



WESTSIDE
CORRIDOR
STUDY



WESTSIDE CORRIDOR STUDY

CENTER FOR COMMUNITY STUDIES

HAMMONS SCHOOL OF ARCHITECTURE

DRURY UNIVERSITY

SPRING 2015

INTRODUCTION

Acknowledgments

Prepared By

Center for Community Studies (CCS)
Hammons School of Architecture
Drury University
Springfield, MO

Spring 2015

CCS Coordinator/Administrator

Mr. Jay G. Garrott, Architect

Project Facilitator
Professor and Director
Center for Community Studies
Hammons School of Architecture
Drury University

Funding Provided By

City of Springfield, Department of Planning and Development
Center for Community Studies, Drury University

Community Advocate/Consultant

Mr. Jeff Barber, Architect, LEED+AP

State Housing and Environmental Design Specialist
University of Missouri-Extension

Special Thanks

The CCS team members would like to thank Joe Roberts and the Westside Neighborhood Betterment Association as well as the numerous community members that attended meetings and provided feedback throughout the preparation of this study. Your assistance in the development of this document and ARCH 417 course learning experience has been invaluable to our education. We would also like to thank Mr. Jeff Hoener, Director of IT Services at the Hammons School of Architecture for his technical assistance. Your support has been greatly appreciated. Finally, we would like to thank Danny and Cheryl Correll of First Impressions Printing for their mentorship and collaboration in the printing of this document.



Center for Community Studies (CCS) Team Members

Jonas Gassmann
Kurtis Gibson
Quoc Trung Huynh
Addison Jones
Dong Kim
Hwani Lee
Li Li Liu
JR McClelland
Jonathan Miller
Blake Mooney
Rafaela Noboa
Andres Pena
Ennis Randle
Alex Reeves
Brandon Roellig
Alex Viehman
Abigael Weller
Victoria Ziegler

Consultants

Mr. Ralph Rognstad, Director
Springfield Planning and Development

Mr. Brendan Griesemer, Planner
Springfield Planning and Development

Ms. Olivia Hough, Brownfield Specialist
Springfield Planning and Development

Mr. David Hutchinson, Traffic Engineer
Springfield Public Works

Mr. Todd Wagner, Stormwater Engineer
Springfield Public Works

Mr. Terry Whaley, Director
Ozark Greenways

Ms. Jerany Jackson, Landscape Architect
Great River Engineering

Mr. Jeff McClelland, Telephone Engineer
Rogersville High School

Mr. Tommy Pike, President
Route 66 Association of Missouri



Table of Contents

INTRODUCTION

Acknowledgments.....6
Table of Contents.....8
Preface.....10

EXECUTIVE SUMMARY

Concerns and Guidelines.....13

CONTEXT ANALYSIS

Route 66 Overview.....29
Missouri Route 66 Corridor Management Plan.....34
Phase 1 College Street Corridor Proposal.....38
Phase 2 College Street Westside Corridor.....42
Site Images.....44
Community Response.....50
Data Analysis.....52

COMMUNITY MEETINGS

Meeting 1.....58
Meeting 2.....60
Meeting 3.....62

STREETSCAPE

Introduction.....66
Initial Conceptualization70
Vegetation.....72
Signage & Street Lighting.....74

Parking.....76
Conclusion.....78

GATEWAY EAST

Introduction.....82
Initial Conceptualization.....84
Precedent Studies.....86
Intersection.....90
Signage.....92
Mill.....94
Gardens.....98
Riparian Area.....104
Water Retention.....106
Habitat.....108
Types of Housing Units.....110
Mixed-Use Housing Atmosphere.....112
Economic Development.....114
Conclusion.....116

COMMERCIAL EAST

Introduction.....120
Initial Conceptualization124
Precedent Studies126
Car Museum.....132
Commercial Expansion & Revitalization.....136
Welcome Center & Retail Development.....140
Conclusion.....144

RESIDENTIAL

Introduction.....148

Initial Conceptualization152

Precedent Studies154

Alleyway Development.....160

Pocket Park.....162

Mixed-Use Housing.....164

Pocket Neighborhood.....168

Pocket Neighborhood/Community Garden.....170

Conclusion.....172

COMMERCIAL WEST

Introduction.....176

Initial Conceptualization180

Precedent Studies182

Intersection.....190

Live/Work Units.....192

Multi-Use Housing.....194

Micro-Brewery.....196

Outdoor Food Court.....198

Cafe/Bike Shop.....200

Conclusion.....202

COMMUNITY CORE

Introduction.....206

Initial Conceptualization208

Precedent Studies.....210

Community Core.....216

Gathering Center.....218

Wellness Center.....222

Multi-Purpose Fields & Residential Commons.....224

Business Development & Icon.....226

Conclusion.....228

GATEWAY WEST

Introduction.....232

Initial Conceptualization236

Precedent Studies242

Streetscape.....246

Gateway Park.....250

Botanical Garden.....258

Drive-In & Diner Site.....262

Diner.....264

Drive-In.....266

Links.....270

Links/Residential.....272

Conclusion.....274

APPENDIX

Figure References.....278

Bibliography.....305

In the spring of 2015, the Center for Community Studies (CCS) was approached by the City of Springfield to develop a renewal plan for the Route 66 Westside Corridor along College Street between Kansas Expressway and Chestnut Expressway. This task is the second phase of an ongoing project by the City Of Springfield to revitalize the Route 66 Bypass through Springfield, MO. The team members were tasked with developing conceptual strategies to promote community economics and heritage renewal.

This document should be considered a “tool-kit” for exploring potential visions of what the Westside Community might become over the next 20–30 years. As part of this study, the Westside Corridor has been photographed, researched, and examined to ascertain the physical, socio-cultural, economic and perceptual characteristics of the area that are and will be influencing the social and economic renewal of the neighborhood. This document identifies the issues that must be addressed if the collaboratively developed vision presented herein is to be developed and why those issues are of concern and illustrates possible solutions for the improvement and over-all well-being of the neighborhood.

“VISIONING TOOL-KIT”



Fig. 1.1 - Spring 2015 CCS Members

Back Row: Alex Reeves, Blake Mooney, Jonathan Miller, Ennis Randle, Kurtis Gibson, JR McClelland, Brandon Roellig, Jonas Gassmann, Addison Jones, and Mr. Jeff Barber.
Front Row: Quoc Huynh, Andres Pena, Prof. Jay Garrott, Li Li Liu, Victoria Ziegler, Hwani Lee, Dong Kim, Abigail Weller, Rafaela Noboa, Alex Viehman, and Mr. Joe Roberds.

EXECUTIVE SUMMARY

Introduction

This summary is a collection of main issues established through the collaboration between the City of Springfield, the Westside Community, and the Center for Community Studies (CCS) throughout the visioning process. The issues are organized into seven categories: General Statements, General Concerns, Streetscape, Housing, Commercial, Public Space, Safety, Identity, and Legal. While each of these categories applies to the Route District as a whole, the issues and guidelines contained within are specific to each area.

Gateway East

Located from Fort Avenue to Lee Avenue.

Entrance to the College Street Corridor from Kansas Expressway.

Commercial East

Located from Lee Avenue to Lexington Avenue.

Contains small independent businesses with a strong historical context.

Residential

Located from Lexington Avenue to Park Avenue.

Comprised of single family homes with a small section of medium-density housing as well as commercial hubs.

Commercial West

Located from Park Avenue to Forest Avenue.

Comprised of historic motor courts as well as commercial businesses.

Community Core

Located from Forest Avenue to Clifton Avenue.

Comprised of single family homes, small commercial presence, unused lots, and the child development center.

Gateway West

Located from Clifton Avenue to Chestnut Expressway.

Entrance to the College Street Corridor from Chestnut Expressway and Scenic Avenue.

Mix of existing businesses and vacant lots.

General Statements

These are general principles that should be followed when developing all areas of the College Street Corridor. Following these principles will ensure that all development benefits the residents and visitors of the College Street Corridor.

Accessibility

Concerns: The Westside Corridor and many buildings contained within are currently not ADA accessible.

Guidelines: All new construction and renovation work shall be done in compliance with ADA regulations that advocate not only accessibility for all people, but also promote same quality of experience for all people regardless of disability.

Sustainability

Concerns: Environmental responsibility needs to be considered now in order for the Westside Community to thrive in the future when resources will become scarce.

Guidelines: All new construction and renovation work shall be done in accordance with the best sustainable practices at the time. Passive strategies to reduce energy use should always be implemented as they come free of charge, but when funds are available active systems that harvest solar and wind energy should be used to help the corridor produce energy sustainably.

Preserve and Promote Route 66

Concerns: If Route 66 and its legacy are not considered in future planning decisions there will be a loss of identity and culture associated with the historically significant Route 66.

Guidelines: All interventions in the site should be done with the intention to either preserve existing Route 66 artifacts or promote the culture, history, and identity of the College Street Corridor as a part of historic Route 66.

Landmarks

Concerns: College Street contains few landmarks to draw visitors into the area, despite the fact that the Westside Corridor contains many historic buildings and points of interest. The Westside Corridor feels disengaged with the passerby at any rate of travel from walking to driving.

Guidelines: Landmarks and engaging destinations should be located at least every $\frac{1}{4}$ of a mile. This distance allows the passerby at the various speeds

from walking, biking, and driving to stay engaged within the urban landscape. The scale of landmarks should vary to relate to passersby traveling at varying speeds and proximities.

Short versus Long-term Vision

Concerns: This visioning document can be overwhelming when viewed as a whole. The overall vision may get lost in the confusion of finding places to start implementing proposals.

Guidelines: Following the steps in the phasing section of this document will ensure the most feasible and necessary interventions are made before taking on more long-term projects. Beginning with small and quick updates and eventually moving on to large developments will create logical and easier flowing changes in the Westside Corridor.

General Concerns

These are concerns that apply to the corridor as a whole. Addressing these concerns will ensure a more healthy community better equipped to carry out the vision they created in conjunction with Drury's CCS and City of Springfield.

Equity

Concerns: After living in an area for so long and not seeing change, finding pride in the neighborhood can be a challenge. This can lead to lack of effort to upkeep property and maintain landscaping, resulting in missed opportunities for increased equity within the community.

Guidelines: This visioning document can be utilized as a tool to help create consensus among the residents of the Westside Corridor. The document can be utilized by a group of individuals who want to take ownership and initiative in their community and can assist the individual who hopes to improve their property. Renovation guidelines, historic restoration precedents, and new additions allow residents to envision what their neighborhood could be and encourage them to invest in their property as well as their community.

Consensus

Concerns: The vision for the College Street Corridor contained in this document was formed through a collaborative process between the CCS, the Westside Neighborhood Betterment Association (WNBA) and the community. In order for this vision to be achieved, there must be intent and direction behind the community's actions, which can only be created through consensus and common purpose.

Guidelines: Utilize this document and Westside Neighborhood Betterment

Association to construct a unified vision among the community of the Westside Corridor. A large group working towards a common goal will have a considerable influence when working with local government to implement their vision. There is power in numbers, and to promote ownership, residents and business owners are encouraged to participate by donating time, which will allow them to leave their mark on the city.

Streetscape

Streetscape refers to the layout and treatment of the natural and built fabric of the area stretching from one property to another across the street. Our guidelines deal with improving the visual and functional aspects of the street. This involves paved areas such as driving lanes and sidewalks, as well as planted areas, including green buffers.

Scale

Concerns: College Street from Kansas Expressway to Chestnut Expressway houses a variety of buildings that include residential, commercial, and open green space. While scale should vary between residential and commercial areas, there must be continuity throughout the entire corridor.

Guidelines: All parts of the Westside Corridor must be designed in relation to other structures, the street and the areas unique identity. A design's scale refers to its size in relation to a person or neighboring structures. Adjacent buildings sharing human-scaled architectural elements like windows, doors, and awnings help establish an inviting, pedestrian-oriented streetscape.

Street Edge

Concerns: The Westside Corridor is a diverse street with a variety of building types from residential houses to large commercial businesses. However, the variety of infill types combined with the proliferation of vacant lots and missing sidewalks and curbs have led to the disintegration of the street edge.

Guidelines: Strongly defined street edges create a thriving urban environment. By creating complete streetscapes that include sidewalks and buffers, and filling in vacant lots, an urban landscape can be created. Employing greenscaping, as well as architecture, to create infill will benefit the diversity of the neighborhood. The National Complete Streets Coalition (NCSC) and CCS studio recommendations should be followed when implementing the streetscape.

Concerns and Guidelines

Setback

Concerns: Along the Westside Corridor, some buildings sit closer to the street than others. Residential houses currently sit further from the sidewalk while most commercial businesses are located right against the sidewalk. New development will need to follow this pattern.

Guidelines: Setbacks will differ between commercial and residential zones. New commercial areas should have a close relation to the sidewalk allowing for pedestrians to interact with the businesses. Single family homes should have a larger setback to maintain consistency in the residential areas of the Westside Corridor. This allows for a front yard while creating a sense of privacy between the home's occupants and the passerby. The implementation of build lines will ensure that street edge is maintained in both residential and commercial areas.

Sidewalk

Concerns: Sidewalks are absent along areas of College Street. In areas where the sidewalk is present, it is only four feet wide and does not contain curb cuts, which is not ADA compliant. Many areas are uneven and breaking apart limiting walkability.

Guidelines: All sidewalks along the College Street corridor should be at least six feet wide or ADA compliant. Sidewalks can be larger than six feet to allow for outdoor seating, bus stops, and pavilions. New sidewalks will be made of pervious concrete. Stamped concrete will highlight a Route 66 historic point or area of interest.

Buffer

Concerns: Buffers currently located on the Westside Corridor offer a level of protection for pedestrians from street traffic. However, the buffer does not engage with the street or the residents that reside in the area. Other than grass, the buffer offers little in terms of greenery.

Guidelines: Buffers should be a continuous presence along the entire corridor. The buffer will act as a greenscape element between the pedestrian and surrounding buildings. In commercial zones, buffers will be located near buildings and will be comprised of planters and flower boxes. In the residential zone, buffers will be an extension of the home occupant's front yard. Home owners are encouraged to use this space as a garden to plant fresh fruit and vegetable as well as flowers and shrubbery. The buffer will be maintained by the owner of the adjacent property.

Bump-outs

Concerns: Since the traditional buffer has been shifted to the inside of the sidewalk, a new intervention has been added to create protection between the pedestrian and street traffic as well as to providing areas for bus stops, benches, and a tree canopy.

Guidelines: Create green spaces that extend out from the curb into the street space to designate parking areas along the street as well as acting as a traffic controlling device that narrows the street near intersections. Bump-outs help create a smaller distance between sidewalks at crosswalks offering pedestrians more protection. Bump-outs also create more public space in commercial areas and can house trees, benches, lights, bus stops, and xeriscaping. Bump-outs will be used to help address water runoff by collecting water in perforated pipes that will water greenery.

Crosswalks

Concerns: Many crosswalks along the Westside Corridor are unmarked on the street and have no traffic signs. The street width and lack of crosswalk development has made crossing College Street unsafe.

Guidelines: All crosswalks along the corridor should be clearly marked on the street. Bump-outs should be present at all crosswalks to decrease the distance a pedestrian has to cross. At main intersections and high traffic areas, a raised intersection or crosswalk may be appropriate. Crosswalk traffic signs should also be present along College Street to prepare driver to yield to pedestrians. All crosswalks must be implemented to abide by current pedestrian safety standards at a minimum.

Trees

Concerns: While trees are present in private yards, they are not located along the street or sidewalk. A lack of canopy over the sidewalk detracts from the continuity and walkability of the Westside Corridor.

Guidelines: Whenever possible and appropriate, trees should be planted by the roadside in a buffer or bump-out. Three species of trees native to Springfield Missouri are approved for planting: Red Maple, Dogwood, and Golden Rain. These trees are individually unique in color and texture as well as easily identified. This creates a sense of identity within the Corridor as well as improving air quality, creating an inviting walking space, and reducing street traffic noise

Landscaping

Concerns: There are currently no regulations in place along the Westside Corridor concerning landscaping. Overgrown vines, untrimmed bushes, and unkempt gardens create a feel of abandonment along the street.

Guidelines: Landscaping and greenscaping along the corridor should be maintained by property owners or city utilities. Simple guidelines should be set in place by the College Street community that encourages property owners to utilize the green buffers neighboring their yard as gardens or planters as well as trimming trees and bushes on their property. Landscaping changes can make vast improvements to the overall aesthetic of the neighborhood.

Lighting

Concerns: There are currently seven street lights and zero pedestrian lights located along the Westside Corridor from Kansas Expressway to Chestnut Expressway. The lack of lighting creates unsafe and uninviting walking conditions along the Corridor. It also creates unsafe driving conditions as the few pedestrians that are present cannot be easily seen.

Guidelines: The amount of lighting along the Corridor must be increased. Lighting placement should be approached in each section individually as lighting conditions in commercial areas will differ from residential areas. These approaches allow for adequate lighting for each section without disturbing residents, while increasing the visibility and presence of pedestrians on the street at night.

Biking

Concerns

There are no public areas for cyclists to lock their bikes while visiting businesses along College Street or utilize public transportation. The Westside Corridor is not a bicycle friendly street and currently neglects cyclists.

Guidelines: The designated bike route shall remain on Walnut Street, one block south of College Street. A proposed bike route along the old railway to the north will be linked through the Gateway West Park, creating a bike route around the corridor. Allowing the bike lane to remain on a mainly residential street rather than a commercial street will increase the safety of the cyclist as well as the automobile. The Westside Corridor should be a bike friendly area. Bike racks should be located in all commercial hubs as well as near bus stops for cyclists to safely lock their bikes.

Road Width

Concerns: Including driving lanes and parking lanes, College Street is currently 46 feet wide. The wide lanes encourage speeding and create large distances when pedestrians are crossing the street. Wide streets create a pavement dominated landscape providing an uninviting streetscape.

Guidelines: All driving lanes along the corridor should be 11 feet wide. This allows for cars, trucks, and service vehicles of all sizes to be able to drive along the College Street corridor comfortably. All parking lanes along the corridor should be 8 feet wide. This allows the car to park comfortably along the sidewalk and between bump-outs.

Signage

Concerns: There are few signs within the city of Springfield as well as the Westside Corridor that promote the Route 66 Bypass. The historic significance of Route 66 in Springfield is important and the lack of acknowledgement has diminished its place in history. Furthermore, visitors to the area are currently not being notified of specific attractions or historical sites that they can visit along the corridor.

Guidelines: Improved signage should be placed along the Route 66/College Street corridor as well as along the rest of the Route 66 Bypass through Springfield. Using signage along all aspects of the bypass will help orient visitors along the corridor as well as attract drivers and pedestrians.

Driveway

Concerns: Driveways currently break up the sidewalk and buffer, detracting from the continuity of the streetscape.

Guidelines: Moving driveways entrances to the alleyways behind houses when possible would allow street parking in front of houses and a greater continuity of the streetscape..

Alley

Concerns: Alleyways are currently located behind properties on the north of College Street from Lexington Avenue to West Avenue, on the south of College Street from Lexington Avenue to La Fontaine Avenue, and from Park Avenue to West Avenue. They are unlit and underutilized and only sparingly used for automobile traffic to access lots.

Concerns and Guidelines

Guidelines: The alleyway on the south of College Street should extend from Lexington Avenue to West Avenue. These developed alleys should be used as much as possible. They should be paved using green pervious pavement and be utilized for parking lot access, utility services such as trash and recycling as well as for Accessory Unit Dwellings (AUD) and driveway access. Alleyways can be used to augment on street parking as well as be turned into an engaging pedestrian pathway throughout the neighborhood. Connections between the alley and street should be made near pocket neighborhoods and parks in the residential area and where they are needed to access parking in commercial areas.

Bus Stops

Concerns: The bus route currently runs in one direction along the Westside Corridor from west to east with seven stops along the way. A typical bus stop along College Street is comprised of a sign, while a few are augmented with a standardized bench.

Guidelines: A bus route that runs both east and west with multiple stops should be developed along College Street. Bus stops should be well lit and follow the standard kit of parts outlined in the proposal, which is comprised of a bench, canopy, signage, area map, chalk writing surface, bike rack and raised platform. Bus stops should be located near high pedestrian traffic areas.

Public Amenities (Benches, Trashcans, Etc.)

Concerns: The Westside Corridor lacks many basic public amenities such as benches, trash cans, and pedestrian lights. There are no public recycling receptacles and no formal public spaces.

Guidelines

Benches and trashcans should be available in all public spaces including bus stops, parks, gardens, and busy intersections. Encouraging a healthy environment while creating small social spaces such as around benches will help create a sense of identity along the corridor.

Water Runoff

Concerns: Water runoff is always a concern during the rainy seasons in Springfield, Missouri. The Gateway East section of the Westside Corridor is located in a flood plain of the Jordan Creek. Since some areas of College Street are at a higher elevation than others, water runoff must be minimized.

Guidelines: Water runoff must be addressed to prevent flooding, but also be harnessed. Emphasis is placed on retaining and using water on site, rather than

letting it run into floodplains. Bump outs along the street will be equipped with perforated pipes that feed water into the landscape. This helps prevent water runoff from the higher elevation sections to the lower sections. The Gateway West section would manipulate the landscape to create a large water retention area to help control flooding.

Area of Refuge

Concerns: The intersection of Kansas Expressway and College Street is a large, high traffic intersection. The road is also almost 6 lanes wide making it difficult for pedestrians and cyclist to cross safely.

Guidelines: A PELICAN or Pedestrian Light Controlled Crossing, system should be installed in the intersection. Along with this, areas of refuge should be created on Kansas Expressway. This will allow an area for pedestrians to safely stop while crossing the street where they can activate another button that will allow them to cross in a reasonable amount of time.

Roundabouts

Concerns: The current intersection of Scenic Avenue and College Street is a busy intersection. The turn-off lanes located at this intersection only make it easier for drivers to speed while turning onto Scenic Avenue creating unsafe pedestrian conditions.

Guidelines: A roundabout at the intersection of College Street and Scenic Avenue will act as traffic calming devices that physically and visually alter the traffic flow. Roundabouts offer the driver the opportunity to view the entirety of an area. It also creates a focal point when driving and a sense of arrival.

Intersections

Concerns: The Westside Corridor contains many large intersections, like those at College Street and Chestnut Expressway and College Street and Kansas Expressway, but there are also smaller intersections along College Street that require consideration. While the current traffic is mostly residential, as the Westside Corridor is developed traffic volume will increase and these other intersections will also need to be improved.

Guidelines: Intersections should be manipulated to create the safest environment possible for the pedestrian. Intersection should be narrowed by bump outs to create safe crossing distances. Busy intersections that do not use a roundabout as a traffic controlling device should utilize raised intersection to control speed. Raised intersections would encourage the driver to yield to pedestrians at the crosswalk.

Turn-off Lane

Concerns: Turn off lanes located along College Street allow for fast turning speeds. While this allows drivers to move quickly in and out of College Street corridor, these turn-off lanes create unsafe environments for pedestrians. The current volume of traffic at College Street and Chestnut Expressway and College Street and Scenic Avenue do not require turn off lanes.

Guidelines: Turn off lanes located along the Westside Corridor should be replaced with traditional right turn lanes as the rates of traffic along these streets do not require turn off lanes. This will help slow down traffic allowing the driver to see more attractions along College Street. Pedestrian crosswalks, signals, and areas of refuge should also be developed at these intersections to create safe walking distances.

Vacancy

Concerns: Abandoned buildings and vacant lots are present on College Street. Vacant lots break the street edge and create gaps in the urban landscape. Abandoned buildings create a feeling of depletion in the area and unsafe conditions.

Guidelines: Vacant lots and buildings should be taken care of in a timely matter, as the land can be a vital asset to developing the Westside Corridor. Vacant buildings should be restored if feasible. If renovation or reconstruction is not possible, the building may be razed. The land can be acquired by the WNBA, City of Springfield, a local organization like the Springfield Community Gardens, or a private developer. The space should be used for development such as gardens, pocket parks, new housing and commercial areas.

Parking

Concerns: Currently, a majority of College Street is lined with on-street parking. With proposed developments in commercial zones, conveniently-located off-street parking must be considered as well.

Guidelines: Whenever possible, parking should be located behind businesses, accessible by alleyways and access ways. A greenscape should be integrated into the landscape. On-street parking should still be available, separated by the bump-outs. On-street parking will create a buffer between the pedestrian and street traffic, while the trees in the bump-outs can create a canopy over the cars.

Housing

Housing refers to the private residences along the corridor. This includes single

family homes, duplexes, apartments, and multi-generational housing. Right now there is a lack of diversity among housing types, and much of the existing housing along the street requires considerable upkeep. Our guidelines focus on improving the quality of life for residents on the street through housing and its related amenities.

Renovations and Property Upkeep

Concerns: Renovations that have already been completed on historic homes may not have been done in accordance with the historic character of the building. Many properties could benefit greatly from a new coat of paint and a bit of landscaping.

Guidelines: Renovations should be done in accordance with the Springfield Neighborhoods Guidelines and Patterns Book and the suggestions illustrated in this document. Restorations and renovations should preserve the original characteristics of the home. Landscaping can be done in agreement with the proposals in this document.

Diversity

Concerns: Currently, there is a lack of diversity among the residents of the College Street Corridor, i.e. age, ethnicity, and income bracket. Demographic diversity is important in order to create a vibrant residential fabric. Without younger more diverse residents moving into the area or having houses passed down to them from previous generations the College Street Corridor Community could stagnate or be taken over by short-term rentals, which do not add to the community fabric.

Guidelines: As the Westside Corridor develops, the diversity of community should as well. A wide variety of housing option should be offered along College Street that appeals to a variety of incomes and ages. Amenities that serve all ages should be developed along the Westside Corridor. By creating an identity and a new sense of community among the residents, families will be encouraged to remain in the area, ensuring an ongoing legacy of community engagement.

Density

Concerns: As the Westside Corridor develops, new businesses and amenities will be created along College Street. To maintain a thriving and self-sustaining community an increase in density is needed to support the commercial areas. If the housing density is not increased, the new development risks failure.

Guidelines: New medium density housing types, such as live-work communities, mixed-use housing, and pocket neighborhoods are direct developments that

Concerns and Guidelines

will increase density. Accessory Dwelling Units can be added to any lot to create another household. An increase in density will create a thriving community. Public spaces will become better developed. The neighborhood becomes safer as there will be more pedestrian traffic and more “eyes on the street” .

Mixed-Use Development

Concerns

There is a need for medium-density housing, as well as neighborhood oriented businesses along the Westside Corridor. There is a lack of businesses that are accessible by foot or bike in the area and most of the businesses close early.

Guidelines: Mixed-use developments can create a medium-density housing that works as a transition between commercial and residential areas. Mixed-use developments in the Westside Corridor should be constructed as a single housing/ commercial unit with locally oriented business such as a pharmacy or coffee shop and multi-family housing. This would assist in increasing the density of residences and commercial businesses along College Street.

Live-Work Housing Units

Concerns: The Westside Corridor has a many of auto-related businesses. However, there is a lack of local artists and artisans that work along College Street. There is a need for an increase in business opportunities and residential density along the Westside Corridor.

Guidelines: Developing a new type of medium density housing in the Westside Corridor called Live-Work units offer a unique opportunity to small business owners wishing to find a place to jumpstart their business. Live-Work units allow owners/renters to have a public studio space in the front of or below their apartment with a private living space in the back or above. Live-work units are often grouped together to create a community of artisans and small businesses.

Accessory Dwelling Unit (ADU)

Concerns: The Westside Corridor could benefit from an increase of density to help sustain new commercial developments. Alleyways located throughout the community offer a unique opportunity for a new housing type to occupy College Street. While many households along College Street have owner occupancy, many residents could benefit from generating another form of income.

Guidelines: A single appropriately sized Accessory Dwelling Unit may be built within properties along College Street. With the change of ordinances,

these units can be separated from the main household. The ADU will allow the owners to have an alternative income, while increasing the density of the corridor. ADUs assist in creating a safer environment with the idea of “eyes on the street.” They create a more diverse type of housing.

Multi-Generational Housing

Concerns: With large lot sizes along College Street, older residents can struggle to maintain their property. However, without smaller alternative housing options existing in the area for these residents to move into, many will have to leave their home and the community they have known throughout their life. Additionally, the Westside Corridor does not appeal to younger homeowners because of the lack of community identity and amenities. The current multi-family housing units fail to enrich the streetscape and engage the pedestrian and, consequently, diminish the quality of the corridor. And, the senior living facility fails to provide a residential setting that allows the residents proper interaction with the corridor and the pedestrians who travel along it.

Guidelines: A multi-generational pocket neighborhood should be developed to replace the current senior living facility, as well as the two multi-family housing developments. A pocket neighborhood is a series of small homes that surround a community greenspace. Responsibility for maintenance is shared and the sense of community is heightened. The smaller footprint of these homes will appeal to empty nesters and young couples. The intermingling of generations allows for a growing and dynamic experience for the residents. A safe environment is created for children to play in the common area as the idea of “eyes on the street” is very present in the small community. The pocket neighborhood can also engage the surrounding ADUs into the pocket neighborhood and connect the alleyways into the community.

Age in Place

Concerns: The lack of accessibility to grocery stores and health care amenities such as clinics and pharmacy, in addition to the corridors large lots can make it difficult for the aging residents to continue to reside in the Westside Corridor. Many residents do not wish to leave their neighborhoods or homes, but the lack of walkability and amenities along the corridor creates a difficult situation for the elderly.

Guidelines: We suggest providing housing units/types suitable for older individuals like those found in the designated Community Core and Residential areas. Ancillary units located in the Residential and Gateway West areas also act as great alternatives. With smaller properties and a shared greenspace and nearby amenities like grocery stores and pharmacies, elderly individuals can

continue to live in their communities that they have resided in for past years.

Monthly Rentals

Concerns: Due to the transient nature of monthly rentals, residents are not concerned with long term planning or consensus making or identifying with the culture of the area. There is little incentive for residents to upkeep property on their monthly rentals. A majority of the monthly rentals on the Westside Corridor are contained within historic motor courts built during the height of Route 66.

Guidelines: Renovations should be done to restore the historic motors court buildings to their original character. Monthly rentals should be transitioned into live-work communities to create a communal spirit of the original motor courts or transitioned back into nightly rentals as a way to promote tourism.

Owner Occupancy

Concerns: While there is a high rate of owner occupancy at this time, the generation that currently makes up the majority of the residents of the College Street Corridor is aging and will soon be selling their homes as their children move to alternative neighborhoods. Owner occupancy creates permanence, which leads to home improvement, long term planning, and community making.

Guidelines: New developments along the corridor must promote owner occupancy. Create new long term housing and offering local amenities that will attract a younger generation and renew the homeownership cycle. Homes, pocket neighborhoods, and houses with ADUs are attractive to new homeowners as they are unique housing opportunities.

Commercial

Commercial refers to businesses along the corridor. Currently, there is a lack of diversity among business types and sizes that needs to be addressed. Few of the businesses along the corridor serve the community, creating a need for diversity in economic opportunities.

Diversifying Economy

Concerns: Along College Street, there is a saturation of automobile related business, such as paint shops, auto body repair, and auto service centers. There are few businesses that cater to the residents of the area and, unfortunately, a lack of incentives or benefits for creating new businesses in the area.

Guidelines: New commercial areas must be created and nurtured. The businesses contained within them should service the essential needs of the

Westside Corridor residents. Some businesses should be related to the culture and history of the area. Mixed-use and live-work housing can be utilized to increase the density of commercial area on the edges of residential areas as well as increase the number of locally owned businesses in the area.

Historic Attractions

Concerns: Historic attractions along the Westside Corridor are not showcased and many are in need of preservation or restoration.

Guidelines: All historic buildings are an asset to the community and can add in preserving the heritage of Springfield during the heyday of Route 66. Historic attractions, such as Tubby's Diner, College Street Cafe, and Melinda Court must be preserved or restored to their original splendor. All historic sights should be noted as such. Signage proposed on page (##) details how to highlight these buildings. Pavement stamping can also be used to showcase historic attractions.

Historic Building Use

Concerns: Currently, the historic buildings and homes along the Westside Corridor are not showcased in anyway. Many of these are in need of preservation or restoration. While a few have already been restored, many have already been lost. Some historic buildings are currently being used for storage rather than a commercial or renovated residential space.

Guidelines: Historic buildings and homes along the Westside Corridor should be highlighted as they are an asset to the community. When able and appropriate, historic buildings should be restored to their original use. Since many of the original function of these buildings no longer are appropriate in the area, these historic buildings should be carefully renovated to a programmatic use that does not diminish its character.

Schools and Educational Facilities

Concerns: While the Child Development Center is utilized by residents of the Westside Corridor for their children's education, Study School is seen by residents as a nuisance.

Guidelines: The educational facilities along the corridor must become integral asset within the community and create positive linkages between the education facilities, students and teachers, community residents and business owners, and the broader Springfield community. The education of the students within the community is a collaborative responsibility. Opportunities for on the job training, maker-places, mentoring programs,

Concerns and Guidelines

and continuing education opportunities should be explored.

Tourism

Concerns: Tourism is underdeveloped along the Westside Corridor, but is essential for the economic and cultural growth of the corridor. There are currently car shows and cruises in Springfield, but none utilize the Westside Corridor. Route 66 enthusiasts have a difficult time accessing the history of Route 66 in Springfield and the College Street Corridor offers nothing in the way of developed attractions to draw visitors to this neighborhood to economically enrich it. Hidden gems, such as Guy Mace's car collection, Tubby's restaurant or Melinda Court are being underutilized as a tool to attract business and tourism.

Guidelines: Self-guided tours comprised of signage, pamphlets, dedicated radio channels, and QR codes should be developed for the Route 66 Byway throughout Springfield. These areas should be accessible by bus, car, motorcycle, bicycle, and on foot. The proposed roundabout (car turnaround) and the Route 66 Drive-in Movie should be implemented to attract cruises and car shows to the Route 66 Westside Corridor. A car museum to house Guy Mace's car collection should be developed on College Street (PG ##). The additional development of retail, dining, and gathering spaces along the corridor will encourage tourist to stay or linger in the area. As the Route 66 Corridor develops, we envision that the current monthly rental motor courts will be able to transition back to their original use as overnight motor courts.

Public Space

Public space refers to the areas along the corridor where all residents and visitors are free to visit and mingle such as parks and plazas. Beautiful and functional public space is essential for a diverse, healthy, and dynamic community because it is a facilitator of community interaction.

Plaza

Concerns: The Westside Corridor has a lack of truly public space, especially in commercial areas along College Street. Empty lots, vacant buildings, spaces between buildings and underutilized greenspace provide opportunities to create these public spaces.

Guidelines: Creating public plazas in commercial areas that provide seating, shade, and greenery while allowing both shoppers and residences to enjoy the services provided by the local retailers. While the city will be responsible for upkeep of public plaza spaces, individuals businesses are responsible for maintaining their storefront. Plaza will help create community engagement

within the Westside Corridor.

Park

Concerns: There is no expansive open greenspace within the Westside Corridor for the community to enjoy. Because of commercial and residential infill within the Westside Corridor, a park could only be located near Kansas Expressway or Chestnut Expressway. Large parks do require maintenance and care, but have great benefits for recreation and community interaction.

Guidelines: Creating parks in the open areas whenever possible, for example when abandoned buildings are razed, such as on the vacant lots of Gateway West or in the developing extension of Jordan Valley Park in Gateway East. Provide trails with lighting and minimal secluded areas, spaces for sports fields, and develop open spaces for safe recreation and gathering among the community. Create spaces for sports fields as well as connecting the park to other recreational developments in the area. Pocket parks can also be developed along the Westside Corridor where space is limited but expansive enough to allow for picnic tables and room to play.

Housing

Concerns: New housing developments, such as multi-generational housing, should interact with the public space on the streetscape. Older homes should be restored to better serve the streetscape. Live-work and mixed-use housing should be encouraged to promote housing alternatives that interact with the public and streetscape more completely.

Guidelines: Multi-generational housing should have shared common spaces in which the residence can interact. They must also relate strongly to the streetscape and create a feeling of welcoming to visitors. The retail and studio areas of mixed use and live work units must be at street level and directly accessible from the sidewalk. These new forms of housing could benefit from having a common space such as a community garden or shared entertainment space. Existing houses should utilize their facades and yard to integrate into the streetscape.

Streetscape

Concerns: The street is a major point of community interaction and should be an enjoyable public space, but there are currently several factors that detract from its ability to provide an invigorating urban experience. Currently, few residents utilize the streetscape because of the condition of the sidewalk, lack of lighting, lack of areas to rest, and safety issues. Furthermore, vacant lots and large parking lots currently detract from the street edge making the

public space less defined and inviting. Alleyways are also underutilized as an opportunity for multiple paths of circulation and improved access in residential and commercial areas.

Guidelines: The most important step in creating a dynamic urban streetscape is to create a strong street edge. This should be done along the College Street Corridor with a combination of new and existing buildings that are built to the edge of the sidewalk clearly defining the public space of the street. Sidewalks should be added to or redone to become compliant with the sidewalk guidelines in the streetscape section, and planting, lighting, bump-outs, and green buffers should be used to separate the sidewalk from the street to create an enjoyable and safe walking environment. The functions of restaurants, retail stores, and cafes can be extended into the sidewalk to add to the vibrancy and variety of the street life. Creating destinations that the residents can walk to will ensure the use of the street as a public space. Buildings on the street edge invite customers in, while residences that are set further back preserve privacy for the resident and create a more open urban environment. The streetscape can then be further improved by moving driveways and utilities to the alleyway so the main streetscape of the College Street Corridor is less cluttered. Alleyways should be landscaped and lit to make them safe and enjoyable public spaces.

Community Facilities

Concerns: Designated community meeting spaces are needed for a healthy and vibrant community to work through community issues and provide workshops to grow the human capital of the community. There are currently no facilities provided for community meetings or workshops on the College Street Corridor.

Guidelines: Use the recommendations from the community core (pg #) to plan a community center that can service the entire corridor. Utilize community spaces as places to hold meetings to discuss issues facing the community as well as plan community events and gain a better understanding of the neighborhood and build relationships between residents. Workshops should be held in these community spaces that add to the cultural and human capital of the corridor by providing training in useful skills or cultural activities.

Parking Lots

Concerns: A large section of the urban fabric along the College Street Corridor is taken up by oversized parking lots. Parking lots should contain elements such as planting that add to the streetscape in some way, but as they are currently utilized along the street these parking lots destroy the street edge, cause water to sit on the surface causing flooding, and add to the heat island effect.

Guidelines: To create parking lots that benefit the streetscape, parking lots should be moved behind businesses in commercial areas and be connected to the street using accessible and well lit drives and paths. We encourage the use of bioswales and xeriscaping to limit water runoff and reduce the amount of paving. When paving is necessary use permeable concrete wherever possible to increase the amount of water retained on site. Parking lots are also prime areas for solar energy collection because they are large surfaces open to the sun. Parking spaces can be covered with solar panels providing the dual benefit of covered parking and energy production.

Safety

Safety is currently the issue that residents of the College Street Corridor feel most needs to be addressed. Physical and emotional safety is essential for all residents of a healthy community.

Lighting

Concerns: There are currently seven street lights and zero pedestrian lights located along the Westside Corridor from Kansas Expressway to Chestnut Expressway. The lack of lighting creates unsafe and uninviting walking conditions along the Corridor. It also creates unsafe driving conditions as the few pedestrians that are present cannot be easily seen.

Guidelines: The amount of lighting along the Corridor must be increased. Lighting placement should be approached in each section individually as lighting conditions in commercial areas will differ from residential areas. Selected lighting fixtures must focus the light downward to avoid light pollution. This approach allows for adequate lighting for each section without disturbing residents, while increasing the visibility and presence of pedestrians on the street at night.

Police Presence

Concerns: The Westside Corridor is two miles from the nearest police station. Speeding and other criminal activities are large safety concerns for the Westside residents.

Guidelines: Crime and speeding in the area must be addressed. A police substation within the Westside neighborhood would provide a strong police presence along the corridor and go a long ways in reducing the crime in the area.

Night Presence

Concerns: After the businesses along the College Street Corridor close, typically

Concerns and Guidelines

at 5:00 pm, there is little vehicular or pedestrian traffic in the area. Because of a lack of lighting, unsafe sidewalks, and lack of nightlife, an environment is created within the community that tends to encourage criminal activity.

Guidelines: Encouraging the existing businesses to extend their hours and promoting the establishment of new businesses that remain open later into the evening will help increase the presence of pedestrians at night. Increasing housing density through mixed-use and live-work housing along the corridor will further help increase the number of individuals along the corridor at night.

Speeding

Concerns: Many residents of College Street have mentioned the problem of people speeding along the Corridor. Lack of traffic control devices contribute to the problem. Speeding along the College Street Corridor creates unsafe conditions for pedestrians and residents.

Guidelines: Speed limit should be well marked for each zone along the Route 66 Corridor. We recommend enforcement of a 25 MPH speed limit in Residential and Schools zones and a 35 MPH speed limit in all other sections of the Corridor. When able and appropriate, traffic control devices like raised intersections, raised crosswalks, and roundabouts should be used to discourage speeding. Turn-off lanes should be replaced with traditional right-turn lanes.

Pedestrian

Concerns: Due to the lack of properly designated and marked crosswalk along the Corridor, pedestrians are at risk when crossing College Streets and, thus, further decrease the walkability in the area. Pedestrians should feel protected at all times within the streetscape and especially when approaching and crossing streets.

Guidelines: All crosswalks along the corridor should be clearly defined. When able and appropriate, bump-outs should be presents at all crosswalks to decrease the distance a pedestrian must cross. At main intersections and high traffic areas, an area of refuge or a raised intersection may be appropriate. All crosswalks at main intersections should be compliant with current pedestrian safety standards.

Flooding

Concerns: Much of the Gateway East section of the Corridor is in the Jordan Valley Creek flood plain. All interventions in this area should decrease the risk of flooding damage to structures while creating usable space through the use of topographical interventions. Water runoff interventions at higher elevations

along the Corridor also need to consider their runoff impact at lower elevations.

Guidelines: No structures should be built in the floodplain. Low impact development intervention and vegetation that can help to slow down the flood water and allow it to soak into the ground should be utilized; instead of funneling the runoff directly into the creek. The green buffer and bump-outs recommended along College Street should be used further to slow and store the water runoff instead of allowing it to flow down the street into the Jordan Creek flood plain.

Railroad crossing

Concerns: Railroad crossings present a danger to drivers and pedestrians and can create unwelcome stops in traffic leading to more dangerous driving situations.

Guidelines: Install a HAWK Beacon Signal at the rail crossing on Kansas Expressway to help manage the flow of pedestrians, cars, and, hopefully, the future commuter rail line.

Vacancy

Concerns

Vacant lots create areas where there are no “eyes on the street” and less light, increasing the risk for crime.

Guidelines: To mitigate the dangers of vacant lots they should be adequately illuminated. Whenever possible infill vacant lots with new buildings or parks to decrease unlit and unwatched areas.

Identity

To be a successful, thriving community the College Street Corridor must create a strong identity. This identity must be presented as a cohesive image throughout the entire corridor in order to attract visitors. A cohesive identity will strengthen the Westside Neighborhood’s pride and commitment.

Signage

Concerns: There is a lack of identifiable continuity along the Route 66 Bypass as it passes through Springfield. The current signage is passive and easy to miss. By looking at the signage, one gets the impression that the importance of Route 66 in the history of Springfield has been overlooked or seen as insignificant to date. Along the College Street Westside Corridor there are even fewer Route 66 signs.

Guidelines: New signage must be developed and placed along the Route 66 Bypass throughout Springfield and especially along the College Street Corridor. Using coordinating signage along all aspects of the corridor will help orient visitors. Historic sites can be showcased through maps, placards, and stamped pavement. The careful and proper use of signage can help to create a sense of place along College Street.

Streetscape

Concerns: A unified streetscape is a way to provide a cohesive identity along the College Street Corridor. However, there is currently little continuity or order in the streetscape giving the corridor a disjointed and unkempt look. Steps must be taken to provide the corridor with a unified streetscape and identity.

Guidelines: Use repeated landscaping elements, such as similar trees and plants, along the corridor to create continuity. Follow the streetscape guidelines for type, location, and scale of planting and additional streetscape elements to ensure a diverse, interesting, and cohesive streetscape.

Tourism

Concerns: The lack of tourism in the Westside community has resulted in smaller revenue for existing businesses and little recognition of the historical and cultural significance of the College Street Corridor.

Guidelines: Create an identity of renewal and pride for the Westside Community and College Street Corridor by using the remaining Route 66 artifacts and local significant architecture and history in a campaign (vision) to save the best of the past that still remains and to build off that heritage to create a new interpretation of what Route 66 means in the Twenty-First Century. Establish events that celebrate both the past and future of the Mother Road. Stop merely celebrating what once was and begin the celebration of what is the true meaning of the Mother Road in America.

Gateway

Concerns: There is no indication at either end of the College Street Corridor that announces that you are entering a special district; The Westside Route 66 Corridor. This lack of a boundary marker weakens the significance of Westside's identity and sense of place.

Guidelines: Through the use of signage, landscape, and landmarks the threshold between the Westside College Street Corridor and the rest of Springfield should be identifiably marked. These gateway markers should strongly demarcate

this important section of Springfield and the Route 66 Corridor. The gateway at College Street and Chestnut Expressway must be considered both a gateway point into the City of Springfield and into the Westside Route 66 Corridor. Of the two gateway points that we have recommended, this one is the most important. The gateway at College Street and Kansas Expressway marks the threshold between the Westside Route 66 Corridor and the transitional section of the Corridor as it enters the city center.

Public Art

Concerns: There is a lack of public art along the College Street Corridor. Public art helps to create a sense of place by giving a community ownership of its identity.

Guidelines: Use design build projects and public art projects such as painting storm drains to give the community a chance to take ownership of their identity. Also implement larger pieces of art such as murals and an icon that can be used as identifiers for the area. We strongly recommend that a vertical "tower" art installation be placed across from the current location of the Early Childhood Development Center at the curve in College Street. This point provides a strong axial vista along the College Street Corridor that helps to mark its location and draw people/motorist down the street. In the team's vision for the College Street Corridor, this section of the street corresponds to the community services section of the street. This section we propose being "The Heart" of the Westside community. Such a strong piece of public art is needed as a landmark in the heart of the community.

Historic Preservation

Concerns: The historic Route 66 is currently a major part of the identity of the College Street Corridor. This identity and history may be lost through the destruction or forgetting of historic buildings, artifacts, and culture.

Guidelines: All interventions along the Route 66 Corridor should be done with an eye to either preserving existing Route 66 artifacts or promoting the culture, history, and sense of place of the College Street Corridor as a part of historic Route 66.

Canopies

Concerns: Businesses along the College Street Corridor currently lack an identifying feature that marks them as part of the corridor and creates continuity between the diverse structures.

Guidelines: We recommend that the flexibility and modular nature of canopy structures be used along the length of the College Street Corridor to create

Concerns and Guidelines

a sense of continuity among the buildings. The use of first floor sidewalk canopies and upper floor window canopies provide a unifying element on the façade of the buildings, drops the scale along the sidewalk to a comfortable human-scale, protects the people and buildings from the sun and rain, and adds beauty and color to the streetscape.

Legal

Land ownership and city regulations play a vital role in determining the quality and effectiveness of the built environment. In order to affect positive change along the College Street Corridor strategies must be put in place to deal with zoning laws, ownership, and project implementation.

Land Use

Concerns: Transitions between land use types are not being handled effectively. Distinctions between residential and commercial areas being created. Visitors to the Corridor become disoriented detracting from the place making quality of the various zones.

Guidelines: Distinctions in density and scale must be created between residential and commercial areas. Mixed-use zoning should be utilized to ease transitions between the scale and land use type of residential and commercial areas, creating a more balanced and cohesive corridor.

Ordinance

Concerns: City government ordinances and the intentions of this visioning project do not currently align.

Guidelines: Working with Springfield's Planning and Development Department and city council will be required to build consensus and create ordinances that allow the College Street Corridor to develop in a sustainable and historically sensitive manner.

Zoning

Concerns: Current zoning laws in the City of Springfield detract from the quality of the built environment by prohibiting mixed-use and community oriented development. Proposals suggested by the visioning team risk not being implemented due to current zoning on the site.

Guidelines: The creation of a zoning overlay district for the College Street Corridor allowing the Westside Community a different zoning designation than the rest of the city could ease the process of changing current zoning laws in the neighborhood.

Ownership

Concerns: It is of utmost importance to determine ownership of new developments during early planning stages so that maintenance requirements and legal responsibilities can be coordinated between the public and private groups invested in the project.

Guidelines: In order to determine ownership responsibilities follow the guidelines developed by the CCS team in their proposals. Creating consensus early between the City of Springfield, WNBA, and private groups about expectations for ownership and responsibility will help create clearly defined roles later on in the planning and implementation phases.

Form-Based Code

Concerns: As new developments are built along the College Street Corridor, they must compliment the context and history of their surroundings in order to create a cohesive and unified image for the corridor.

Guidelines: Implementation of a Form-Based Code for the overlay district will ensure that new buildings are built in accordance with the existing forms and styles of the College Street Corridor.

Implementation and Phasing

Concerns: The improvement of the College Street Corridor will take many years to achieve. A systematic plan that outlines what tasks need to be implemented before others can be started will save the city and community money and time. Such a phased plan should be developed by the City of Springfield after the vision plan is ratified. This phased plan must be reviewed periodically to keep it up to date or it will become outdated and unusable.

Guidelines: We recommend that the Advisory Committee identify those actions that will take the least amount of effort and money, but will have a significant visual impact and functional benefit and implement them first to develop excitement in the community and to demonstrate physical progress. We also recommend that tasks that will require long term preparation of planning to begin immediately. We encourage the development of public/private partnerships that can come together to take small portions and tasks in collaboration with the city once the vision plan is set. The city should follow the phasing plan proposed by the CCS team, which starts with the most necessary and effective investment of cleaning and improving the streetscape, and ends with the maximum investment of improving and building upon the existing infrastructure. The phasing process is a guideline that keeps the growth of the city in order, but does not define specific years in when interventions should

be accomplished.

Vision

Before planning and action can occur, a vision of what you seek to achieve must be created. Within a community setting, this is more difficult because it requires the development of a consensus among the community members as to what the vision is actually. But, it is imperative that the community take its time and pay due diligence to the careful formulation of a community vision statement for the renewal of Westside's College Street Corridor.

Developing the Community's Vision

Concerns:

This semester long collaborative effort undertaken by the Center for Community Studies, University of Missouri-Extension, City of Springfield Planning and Development Department and the Westside Neighborhood Betterment Association in conjunction with members of the Westside community and experts from the community should be considered merely the community's Visioning Toolkit from which they may generate their own VISION for the Westside Corridor. The community SHOULD NOT take this document and accept it as their vision without first thoroughly vetting every aspect of the report with a broad contingent of the community and city officials.

Guidelines:

We recommend that the Advisory Committee and other members of the broader community that they wish to involve should review this document in depth and accept, reject, modify, and create a new the idea, concepts, and VISION that the community will seek community consensus upon. Once this Advisory Committee's VISION is developed it should be ratified by the community and the city officials who will be involved in its implementation.

Perpetuation

Concern

The troubles that the Westside Community is experiencing have taken many years to develop. It did not arise overnight. It evolved slowly; almost imperceptibly. To think that the solution to these problems will be overcome in an instance is foolhardy.

Guideline

The ideas contained herein have been conceived within the context of a 20-year redevelopment timeframe. Once the VISION is agreed upon, the community must work steadfastly to implement the vision over the long-term. There are no quick fixes. Steady sequential progress is required to renew the community.

Guiding Proverbs

These proverbs should be retained in the forefront of your minds as you develop the Community VISION and implement it in the years ahead.

*Do Not Be Pushed by Your Problems.
Be Led By Your Dreams.*

Proverb

*Vision without Action is a Daydream.
Action without Vision is a Nightmare.*

Proverb

"Leadership is the capacity to translate vision into reality."

Warren G. Bennis

"Make no little plans; they have no magic to stir men's blood and probably will themselves not be realized."

Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die."

Daniel H. Burnham

CONTEXT ANALYSIS

Route 66 Overview



Fig. 2.1 - Rock Fountain Court
One of the remaining Route 66 motorcourts on in Springfield. Now called Melinda Courts.

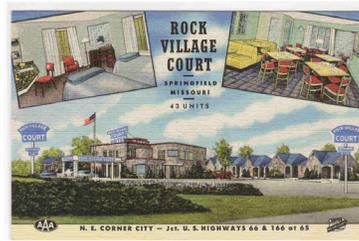


Fig. 2.2 - Rock Village Court
Motor court located on Route 66.



Fig. 2.3 - Rail Haven Motel
Located at the corner of Glenstone and St. Louis Street.

Springfield on Route 66

Route 66 travels south west in Missouri starting in St. Louis and passes through Springfield on its way to Joplin before leaving the State. Thanks to John Woodruff, one of the founders of Route 66, the Mother Road passes through the heart of Springfield. Starting from Kearney and traveling down Glenstone Avenue, it makes its way to St. Louis Street and from College Street on the west side of town. It passes through major intersections along the way and gave rise to many of the familiar Route 66 business typologies, such as Motor Courts and drive through restaurants like Red's Hamburg. The route travels through the Town Square of Springfield, bringing the iconic route through the heart of the city. It then proceeds to College Street where it merges in to Chestnut Expressway and out of the city towards Joplin, Missouri.

Along the route through town, Route 66 prompted the use of icons within the city, most famously was Red's Giant Hamburg whose owner, Sheldon "Red" Chaney, symbolized the distinctive nature of entrepreneurial characters along the route. Creating an odd looking car contraption to attract customers and inventing the first drive-through service restaurant. There are several Motor Courts along the route through town, many of which still stand, such as the Rail Haven Motel and Shamrock Inn. Even John Woodruff, one of the founding members of the route in the 20's, had his own office building along the route, which still stands tall at the corner of St. Louis Street and Jefferson Avenue. Since then Springfield has been part of what can be called a microcosm of United States automobile culture.



Fig. 2.4 - View of Route 66 on St. Louis Street



Fig. 2.5 - Red's Giant Hamburg
America's first drive-through restaurant.

Context Analysis



Fig. 2.6 - Rail Haven Motel
Still present today in Springfield. Now the Western Rail Haven Motel.



Fig. 2.7 - Route 66 west of Springfield



Fig. 2.9 - Steak n' Shake on St. Louis Street
The original restaurant located at the corner of St. Louis Street and National Avenue.



Fig. 2.10 - Rest Haven Court
The Rest Haven Court as it looks today.

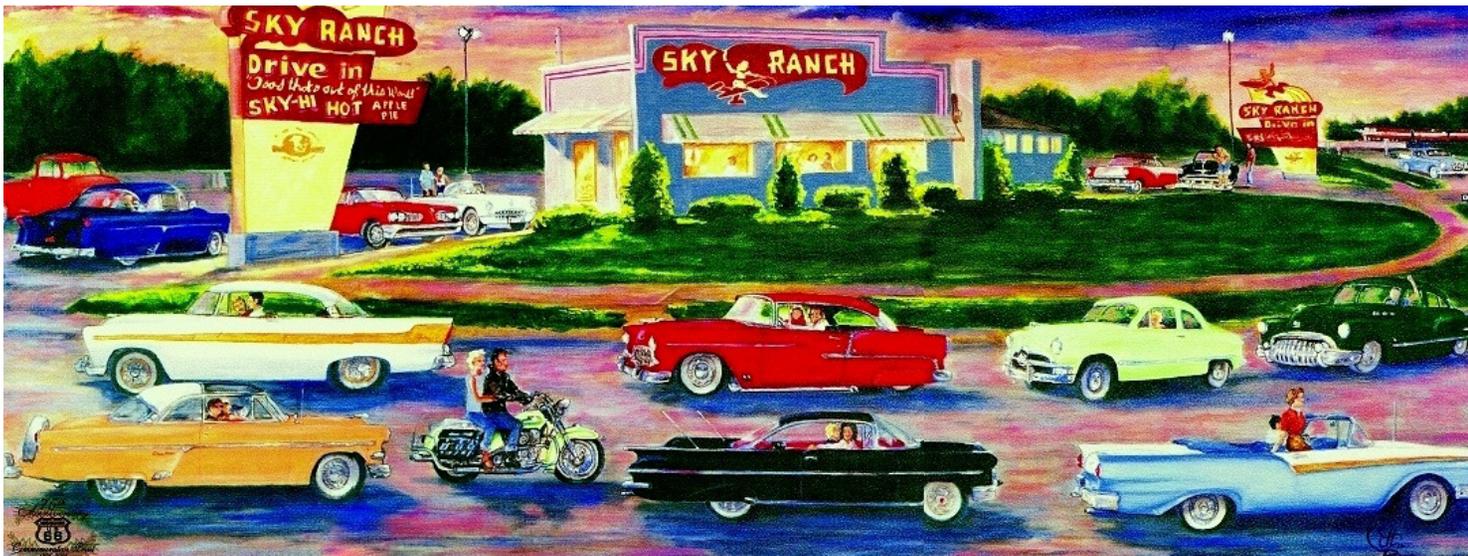


Fig. 2.8 - Sky Ranch Drive-In
Although the business is gone, much of the original building still stands today.



Fig. 2.11 - Red's Giant Hamburg Sign
The replica of Red's Giant Hamburg sign built as part of the first phase of the College Street Route 66 Wayside Park.

Route 66 Overview



Fig. 2.12 - Route 66 Logo
The Route 66 logo is often painted on the iconic road.



Fig. 2.13 - Gas Station on Route 66
The logo of the road has become a distinctive and iconic image.



Fig. 2.14 - Route 66 Signage
Most of the route can be found by locating Route 66 signs.

Historic Route 66

Route 66 is one of the most famous roads in America, running from Chicago, IL, through the states of Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and ending in Santa Monica, CA. It covers a total of 2,448 miles and served as a major roadway for those traveling across the country. Route 66 came to be known as the 'Main Street of America' and the 'Mother Road', due to the highway connecting many small towns and large cities. It was quite common that the road would run through the center of a town, bringing visitors to the area.

Soon after the creation of the highway, in the mid 1920's, businesses such as motor-courts, drive-in restaurants, and automobile shops started popping up across the route. Iconic imagery became one of the defining aspects of the highway, and Route 66 helped to bring forth a new era of the automobile.



Fig. 2.15 - Route 66 Through Springfield

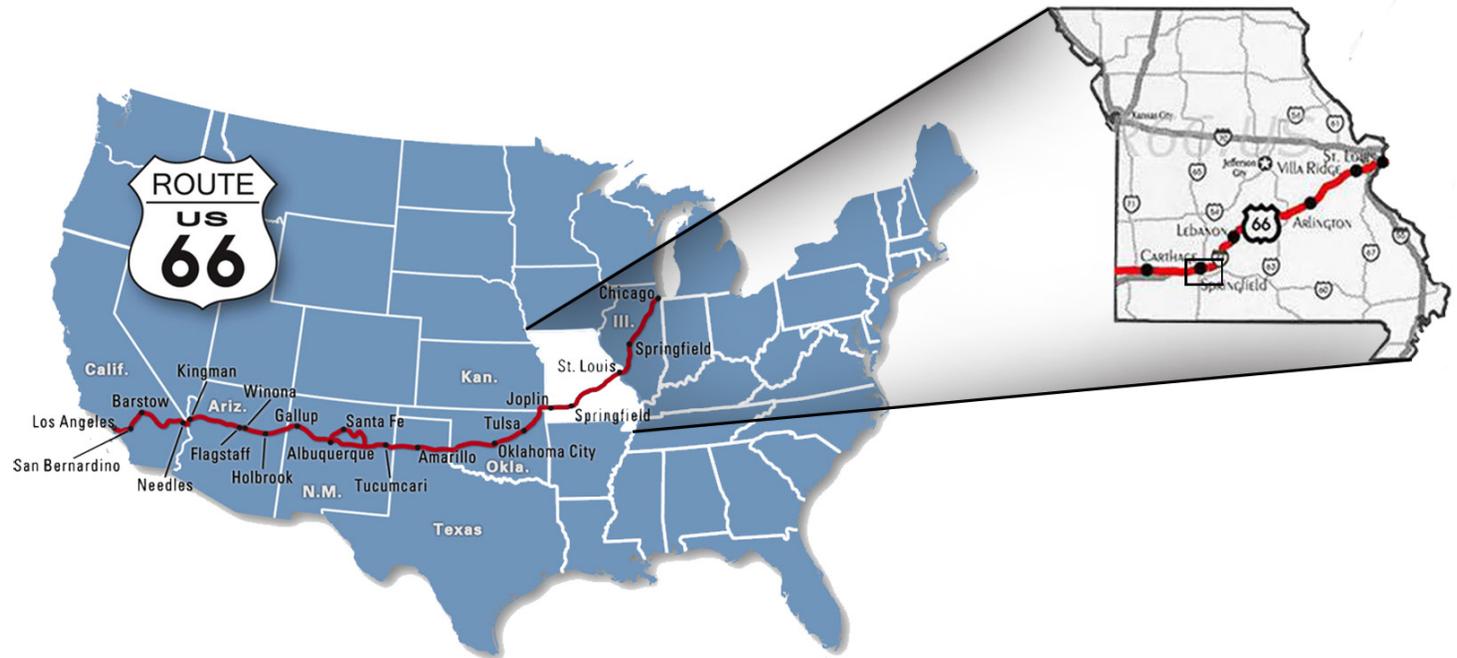


Fig. 2.16 - Route 66 Across the Map



Birthplace of Route 66

Beginning in 1910 several attempts at a national highway were propose to the United States Congress, but none could be agreed upon. Finally in the late 20's, two entrepreneurs, John Woodruff of Springfield, Missouri and Cyrus Avery of Tulsa, Oklahoma, lobbied the American Association of State Highways for a new route that would connect small towns and rural communities from the east coast to the west. They proposed a route that would run from Chicago, Illinois, through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona, and include John Woodruff's hometown of Springfield, Mo. In late 1926 a telegram was sent by Woodruff and Avery from Springfield citing their plans for the United States Mother road and creating the iconic name, Route 66.

Fig. 2.17 - Woodruff Building
Built by John Woodruff along the route he helped create.



Fig. 2.19 - Image of John Woodruff
Springfield local and one of the founding planners of Route 66. He and Cyrus Avery created the iconic name.



Fig. 2.20 - Birthplace of Route 66 Logo
The City of Springfield is proud of its link to historic Route 66



Fig. 2.18 - Historic Park Central Square in Downtown Springfield, MO
Taken in 1938 during the early years of Route 66.



Fig. 2.21 - Route 66 Post Card
Postcard of the iconic Route 66.

Missouri Route 66 Corridor Management Plan



Fig. 2.22
Route 66 icons and memorabilia are still present and can be found in many places along Route 66



Fig. 2.23
Bold and unique signage created an entertaining and enjoyable presence along Route 66



Fig. 2.24
Drive-in theaters were a very popular attraction that provided entertainment for the entire family

Preface

These excerpts were taken directly from the Missouri Route 66 Corridor Management Plan. It was prepared for the Route 66 Association of Missouri by Great River Associates. Great River Associates had the primary responsibility for developing the content and format of the document, and Spencer Jones and Jerany Jackson served as the principal writers and editors.

The CCS Team Members referred to this document as a basis for their study. The document contains information collected from the 10 counties in Missouri that Route 66 travels through.

This document has been a valuable resource to the CCS Team. The information provided has been insightful and beneficial to the study the team prepared, and is the second phase of the Phase One College Street Corridor. For more information about this document please visit:

Citation: <http://missouri66.org/merchandise/>

Introduction

The Corridor Management Plan was prepared for the Missouri Route 66 Association in an effort to make application for the Missouri Route 66 to be recognized as a National Scenic Byway. Corridor management planning is a process by which communities gain a thorough understanding of a designated historic scenic byway. A corridor management plan is a required element of a byway and outlines plans to involve the local communities to maintain, improve, and promote the byway. The plan includes an assessment of Missouri Route 66's cultural and historic resources of interest to byway visitors, the factors influencing past and future byway related economic and infrastructure development, and recommendations for improving the efficiency of transportation along the byway. The plan has been developed to preserve, protect, and promote the Route 66 corridor as it travels across the state of Missouri.

The CMP developed a ten county corridor management plan for the Missouri Route 66 Byway. The plan identifies measures consistent with those previously implemented by neighboring states along the Route 66 corridor and necessary for National

Byway and/or All American Road designation. It was necessary to collect and review data about the history, culture, and natural features along Route 66 to develop a comprehensive long-range marketing and promotions plan and to discuss economic programs for the Missouri Route 66 communities to guide long-term economic sustainability.

The Corridor Management Plan document is structured to foster an understanding of the need for the CMP and to provide an overview of the process undertaken to create the CMP. The intention is to reconnect the reader with the history of U.S. Route 66 and Missouri Route 66, then to describe the process undertaken to develop the CMP. This includes public involvement, intrinsic resources, corridor mapping, an analysis of existing conditions, wayfinding, education, marketing and promotional branding, economic development, and the document toolbox.



Fig. 2.25 Old Home Along the Route

Public Involvement

One of the processes for the CMP was collecting public input through the public meetings that were held in each of the 10 counties that Route 66 travels through within the state of Missouri. This allowed for vital input to be collected regarding the significance that Route 66 has to the state, local communities, and individuals. The opportunities for the preservation, protection, and promotion of the resources associated with Route 66 and the value that they provide to the economy were identified.

Intrinsic Resources

Intrinsic resources for the Missouri Historic Route 66 represent the characteristics of national significance for the Route as it travels through the state. Intrinsic values were broken down into six categories: archaeological, cultural, historic, natural, recreational, and scenic features. These qualities are considered to be representative, unique, irreplaceable, or distinctly characteristic of a place, view, site, or building.



Fig. 2.26 Signage on the Road

Corridor Mapping

A key component of the Corridor Management Plan and a requirement for the NSB program is the clear identification and representation of the corridor and where the intrinsic resources are located along the corridor. For the Missouri Route 66 Corridor Management Plan, Geographic Information Systems mapping was utilized. The map shows the main driving Route, called the Primary Route, and the Alternative Route alignments that served as Route 66 for a time in history. The individual road segments that compromise Missouri Route 66 were verified and precisely located through real-time, kinematic survey using a Global Positioning System unit. Also included on the maps are points of interest along the Corridor that have historical and tourism significance.

Analysis of Existing Conditions

The analysis of the existing condition is important because it provides information regarding the cross section of the road, bridges, and roadside development as well as design elements which drove the decision-making for why the roadway was planned and constructed. In this section design recommendations for future improvements are given. A discussion for multimodal transportation opportunities and connectivity is presented. Information regarding the number of miles, the breakdown of responsibility for operation and maintenance, and number of bridges and their condition is also included. The goal is to evaluate existing conditions and promote a sage roadway which accommodates the local communities that use the road for traveling from home to work or business, and the tourists who enjoy the numerous resources that Missouri Route 66 has to offer.

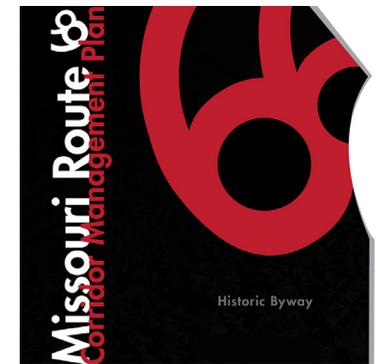


Fig. 2.27 Missouri Route 66 Corridor Management Plan Logo

"The road has a way of touching all of our senses, evoking emotions we have forgotten in our everyday lives...all combine to orchestrate the only music we need for our trip on the road."



Fig. 2.28 Motel Sign



Fig. 2.29
A friendly and hospitable environment was present along the national Route 66 highway

Wayfinding

In order for the Missouri Route 66 Byway to be easily identified and for the travelers of the byway to identify and connect with the resources, it is important to establish a wayfinding plan which provides the directions to and information about the byway. This can be accomplished with a comprehensive wayfinding plan. A successful wayfinding system orients users in space, established a clear destination, and direct users through space from one point to the next.

Education

In order for the Missouri Route 66 Byway to be successful, it is important to educate the general public of the Route and the benefits which can be derived from its promotion and preservation. Regulatory agencies should understand the historical significance of the Route as well as the economic growth it can provide for the community. It is also important that future generations to be educated about the Route's history and how protecting its physical elements as well as Route 66 heritage is important and will be of benefit to their generation.

Marketing & Promotional Branding

This discusses target audiences, the visitor experience, wayfinding, as well as integrated affiliate and content marketing. All of these components should be considered in a marketing and promotions campaign. The chapter focuses on a discussion of a marketing plan for Missouri Route 66 and all of the state-wide marketing approaches. In order for Missouri Route 66 to be preserved, protected, and recognized, it is important for businesses to be successful and profitable. Ultimately, it is through these businesses that Missouri Route 66 will be sustainable, and without them, Missouri Route 66 will not have the support, financially nor politically.



Fig. 2.30
Small privately owned businesses were common attractions and places of interest along the Route



Fig. 2.31
Businesses often lined the streets and created a "Main Street" environment for community members and tourists

Economic Development

In order for the Missouri Route 66 Byway to be viable, it needs to be sustainable. This sustainability will come in the form of economic growth and opportunity. The Missouri Route 66 Byway seeks to identify growth potential and an action plan to capitalize on this growth. The principle benefit of the Corridor Management Plan project would be to encourage access to future commercial sites, particularly those associated with facilities which would expand the opportunities for goods and services for the travelers along the route.

Toolbox

This toolbox has been developed to provide solutions for the Route 66 communities and counties for the implementation of strategies and studies, programs, planning and development design, and funding that will preserve, protect, and promote the Missouri Route 66 Corridor. These tools are intended to help communities grow, attract new businesses, and maintain or create a diverse economy that is resilient when changes occur in national and international economies.



Fig. 2.32 - Car Bumper

Greene County

Greene County is the second largest metropolitan area on Missouri’s Route 66 Byway. Greene County is home to Springfield, the birthplace of Highway 66, Wilson’s Creek National Battlefield, James River Freeway, farms, small towns, and 49.4 miles of Missouri Route 66 Scenic Byway. Through public involvement with the use of public meetings, the CMP was able to gather vital information and input with regard to the significance that Route 66 has for the county. One hundred percent of community members believe that it is important to preserve the Route 66 Corridor. Many valued historical values as the highest, and believe that they will benefit most from protecting, promoting, and preserving Route 66. The major character-defining features of Route 66 in Greene County include the plateau that transitions into rolling countryside, historic buildings, cafes, and motels that can be seen from the Route. Economic development opportunities in the Greene County Route 66 Corridor will be greatly based on corridor travel experience, but also include land uses and infill opportunities in the various communities. The recommended tools from the toolbox of the Missouri Route 66 Corridor Management Plan for Greene County includes an adaptive re-use, protection of historic resources with low impact design, ordinance development, multi-modal transportation design, expanded services, walkable and complete streets, development of art and historic districts, and environmental protection and conservation.



Fig. 2.34 - Route 66 Through Springfield, MO

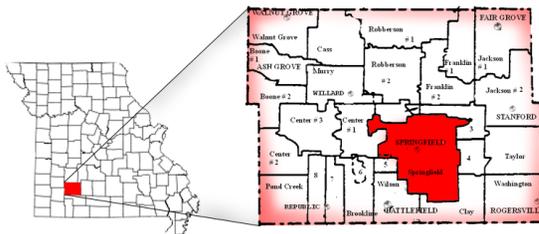


Fig. 2.33
Map shows Greene County. Springfield is highlighted in red.

“Some beautiful paths can’t be discovered without getting lost.”
— Erol Ozan



Fig. 2.34 - Route 66 Corridor Management Plan for Greene County Collage of Images

Phase 1 College Street Corridor Proposal

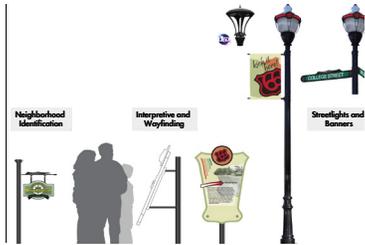


Fig. 2.36 - Signage Proposal To be used along the Phase 1 Corridor section.



Fig. 2.37 - Car/Sculpture Creates a sense of playfulness



Fig. 2.38 - Historic Westside Element



Fig. 2.39 Overall Plan of Phase 1

Preface

This College Street/Route 66 Phase 1 Proposal is currently being developed by the City of Springfield. This plan was developed in conjunction with the Missouri Route 66 Corridor Management Plan with the hope that it will help stimulate revitalization efforts along the entire Route 66 as it passes through Springfield, MO. The CCS team members have studied the phase one proposal closely as they prepared the Phase Two extension presented herein. To find more information about The Phase 1 College Street Proposal please visit: <http://www.springfieldmo.gov/620/College-Street-Route-66>.

Phase One

The primary purpose of the plan is to specify actions that will inspire investor confidence in the College Street Corridor area. Hopes are that if the public sector articulates a preferred future and programs appropriate improvements, the private sector will step up with the confidence to invest and redevelop the Corridor.



Fig. 2.40 What the transition into Jordan Valley park might look like.



Gateway – Kansas & College

Fig. 2.41
Idea for a Gateway at Kansas Expressway and College Street

Action steps to provide improvements along the Corridor are in effort to encourage commitment.

The Corridor is to serve as the Western gateway to downtown, seamlessly integrated with West Meadows, to be a key component of city center revitalization, and provide a safe environment. Springfield is a diverse area and the Corridor should represent this diversity with the presence of distinct businesses, artists, and residents, with all ages of life. Historical elements along with different scales of nature will be implemented along the Corridor proposing a more sustainable environment.

Addressing the deficiencies along the College Street Corridor would increase the interest of private investors. Seeing the steps that the Corridor takes towards improvement would be significant for investors to be confident in their business decisions associated with the Corridor. In the past, Springfield has risen to the occasion in other instances to create vital urban centers where blight and decay were dominant.

People are meant to feel comfortable walking about with their family and pets. These safe environments should be well maintained, vibrant, and provide outstanding public



Fig. 2.43 - Signage
Example of Route 66 signage implemented in other areas



Fig. 2.44 - Inlay Signage/Brick Paver
Idea for the Kansas Expressway and College Street intersection

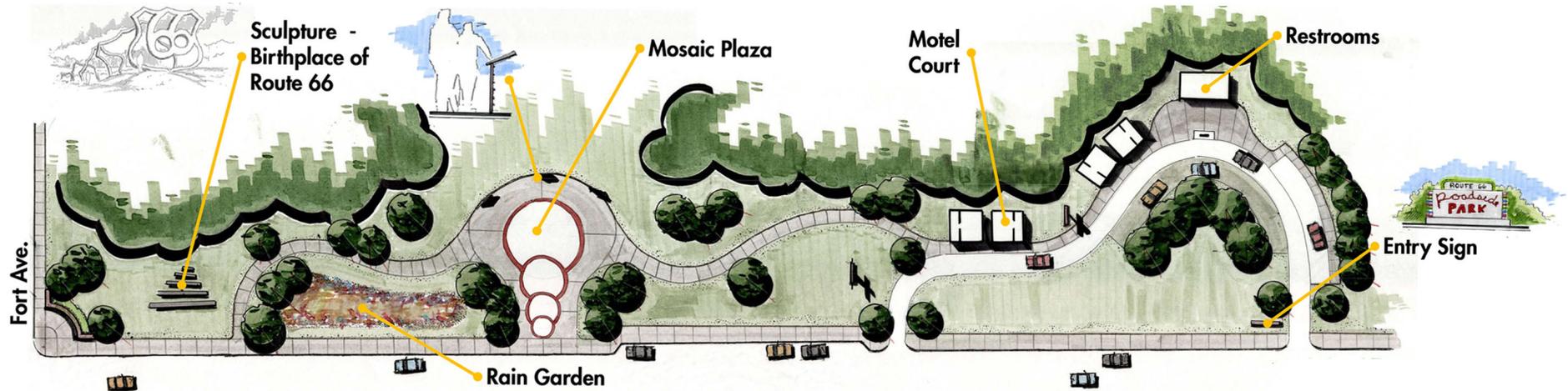


Fig. 2.42 - Plan of the transition park from Jordan Valley into the Route 66 Corridor

Phase 1 College Street Corridor Proposal



Fig. 2.45 - Doug's Diner

facilities and service.

To create this special identity, it takes a combination of businesses, artist studios, architecture, and residents. Route 66 shall be honored through art, graphics, signage, festivals, and special historical elements. Open space connects the neighborhood with the adjacent West Meadows and along the Jordan Valley Creek, creating a network of trails for exercise, recreation, and transportation.

Future

It is imperative that the corridor be successful for several reasons. It must be successful within the West Central Neighborhood, be a front door to the future West Meadows, create a Western gateway to downtown, and adjacent to Kansas Expressway's high traffic volume "thread" binding all elements. The plan is to improve the West Central Neighborhood by developing the College Street Corridor.

Key Findings of Background

Key discoveries and a foundation of information and issues was developed from the research to aid the decision-making processes pertaining to planning and development. The written document of these findings were completed in January of 2012 and were placed on the web. Some of these key findings consisted of the following:

Historical Perspectives:

- One of the earliest settlements in Springfield
- Civil War
- Railroad
- Industrialization
- Brewing
- Route 66



Fig. 2.46
Historic photo of the Mill at College Street and Kansas Expressway



Fig. 2.47
Abandoned housing along the College Street Corridor



Fig. 2.48 - Blue Whale Landmark
Located along the Route in Catoosa, OK



Fig. 2.49 - Paul Bunyan Landmark
Located along the Route 66 portion in Illinois

Physical Characteristics & Brownfields:

- Topography
- Springs
- Flood Plain
- Jordan Creek
- Contaminated Properties

Demographics:

- High incidence of poverty
- 84 percent of the housing units are for rent

Previous Plan Recommendations:

- Define the boundaries and link the Center City districts
- Promote the emergence of a residential base in Greater Downtown
- Link Greater Downtown to other parts of the community with bicycle routes and lanes
- Improve the water quality and edge treatment of Jordan Creek
- Create physical, visual, historic, and symbolic connections between the park and the West Central Neighborhood



Fig. 2.50
Street signage near businesses in downtown Springfield

- Create artistic features and elements to serve as references to Springfield’s culture and historic assets and to unify the various spaces within Jordan Valley
- Elimination of vacant and dilapidated buildings
- Improve the physical and aesthetic appearance of the neighborhood

Land Use & Zoning:

- Land use conflicts
- Improper zoning

Blighting Influences:

- Structures
- Weeds
- Inoperable Vehicles
- Odors
- Dangerous buildings
- Trash
- Zoning classification and violations

Infrastructure and Public Safety:

College Street is classified as a secondary arterial but the right-of-way is 10 to 20 feet less than the standard calls for.

Storm Water Management & Sanitary Sewer:

- There is not adequate storm water management infrastructure in the planning area
- The bridge over Jordan Creek is inadequate
- Several properties, including all property west of Broadway on the north side of College Street do not have access to the City Sewer Collection System

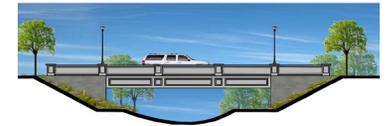


Fig. 2.51 - Section of the Jordan Creek



Fig. 2.52 - Pedestrian Walkway Idea



Fig. 2.53 - Conway, MO Roadside Park

Phase 2 College Street Westside Corridor

Original Problem Statement

The Phase 2 development of the College Street Westside Corridor is meant to be a continuation of the Phase 1 development, striving to restore and preserve historic Route 66 on College Street in Springfield, Mo. To aid in this continuation an original problem statement was given:

“To develop conceptual strategies for the second phase of the Route 66 Corridor along College Street from Kansas Expressway to Chestnut Expressway. The Route 66 corridor development seeks to promote community, economic, and heritage renewal.”

Revised Problem Statement

After an analysis of Route 66 and an analysis of the neighborhood with surrounding context, it became clear what the needs of the community were. From these studies, a new problem statement was proposed to better fit the community and the project:

“To develop conceptual strategies for the second phase of the Route 66 Corridor to renew the heritage, community, and economics of the Route 66 Corridor on College Street between Kansas Expressway and Chestnut Expressway.”

Mission Statement

From the revised problem statement a mission statement was developed as the basis for the Phase 2 development of the College Street Westside Corridor:

“Seek to promote community, economic, and cultural vitality throughout the Westside Neighborhood by engaging the public to envision and develop the conceptual strategies for the second phase of the Route 66 Corridor along College Street.”

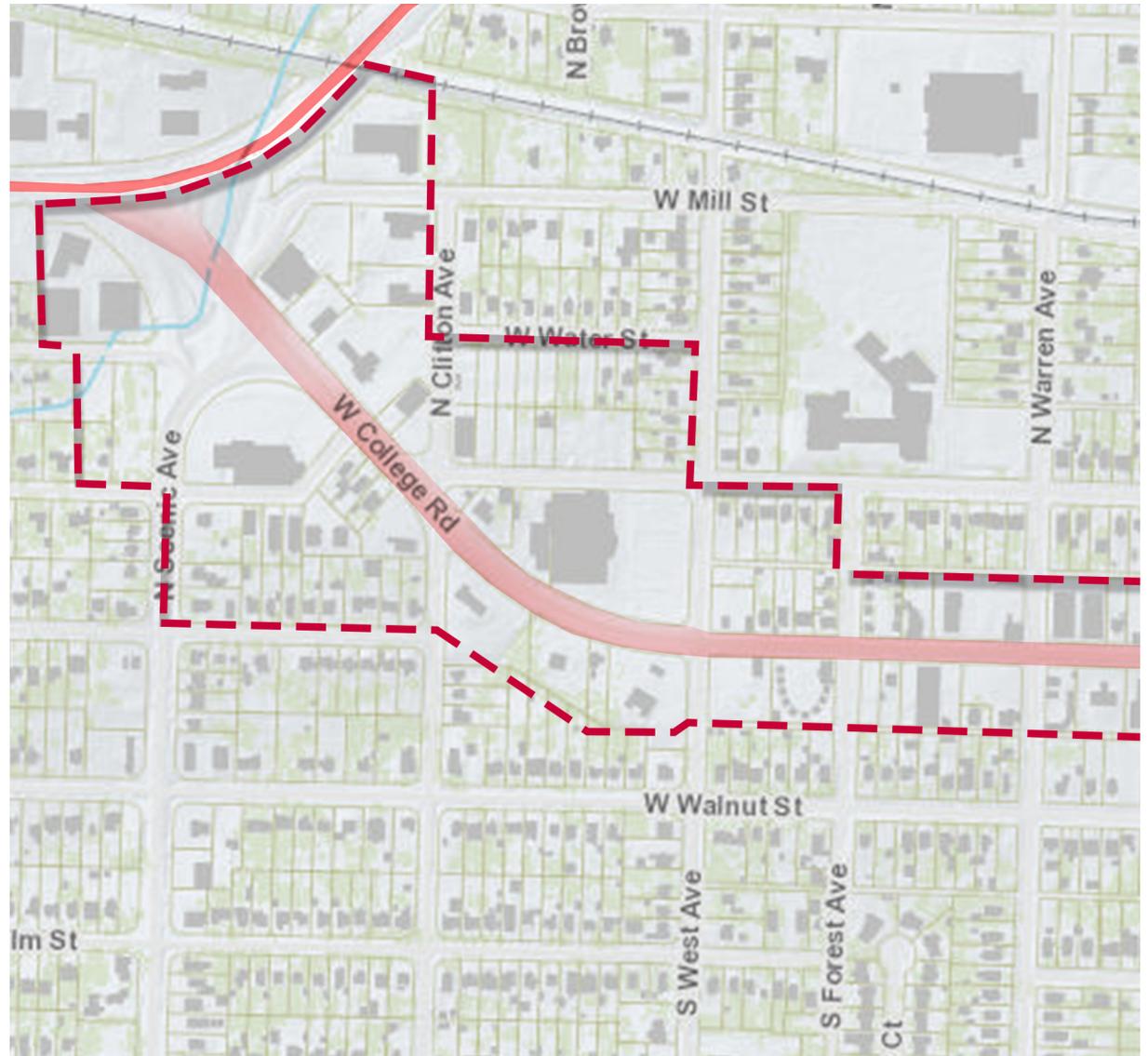
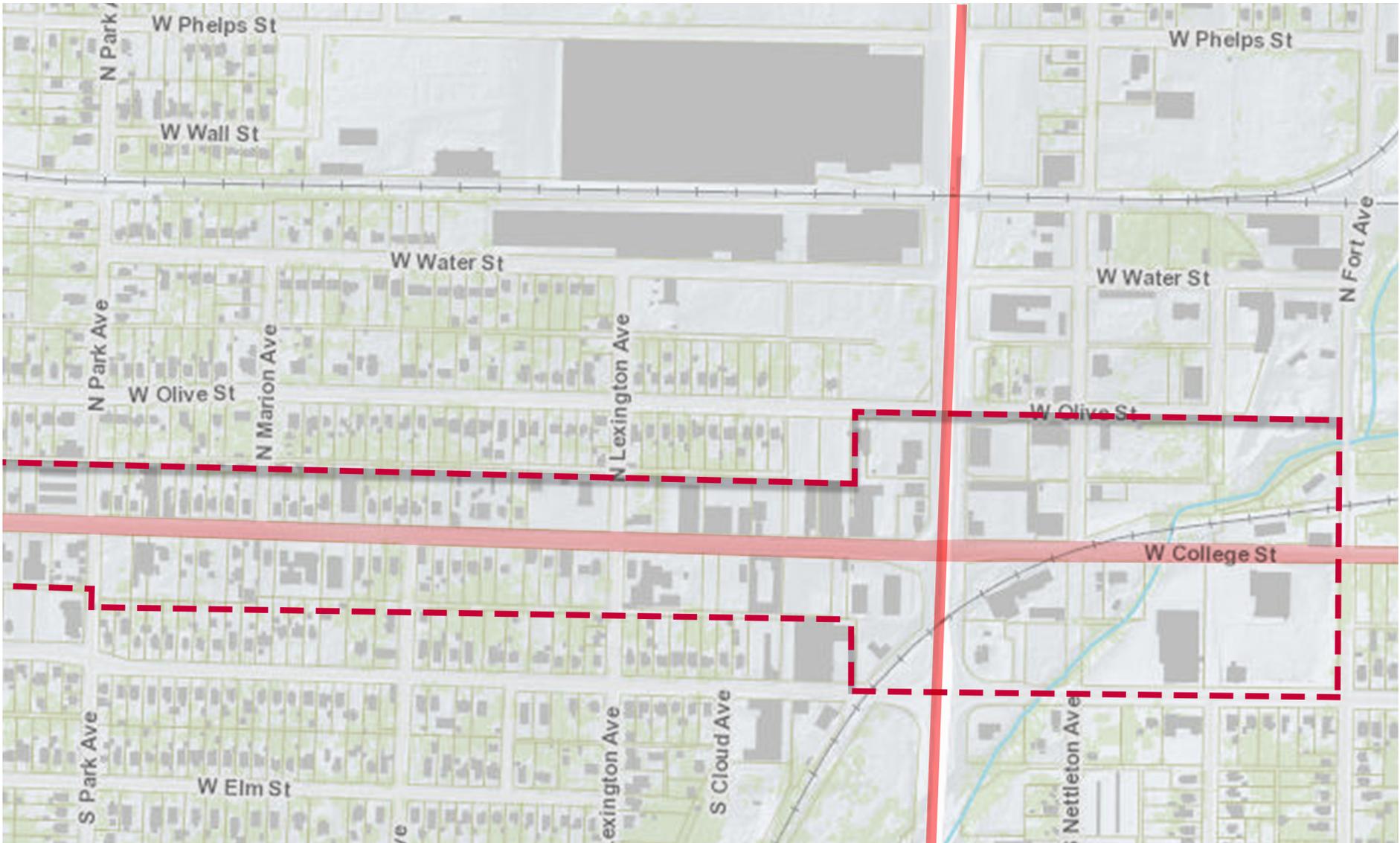


Fig. 2.54 - Site
Site given for the Phase 2 development of the College Street Westside Corridor



Site Images

Views and Vistas

The green triangles on the map represent the pleasing views on the Westside Corridor. The west end of the Corridor has favorable views with more green spaces, newly built homes, and motor courts. There is also a school and retail shops located on this side.

The challenging views of the site, noted with orange triangles on the map, are mostly located on the east end of the Corridor and both entry points of the Corridor where they meet the major roads. In these areas there is less green space and many parking lots, which create an inconsistent street edge.

The blue arrows represent the pleasing vistas, like views from the Corridor to the Jordan Valley Park. The challenging vistas, shown with red arrows on the map, are from Chestnut Expressway towards the corridor, and from the Corridor towards Chestnut Expressway. In this area there is potential for renovation because of the abundance of vacant buildings.

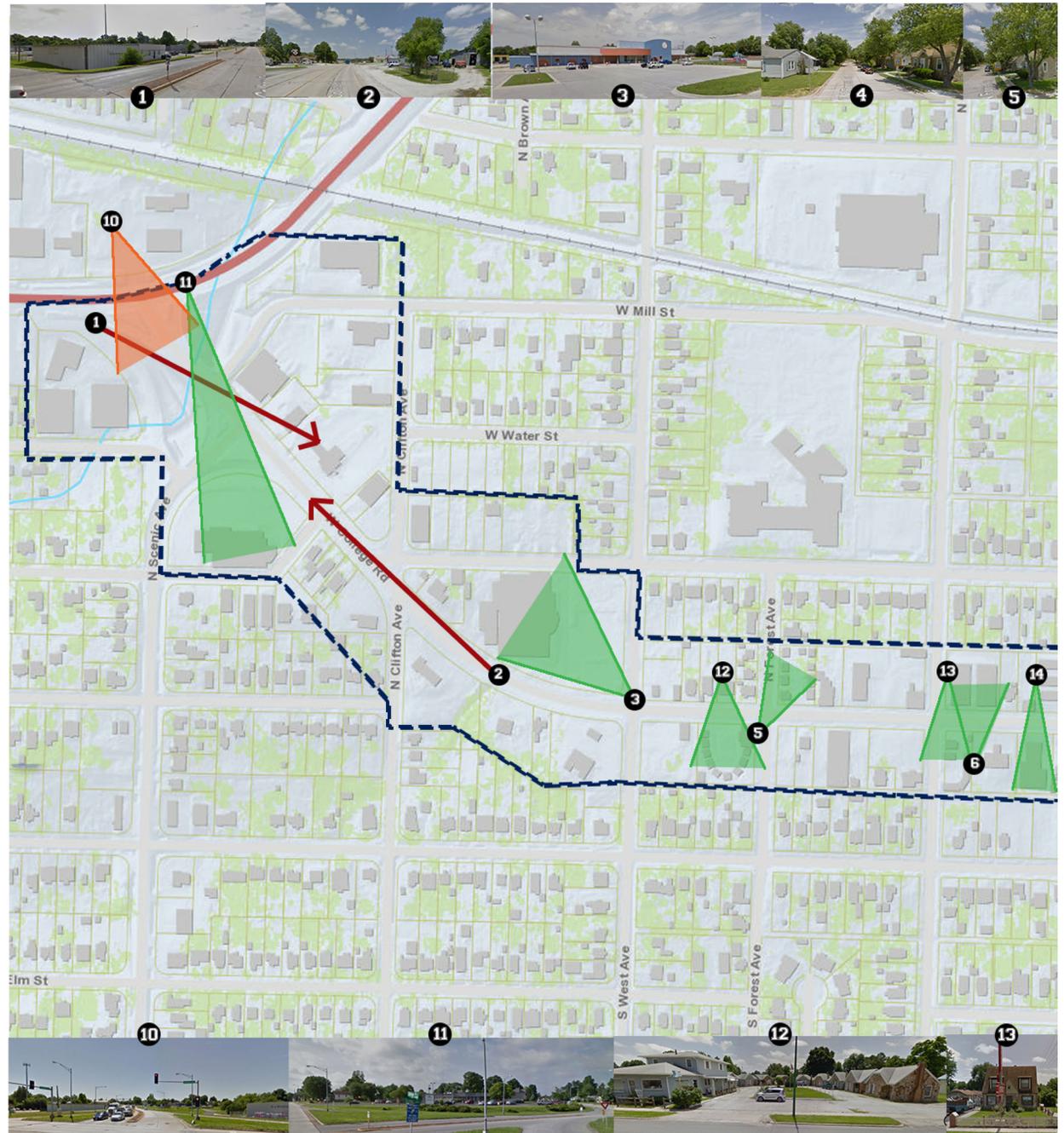


Fig. 2.55 - Views and Vistas from Site

Context Analysis



- SITE BORDER
- PLEASING VIEWS
- CONSTRUCTIVE VIEWS
- PLEASING VISTAS
- CONSTRUCTIVE VISTAS

Springfield, MO

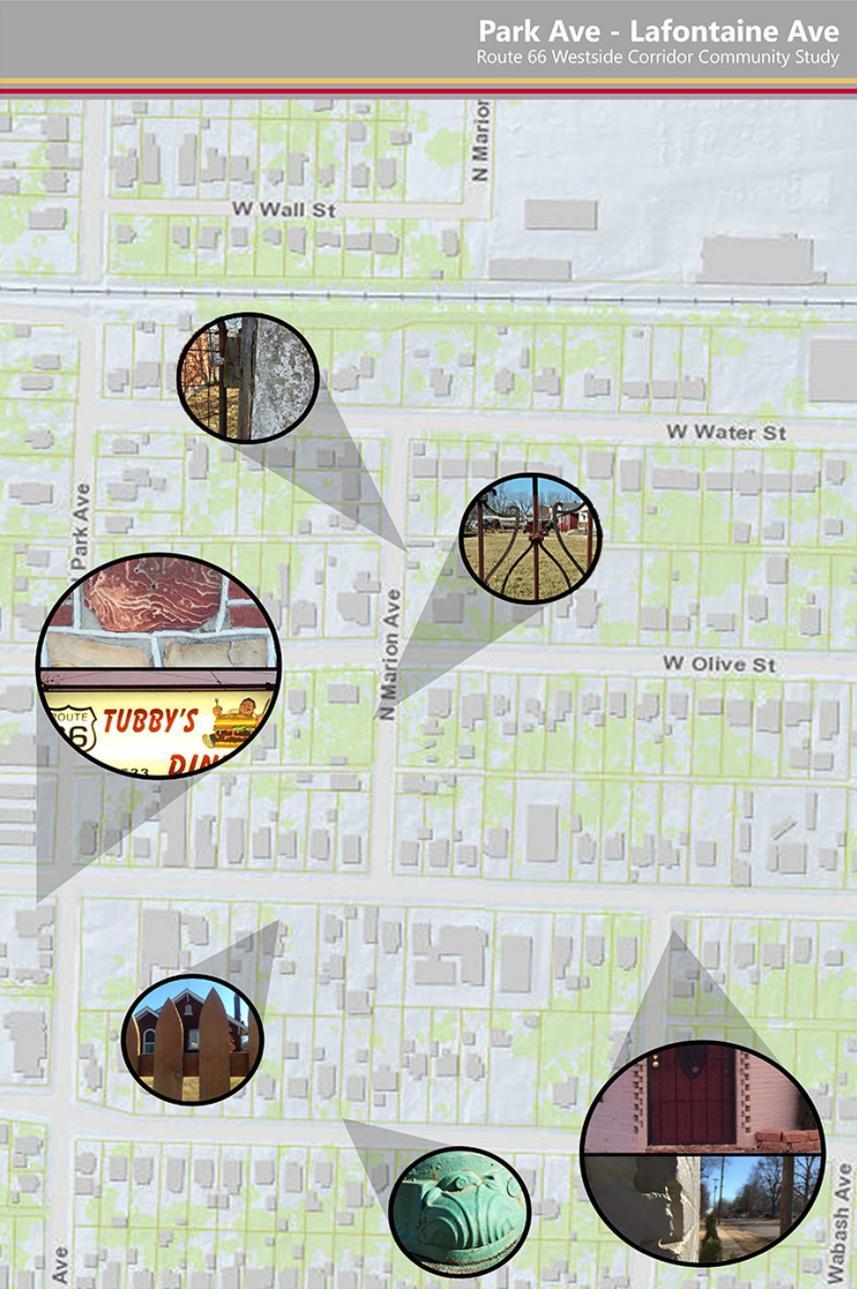


Fig. 2.58 - Detailed Photos Taken Along the Westside Corridor
Many of the images here highlight the quirks that can be found along the Corridor. These include Tubby's Diner, unique types of fencing, and an eclectic use of materials.



Fig. 2.59 - Detailed Photos Taken Along the Westside Corridor
These images reflect upon the uniqueness of College Street and Route 66 as a whole. They show the personal touches of the Route such as a hand print in the sidewalk or a mural.

Site Images



Fig. 2.60 - Photo Collage of Images Taken Along the Westside Corridor
These images show iconic imagery found along the Corridor.

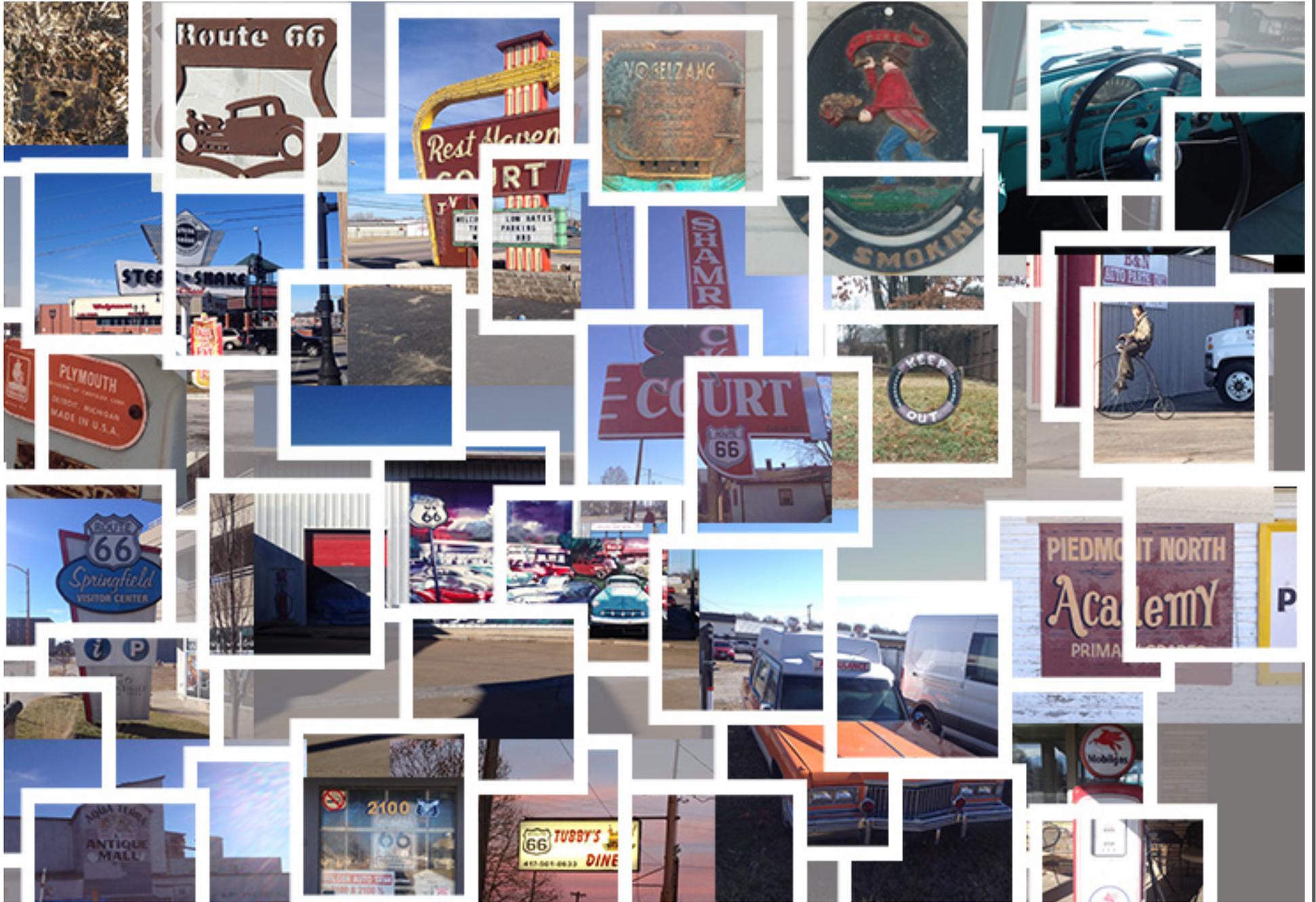




Fig. 2.61 - College Street Cafe
A business original to Route 66. It has seen many owners, but keeps its roots grounded in the Route 66 tradition.



Fig. 2.62 - Ace Auto Complete Auto Repair
Originally Diamond Automotive, this building is original to Route 66 and keeps its automotive roots with the new business.



Fig. 2.63 - Tubby's Diner
Originally Rockwood Court, it was the first gas station/cafe/motorcourt on Route 66.

Replicate what once stood in certain locations.
Bring back Red's Hamburger. Bring back the trolley.
Would love to see a park. Create a mural.
Street lights. Keep the tradition.
More scenic. **Historical signage.**
Clean up the neighborhood.
Bring back the history. New signage for businesses.
Create car museum. Clean up the street. New things look old.
Paint Route 66 on street. Increase police presence.

Fig. 2.64 - Word Cloud
Initial Ideas Brought to the Attention of CCS Members

Overview

During the first two weeks of The Corridor study, a portion of the team and conducted interviews along the corridor. Teams covered both commercial and residential areas. On the residential side, one team interviewed on the the north side of Walnut Street, while another team interviewed on the south side of Olive Street. One team interviewed commercial businesses on the south side of College Street while another interviewed the north side.

Poor area. The area is run down.
Raising crime. **Feels uncomfortable.**
No street lights. **We need more street lights.**
No funding. Feels unsafe.
High rate of crime. **No feel of community**
No pedestrian traffic. **Feels run down.**
No advertisement. Neighborhood is unsafe.

Fig. 2.65 - Word Cloud
Challenges Brought to the CCS Team's Attention

First gas station, motor court, and cafe. Bus route.
Proud of the area. Historic area.
 Happy in area. **Support from business owners.**
I am interested.
Proud of history. Mix of new and old.
Interested people. Happy in neighborhood.
 Affordable living. Area has improved in the past 10 years.

Fig. 2.66 - Word Cloud
 Positive Responses in the Area

Commercial Interviews

The interviewing process of the commercial area was very beneficial to our design process. Many business owners were very welcoming and willing to share their stories about their business or memories of Route 66. One business owner sat down and talked about his ideas for his business and the difficulties he has had with the city. He explained the difficulty he faces making his business thrive because of the limitations placed on small business loans as well as changing building codes that almost put him out of business. Another business owner was also very welcoming and expressed the difficulties he has also faced. He discussed ideas that he had for a new business to the area. Unfortunately, due to zoning issues he would have to build a dividing wall between property lines. He also brought to our attention the disconnection that business owners have with each other. He stated that many business owners are "in their own world" and need to come together better as a community.

Residential Interviews

The interviewing process of the residential areas was a little more difficult than the commercial area. Trying to find people that were home or were willing to answer the door for unfamiliar faces was difficult. When we were able to speak with residents, they brought other issues to our attention. Residents brought to our attention that safety was a large concern for the people living in the area. With a lack of both street lights and police presence, homeowners felt uncomfortable leaving their homes after dark.

Context Analysis



Fig. 2.67 - B&N Auto Parts Inc.
 Originally a hardware store during Route 66. The original structure has been remodeled into an auto repair shop.



Fig. 2.68 - College Street Barber Shop
 Being passed down for three generations, this business has existed since Route 66 and continues to be a staple to the area.



Fig. 2.69 - Sky Ranch Drive-In
 Originally on the corner of Kansas Street and College Street the drive in has become Hot Wheelz Auto Sales.

Data Analysis



Fig. 2.70 - Housing
The Predominant Program for the Westside Corridor is housing, while many have historical roots, some are contemporary developments.



Fig. 2.71 - Business
There are several pockets of Commercial zones throughout the corridor. Many of the businesses have been established since Route 66's heyday.



Fig. 2.72 - Civic
Facilities such as churches and the child development center contribute to the west side corridor.

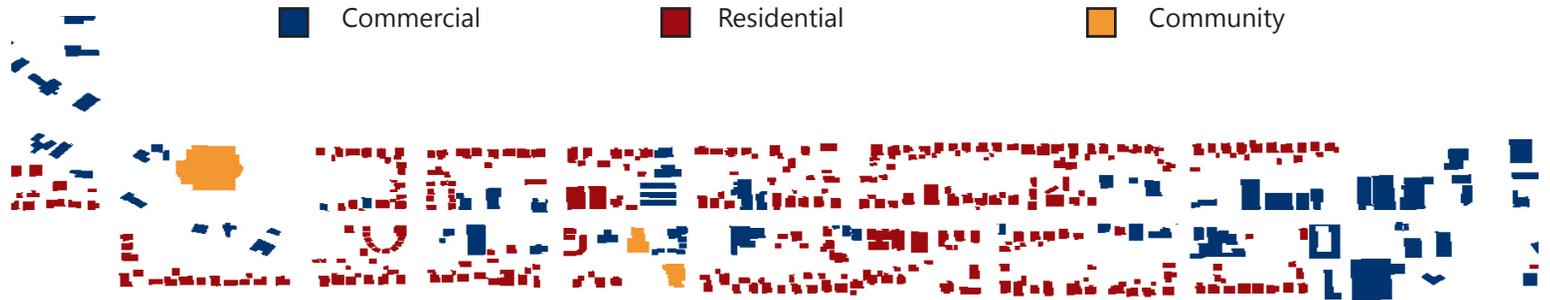


Fig. 2.73 - Program Figure Ground

Program Diversity

The Westside Corridor is home to a diverse spread of commercial, residential, and community buildings. There are sections within the site that focus on specific programs, such as stretches of residential neighborhood, or pockets of commercial areas. Even though there are sections of site that have one dominating program, pockets of other building types appear in those areas. Along the business areas, there are residential pockets between, or motor courts that serve both commercial and residential purposes. The wide spread of program already on the site allows for the exploration of many different building and infrastructure proposals that can work with and improve on what already exists as well as creating new proposals to develop what the area lacks.

Zoning

The majority of the site is zoned highway commercial. According to Springfield zoning laws highway commercial (HC) districts are designed to provide for establishments offering accommodations or services to motorists, and to provide for non-pedestrian-oriented retail, wholesale, service and repair activities which do not contribute to the creation of unattractive, congested and unsafe highway conditions.



Fig. 2.74 - Zoning Map

Physical Site

The Westside Corridor lies to the west of Springfield's vibrant downtown district. The topography slopes in many areas, creating some floodplain zones requiring flood basins and other water retention utilities to be utilized on the site. These floodplains become a design concern for some of the areas where the water is collected. The existing power lines are another concern throughout the site, most of them are present in the front of properties, obstructing trees and sidewalk buffer areas. Though many necessary utilities are already installed, many parts of the site see a lack in street lighting and proper water collection methods that do not dominate the landscape.

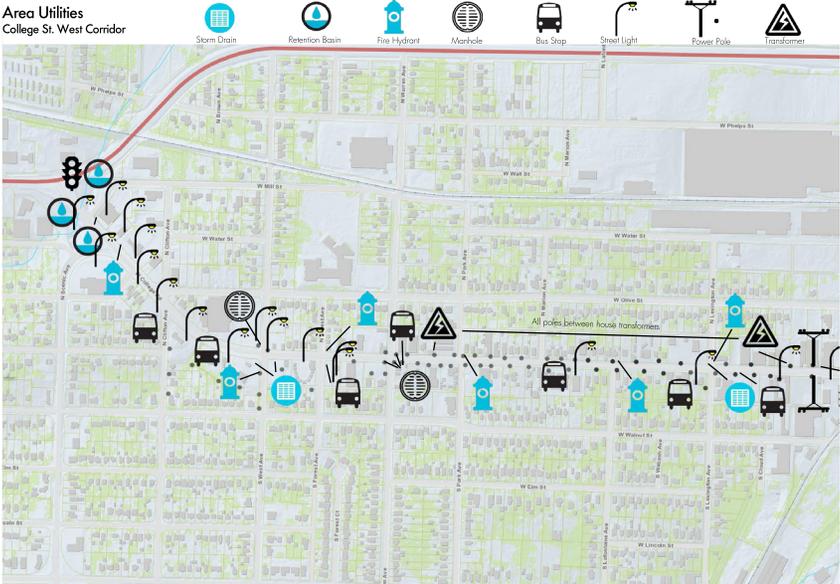


Fig. 2.75 - Utilities and Topography

Property Values

There is a variety of property values in the area. Ranging from high values where chain businesses sit, to low values on vacant lots, many of the property values can be studied to understand what proposals would benefit the area as well as ways to raise property values for sections of the site such as the residential neighborhoods. The study of the property values also helps create an understanding of the feasibility of placing new proposals, and the costs that would be attached to them.



Fig. 2.76 - Property Values



Fig. 2.77 - Current Conditions Power-lines lie in the buffer spaces in much of the residential districts, obstructing the area's trees.



Fig. 2.78 - Current Conditions Of the few bus stops that are offered, none are covered or provide any protection from the elements. There are also no places for trash disposal near the bus stops.



Fig. 2.79 - Current Conditions Large plots of land are reserved on the Westside of the site for water retention.



Fig. 2.80 - Asset: Local Diner
Tubby's Diner is an example of a destination unique to Westside Corridor that can attract visitors.



Fig. 2.81 - Asset: Local Businesses
Other local businesses such as a local barber shop provide services to the community and its visitors.



Fig. 2.82 - Asset: Child and Family Care
Community spaces such as the Child Development Center offer places for family growth and youth education.



Fig. 2.83 - Assets and Challenges Map

Assets

The Westside Corridor is home to many assets that are historically related to both Route 66 and Springfield. There is a diverse spread of local businesses and diners that are unique to the area, as well as a few chain businesses that service the corridor. There are also non commercial community assets such as the Child Development Center that provides support for families in the community. Most of the resources in the area are community centered and focused on providing services to the resident, however some of the businesses draw in visitors and customers from Springfield and surrounding areas. Historic businesses such as the College Street Body shop advertise throughout the city, creating a business staple for the neighborhood. The intention of the visioning study is to strengthen and grow existing assets while drawing in complimentary businesses to better serve the needs of the college street community. By developing existing assets, the goal is to strengthen community pride, and create a chain reaction of growth for both the communities residents and the area's businesses.

- | | | | |
|--|----------------------|--|--------------------------|
| | Family Care | | Lack of Grocery |
| | Intersection | | Interface with Chesnut |
| | Gas Station | | Dead Areas |
| | Old Service Station | | Lack of Retail |
| | Well Kept Housing | | Traffic |
| | Historic Motor Court | | Renovation |
| | Chain Restaurant | | Oversized Parking |
| | Churches | | Lack of Fire station |
| | Downtown Connection | | Lack of Police Station |
| | Unique Business | | Lack of Street Lighting |
| | Historic Business | | Lack of Streetscaping |
| | Local Business | | Lack of Public Gathering |
| | Community | | Walkability |
| | Future Greenway | | Lack of Bus Stops |
| | Public Transit | | Relation to Schools |
| | Local Diner | | |

Challenges

Many of the challenges that were noted in the Westside Corridor are due to the lack of adequate infrastructure in the area. In many places, there is a little to no street lighting, making the road unsafe for travel during the evening. There is also a disconnect in many of the sections of pedestrian walkways, creating a lack of walkability. There is also a lack of public infrastructure pieces such as bus stops and public transit as well as lack of facilities for public trash disposal on the streets. Other challenges that were noted during the study were a prevalence of empty lots and abandoned properties, mostly on the west side of the corridor. These challenges were viewed as opportunities to explore design solutions to the problems faced.



Fig. 2.84 - Crime Map



Fig. 2.87 - Challenge: Lack of Street Presence and Exclusiveness
Many of the properties in the Westside Corridor lack street presence, or completely ignore it and face away from the sidewalk.



Fig. 2.88 - Challenge: Sidewalk Discontinuity
Sidewalks are not continuous throughout the Corridor, limiting walkability throughout the area.



Fig. 2.85 - Vacant Properties



Fig. 2.86 - Empty Lots



Fig. 2.89 - Challenge: Lack of Streetlighting
Many sections do not have adequate street lighting, contributing to the lack of safety in the area.

COMMUNITY MEETINGS

Meeting 1



Fig. 3.1
Community members discussing presentation boards with students.

Overview

For the first community meeting, all the CCS team members were formally presented to the community. The purpose of the presentation is to introduce the Westside Corridor project, share the ideas the CCS team had come up for revitalization of the corridor, and to gather some ideas on what and where the community wants improvements. The community provided critical feedback for the revitalization of the Westside Corridor so the team could work on developing proposals. The CCS team created and presented a PowerPoint introducing the project to the community as well as precedent studies that supported the proposed mission statement.

Presentation

After all the CCS team members' compiled data about Route 66 and the Westside Corridor, a presentation was prepared so the community could have a better understanding of the project. The CCS team walked along Westside Corridor taking pictures analyzing the site in a closer way. During this research, the class experienced the site in a different way and came to the conclusion that the area has potential to be a landmark in Springfield. The class was given the City's original problem statement, but after weeks of work the problem statement was modified to better fit the needs of the Westside Corridor as the CCS team had come to know it. The new and more developed problem statement express the needs, "to develop conceptual strategies for the second phase of the Route 66 Corridor to renew the heritage, community, and economics of the Route 66 Corridor on College Street between Kansas Expressway and Chestnut Expressway." After defining the problem, the CCS team then established a mission statement in response to the problem. By using the mission statement the team could always make sure their designs were being developed in line with the values and expectations of the College Street community. Along with the presentation, 7 precedent studies and several site maps of the Westside Corridor that had been developed were displayed. Discussion about these to identify major boards allowed the CCS team to work with the community challenges and assets that needed to be addressed, as well as possible strategies for beginning to vision the future of the Westside Corridor.



Fig. 3.2
Jonas Gassmann speaks with a community member about his design proposal.



Fig. 3.3
Alex Reeves, J. R. McClelland, and Ms. Jereny Jackson discussing the College Street Corridor in preparation for the meeting



Fig. 3.4
Abigail Weller assists community members with filling out the Word Poem exercise during meeting one.



Fig. 3.5
Ennis Randle and Alex Viehman present their work to a community member.



Fig. 3.6
Brandon Roellig presents the introductory PowerPoint to the community.



Fig. 3.7
Community members and students listening to the presentation.

Response from the Community

The community response was mostly positive towards the CCS team's work. They enjoyed the idea that many of the precedent studies emphasized, the preservation and restoration of existing Route 66 elements, and confirmed that the history of the area was a major value in the community. Other popular concepts were creating gateways at entrances and establishing more public space throughout the Westside Corridor. The community also provided constructive criticism about some of the precedents. Mixed-use housing was met with enthusiasm because it would provide housing as well as a focus on economic development, but concerns were raised about the balance between existing and new development.

What we Gained

During the first community meeting we acknowledged the needs of the community, the problems that needed to be addressed, and how the community needed to envision the corridor as they would like to see it in 15 years. The meeting was a very positive experience for the CCS team. The team gained valuable information about Route 66 and was able to have close interactions with the people from the community. This provided the team with a much better understand of the community's desires for the College Street Corridor and helped the team to become more sensitive to the values, wants, needs, and priorities in the community.



Fig. 3.8
Brandon Roellig, Alex Viehman, and Andres Pena wait to talk with community members about the site map.



Fig. 3.9
Community member participates by writing down her opinion of the presentation



Fig. 3.10
Community members gathered for the introduction and presentation.

Meeting 2



Fig. 3.11
CCS team member Rafaela Noboa and Blake Mooney welcome the community members to the meeting

Overview

The second community meeting was held on March 10th at the Boys and Girls Club of Springfield. The purpose of this meeting was to present the conceptual ideas developed within each of the newly divided sections of the corridor. The CCS team presented a slideshow to orient the community members to the proposal along the Westside Corridor. The meeting concluded with a digital survey to gain a better perspective of the demographics of the Westside corridor and their feelings towards some of the proposals.

Presentation

Each of the 6 groups presented their concepts based on the current condition, as well as potential uses of the site. Group 1 presented their ideas for a Gateway to the corridor from the east as well as potential uses for current buildings, such as the mill at the corner of College Street and Kansas Expressway. Group 2 presented their ideas for an east side suburban Commercial District which would expand upon the current commerce and retail between Kansas Expressway and Lexington Avenue. Group 3 focused on revamping the housing within the Residential District between Lexington and Park Avenue as well as potential ideas to implement community gardens and green spaces. Group 4 presented the creation of a Westside Suburban Commercial District along the corridor, which would include a combination of both retail and housing developments between Park and Forest Avenue as well as a large round-about at the intersection of College Street and Warren Avenue. Group 5 dedicated their section to developing more community-focused spaces including a Community Center, green spaces, and other community-use facilities. Group 6 presented their ideas for the Westside Gateway at the intersection of College Street and Chestnut Expressway, which included a drive-in theater, museum, and walking trails.



Fig. 3.12
Community members listen to the meeting introduction



Fig. 3.13
CCS team member stand behind the community members and prepare for the presentations to begin.



Fig. 3.14
Victoria Ziegler starts off the meeting with an introductory presentation



Fig. 3.15
Community members and CCS team members gather for the introductory presentation



Fig. 3.16
Brandon Roellig gains a new perspective on the corridor from a community member



Fig. 3.17
Daven Kim describes a part of his plan for the corridor

Response from the Community

The CCS team was given useful feedback from the meeting, including concepts the community agreed with as well as concepts they wanted to see changed or improved. There was a positive reaction to the proposed ideas in Group 1 about creating a pavement inlay indicating Route 66 and entrance to the Westside corridor. There were also comments about the need for pedestrian crossings throughout the corridor, but specifically around heavy traffic intersections near Kansas Expressway and Chestnut Expressway. There were mixed reactions to the large round-about proposed at the intersection of Warren Avenue and College Street. Some community members thought the round-about would help slow down traffic as well as provide a sense of destination along the corridor. Other community members were worried about the accessibility for snowplows and other large vehicles. There were general concerns that the amount of density proposed in the commercial areas of the corridor might create too much of a "downtown" for what is appropriate for that area.

What was Gained

This meeting was very beneficial in providing the initial critiques of proposed ideas. The CCS team gained a better perspective on the needs and concerns of the community throughout the corridor. This gave the CCS team directions for our next steps in the design process.



Fig. 3.18
Jonas Gassmann, Rafaela Noboa, and Blake Mooney present their proposal for a section of the corridor



Fig. 3.19
Students Jonathan Miller and Addison Jones receive feedback from Tommy Pike, a Route 66 specialist



Fig. 3.20
Alex Reeves explains a design concept to a community member

Meeting 3



Fig. 3.21
Brandon Roellig, WNBA President, Joe Roberts, and Alex Viehman at the Westside Neighborhood Betterment Association meeting.

Overview

The purpose of this meeting was to present the community with updated proposals. Community input was critical at this stage since it is the final community meeting before the recommendations in the vision document are presented. Red and green dots were given to community members to rate proposals as successful and unsuccessful. Post-it-notes were also utilized by community members to write down their observations and comments. After the community members review the boards, the CCS team presented a survey to collect data. Information and feedback collected at the meeting was used to develop the final proposal for the Westside Route 66 Corridor Study.

Improvements

Many improvements were made to the proposals from meeting two to meeting three. The streetscape proposal was heavily modified to create complete consistency along the Westside Corridor. Graphic information was enhanced to better communicate our conceptual designs.



Fig. 3.22
The community is placing red dots for unsuccessful ideas and green dots for successful ideas.

Break Down

The Gateway East team received positive feedback from the community on the brick inlay design at the intersection of Kansas Expressway and College Street. However, they expressed a preference for vertical elements that highlight the Westside Corridor rather than wall signs. The live-work community and mill developments were well received, but the community and the team agreed that both designed need further development.

The Commercial East team presented their proposals for the car museum as well as the retail and public interaction areas. The community appreciated the idea of restoring the historic buildings and improving the community's economics.

The Residential team presented ideas on pocket neighborhoods, streetscape, and mixed-use housing. The community seemed to enjoy the addition of the pocket park, however, they expressed a desire to have a diverse tree-scape. The team and the community agreed that further development of a community garden and the auxiliary dwelling units was necessary.



Fig. 3.23
Discussing a proposal to a city official about the Gateway East proposal.



Fig. 3.24
The boards presented at the WNBA meeting, where the community asked questions and applied green and red dots to the boards.



Fig. 3.25
Andres Pena, Quoc Huyhn, and Dong Kim discussing their proposal with Jereny Jackson, Great River, Engineering.

Community Meetings



Fig. 3.26
Alex (right) discussing a new proposal for the Mill site.

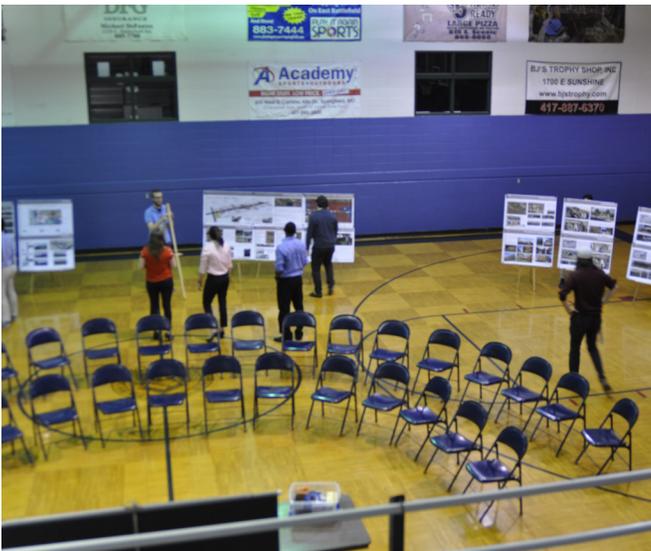


Fig. 3.27
The CCS Team Members set up boards before meeting 3 presentation.

Commercial West presented updated designs to their area. These included an improved streetscape and the addition of more public gathering spaces to promote walkability along the corridor. More commercial spaces were proposed to better fit the community needs while also creating more density in the area. There was a positive response to the proposals, although, members asked the team to reconsider the round-about proposals, as there were concerns of accessibility for service trucks and large vehicles.

Community Core worked to address the community's needs by listening to their concerns and wishes. Many community members were appreciative that they took into consideration what the community was asking for. Commercial Core was better able to improve suggestions for the corridor and were given feedback about what was developed and additional information to further improve ideas.

The Gateway West team received useful feedback from the community regarding their proposal. There was continued support for the design-build projects and a tire drive had started, helping to begin realizing that vision. Minor changes to the layout of the drive-in theater were proposed. The team and the community agreed that the car museum is better suited in the Commercial East area. The scale of the street is increased to prepare for community growth, providing opportunities for the extension of business.

Response from the Community

The use of red and green dots was extremely useful as providing feedback was as easy as placing a sticker on to a board. Many of the proposals were well received, but in some areas, community members and team members discussed alternative solutions than what was proposed.

What Was Gained

The CCS team gained insightful feedback on proposals that will continue to help shift and develop conceptual ideas for the visioning book. An even better understanding of the community's wants and needs will help complete the final proposal. CCS team members learned they needed to better communicate their ideas and proposals clearly both verbally and visually.



Fig. 3.28
WNBA meeting, Local fire department speaking



Fig. 3.29
Alex, feeling positive about the progress being made with his design

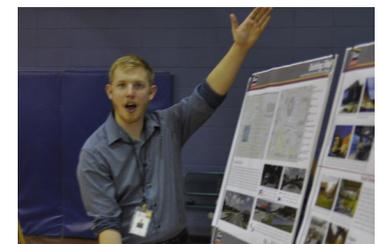
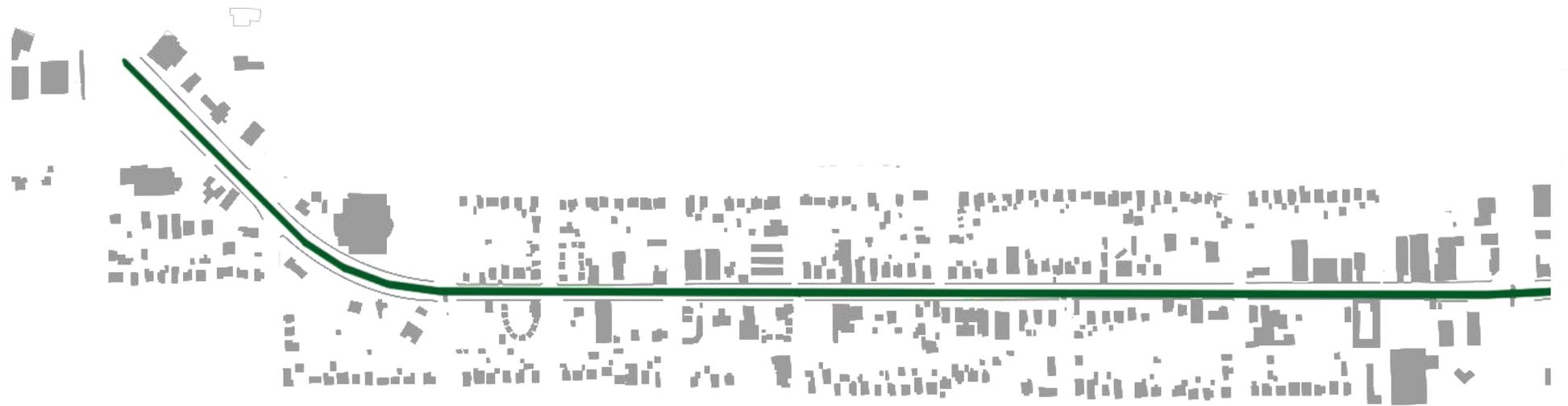
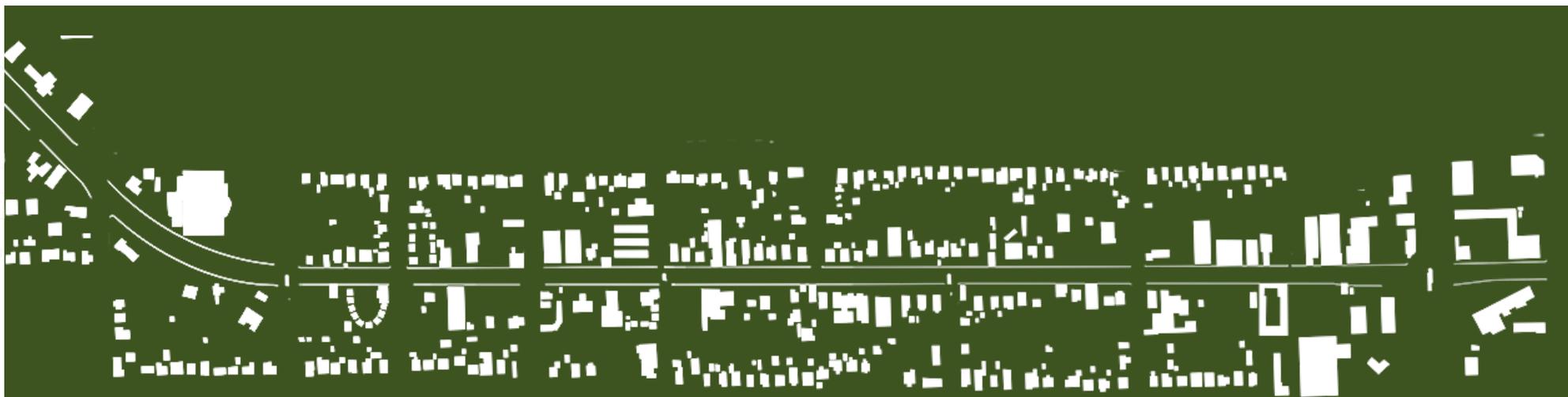


Fig. 3.30
JR showing off his boards





STREETSCAPE

Introduction

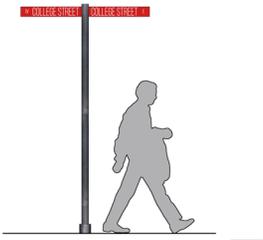


Fig. 4.1 - Street Sign
Unique sign for the Westside Corridor

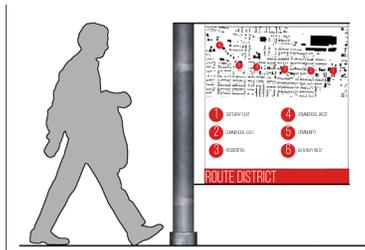


Fig. 4.2 - Street Map
Signage detailing the destinations along the Corridor

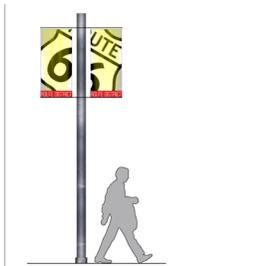


Fig. 4.3 - Route 66 sign



Fig. 4.4 - Westside Corridor

Proposal

The first task in the renewal of the Westside neighborhood and College Street/Route 66 Corridor is to address the existing streetscape deficiencies, such as: poor pedestrian and vehicular street lighting, narrow and broken sidewalks, lack of traffic calming and control features, storm water mitigation, poorly maintained and developed vegetated traffic buffers, poorly maintained and developed landscaping of homes and businesses, and limited wayfinding and heritage signage. Many residence of the neighborhood expressed their concerns for the safety of their families due to the condition of the streetscape. They stated that the limited lighting and lack of traffic calming features made the College Street Corridor unsafe and lessened its use. The visioning team researched these streetscape considerations to determine appropriate recommendations, which are presented on the following pages.

- **STREET MODIFICATIONS:** Currently, College Street's paved width is 60 feet. It is the vision teams' belief that this wide corridor is one of the contributing factors regarding the speed of traffic in the area. We recommend that the paved width be modified as follows: traffic lanes should be reduced to 11 feet, sidewalks enlarged to 5 feet minimum (6 feet preferred), vegetated sidewalk buffer enlarged to 4 feet, and marked on street parking provided at 8 feet. Further, we recommend that raised intersections be installed in the Residential and Commercial West zones as a means of slowing traffic.
- **LIGHTING:** Currently, there are approximately 15 vehicular street lights installed along the mile and a quarter Corridor. This has contributed to a high crime rate along the street and a limited pedestrian presence on the sidewalks after dark. The visioning team recommends that additional lighting be installed along the Corridor and that both vehicular and pedestrian scaled lighting be provided. The team believes that with improved pedestrian lighting community members will be more comfortable and, therefore, inclined to utilize the corridor in the evening.
- **LANDSCAPING:** Both the lack of landscaping and the maintenance of what landscaping exists is a concern along the Corridor. The visual appearance of the Corridor affects the perception that visitors have of the neighborhood and influences the identity associated with the community. The vision team believes that the development of a tree lined Corridor would create a strong

Streetscape



Fig. 4.5 - Exploded Street Plan



Fig. 4.6 Street Plan

Corridor identity, add beauty, create a pleasurable place to stroll, and attract visitors to the area. The team suggests that the city and community consider planting Red Maples, Golden-Rain, and Dogwoods throughout the Corridor to bring color and vibrancy to the neighborhood throughout the year. These trees would be planted in the vegetated bump-outs. These bump-outs would provide the trees with the 10 foot area required for their root systems and help to bring order and modulation to the street parking.

- **GREEN BUFFER:** The vegetated buffer between the sidewalk and the street is currently an unkempt strip of grass that provides limited visual appeal to the street. The visioning team suggests that the vegetation within this buffered area be switched to native vegetation, Xeriscaping, which requires minimal maintenance. These native plants/wildflowers would add color and link to the heritage of the Great Plains. The vision team has also considered the moving the location of the vegetated buffer long the Corridor from between the sidewalk and street to between the sidewalk and the housing or businesses in an attempt to have the landowners take more ownership over the vegetation next to their property.
- **TELEPHONE AND POWER LINES:** The above ground telephone and power lines that exist along the Corridor visually distract from the street and could impair the full benefit of the proposed modifications to the streetscape. The visioning team suggests that the telephone and power lines should be placed below ground at the time that these streetscape modifications are implemented. This will eliminate the conflict between the lines and tree limbs, ice storms, and remove the distracting clutter from Corridor.
- **SIGNAGE:** The signage along the Corridor should be coordinated, but not strictly controlled. Sign standards would help to promote continuity in the business, wayfinding, and historic markers. Route 66 signage, maps, kiosks, and informational plaques should be added to the Corridor to celebrate the remaining remnants and impact of the "Mother Road" on this part of Springfield. These markers and interpretive signs should be designed to relate to the speed of vehicular, cyclist, and pedestrian passerby. Consideration should be given to developing self-guided history trails that encourage visitors to linger and explore the area.



Fig. 4.7 - Streetlight Section
This section outlines the lighting quality of the street



Fig. 4.8 - Greenstreets
Portland, Oregon



Fig. 4.9 - Greenstreets
Portland, Oregon

Introduction



Fig. 4.10 - Greenstreets Movement Portland, Oregon



Fig. 4.11 - Greenstreets Movement Portland, Oregon

Sustainability

Sustainability is very important to the streetscape proposal and is achieved through a series of factors. The first being the addition of pervious concrete pavement that is able to absorb a percentage of water runoff. This pervious pavement can also be used as a model for parking surfaces along the entire Corridor. Pervious pavers are also used strategically along the Corridor at points of overflow parking and are able to encourage another degree of storm water filtration in the neighborhood. The bump-outs and buffers are also sustainable. These two elements aid in the filtration of water through the soil and reduce the chances for flooding further down the Corridor. The bump-outs and green buffer also provide the residents of the houses that lay adjacent to the buffer spaces an opportunity to develop gardens. The bump-outs, in addition to being a multipurpose element, are also outfitted with a perforated pipe that runs along the curb and feeds into the bump-outs, these pipes channels water and deposit them in the soil whenever there is excessive rain. These buffers are also treated as rain gardens at points along the Corridor and, as a result, greatly add to the improvement of the quality of the soil along the Corridor and also assist in collecting water runoff. The logic of the rain garden is fairly simple and inexpensive and given that there is no storm water collection along the Corridor this will be of great help in minimizing flooding.

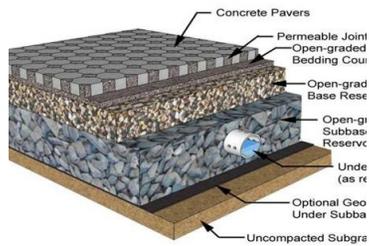


Fig. 4.12 - Pervious Pavement Section outlining the layers of pervious pavement



Fig. 4.13 - Section of Proposed Bump-Out Filtration System

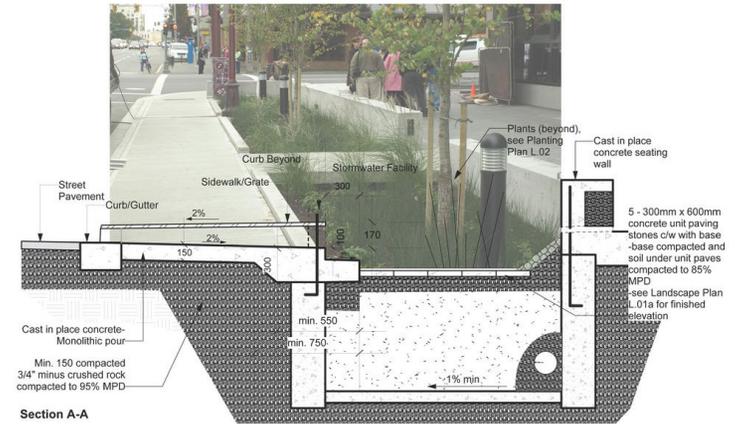


Fig. 4.14 - Section of a Rain Garden System

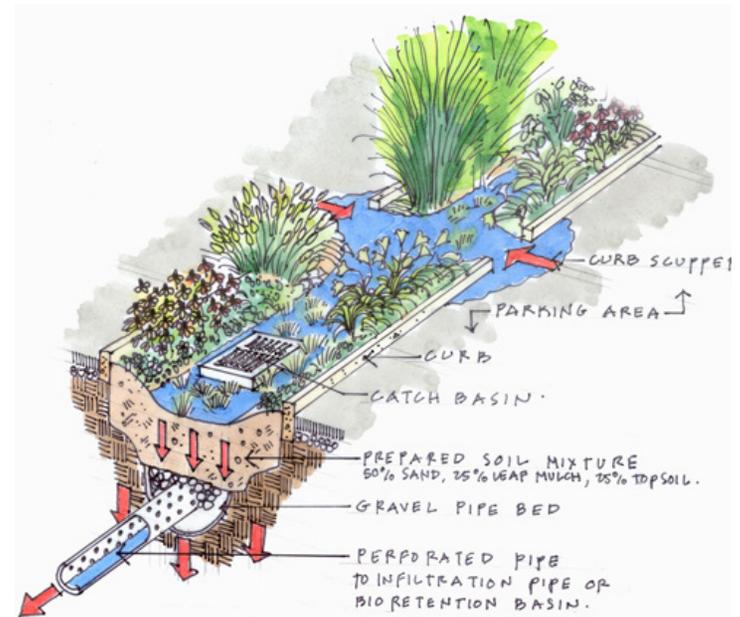


Fig. 4.15 - Section of a Non-Concrete Rain garden

Conclusion

The streetscape encompasses a large number of other components, like bus stops and signage. These, however trivial, still need attention and must be incorporated with the same materiality and contextual awareness as the rest of the Corridor proposal. The materiality of the proposal is centered on a strong desire to bring sustainability to the streetscape. With the addition of bioswales along the street and the use of perforated pipes to allow for maximum filtration of water, the proposed streetscape could become the foundation for green development within the community. The streetscape is a component of the community that is constantly changing. The major elements of the streetscape that need to endure these changes are the trees and vegetation in the buffer zones. The responsibility to maintain this delicate balance lays upon the designers, property owners, and city. Thus, when these three community groups join forces and collaborate the result will be a dynamic street that adds life and vitality to the community.



Fig. 4.16 - Perspective of Bump-Out, Sidewalk and Buffer

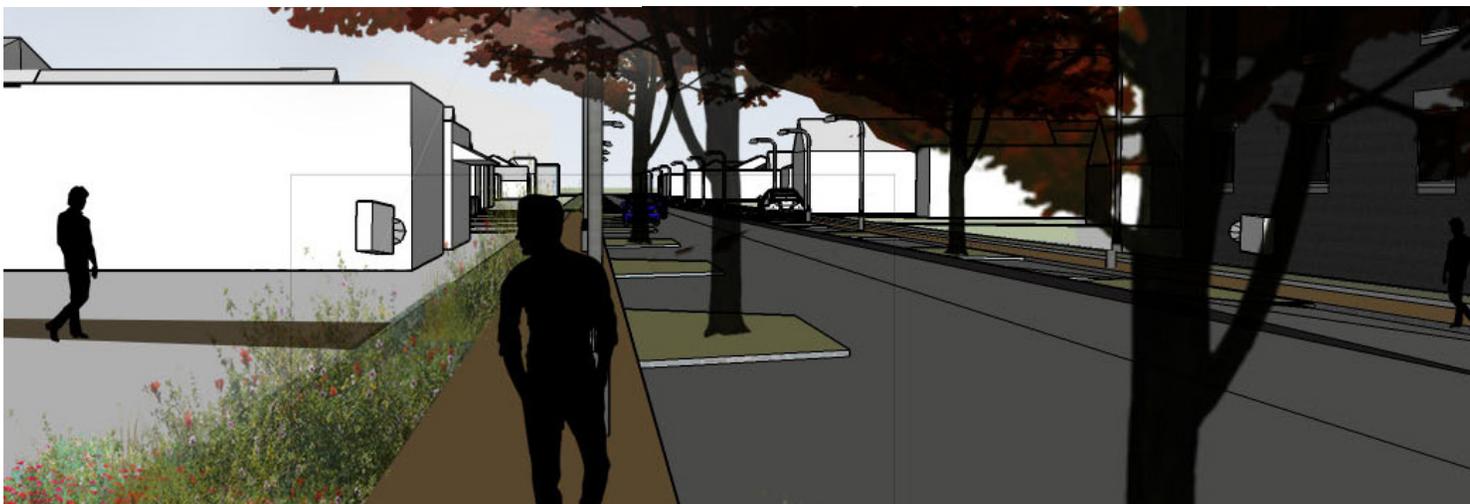


Fig. 4.17 - Street Perspective



Fig. 4.18 - Street Perspective Sketch outlining street vision



Fig. 4.19 - House and Street Sketch Sketch outlining street relationship with housing



Fig. 4.20 - Rain Garden Portland, Oregon

Initial Conceptualization



Fig. - 4.21 - Gateway West



Fig. - 4.22 - Community Core



Fig. - 4.23 - Commercial West



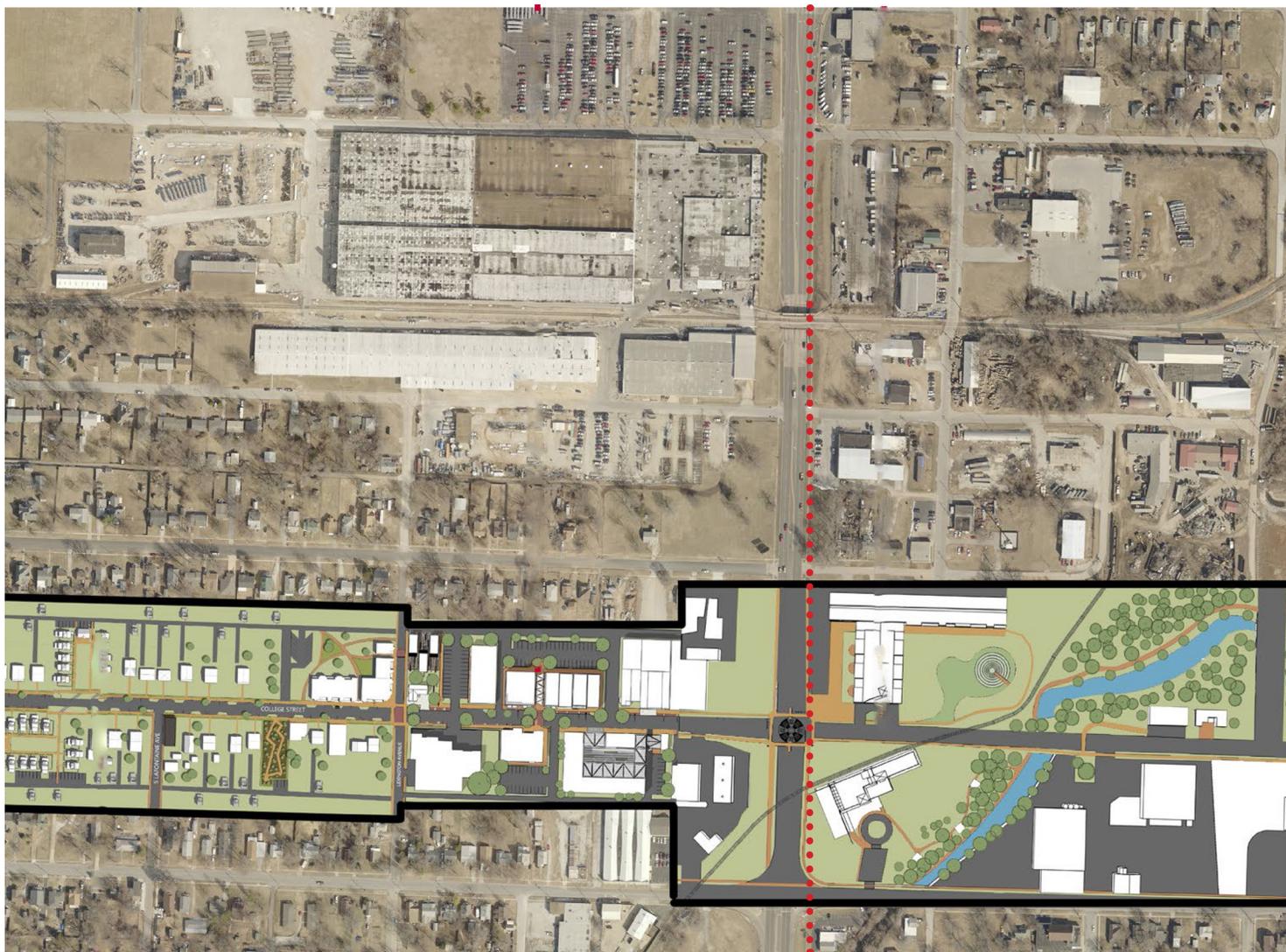
Gateway West

Community Core

Commercial West

Fig. 4.24 - Westside Corridor Master Plan
Plan shows all six areas combined with streetscape

Streetscape



Residential

Commercial East

Gateway East



Fig. 4.25 - Residential



Fig. 4.26 - Commercial East



Fig. 4.27 - Gateway East

Vegetation



Fig. 4.28 - St. Augustine Grass



Fig. 4.29 - Kentucky Blue Grass



Fig. 4.30 - Bermuda Grass

Concept

For the overall corridor streetscape, the CCS visioning team has focused on natural vegetation that easily grows in Springfield and Midwest. The method that have been used is xeriscaping. Xeriscaping is a landscaping or gardening approach that reduces or eliminates the need for supplemental nourishment and irrigation.



Fig. 4.31 - Xeriscaping Precedent Study

Grass

To create consistency of the Corridor, the group has proposed several different options for street vegetation:

St. Augustine Grass: It is warm season grass with light to medium green color that is a fast growing and well adapted to tropical and hot climates. It usually is recommended for residential, commercial, and industrial landscapes. The grass thrives well in heat and has an excellent drought tolerance and a wide range of shade adaptation. It moderates with rapid, resilient and stoloniferous growth habit.

Kentucky Blue Grass: It is cool season grass with dark green color and has a dense appearance. Drought tolerance for this grass is medium and shade adaptation is fair to poor. It will tolerate very cold winter and recover quickly from occasional abuse and will withstand moderate foot traffic usage.

Bermuda Grass: It is warm season grass with dark green, dense and lowing growing type of grass. It is recommended for residential and commercial landscape. The grass has an excellent heat tolerance, superior drought tolerance, but poor shade adaptation. It recovers better than most grasses when injured, and can tolerate heavy traffic.

On the sidewalk buffers, plants with small flowers, such as Leadwart, Creeping Buttercup, or White Dutch Clover can be planted with grass as well.



Fig. 4.32 - Leadwort



Fig. 4.33 - Creeping Buttercup



Fig. 4.34 - White Dutch Clover

Trees

As the community requested a variation of plants and trees along the Corridor, we suggest several options of trees that can easily be grown.

Red Maple Tree: The tree grows up to 60'-80' in height and 1'-2' in diameter. Red maple is a part of soft maples. The bright red flowers make this tree conspicuous in spring, and leaves become scarlet to orange in color in autumn. The tree grows in moist soils in swamps, bottom lands, and uplands. The wood is very soft and not too strong.

Flowering Dogwood: It grows up to 15'-40' in height and 6"-18" in diameter. It has a single, showy flower. The flower is surrounded by 4, petal like "bracts" and has three different colors: pink, rose, and white. It is a feature in forests, fields, and hillsides in springtime. The tree grows well in almost any fertile with well-drained soil. The wood is extremely hard, strong and tough.

Eucalyptus Tree (Eucalyptus Polyanthemos): It grows up to 20'-30' in height with a thin trunk. It is a drought tolerant tree, has very few pests and white flowers. The leaves give fragrant scent all year long.



Fig. 4.37 - Red Maple Tree



Fig. 4.38 - Flowering Dogwood-White



Fig. 4.39 - Eucalyptus Tree (Eucalyptus Polyanthemos)



Fig. 4.35 - Tree Placement in Green Buffer



Fig. 4.36 - Streetscape Example

Signage & Street Lighting



Fig. 4.40 - Highway Signage

Concept

The Westside Corridor has the potential to assist in the economic development for the city. There are some challenges that need to be addressed so that this development can happen. One of the most important is safety. One of the ways to face the problem is by improving the street lights along the corridor. The light post should provide both light to the street and to the pedestrian sidewalk. The lighting quality should create an environment that people feel comfortable during the evening hours. Proper lighting is the easiest way to create a more secure and socially vibrant community.



Fig. 4.44 - Arrangement of Light Poles



Fig. 4.41 - Pedestrian Signage



Fig. 4.42 - Pedestrian Signage



Fig. 4.43 - Lighting
Examples of pedestrian lighting and street lighting for vehicles

Banners

Light post can have multiple functions. The light post is not only a support for the light, but for banners as well. We recommend that banners be attached to the light post along the Corridor. This is a way for the community to communicate with passersby about events, landmarks, and new business. The banners would be visible to motorist and pedestrians traveling along the Corridor. Light post can bring security to a place by making the environment more inviting for people, but it can also stimulate the economic growth by also promoting the Westside businesses.

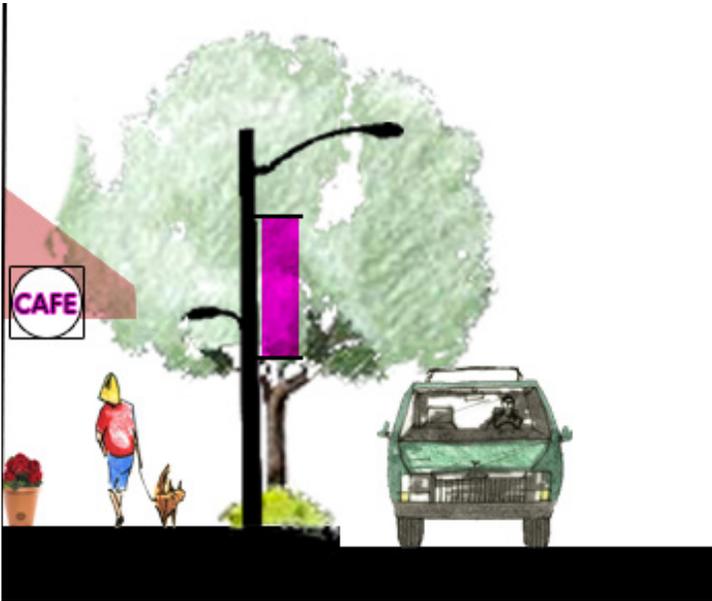


Fig. 4.45 - Street Section Illustrating Multi-use Light Pole

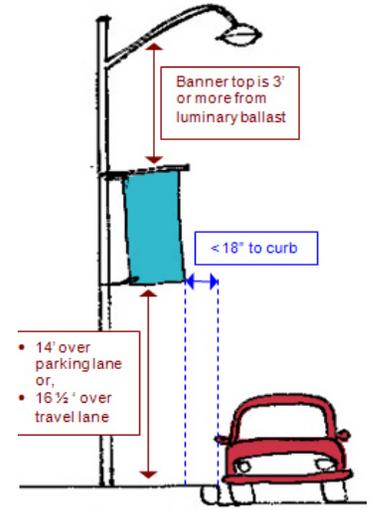


Fig. 4.47 - Signage Sketch



Fig. 4.46 - Proposal for Street Signage

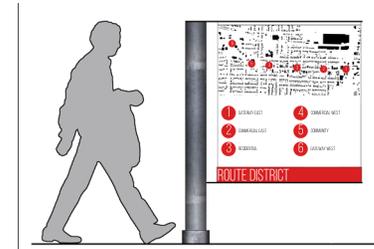


Fig. 4.48 - Street Map Signage detailing the destinations along the Corridor

Parking



Fig. 4.49 - Parking area
Existing large parking area next to College Cafe in the commercial area.



Fig. 4.50 - Inactive building
Existing building that is not in use in the commercial area.



Fig. 4.51 - Street Width
Width of the College Street becomes problematic with high speeding

Overview

The large, open storage and parking lots adjacent to the wide Corridor width exaggerates the feeling of emptiness that one has when walking or driving down the Westside Corridor. Combine this with the fact that the entire length of the Corridor has no stop signs and only one traffic light, it becomes obvious as to why the neighborhood has a safety problem with speeding traffic. Traffic calming devices and sidewalk improvements are needed to slow the traffic and to make pedestrian mobility safer and accessible.

Development

The purpose of developing street parking is to improve pedestrian walkability and interaction with stores along the Corridor. The CCS team realized that empty lots and large parking areas bring a sense of openness and, in many cases, emptiness to the corridor. The CCS group worked on replacing the empty spaces with retail units that improve the economy or with public spaces to increase the safety and unity of the community. For the replaced empty parking lots, we have developed street parking along the Corridor.

We recommend that the width of the driving lanes be reduced to 11 feet with parking provided on both sides of the street. Parking areas are distinguished by bump-outs. Bump-outs have a 30 degree angle entry/exit approach, which is considered to be comfortable for the drivers' access.

The length of the bump-out, as well as numbers of bump-out in each area, will vary depending on the characteristics of each section of the street. The minimum distance between two bump-outs will be 19 feet, but the spacing of the bump-outs will also be irregular depending on the land use of the adjacent property.

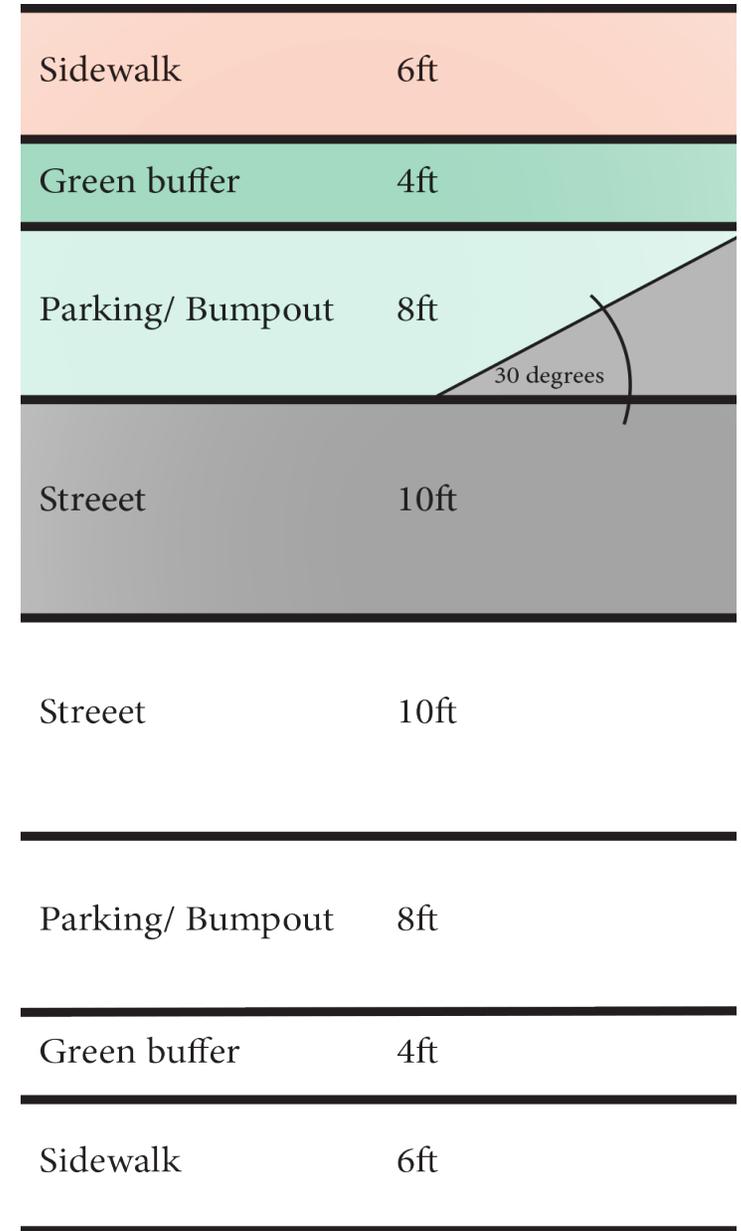


Fig. 4.52 - Street Width Diagram



Fig. 4.53 - Street side Parking
Parking along the street will be provided for visitors

Impact

Utilizing empty areas and large parking lots to develop more attractions and bringing the edge of storefronts closer to the street will create more interaction between visitors and stores. Greenery that is developed in each bump-out will provide more greenspace along the Corridor, which is intended to encourage walkability and healthier lifestyle.

The visioning team's concept for the Route 66 Corridor would narrow the driving lanes, thus slowing traffic and creating a more pedestrian-friendly atmosphere. Parallel parking along the Corridor will provide more parking spaces for visitors, and further, improve the economics in the community as drivers/visitors interact with the businesses as they did during the heyday of Route 66.



Fig. 4.54 - Street side Parking



Fig. 4.55 - Precedent Study
Boston Street side Parking



Fig. 4.56 - Precedent Study
Philadelphia Street side Parking



Fig. 4.57 - precedent Study
San Francisco Street side Parking

Conclusion



Fig. 4.58 - Sidewalk Accessibility
One goal of the streetscape is to make it accessible for everyone



Fig. 4.59 - Sidewalk Example



Fig. 4.60 - Street Perspective

Proposal

The visioning team recommends several modifications to the existing sidewalk conditions along the Corridor. The sidewalks should be widened to a minimum of 5 feet to provide a more spacious and accessible pedestrian pathway for all people. The broken sidewalk must be replaced and curb cuts added at all intersections. The vegetated buffer between the street and sidewalk should also be widened to accommodate more landscaping and to better separate pedestrians from vehicular traffic. The on-street parking should be broken up through the use of sidewalk bump-outs. These bump-outs will provide places for the planting of street trees, additional vegetation, locations for benches and markers, and bus stops. The modulation of these bump-outs will establish a spatial rhythm along the street that will add beauty and interest to the Corridor. The actual modulation would be determined by the parking and spatial needs of the adjacent land uses; where residential, business, or public event usage.

The visioning team recommends that the vegetation utilized along the Corridor be selected from plants native to the Ozark area. These native plants are better adapted to this climatic zone, require less maintenance, and are hardier. Xeriscaping of the vegetated buffer along the street and the bump-outs would be a good economic and heritage decision for the community.

The visioning team recommends that additional street lighting be added to the Corridor. The new lighting should be designed to provide adequate lighting for both vehicular and pedestrian traffic along the entire length of the Corridor. Improved lighting will increase the actual and perceived safety of the Corridor and encourage people to come out and use their community more in the evenings.

The visioning team recommends that the light poles along the Corridor be equipped with banner brackets so that community signage, Route 66 signage, event signage and seasonal elements can be displayed along the street.



Fig. 4.61 - Bus Stop Proposal



Fig. 4.62 - Precedent Study
Street bump-out example

Streetscape



Fig. 4.63 - Rendering Residential streetscape



Fig. 4.66 - Light Posts with Banners

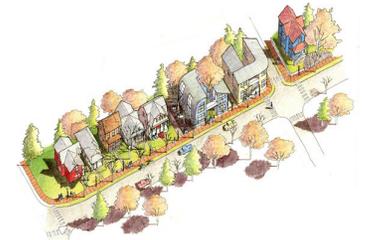


Fig. 4.67 - Street with Vegetation



Fig. 4.64 - Street Benches Seating should be provided for pedestrians along the street



Fig. 4.65 - Rendering Street parking with bump-outs



Fig. 4.68 - Precedent Study Street Parking in Boston