

## **Midtown Plaza Area Plan - Work Team #2 North East Sub-Area Notes**

Tuesday, April 23, 2013, The Kauffman Foundation

After a brief presentation on project status, and the Vision, Guiding Principles, and public input summary and analysis, the attendees discussed issues and application of the Guiding Principles to the specific geographic area: 31st to 43<sup>rd</sup>, Gillham Road to Paseo Boulevard. The discussion is generally grouped into 3 topics – Land Use and Urban Design and Transportation.

### **Land Use & Development**

*What Policies need to be included, changed or deleted to address development I the North East sub-area?*

- Allow/encourage innovative infill, for example, the rail car house in Brookside.
- Strengthen neighborhoods on both sides of Troost. Use incentives to attract people to live in the neighborhoods, have occupancy requirements (so people cannot benefit from the incentive without having someone reside in the residence)
- There are a significant number of vacant properties between 39<sup>th</sup> and 43<sup>rd</sup>, from Troost to Paseo. Transitional uses are needed in this area, until the area and market are ready for single family development
- Artists are moving in/interested around 31<sup>st</sup> and around Linwood. The interested people have skills, but not necessarily the resources to redevelop the area. Provide resources and make it easy for interested persons to move in and revive an area
- Coordination of all issues is necessary to address the future of the area – development, land use, design, transportation, infrastructure
  - Partner resources in addition to physical plan recommendations
  - Layer sources of money to support redevelopment.
  - Target resources of funding – PIAC, etc.
- Redevelopment should be required to contribute to infrastructure improvement
  - Westport High – contribute to 39<sup>th</sup> Street Corridor projects
- Code enforcement has had an adverse effect by removing building stock through demolition
  - We should have an impact fee for demolition to address environmental impact of demolition and loss of structures
- Preserving the culture and heritage of area is important for the future
- Redevelopment of Troost could have a potential positive impact to east neighborhoods through services provided
- County Assessment impact – not positive for neighborhood by raising taxes on property
- Get businesses interested in investing on Troost
  - Strip zoning and development issues that dilute the market
  - Get people to spend money on Troost, neighborhood people are necessary to support businesses on Troost.

## Urban Design

*What Policies need to be included, changed or deleted to address development I the North East sub-area?*

- Troost and Linwood is a good location for an activity center
- Zoning and code violation enforcement and is needed
- Rezone along Troost from 31<sup>st</sup> to 47<sup>th</sup>
- A zoning overlay is needed on Troost
- Tulips on Troost is great
- The most visible streets are those with the highest ridership numbers and highest traffic counts.
- FOCUS recommends how to layer resources
- Concentrate redevelopment efforts/resources within *this* section
- Neighborhood serving retail is needed that serves the residents on Armour...a place people would walk. Troost and Armour or Main and Armour are good locations

*What urban design issues are most important to the North East sub-area?*

- Open zoning is an issue because you can't enforce design guidelines if you can't review development proposals
  - Need legal means to enforce design, not just a recommendation
  - No process for approval with open zoning
  - Parks Dept. – boulevards starting to address design review
- City needs to apply and implement plans – change zoning when possible
- Art work along Troost needed – currently cold and harsh, should be warm and inviting
- Economic development – inflated property prices – not true
- Troost – make more inviting for pedestrians and less for cars
  - Good for business
- Public sidewalks as transit corridors – more pedestrians
- Troost and Armour – needs improvement – address through planning process

## Transportation

*What are the most important transportation issues in area? Where should specific improvements be made?*

- With the recent rehabilitation of the multi-family buildings along Armour Boulevard, parking is a concern.
  - People are parking wherever somewhat feasible; this creeps into crosswalks, sight lines, and lower density neighborhoods.
  - When cars are parked close to the intersection, they are hard to see around, thus it is difficult to turn onto Armour from the north/south streets (specifically, Holmes and Cherry). Add signage and/or allow only motorcycle parking close to cross streets.

- As traffic lanes move to facilitate turning lanes, they often weave into parking areas. Clear distinction is needed where parking areas begin and end, and enough space is needed from cross streets (before parking is allowed) for appropriate sight lines
- 39<sup>th</sup> has narrow lanes and the speed of traffic is high. A suggestion is to make the 4 lane section a 3 lane section – 2 lanes each direction with a middle turn lane
- Crosswalks are needed around Academie Lafayette
- To help define on-street parking area and slow traffic – we should investigate the adding bulb-outs
- People would bicycle on Troost, if it were safe
- Narrow traffic lanes on Armour and provide more room for setbacks, sidewalks, or bike lanes.
- Increase the frequency of bus route 54
- There are too many “no left turn” and one way streets, this makes a driver go significantly out of the way to reach a destination
- 39<sup>th</sup> Street has a high volume of traffic accidents
  - High speed - 40+ mph on a narrow corridor
  - Needs pedestrian amenities to make more walkable
  - Needs center left turn lane to allow access to the neighborhoods
  - The medians on the side streets slow the neighborhood traffic
  - 6 bus stops between Troost and Gillham – not ADA compliant
- East / West movement is hard – too many lights for automobiles
- Need angle parking on Armour, the paid parking along Armour is not use, residents only use the little bit of building parking available
- Armour needs to be more bicycle friendly.
- Protect historic boulevards – Address movement of traffic through the area – slow speeds.
- How to address parking? Don’t want large parking lots.
  - Coordinate on-street parking with lots
- 39<sup>th</sup> Street between Westport H.S. and Bruce R. Watkins – traffic moves too fast.
  - Corridor is currently single-family homes on a high speed arterial
  - Reduce the travel lanes to reduce speeds and cut-through traffic
- More crosswalks and pedestrian access to transit stops
- Revisit sidewalk repair policy, city should be responsible for improvements
  - Make sidewalks part of pedestrian network