

East Side Greenway: Sustainable vision for vacancy in  
Kansas City's East Side

by

Caleb Wagner

A REPORT

submitted in partial fulfillment of the requirements for the degree

MASTER OF LANDSCAPE ARCHITECTURE

Department of Landscape Architecture and Regional & Community Planning  
College of Architecture, Planning, and Design

KANSAS STATE UNIVERSITY

Manhattan, Kansas

2019

Approved by:

Major Professor  
Lee Skabelund

## ABSTRACT

Kansas City's East Side was once a well defined area with connected communities and entertainment throughout. Over the years the East Side has deteriorated due to historical events that have displaced residents, reduced investment interest, and left a place overwhelmed with vacancy and forgotten culture. Recently there has been interest from the City of Kansas City, community development associations, and large investors to revitalize Kansas City's East Side as an urban entity. These efforts are evident with Kansas City's Revive the East Side initiative that looks at revitalizing areas of Kansas City that are severely distressed (Appendix G). This can also be seen in the KC Green Plan which focuses on implementing sustainable design into the future growth and revitalization of Kansas City as a whole.

This report looks at utilizing vacancy as a platform to improve the ecological quality and community health in an urban environment. Through historical research, an in depth inventory and analysis study, and community engagement meetings, a projective design proposal was developed. This projective design focuses on the Prospect Corridor and how its vacancies can be assembled and designed for green infrastructure, park connections, and a way to reveal the buried history and culture of Prospect Avenue.



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# East Side Greenway

## **East Side Greenway**

Caleb Wagner

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Masters Report submitted in partial fulfillment of the requirements for the degree of : Masters of Landscape Architecture (MLA)

Major Professor: Lee Skabelund

Supervisor Committee: Stephanie Rolley and Vladimir Krstic

**KANSAS STATE UNIVERSITY**

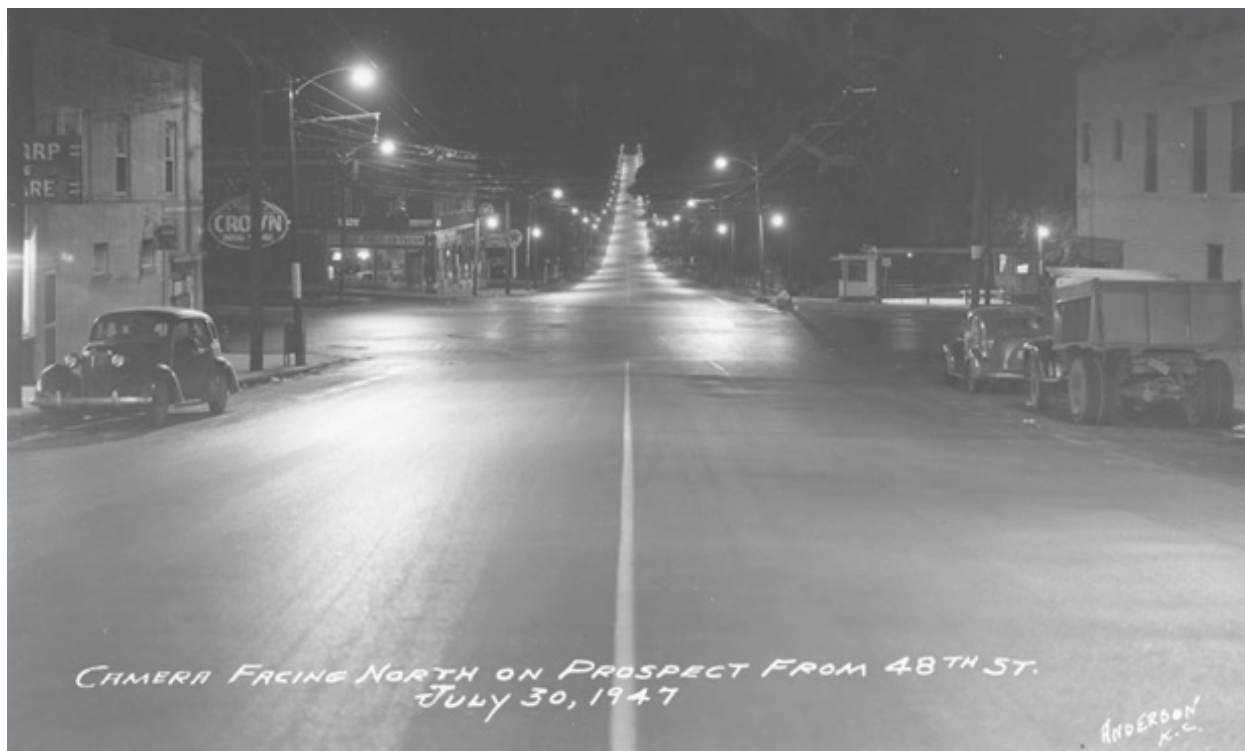
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**Figure 1: Prospect Avenue.** Prospect Avenue was once the main corridor connecting South Kansas City to Downtown Kansas City (Anderson K.C.... 1947).

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# 1. Introduction

## INTRODUCTION

Throughout the history of urban development, United States cities have experienced a compression and expansion cycle. During the industrial revolution, people fled to the city centers. After World War II, mass expansion and sprawl of our cities occurred with heavy emphasis on the automobile (Harnik, 2010). Much of this sprawl was due to degraded urban conditions and fast population growth.

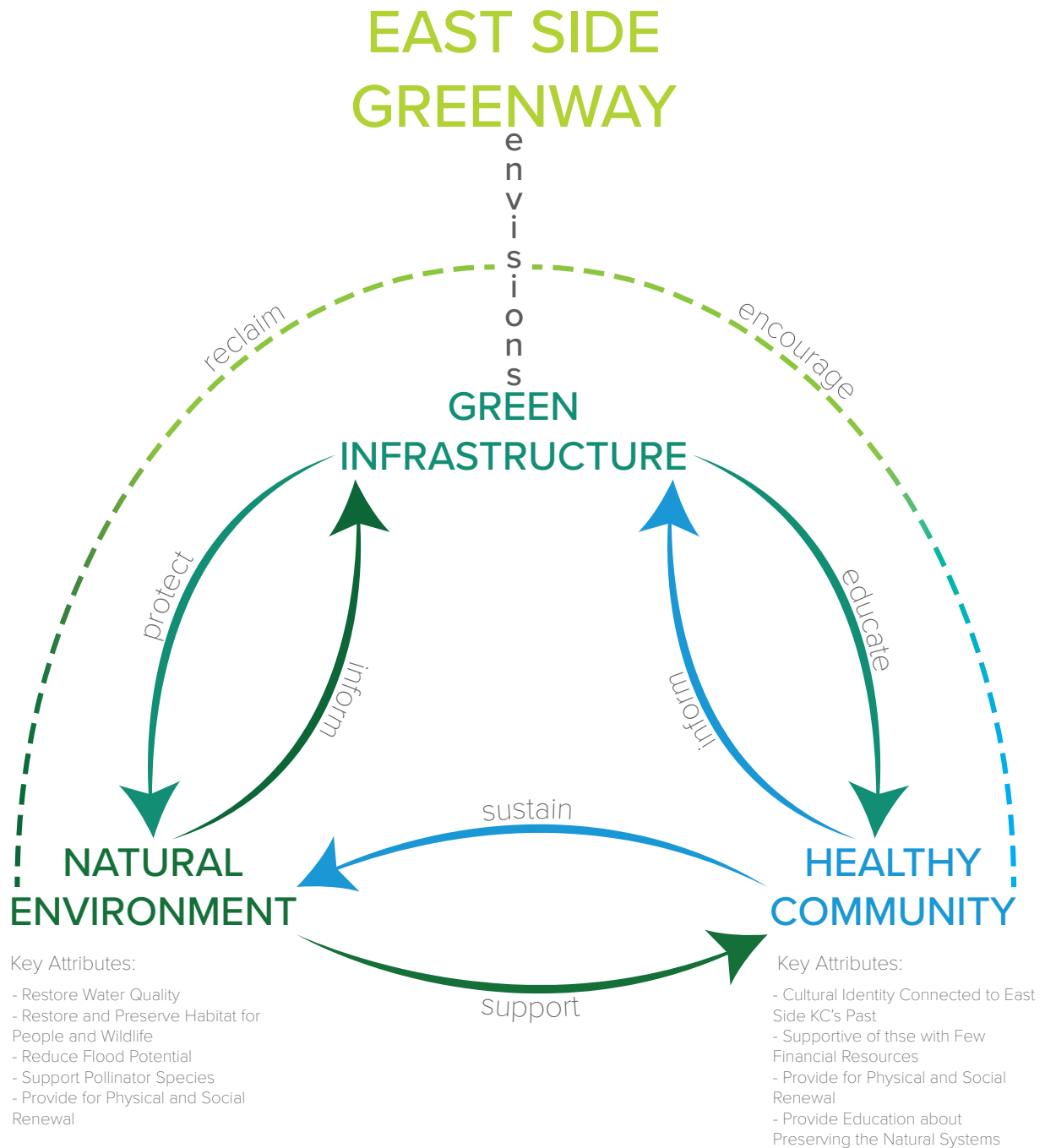
Since this sprawl, cities have begun to strengthen their urban cores to focus on the quality of life for people (Harnik, 2010). With the rebirth of urban city centers and a continued population growth, people are beginning to migrate back to urban areas to live. With interest in improving the quality of life in an urban environment, there is growing interest in reclaiming greenspace to help create healthy cities, and vacancy provides great opportunity to do so.

Kansas City's East Side was once bustling with entertainment and residents. Today, the East Side lacks an identity and is one of Kansas City's most under-served communities. It is overwhelmed with vacancy and is labeled as an unsafe area within Kansas City due to high crime and violence. This report summarizes and responds to important historical and cultural events that have shaped how we see the East Side today.

There has been recent interest in revitalizing the East Side into a defined urban element of Kansas City. The goal of this research is to envision how strategic assemblage of vacancy can create a new greenway through Kansas City's East Side. The Prospect Avenue Corridor has been chosen for focused site design visions. Prospect Avenue is a major artery within the Kansas City metropolitan area, connecting people from 75th Street to the downtown core.

This design proposal envisions creative green infrastructure as a way to improve environmental quality and increase access to public greenspace. Green infrastructure is a common practice in urban revitalization projects. Its benefits include improving air quality, community health, and reducing stormwater runoff (Thomas 2003). This vision for the East Side Greenway will provide a platform for inspiration of supportive design and sustainable development and design for a healthier environment and community (Figure 1.1).





**Figure 1.1: East Side Greenway Philosophy.** Envisioning green infrastructure as a way to reclaim the natural environment and encourage a healthy community (Wagner 2018).



## 2. Prospect Avenue Nodal Study

## PROJECT BACKGROUND

### Kansas City Design Center

The Kansas City Design Center (KCDC) (Figure 2.1) is located in the heart of downtown Kansas City and is a nationally recognized, nonprofit, partnership among local civic leaders, professional designers, and the architecture and planning programs at the University of Kansas and Kansas State University. The mission of the KCDC is to “promote excellence in the design of Kansas City’s built environment” (Kansas City Design Center 2019). This is accomplished through education and public services. The studio engages university faculty and students in a unique learning environment that actively explores real-world

issues to develop proposals informing future development in the Kansas City metropolitan area. This is also achieved by providing public services to the Kansas City community, facilitating knowledge about architecture and planning issues seen in Kansas City today. The studio works closely with professionals in the city, community organizations, and the public to develop ethically sound design concepts.



**Figure 2.1: The Kansas City Design Center.** The KCDC is located in the heart of downtown Kansas City, MO (KCDC).

## Community Collaboration

Throughout the development of the Prospect Avenue Nodal Study, the KCDC interacted with project stakeholders and community members through project reviews, design charrettes, and public presentations. All feedback received was recorded and taken into consideration for the design visions developed (Appendix E). In addition, the studio was also guided by a Project Advisory Committee including professional, community, and civic leaders.

### Committee Members:

- **Jeff Williams**, Director of City Planning and Development, City of KCMO

- **Kate Bender**, Deputy Performance Officer, City of KCMO

- **Angela Eley**, AICP, Lead Planner, City Manager, KC Public Library

- **Brien Starner**, Vice President, Regional Community and Economic Development

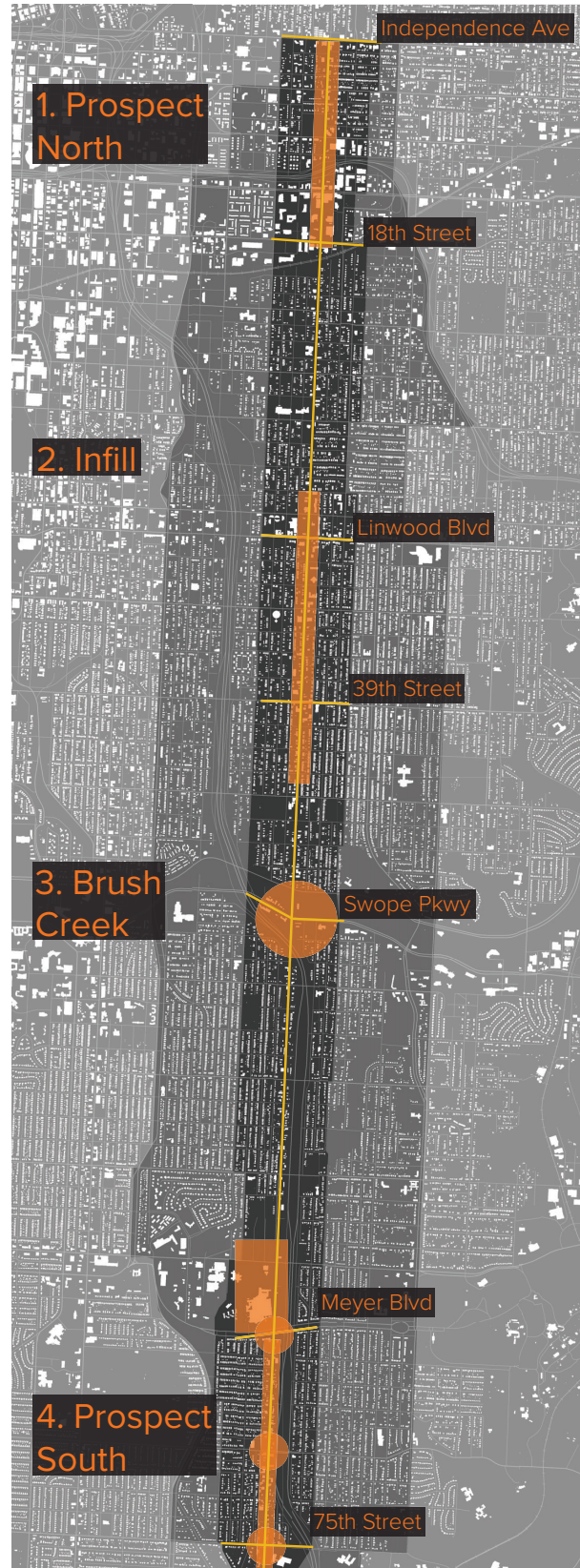
- **Beth Edson**, Branch Manager, KC Public Library

- **Kyle Elliot**, AICP, Division Manager, City Planning and Development

## Project Purpose

The 2018-2019 KCDC studio project stemmed from the ongoing transit oriented development initiatives, investment in public transit, and community interest in improving the quality of life along Prospect Ave. Prospect is a significant organizing element in Kansas City's East Side and has recently become a dynamically changing part of the city. The increased interest for change in this area creates a need for a comprehensive design study that attempts to create a cohesive and integrated vision for the corridor. Throughout the development of our project, the KCDC studio studied and analyzed all existing planning and incentive documents for Kansas City. These findings were taken into consideration for the completion of the project (Appendices C and D).

In close collaboration with the City of Kansas City, Missouri Planning Department and communities within and near our study area, the studio developed a visioning study for the Prospect Corridor. This study includes the definition of four urban nodes (Figure 2.2) along Prospect Ave that recognize and utilize catalytic elements of each node to encourage urban change and improvements. The four selected nodes for design investigation are: **Independence Ave to 18th Street; 27th Street to 41st Street; Brush Creek; and 59th Street to 75th Street.**



**Figure 2.2: KCDC Catalytic Nodes.** The KCDC studio defined four catalytic nodes along the Prospect Corridor (KCDC 2019).

# Vision

Create a community-focused platform that establishes a cohesive urban concept for the future of Prospect Avenue, leveraging the corridor as a uniquely desirable and healthy community within Kansas City's urban fabric.

# Mission

Our mission was to create a conceptual framework through the identification, evaluation, and exploration of the current conditions which define the Prospect Corridor. The intent of the framework is to encourage social connections and economic growth through strategic design intervention and development policies. Catalytic nodes are selected for strategic prototyping using the developed conceptual framework.

# Goals

Our goals are to test and propose a design platform that addresses:

- Cultural Identity Development
- Safety and Security
- Diverse, Affordable, and Quality Housing
- Economic Opportunity
- Environmental Quality
- Alternative TOD Strategies
- Reintegration into the Greater KC Area

# Prospect Corridor Urban Concept



**Figure 2.3: Recentering Prospect.** The KCDC's urban concept of re-centering Prospect Avenue as a cohesive urban element in Kansas City, MO (KCDC 2019).



NORTH



## Recentering Prospect Avenue

Prospect Avenue was once a well connected and central artery in Kansas City. Over years of deterioration due to infrastructure, historical events, and natural barriers, Prospect Avenue has been divided into three recognizable sections. These sections, urban to the north, inter-urban in the middle, and suburban to the south, were determined based on the scale of buildings, zoning, and land use of the surrounding context along Prospect Avenue.

### Map Legend



- Urban
- Inter-Urban
- Suburban

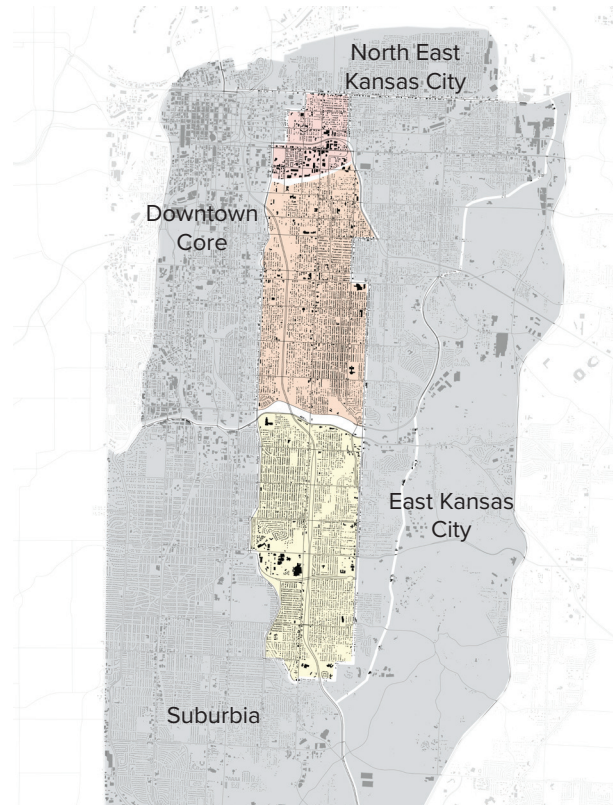
## Linking Prospect

In order to create a cohesive urban corridor, the KCDC studio looked into linking the three distinct parts of the Prospect Corridor.

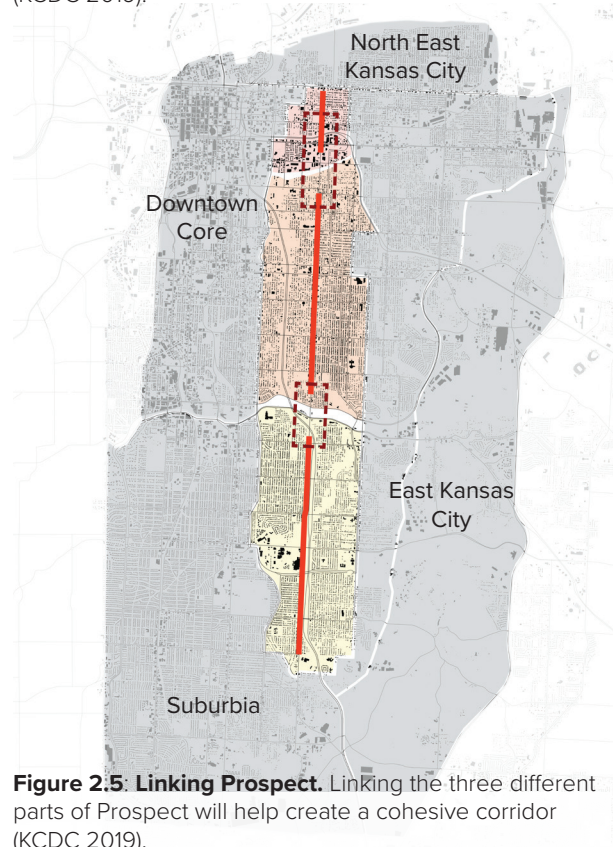
### Map Legend



- Urban
- Inter-Urban
- Suburban
- Prospect Avenue Links



**Figure 2.4: Prospect Characteristics.** The KCDC determined three distinct parts to the Prospect Corridor (KCDC 2019).



**Figure 2.5: Linking Prospect.** Linking the three different parts of Prospect will help create a cohesive corridor (KCDC 2019).

## Node Selection

The KCDC Studio also determined important nodes and intersections that occur along Prospect Avenue. The selected nodes and intersections were then classified as either a gateway, community anchor, or minor nodes. Gateways connect Prospect Avenue to the larger Kansas City Area. These gateways also act as entrances into the corridor. Community anchors are places that define distinct and important parts of the corridor. Minor nodes are similar to community anchors, but at the neighborhood scale.

## Map Legend



- Gateway
- Community Anchor
- Minor Node

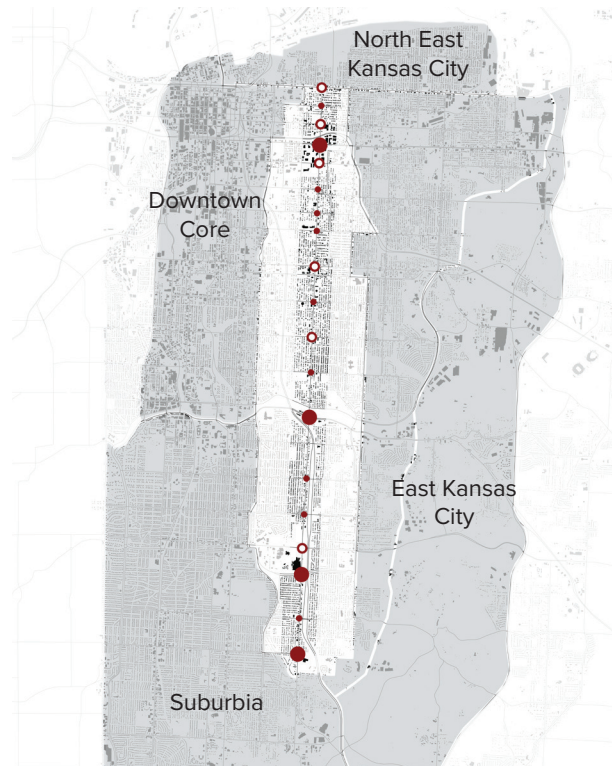
## Nodal Connections

The selected gateways and community anchors are typically found at important intersections along Prospect Avenue provide connections to the greater Kansas City Area. Recognizing these connections helps re-center Prospect Avenue by locating important places for higher-density Transit Oriented Development.

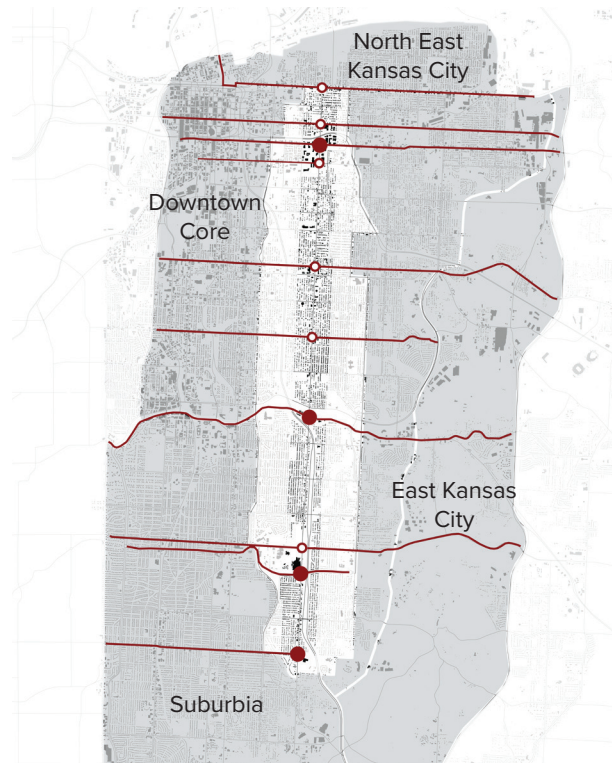
## Map Legend



- Gateway
- Community Anchor
- Minor Node
- Connection



**Figure 2.6: Important Nodes on Prospect.** Prospect Avenue is made up of gateways, community anchors, and minor nodes (KCDC 2019).






**Figure 2.7: KC Metro Connectivity.** Selected nodes have important connections to the rest of Kansas City (KCDC 2019).

## Development Strategies

Repurpose, reinforce, and remediate are the three development strategies created by the KCDC studio. Repurpose focuses on retrofitting old industrial buildings into new uses. Reinforce looks at what is currently happening along Prospect and strengthening the cohesiveness of buildings fronting the street. Remediate focuses on areas with setback buildings and surface parking lots with large amounts of open land around them which provides opportunity for higher density development to occur.

### Map Legend




	Repurpose
	Reinforce
	Remediate

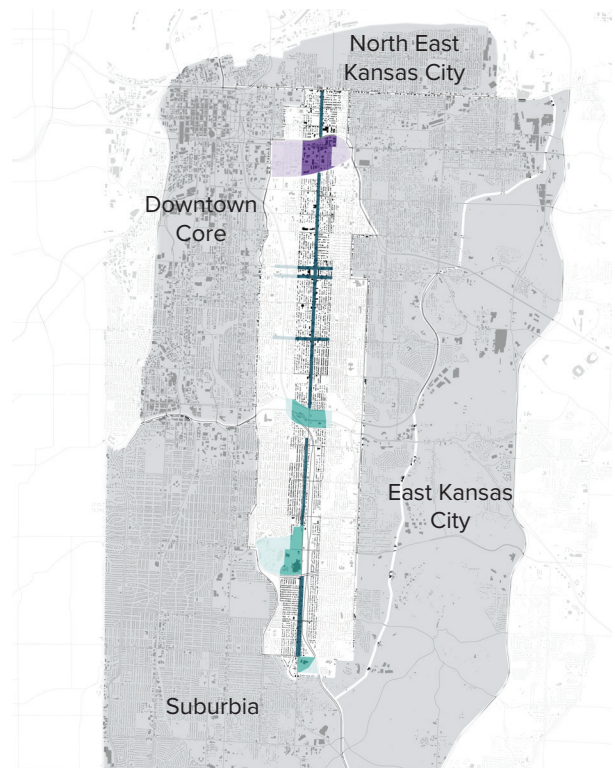


## Development Density

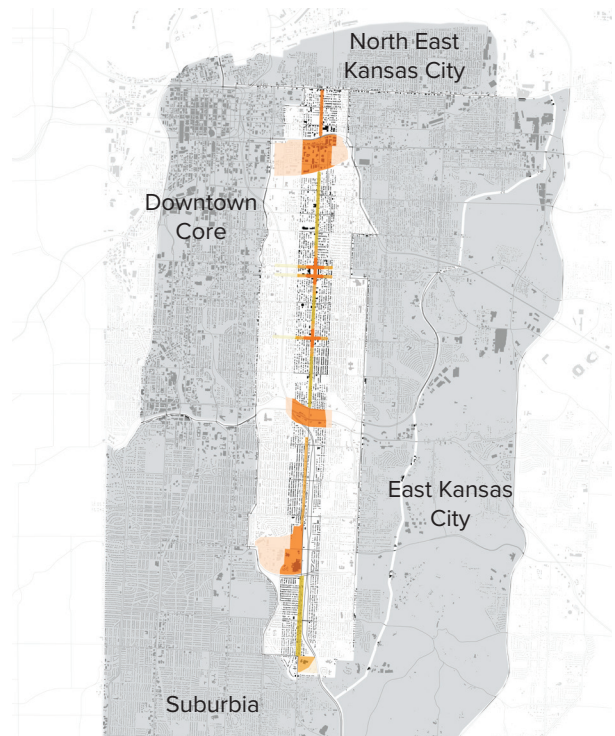
Along with the development strategies, the studio developed a development density concept that appropriates density based on the surrounding context. Areas for high density were located along major transit intersections, urban industrial areas, and areas with large amounts of vacant land that can be acquired. Medium density occurs near high density areas to bring the scale back down to the residential, or low density scale.

### Map Legend

	High
	Medium
	Low

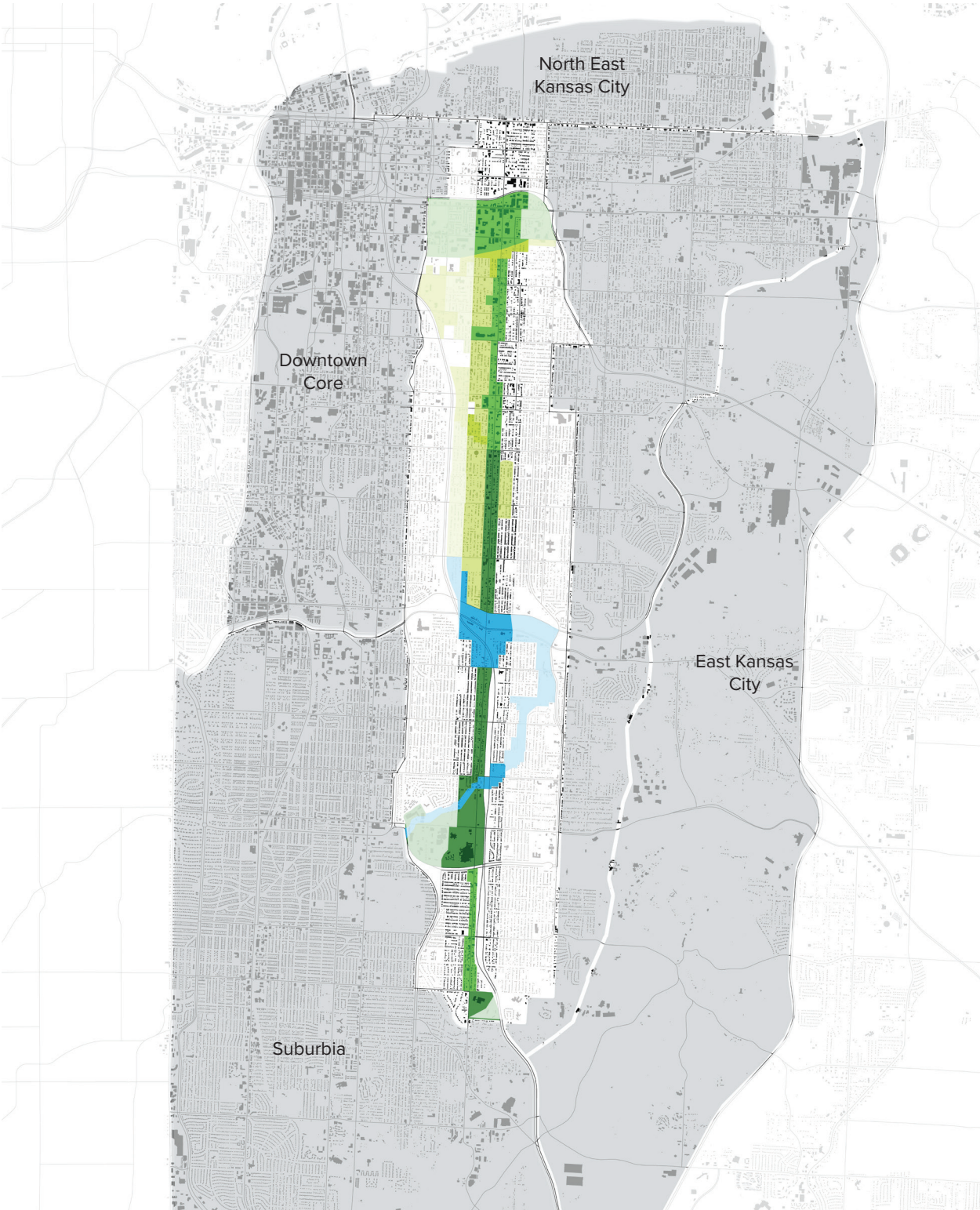


**Figure 2.8: Development Strategies.** Development strategies are informed by the existing context and conditions of the Prospect Corridor (KCDC 2019).



**Figure 2.9: Development Density.** Development densities are informed by the existing context and anticipated conditions of the Prospect Corridor (KCDC 2019).

# Prospect Corridor Green Infrastructure Concept



**Figure 2.10: Green Infrastructure Strategy.** The green infrastructure strategy is informed by geographical location and proximity to natural systems (KCDC 2019).

## Green Infrastructure Concept

The final concept developed by the KCDC studio is the Green Infrastructure Concept. This concept informs the sustainability aspects of the studio design proposals. The natural systems, topography, and urban condition inform each strategy for this concept is based

on the highest priority when approaching development within the given area, however each could be applied across the corridor. The zero runoff / waste development and stormwater infrastructure strategies are used to inform this report's projective design.

## Map Legend



### Zero Runoff/Waste Development

- 1) Water Collecting and Harvesting
  - Vegetative Filtering
  - Cisterns
  - Reuse for Grey Water and Irrigation
- 2) Low Energy Consumption
  - Green Walls / Roofs
  - Solar Light and Energy
  - Wind Energy
- 3) Creative Stormwater Infrastructure
  - Educational
  - Re-purposed Infrastructure

### Green Development

- 1) Green Streets
  - Street Trees
  - Curb Cut Rain Gardens
  - Vegetated Buffers
- 2) Low Impact Development
  - Tree Preservation
  - Topography Informs Development
- 3) Public Plaza Space
  - Community Focused
  - Cultural Art
  - Unobstructed Views In and Out

### Green Living

- 1) Water Collecting and Harvesting
  - Vegetative Filtering
  - Cisterns
  - Reuse for Grey Water and Irrigation
- 2) Low Energy Consumption
  - Green Walls / Roofs
  - Solar Light and Energy
  - Wind Energy
- 3) Multi-Use Community Space
  - Un-programmed Greenspace
  - Community Gardens
  - Community Trails

### Stormwater Infrastructure

- 1) Large Scale Green Infrastructure
  - Weirs
  - Terraced Rain Gardens
- 2) Natural Resource Preservation
  - Streambanks
  - Streambeds
- 3) Retain and Filter Runoff
  - Vegetated Filtering
  - Runoff Retention and Detention Ponds

### Public Greenspace

- 1) Natural Public Space
  - Un-programmed
  - Unobstructed Views In and Out
- 2) Park System
  - Park Amenities
  - Connective Recreation Trails
- 3) Art and Sculpture
  - Educational
  - Community and Cultural Focused
  - Graffiti Walls



# 3. Supporting Literature

# SUPPORTING LITERATURE

## Ecological Urbanism

Ecological urbanism is a modern idea being implemented in the planning and design of cities today to help reduce the effects of global warming and other environmental and social concerns. This sustainable design practice introduces a new sensibility into urban design and aims to resolve the apparent conflict between ecology and urbanism (Mostafavi and Doherty 2010). Although ecological urbanism is a fairly new idea, sustainable design has been practiced for a while. The first efforts to implement sustainable design practices were around 40 years ago to help improve environmental quality. The reasons for current increased interest is that city officials have recognized the importance of clean environments in relation to community health (Birch and Wachter 2008). A clean environment, meaning better air quality, water quality, access to parks, and increased access to public transit, can lead to better quality of life for community members.

As global temperatures rise, so does the amount of rainfall during storm events. Urban areas are becoming more vulnerable due to flooding because stormwater infrastructure is outdated and unable to handle the increased rainfall. Most city surfaces are impervious, disallowing rainfall to penetrate the surface and replenish the groundwater (Liptan and Santen 2017). Instead, the stormwater runs through the streets, picking up trash debris and pollutants

off the surfaces. This water is then transported through underground pipe systems or diverted to gullies and deposited in local rivers (Thomas 2003). This causes the pollution of major water sources, hurting aquatic ecosystems and creating health issues for humans (Liptan and Santen 2017). When major streams in cities flood, debris is scattered throughout like what happened to the Country Club Plaza in Kansas City when Brush Creek flooded in 1977 (Figure 3.1).

Another environmental change seen in cities is extreme heat and drought due to lack of rainfall. The heat island effect, a result of the production and accumulation of heat in urban areas is becoming worse in many cities (Thomas 2003). Increased health issues are becoming more common as result of this heat island effect in urban environments (Community Forests Northwest 2011).

Sustainable design techniques are a way of reducing the impact of these environmental changes have on an urban environment. Increased vegetation can help mitigate climate change in urban environments by capturing solar radiation. As a result, the heat island effect is reversed and a more comfortable urban environment is possible (Mell 2009).





**Figure 3.1: 1977 Flood in the Country Club Plaza.** Brush Creek at Main Street after September 12, 1977 flood, looking southwest. (Unknown Author 1977).

**Pedestrian Focused Urban Settings**

Sustainable cities should not only focus on the environmental benefits, but the benefits on the pedestrian scale as well (Gehl 2010). Pedestrians bring life to the city, but for the past 90 years the development of most cities has primarily focused on the car, which caused them to become places for cars rather than people. Ensuring good conditions for people to walk, stand, sit, watch, listen and talk creates the base for a lively city (Gehl 2010).

In many cities, walking is one of the easiest ways to travel so it is important to create good spaces for walking and to provide vital needs (especially groceries, recreation, and health care facilities) near to where people live.. Walking spaces should be safe and comfortable and allow for unimpeded travels through the city. These spaces should also allow for easy transition into alternative activities such as sitting and should be interesting at the eye level. This encourages people to walk more (Gehl 2010).

It is important to provide places for seating for those walking longer distances. The location of seating is crucial. When placing seating it is important to think about the microclimate, providing cover to your back, and views. Secondary site uses such as visual enjoyment are just as important as the primary uses, in this case sitting. Two types of desirable views are special attractions (water, flowers, trees, good architecture and artwork) and the people using the site (Gehl 2010). People are entertainment for other site users (Whyte 1980).

People also have a preference on where they sit. One type of seating that allows pedestrians to select their desired location is movable seating. This has been implemented successfully in parks like Paley Park or Bryant Park (Figure 3.2) in New York. Movable seating creates a flexible space to accommodate the needs of specific situations (Gehl 2010).

Flexible spaces become used more often and allow for self-expression, play, and exercise. Kids should have opportunity to play, seniors and adults should have opportunity to exercise, recreational activities should be possible, and a variety of special events should be able to take place (Gehl 2010). These three activities can lead to healthier cities and allow for strangers to connect with one another.



**Figure 3.2: Movable Seating in Bryant Park.** Bryant Park in New York City has movable seating which allows users to sit where they feel comfortable (Benoist 2012).

## Urban Vegetation

One technique that can benefit both the environment and people is to increase the amount of vegetation in urban environments. Incorporating nature in cities reduces hazardous pollutants found in dense urban environments (Bunster-Ossa and Rouse, 2013). As a result, nature improves the microclimate of a place by providing people with cleaner air.

Having a healthier environment leads to better mental health overall (Thomas 2003). Plants can also improve the aesthetics of a place. Parks and gardens both include nature as an important material for their designs. They help beautify cities, making them more attractive places to live (Thomas 2003).

Vegetation not only provides human benefits and aesthetics to a place, but ecological benefits as well. Incorporating plant species in the city diversifies the urban ecosystem (Bunster-Ossa and Rouse, 2013). It is important to incorporate a variety of plant materials to ensure a functional ecosystem. Plants are sources of food and shelter for butterflies and pollinating insects (Figure 3.3), birds, and small mammals that in turn feed those higher on the food chain (Thomas 2003). A diverse planting palette in an urban environment provides more food options and attracts a wider variety of fauna. A functional urban ecosystem that focuses on safely integrating built structure and the environment, should improve a places health for people and wildlife.



**Figure 3.3: Pollinators at the K-State Meadow.** Incorporating pollinator habitat can help improve and protect native ecosystems. (Skabelund 2019).

## Infrastructural Landscapes

Green infrastructure is a technique used in design to handle stormwater runoff, transport it, filter the waste and pollutants that are commonly acquired from surfaces in urban environments, and sometimes re-use it (Bunster-Ossa and Rouse, 2013). In Sustainable Stormwater Management, Liptan and Santen state, “anywhere from 30 to 95 percent of rainfall flows across typical human development, and is referred to as stormwater or urban runoff” (2017, pg 15). Using wisely designed, implemented, and managed infrastructure can reduce the amount of runoff being deposited into local waterways (EPA 2019).

This type of infrastructure opens up the opportunity for creative design in urban environments through landscape stormwater management. Since the early 2000’s many designers have begun to implement artful rainwater design to create amenity and reduce runoff quantity and improve quality (Pennypacker and Echols 2015). When designing creative stormwater management, it is important to ensure that it will be functional. Two main approaches to ensure functionality are designing for amenity and utility.

### Designing for Amenity

Amenity is defined by Echols and Pennypacker in Artful Rainwater Design as, “a feature that increases attractiveness or value, especially of a piece of real estate or a geographic location” (pg 23). The three amenity based

goals that this design vision for the East Side Greenway focuses on are education, recreation and aesthetic richness. The goal of education is to create conditions that allow people to learn about rainwater and related issues (Pennypacker and Echols 2015). People become more aware of the environment they live in when they understand natural processes and how they impact an environment. The goal of recreation is to give people the option to physically interact with the stormwater systems for play or relaxation (Pennypacker and Echols 2015). Giving people the option to physically interact with stormwater, makes them more aware of natural processes. It gives them experiences that could leave a lasting impression and understanding of the benefits stormwater management provides. The goal of aesthetic richness is to provide a pleasurable atmosphere for pedestrians (Pennypacker and Echols 2015).

This can help define a sense of place and beautify a place through nature. Being creative in stormwater management design helps determine the aesthetic richness of it. Creativity can be achieved through art or sculptural forms to emphasize a place’s identity, resulting in positive memories for people visiting the site. This can also be achieved through selecting plant materials for texture, color, size and shape. A place that has more recreation opportunities and rich aesthetics attracts more people to it. Educational opportunity is increased when more people use the site.

## Designing for Utility

Utility is defined by Echols and Pennypacker as, “managing rain in ways that protect and provide for human and natural systems” (pg 95). This can be achieved through many different techniques and on many different scales. For the purpose of this research, I will focus on how to creatively move rain water from structures, filter it, and reuse it.

Rain water is generally better quality than gray water allowing for it to be collected and reused (Thomas 2003). Stormwater runoff is typically stored in basins or holding tanks and then re-used to water the landscape or in buildings as gray water if the captured water is clean enough. Reusing captured stormwater in buildings and urban landscapes reduces water costs and provides a useful way to highlight the importance of reducing stormwater runoff (Liptan and Santen 2017).

Since the stormwater runoff does not directly go into the basin, it can acquire more pollutants as it travels there. One strategy to ensure the water quality is improved in its travels is through rainwater trails. By trail they mean creating different stormwater treatment techniques along a pathway (Pennypacker and Echols 2015). The further the water travels, the more opportunity it has to be filtered. Using a series of pipes or concrete structures to split stormwater flows allows the water to be transported through different bioretention areas (containing the cleansing power of plants and soils) where the vegetation filters the

water and even allows some to infiltrate back into groundwater. The main purpose of using the rainwater trail is to daylight the stormwater infrastructure. Making stormwater visible allows for people to see the processes actually happening, raising awareness of natural processes (Pennypacker and Echols 2015). Daylighting rainwater flows like on Vine Street in Seattle, Washington (Figure 3.4) allows for stormwater infrastructure to provide education, enhanced recreation, and increased aesthetic quality.



**Figure 3.4: Growing Vine Street.** Vine Street in Seattle, Washington creatively moves water from the rooftop of its mixed use development using a stormwater trail (Muller N.D.).

## Infrastructure as Art in Place Making

A sense of place, or a place's identity is determined from the emotional and physical qualities of the user's experience. In dense urban environments, the pedestrian experience can be stressful due to the busyness of daily activity, so much that a sense of place could be lost. There are many design techniques used in busy urban environments to improve the emotional and physical qualities that pedestrians experience. One solution to this is art and place making. The question comes, how exactly does art influence a sense of place? The answer is in the art of place making, a mixture of art and culture (Fleming 2007). Understanding the culture of an area helps define a place's identity while art physically and visually reveals it. Incorporating art into urban environments evokes emotion and allows people to use their imagination.

### Graffiti: The Beginning

One type of urban art that creates a sense of place is graffiti. The issue is that graffiti has been an illegal act since it first emerged and is only recently being incorporated into cities as an accepted form of expression. With this shift in perception graffiti can be categorized into two types, graffiti, and post-graffiti (Ehrlich and Ehrlich 2006).

Graffiti is used as a form of communication or "writing", and often associated with rebellion (Ehrlich and Ehrlich 2006). This form of "art" as it was perceived by those performing the act, was mainly seen as a cultural expression

of social class that wasn't understandable to people of higher class.

Graffiti in the United States first emerged in the late 1960's in the cities of Philadelphia, Chicago, and the most recognized of them all, New York (Ehrlich and Ehrlich 2006). In New York, graffiti began as a game for people that had no money or voice. By mixing art and the alphabet, these artists had an emotional outlet that gave them a sense of existence (Aravena 2005). This was most notably seen on the subway cars and trains in the 1970's (Figures 3.5 and 3.6) (Ehrlich and Ehrlich 2006). This type is also found in Kansas City's East Side (Figure 3.7).



**Figure 3.5: Trains in New York.** Trains were used as moving billboards for artists, allowing their name to travel throughout the city (Calonius 1972).



**Figure 3.6: Graffiti Artist Hides from Camera.** Graffiti artist hides his face after he finished tagging his name in the cabin of the train (Great Gallery of Graffiti N.D.).



**Figure 3.7: Graffiti in East Side Kansas City.** Local artists spread their names around Kansas City, seen here at 60th St. and Prospect Avenue (Wagner 2019).

### Graffiti: A Political Statement

These pieces are also used as political statements to voice the peoples thoughts, in a non-violent way (Gopnik 2011). This approach is used worldwide. In cities like Barcelona and London (Figure 3.8), graffiti is seen as a political statement. It is seen as the most pure and honest form of expression and a way to give messages to the people (Aravena 2005).



**Figure 3.8: Mona Lisa Bazooka** is a Banksy piece in London. Although somewhat humorous, a typically calm historical painting is transformed into a menacing visual about the use of powerful weapons (Krasting 2012).

### Post-Graffiti

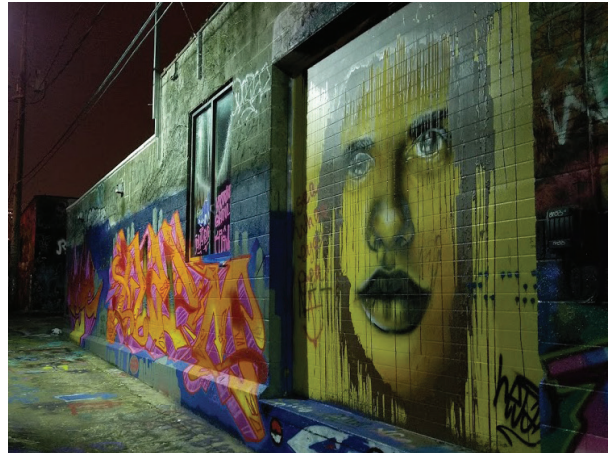
Post-Graffiti, commonly known as street art, is typically seen in the form of murals rather than writing (Ehrlich and Ehrlich 2006). This form is viewed as more pleasurable and used as a cultural expression that is legible to a wider population (Gopnik 2011). Artists like Swoon from New York, are inspired by the way the human perception of a city is experienced. She sees street art as something people can connect to because it is unsanctioned and free to be anything.

Post-graffiti has also been used worldwide. In Paris, graffiti is considered art that makes places better by adding character and life to a space. It is also seen as a symbol for the freedom of expression (Aravena 2005). Some modern artists use it as a way to represent the city in a moment of time. In Sao Paulo, graffiti is a way to represent the city by imitating and emphasizing the lines of architectural structures. Other artists uses it as a way to reveal the cultural identity a city has (or had during a specific period of time). In Brazil, graffiti is used as a way to celebrate their culture. The size of the country makes it difficult for residents to travel elsewhere to experience new cultures. The use of graffiti has allowed them to experience different cultures within their country (Aravena 2005). In a world that is focused on economics and technology, culture is seen by the artists as the only theater for change (Aravena 2005). Cultural art can emotionally impact a person and change their beliefs and perceptions.

As street art becomes accepted by people and cities, the motives of graffiti artists should not be lost. Their motives can help others understand the benefits of incorporating street art into urban environments, and help bring a city's identity back to life.

Street Art is becoming more popular in the Kansas City area. "Art Alley" (Figure 3.9) is one of the biggest attractions for art lovers visiting the area. This alley is located between Locust St. and Cherry St. and extends from E 17th St. to E 18th St. It showcases a variety of art murals that are visually appealing and memorable through the use of extravagant colors and recognizable characters. The atmosphere of the alley is exciting and vibrant with people walking through all times of the day and into the night.

Other graffiti murals can be seen throughout the city that represent the history of the city and the culture that residents and visitors seem to value. Another example is found between 59th St. and 60th St. on Prospect Avenue (Figure 3.10). This mural shows many faces of Martin Luther King Jr. who's legacy continues to be celebrated in this community.



**Figure 3.9: Art Alley.** This alley in Kansas City is a new, and unique part of the Crossroads Arts District, attracting locals and visitors for pictures or a stroll down the alley (Wagner 2018).



**Figure 3.10: Cultural Graffiti in Kansas City's East Side.** Mural of Martin Luther King Jr. on the side of a shed along Prospect Avenue in Kansas City's East Side (Wagner 2018).





## Reclaiming Greenspace in an Urban Environment

In an already developed urban environment, strategic planning for acquiring land is key in order for a functional greenway to be implemented. For this proposal, the main focus for acquiring greenspace is through assembling vacant parcels. Many of the vacant parcels follow drainage routes or could serve as a connection to the existing parks in Kansas City. Strategies that will be included in this report are: buying it, closing streets and roads, utilizing river and stream corridors, and utilizing urban redevelopment.

### Roadway Conversion

One way to create more space for parks is the removal or conversion of roadways. This conversion for either partial or full time availability for pedestrian is an underutilized asset (Harnik 2010). Kansas City's East Side has a fairly consistent street grid that divides the vacant parcels in multiple areas. Removing many of the side streets that bisect vacant properties will create more space for greenspace along the corridor. Major streets that need to be kept could be converted into multi-functional roads. The National Mall in Washington DC, originally a four lane road was converted into only two lanes for traffic on the outside and the interior two were reserved for pedestrians. This resulted in an increased amount of park usability, pedestrian safety, and a better micro-climate (Harnik 2010).

### Buy It

An obvious way of reclaiming greenspace is simply buying it rather than waiting for it to be donated. Central Park in New York for example was purchased (Harnik 2010). This approach of buying parks could be either public or private investors or done through tax increases. Taxpayers overwhelmingly favor spending money on parks and recreation according to the Trust for Public Land (Harnik 2010). A more private approach is seen through Portland's "Adopt and Adapt" approach where large private companies invested in their own landscapes to test stormwater approaches, eventually facilitating that interest on to the public (Liptan and Santen 2017). Utilizing the assisted living homes throughout the Prospect Corridor would be a good place to begin testing stormwater practices.

### Restore and Reroute Urban Streams

River and stream corridors are frequently absent in urban environments but could be viable pieces of land for increasing urban greenspace access. Many of them have been sunk into pipes underground or corralled into concrete channels (Harnik 2010). This is evident throughout the East Side in that Kansas City's stormwater pipes follow the natural drainage and are combined with sewer waste. The drainage that is still above ground is mainly corralled in a concrete channel like Brush Creek or Town Fork Creek. Both streams are attempts to facilitate the purposeful movement of water (Liptan and Santen 2017). The restoration and rerouting of stream corridors for people and natural ecosystems could also help slow and filter stormwater runoff in the city. A stream setback zone can provide ample space for not only water movement provide more opportunity for recreation along it (Bunster-Ossa and Rouse 2013). With many of the vacancies in the East Side following the drainage, developing a stream setback to support a natural and recreational corridor for people would be a viable strategy.



**Figure 3.11: Ilus Davis Park.** This urban infill site (left and right photographs) in Kansas City creates a comfortable public space for people (Wagner 2019).

### Center Development around Parks

A final way to reclaim greenspace in an urban environment is to recenter new development around parks and public space. These parks can weave through new developments, connecting them throughout while forcing strategic planning for the rest of the site (Harnik 2010). These new developments could be accomplished by infill of deteriorating sites or creating parks on completely blank sites. Ilus Davis Park in Kansas City is a local example of reimagining an underutilized site (Figure 3.11). The previous site had a few buildings and a parking lot. This park creates a better connection to City Hall and the Federal Court House and to improve the attractiveness of the area (Kansas City Parks and Rec 2019). Two of our focus areas have conditions that could utilize this strategy, the large area of vacant land around at 63rd St. and Prospect Avenue, and the industrial warehouses between I-70 and the rail yard. This report focuses on the vacant land at 63rd St. and Prospect Avenue.





# 4. Methodology

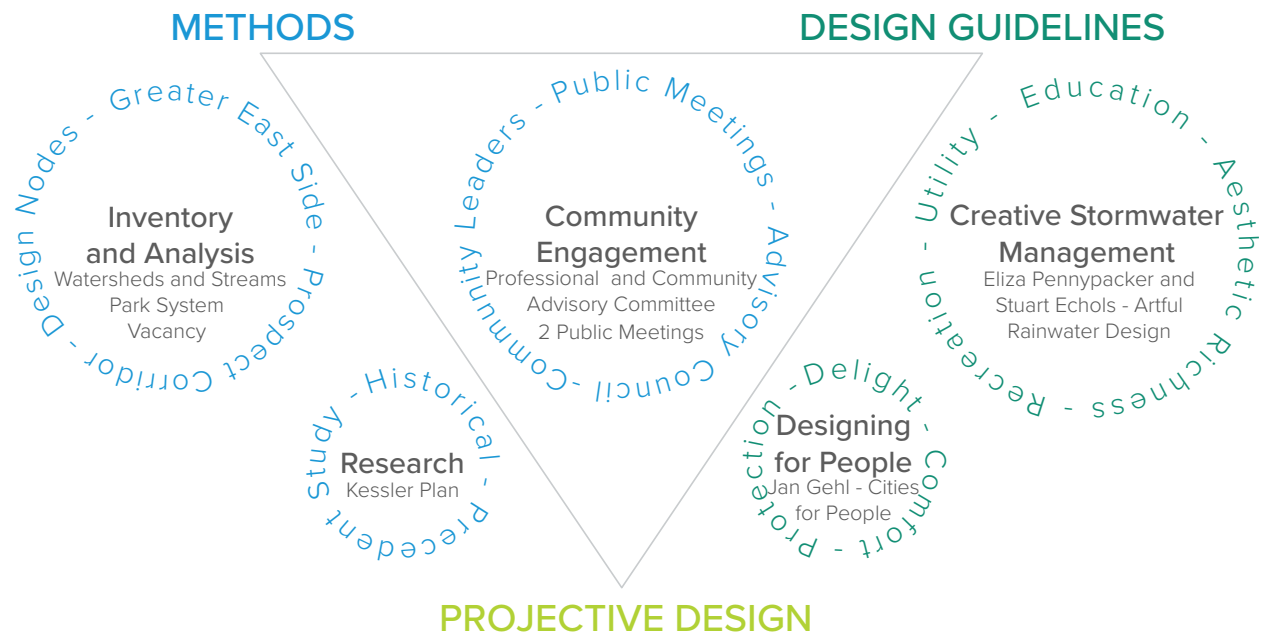
# METHODOLOGY

## Research Question

How can productive infill of the vacancies found in Kansas City’s East Side, provide public greenspace that utilizes sustainable design techniques to promote healthier, better connected communities?

## Supporting Questions Include:

- Is there a connection between vacancy and natural drainage in Kansas City’s East Side?
- Where along Prospect Avenue can stormwater infrastructure be implemented based on vacancies near drainageways to help mitigate flooding issues?
- How can vacancies be assembled to strengthen the existing Parks and Boulevards system by creating an integrated greenway system in Kansas City’s East Side?
- How can green infrastructure help provide a platform for revealing a buried cultural identity?



**Figure 4.1: Research Design Process.** This projective design is a product of developed research methods and selected design guidelines that best support the design vision (Wagner 2018).

## Projective Design

An important part of this research is the projective design vision for nodal development along the Prospect Corridor in Kansas City. This corridor was chosen due to recent investment interest to reclaim it as an urban element within the Kansas City metropolitan area. The physical environment within this corridor is defined by topography, infrastructure, and vacancy. These three defining factors provide opportunity for reclaiming greenspace in an urban environment as green infrastructure. This design vision uses creative and sustainable design principles to provide a best practices approach for future reclamation of greenspace in Kansas City.

Nodes were selected by the KCDC Studio based on their ability to become catalysts for future development in Kansas City's East Side. An overall urban concept was also developed by the studio that focuses on re-centering Prospect in Kansas City, development types and densities, and green infrastructure. The green infrastructure concept for the Prospect Corridor focuses on increasing park access, mixed-use green development, and green living. This concept is used in this report to inform a proposal for a new urban greenway in Kansas City's East Side, utilizing vacancies as a way to reclaim greenspace in an urban environment. The East Side Greenway is a series of public greenspaces, connecting existing parks to the selected catalytic nodes, benefiting the local communities and

environment.

This project explores different techniques of how to ethically reclaim large numbers of vacant lots as public space. Jan Gehl's guidelines in *Cities for People* (2010) for designing comfortable pedestrian spaces to inform my design decisions (Appendix A, Table 1.1). The stormwater infrastructure in my design is informed by three design techniques from *Artful Rainwater Design*: education, aesthetic richness, and recreation (Appendix A, Tables 1.2-1.4). The utility matrix from *Artful Rainwater Design* helped me to develop stormwater infrastructure goals, objectives, and techniques for implementation in my design proposals. (Appendix A, Figure 1.1).

## Historical Research

In order to understand the site better, historical research on the development and culture of the communities within the Prospect Corridor was needed. This research focused on factors that have influenced the physical condition of this area of Kansas City. It also focused on factors that have influenced the local culture of Prospect Avenue. One part of the historical research looked at George Kessler's Parks and Boulevards Master Plan for Kansas City (Appendix B). Studying this plan revealed the historical approach of organizing Kansas City around a parks and boulevards system.

Another part of this research analyzed the infrastructural moments that have influenced the abundance of vacancy in the area. The main infrastructural moment was the installation of Highway 71. This highway divides the corridor and nearby neighborhoods and caused many people to leave the area which in turn had a huge impact on the population and living condition of Kansas City's East Side.

The third part of this historical research dealt with the cultural events that had an impact on shaping the Prospect Corridor we see today. This research focused on the protests that occurred after the assassination of Martin Luther King Jr. This historical moment played a large role in the amount of vacancy along Prospect and the demographic character of this area. The cultural study was used as inspiration for including art and sculpture into a greenway system.

## Site Inventory and Analysis

The nodal design vision included in this report is the result of an extensive site inventory and analysis process. Two scales were covered in the site inventory and analysis: the first being the greater East Side Kansas City scale and the second being site specific for one selected catalytic nodes along the greenway. Looking at two scales allowed for an understanding of the specific site itself and how it fits into the larger context of Kansas City's East Side.

The larger East Side scale reveals the environmental and geographical conditions that physically organize the corridor. This larger scale analysis shows how a greenway can be incorporated into the existing park system while resolving current issues found in the East Side.

At the nodal site scale, the inventory and analysis work further or explored the physical conditions of the site. This scale focuses more on neighborhood communities and understanding their specific needs. Understanding community needs informed specific green infrastructure strategies for the design proposal at 63rd Street and Prospect Avenue. The site inventory and analysis are represented through a series of maps that aim to reveal key issues needing to be resolved along the corridor in regards to public greenspace as infrastructure.



## Community Engagement

Community engagement plays an important role when designing for people. It allows their opinions to be heard and guides the strategic design ideas throughout the greenway proposal. Knowing what the community wants and needs helps ensure that the design is effective in creating active urban space. One way the community was involved in this design proposal is through our studio's advisory council, which consisted of city planning officials, and community designers, workers, and leaders. Their role was reviewing and critiquing the urban design vision through various review sessions. Their expertise on the community, development, policy and incentives also helped me to refine my proposed design vision for a viable urban greenway through the East Side.

Another way the community was involved in the project is through public meetings. Once the studio finalized the selection of design nodes, the planning of these meetings began. The purpose of these public meetings was to allow the studio to develop a closer connection to those who are an active part of the communities within the Prospect Corridor and those interested in it. These meetings were open for anyone to attend and included a well rounded representation of residents, city officials, and developers.

General questions were developed in relation to public space and open greenspace for the public meetings. Each question was posted

above a large map of the Prospect Corridor. Each map included the corridor boundary, Kansas City's existing parks and boulevards, and building footprints of Kansas City's greater metropolitan area.

The public meeting questions included:

1. How does your community use open space?
2. What is the value of nature and greenspace within your community?
3. What current issues come to mind about existing public parks and open space?
4. As future development occurs along the Prospect Avenue Corridor, what are your desires in regard to increased access to open space?

As community members arrived to this area of the display space, they were given one sticky note for each question and asked to record their highest priority response in one sentence or less. To ensure anonymity of thoughts and opinions of attendees, names, age, gender, or any other personal information were not recorded. Each person who agreed to participate was asked to focus their answers inside the Prospect Corridor boundary if they live within the corridor or outside if they do not.

An additional map was included to understand meeting participants thoughts on future implementation of green infrastructure, more parks, and artwork and graffiti walls. Each idea of future development had a different color dot. Attendees were able to place these dots where they wanted to see development.

## Restructure for Meeting 2

There was a small number of participants at the first meeting so the data was helpful but not representative of the entire community. It was also not sufficient enough for the purpose of gathering data related to the questions I had prepared. There were six attendees from the community, all of which were from a different area of the project. I did not receive any feedback from this meeting.

For the second community meeting I didn't want to risk the chances of not getting any responses for my questions about parks and greenspace. I restructured my approach to be applicable to the entire community body that attended. The same questions were used for the first community meeting, however, instead of using boards I switched to a general survey. This survey was placed at the front table for people to collect as they arrived and to fill out while they were there. The survey didn't ask for any personal information about the attendees that would violate their privacy or would require me to have IRB approval. From this survey, I received a total of eight responses for each of the four questions I prepared.

The information gained from the public meetings was analyzed to understand the value of and desire for more access to open public space (Appendix F). These community concerns and interests are at the forefront of my vision for an urban greenway through the East Side of Kansas City.



**Figure 4.2: Engaging the Community.** Community engagement meetings helped the KCDC Studio develop design ideas that were informed by residents wants and needs (Randell 2019).

## **Survey Response Summary**

### **1. How does your community use open space?**

Respondents said that, a majority of the community uses parks for leisure. This includes the use of gardens in parks, social gatherings and walking trails.

### **2. What is the value of nature and greenspace within your community?**

Respondents indicated that most residents around Prospect think parks and greenspace are good. They are used for food sources and stormwater management. However, the parks need to be monitored and maintained better to increase safety in the parks.

### **3. What current issues come to mind about existing public parks and open space?**

Five of eight people who responded to my survey said that the parks in this area are unsafe and have poor security. Four people said the parks are also poorly maintained. It was also mentioned that the parks don't have enough benches or gardens.

### **4. As future development occurs along the Prospect Avenue Corridor, what are your desires in regard to increased access to open space?**

The two major takeaways from this question that relate to my report are that many people in the community see their parks needing better lighting and security and more opportunity for exercise and recreational activities and trails.

## Stormwater Calculations and Design Guidelines

A majority of Kansas City's stormwater sewers are combined stormwater and waste water sewer systems. In large rain events the overflow from stormwater combines with waste water which is a real environmental hazard along our water ways. Understanding how much stormwater runoff is reduced for a given drainage system will begin to show the possibility for sewage overflow reductions along our natural streams. This will also reveal how well we can improve the quality of life for people and natural ecosystems.

In order to create an argument backing up my stormwater management design strategies, it is important to calculate runoff volumes for various rain events. The data that should be collected will cover the 2-year, 5-year, 10-year, and 25-year storm events to ensure the proposed design will be able to withstand and control runoff flows for various amounts of rainfall. These calculations indicate the estimated amount of rainfall that needs to be captured to reduce the impact of flooding and the amount of pollutants entering our natural streams.

If calculations were take for this report, the main goal of them would be to understand how future development impacts the amount of stormwater runoff entering the Turkey Creek watershed basin. Turkey Creek contributes to two other watersheds in Kansas City — Brush Creek and Blue River — and each watershed should be managed wisely using water

sensitive design and development strategies. To calculate the stormwater runoff and infiltration, one must calculate the runoff from the existing site and the amount increased based on projected development patterns. The Green Infrastructure Urban Concept for the Prospect Corridor informs the types of stormwater infrastructure that should be included within new developments along the Prospect Avenue Corridor.

The East Side Greenway indicates how to connect the studio-determined catalytic nodes along the Prospect Corridor. This vision looks at the possibility of acquiring vacant properties along drainage routes and connective paths to existing parks. The stormwater infrastructure strategies envisioned along the greenway need to relate to the surrounding context. Prototypes for the different stormwater features on the site should be developed to ensure their effectiveness in reducing runoff and pollutants in our waterways. Each prototype needs to include calculations for stormwater infiltration and retention/detention holding capacities. This will help in understanding the overall impact that these design strategies could have on the existing watershed basins and natural streams.

For the purpose of this report, I developed a stormwater management design guidelines matrix to inform design proposals. This matrix is a product of the findings from inventory and analysis studies that I produced for the

KCDC Prospect Avenue Nodal Study project, design goals for Prospect Village, and design guidelines on education, recreation, and aesthetic richness from Stuart Echols and Eliza Pennypacker's Artful Rainwater Design book (2015).



# 5. Project Development

# PROJECT DEVELOPMENT

## Process and Findings: Inventory

The mapping process began by understanding the key ecological, geographical, and historical conditions organizing Kansas City's East Side. I completed an inventory of the existing parks (Figures 5.1a and 5.1b), watersheds (Figures 5.2a and 5.2b), and streams (Figures 5.3a and 5.3b).

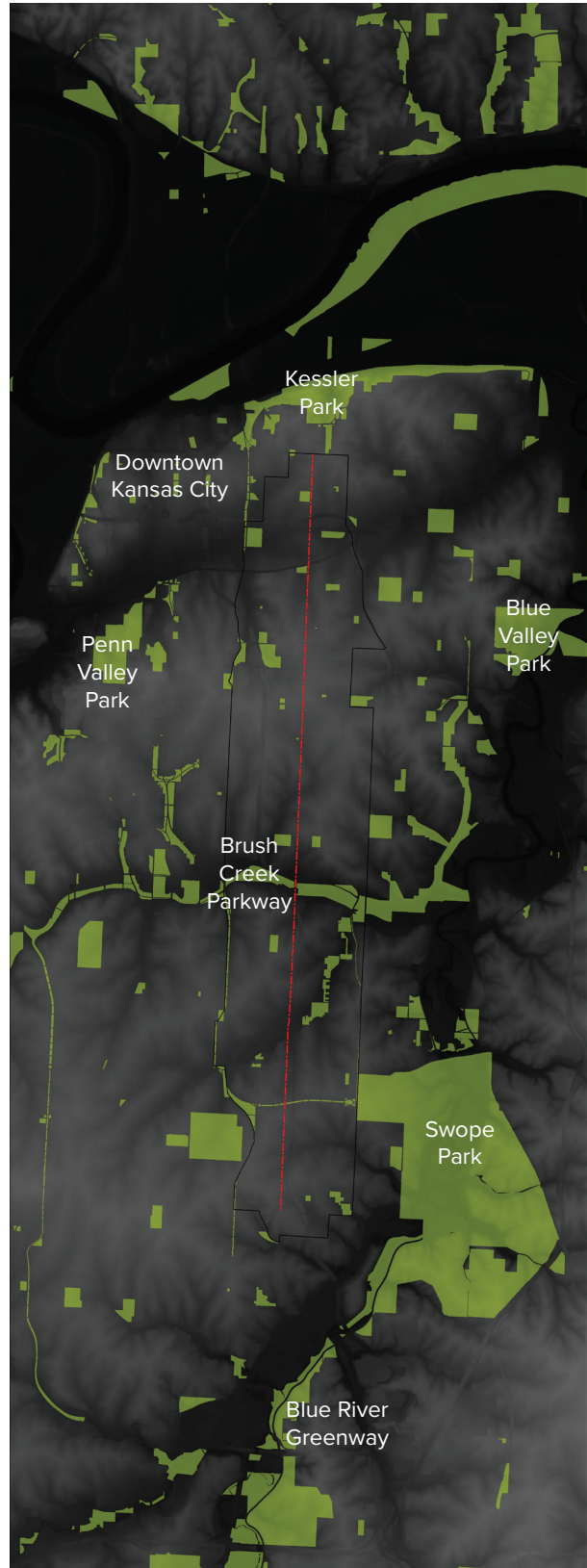
### Map Legend



- Parks and Boulevards
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary



**Figure 5.1a: Parks Within or Near Prospect South.** Prospect South lacks access to quality park space (Wagner 2018).



**Figure 5.1b: Kansas City Park System.** Kansas City has a well defined parks and boulevards system (Wagner 2018).

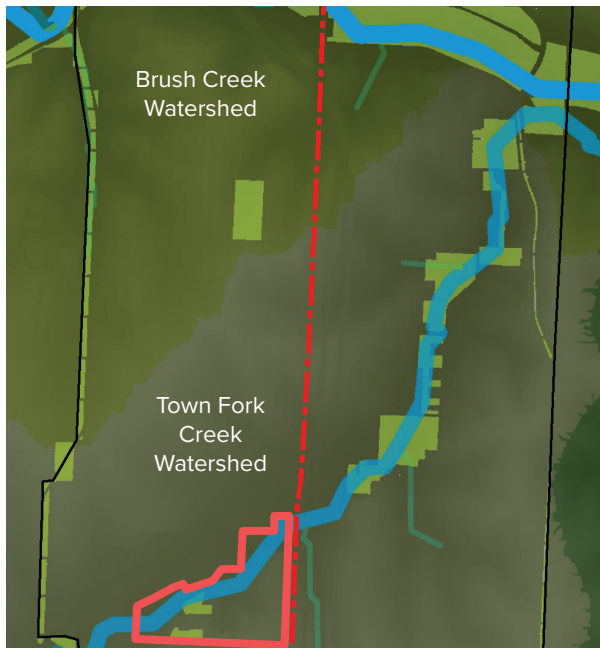


There are four main watersheds that make up the Prospect Corridor: Town Fork Creek, Brush Creek, Turkey Creek, and Blue River. The site for this design proposal is in the Turkey Creek Watershed.

### Map Legend



- Parks and Boulevards
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary



**Figure 5.2a: Major Watersheds Within or Near Prospect South.** Prospect South includes two major watersheds (Wagner 2018).



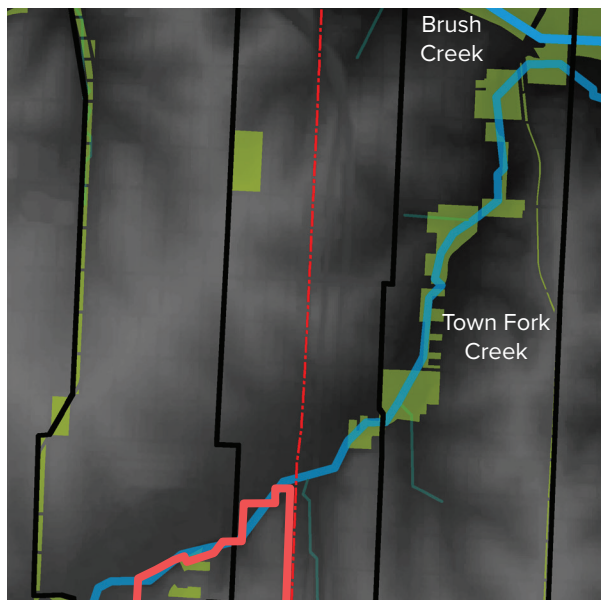
**Figure 5.2b: Watersheds that intersect the Prospect Avenue.** Prospect avenue is intersected by four of Kansas City's major watersheds (Wagner 2018).

The major stream that interacts with the corridor is Brush Creek, which bisects the corridor roughly in the middle of its north south axis (as shown in Figure 5.3b). Town Fork Creek is the first stream to collect water from the site of this design proposal (Figure 5.3a). Its important to remember to slow runoff from its source as it can cause severe flooding and erosion and carry unwanted contaminants downstream once they enter a stream channel. Pollutants and excess water endanger ecosystems on site and downstream.

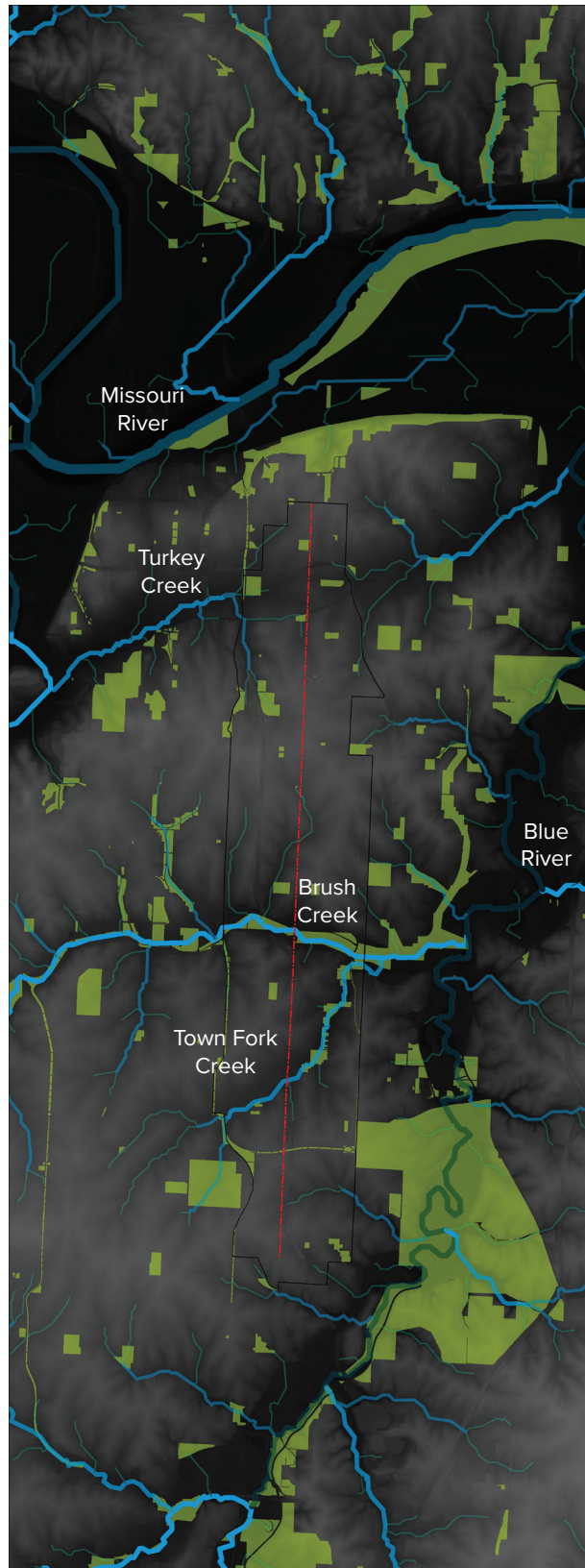
### Map Legend



- Parks and Boulevards
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary
- Class 7 Stream
- Class 6 Stream
- Class 5 Stream
- Class 4 Stream
- Class 3 Stream
- Class 2 Stream
- Class 1 Stream



**Figure 5.3a: Streams Within or Near Prospect South.** Prospect South is bisected by Town Fork Creek, which then spills into Brush Creek (Wagner 2018).



**Figure 5.3b: Streams and Rivers in Kansas City.** The four main watersheds each have a major stream that eventually spill into the Missouri River (Wagner 2018).









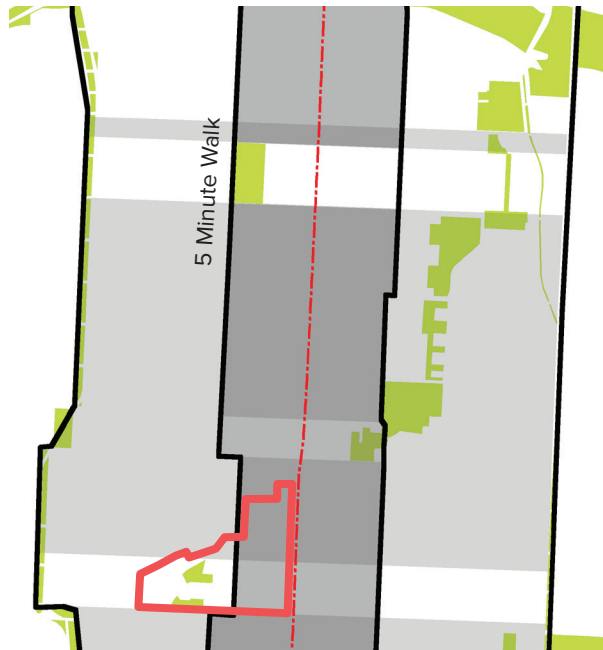
## Process and Findings: Analysis

After understanding the key geological conditions that organize the East Side, I began to analyze them and their relation to the Prospect Corridor. I began by looking at the distribution of parks across the entire corridor and within Prospect South (Figures 5.4a and 5.4b). I concluded that with the distribution of existing parks, there are large areas of the corridor that are deprived of any public parks.

### Map Legend



-  Parks and Boulevards
-  Park Absence
-  High Priority Area
-  Prospect Avenue
-  Prospect Corridor Boundary
-  Site Design Boundary



**Figure 5.4a: Park Distribution Along Prospect South.** Prospect South lacks parks which causes there to be a poor distribution of parks (Wagner 2018).



**Figure 5.4b: Park Distribution Along the Prospect Corridor.** Most of the Prospect Corridor lacks the presence of parks (Wagner 2018).

Another part of this analysis was looking at direct access to greenspace from roads perpendicular to Prospect Avenue along the corridor (Figure 5.5b). From this, I concluded that the middle part of the corridor lacks direct access to public greenspace. Although there seems to be some park access in South Prospect, there is still a lack of access to quality parks and greenspace (Figure 5.5a).

### Map Legend



- Parks and Boulevards
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary
- Direct Park Access Route



**Figure 5.5a: Direct Access to Parks in Prospect South from Prospect Avenue.** Residents in Prospect South have limited access to usable park space (Wagner 2018).



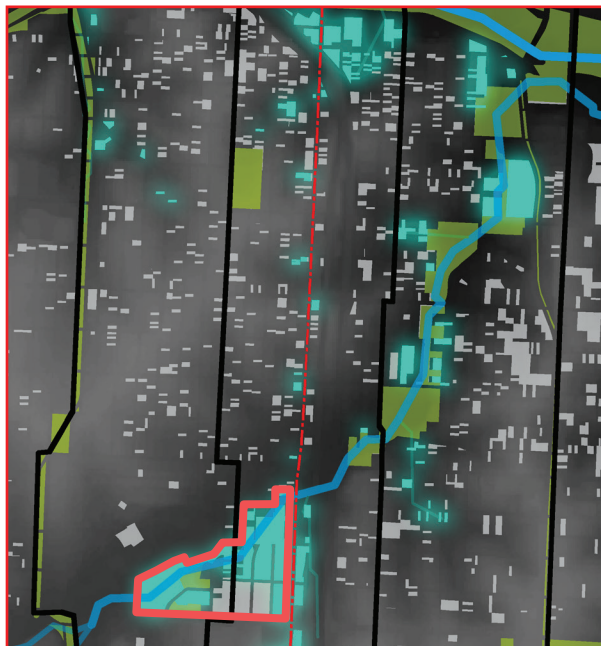
**Figure 5.5b: Direct Access to Parks from Prospect Avenue.** Residents within the Prospect Corridor have limited direct access to usable park space (Wagner 2018).

The next part of this analysis deals with drainage routes. As previously mentioned, Brush Creek is the largest stream that is impacted by runoff from the Prospect Corridor. Almost half the site drains directly into it or indirectly through the Town Fork Creek. I then compared the drainage routes to vacant parcels in the East Side. There seems to be a very strong relationship between vacancy and natural drainageways (Figures 5.6a and 5.6b).

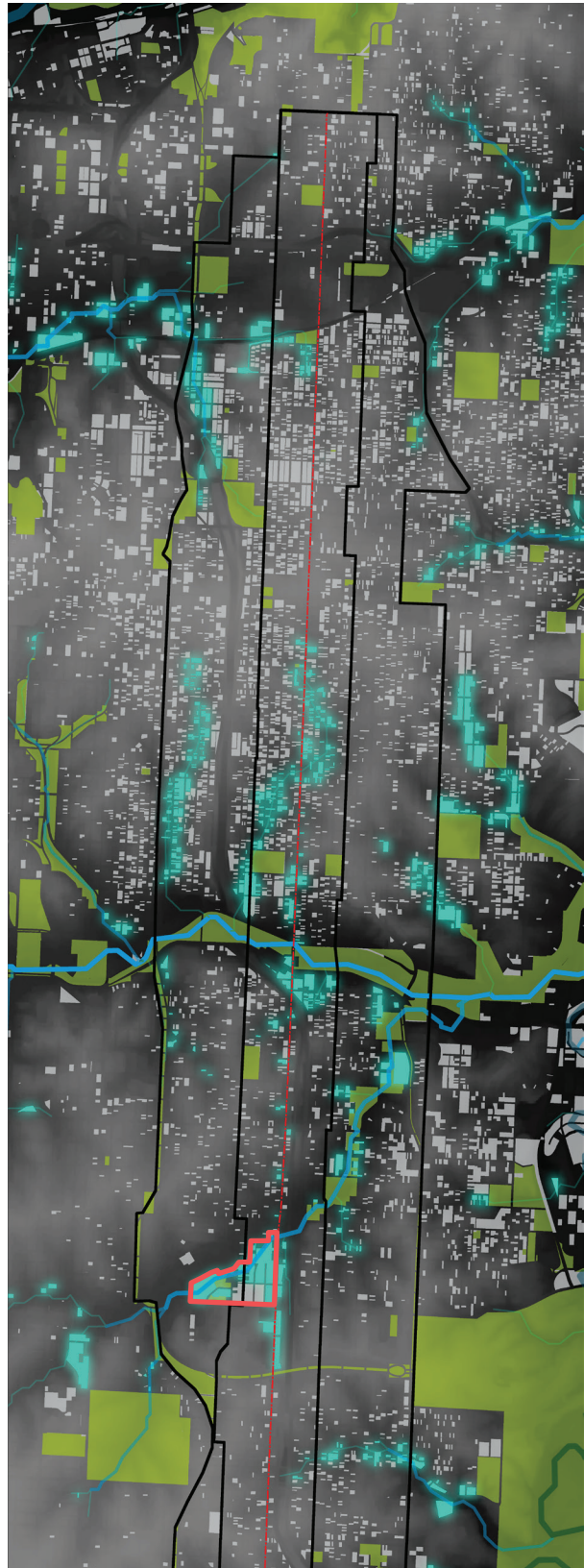
### Map Legend



- Parks and Boulevards
- Vacant Parcel
- Vacancy Along Drainage
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary



**Figure 5.6a: Drainage Vacancies within Prospect South.** Prospect South has a large amount of vacancy around Town Fork Creek (Wagner 2018).



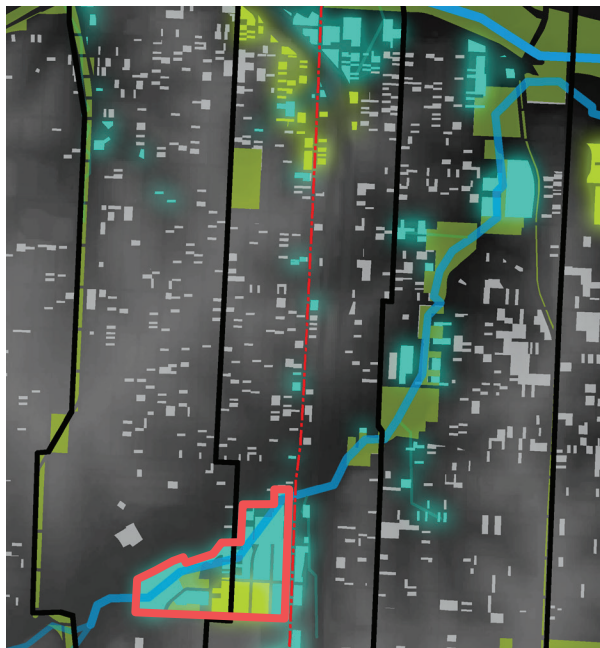
**Figure 5.6b: Drainage Vacancies in the East Side.** It is clear that there is an issue with vacancy along drainage routes in Kansas City's East Side (Wagner 2018).

When compared with the parks, it is evident that these vacancies form natural connections to the existing park system (Figures 5.7a and 5.7b). These vacancies create the opportunity for additional parks as vital green infrastructure and recreational amenity throughout the Prospect Corridor and beyond.

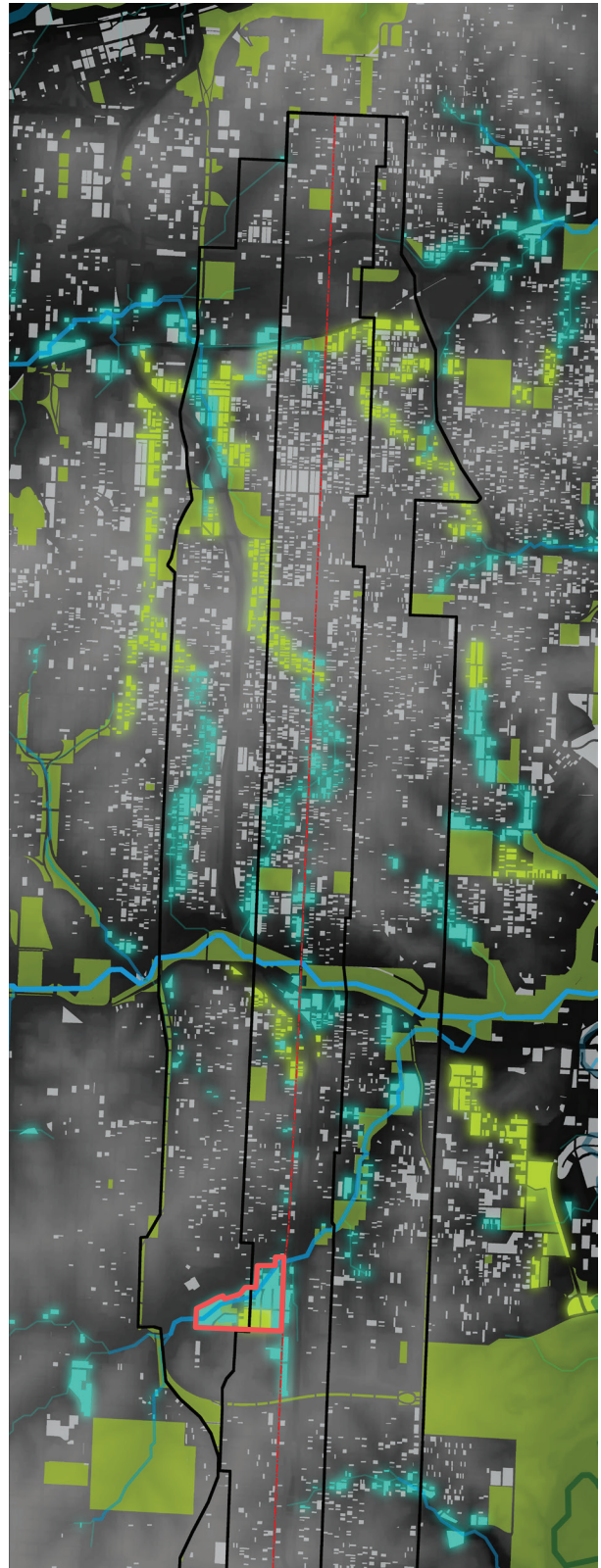
### Map Legend



- Parks and Boulevards
- Vacant Parcel
- Connective Vacancy
- Vacancy Along Drainage
- Prospect Avenue
- Prospect Corridor Boundary
- Site Design Boundary



**Figure 5.7a: Vacancy as a System in Prospect South.** Vacancy along Town Fork Creek creates opportunity to provide more park space (Wagner 2018).



**Figure 5.7b: Vacancy as a Revitalization System in Kansas City's East Side.** Vacancy can be used for stormwater infrastructure and a park system expansion. (Wagner 2018).





# 6. Design Proposal

# DESIGN PROPOSAL

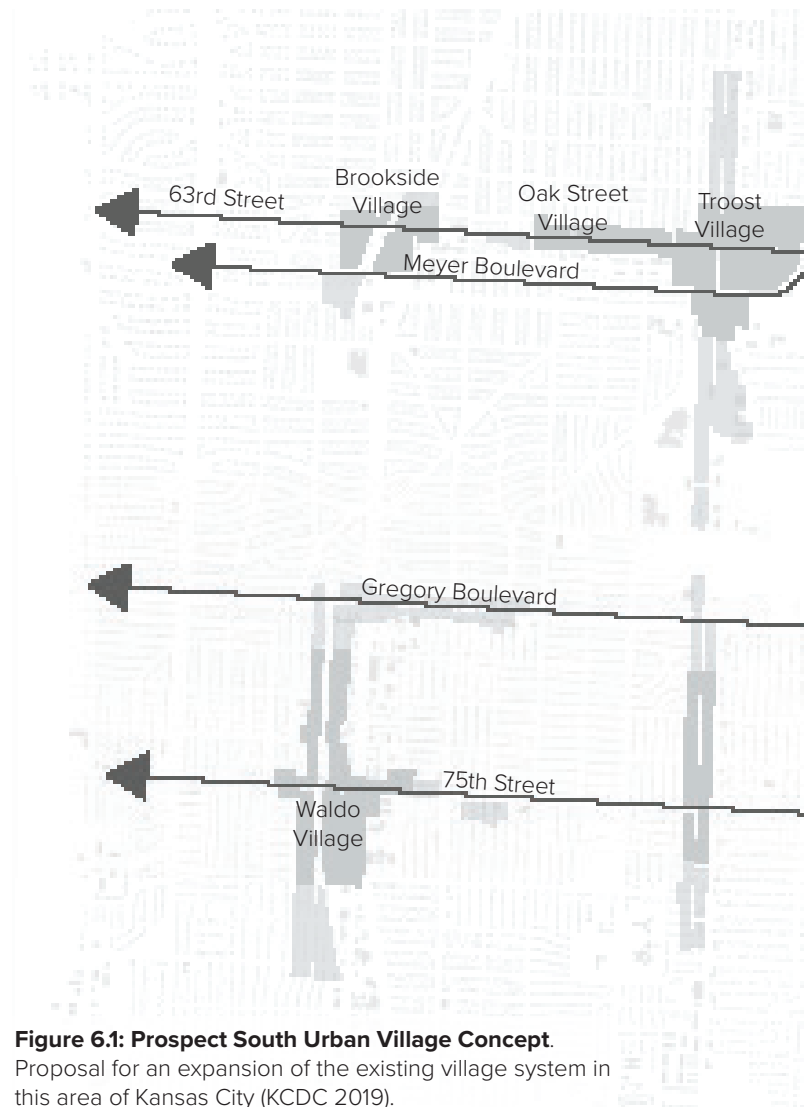
## Urban Village Concept

The Prospect South Group looked at the stretch of the studio defined Prospect Corridor from Brush Creek to 75th Street, with a design focus between 59th Street and 75th Street. This group consisted of three landscape architecture students and four architecture students. We each worked together to develop an overall urban concept for this section of the corridor. After looking at a recent development study for the area that looked at the different villages in this part of the city, it only made sense to continue this concept to the east (Figure 6.1).

Brookside, Oak Street, Troost, and Waldo Villages are the four existing villages in the area. Each have been able to establish their individual character and provide for the communities around them. As an extension of these villages, we found the opportunity to develop four new villages along Prospect Avenue. Prospect Village is a community focused village proposal, 63rd Street Village is a regional village proposal, Gregory Village square is a neighborhood incubation center, and 75th Street Village is a hyper accessible village proposal. With the village proposal, we also located a new gateway on Meyer Boulevard to signify the intersection at Prospect Avenue and as a gateway into Swope Park from the west. For this report, the design proposal for Prospect Village is used.

## Group Members

- Rachel Rankin - LARCP
- Caleb Wagner - LARCP
- Spencer Andresen - LARCP
- Jaye Peters - ARCH
- Tayvia Navy - ARCH
- Alex Overbay - ARCH
- Ashton McWhorter - ARCH



**Figure 6.1: Prospect South Urban Village Concept.** Proposal for an expansion of the existing village system in this area of Kansas City (KCDC 2019).

### Prospect Village

Community Village focused on providing local services.

### 63rd Street Village

Regional Village focused on providing entertainment for regional visitors to Research Medical Center and Swope Park.

### Meyer Boulevard Gateway

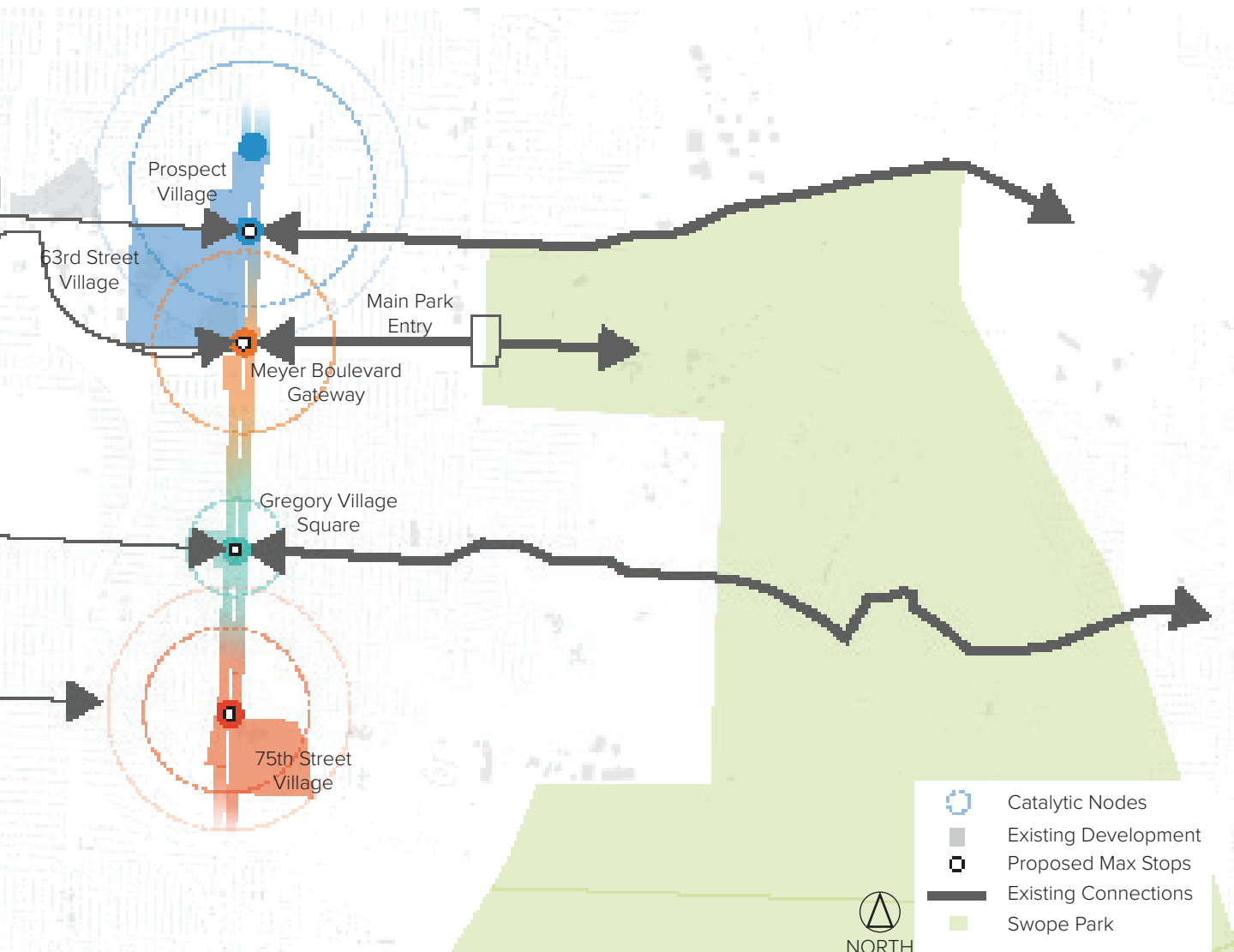
Gateway that frames views, creates a sense of arrival, and provides a safer way to cross the street at the Prospect and 63rd Street intersection.

### Gregory Village Square

This neighborhood square revolves around an urban agriculture advocacy center that facilitates knowledge and helps create new urban agriculture centers along Prospect.

### 75th Street Village

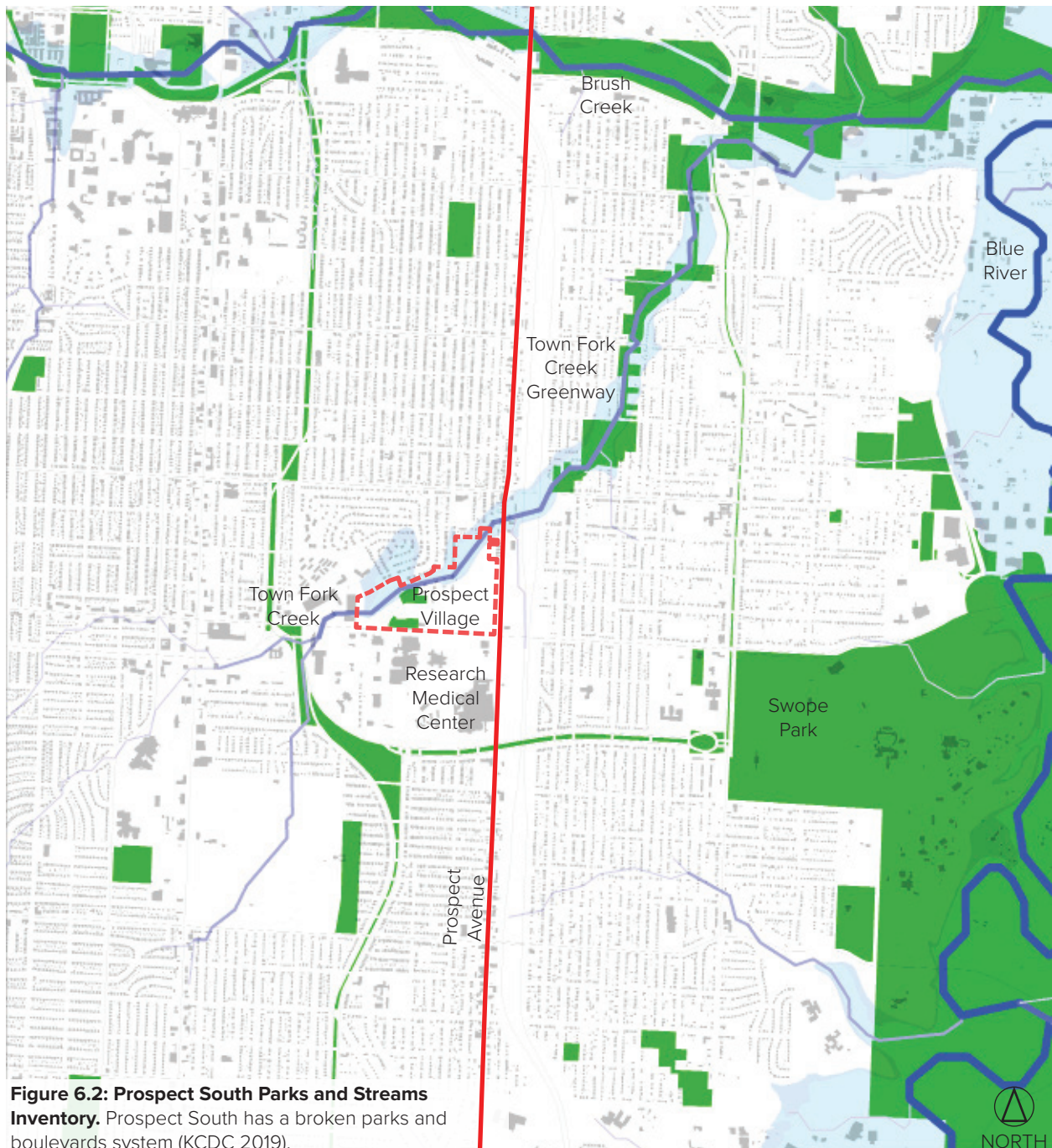
This transit village is the termination for the Prospect Max bus line and focuses on accessibility for people of varying disability levels.



## Connecting Parks

Another part of this village concept comes from looking at the existing parks and boulevards system in the South Prospect focus area (Figure 6.2). In the image below, there is a clear system that surrounds Prospect Avenue but isn't readily accessible from Prospect. This

concept looks at different ways to increase greenspace and park access in this area by assembling vacant parcels for greenspace. The design proposal for this report focuses on proposed greenspace for the Prospect Village at 63rd Street and Prospect.



**Figure 6.2: Prospect South Parks and Streams Inventory.** Prospect South has a broken parks and boulevards system (KCDC 2019).

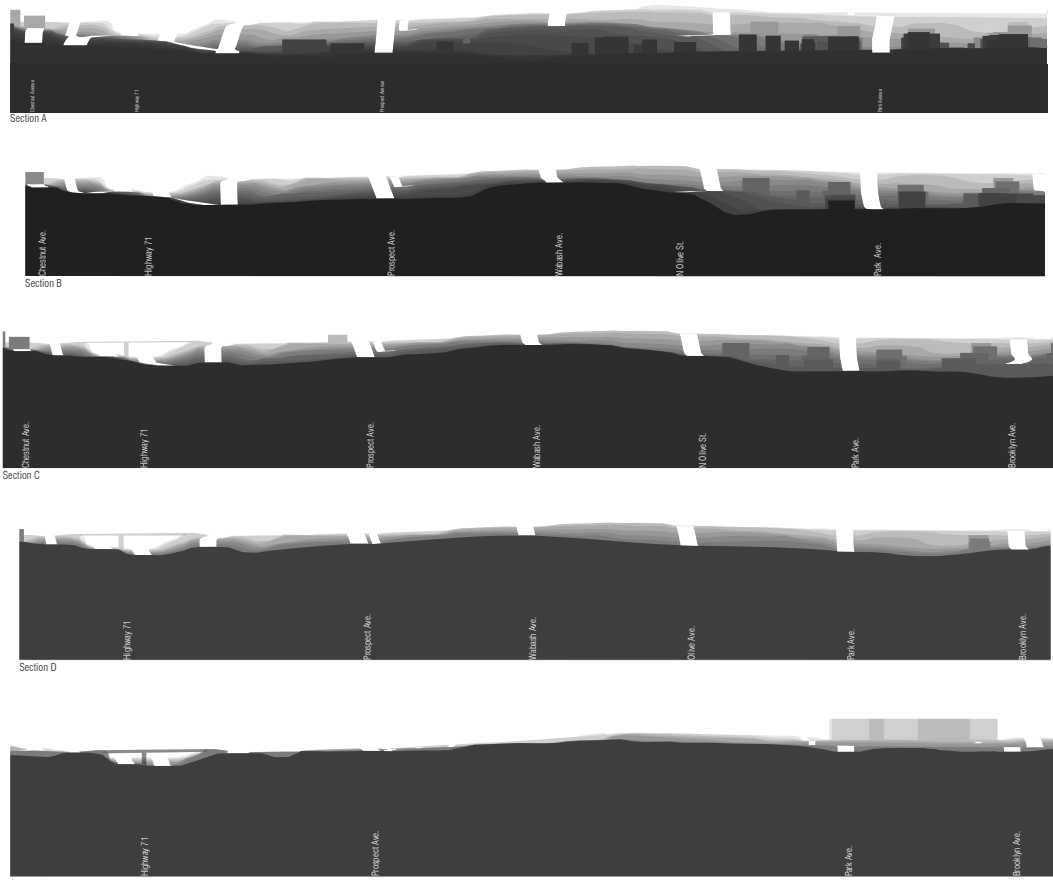


## The Site

Prospect Village is located on the northwest corner of 63rd Street and Prospect Avenue. This is a 58-acre site that currently sits vacant and looks like a post apocalyptic movie scene. This site has an elevation change of 80 feet from its highest point at Daniel Boone Park, to its lowest point at Town Fork Creek. The site sections below are cut east to west and arranged north to south from top to bottom (Figure 6.3).

This site started out as a defined residential neighborhood with houses lining both sides of the streets. Over the years (Figure 6.4), this

site has deteriorated into what we see today. This deterioration was a combination of large commercial development around this site and the completion of Highway 71. In 2002 the Community Development Corporation of Kansas City received a grant for the demolition of the remaining houses on the site to make room for the Citadel Plaza redevelopment plan. However, a few years later demolition had halted due to concerns of asbestos. An environmental assessment was performed and came back positive for asbestos. The city finally finished the remediation of the site in 2016 (Ryan Deeken 2019).



**Figure 6.3: Existing Sections of Vacancy North of 63rd Street.** This site has a unique but extreme topography (KCDC 2019).



**Figure 6.4: Aerial Time line of Prospect Village Site.** It is apparent that as time passed residents moved out but none moved in, leaving the site today barren (Wagner 2019).



## Daniel Morgan Boone Park and Cemetery

This 14.5-acre park is located on the western part of the site boundary for Prospect Village. It also happens to be the highest point within the site which creates great views off the site. Development around the park had to be limited due to its significance to the history of Missouri and to not disturb those who were buried there. This park is incorporated into the Prospect Village Park Proposal. There is currently only a trail that leads to the cemetery. In the cemetery there is a bench facing a stone that tells the history of the park.



**Figure 6.5: Daniel Morgan Boone Park and Cemetery.** Pictured in the three photos above, this park has historical significance but is not very appealing. Its elevation however allows for panoramic views of the area (Wagner 2019).



## Town Fork Creek

Town Fork Creek is a major stream and drainage route that runs diagonally through the site from the southwest to the northeast. This stream collects all the stormwater runoff from the site and carries it to Brush Creek, from there to Blue River, and finally the Missouri River. The current stream is channelized into a concrete stream bed. Both sides of the stream are bordered by stone walls standing approximately 10 feet tall.

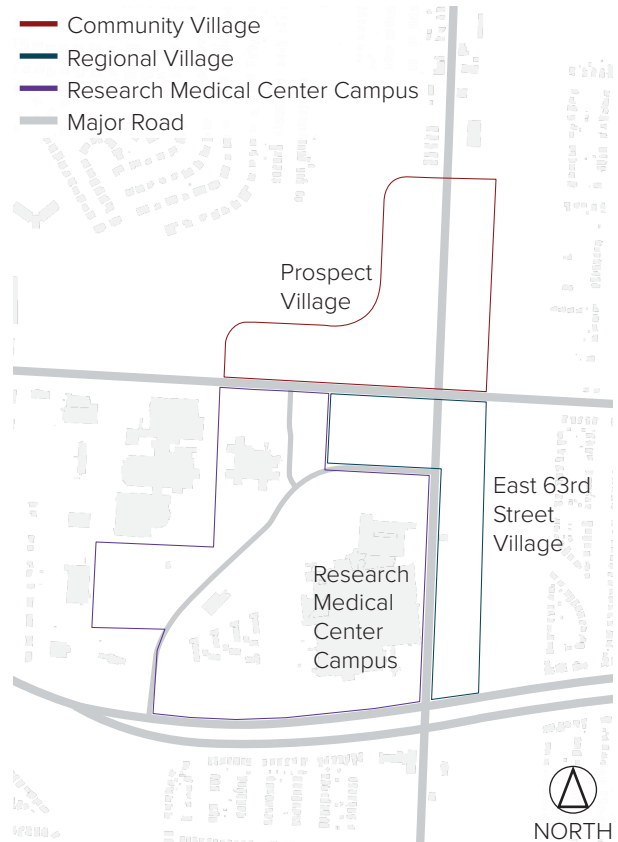
This channelization of the stream brings many environmental issues. The first being that impervious surfaces don't allow some of the runoff to penetrate back into the ground. Another is that the runoff that does flow through here is traveling at a much faster rate and isn't being filtered by vegetation. Both of these aspects contribute to the continued contamination of Kansas City's local streams and waterways.



**Figure 6.6: Town Fork Creek.** Above are three photos of Town Fork Creeks existing condition. Its channelized, overgrown, and unsafe (Wagner 2019).

## Prospect Village

The proposal for Prospect Village focuses on the idea of creating a mixed-use community village that provides local services to residents within the development and those nearby. This proposal uses the large amount of vacancy in this area and the regional scale of Research Medical Center to support the proposal for a dense mixed use development on the northwest corner of the 63rd Street and Prospect Avenue intersection (Figure 6.7). For this design, I worked on a team with two architecture students. I was in charge of developing the overall master plan of the site including the organizing grid for buildings, site circulation, and landscape design. I also selected precedents for the architectural character of buildings on site. The two architecture students focused on building design including square footage, building height, and preliminary programming.



**Figure 6.8: Site Organization.** There are three main areas around the intersection at 63rd Street and Prospect Avenue (Wagner 2019).

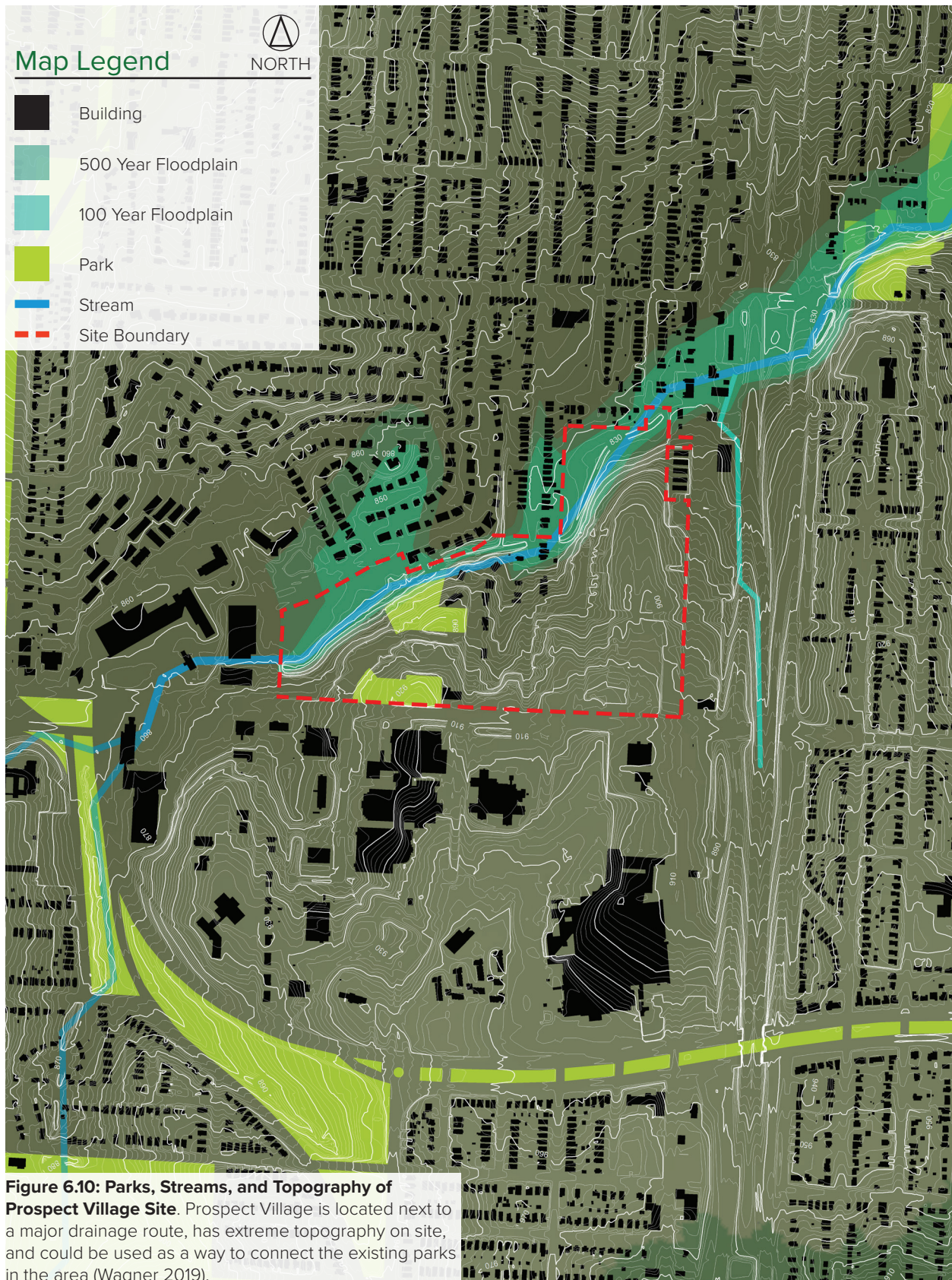


**Figure 6.7: Prospect Village.** This village the 63rd Street and Prospect Intersection by increasing its density and bringing in vegetation and porous paving (JKCDC 2019).

## Site Analysis - Parcel Ownership



## Site Analysis - Natural Systems



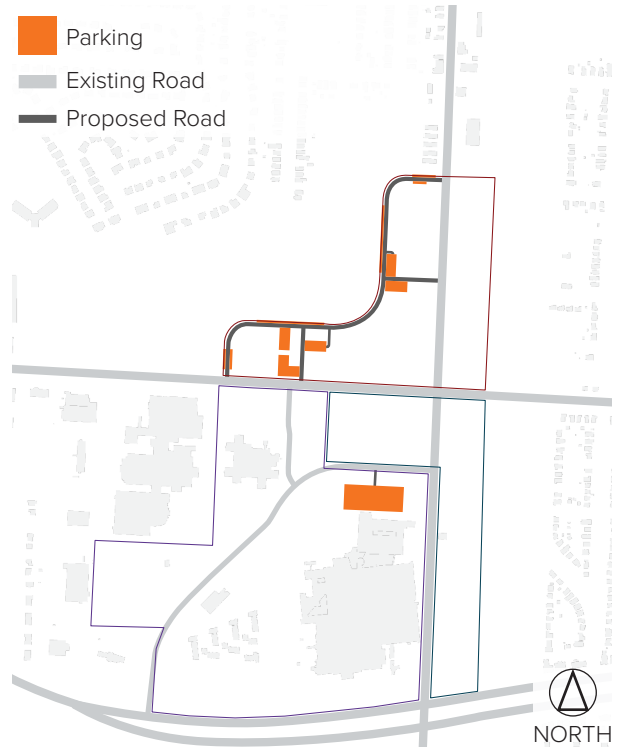
## Prospect Village Master Plan



**Figure 6.11: Prospect Village Master Plan.** This proposal focuses on increasing density, park space and improving native ecosystems (Wagner 2019).

### Vehicular Circulation

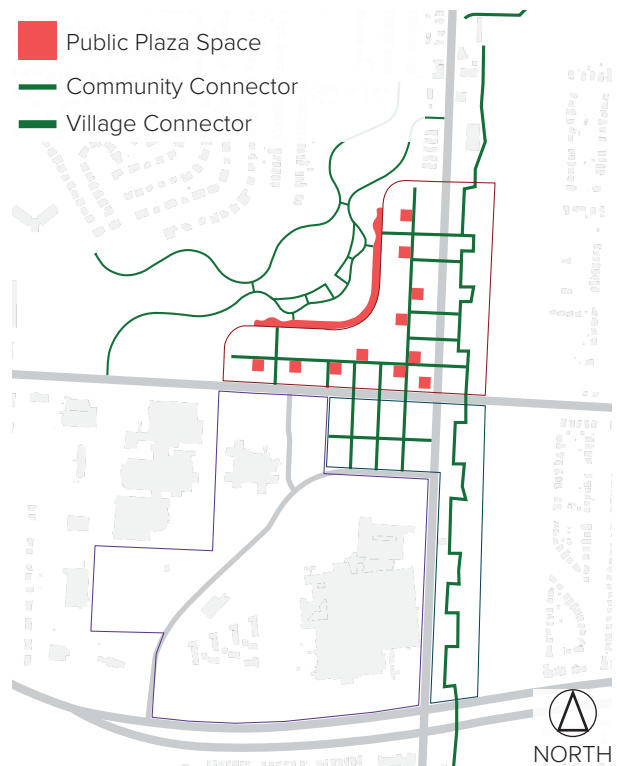
This design focuses on creating a pedestrian friendly village. One way this is done is by limiting the amount of vehicular access into the site. This design has reduced the roads to one main road connecting both sides of the development. There are also two arterial roads that give people access to parking. Parking occurs in centralized locations on both sides of the development and along the main vehicular drive through the site.



**Figure 6.12: Vehicular Circulation.** Roads and parking lots are strategically located to increase pedestrian space (Wagner 2019).

### Pedestrian Circulation

Prospect Village is a pedestrian focused development. This design maximizes the available public plaza space in the development. These plazas act as an exterior room and public gathering space to the adjacent buildings. Through the park trails, this design connects the village to the surrounding neighborhoods that were once disconnected from the site. This proposal also creates village connections through the use of pedestrian malls. These malls allow for safe connections within and out of the site for people.



**Figure 6.13: Pedestrian Circulation.** The Prospect Village proposal includes an extensive pedestrian circulation system (Wagner 2019).



## Greenspace Functions

This design proposal for Prospect Village aims to limit the amount of development to preserve native ecosystems, provide more access to park space for the community, and provide better connections from the site to the surrounding community and park system. This is accomplished through the preserved greenspace around Town Fork Creek, a new park trail system, and greenspace connectors. Overall, this design preserved 41 acres (of the total 58-acre site) as natural parks space, 70% of the overall site.

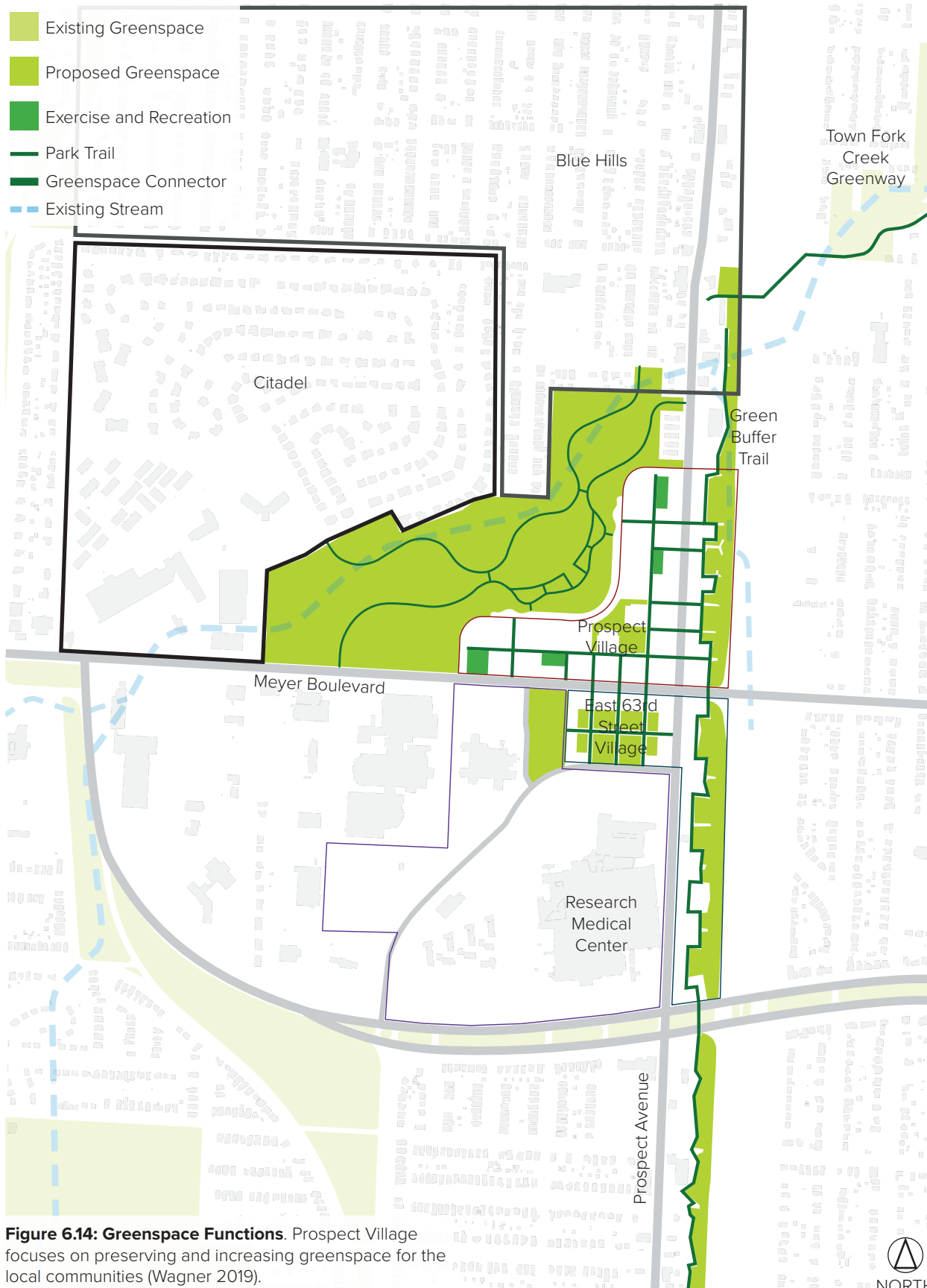
### Preserved Greenspace and Park Trails

The preserved greenspace around Town Fork Creek has multiple functions to help connect communities with each other and with native ecosystems. This greenspace acts as a central shared park space for the Citadel neighborhood, Prospect Village and the Blue Hills neighborhood. The greenspace also holds ecological functions by increasing tree canopy coverage of the area and improving the quality of the native woodland. This area also includes constructed wetlands to help filter stormwater runoff and increase groundwater infiltration. The park trails act as the community connectors. These trails give people direct access to the park and the surrounding neighborhoods by helping them cross Town Fork Creek.

## Greenspace Connectors

Greenspace connectors increase access to and from Prospect Village. These create safe paths to travel through the proposed development. People from the surrounding neighborhoods are able to access the exercise and recreation functions within the development providing opportunity for more people to gather for recreation activities. This in turn increases interaction between members of the community. The greenspace connectors also help people cross 63rd Street to the East 63rd Street Village and Research Medical Center. These connectors also help people safely cross Prospect Avenue to the Green Buffer trail. The green buffer trail, designed by LARCP students Rachel Rankin and Spencer Andresen includes access to a proposed pedestrian bridge that crosses 71 Highway. Having this connection, provides a link to the existing Town Fork Creek Greenway, in turn expanding the existing parks system within Kansas City.





**Figure 6.14: Greenspace Functions.** Prospect Village focuses on preserving and increasing greenspace for the local communities (Wagner 2019).

## Working Landscapes

The design proposal for Prospect Village focuses on integrating working landscapes with development to reduce runoff volumes, improve ecological and water quality downstream, and provide educational opportunities for community members. To do so, it is important to begin the filtering and capturing process from the source of runoff. This helps increase the functionality of a stormwater management system.

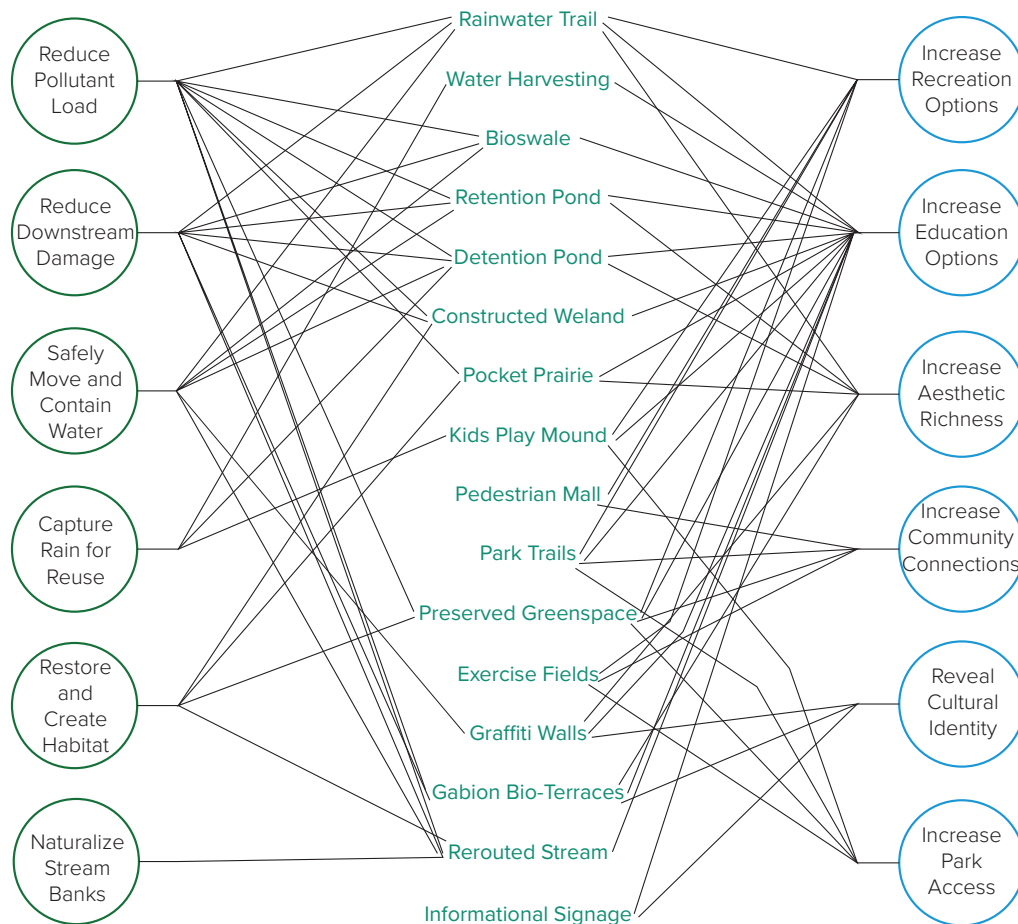
## Stormwater Design Guidelines

Figure 6.15 is the stormwater management design guidelines matrix within was used to determine the types of green infrastructure used in this design proposal (Figure 6.16). This matrix is the product of an inventory and analysis of the current ecological and cultural conditions of the Prospect Corridor, Stuart Echols and Eliza Pennypacker’s (2015) design guidelines for recreation, aesthetic richness, and education for ecological goals and their design utility matrix for cultural goals.

## Ecological Goals

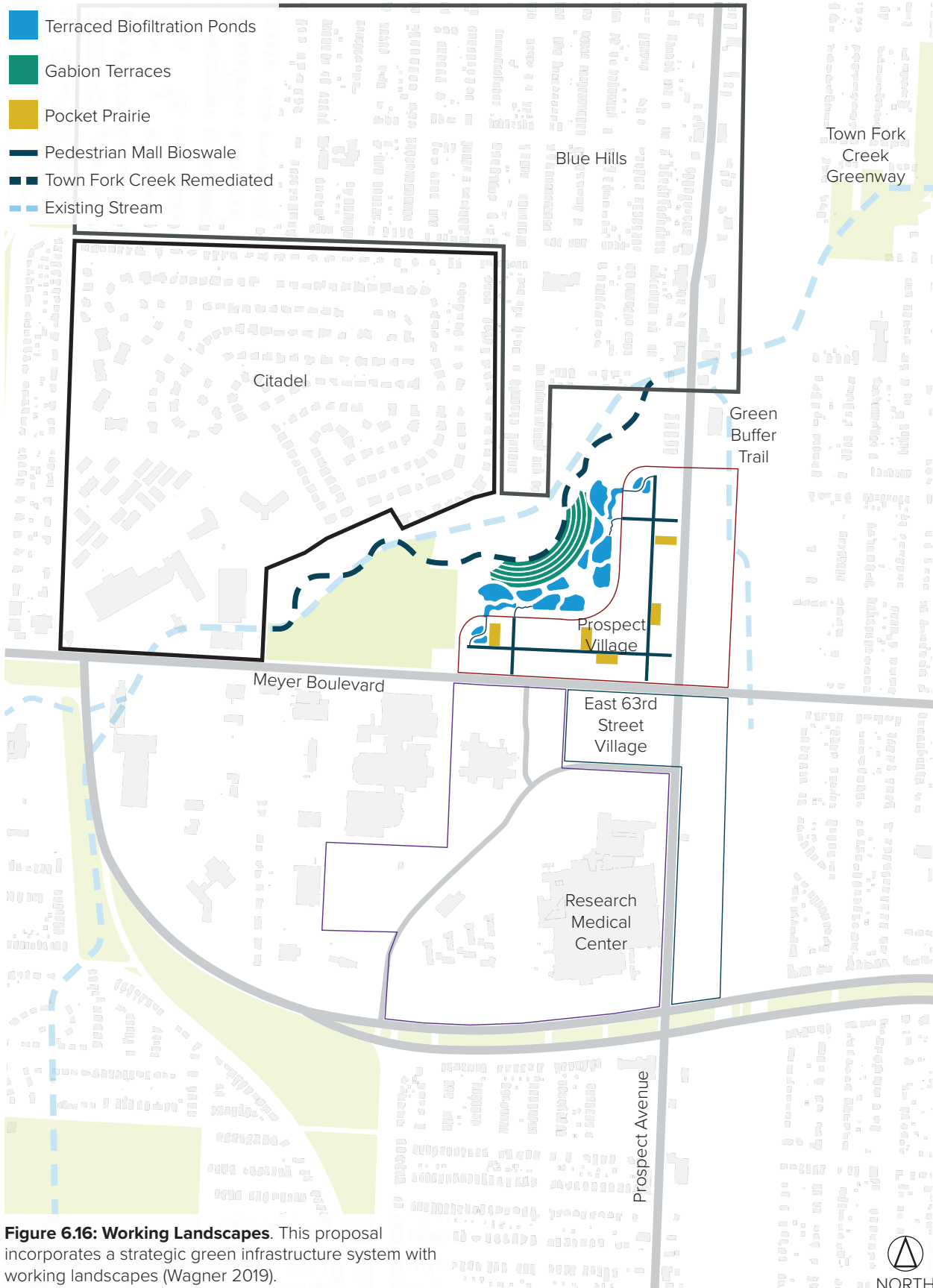
## Techniques

## Cultural Goals



**Figure 6.15: Stormwater Management Design Guidelines**

**Matrix.** Matrix created and used to inform this proposals working landscapes (Pennypacker and Echols 2015).



**Figure 6.16: Working Landscapes.** This proposal incorporates a strategic green infrastructure system with working landscapes (Wagner 2019).



### Pedestrian Mall Bioswale

The integrated stormwater system for this design begins with building runoff flowing into the pedestrian mall bioswales (Figure 6.17). As the stormwater flows through these swales, it is filtered through native plantings that help remove pollutants that have contaminated the runoff. A series of weirs help slow the rate of runoff through the swales as stormwater travels towards the terraced biofiltration ponds.



**Figure 6.17: Pedestrian Mall Bioswales.** These malls serve dual functions including exercise and stormwater management (KCDC 2019).



**Figure 6.18: Public Plazas Along Pedestrian Malls.** These spaces outside of buildings provide opportunities to gather and rest (KCDC 2019).

### Terraced Biofiltration Ponds

After clearing the pedestrian mall bioswales, the stormwater runoff goes through a series of biofiltration ponds (Figure 6.19). There are 16 total ponds in the series of terraces that help slow, filter, and capture stormwater runoff. Four of these are detention ponds that once full, begin to fill up cisterns underneath. This captured water can then be re-used in the landscape and for the kids water works play mound. These ponds create new habitat for wildlife and help protect ecosystems further downstream. They also provide a comfortable environment for people by cooling the microclimate and providing aesthetic views of native plants and wildlife.



**Figure 6.19: Terraced Biofiltration Ponds.** These ponds at the Qunli National Urban Wetland captures and slows stormwater runoff (Turenscape N.D.).

### Pocket Prairies

Another feature of the working landscape in this design is pocket prairies (Figure 6.20). Pocket prairies are a low maintenance way of integrating native ecosystems into urban development. These prairies increase wildlife and pollinator habitat and provide education benefits to users. They also provide comfortable places for people to relax in shade on hot days. During rain events, prairies act as a sponge and capture a majority of the rain that falls on them.



**Figure 6.20: Meadow at Kansas State University.** This pocket prairie provides a native ecosystem for students to relax in while inviting wildlife and reducing stormwater runoff from its site (K-State Communications and Marketing 2015).

### Graffiti Water Walls

Graffiti Water Walls are a unique feature of this working landscape design. These are textured concrete walls on each side of the terraced biofiltration ponds. Along with texture providing an aesthetically appealing feature when it rains, the graffiti on the wall does too. The graffiti murals on the walls help reveal the story of Prospect during rain events. Once the pond above fills up, rainwater spills over the side and down the wall. Paint used for them is light in color when dry but water sensitive when wet, providing a burst of color to the walls during and just after rain events. It is also important to use natural, non-toxic paints to avoid polluting the streams during storm events.



**Figure 6.21: Cultural Graffiti in Kansas City.** This type of artwork can be included on these water walls to help celebrate the local culture around Prospect Village and Kansas City (KC Momentum 2012).

### Remediated Town Fork Creek

Town Fork Creek runs diagonally through the preserved woodland on site and is currently a concrete channel. This does not improve the health of urban ecosystems and aquatic ecosystems. This design proposes the remediation and rerouting of Town Fork Creek by creating a naturalized stream bed and moving the creek back from the housing to the north. Changing the route opens up the opportunity to have flood zones that reduce the possibilities of the Citadel and Blue Hills neighborhoods from flooding.

Naturalized streams have many environmental benefits for humans and wildlife. They help filter pollutants that could damage ecosystems downstream and increase ecological habitat around the river corridor. The floodplains help reduce the impact of flooding by providing more space for flood waters to occupy before reaching housing and development. These plains act as sponges and help absorb runoff back into the soil during storm events.



**Figure 6.22: Bishan Ang Mo Kio Park.** This park includes a naturalized stream that was once channelized (Ramboll Studio N.D.).

### Gabion Bio-Terraces

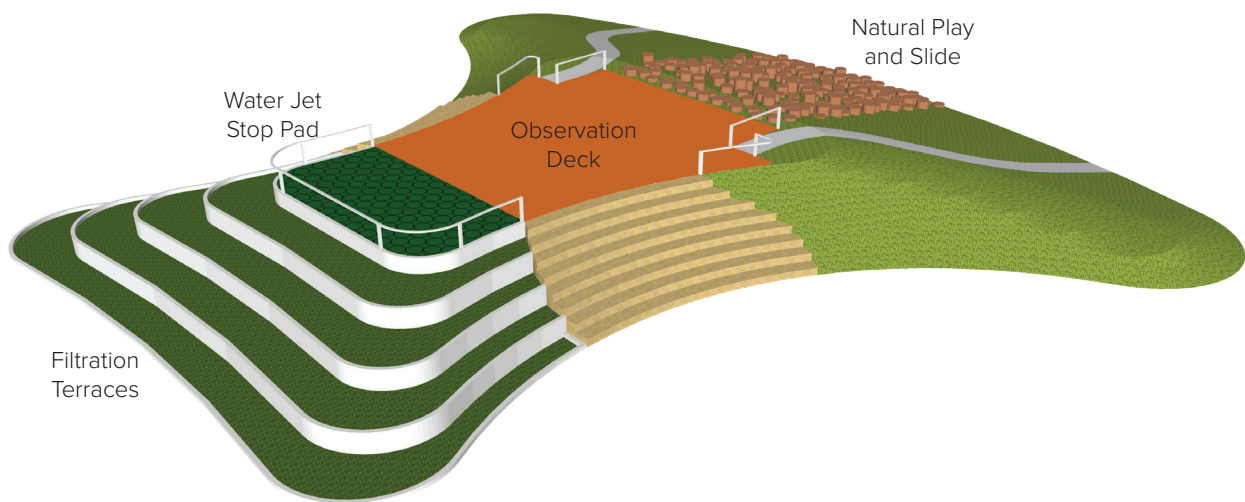
The gabion bio-terraces are a unique feature of this design and act as a terraced floodplain. The gabion walls are made from the stone walls and concrete removed during the remediation of Town Fork Creek. Re-using these materials creates educational opportunity to educate the community on the historical condition of Town Fork Creek while they glance out over the walls from the detention pond overlook. These walls are not physically accessible for site users. They feature terraces of native plantings that help sequester stormwater runoff in high water volumes (Figure 6.23). Using gabion walls creates a pervious vertical surface, allowing stormwater to infiltrate the ground faster through horizontal and vertical plains. Increasing infiltration time helps reduce the possibility of downstream flooding.



**Figure 6.23: Biofiltration Terraces at Bishan Ang Mo Kio Park.** These biofiltration terraces create extra space for flood waters to fill (Ramboll Studio N.D.).

### Water Works Play Mound

This play mound provides opportunity for kids to interact with the proposed stormwater management system and educate them on the stormwater cycle and processes. Another opportunity this feature offers is natural play on the climbing logs or sliding through the native prairie grasses. It provides sitting opportunities to observe the natural ecosystems around it on the oversized steps on either side. The final feature of this play mound is the water jet stomping pad. This pad features weight sensitive spots that are connected to water jets in the terraced planters. As kids stomp on the spots, the connected jet shoots water in the air. When the water falls, mist drifts back onto the kids and additional water falls back into the planters. This feature provides educational opportunities on message poles as well that help teach kids about the importance of stormwater management.



**Figure 6.24: Water Works Play Mound.** This children's play mound lets kids get involved in stormwater management by educating them and letting them play within natural plants (Wagner 2019).





# 7. CONCLUSIONS

## Project Outcomes

This study, vision, and report aim to provide Kansas City with a platform for assembling vacant properties as greenspace and understanding them as a way of organizing this part of the city. A follow up to this report should be a more detailed set of guidelines for sustainable and creative stormwater management techniques than the matrix provided. A visionary design proposal was developed for the vacant lots found at the intersection of 63rd Street and Prospect Avenue. This design vision focuses on developing sustainable and healthy communities through strategic planning and development and increased access to public space.

### Application to Other Design Nodes

Although the design proposal for this report only focused on one node, the approach and techniques could be applied across the entire Prospect Corridor. The green infrastructure concept for the KCDC Prospect Avenue Nodal Study project was developed in a way that placed emphasis on different design techniques for the different areas based on the current and desired environmental conditions. The development techniques could also be used for different areas of Kansas City with similar conditions. The stormwater management design guidelines matrix was also developed as a tool for developers and others to use to quickly determine environmental and cultural goals for development and select the right design techniques to accomplish each goal.

## Answering the Question

Through the inventory and analysis for this report, it is apparent that there is a connection between natural drainage and vacancy found in Kansas City's East Side. The site of Prospect Village addresses downstream flooding issues by reducing stormwater flows through the major drainage running through it. This created the opportunity to remediate and reroute Town Fork Creek. Developing this site was also important in strengthening the cohesiveness of the Prospect Corridor. In total only 30% of the site was developed, leaving the other 70% in reserve as public park space and ecological habitat. This open greenspace acts as a centralized location for the community to gather and provides better connections to the individual neighborhoods around the site and the existing Town Fork Creek Greenway.

Within the development, stormwater infrastructure weaves throughout to slow runoff, filter it, allow it to infiltrate back into the groundwater, and harvest some of it before it returns back into the natural streams. Using graffiti in strategic locations on the infrastructure helps reveal the communities identity. Sustainable and ecological design techniques in development, and the reserving greenspace for parks and stormwater management promotes healthier, better connected communities. Once sustainable designs are build, it is important to measure the performance of the design based its main guiding goals in the matrix in this report.

## Moving Forward

As Kansas City progresses in developing the East Side, especially within the Prospect Corridor the issues that were brought up in this report should be taken into consideration. Many new developments neglect the natural environment which is an important part of a healthy city. It is also important for the city and developers to get involved within the East Side community to understand their wants and needs. In a place so vulnerable to becoming gentrified, the people need to be involved throughout the design process.

To advance this report further and meet the development guideline of zero runoff and waste development, I would need to provide more information for stormwater calculations of the site. This couldn't be completed until proper engineering and grading of the site itself was finished. I would also need to collaborate with a professional who works with stormwater designs to guide me through the proper process of determining the functionality of a stormwater system.

## Collaboration with Architects

This year overall had a lot of ups and downs working with the other students in the studio, which was the main challenge in completing this report. The studio consisted of four Landscape Architecture and Regional and Community Planning Students and nineteen Architecture Students. This was a lot of students to be working on one project efficiently and effectively while maintaining good communication in a studio where some let their egos and opinions of others control their attitudes while others hid in their shell.

It was a learning lesson for me. It taught me that you're not always going to like every person you work with, but you have to figure out a way to not let that effect your work. It was also a leadership opportunity for me. Many of the architecture students had no idea what the scale of urban design really was. Coming in with the breadth of knowledge the LARCP program has provided me with during the past five years, I was able to take some leadership from the start. I was able to teach others what I have learned about urban design, and help deepen our collective thinking about research-based design.

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The following is a list of figures that were not created by the other. All others in the report were created by the author.

Figure 1: Prospect Avenue.

Anderson K.C. Photograph. July 30, 1947. Camera Facing North on Prospect from 48th Street. Retrieved November 20, 2018 from: Kansas City Public Library.

Figure 2.1: The Kansas City Design Center.

KCDC. Photograph. N.D. Front Windows of the Kansas City Design Center Studio. Retrieved May 2019 from: <http://www.kcdesigncenter.org/aboutkcdc>

Figure 2.2: KCDC Catalytic Nodes.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.3: Recentering Prospect

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC. Figure 2.4: Prospect Characteristics

Figure 2.5: Linking Prospect.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.6: Important Nodes on Prospect

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.7: KC Metro Connectivity.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.8: Development Strategies.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.9: Development Density.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 2.10: Green Infrastructure Strategy

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 3.1: 1977 Flood in the Country Club Plaza. Author Unknown, Photograph. 1977. Brush Creek at Main Street after September 12, 1977 flood, looking southwest. Retrieved July 2019 from: Missouri Valley Special Collections, Kansas City Public Library, Kansas City, MO.

Figure 3.2: Moveable Seating in Bryant Park. Benoist, Jean-Christophe. Photograph. April 25, 2012. New York - Bryant Park. Retrieved June 2019 from: [https://commons.wikimedia.org/wiki/File:New-York\\_-\\_Bryant\\_Park.jpg](https://commons.wikimedia.org/wiki/File:New-York_-_Bryant_Park.jpg)

Figure 3.3: Pollinators at the K-State Meadow. Skabelund, Lee. Photograph. N.D. Pollinators in the Meadow. Retrieved August 2019.

Figure 3.4: Growing Vine Street. Muller, Dr. Robert. Photograph. N.D. Creative Water-Capture Technologies. Retrieved August 2019 from: <https://www.pinterest.com/pin/394346511094979521/>

Figure 3.5: Trains in New York  
Calonius, Erik. Photograph. 1972. Subway Trains, Like This One, Have Been Spray Painted by Vandals. Retrieved April 2019 from: <https://www.flickr.com/photos/usnationalarchives/3769848944/in/photostream/>

Figure 3.6: Graffiti Artist Hides from Camera. The Great Gallery of Graffiti. Photograph. N.D. Graffiti: Dro. Retrieved April 2019 from: <https://graffiti.stompandcrush.com/subway-graffiti/#jp-carousel-4159>

Figure 3.8: Mona Lisa Bazooka.  
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Figure 4.2: Engaging the Community.  
Randell, Mariah. Photograph. 2019. Community Engagement. Retrieved May 2019.

Figure 6.1: Prospect South Urban Village Concept.  
The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 6.2: Prospect South Parks and Streams Inventory.  
The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 6.3: Existing Sections of Vacancy North of 63rd Street.  
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Figure 6.7: Prospect Village.  
The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 6.15: Stormwater Management Design Guidelines Matrix.

Pennypacker, Eliza and Stuart Echols. 2015. *Artful Rainwater Design: Creative Ways to Manage Stormwater*. Washington D.C.: Island Press

Figure 6.17: Pedestrian Mall Bioswales.

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Figure 6.18: Public Plazas Along Pedestrian Malls.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 6.19: Terraced Biofiltration Ponds.

Turenscape. Photograph. N.D. Qunli National Urban Wetland. Retrieved May 2019 from: <http://www.landezine.com/index.php/2014/01/qunli-national-urban-wetland-by-turenscape/>

Figure 6.20: Meadow at Kansas State University.

K-State Communications and Marketing. Photograph. August 22, 2015. Long view toward the Beach Museum of Art. Retrieved May 2019 from: <https://blogs.k-state.edu/meadow/2015/08/>.

Figure 6.21: Cultural Graffiti in Kansas City.

KC Momentum. Photograph. October 9, 2012. KC Jazz District - 18th and Vine. Retrieved April 2019 from: <http://www.kcmomentum.org/favorite-place-in-kansas-city/kc-jazz-district-18th-and-vine>.

Figure 6.22: Bishan Ang Mo Kio Park.

Ramboll Group. Photograph. N.D. Bishan Ang Mo Kio Park. Retrieved May 2019 from: <https://ramboll.com/projects/singapore/bishan-park>.

Figure 6.23: Biofiltration Terraces at Bishan Ang Mo Kio Park.

Ramboll Studio Dreiseitl. Photograph. N.D. 8,640,000 Liters of Pond Water Cleansed Daily. Retrieved May 2019 from: <https://www.asla.org/2016awards/169669.html>

Figure 8.2: Kessler Plan and Timeline.

Kessler, George. Maps. 1893, 1909, 1910, 1915. Kansas City Parks and Boulevards Plan. Retrieved March 2019 from: [http://www.georgekessler.org/index.php?option=com\\_content&view=article&id=136:system-maps&catid=52:maps-&Itemid=80](http://www.georgekessler.org/index.php?option=com_content&view=article&id=136:system-maps&catid=52:maps-&Itemid=80)

Figure 8.3: Initiative Plan Summaries.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.



Figure 8.4: Initiative Plan Analysis.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 8.5: Community Feedback.

The Kansas City Design Center 2019, Rachel Rankin, Regan Tokos, et.al. 2018-2019. Prospect Re- {}. Edited by Vladimir Krstic and Mariah Randell. KCDC.

Figure 8.6: Revive the East Side Zones.

Kansas City Planning and Development.  
N.D. Revive the East Side and Shared  
Success Funds Tracts. Retrieved August  
2019 from: [https://www.kcmo.gov/home/  
showdocument?id=3306](https://www.kcmo.gov/home/showdocument?id=3306)



## 8. Appendices

# APPENDIX A: PROJECT TIMELINE AND METHODS

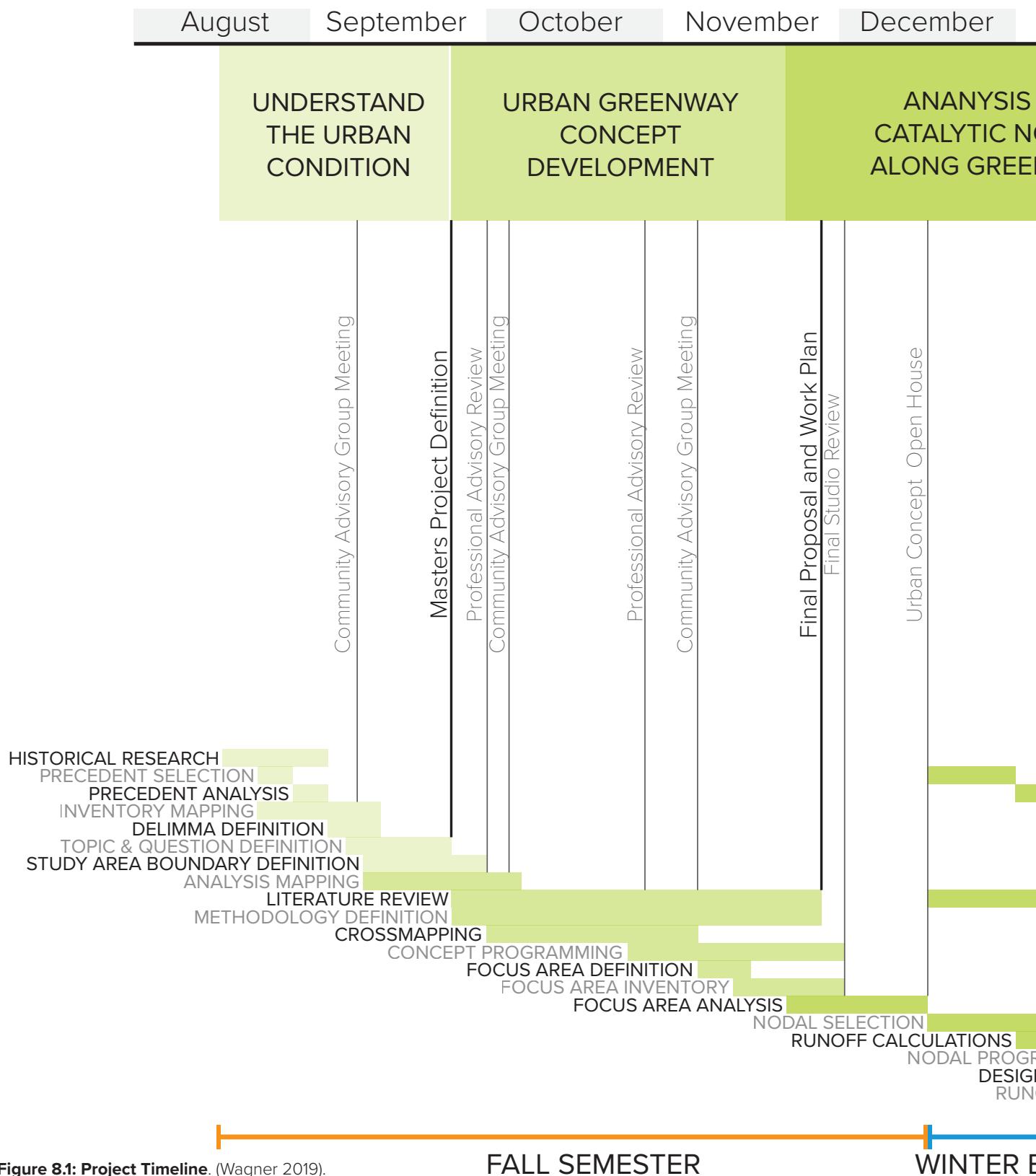


Figure 8.1: Project Timeline. (Wagner 2019).

January February March April May June

OF  
ODES  
NWAY

DESIGN VISION  
FOR URBAN  
GREENWAY

Substantial Completion

Graduate School Spring Semester Submission Deadline

Final Defense

COMPLETION

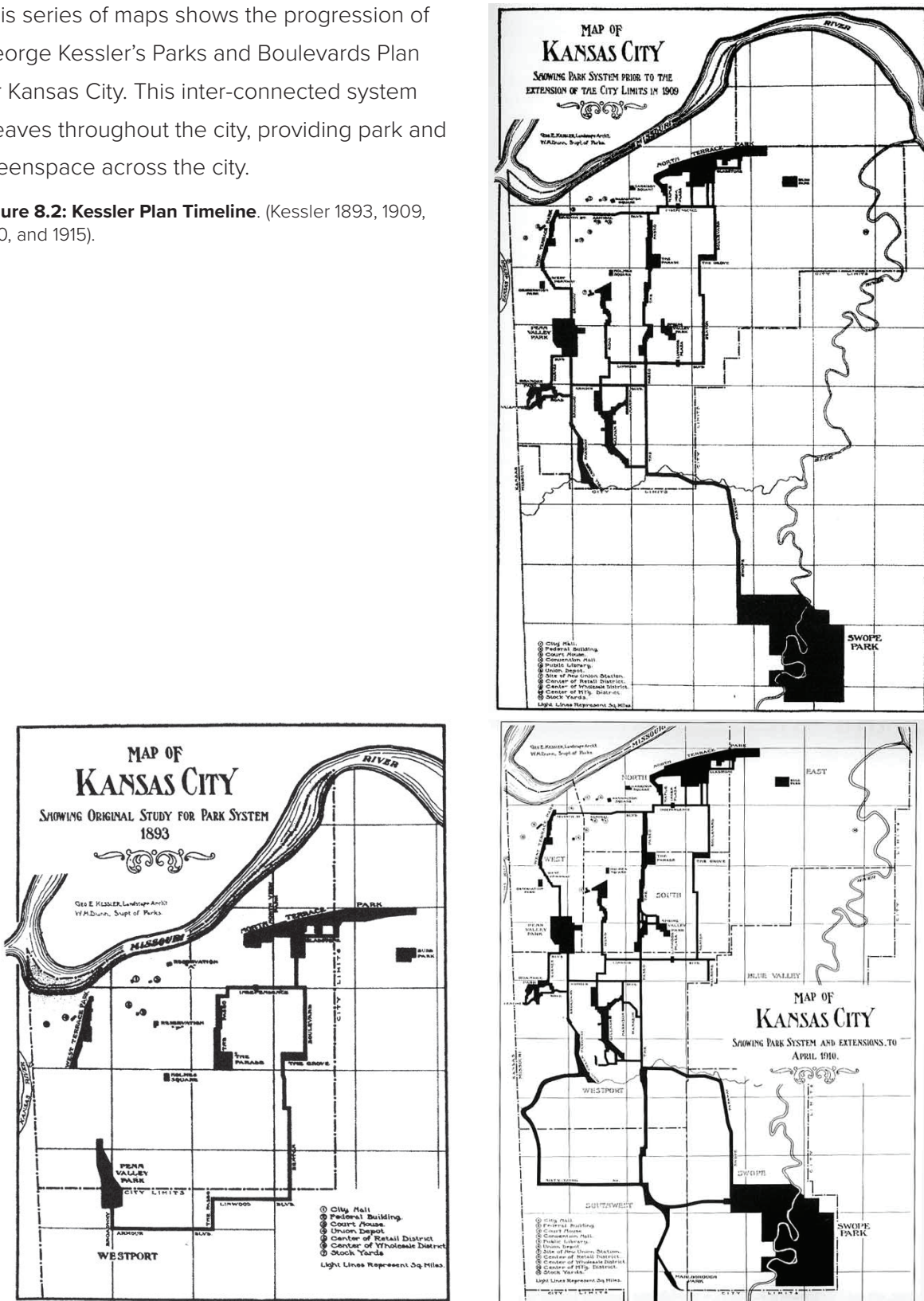
RAMMING  
N DEVELOPMENT  
OFF REDUCTION CALCULATIONS  
DESIGN PROPOSAL

BREAK SPRING/SUMMER SEMESTER

## APPENDIX B: KESSLER'S PARKS AND BOULEVARDS PLAN

This series of maps shows the progression of George Kessler's Parks and Boulevards Plan for Kansas City. This inter-connected system weaves throughout the city, providing park and greenspace across the city.

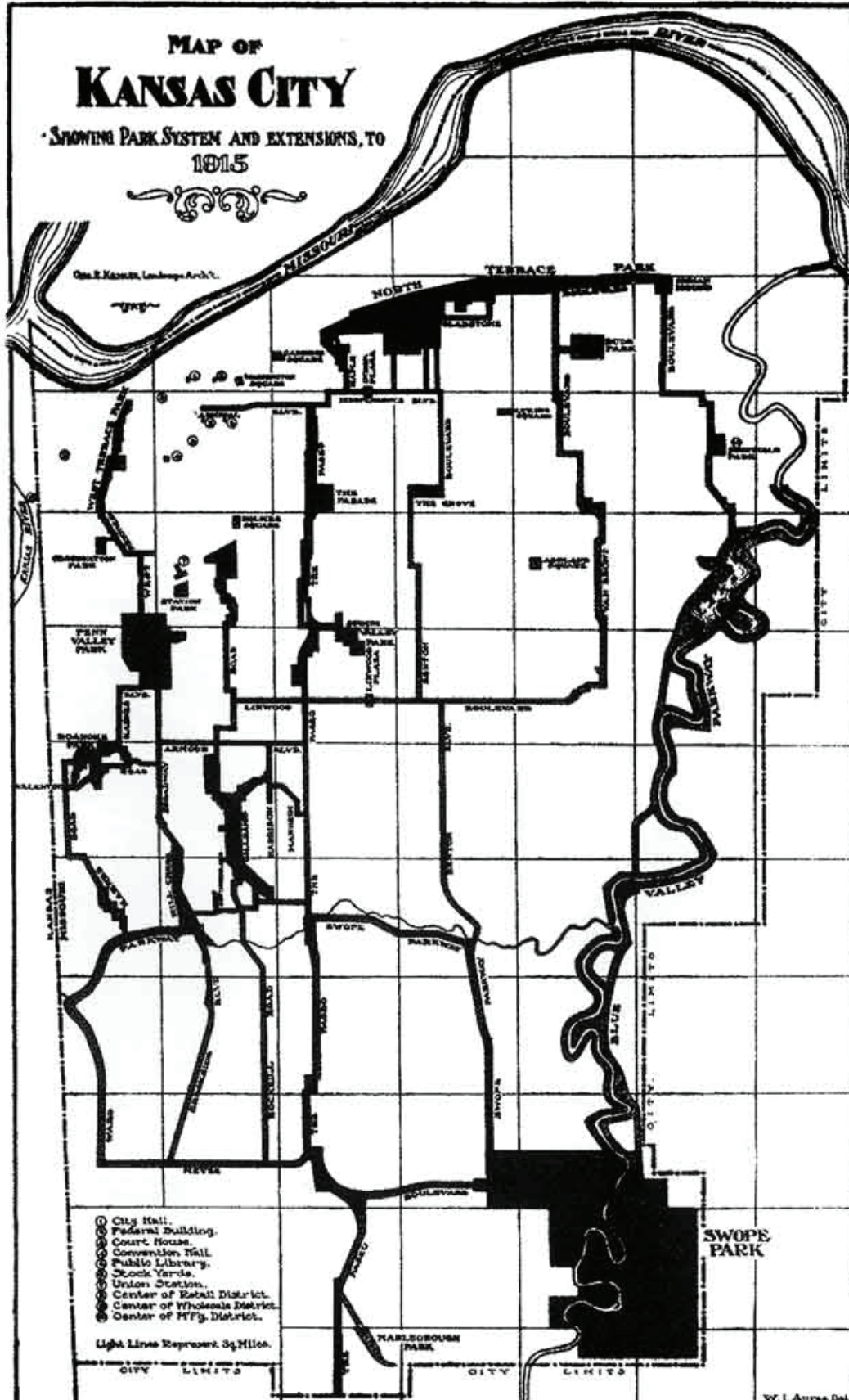
**Figure 8.2: Kessler Plan Timeline.** (Kessler 1893, 1909, 1910, and 1915).



# MAP OF KANSAS CITY

SHOWING PARK SYSTEM AND EXTENSIONS, TO  
1915

Chas. E. KERRILL, Landscape Arch't.



- ① City Hall.
- ② Federal Building.
- ③ Court House.
- ④ Convention Hall.
- ⑤ Public Library.
- ⑥ Stock Yards.
- ⑦ Union Station.
- ⑧ Center of Retail District.
- ⑨ Center of Wholesale District.
- ⑩ Center of Mfg. District.

Light Lines Represent 3/4 Miles.

W. I. Ayres, Del.

# APPENDIX C: KANSAS CITY INITIATIVE PLANS SUMMARY

<p><b>FOCUS KANSAS CITY</b>  Multi-modal transportation  Transit centers  Partnerships between schools, college and local businesses for scholarships and grants  <b>FOCUS centers</b>  Government/citizen/neighborhood communication  Community anchors  Healthy city/neighborhoods  Healthy homes connected to healthy/safe public spaces  Economic plan for Kansas City  Women-friendly city  Safe and nurturing neighborhoods  Public spaces that are safe at all times of the day and night  Sufficient lighting in public spaces  Access to schools</p> <p><b>1947 KANSAS CITY MASTER PLAN</b>  Expressways should provide: links to major cities, access to city center, and control of traffic volume  Residential surrounding elementary schools, playgrounds, and neighborhood parks  Area zoned for business is 4x area needed to support population (some areas 12x)  “Patterns and people” - organization  Government provided services must be efficiently and economically distributed</p> <p><b>PROSPECT CORRIDOR DEVELOPMENT IMPLEMENTATION STRATEGY</b>  1/8 Cent sales tax  Prospect cultural district  Community benefits agreement  Community improvement district</p> <p><b>KC CATALYTIC URBAN REDEVELOPMENT STRATEGY</b>  Community clusters (multiple properties under one or few owners)  People and place  Increase prosperity  Provide programs based on education  Community wellness programs  Improvement of housing/grounds: sidewalks, steps, curbs, etc.  Mixed-income housing  Safe places for recreation and exercise  Develop more healthy food options  Long-term vision</p> <p><b>CENTRAL CITY SALES TAX</b>  Improve bus stops  Community improvement districts  Multi-modal transportation  Community anchors (hierarchy of community centers)  Parks  Co-working space and membership workshops for creativity, innovation and entrepreneurship  Buffer between residential and busy street  Affordable housing  Zoning versus land use (maybe rezone)  1/8 Cent sales tax (for commercial/industry/quality housing)  Physical and cultural pathways  Sufficient lighting and public spaces  Architectural/building type cohesion  Green space  Wider sidewalks</p>	<p><b>PROSPECT CORRIDOR INITIATIVE</b>  Reducing long commutes  Physical and cultural pathways  Invest in existing  Public and private relationships  Holistic approach/collaboration  Invest in youth  Promote healthy businesses  “Cultural oasis”  Quality places neighborhood types (redeveloping, developing, stabilization, conservation)  Improve infrastructure and public services  Political representation  Rehab existing homes  Opportunities  Investments in public services  Minimize costs  Corridor development  Clean up trash  Nodal mixed-use centers  Great streets  Retain open spaces  Multi-modal transportation  Government/citizen/neighborhood communication  Community anchors  Healthy city/neighborhoods  Co working space and membership workshops for creativity, innovation and entrepreneurship  Green space  Attract employers  Public safety</p> <p><b>PROSPERITY PLAYBOOK BLUEPRINT FOR KC</b>  Affirmatively Furthering Fair Housing (AFFH)  HUD conversions  Prospect MAX</p> <p><b>KEY COALITION URA: TARGET AREA NEIGHBORHOOD DESIGN P</b>  Investments for: smart city infrastructure, transit-oriented development, policies on Prospect  “100 Day plan”  Sustainable neighborhood</p> <p><b>TRANSIT-ORIENTED DEVELOPMENT POLICY (TOD)</b>  Connectivity  Density  Diversity  Transit oriented design  Public spaces  Streets and sidewalks  Development  Transit facilities  Green infrastructure</p> <p><b>HEART OF THE CITY</b>  Improve bike routes/trails  Improve walkability  Prioritize Prospect/Truman/Linwood  Connect trails/bikes with major transit avenues  Attract employers  Create complete streets  Road diets</p>
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Figure 8.3: Initiative Plan Summaries. (KCDC 2018).



## COMMUNITY

FOCUS centers  
Government/citizen/neighborhood communication (II)  
Community anchors(I)  
Healthy city/neighborhoods(I)  
Access to schools  
Holistic approach/collaboration  
Invest in youth  
Promote healthy businesses  
"Cultural oasis"  
Quality places neighborhood types (redeveloping, developing, stabilization, conservation)  
Improve infrastructure and public services  
Prospect cultural district  
Community benefits agreement  
Community improvement district (I)  
Parks  
Co-working space and membership workshops for creativity, innovation and entrepreneurship(I)  
Residential surrounding elementary schools, playgrounds, and neighborhood parks  
Area zoned for business is 4x needed to support population (some areas 12x)  
People and place  
Increase prosperity  
Provide programs based on education  
Community wellness programs  
HUD conversions  
Prospect MAX  
Sustainable neighborhood

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People and place  
Increase prosperity  
Provide programs based on education  
Community wellness programs  
HUD conversions  
Prospect MAX  
Sustainable neighborhood

## HOUSING

Healthy homes connected to healthy/safe public spaces  
Rehab existing homes  
Affordable housing  
Zoning versus land use (maybe rezone)  
"Patterns and people" - organization  
Improvement of housing/grounds: sidewalks, steps, curbs, etc.  
Mixed-income housing  
Affirmatively Furthering Fair Housing (AFFH)

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## CORRIDOR DEVELOPMENT

Women-friendly city  
Safe and nurturing neighborhoods  
Public spaces that are safe at all times of the day and night  
Sufficient lighting in public spaces(I)  
Public safety  
Minimize costs  
Corridor development  
Clean up trash  
Nodal mixed-use centers  
Great streets  
Physical and cultural pathways(I)  
Buffer between residential and busy street  
Architectural/building type cohesion  
Green space  
Wider sidewalks  
Create complete streets  
Road diets  
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Create complete streets  
Road diets  
Government provided services must be efficiently and economically distributed  
Safe places for recreation and exercise  
Develop more healthy food options

## ECONOMIC DEVELOPMENT

Partnerships between schools and colleges and local businesses for scholarships and grants  
Economic plan for Kansas City  
Opportunities  
Investments in public services  
1/8 Cent sales tax(I)  
Attract employers  
Community clusters (multiple properties under one or few owners)  
Long-term vision  
"100 Day plan"

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"100 Day plan"

## TRANSIT

Multi-modal transportation(I)  
Transit centers  
Reducing long commutes  
Physical and cultural pathways  
Improve bus stops  
Improve bike routes/trails  
Improve walkability  
Prioritize Prospect/Truman/Linwood  
Connect trails/bikes with major transit avenues  
Transit-oriented design  
Expressways should provide: links to major cities, access to city center, and control of traffic volume  
Investments for: smart city infrastructure, transit-oriented development, policies on Prospect

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# APPENDIX D: KANSAS CITY INITIATIVE PLANS ANALYSIS

## PHYSICAL

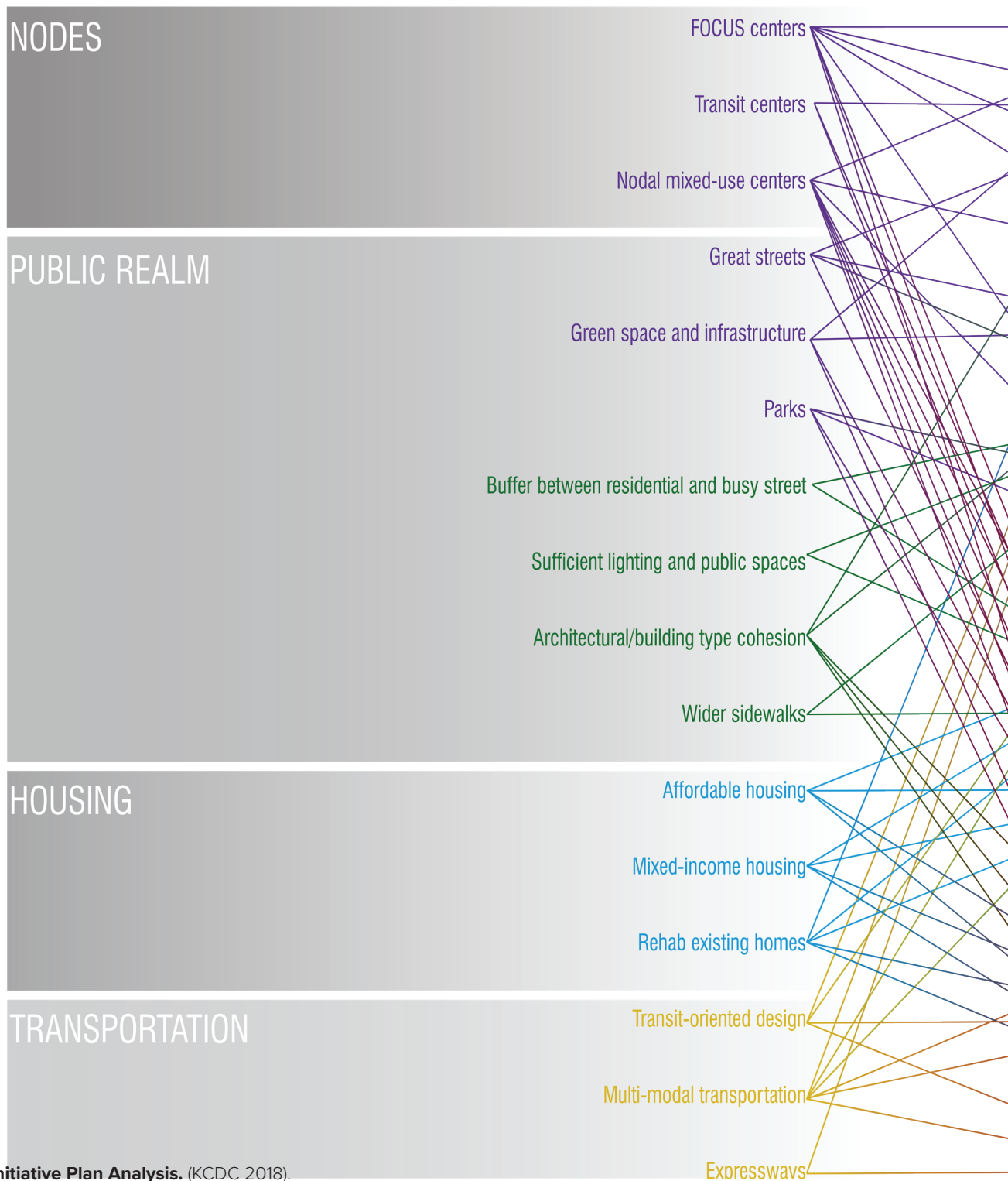
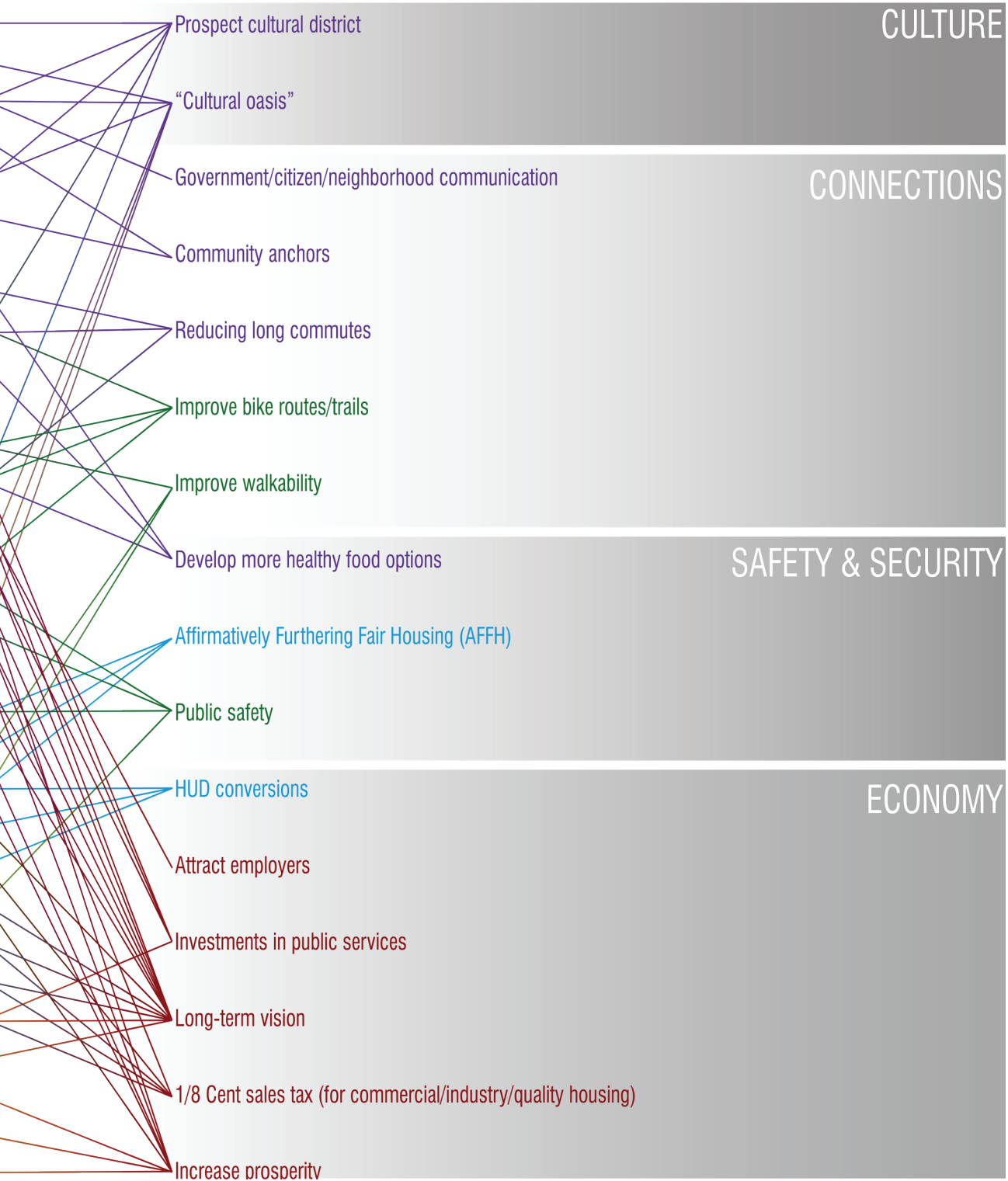


Figure 8.4: Initiative Plan Analysis. (KCDC 2018).

# SOCIAL



# APPENDIX E: COMMUNITY MEETING FEEDBACK



Figure 8.5: Community Feedback. (KCDC 2019).



CVS was the first "urban" CVS in the country – it's good but it could be better – its walkable but could be better.  
**The previous site for St. Joseph Medical Center cannot be built on**  
 It hasn't flooded drastically in the area for the past 30 years although there is foundation damage to the homes.  
 SP -Orchards are growing in popularity.  
 SP -We are looking at West Side Housing project as a precedent in Kansas City  
 The guy who works at the corner of Truman and Prospect hires local and has been there 60 years.



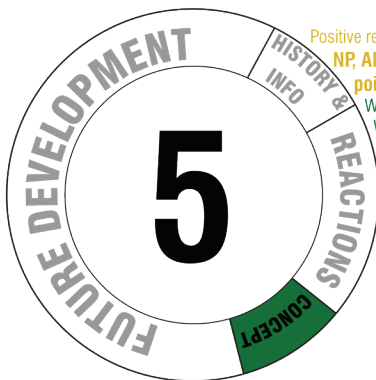
**"Don't tell us what we want." Hear what we have to say and use it.**  
**"We have enough gardens"**  
**"How many people will lose their homes based on their inability to pay"**  
 Expect some backlash from the community  
 "I'm not opposed to something like this [6 story mixed use] because it's on 39th street which is closer to the higher development."  
 Keep the scale and repetition of the design on 40th and Prospect  
 Topological concerns about the alleyway .  
 Moving the parking to the back is a good move.  
**There is a lack of services and amenities in the area.**  
 BRUSH -Doesn't go down to Brush Creek (safety).  
**Tailor services on Prospect to fit the community on Prospect.**  
 When you plan new development make sure the community knows about it to prevent a buildup of distrust.  
 Engage and include so they can be proud of the work.  
 In order to get better feedback from the community on your project, meet them in their comfort zone. NOT the police station.

**How much rent or tax will rise?**

Persistent problem with parking at vacant properties and abandoned cars at dead-end streets

**Parking lots are the areas most susceptible to crime**

Research Medical Center (RMC) seeks to use existing infrastructure and renovate instead of expand, besides an office building.



Positive responses to 18th and vine connecting to this area

**NP, ALL- responded positively to the idea of capitalizing on the slope of the land with prospect being the high point as a way to further develop it as a center point (and land mark creation)**

Would like to see more outdoor spots/green space.

Would like to see places to go within walking distance of the child development center for staff.

Like the idea of expanding on the Giving Groves ideas to increase access and affordability to fresh fruit.

## APPENDIX F: SURVEY RESPONSES (8 TOTAL)

Numbers in parenthesis represent number of residents with the same response.

(Residents living north of Brush Creek)

### How Community Uses Space

Multiple Parks are Used (2)

Vacancy as Community Gardens (1)

### Value of Greenspace

Overgrown (1)

Refuge for Crime (1)

Illegal Dumping (1)

Spring Valley Park is Important (1)

### Thoughts About Existing Parks

Parks are a Great Asset (1)

Independence Plaza needs Upgrade (1)

Underfunded by City (1)

### Park Needs

Walking Trails (3)

Bike Trails (3)

Splash Pad (2)

Play Structures (2)

Athletic Fields/Courts (2)

Lighting (1)

Exercise Stations (1)

Pavilion (1)

Pond (1)

(Residents living south of Brush Creek)

### How Community Uses Space

Social Events (2)

Basketball (1)

Walking Trail (1)

Playground (1)

Pocket Gardens (1)

Pocket Parks (1)

No Parks in Neighborhood (1)

### Value of Greenspace

Green is Good (3)

Used as Food Source (2)

Stormwater Management (2)

Need More Neighborhood Involvement (1)

### Thoughts About Existing Parks

Poor Safety and Security (5)

Poorly Maintained (4)

Not Enough Gardens (1)

Not Enough Benches (1)

Don't Use Parks (1)

### Park Needs

Lighting (3)

Security (3)

Exercise Opportunities (3)

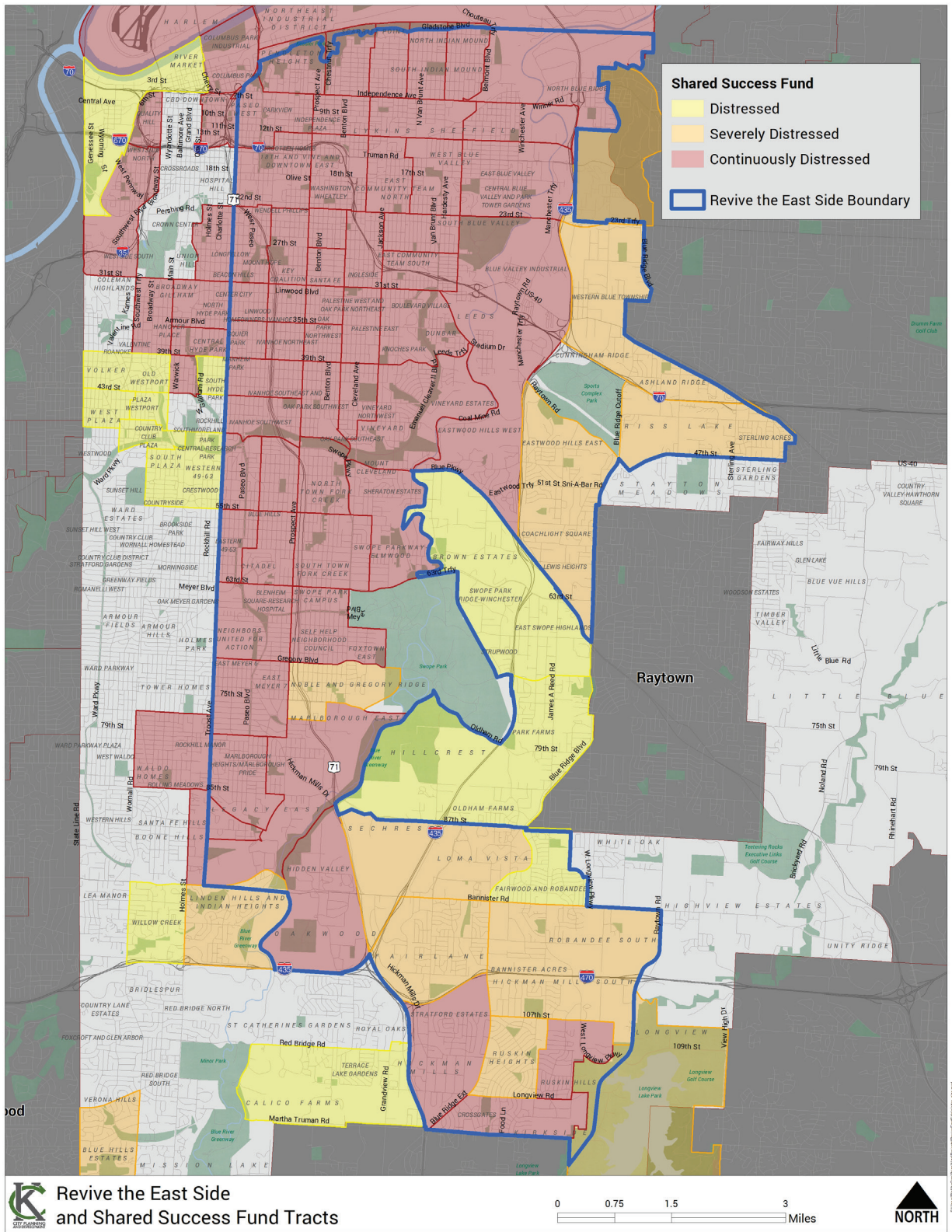
Well Kept (2)

Trails (1)

Restrooms (1)



# APPENDIX G: REVIVE THE EAST SIDE PLAN



**Figure 8.6: Revive the East Side Zones.** (Kansas City Planning and Development N.D.).



