

A MIXED USE DESIGN FOR A SITE
IN KANSAS CITY, KANSAS

by

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BACKGROUND

The Urban Design Studio project undertaken with professor Ray Weisenburger during the fall 1980 semester, was a design feasibility study of a site in Kansas City, Kansas. The site is mainly under the single ownership of Mr. Ray Jenkins. The city planning staff of Kansas City, Kansas has identified the site as having a potential for development.

The site is flanked by Interstate 70 on one side and Interstate 635 on another side and is adjacent to the Indian Springs Shopping Center. Land forms primarily involve steep slopes and rugged terrain, which comprises most of the site. The objective of the Studio was to undertake a Design feasibility study for the site, which offers a very attractive location being quite close to the Central Business District of Kansas City, Kansas. 200 acres of virtually untouched land offers a very choice location and a great potential for development.

The planning staff has undertaken several studies of the area, and have come up with some guidelines for development. The Urban Design Studio felt that the housing densities recommended by the planning department were too low and therefore looked into the feasibility of increasing it.

The Kansas City planning report calls for medium density development along the ridges and low density development along the nominal slopes.¹ Land forms restricts construction primarily because of the steep slopes involved. Recommended restriction on active use would permit only 60% of the site for building. The Studio identified areas where development can take place, and designed the internal circulation system for the entire site. This report will be using the same site masterplan.²

This report will essentially be dealing with the southeast part of the site designated for mixed use. The design will not be an isolated design for that part of the site, but with reference to the design of the entire site, and surrounding area.

PROJECT GOAL

Though nearly all urban agglomerations throughout the world are growing dynamically in size and in the number of inhabitants, the quality of urbanity is diminishing. The urban experience is the enjoyment of human freedom as experienced by a nearly inexhaustible access to a multiplicity of choice.

The 'urban' city has always attracted people. It not only implies availability of choice with regard to money types, places of employment, education enrichment of spirit and mind by expression of art and the possibility of amusement, but it also permits at different times and for different moods and temperament, the choice between privacy and sociability.

Within the limited and delineated space of a city there exist patterns in which certain functions may be grouped. Time and energy consuming travelling distance then bring about a fragmentation which is expressed in segregation along economic, sociological, as well as functional lines. This segregation has been made feasible by the automobile, and aided by government policies like zoning regulations and landuse restrictions.