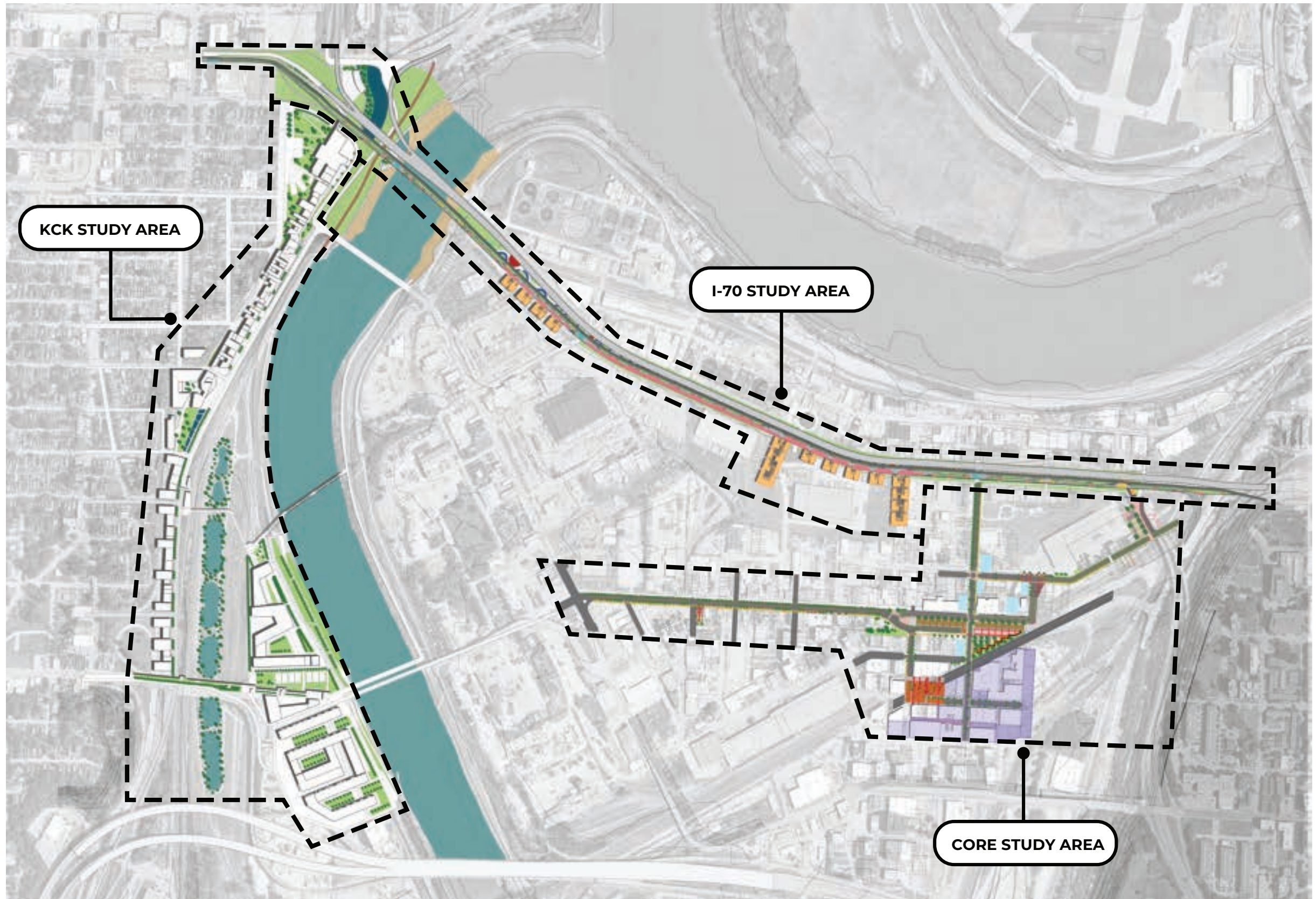


## West Bottoms in Three Parts 2022-23 KCDC Vision Study

In the 2022-23 Academic year, Kansas City Design Center Urban Design Studio has produced a catalytic vision study for the West Bottoms in partnership with SomeraRoad development firm and Unified Government of Wyandotte County/KCK Department of Planning and Urban Design. The purpose of the project was to build on the ongoing redevelopment project and infrastructure planning initiatives conducted by these two partner agencies and contextualize them into an overarching urban design concept for the area capitalizing on their momentum and leveraging their potential for a broader impact and change. In doing so the studio concentrated on three specific project areas: West Bottoms Warehouse District, I-70 viaduct connecting the two downtowns, and West Bank of Kansas River from Kaw Point to I-670 viaduct. Simultaneously, while focusing on urban design of the specific areas, the project aimed to explore the possibilities of their use as an armature for the generation of an interconnected transformative plan for the regeneration of the entire area and its constructive reconnection to its natural, cultural, and economic assets and its unique urban identity.







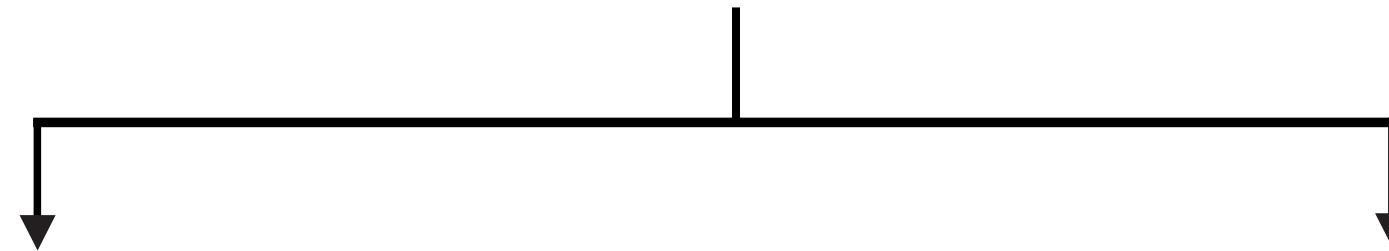
# MASTER PLAN

AREA PROPOSAL



## VISION

Create an idea of alternative and authentic urbanity that capitalizes on the found conditions of the place, embracing the extreme contrasts of its fabric, physical make up and land use practices while establishing public realm and mixed-use infrastructure that binds it into a new whole.



### GOALS

Mitigate natural and physical barriers of separation shared between KCK and KCMO by capitalizing on the West Bottom's geographical location.

Strengthen and develop additional modes of transportation.

Activate the riverfront as a destination to bring people to the area.

Create a unified urban fabric by capitalizing on the existing identity.

Create a mixed-use city by developing dross space as a public realm for future economic growth and activity.

### OBJECTIVES

Identify potential public spaces that enhance the quality of life within the West Bottoms: using meticulous analysis.

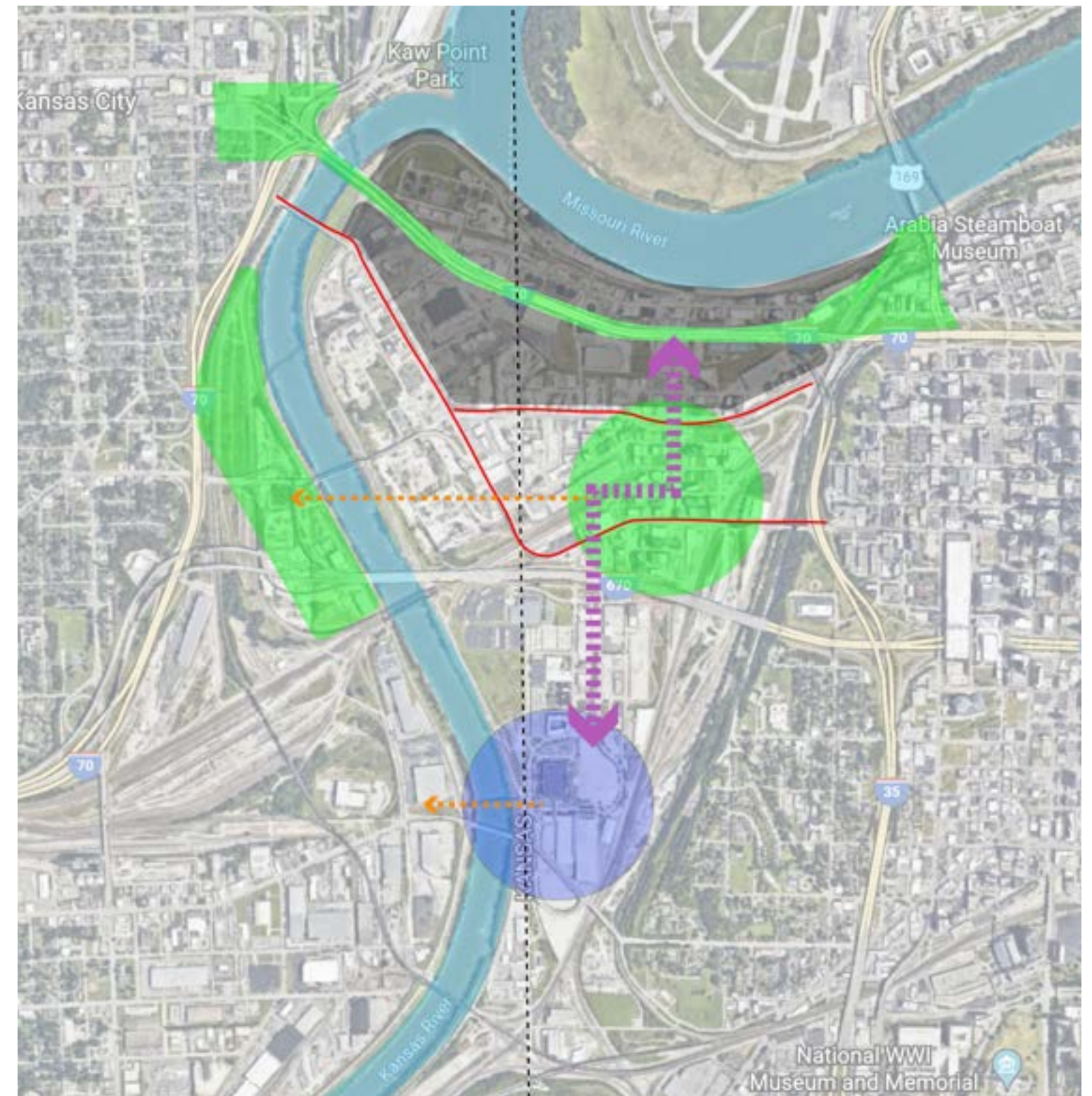
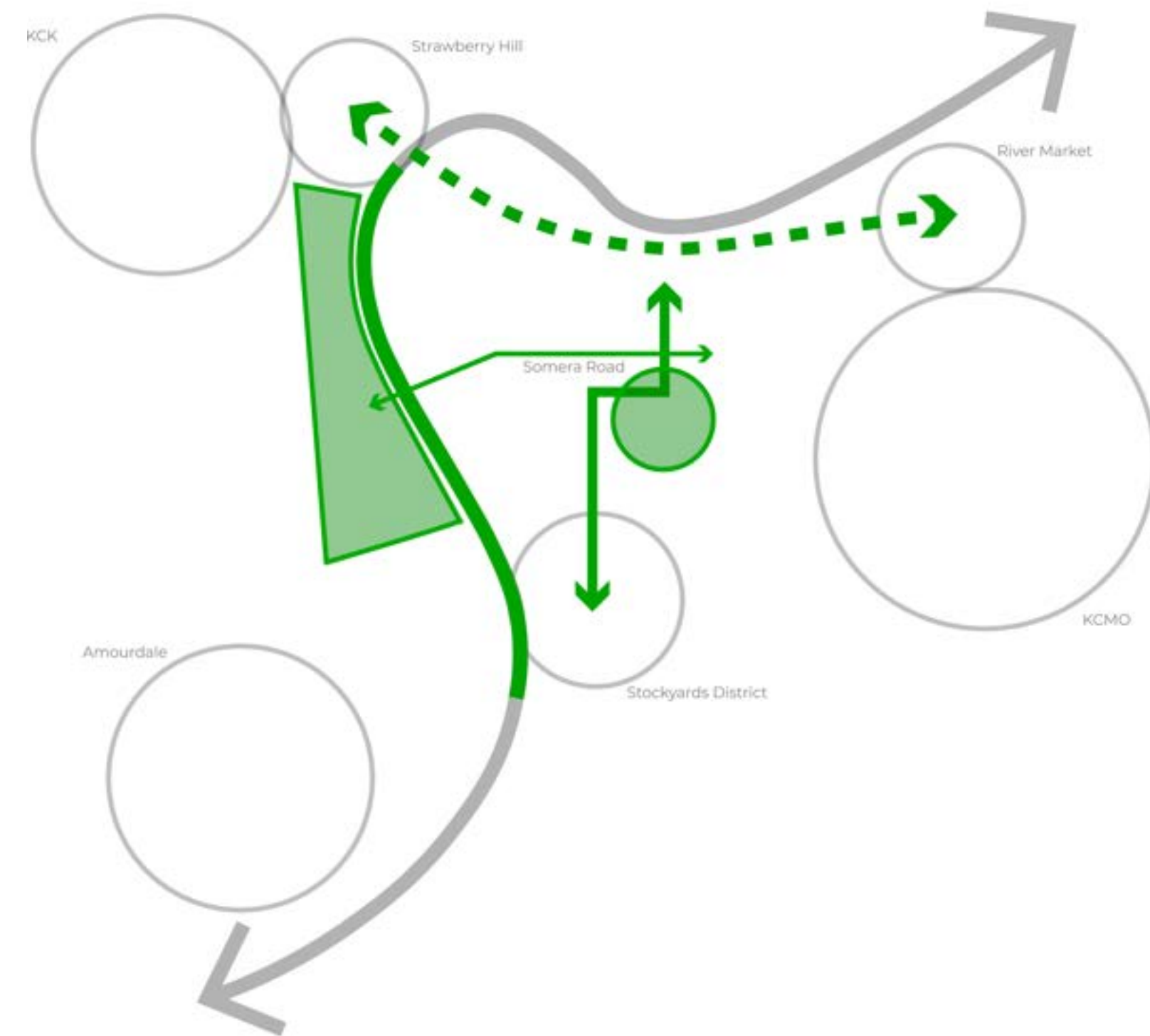
Remediate existing brownfields in the areas of focus.

Repurpose existing infrastructure to allow for vehicular and pedestrian connections throughout the area.

Integrate a broadened public realm in an existing industrial area.

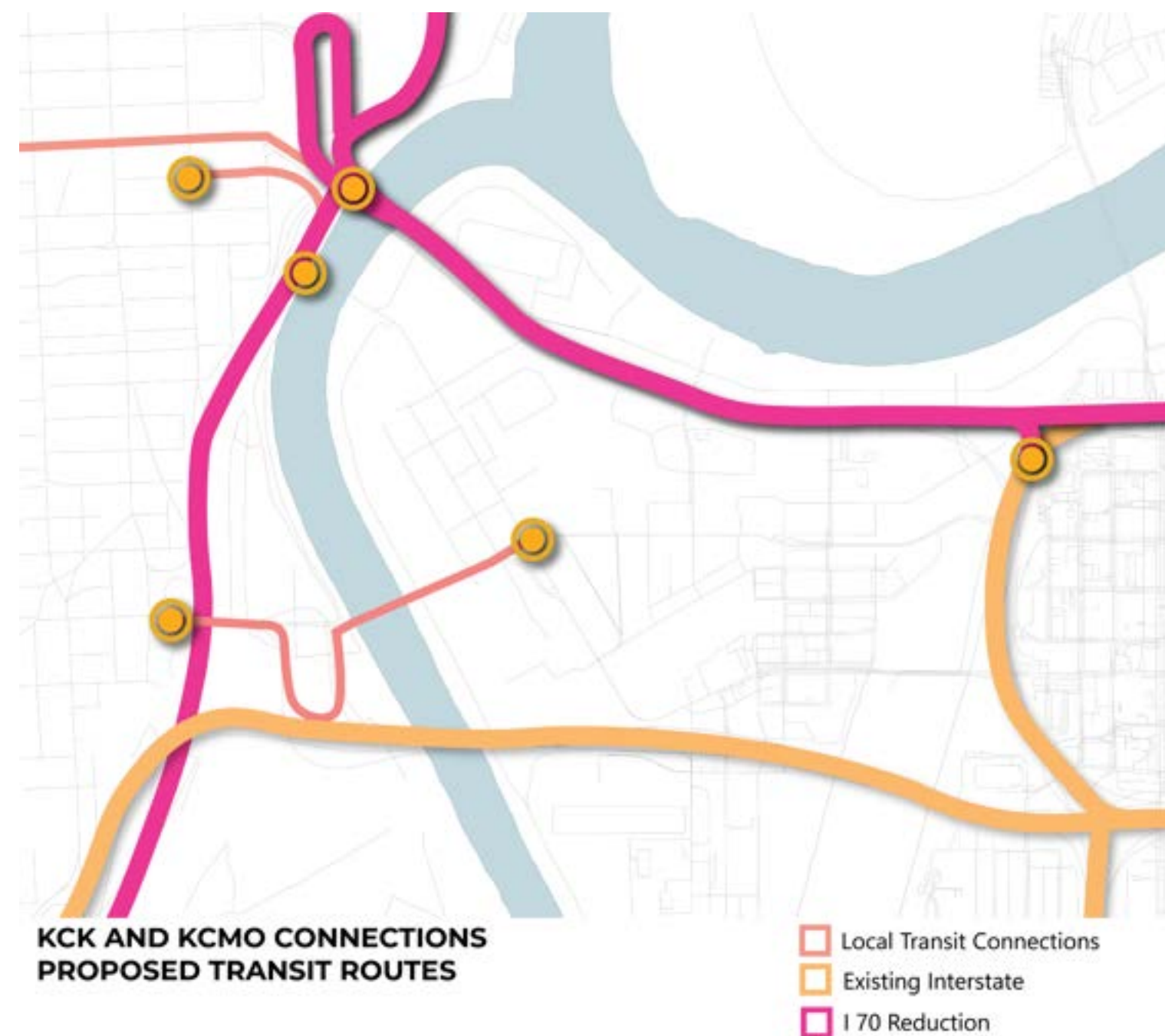
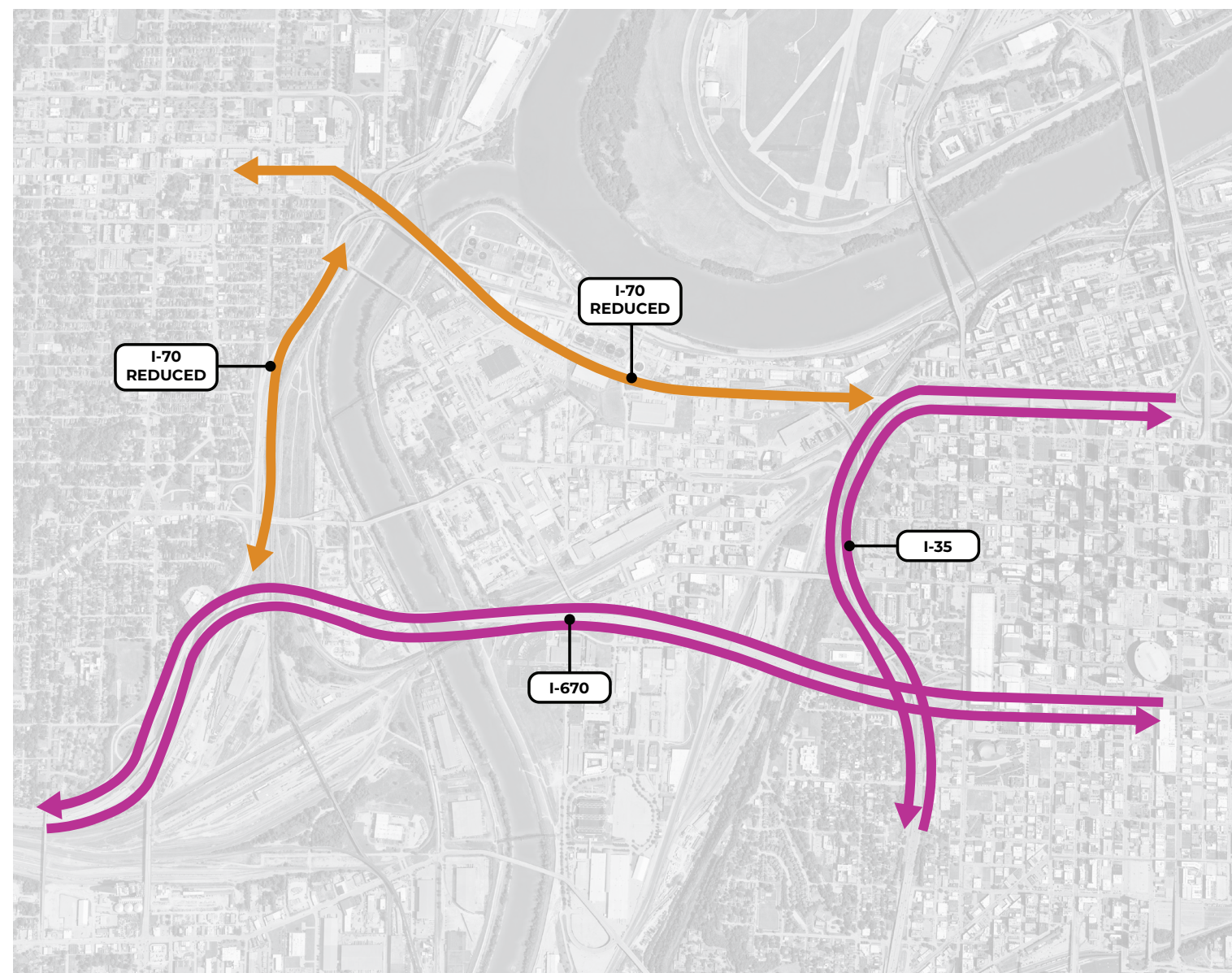
Stitch fragmented districts together through proposal of potential public spaces.

## GOALS AND OBJECTIVES



# CONCEPTUAL DIAGRAMS

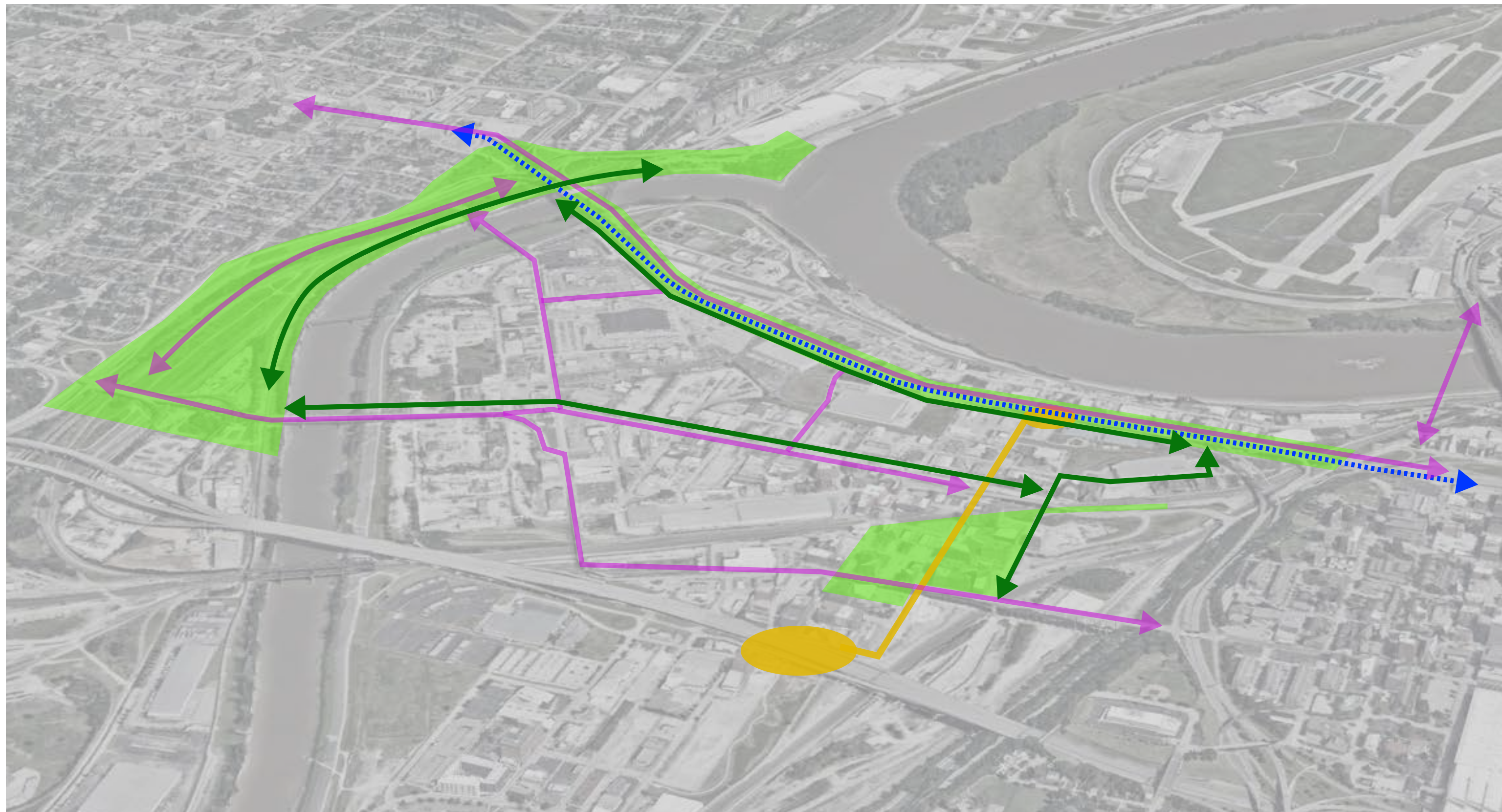




# TRAFFIC

## PROPOSED I-70 CHANGES





# OVERALL CONNECTIVITY CONCEPT

AREAS OF FOCUS  
VEHICULAR

PEDESTRIAN PATH  
STREETCAR PATH

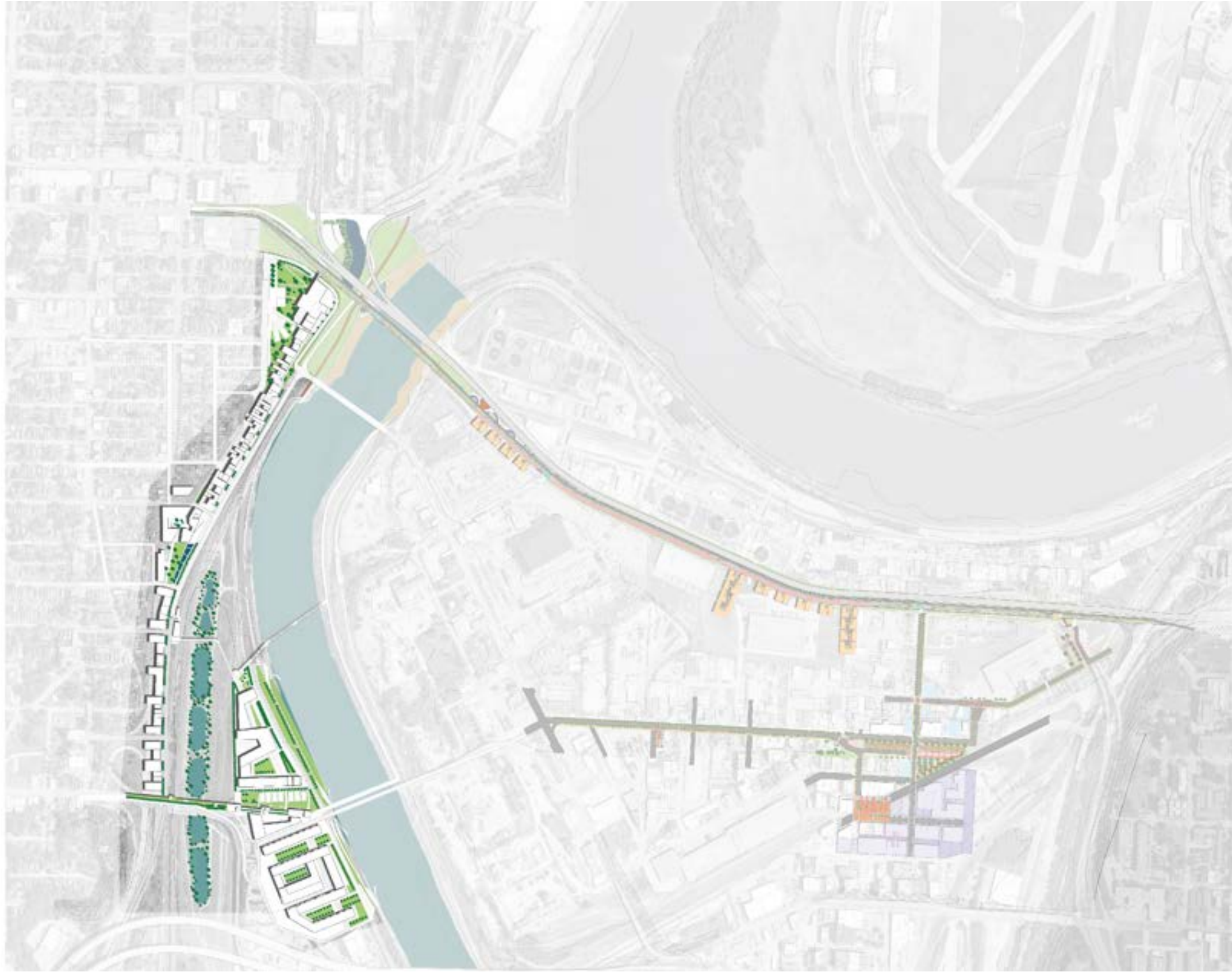
PARKING



# AREA 1

K C K





**KCK AREA**  
OVERALL PLAN

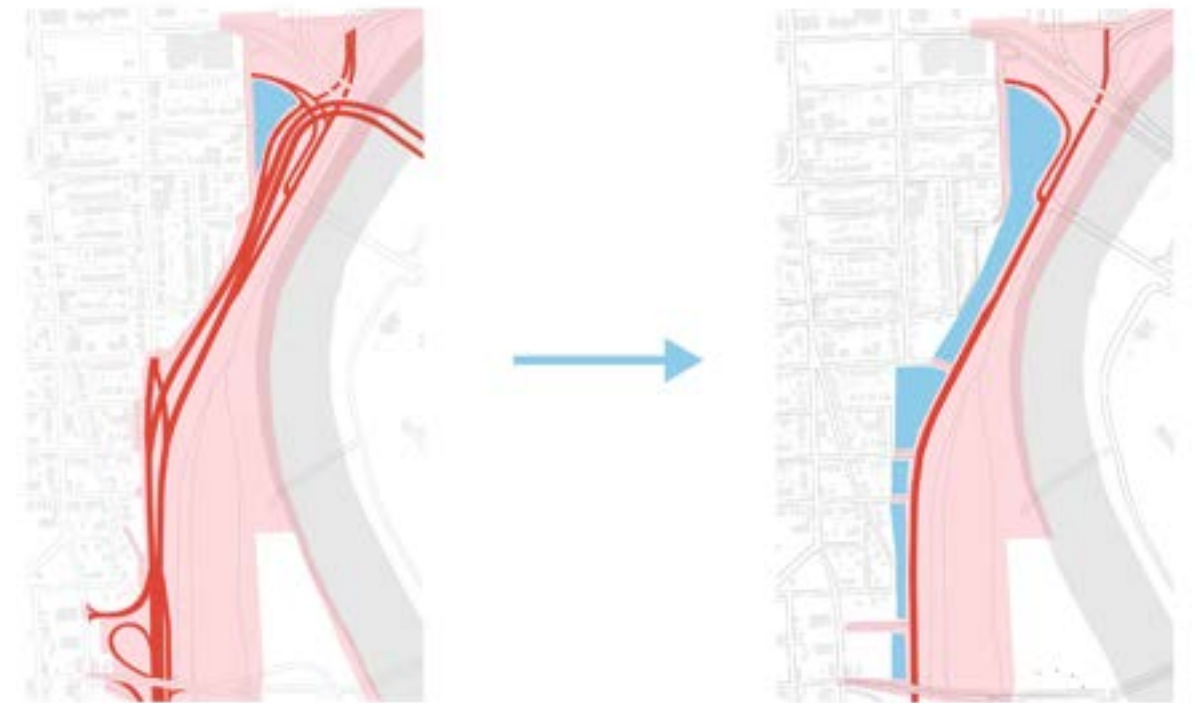




# KCK AREA

RECLAIMED LAND

- |   |  |
|---|--|
|  BUILDINGS   |  INFRASTRUCTURE |
|  RIVER       |  RIGHT OF WAY   |
|  ACTIVE RAIL |  ACRES          |



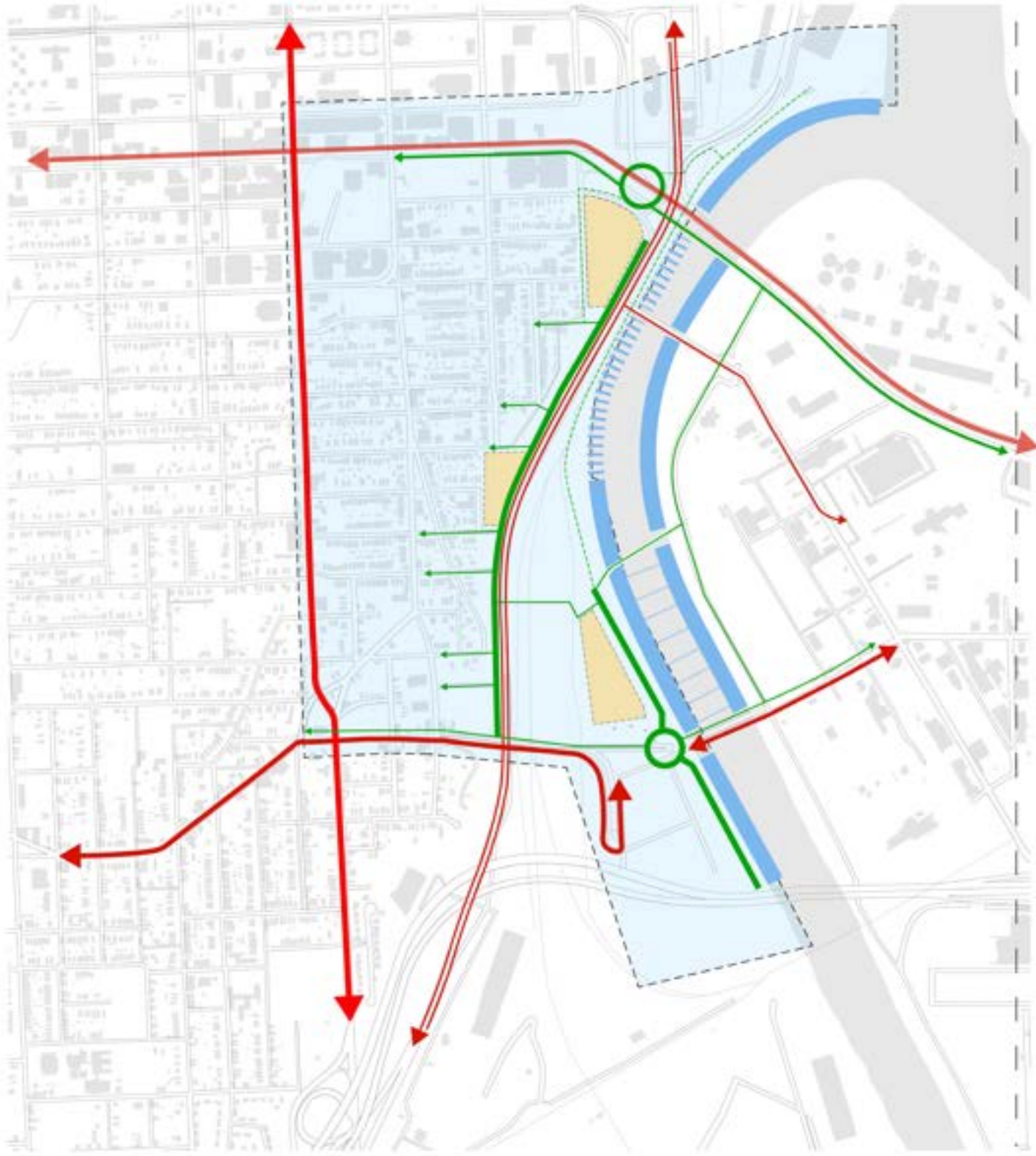
EXISTING AVAILABLE LAND: 1.59 ACRES

AMOUNT OF LAND GAINED: 14.19 ACRES

PROPOSED AVAILABLE LAND: 15.78 ACRES

# OVERALL GOALS AND OBJECTIVES

- REDUCING INFRASTRUCTURE
- PROVIDING CONNECTIONS TO RIVER
- COMPLETING PEDESTRIAN LOOP



# KCK AREA OVERALL CONCEPT





# STRAWBERRY HILL

- RESPONDING TO TOPOGRAPHY
- DEFINING CITY EDGE
- PRESERVING VIEWSHEDS
- PROVIDING PUBLIC SPACE



# KCK AREA

KEY CONSTITUTING PARTS

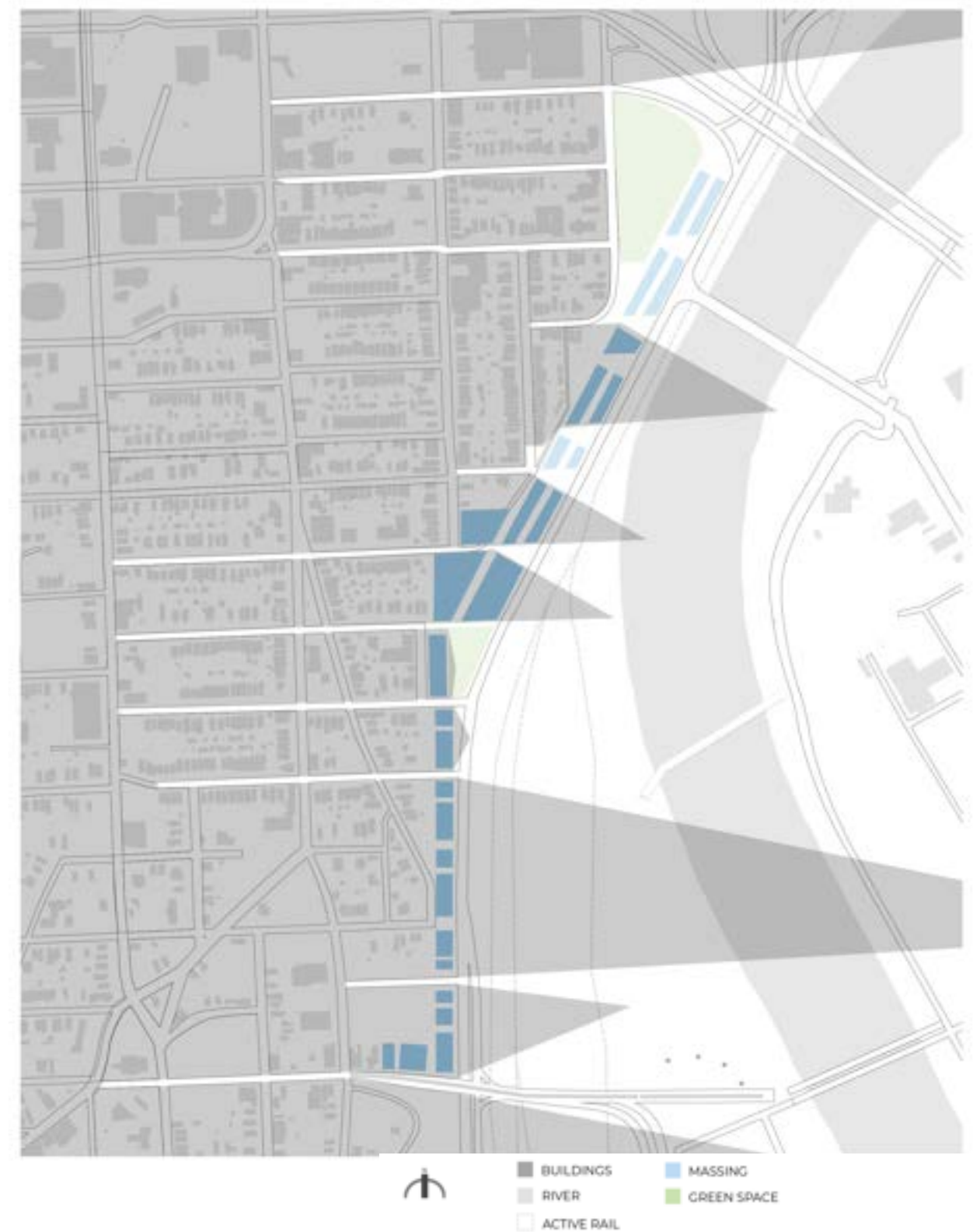


# RIVERFRONT DEVELOPMENT

- PROVIDING DESTINATION ON RIVERFRONT
- EXTENDING CITY PUBLIC REALM
- REVITALIZING CENTRAL AVENUE
- MANAGING STORMWATER



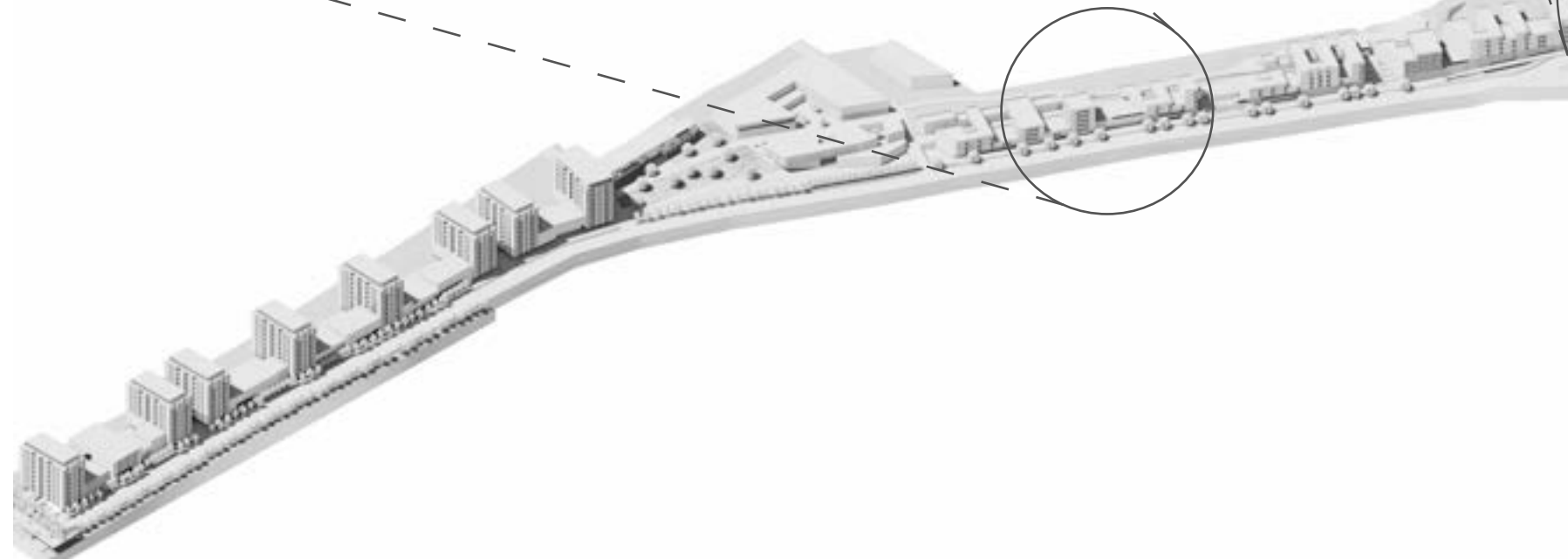
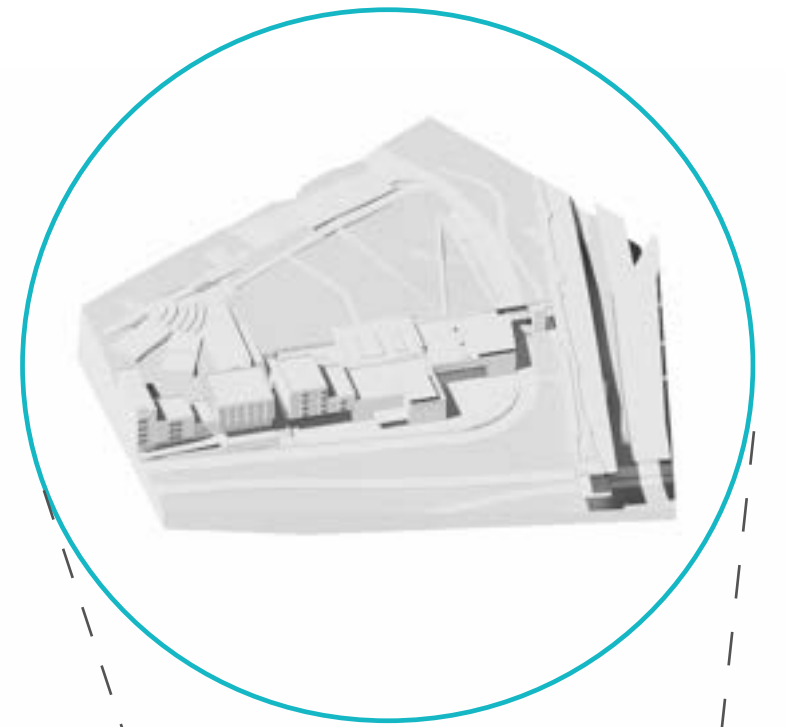
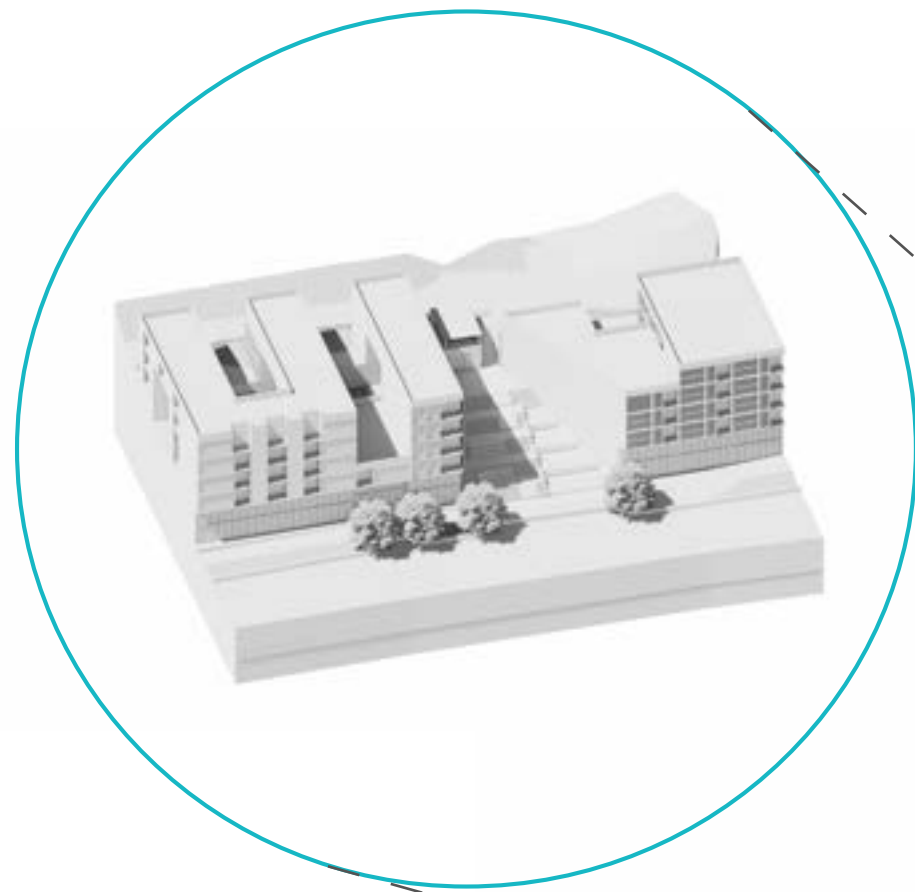




# STRAWBERRY HILL

VIEWSHEDS AND BUILDING BLOCK DEVELOPMENT STRATEGIES

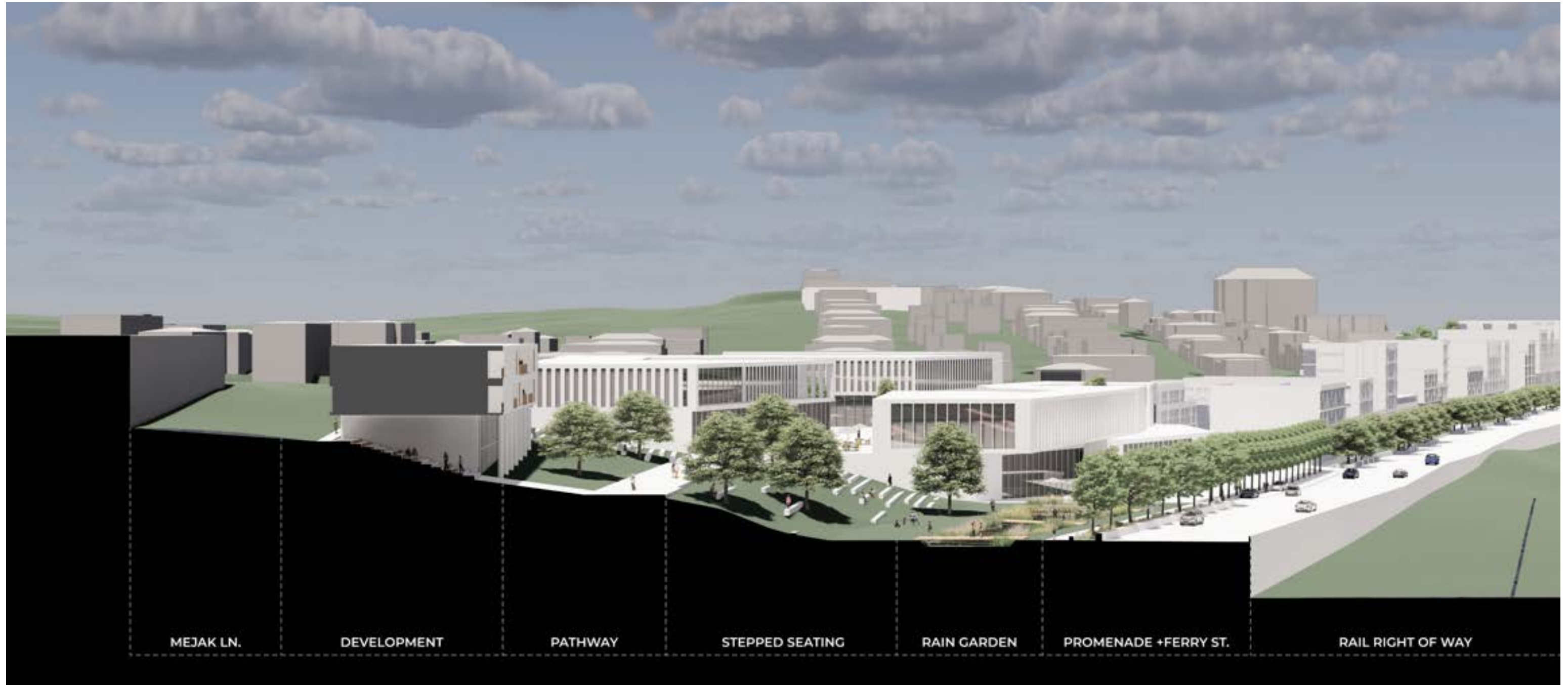




# STRAWBERRY HILL

MORPHOLOGY

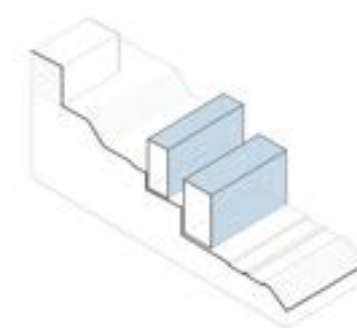
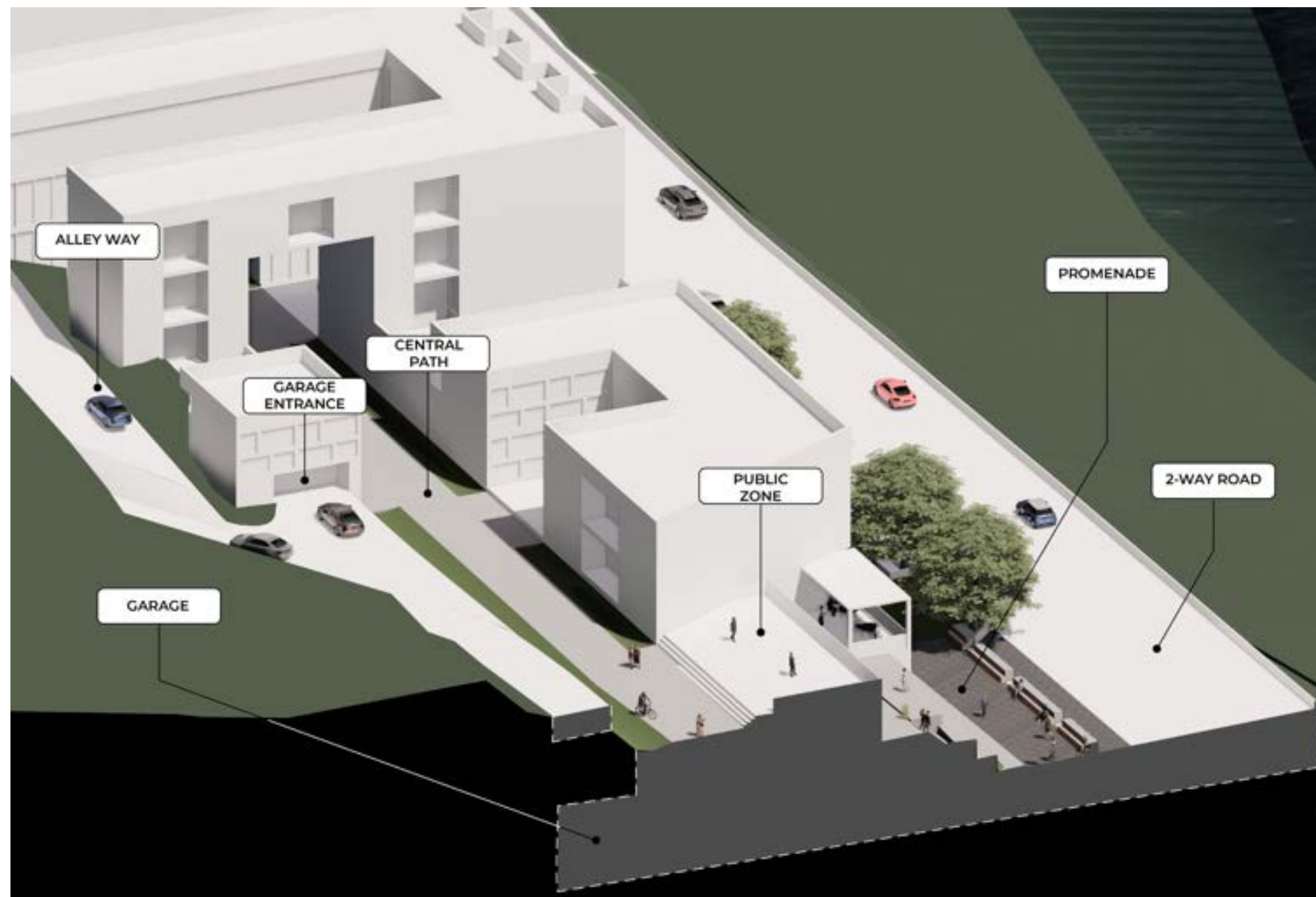




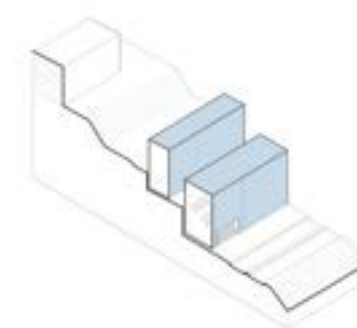
# STRAWBERRY HILL

CITY EDGE DEVELOPMENT STRATEGIES

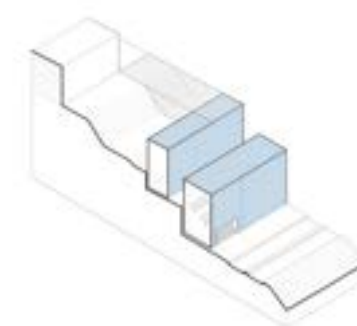




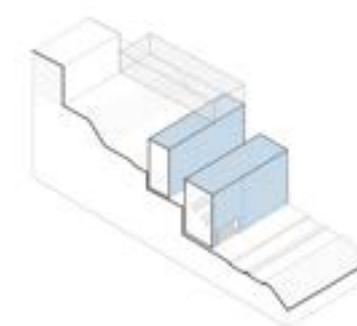
STEPPED MASSING



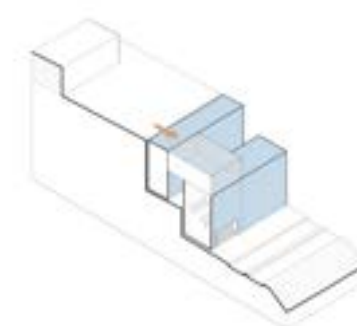
PASS-THROUGH OPENING



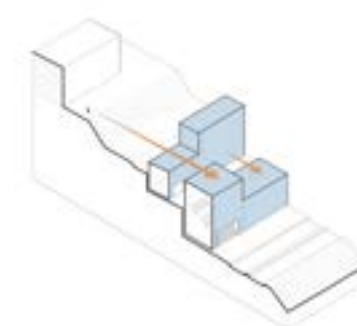
EMBEDDED MASSING



BRIDGED MASSING



RETAINING WALL



VIEWSHEDS

## MASSING STRATEGIES | SERIES 01

# STRAWBERRY HILL

BUILDING RESPONSE TO TOPOGRAPHY





**STRAWBERRY HILL**  
VIEWS ALONG PROPOSED CITY EDGE





# RIVERSIDE DEVELOPMENT

ACTIVATED RIVERFRONT

# AREA 2

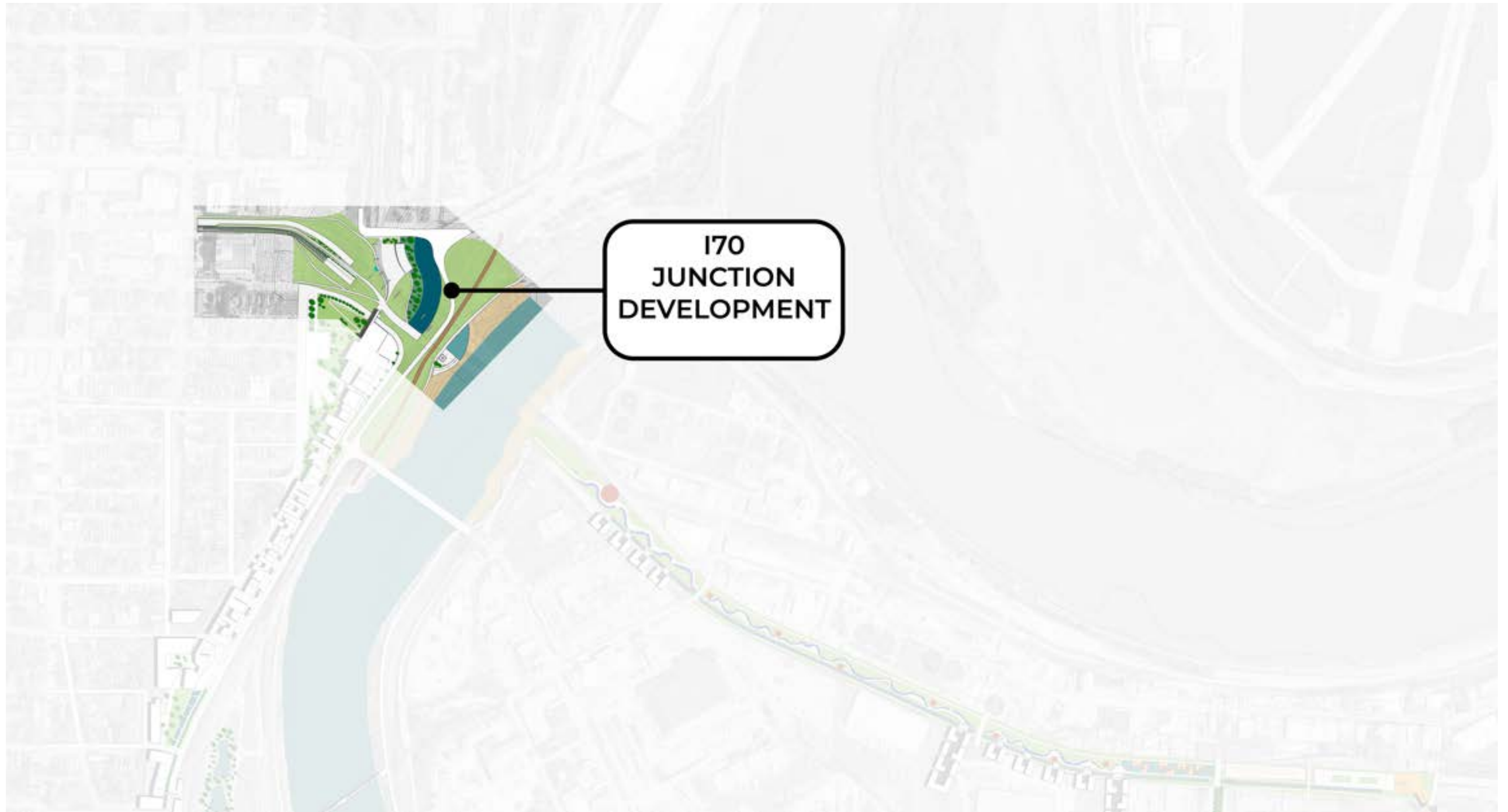
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# MASTER PLAN

I-70 AREA



# RECLAIMED PUBLIC SPACE

MASTER PLAN

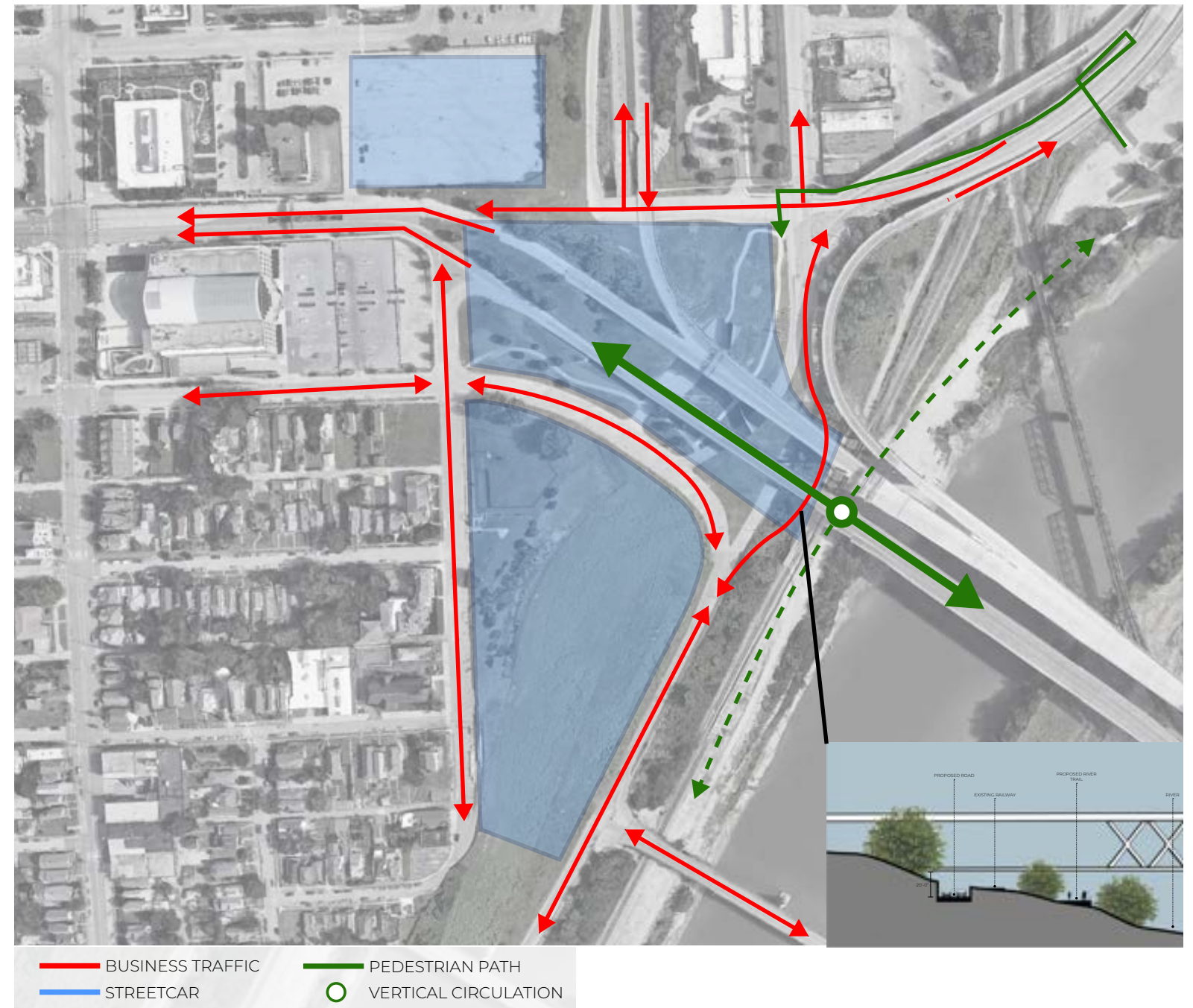




EXISTING



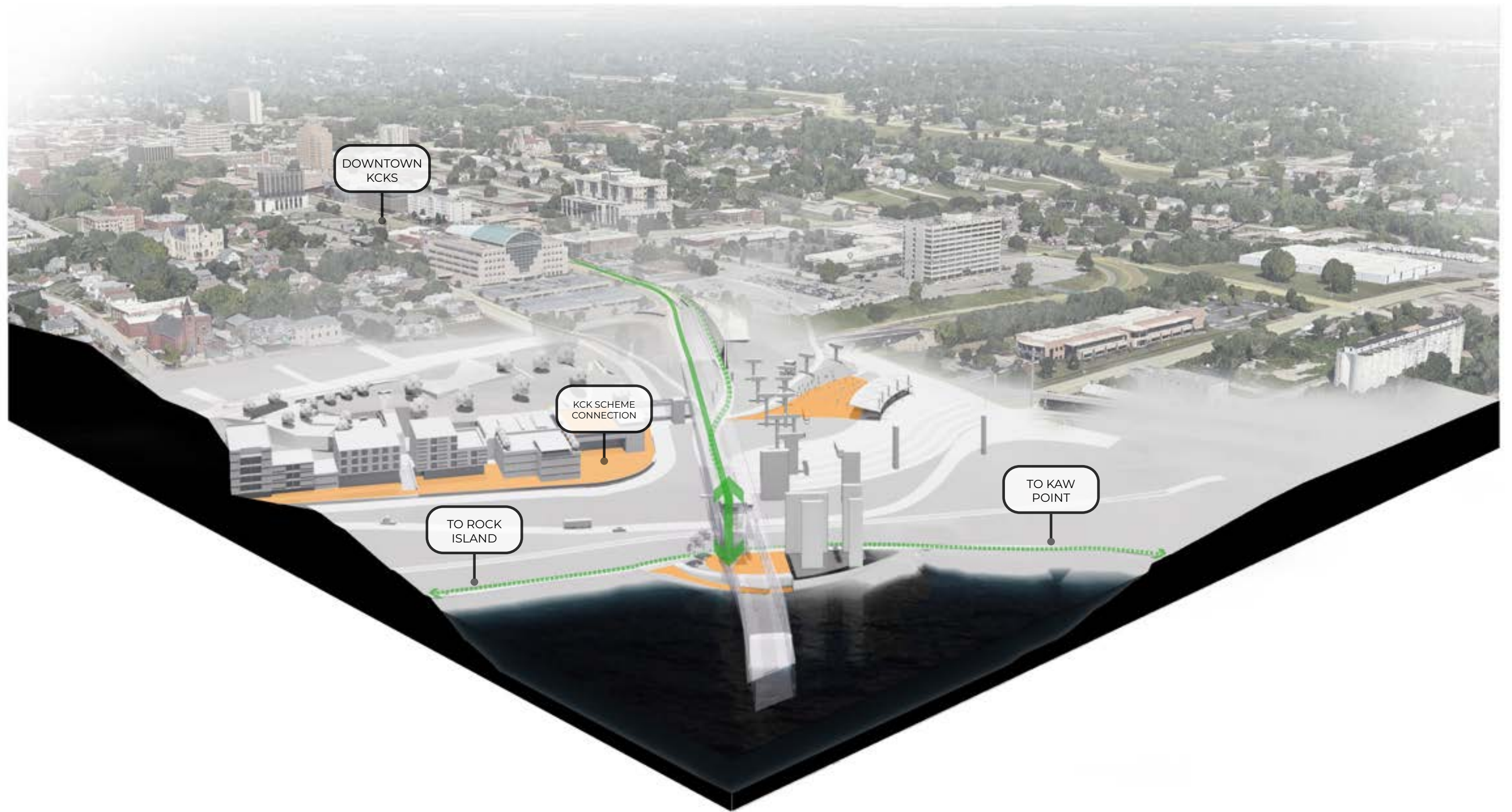
POST REDUCTION



# RECLAIMED PUBLIC SPACE

PROPOSED TRAFFIC CHANGES - AT GRADE

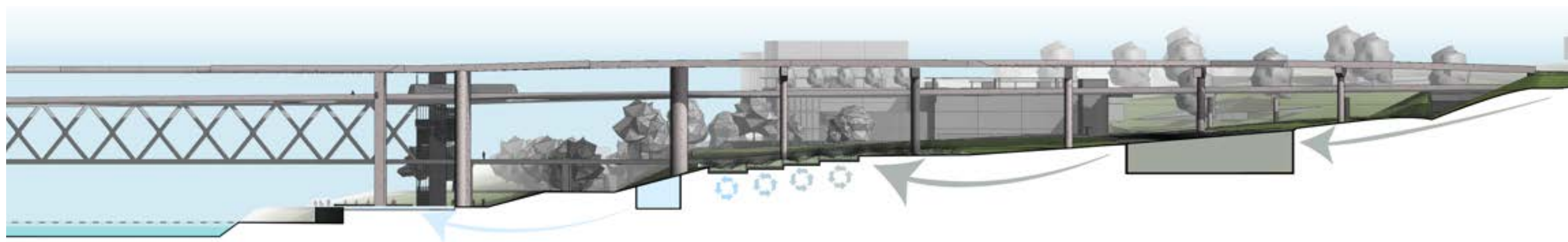




# RECLAIMED PUBLIC SPACE AND RIVERFRONT

KCK CONNECTION





# RECLAIMED PUBLIC SPACE

RIVERFRONT CONNECTION & STORMWATER RETENTION





# RECLAIMED PUBLIC SPACE

CONCERT LAWN

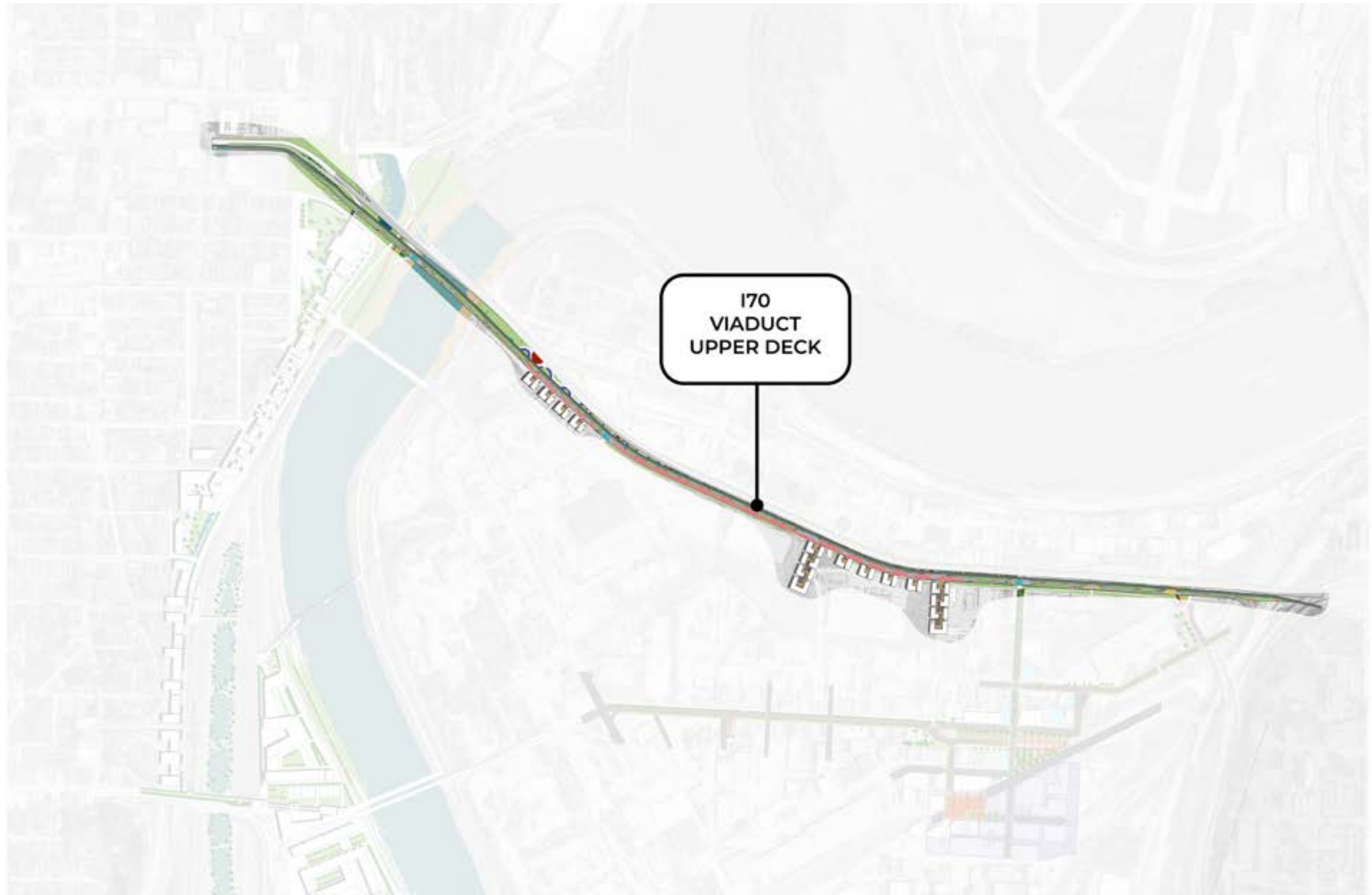




# RECLAIMED PUBLIC SPACE

RIVERFRONT INTERACTION POINT

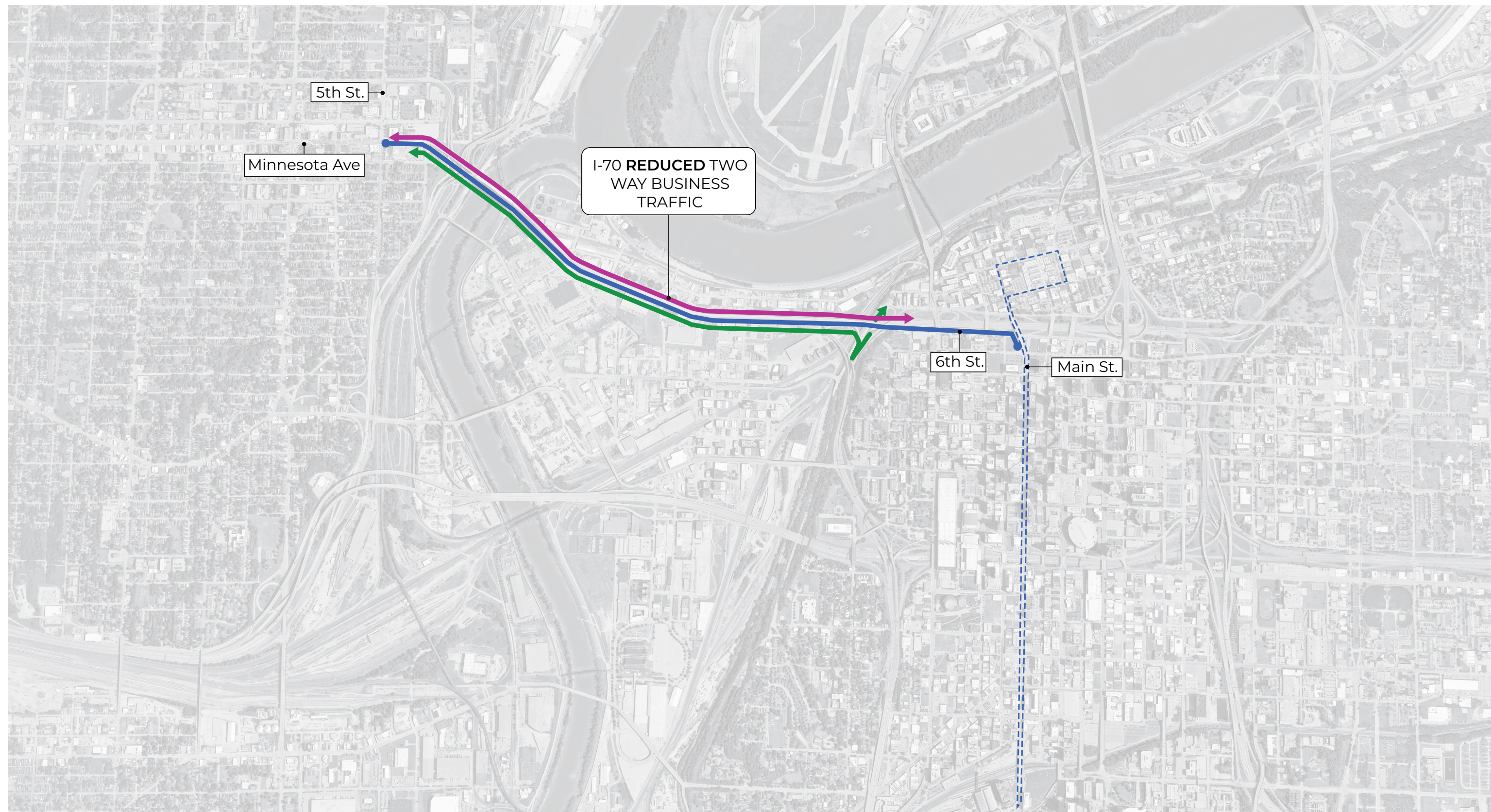




# UPPER DECK

OVERALL PLAN





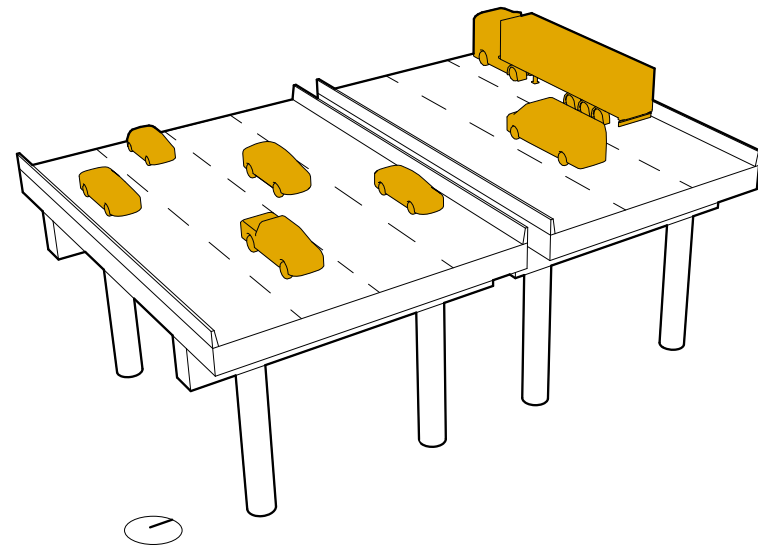
# TRAFFIC

I-70 REDUCTION

— PROPOSED STREETCAR PATH  
- - - EXISTING STREETCAR PATH

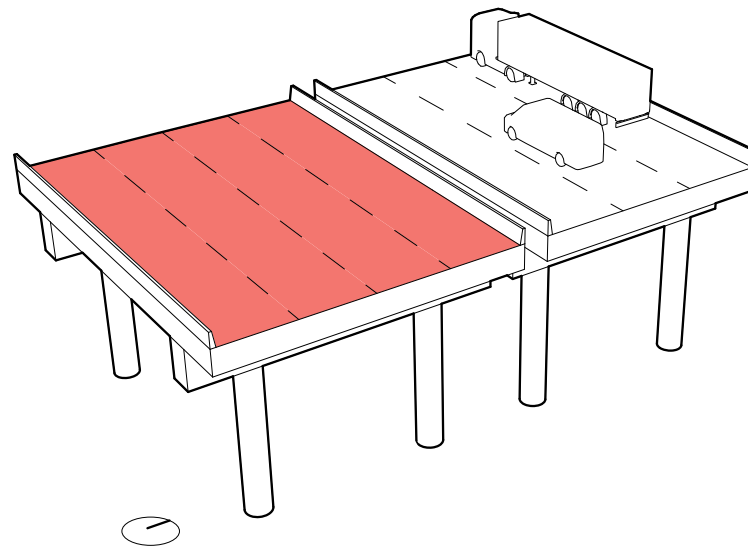
— TWO WAY BUSINESS TRAFFIC  
— PEDESTRIAN PATH





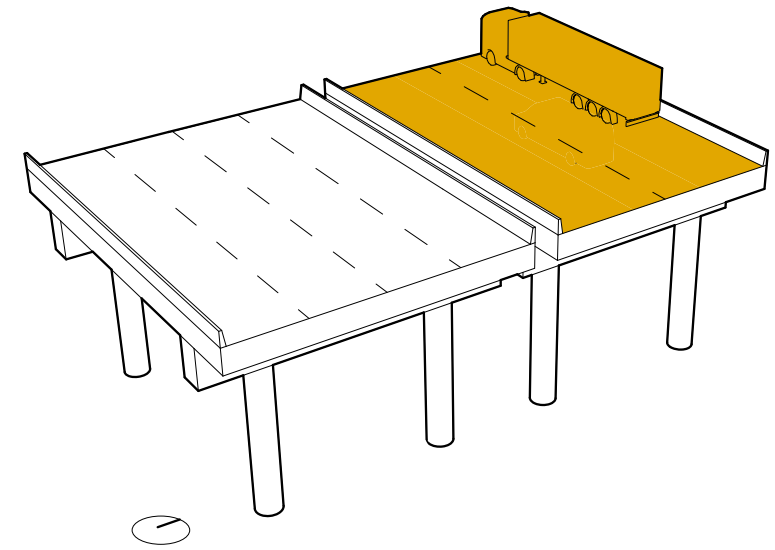
### EXISTING CONDITIONS

I-70 is one of the main connections from KCK to KCMO. It sees a lot of traffic throughout the day, especially freight traffic due to the industrial use of the area.



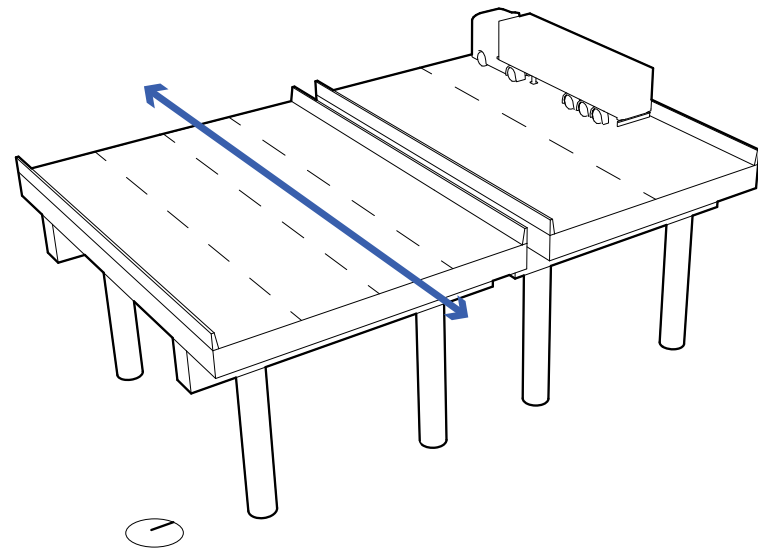
### REDUCE

The studio proposes removing traffic along the South side of I-70 as it is aging, provides opportunity for a better connection between two cities and the West Bottoms, and also has some bridge/ramp issues.



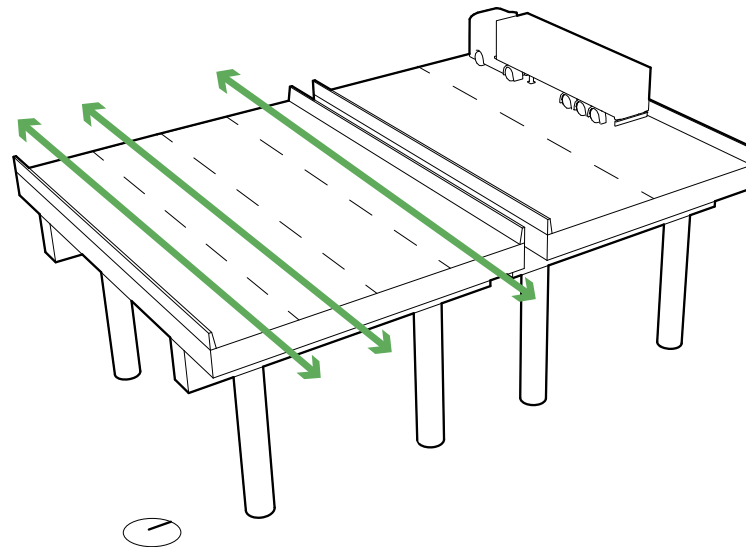
### SERVICE ROUTE

The North side of I-70 will be transformed into a 2 lane service road. This will still allow for the major freights and trucks that are needed to service the area effectively with little negative impact.



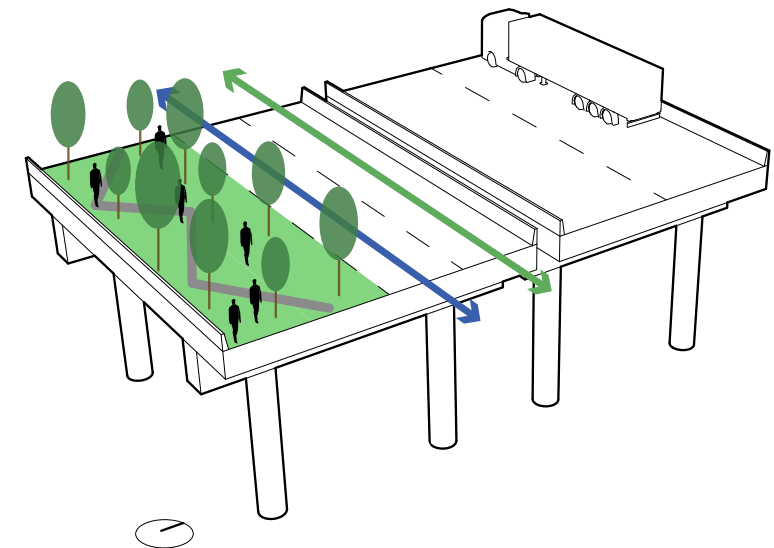
### STREET CAR

The studio is proposing a street car to encourage public transportation. This street car will provide a new connection from downtown KCK to the River Market with a couple stops along the transformed upper deck of I-70.



### PEDESTRIAN PUBLIC REALM

The other half of I-70 will become a pedestrian trail and public realm which will include a variety of program and heavy green space. This will turn I-70 into a destination and provide much needed public space. The North side will be a bike trail connecting two cities.



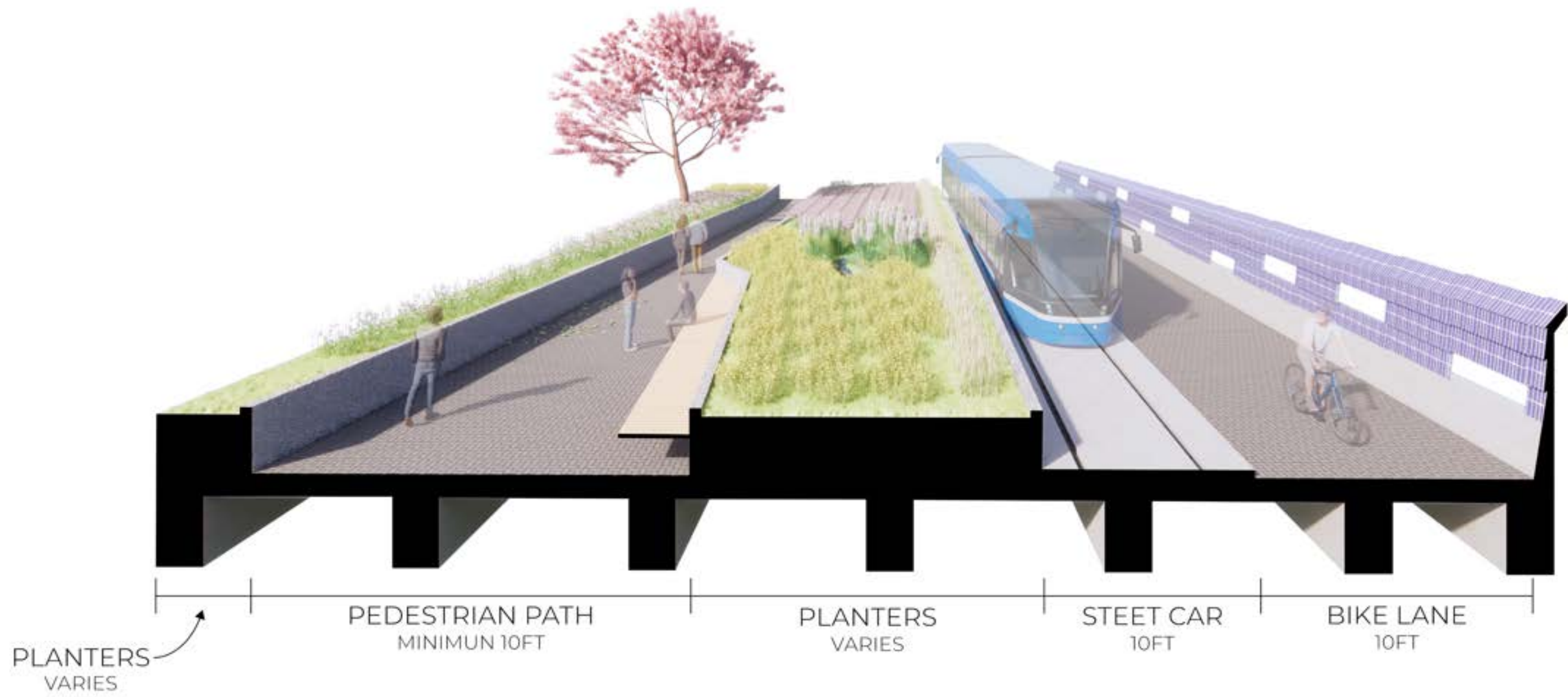
### PROPOSAL

The overall proposal will create a unique public space experience not found anywhere around the area. By repurposing the infrastructure of I-70 it will further activate future developments through pedestrian trails, green space, and public transportation.

# UPPER DECK TRANSFORMATION

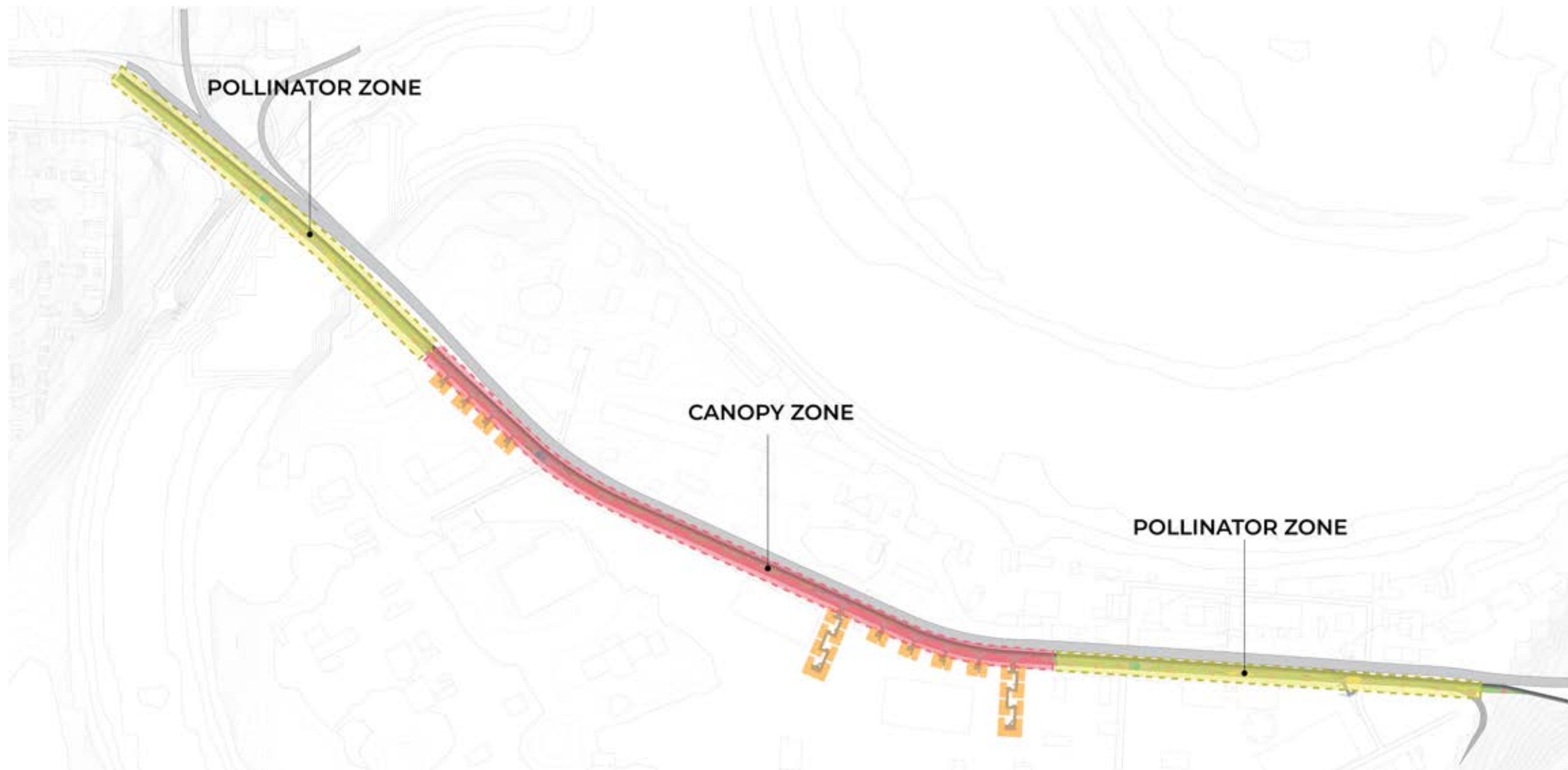
## TRAFFIC REDUCTION





# UPPER DECK STANDARD SECTION

UPPER DECK ORGANIZATION



# UPPER DECK

PROGAM ZONES





POLLINATOR ZONE

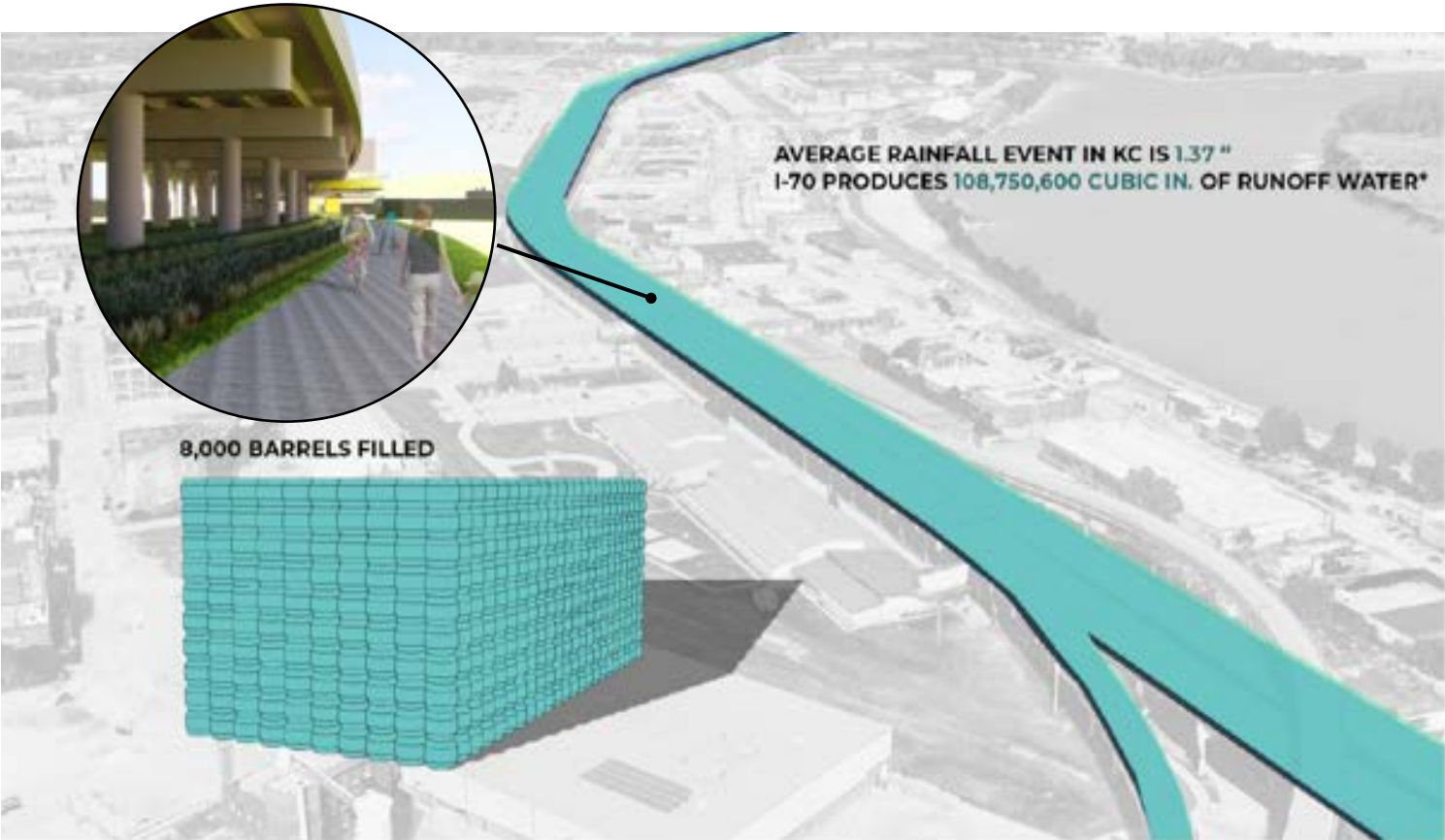


CANOPY ZONE

# UPPER DECK

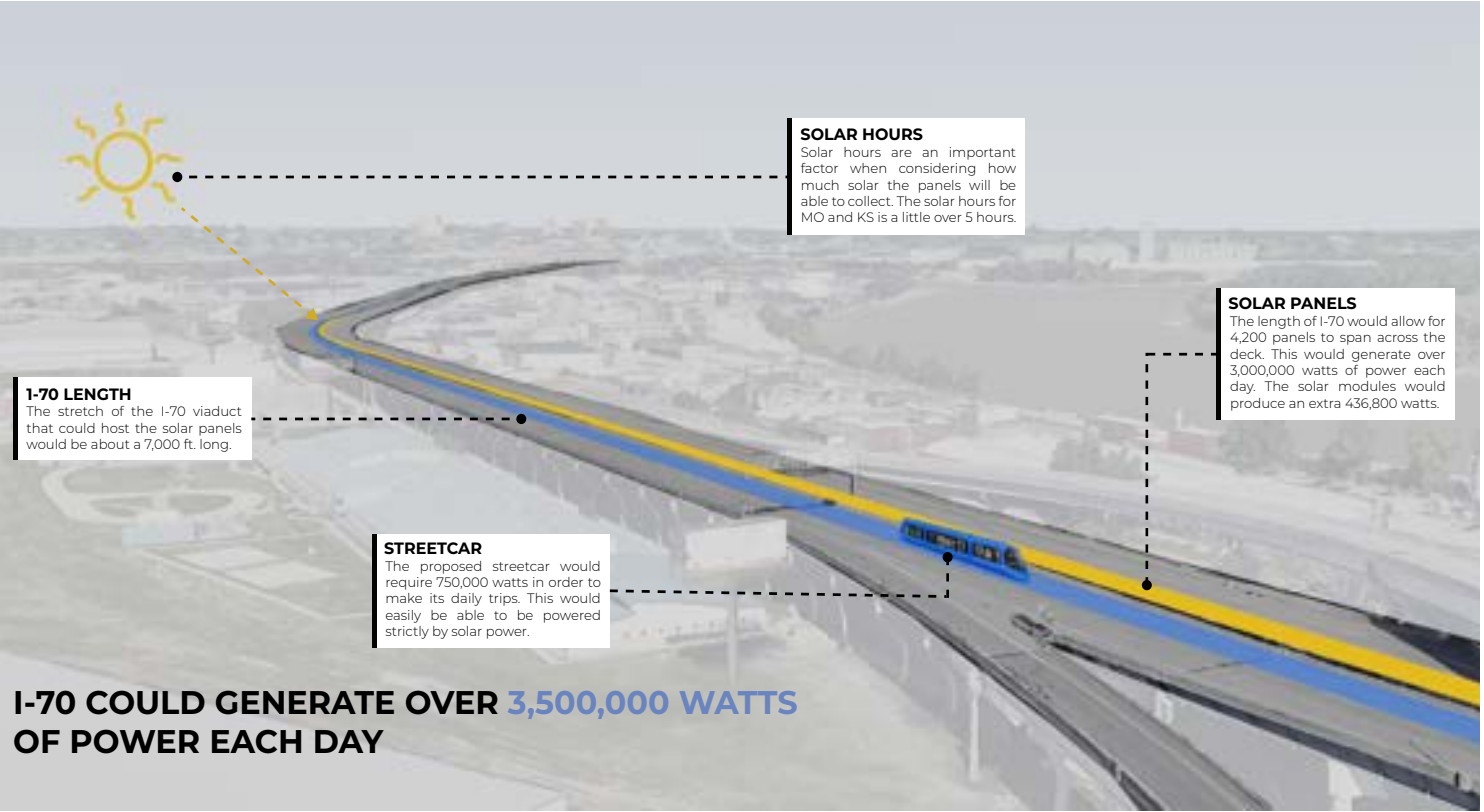
CHARACTERISTIC VIEWS





STORMWATER MANAGEMENT

\*I-70 is 73,500' long & 1,350' wide  
 $73,500' \times 1,350' \times 1.37" = 135,938,250 \text{ cubic in.}$   
Transportation runoff coefficient is 0.8  
 $135,938,250 \times 0.8 = 108,750,600 \text{ cubic in.}$   
There are 231 cubic in. in 1 gallon  
 $108,750,600 / 231 = 470,782 \text{ gallons}$   
There are 59 gallons in 1 barrel  
 $470,782 / 59 = 8,000 \text{ barrels}$



SOLAR GAINS

# I-70

GREEN INFRASTRUCTURE



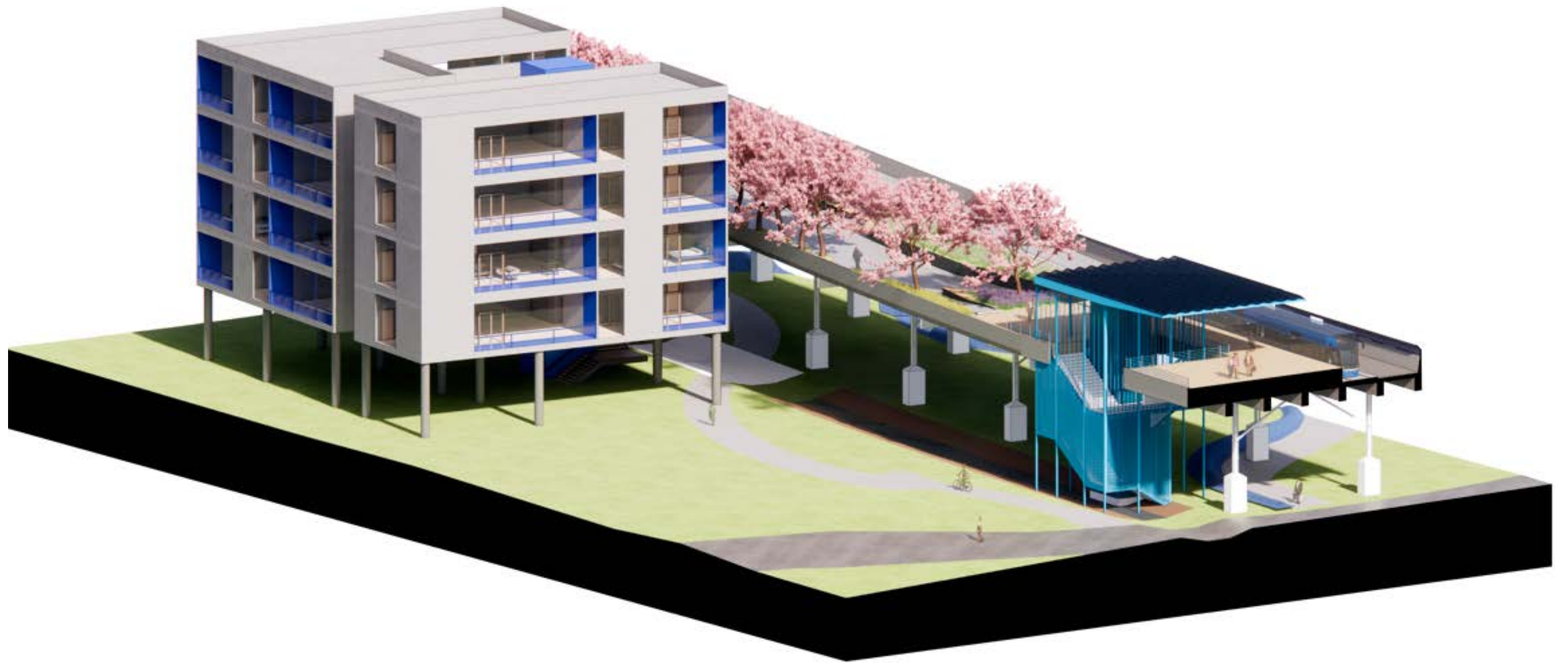


# PROPOSED I-70 HOUSING

CURRENT & FUTURE HOUSING DEV.

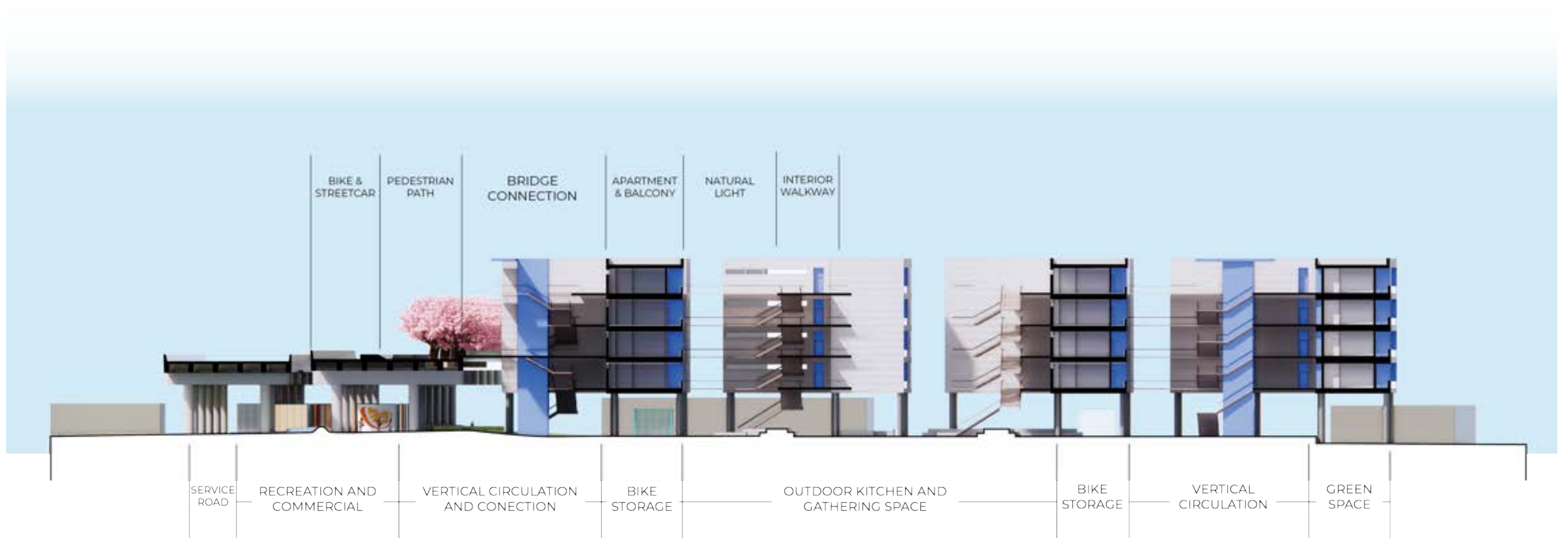
- Existing Units - 497 Units
- Under Construction - 2,847 Units
- I-70 Proposed - 200 Units
- KCK Proposed - 1,066 Units





**HOUSING AND PUBLIC CIRCULATION INTERFACE**

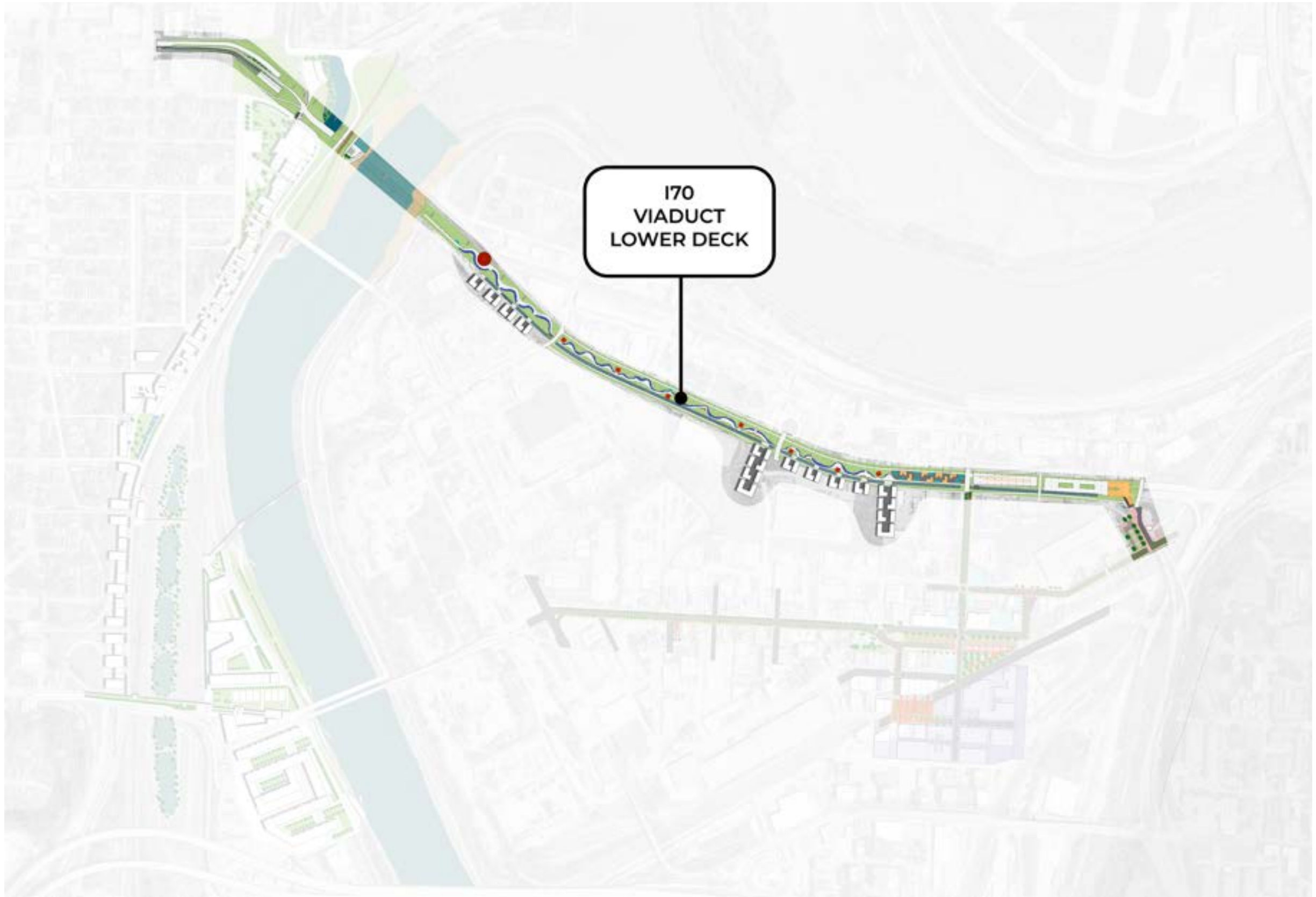




# HOUSING

I-70 DECK INTEGRATION

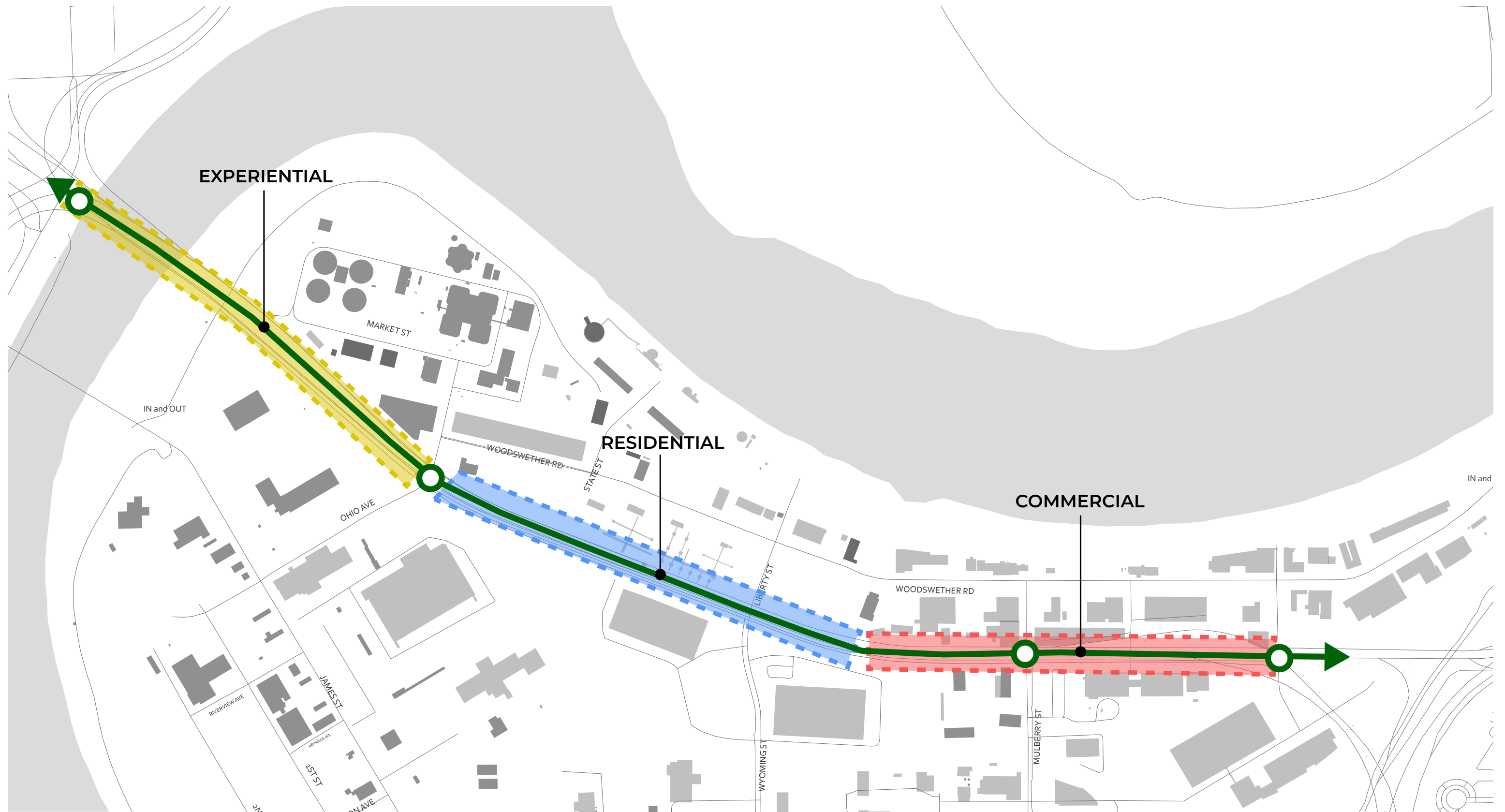




# UNDERSIDE

OVERALL PLAN





# UNDERSIDE

PROGRAM ZONES





**UNDERSIDE**  
VERTICAL CONNECTION MADDISON AVE





UPPER SIDE PEDESTRIAN PATH



RETAIL SPACE

**UNDERSIDE**  
COMMERCIAL ZONE





# RESIDENTIAL ZONE

RECREATIONAL PROGRAM INTERSECTION





**RECREATIONAL SPACE**



# **AREA 3**

## C O R E





# OVERALL PLAN

CORE AREA

9TH STREET

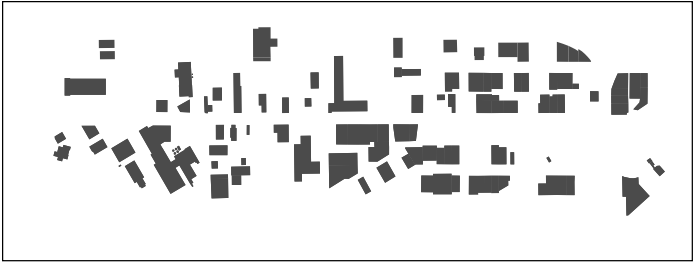
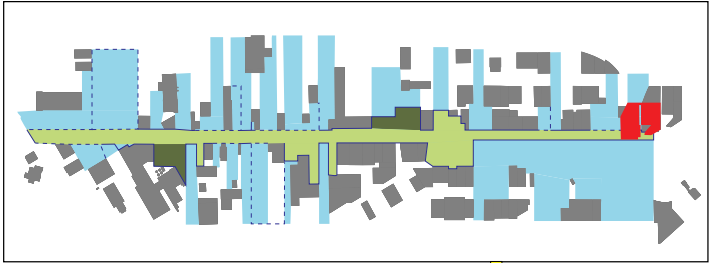
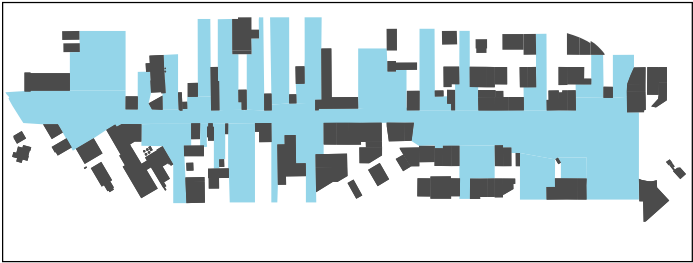


FIGURE GROUND

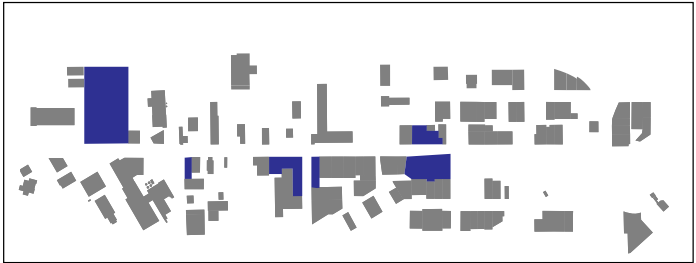


OVERLAY

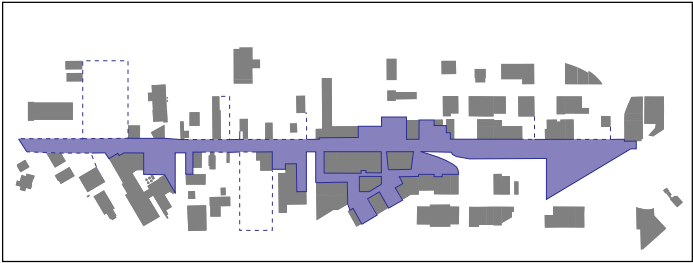
RESIDENTIAL



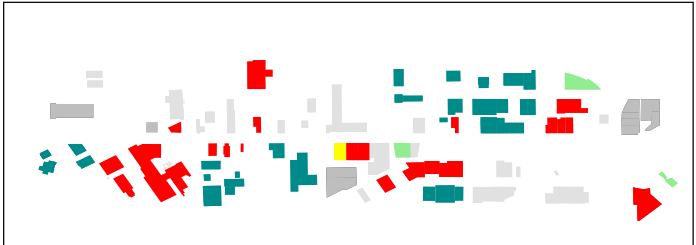
URBAN FABRIC



SIGNIFICANT SPACES

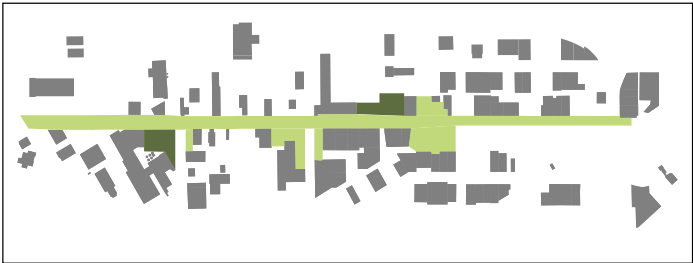


PERMABILITY

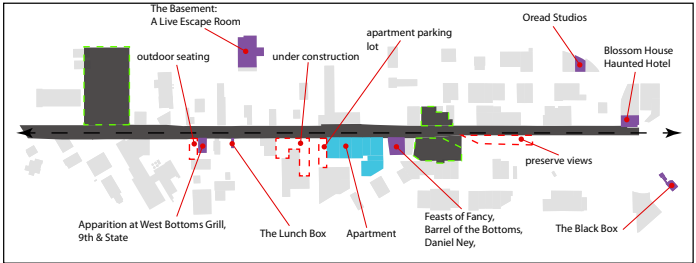


BUILDING USE

COMMERCIAL FACTORY AND SERVICE ART AND EVENTS



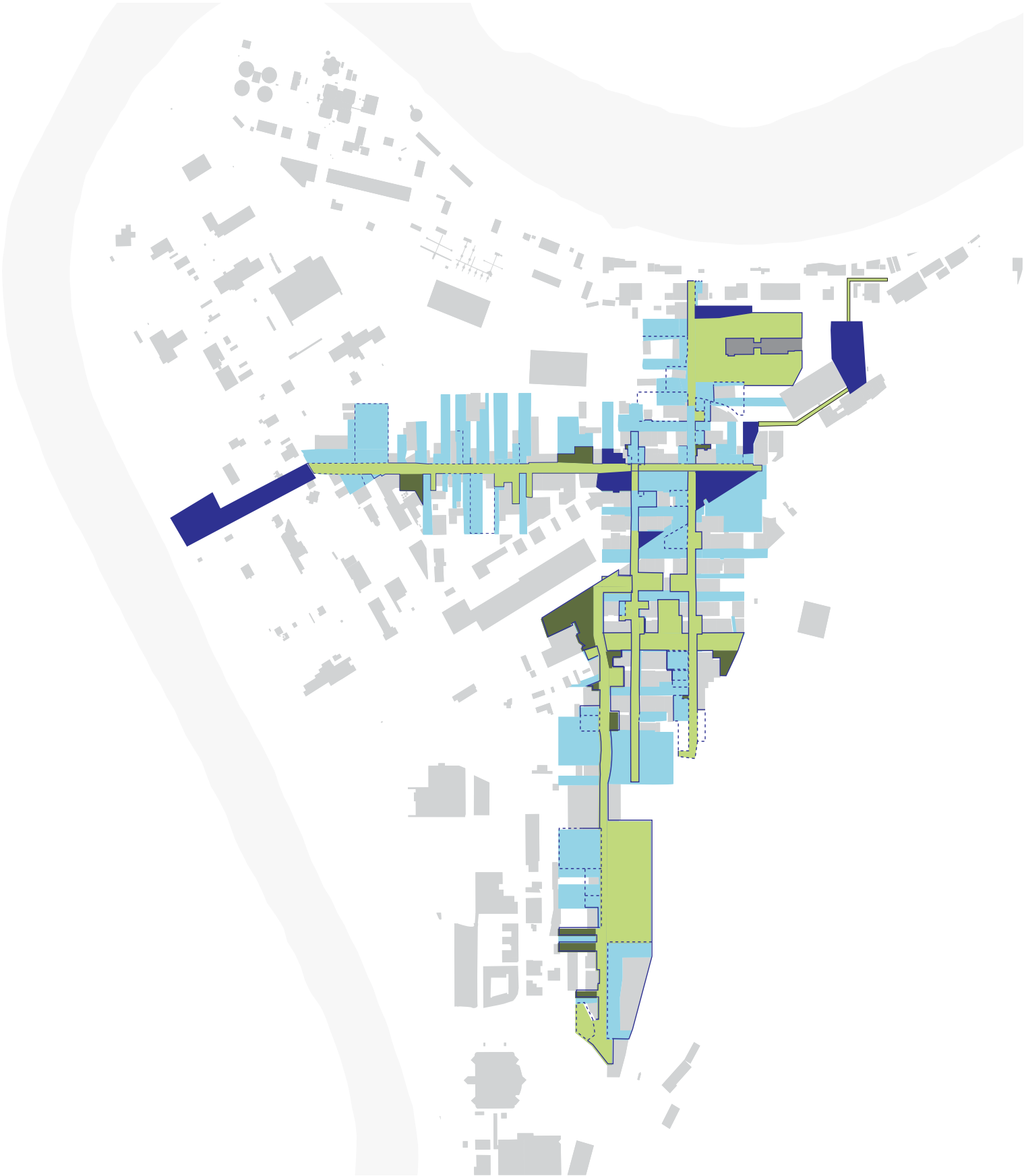
OWNERSHIP



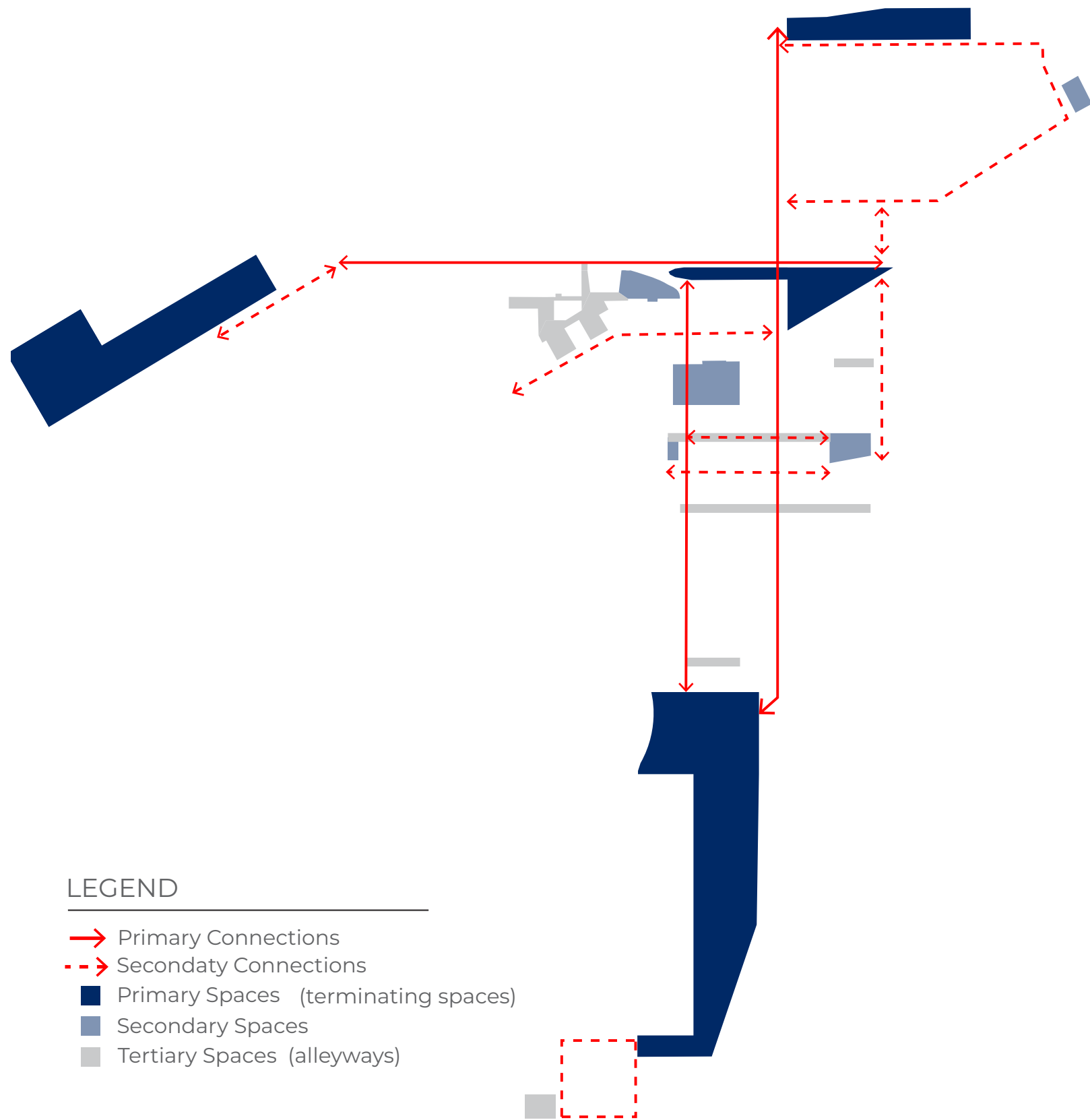
DETAILED ANALYSIS

# POTENTIAL PUBLIC REALM

OVERALL SYSTEM INTEGRATION







# OVERALL CONCEPT

## SYSTEM OF PUBLIC SPACES

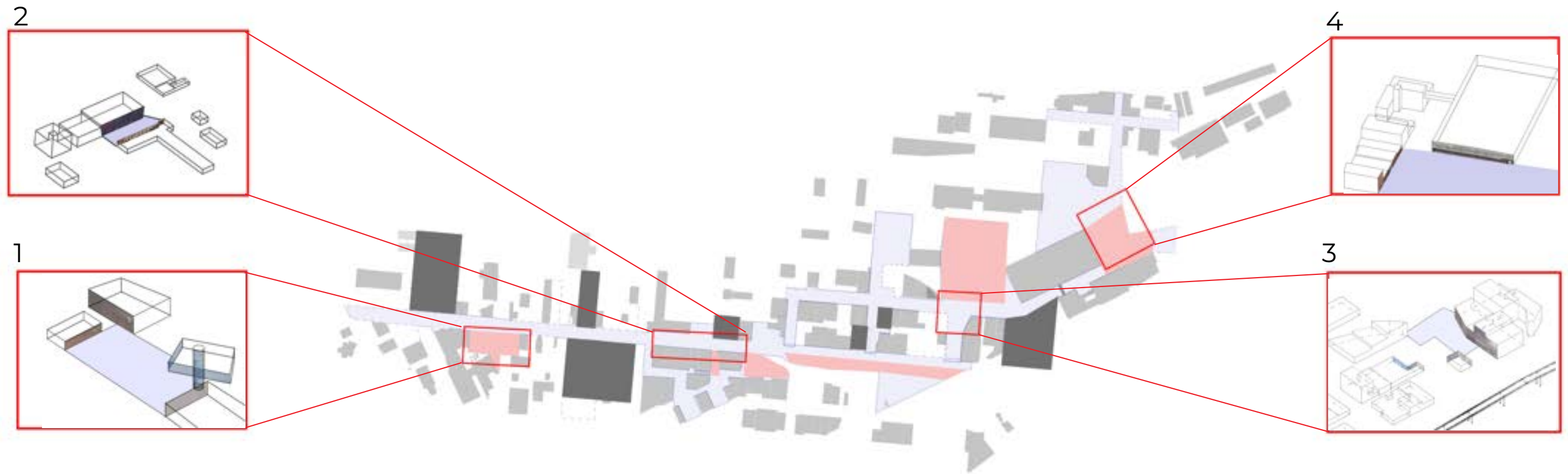
## Concept: Stitching

Relation to our project . . .

The **street is the thread** that holds the **fabric** together - **the public spaces**.

The thread has tangles that are lingering areas and **knots** that **are stopping areas**.





Knot

1. State Line

2. Westbottoms Flat

3. Sante Fe & 8th Street

4. Madison Ave



# TYOLOGY OF THE FOUND STREETSCAPES

SPACIAL KNOTS





1. State Line| Resting



2. Westbottoms Flat| Linger



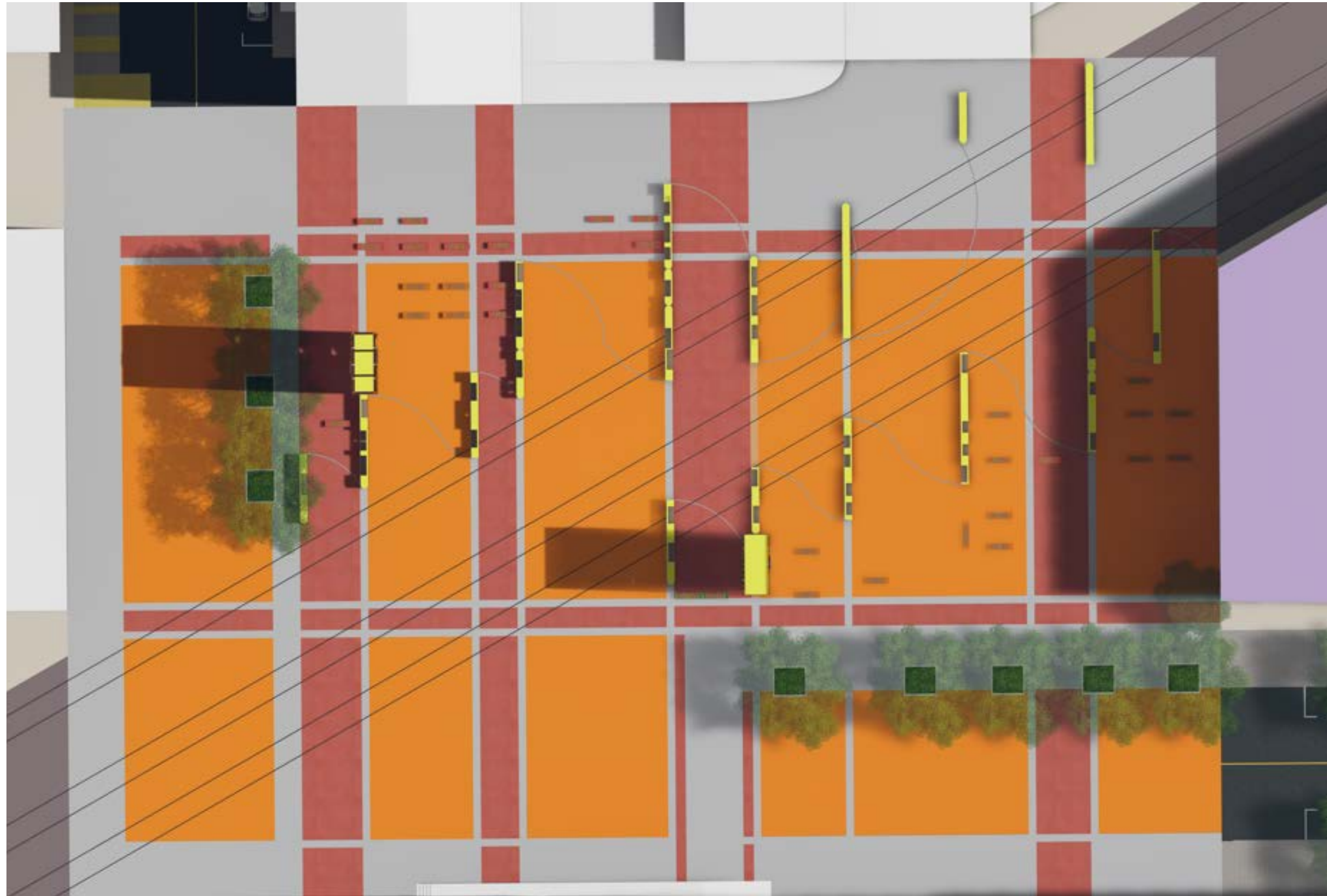
3. Sante Fe & 8th Street| Resting



4. Madison Ave| Resting

# PROPOSED STREETSCAPE DEVELOPMENTS





# DIGITAL PLAZA

HICKORY PUBLIC SPACE





**DIGITAL PLAZA**  
HICKORY PUBLIC SPACE