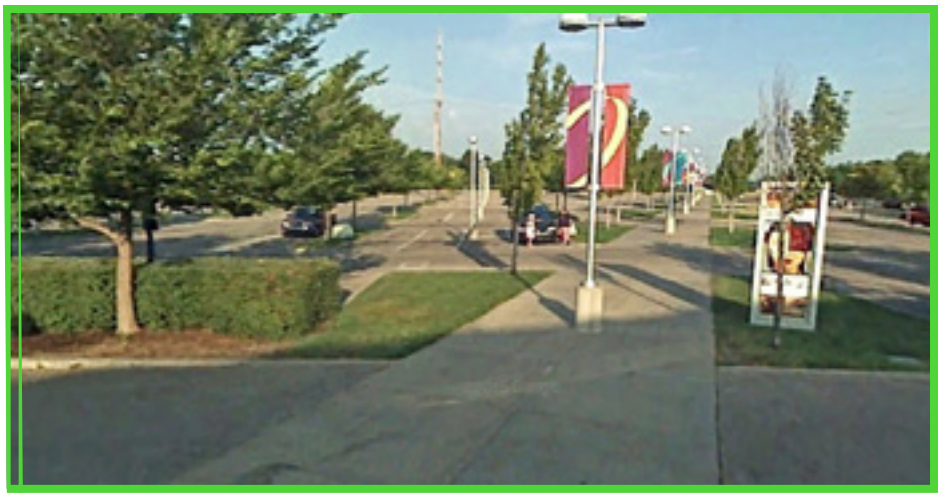


Figure 4: Good quality parking (Safe pedestrian Paths, considerable shade, evenly spaced lighting)

Map 4.5c

Parking Experience in Delano Improved By Pedestrian Greenways, Revitalized Surface Lots, and Structural Parking

Pedestrian greenways and improved surface lot parking in Delano gives pedestrians better experience after parking their vehicles

W3_JS05_1K_ParkingAnalysisForDelano.PDF

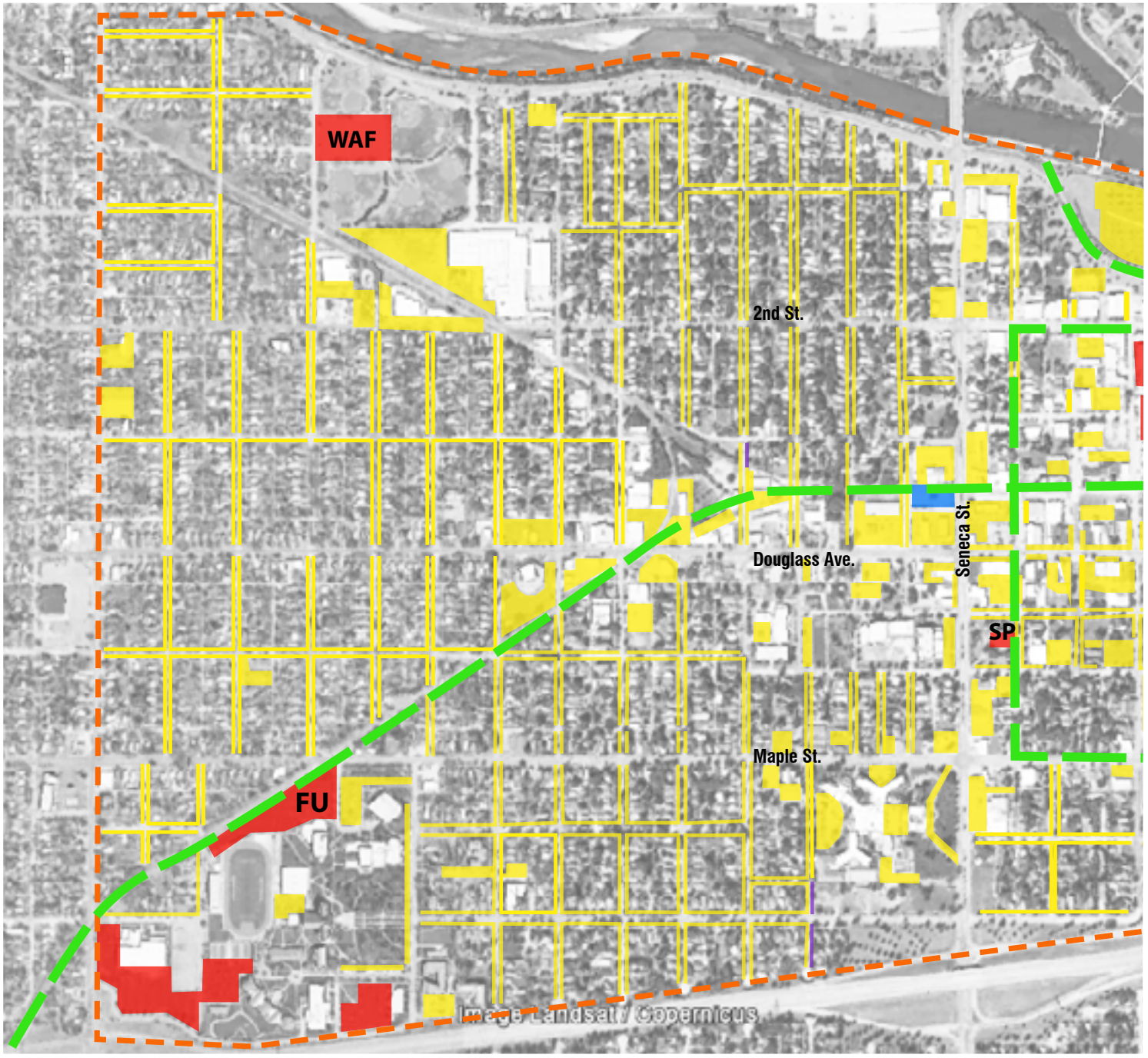
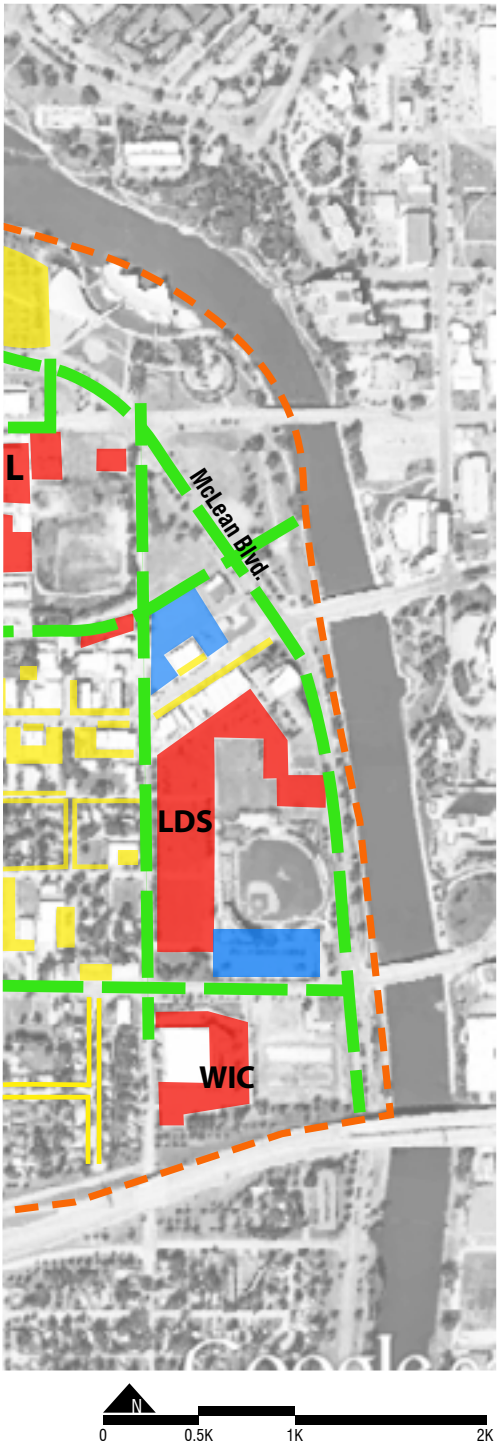


Figure 1. Parking Improvement Strategies For Delano
Source: Google Earth, 2009 Downtown Wichita Parking and Mobility Management Plan, 2007 Parking and Mobility Master Plan

Inquiry: What parking strategies can be implemented in Delano to improve the quality and quantity of accessible, pedestrian-friendly parking?
Key Extractions: Parking Lot Locations, On-Street Parking Stall Locations, Parking Lots Targeted for Redevelopment, Locations of Potential Parking Structures, Pedestrian Friendly Green Streets
Methodology: From observing the low quanity of pedestrian-friendly parking lots and stalls available in Delano and the proximity of many low quality lots to main areas of attraction, parking areas were identified for having the highest priority for redevelopment. Vacant or un-used areas near active parts of Delano were identified as being potential locations for structural parking. Finally, streets near pedestrian-active areas were highlighted to propose development into green streets or green pathways that would provide drivers safe access to their destinations after exiting their vehicles.
Conclusions: There is a substantial need for improved pedestrian safety in larger parking lots. There is also need for more greenspace and tree canopy near parking to improve the walking experience after drivers exit their vehicles. Satisfying these needs could lead to more pedestrian accessibility as well as people being more likely to walk farther distances from their car, increasing the use of existing parking and decreasing the need for new parking.



Legend

- Targeted For Pedestrian Improvement
- Parking
- Potential For Parking Structures
- Proposed Green Pedestrian Street
- Delano District



Figure 2: Example of pedestrian paths needed in revitalized surface lots



Figure 3: Example of potential green infrastructure stategies for structural parking



Figure 4: Example of green pedestrian-friendly street

WIC Wichita Ice Center
LDS Lawrence-Dumont Stadium
SP Seneca Park
L Future Advanced Learning Library
FU Friends University
WAF Westside Athletic Field

Map 4.6

Loop Stitches Together Delano Neighborhood and Downtown

Stadium catalyzes development in Delano and creates second anchor for downtown loop

W3_SA03_noscale_LDStadiumDevelopment.PDF

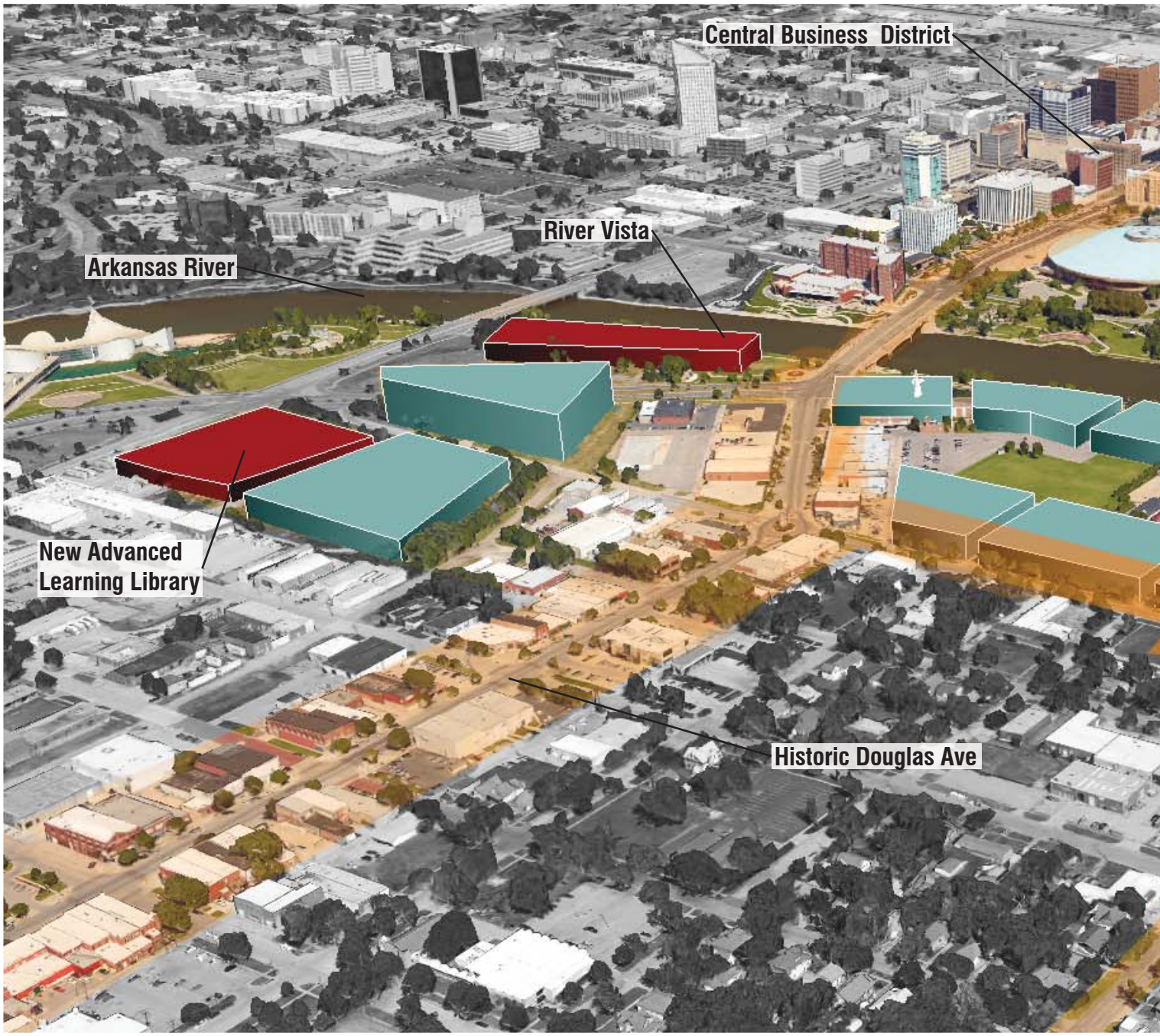


Figure 03. Lawrence-Dumont Stadium Used to Further Development in Delano
Source: Andresen, Spencer. 2017. Coors Filed. Source Data: Google Earth. Denver, Colorado. 39°45'30.58"N. 104°58'44.24"W. Photoshop.

Inquiry: Can the Lawrence-Dumont Stadium catalyze development and stitch together the two sides of the river
Key Extractions: Delano Neighborhood and Downtown amenities and features, WDDC Downtown Development Plan
Methodology: Current development, planned development, and sites located in strategic positions to be developed were identified to show the build up of a potential anchor for a Downtown loop in connection to existing development near the INTRUST Bank Arena.
Conclusions: With the development of a Downtown Loop anchored by the existing INTRUST Bank Arena and new investment in the Lawrence-Dumont stadium with mixed-use development surrounding it that would benefit the Delano Neighborhood and the Downtown as well as strengthening their connection. Stitching these two sides of the Arkansas River together would create a Downtown Destination that would appeal to residents of Wichita, visitors, and the growing number of people looking to live in urban environments. Its adjacency to Kellogg Ave and with the Arkansas River running through it makes it an accessible destination that would become an iconic part of the City of Wichita.



Image not to scale

Legend

- Development in Progress
- Planned and Potential Development
- Downtown Loop
- Kellogg Ave



5

Destinations & Identity

Map 5.1

Informed placement of Delano Gateways that define district edges

Key locations that best identify entrances to the historic Delano district

W2_CHB03_500_DelanoGateway.PDF

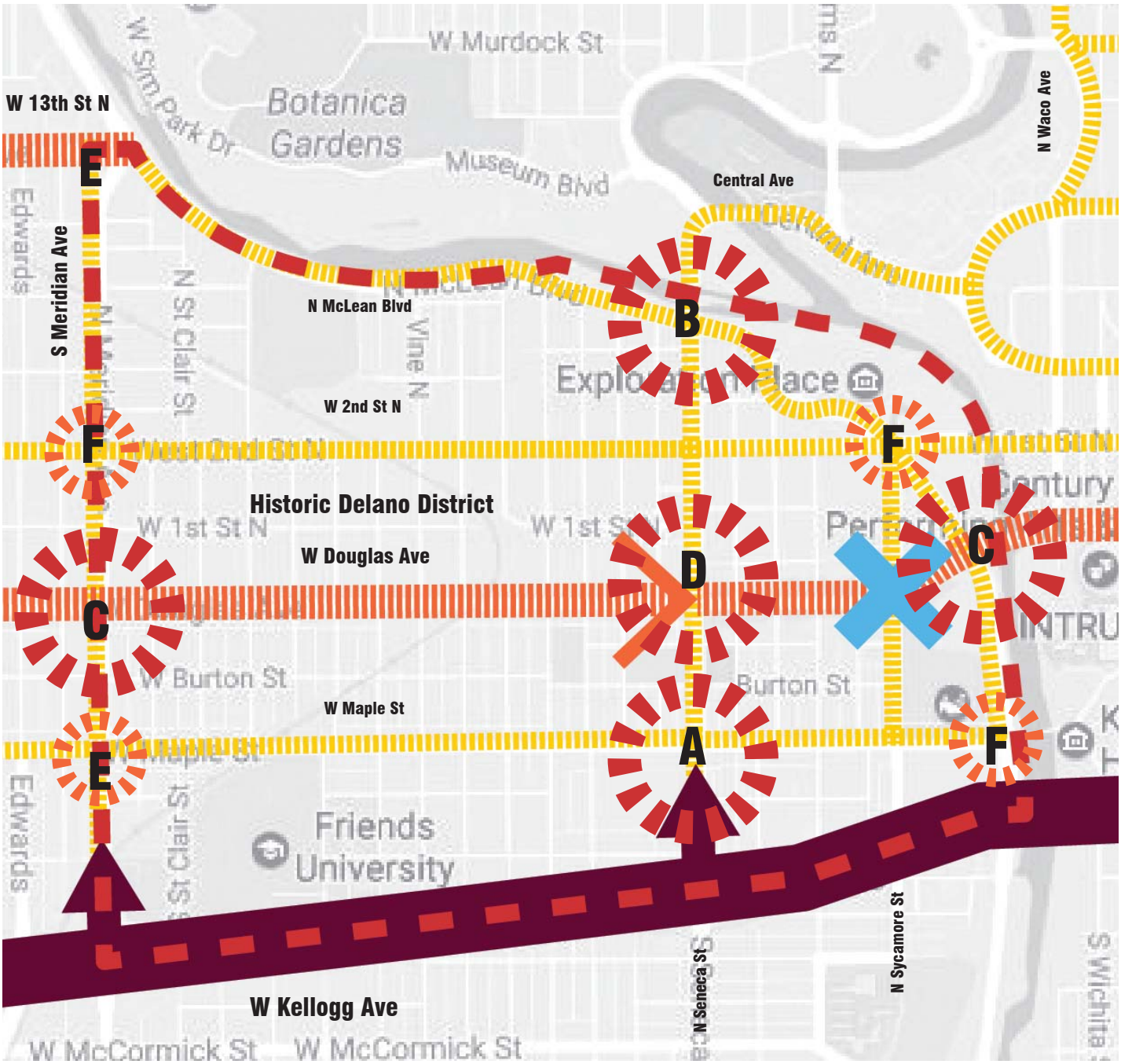


Figure 08. Identification of crucial intersections that can support increased branding associated with the Delano district.
Source: Google Earth. Wichita, KS. 37°40'57.6"N 97°20'55.6"W. Image Landsat. Accessed 01 June 2017.

Inquiry: What intersections best facilitate the installation of gateway signage to increase the visual identity of Delano?
Key Extractions: Major roadways,visual corridors, pedestrian accessibility and high traffic interactions.
Methodology: Use the Delano District and existing vehicular infrastructure to promote exploration of new identity markers.
Conclusions: The current Delano Neighborhood Revitalization Plan addresses the need for updated identity and branding of the historic Delano district through a series of gateway portals along major roadway intersections that can function as entrances into Delano. This map informs the placement of such markers within Delano and suggests other locations that could benefit from such signage. Currently the Friend clock tower at the center of the roundabout at the intersection of Douglas avenue and Sycamore street is only example of a historic landmark within Delano. These vignettes represent the visual aesthetic and character that Delano envisions the gateways to follow as per the 2001 master plan.



Figure 09. Major Gateway at South Seneca (in keeping with Masonic Home).
Source: Delano Neighborhood Revitalization Plan. Accessed 01 June 2017.

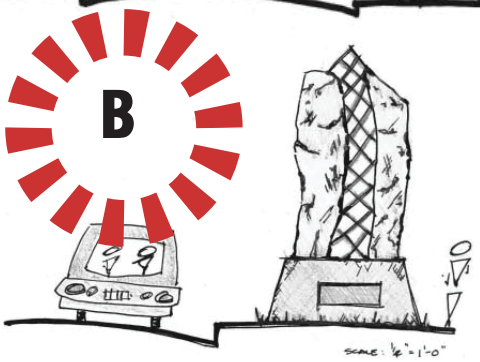


Figure 10. Gateway at North Seneca (more artistic in character)
Source: Delano Neighborhood Revitalization Plan Accessed 01 June 2017.

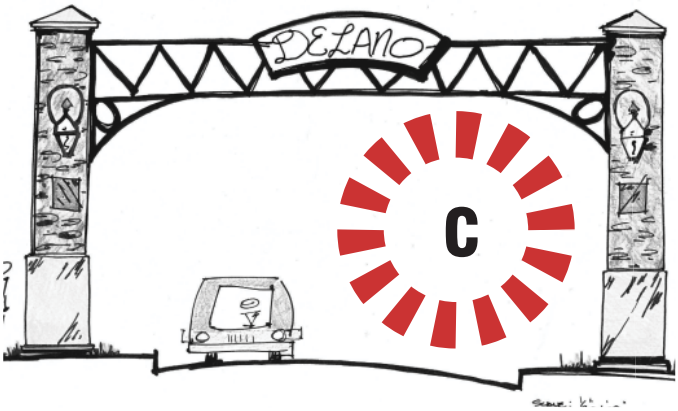


Figure 11. Gateways at Douglas/Meridian and Douglas/McLean
Source: Delano Neighborhood Revitalization Plan. Accessed 01 June 2017.



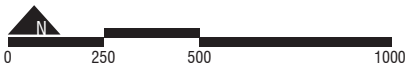
Figure 12. Minor Gateways at Tertiary Streets
Source: Delano Neighborhood Revitalization Plan Accessed 01 June 2017.



Figure 13. Clock Tower at Douglas & Seneca (design could vary)
Source: Delano Neighborhood Revitalization Plan. Accessed 01 June 2017.



Figure 14. Gateway at Maple/Meridian and at McLean
Source: Delano Neighborhood Revitalization Plan. Accessed 01 June 2017.



Legend

- Major Interstates that enter into Delano
- Delano District Limits
- Vehicular corridor through development
- Secondary Routes into Delano
- Clock tower Destination within Delano

Opinion of Probable Costs for Proposed Plan CIP Improvements
Delano CIP Cost Estimates:
Gateways

- East Douglas - In current CIP
- West Douglas - $50,000
- Maple & Meridian - $30,000
- 2nd & Meridian - $20,000
- South Sycamore - $30,000
- Minor Streets - $70,000 (14@ $5,000 each)

Total - $200,000

Source: Delano Neighborhood Revitalization Plan. Accessed 01 June 2017.

Map 5.2a

Wichita Downtown and Surrounding Area Offers Diverse Destination Attractions.

Destinations are concentraded near the downtown riverfront and Delano neighborhood.

W2_CW01_4K_Classification.PDF

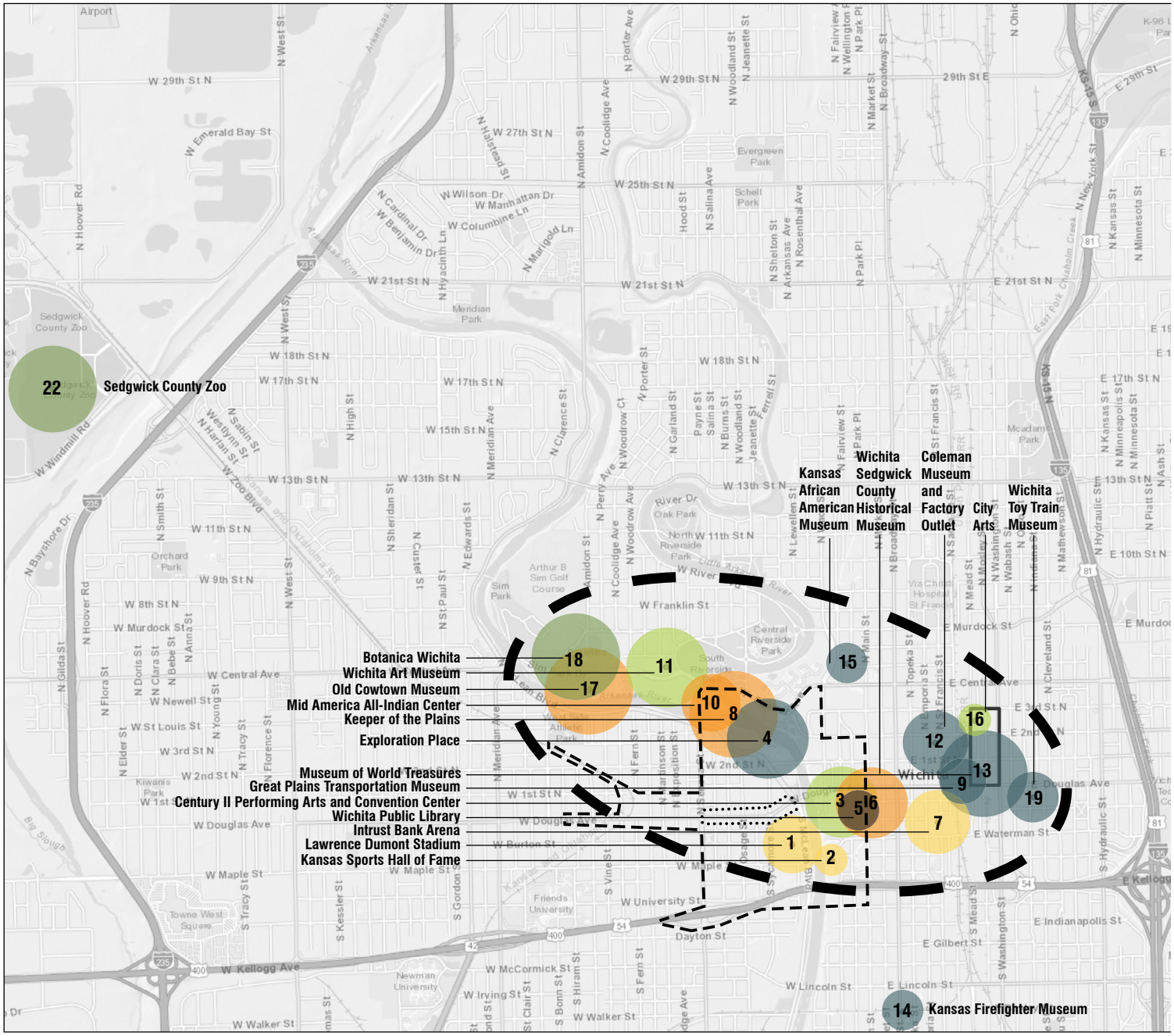


Figure 1. Wichita Destination Locations
Source: Wichita Downtown GIS "Base Map"

Inquiry: Where are destinations located around Wichita?
Key Extractions: Destination Location, Distance and Travel Time from Lawrence Dumont Stadium, Attraction Ranking
Methodology: Major destinations in Wichita were collected via online research. The City of Wichita and Trip Advisor were used to find the major destinations in the Wichita area. Google Maps was used to determine the location of each destination and the distance and travel time it takes to get from Lawrence Dumont Stadium to each destination. Each destination was ranked based on Trip Advisors list of 74 things to do in Wichita. The data was collected into a spreadsheet database for Wichita Destinations and then incorporated into a graphic map for synthesis.
Conclusions: The map above shows destination locations around Wichita and their relation to our study area of the downtown riverfront and Delano neighborhood. There is a high density of destinations in and nearby downtown Wichita and the Delano neighborhood. Of all the destinations, Museums (Other) are the most abundant. Wichita Historical and Cultural and Performing Arts destinations are second in presence, followed by Ecological and Sports Entertainment. The least present of destinations are public libraries. Ecological destinations tend to be toward the edges of the downtown and greater Wichita area.

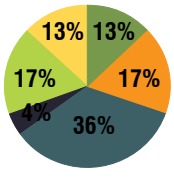


Wichita Destinations (All measurements taken with Lawrence Dumont Stadium as the starting point)	Distance by Car (Shortest Distance mi.)	Travel Time: Car (Shortest Distance min.)	Travel Time: Bike (Fastest Route min.)	Travel Time: Walk (Fastest Route min.)
1. Lawrence Dumont Stadium	0	0	0	0
2. Kansas Sports Hall of Fame	.4	2	3	9
3. Century II Performing Arts and Convention Center	.5	2	4	12
4. Exploration Place	.6	2	4	12
5. Wichita Public Library	.7	3	5	15
6. Wichita Sedgwick County Historical Museum	.8	4	5	16
7. Intrust Bank Arena	.9	4	6	19
8. Keeper of the Plains	.9	4	8	17
9. Great Plains Transportation Museum	1.1	6	7	24
10. Mid America All-Indian Center	1.1	4	9	20
11. Wichita Art Museum	1.3	5	11	25
12. Coleman Museum and Factory Outlet	1.3	5	8	26
13. Museum of World Treasures	1.4	5	9	28
14. Kansas Firefighter Museum	1.5	4	9	30
15. Kansas African American Museum	1.6	7	10	28
16. City Arts	1.6	8	10	31
17. Old Cowtown Museum	1.8	6	13	32
18. Botanica Wichita	2	14	12	31
19. Wichita Toy Train Museum	2.9	6	10	31
20. Frank Lloyd Wright Allen House	5	8	23	1.1 hr
21. Ulrich Museum of Art	7	11	33	1.4 hr
22. Sedgwick County Zoo	7.3	12	31	1.4 hr
23. Great Plains Nature Center	11.2	14	49	2.3 hr

Focus Area

Historic Downtown Delano

Old Town



Cultural & Performing Arts

Wichita Historical Site

Sports Entertainment/Museum

Legend

Library

Museum (Other)

Ecological

1-5 6-10 11-15 16-20 21-25 26-30 31-35 36-40 40+

Ranked on Trip Advisors list of 74 things to do in Wichita, KS

Map 5.2b

Existing Transit Choices Create Opportunity to Connect Destinations

Alternative transit routes allow for better access across downtown and to destinations.

W2_CW02_4K_Opportunity.PDF

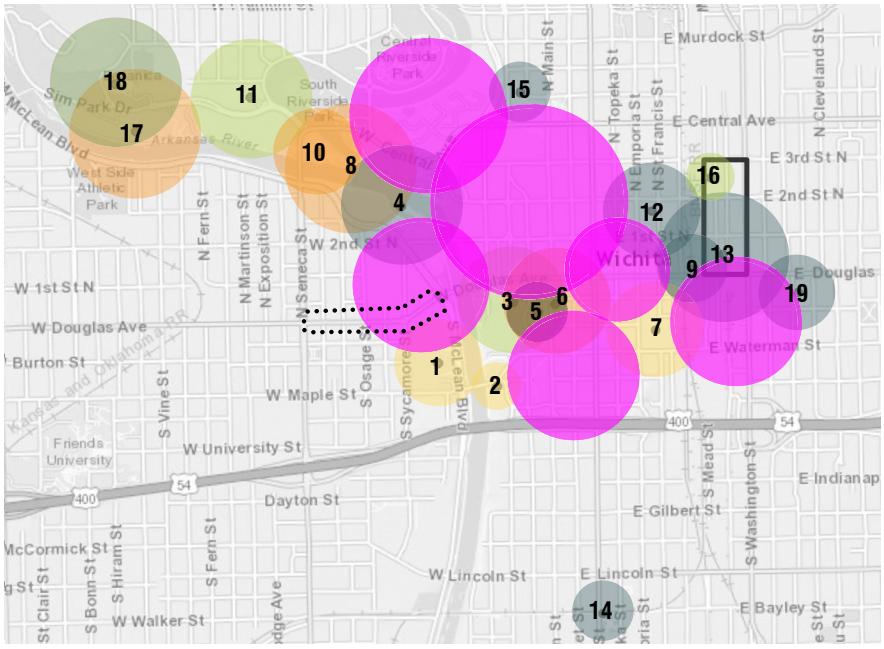


Figure 1. Additional Destination Location Opportunity
Source: Wichita Downtown GIS "Base Map"

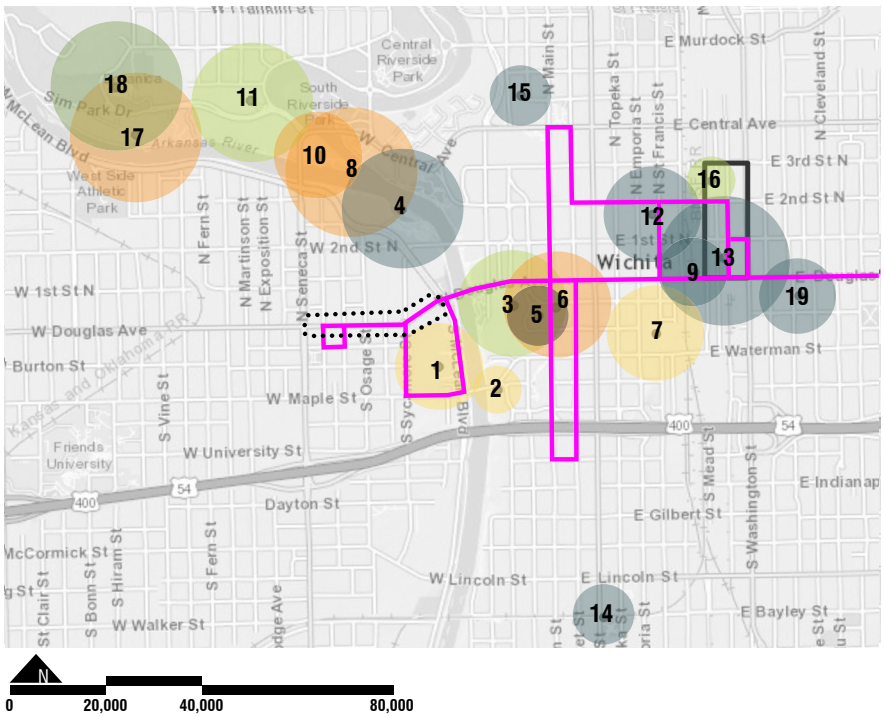


Figure 2. Q Line Public Transit Opportunity
Source: Wichita Downtown GIS "Base Map"

Inquiry: What opprtunities are there for alterntive transit access to destinations?
Key Extractions: Pedestrian Friendly Streets, Q Line Routes, Bike Routes, Gaps in Destination Locations
Methodology: Downtown destination locations were determined using Google Maps. Q Line routes were taken from the Wichita transit Q Line route map. Both existing bike lanes and pedestrian oriented streets were determined from the 2010 Project Downtown Master Plan. After all the needed information was determined, it was organized over a graphic map to help orient viewers.
Conclusions: The destinations of downtown Wichita have limited connection. New destintions would be a great way to improve the connections between each. Existing alternative transit routes also provide opportunity to connect these destinations.

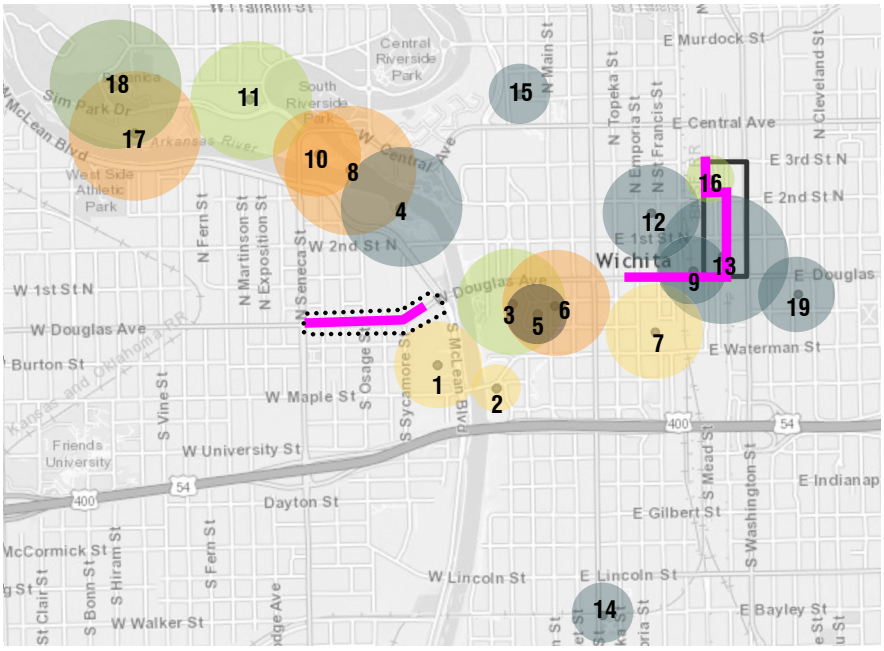


Figure 3. Pedestrian Friendly Streets Opportunities
Source: Wichita Downtown GIS "Base Map"

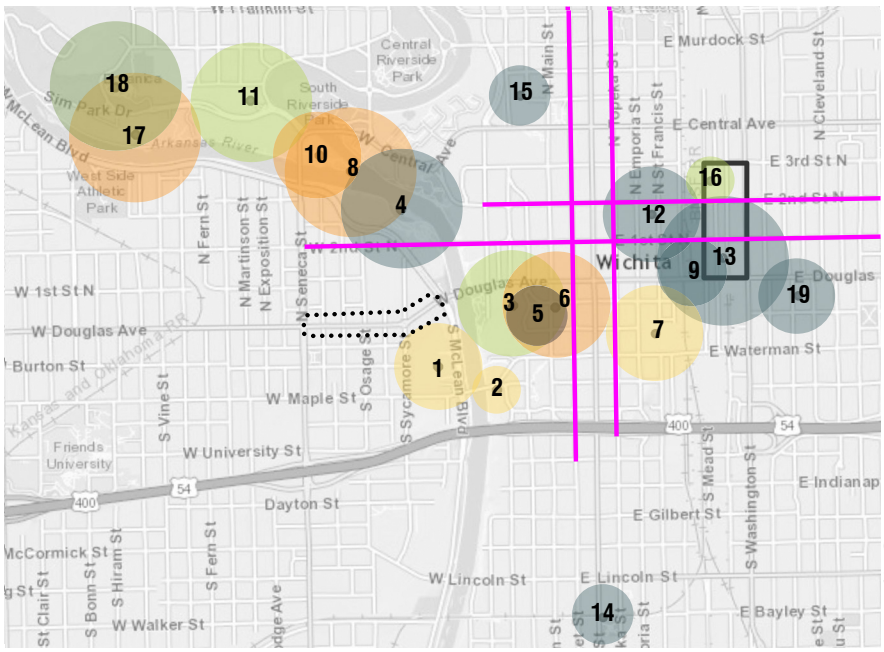


Figure 4. Bike Route Opportunities
Source: Wichita Downtown GIS "Base Map"

Destinations

1. Lawrence Dumont Stadium
2. Kansas Sports Hall of Fame
3. Century II Performing Arts and Convention Center
4. Exploration Place
5. Wichita Public Library
6. Wichita Sedgwick County Historical Museum
7. Intrust Bank Arena
8. Keeper of the Plains
9. Great Plains Transportation Museum
10. Mid America All-Indian Center
11. Wichita Art Museum
12. Coleman Museum and Factory Outlet
13. Museum of World Treasures
14. Kansas Firefighter Museum
15. Kansas African American Museum
16. City Arts
17. Old Cowtown Museum
18. Botanica Wichita
19. Wichita Toy Train Museum

Existing Route

Historic Downtown Delano

Old Town

Areas for New Destinations

Library

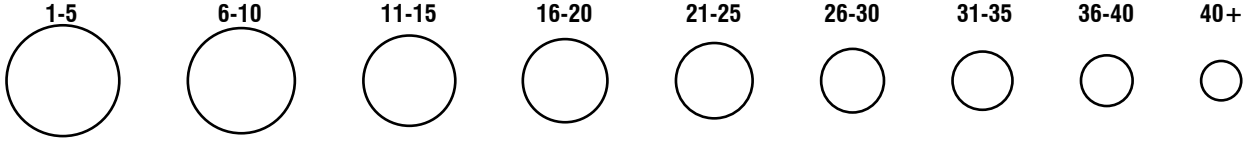
Cultural & Performing Arts

Museum (Other)

Wichita Historical Site

Ecological

Sports Entertainment/Museum



Ranked on Trip Advisors list of 74 things to do in Wichita, KS

Map 5.2c

Alternative Transit Routes Provide More Access to Destinations

Improving existing transit routes creates opportunity to connect all destinations in the Downtown Wichita area.

W2_CW03_4K_StrategyMap.PDF

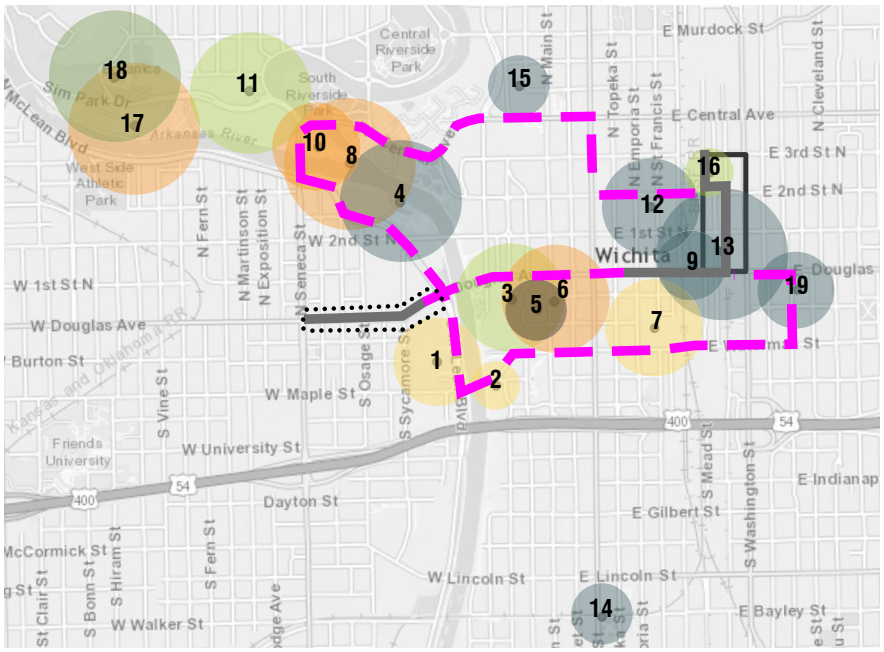


Figure 1. Pedestrian Friendly Streets
Source: Wichita Downtown GIS “Base Map”

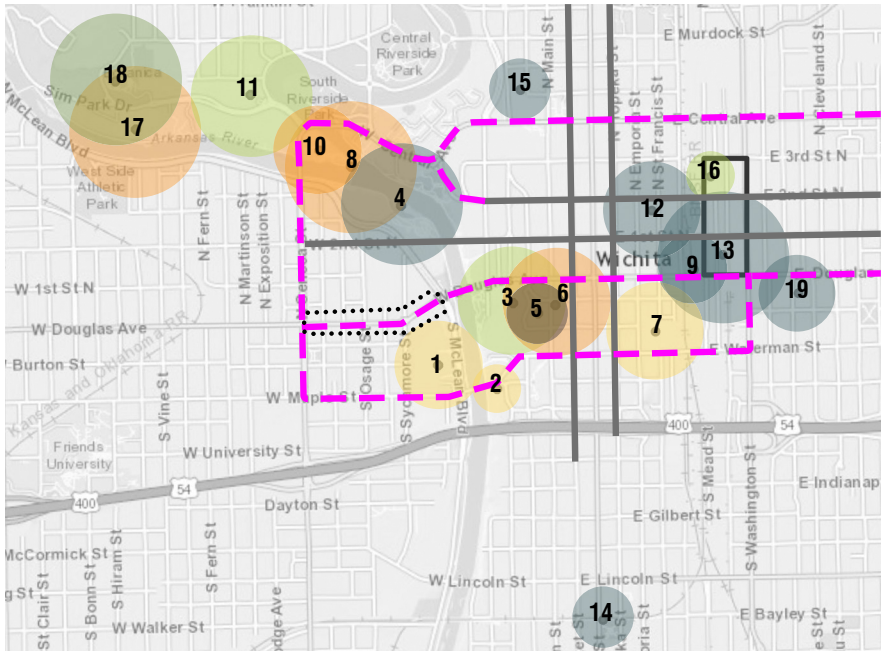


Figure 2. Designated Bike Routes
Source: Wichita Downtown GIS “Base Map”

Inquiry: What alternative transit routes could Wichita imrove to better connect destinations?
Key Extractions: Bike Transit Routes, Pedestrian Friendly Streets, Q Line Public Transit Routes
Methodology: Existing alternative transit routes were determined from Wichita Transit and 2010 Project Downtown Master Plan. Routes were then used to find gaps in the connections to destinations for each type of transit. New proposed transit routes were determined helping connect destinations around downtown Wichita.
Conclusions: Utilizing different forms of transit provides more opportunities for connections to the destinations of downtown Wichita. Creating better access to destinations will help create identity for Wichita and create a better connection amongst the destinations. Capitalizing on what is already there reduces overall costs of construction. Putting emphasis on alternative transit routes can help create a more pedestrian friendly city.

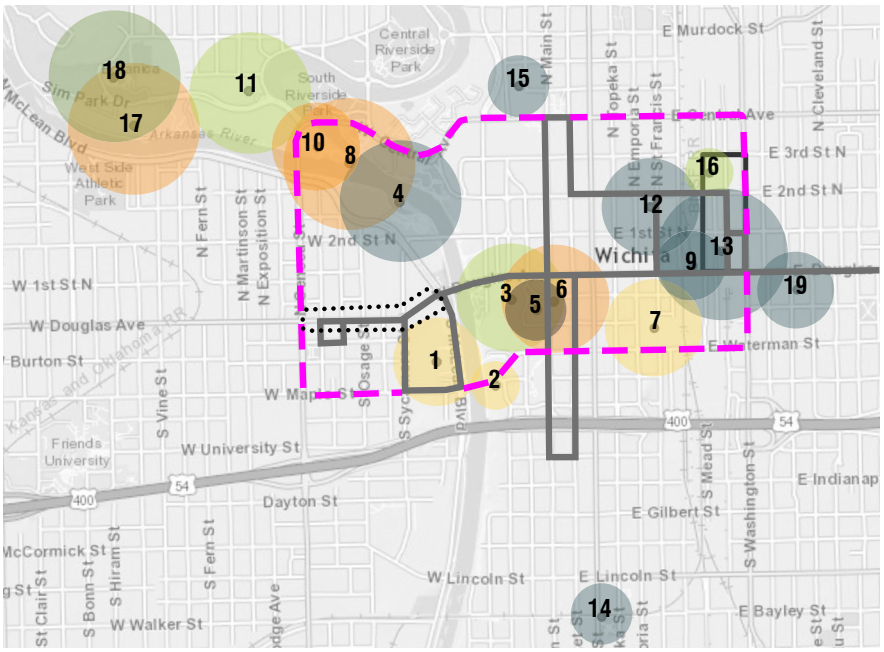


Figure 3. Q Line Public Transit
Source: Wichita Downtown GIS "Base Map"

Destinations

1. Lawrence Dumont Stadium
2. Kansas Sports Hall of Fame
3. Century II Performing Arts and Convention Center
4. Exploration Place
5. Wichita Public Library
6. Wichita Sedgwick County Historical Museum
7. Intrust Bank Arena
8. Keeper of the Plains
9. Great Plains Transportation Museum
10. Mid America All-Indian Center
11. Wichita Art Museum
12. Coleman Museum and Factory Outlet
13. Museum of World Treasures
14. Kansas Firefighter Museum
15. Kansas African American Museum
16. City Arts
17. Old Cowtown Museum
18. Botanica Wichita
19. Wichita Toy Train Museum

Proposed Route
Existing Route
Historic Downtown Delano
Old Town

Library
Museum (Other)
Ecological

Cultural & Performing Arts
Wichita Historical Site
Sports Entertainment/Museum

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	40+

Ranked on Trip Advisors list of 74 things to do in Wichita, KS

N
0 20,000 40,000 80,000

Map 5.3a

Growing Wichita Identity, but Where is it Coming From?

Five key elements are analyzed as to how Wichita identity has grown

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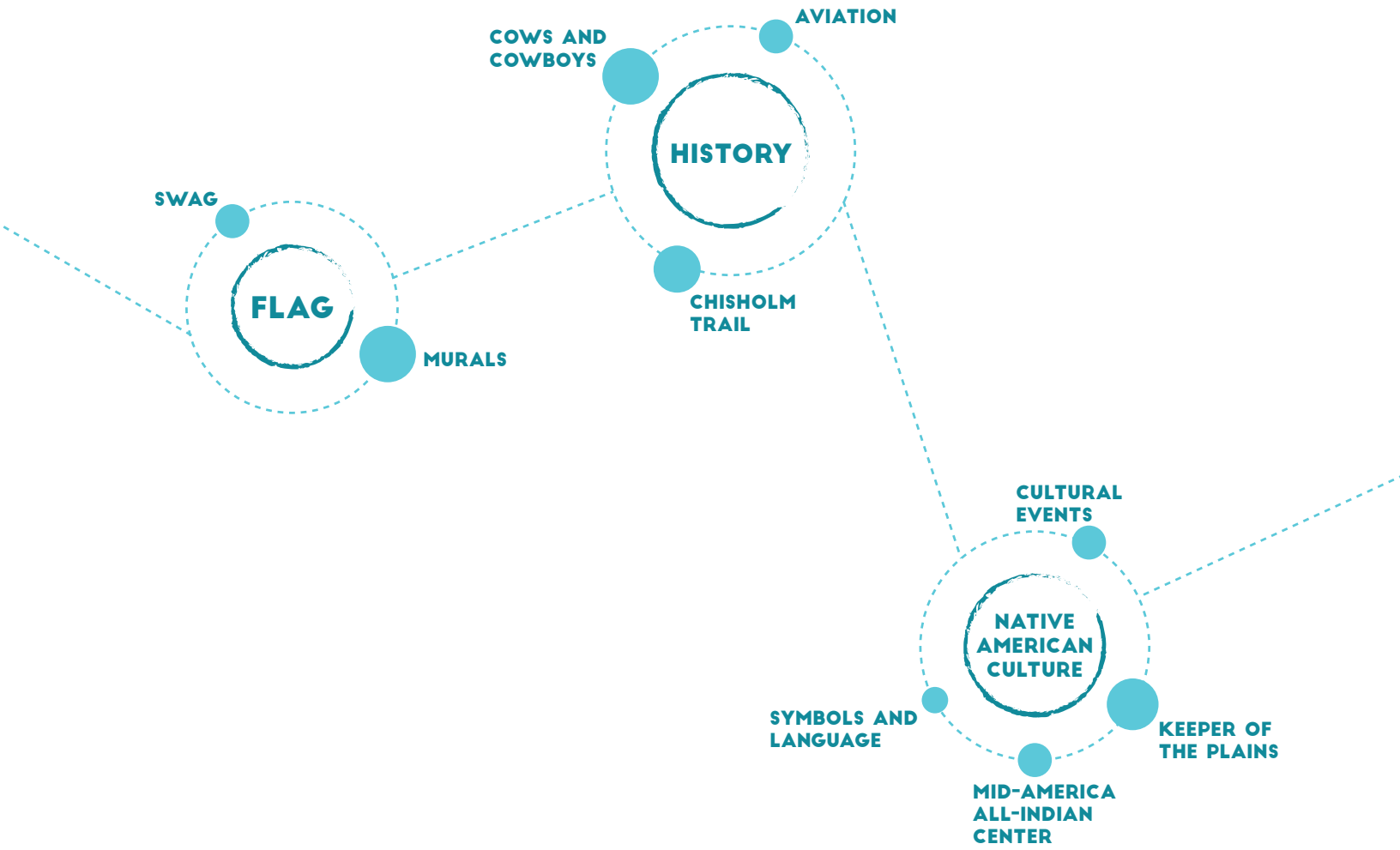
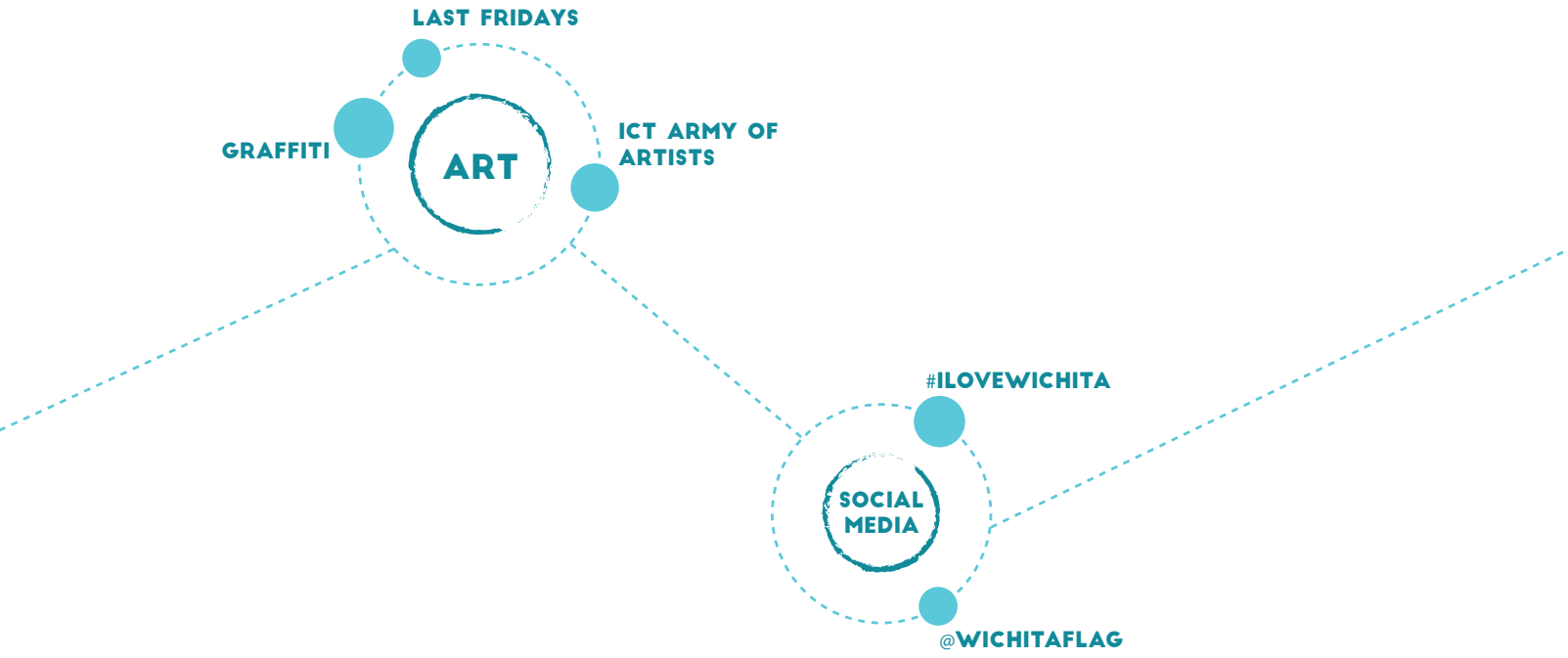


Figure 1. Wichita Identity Map
Source: Instagram, Twitter, Facebook,www.wichitachamber.org, Google Maps

Inquiry: How is Wichita expressing their identity?
Key Extractions: Identity, Wichita, Expression, Connection
Methodology: Utilized Wichita websites, blogs and social media to understand what factors are driving the citizens of Wichita to take pride in their city.
Conclusions: As Wichita continues to grow, so will their identity. These five factors are streamlining the way for the city of Wichita, increasing citizen pride. The larger the circle, the more that factor is seen within the Wichita community.



8,512 @WichitaFlag followers on Instagram, Twitter and Facebook

8,451 #ILoveWichita posts on Instagram

6 of **14** Wichita-inspired murals in the downtown and Delano focus area

Map 5.3b

Potential Arises in Areas Along Arkansas River for Identity

Thanks to the popularity of Douglas Avenue, other areas are wanting in on this boosting identity

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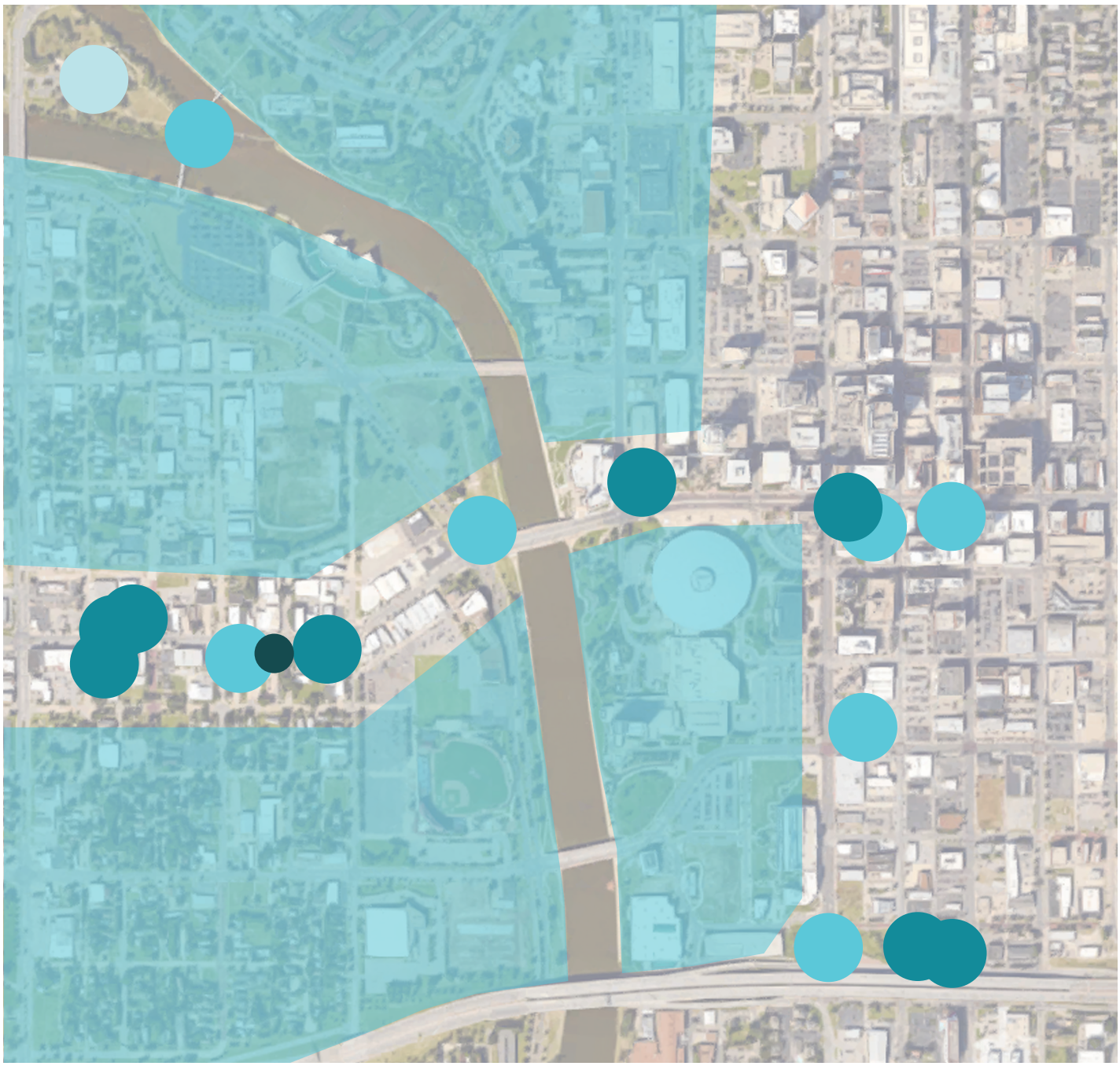
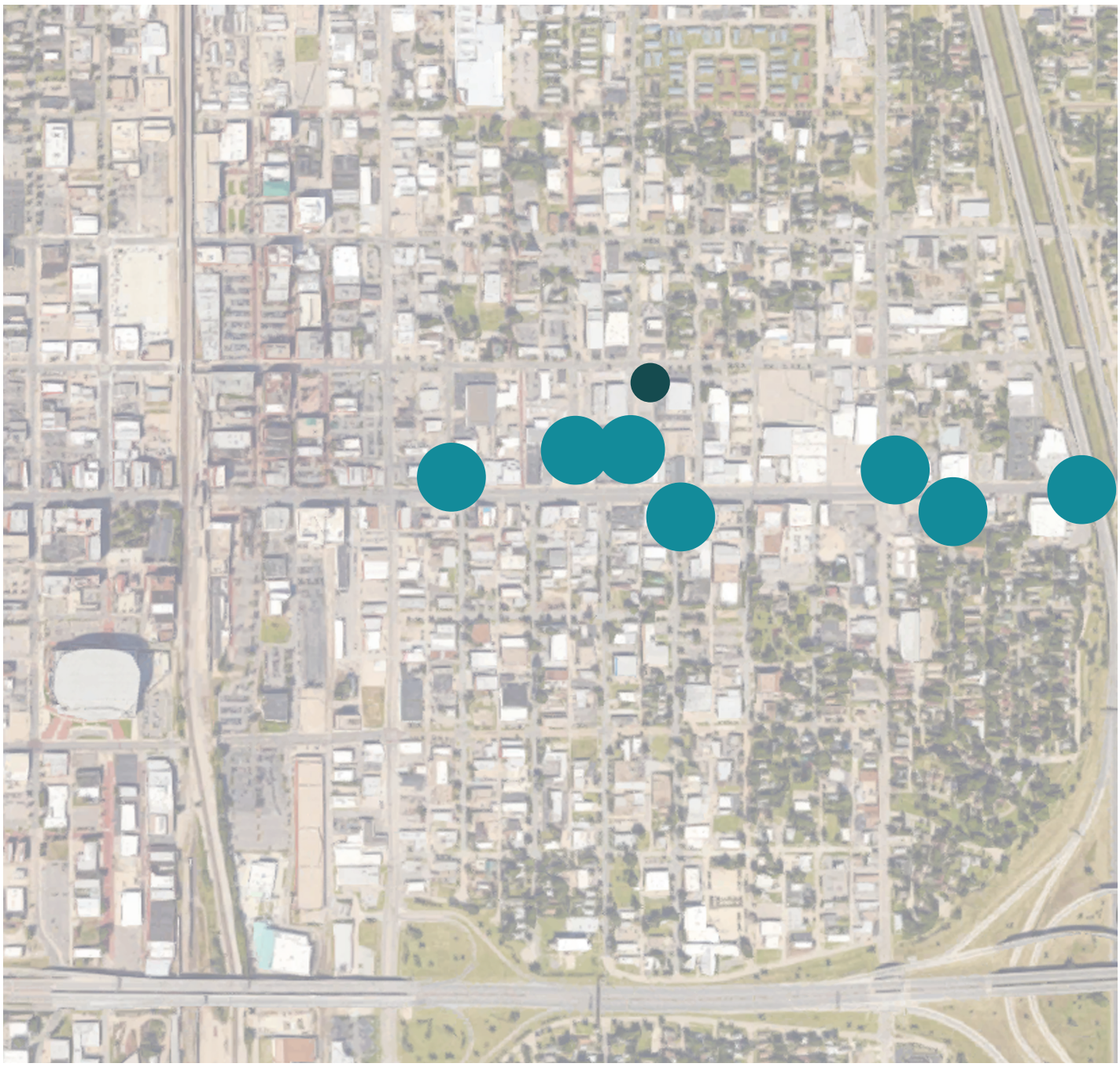


Figure 2. Map Showing Locations of Existing Physical Identity and Areas that Need Enhancing
Source: Google Maps, www.360wichita.com, http://avenueartdays.com/artists-murals/, www.wichitachamber.org

Inquiry: What can the areas in downtown and Delano look like with development, culture and identity?
Key Extractions: Delano, downtown, identity, murals, sculptures, shops
Methodology: Google Maps, Illustrator
Conclusions: Four exisiting areas along the Arkansas River show big potential and opportunity as they are moving into development phases. With Wichita's rising identity and culture, what will these future areas look like? As the Wichita Riverfront Project moves forward, how can the designers keep the eclectic charm and identity close to home and propel the city of Wichita forward?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1/2 X
1 X
2 X
Legend
Murals
Sculptures
Museums of Local History
Locally-owned Shops that Sell Wichita Merchandise
Areas in Question of What Identity Characteristics Can Exist There

Map 5.3c

Old Streets are Seeing New Life Thanks to Growing Identity

New ways of implementing Wichita's growing culture and identity creates better environment

File name: W2_EV01_4K_StrategyMap.PDF



Figure 3. Photomontage Depicting Wichitan Identity and Culture
Source: Some photographs by Emilee Voigt, www.360wichita.com, http://avenueartdays.com/artists-murals/, www.wichitachamber.org, Google Maps, mostwantedwesternmovies.com, pexels.com

Inquiry: How can we better inter-lay this booming identity with the growth of the city?

Key Extractions: Cowboy, Flag, City, Local, Environment, People, Identity

Methodology: Photoshop, Illustrator, Flickr

Conclusions: Wichita has seen a huge spike in pride and identity from not only the city itself but from the people who live there. There is a clear culture that is standing out that makes Wichita and Wichitans who they are. As further development comes to Wichita, inter-weaving key aspects from Wichita's past, present, and future will help to push the city forward and branding their identity and who they are.



Map 5.4a

Areas without Landmarks Create Opportunity Areas

Additional landmarks help improve connections throughout Delano

W2_JJ04_700_LandmarkOpportunity.PDF



Figure 1. Landmark Opportunities
Source: Base from Sedgwick Co. Arc GIS 2017.

Inquiry: Where are the areas in Delano that do not have landmarks?
Key Extractions: Landmark Opportunites, Gateway Opportunities
Methodology: Landmark Identification was based on online research and a field visit. Referred to the Historic Delano website for Delano boundary discernment, attractions, and gateways. Referred to the Wichita Downtown Development Corporation for the master plan and Riverfront Revisioning for additional landmarks. New landmark sites and gateways were determined from the lack of viewsheds of landmarks. Used landmark viewsheds map.
Conclusions: There is a lack of viewsheds in four main areas. These areas are, first, the 5 by 6 block area on the west side of Delano between 2nd Street and Maple Street; one to the east of Friends University's campus and west of the Masonic Home; the next area is the area to the east of Seneca and south of Maple Street and west of the Wichita Ice Center; and finally, the large area to the west of Sycamore Street, north of Douglas Avenue, to the east of Apex Engineering, and South of McLean Boulevard. These areas present opportunites for new development of landmarks that can connect more areas of landmarks located in the Delano neighborhood.



Legend

- Existing Landmarks
- Landmark Viewsheds
- Landmark Buildings
- Visual Axis
- Areas with Minimal Landmarks
- Possible Gateway Locations

Map 5.4b

New Landmark Locations can Further Define and Improve Connections

Additional landmarks can connect people through visual axes

W2_JJ05_700_StrategyMap.PDF

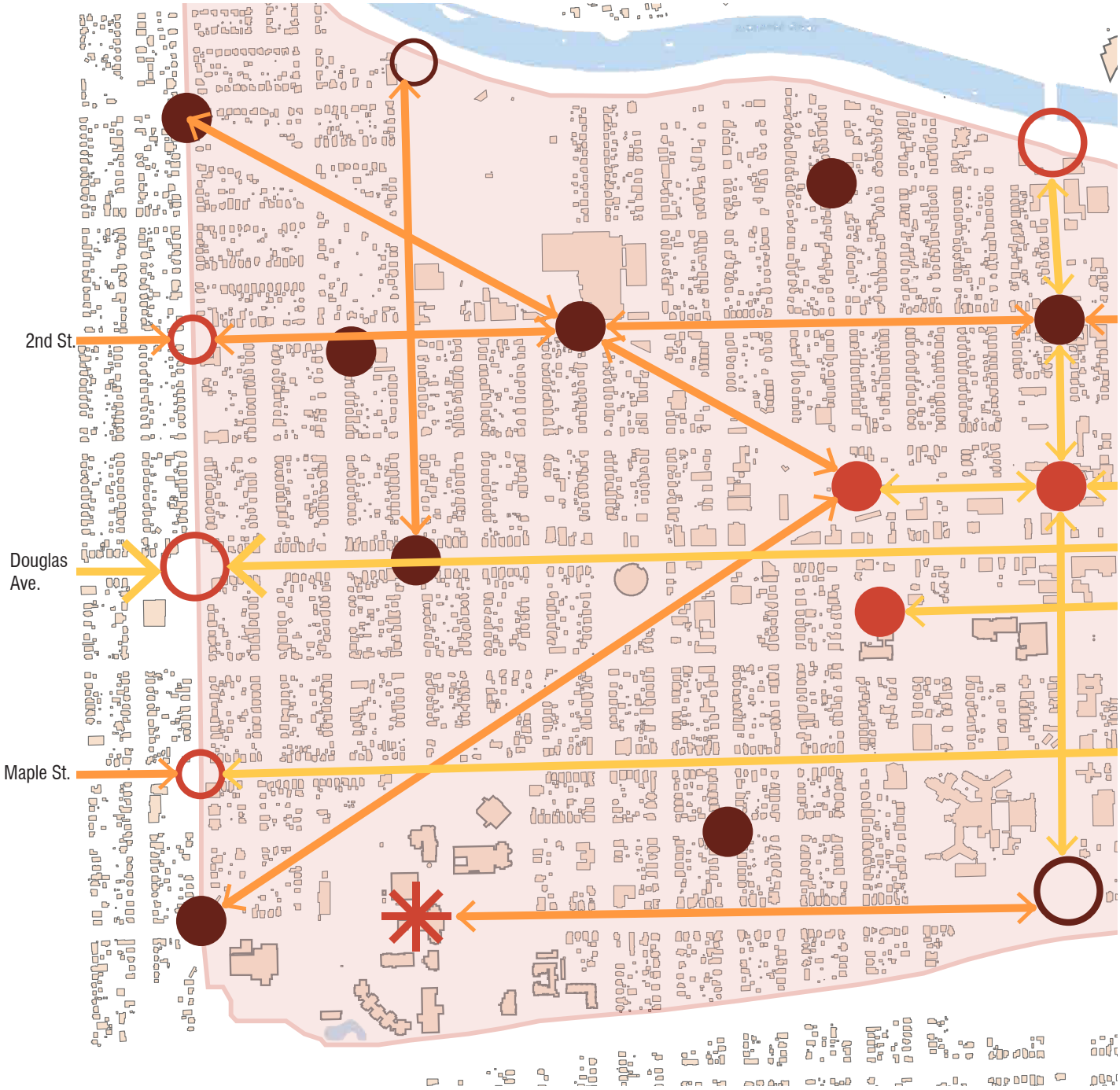
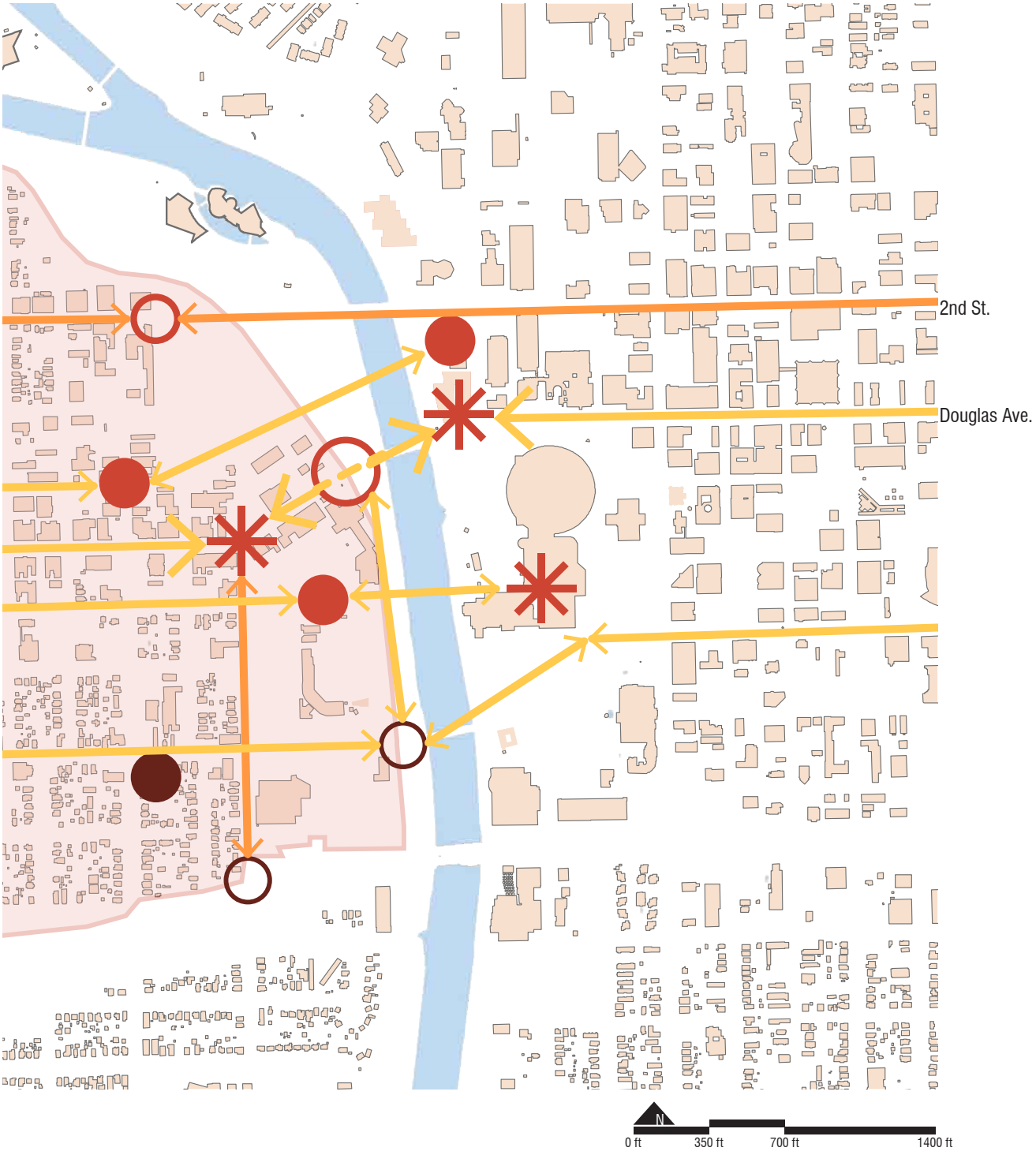


Figure 1. Strategy Map
Source: Base from Sedgwick Co. Arc GIS 2017.

Inquiry: Where should new landmarks be located and which axes are most important?
Key Extractions: New possible landmark locations, Axes, Edge of Delano
Methodology: Referred to the Historic Delano website for Delano boundary location, attractions, and gateways. Used previous maps that classified the landmarks, their viewsheds, and located opportunity areas for new landmarks and gateways.
Conclusions: Focusing development along the primary axes and primary landmark sites can greatly improve the connection and character of the Delano neighborhood. Next the focus of development should be shifted to the secondary axes and landmark sites to distribute connections throughout Delano.



Legend

- Existing Major Landmark
- New Landmark Site - Primary
- Primary Gateway
- Delano Neighborhood Boundary
- New Landmark Site
- Secondary Gateway
- Primary Axis
- Secondary Axis

Map 5.5a

Delano's Identity and Attractions are Concentrated along Douglas Ave.

Proud of their landmark destinations and attractions, Delano community seeks opportunity to constitute its vision.

W2_PCM01_4k_LocalVisionCalssification1.PDF



Figure 1: Existing Components of Delano's Landmarks and Current Development Trends
Source: ArcGIS Footprints, Parcels, Delano Neighborhood Revitalization Plan

Inquiry: What neighborhood elements are favored by Delano residents?
Key Extractions: Delano, Neighborhood Revitalization Plan, Wichita Downtown Development Corperation, Landmarks (images), Planned Project Sites, Building Footprints, Traffic Arteries
Methodology: Investigate the Delano Neighborhood Revitalizaiton Plan (2002) and the WDDC Downtown Plan (2009 - present). Review the notes and results from the community engagement meeting. Map existing sites in which Delano residents seek to continue development or improve upon.
Conclusions: Many dialogues have occurred between the planning organizations and the Delano community within the past few decades. However, the conclusions and planning vision from these interractions have not consistently been seen through to completion. Mapped above are examples of the specific components which the Delano residents would like to build off of. The map includes site particular examples, contextual or district areas, major traffic arteries, and projects classified as "in the works." Through this map, one can begin to see the trends of Delano's culture and trends of Delano's development as it attempts to bolster its buzz and atmosphere.



River Vista Construction

Clock Tower

Metropolitan Baptist Church

River Corridor



Delano's Priorities

- Leveraging Underutilized Community Assests
- Improve Access to Healthy, Local Food
- Accomplish Planned Projects ("in the works")
- Preserve Identity, Branding, Wayfinding, Destinations
- Improve Current Infrastructure
- Access to Recreation and Community Space

Figure 2:

Graphic derived from the results of the Community Engagement meeting (May 24) and the Delano Neighborhood Revitalization Plan. Synthesized into one graphic showing the distribution of priority amongset the Delano residents.



Legend

- Existing Activity/ Identity Hubs
- "In the Works" Project SItes
- Building Footprints
- Focus Area Boundary
- Traffic Arteries

Map 5.5b

Momentum and FInancing from Downtown's Success to Flow Over into Delano

Wichita's Downtown District past decade of transofrmation can spill over into Delano as long as Delano's identity is preserved.

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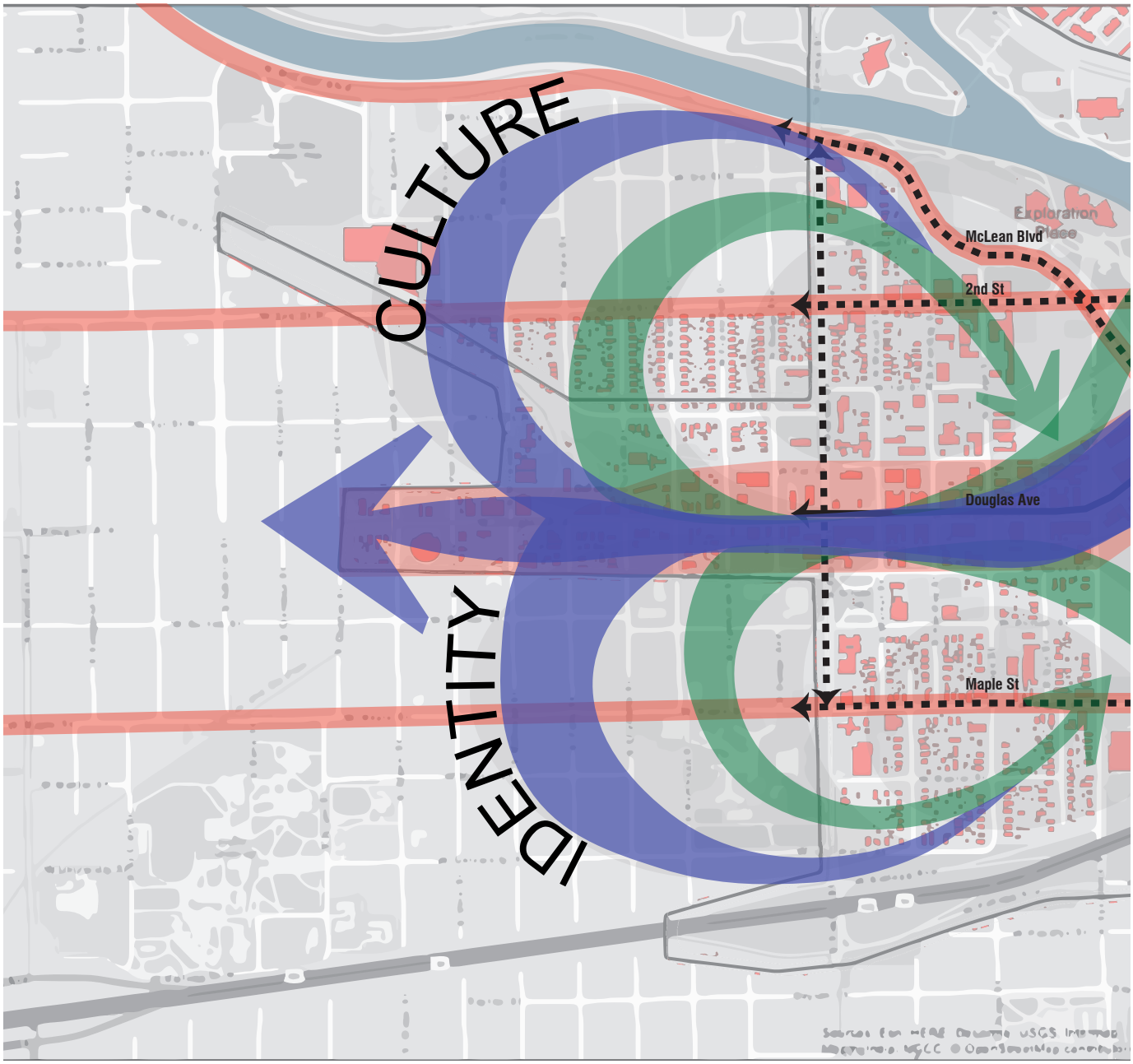


Figure 1. Utilizing Wichita's Downtown District's influence on Historic Delano
Source: ArcGIS Footprints, Parcels, Delano Neighborhood Revitalization Plan

Inquiry: In what ways can the revitalization of the Maple St and McLean Blvd corridors produce environments which are results of the community vision?
Key Extractions: Building Footprints, Traffic Arteries, Local Vision
Methodology: Develop an understanding of the connections between Historic Delano and Downtown Wichita. Map the influence Wichita's methods of transformation with respect to major traffic roadways. Map the importance of Delano's cultural identity. Develop a framework for the revitalization of the traffic corridors.
Conclusions: Through the vision of WDDC and the work of the private and public sectors, Wichita's Downtown District has been transformed into a vibrant urban environment. By using the principles of development and the tactics executed in the Downtown district, Delano residents' vision can begin to take form. The community has already identified potential large scale sites that are suitable for their wants and needs. Wichita's urban transformation can be mimicked in the Delano Neighborhood while building off of the colorful cultural identity.



0 200 400 800 1,200 1,600 Feet

Legend

- Building Footprints
- Traffic Arteries
- Downtown Wichita's Influence
- Delano's Cultural Identity
- Affected Property Zones

Map 5.6a

Downtown Wichita Features Abundant Art

Most art pieces are located outside of Delano

W3_MD_ArtClass.pdf

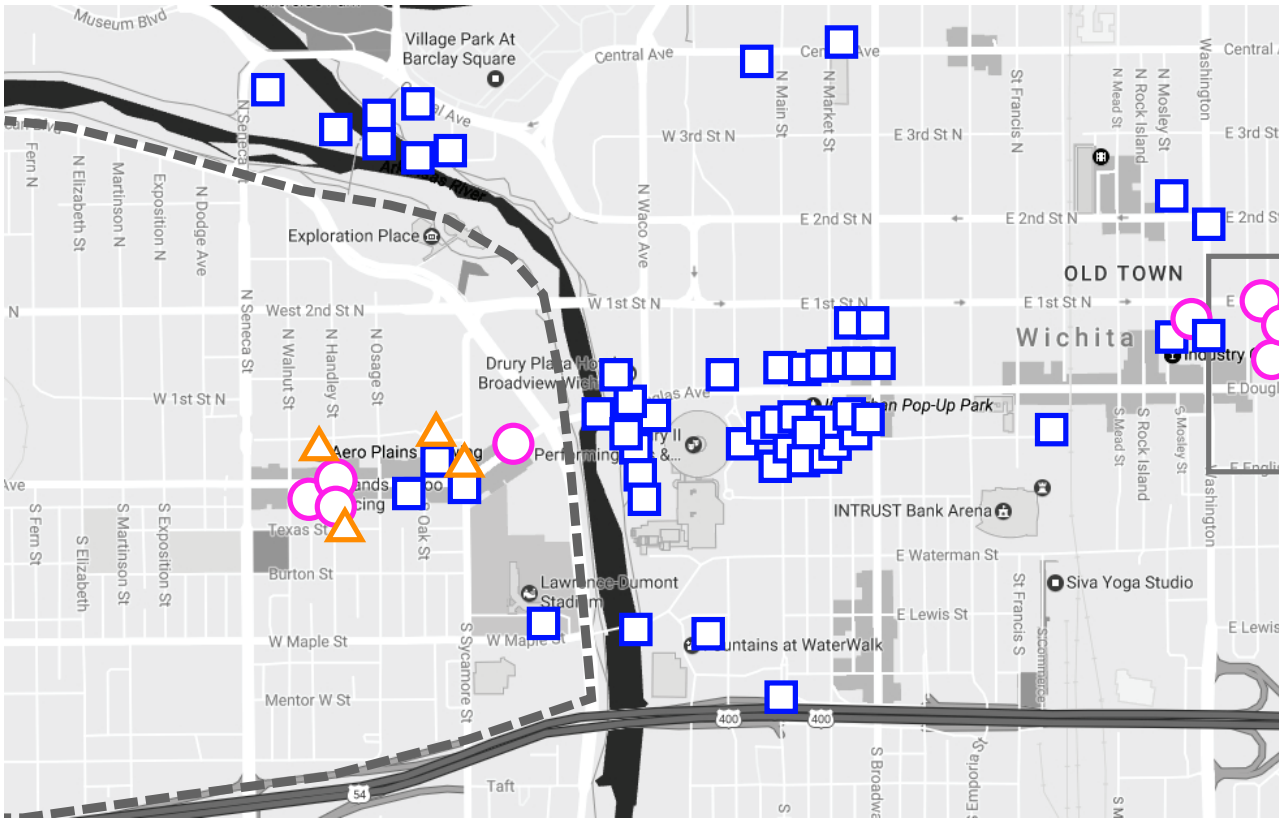


Figure 1: Location of art pieces throughout Downtown Wichita
Sources: Google Maps, Douglas Design District, and Downtown Wichita

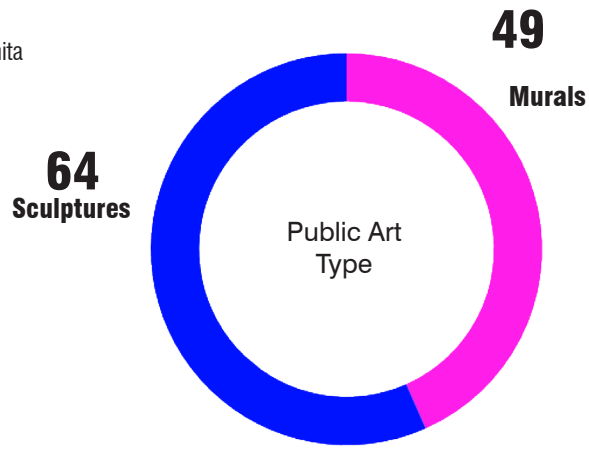
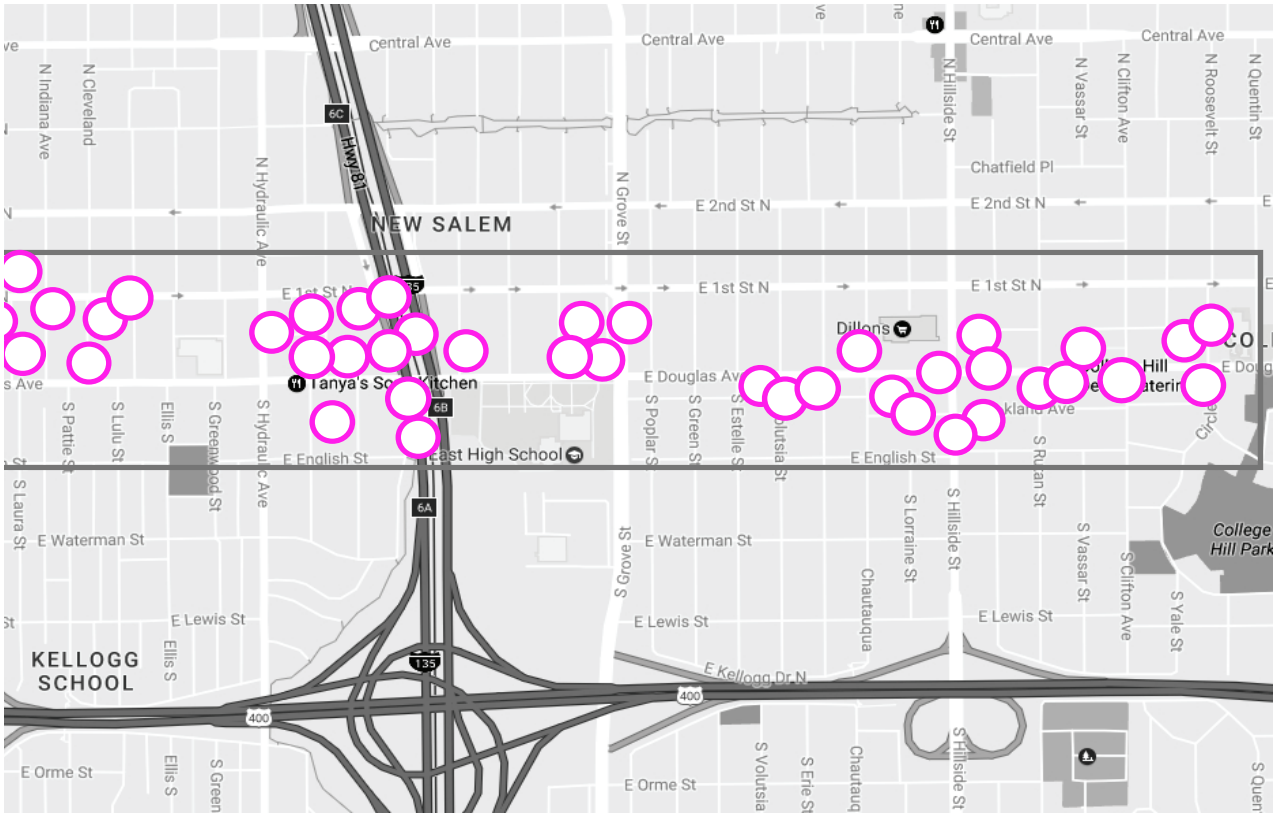


Figure 2: Number of art types in Wichita
Sources: Google Maps, Douglas Design District, and Downtown Wichita

Inquiry: Where are art locations in Downtown Wichita?
Key Extractions: Location of murals, Location of sculptures, Location of street art, Delano boundary
Methodology: Location of all art was determined using Douglas Design District Map (Murals), Downtown Wichita Brochure (Sculptures)and personal observation (Street Art). Classification was broken down into groups based on type of art piece (personal observation) and then broken down in subgroups based on the theme of the art (personal observation). All data was collected, sorted, and then mapped graphically.
Conclusions: The Map above shows that there is a prominent art scene in the Downtown Wichita area. Most art pieces are located outside of Delano in the area known as the Douglas Design District. Sculptures in Wichita are located further west while murals are mostly located to the east. The art located in Delano is evenly distributed between the subgroups; there is not prominent group of art located within Delano. Overall the most abundant theme of art is Wichita and the least abundant theme is water or fountains.



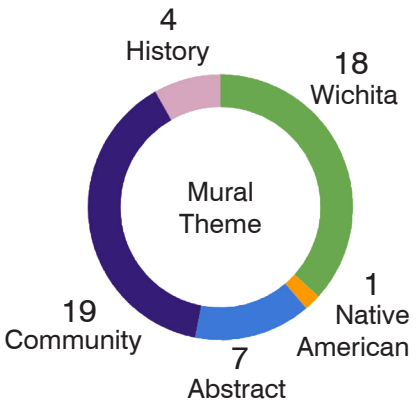


Figure 3: Number of different types of mural themes
Sources: Google Maps, Douglas Design District, and Downtown Wichita

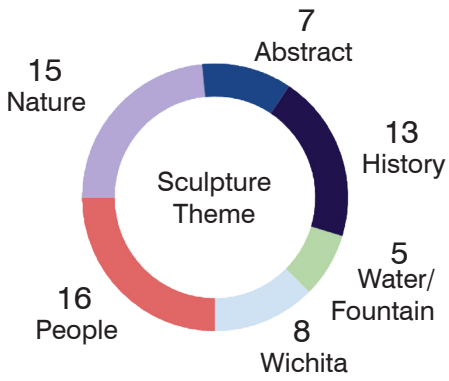


Figure 4: Number of different types of sculptural themes
Sources: Google Maps, Douglas Design District, and Downtown Wichita

Legend

Mural **Sculpture** **Street Art** **Delano Boundary** **Douglas Design District**

Map 5.6b

Unique Identity of Delano Creates Opportunity to Expand Art in Downtown Wichita

Strong art community located in downtown Wichita can be expanded into Delano

W3_MD_ArtOp.pdf



Figure 2: Unique shops in Delano
Source: Caleb Wagner

Figure 3: Historical Landmarks located in Delano
Sources: Janna Schulte, Emilee Voigt, Esteban Huerta

Inquiry: What are the opportunities to expand art into Delano?
Key Extractions: Boundary of Delano, Boundary of central business district in Delano, Boundary of Downtown Wichita, Key locations in Delano and Downtown Wichita depicting art, historical landmarks, and shops
Methodology: Art locations in Delano and Downtown Wichita were collected using google maps. Images were collected during site visits. Information from previous mappings (Wichita features abundant art) was synthesized to create opportunities.
Conclusions: Abundant art located in Downtown Wichita provides the opportunity to add additional art pieces in the Delano District. The historical and local culture allows for the opportunity of art to be seamlessly incorporated into the core of Delano further enhancing the already unique identity.

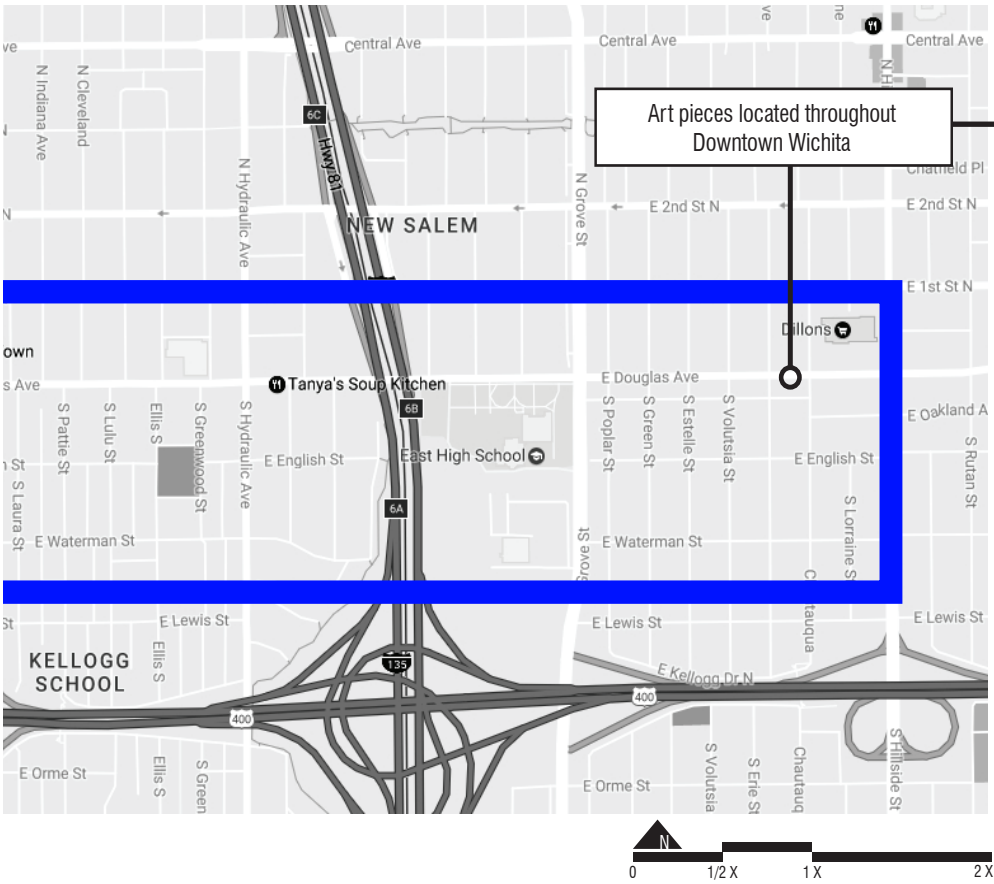


Figure 1: Location of art pieces throughout Downtown Wichita
Sources: Google Maps, Douglas Design District, and Downtown Wichita



Figure 4: Art pieces in Downtown Wichita
Sources: Douglas Design District Avery Nichols, Janna Schulte

Legend

- Delano Boundary
- Central Business District in Delano
- Downtown Wichita
- Opportunity to Expand Artistic Qualities of Downtown Wichita to Delano

Map 5.6c

Art Located at Key Points in Downtown Delano Can Enhance Identity of District

Art with multiple purposes can provide residents and visitors with a unique visual and spatial experience

W3_MD_ArtStat.pdf

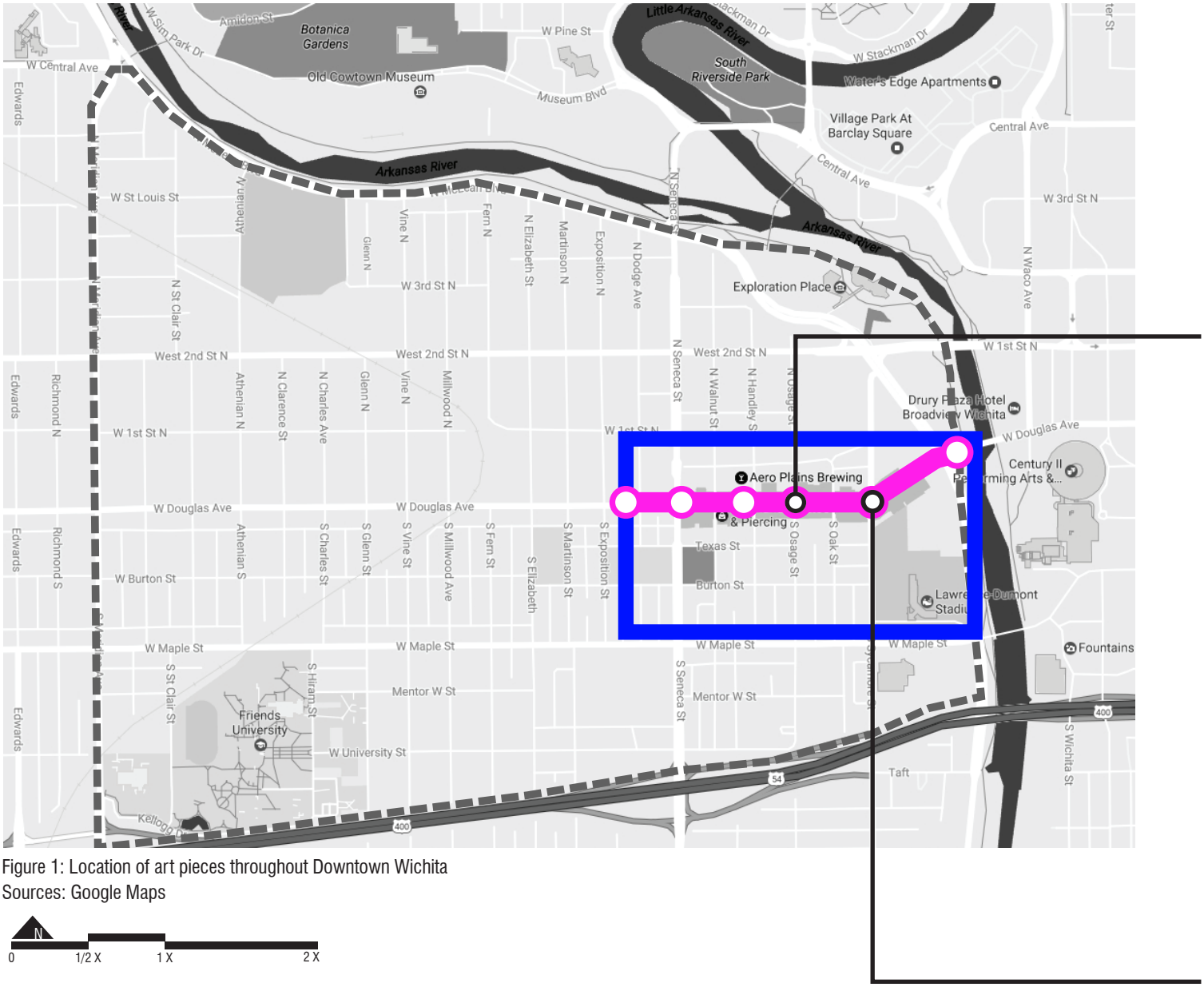


Figure 1: Location of art pieces throughout Downtown Wichita
Sources: Google Maps

Legend

- Delano Boundary
- Connection to Delano Core
- Central Business District in Delano
- Proposed locations of Contemporary Art Pieces

Inquiry: How can art be integrated into Delano to enhance its identity?
Key Extractions: Boundary of Delano, Boundary of central business district in Delano, Location of key points in Delano
Methodology: Location of Delano was collected using Google Maps. Key locations (Empty Building Walls, Vacant Lots, Alleyways, Sidewalks) were determined during site visits. Information collected in previous maps (Wichita features abundant art, Opportunity to expand art from Downtown Wichita into Delano) was synthesized and transformed into a strategy.
Conclusions: By placing contemporary art at key locations throughout Delano core a fabric will be constructed to create an enhanced identity. Contemporary art was chosen to juxtapose surrounding historical buildings bringing greater attention to the history. New art creates an unique experience for residents and visitors.



Figure 2: Conceptual inspiration of art along Douglas in Delano
Sources: Caleb Wagner, Madison Dalke



Figure 3: Conceptual inspiration of proposed art highlighting historical Clock Tower in Delano
Sources: Matt McCoy, Madison Dalke

Map 5.7a

Nine Visual Character Zones Define Delano District

Downtown Wichita and Delano Have Nine Different Characters

W3_TB04_6hundred_ClassificationofCharacterTypes.PDF

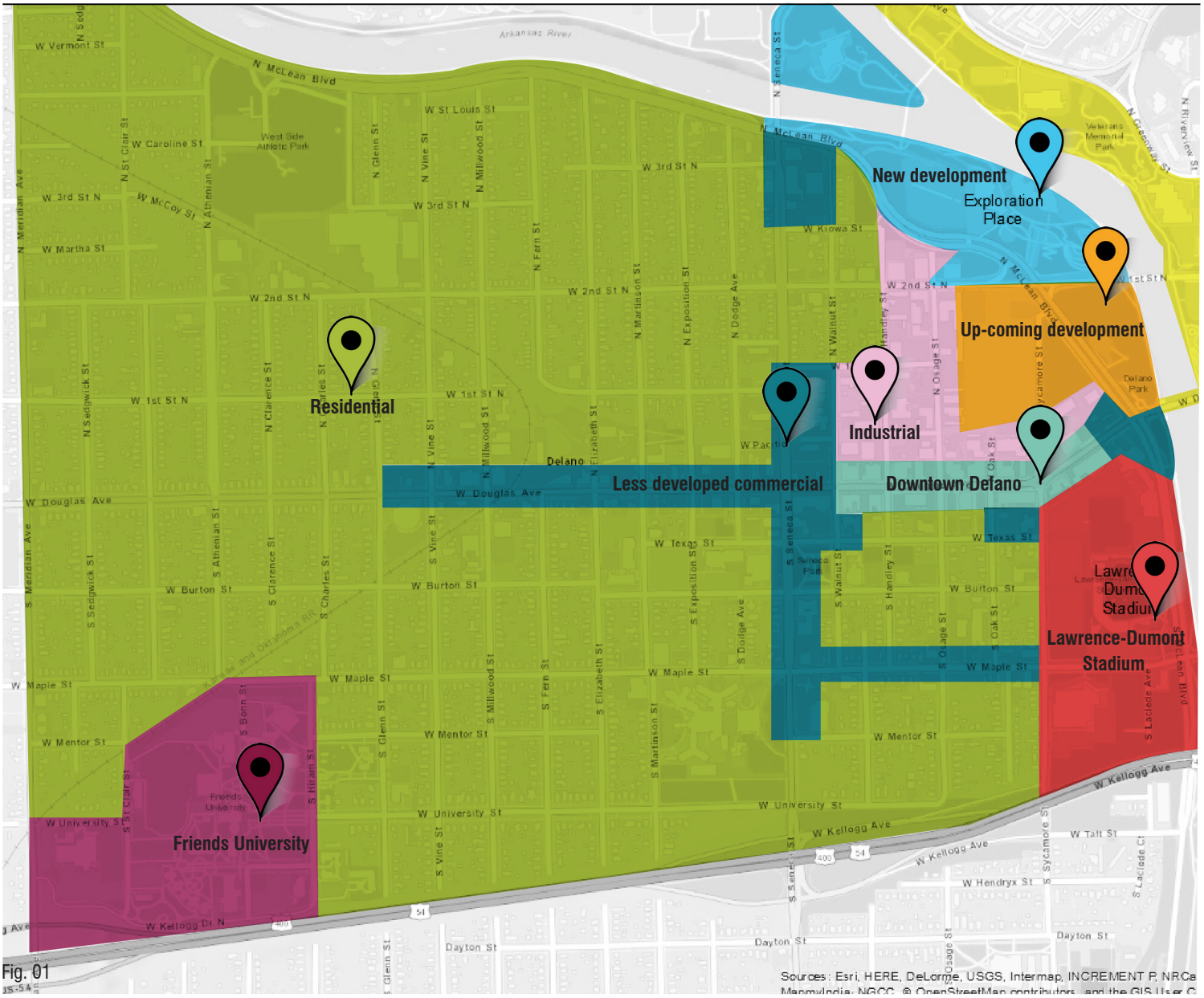
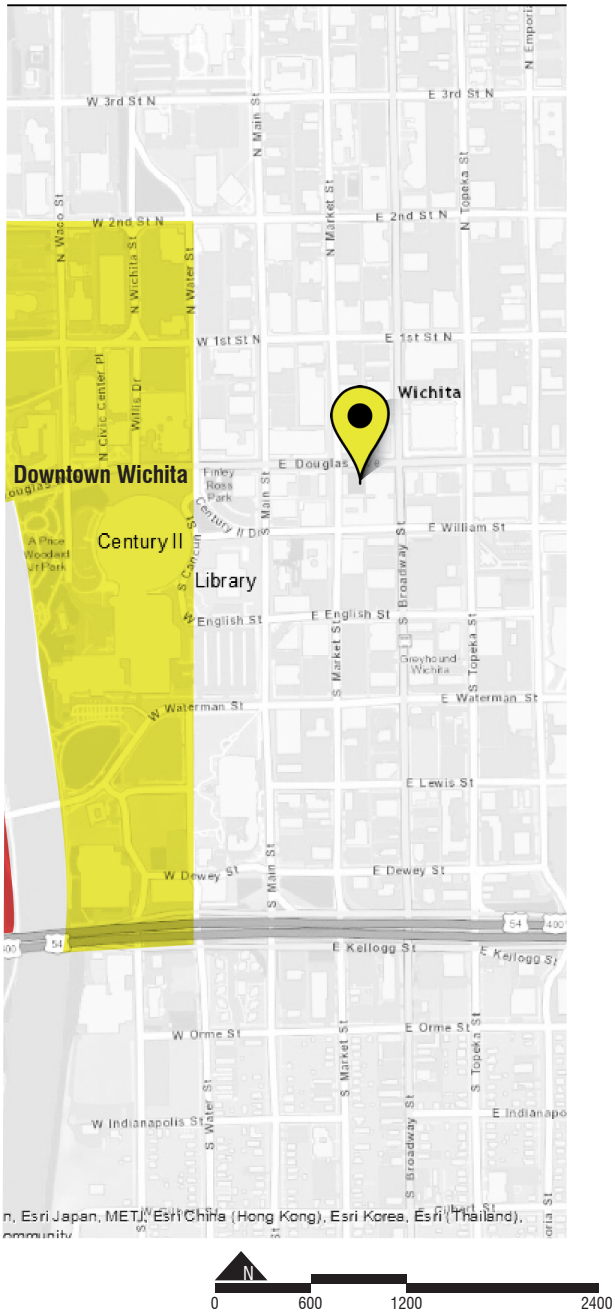


Fig. 01

Figures 01- 02. Classification of Character Types
Source: GIS 2017 and photos from Priyasha Shrestha, Blake Belanger, Matt McCoy, and Janna Schulte

Inquiry: What are the different characters in downtown Wichita and the Delano neighborhood?
Key Extractions: There are nine distinct characters in the study area.
Methodology: I used personal observations, photographs, and Google street view to classify the different characters into nine categories.
Conclusions: The nine groups that the study area can be organized are downtown Wichita, downtown Delano, areas under construction, less developed commercial areas, the area around Lawrence-Dumont Stadium, industrial land use, residential areas, new development in Delano, and Friends University. Residential takes up the largest area in Delano. “Downtown Delano” is restrained to one section of Douglas Avenue. Most of the downtown areas and attractions are closer to the river. Eight characters are observed in the east half of the study area while only three characters are observed in the west half. The industrial area is very close to downtown Delano, the new developments, and the construction.













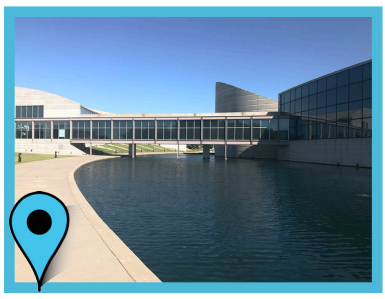








Fig. 02 - Character Captures. Source: Photos by Borelli, Belanger, McCoy, Schulte, and Shrestha

Map 5.7b

Some Character Zones are Isolated and Poorly Integrated

Existing zoning prevents beneficial mixed use.

W3_TB05_6hundred_CharacterDelimas.PDF

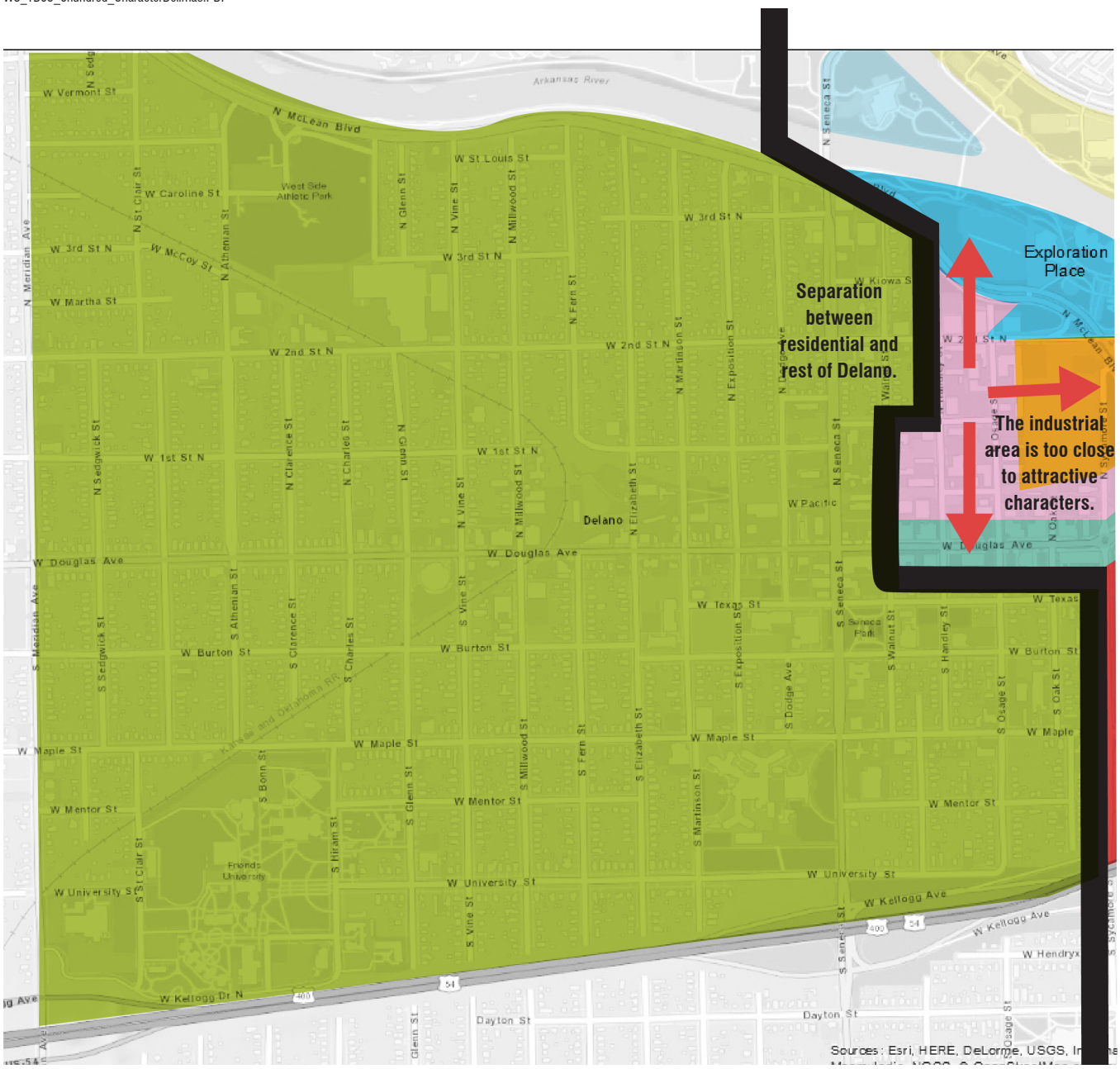


Fig. 01- Character Dilemmas. Source: GIS 2017

Inquiry: What dilemmas are found in the organization of different characters in Delano?
Key Extractions: Residential area is isolated, the industrial area is not isolated enough, and there is no gateway into Delano.
Methodology: I used personal observations, photographs, and Google street view to classify and map the visual shifts of character.
Conclusions: The residential area of Delano is all concentrated in one area and is separated from the downtown and other attractions. The industrial area is in close proximity to downtown Delano, Exploration Places, and the new library and mix-used development that are currently being constructed. When you cross the river on Douglas Avenue into Delano, there is no gateway, entry, or strong threshold to welcome people to Delano. Right now, all that is seen when you cross the river is construction, Metropolitan Baptist Church, and less-developed commercial buildings before you reach the beginning of “downtown Delano.”

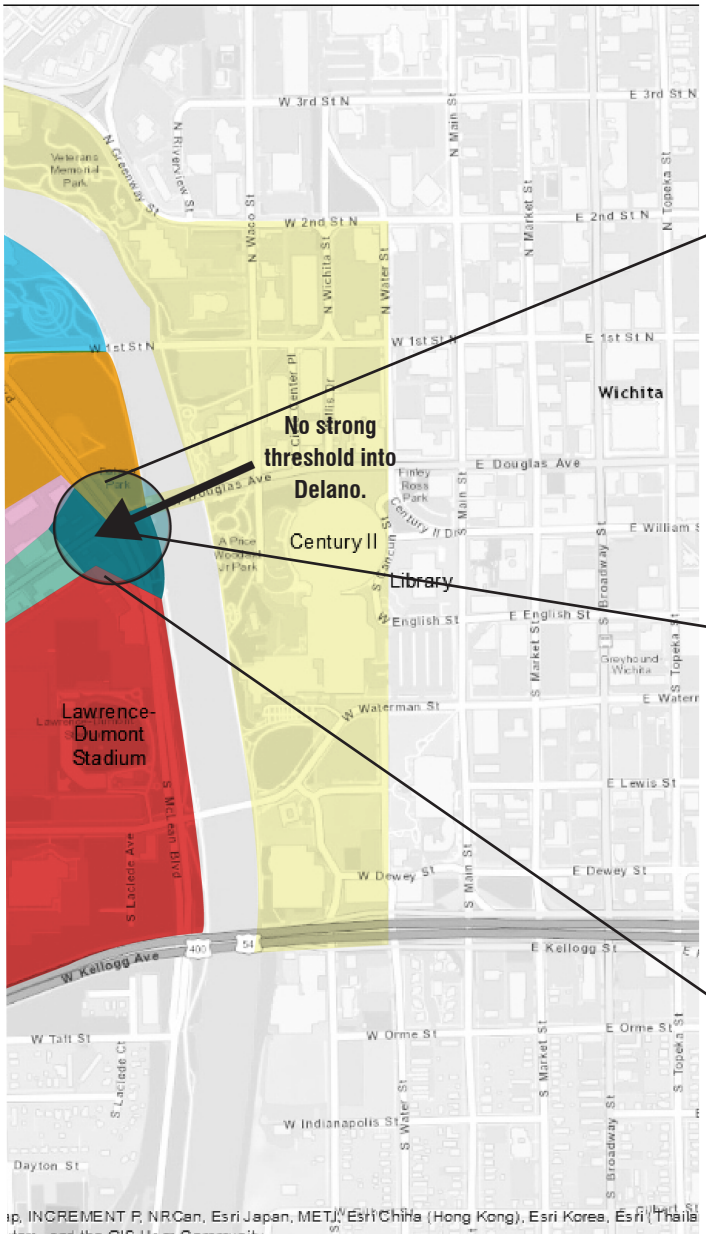




Fig. 02- Construction of Mixed-Use Building. Source: Mac



Fig. 03- Entrance to Delano From Douglas Ave. Source: Dalke



Fig. 04- View of Church From Bridge. Source: Borwege

Map 5.7c

Intermingling Different Character Zones Will Benefit Delano

Mixing residential, commercial, and downtown characters will prove beneficial

W3_TB06_6hundred_MixingCharacters.PDF

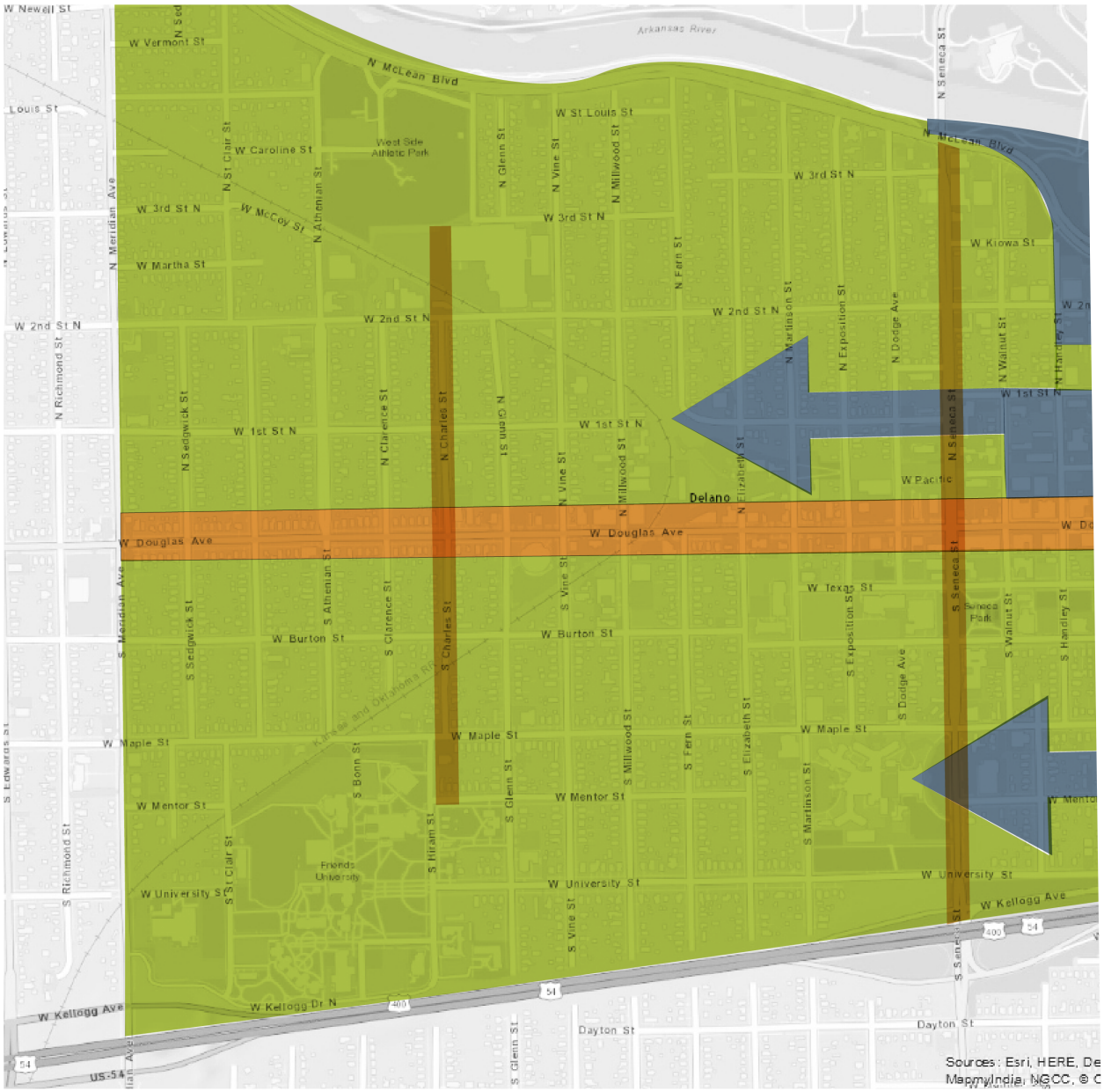
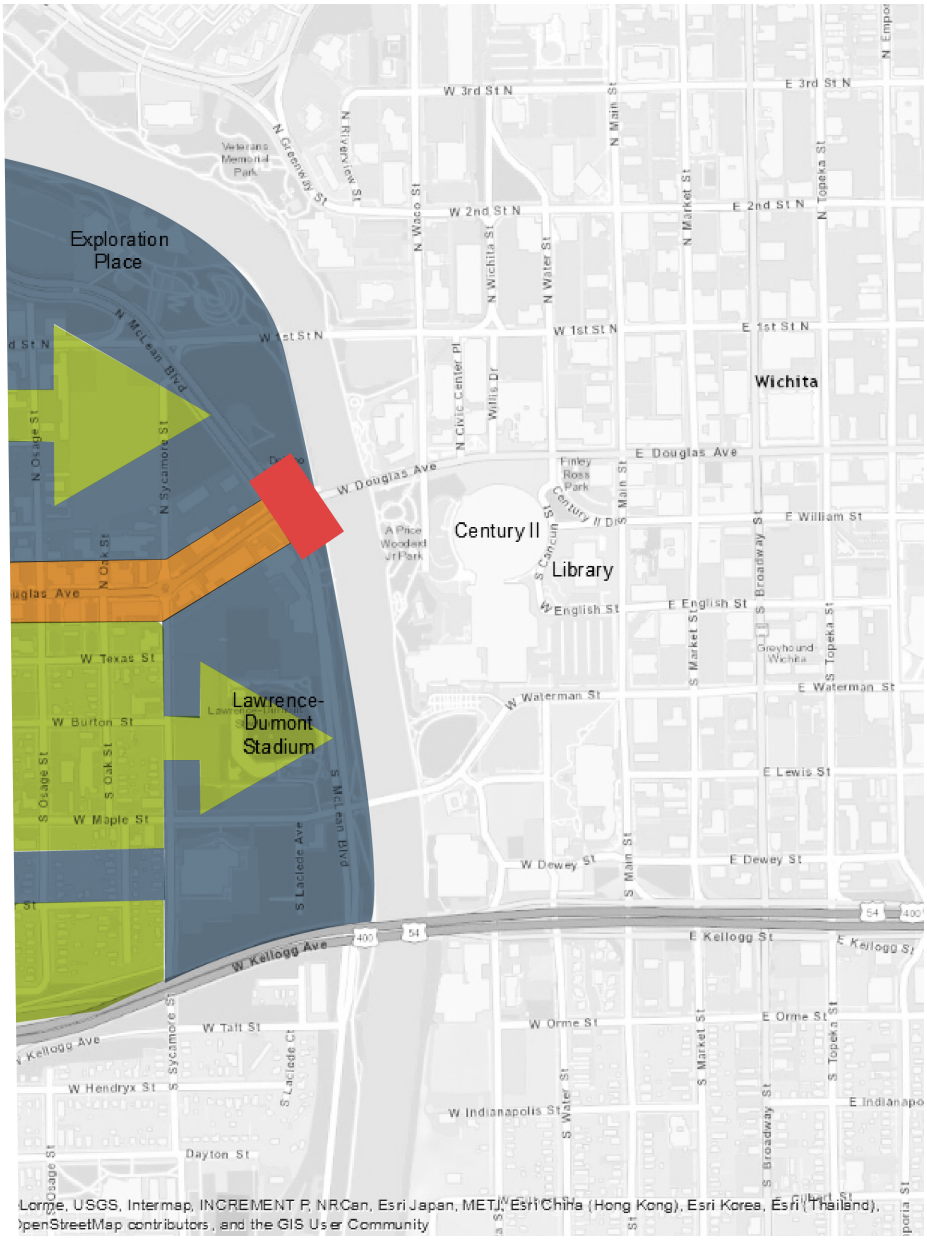
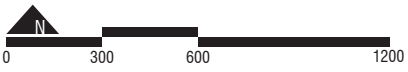


Figure 01. Mixing Characters
Source: GIS 2017

Inquiry: What can help spread the character of downtown Delano throughout the whole neighborhood?
Key Extractions: Mix residential and the downtown/ commercial areas, and create a strong gateway into Delano.
Methodology: I used personal observations, photographs, and Google street view to classify and map the visual shifts of character. Then, I identified dilemmas and formed a strategy to solve them.
Conclusions: Let the residential area infiltrate into the downtown area and vice-versa. Stretch the more-developed commercial characteristic of Douglas Ave. to Meridian Ave. From Douglas Ave, extend fingers of commercial areas all the way along Seneca St. and partially along N. Charles St. Create a strong gateway that signals your entrance into Delano from the Douglas Ave. bridge.





Legend

- Residential
- Downtown Area
- Douglas Avenue Character
- Extensions of Mixed-Use Development
- Gateway



6

Pedestrian Experience

Map 6.1a

Corridors and Side Streets of Delano Range from Very High to Low Walkability

Nighborhood north of Douglas more walkable than south

W3_EH01_Classification.indd



Figure 01. Walkability of Delano
Source: ESRI Online

Inquiry: How walkable is Delano?

Key Extractions: Delano streets range from very high to low walkability.

Methodology: Walkability of the streets have been determined by the Pedestrian Environment Factors (PEDs). The criteria of the PEDs was used for determining the walkability in the Portland Pedestrian Master Plan. Some of the criteria was not applicable to the streets in Delano. So not all the PEDs criteria were used to determine the walkability of the streets. Fewer criteria was used when determine the walkability of the side streets than the major streets.

Conclusions: The map shows that there are many streets that do not have adequate walkability in Delano. Many of the major streets need improvements for pedestrians. The map also shows that the streets north of Douglas Ave is very unwalkable. The streets South of Douglas Ave are Highly Walkable. This creates zones that are more walkable than others.

Examples of Walkability

PEDs Criteria

Very High Walkability



Figure 02. Very High Walkability of Major Corridor
Source: Google Maps (2017)

- Path Condition: Good
- Path Obstructions: Few
- Buffers Between Road and Path: Hedges, Wall, Trees, Cars
- Sidewalk width: >8 feet
- Sidewalk: Complete
- Crosswalks: 4
- Crossing Aids: Yeild to Ped. Sign, Median, Curb Extention
- Lighting: Pedestrian Scaled
- Amenities: Garbas Can, Benches
- Trees shading walking area: Many
- Building Maintanence: Good

Very Low Walkability



Figure 03. Very Low Walkability of Major Corridor
Source: Google Maps (2017)

- Path Condition: Poor
- Path Obstructions: Garbage,Vegitation, Lightpoles
- Sidewalk width: < 4 feet
- Buffers Between Road and Path: None
- Sidewalk: Incomplete
- Crosswalks: None
- Crossing Aids: None
- Lighting: None/Few
- Amenities: None
- Trees shading walking area: None
- Building Maintanence: Poor

High Walkability



Figure 04. High Walkability of Side Street
Source: Google Maps (2017)

- Path Condition: Good
- Path Obstructions: Few
- Buffers Between Road and Path: Grass, Trees
- Sidewalk Width: Between 4 and 8 feet
- Sidewalk: Complete
- Crosswalks: 4
- Lighting: Road-oriented
- Trees shading walking area: Many
- Building Maintanence: Good

Low Walkability

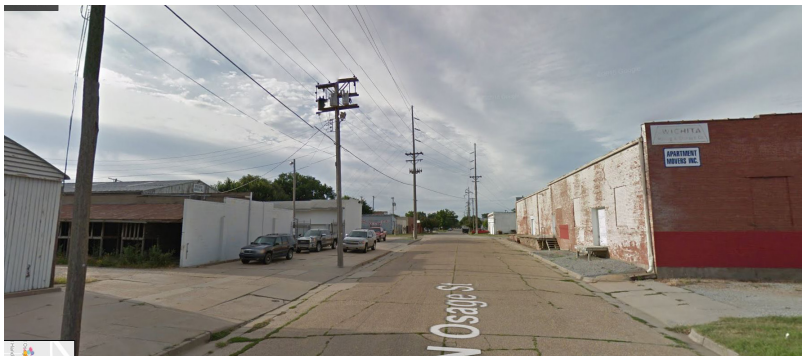


Figure 05. Low Walkability of Side Street
Source: Google Maps (2017)

- Path Condition: Poor
- Path Obstructions: Parked cars, Lightpoles, Stairs
- Sidewalk width: < 4 feet
- Buffers Between Road and Path: None
- Sidewalk: Incomplete
- Crosswalks: None
- Lighting: None/Few
- Trees shading walking area: None
- Building Maintanence: Poor

Map 6.1b

Streets with Poor Walkability Identify Problems in Delano

Poor walkability make streets unsafe and make Delano disconnected

W3_EH02_DillemmaMap.indd

Streets Needing Pedestrian Safety Improvements

Low walkability and locations of crashes indicate which major streets need pedestrian improvements. The map shows that pedestrian crashes tend to happen at the intersections of major streets. With fast moving traffic and low walkability, these streets need pedestrian safety improvements.



Figure 01. Streets Needing Pedestrian-Oriented Improvements
Source: (GIS 2016)

Inquiry: What dilemmas are caused by streets with low walkability?
Key Extractions: Pedestrian safety needs to be improved on major streets in Delano. Poor walkability isolates parts of the city and reduces connectivity
Methodology: After determining the walkability of Delano using PEDs criteria, streets with low walk ability were identified. Using the Wichita Pedestrian Master Plan, pedestrian-vehicular crash sites were also identified. Through observing of this information, dilemmas of created by poor walkability were mapped.
Conclusions: Pedestrian safety needs to be improved on major streets in Delano. Poor walkability isolates parts of the city and reduces circulation, Streets with poor walkability create problems for the city. It is important to consider the pedestrian experience when designing a street. Improving the walkability can create a more connected city, and improve safety for pedestrians.

Poor Walkability Creates Division Along Douglas Ave

The streets north of Douglas discourage pedestrians from walking in these areas and isolate this area from pedestrians. This area becomes a barrior to people wanting to walk to the northern part of Delano

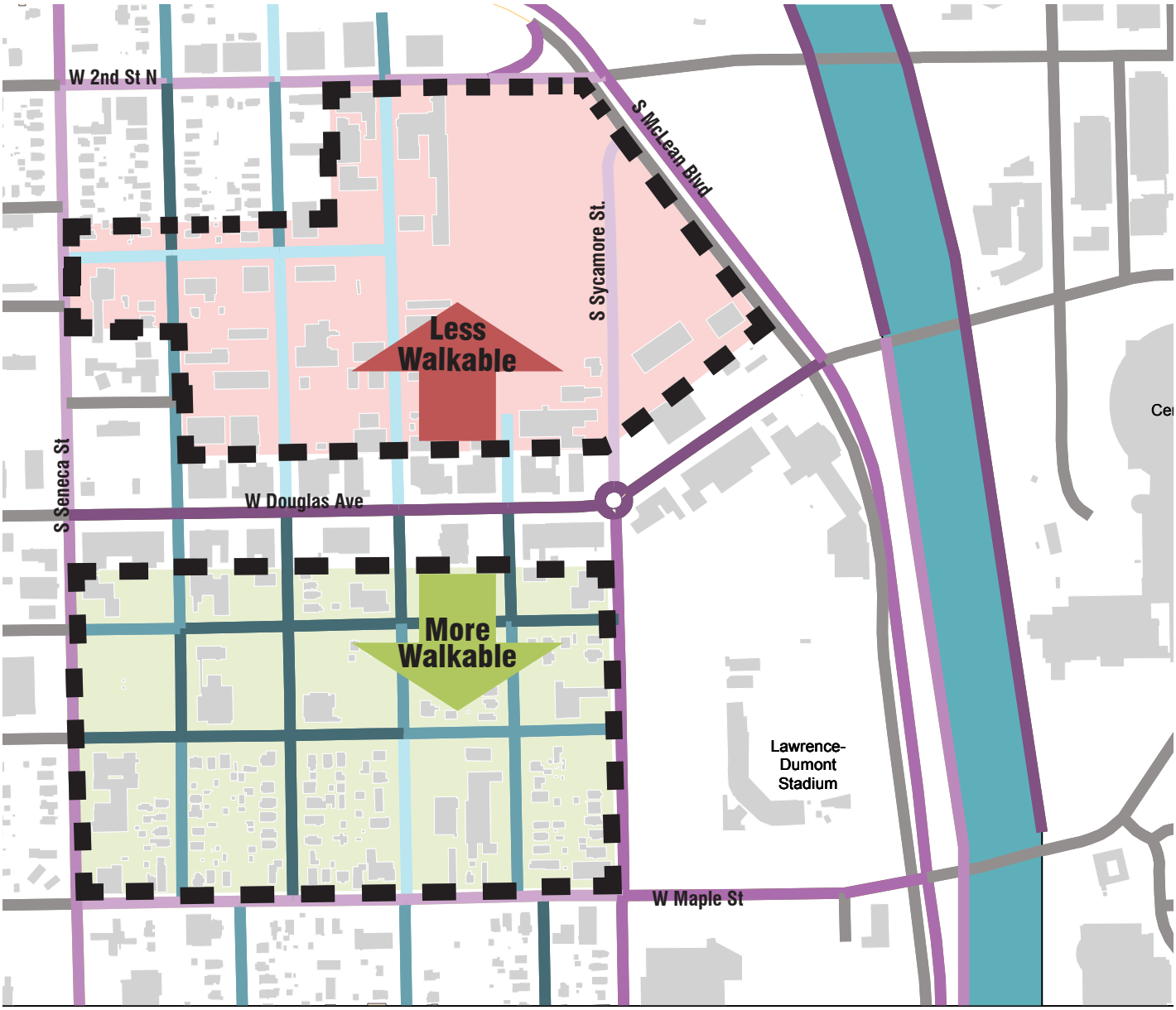


Figure 02. Pedestrian Division Along Douglas
Source: (GIS 2016)

Map 6.1c

Pedestrian-Oriented Improvements are Needed

Improvements will enhance the pedestrian safety and connectivity in Delano

W3_EH03_StrategyMap.indd

Pedestrian-Oriented Improvements Make Delano More Accessible to Pedestrians

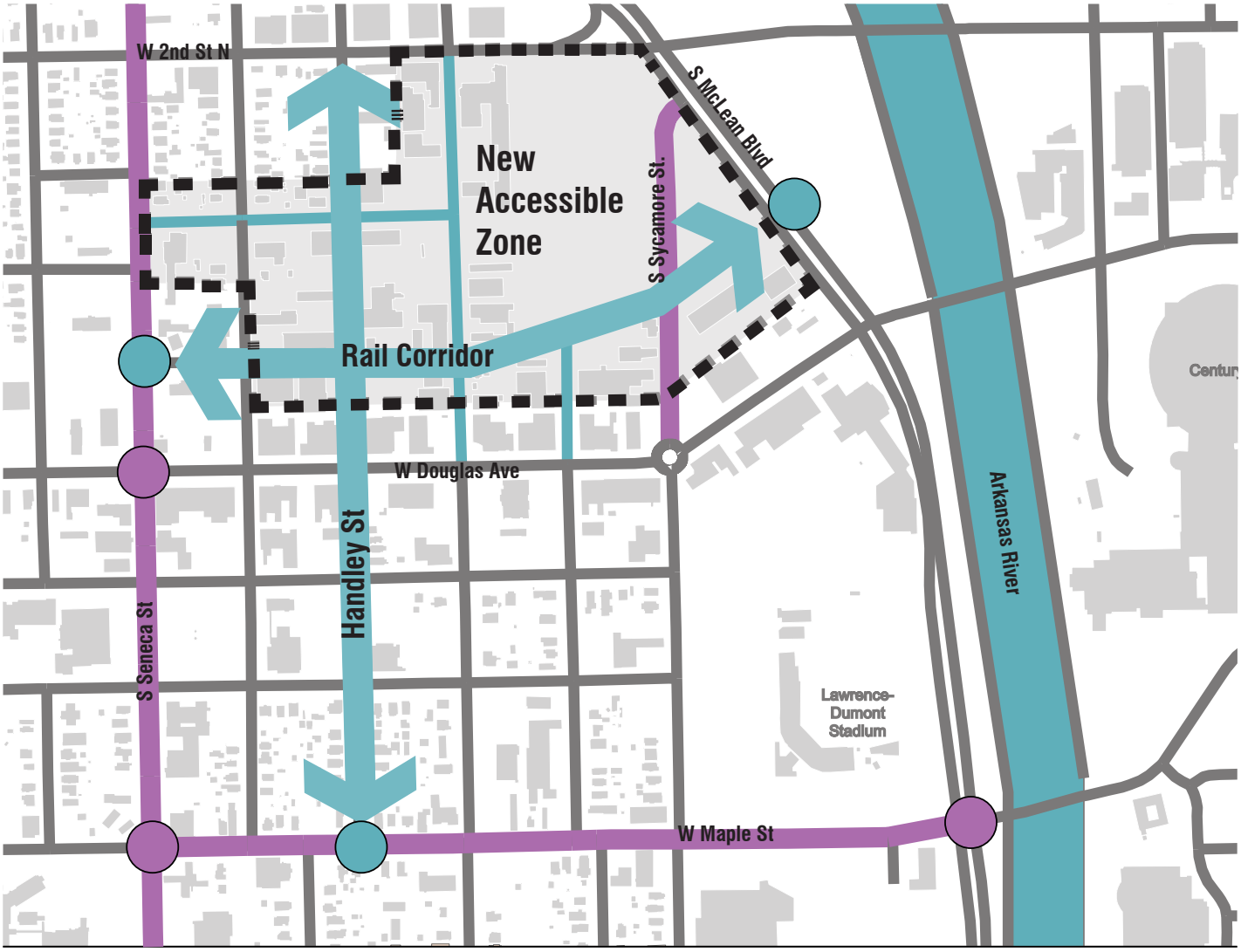


Figure 01. Major Streets Needinging Improvement
Source: (GIS 2016)

Inquiry: How can the pedestrian experience in Delano be improved?
Key Extractions: Major streets and side streets should meet pedestrian needs differently. Pedestrian-oriented intersections and crosswalks can improve safety, and slow traffic. Pedestrian-oriented improvements on northern part of Delano will make this zone more accessible to pedestrians. North to south and east to west pedestrian corridors will improve connectivity.
Methodology: Overall strategies were conceived using the dilemma map. The Wichita Pedestrian Master Plan helped determine what specific improvements need to be made, like Street Zoning, and crosswalk designs.
Conclusions: Pedestrians have different needs depending on the type of street they are on. Improved side streets north of Douglas will make that area more accessible and connected. It is important to create pedestrian corridors that run north to south and east to west to improve pedestrian connectivity in Delano.

Major Street Zoning

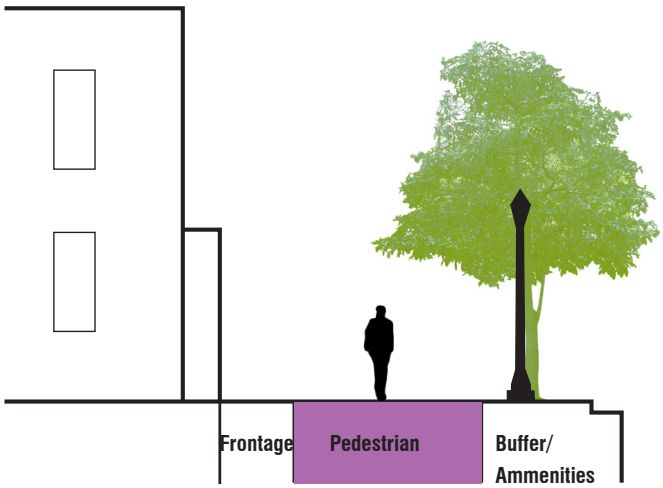


Figure 02. Major Streets Zoning Strategy
Source: Huerta2017)

Frontage Zone: 2'-8'
Pedestrian Zone: 5'-6'
Buffer Zone: 6'-8'
Amenities/Barriers: Trees, Hedge, Benches, Pedestrian-Sacled Lighting, Garbage Cans, Drinking Fountains,

Side Street Zoning

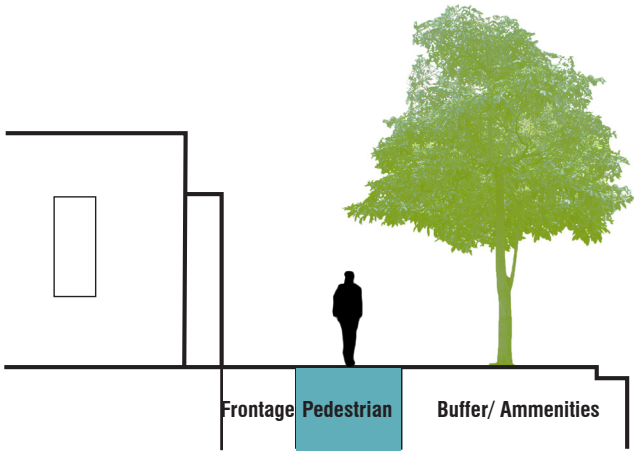


Figure 03. Side Street Zoning Strategy
Source: Huerta (2017)

Frontage Zone: 2'-8'
Pedestrian Zone: 5'-6'
Buffer Zone: 5'-6'
Amenities/Barriers: Trees, Hedge, Grass, Planters. Pedestrian/Vehicular Lighting, Garbage Cans

Major Street Intersections

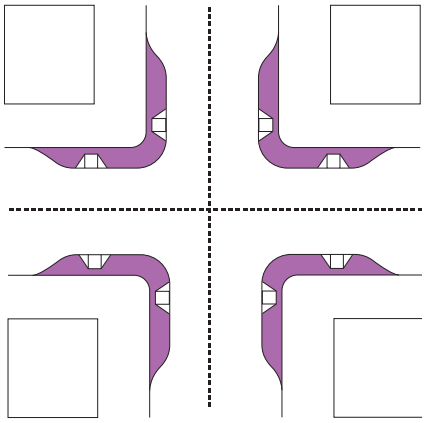


Figure 04. Intersection Improvements
Extended curbs will decrease the time that pedestrians are exposed to vehicles and make safer intersections for pedestrians.
Source: Huerta (2017)

Major Street Crosswalk

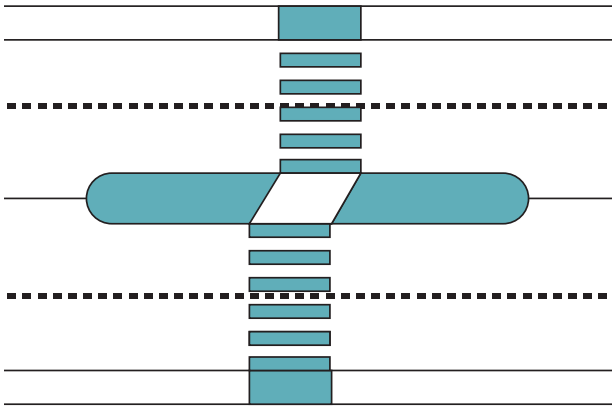


Figure 05. Major Street Crosswalk
Crosswalks can occur where major pedestrian corridors meet with major roads with no intersections. Highly visible crosswalks with traffic islands will allow pedestrians to cross these major roads safely
Source: Huerta (2017)

Map 6.2a

Opportunity for Rail-Trails Network to Expand Through Delano District

Rail corridors, urban street infrastructure, and existing bike trails may connect the rail-trails through Delano

W2_JS02_30K_Rail-TrailsExpansionOpportunity.PDF

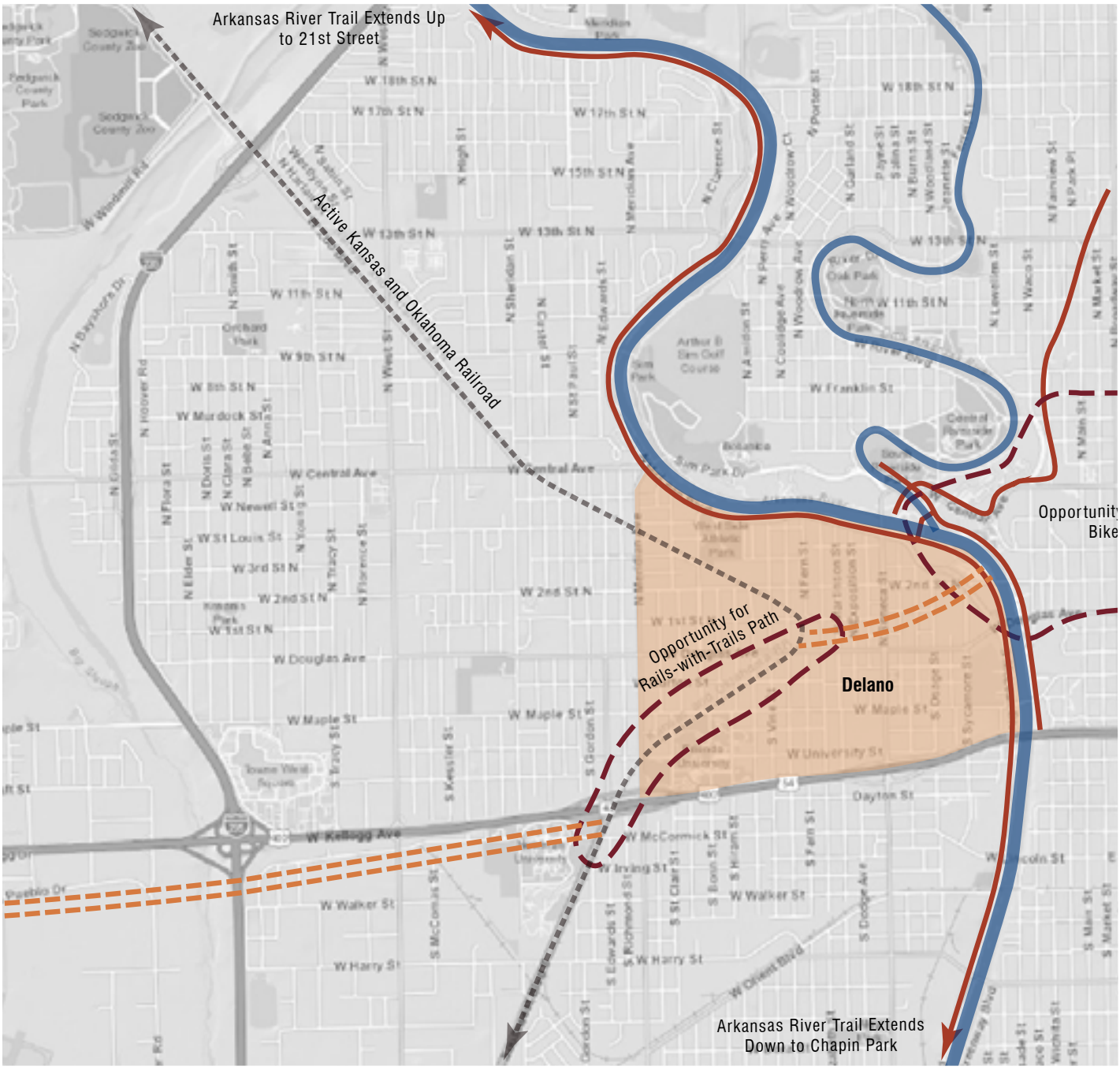


Figure 2. Rail-Trails Expansion and Connection Opportunity
Source: Rails-To-Trails Conservancy, Wichita GIS Data, Google Earth, Greater Wichita Bike Map

Inquiry: How can the existing Rail-Trails be connected through Delano by existing trails, rail corridors, and street infrastructure?
Key Extractions: Existing Trail Locations, Existing Railway Through Delano, Abandoned Rail Corrdiors
Methodology: Active railway information and abandoned corridors were gathered from Google Earth and the Rails-to-Trails Conservancy. Existing bike trail information was gathered from the Rails-to-Trails Conservancy via Trail-Link, an interactive map website as well as the Greater Wichita Bike Map. Street Infrastructure was gathered from Sedgwick County GIS data available through Professor Howard Hahn.
Conclusions: From mapping this information, I have concluded that the opportunity for the Rail-Trails to be connected may be accomplished through utilizing the abandoned rail corridors from the east and west coming into downtown Wichita and the Delano District. Breaks in the rail corridors may be connected using existing bike paths and street infrastructure.





Figure 2: Bike trail west of the Arkansas River



Figure 3: Bike accessible bridge on Douglas Ave.



Figure 4: Bike accessible path east of the Arkansas River

Legend

- Active Rail Line Through Delano
- Area With Opportunity for Rail-Trail Expansion
- Existing Bike Path
- Abandoned Rail Corridor
- Delano District
- Arkansas River

Map 6.2b

Proposed Bike Route Links Downtown to Regional Bike Trail System

Regional Rail-Trails connection created from new Rail-Trail through Delano and existing bike paths and bikeable streets

W2_JS03_12.5K_Rail-TrailConnectionStrategy.PDF

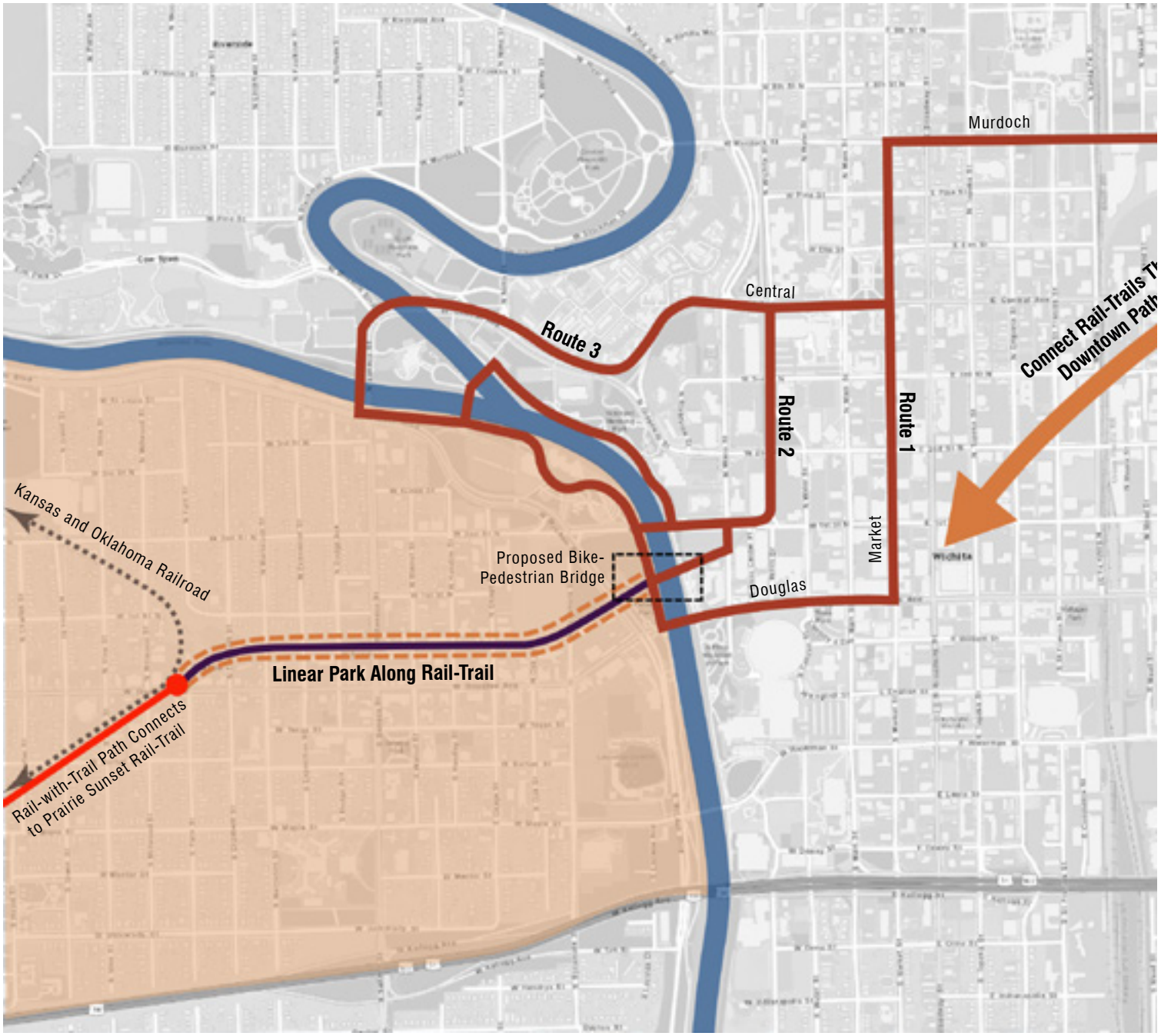


Figure 1. Rail-Trail Connection Strategy
Source: Rails-To-Trails Conservancy, Wichita GIS Data, Google Earth, Greater Wichita Bike Map

Inquiry: What are strategies for creating a connection between Wichita's regional Rail Trails with rail corridors, streets, and paths through the Delano district and downtown Wichita?
Key Extractions: Existing Multi-Use Trail Locations, Existing Railway Through Delano, Abandoned Rail Corrdiors, City of Wichita Street Infrastructure
Methodology: Active railway information and abandoned corridors were gathered from Google Earth and the Rails-to-Trails Conservancy. Existing multi-use trail information was gathered from the Rails-to-Trails Conservancy via Trail-Link, an interactive map website as well as the Greater Wichita Bike Map. Street Infrastructure was gathered from Sedgwick County GIS data available through Professor Howard Hahn. After analyzing the bike accessible pathways and streets as well as the active and abandoned rail corridors, several routes were drawn to show the potential for the connecting path between the regional Rail-Trails around Wichita.
Conclusions: There is enough city infrastructure and potential from existing and new pathways for a connection to be made between the regional Rail-Trails.

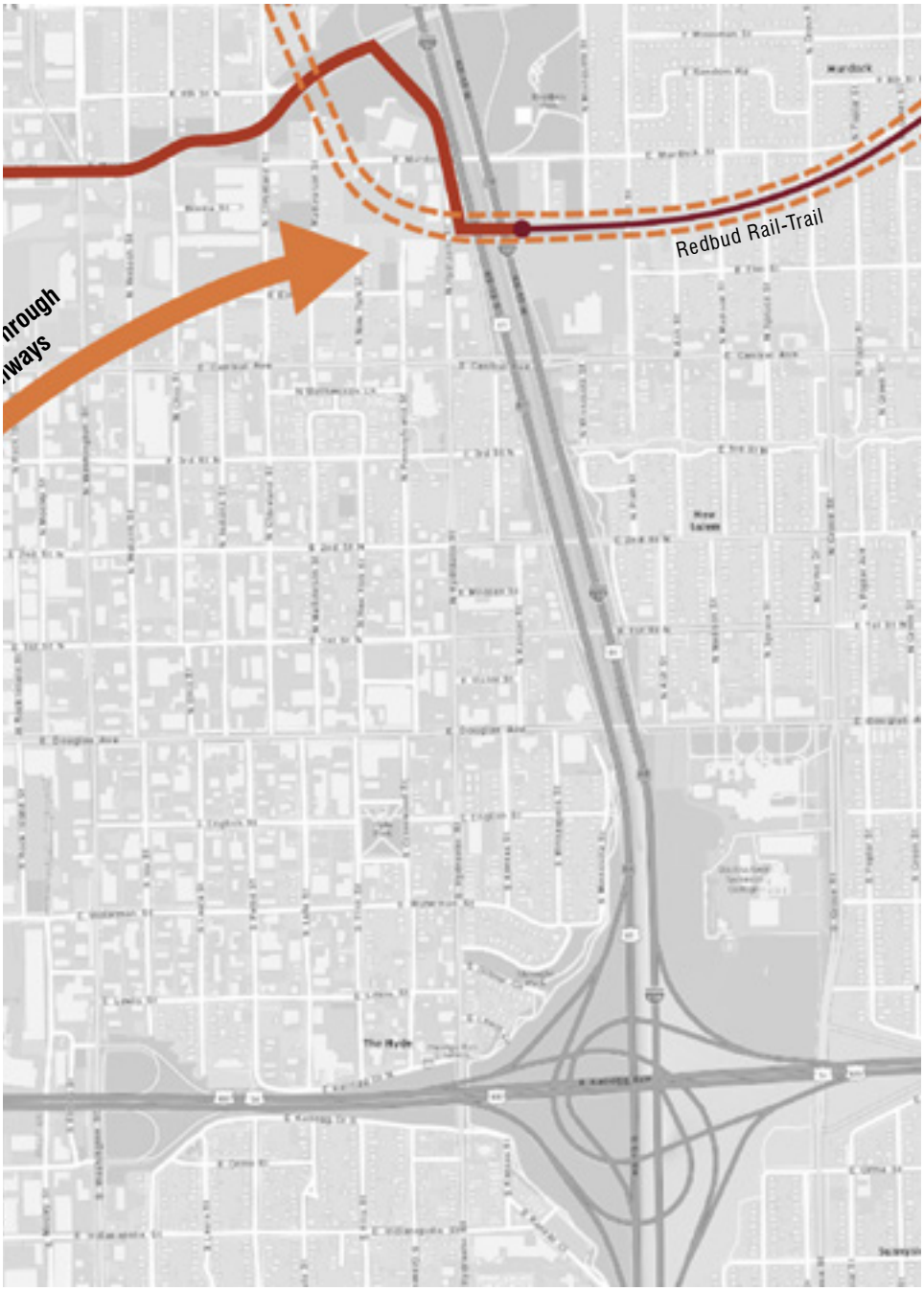




Figure 2: Route 1 option along Douglas bridge



Figure 3: Route 2 option along Arkansas River



Figure 4: Route 3 option along Wichita city streets

Map 6.3a

No Public Green Space is Located within the Central Business District of Delano

Most green spaces are located outside Delano in downtown Wichita

W2_MD_PublicGreenClass.pdf

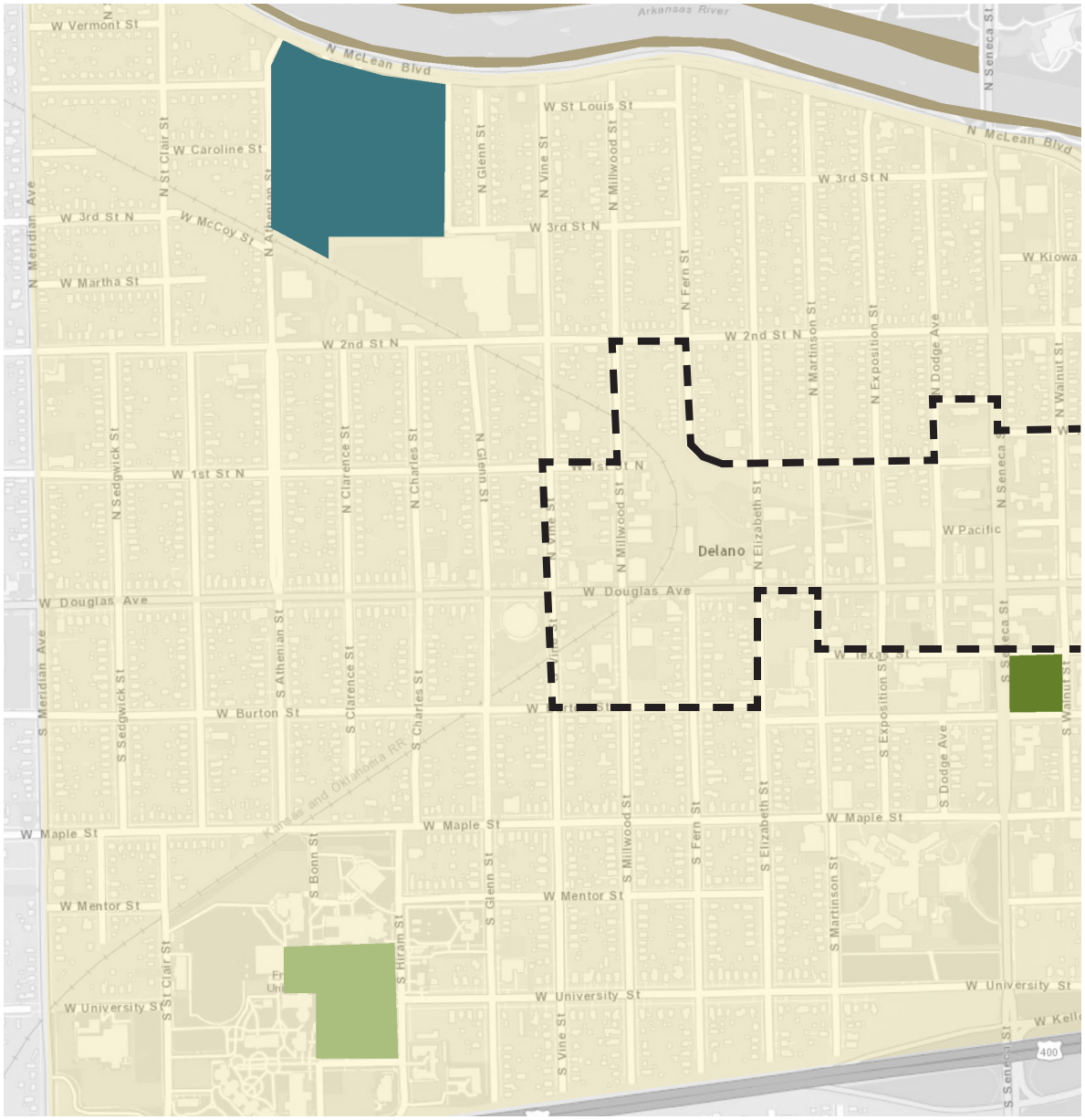


Figure 01: Location of green spaces, function of green spaces and loction Central Business District of Delano
Source: Google Maps

Inquiry: Where are the locations of accessible green space in Delano and the surrounding area?
Key Extractions: Location of green space, Function of green space, Delano boundary, and Central Business District of Delano boundary
Methodology: Location of green space was collected via GIS, Google maps, and field visits. Classification was determined by function of site collected during online research and site visits. Boundary of Central Business District of Delano was determined by the location of driving businesses in Delano. Data was collected and recorded and transformed into different graphic mappings.
Conclusions: The Map above shows that there is no publicly accessible green space located within the boundary of the Central Business District of Delano. Only one park, Seneca Park, is located close to the core of Delano. All other forms of publicly accessible green space is located several blocks away from most businesses. A significant portion of the green space in the focus area is located outside of Delano in Downtown Wichita.



0%

Publicly Accessible Green Space Located in Central Business District (0 out of 15)

33%

Publicly Accessible Green Spaces in Study Area Are Located in Delano (5 out of 15)

Central Business District in Delano

Delano Boundary

N

0 1/2 X 1 X 2 X

Legend

- Park
- Trails with significant green space
- Plaza with trees
- Public Lawn
- Athletic Field
- College campus

Map 6.3b

Delano Requires More Green Space to Accommodate Shorter Walking Distances

Most residents in Delano are not in a 10 minute walking distance to a public green space

W2_MD_PublicGreenDilemma.pdf

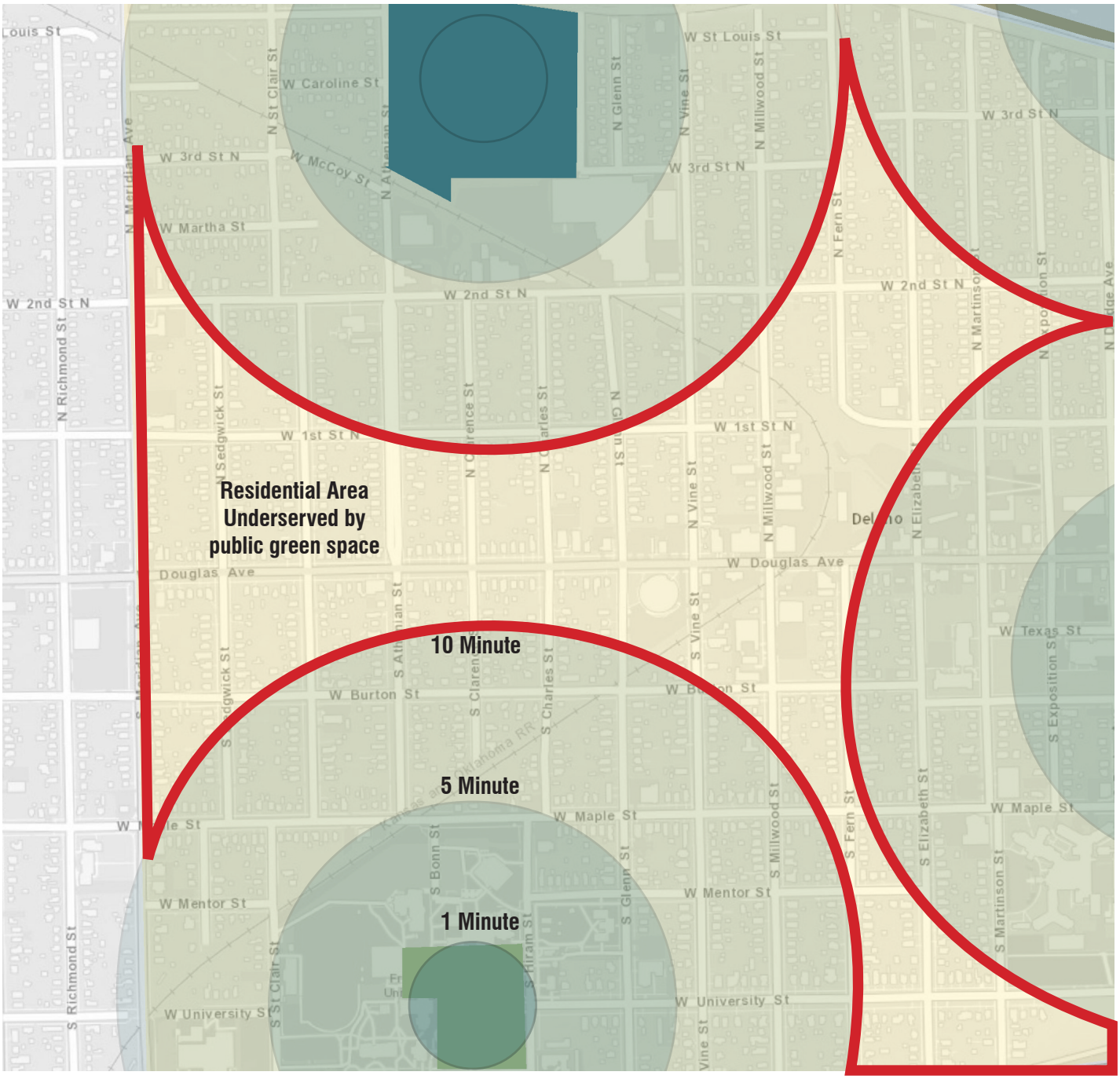
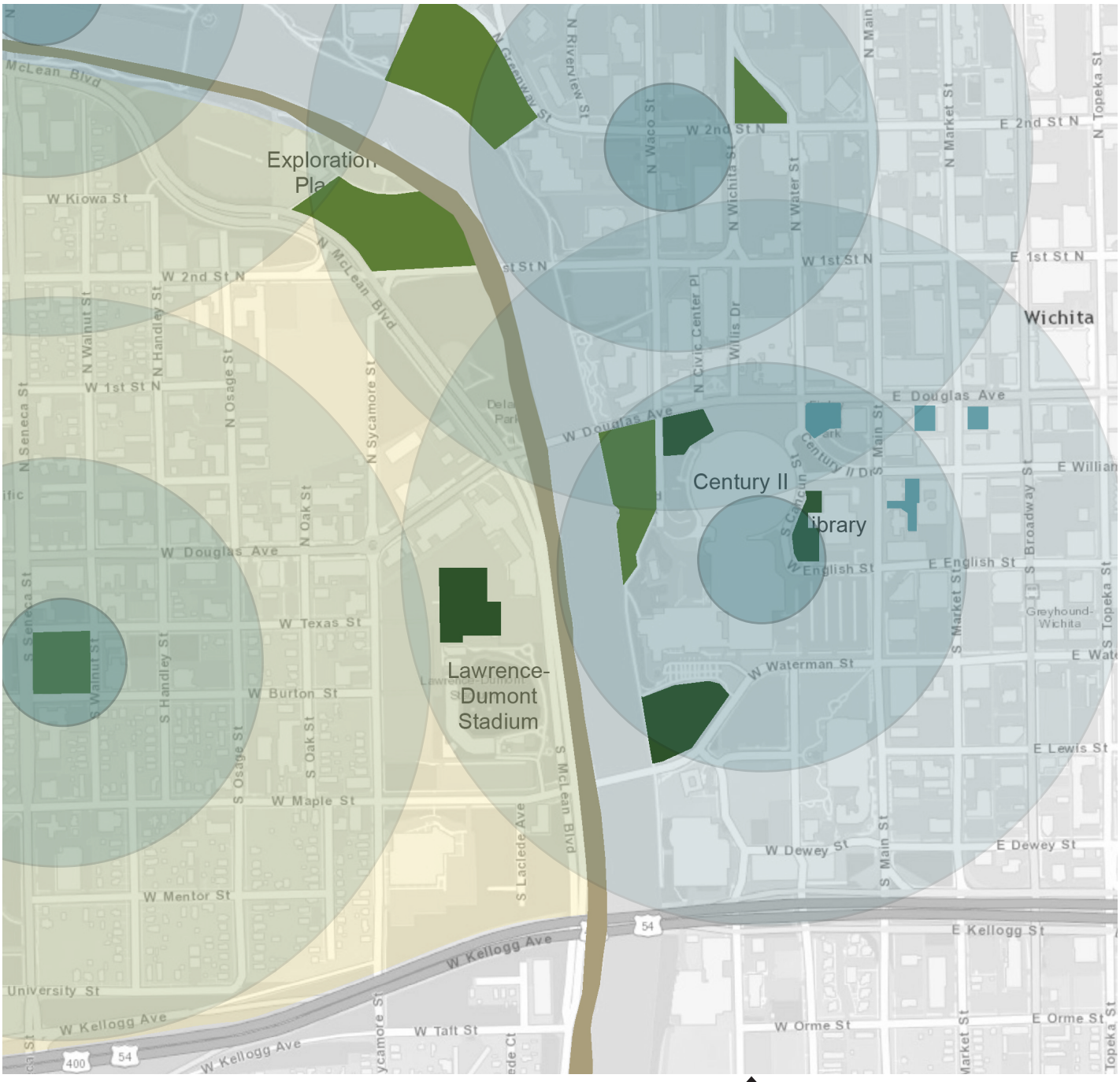


Figure 01: Amount of time and distance it takes to walk to a green space
Source: Google Maps

Inquiry: Does Wichita have enough public green space reacheable by short walking distances?
Key Extractions: Location of green space, 1 minute walking (2.5 mph) distance, 5 minute walking (2.5 mph), 10 minute walking (2.5 mph)
Methodology: After collecting and synthesizing data about park locations in Delano, distance between each location was mapped. Average pace was determined by research with cosiderations such as age and ability. Pace and distance was calculated and displayed graphically over each green space or cluster of green spaces. This map only looks at distance and time to walk to a green space. It does not consider quality of space or function of green space.
Conclusions: Delano was found to lack green spaces for residents to comfortably walk to or between spaces. Residents living closer to Downtown Wichita walk shorter distances to green spaces. Many Residents in Delano walk over 10 minutes to get to a space. Most residents will have to walk well over 10 minutes to get to a park in the area. The amount of green space and park space in Delano will have to be increased to provide shorter walking distances for the citizens of Delano.



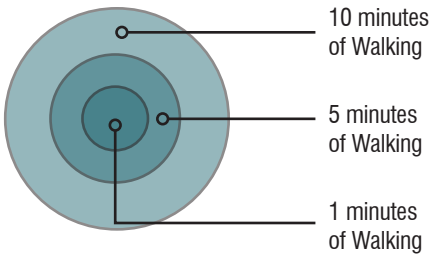
Legend

- Public Lawn
- Athletic Field
- College campus
- Park
- Trails with significant green space
- Plaza with trees

N

0 1/2 X 1 X 2 X

Location of residents not within a 10 minute walking distance to a green space



Map 6.3c

Green Space Proposed Along Rail Corridor Provides Shorter Walks for Residents of Delano

Central location and linear distance gives residents a greater opportunity to interact with green spaces.

W2_MD_PublicGreenStrategy.pdf

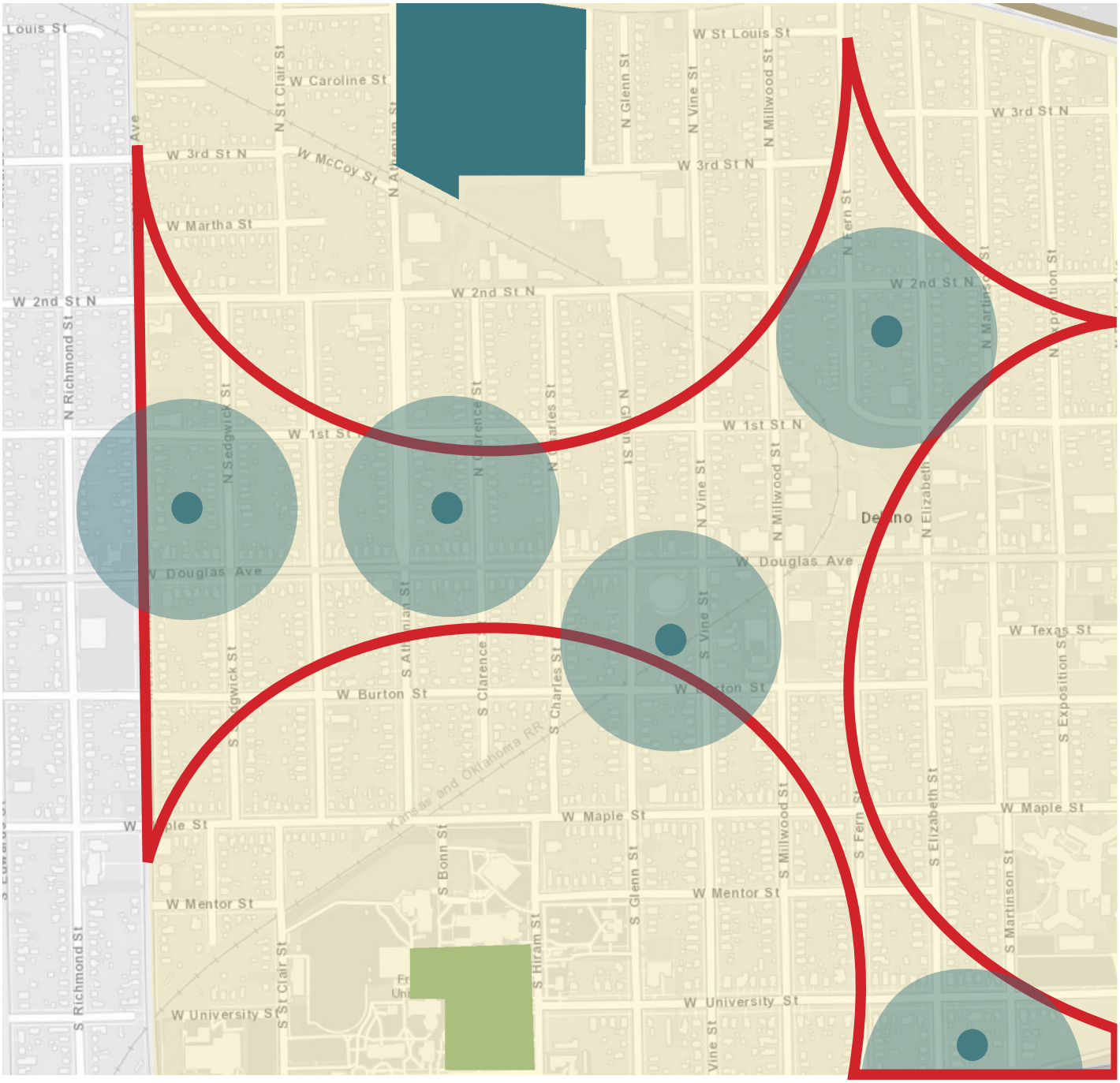


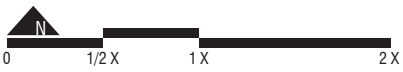
Figure 01: Rail Corridor provides new green space that reaches all residents of Delano
Source: Google Maps

Inquiry: Where are locations for new green spaces that provide shorter walking distances for residents?
Key Extractions: Location of green space, Location of residents outside a 10 minute walking range of a park.
Methodology: After collecting and synthesizing data about park locations in Delano and walking distances to these parks, a strategy was developed to give residents shorter walking times to a green space. Using previous maps and information the rail corridor was identified as a possible location for new green space in the Delano district.
Conclusions: Adding new green space nodes inside the area underserved by public green space in Delano will provide most residents with green space within a 10 minute walking distance. Each node is a small public park that offers residents shorter walking distances to get out and interact with nature.

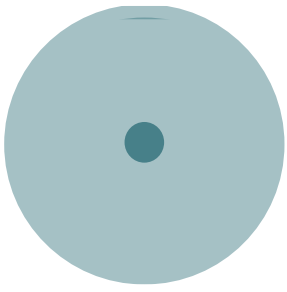


Legend

- Public Lawn
- Athletic Field
- College campus
- Park
- Trails with significant green space
- Plaza with trees



Public Green Space Node



Map 6.4

Formation of a Pedestrian Loop with the Rail to Trail Line can Increase Connectivity in Delano

Texas Street is strategized to be a mixed use and green corridor

File name: W2_PS03_600_StrategyMaps.PDF

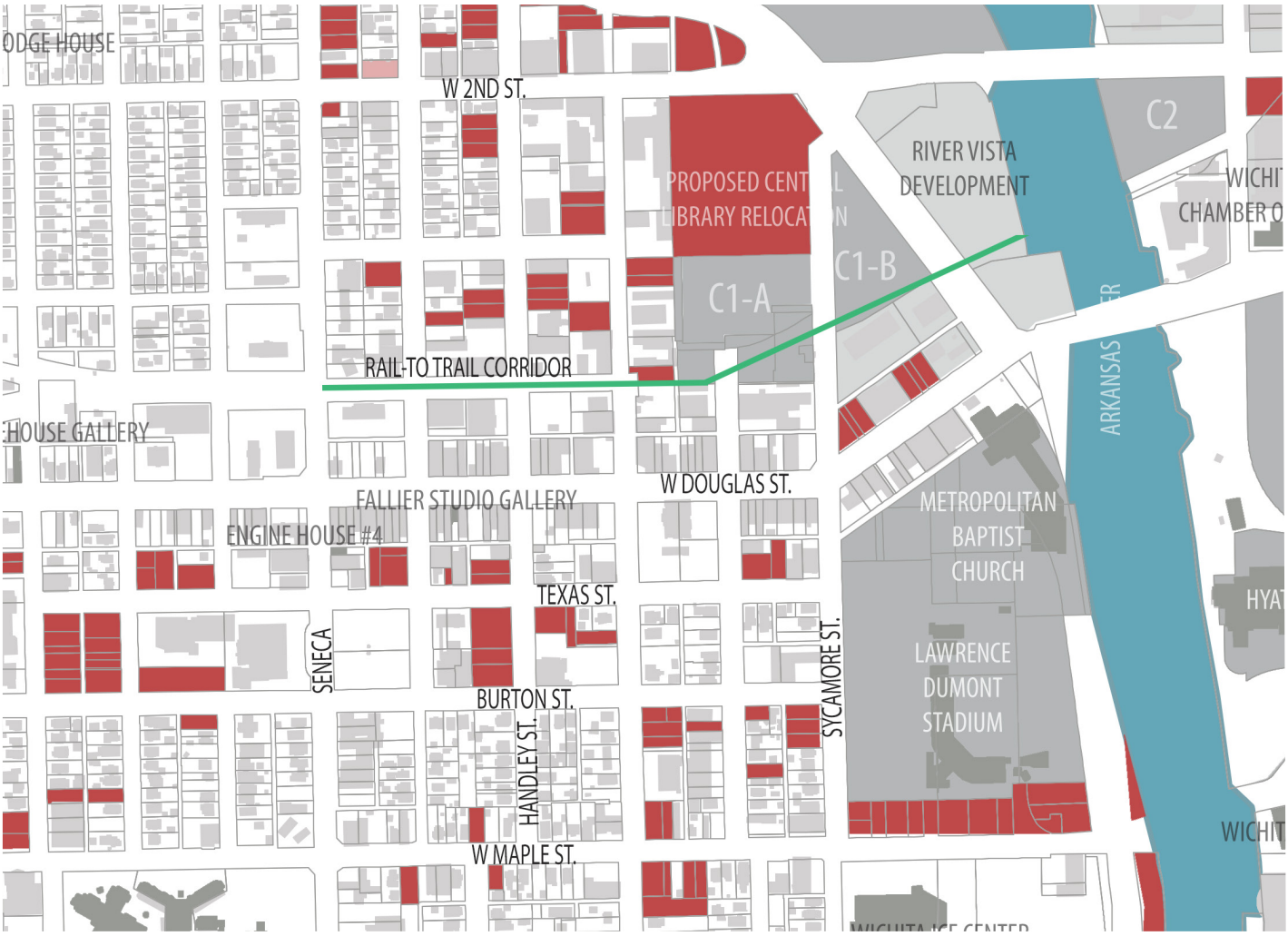


Figure 1. Existing vacant land parcels in theTexas Street Area
Source: GIS

Inquiry: How can the vacant parcels on Texas Street be developed in order to ensue connections to the river, stadium and the rail to trail?
Key Extractions: Streets, river, Lawrence Dumont Stadium, rail to trail, vacant lots
Methodology: The base map was extracted from GIS. The catalyst sites were identified with the help of the Masterplan for Wichita. The vacant lots were identified from the Sedgwick County online GIS map and Google Earth.
Conclusions: Downtown Wichita and the Delano Area have a number of vacant parcels that can be associated with the major catalyst sites and landmarks. The strategy is to develop the vacant parcels along Texas Street and link it to the rail-to trail line, forming a closed loop. Texas Street is envisioed to extend through the Metropolitan Baptist Church site and join Mc Lean, and ultimately provide a pedestrain access to the river.

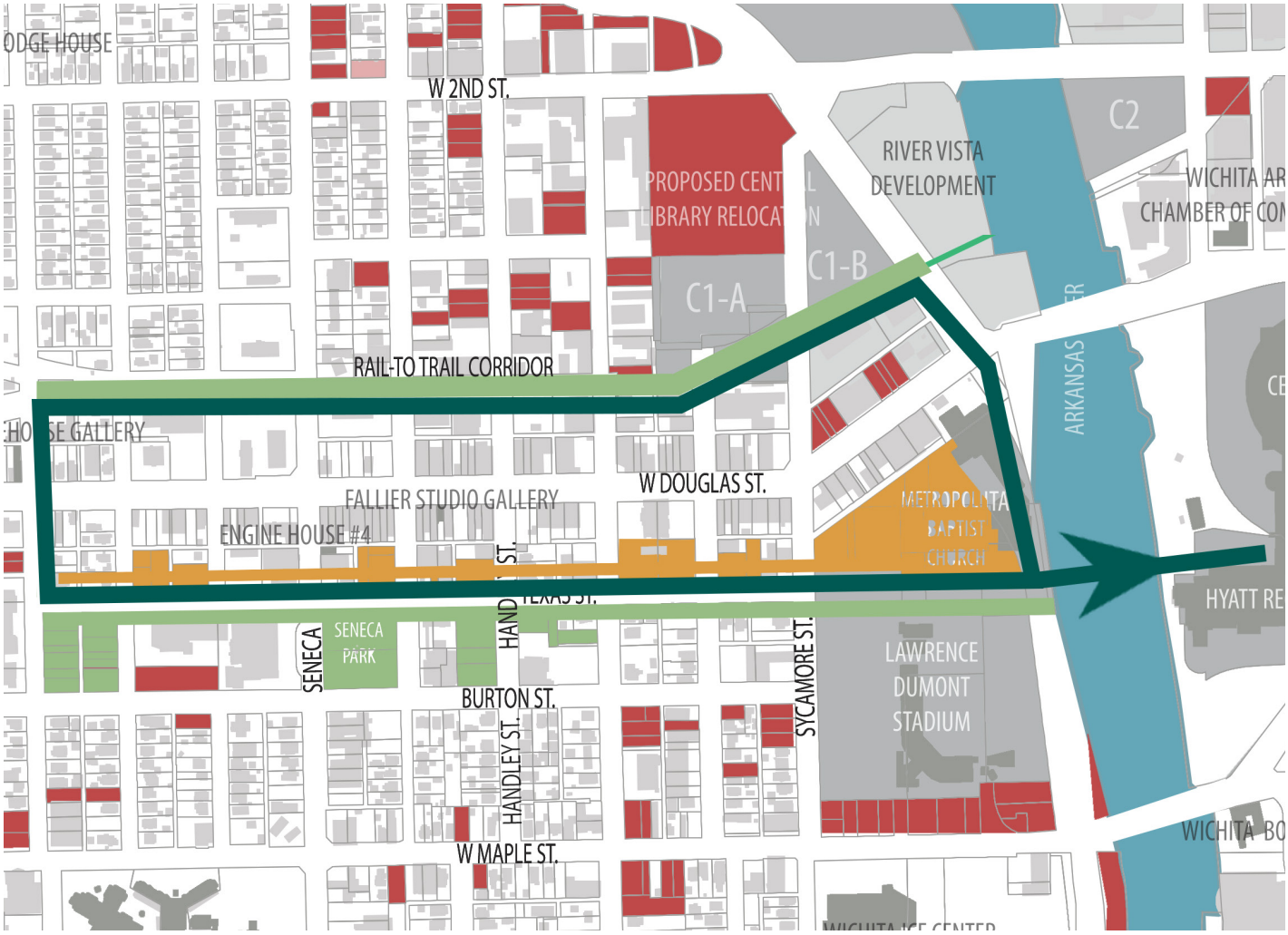


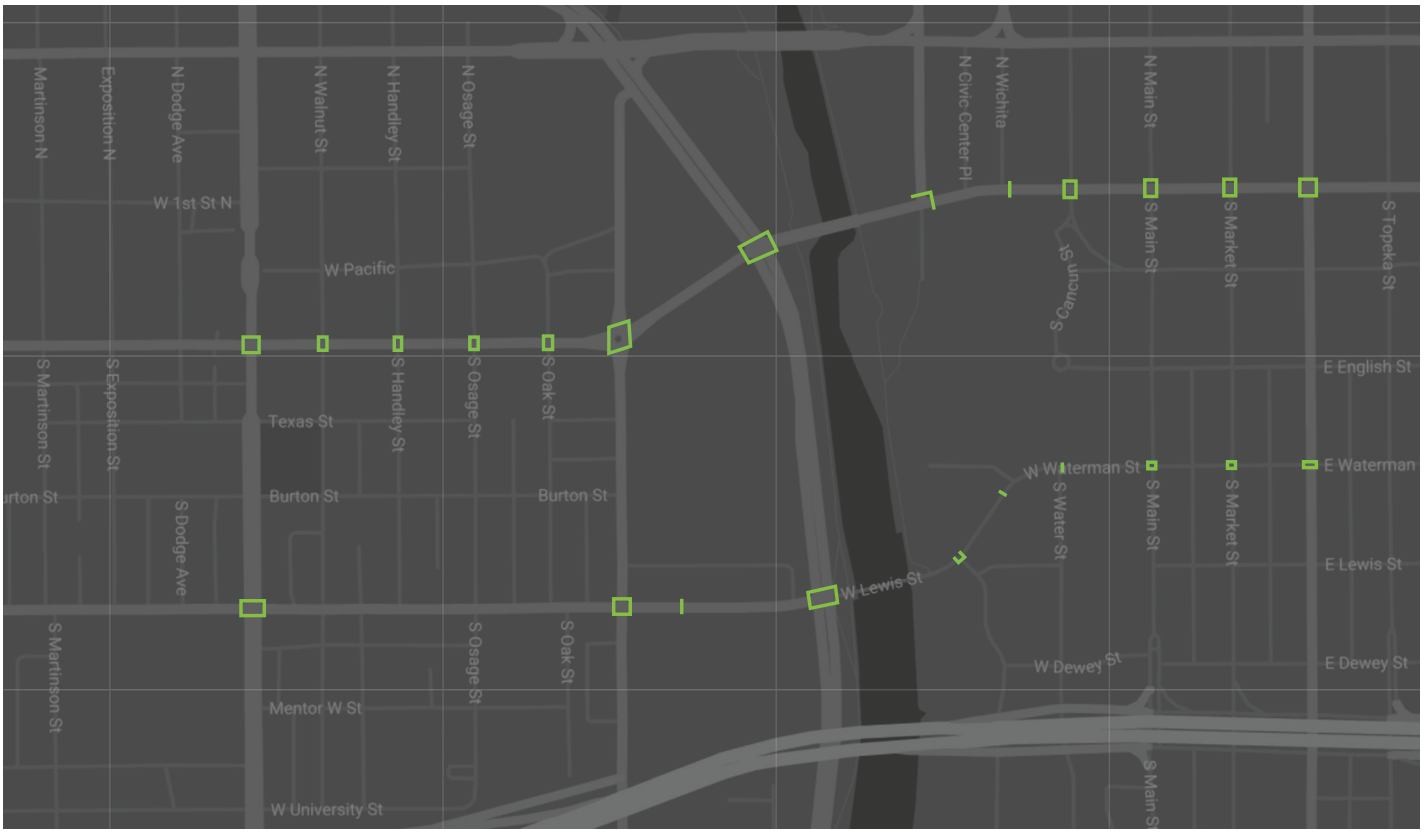
Figure 2. Empty parcels outside of the loop can be developed as green corridors whereas the inner empty parcels can be developed as mixed-use development.
Source: GIS

Map 6.5a

Larger Crosswalk Lengths Seen Mostly in Downtown Wichita

Intersection bulb-outs and medians decrease pedestrian exposure to traffic

W3_EV01_4K_CriticalMapping2_Classification.PDF



Legend

Designated Crosswalks
(marked with paving or light signals)

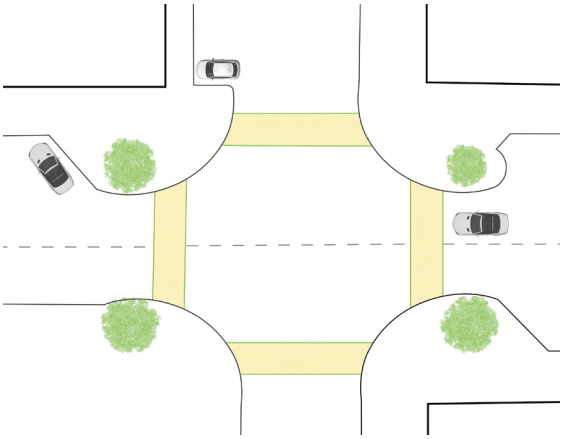
N

0 1/2 X 1 X 2 X

Figure 01. Map showing all designated crosswalks (marked with paving, light signals, etc.) along Douglas Ave. and Maple St.
Source: Google Maps, Google Earth

Inquiry: What are the different crosswalk lengths and configurations along Douglas Avenue and Maple Street?
Key Extractions: Douglas, Maple, crosswalk, street, road, traffic
Methodology: Google Maps, Google Earth, Illustrator
Conclusions: Being able to see the varying crosswalk lengths at different intersections can show where areas need help. When it takes a shorter amount of time for a pedestrian to cross a street, that's a shorter amount of time that cars are waiting and it gives the street back to the people. This information will help to push forward ideas of lessening the width of driving lanes, widening pedestrian walkways, creating new bike lanes and creating a designated lane for the bus system or Q Line.

Delano
Douglas Ave.

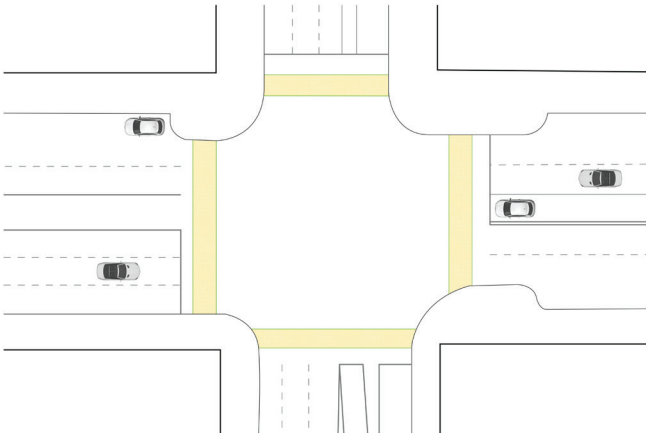


Douglas Ave. and Oak St.

North and South Length: 34.61’

East and West Length: 40.52’

Downtown
Douglas Ave.

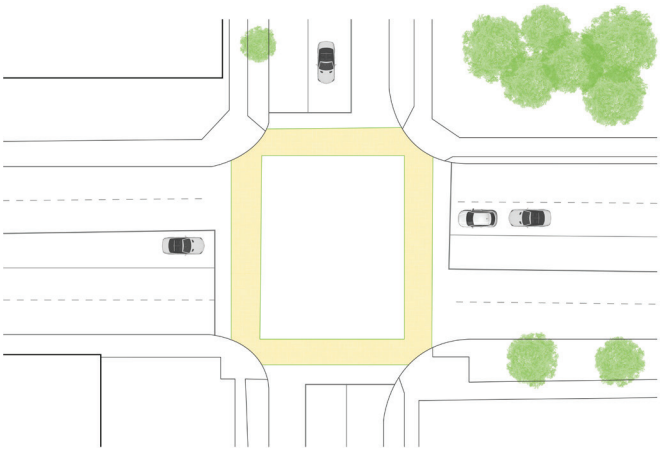


Douglas Ave. and Main St.

North and South Length: 71.03’

East and West Length: 66.71’

Delano
Maple St.

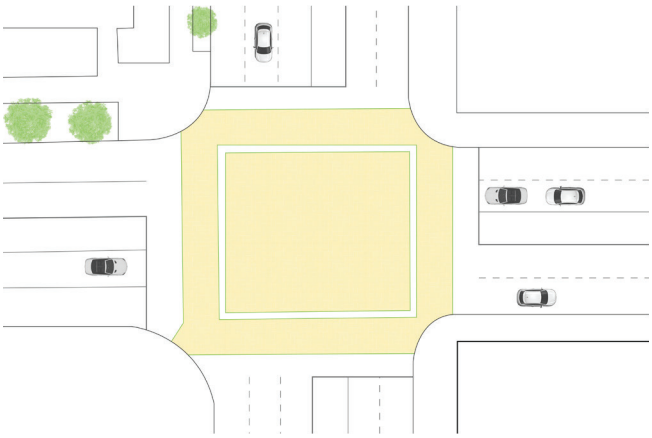


Maple St. and Sycamore St.

North and South Length: 73.93’

East and West Length: 56.42’

Downtown
Waterman St.



Waterman St. and Main St.

North and South Length: 59.92’

East and West Length: 69.70’

Map 6.5b

With the Redesign of Certain Intersections, Others are Starting to Follow

Major pedestrian-street relationships are changing for the better and surrounding streets are wanting in

File name: W3_EV01_4K_CriticalMapping2_Strategy.PDF



Representation of the improved pedestrian intersections

Representation of the energy and inspiration that can spread to nearby streets

Figure 01. Map Showing the Stronger Pedestrian Connections from the Redesign of the Intersections and the Energy Spreading to Others
Source: Google Maps, www.peopleforbikes.org, www.btrtoday.com, www.walkdenver.org

Inquiry: Can the redesign of a street inspire other streets to do the same?
Key Extractions: Intersection, influence, bike, pedestrian, stronger connection
Methodology: Google Maps, Illustrator
Conclusions: Big moves can happen to certain intersections to make them more liveable for pedestrians and bikers. The bold green arrows in the map represent the improved intersection aimed at pedestrians and not cars. The multiple green circles in the map represent the new energy and identity that the new intersections give off and how it can reach nearby intersections and streets so that they can do the same. There are so many different options that could be implemented for a better, greener and safer street.



Figure 02. Image of pedestrian space and bike lane
Source: www.peopleforbikes.org



Figure 03. Image of pedestrian walking lane and bike lane
Source: www.btrtoday.com



Figure 04. Image of crosswalk extension proposal for Denver, Colorado
Source: www.walkdenver.org

Map 6.6a

Delano Visitors and Community Members are 'Sharing' in Two Key Areas

Tweet occurance is desnsly concentrated in two areas of Delano, most top Instagram posts are tagged in the same areas.

W3_MW01_4K_SocialMediaGeo.PDF

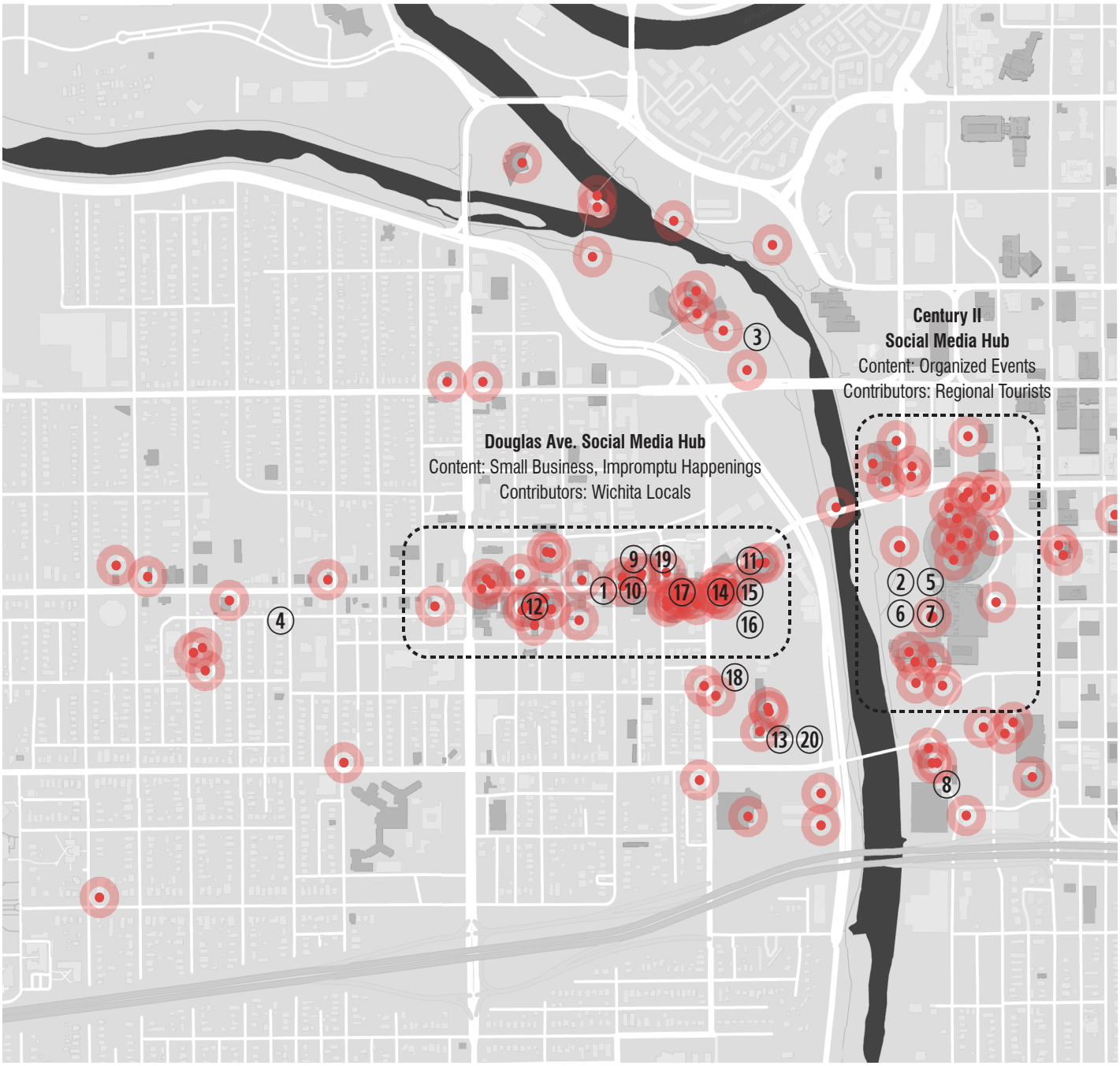
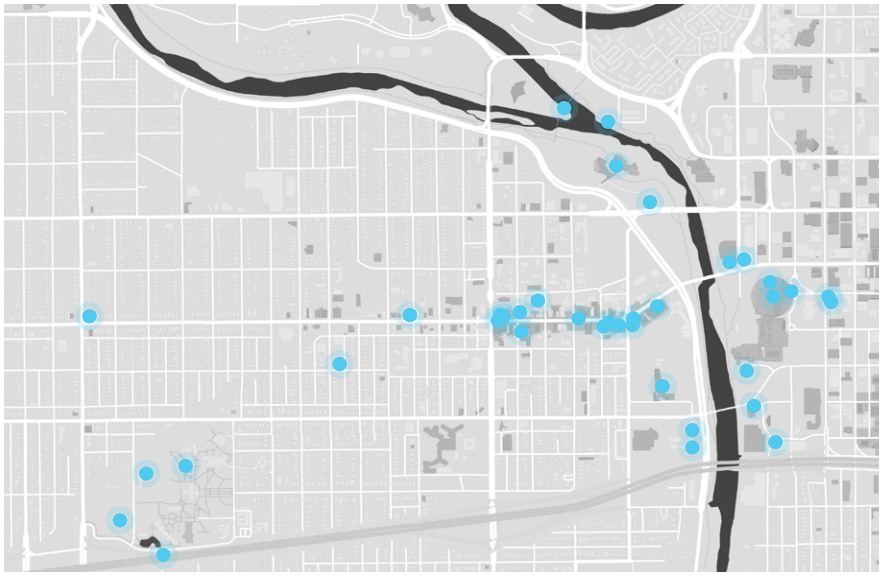


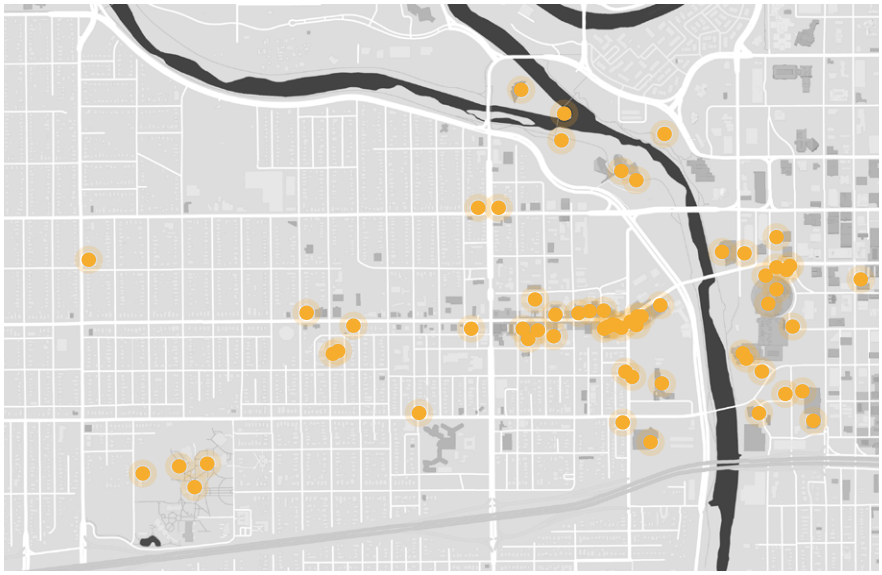
Figure 01: Twitter "Heat Map" and 20 most popular geo-tagged Instagram posts in Delano, Wichita.
Source: Google Maps, Twitter, Instagram, MapD

Inquiry: Where are in Delano are community members sharing and posting to social media? What type of content are they sharing/posting?
Key Extractions: Streets, river, geolocations of social media posts
Methodology: MapD interactive Twitter Map between March 21, 2017 and June 7, 2017. Viewing each tweet and categorizing them based on content, location of tweet, and media of tweet.
Conclusions: There are two significant social media hubs in and around Delano. They are the Douglas Ave. Corridor and the area surrounding Century II Performing Arts Center. The content and contributors in these two areas vary greatly. The Douglas Ave. Social Media Hub primarily consists of Wichita locals interacting with small businesses and sharing impromptu happenings - there are occasional planned events along this corridor such as the St. Patrick's Day Parade. Tweets within the Century II Social Media Hub primarily consist of planned events happening at the Preforming Arts Center or in the area such as the annual Riverfest. Major contributors are mostly regional tourists. Nearly all of the most-liked instagram posts happen within the two Social Media Hubs.

Tweets via Twitter
121,169 posts



Tweets via Instagram*
361 posts



Tweets via Foursquare
34 posts



*Note: Twitter has fewer geolocation options than Instagram. Although there are significantly more tweets than tweets via Instagram, Instagram covers more area beacuse instagram has more location options for users.

Map 6.6b

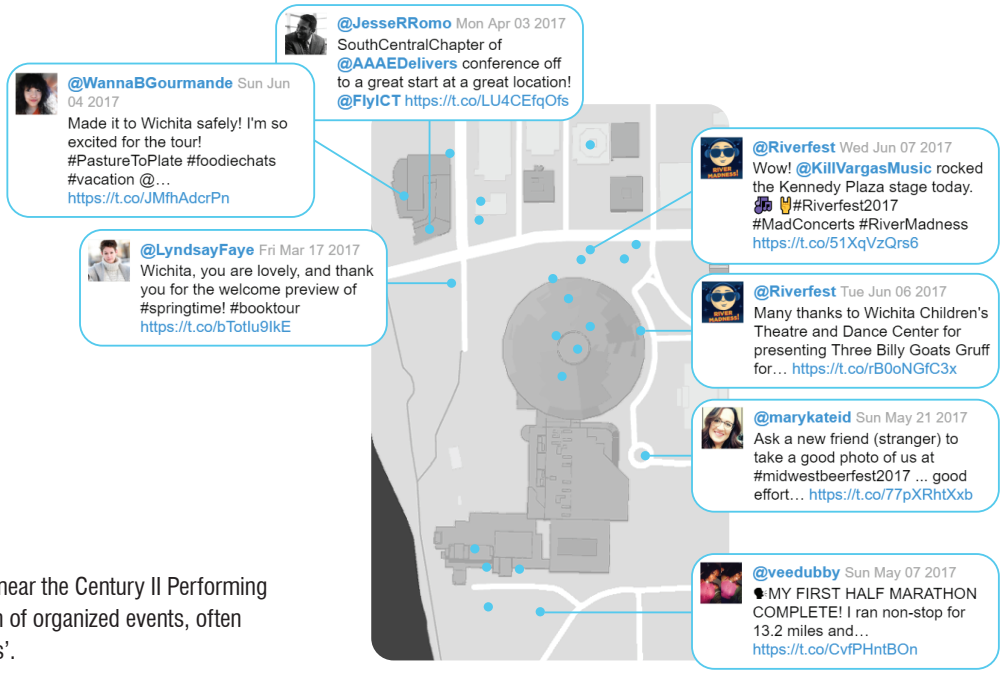
Delano Visitors and Community Members are 'Sharing' Experiences

Different experiences are happeing on either side of the river

W3_MW02_4K_SocialMediaContent.PDF



Experiences posted near the Douglas Ave corridor are often related to small businesses and impromtu happenings.



Experiences posted near the Century II Performing Arts Center are often of organized events, often from 'out-of-towners'.

Figure XX. How tweets from the Douglas Ave. Social Media Hub and the Century II Social Media Hub differ and compair.
Source: MapD interactive Twitter Map, Twitter, Google Maps, Instagram

Inquiry: What are community members posting on social media? What are important aspects of Delano, and what makes them worth sharing?
Key Extractions: Tweet locations, social media images
Methodology: Viewing tweets from MapD interactive Twitter map
Conclusions: Delano visitors and community members on either side of the Arkansas River share experiences more than any other type of post. The type of experiences differs from posts on the east side of the river versus the west side of the river. Instagram post represent this observation as well. Most posts on the east side of the river are representitive of organized events such as @veedubby's and @JesseRRomo's tweets and instagram posts 2, 6, 7 and 18. While some post on the West side are relate to organized events (3, 10, 13, 17 and 20) a significant portion of them are of casual gatherings and impromtu findings such as 1, 4, 9, 12, 14, 15, 16, and 19 and tweets from @andreaholzwarth and @wangtang.

Most liked instagram posts in Delano and near the Century II Performing Arts Center

1. 

yogabymadison
Vagabond Cafe

2. 

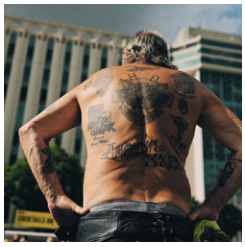
baxspin
Century II Performing A...

3. 

beimagesphotography
Exploration Place

4. 

tristinkelsay
Delano, Wichita, Kansas

5. 

evanhsenn
Century II Performing A...

6. 

igwichita

7. 

propensity
Wichita WaterWalk

8. 

cuongthaihoa
Wichita WaterWalk

9. 

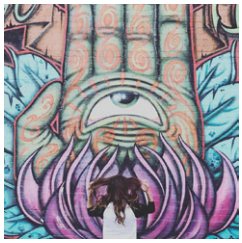
bowleen
Vagabond Cafe

10. 

wichitadotcom

11. 

madd.libe
Symbolic Tattoo

12. 

yourfreundemily
Delano, Wichita, Kansas

13. 

alt1073wichita
Lawrence–Dumont Stad...

14. 

alliebursphoto
The Monarch

15. 

zavala_lexi
Delano, Wichita, Kansas

16. 

befreexox

17. 

invisible_sins

18. 

sadie.stfu
Wichita WaterWalk

19. 

andrewknapp
Vagabond Cafe

20. 

wichitawingnuts
Lawrence–Dumont Stad...

Map 6.6c

Extending the Social Hub to Connect the Convention Center and West Delano

Guiding a branding effort to unite perceptions of Delano may help bring people and businesses to the neighborhood.

W3_MW03_4K_ExtendingSocialHub.PDF

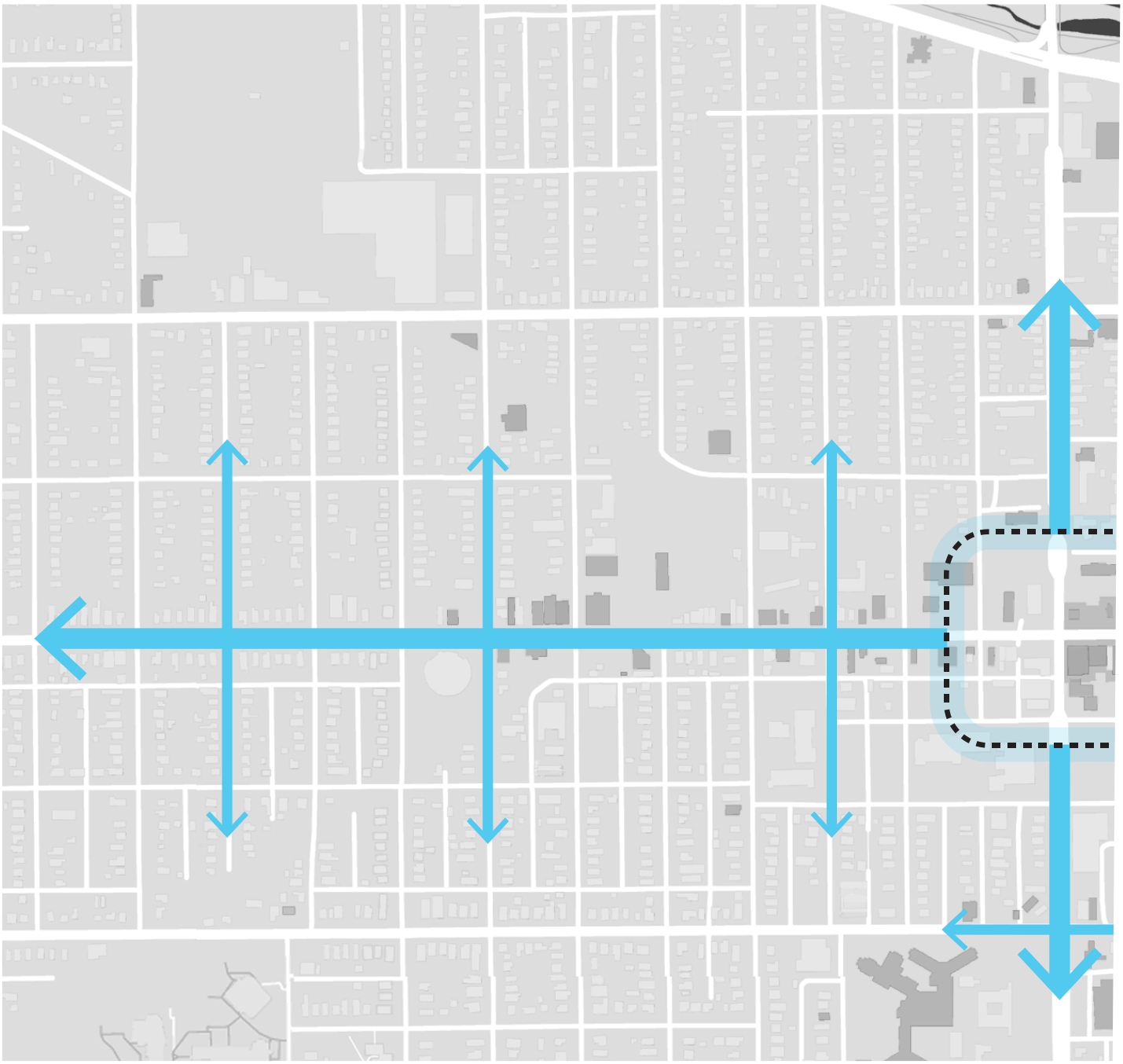
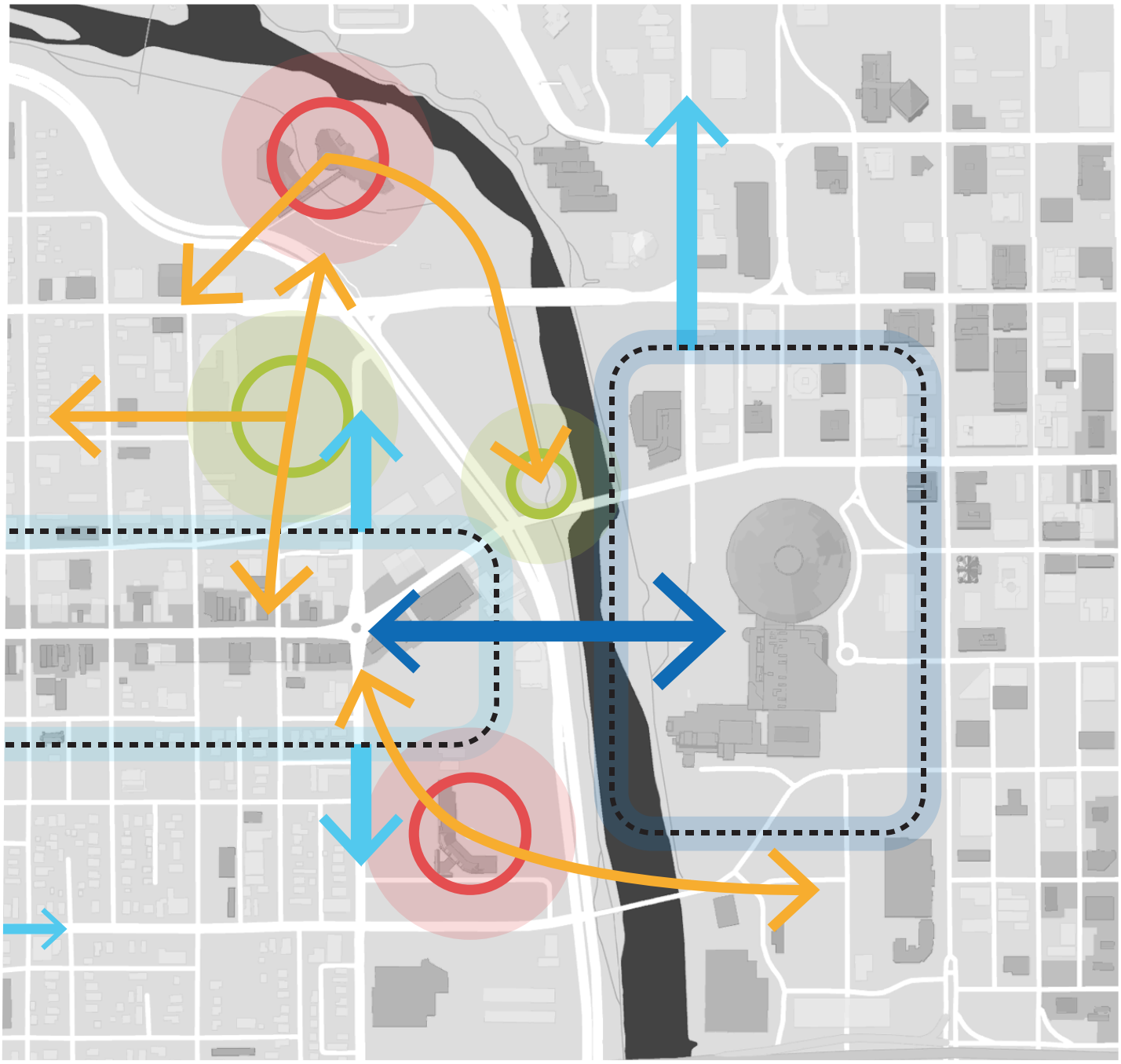


Figure 01. Existing social media hot spots, what should be hot spots and what likley will be.
Source:

Inquiry: How can the socail media shape perceptions and unite the commuinity? What places need to be connected to the Delano core in order to effectilvly grow and unite the 'Delano Brand'?
Key Extractions: Streets, social media hubs, places of surprisingly little buzz, and potential future hubs
Methodology: Tweets and social media post occur primarily in East Delano along the Douglas Corridor and near the Century II Performing Arts Center according to MapD Interactive Twitter Map.
Conclusions: The social hub of the neighborhood is near the clock tower on Douglas. The social momentum of this area should be carried toward the new convention center and further west on Douglas Ave. The extention of Douglas Ave. as a social hub can connect and grow a wholistic and united Delano neighborhood a new bookend new convention center, new baseball stadium and the Exploration Place.

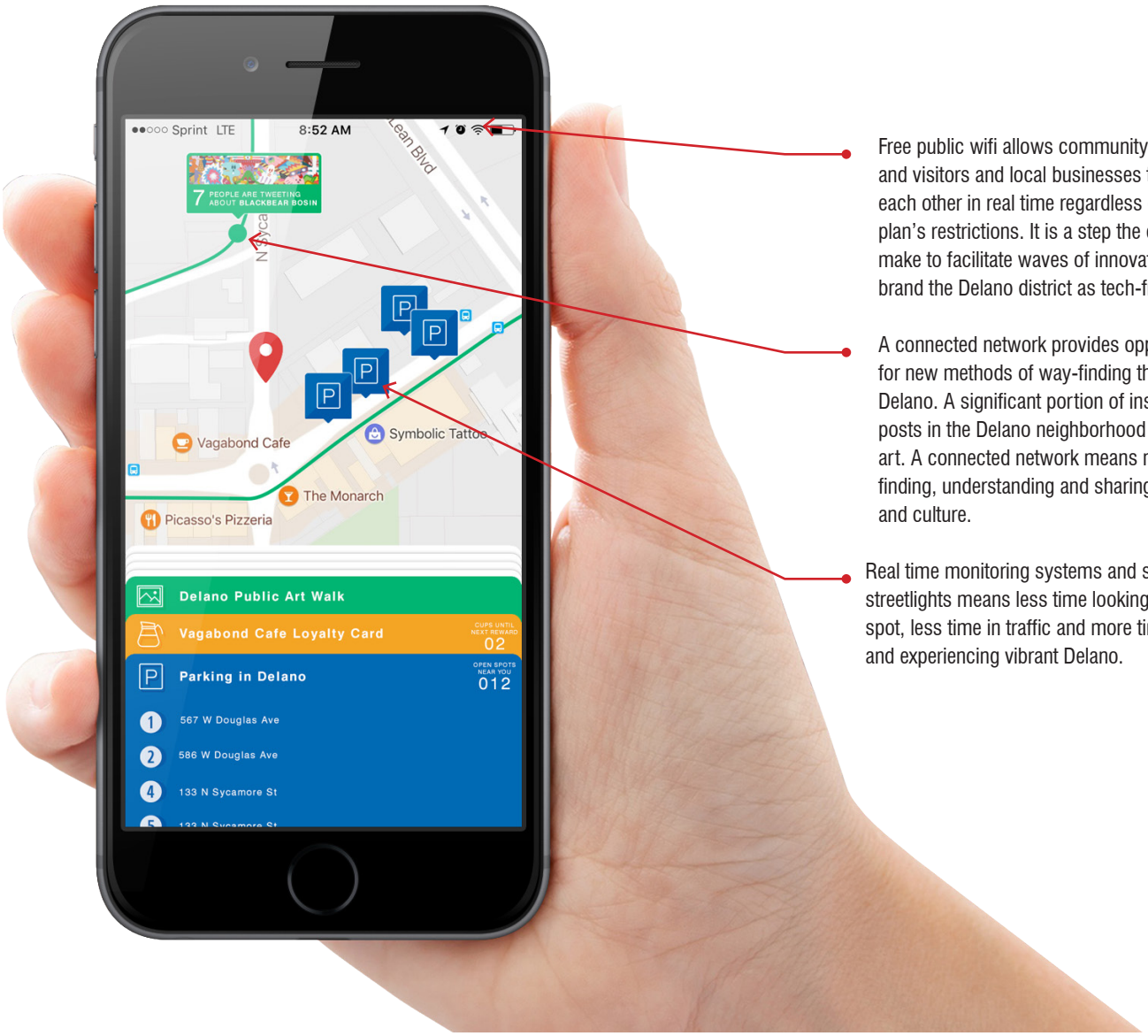

Legend
Douglas Ave Social Media Hub
Century II Social Media Hub
Places with Surprisingly Little Buzz
Places of Future Buzz
Opportunity to Expand
Opportunity to Connect
Encourgae Media Through These Areas

Map 6.6d

Free Public Wifi Gives Community Members a Voice and Brands the Neighborhood

Wifi availability can also facilitate a wave of innovation and highlight local art and places of cultural significance

W3_MW04_4K_FreeWifi.PDF



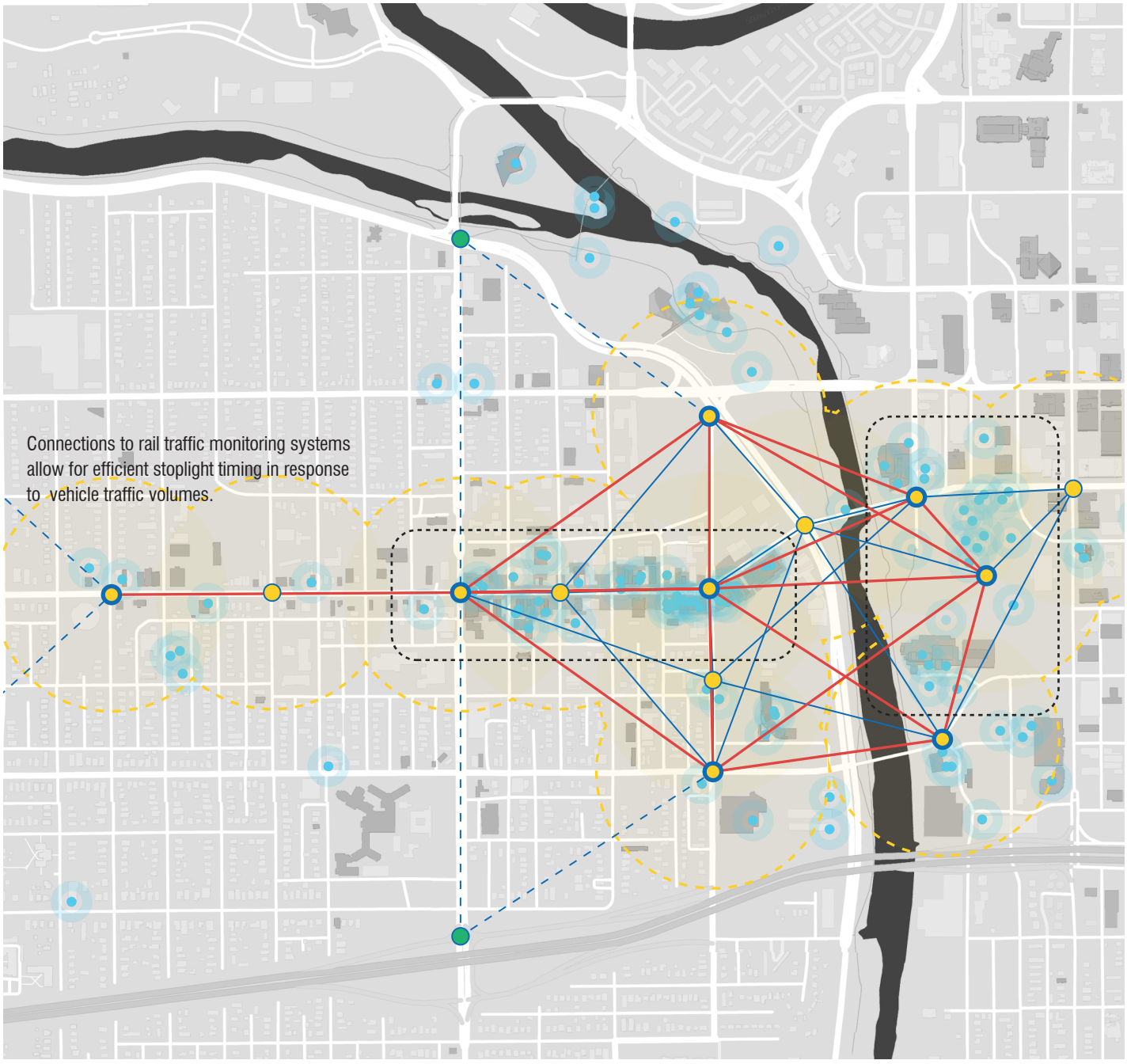
Free public wifi allows community members and visitors and local businesses to interact each other in real time regardless of their data plan's restrictions. It is a step the city can make to facilitate waves of innovation, and brand the Delano district as tech-friendly.

A connected network provides opportunities for new methods of way-finding through Delano. A significant portion of instagram posts in the Delano neighborhood are of public art. A connected network means more people finding, understanding and sharing local art and culture.

Real time monitoring systems and smart streetlights means less time looking for a parking spot, less time in traffic and more time exploring and experiencing vibrant Delano.

Figure 01: When community members and visitors have access to free wifi new levels of engagment are possible.
Source: Google Maps; Taras Demidyuk, "free iphone 6 / 6s mockup"; icon8.com

Inquiry: Where should modems be located to provide free public wifi in Delano? What are some potential benifits of doing so?
Key Extractions: Streets, potential WiFi interactive network
Methodology: Recomended placement of wifi modems and interactive kiosks at key intersections in Delano and wifi modems in-between in order to create a connected wifi network.
Conclusions: City provided free public wifi in Delano can provide new ways of experiencing the neighborhood and increase opportunities for innovation and meaningful wayfinding. Public wifi allows more people the opportunity to post to social networks and further define the 'Delano Brand'. Wifi allows more opportunities to introduce responsive technologies into the evolving urban fabric of Delano.


Connections to rail traffic monitoring systems allow for efficient stoplight timing in response to vehicle traffic volumes.
N
Legend
Wifi Modem/Traffic Monitoring System and Interactive Kiosk
Wifi Modem/Traffic Monitoring System
Traffic Monitoring System
Wifi Enabled Zone
Existing Twitter Occurances



7

Critical Map Citations

Map 1.1a

LAR646_2017_Critical_Map1_Nichols

Nichols, Avery. "Division between Big Ditch and Arkansas River". Created using photoshop. Source images:

- ArcGIS. Stormwater Conduit, Flood Zones. 2017. http://www.arcgis.com/home/webmap/viewer.html

Nichols, Avery. "Stormwater Pipes". Created using photoshop. Source images:

ArcGIS. Stormwater Conduit, Flood Zones. 2017. http://www.arcgis.com/home/webmap/viewer.html

Map 1.1b

LAR646_2017_Critical_Map2_Nichols

Nichols, Avery. "Figure 1.1"

Nichols, Avery. "Figure 1.2"

Nichols, Avery. "Figure 1.3". Created using photoshop. Source images:

- ArcGIS. Stormwater Conduit, Flood Zones. 2017. http://www.arcgis.com/home/webmap/viewer.html

Map 1.1c

LAR646_2017_Critical_Map3_Nichols

Nichols, Avery. 2017. "Figure 1.1" Raingarden: Center, Oregon Convention. "Rain Garden." Flickr. March 04, 2017. Accessed June 06, 2017. https://www.flickr.com/photos/oregonconventioncenter/33234470895/.

Nichols, Avery. 2017. "Figure 1.2" Bio Swale: Stevens, Alison Pearce. "The dirt on soil." Science News for Students. October 16, 2015. Accessed June 06, 2017. https://www.sciencenewsforstudents.org/article/dirt-soil.

Nichols, Avery. 2017. "Figure 1.3" Green Roof: Agriculture, U.S. Department of. "Green roof in Louisville, KY." Flickr. February 27, 2015. Accessed June 06, 2017. https://www.flickr.com/photos/usdagov/16475763560.

Nichols, Avery. 2017. "Figure 1.4" Permeable Paving: Köln: Sonstige Projekte/ kleinere Meldungen [Archiv] - Seite 3 - Deutsches Architektur-Forum. Accessed June 06, 2017. http://www.deutsches-architektur-forum.de/forum/archive/index.php/t-6040-p-3.html.

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Map 1.2

Landmark Viewsheds Show High Visibility Along the Arkansas River

Figure 1: Johnson, Jacob. "Landmark Viewsheds." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- ArcGIS. Building Footprints. 2017. http://www.arcgis.com/home/webmap/viewer.html
- "Keeper of the Plains." Courtesy of Jacob Johnson.
- "Discovery Center." Courtesy of Jacob Johnson.
- "Drury Plaza Hotel." Courtesy of Jacob Johnson.
- "Century II Convention Center." Courtesy of Jacob Johnson.
- "Delano Clock Tower." Courtesy of Jacob Johnson.
- "Lawrence-Dumont Stadium." Courtesy of Jacob Johnson.
- "Friends University." Courtesy of Wikimedia Commons.

Map 1.3

Regional Rail Trails Classification Map References

Figure 1: Schulte, Janna. "Wichita Regional Rail Trails." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Abandoned, Discontinued, and Railbanked Rail Lines [Map]. Scale Not Given. May 2017. https://www.arcgis.com/home/webmap/viewer.html?webmap=59c5662600854756a7e6f18bca 1a0f44 . (May 31, 2017). Using: ArcGIS [GIS software]. Version 10.5. Redlands, CA: Environmental Systems Research Institute, Inc., 2016.

Image References

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- Hahn, Howard. Map of Greater Wichita Region [Map]. Scale Not Given. May 2017. Using: ArcGIS [GIS software]. Version 10.5. Redlands, CA: Environmental Systems Research Institute, Inc., 2016.
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- Kansas Department of Transportation. (2011). Kansas Statewide Rail Plan. Retrieved May 30, 2017 from http://ksdot1.ksdot.org/burRail/publications/StateWideRailPlan2011.pdf
- Rails-to-trails Conservancy. (2017). Map of Abandoned, Discontinued, and Railbanked Rail Lines. Retrieved May 30, 2017 from https://www.arcgis.com/home/webmap/viewer.html?webmap=59c5662600854756a7e6f18bca 1a0f44
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Figure 2: Courtesy of Esteban Huerta

Figure 3: Courtesy of Esteban Huerta

Figure 4: Courtesy of Caleb Wagner

Map 1.4

Food Desert Classification

Figure 01: McCoy, Matt. 2017. "Delano is a Food Desert" Kansas State University LAR 646 2017. Map created with GIS and Adobe Illustrator. Source Data:

- Sedgwick County GIS "World Streets" http://www.wichita.gov/CityOffices/it/gis/ Accessed on 5 June 2017.
- McCoy, Matt. 2017. Delano is a Food Desert. Source map: Google Earth Wichita, Kansas. 37°41'05"N 97°21'01"W. Accessed on 5 June 2017.

Map 1.5a

The Delano Neighborhood Has Grown Throughout History

Figure 1: Borelli, Taryn. "Urban Morphology Through Time." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Google. Google Earth. Computer software. Version 7.1.
- Howard Hahn. FieldTripBaseMap_Overview. MXD.
- Oldmapsonline.org

Map 1.5b

Delano's Historic City Layout Can Provide a Framework For New Developments

Figure 1: Borelli, Taryn. "Historic Elements as Design Framework." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Google. Google Earth. Computer software. Version 7.1.
- Howard Hahn. FieldTripBaseMap_Overview. MXD.
- Oldmapsonline.org

Map 1.5c

Rail-Trail Helps Connect New Green Spaces and Sites Across the River

Figure 1: Borelli, Taryn. "Rail-Trail and Green Spaces." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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- Oldmapsonline.org

Map 1.6

Numerous Parks and Amenities are Concentrated Along the Arkansas River

Figure 1. Johnson, Jacob. "Park Amenities." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Map 1.7a

The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types

Figure 1a: Estabrook, Samantha. "Arkansas River, Wichita." Kansas State University LAR 646 2017. Source data:

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Figure 1b: McCoy, Matthew. 2017. Eastern Arkansas Riverfront. 26 June 2017.Figure 1c: Wendling, Mac. 2017. Eastern Arkansas Riverfront. 26 June 2017.

Figure 2a: Estabrook, Samantha. 2017. "Engineered Urban Edge." Source data:

- Bexar County Open Data. "Building Footprints," "Parcels," "Recreation," "Transportation," "Impervious Pavements." http://gis-bexar.opendata.arcgis.com/datasets?sort_by=relevance Accessed 1 June 2017.

Figure 2b: The River Walk Guide. 2017. http://riverwalkguide.com/ Accessed 1 June 2017.

Figure 3a: Estabrook, Samantha. 2017. "Historic Engineered Urban Edge." Source data:

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Figure 3b: The Whitman. 2017. Hotel Plaza. http://thewhitmansavannah.com/your-savannah/ Accessed 1 June 2017.

Figure 4a: Estabrook, Samantha. 2017. "Ecological Stadium Edge." Source data:

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Figure 4b: Simes, Randy. 2017. Urban Cincy. http://www.urbancincy.com/2010/08/cincinnatis-dramatic-multi-billion-dollar-riverfront-revitalization-nearly-complete/ Accessed 1 June 2017.

Figure 5a: Estabrook, Samantha. 2017. "Ecological Urban Edge." Source data:

- Chicago. "Building," "Property Bounds," "Greenspace," "Roads_Bridges." https://data.cityofchicago.org/ Accessed 1 June 2017.

Figure 5b: Chicago Riverwalk. 2017. Great Rivers of Chicago. https://www.chicagoriverwalk.us/ Accessed 1 June 2017.

Figure 6a: Estabrook, Samantha. 2017. "Ecological Restoration." Source data:

- Louisville/Jefferson County Information Consortium. "Structures," "Parcels," "Parks_Trails," "Trans." http://www.lojic.org/main/ Accessed 1 June 2017.

Figure 6b: Louisville Waterfront Park. 2017. Explore the Park. https://louisvillewaterfront.com/explore-the-park/ Accessed 1 June 2017.

Figure 7a: Estabrook, Samantha. 2017. "Preservation with Riparian Buffer." Source data:

- City of Spokane Open Data. "Buildings," "Property_Bounds," "Rec," "Roads." https://my.spokanecity.org/opendata/gis/ Accessed 1 June 2017.

Figure 7b: Tiki Lodge. 2017. Tiki Lodge Spokane. http://www.tikilodgespokane.com/ Accessed 1 June 2017.

Map 1.7b - Samantha

Comparative Riverfronts Offer a Diverse Range of Amenities

Figure 1a: Estabrook, Samantha. 2017. Comparative Riverfront Amenities." Source data:

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Figure 1b: Trip Advisor. 2017. San Antonio Hotels. https://www.tripadvisor.com/Hotels-g60956-San_Antonio_Texas-Hotels.html Accessed 1 June 2017.

Figure 1c: The River Walk Guide. 2017. http://riverwalkguide.com/ Accessed 1 June 2017.

Figure 2a: Estabrook, Samantha. 2017. The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types. Source data:

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Figure 2b: Savannah Travel Guide. 2017. See Savannah. http://seesavannah.net/h/ Accessed 1 June 2017.

Figure 2c: Savannah Travel Guide. 2017. Exploring Savannah. http://seesavannah.net/h/ Accessed 1 June 2017.

Figure 3a: Estabrook, Samantha. 2017. The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types. Source data:

- Hamilton County GIS. "Building Footprints," "Property Bounds," "Recreation," "Transportation." http://gis.hamiltontn.gov/ Accessed 1 June 2017.

Figure 3b: Simes, Randy. 2017. Urban Cincy. http://www.urbancincy.com/2010/08/cincinnatis-dramatic-multi-billion-dollar-riverfront-revitalization-nearly-complete/ Accessed 1 June 2017.

Figure 3c: Allstar Neighborhood Guide. 2017. Cincinnati Travel. https://baublestobubbles.com/2015/07/08/all-star-game-downtown-cincinnati-guide/ Accessed 1 June 2017.

Figure 4a: Estabrook, Samantha. 2017. The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types. Source data:

- Chicago. "Building," "Property Bounds," "Greenspace," "Roads_Bridges." https://data.cityofchicago.org/ Accessed 1 June 2017.

Figure 4b: Wyndham Grand Chicago Riverfront. 2017. Amenities. http://www.wyndhamgrandchicagoriverfront.com/ Accessed 1 June 2017.

Figure 4c: Arch Paper. 2017. City of Chicago asks Architects to Envision Future of Riverfront. https://archpaper.com/2017/03/chicago-urban-river-edges-ideas-lab/ Accessed 1 June 2017.

- Figure 5a: Estabrook, Samantha. 2017. The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types. Source data: Louisville/Jefferson County Information Consortium. "Structures," "Parcels," "Parks_Trails," "Trans." http://www.lojic.org/main/ Accessed 1 June 2017.

Figure 5b: Louisville Waterfront Park. 2017. Explore the Park. https://louisvillewaterfront.com/explore-the-park/ Accessed 1 June 2017.

Figure 6a: Estabrook, Samantha. 2017. The Arkansas River Can Take Cues From a Plethora of Riverfront Development Types. Source data:

- City of Spokane Open Data. "Buildings," "Property_Bounds," "Rec," "Roads." https://my.spokanecity.org/opendata/gis/ Accessed 1 June 2017.

Figure 6b: Spokane City. 2017. Riverfront Park. https://my.spokanecity.org/riverfrontpark/attractions/ Accessed 1 June 2017.

Figure 6c: Sky View Productions. 2014. Riverfront Park Spokane. https://www.youtube.com/watch?v=CWxSM_5UAQI Accessed 1 June 2017.

Map 2.1a

Vehicular Infrastructure passing through Development into Delano

Figure 1: Borwege, Cody. "Vehicular Infrastructure hierarchy to Historic Delano District." Kansas State University LAR 646 2017. Map created with GIS and Adobe Illustrator. Source Data:

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Map 2.1b

Identified Catalyst Sites with Highest Impact Potential to Delano

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Map 2.2a

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Figure 02: Huerta, Esteban. 2017. Delano Superblocks can be divided for better use. Source Data:

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Figure 03: Huerta, Esteban. 2017. Downtown Portland, OR. Source Data:

- ArcGIS "ArcOnline_World Street Map", Google Earth, 38°54'8.96"N, 122°40'31.6"W, Accessed 2, June 2017.

Figure 04: Huerta, Esteban. 2017. Washington D.C. Source Data:

- ArcGIS "ArcOnline_World Street Map", Google Earth, 45°31'18.4"N, 77° 3'0.45"W, Accessed 2, June 2017.

Figure 05: Huerta, Esteban. 2017. Camden Yards, Baltimore, MD. Source Data:

- ArcGIS "ArcOnline_World Street Map", Google Earth, 39°17'3.73"N, 76°37'18.10"W, Accessed 2, June 2017.

Figure 06: Google Earth. 2017. Southern View of Delano Supperblocks. Source Data:

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Figure 07: Google Earth. 2017. View of Portland City Blocks. Source Data:

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Figure 08:Google Earth. 2017. View of Washington D.C. Configuration. Source Data:

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Figure 09: Google Earth. 2017. View of Camden Yards, Baltimore, MD. Source Data:

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Map 2.2b

Street Configuration Opportunities Map

Figure 01: Huerta, Esteban. 2017. Site Context. Source Data:

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Figure 02: Huerta, Esteban. 2017. Riverfront Connection. Source Data:

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Figure 04: Huerta, Esteban. 2017. McLean Reconfiguration Opportunities. Source Data:

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Map 2.2c

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Figure 01: Huerta, Esteban. 2017. Site Context. Source Data:

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Figure 02: Huerta, Esteban. 2017. Removed Mclean. Source Data:

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Map 2.3a

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Map 2.3b

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Map 2.4a

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Map 2.4b

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Map 2.5a

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Map 2.5b - Samantha

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Map 3.1a

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Figure 01: McCoy, Matt. 2017. “Possible Grocery Store Location” Kansas State University LAR 646 2017. Map created with GIS and Adobe Illustrator. Source Data:

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Map 3.1b

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Map 3.2 - Pat

McLean Blvd and Maple St Hold the Key to Delano Vision Fruition

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Map 3.3a

W2_PS01_600_Truth (Classification)

Figure 1:

Shrestha, Priyasha. 2017. Major consequential sites in Delano and downtown Wichita. Digital map produced by the author in Adobe Photoshop CC 2017. {Software}. Source data:

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Map 3.3b

W2_PS02_600_Opportunity

Figure 1:

Shrestha, Priyasha. 2017. Vacant land parcels and zones of redevelopment as identified by the Delano community. Digital map produced by the author in Adobe Photoshop CC 2017. {Software}. Source data:

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Map 3.4

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Map 3.5

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Figure 1: Johnson, Jacob. “Strategy Map.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Map 3.6

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Map 3.7a

Delano Plan Influences Neighborhood-Wide Rezoning

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Map 3.7b

The 2001 Delano Neighborhood Plan Is Reconstructed Around the Redevelopment of Lawrence-Dumont Stadium

Figure 1: McCaffrey, Patrick. 2017. Delano Plan Restructured. Source Data:

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Map 3.7c

Redirecting Focus to New and Existing Corridors Can Increase Walkability and Community Engagement

Figure 1: McCaffrey, Patrick. 2017. Delano Plan Strategy. Source Data:

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Map 3.8a

W2_PS01_800_Truth (Classification-1)

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Shrestha, Priyasha. 2017. Tax Increment Financing Districts in Delano and CBD. Digital map produced by the author in Adobe Photoshop CC 2017. {Software}. Source maps:

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Map 3.8b

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Map 3.8c

Opportunities

Figure 1:
Shrestha, Priyasha. 2017. Strategies for funding various planned/envisioned projects in Delano and the CBD. Digital rendering produced by the author in Adobe Photoshop CC 2017. {Software}. Source maps:

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Map 3.8d

Strategies

Figure 1:
Shrestha, Priyasha. 2017. Proposed mixed-use development directing future tax increments towards funding the Lawrence-Dumont Stadium development. Digital map produced by the author in Adobe Photoshop CC 2017. {Software}. Source maps:

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Map 3.9a

Map 4

Figure 01. Source: Andresen, Spencer. 2017. Camden Yards. Source Data:

- Google Earth. Baltimore, Maryland. 39°17'25.08"N, 76°34'37.86"W. Photoshop.

Figure 02. Source:

- Andresen, Spencer. 2017. Louisville Slugger Field. Source Data: Google Earth. Louisville, Kentucky. 38°15'52.66"N, 85°43'37.92"W. Photoshop.

Figure 03. Source:

- Andresen, Spencer. 2017. Coors Filed. Source Data: Google Earth. Denver, Colorado. 39°45’30.58”N. 104°58’44.24”W. Photoshop.

Figure 04. Source:

- Andresen, Spencer. 2017. TD Ameritrade Park Omaha Source Data: Google Earth. Omaha, Nebraska. 41°16’2.44”N, 95°45’13.47”W. Photoshop.

Map 3.9b

Map 5

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Map 4.1a

Map 2

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Map 4.1b

Map 3

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Map 4.2a

Current Bicycle Routes are Concentrated Along River and in Wichita CBD

Figure 1: Wagner, Caleb. “Bicycle Transit routes.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Wagner, Caleb. 2017. Existing Bike routes. Source Map: Google Earth. Wichita, Kansas. 37d41’12.65”N 97d20’19.76”W. Accessed 5 June 2017.
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Figure 3: Wagner, Caleb. 2017. Photograph. “20170525_114352”.

Map 4.2b

Delano Area Has Comparatively Fewer Dedicated Bicycle Routes

Figure 1: Wagner, Caleb. “Bicycle Infrastructure.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Wagner, Caleb. 2017. Limited Access to Bike Infrastructure in Delano. Source Map: Google Earth. Wichita, Kansas. 37d41’12.65”N 97d20’19.76”W. Accessed 6 June 2017.
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Figure 2: Wagner, Caleb. 2017. Osage St. Source Map:

- Google Earth. Wichita, Kansas. 37d40’59.05”N 97d20’57.55”W. Accessed 12 July 2017.

Figure 3: Wagner, Caleb. 2017. Maple St. Source Map:

- Google Earth. Wichita, Kansas. 37d40’49.84”N 97d21’02.22”W. Accessed 12 July 2017.

Figure 4: Wagner, Caleb. 2017. Sycamore St. Source Map:

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Figure 5: Wagner, Caleb. 2017. Douglas St. Source Map:

- Google Earth. Wichita, Kansas. 37d41'02.05"N 97d21'01.05"W. Accessed 12 July 2017.

Figure 6: Wagner, Caleb. 2017. Seneca St. Source Map:

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Figure 7: Schulte, Janna. 2017. Photograph. "IMG_0138" Retrieved from Flickr. https://goo.gl/tyFWjR

Map 4.2c

Increasing Bicycle Routes Provides More Transit Otpions in Wichita

Figure 1: Wagner, Caleb. "Bicycle Infrastructure." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Map 4.3

Certain Intersections in Wichita Show Potential for "Green" Re-Vamp

Figure 1: Voigt, Emilee. 2017. "The most high traffic streets in Wichita in relation to areas of potential street reconfiguring to better suit pedestrians." Kansas State University LAR 646 2017. Illustrator Diagram.
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Map 4.4

Expanded Bicycle Network Along Green Corridors Could Link Additional Parks to River

Figure 1: Johnson, Jacob. "Park Expansion & Connection." Kstate University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Map 4.5a

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Figure 1: Schulte, Janna. "Parking Inventory for Delano." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Figure 2: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Figure 3: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Figure 4: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Map 4.5b

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Figure 2: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Figure 3: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Figure 4: Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W

Map 4.5c

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Figure 1: Schulte, Janna. "Parking Improvement Strategies for Delano." Kansas State University LAR 646 2017. Map created with Adobe Illustra-

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Figure 2: Untitled Image of Pedestrian Path Through Surface Parking Lot. 2017. Digital Photograph. Accessed June 9, 2017 from http://www.hiconinc.com/project.aspx?Id=15

Figure 3: “U.S. Census Bureau Parking - Suitland, MD. 2017.” Digital Photograph. Acccessed June 9, 2017 from http://greenscreen.com/projects/photo-gallery/

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Map 4.6

Map 6

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Map 5.1

Informed Placement of Delano Gateways the Define District Edges

Figure 8: Borwege, Cody. “Riverfront Stadium”. Digital Rendering produced by author via

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Map 5.2a

Wichita Downtown and Surrounding Area Offers Diverse Destination Attractions

Figure 1: Wagner, Caleb. “Wichita Destination Locations.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Wagner, Caleb. 2017. Destinations around Wichita. Source Map: Google Earth. Wichita, Kansas. 37d41’12.65”N 97d20’19.76”W. Accessed 29 May 2017.
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Map 5.2b

Existing Tarnsit Choices Create Opportunity To Connect Destinations

Figure 1: Wagner, Caleb. “Wichita Destination Locations.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source

Data:

- Wagner, Caleb. 2017. Destinations located along the river. Source Map: Google Earth. Wichita, Kansas. 37d41'12.65"N 97d20'19.76"W. Accessed 30 May 2017. Wagner,
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Figure 2: Wagner, Caleb. 2017. Destinations located along the river. Source Data:

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Figure 3: Clancy, Goody. "Project Downtown: The Master Plan for Wichita." (Document, Wichita, Kansas, 2010), pg 13.

Figure 4: Wagner, Caleb. 2017. Destinations located along the river. Source Data:

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Map 5.2c

Alternative Transit Routes Provide More Access to Destinations

Figure 1: Wagner, Caleb. "Wichita Destination Locations." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Wagner, Caleb. 2017. Connecting Destinations. Source Map: Google Earth. Wichita, Kansas. 37d41'12.65"N 97d20'19.76"W. Accessed 31 May 2017.
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Figure 3: Wagner, Caleb. 2017. Destinations located along the river. Source Data:

- City of Wichita. 2016. Greater Wichita Bike Map. Wichita, Kansas. [map]. 1"=.5mi. Place: City of Wichita.

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Map 5.3a

Growing Wichita Identity, but Where is it Coming From?

Figure 1: Voigt, Emilee. 2017. "Wichita Identity Map." Kansas State University LAR 646 2017. Illustrator Diagram.

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Map 5.3b

Potential Arises in Areas Along Arkansas River for Identity

Figure 1: Voigt, Emilee. 2017. "Map Showing Locations of Existing Physical Identity and Areas that Need Enhancing." Kansas State University LAR 646 2017. Illustrator Diagram.

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Map 5.3c

Old Streets are Seeing New Life Thanks to Growing Identity

Figure 1: Voigt, Emilee. 2017. "Photomontage Depicting Wichitan Identity and Culture." Kansas State University LAR 646 2017. Photoshop.

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Map 5.4a

Areas without Landmarks Create Opportunity Areas

Figure 1: Johnson, Jacob. "Landmark Opportuities." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N 97°21'01"W
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Map 5.4b

New Landmark Locations can further Define and Improve Connections

Figure 1: Johnson, Jacob. "Strategy Map." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

- Google Earth. 2017. Delano, Wichita, Kansas. 37°41'05"N

97°21’01”W
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Map 5.5a

Delano’s Identity and Attractions are Concentrated along Douglas Ave.

Figure 1: McCaffrey, Patrick. 2017. Delano’s Identity and Attractions.
Source Data:
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Map 5.5b

Momentum and Financing from Downtown’s to Flow Over into Delano

Figure 1: McCaffrey, Patrick. 2017. Local VIsion Strategy. Source Data:
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Map 5.6a

Downtown Wichita Features Abundant Art Classification Map

Figure 1: Dalke, Madison. “Downtown Wichita Features Abundant Art.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:
- 360 Wichita. “Cool Wichita Murals.” Cool Wichita Murals. Accessed July 12, 2017. https://www.360wichita.com/blog/Local/Cool-Wichita-Murals.html.
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Figure 2: Dalke, Madison. “Public Art Type.” Kansas State University LAR 646 2017. Graph created with Adobe Illustrator.
Figure 3: Dalke, Madison. “Mural Theme.” Kansas State University LAR 646 2017. Graph created with Adobe Illustrator.
Figure 4: Dalke, Madison. “Sculpture Theme.” Kansas State University LAR 646 2017. Graph created with Adobe Illustrator.

Map 5.6b

Unique Identity of Delano Creates Opportunity to Expand Art in Downtown Wichita

Figure 1: Dalke, Madison. “Unique Identity of Delano Creates Opportunity to Expand Art in Downtown Wichita.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:Douglas Design District. “DDD_AAD_MuralMaps.pdf.” Avenue Art Days. Accessed July 12, 2017.
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Figure 2: Courtesy of Caleb Wagner
Figure 3: Courtesy of Esteban Huerta, Janna Schulte, Emilee Voigt
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Map 5.6c

Art Located at Key Points in Downtown Delano Can Enhance Identity of District

Figure 1: Dalke, Madison. “Art Located at Key Points in Downtown Delano Can Enhance Identity of District.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:
- Google Earth. 2017. Delano, Wichita, Kansas. 37°41’05”N 97°21’01”W

Figure 2: Dalke, Madison. “Inspirational Concept Douglas.” Kansas State University LAR 646 2017. Map created with Adobe Photoshop. Source Data:
- Image background courtesy of Caleb Wagner
- Horse courtesy of Pexels.com

Figure 3: Dalke, Madison. “Inspirational Concept Douglas.” Kansas State University LAR 646 2017. Map created with Adobe Photoshop. Source Data:
- Image background courtesy of Emilee Voigt
- People courtesy of Pexels.com

Map 5.7a

Nine Visual Character Zones Define Delano District

Figure 1 & 2: Borelli, Taryn. “Classification of Character Types.” Kansas State University LAR 646 2017. Map created with Adobe Illustrator.
Souce Data:
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- Howard Hahn. FieldTripBaseMap_Overview. MXD.

Fig. 02. Priyasha Shrestha, untitled. 2017. Digital Image. Source: flash drive.
Fig. 03. Blake Belanger, Lawrence DuMont Stadium. 2017, Digital Image.

Available from: Flickr, http://bit.ly/2slY0YY (accessed June 4, 2017).
Fig. 04. Priyasha Shrestha, untitled. 2017. Digital Image. Source: flash drive.
Fig. 05. Blake Belanger, Bicycle Tour near Friends University. 2017, Still from video. Available from: Flickr, http://bit.ly/2r9h3Gk (accessed June 4, 2017).
Fig 06. Taryn Borelli, Bike Access. 2017, Digital Image. Available from: Flickr, http://bit.ly/2sKLIMO (accessed May 25, 2017).
Fig. 07. Matt McCoy, Wichita Visit. 2017, Digital Image. Available from Flickr, http://bit.ly/2s4gZH9 (accessed June 4, 2017).
Fig. 08. Priyasha Shrestha, untitled. 2017. Digital Image. Source: flash drive.
Fig. 09. Priyasha Shrestha, untitled. 2017. Digital Image. Source: flash drive.
Fig. 10. Janna Schulte, IMG_0069. 2017, Digital Image. Available from: Flickr, http://bit.ly/2rdmLSw (accessed June 4, 2017).

Map 5.7b

Some Character Zones are Isolated and Poorly Integrated

Figure 1: Borelli, Taryn. "Character Dilemmas." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Souce Data:

- Howard Hahn. FieldTripBaseMap_Overview. MXD.

Fig. 02. Mac Wendling, DSC02044. 2017, Digital Image. Available from: Flickr, http://bit.ly/2rU6X9v (accessed June 7, 2017).
Fig. 03. Madison Dalke, 20170526_102208. 2017, Digital Image. Available from: Flickr, http://bit.ly/2t2jAyz (accessed June 7, 2017).
Fig. 04. Cody Borwege, CHB_Wichita05. Digital Image. Available from: Flickr, http://bit.ly/2r9iCUF (accessed June 7, 2017).

Map 5.7c

Intermingling Different Character Zones Will Benefit Delano

Figure 1: Borelli, Taryn. "Mixing Characters." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Souce Data:

- Howard Hahn. FieldTripBaseMap_Overview. MXD.

Map 6.1a

W3_EH01_Classification.indd

Figure 01: Huerta, Esteban. 2017. Walkability of Delano. Source Data:

- City of Wichita GIS. "Building Footprints," "Roads." http://www.wichita.gov/CityOffices/it/gis/ Accessed 8, June 2017.
- Figure 02: Huerta, Esteban. 2017. Very High Walkability of Major Corridor. Source Data: Google Earth, 37°41'2.44"N 97°20'49.55"W, Accessed 8, June 2017.

Figure 03: Huerta, Esteban. 2017. Very Low Walkability of Major Corridor. Source Data:

- Google Earth, 37°41'4.08"N 97°20'48.98"W, Accessed 8, June 2017.

Figure 04: Huerta, Esteban. 2017. High Walkability of Side Street. Source Data:

- Google Earth. 37°40'55.14"N 97°21'2.13"W, Accessed 8, June 2017.

Figure 05: Huerta, Esteban. 2017. Low Walkability of Side Street. Source Data:

- Google Earth. 37°41'7.68"N 97°20'57.86", Accessed 8, June 2017.

Map 6.1b

W3_EH02_DillemmaMap.indd

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Map 6.1c

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Map 6.2a

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Figure 2: Courtesy of Esteban Huerta

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Map 6.2b

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Figure 2: Courtesy of Janna Schulte

Figure 3: Courtesy of Avery Nichols

Figure 4: Courtesy of Taryn Borelli

Map 6.3a

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Figure 1: Dalke, Madison. "No Public Green Space is Located within the Central Business District of Delano." Kansas State University LAR 646 2017. Map created with Adobe Illustrator. Source Data:

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Map 6.3b

Delano Requires more Green Space to Accommodate Shorter Walking Distances

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Map 6.3c

Green Space Proposed Along Rail Corridor Provide Shorter Walking to Residents of Delano

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Map 6.4

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Map 6.5a - Emilee

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Map 6.5b

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Map 6.6a - Mac

Delano Visitors and COmmunity Members are 'Sharing' in Two Key Areas

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Map 6.6b

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Map 6.6c

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Map 6.6d

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