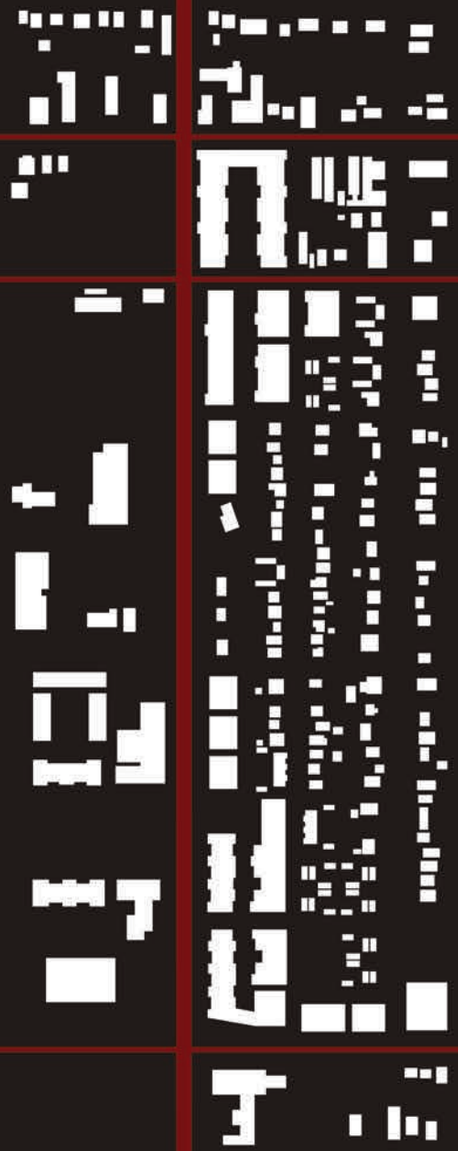

NATIONAL AVENUE CORRIDOR

VISIONING TOOL KIT 2040

DRURY UNIVERSITY CENTER FOR COMMUNITY STUDIES

FALL 2012

NATIONAL AVENUE CORRIDOR VISIONING TOOL KIT 2040

Center for Community Studies

Hammons School of Architecture

Drury University

INTRODUCTION

VISIONING PLAN

for

National Avenue Corridor
Springfield, Missouri

Fall 2012

Prepared by:

Center for Community Studies (CCS)
Hammons School of Architecture
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Springfield, Missouri

In Cooperation with:

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Rountree Neighborhood Association
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WHAT IS A VISIONING PLAN?

A visioning plan is a document that offers an all-encompassing, long-range guide to the management of growth: the development and redevelopment of the district over the period of 20-30 years. It includes analysis, recommendations, and proposals for the population of the community, its economy, housing, transportation, construction or reuse of community facilities, and environmental and land-use maintenance. A visioning plan ultimately focuses on the physical arrangements of the many land uses and the agreement of the anticipated activities in the surrounding context.

USING THIS VISIONING DOCUMENT

This visioning document outlines the research, conceptualization, and recommendations of the student design team from the Center fro Community Studies, Hammons School of Architecture, Drury University. This material was developed in collaboration with the National Avenue Visioning Advisory Committee and community. **This document should be considered a "visioning tool kit", which will be used by the National Avenue Visioning Committee and City of Springfield's Department of Planning and Development to develop the community's vision for the National Avenue corridor.**

All references to the vision within this document should be understood to represent the concepts and ideas that were proposed by the student design team in preparation of the "visioning tool kit".

The actual vision for the National Avenue Corridor will be generated subsequent to this study.

RECOMMENDED USE OF THE COMMITTEE AND CITY'S VISION PLAN

The vision plan is proposed as a guide for the leadership of the City of Springfield, the Rountree Neighborhood Association, Missouri State University, property owners and developers to use when considering the land use, development, zoning, and capital improvements along the National Avenue corridor. These groups should continually work to ensure the proper and effectual use of this document and should reference the visioning plan to:

- Review redevelopment proposals to make sure that all proposals conform to the visions presented in the vision plan.
- Review rezoning requests to confirm that the request is consistent with area rezoning criteria including existing conditions, the proposed land use map, appropriate timing of the change, consistency with the visions enacted in the vision plan, and potential impacts on the city, and more specifically on the National Avenue corridor.
- Understand expectations for the proposed land use pattern and desired land use alternatives in the community to guide new development.
- Identify and recommend physical improvements to important resources such as movement systems, streetscapes and entryways, sidewalks, parks, and public facilities.
- Provide specific design standards related to the subject buildings, their landscaping and other site improvements for development in the community.

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PREFACE

During the Fall 2012 semester Drury University's, Center for Community Studies began a collaborative project with the City of Springfield, the Rountree Neighborhood Association, Missouri State University, and surrounding communities to address the future needs of the National Avenue corridor between Grand Street and Elm Street. The Drury University team of students consisted of: Ashley Clayton, Billy Miller, Cody Hearne, Emily Biagioni-Paulette, Erin Sikorski, Laura Harmon, Ryan Kimmell, Sean Matthew Arkin, and Wil Toedtmann.

The Drury University team, in collaboration with representatives from the various constituency groups, researched and analyzed the National Avenue corridor with the intention of creating a vision plan that could foster and guide the future identity, design and development of the National Avenue corridor as it delineates the edges of the Rountree neighborhood and Missouri State University.

The process began with the research and evaluation of the existing conditions along this section of the National Avenue corridor and surrounding communities. The team studied the physical, historical, social, cultural, environmental, governmental, economic, demographic, identity, contextual, and regional characteristics. This included the regional, local, and neighborhood boundaries, existing land uses and types, forms of development, circulation, utility systems, existing landmarks, surrounding community context, and Missouri State University comprehensive master plan.

Concurrently, the team studied the principles Smart Growth and Charter for New Urbanism to develop a better understanding of sustainable urban development and mixed- use development.

Based upon the team's project research and understanding of emerging urban design principles, it is apparent that the National Avenue corridor between Grand Street and Elm Street has a great deal of potential for future development and provides an excellent opportunity for positive, successful, and sustainable growth.

The team presented its research findings and insights to the comprised of representatives from the city, Rountree neighborhood, Missouri State University, and greater Springfield community. Through a Goals, Objectives and Methods Workshop with the National Avenue Visioning Committee, which the broader Springfield community was encouraged to participate in as well, the community's goals, objectives, values and priorities for the project were identified. From the workshop, it was determined that the main goal for the National Avenue corridor was to:

> To establish a transition zone along the National Avenue corridor between the Rountree neighborhood and Missouri State University comprised of vibrant pedestrian and bicycle oriented mixed-use and live-work-play developments that compliment the scale and character of the Rountree neighborhood.

This document presents the research finds of the Drury University team, its vision concept for the development of the National Avenue corridor in the ensuing 20-30 years, and its recommendations for responding to the identified issues and concerns related to the implementation of that vision concept. This written and graphic expression of the vision concept should be conceived of as a "Visioning Toolkit", which will be used by the National Avenue Visioning Committee and City of Springfield's Planning and Development Department to establish the long-term vision for the development of the National Avenue corridor.

The results of the research and the Goals, Objectives and Methods Workshop were used by the Drury University team to explore vision strategies for the development of the National Avenue corridor.

These vision strategies were presented to the National Avenue Visioning Committee at an open public meeting. The critique of the initial concept vision strategies helped refine the team's understanding of the development and design issues and focus the visioning process.

From these individual vision strategies, a number of commonalities were observed, which became the basis for restructuring the team's investigation. The larger Drury University team split into three subgroups and began the more in depth investigation of the emerging conceptual strategies. Those three conceptual strategies were:

- The Blend conceptual strategy sought to integrate the natural and man-made environments into a seamless, flowing landscape of common open-spaces, new residential housing and mixed-use retail along the length of the east side of the National Avenue corridor between Grand Street and Cherry Street. Further, this concept sought to unify the Rountree neighborhood edge with the Missouri State University edge thought the use of a wide, landscaped overpass that continued the Carrington Hall lawn

up and over the National Avenue corridor as an uninterrupted landscape.

- The Corners conceptual strategy sought to concentrate the mixed-use retail at the corners of National Avenue and Grand Street and National Avenue and Cherry Street. Between these two areas of concentrated mixed-use retail would be a mixture of single-famly detached housing, rowhouses, and 2-3 story apartment residential developments. This concept included a pedestrian and bike underpass on access with Carrington Hall. This underpass is located at the same position proposed by the City of Springfield, however it is significantly wider and provides a much grander arrival sequence on the Rountree neighborhood side of the National Avenue corridor. On the east side of National Avenue at the underpass location would be a large socialization and retail plaza.

- The Nodes conceptual strategy sought to concentrate the mixed-use retail at the four pedestrian crossing points along the National Avenue corridor between Grand Street and Cherry Street: Grand Street light, Carrington Hall underpass, Madison Street light, and Cherry Street light. Between these four nodes of intensified mixed-use activities would be a mixture of single-famly detached housing, rowhouses, and 2-3 story apartment residential developments. Similar to The Corners' concept, the underpass concept at Carrington Hall provided a grander, more pleasant biking and pedestrian experience for the people using the connector. It also incorporated a large socialization and retail plaza on the Rountree neighborhood side of the street.

As before, these three vision conceptual strategies were presented to the National Avenue Visioning Committee at an open public meeting. Once again the critique was used to refine the team's understanding of the community's goals, values and priorities as the process continued to refine and focus the long-range vision for the National Avenue corridor.

Following the community meeting the Drury University team assessed the comments received and chose to combine the best points of each of the three separate conceptual strategies in to the final comprehensive vision recommendation presented herein.

Of primary importance in the final comprehensive vision were:

- That although the landscaped overpass was widely liked by the community and Drury University team, the underpass concepts were selected to be recommended because it was judged to be less costly, provided greater flexibility for vehicular movement into and out of the new developments and Rountree neighborhood, and, if the wider and grander underpass designs were implemented, the underpass concepts were believed to be as integrating as the landscaped overpass.

- That the area of the National Avenue corridor study needs to be enlarged to include the retail area between Cherry Street and Elm Street.

- That the Urban Conservation District guidelines need to be updated.

- That the area of the National Avenue corridor from Grand Street to Elm Street and from Kickapoo Avenue to 200 feet across National Avenue, excluding the Missouri State University property, should be incorporated into a form-based code overlay district.

- That the pedestrian barrier in the center of the National Avenue corridor should be removed.

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VISIONING STATEMENT

The area of focus is the National Avenue corridor from Elm Street to Grand Street. This vital road in Springfield has a high density of traffic every day. It houses Missouri State University along the west edge of the corridor and Rountree neighborhood along the east of the corridor, with the university drawing students and professionals. The Rountree neighborhood is the quintessential ideal for a neighborhood, with its tree-lined roads and historic housing stock. This is a tight-knit community with a varied demographic makeup. The Rountree neighborhood and Missouri State University have had a long history and an entangled relationship since the start of the university. Realizing the aesthetic potential and development opportunity the corridor could offer, and its many unsafe pedestrian crossings, it is apparent that the corridor needs to be addressed because this is the gateway to the university and to the neighborhood.

MISSION STATEMENT

This document seeks to outline a comprehensive plan for the future of the National Avenue corridor and the Rountree neighborhood. Drury University, the University of Missouri-Extension, Missouri State University, residents of the Rountree neighborhood, and the City of Springfield Planning Department have worked together to identify and create solutions for the current and future pressing issues facing the National Avenue corridor and the Rountree neighborhood. The purpose of this project is to create a live-work-play atmosphere along the corridor for the residents of the Rountree neighborhood community, the Missouri State University Community, and the surrounding areas. The following represents a summary of the essential goals for the project:

- Establish a transition zone to improve and strengthen the use and movement between the university, the National Avenue corridor, and the Rountree neighborhood.
- Create a softer edge that allows for easy transition.
- Ensure that new development on National Avenue matches the Rountree neighborhood.
- Improve the pedestrian, bicycle, and vehicular-connections within the Rountree neighborhood and to Springfield amenities.
- Improve pedestrian safety throughout the National Avenue corridor and the Rountree neighborhood.
- Beautify the National Avenue corridor and the Rountree neighborhood.
- Promote the establishment of a live-work-play urban edge along the National Avenue corridor.
- Renew the declining homes, businesses, and landscape along the National Avenue corridor and within the Rountree neighborhood.
- Create sustainability guidelines for the future.

INTRODUCTION

This summary is a collection of the main issues presented by the Rountree neighborhood community, Missouri State University representatives, and Springfield City Planning Department, as well as the Drury University Center for Community Studies project team throughout the visioning process. The main area of focus is the National Avenue corridor from Elm Street to Grand Street. This summary has been broken into separate zones but all zones are interrelated for the visioning plan. The initial areas of interest are the gateways into the corridor, the Rountree neighborhood, and Missouri State University. Other issues that will be addressed are street safety, transitional zones, and residential and commercial development. Each zone is analyzed and presented as part of the whole, and each zone contributes to the success of the project.

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IDENTITY

While the Rountree neighborhood as a whole has a strong identity as a historic, close-knit neighborhood, the National Avenue corridor and the western edge of the Rountree neighborhood suffer from a lack of identity. Two issues contributing to this lack of identity are the existing structures, both commercial and residential, and the type of development that currently exists on the National Avenue corridor.

Existing Structures

Issue: Many of the existing businesses and apartments on the National Avenue corridor are not appropriate for the quality and types of new development imagined for the future, and are in disrepair and approaching the end of their usable lifespans.

Recommendation: Creating Recommendations for new development, both in use types and building quality, materiality, and scale, will ensure that all future development will be appropriate for the National Avenue corridor.

Issue: The existing housing stock in the Rountree neighborhood has various levels of repair and maintenance; problems exist especially on McCann Avenue and Kickapoo Avenue on the western side of the neighborhood.

Recommendation: Creating incentives to maintain and renovate existing homes within the Rountree neighborhood will help preserve the integrity of the Rountree neighborhood.

Live-Work-Play

Issue: While there are both businesses and apartments on the National Avenue corridor, there are no amenities to draw area residents, and the different uses are segregated and do not draw in many visitors.

Recommendation: Encouraging new live-work-play development along the National Avenue corridor will provide amenities to draw visitors and area residents, and promote more interaction between residents from both sides of the National Avenue corridor.

TRANSITIONS

National Avenue between Elm Street and Grand Street is the main artery for bringing people into the Rountree neighborhood and Missouri State University area. The corridor has a chance to announce the entry to the facilities of the corridor and to enhance the transition between the Rountree neighborhood and the Missouri State University community. The National Avenue Corridor currently exists in three individual entities: Missouri State University, the Rountree neighborhood and the business lining National Avenue. In order to create a cohesive corridor and community, those the three sections work seamlessly as one unit while still maintaining their individuality and integrity.

The National Avenue corridor guides people to Missouri State University along the west edge of the corridor and the Rountree neighborhood along the east of the corridor. Because the university draws students and professionals into the Springfield area, it is a vital part of the greater Springfield community. The histories of the Rountree neighborhood and Missouri State University have been entangled since the start of the university's educational presence.

Issue: Currently National Avenue is a barrier between the east and west sides of the corridor.

Recommendation: The metal fence in the median must be removed and replaced with a softer landscaped median and landscaped berms on both edges of the corridor. A soft-scape barrier on each side of the corridor will have much the same effect as the existing metal fence, without the harsh sense of a divide.

Issue: Many businesses along National Avenue do not provide opportunities for interaction between Missouri State university students, staff, and faculty, and Rountree neighborhood residents.

Recommendation: Business along the east side of National Avenue must appeal to both Missouri State University students, staff, and faculty, and Rountree neighborhood residents. New development should provide amenities for both groups, creating a neutral ground for Missouri State University students and Rountree residents to interact while busting the economy for the area.

Issue: Fraternity houses on the east side of National Avenue cause conflict with Rountree neighborhood residents.

Recommendation: New fraternity-occupied residences will be prevented by rewriting the Rountree Neighborhood Urban Conservation District with stricter Recommendations and increased enforcement of rules associated with amount of people able to live in one building. Limiting student housing within or close to the Rountree neighborhood will help permanent Rountree residents perceive Missouri State University as a more positive neighbor.

Issue: Most student renters do not have a stake or investment in the neighborhood, leading to conflict between students and neighborhood residents.

Recommendation: To encourage more responsible students and recent graduates to take stake into the neighborhood, higher quality rentable housing and condominiums will provide appropriate start-up housing in place of the run-down rental homes marketed towards Missouri State University students.

Issue: Business on National Avenue back right up to existing houses without any transition or buffer.

Recommendation: To ease the transition between commercial developments and residential housing, new green spaces and medium-density housing should occur between the two types of development. With these new ideas implemented, residents of the Rountree neighborhood will not have to worry about as much unwanted traffic or noise and lighting disturbances.

Issue: There are no alleyways between National Avenue and McCann Avenue, limiting access to existing development.

Recommendation: A new alleyway between National Avenue and McCann Avenue will act as transitional space between residential and commercial buildings. This space will have greenscaping and distinctive paving in order to establish it as a pedestrian inhabitable space.

Issue: There is little connection between Rountree neighborhood residents, Missouri State University students, staff, and faculty, and the National Avenue corridor.

Recommendation: Developing the National Avenue corridor with new amenities and retail and entertainment opportunities will help connect all the area residents to the activities of the corridor and create more opportunities for community interaction. By developing vehicular, pedestrian and bicycle connection throughout the community, the National Avenue corridor can be revitalized.

Issue: Gateways into the Rountree neighborhood are not clearly defined, and traffic from National Avenue, Grand Street, and Cherry Street often infiltrates the residential streets, especially Kickapoo Avenue.

Recommendation: Kickapoo Avenue is a main connector for the Rountree neighborhood. Marking Kickapoo Avenue as a gateway into the neighborhood with new signage and/or lighting would signify the difference between the residential neighborhood and the commercial zones.

Signage

Issue: There are no indications that visitors have entered the National Avenue corridor or the Rountree neighborhood, and nothing marks where amenities or specific businesses are located.

Recommendation: New signage will be a visual guide to will help visitors and drivers understand which areas of the corridor they are entering, and will introduce visitors to amenities of the corridor. Using different signage of different scales helps denote the different functions of the corridor and aids in an easy transition around the areas.

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NATIONAL AVENUE CORRIDOR

Streetscaping

Streetscapes can improve the overall feel of an environment and denote transitional cues for visitors entering and exiting areas of significance.

Issue: Existing sidewalks are narrow only a few feet away from the street, creating an unsafe environment for pedestrians.

Recommendation: Major sidewalks should be offset from the roads they serve to improve safety and provide ample space for pedestrian interaction along the roadways. These setbacks can be green spaces that include shrubbery and trees. These areas can also house trash receptacles, utility poles, signs, and hydrants.

Issue: Because there is a lack of landscaping, and sidewalks are so close to National Avenue, the street feels very busy and uninviting to pedestrians and area residents.

Recommendation: Implementing new landscaping along streets of high intensity creates a calm atmosphere for the visitors experiencing the corridor.

Landscaping

Issue: National Avenue does not have very much landscaping vegetation and green spaces.

Recommendation: Properly scaled shrubs, trees, and greenery should be planted along both sides of the National Avenue corridor and in the center median to act as a barrier between sidewalks and streets, improving views, atmosphere and safety.

Issue: Adding new landscaping, and maintaining existing landscaping, can be a drain of time and resources.

Recommendation: New landscaping should be native species, limiting the amount of resources needed to water and maintain it.

Lighting

Issue: Existing lighting is designed for vehicular transportation, not pedestrian and bicycle circulation, making the National Avenue corridor feel uncomfortable and unsafe.

Recommendation: Streets and pedestrian areas should have ample lighting at a pedestrian scale to improve comfort and safety. This lighting should be directed at the ground to maximize the efficiency of the lighting. This new pedestrian lighting should be a style that will be compatible with development on National Avenue and in the Rountree neighborhood.

Sidewalks

Issue: Existing sidewalks on National Avenue are too narrow for the volume of pedestrian and traffic expected as new development is built, and there are no dedicated lanes for bicycle circulation.

Recommendation: Expanding and replacing existing sidewalks, and adding new bicycle lanes will create a safe environment for the visitors to the area.

Commercial Development

There is a great opportunity to create a commercial hub along the National Avenue corridor. Integrating higher-density mixed-use development along the corridor will add an extra draw for the Rountree neighborhood and the immediate area. Breaking the National Avenue corridor into different zones will give visitors to the area a variety of commercial opportunities.

Issue: The current commercial development along the National Avenue does not provide the surrounding areas with useful amenities such as dinning, entertainment and retail.

Recommendation: New commercial development on National Avenue between Elm and Grand will provide places for area residents to work and develop new businesses.

Issue: There are no entertainment opportunities on the National Avenue corridor.

Recommendation: Encouraging the development of entertainment opportunities on National Avenue will draw area residents and visitors.

Issue: There are very few places to shop on the National Avenue corridor.

Recommendation: New boutiques and specialty shops within new development will bring added value and draw visitors.

Issue: There are no local markets or locally-owned business on the National Avenue corridor.

Recommendation: Adding a neighborhood market will give the community a chance to be self-sustaining and keep tax dollars in the area.

Residential Development

Issue: The amount of housing along the National Avenue corridor does not support the level of development planned along the corridor.

Recommendation: New, higher-end apartment and condominiums on National Avenue and in a transition zone between National Avenue and the Rountree neighborhood will increase residential density in order to sustain new businesses for the future.

Issue: Existing housing along National Avenue is primarily run-down or inappropriate to the corridor – i.e. fraternities or houses converted into multiple tiny apartments.

Recommendation: New housing replacing the run-down housing will provide more appropriate style and quality housing opportunities. New regulations for rental properties will also help keep residential development along the corridor appropriate for the area.

Safety

Street safety is a major issue along the National Avenue corridor and into the Rountree neighborhood. There are numerous areas that could be changed to create safe and friendly streets in and around the areas of interest. Implementing new street crossings at high intensity areas is a main focus for the visioning process. Along with safe street crossings, adding new sidewalks and softscaping will add an extra layer of safety.

Issue: There are no marked bicycle lanes on the National Avenue corridor, either on the street or as designated lanes with sidewalks.

Recommendation: Bicycle lanes should be incorporated throughout the corridor to promote alternative transportation around the area. These should be both marked bicycle lanes on streets, and bicycle paths next to sidewalks.

Pedestrian Safety

Issue: Pedestrian crossings on National Avenue are unsafe and inadequate.

Recommendation: At-grade crossings at Cherry Street, Monroe Street, and Grand Street should be clearly marked, and a new underpass should be built just south of Page Street, lined up with Carrington Hall on the Missouri State University campus.

Street Calming

Issue: Currently traffic on National Avenue travels without any street calming techniques.

Recommendation: Implementing different street-calming techniques will add an extra layer of safety for all that travel within the area. Using chokers and speed humps, along with proper signage, will slow the speeds of vehicles along designated streets. Using different texture treatments will also help drivers understand they are approaching a pedestrian crossing or other transitional space.

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Underpass

Issue: The existing crossing at Carrington Hall in unsafe and inadequate for the number of pedestrian and bicycle travelers expected to travel the area once new development on National Avenue is built.

Recommendation: Building a pedestrian underpass at beneath National Avenue at this located will eliminate the need to jaywalk across the south end of the corridor and provide safe passage for pedestrians and bicyclists. The underpass must be well lit and spacious enough feel open and inviting.

Crossings

Issue: Many students and visitors jaywalk across the northern end of National Avenue, past the end of the existing median fence.

Recommendation: Creating a new, longer bermed landscape median along the length of the corridor will help stop jaywalkers, and guide them to marked crossings.

Traffic

Issue: Currently, there are no bus stops on National Avenue, limiting access to new development by city residents, and the area caters primarily to vehicular traffic, which is unsustainable.

Recommendation: Bus stop pullouts will make it easier for public transportation to be encouraged, and will alleviate congestion along National Avenue.

Parking

Issue: Existing parking is inadequate for the level of development planned, and the existing on-grade parking lots are not ecologically-friendly.

Recommendation: New parking garages should be planned at higher-density development to support visitors to the area, and will hold more cars will limiting the ecological footprint.

Issue: Parking for existing development on National Avenue often spills over into the Rountree neighborhood, creating conflict with neighborhood residents.

Recommendation: New parking should be carefully planned and located away from the Rountree neighborhood. It should be non-obtrusive and conveniently located for both commercial and recreational users of the area.

Signage

Issue: The National Avenue corridor lacks signage directing visitors.

Recommendation: Signage should be added along the National Avenue corridor to direct visitors to businesses, amenities, and parks.

Form-Based Code - Scale

Issue: There are no guidelines to limit scale of new development along the National Avenue corridor, leading to disjointed and incompatible development.

Recommendation: The scale of new streetscapes and buildings along National Avenue must be defined by new design guidelines or form-based code. This scale must be appropriate both to the existing buildings, Missouri State University, and the Rountree neighborhood. It must also be appropriate for the experience of vehicles, bicycles, and pedestrians.

Sustainability

Issue: Most buildings along the National Avenue corridor do not follow sustainability guidelines.

Recommendation: New development along the National Avenue corridor should have incentives to build with sustainable materials and guidelines.

Mixed-Use Development

Issue: Lack of affordable housing options

Recommendation: Mixed use development allows affordable housing to be integrated into the area, while creating destinations that are beneficial for the community.

ROUNTREE NEIGHBORHOOD

The Rountree neighborhood is the quintessential ideal of a neighborhood, with tree-lined streets and historic houses. It is a tight knit community with a wide demographic makeup.

Streetscaping

Streetscapes can improve the overall feel of an environment and denote transitional cues for visitors entering and exiting areas of significance.

Issue: Existing sidewalks are narrow only a few feet away from the street, creating an unsafe environment for pedestrians.

Recommendation: Major sidewalks should be offset from the roads they serve to improve safety and provide ample space for pedestrian interaction along the roadways. These setbacks can be green spaces that include shrubbery and trees. These areas can also house trash receptacles, utility poles, signs, and hydrants.

Issue: Because there is a lack of landscaping, and sidewalks are so close to National Avenue, the street feels very busy and uninviting to pedestrians and area residents.

Recommendation: Implementing new landscaping along streets of high intensity creates a calm atmosphere for the visitors experiencing the corridor.

Landscaping

Issue: Adding new landscaping, and maintaining existing landscaping, can be a drain of time and resources.

Recommendation: New landscaping should be native species, limiting the amount of resources needed to water and maintain it.

Lighting

Issue: Existing lighting is designed for vehicular transportation, not pedestrian and bicycle circulation.

Recommendation: Streets and pedestrian areas should have ample lighting at a pedestrian scale to improve comfort and safety. This lighting should be directed at the ground to maximize the efficiency of the lighting. This new pedestrian lighting should be a style that will be compatible with development in the Rountree neighborhood.

Signage

Issue: The Rountree Neighborhood lacks signage directing visitors.

Recommendation: Signage should be added along National Avenue, Grand Street, and Cherry Street to direct visitors to businesses, amenities, parks, and other areas of interest.

Housing

The housing stock within the Rountree neighborhood goes hand in hand with the appeal of the neighborhood. Staying true to the overall feel of the area is important to the integrity of the neighborhood. The implementation of new housing opportunities is crucial for the corridor to become a strong self-sustaining system.

Issue: absentee landlords

Recommendation: Developing Recommendations to enforce regulations on absentee landlords within the neighborhood is crucial to the overall longevity of the Rountree neighborhood community.

Housing Types

Issue: Rental properties

Recommendation: There needs to be better regulations for rental properties within the area to provide ample housing opportunities for all economic levels. There has to be accountability for the rental units to maintain existing and future properties as add value to the neighborhood instead of taking it away.

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Issue: medium density housing

Recommendation: Moving east into the Rountree neighborhood there should be a medium density housing like duplexes and row style houses. This would be less dense than the mixed use areas along National Avenue and would include shared green spaces for the residence of the area.

Issue: Low density housing

Recommendation: There should also be an integration of low density housing like that of small bungalows or starter homes which would also have a shared green space and would create unique pocket parks within the east edge of the Rountree neighborhood.

Issue: Single-family homes

Recommendation: The traditional feel of the Rountree neighborhood should be kept intact with preservation of as much of the original housing stock that is true to the Rountree neighborhood.

Street Calming

Issue: Street calming

Recommendation: Keeping Kickapoo Avenue as a pedestrian friendly street is essential for the Rountree neighborhood community. The use of different street calming techniques will discourage vehicular traffic through the neighborhood.

Form-Based Code - Scale

Issue: Scale

Recommendation: The design of the streetscape must respond to the different scale of the motorists and pedestrian. The street needs to be physically and perceptually scaled to the visitors' interaction with the space. These spaces should accommodate cars, busses, trucks to a correct scale while driving by and also there needs to be the correct scale for the pedestrian and bicycle visitors of the area within regards to lighting and signage. Also relate to the scale of the motorist and pedestrian users. The detailing of the landscape must carefully consider the user in both the planting, materials, and texture selections.

MISSOURI STATE UNIVERSITY

Streetscaping

Streetscapes can improve the overall feel of an environment and denote transitional cues for visitors entering and exiting areas of significance.

Issue: Existing sidewalks are narrow only a few feet away from the street, creating an unsafe environment for pedestrians.

Recommendation: Major sidewalks should be offset from the roads they serve to improve safety and provide ample space for pedestrian interaction along the roadways. These setbacks can be green spaces that include shrubbery and trees. These areas can also house trash receptacles, utility poles, signs, and hydrants.

Landscaping

Issue: Missouri State University does not have very much landscaping vegetation and green spaces

Recommendation: Properly scaled shrubs, trees, and greenery should be planted improving views, atmosphere and safety.

Issue: Adding new landscaping, and maintaining existing landscaping, can be a drain of time and resources.

Recommendation: New landscaping should be native species, limiting the amount of resources needed to water and maintain it.

GRAND/CHERRY/ELM

Streetscaping

Streetscapes can improve the overall feel of an environment and denote transitional cues for visitors entering and exiting areas of significance.

Issue: Existing sidewalks are narrow only a few feet away from the street, creating an unsafe environment for pedestrians.

Recommendation: Major sidewalks should be offset from the roads they serve to improve safety and provide ample space for pedestrian interaction along the roadways. These setbacks can be green spaces that include shrubbery and trees. These areas can also house trash receptacles, utility poles, signs, and hydrants.

Landscaping

Issue: Cherry Street and Grand Street do not have very much landscaping vegetation and green spaces

Recommendation: Properly scaled shrubs, trees, and greenery should be planted along both sides of the streets and act as barrier between sidewalks and streets, improving views, atmosphere and safety.

Issue: Adding new landscaping, and maintaining existing landscaping, can be a drain of time and resources.

Recommendation: New landscaping should be native species, limiting the amount of resources needed to water and maintain it.

Lighting

Issue: Existing lighting is designed for vehicular transportation, not pedestrian and bicycle circulation, making the National Avenue corridor feel uncomfortable and unsafe.

Recommendation: Streets and pedestrian areas should have ample lighting at a pedestrian scale to improve comfort and safety. This lighting should be directed at the ground to maximize the efficiency of the lighting. This new pedestrian lighting should be a style that will be compatible with development on National Avenue and in the Rountree neighborhood.

Signage

Issue: The Rountree Neighborhood lacks signage directing visitors.

Recommendation: Signage should be added along National Avenue, Grand Street, and Cherry Street to direct visitors to businesses, amenities, parks, and other areas of interest.

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CONTEXT

HISTORY OF THE ROUNTREE NEIGHBORHOOD

The National Avenue Corridor represents the start of education within Springfield. With Missouri State University and Rountree Elementary standing as two figureheads of education in Springfield area, the importance of education and its effects on the community are most present.

In January 1831, Joseph Rountree arrived in Greene County to start a life and a new school. Rountree Elementary began as a crude wood cabin that marked the beginning of formal education in Greene County. Many pupils of the school became prominent local figures in Springfield with relations to the Weaver, Fulbright, Campbell, and Miller families.

In the 1800's the concept of public school teaching was that of parents teaching local children basic reading, math, and how to farm. Rountree School teachings closely resembled today's education system because it was a private school until 1867 and required students to pay tuition in order to hire trained teachers.

In 1916 W. H. Ipsen was granted $21,000 to build a four room school, the current Rountree Elementary, in order to replace Pickwick School. Over the past century Rountree Elementary has seen many renditions to house the growing population of pupils due the draw of the historic neighborhood.

Today, Rountree Elementary's current student population is approximately 260 pupils in kindergarten to fifth grade. The school is noteworthy for its neighborhood connection and its status as an International Baccalaureate school.

Since the Rountree neighborhood developed from the nearby school, its values have been rooted in family life, history, and community interaction. These distinct values make Rountree the prominent neighborhood it is today, standing out in Springfield as a close-knit community willing to do anything to keep the integrity of their neighborhood.

Fig.1-1 Pickwick School

Fig. 1-2 Rountree Elementary

Fig. 1-3 Carrington Hall on the Missouri State University campus

Fig. 1-4 Missouri State University campus

HISTORY OF MISSOURI STATE UNIVERSITY

John Rountree's hand in bringing the importance of education into the Springfield area is clearly seen in the establishment of Missouri State University. Founded in 1905, Missouri State University was established to prepare teachers for the public school systems in southwest Missouri. Due to its focus on teaching, Missouri State University furthers the area's mark at the start of public education and distinguishes the corridor as an educated community.

In 1909, the still-standing Carrington Hall was built as the first academic hall on campus. Its monumental architecture and grand walk marks the institution as a historical part of the Springfield community. Missouri State University is one of the biggest draws to the Springfield area, therefore, it is quintessential to keep the area populated and employed. The economic prosperity of the National Avenue corridor is contingent on the large population of Missouri State University students studying and living in the area.

Fig.1-5 Aerial View of Missouri State University

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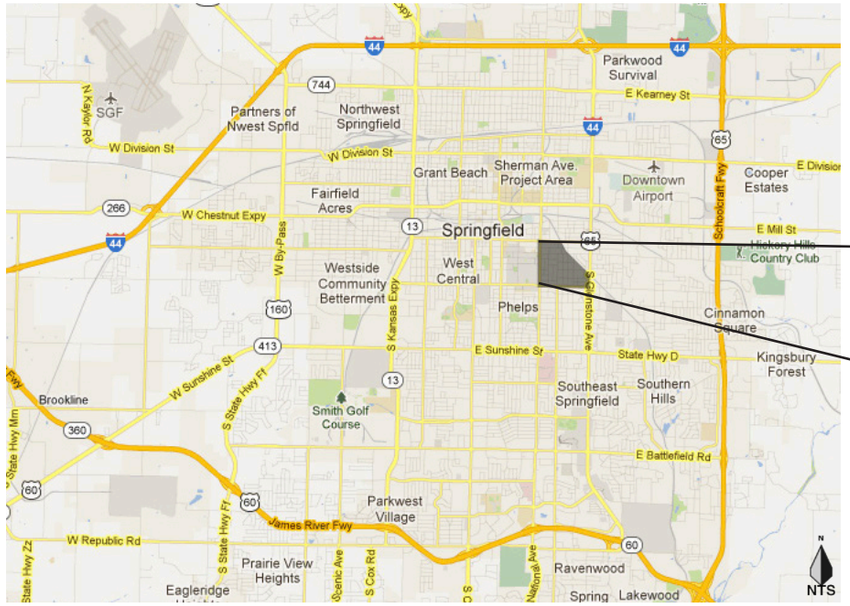

Fig. 1-6 Springfield, Missouri Map

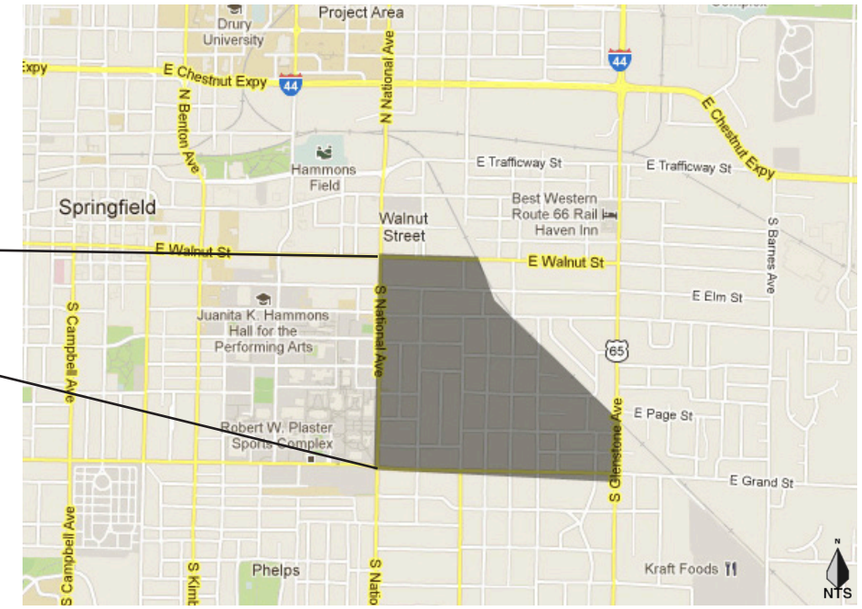

Fig. 1-7 Rountree Neighborhood

The Rountree neighborhood is located near the geographic and population center of Springfield, Missouri just to the east of Missouri State University. The Rountree neighborhood is bounded by Cherry Street, Glenstone Avenue, Grand Street, and National Avenue and comprised of approximately 400 acres.

The neighborhood's diversity of well-maintained, quality housing stock and well established urban character, well-organized social network, high quality neighborhood school, and location helps to make this one of the premier neighborhoods in the city. However, its location adjacent to the second largest university in the state has lead to the conversion of some of the residences into multi-tenant units and to the development of higher intensity uses and there accompanying problems of street congestion, overcrowding, and intrusion into the single-family detached residential area.

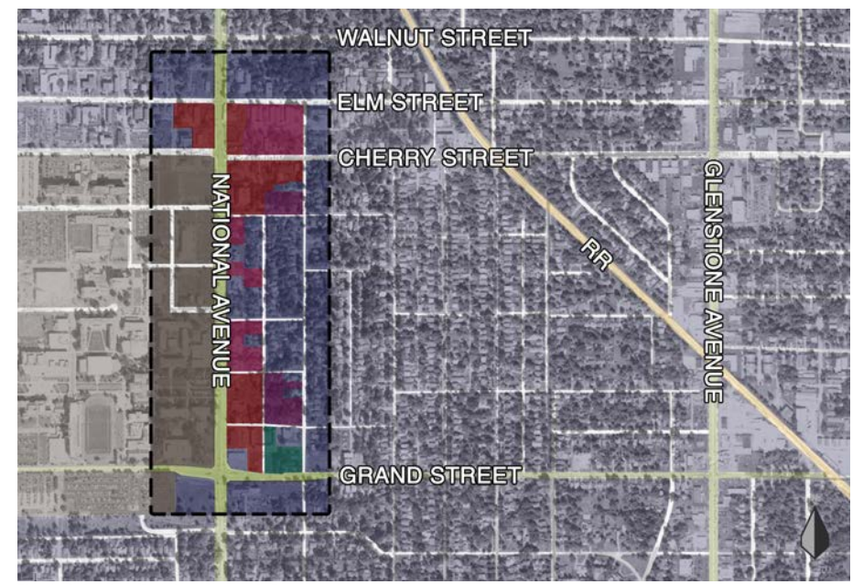

Fig.1-8 Springfield, Missouri Context Map

LOCATION

Rountree Urban Conservation District

The Urban Conservation District (UCD) was set up as an innovative planning tool intended to promote the preservation and enhancement of Springfield's older neighborhoods. Through this UCD, regulations can be drafted which are sensitive to the needs of this specific neighborhood. The UCD was developed in the 1980's due to illegal conversion and use of residential structures, structural overcrowding, and deterioration of existing buildings.

The Rountree Urban Conservation District, as depicted in the map below, was further subdivided into distinct areas for which specific land use regulations were drafted. The sub-areas include the:

- Rountree single-family neighborhood
- Kickapoo Avenue/Belmont Street
- National Avenue/Grand Street
- National Avenue corridor
- Cherry Street corridor
- Cherry Street/Pickwick Avenue commercial

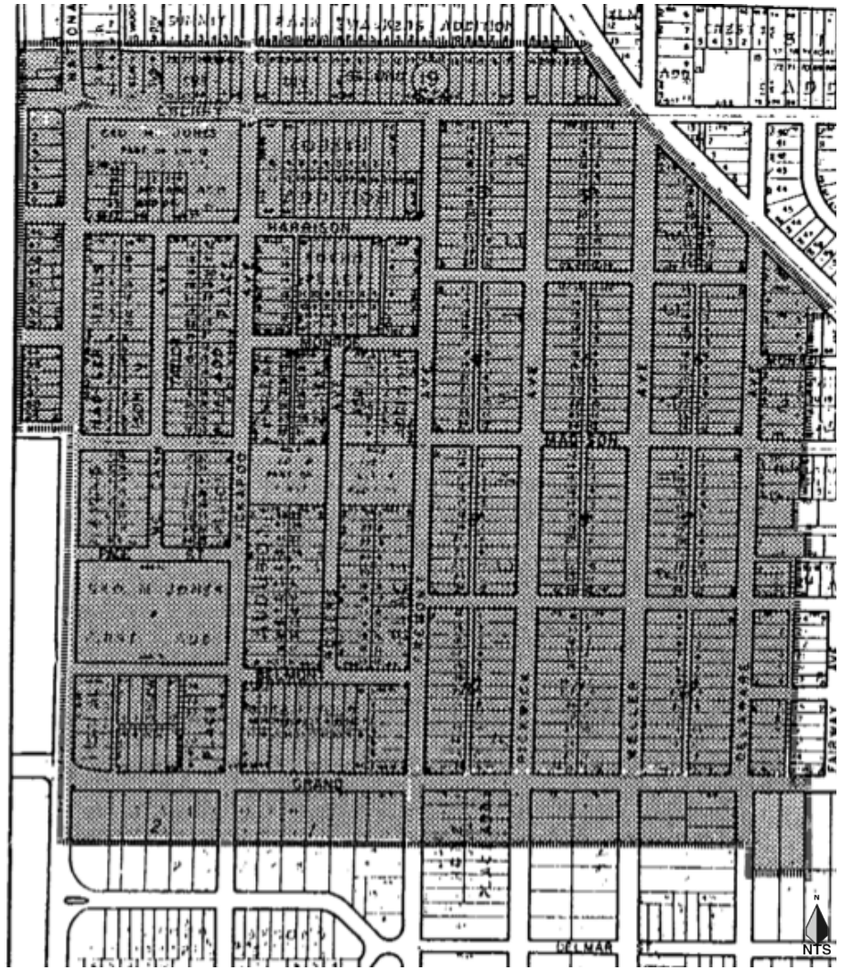

Fig.1-9 Rountree Urban Conservation District

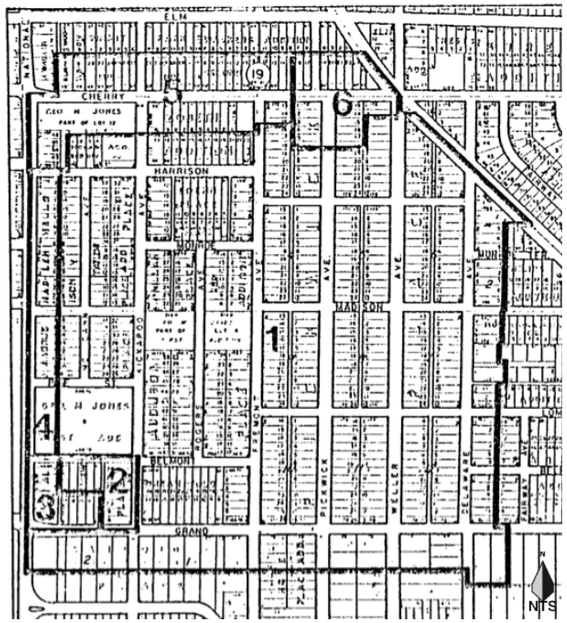

Fig.1-10 Rountree Urban Conservation District

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NATIONAL AVENUE CORRIDOR- SITE AND CONTEXT

RESIDENTIAL SINGLE-FAMILY

A single-family detached home, also called a single-detached dwelling or separate house, is a free-standing residential building. It is defined in opposition to a multi-family dwelling.

RESIDENTIAL TOWNHOUSE

A townhouse, or town house, is a type of medium-density housing in cities, usually, but not necessarily, terraced (row housing) or semi-detached.

RESIDENTIAL HIGH DENSITY

Comprise areas for high density multifamily residential development.

PLANNED DEVELOPMENT

A Planned Unit Development (PUD) is a type of building development and also a regulatory process. As a building development, it is a designed grouping of both varied and compatible land uses, such as housing, recreation, commercial centers, and industrial parks, all within one contained development or subdivision.

LIMITED BUSINESS

Established to accommodate individual retail stores, personal service establishments and professional or business offices, which primarily meet the local neighborhood shopping and personal service needs of a limited surrounding residential area.

GENERAL RETAIL

This district is intended for uses that provide community-wide personal and business services, shopping centers and specialty shops.

GOVERNMENT/ INSTITUTIONAL

A government district or government area is any part of a city or town where the primary land use is for state institutions (national legislature, official residencies, foreign ministry headquarters, and so on), as opposed to a residential neighborhood, commercial district and industrial zone, or other types of neighborhoods.

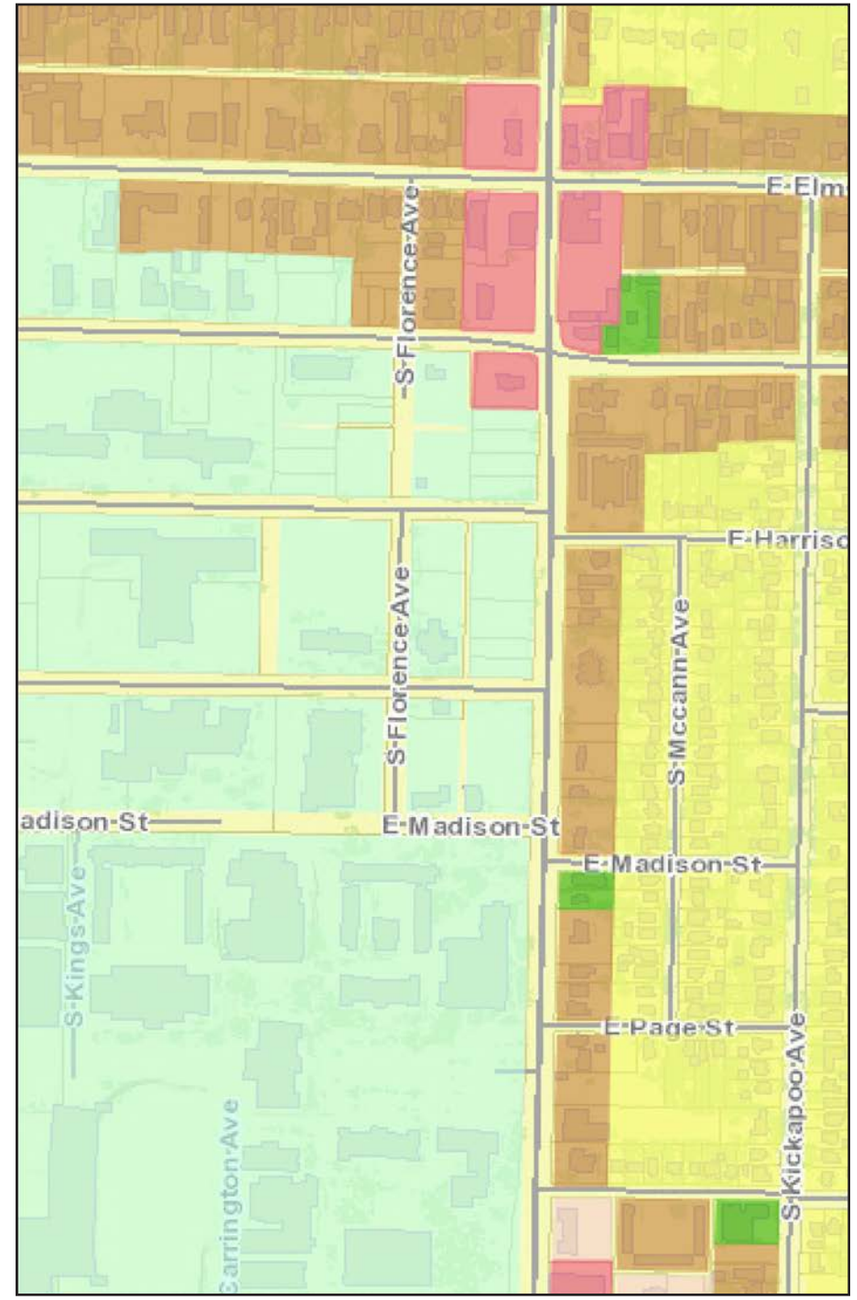

Fig.1-11 National Avenue Corridor Zoning Map

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ROUNTREE/SPRINGFIELD DEMOGRAPHICS

POPULATION DENSITY:

Rountree: 3,247 people per square mile
Springfield: 2,072 people per square mile

The Rountree neighborhood per square mile is much more populated that the rest of the city. This is because its close proximity to Missouri State University and because it is one of the more appealing neighborhoods in Springfield.

HOUSEHOLD INCOME:

Rountree: $35,852
Springfield: $30,831

PERCENTAGE OF PEOPLE UNDERGRADUATE COLLEGES:

Rountree: 19.6%
Springfield: 12.9%

OWNER VS. RENTAL

For the Rountree neighborhood the numbers show that it is about 60% owned and 40% rental. One of the reason that rental is such a high percentage in this historic neighborhood is because, there is a much higher percentage of residents in their early twenties. Many of them are student renters that attend Missouri State University across the street.

MEDIAN RENT:

Rountree: $551
Springfield: $501

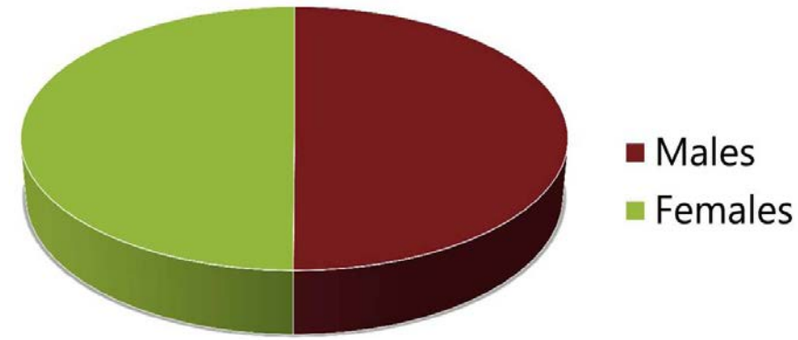

Fig.1-12 Rountree Neighborhood Residents Gender Demographic

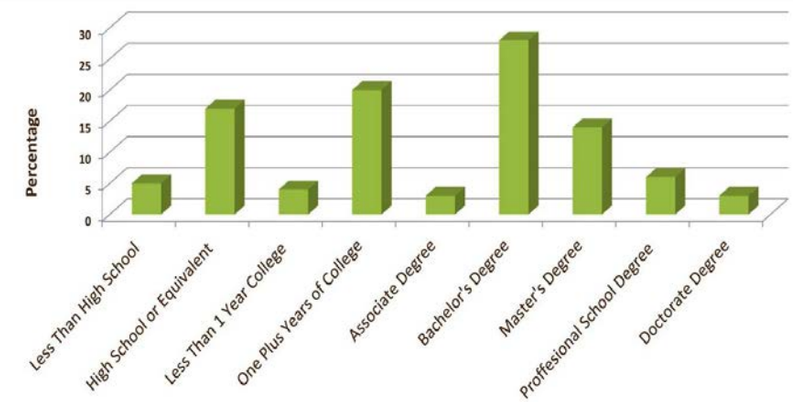

Fig.1-13 Rountree Neighborhood Residents Level of Education Demographic

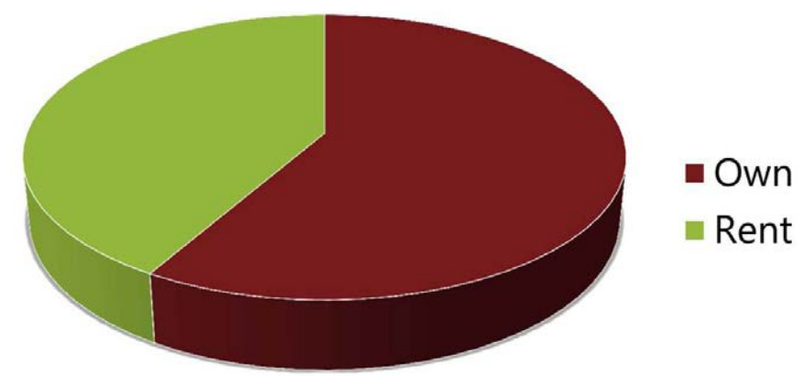

Fig.1-14 Rountree Neighborhood Residents Own/Rent Ratio Demographic

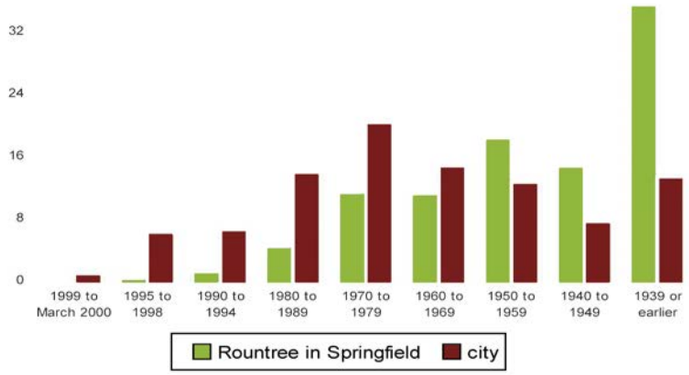

Fig.1-15 Rountree Neighborhood Date of Home Construction

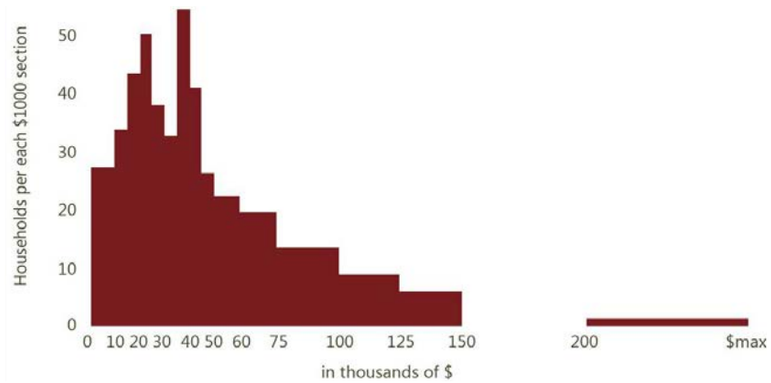

Fig.1-16 Rountree Neighborhood Household Income

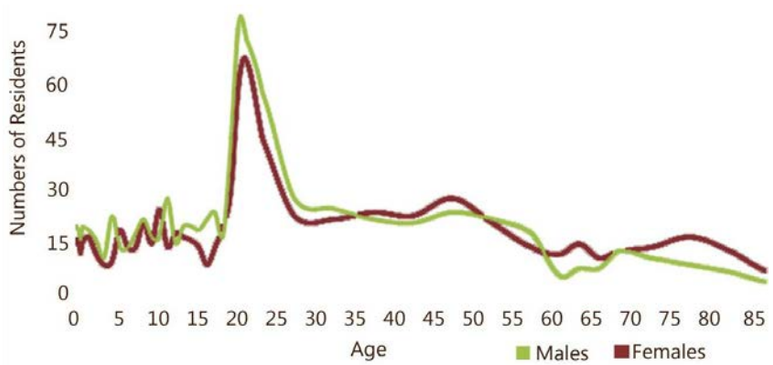

Fig.1-17 Rountree Neighborhood Number of Residents per Household

HISTORIC DISTRICT

The majority of the houses in the Rountree neighborhood are much older than the rest of Springfield. This is why Rountree is considered one of the most historic neighborhoods in the city. The value of the homes in the Rountree neighborhood tend to be more than from other neighborhoods mostly because of the historic value and centralized location in Springfield.

AVERAGE VALUE OF DETACHED HOUSES(70.6% OF ALL UNITS)

Rountree: $185,672
Springfield: $133,593

AGE MARGIN

As you can see from the chart to your left there is a large number of people from the age of 18-25 living in Rountree. The reason for this spike is because many of the people from this age group are attending Missouri State University, which the biggest university in Springfield directly across the street from Rountree. Although one would think that because Rountree is such a family oriented neighborhood the percentage of married people would be more that cities percentage but as you can see in the bar graph below it is not. This is primarily because the Rountree neighborhood houses so many college student that it is skewing the percentages.

PERCENTAGE OF MARRIED

Rountree: 36.9%
Springfield: 40.7%

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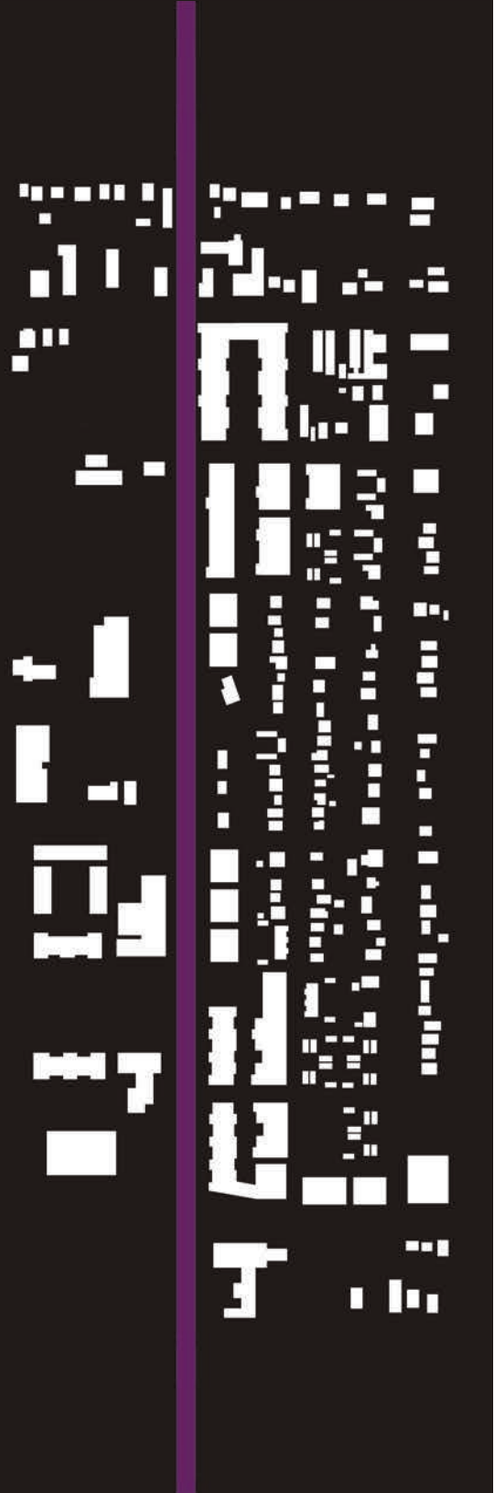

CURRENT PEDESTRIAN TRAFFIC

The current pedestrian traffic conditions along the National Avenue corridor are uninviting and dangerous and deter visitors and residents from using the sidewalks. The sidewalks are an arm's length away from 40 mph traffic on one of the busiest streets in Springfield. The lack of physical and psychological barrier along the sidewalks, which separate the pedestrians from the traffic, create a sense of unease for any pedestrian or biker using the sidewalks. The feeling of danger is compounded by the fact the sidewalk is only 5 feet wide and falling into disrepair. Streetlights illuminate National Avenue, but little attention is given to pedestrian scale lighting along the sidewalks. A visually intrusive pedestrian barrier is located in the median of the National Avenue corridor to prevent Jaywalking, but it presence has further exacerbated the perceptual barrier between Missouri State University and the Rountree neighborhood.

Fig.1-18 National Avenue, looking South

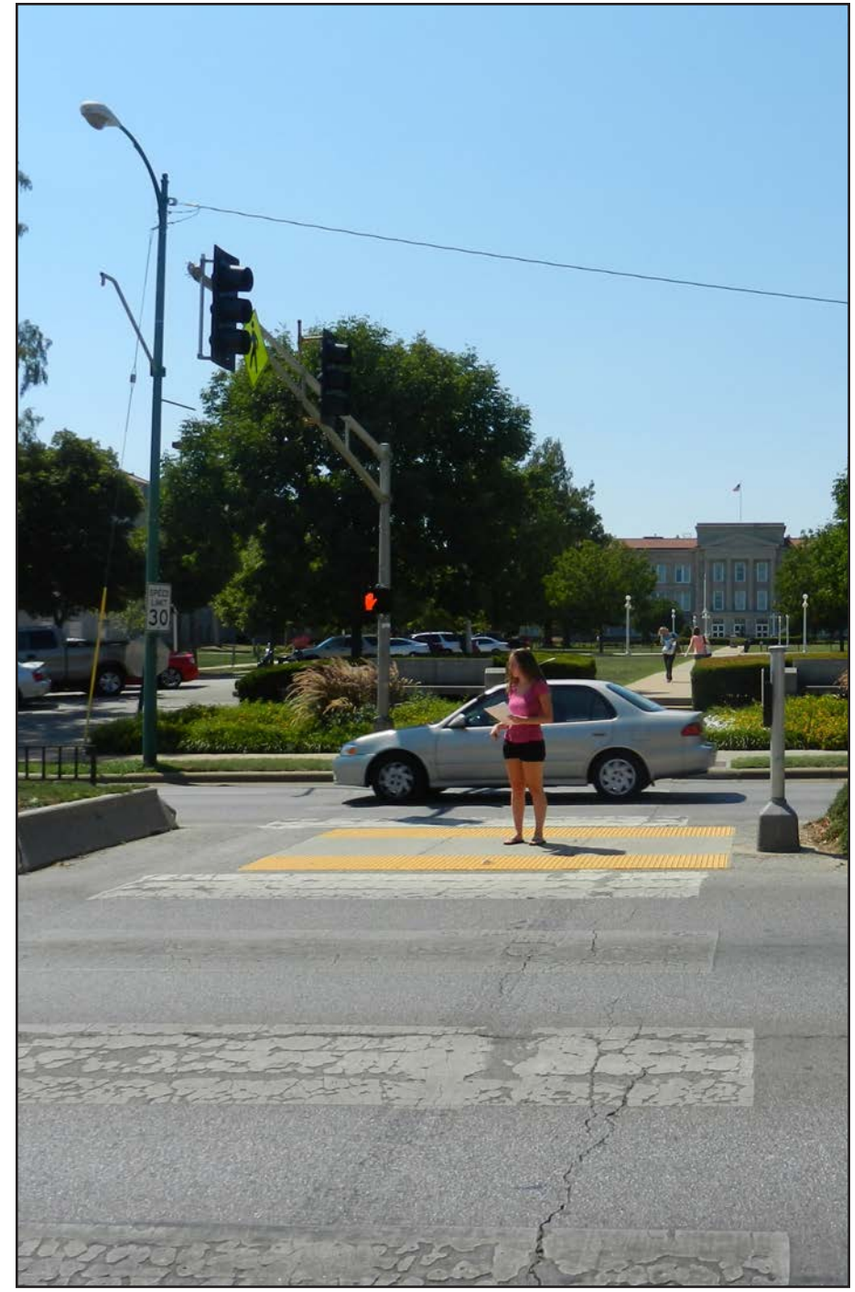

Fig.1-19 National Avenue Crosswalk at Carrington Hall

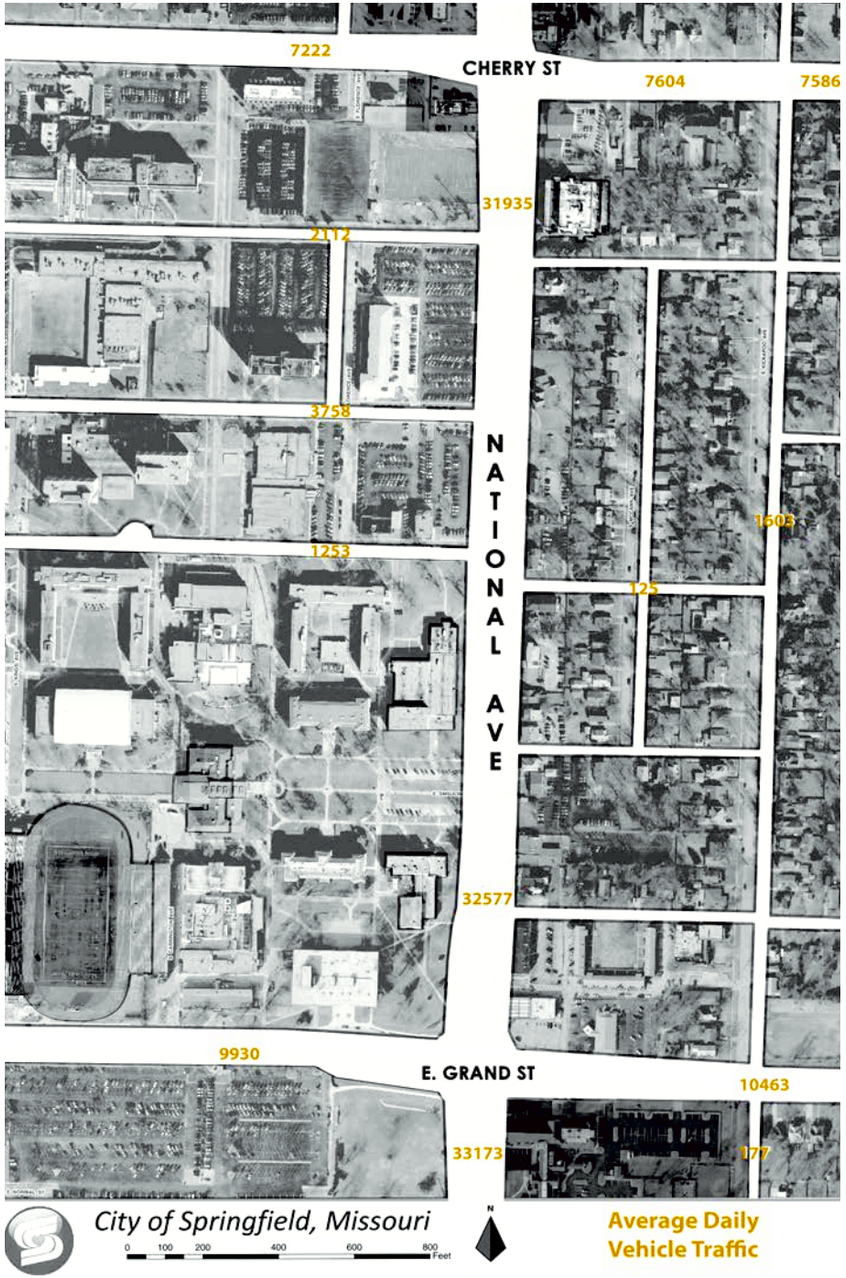

Fig.1-20 National Avenue Corridor Average Daily Vehicular Traffic

CURRENT VEHICLE TRAFFIC

National Avenue hosts 33,000 vehicles every day between the intersections of Cherry Street and Grand Street. Cherry Street sees nearly 8 thousand vehicles every day and Grand Street sees an additional 10 thousand vehicles. These cars travel the corridor at 40 mph; stopping at stoplights and pedestrian crossings every eighth of a mile. Because of this volume of traffic and frequency of stops drivers have a tendency to cut through the Rountree neighborhood and Missouri State University campus at peak traffic times to avoid the congestion. This creates dangerous situations for pedestrians.

Fig.1-21 National Avenue Crosswalk

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PRECEDENT STUDIES

DESIGN GUIDELINES

Design guidelines and form-based codes are regulations adopted into city or county law as an alternative to traditional zoning. While traditional zoning typically focuses on building use and leaves design up to individual developers, form-based code focuses on physical characteristics rather than use, as well as the relationship between building facades and the public realm.

With form-based code and design guidelines, a new development is designed to be compatible with existing neighborhoods. These developments typically have pedestrian-oriented designs which enhance pedestrian and bicycle traffic; creating a safer environment. The form-based code and design guideline approach often encourage mixed-use development, thus providing more accessible neighborhood amenities.

Form-based code and design guidelines usually cover more than just buildings. They can also regulate public space standards, as well as architectural materials, landscaping, signage, and environmental considerations.

DESIGN GUIDELINES: PROS

Design guidelines create walkable communities, reducing the impact of cars on the environment and fostering safer pedestrian and bicycle circulation. Design guidelines also keep new development compatible with existing development. This does not mean that new development is a strict copy of existing development, but is similar in scale, material, and "feel."

Design guidelines also do not segregate use-groups, but instead promote mixed-use developments. Typical zoning segregates use groups, so housing is often far away from shopping, dining, and offices.

DESIGN GUIDELINES: CONS

A major hurdles to implementing design guidelines and form-based codes is the cost. The up front cost of drafting and implementing these can be two to three times the cost of implementing a regular zoning code.

Design guidelines, and especially form-based codes, can also be too restrictive if applied improperly. Many people are wary of implementing these changes because they are concerned that everything in a development will look too much the same or that building costs will be too high because only high-end materials are allowed.

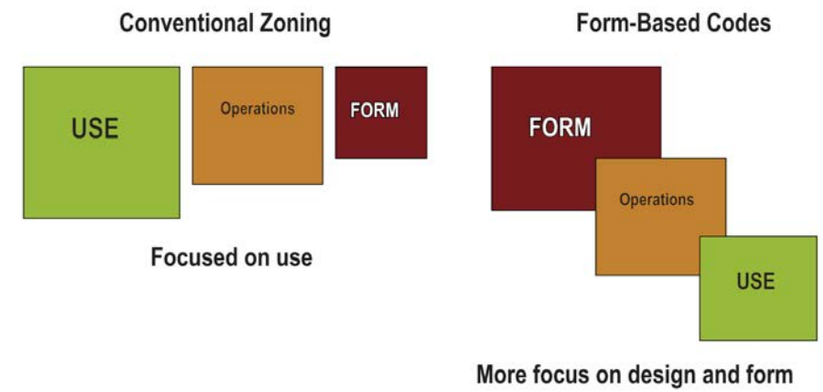

Fig. 2-1 Conventional Zoning v. Form-Based Codes

Fig. 2-2 Implementation of Form-Based Code

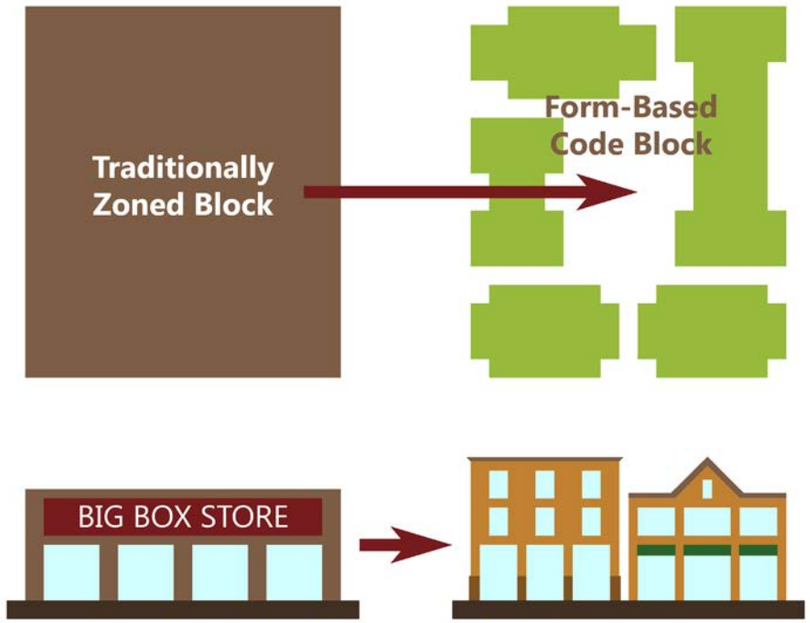

Fig. 2-3 Implementation of Form-Based Code

WHY DESIGN GUIDELINES?

Implementing design guidelines or form-based code ensures that new development on the National Avenue corridor is complementary to the existing character and feel of the Rountree neighborhood and Missouri State University. National Avenue and other area streets would have more trees and visually-appealing characteristics.

Design guidelines can also make the National Avenue corridor safer. By moving sidewalks away from the edge of the busy streets, people who walk or bike will be separated from potentially dangerous vehicular traffic and be physically safer and psychologically more comfortable. Expanding options for pedestrian and bicycle circulation also keep people away from heavily-trafficked areas, thus further improving safety.

Design guidelines will also make the Rountree neighborhood a nicer place to live. New development along National Avenue will improve the value of surrounding commercial properties and encouraging existing owners and other developers to invest. Property values within the Rountree neighborhood would also be positively affected. Amenities within the new development will increase the desirability of the surrounding homes. Beautifying the streetscapes, especially on National Avenue, will also make the area more appealing to investors, home owners, and the users of the new developments.

Fig. 2-4 Traditionally Zoned Block

Fig. 2-5 Form-Based Code Block

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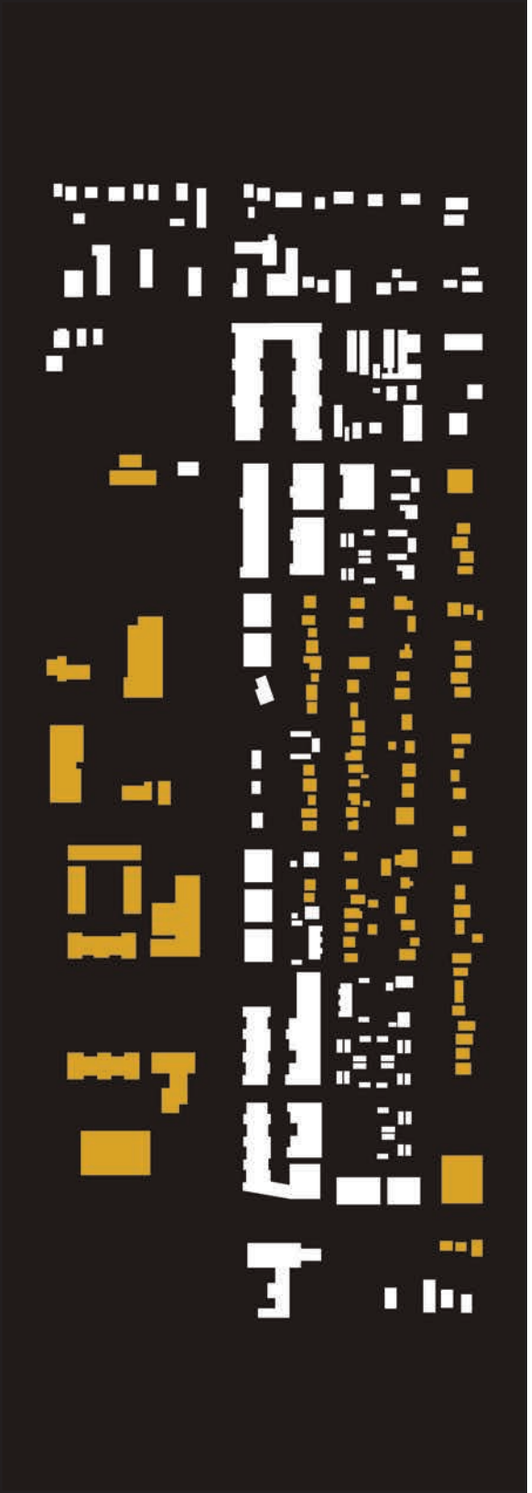

A COMMUNITY / UNIVERSITY MASTER PLAN

Like many urban universities, the Missouri State University campus is surrounded by neighborhoods that wish to retain the current single-family housing character of the neighborhood. Engagement and relationship with the community is an integral part of the master planning process.

Below are a few of the medium and long term goals that many communities and universities have already implemented:

- Develop an Investment and Operations Plan
- Improve the relationship with campus security
- Create a "Students as Good Neighbors" program
- Improve the university's green practices
- Improve the signage policy
- Develop a community/university transportation plan

21.8% of residents in Rountree are students,
20.4% are educators.
The highest distribution of residents age is between 20-25.

Fig. 2-6 Streetscaping for Pedestrian and Vehicular Traffic

Fig. 2-7 University of Missouri Kansas City Campus Housing Plan

Fig. 2-8 American Bungalow-style Homes near University of Missouri Kansas City

Fig. 2-9 UMKC's Communiversity Program

Fig. 2-11 UMKC's Communiversity

Fig. 2-10 UMKC's Communiversity Program

Fig. 2-12 UMKC's Communiversity

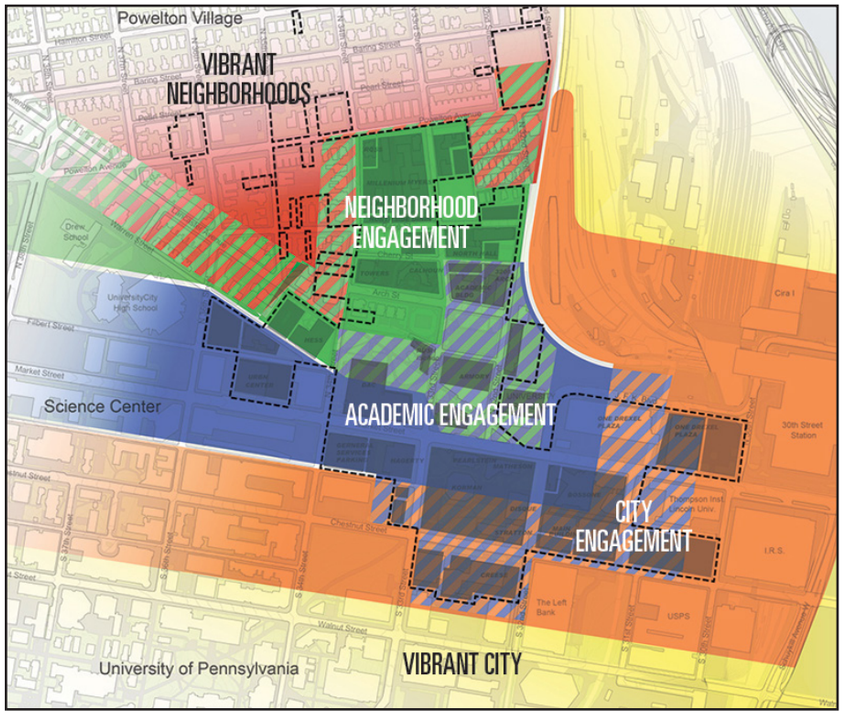

Fig. 2-13 The University of Pennsylvania and the Adjacent Neighborhood

PROGRAMS THAT BENEFIT A COMMUNITY UNIVERSITY

The University of Missouri Kansas City developed Communiversity, an adult education program that offers the community the opportunity to learn in a fun environment.

- All classes are taught by volunteer teachers, and about 8,000 people take Communiversity classes each year.
- From cooking classes to financial planning, belly dancing and holistic health, there is a great variety in courses.

Engagement and relationship with the community is critical; many universities have partnered with surrounding neighborhoods and created committees that are composed of community, civic, and university representatives meeting every two months.

WHY LIVE NEXT TO A COLLEGE CAMPUS?

There are numerous advantages to living next to a university; urban campuses offer many opportunities to work in partnership with surrounding neighborhoods to create a unique urban setting marked by livability, amenity, and accessibility.

- Missouri State University's campus offers a diverse, walkable environment with multiple choices for living, working, learning, and playing.
- The synergy that can be further promoted between the Rountree neighborhood and Missouri State University can enhance the quality of life, economic vitality, university / neighborhood partnership, and identity of this important section of the city.

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SUSTAINABLE COMMUNITIES

Health, schools, taxes, traffic, the environment, economic growth-- many of the things we care about-- are all affected by development decisions. From the length of our daily commute to the value of a new home, and the well-being of our neighborhoods, how we build has a major impact on our personal lives and our communities.

ENVIRONMENTAL STEWARDSHIP

Environmental stewardship mitigates natural occurrences on site; harnessing the power of the natural environment can better the quality of life for any community.

TRIPLE BOTTOM LINE

The triple bottom line balances economic, social, and environmental factors to create an interconnected community that compliments each of the user groups. The balance of these entities not only builds sense of community, but also creates methods to maintain and improve upon existing conditions.

SMART GROWTH

Communities around the country are looking for ways to get the most out of new developments and take full advantage of their investments. Frustrated by development that require residents to drive long distances between jobs and homes, many communities are challenging the rules that make it impossible to put the workplace, homes, and services closer together. Many communities are questioning the fiscal wisdom of neglecting existing infrastructure while expanding new sewers, roads, and services outside of existing cities. In many communities where development has improved daily life, the economy, and the environment, smart growth principles have been instrumental to that success.

Growth is "smart" when it produces communities with greater opportunities, return on public investment, a thriving natural environment, and a legacy to be proud to leave to future generations.

When communities choose smart growth strategies, they create new neighborhoods and maintain existing ones that are attractive, convenient, and safe. They foster design that encourages social, civic, and physical activity, and protect the environment while stimulating economic growth. When participating in smart planning, communities preserve the highlights of their past while creating a bright future for generations to come.

Fig. 2-14 Sustainable Community

Fig. 2-15 Sustainability Is a Bright Idea

Fig. 2-16 University of Michigan Transportation

Fig. 2-17 Green Streetscaping

TRANSPORTATION

Separating pedestrians and motor vehicles can create a safer environment by alleviating traffic concerns. Also, encouraging walking and biking community while supporting the needs of commercial venues, all traffic types can flow uninterrupted without creating dangerous crossings.

LEED GUIDELINES

LEED (Leadership in Energy and Environmental Design) guidelines are a nationally recognized standard for sustainable design. LEED guidelines have been developed for such projects as new and renovated construction and neighborhood design. These guidelines are an invaluable source of information when planning and design projects and should be utilized when considering the National Avenue corridor proposals.

STRATEGIC LOW IMPACT DEVELOPMENT (LID)

Low Impact Development (LID) strategies are another source of information related to sustainable planning and design. These guidelines suggest strategies for how buildings and neighborhoods can be developed in harmony with their surroundings, thus causing the least impact within the ecosystem. These strategies should also be considered when developing the National Avenue corridor.

Fig. 2-18 Sustainable Living

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THE MODERN URBAN NEIGHBORHOOD

TEN PRINCIPLES OF NEW URBANISM

1. Walkability: destinations within a ten minute walk from home and work

2. Connectivity: a high quality pedestrian network

3. Mixed-use and diversity
   - Offices, apartments, homes, retail, dining, and entertainment options

4. Mixed housing: variety in size and price within close proximity

5. Quality architecture and urban design
   - Emphasis on aesthetics, comfort, and creating a sense of place

6. Traditional neighborhood structure
   - Importance of a defined public realm and the town center
   - Transect planning: higher density near to the center

7. Increased density: buildings closer together for ease of walking

8. Green transportation: design encourages use of bicycles and walking

9. Sustainability: more walking, less driving

10. Quality of life: creates an environment that promotes a happier lifestyle

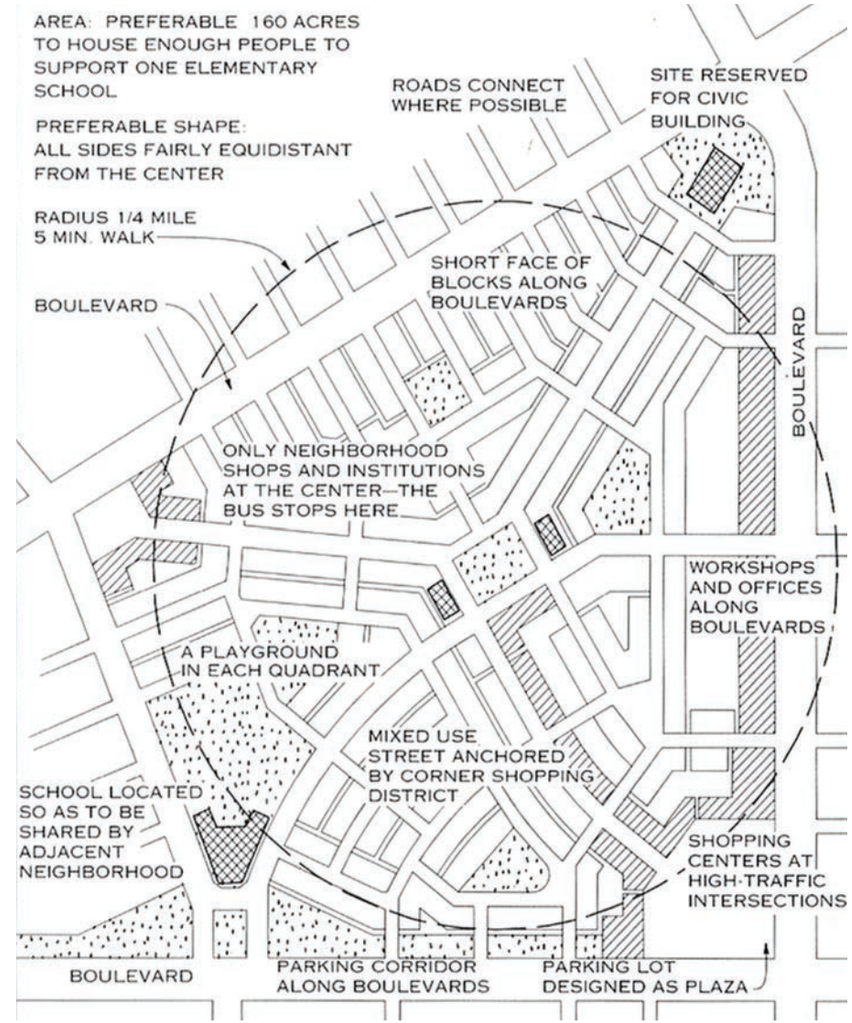

Fig. 2-19 The Modern Urban Neighborhood

As opposed to the popular suburban sprawl model for living, the modern urban neighborhood promotes walkable and bikeable communities, compact mixed-use forms accompanied by a variety of housing opportunities, encouraging more shared spaces that promote security, pride, and character.

Fig. 2-20 New Town, Saint Charles, Missouri

Fig. 2-21 Live-Work Units in New Town, Saint Charles, Missouri

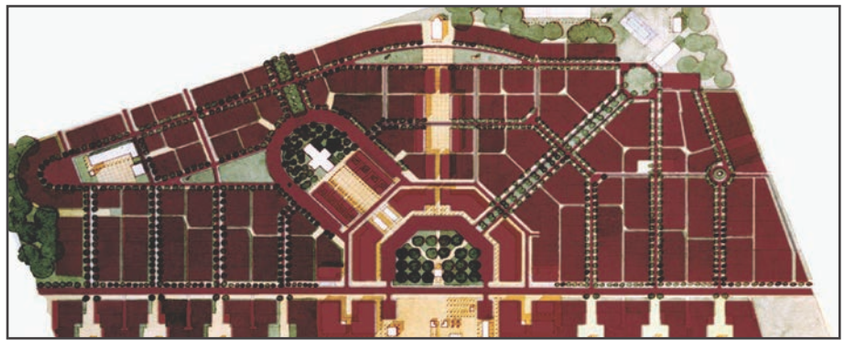

Fig. 2-22 Seaside Site Plan

NEW TOWN, SAINT CHARLES, MISSOURI

A defined form-based code, a vibrant city center lined with locally-owned businesses, and mixed-used developments characterize New Town. The development maintains its own identity separate from the surrounding city.

SEASIDE, FLORIDA

The community spaces characterized by mixed-use developments and shared green spaces are most walkable via boulevards in Seaside that radiate from the center of town. Also, despite the variety in architectural styles among its residences and buildings, Seaside maintains a sense of design continuity.

Mixed-use facilities with businesses on the street level and residences above not only encourage an active live-work-play environment, but also promote security in areas otherwise dark and vacant by nightfall. Business owners can choose to rent the space below and live above, virtually eliminating the daily commute to work.

POSSIBILITIES FOR THE NATIONAL AVENUE CORRIDOR

Connectivity:

- Promote a walkable, bikeable community
- Spaces used by Missouri State University students/faculty and the Rountree neighborhood
- National becomes a pedestrian-friendly boulevard

Variety in housing options

Design consistencies

- Form-based code; design guidelines

Rezoning: mixed-used developments

Shared spaces: promote community pride and security

- Village centers, plazas, wider sidewalks
- Destinations for entertainment: small cafes, dining
- Local businesses: offices, markets, a general store

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LIVE-WORK-PLAY COMMUNITIES

Live-work-play communities create a sense of place and unity neighborhoods. These communities are pedestrian-oriented developments that incorporate diversity in architecture, streetscapes, price point and usage in the same neighborhood. This typically means that a neighborhood center for shopping, eating, and every day needs is included with residential, commercial and civic uses.

BAXTER VILLAGE, FORT MILL, SOUTH CAROLINA

Baxter Village is a community with 1,200 families and 450,000 square feet of offices, retail, and civic spaces that offer 1,100 jobs. As opposed to neighboring communities, Baxter Village's locally-owned businesses have prospered during the recession, allowing new stores to open; most of these stores are located in the town center.

Baxter Village encourages historically-influenced architecture in order to create a sense of a timeless community. Most of the homes have small lots and large porches in order to promote connectivity and community interaction. Small "pocket" parks and village greens give residents a place to play and socialize. By eliminating the backyard, residents are less likely to hide behind their gates, but instead become a part of the community.

Baxter Village offers:

- Shops
- Restaurants
- YMCA
- An elementary school
- Urgent care center
- Public library
- Marketplace
- Community building
- Pool
- Parks
- Diverse income housing

Fig. 2-23 Baxter Village Commercial Strip

Fig. 2-24 Baxter Village Residential Area

Fig. 2-25 Baxter Village Mixed-Use Development

Fig. 2-26

Fig. 2-27 Alberta, Portland, Oregon Commercial Strip

ALBERTA NEIGHBORHOOD, PORTLAND, OREGON

Alberta is neighborhood participating in Portland's Main Street Program; which seeks to revitalize historic downtown areas through organization, promotion, economic restructuring, and design.

Alberta offers:

- Affordable historical housing in new residential developments along the street.
- Living-wage jobs at businesses and stores
- Hardware, office supply, grocery and book stores
- New zoning tools that create density.
- A strong and walkable commercial district and green spaces that promote safety.
- A premier arts district that is supported by "Last Thursday" of each month which local galleries and stores stay open late to transform into the artists' opening night receptions.
- Locally owned restaurants that offer outdoor seating

Fig. 2-28 Coffee Shop in Alberta, Portland, Oregon

Fig. 2-29 Alberta's Art District

Fig. 2-30 Alberta's Historical Homes

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VEHICLE GATEWAYS

SIGNAGE

Successful communities use signage to show the character of their neighborhood; often times the history of the neighborhood and values of the area are highly influential to signage design. More importantly, signage signifies a transition, increasing awareness of new surroundings and creating a sense of place. In order to promote safety, readability of signage is essential, particularly on highly-trafficked motorways and in high-speed areas. Materials of signage should be local and the style of design should embody the characteristics of the surrounding art and architecture. Strong, sturdy materials such as stone are traditionally used to increase this sense of security.

GATEWAYS AND CHOKERS

Gateways deter outsiders from entering or cutting through the area because they create a sense of privacy or psychological gate as opposed to a physical gateway. Gateways may be visible in the form of chokers used to compress and slow vehicular traffic; these often decrease average car speed by four miles per hour.

Fig. 2-31 Stone Entrance Signage

Fig. 2-32 Stone Entrance Signage

Fig. 2-33 Pedestrian-Friendly Boulevards

Fig. 2-34 Scuptural Signage

PEDESTRIAN LIFE

THE IMPORTANCE OF PEDESTRIANS AND CYCLISTS

Walkable neighborhoods form more successful and social neighborhoods. Community centers, mixed-income and mixed-use buildings, parks, public spaces, pedestrian art, neighborhood schools, and streets with bicycle and pedestrian paths promote walkability. With these in mind, the National Avenue corridor can develop into a pedestrian hotspot for Missouri State University and Rountree neighborhood. Increased foot-traffic will also inspire other activities such as block parties and community gardens.

PATHS, PAVEMENT AND SAFETY

Clearly lit paths and a high volume of pedestrian activity are essential to creating a sense safety at nighttime.

Crosswalks defined by a change in pavement elevation or material increase awareness of pedestrians and cyclists to automobile drivers. Successful grade-level crossings are defined by stone or brick pavers elevated slightly above the road.

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PEDESTRIAN STREET CROSSINGS: ISSUES

TRAVELING ABOVE, BELOW, AND AT GRADE

1. At Grade Crossing
   - Conflict with cars
   - Crosswalks need to be carefully marked, signed and signal controlled to be effective
   - Slows down vehicular traffic
   - Convenient for pedestrians
   - Inexpensive

2. Above Grade Crossing
   - Infrastructure cost
   - Distracts and/or disrupts view
   - Safer than grade level crossing
   - Accessibility for all users difficulty
   - Could become an iconic landmark
   - Identifiable crossing point

3. Below Grade Crossing
   - Can be dirty, scary, and perceived as unsafe if not properly designed and maintained
   - Infrastructure cost
   - Safer than grade level crossing
   - Accessibility for all users could be difficult without adequate slope
   - Could allows an uninterrupted flow of pedestrians and landscape from one side of street to the other
   - Could serve as a shelter during bad weather

The National Avenue corridor has a number of pedestrian and vehicular traffic conflict. The current lighted, grade-level crossing location poses visibility and safety concerns for both pedestrians and drivers. The 33,000 cars that travel this section of National Avenue daily are an impediment to the free and safe movement of pedestrians across the corridor.

Fig. 2-35 At-Grade Pedestrian Crossing

Fig. 2-36 Pedestrian Overpass

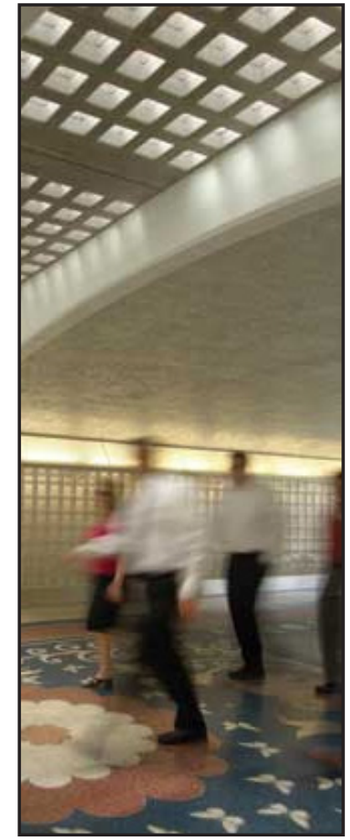

Fig. 2-37 Pedestrian Underpass

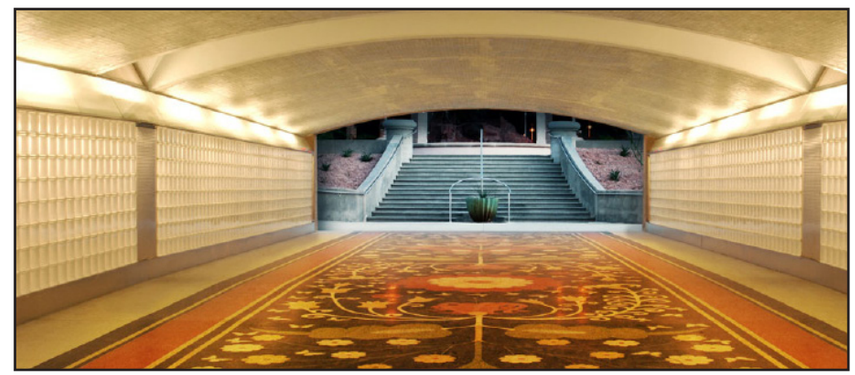

Fig. 2-38 Aesthetically-Pleasing Pedestrian Underpass

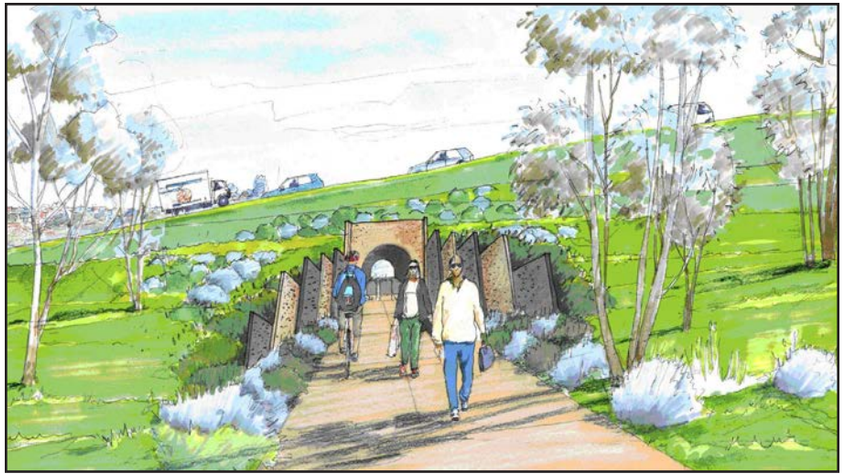

Fig. 2-39 Pedestrian Underpass

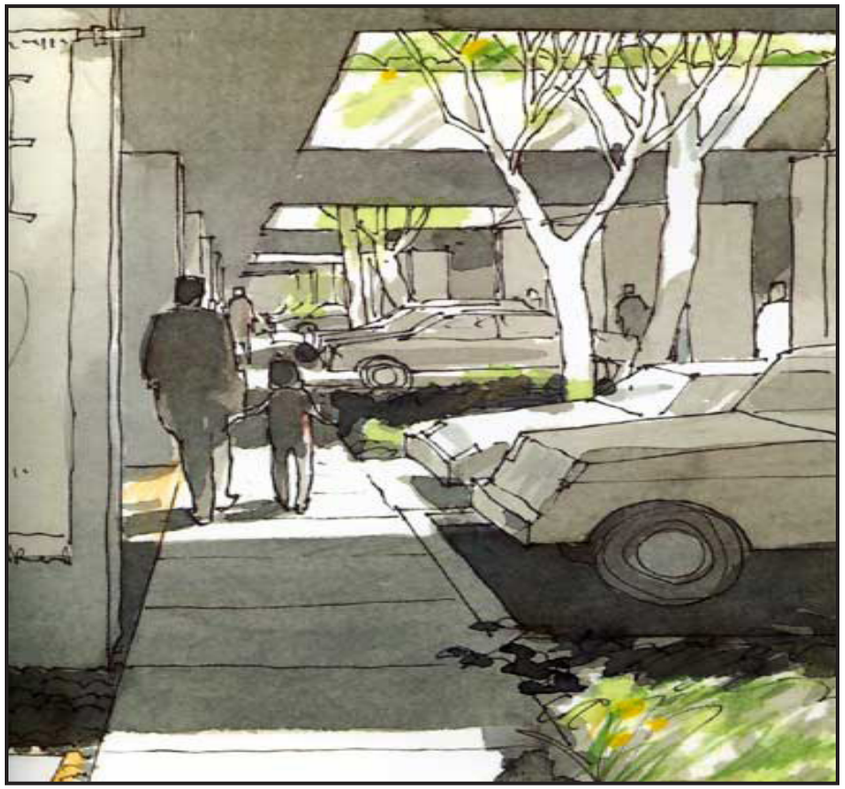

Fig. 2-40 Pedestrian Underpass

THE NEED FOR AN IMPROVED CROSSING

By separating the pedestrian and vehicular traffic, the speed of vehicular traffic and safety of pedestrians along the National Avenue corridor will improve. The pedestrian zone will also provide locations for informal and formal gatherings, serving to improve the connectivity between the Missouri State University and the Rountree neighborhood.

Often, the quality of living is directly correlated to the qualities and aesthetics of the surroundings. The term "underground" is often associated with images of caves, dark tunnels, and undesirable places; if done with properly, the results of underground areas can be extremely pleasant and economical. For example, a wide underpass would not only provide safe passage below National Avenue, it would also provide shelter, shade, and a place for informal community events.

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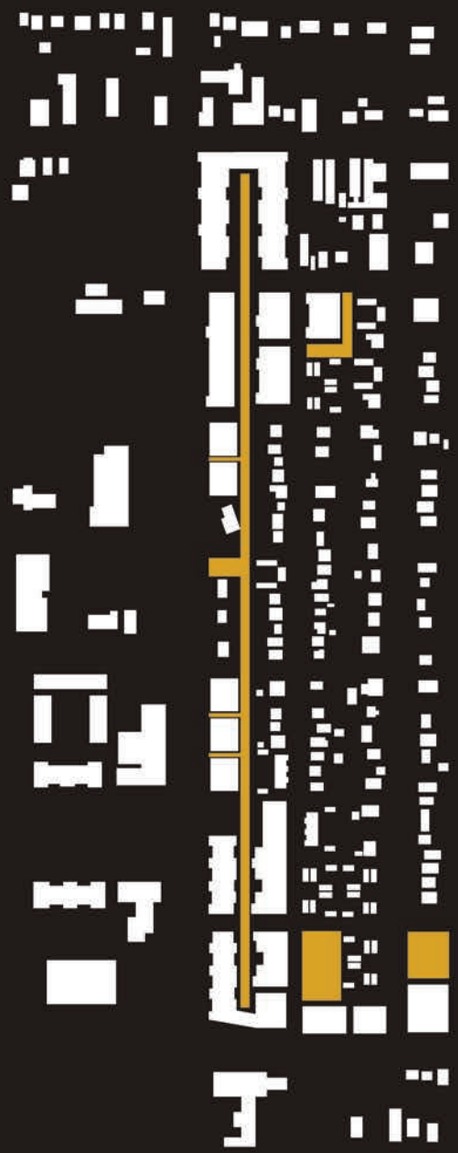

NEIGHBORHOOD GREENWAYS

PORTLAND, OREGON

Portland's push for safe streets drove the greenways initiative. Neighborhood greenways are residential streets with limited vehicular traffic traveling at low speeds, which give the cyclists and pedestrians priority.

- Reduce vehicular cut-throughs:
  - Speed humps, traffic diverters, and other street calming techniques within a residential neighborhood keep cars on the main roadways instead of cutting through private neighborhood streets.
- Provide safer bicycling and pedestrian connections:
  - Pavement markings alert drivers of cyclists; improved crossings and curb ramps make pedestrian mobility easier and safer.
- Reduce automobile speeds:
  - Speed humps and other street calming techniques help slow vehicular traffic near greenways and residential neighborhoods.
- Help people cross busier streets:
  - Improved crossings at main streets help people walking and bicycling cross safely.
- Provide more "eyes on the streets":
  - More people out on the street bicycling and walking leads to safer streets!

SEATTLE, WASHINGTON

Seattle Washington has implemented a series of greenway trails connecting neighborhoods and promoting a safe street initiative. The city has eleven miles of greenway trails throughout the urban neighborhoods. The main goal was connecting people within their local communities through safe travel and the enjoyment of recreational activities.

Fig. 2-41 Greenway Trail Marking

Fig. 2-42 Seattle Greenway Trail

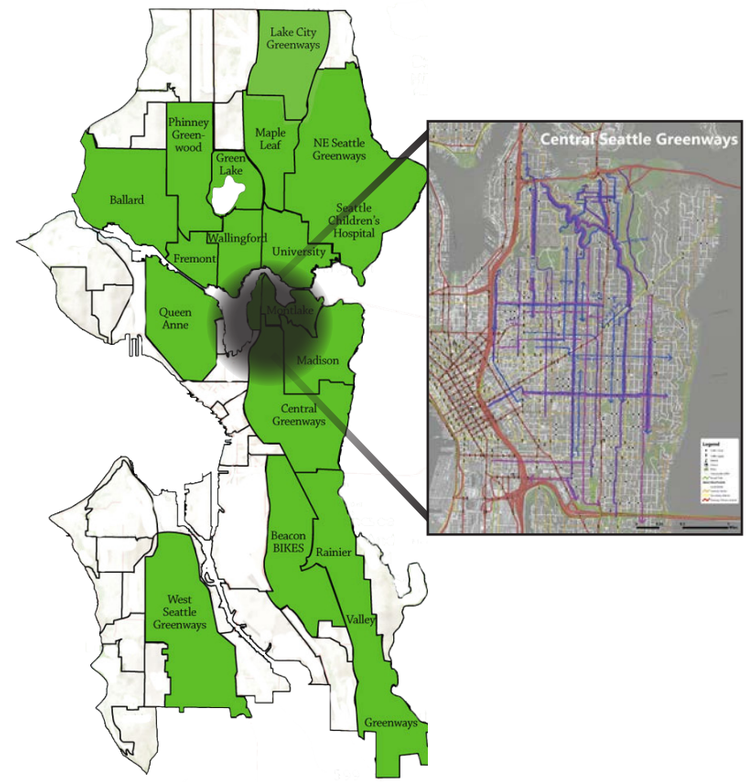

Fig. 2-43 Seattle, Washington

Fig. 2-44 Seattle Greenway Trail System

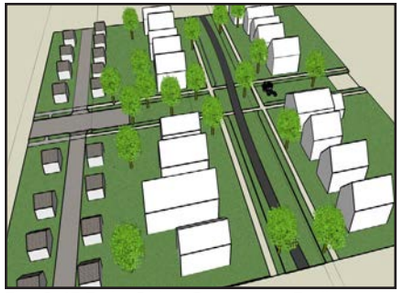

Fig. 2-45 Twin Cities Greenway Trails

Fig. 2-46 Twin Cities Greenway Trails

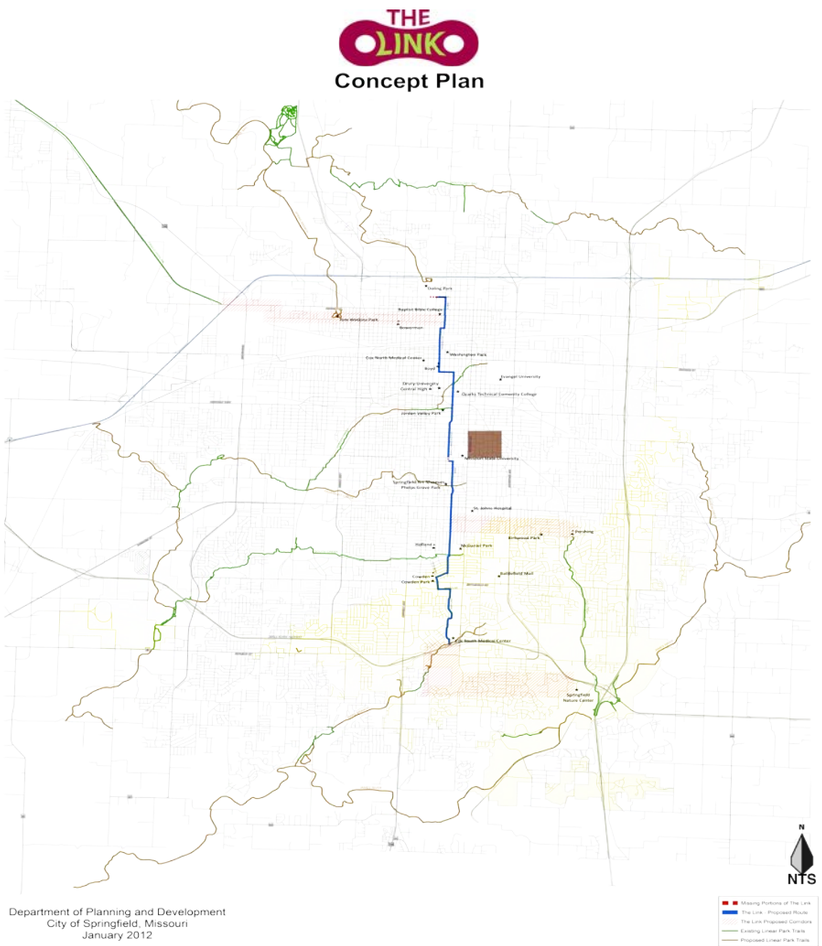

Fig. 2-47 The Link Greenway Trail System, Springfield, Missouri

TWIN CITIES, MINNESOTA

The Twin Cities of Minneapolis and St. Paul in Minnesota have integrated greenway trails into their neighborhoods and creating small pocket parks. The cities accomplished this by bisecting designated streets, cutting off vehicular traffic in order to create pedestrian-friendly green spaces that connect the cities.

SPRINGFIELD, MISSOURI

Connection to the Springfield greenway trail system will add more recreational opportunities throughout the Rountree neighborhood and will also connect the Rountree neighborhood to the greater Springfield area. This proposed extension of the Link will act as a transition between the National Avenue corridor and Rountree neighborhood. The implementation of pedestrian and bike-friendly roads helps to develop a calm street environment which the Rountree neighborhood is trying to achieve.

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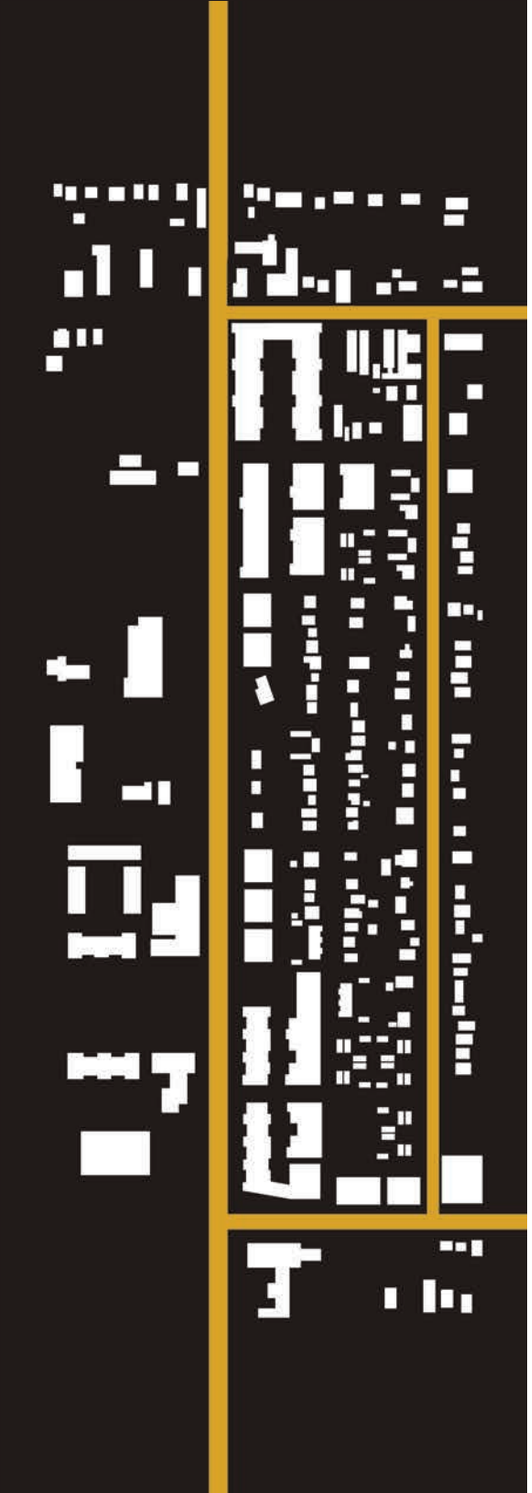
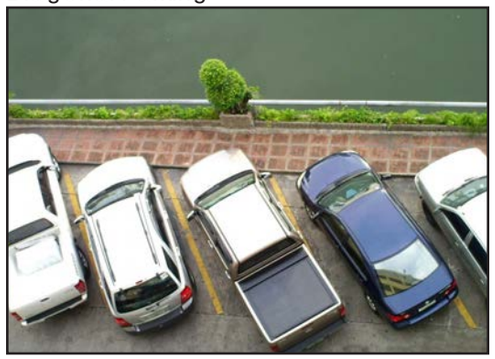


DIFFERENT IMPLEMENTATION FOR CALMING STREETS

Diagonal Parking



Speed Humps

Traffic Circles

One-Way Streets into Two-Way Streets

Bulbs, Chokers, Neckdowns

Tight Corner Curbs

Widening Side Walks/ Narrowing Streets

Roundabouts

Chicanes

Diverters

Raised Medians

Rumble Strips & Other Surface Treatments

Fig. 2-48 Techniques for Street Calming

Traffic calming is a system of design and management strategies that aims to balance traffic on streets with other non-motor vehicular uses. It is founded on the idea that streets should preserve a sense of place and that their purpose is for people. The tools of traffic calming take on a different approach from treating the street only as a conduit for vehicles passing through at high speeds; they include techniques designed to lessen the impact of motor vehicle traffic by slowing, or "calming" it. This helps define places from a human scale and a pedestrian-friendly environment.

Besides its power to improve the livability of a place, traffic calming can be applied inexpensively and flexibly. Strategies of traffic calming include:

- Painting lines, colors and patterns
- Using planters, bollards and other removable barriers
- Eliminating or adding parking
- Installing sidewalk extensions or similar structures with temporary materials.

All of these options provide opportunities to test devices and fine-tune the approach to traffic calming. Along with other small-scale improvements, traffic calming can enhance a place immediately, while being tested and refined to meet long-term needs. When funds are available, the right combination of devices can be transformed into permanent improvements. Regardless of which traffic-calming action is taken, the benefit to a community is greater when the technical improvements are strengthened by visual enhancements like trees, flowers and other beautification measures.

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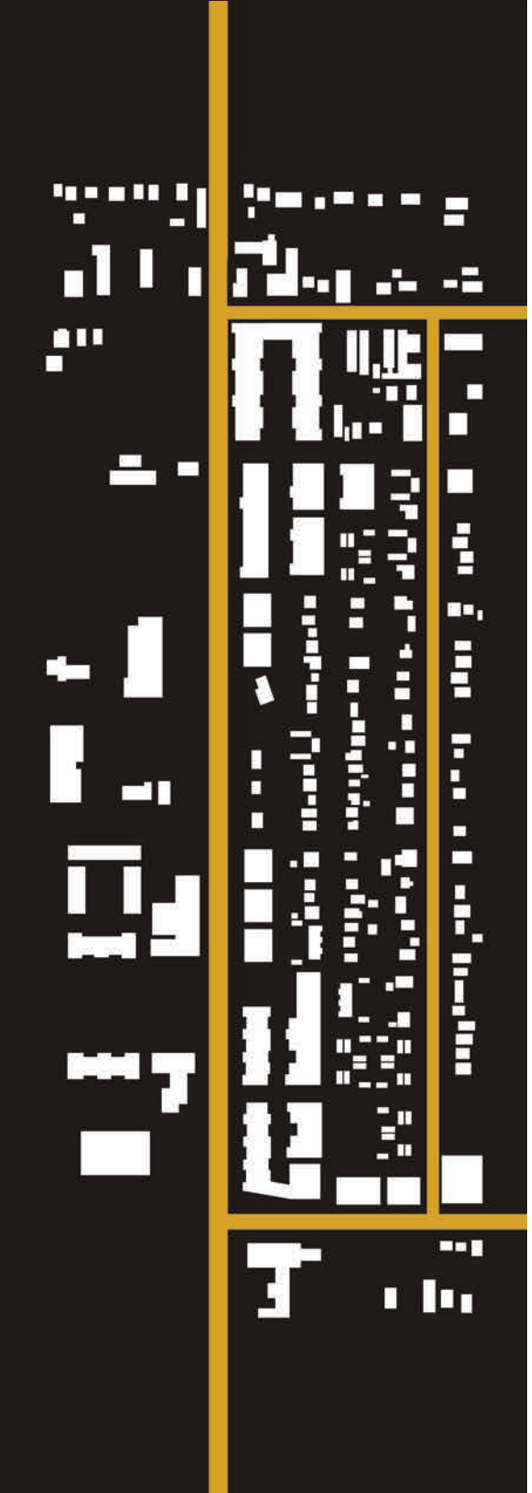

LOW IMPACT DEVELOPMENT

Expansion of sidewalks and bike lanes creates a safer environment for cyclists and pedestrians. Also, by adding a landscaped median between the lanes of traffic, it will help to soften the corridor, creating a more pleasant driving experience for the motorist.

Road Water Runoff Management Techniques

Local Xeriscaping Plants

CURB CUTS: Runoff Mitigation

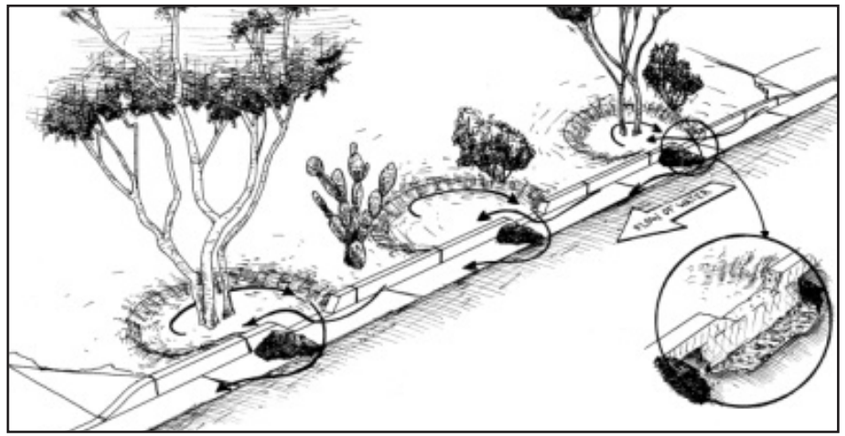

Fig. 2-49 Xeriscaping

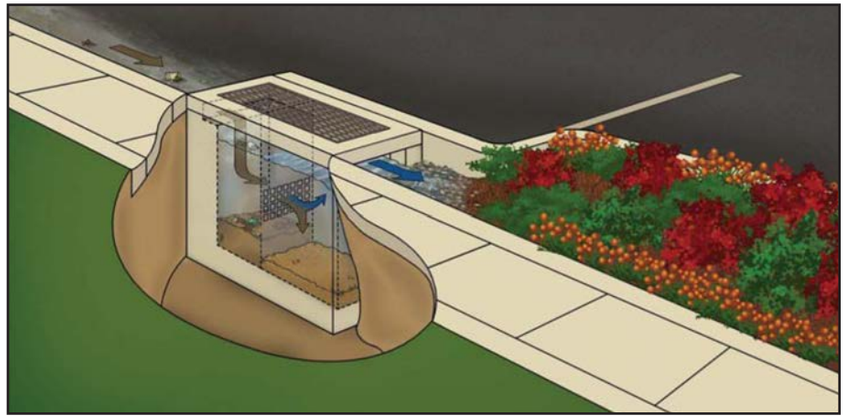

Fig. 2-50 Xeriscaping

Fig. 2-51 Curb Cut

Fig. 2-52 Xeriscaping Plants

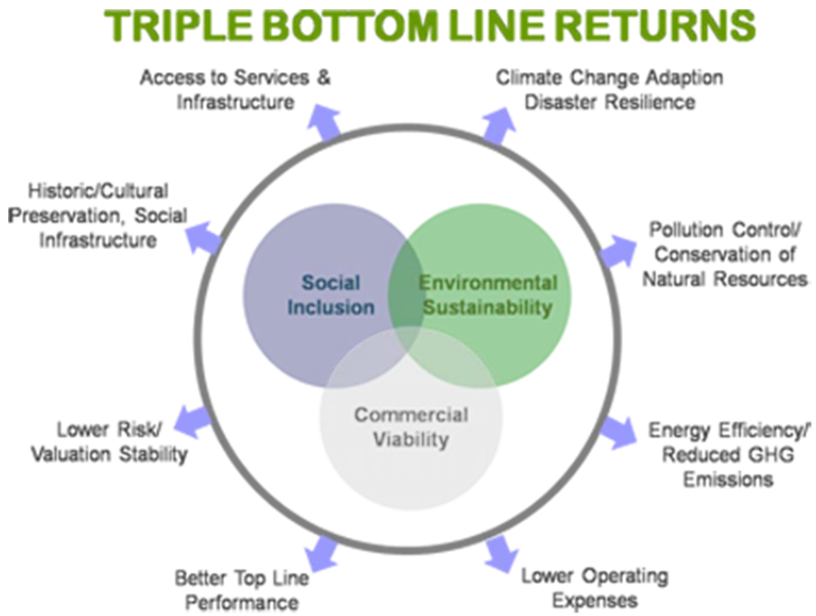

Fig. 2-53 The Triple Bottom Line

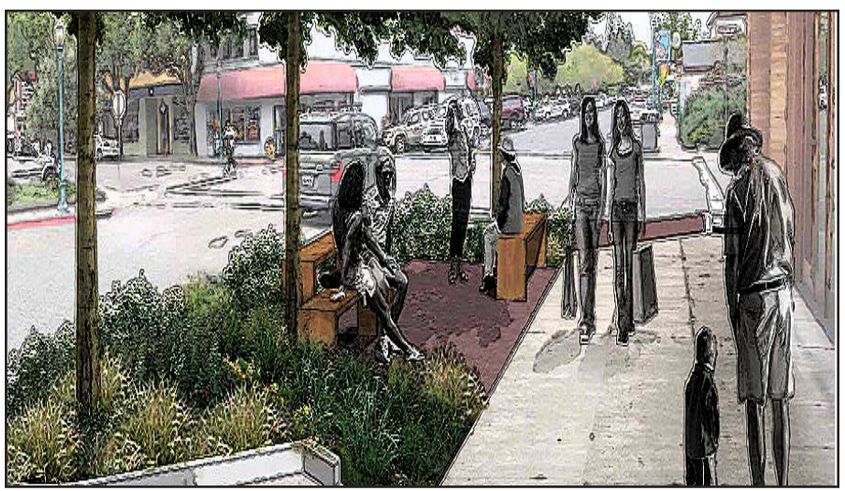

Fig. 2-54 Mixed-Use Development with Xeriscaping

Techniques presented for Low Impact Design Development include reducing imperviousness of street and sidewalks materials, conserving natural resources and ecosystems, maintaining natural drainage courses, reducing use of pipes, and minimizing clearing and grading.

- Provide runoff storage measures that disperses water uniformly throughout a sites landscape with the use of detention, retention, and runoff practices
- Implement effective public education programs which encourage property owners to use pollution prevention measures and maintain hydrologically functional landscape management practices

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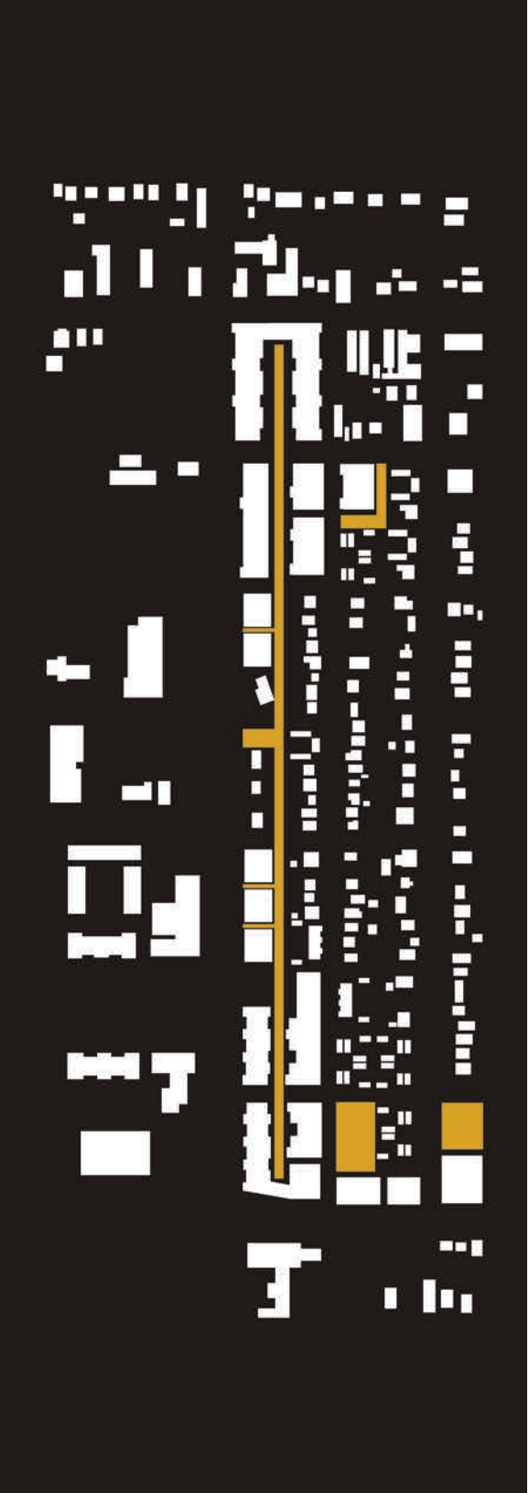

GREENSCAPING

The High Line was created as part of a massive public-private infrastructure project called the West Side Improvement. The existing infrastructure lifted freight traffic thirty feet above the street, removing dangerous trains from the streets of Manhattan's largest industrial district. The High Line had its last train in 1980. Friends of the High Line worked in partnership with the city of New York to preserve and maintain the structure as an elevated public park.

COMMUNITY GARDENS

Community gardens become spaces that allow interaction between community members. Also, in an urban setting, these gardens create a visual relief within the neighborhood. The greenscaping can also help with certain drainage issues by collecting excess rainfall.

- Promote community interaction
- Potentially fix irrigation issues
- Encourage locally-grown produce accessible to neighborhood residents

Fig. 2-55 The High Line, New York City

Fig. 2-56 The High Line, New York City

Fig. 2-57 Community Gardens

Fig. 2-58 The High Line, New York City

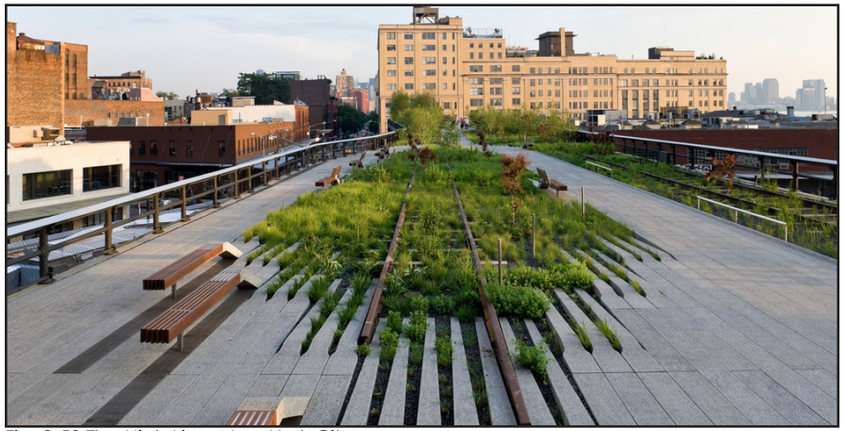

Fig. 2-59 The High Line, New York City

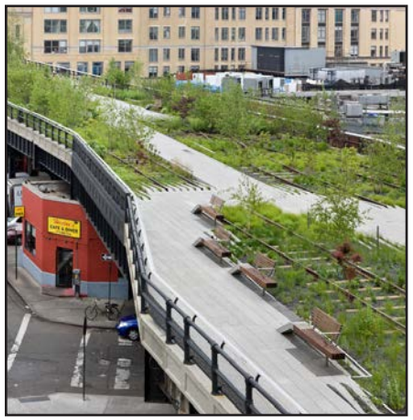

Fig. 2-60 The High Line, New York City

Fig. 2-61 The High Line, New York City

GREEN SPACE

- Breaks up the redundance of the built environment in an urban setting.
- Creates unique experiences for the user that are not typical of the urban landscape.

Several elements of the Highline are helpful in addressing the concerns of the National Avenue corridor:

- Safety: The Highline separates pedestrian and motor vehicle traffic
- Interaction: Community green spaces encourage neighborhood collaboration.

Fig. 2-62 The High Line, New York City

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VISIONING WORKSHOP

CHALLENGES AND OPPORTUNITIES

CHALLENGES

The National Avenue corridor presents a number of challenges; most of these concerns are the product of the intensity of automotive traffic. Approximately 33,000 vehicles use this section of National Avenue every day, which presents a danger to the pedestrian traffic crossing between Missouri State University and the Rountree neighborhood. From Cherry Street to Grand Street, there are four designated crossings for pedestrians: Cherry Street, Monroe Street, Carrington Hall pedestrian crossing, and Grand Street. The most hazardous of these crossing points is the lighted pedestrian crosswalk in front of Carrington Hall. Better pedestrian crossings needs to be established along the corridor to improve the ease and safety of the pedestrian and bicycle connectivity between the east and west sides of National Avenue.

One of the main concerns for Rountree neighborhood residents is the traffic that cuts through the neighborhood during periods of traffic congestion along the National Avenue corridor. These drivers cut through the Rountree neighborhood at an excessive speed, which is a hazard and nuisance to the residents.

Additionally, the National Avenue corridor needs to be redeveloped to better reflect the historic character and aesthetic qualities of the Rountree neighborhood. The current eastern edge of National Avenue corridor is visually unappealing; many of the developments, including the Bear Mall and the numerous rental homes have not been well maintained and detract from the Rountree neighborhood and Missouri State University. Many of the homes in the area have been subdivided into multi-tenant households by absentee property owners and leased to Missouri State University students. As a result, many of these homes are in disrepair and promote a negative image for the area.

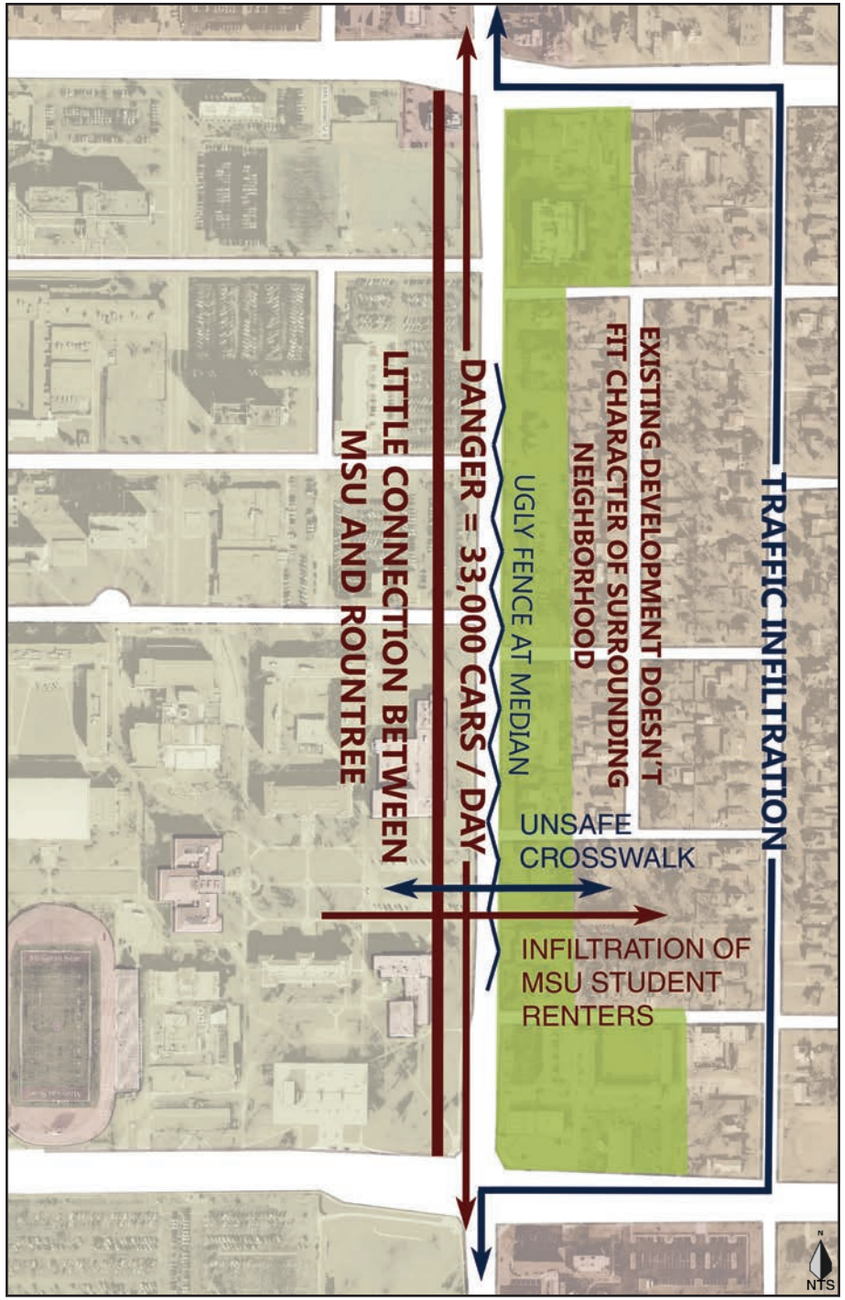

Fig. 3-1 Challenges of the National Avenue Corridor

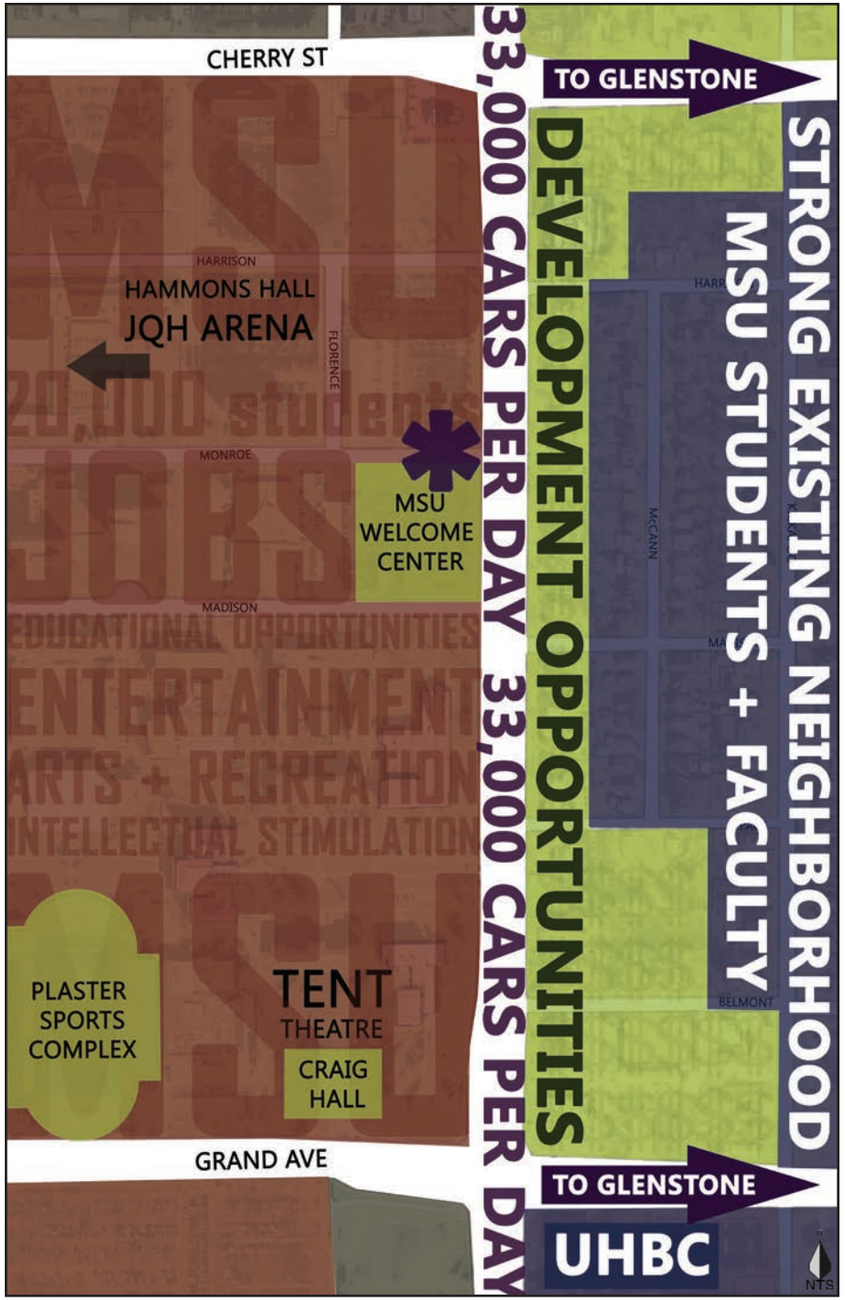

Fig. 3-2 Opportunities for the National Avenue Corridor

OPPORTUNITIES

While the vehicular traffic along National Avenue negatively impacts the corridor, it also presents great opportunities for developers. The eastern façade of National Avenue is a desirable location for future developments given the quantity of people passing through the corridor.

Also, the relationship between Missouri State University and the historic Rountree neighborhood of the past should not be viewed as a road block, but rather an opportunity to create stronger ties. Missouri State University offers more than just educational opportunities; the Plaster Sports Complex, Tent Theatre, Juanita K. Hammons Hall for the Performing Arts, and the JQH Arena present entertainment opportunities not only for Missouri State University students, but also for members of the Springfield community, including Rountree neighborhood residents.

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WORKSHOP ANALYSIS

On September 10, 2012, a Goals, Objectives and Methods Workshop was undertaken by members of the Visioning Advisory Committee and community to identify the long-range needs, wants and priorities for the National Avenue corridor. From the responses of the workshop participants the following hierarchy of Goals, Objective and Methods were determined.

GOALS

Based on collaborative agreement, these Goals were selected with the highest frequency.

- Conserve the historic character of the neighborhood and school.
- Become the premier 'urban village' experience in the city.
- Redevelop the neighborhood into a 'green' neighborhood.
- Revive the neighborhood with a strategic renewal vision.
- Become a diverse neighborhood that balances housing, business, recreation and connectivity.
- Establish an urban transition zone to enhance the adjacency of the university / neighborhood.
- Enhance the neighborhood experience through relationships with nearby assets.
- Rountree shall reclaim the National Avenue corridor as part of the neighborhood.

Fig. 3-3 Workshop Analysis Goals

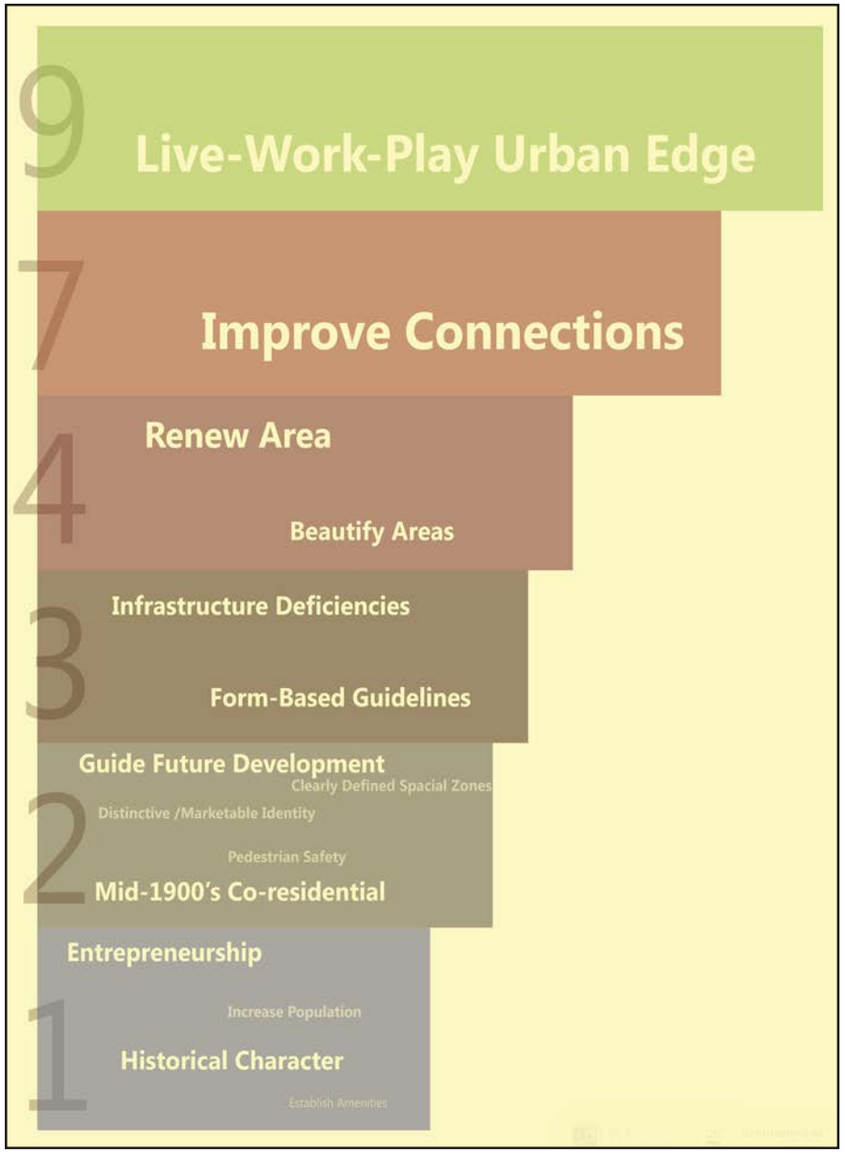

Fig. 3-4 Workshop Analysis Objectives

OBJECTIVES

These objectives were chosen to achieve the selected goals.

- Increase the neighborhood's elementary school population.
- Encourage neighborhood food production.
- Rectify flooding and infrastructure deficiencies.
- Redevelop the neighborhood as a mid-1900s student coresidential community.
- Renew historic connections to downtown.
- Develop opportunities for recreation and entertainment within the neighborhood.
- Encourage sustainable energy production and use within the neighborhood.
- Promote the neighborhood as a regionally recognized life-long learning community.
- Improve regional connections to the neighborhood.
- Enhance community ties within the neighborhood.
- Encourage entrepreneurship and career opportunities within the neighborhood.
- Promote connections for recreation and entertainment within the town.
- Renew declining homes, businesses or areas of the neighborhood.
- Beautify the neighborhood.
- Develop an identifiable transition zone between the neighborhood and university.

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METHODS

These methods were chosen to achieve the selected goals and objectives.

- Provide local and regional public transportation.
- Create a neighborhood recreation center.
- Create a local volunteer Home Maintenance Corporation
- Operate a neighborhood tool lending library.
- Establish a student enterprise incubation center.
- Establish streetscape guidelines.
- Establish building design specific redevelopment guidelines.
- Create a bed & breakfast area.
- Create more local retail stores.
- Consolidate waste management and recycling.
- Bring national franchises to the neighborhood.
- Develop a live-work-play area for the neighborhood.
- Provide a variety of housing options.
- Establish a neighborhood segment of a regional greenway trail.
- Create a Community Improvement District (CID) to finance neighborhood improvements.
- Establish 'gateway' entries into the neighborhood.
- Develop vacant lots and open spaces into community gardens.
- Remove dilapidated buildings and infill with compatible new construction.
- Create a family-friendly micro-brewery or public house.
- Establish economic / procedural incentives for new developers.
- Expand the local foods and crafts businesses.
- Establish a neighborhood storm shelter.
- Host local / regional events and festivals.
- Completely update the Neighborhood Urban Conservation District zoning overlay.
- Develop storm water management, water, and sewer systems maintenance plans.
- Enforce and enhance city ordinances.

Fig. 3-5 Workshop Analysis Methods

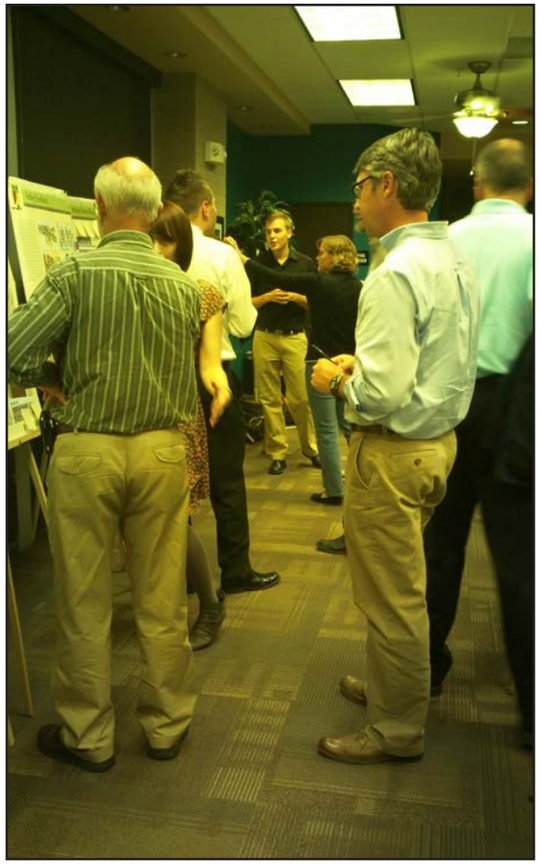
Fig. 3-6 Visioning Workshop

Fig. 3-8 Visioning Workshop

Fig. 3-9 Visioning Workshop

Fig. 3-10 Visioning Workshop

Fig. 3-11 Visioning Workshop

Fig. 3-12 Visioning Workshop

Fig. 3-13 Visioning Workshop

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GROUP CONCEPTS

Fig. 4-1 Springfield, Missouri Context Map

NATIONAL AVENUE VILLAGE

The National Avenue Village design focuses on creating multiple housing and commercial options along the National Avenue corridor and into the Rountree neighborhood. The highest intensity of the new development occurs at the major intersections, Grand Street and National Avenue and also Cherry Street and National Avenue. The intensity of the development decreases in size and density as in goes into the neighborhood. High intensity areas host light retail, restaurants, cafes, local markets, and loft homes. Lower intensity mixed-use areas host more loft homes and small local businesses at street level.

Townhouses serve as a middle-ground between existing homes and the new mixed-use, both in scale and density of residences. The housing options serve as stepping stones to home ownership. The loft homes are aimed towards students, townhouses to young professionals, and existing homes are geared towards families. This creates a constant stream of new families into the neighborhood and preserves Rountree Elementary.

Retaining the maximum amount of existing housing stock is crucial to maintaining the integrity of the Rountree neighborhood.

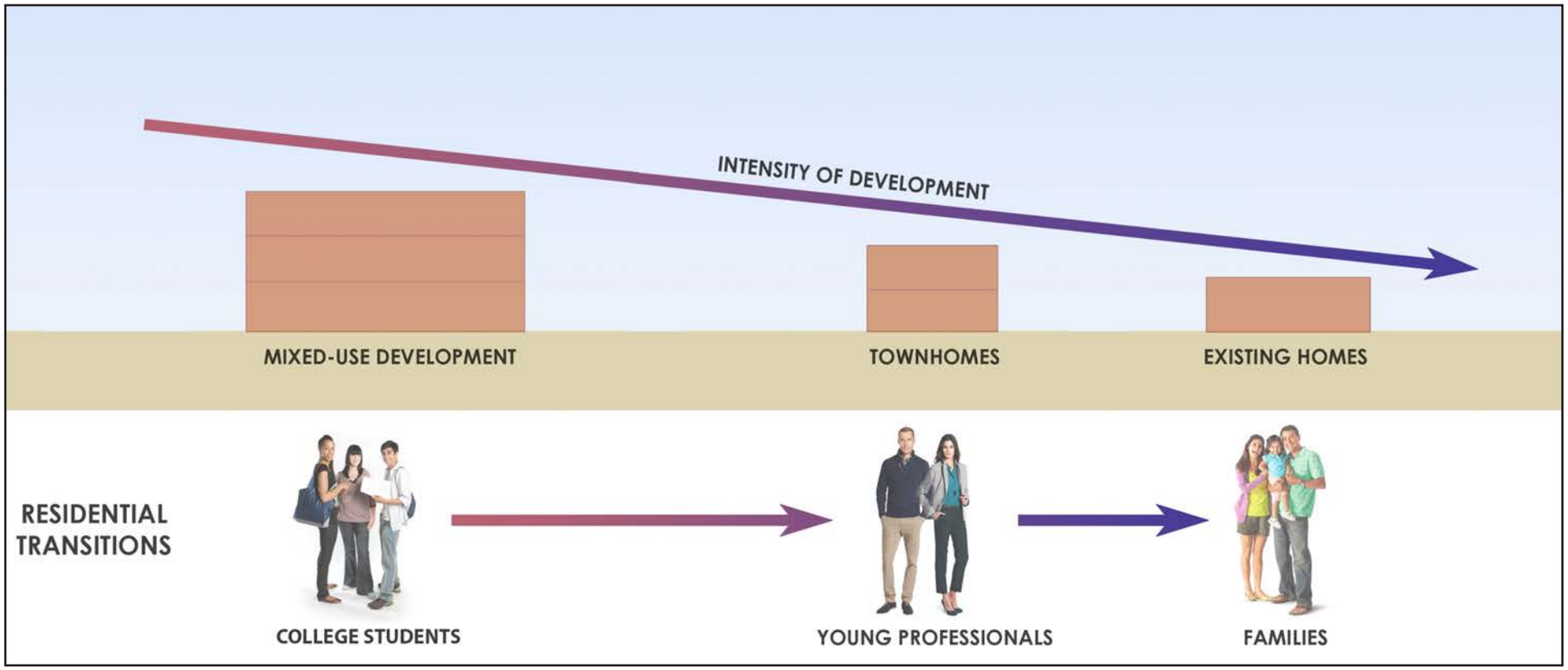

Fig. 4-2 Residential Transitions

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HIGHER DENSITY HOUSING

LOFT HOMES

Lofts will be available in a variety of sizes that offer an ample amount of options for potential buyers. These will range in price and will be the most affordable option within the new development. These homes will be in the medium and high intensity areas; the loft home option is seen as the first stepping stone to home ownership within the Rountree neighborhood.

COMMUNITY SPACES

The loft home communities will be populated with series of semi-private spaces that range in form and function. Community spaces are created in order to promote neighbor interaction and are an attractive option for potential buyers. Some of these spaces include:

- Rooftop terraces
- Rooftop gardens
- Balconies
- Entertainment rooms
- Cafes

Fig. 4-3 Elevation Study of Mixed-Use Development

Fig. 4-4 Loft Living

Fig. 4-5 Roof Terrace for Loft Living in High-Intensity Mixed-Use Development

Fig. 4-6 Elevation Study of Mixed-Use Development

Fig. 4-7 Night Life and Outdoor Dining

Fig. 4-8 Wide, Pedestrian-Friendly Underpass

Fig. 4-9 High-Itensity Mixed-Use Development Outdoor Dining and Sidewalk Culture

STREET LIFE

Plaza spaces, outdoor dining, shopping, green spaces, and a pedestrian boulevard promote interaction between the Rountree neighborhood and Missouri State University. Street plantings and streetscaping help to improve the appearance and friendliness of the area. A central boulevard that provides vehicle access by morning, but is pedestrian friendly later in the day, gives the new development versatility. A new pedestrian underpass will connect Missouri State University and the Rountree neighborhood in a safe and comfortable way.

Fig. 4-10 Convertible Street in London, England: Vehicles by Day, Pedestrians by Night

Fig. 4-11 High-Intensity Development and Underpass Plaza, looking southeast

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TOWNHOUSE CONFIGURATIONS

The townhouse configurations create a series of infill housing options for the homes that are removed during the new development phases. These townhouses help increase density that will help support local businesses built in the coming years. The architectural style will fit in with the existing character and values of the Rountree neighborhood. A focus on community interaction will be addressed in the townhouses, as each serves to explore a certain type of shared space. Pedestrian relationships to the townhouses are key to fostering a more walkable neighborhood. Lastly, the townhouses serve as a stepping stone to home ownership. These will be more spacious than apartments, but much more affordable than the existing Rountree neighborhood homes.

TOWNHOUSE CONFIGURATION A

- 3 homes
- 2 stories
- 2 property Lots
- Shared private rear courtyard
- 4 shared garages
- Access from new alleyway

Fig. 4-12 Townhouses with Courtyard

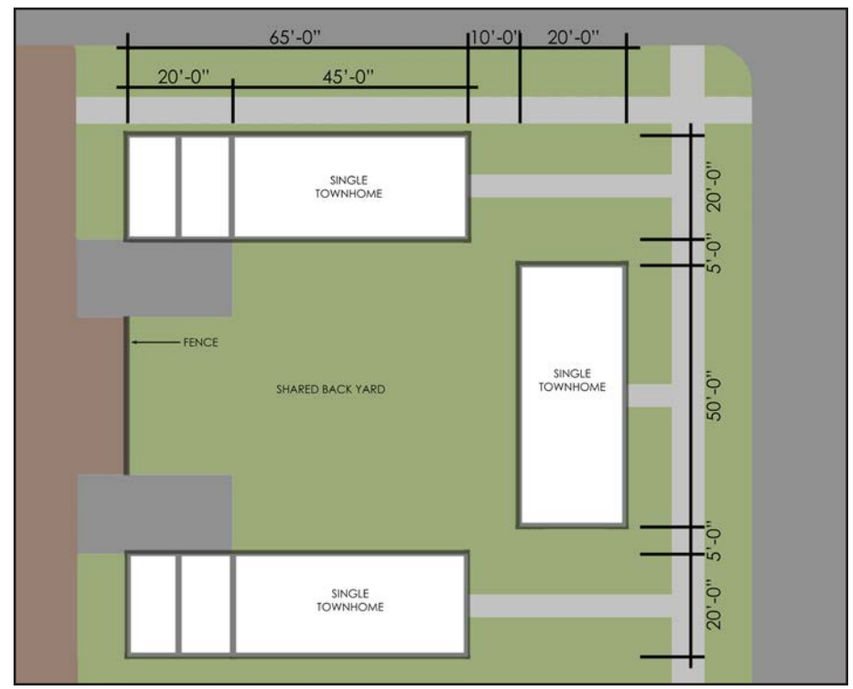

Fig. 4-13 Townhouse Configuration A Plan

Fig. 4-14 Townhouses with Courtyard

TOWNHOUSE CONFIGURATION B

- 6 detached townhouses
- 2 stories
- Shared public courtyard
- 2 lots wide
- 6 shared detached garages with alley access

Fig. 4-15 Townhouses with Courtyard

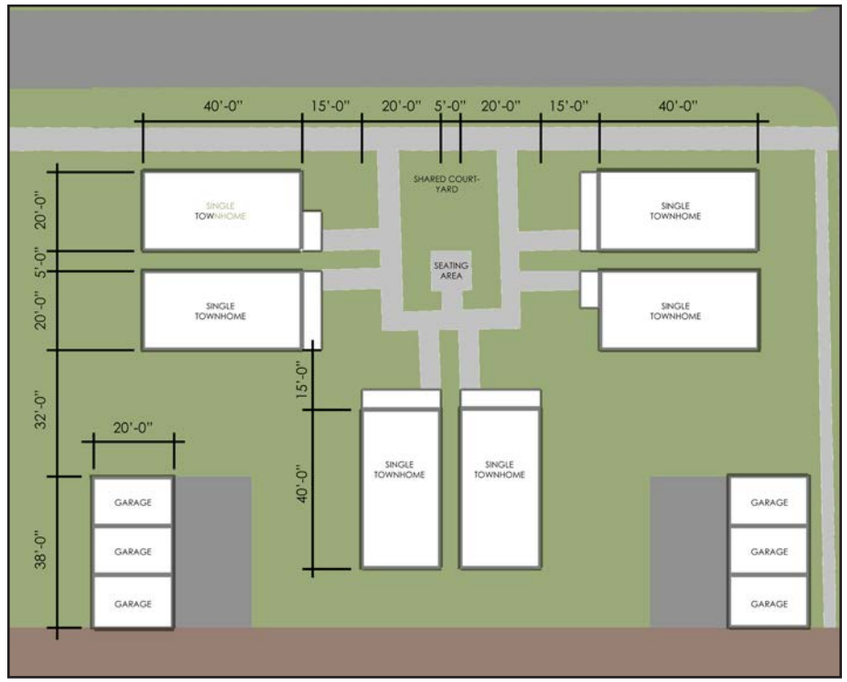

Fig. 4-16 Townhouse Configuration B Plan

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TOWNHOUSE CONFIGURATION C

- 2 homes in one duplex
- 1 lot wide
- 2 private decks
- 2 shared detached garages

Fig. 4-17 Townhouse Configuration C

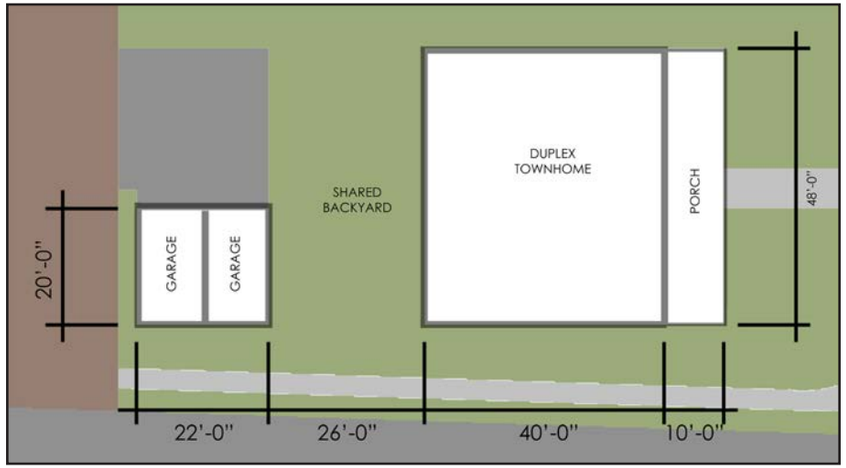

Fig. 4-18 Townhouse Configuration C Plan

TOWNHOUSE CONFIGURATION D

- 2 homes in one duplex
- 1 lot wide
- 1 shared patio
- 2 shared attached garages

Fig. 4-19 Townhouse Configuration D

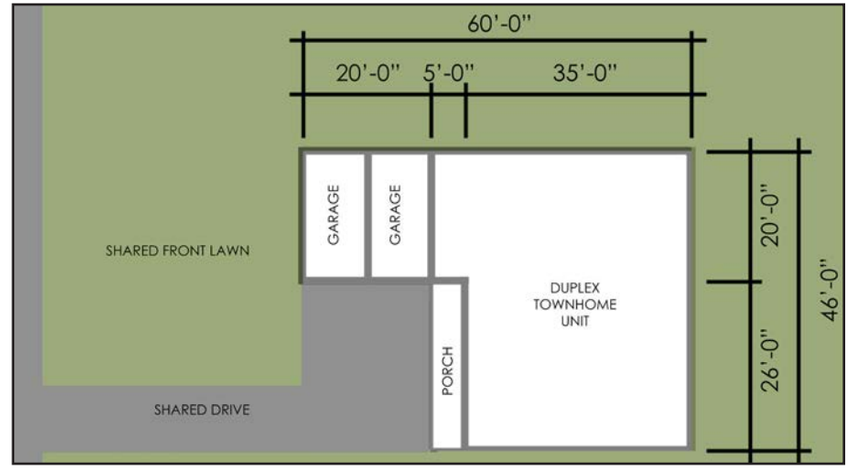

Fig. 4-20 Townhouse Configuration D Plan

Fig. 4-21 Townhouse Configuration E

Fig. 4-22 Townhouse Configuration E Plan

TOWNHOUSE CONFIGURATION E

- 6 connected rowhouses
- 3 lots wide
- 1 shared private backyard
- 6 private decks
- 6 shared detached garages with alleyway access

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THE BLEND

The National Avenue corridor that currently acts as a divider between Missouri State University and the Rountree neighborhood. However, with the careful blending of green spaces with a mixed-use retail and residential development can be created that integrates the Rountree neighborhood, Missouri State University and the National Avenue corridor into a cohesive community. This unique blend of spaces will foster a vital relationship between Missouri State University and the Rountree neighborhood and provide students and residents with experiential pathways, community plazas, parks, and a safer pedestrian overpass to share.

ISSUES ADDRESSED

- Currently, there are no safe pedestrian connections between Missouri State University and the Rountree neighborhood.
- The inappropriate median/ separation along the National Avenue corridor
- There is an insufficient buffer zone between the commercial and residential areas of the corridor that causes issues of littering, noise and safety.
- There is a lack of green space between Missouri State University and the Rountree neighborhood.

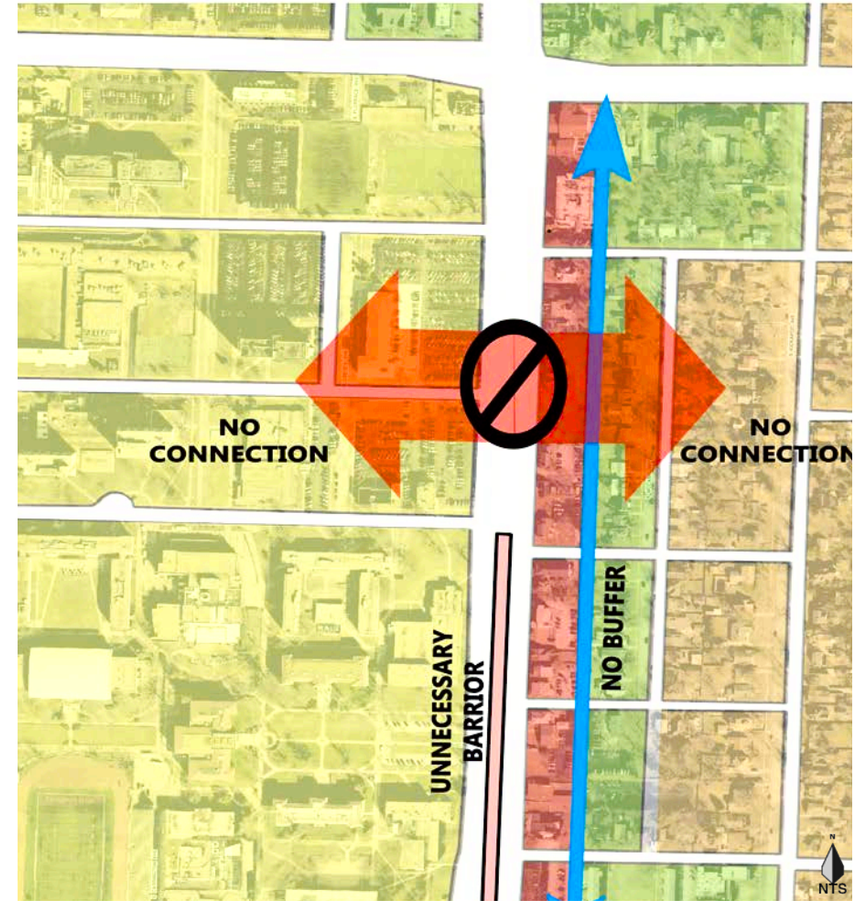

Fig. 4-23 Diagram: Breaking the Barrier Between MSU and Rountree

Fig. 4-24 Axonometric View of the Proposed Blend Concept

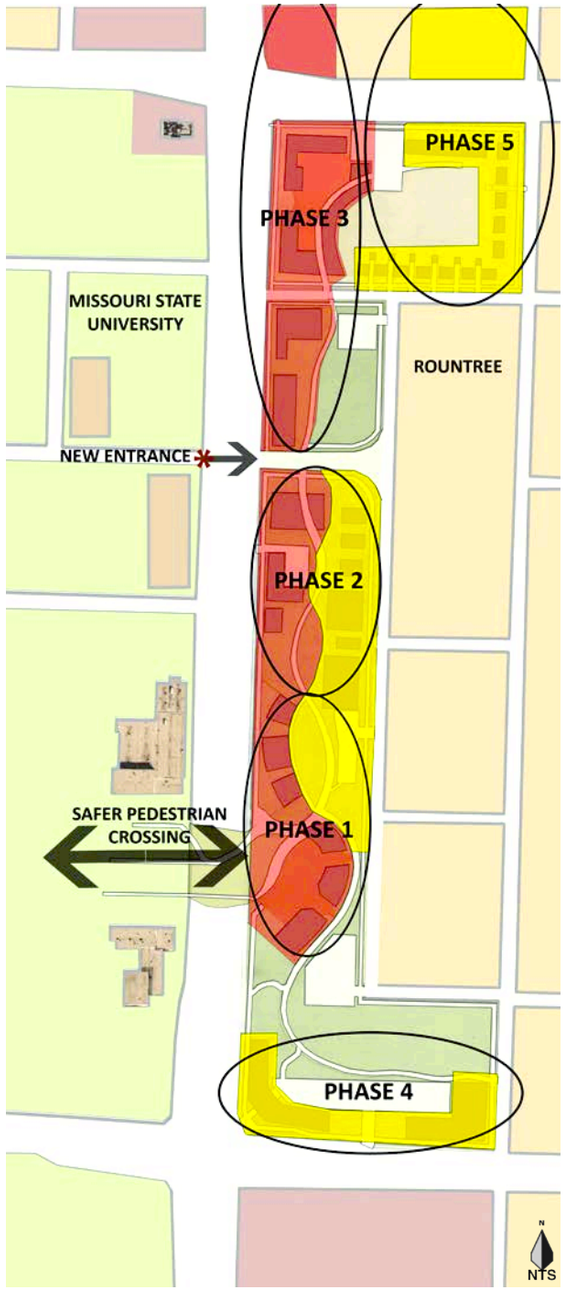

Fig. 4-25 Phasing of the Proposed Blend Concept

PROPOSAL

PHASE 1
This high density area will be focused on commercial rather than residential development, including a plaza area that juxtaposes Missouri State University's Carrington Hall. Developers and Missouri State University will have a stake in this development.

PHASE 2
This high density area combines mixed-use development with mixed residential housing, using green space as a buffer between the two. Developers or the City of Springfield will have ownership of the side facing the National Avenue corridor while the Rountree neighborhood residents will own the housing on the right.

PHASE 3
This phase will be concentrated further north on National Avenue at Cherry Street, with its focus on high density mixed-use development; developers would have the opportunity to commercialize this area that offers great potential.

PHASE 4
This area includes low density residential housing and a park and recreation center for the Rountree neighborhood residents. The Rountree neighborhood will have ownership of this area and the school would be able to use the amenities.

PHASE 5
This last phase will include relocating some of the Rountree neighborhood residents to townhouses and single-family housing.

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CONCEPTUAL PLAN

To solve the issues surrounding the Rountree neighborhood and Missouri State University, certain crucial changes will have to occur along the National Avenue corridor. The main focus of the Blend proposal is a semi-above/below grade pedestrian over pass. This over-pass will provide a safe connection between each side of National Avenue corridor and through this linkage the dividing line that is National Avenue will be mitigated.

In the process of integrating the over-pass, the ground excavation will be dispersed throughout the site to allow for changes of grade along pathways that enhances the experience of the site.

The east side of National Avenue corridor will be predominantly mixed-use development with green space and residential living "blended" together throughout. A cohesive transition between the commercial and residential developments will be implemented using elevated green spaces and higher density town homes along with some existing homes.

For these key designs to work, minor design guidelines must be followed. All buildings within the complex must aesthetically support the existing historic homes. In order to enhance the general experience throughout the site, generous green space between the National Avenue corridor and the main sidewalk is a must. These simple alterations of the already existing streetscape can easily change the entire experience of the site.

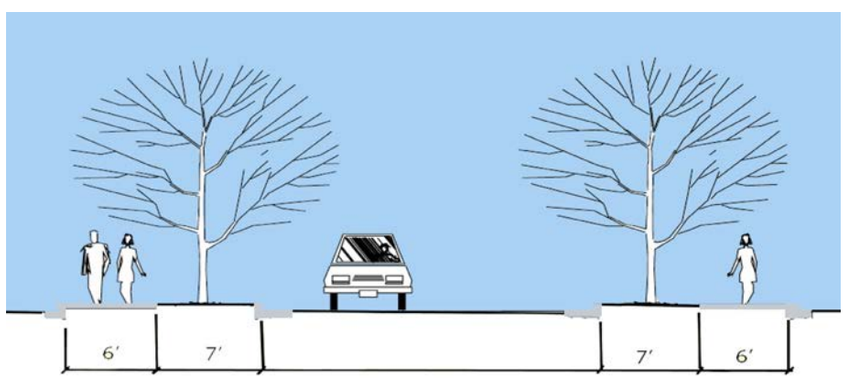

Fig. 4-26 Spacing of Sidewalks and Greenspace from National Avenue

Fig. 4-27 Visioning Plan for the Blend Proposal

Fig. 4-28 Green Transition Between Mixed-Use Development and Residential Housing

Fig. 4-29 Townhouses Adjacent to Single Family Homes

Fig. 4-30 Active Green Space

Fig. 4-31 Blend Concept Plan

TRANSITION FROM MIXED-USE TO RESIDENTIAL

On the east side of the National Avenue corridor the transition between mixed-use development and residential will be eased through the implementation of green space and introducing higher density housing along McCann Avenue. Duplexes, townhouses and lofts will provide higher density housing within the Rountree neighborhood in order to support the new mixed-use development.

These new high density residential structures must keep the architectural integrity of the existing homes in order to blend with the present structures. Though these new residential structures are high density, through quality and pricing they will appeal to more mature students and new family's in hopes that these new residents will take a stake in the neighborhood and gradually move to owning a home in the Rountree neighborhood.

Fig. 4-32 Transition from Mixed-Use Development to Single Family Homes

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SEMI-BELOW/ABOVE GRADE OVERPASS

The National Avenue corridor pedestrian overpass will not just stand as a concrete structure; it will have a green roof that sprawls onto either end of National Avenue.

Due to the overpass being semi-below grade the experience of driving underneath the structure will not seem as overbearing as a traditional vehicular underpass. In order for all types of vehicular traffic to use National Avenue, as they have in the past, the total clearance below the structure will be fourteen feet tall, with eight feet below grade and six feet above.

On the west side of National Avenue the over pass will be aligned with Carrington Hall, strengthening the historic aspects of both Missouri State University and the Rountree neighborhood. As the overpass opens up on the east side it gradually slopes down into an outdoor plaza area that provides a place for dinning, socializing and relaxing.

Fig. 4-34 Visioning Plan

Fig. 4-35 View from Pedestrian Overpass, looking East

Fig. 4-36 View of Plaza, looking East

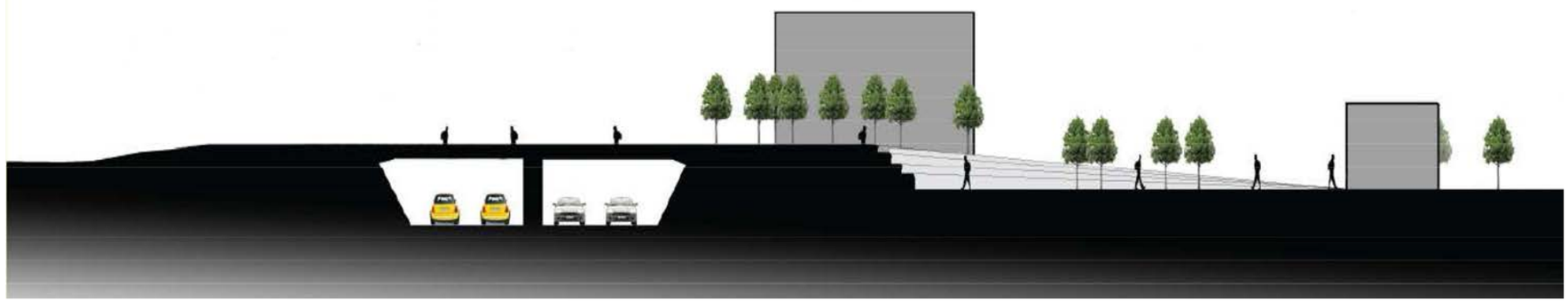

Fig. 4-33 Section of Pedestrian Overpass / Vehicular Underpass on National Avenue

Fig. 4-37 Visioning Plan

Fig. 4-38 View of National Avenue and Mixed-Use Buildings

Fig. 4-39 Green Scape by Mixed-Use Buildings and Housing

NORTH PORTION OF NATIONAL AVENUE CORRIDOR

The northern end of the National Avenue corridor will provide higher density mixed-use development that provides space for National Avenue staples such as Panera Bread, Brown Derby, and National Art Shop. This area will also have a series of duplexes that share a green space.

Fig. 4-40 National Avenue Corridor East Elevation

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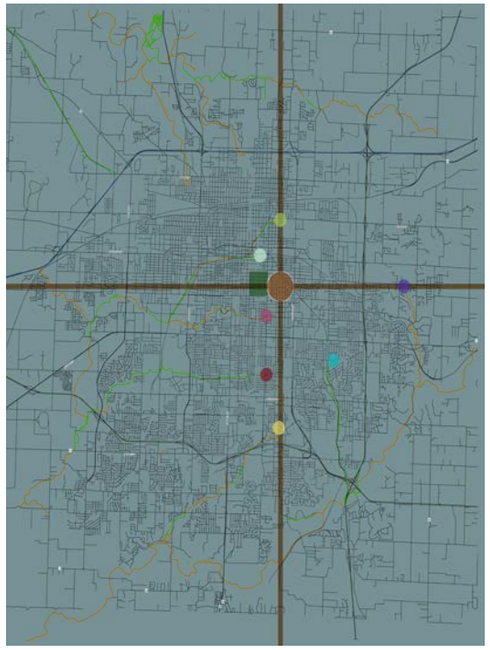
THE NODES

The Nodes concept explores the points along the National Avenue corridor have increased activity; it is important to increase density at these points in order to regulate pedestrian traffic across National Avenue. Localizing pedestrian traffic flow will not only reduce the hazards caused by the amount of traffic flow down National Avenue, but will aid the developments to transition from the urban to suburban character within these newly developed zones.

CONNECTIONS

By connecting the Rountree neighborhood to the already established portions of the Link greenway trail, the neighborhood will be able to create stronger bonds with other communities citywide.



- Washington Park Trail
- Jordan Valley Trail
- Person Creek
- Phelps Grove Trail
- Galloway Trail
- South Creek Trail
- Ward Branch Trail

Fig. 4-41 Greenway Trail System, Springfield, Missouri

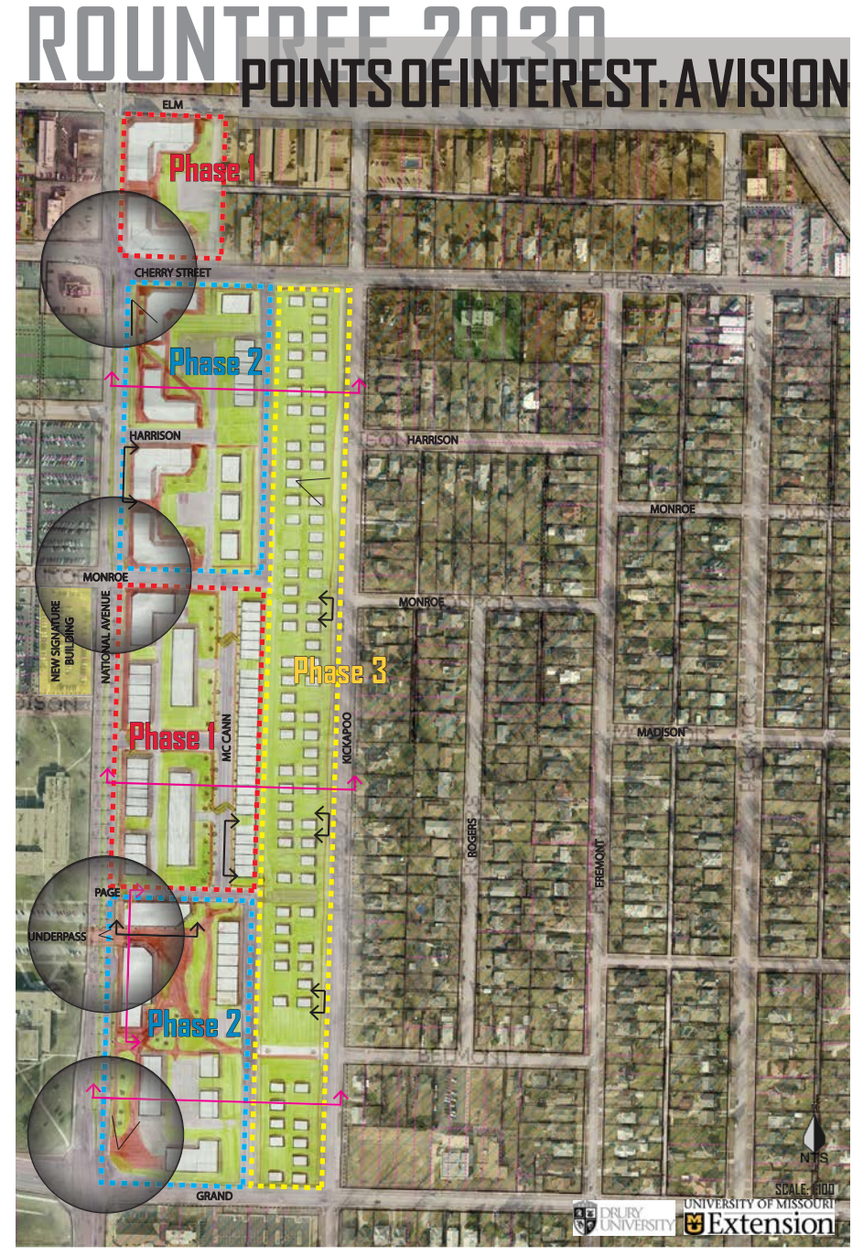


Fig. 4-42 The Nodes Visioning Plan

Fig. 4-43 Green Space Transition Between National Avenue and Rountree

An expanded multi-use green space serves as a transition from National Avenue corridor into Rountree neighborhood, promoting opportunities for added recreational activities within the neighborhood.

Fig. 4-44 Wide, Pedestrian-Friendly Underpass

Constructing a pedestrian underpass will create safe passage from Missouri State University to Rountree neighborhood and the proposed multi-use areas along the National Avenue corridor.

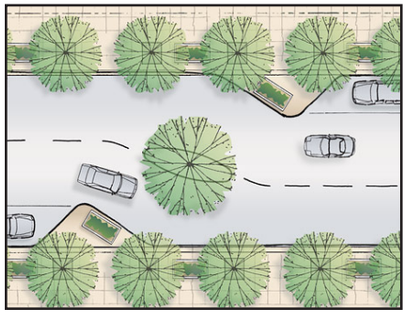


Fig. 4-45 Choker

Fig. 4-47 Speed Hump

The use of street calming techniques, such as speed humps and chokers, helps create bicycle and pedestrian-friendly streets.

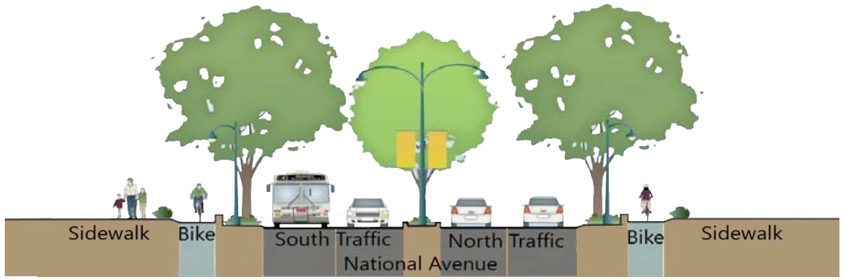


Fig. 4-46 Improved Streetscaping for Pedestrians and Cyclists

Expansion of sidewalks and the addition of bike lanes create a safer and more comfortable environment for cyclists and pedestrians using the National Avenue corridor. Also, the addition of a landscaped median between the lanes of traffic will help to soften the corridor and create a more pleasant driving experience for motorists.

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ROW HOUSING

Row housing acts as a transitional zone between the new development and the existing Rountree neighborhood. Row houses aid in increasing density in the Rountree neighborhood.

Fig. 4-47 Row Housing

POCKET NEIGHBORHOODS

Pocket neighborhoods with shared yards increase the density on the west side of Kickapoo Avenue while reflecting the feeling and architectural style of the historic Rountree neighborhood.

Fig. 4-48 Pocket Neighborhood Homes

MIXED-USE FACILITIES

Mixed-use loft style housing adds affordable housing opportunities close to the Missouri State University campus and promotes the live-work-play atmosphere of the corridor. Mixed-use establishments will be developed to revitalize the National Avenue corridor. These mixed-use buildings should be four to five stories, with shops, restaurants, and markets on the lower stories with residential units above.

Fig. 4-48 Mixed-Use Facilities

Fig. 4-49 Mixed-Use Facilities

RETAIL

A dense retail center with a variety of shopping opportunities will create a pull in to the new developments, encouraging the rest of the city to take advantage of the amenities of the proposed National Avenue corridor.

Fig. 4-50 Retail Center

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Incorporating high density living and commercial spaces creates a live-work-play community. This will promote growth of businesses and establish the community as a desirable place to live.

The pedestrian underpass will safely connect Missouri State University and Rountree neighborhood, giving opportunity for a retail center on the east side of the National Avenue corridor.

Pocket Neighborhoods often surround a common courtyard or garden and are designed to promote a sense of community. This helps to increase the standards of living and communication between neighbors.

The proposed open-air retail center promotes pedestrian interaction: a desirable and comfortable location encourages activities in restaurants, retail, local markets, and outdoor venues.

Fig. 4-51 Multi-Use Facilities

Fig. 4-52 Multi-Use Facilities

Fig. 4-53 Multi-Use Facilities

Fig. 4-54 Pocket Neighborhoods

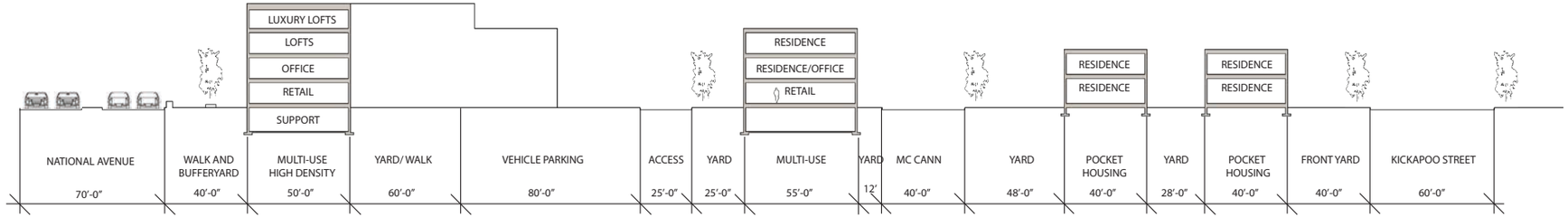

Fig. 4-55 Cherry Street

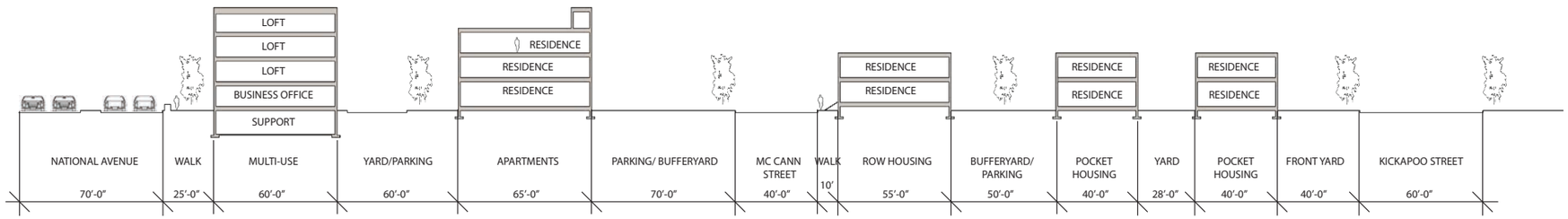

Fig. 4-56 Monroe Street

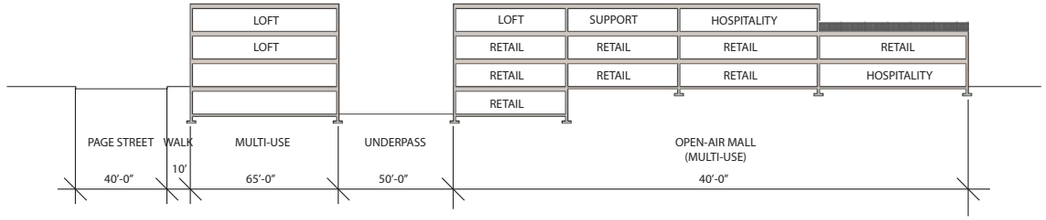

Fig. 4-57 Underpass

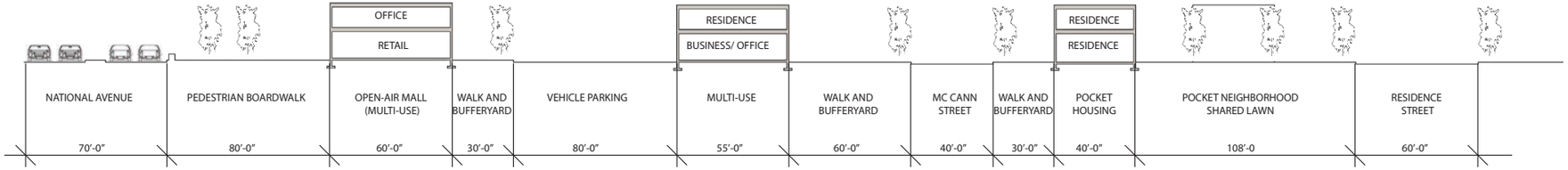

Fig. 4-58 Grand Street

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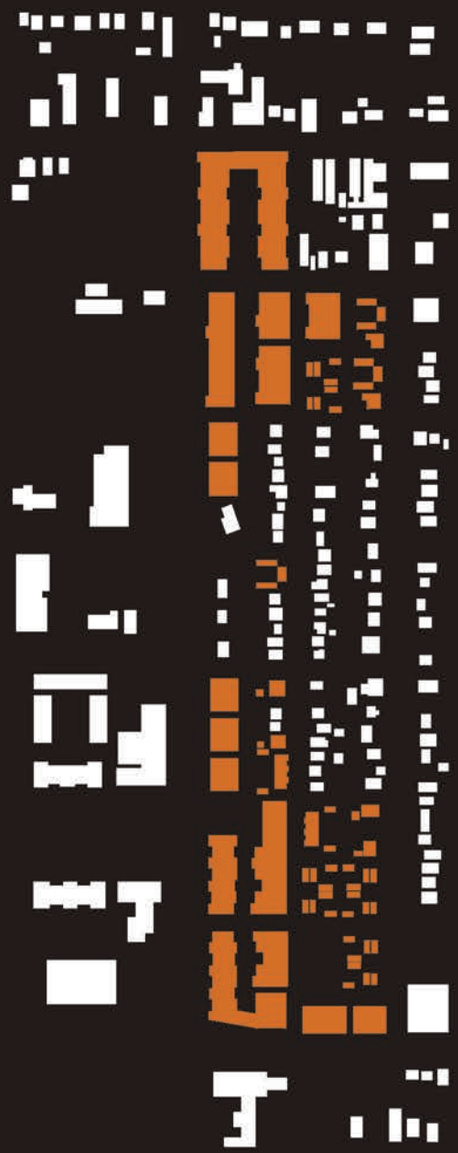

VISIONING PLAN

The National Avenue corridor vision plan provides an integrated framework for the long-range development for the section of National Avenue from Elm Street to Grand Street over the next 30 years. Driven by community-sensitive growth priorities, the visioning plan provides a set of guidelines for the National Avenue corridor should evolve physically, socially, economically, aesthetically, and sequentially.

The National Avenue Visioning Community envisions the continued development of a healthy and vibrant community with a strong economic base, better jobs, improved shopping areas, and a wide range of diversified housing opportunities for the citizens and community.

The developments along the corridor should reflect the historic character of the Rountree neighborhood and Missouri State University. These neighborhood centers will provide all the basic daily needs, recreation and entertainment amenities, and service and work opportunities in close proximity to the new residential areas. These developments should be connected by pedestrian and bicycle trails, community gardens, and family and pet friendly public zones. The new and adaptive-reuse developments should consists of mixed-use retail and housing projects for a mixed-income, single and multi-family clientele.

The existing communities are recognized for their strong support of sustainable principles and, therefore, any projects that are undertaken along the National Avenue corridor must fully embrace sustainable practices in their planning, design, construction, and operations. The environmental impact of these projects must be considered in all decisions. We recommend that LEED (Leadership in Energy and Environmental Design) standards be utilized for all new construction, renovations, and neighborhood developments. For example, maintaining open spaces, trails and other natural resources; conserve native vegetation, wildlife habitats and ecosystems in order to insure clean water, clean air, abundant wildlife, parks and wilderness areas for present and future generations. The development within the community shall conserve water use indoors and out.

The existing communities respect and preserve their historic origins and mid-western heritage while promoting smart growth, affordable housing and economic development. Attention must be given to reducing sprawl by balancing the natural and built environment and old versus new development. Smart growth is defined and maintained by a collaborative process between citizens, city, county and state governments.

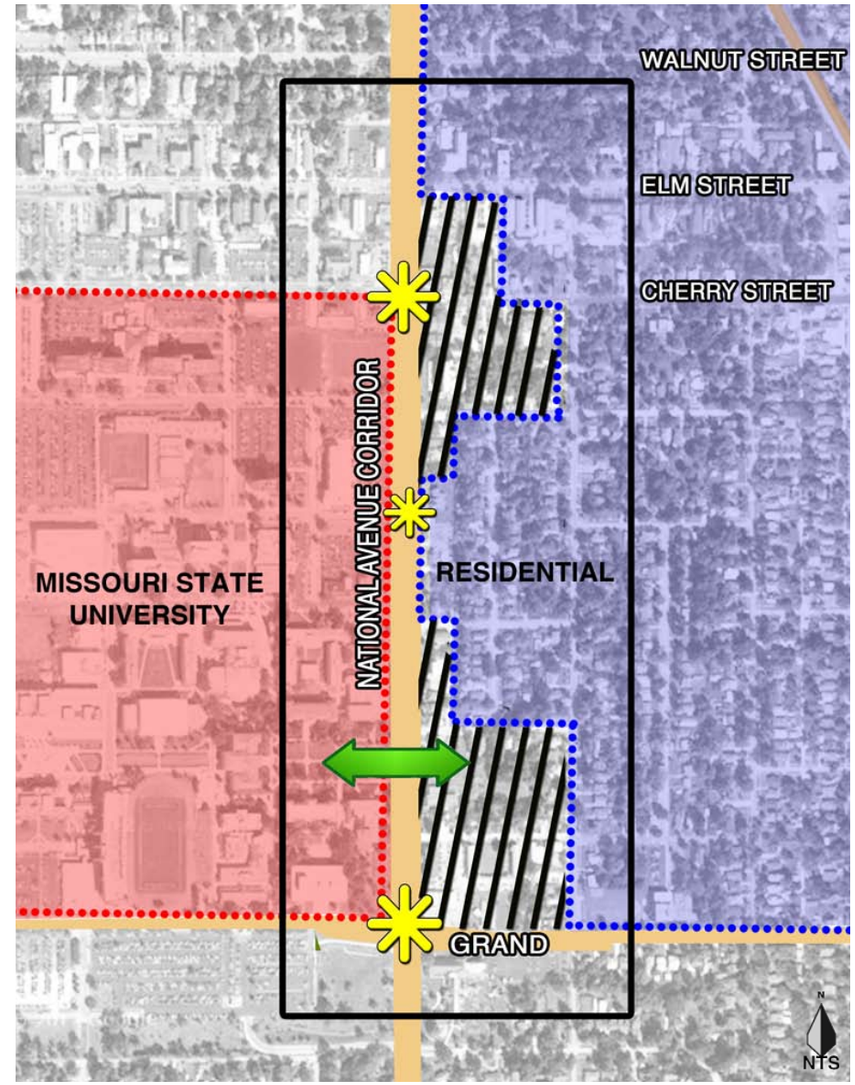

Fig. 5-1 Diagrammatic Visioning Plan

Community leadership within and outside of the city, county and state governments must collaborate to articulate, promote and advance a shared preservation and development vision for the entire National Avenue corridor area. Balancing the conflicting and competing ideas with understanding and respect is essential in the formulation and implementation of the vision. It is crucial to insure that no constituency group is disregarded in terms of quality of life, economic opportunity and access to community services.

- The communities adjacent the National Avenue corridor support the public health, safety, and transportation services that promote a rich quality of life.
- The communities shall embrace a diversity of thought, politics, faith, and culture. They shall respect the uniqueness of each individual while creating and maintaining a cohesion that unifies a community.
- As environmentally-conscious communities, the communities shall promote recycling and the reuse of our resources. Everyone should have access to affordable curb side recycling of plastic, glass and metals.
- The local communities supports infrastructure improvements in a planned and healthy manner, including physical, social, economical and rational infrastructure that is attractive to future generations.
- There shall always be synergy between the built and natural environments.
- The communities shall maintain and enjoy healthy environments that include clean water, air, soil, and local food options.
- The communities promote and support neighborhood early childhood development through post secondary education.

Fig. 5-2 Visioning Plan

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NATIONAL AVENUE - BELMONT STREET TO GRAND STREET

The grade-level crossings at National Avenue and Grand Street accommodate Missouri State University, the University Heights Baptist Church and other religious entities, as well as the Rountree neighborhood. These crossings are accentuated by the softscaping along National Avenue. The low-intensity mixed-use facilities, denoted in the pink, are intended to house the religious-based establishments displaced by the new high-intensity mixed-use development. The pocket neighborhood, denoted in purple, links the existing neighborhood into the new development in regards to scale and form. Along with the green space additions, the pocket neighborhoods and religious-based establishments complement the adjacent Rountree Elementary School.

Referenced Areas:

- Visioning Recommendations > Streetscaping
- Visioning Recommendations > Low-Intensity Development

Fig. 5-3 East Elevation: Belmont Street to Grand Street

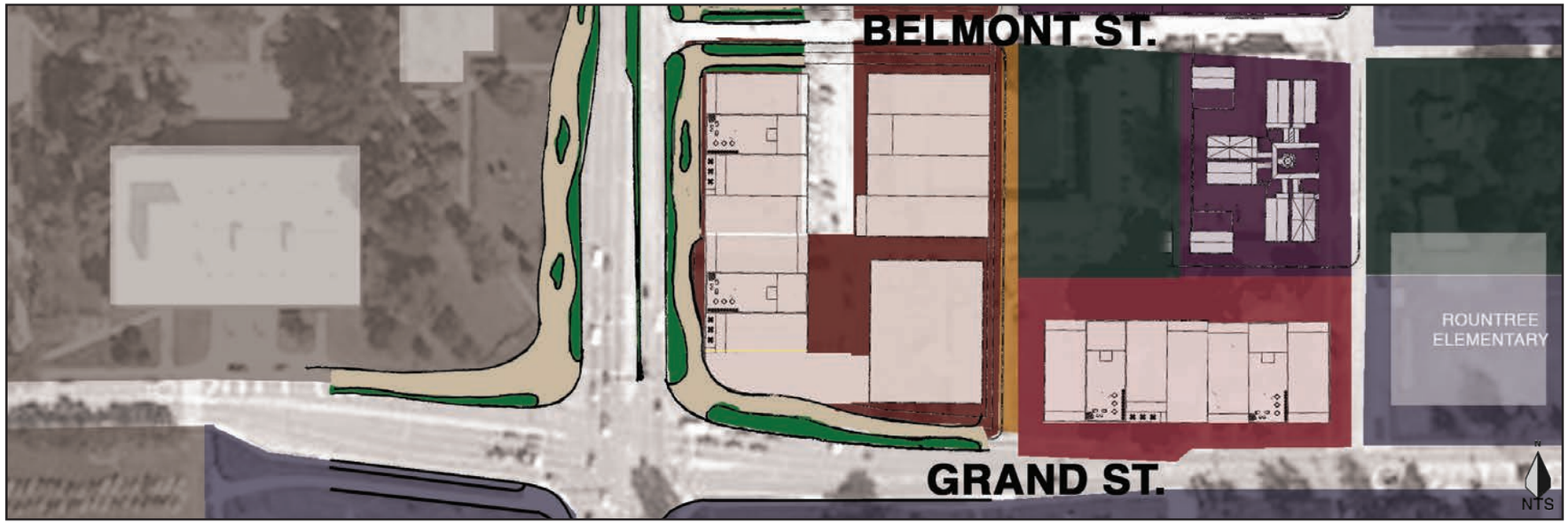

Fig. 5-4 Visioning Plan: Belmont Street to Grand Street

NATIONAL AVENUE - PAGE STREET TO BELMONT STREET

The high-intensity development, denoted in brown, located between Belmont Street and Page Street, is the focal point of the visioning plan. The pedestrian underpass separates vehicular and pedestrian traffic while linking Missouri State University to the new development and the Rountree neighborhood. A plaza area connects the underpass to a pedestrian boulevard. This pedestrian boulevard running parallel to National Avenue supports the new development, creating a safer pedestrian network; while pedestrians occupy the boulevard during peak hours in the afternoon and evening, it also allows vehicular traffic in the early morning to accommodate the establishments. The townhouse pocket neighborhoods, denoted in purple, link the existing neighborhood into the new development in regards to scale and form; these townhouses enforce the transition in scale from single-family residences, denoted in blue, to Missouri State University, denoted in grey.

Referenced Areas:

- Visioning Recommendations > Streetscaping
- Visioning Recommendations > High-Intensity Development

Fig. 5-5 East Elevation: Page Street to Belmont Street

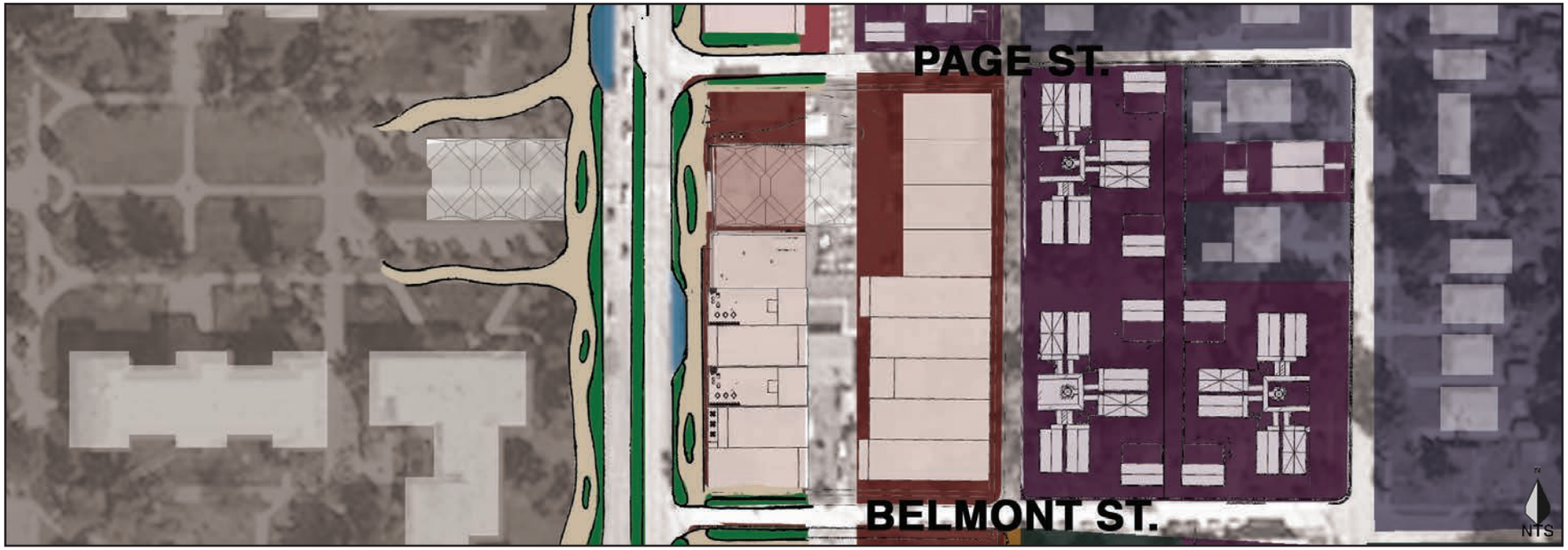

Fig. 5-6 Visioning Plan: Page Street to Belmont Street

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NATIONAL AVENUE - MADISON STREET TO PAGE STREET

Highlighted in pink, the low-intensity developments support small businesses and offices; these buildings are typically two to three stories tall, with the top floor as high-end loft living. These are accessible by the alleyway, an extension of the pedestrian boulevard. Small pocket parks are located in between the different sections of the low-intensity development. The townhouse pocket neighborhoods across the alleyway, denoted in purple, stitch the existing neighborhood into the new development in regards to scale and form.

Referenced Areas:

- Visioning Recommendations > Low-Intensity Development
- Visioning Recommendations > Pocket Parks

Fig. 5-7 East Elevation: Madison Street to Page Street

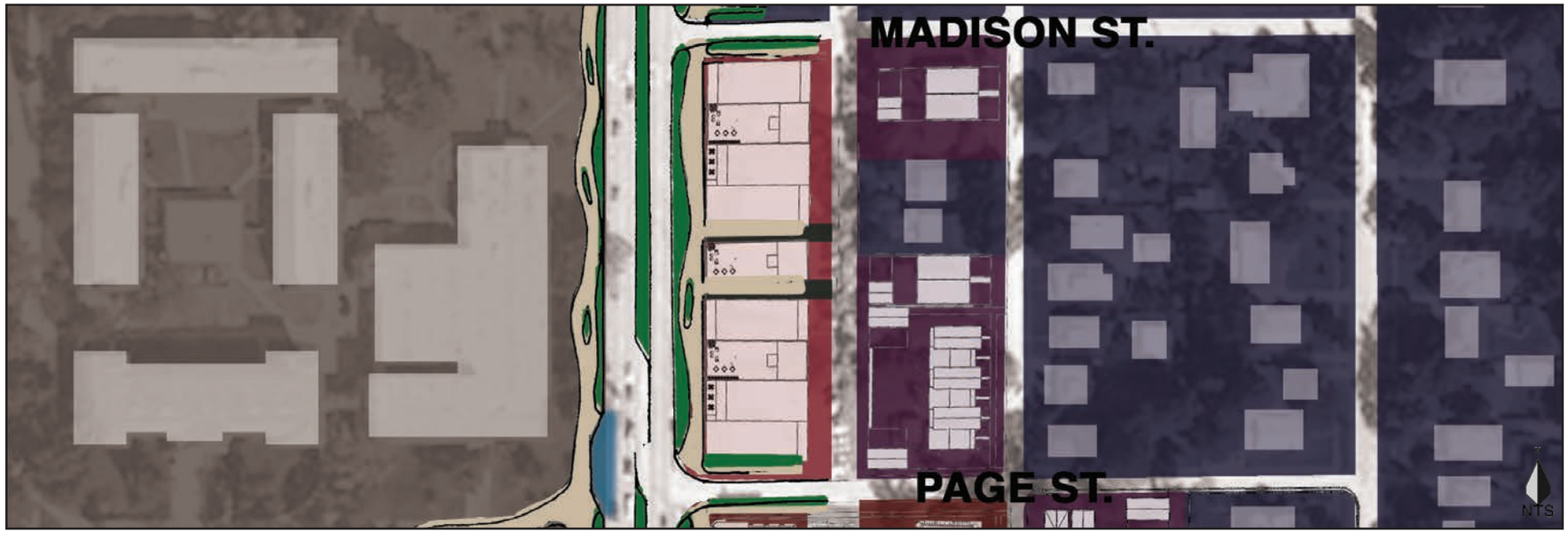

Fig. 5-8 Visioning Plan: Madison Street to Page Street

NATIONAL AVENUE - MONROE STREET TO MADISON STREET

The majority of the businesses and homes from Madison Street to Monroe Street fit into the character of the new National Avenue corridor. Buildings such as Potter's House, the UMMA Headquarters, and the Missouri State University Burgess House are valuable to the success of the National Avenue corridor. Only two lots have been renovated to accommodate the new development; the townhouse development across the alleyway, denoted in purple, stitches the existing neighborhood into the new development. Pocket parks, denoted in green, extend the softscaping along National Avenue into the Rountree neighborhood. With the addition of the lighted intersection at Monroe Street and National Avenue, along with the proposed Missouri State University Welcome Center, the extension of Monroe Street east into the Rountree neighborhood will link these communities.

Referenced Areas:

- Visioning Recommendations > Streetscaping
- Visioning Recommendations > Townhouses
- Visioning Recommendations > Pocket Parks

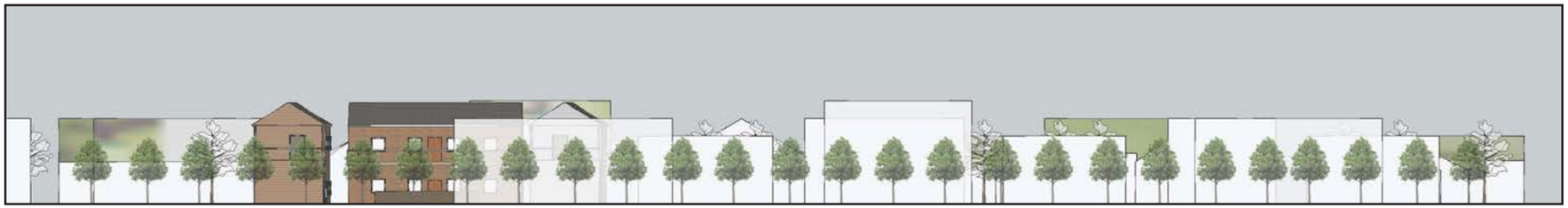

Fig. 5-9 East Elevation: Monroe Street to Madison Street

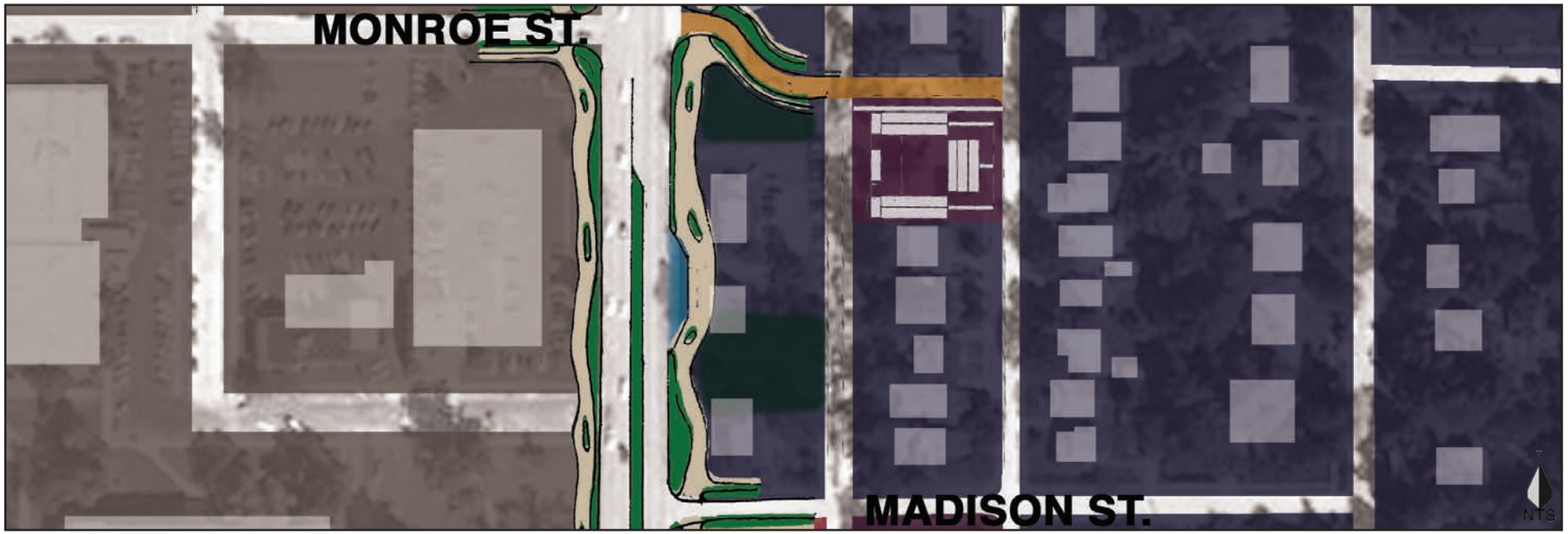

Fig. 5-10 Visioning Plan: Monroe Street to Madison

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NATIONAL AVENUE - HARRISON STREET TO MONROE STREET

The majority of the businesses and homes from Monroe Street to Harrison Street fit into the character of the historic Rountree neighborhood. Only one lot has been renovated to accommodate the new development; the townhouses, denoted in purple, stitch the existing neighborhood into the new development. With the addition of the lighted intersection at Monroe Street and National Avenue, along with the proposed Missouri State University Welcome Center, the extension of Monroe Street east into the Rountree neighborhood will link these communities.

Referenced Areas:

- Visioning Recommendations > Streetscaping
- Visioning Recommendations > Townhouses
- Visioning Recommendations > Pocket Parks

Fig. 5-11 East Elevation: Harrison Street to Monroe Street

Fig. 5-12 Visioning Plan: Harrison Street to Monroe Street

NATIONAL AVENUE - CHERRY STREET TO HARRISON STREET

The high-intensity development, denoted in brown, promotes local business and locally-produced goods. The pedestrian boulevard running parallel to National Avenue supports the new development, creating a safer pedestrian network; while pedestrians occupy the boulevard during peak hours in the afternoon and evening, it also allows vehicular traffic in the early morning to accommodate the adjacent establishments. The townhouse pocket neighborhoods, denoted in purple, supplemented by green space, link the existing neighborhood into the new development in regards to scale and form; these townhouses enforce the transition in scale from single-family residences, denoted in blue, to Missouri State University, denoted in grey. The grade-level crossings at National Avenue and Cherry Street accommodate Missouri State University, the Rountree neighborhood, and the adjacent commercial district north of Cherry Street. These crossings are accentuated by the softscaping along National Avenue.

Referenced Areas:

- Visioning Recommendations > High-Intensity Development
- Visioning Recommendations > Streetscaping

Fig. 5-13 East Elevation: Cherry Street to Harrison Street

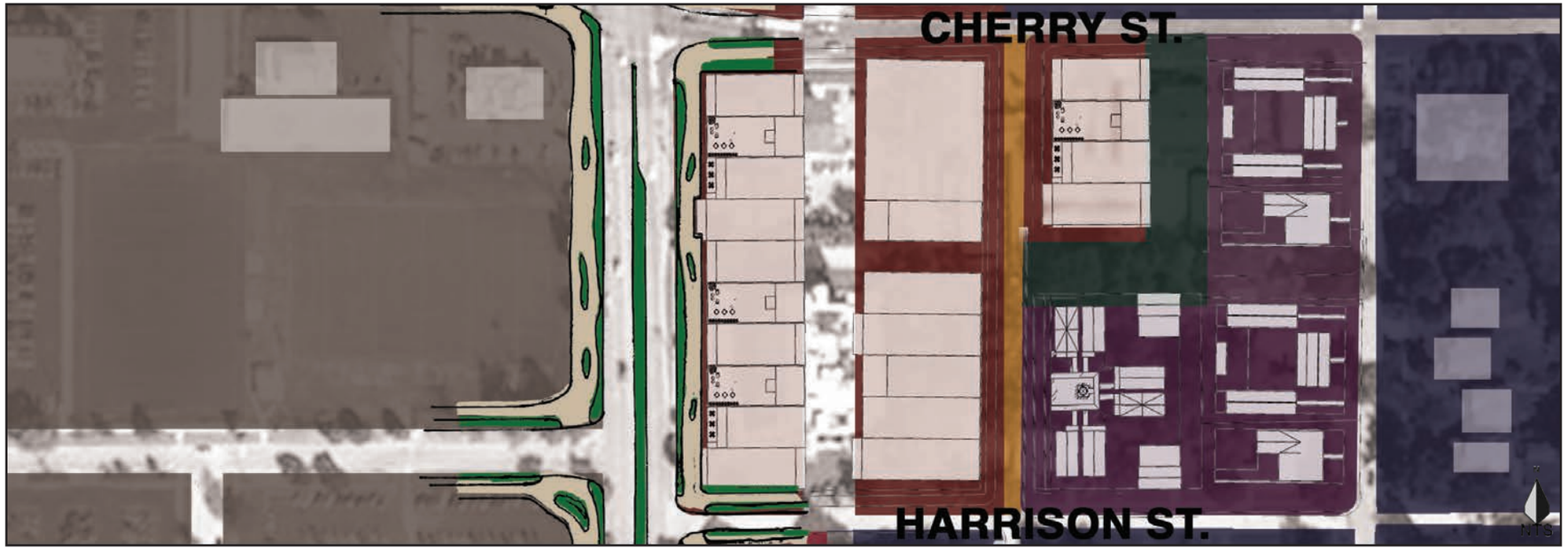

Fig. 5-14 Visioning Plan: Cherry Street to Harrison Street

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NATIONAL AVENUE - ELM STREET TO CHERRY STREET

The high-intensity development, denoted in brown, promotes local business and locally-produced goods. The pedestrian boulevard running parallel to National Avenue supports the new development, creating a safer pedestrian network; while pedestrians occupy the boulevard during peak hours in the afternoon and evening, it also allows vehicular traffic in the early morning to accommodate the adjacent establishments. The grade-level crossings at National Avenue and Elm Street accommodate Missouri State University, the Rountree neighborhood, and the adjacent commercial district north of Cherry Street. These crossings are accentuated by the softscaping along National Avenue.

Referenced Areas:

- Visioning Recommendations > High-Intensity Development
- Visioning Recommendations > Streetscaping

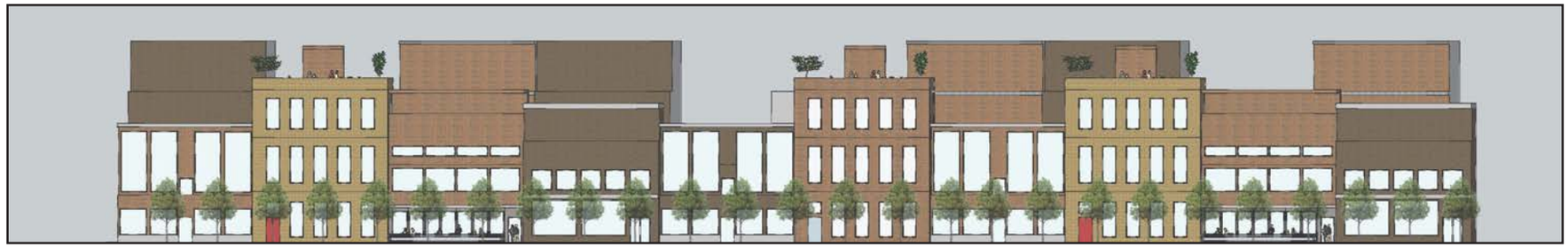


Fig. 5-15 East Elevation: Elm Street to Cherry Street

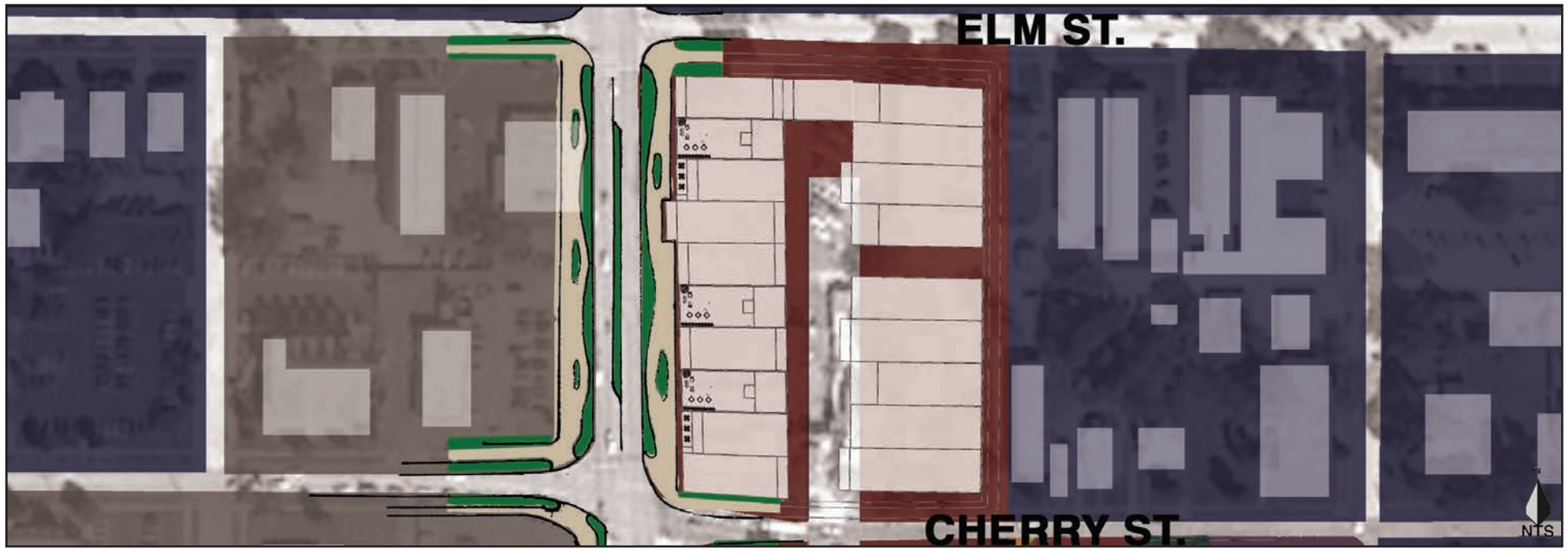


Fig. 5-16 Visioning Plan: Elm Street to Cherry Street.

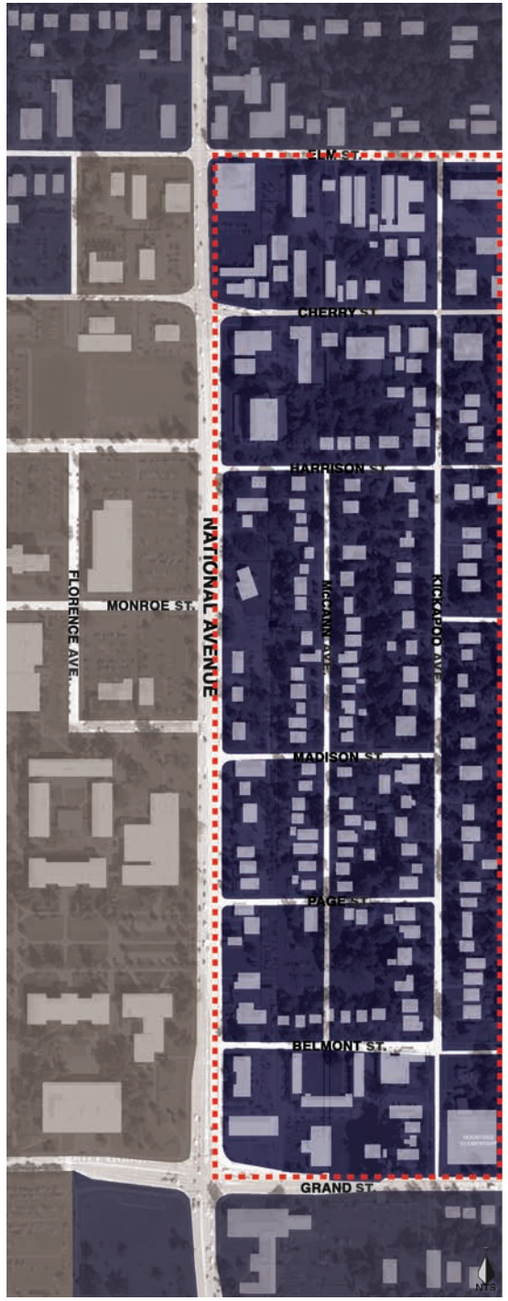


Fig. 5-17 Visioning Plan: Phase 1

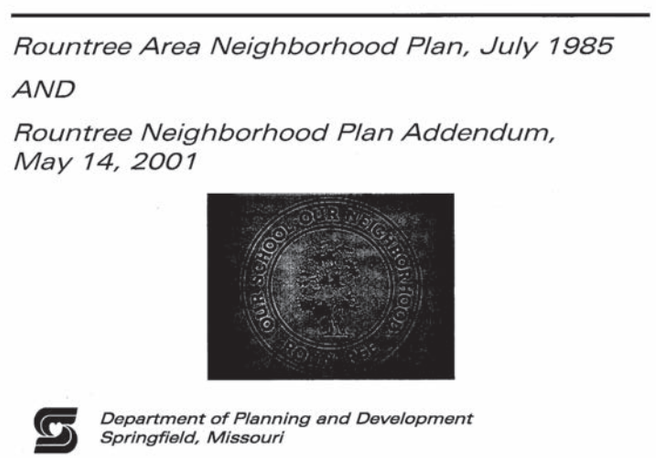
PHASING

Projects with this scale and scope require steps of implementation. Breaking the development or changing the way operations are conducted require the separation of zones of development, and time lines defining when certain areas of the vision should be addressed to better suit the community and landscape.

PHASE 1

Restructuring the Urban Conservation District guidelines.

Updating and developing the design guidelines and the zoning that affect the National Avenue corridor can create stability and growth with sensitivity to environmental, social, and economic sources. The current UCD (Rountree Area Neighborhood Plan) was established in 1985 and looked at in 2001 (Addendum) for an update.


Rountree Area Neighborhood Plan, July 1985

AND

Rountree Neighborhood Plan Addendum, May 14, 2001

Department of Planning and Development
Springfield, Missouri

Fig. 5-18 Rountree Neighborhood Plan Addendum

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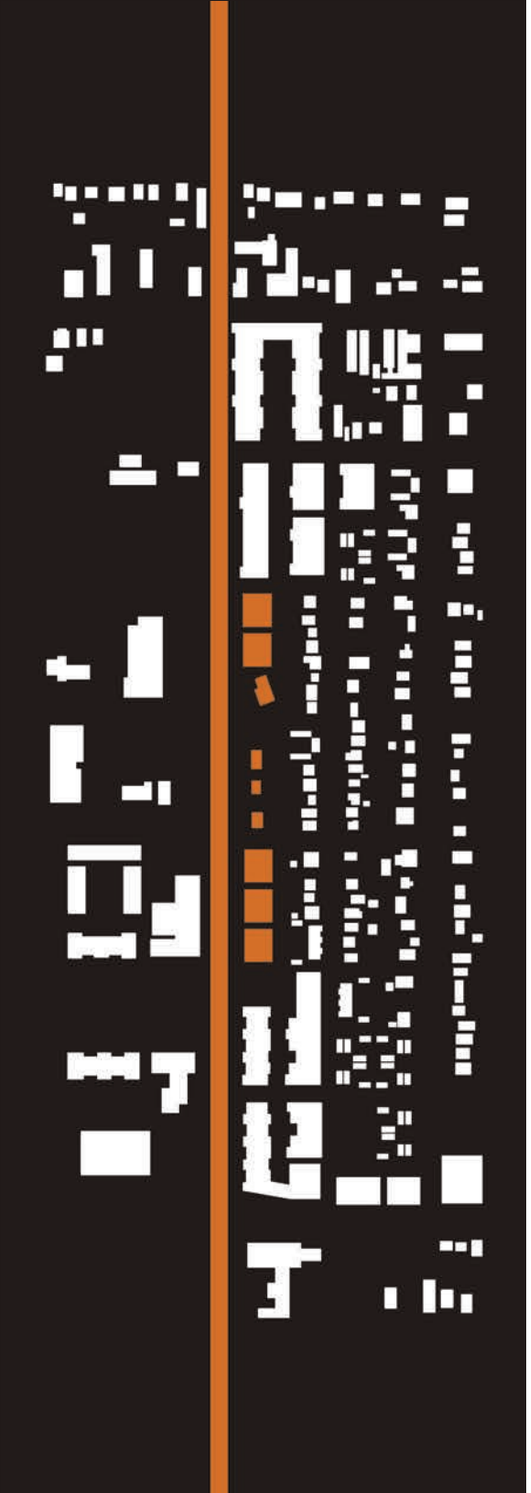

PHASE 2

Removal of the mid-street barrier along National Avenue and instituting new berms and softscaping the corridor.

The removal of the unattractive mid-street barrier along National Avenue and beautifying the corridor with xeriscaping plants will not only reduce maintenance, but can create an aesthetic to increase the quality of life in the adjacent sectors and for passersby and newcomers for the community.

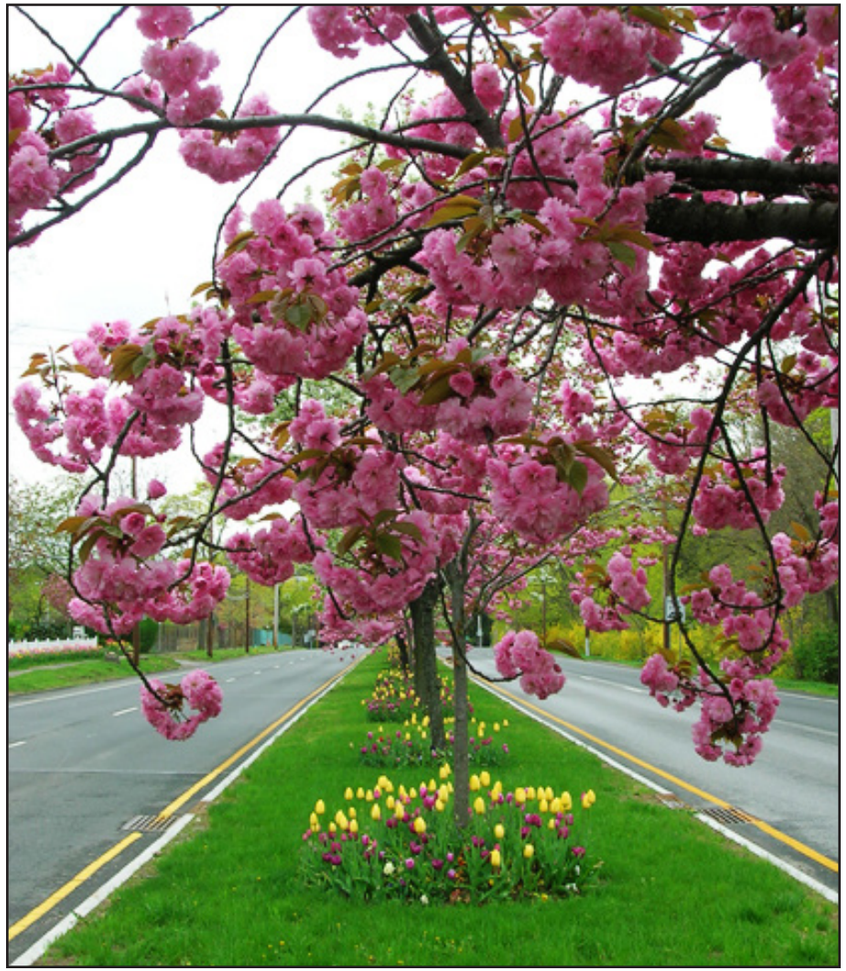

Fig. 5-19 Proposed Xeriscaping for Center Median

Fig. 5-20 Visioning Plan: Phase 2

Fig. 5-21 Visioning Plan: Phase 3A

PHASE 3A

This selective development implements improvements to promote the National Avenue corridor's growth in a healthy fashion. Increasing the density at both Harrison Street and Page Street along National Avenue will allow the area to flourish. Increasing density and adding a few small businesses in the heart of the corridor balances the stresses involved with growth.

PARKS

By adding pocket parks mid-block and to the south of the extended Monroe Street, the community can flourish, enjoy the natural environment, and grow simultaneously. These pocket parks are also a great place to study, have outings and social gatherings.

Fig. 5-22 Pocket Parks

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PHASE 3B

Selective residential improvements, along with the addition of pocket neighborhoods, will help to improve and maintain the property values and neighborhood. This sensitive development encourages upkeep of properties throughout the community as well as initiating a stronger social connectedness. The alleyway softscape leading through both the existing community and newly developed areas will allow vehicles to service businesses and houses as well as creating both sound and proximity buffers to the adjacent community members.

Fig. 5-23 Pocket Neighborhood

Fig. 5-24 Home Improvements

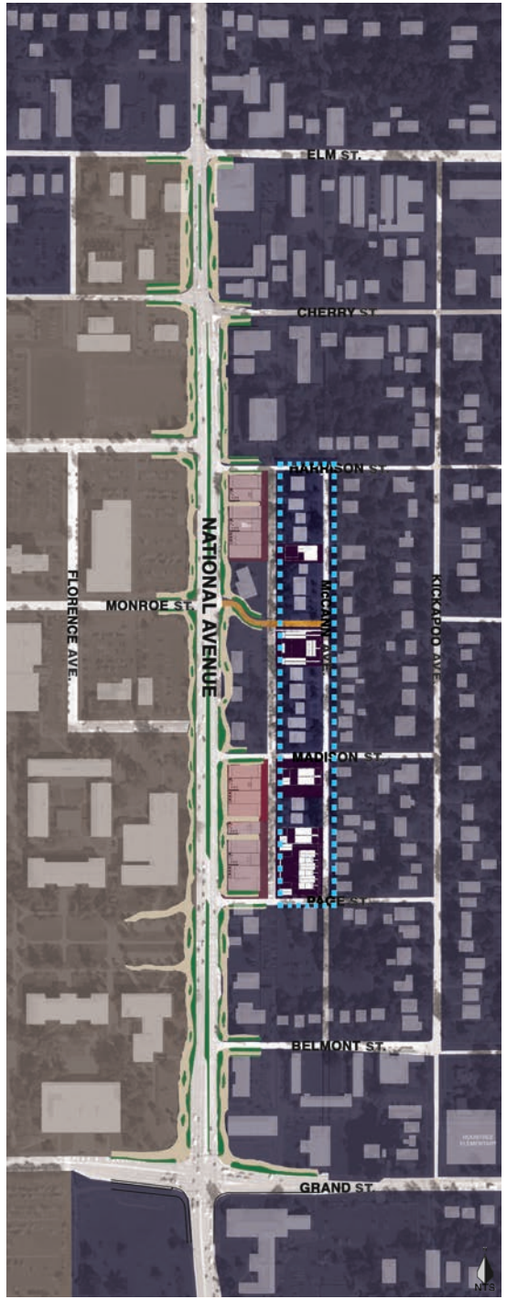

Fig. 5-25 Visioning Plan: Phase 3B

Fig. 5-26 Visioning Plan: Phase 4

PHASE 4

Extending McCann Avenue from Page Street to Grand Street will allow vehicular traffic to through the developing area without requiring many additional cars to flow into the Rountree community. The extension of McCann Avenue will allow new development to occur seamlessly in later phases.

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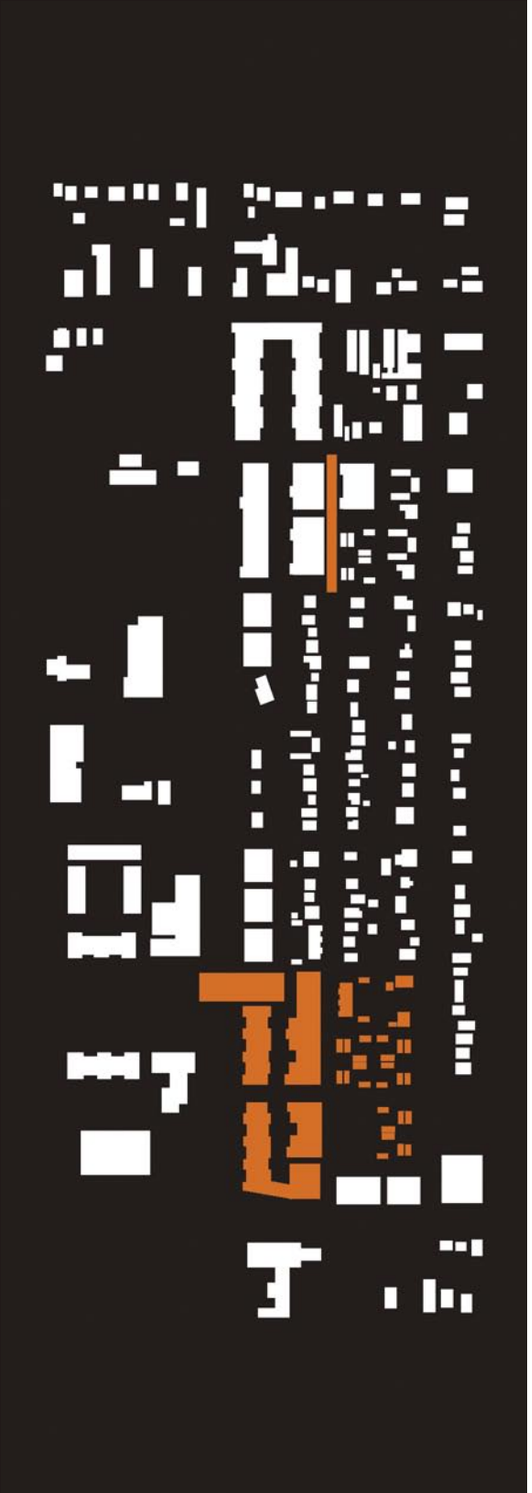

PHASE 5

This phase focuses on the existing housing stock and creates pocket neighborhoods. As the future development expands, the neighborhood will need to expand and/or improve its building stock. By building townhouses and pocket neighborhoods the National Avenue corridor property owners can begin to remove substandard housing stock and creating a more cohesive community. This will begin the transition to higher density development within the area.

PHASE 6

Begins the development and redevelopment of low to mid density mixed-use retail and housing at the corner of Grand Street and National Avenue, the expansion of the park area to the Rountree Elementary School, and the connection of the Missouri State University campus via an underpass at the Carrington Hall quadrangle. At this time the socialization and retail plaza at the east end of the underpass will be developed. The gradually sloped pedestrian and bicycle underpass and plaza must be conceived of as a grand architectural and spatial gesture that celebrates the seamless blending of two-sides of the corridor to create a dynamic space for communal events.

This intense development phase is dependent upon and supported by the development in previous phases.

This well-rounded development must includes the lighting, signage and streetscape improvements, environmental and sustainability measures, commercial, and residential aspects while minimizing the intrusiveness of the development on the safety and historic character of the adjacent communities.

PHASE 7

Extending McCann Avenue north to Cherry Street will support the development of the north end of the National Avenue corridor. This growth will be stimulated by the increased housing stock and development in the southern part of the corridor.

Fig. 5-27 Visioning Plan: Phase 5

Fig. 5-28 Visioning Plan: Phase 6

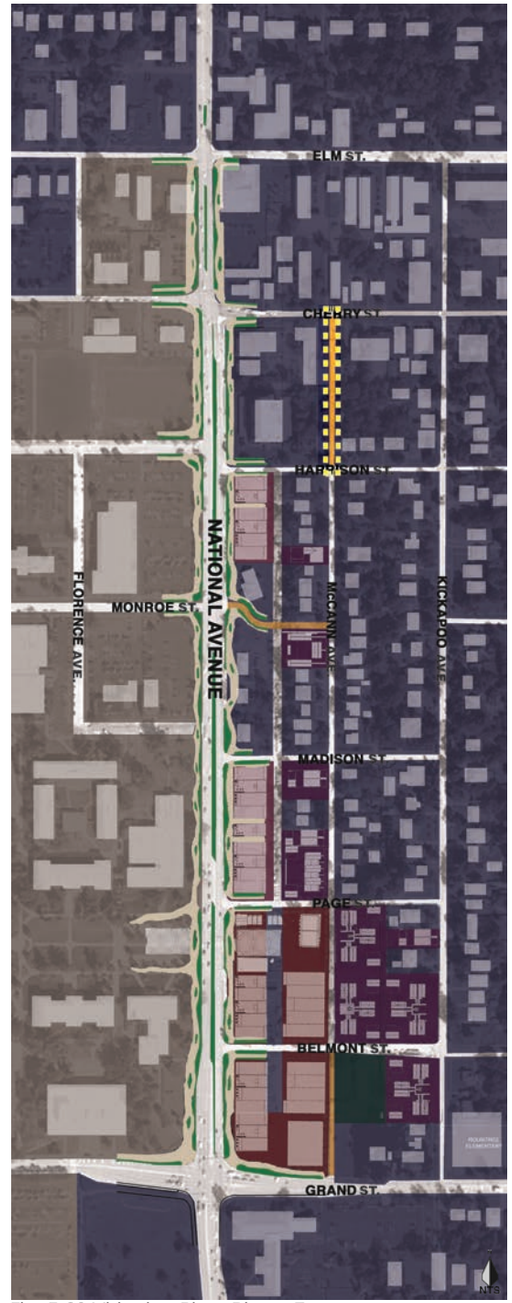

Fig. 5-29 Visioning Plan: Phase 7

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PHASE 8

Development of low density housing between Cherry Street and Harrison Street

As seen in Phase 5, an increase in density is a necessity for future commercial growth. The townhouses and bungalows implemented in this phase can promote the Rountree neighborhood and its historic character, as well as support the expanding commercial growth to the east.

PHASE 9

Harrison Street to Elm Street mid-intensity commercial development

With the previous phases initiated, this important commercial area of the National Avenue corridor can develop to its full potential.

PHASE 10

Development of religious institutions

Previous development phases have displaced several of the existing religious facilities. The intention of this phase is to provide new accommodations for those religious establishments.

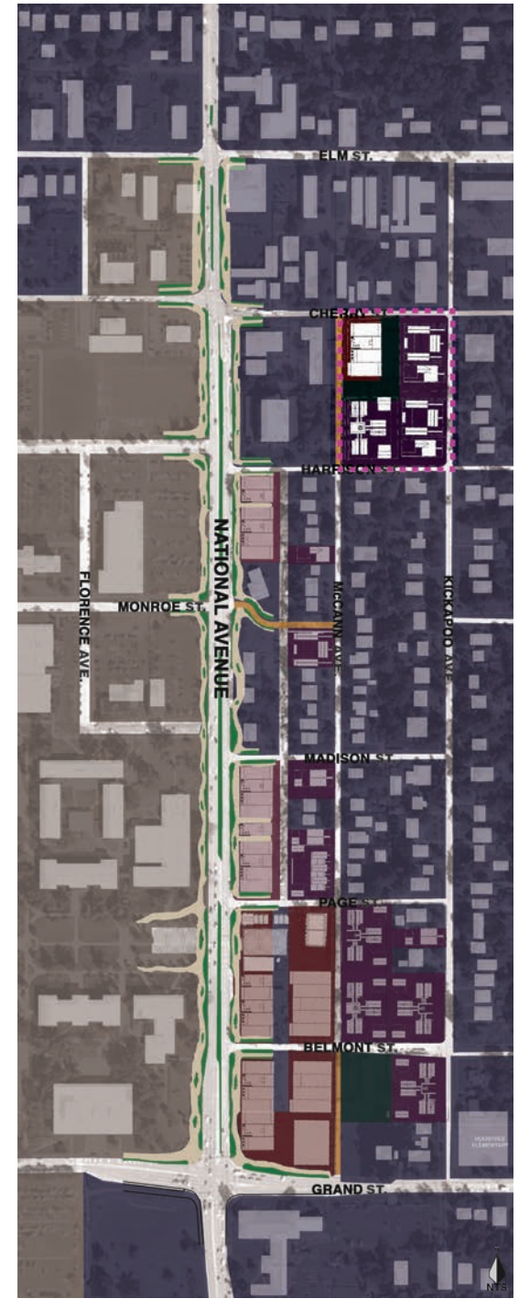

Fig. 5-30 Visioning Plan: Phase 8

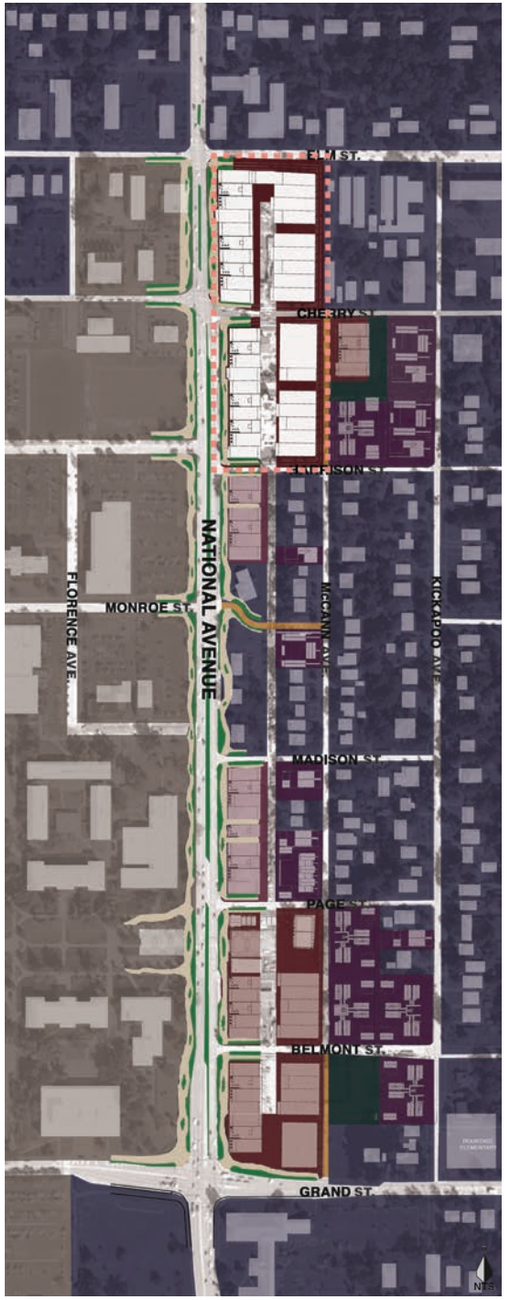

Fig. 5-31 Visioning Plan: Phase 9

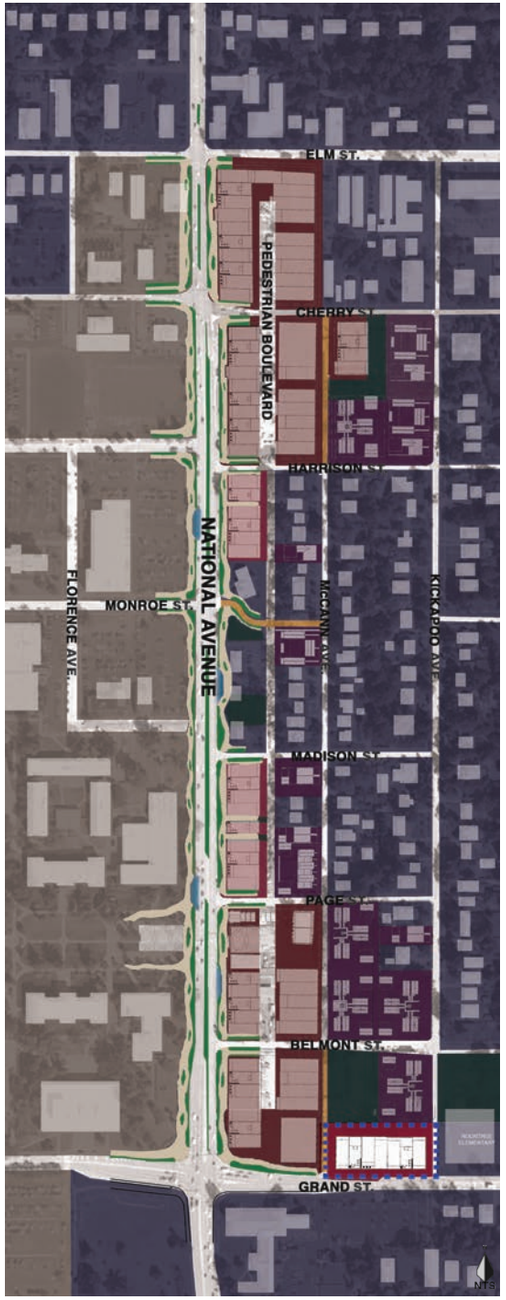

Fig. 5-32 Visioning Plan: Phase 10

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LOW-INTENSITY COMMERCIAL DEVELOPMENT

The low-intensity development is a series of two story buildings that have usable roof spaces. The first floor will host markets, local shops, cafes, and small restaurants. The second floor will have loft homes, and the roof space will have a patio or a garden.

The main focus of the low intensity area is on creating a place to live, work, and play. Loft homes create an affordable alternative for residents and students. The roof decks make an inhabitable space for the low intensity community to gather. Creating smaller scale buildings along the middle of the corridor allows an increase in density that is still at a human scale and fits into the overall character of the surrounding communities.

This development is also attached to the National Avenue corridor by the new pedestrian boulevard. This helps unify the low intensity to the existing area and mid intensity development at the corners.

Fig. 5-33 Roof Terrace for Low-Intensity Development

Fig. 5-34 Visioning Plan: Low-Intensity Development

Fig. 5-35 High-Intensity Development

HIGH-INTENSITY COMMERCIAL DEVELOPMENT

The high-intensity development along the National Avenue corridor occurs at the intersections of Elm Street, Cherry Street and Grand Street. The infrastructure will host shops, restaurants, markets, and plazas at ground level. The upper levels of the buildings would be dedicated to offices and larger loft homes. The maximum building height for this area will be 3 stories. There will also be parking structures as part of these development areas; this will allow people from the regional area to enjoy the many amenities these developments will offer.

These high-intensity developments are the main commercial areas and will be connected by a pedestrian boulevard. Foot-traffic from Missouri State University, the Rountree neighborhood, and the new housing developments along the National Avenue corridor will be the main source of clientele. The intent of these destination areas is to promote community and commerce.

The area near Grand Street will feature a pedestrian underpass that connects the Missouri State University and the new developments along the Rountree neighborhood side of the corridor. The underpass is connected to a plaza that is surrounded by businesses, restaurants entertainment.

Fig. 5-36 Outdoor Dining for High-Intensity Development

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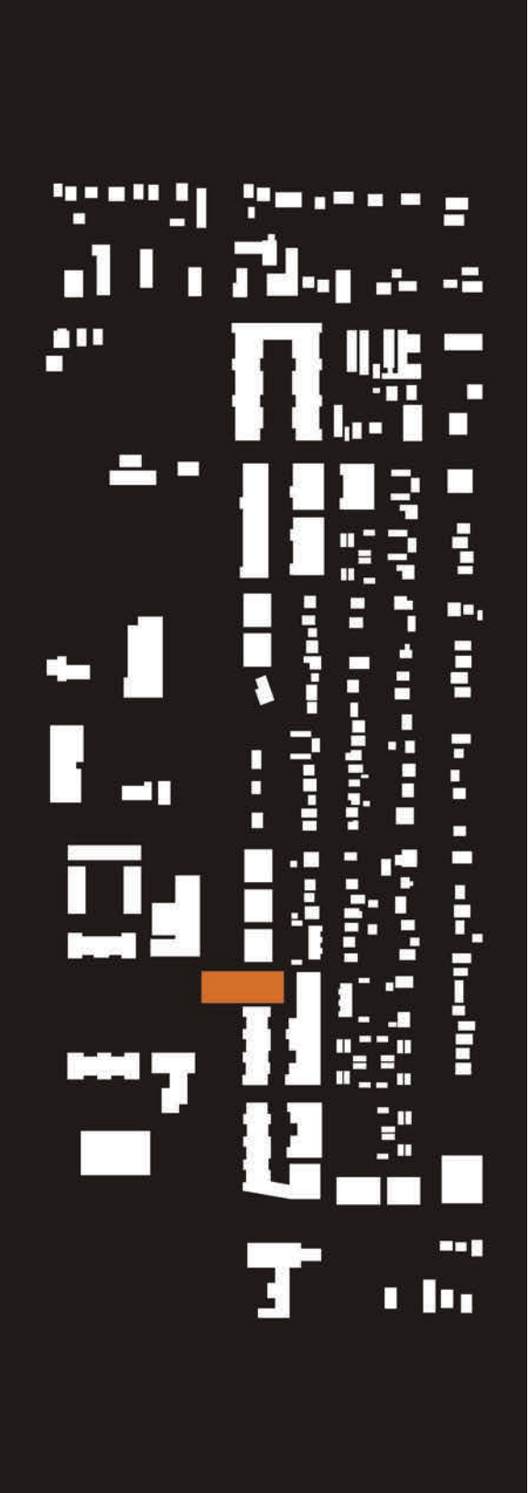

PEDESTRIAN UNDERPASS

The National Avenue corridor is currently plagued by the issue of pedestrian and vehicular traffic conflict. The current site poses visibility and safety concerns for both pedestrians and drivers. The four lanes of traffic on National Avenue are traveled at relatively high speeds, and grade level pedestrian crossings are not clearly marked. The proposal for a pedestrian underpass crossing National Avenue was one of our first steps in providing attractive, alternative crossing solutions for pedestrians. By separating the pedestrian and vehicular traffic, the safety of pedestrians crossing along the National Avenue corridor will improve, as will the efficiency of vehicular traffic down National Avenue. By creating a pedestrian-only zone, locations for informal and formal gatherings evolve, improving the connectivity between the Missouri State University and Rountree neighborhood communities.

Often a community's quality of living can be directly related to its surrounding qualities and aesthetics. The term "underground" is often associated with images of caves, dark tunnels, and undesirable places; if done with properly, underground areas can be extremely pleasant and economical. For example, a wide underpass would not only provide safe passage across National Avenue, but would also provide shelter, shade, and a place for informal community events. Those typical stereotypes of underpasses were resolved through a variety of design strategies. Natural landscaping and "warm" materials such as wood create a more comfortable environment for pedestrians. A large skylight to the road above allows light to filter into the underpass, keeping it lit with pleasant daylight; this keeps it from feeling dark, damp, and intimidating.

Below grade crossings have many advantages as compared to at grade and above grade crossings. Below grade crossings are less subjected to the elements, and are often more durable. They also provide more direct access to destinations, are more handicap accessible, and can also double as emergency shelters. This underpass has a series of gently sloping paths and plateaus to create a smooth transition to the underpass. There is no harsh change of elevation, as would be caused by stairs, and the grade level change is gentle enough to accommodate wheelchair and bicycle access.

Fig. 5-37 Underpass from Missouri State University, looking East

Fig. 5-38 Aerial View of Underpass and National Avenue

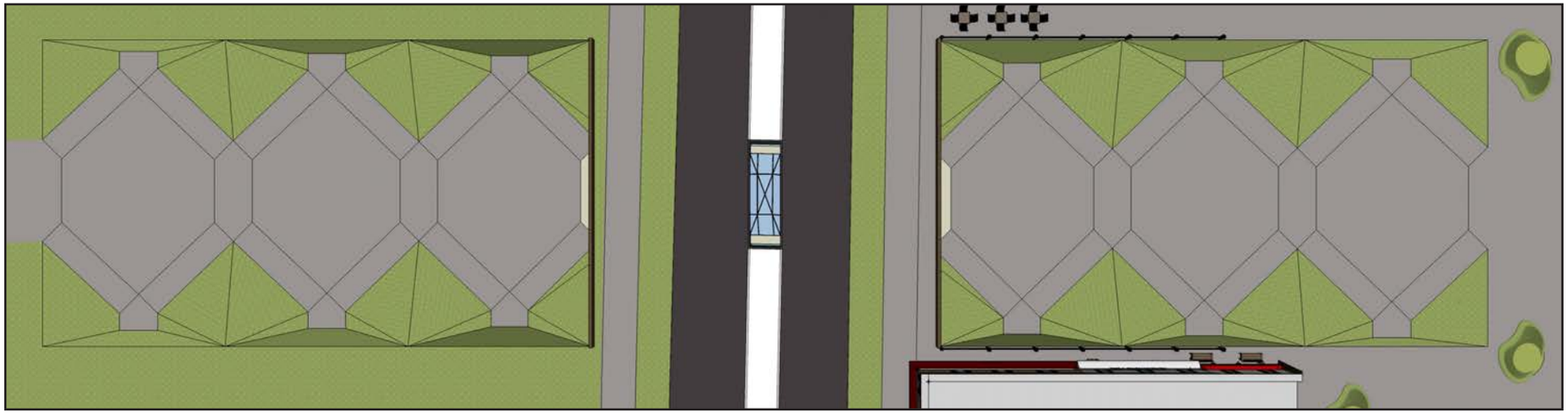

Fig. 5-39 Underpass Plan

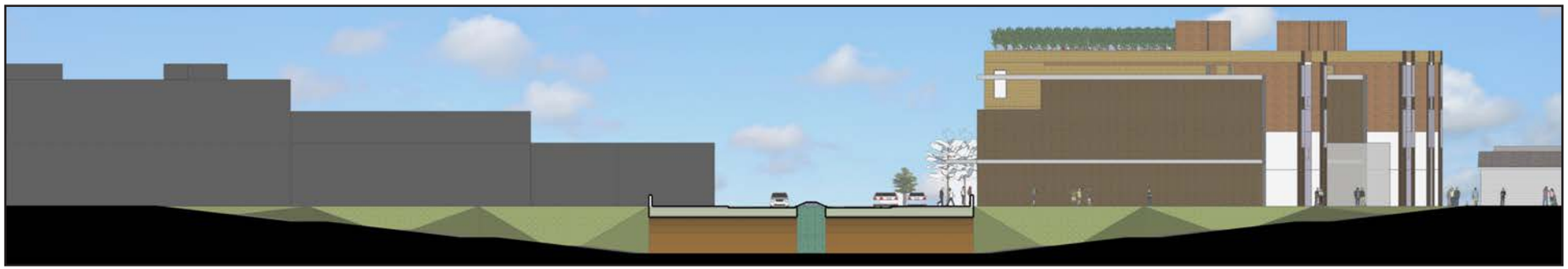

Fig. 5-40 Underpass Section looking North, Missouri State University to West, High-Intensity Development to East

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BUS STOP/MODULE SYSTEM

FUNCTION

The function of a traditional bus stop shelter is to have a place where people can wait for the bus, but we are proposing that the bus stops along the corridor be multifunctional. We envision bus stop shelters that are not only places to sit, but also place to store and/or have your bicycle repaired. Within the next 30 years, it is anticipated that the community will see an increase in people using public transportation and riding bicycles to work and shop. These bus stop shelters, therefore, must accommodate both bicycle and bus rides as they utilize the various modes of transportation throughout the day.

MODULE

The system we propose for the bus stop shelter is a module system. The module allows for adjustment in size while keep a common theme among the four bus stops along the National Avenue corridor. The system also allows for the module to be used in other ways, such as bike racks, bike rentals, information kiosks, and seating among the National Avenue corridor.

HOW IT WORKS

The module consists of a series of multiple connected ribs. A steel ring beam acts as a stabilizing element when the ribs switch directions. This module system includes components for seating, storage, and bike racks that are fastened between the ribs as the requirements of the location dictates.

Fig. 5-41 Perspective, Bus Stop

Fig. 5-42 Perspective, Bus Stop

Fig. 5-43 Bicycle Locks

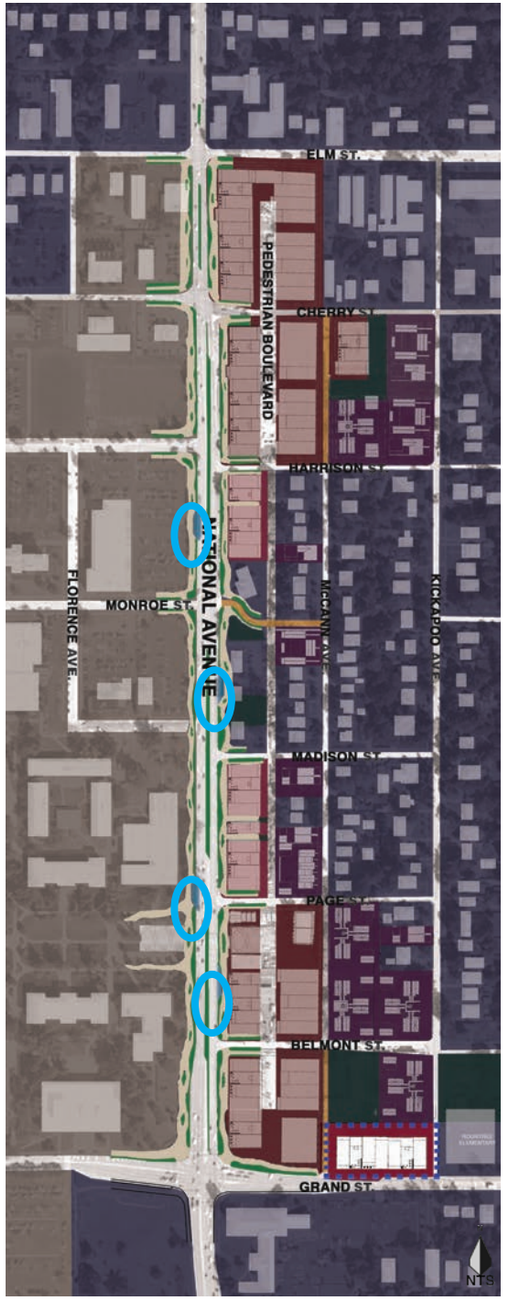

Fig. 5-44 Visioning Plan: Bus Stop

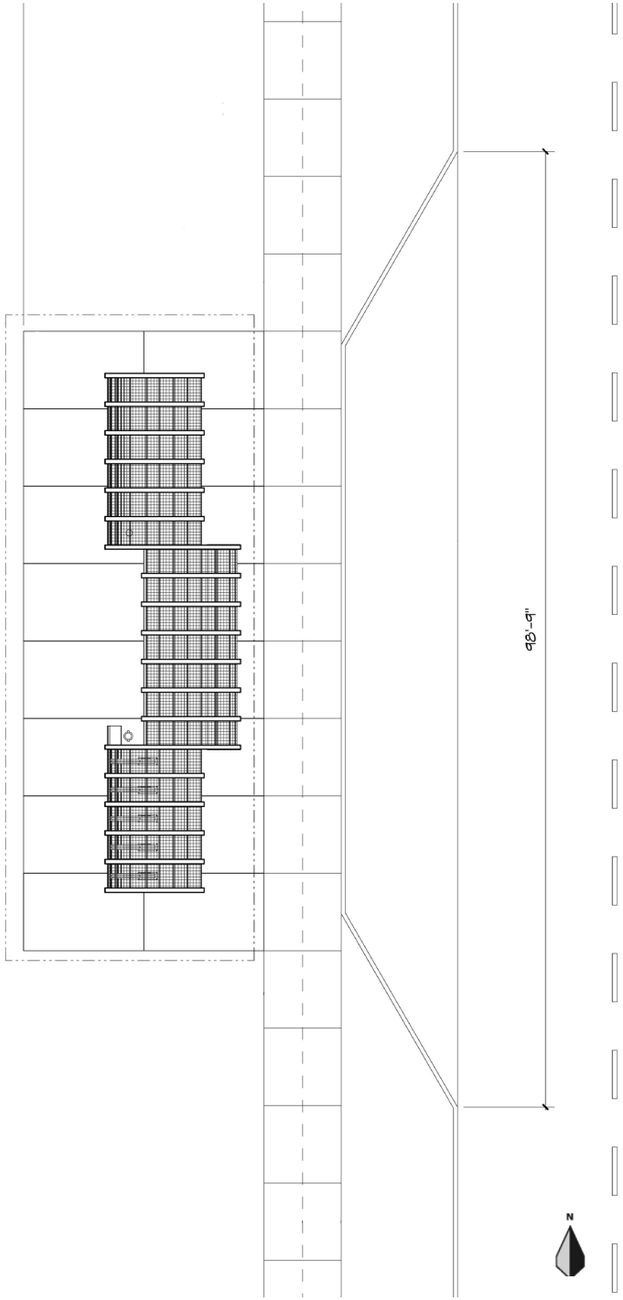

Fig. 5-45 Plan: Bus Stop

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PARKING STRUCTURE

Fig. 5-46 Perspective: Parking Structure with Mixed-Use Development Fronting

PARKING STRUCTURE

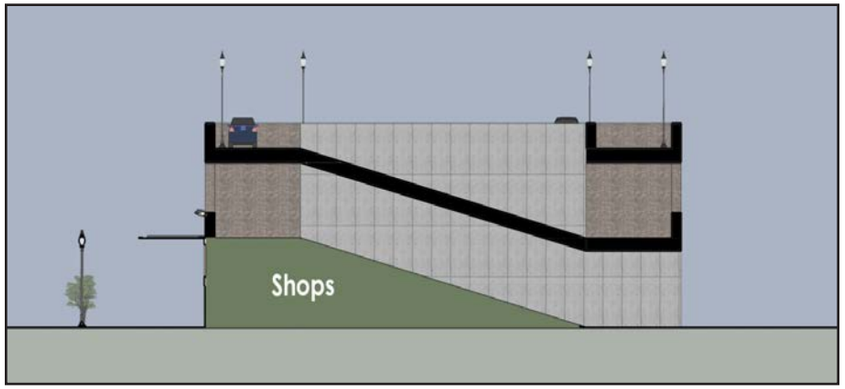

Fig. 5-47 Section: Parking Structure

The parking structures at the intersections of National Avenue and Cherry Street and National Avenue and Grand Street are identical in design and size. The ones shown here hold 72 cars each and are split into three levels of parking. There is space for shops facing the new pedestrian boulevard in the front of the structure. We recommend that the structure be clad in brick so that it better fits the character of the area. Access to the parking structures will be from the new McCann Avenue extensions.

1ST FLOOR PLAN

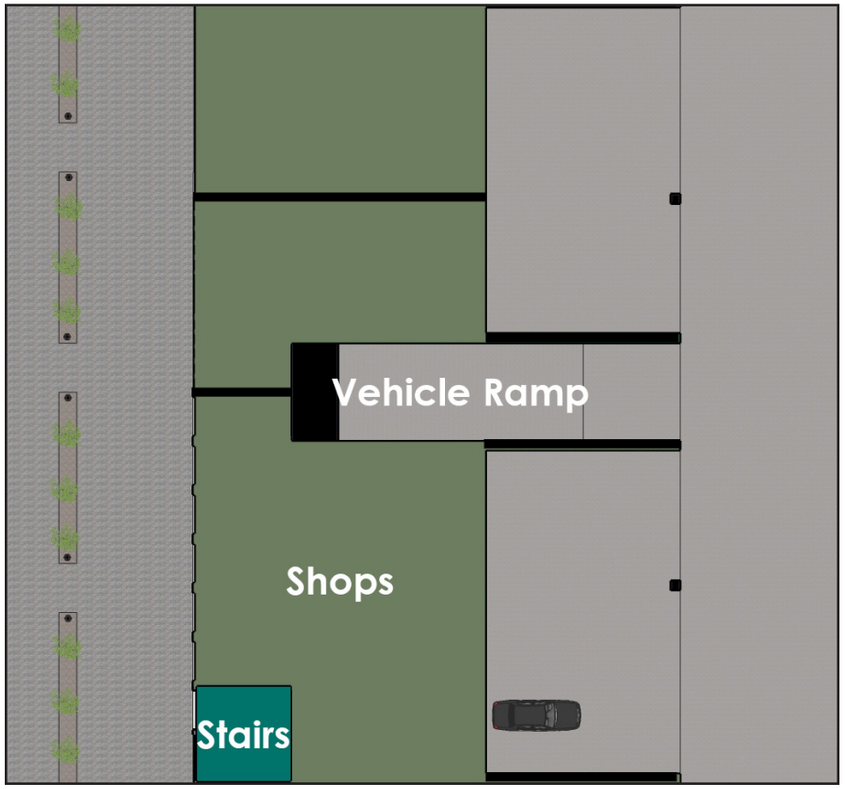

Fig. 5-48 Plan, Floor 1: Parking Structure

2ND AND 3RD FLOOR PLAN

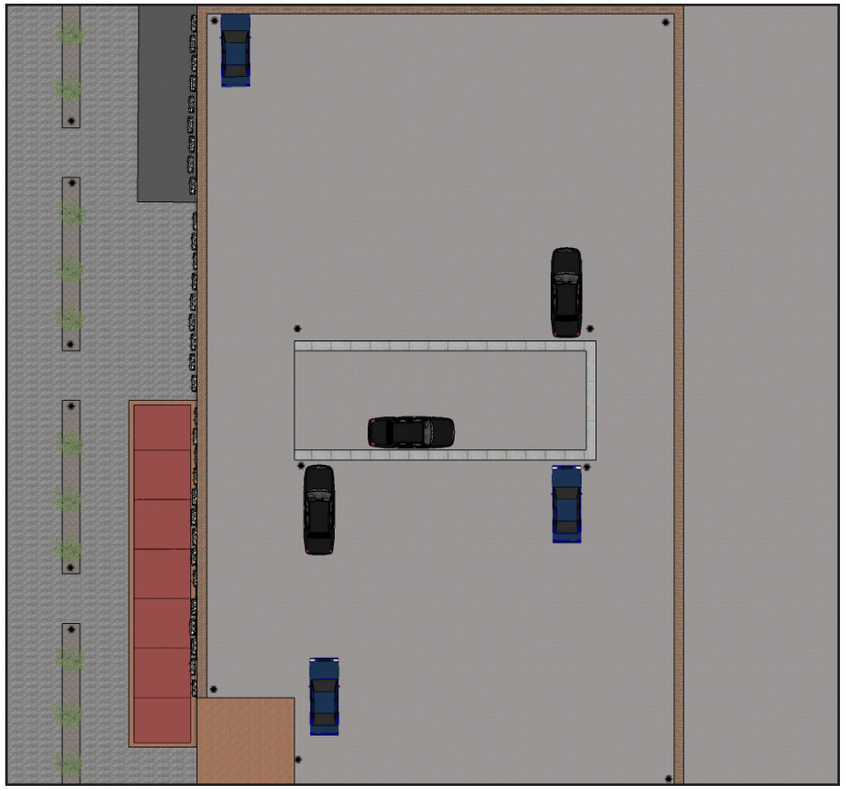

Fig. 5-49 Plan, Floor 2, 3: Parking Structure

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PARKING LOT DESIGN

TYPICAL PARKING LOT DESIGN

This parking lot represents the typical parking lot found in most new development, as well as the typical existing design condition along the National Avenue corridor.

This parking lot has several design issues. It is entirely impervious, which means that all rain that falls onto the lot will become run-off into the street. The lack of trees also contributes to problems with run-off. The parking lot also lacks shade, contributing to user discomfort and a heat-island effect. The plain design also lacks in visual interest.

SUGGESTED PARKING LOT DESIGN

We recommend this parking lot design for inclusion in all future developments along the National Avenue corridor. Additionally, the existing parking lots along the corridor should be remodeled to include these design and sustainability elements as well.

Parking lot drive aisles should be paved with pervious concrete. The parking stalls should be grasscrete rather than solid concrete. Both of these design elements help absorb rainwater and reduce run-off. Replacing the end parking stalls with landscaped islands provides visual interest. Furthermore, by planting trees in the landscaped islands and around the lot perimeter they will shade the parking lot and reduce the heat island effect.

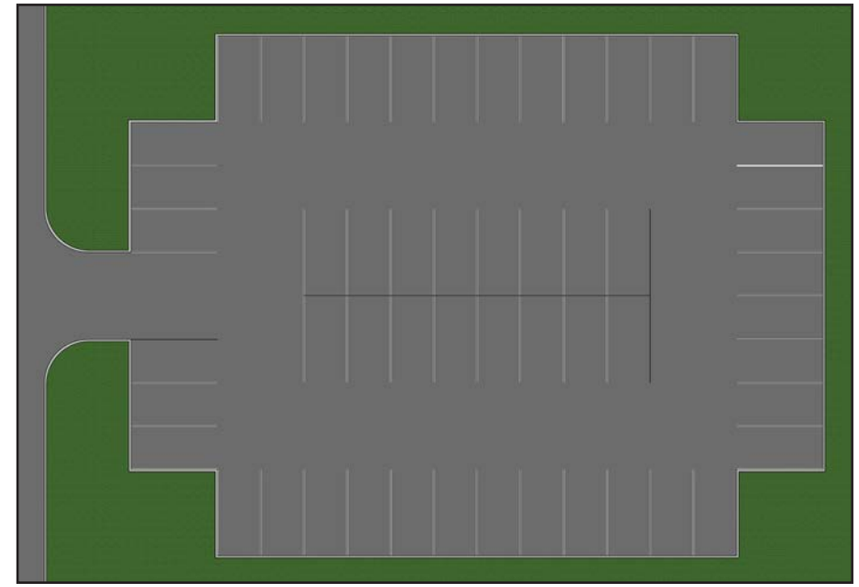

Fig. 5-50 Typical Parking Lot Design

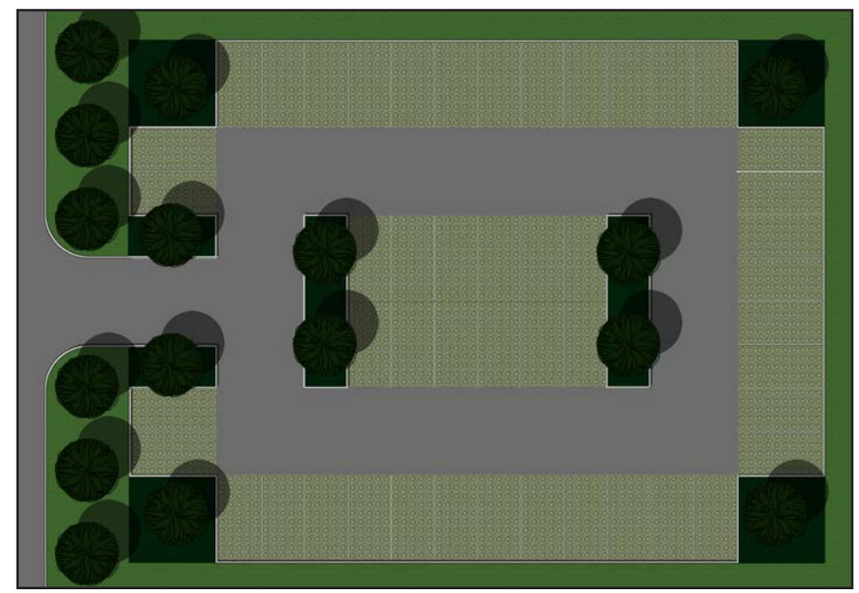

Fig. 5-51 Suggested Parking Lot Design

NATIONAL AVENUE - MCCANN AVENUE ALLEYWAY

A new alleyway between National Avenue and McCann Avenue should be implemented to improve circulation and access.

There will be two styles of alleyway.

- The first will be In the commercial development at the corners of National Avenue and Grand Street and National Avenue and Cherry Street to Elm Street.
- The second will be located between Harrison Street and Page Street.

The alleyways in the corner commercial developments will be approximately 50'-0" wide and at the grade of the existing streets.

- During the morning, the alley will be open to vehicular traffic for deliveries and vendor use.
- During the afternoon and evening, the alleyway will be a pedestrian-only zone.

The shops and restaurants in this area can open to their street frontages (National Avenue and McCann Avenue) and to the alleyway.

The alleyway in the between the corner commercial developments will be narrower, more in character with the existing alleys in the Rountree neighborhood. The new townhouses along McCann Avenue and the lower-intensity development on National Avenue between Harrison Street and Page Street will both have vehicular access from the alleyway. The alleyway will be separated by a landscaped median; parking for the National Avenue commercial development on the west and residential development on the east

Fig. 5-52 Alleyway/Pedestrian Boulevard in High-Intensity Development

Fig. 5-53 Alleyway behind Low-Intensity Development

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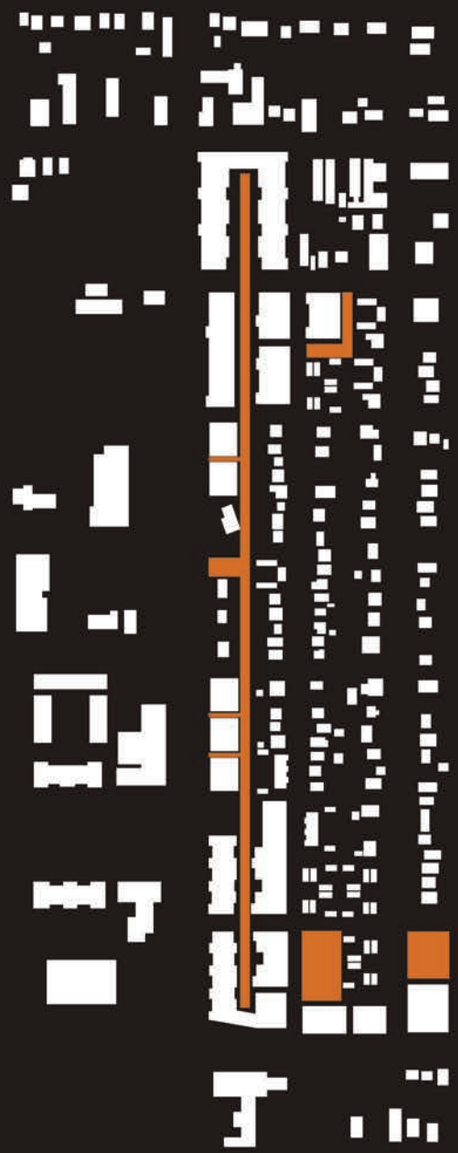


POCKET PARKS

A pocket park is a small park accessible to the general public. These pocket parks can be created on a single vacant lot or on small, irregular parcels of land. They also may be implemented as a component of the public space requirement of large building projects.

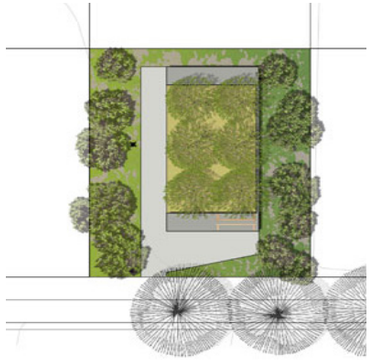
These pocket parks would provide greenery, a place to sit outdoors, and/or a children's playground. Not only will these parks improve the aesthetics of the community, but they can also increase the sense of community and value of nearby homes.

Since these parks are scattered throughout the development they encourage residents to explore their community, thus, promoting greater interaction. These spaces represent a neutral ground where Rountree residents and Missouri State University students can intermingle.

Fig. 5-54 Pocket Park between Buildings

Fig. 5-55 Visioning Plan: Pocket Parks

Fig. 5-56 Pocket Park between Buildings



Plan

Fig. 5-57 Educational Playground

Fig. 5-58 Water Fountain

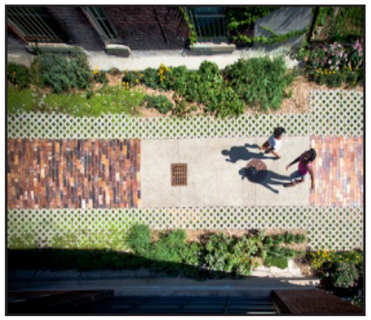


Fig. 5-59 Green Alleyway

BETWEEN BUILDINGS

By placing pocket parks among the mixed-use buildings it integrates the complexes into the landscape, provides inhabitable green space that promote socialization, and fosters a sense of community. These smaller spaces would contain seating for dining and lounging within a verity of local plant life. By providing these "green" breaks between buildings, the east side of the National Avenue corridor becomes more permeable and allows the Missouri State University community and the Rountree neighborhood to transition or blend through the various mixed-use developments.

ROUNTREE ELEMENTARY PARK

The homes currently located north of the Rountree Elementary School playground will be removed to create pocket parks that promote a safe environment for children to play and learn. We envision the creation of a play fountain and updated playground with educational-based design to inspire children to learn and be active. Its proximity to the school encourages parents to play with their children after picking them up from school, which leads to a better family life overall and interaction between community members.

GREEN ALLEYWAY

On the north side of the development, between Harrison Street and Cherry Street and McCann Avenue and Kickapoo Avenue, high-density living and low-density mixed-use will surround a landscaped and paved walkable alley space. This central place between mixed-use and residential living connects the two types of development by providing a communal space for circulation and relaxing.

GREEN ENTRANCE

The green space at the corner of National Avenue and the new extension of Monroe Street will act as an entrance marker into the new development. This area will be similar to the pocket parks between the existing buildings, with local plants and places for sitting.

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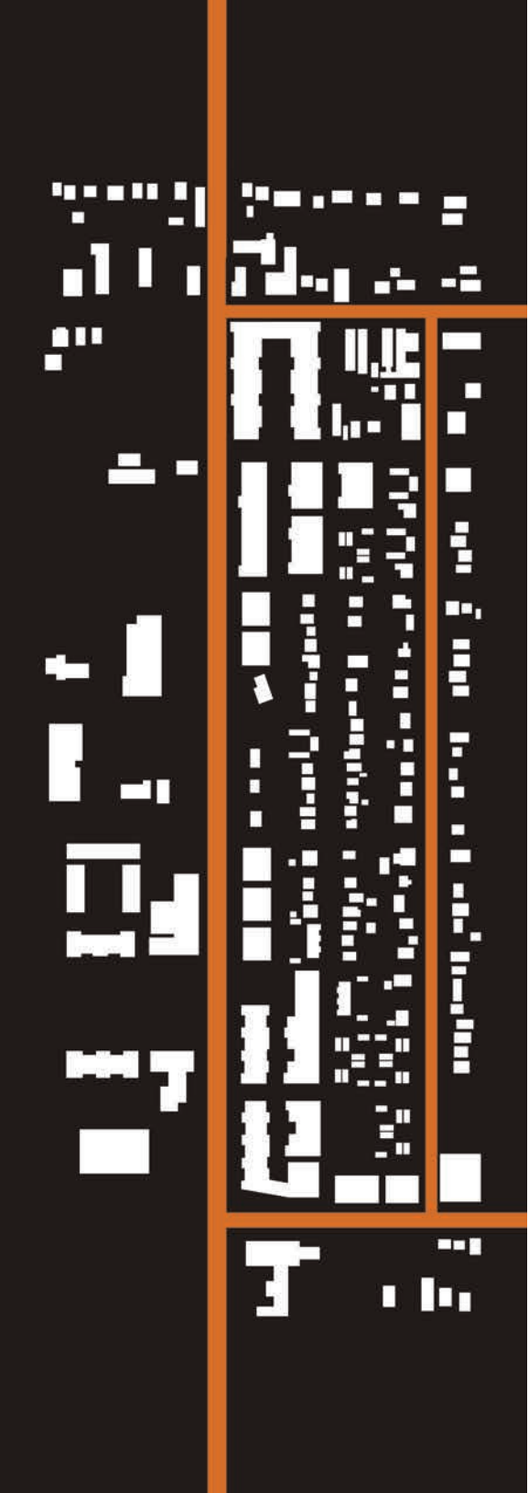

STREETSCAPING

Implementation of softscaping along the National Avenue corridor is vital to create a inviting and calming area for pedestrians, cyclists and vehicular traffic. Establishing xeriscaping with in the green spaces of the National Avenue corridor adds texture and is sustainable and low maintenance for upkeep. Adding trees and lighting brings aesthetic balance to the National Avenue corridor.

The creation of small berms along the corridor creates an aesthetic scene along National Avenue and protection for the users of the pedestrian way alongside the corridor. Along with the mini berms, widening of sidewalks and adding of bike lanes makes it easier for visitors to transition in between spaces to reach their destinations.

A traffic median along the National Avenue corridor limits the turn off points for vehicular traffic and aids as a deterrent for pedestrian crossing National Avenue corridor with low growth plants except in designated crossing areas. Softening the median aids in the calming of the National Avenue corridor and also is aesthetically pleasing for all users of the corridor.

Fig. 5-60 East Section: Elm Street to Monroe Street

Fig. 5-61 Visioning Plan: Streetscaping

Fig. 5-62 Perspective of the Streescaping at the Intersection of Cherry Street and National Avenue

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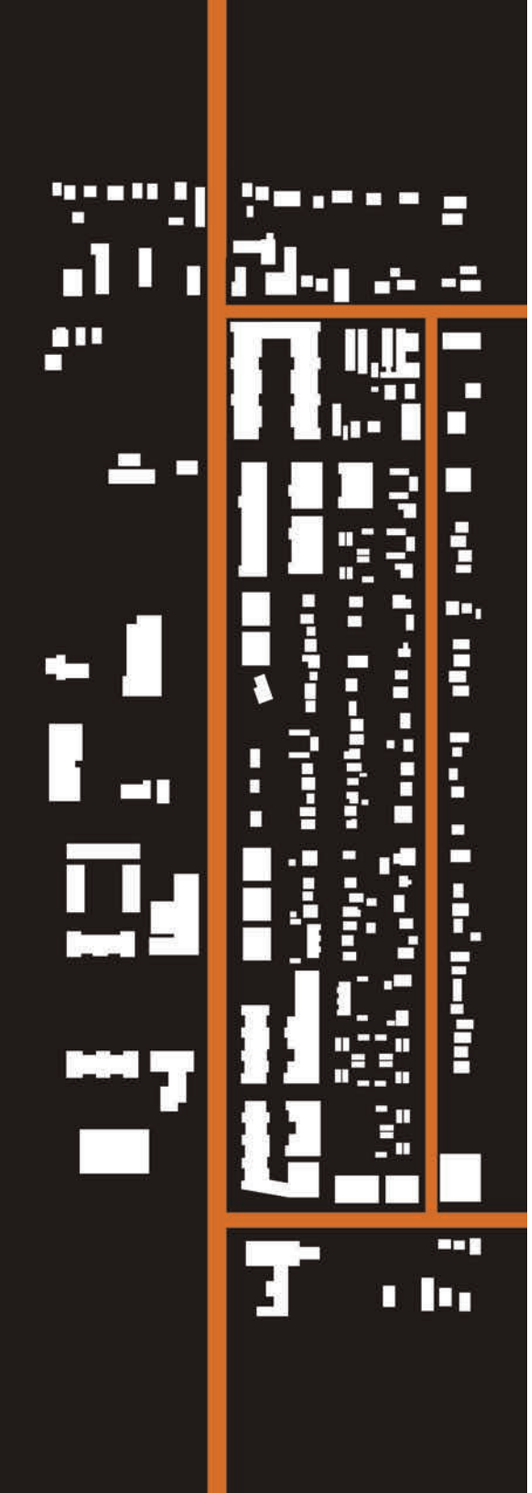

Fig. 5-63 Perspective of the Streetscaping at the Intersection of Harrison Street and National Avenue

Fig. 5-64 East Section: Monroe Street to Grand Street

Fig. 5-65 Perspective of the Streetscaping at the Pedestrian Underpass

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TOWNHOUSES

Living in a townhouse is a good solution for many people who are looking for a housing option that is convenience, easy to maintenance, secure, and possesses a sense of community. Townhouses are similar to typical homes, but unlike single-family residences, they are owned or leased as part of a condominium or apartment development arrangement, unlike single-family detached homes. Townhouses bring the best of condominium living and single-family home living together.

MAINTENANCE AND LANDSCAPING

Townhouse living offers the benefits of limited accountability and cost of upkeep for the property and yard; most townhouses have small yard areas, so yard work is minimal. Yard maintenance can be minimized, depending on the landscaping you have selected for your yard area. To maintain a consistently well-manicured landscape, lot owners can use native plant species, which with proper plant placement can reduce the amount of grass needed. Efficiency is a key feature - by reducing the space and reducing demand, consumers can alleviate the burden of large homes.

Fig. 5-66 Duplex Townhouse

Fig. 5-67 Duplex Townhouse

Fig. 5-68 Row House Townhouses

PRIVACY AND OWNERSHIP

Even though the units are part of a condominium development, each unit remains separated from the rest due to an individualized entry to each property. The noise reduction provides a welcome benefit, because even though traditional townhouses are constructed with neighbors on both sides, residents do not live above or below each other. Another benefit of townhouse living is individual ownership of the land on which each unit is built and any outdoor living space attached to the townhouse. For first-time buyers and retirees, townhouses offer an affordable alternative to single-family homes.

AMENITIES

Most townhouse communities provide features that are desirable to residents, but might not be affordable for their individual budgets. Homeowner association fees typically maintain pools, athletic facilities and recreation center, party rooms, and other entertainment options. Features designed for children, including playgrounds and bike paths, are often adjacent to townhouses. Some high-end townhouse communities are amenity rich, offering meeting rooms, entertainment facilities, doorkeepers and more.

SAFETY

With neighbors on both sides, it is difficult for a trespasser to break in unnoticed. Most townhouse developments are well lit, and with neighbors living in such close proximity, unusual noise or activity is more readily noticed. Often a sense of protectiveness between residents exists. Many residents find meeting people and making friends easier, not only because of the physical proximity of neighbors, but because amenities provided within the community, such as pools, activity rooms, fitness areas are natural places to meet new acquaintances.

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TOWNHOUSE CONFIGURATIONS

The townhouse configurations create a series of infill housing options for the homes that are removed during the new development phases. These townhouses help increase density that will help support local businesses built in the coming years. The architectural style will fit in with the existing character and values of the Rountree neighborhood. A focus on community interaction will be addressed in the townhouses, as each serves to explore a certain type of shared space. Pedestrian relationships to the townhouses are key to fostering a more walkable neighborhood. Lastly, the townhouses serve as a stepping stone to home ownership. These will be more spacious than apartments, but much more affordable than the existing Rountree neighborhood homes.

TOWNHOUSE CONFIGURATION A

- 3 homes
- 2 stories
- 2 property Lots
- Shared private rear courtyard
- 4 shared garages
- Access from new alleyway

Fig. 5-69 Townhouses with Courtyard

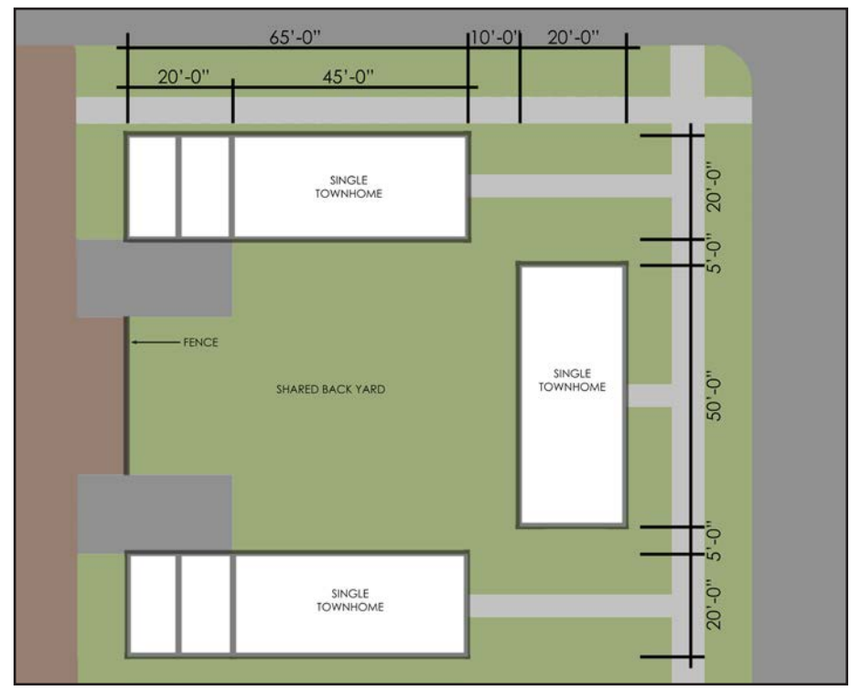

Fig. 5-70 Townhouse Configuration A Plan

Fig. 5-71 Townhouses with Courtyard

TOWNHOUSE CONFIGURATION B

- 6 detached townhouses
- 2 stories
- Shared public courtyard
- 2 lots wide
- 6 shared detached garages with alley access

Fig. 5-72 Townhouses with Courtyard

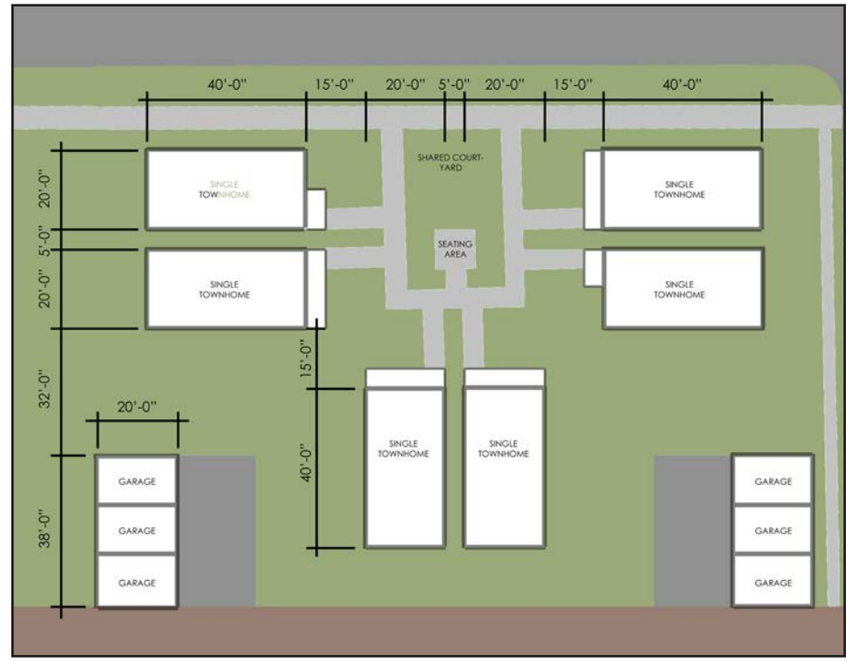

Fig. 5-73 Townhouse Configuration B Plan

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TOWNHOUSE CONFIGURATION C

- 2 homes in one duplex
- 1 lot wide
- 2 private decks
- 2 shared detached garages

Fig. 4-74 Townhouse Configuration C

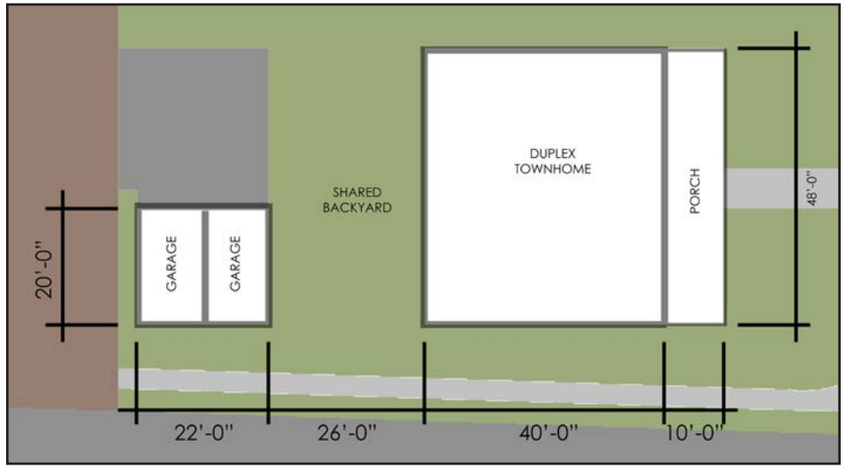

Fig. 4-75 Townhouse Configuration C Plan

TOWNHOUSE CONFIGURATION D

- 2 homes in one duplex
- 1 lot wide
- 1 shared patio
- 2 shared attached garages

Fig. 5-76 Townhouse Configuration D

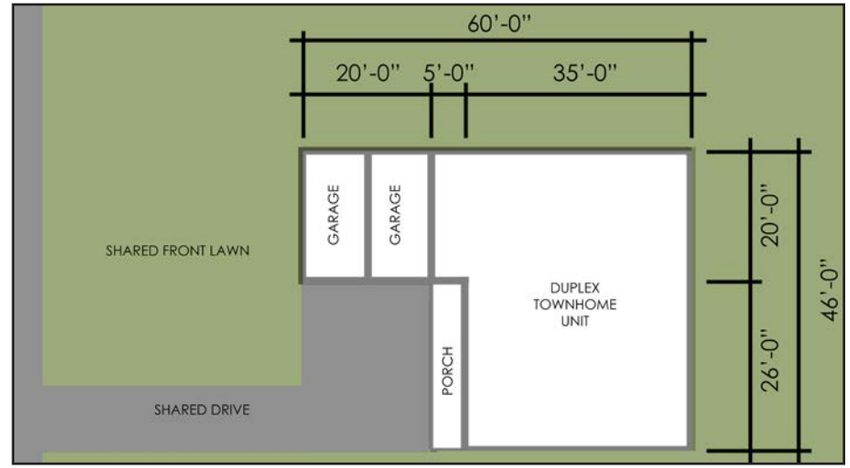

Fig. 5-77 Townhouse Configuration D Plan

Fig. 5-78 Townhouse Configuration E

Fig. 5-79 Townhouse Configuration E Plan

TOWNHOUSE CONFIGURATION E

- 6 connected row houses
- 3 lots wide
- 1 shared private backyard
- 6 private decks
- 6 shared detached garages with alleyway access

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URBAN CONSERVATION DISTRICT CHANGES

The Rountree Urban Conservation District (UCD) was created in 1985 to recognize and protect the historic character of the area. It is a zoning district with specific standards that exceed those of the City of Springfield. It is bounded by National Avenue on the west, Cherry Street on the north, including properties on the north side of the street, Delaware Avenue on the east, including properties on the east side of the street, and Grand Street on the south, including properties on the south side of the street. While the UCD was created to preserve and protect the neighborhood, as it currently exists it has too many loopholes, rendering it relatively ineffective.

The City of Springfield and the Rountree Neighborhood Association should work together to re-write the UCD to make it stronger, looking at existing precedents from other cities and neighborhood, in particular:

- Colorado Springs, Colorado
- Downtown Los Angeles, California
- Overland Park, Kansas
- Tyler, Texas

In general, the new UCD should be far more detailed and specific when dealing with definitions, allowed and unallowed uses, and enforceability. The ambiguity of the current UCD has allowed developers and individual property owners to find loopholes for nearly every restriction in the UCD.

One major reoccurring issue that has become problematic is the lack of definitions and clarity. One example of this is the lack of distinction between the UCD definitions of a rooming house, a boarding house, an apartment, and a fraternity house. The new UCD should clearly define distinct definitions for each allowed use in order to prevent confusion or abuse of the UCD.

Another issue deals with allowed uses in various areas of the UCD. While in general mixed-use development is encouraged along the National Avenue corridor, certain uses are still less desirable, or have created certain problems in the past and need to be addressed. Below are some suggested changes to specific portions of the UCD dealing with allowed and unallowed uses.

SECTION 4 - AREA "A" REGULATIONS

Subsection B - Permitted Uses

Shall be amended to no longer permit the usage of spaces for group homes, residences, or temporary uses.

SECTION 5 - AREA "B" REGULATIONS

Subsection C - Conditional Uses

Shall be amended to no longer permit the usage of spaces for group homes.

SECTION 7 - AREA "D" REGULATIONS

Subsection B - Permitted Uses

Shall be amended to no longer permit the usage of space for single-family detached dwellings, group homes, or residences.

SECTION 8 - AREA "E" REGULATIONS

Subsection B - Permitted Uses

Shall be amended to no longer permit the usage of spaces for single-family detached dwellings

SECTION 9 - AREA "F" REGULATIONS

Subsection B - Permitted Uses

Shall be amended to no longer permit the usage of spaces for single-family detached dwellings

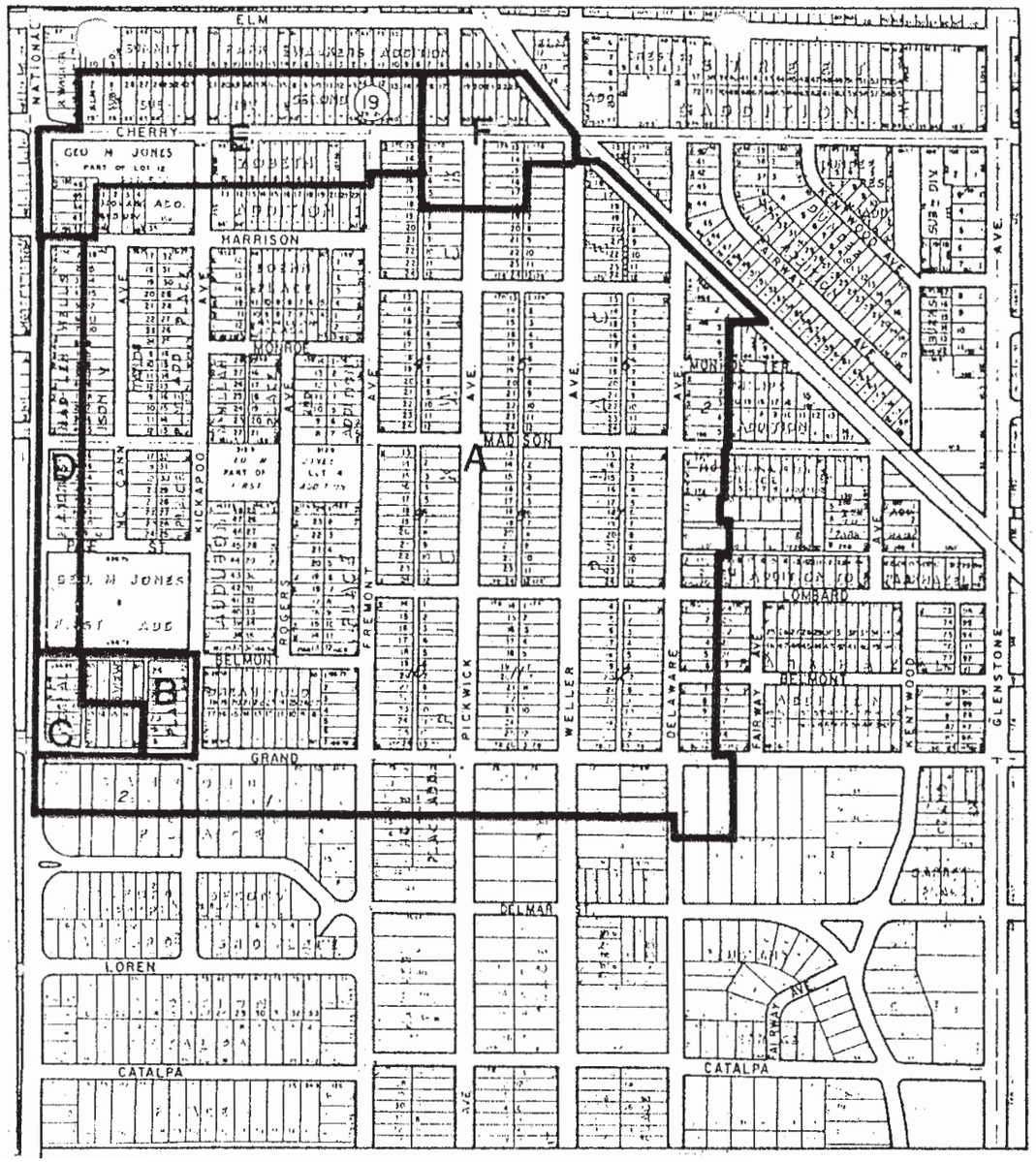

Fig. 6-1 Rountree Urban Conservation District

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DESIGN GUIDELINES AND FORM-BASED CODE

All new development in the study area, particularly the new commercial development, should be required to conform to new design guidelines or form-based code. Doing so will ensure that all new development is compatible with the existing character and scale of the surrounding area.

The difference between design guidelines and form-based code is enforceability. Design guidelines are not mandatory, but are suggestions and guidelines for how to design buildings and public spaces. Form-based codes are official regulations that are adopted into existing zoning code, replace the existing zoning code, or operate in conjunction with existing zoning code. While form-based code may be harder to adopt at the beginning due to its higher expense and the time requirements to officially change the zoning, it is also far easier to enforce than design guidelines. For this reason, we suggest that the city move to adopt form-based code rather than design guidelines.

Form-based code not only regulates specific building details and design elements, but creates a unified aesthetic and promotes pedestrian walkability and safety.

Form-based code would regulate the following building qualities:

- Compatibility with existing context
- Building Height
- Materials and Color
- Modulation and Articulation
- Roofs
- Entries and Windows
- Lighting
- Landscaping
- Sidewalks
- Signage
- Four-sided design

Many of the ideas and images on Form-Based Code are derived from the Colorado Springs Mixed-Use Development Design Manual.

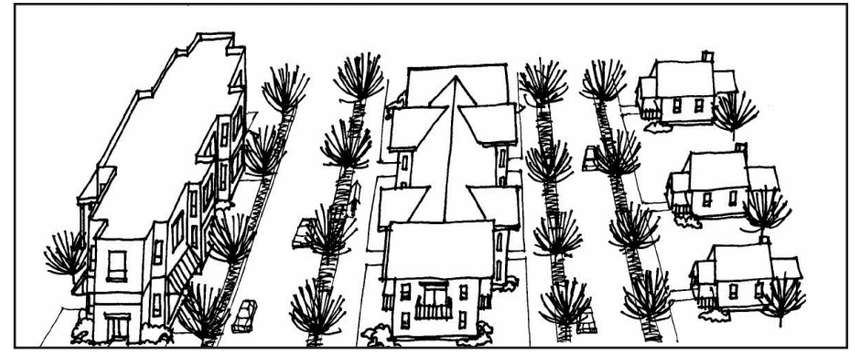

Fig. 6-2 Transition from Mixed-Use Developments to SIngle-Family Residences

Fig. 6-3 Transition from Mixed-Use Developments to Single-Family Residences

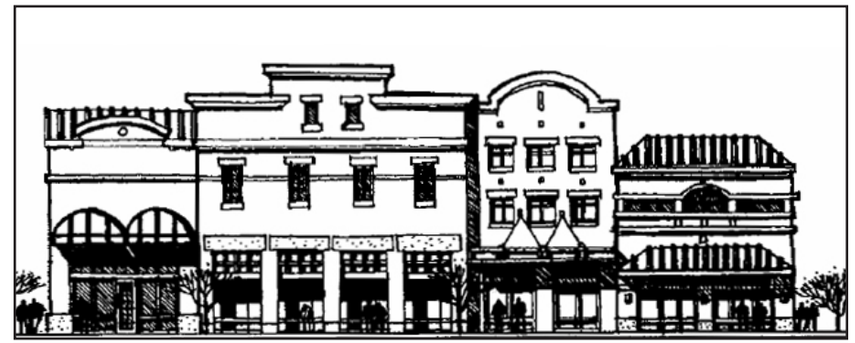

Fig. 6-4 Mixed-Use Developments: Variety in Form

Fig. 6-5 Parking Structure with Mixed-Use Storefronts

Fig. 6-6 Pedestrian Building Pass-Through

Fig. 6-7 Mixed-Use Development with Pedestrian Boulevard

COMPATIBILITY WITH EXISTING CONTEXT

Maintaining compatibility between new development and its existing context is not a matter of a single issue, but of many. In general, it means understanding the surrounding areas and ensuring that new development respects the qualities of those buildings. What it does not mean is creating a carbon-copy of existing development.

BUILDINGS GUIDELINES

1. Visual Interest and Compatibility: New buildings should create visual interest in ways that are compatible with the architectural character of the existing Rountree neighborhood. This may be accomplished through the use of such elements as similar roof lines, materials, colors, fenestration, and other architectural details.
2. Texture and Relief: All buildings should create texture and relief in facades and should avoid large, flat, unbroken, wall planes.
3. Human Scale Detailing: Facades of buildings that face National Avenue should incorporate human-scale detailing through the use of reveals, belt courses, cornices, expression of structural or architectural bays, recessed windows or doors, material or material module changes, color and/or texture differences, or strongly expressed mullions.
4. Weather Protection: Elements should be complementary to the building's design and the design of contiguous weather protection elements on adjoining buildings. Materials and design should be durable and permanent.
5. Horizontal Length: The façade of the ground floor of buildings should include awnings, transparent display windows, entry awnings, or other similar pedestrian-friendly features.
6. Each building housing a principal nonresidential use should incorporate at least two of the following additional features on all building facades facing a public street, public plaza, or public open space:

    - Arcades;
    - Contrasting building materials or textures;
    - Incorporation of street furniture at the ground floor;
    - Incorporation of outdoor eating or seating areas at the ground floor;
    - Variations in roof lines along a single block face; or transparent windows that allow views into and out of the building; black, mirrored, or other opaque surfaces should never be used.

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BUILDING HEIGHT

Limiting building height will help to keep new development compatible with existing buildings. Specific buildings heights will depend on what part of the National Avenue corridor is in question.

Height limitations are important for several reasons:

- First, height limitations keep new development compatible in scale with the existing area. Almost all of the existing buildings in the Rountree neighborhood and on the western face of Missouri State University along National Avenue are relatively low - three or four stories maximum. Only a few buildings are higher.
- Second, limitations keep the density of new development from becoming too high, which would be unsupportable given the amount of existing and new residential development in the area.

Recommendations:

- Commercial development at the corner of National Avenue and Grand Street and National Avenue between Cherry Street and Elm Street should be limited to four stories.
- Parking garages in the new commercial development should be limited to two levels above grade.
- Commercial development on National Avenue between Page Street and Harrison Street should be limited to three stories.
- New apartment buildings on National Avenue between Page Street and Harrison Street should be limited to three stories.
- New townhouses should be limited to two stories.

MODULATION AND ARTICULATION

Modulation and articulation refers both to groups of buildings on a block or within a development and to individual buildings.

Groups of buildings in a development or on a block should have some variation in their setbacks from the street. This creates visual interest and creates pockets for pedestrian interaction.

Individual buildings that are wider than one current lot or parcel should have modulation both horizontally and vertically. Horizontally, buildings should have indentations, especially along their front facades. Vertically, buildings of more than two stories should have a vertical setback.

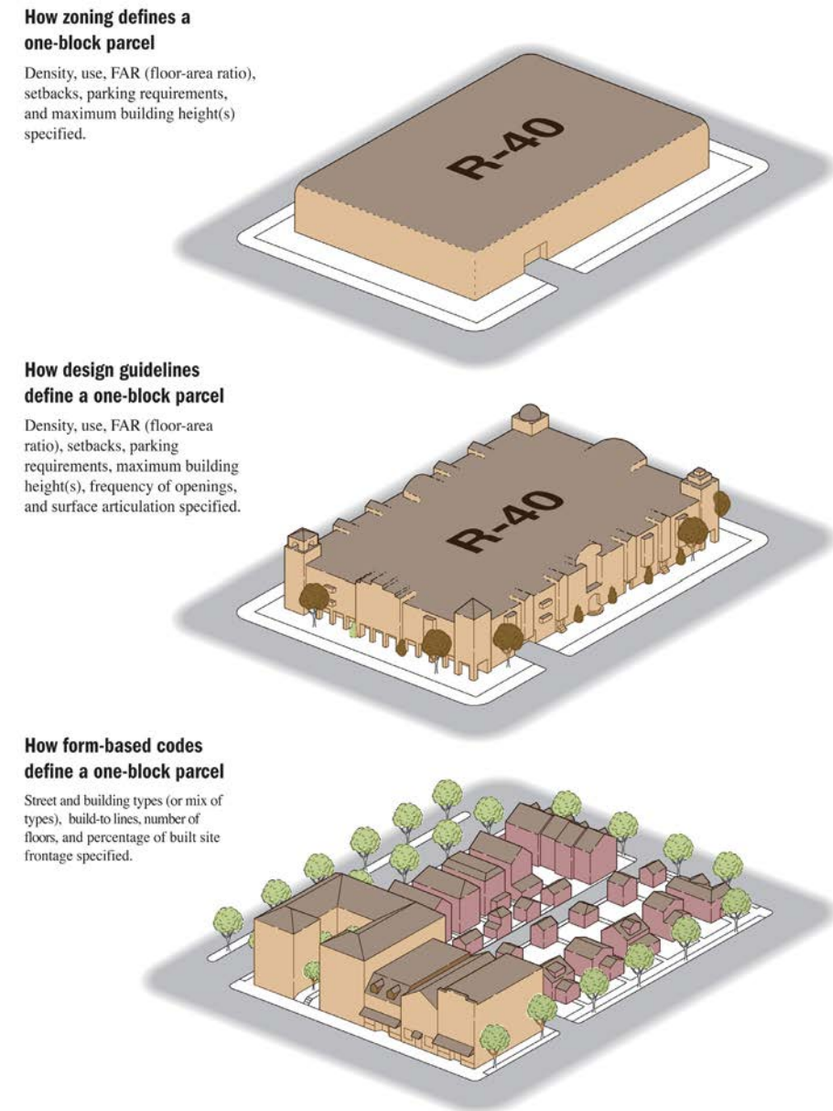

Fig. 6-8 Transition from Traditional Zoning to Form-Based Code

Fig. 6-9 Pedestrian Building Pass-Through

Fig. 6-10 Green Space Transition between Mixed-Use Development and Housing

MID-BLOCK PEDESTRIAN AND VEHICULAR PASS-THROUGHS

- A mid-block pass-through or galleria should be lighted and designed to be safe and visually interesting for pedestrians: incorporate features such as display windows or artwork.
- These pass-throughs should be designed so they cannot be enclosed or locked.
- The pass-through should be used to connect separate buildings or link customer parking to the front of buildings.
- Openings should be a minimum of fourteen feet high in order to create accessibility for delivery trucks to businesses along the pedestrian boulevard.

PEDESTRIAN BOULEVARD ACCESS

- Vehicular pass-throughs should not be considered public streets for motor vehicle traffic; only designated delivery trucks and emergency vehicles are granted access to the pedestrian boulevard.
- Delivery trucks should only have access to the pedestrian boulevard from the hours of 05:00 until 12:00 on any given day. Emergency vehicles can use the pedestrian boulevard at any time of day, in the event of an emergency.

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ENTRIES AND WINDOWS

Entries and windows should be articulated to maintain a pedestrian scale.

Entries should have architectural details to emphasize the entry.

Windows set in masonry facades should have headers and sills, regardless of whether the masonry is load-bearing or veneer. Windows wider than 6'-0" or taller than 6'-0" should be subdivided to keep the glazing from being too large.

ROOFS

Roof pitch and materials should be regulated to keep new development compatible with existing buildings.

Commercial buildings should either have a flat roof or a sloped pitch at 6/12 or lower. Flat roof buildings should have a parapet or cornice on all sides.

Residential buildings should not have flat roofs. New multi-family apartment buildings should have a minimum slope of 4/12 and a maximum slope of 8/12. New townhouses and duplexes may have a higher maximum slope, in keeping with the roof slopes of existing homes within the Rountree neighborhood.

Roof materials should also be regulated in order to keep buildings looking cohesive and at consistent level of quality.

Allowed roof materials include:

- Asphalt shingles
- Composition shingles
- Terra cotta roof Tiles
- Concrete roof Tiles

Roofing membrane should be used on flat roofs only.

MATERIALS AND COLOR

Materials and colors in new development should be compatible with existing development.

Materials should be high quality and similar to the materials found in the Rountree neighborhood. These include:

- Brick
- Natural Stone
- Stucco
- Permanent Siding

Materials that are industrial in character should not be allowed. These include, but are not limited to:

- Concrete
- Exposed Concrete Block
- Metal Siding
- Vinyl Siding
- EIFS

Commercial development and new apartment developments on National Avenue should be primarily neutral and earth tones. Colors other than these should be limited to trim or architectural details.

New residential development within the Rountree neighborhood can have a wider range of allowed colors, in keeping with the style of the existing historic houses. In general, colors should be earth tones, neutrals, or pastels at 25% saturation or less. Bright colors should be limited to trim or details like shutters and doors.

SIDEWALKS

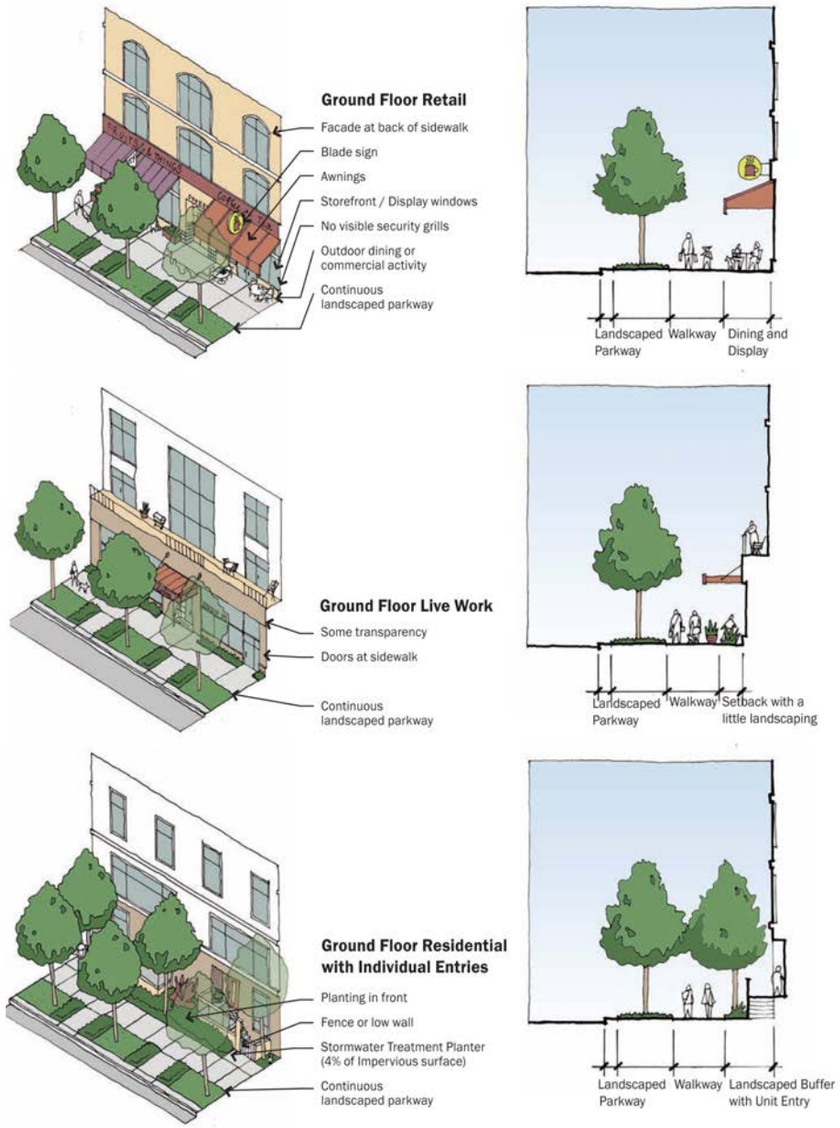

Fig. 6-11 Suggested Streetscaping and Sidewalks

LANDSCAPING

Xeriscaping refers to a method a landscaping that reduces water usage, mainly through planting native vegetation. When using the native greenery of a particular region, plants require significantly less water and maintenance compared to foreign plants. The following vegetation is native to the Midwest, but each requires varying amounts of maintenance due to their water usage.

WATERING ZONE 1: WET

These plants require regular watering, approximately one inch per week:

- Roses
- Shasta Daises
- Hibiscus
- Siberian Iris
- Campania
- Astilbe
- Dogwood
- Boxwood
- Coleus
- Fox Glove
- Lilacs
- Hostas
- Arum Lilies
- Double-file Viburnum

WATERING ZONE 2: NORMAL

These plants require minimal watering, approximately 1/2 inch per week:

- Day Lilies
- Asters
- Stachys
- Helianthus
- Salvia
- Echinacea
- Geraniums
- Spirea
- Verbascum
- Coreopsis
- Baptisia
- Heuchera
- Phlox
- Buddleia
- Heliopsis
- Pennisetum
- Liriope
- Miscanthus

WATERING ZONE 3: XERIC

These plants require little to no watering:

- Cacti
- Russian Sage
- Sumac
- Lavender
- Plumbago
- Artemisia
- Sedum
- Nandina
- Goldenrod
- Feather Reed Grass
- Centranthus
- Santolina
- Chaste Tree
- Asclepias
- Dianthus
- Yarrow

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HOME IMPROVEMENT PROGRAM

We suggest that a home improvement program should be implemented within the Rountree neighborhood, especially in the study area between National Avenue and Kickapoo Avenue. Funding for this program might come from the city, state, or from an outside grant source. The program would provide funds for homeowners to fix up properties that have fallen into disrepair. As these properties are improved, their values will increase, which will also increase the value of surrounding properties.

In 2009, the last year this information is available, the median price for a single-family detached house in the city of Springfield was $133,593. That same year, the median price for a similar property in the Rountree neighborhood was $185,672. Because the houses in the Rountree neighborhood are significantly more expensive, many young families or couples are unable to buy a "move-in ready" house in the neighborhood. The houses that are within their price point are often in need of significant repairs and renovations, which can be costly.

One of the goals of the Rountree neighborhood is to maintain population density to support the Rountree Elementary School. Most of the student renters only live in the neighborhood while they are in school, and then move away to other neighborhoods or cities. The suggested home improvement program will provide a way for new families to afford to move into the neighborhood. Families buying property in the neighborhood are likely to become long-time residents, which will help maintain the population density needed to support the school.

One of the other concerns of Rountree residents is the number of student renters within the neighborhood. The difference in lifestyles and the conditions of many of the student rentals have caused friction between owner-residents and student renters. If student housing is provided in the new development on National Avenue as outlined in the vision plan, that will open up former rental houses in the Rountree neighborhood to redevelopment and/or renovation by new residents.

Currently, many of the homes in the study area, particularly those on the 800 block of McCann Avenue, are student rentals and are in need of repairs. Because these are rentals, the student tenants have little motivation to fix their properties. Because of their proximity to Missouri State University, most of these houses rent easily in their current condition, so property owners have little motivation to fix up their properties.

While some of the rental houses on McCann Avenue may end up being demolished and replaced with new townhouses, some of the houses are still in good enough condition to be renovated and reclaimed as single-family homes. As these houses are remodeled, their property values will rise, which will positively affect the entire area. It will also become an incentive for other property owners to do the same.

Fig. 6-12 Before the Home Improvement Program

HOME: BEFORE

This home, while not in the Rountree neighborhood, is a good example of the existing conditions of many of the houses in the study area, particularly those on the 800 block of McCann Avenue.

- The houses often are in general disrepair, needing new doors or lights, and have paint that is peeling or fading.
- The houses lack historic character, such as shutters, porch railings, and other details like updated porch lights and house numbers.
- Many of the rental houses have furniture and other items on the porches or in the yard.
- The houses often do not have any landscaping or other features to make them visually appealing.

Fig. 6-13 After the Home Improvement Program

HOME: AFTER

This is an example of how the exterior of these houses might be updated to improve the value and appearance of the house.

- The siding can be repainted or replaced, and trim repaired.
- Details like shutters, porch railings to define outdoor space, new porch lights, and new house numbers are added.
- Extraneous items have been cleared away, making the appearance of the property much neater.
- Landscaping has been added in front of the house and in the yard, along with a new stone pathway from the porch to the sidewalk.

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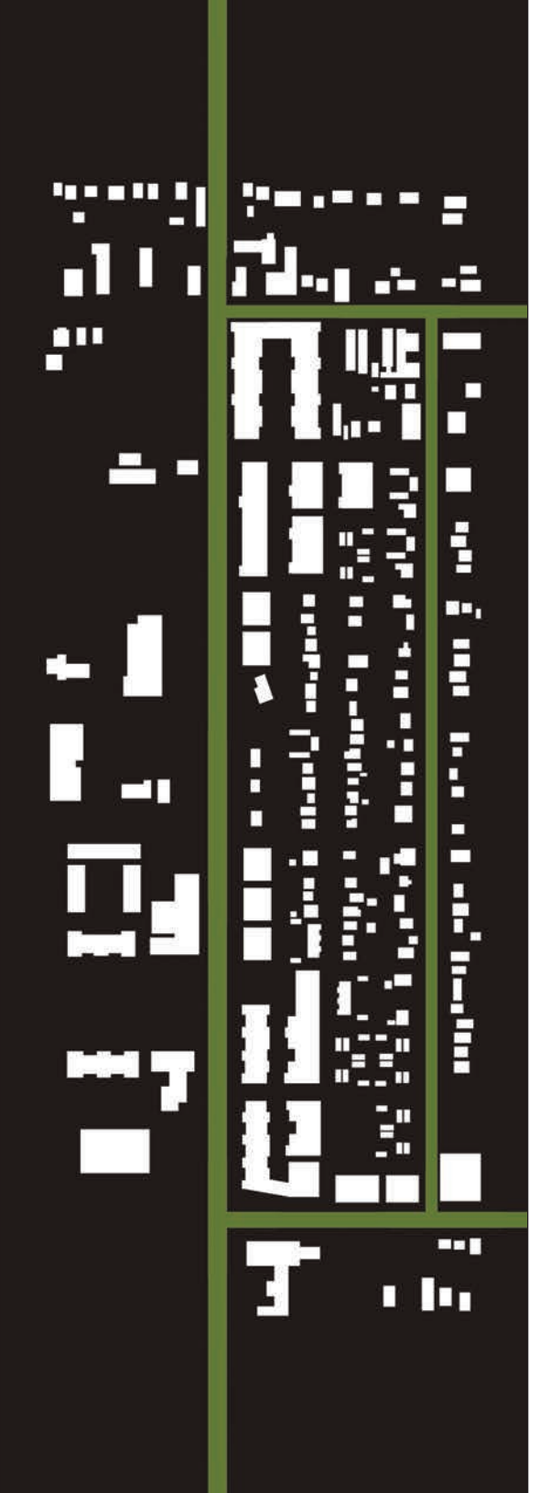

PEDESTRIAN TRAFFIC

An increase in pedestrian traffic is key to the success of the future commercial areas of development. This foot traffic along National Avenue will be supplied by both Rountree residents and Missouri State University students, faculty, and staff. Also a great deal of visitors will be arriving by bus to the area because of the close proximity to the new bus stops.

To deal with this increase in people, new paths will be designed on both sides of the National Avenue corridor. These will be both pedestrian and bike paths with large planting areas to beautify the corridor and make it a more enjoyable visit. A new large, open underpass in front of Carrington Hall connects to the Rountree neighborhood side of the corridor and allows safe and constant pedestrian traffic between the two communities. This will allow easy access to the amenities of each established area and the new corridor.

A pedestrian boulevard acts as a spine to the new developments along the corridor. Unique pavement signifies the importance of the street and sets it apart from anything else in the area. The boulevard will run from Grand Street all the way up to Elm Street and pass by all the new shops, restaurants, and pocket parks along the corridor.

Bus stops will occur at easy points of pedestrian crossings along National Avenue. These will happen at the pedestrian underpass intersection and the new Monroe Street intersection. Public transportation will become more important as gas prices rise, so planning ahead for the large influx of bus users is crucial to creating larger connections within the city of Springfield.

Lighting and a focus on materiality are needed in order to supply a safe environment for the people to walk. This should not only be a focus along the corridor, but also into the surrounding communities of Missouri State University and the Rountree neighborhood. Cobblestone street crossings, for example, help pedestrians and drivers know where the intersection of the modes of transportation occur and help awareness. Lighting along paths creates a friendly atmosphere that will occur at any time of the day and helps people get home safely after using the new amenities at the corridor.

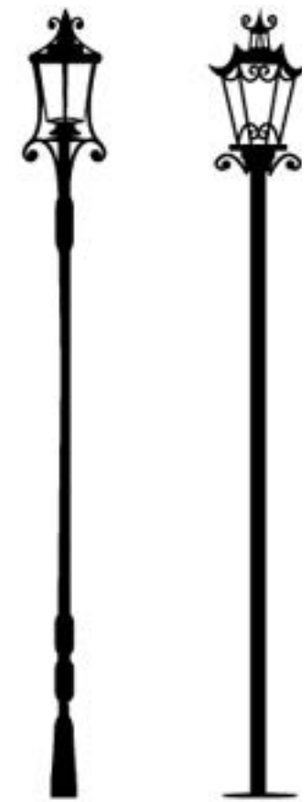

Fig. 6-14 Lightpost Details

Fig. 6-15 Improved Pedestrian Trafficways

Fig. 6-16 Implementation of Street Calming Devices

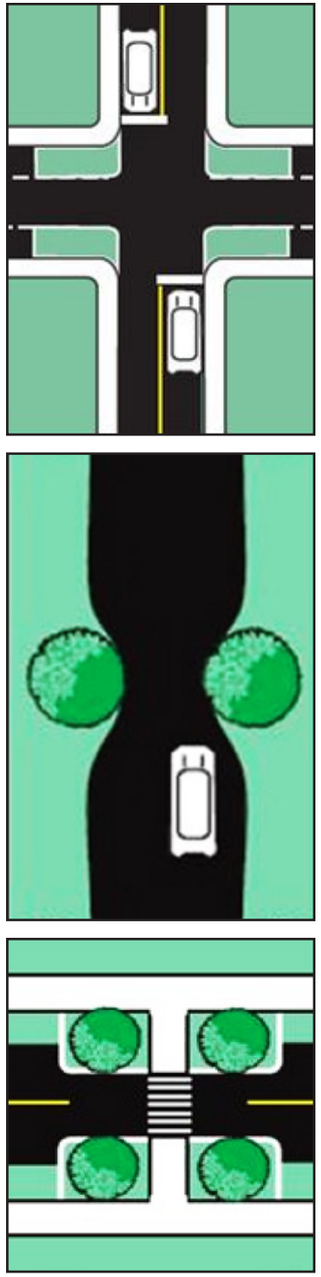

Fig. 6-17 Street Calming

VEHICLE CIRCULATION

Vehicle circulation on National Avenue is projected to drop by a dramatic amount over the next 20-30 years. Even with that in mind, planning to direct traffic along National Avenue, Grand Street, Elm Street and Cherry Street are crucial to the success of any future development that occurs along the corridor. Rountree neighborhood infiltration is a large problem at the moment because people cut off National Avenue over to Kickapoo Avenue in order to skip a few stop lights and be on their way. In order to combat that issue, one way streets leading to National Avenue will be implemented at Madison Street and Harrison Street. This will keep the flow of traffic on National Avenue moving and stop intrusion into the Rountree neighborhood.

Commercial traffic loops will be encouraged at the intersections of Cherry Street and National Avenue and at Grand Street and National Avenue. These loops contain traffic into these smaller areas and help keep visitors from getting lost. These loops also pass the new parking structures that will be implemented at these intersections for easy access.

McCann Avenue will stretch all the way from Cherry Street to Grand Street. Where McCann Avenue meets these two streets will become parts of the commercial loops. The middle portion of McCann Avenue will be easily accessed by a new extension of Monroe Street that will cross National Avenue and become the new formal entry into the Rountree neighborhood. The Monroe Street and National Avenue intersection will become larger and grander as a response to the formal entries of both the Rountree neighborhood and Missouri State University.

Traffic calming devices will be implemented throughout the Rountree neighborhood over the development phases. Entryways that pinch and control traffic speeds will be constructed at the entries into Rountree along Cherry Street and Grand Street. Besides slowing down traffic these entry points will also be a signage area for the neighborhood and showcase the values of the historic neighborhood. There will also be chokers installed at intersections within the neighborhood in order to stop commercial traffic from cutting through at high speeds.

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VEHICLE CIRCULATION AND TRAFFIC CALMING TECHNIQUES

The ideas and images on Street Calming Techniques are derived from the *Rountree Area Neighborhood Plan*, July 1985 and the *Rountree Neighborhood Plan Addendum*, May14, 2001.

PAVEMENT MARKINGS

Pavement markings, include patterned sections of rough pavement, raised reflectors, cobblestone strips, or textured crosswalks across the street, create a slight vibration in the car, which causes the driver to become more alert and slow down.

CHOKERS

Chokers and slow points reduce the street width which slows drivers and requires them to acknowledge and interact with other vehicles on the street. In some cases. a choker will narrow a street enough to allow only one car to pass at a time.

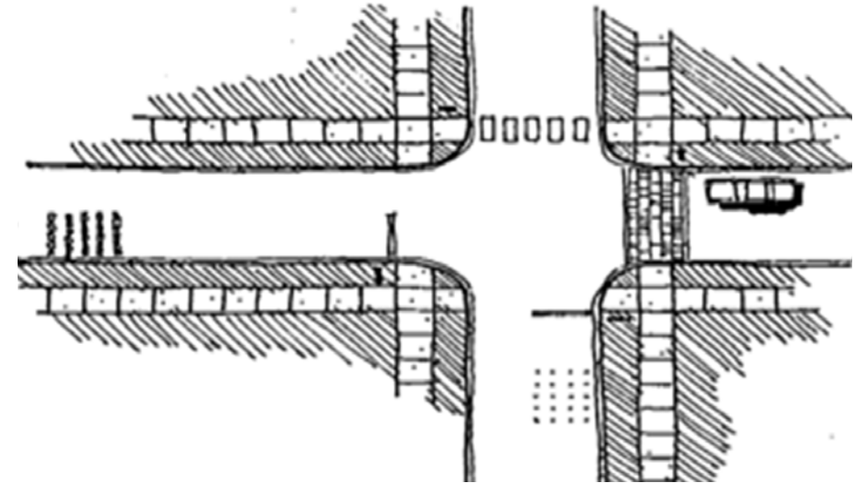

Fig. 6-18 Pavement Markings

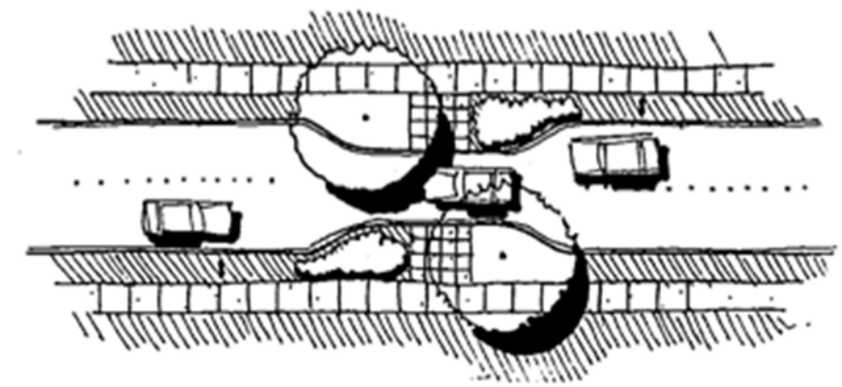

Fig. 6-19 Chokers

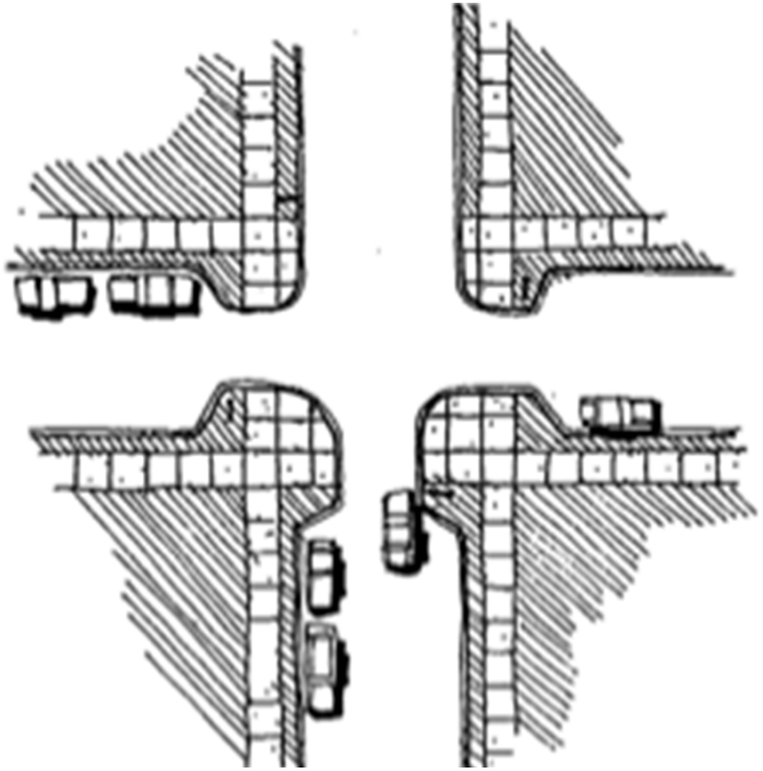

Fig. 6-20 Protected Parking and Curb Extensions

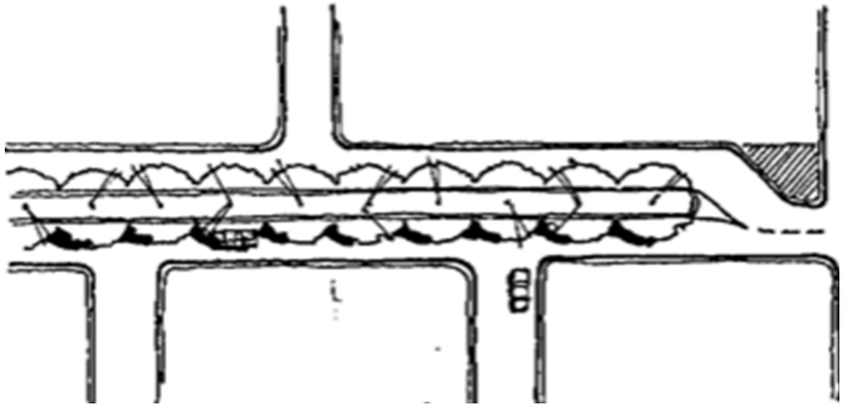

Fig. 6-21 Median Barrier

PROTECTED PARKING

Protected parking provides a landscaped island out from the curb; the island creates protected parking bays. These measures are meant to reduce the speed of the vehicles through neighborhoods rather than reduce traffic volumes.

CURB EXTENSIONS

Curb extensions benefit and protect pedestrians while slowing down cars. The curb extension enlarges pedestrian waiting areas at corners, pushing the sidewalk further into the street, often to the far edge of parking lanes. Not only does it narrow the amount of street pedestrians have to cross, it also slows driver speeds at crowded intersections by reducing turning radii and preventing corner-cutting.

MEDIAN BARRIER

Median barriers are usually used to improve traffic flow in major streets. They can also be used, however, to reduce traffic flow onto residential streets by preventing left turns off a major street onto a residential one or preventing traffic from one neighborhood crossing major streets into another.

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Figure 1-1 http://www.springfieldhistorymuseum.org/archives/detail.php?AccessionNumber=1999-78&Q=Rountree
Figure 1-2 http://springfieldpublicschoolsmo.org/relocating/rountree.htm
Figure 1-3 http://ourpromise.missouristate.edu/images/Carrington155132579.jpg
Figure 1-4 http://southwestmissouri.stateuniversity.com/
Figure 1-5 http://kids.britannica.com/comptons/art-172095/Missouri-State-University-is-in-Springfield-Missouri

LOCATION

Figure 1-6 Map from Google Earth
Figure 1-7 Map from Google Earth
Figure 1-8 Map by Laura Harmon
Figure 1-9 Map courtesy of the city of Springfield
Figure 1-10 Map courtesy of the city of Springfield
Figure 1-11 Map courtesy of the city of Springfield

DEMOGRAPHICS

Figure 1-12 Graph by Shawn Arkin
Figure 1-13 Graph by Shawn Arkin
Figure 1-14 Graph by Shawn Arkin
Figure 1-15 Graph by Shawn Arkin
Figure 1-16 Graph by Shawn Arkin
Figure 1-17 Graph By Shawn Arkin

TRAFFIC

Figure 1-18 Picture by Cody Hearne
Figure 1-19 Picture by Billy Miller
Figure 1-20 Map courtesy of the city of Springfield
Figure 1-21 Picture by Cody Hearne

IMAGE REFERENCES

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COMMUNITY RELATIONS

Figure 2-1 Image: Michigan Assoc. of Planning, editing by Emily Biagioni-Paulette
Figure 2-2 www.pedshed.net
Figure 2-3 Emily Biagioni-Paulette
Figure 2-4 www.austinchronicle.com
Figure 2-5 www.austinchronicle.com
Figure 2-6 www.migcom.com
Figure 2-7 www.umkc.edu
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Figure 2-9 www.umkc.edu
Figure 2-10 www.umkc.edu
Figure 2-11 www.umkc.edu
Figure 2-12 www.umkc.edu
Figure 2-13 www.umkc.edu

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Figure 2-25 http://www.friscosquare.com/projectoverview
Figure 2-26 <Variable overset>http://www.sasaki.com/project/164/east-baltimore-urban-mixeduse-district/
Figure 2-27 http://www.portlandneighborhood.com/alberta-street.html
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Figure 2-30 picture citation<Variable overset> http://www.portlandoctopus.com/portland-neighborhoods/alberta/

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Figure 2-43 http://seattlegreenways.org
Figure 2-44 http://seattlebikeblog.com
Figure 2-45 Image by Cody Hearne
Figure 2-46 Image by Cody Hearne
Figure 2-47 http://www.springfieldmo.gov/planning/link.html

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Figure 2-48 http://www.pps.org/reference/livememtraffic/

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Figure 2-52 http://www.flickr.com/photos
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Figure 2-59	www.thehighline.org
Figure 2-60	www.thehighline.org

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Figure 3-2	Map By Laura Harmon

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Figure 3-3	Graph By Cody Hearne
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Figure 3-5	Graph by Cody Hearne
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Figure 3-9	Photo by Jeff Barber
Figure 3-10	Photo by Jeff Barber
Figure 3-11	Photo by Jeff Barber
Figure 3-12	Photo by Jeff Barber

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Figure 4-1	Map by Corners Group: Billy Miller, Laura Harmon, Emily Biagioni-Paulette
Figure 4-2	Image by Corners Group: Billy Miller, Laura Harmon, Emily Biagioni-Paulette
Figure 4-3	www.designsenseflorida.com
Figure 4-4	Image by Corners Group: Billy Miller, Laura Harmon, Emily Biagioni-Paulette
Figure 4-5	dawoodi-bahoras.com
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Figure 4-7	besthomy.com
Figure 4-8	ozarch.com
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Figure 4-12	Image by Corners Group: Billy Miller, Laura Harmon, Emily Biagioni-Paulette
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Figure 4-23	Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
Figure 4-24	Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
Figure 4-25	Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
Figure 4-26	Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
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Figure 4-34	Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
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Figure 4-40 Image by Blenders Group: Ashley Clayton, Wil Toedtmann, Sean Arkin
Figure 4-41 Image by Nodes Group: Cody Hearne, Ryan Kimmel, Erin Sikorski
Figure 4-42 Image by Nodes Group: Cody Hearne, Ryan Kimmel, Erin Sikorski
Figure 4-43 Image by Code Hearne

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Figure 4-44 ozarch.com
Figure 4-45 http://www.pps.org/reference/livememtraffic/
Figure 4-46 http://www.pps.org/reference/livememtraffic/
Figure 4-47 Image by Nodes Group: Cody Hearne, Ryan Kimmel, Erin Sikorski
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Figure 5-17	Image by Drury University CCS Members
Figure 5-18	SringfieldMO.GOV/NCO/PDFS/plans/Rountreeplans.PDF

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Figure 5-31	Image by Drury University CCS Members
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Figure 5-36 Image by Drury University CCS Members

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Figure 5-40 Image by Drury University CCS Members

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Figure 5-41 Image by Drury University CCS Members
Figure 5-42 http://www.matternetwork.com/images/Matter/busarc.jpgImage
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Figure 5-52 Image by Drury University CCS Members
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Figure 5-78 Image by Drury University CCS Members
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Figure 6-11 Image by Jay Garrott
Figure 6-12 Image by Jay Garrott, edited by Emily Biagioni-Paulette

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Figure 6-13 clipartof.com
Figure 6-14 Map by Billy Miller
Figure 6-15 Map by Billy Miller
Figure 6-16 http://www.walkoaklandbikeoakland.org

APPENDICES

National Avenue Corridor 2030
Community-University Relationship

www.umkc.edu

This is a proposed mixed-use public developement that strengthens the campus edge and better integrates it with the neighboring community.

Developing a Master Plan for a Community and University

Like many urban universities, the campus is usually surrounded by neighborhoods that wish to retain the current single family housing character of the neighborhood. Engagement and relationship with the community is a critical and integral part of the master planning process.

Here is a list of some of the medium to long term actions that many communities and universities have already implemented:

- Develop an Investment and Operations Plan
- Improve the relationship with campus security
- Create a "Students as Good Neighbors" program
- Improve University's green practices
- Improve signage policy
- Collaborate with university to develop transportation plan
- Provide home-buyer incentives to surrounding neighborhoods

www.migcom.com

Why Live Next to a College Campus?

There are numerous advantages living next to a university; urban campuses offer many opportunities to work in partnership with surrounding neighborhoods to create a unique urban setting marked by livability, amenity, and accessibility. MSU's campus offers members of all its communties a diverse, walkable environment with multiple choices for living, working, learning, and playing. Rountree's unique character and MSU's presence increase the economic quality of life while also fostering a vital university/neighborhood partnership.

Did You Know...

- 21.8% of residents in Rountree are students
- 20.4% are educators
- The highest distribution of residents age is between 20-25.

City-Data.com

Programs that Benefit a Community-University

www.migcom.com

- Engagement and relationship with the community is critial, many Universities have partnered with surrounding neighborhoods and began a commitee that is composed of community, civic and university representatives meeting every two months.

- UMKC developed Communiversity, an adult education program that offers the community the opportunity to learn about a variety of topics in a fun environment.

- All classes are taught by volunteer teachers and about 8,000 people take Communiversity classes each year.
- From cooking classes to financial planning, belly dancing or wholistic health, there is a class for everyones interest.

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National Avenue Corridor 2030
Sustainable Communities

Adapting to a sustainable community will balance, and create bonds to strengthen the community.

Triple Bottom Line

Economic Measures
Environmental Measures
Social Measures

Smart Growth

Health, schools, taxes, traffic, the environment, economic growth, fairness, opportunity—many of the things we care about—are all affected by development decisions. From the length of our daily commute to the price of a new home to the safety of our neighborhoods-what, where, and how we build have major impacts on our personal lives, our communities, and our nation.

Growth presents a tremendous opportunity for progress. Communities around the country are looking for ways to get the most out of new development and to maximize their investments. Frustrated by development that requires residents to drive long distances between jobs and homes, many communities are challenging rules that make it impossible to put workplaces, homes, and services closer together. Many communities are questioning the fiscal wisdom of neglecting existing infrastructure while expanding new sewers, roads, and services into the fringe. And in many communities where development has improved daily life, the economy, and the environment, smart growth principles have been key to that success.

Growth is "smart" when it gives us great communities, with more choices and personal freedom, good return on public investment, greater opportunity across the community, a thriving natural environment, and a legacy we can be proud to leave our children and grandchildren.

When communities choose smart growth strategies, they can create new neighborhoods and maintain existing ones that are attractive, convenient, safe, and healthy. They can foster design that encourages social, civic, and physical activity. They can protect the environment while stimulating economic growth. Most of all, we can create more choices for residents, workers, visitors, children, families, single people, and older adults-choices in where to live, how to get around, and how to interact with the people around them. When communities do this kind of planning, they preserve the best of their past while creating a bright future for generations to come.

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http://atlasofmind.info/the-benefits-of-togetherness/

Shoreline, Washington

- Shoreline promotes housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.
- They manage the stewardship of natural resources and environmental assets in such a way that their value is preserved, restored and enhanced for future generations. These such actions complement the community's efforts to foster economic and social health.

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National Avenue Corridor 2030
Live-Work-Play Communities

Live-work-play communities create a sense of place and unity within a neighborhood. These communities are pedestrian-oriented developments that incorporate diversity in architecture, streetscape, price point and usage in the same neighborhood. This typically means that a neighborhood center for shopping, eating and every day needs is included with residential, commercial and civic uses.

Developing the National Avenue corridor into a live-work-play community will promote a stronger sense of community, develop a solid local economy and create safer pedestrian traffic. By evolving the corridor into mixed use retail development, National Avenue will become a natural and useful barrier between Rountree and Missouri State University.

Baxter Village In Fort Mill, SC

picture citation:No interesting link-http://www.baxtervillage.com/photoalbum.php

Baxter Village is a neighborhood of 1,200 families and 450,000 square feet of office, retail and civic spaces that offer 1,100 jobs. The town prospers from accessible commodities and compared to neighboring towns, Baxter Village's locally owned business have prospered during the recession, allowing new stores to open. Most of these stores are located in the town center where the town's major events take place.

Baxter Village encourages historically influenced architecture in order to create a sense of a timeless community. Most of the homes have a small lot and large porch in order to promote outdoor recreation occuring in public areas. Small "pocket" parks and village greens give residents a place to play, meet new neighbors and socialize. By eliminating the back yard residents are less likely to hide behind their gate, but become part of the community.

picture citation:http://www.baxtervillage.com/photoalbum.php

picture citation:http://www.baxtervillage.com/photoalbum.php

picture citation:http://www.baxtervillage.com/photoalbum.php

picture citation:http://www.baxtervillage.com/photoalbum.php

The Baxter Village offers:

- Shops
- Restaurants
- YMCA
- An elementary school
- Urgent care center
- Public library
- Markeplace
- Community building
- Pool
- Parks
- Diverse income housing

picture citation:http://www.baxtervillage.com/photoalbum.php

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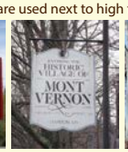
National Avenue Corridor 2030
Gateways and Destinations

Vehicle Gateways

Signage

Successful communities use signage to show the character of the neighborhood. Also signage shows a transition into new surroundings, promotes destination, and helps increase safety. Easily readable signage like the ones below are used next to high traffic areas.



Gateways and Chokers

Gateways allow neighborhoods to be truly expressive of their values and history. These displays are much grander in scale and meaning than just signage. They also deter outsiders from entering or cutting through because it instills a sense of privacy without the use of a physical gate. Strong materials such as stone are traditionally used to increase this sense of security. Gateways can also be used as a choker to compress and slow vehicles. Chokers create an average decrease of 4 mph per car.

Suggested Areas for Implimentation

=Gateways =Paths and Art =Signage

Bikes and Pedestrians

The Importance of Pedestrians and Bikers

Walkability of neighborhoods is important to making a more social and successful place. Neighborhood centers, mixed income and mixed use buildings, parks, public spaces, pedestrian art, neighborhood schools, and streets with bicycle and pedestrian paths all increase the walkability of a neighborhood. With these schemes in mind, National Avenue can be a local treasure for MSU and Rountree.

Paths, Pavement and Safety

No matter how great the destination, people will only come if they feel safe getting there. That is why clearly lit paths with crosswalks are crucial to success. Pavement changes to stone or brick help drivers become aware of pedestrians and bikers. Gateways help pedestrians understand where a path begins and can serve as a welcome to the neighborhood. Gateways and art also make sure to keep the journey fresh and inviting to all.

DRURY UNIVERSITY UNIVERSITY OF MISSOURI Extension

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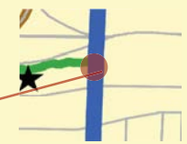
National Avenue Corridor 2030
Neighborhood Greenways

Connection of the Springfield greenway system would add more recreational opportunities throughout the Rountree neighborhood and also be a great way to connect the Rountree neighborhood to the greater Springfield community. One possible advantages of having a neighborhood greenway trail is a safe passageway for pedestrian and bike traffic through and around the Rountree neighborhood. It would slow the vehicular speed and lower the amount of vehicular traffic within and around designated areas. Aside from the safety advantages of a greenway trail it could also increase property values within the neighborhood. A greenway trail would create a transition point between the National Avenue corridor and the residential neighborhood of Rountree. The implementation of pedestrian and bike friendly roads help develop a calm street environment which the Rountree community is trying to obtain.

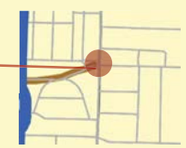
Springfield Missouri: The LINK Concept Plan

The LINK project is a way to connect the existing greenway trails in the greater Springfield area through the connection of the greenway trails and by use of the public transit system. There is a couple of connections that could be made to implement this connection through the Rountree neighborhood.

Jordan Valley: Ends at John Q. Hammons Parkway and Trafficway



Phelps Grove: Ends on Bennett and National



Galloway Creek Greenway: Ends on Seminole at Pershing Middle School

Purposed furture linkage of the Greenway trails through the Rountree neighborhood to help intergrate the Rountree neighborhood to the greater Springfield community

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National Avenue Corridor 2030
Neighborhood Greenways

Seattle, Washington

Seattle, Washington has implemented a series of greenway trails connecting neighborhoods and promoting a safe street initiative. They have 11 miles of greenway trails throughout city center neighborhoods. Their main emphasis was connecting people within their communities through safe traveling and the enjoyment of recreational activities within their communities.

Neighborhood greenways of Seattle

Converted street for green space activities.

Twin cities of Minnesota (Minniapolis-St. Paul)

The Twin Cities of Minneapolis and St. Paul in Minnesota have integrated the cities greenway trails within their neighborhoods to create small neighborhood parks. They accomplished this by bisecting designated streets, cutting off vehicular traffic in order to create a pedestrian friendly green spaces that connect throughout the cities

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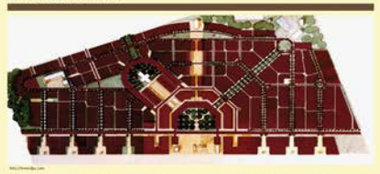
National Avenue Corridor 2030
New Urbanism

The Modern Urban Neighborhood

As opposed to the popular sprawl model for living, the modern urban neighborhood promotes **walkable** and **bikable** communities, compact **mixed-use** forms accompanied by a **variety** of housing opportunities, encouraging more **shared spaces** that promote **security**, **pride**, and **character**.

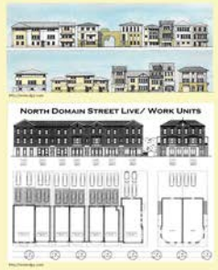
Seaside, Florida



The community spaces characterized by mixed-use developments and shared green spaces are most walkable via boulevards in Seaside that radiate from the center of town. Also, despite the variety in architectural styles among its residences and buildings, Seaside maintains a sense of design continuity.

New Town, Saint Charles, Missouri

A defined form-based code, a vibrant city center lined with locally-owned businesses, and mixed-used developments characterize New Town. The devlopment maintains its own identity separate from the surrounding city.



Mixed-use facilities with businesses on the street level and residences above not only encourage an active live-work-play environment, but also promote security in areas otherwise dark and vacant by nightfall. Business owners can choose to rent the space below and live above, virtually eliminating the daily commute to work.

Ten Principles of New Urbanism

1: Walkability: destinations within a ten minute walk from home or work

2: Connectivity: a high quality pedestrian network

3: Mixed-use and diversity
Offices, apartments, homes, retail, dining, and entertainment options

4: Mixed housing: variety in size and price within close proximity

5: Quality architecture and urban design
Emphasis on aesthetics, comfort, and creating a sense of place

6: Traditional neighborhood structure
Importance of a defined public realm and the town center
Transect planning: higher density near to the center

7: Increased density: buildings closer together for ease of walking

8: Green transportation: design encourages use of bicycles and walking

9: Sustainability: more walking, less driving

10: Quality of life: creates an environment that promotes a happier lifestyle

National Avenue + Rountree + New Urbanism

Possibilities for the National Avenue Corridor:

Connectivity:
Promote a walkable, bikable community
Spaces used by MSU student/faculty and Rountree
National Ave. becomes a pedestrian-friendly boulevard

Variety in housing options

Design consistencies
Form-based code, design guidelines

Rezoning: mixed used developments

Shared spaces: promote community pride and security
Village centers, plazas, wider sidewalks
Destinations for entertainment: small cafes, dining, etc.
Local businesses: offices, markets, a general store

Sources:
http://www.dpz.com
http://www.cnu.org
http://www.newurbanism.org

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National Avenue Corridor 2030
Urban Parks/Community Gardens

THE HIGHLINE
New York, New York

History

In the 1930 The Highline was created as part of a massive public-private infrastructure project called the West Side Improvement. It lifted freight traffic 30 feet above the street, removing dangerous trains from the streets of Manhattan's largest industrial district. The Highline had its last train in 1980. Friends of the High Line works in partnership with the City of New York to preserve and maintain the structure as an elevated public park.

Relevance

The Highline is relevant to our project because it successfully solves a few of the problems that we face at the National Ave corridor.

Safety- separates pedestrian and motorized traffic.

Interaction- creates a space for the community to use.

Many of this projects core concepts and method of design can help guide us in our goal of improving the national street corridor.

COMMUNITY GARDENS

Site

Community gardens create unique space in a nieghborhood. It become an open space that allows interaction between different age groups. Also in a urban setting it creates a visual relief for the neighborhood. Gardens can also help with certain drainage issues by being a space that can collect excess rain fall.

All Images and Information gathered from http://www.thehighline.org

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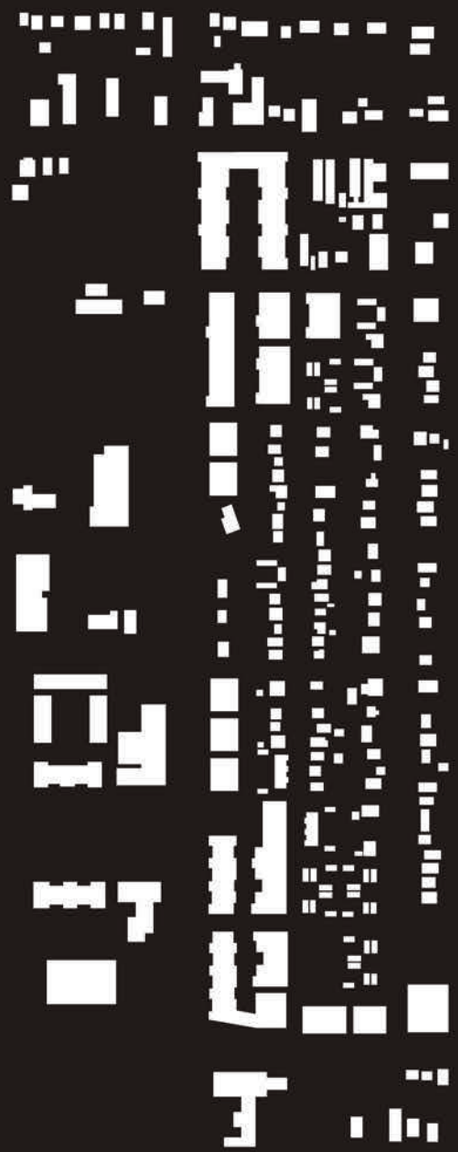

National Avenue Corridor 2030
Design Guidelines

Form-Based Code

- Regulations adopted into city or county law as an alternative to traditional zoning
- Address the relationship between building facades and the public realm
- Focus on physical characteristics of a building rather than the use
- Try to foster pedestrian-oriented development
- Include public space and building form standards
- Application and project review processes
- Can also have standards for architectural materials, landscape, signage, and environment

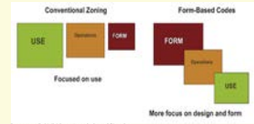

Image credit:1Michigan Association of Planning

Form-Based Code - Pros

- Creates walkable communities
- Keep new development compatible with existing development
- Doesn't segregate use-groups
- Promotes mixed-use development

Form-Based Code - Cons

- Upfront cost of drafting and implementing FBC can be 2-3 times that of regular zoning
- Can be too restrictive if applied improperly

Image credit:1Downtown Design Guide - City of Los Angeles

Image credit:1www.austinchronicle.com
Duncanville, Texas

Image credit:1www.pedshed.net
Image credit:1www.pedshed.net
Columbia Pike, Arlington, Virginia

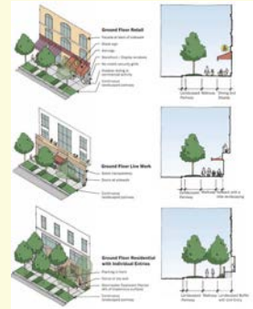
Image credit:1Downtown Design Guide - City of Los Angeles

Downtown Los Angeles

- Aims to create "high quality development at a human scale"
- Includes mandatory requirements as well as suggested guidelines
- Minimum 6'-0" sidewalk encourages pedestrian use

Overland Park, Kansas

- New development must be compatible with existing surrounding development
- Buildings designed on all four sides
- Allowed and prohibited materials
- Detailing on ground-floor levels creates a pedestrian scale

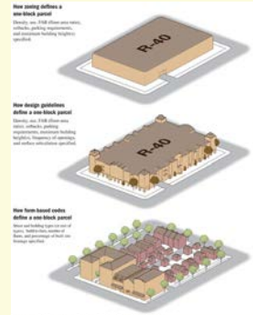

Image credit:1Downtown Design Guide - City of Los Angeles

Why Form-Based Code?

- New development on the National Avenue corridor will be required to be complimentary to the existing character and feel of the Rountree neighborhood
- Pedestrian and bicycle traffic will be safer
- Pedestrian and bicycle circulation will be encouraged and expanded through new development
- Form-based code will encourage the development of more neighborhood amenities that will be complimentary to the surrounding residential area
- New development on the National Avenue corridor will have more trees and visually-appealing characteristics

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National Avenue Corridor 2030
Crossings and Vehicles: Pedestrian Safety

Traveling Above, Below, and At Grade

Above
- Larger footprint
- Disrupts above ground view
- More codes to follow
- Exposed to harsh weather conditions
+/- Real estate value
+/- Hub of social activity
+/- Various construction methods/ types of bridge
+Civic structure/Iconic
+Identifiable location

Below
- Potentially Damp/dirty/scary
- Potential issues with Claustrophobia
+/- Potentially more durable
+/- Potentially quicker/more direct
+ Easier ADA access
+ Doesn't disrupt above ground aesthetic
+Shelter in emergencies

At Grade
- Conflicts with crossing vehicular traffic
- No visual distinction between vehicular and pedestrian zones
+/- Slows vehicular flow
+ Convenient and easily accessible
+ Relatively inexpensive/low construction cost

http://en.wikipedia.org/wiki/File:By_bridge.JPG

The BP Pedestrian Bridge is a pedestrian footbridge in Chicago, Illionois.

The BP Pedestrian Bridge provides a safe and desirable crossing for pedestrians, while creating a noise barrier for traffic sounds from the street below.

http://www.pro-angel.com/wp-content/uploads/2011/05/Camelback-Underpass.jpg

Camelback Underpass, Phoenix, Arizona is a pedestrian underpass that passes under a heavily traveled 6 lane road.

Sky lights in the road above allow for daylighting, and soft electric lighting allows the area to be lit at night.

The extra width provides spaciousness and security.

http://en.wikipedia.org/wiki/File:Millennium_Park_from_above_Jason_Ware_crop.jpg

Pedestrian only zones create safe crossings and connections across vehicular zones.

http://www.landscapeonline.com/research/item/2010/08/img/Angeles/Angeles_7.jpg

Pedestrian crossings often use lights to mark safe times to cross.

This grade levelcrossing in Canada (right) uses lights to alert traffic to when pedestrians are crossing.

http://en.wikipedia.org/wiki/File:Crosswalk_in_Burnaby,_British_Columbia,_Canada.JPG

The National Avenue Corridor is currently plagued by the issue of pedestrian and vehicular traffic conflict. The current site poses visibility and overall safety concerns for both pedestrians and drivers. The four lanes are traveled at relatively high speeds (regardless of the marked speed limit), grade level pedestrian crossings are not clearly marked and are difficult to identify, and traffic visibility is severely reduced due to the poor design of the median separating traffic direction.

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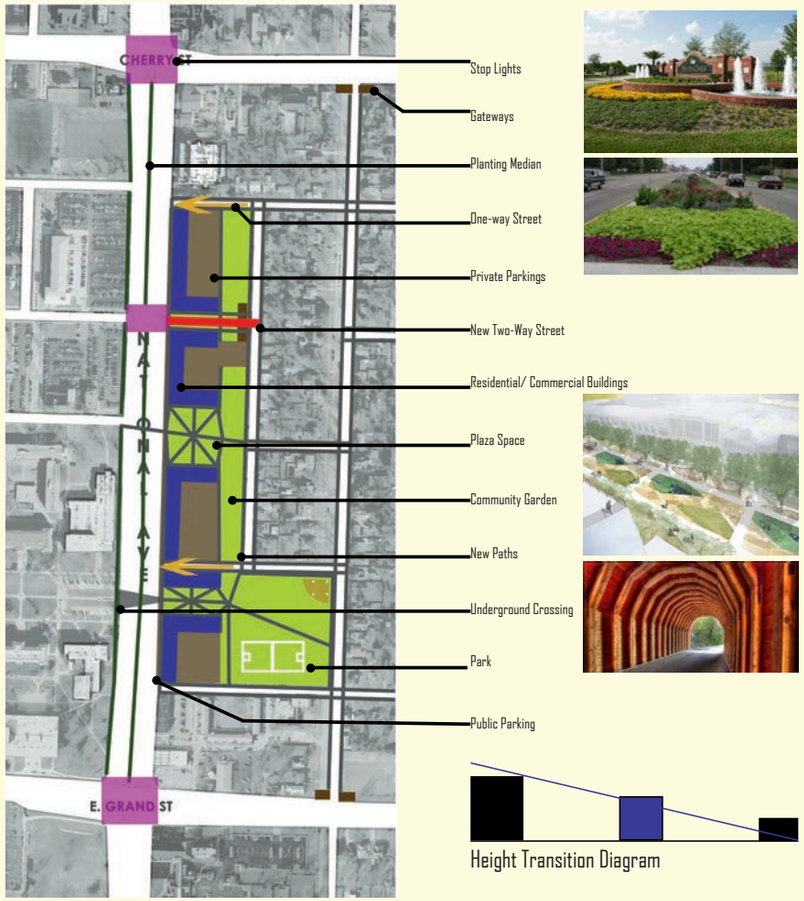
National Avenue Corridor 2030

National Avenue Village



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National Avenue Corridor 2030

National Avenue Village

My main design goal is to create a safe place to live, work, and play. I plan on accomplishing this by creating an urban front with mixed commercial and residential buildings that will create a destination for the community to inhabit.

Two to Three Stories with Unique Facades per Space.

Markets, shops, restaurants, recreation center, book store, and more on the first floor. Loft homes on the second and third floors

Green spaces with sculpture, paths, community gardens, playgrounds, and ball fields.

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National Avenue Corridor 2030

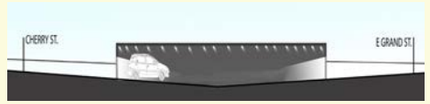
National Avenue Connective Crossing

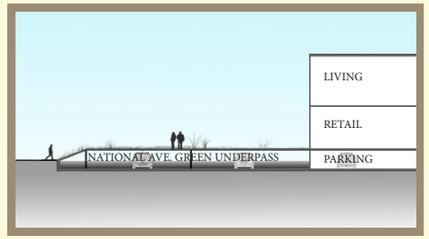
The National Avenue Corridor has the potential to become a cohesive live-work-play community by implementing mixed use retail along the east side of National Avenue and scattering themed pocket parks throughout the neighborhood. By developing National Avenue into a partially below grade passageway a safe walking environment will be created on top that promotes interaction within the community.

Key

- Residential
- "Themed" Pocket Parks
- National Avenue Green Overpass
- Retail

National Ave. Green Over Pass





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National Avenue Corridor 2030

National Ave. Connective Crossing

National Ave. Green Over Pass

Submerging National Avenue partially below grade will allow for a green overpass that permits safe crossing to a mix-use development on the east side of National Ave. This overpass also acts as a park/green space where both MSU and Rountree residents can interact without encroaching on each other's space, strengthening both sides of National Avenue. Placing the road underground allows for an uninterrupted view of MSU from the mixed-use development and room for parking underneath the mixed-use buildings.

East National Ave. Mixed-Use Development

The mixed-use development along the east side of National Avenue will provide amenities that allow for a live-work-play environment. Some amenities would be a market, restaurants, office spaces, rental living, gym and retail. By declaring the east side of National Avenue as a mixed-use development, a transitional space occurs between the National Avenue corridor and the Rountree neighborhood.

Scattered Pocket Parks

Scattering small themed pocket parks throughout the neighborhood residences are encouraged to live actively and socially. Some themes themes include an outdoor theater, green play field, playground and community garden. Having a range of outdoor activity spaces scattered throughout the neighborhood allows residence to get to know the whole community, not just their neighbors.

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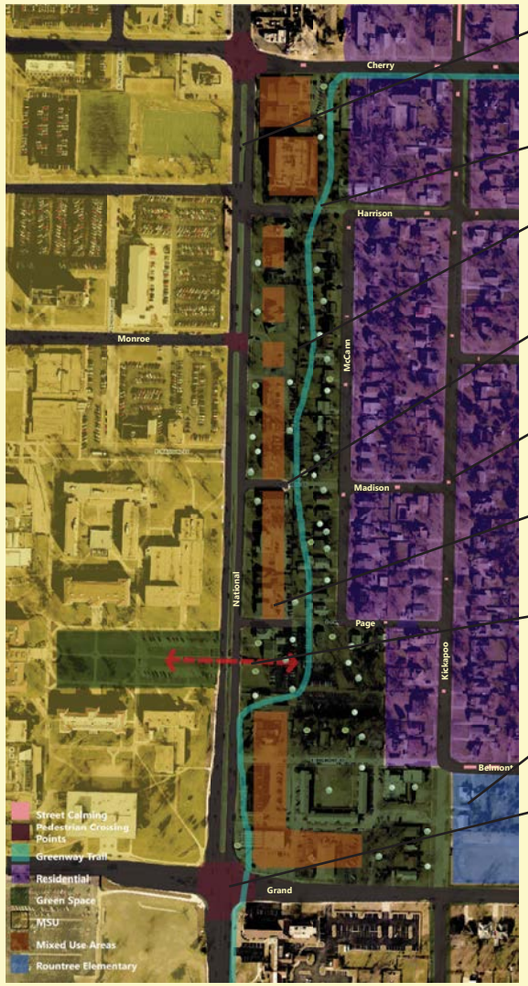
National Avenue Corridor 2030
Connections Through Space

National Avenue Corridor



Installing a green median along National Avenue softens the streetscape and aids as a deterrent from jaywalkers and assist in reducing the vehicular speed along the corridor.

Integration of the greenway trail connects the Rountree neighborhood to the greater Springfield community.

An expanded multi-use green space area serves as a transition space from National Avenue into the Rountree neighborhood and gives, an opportunity for added recreational activities within the community.

Closing of streets connecting to National Avenue restricts nonresidential vehicular traffic through the Rountree neighborhood, aiding in safe passageways between the multi-use areas.

The use of street calming techniques like speed humps, chokers, and the creation of bike and pedestrian friendly streets.

Mixed use establishments to revitalize the National Avenue corridor. These mix-use buildings should be two to three stories utilizing shops restaurants and markets on the lower stories and residential units above.

Installing an underground pathway to assist in safe passage from MSU to the multi-use areas along the National Avenue corridor.

Expanding the Rountree Elementary School property to plan for future growth.

Providing areas for safe passage across National avenue by the three main traffic intersections on Grand, Monroe and Cherry

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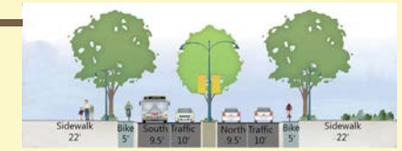
National Avenue Corridor 2030
Connections Through Space

Connectivity

The idea of connecting spaces by use of different green techniques can aid in a safe more interactive environment. This can also have positive impacts on the local economy to draw customers and residents to live closer to these sought after amenities.

Safe Streets

Expansion of sidewalks and addition of bike lanes creates a safer and more comfortable environment for bikers and pedestrians using the National Avenue corridor. Also, by adding a landscaped median between the lanes of traffic, it will help to soften the corridor and create a more pleasant driving experience for the motorist.



Pocket Parks

Adding areas that can be utilized for recreation, commerce and leisure within a community can add an extra draw for a community.

Multi-Use

Two to three story multi-use structures keeping with the character of the surrounding area follow the National Avenue corridor.

Utilize the cutoff streets along Page, Madison and Harrison for shops restaurants and markets.

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National Avenue Corridor 2030
The Green Link

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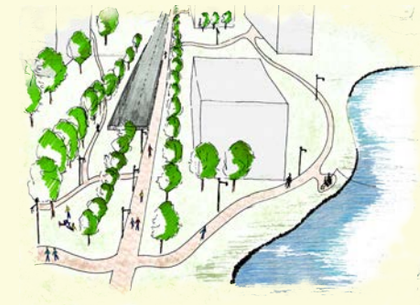
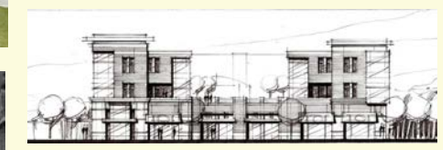
National Avenue Corridor 2030
The Green Link



The City of Springfield has the ability to create an environment that promotes living, working, and playing by strengthening the link between MSU and Rountree. A green overpass on National Avenue will allow people to come together in a way that Springfield has never seen before. This green overpass hides traffic undergound while adding an iconic park which links MSU to Rountree, promoting a unique relationship.

Engagement

Engagement and relationship within the community is a critical and integral part of promoting a healthy environment. A recreation center will promote exercise and learning. The proposed site for the recreation center allows easy access for Rountree School and community members.



By having the busy traffic of National Avenue below ground, the corridor becomes a more pleasant space for MSU and Rountree. Mixed-use development will provide the community with shops, restaurants, and many things to do all within walking distance.

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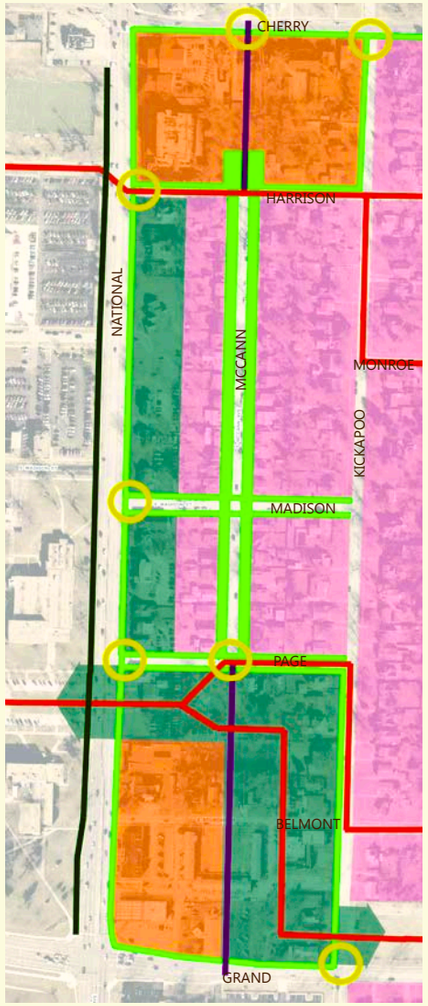
National Avenue Corridor 2030
Village in the Park



Concept Statement

A new extensive park space connecting MSU and Rountree is anchored by mixed-use development. Streets are lined with trees and plantings. MSU and Rountree residents alike are served by new amenities such as dining, shopping, office space, high-end residential, and a new community recreation center.

- MIXED USE
- NEW CONDOS AND APARTMENTS
- NEW PARK AND RECREATION AREA
- EXISTING RESIDENTIAL REHAB
- NEW STREET EXTENSION
- EXPANDED PARKWAYS AND SIDEWALKS
- PEDESTRIAN AND BIKE CIRCULATION
- NEW LANDSCAPED BERM MEDIAN
- NEW LIGHTED LANDSCAPE ENTRANCES

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National Avenue Corridor 2030
Village in the Park

Design Guidelines

- Implement form-based code
- Design guidelines for buildings and public spaces
- New development is compatible with existing development
- Wider parkways with trees lining streets
- Pedestrian-friendly

Mixed-Use Development

- Urban village and mixed-use along National

Home Rehab Program

- State or city sponsored
- Provide grant money for homeowners to improve their properties
- Update rental properties back to single-family homes

Rain Gardens

- Rain gardens integrated with new development

Green Roofs

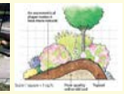
- Green Roofs
- Rooftop Gardens
- Incentive programs for developments

Street Crossings at McCann

- Limit access from National onto McCann to emergency vehicles
- Mechanical or sculptural bollards

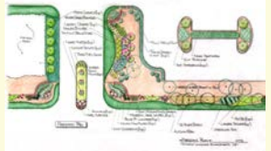
Crossings and Safety

- New pedestrian underpass at current crosswalk
- New median on National Avenue with berm and landscaping



Entrances and Gateways

- New lighting markers and landscaped areas at neighborhood entrances



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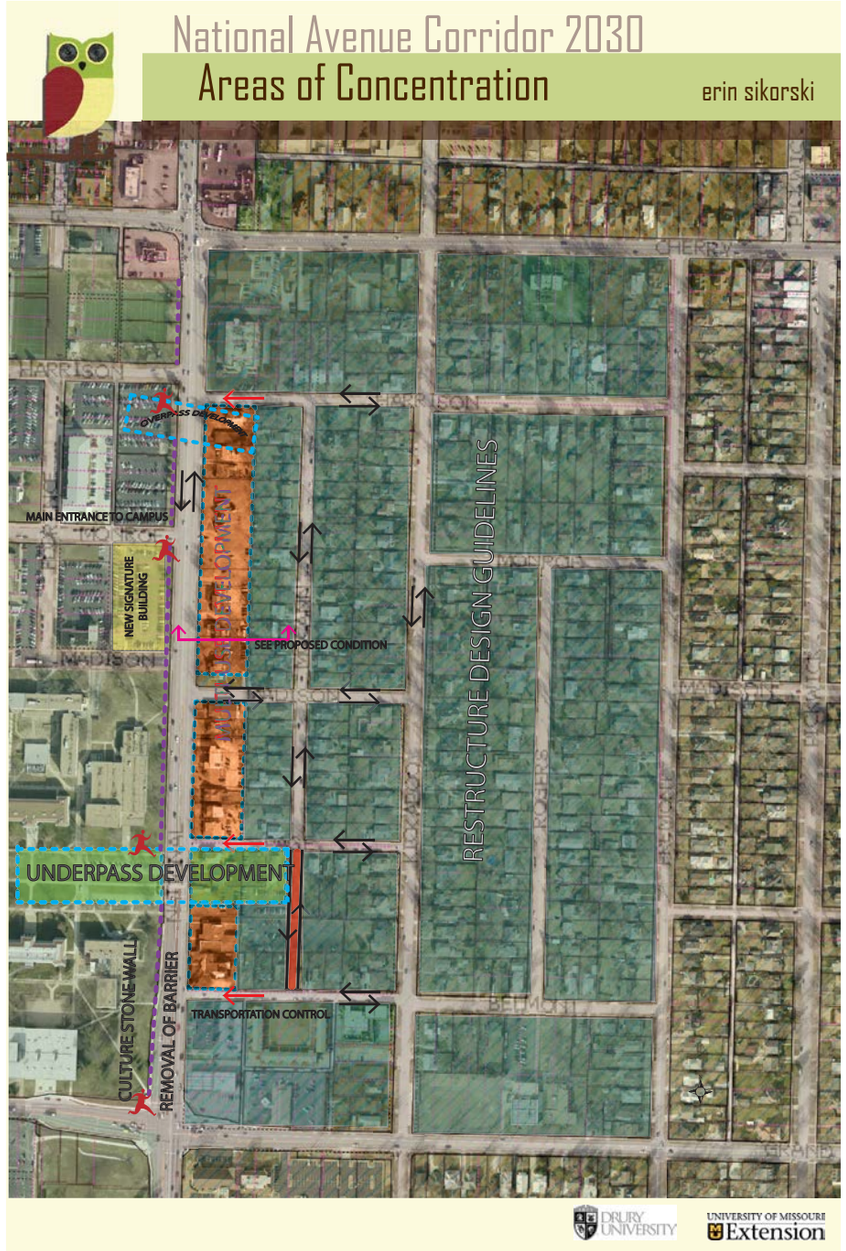
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Areas of Concentration
erin sikorski
OVERPASS DEVELOPMENT
MAIN ENTRANCE TO CAMPUS
NEW SIGNATURE BUILDING
SEE PROPOSED CONDITION
RESTRUCTURE DESIGN GUIDELINES
UNDERPASS DEVELOPMENT
TRANSPORTATION CONTROL
CULTURE STONE WALL
REMOVAL OF BARRIER
HARRISON
MADISON
BELMONT
CHERRY
BRANDON
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National Avenue Corridor 2030
Conceptual Suggestions
erin sikorski
Working together to create a better quality of life, economic stability, safe environments, and longevity of character
Existing
NATIONAL AVE.
WALK
YARD
RESIDENTIAL
YARD
DRIVE
EXISTING RESIDENTIAL
MSU
60'-0"
150'-0"
140'-0"
Proposed
LIVE
LIVE/WORK
RETAIL/OFFICE
PARKING
RETAIL SUPPORT
NATIONAL AVE.
WALK
YARD
MULTI-USE
YARD
DRIVE
EXISTING RESIDENTIAL
MSU
60'-0"
150'-0"
140'-0"
Prosperity through Commerce
Urban Edge
Creating an Urban Edge along the National Avenue corridor will enrich quality of life for Rountree,Missouri State University, and the greater Springfield communities
Multi-Use
Multi-use areas stimulate a Live, Work, Play environment
Safe to community and environment
Traffic Control/ Environmental Stewardship
Stewardship of environmental factors and traffic control are easily intertwined, creating balance of an areas effect on nature and the safety of the community
Safe Streets
Safe streets allow families to grow as well as bonds throughout communities
Stitching Communities Together
South End Underpass
Creating transitional zones across the National Avenue corridor both creates social bonds between communities and visual connectivity and aesthetic
North End Overpass
http://brainz.org/7-unique-sustainable-communities-north-america/
http://www.psp.wa.gov/downloads/LID/LID_manual2005.pdf
http://ccoweb.ci.shoreline.wa.us/uploads/attachments/gis/maps/CityofShoreline42x66_General.pdf
http://atlasofmind.info/the-benefits-of-togetherness/
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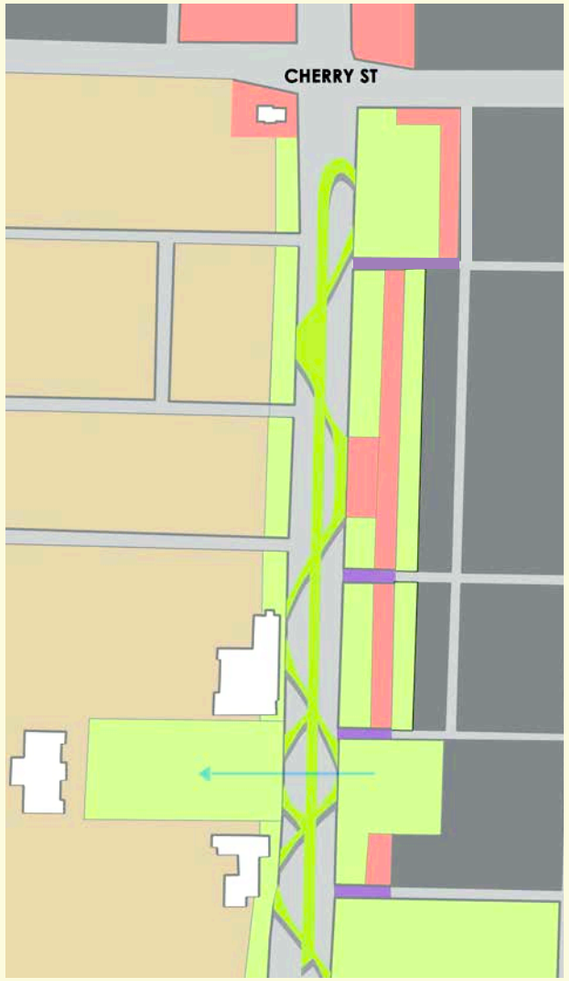
National Avenue Corridor 2030

The Stitch

The Stitch is an interactive space that is designed to connect both side of the National Avenue corridor. The goal is to have a space that becomes a focal point in the community, where both side of National Avenue have a feeling of a personal stake.



- Multi-use Space
- Green Space
- The Stitch
- Rountree Neighborhood
- Streets
- Vista
- MSU campus
- Time Restrictions

Fluid movement through space

Promotes green transportantion

Connectivity

Increases density in corridor

Increases safety

Diversity

This image shows how parking can be used as a barrier for people to cross at ground level. By widening the road there will be another lane created of one way traffic for cars, reverse diagonal parking. This creates a parking area along the National Avenue corridor which is safer for pedestrian.

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National Avenue Corridor 2030

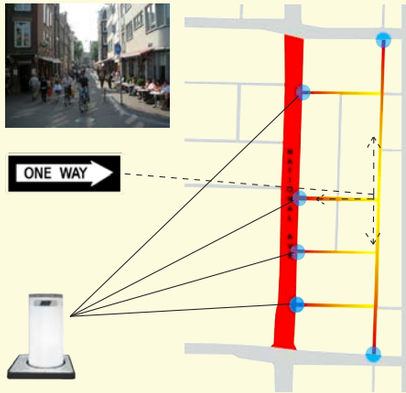
The Stitch

The Views

Walking along the National Avenue corridor should be an experience that encourages all members of the community to freely explore the amenities of the corridor stitch in a safe and enjoyable manner. Both visitors and residents of the area should feel welcomed to move along the Stitch. The east side of the corridor has been developed to create a strong urban edge with a balance of open green space and mixed use buildings. This will provide a series of transitional areas between corridor and mixed-use area and the Rountree neighborhood. The Stitch is a socially interactive sculpture that unites the MSU and Rountree communities through a dynamic and safe common space.

Neighborhood Safety & Traffic Control

Controlling traffic along the corridor is essential to the success of this design. The main design challenge is the high volume of vehicular and pedestrian traffic on National Avenue. Additionally, when the vehicular traffic backs up on National Avenue people tend to cut through the Rountree neighborhood to save time, thus creating a traffic hazard on the slower residential streets.
The Stitch concept removes the conflicts with the pedestrians along National Avenue, which will result in the traffic moving more steadily along the corridor. Traffic control in the Rountree neighborhood is increase by making Kickapoo one way from where it meets Madison and by adding retractable traffic barriers on Belmont, Page, Madison, and Harrison to stop traffic from entering the Rountree neighborhood during high traffic hours.



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National Avenue Corridor 2030

Pushing Boundaries

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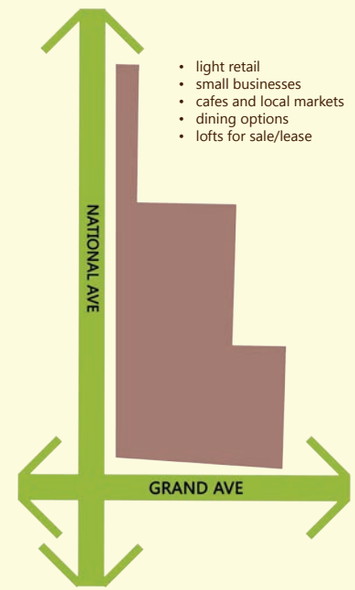
National Avenue Corridor 2030

Pushing Boundaries

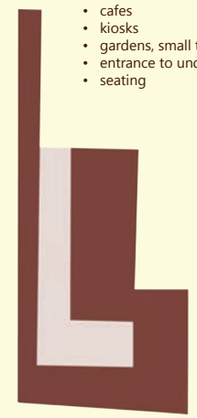
The National Avenue corridor would likely benefit from the implementation of greenway trails along either side of the street; these trails would push back the sidewalks from the high traffic, improving the pedestrian and bicycle network. Trees along both the east and the west sides, along with a natural barrier along the west facing MSU side would improve safety conditions. This natural barrier would replace the existing center median. Also, mixed-use facilities concentrated at the intersection of National Avenue and Grand would not only create a defined urban edge, but would also strengthen the economic and social integrity of the MSU campus and the Rountree neighborhood.

A Strong Urban Edge



- light retail
- small businesses
- cafes and local markets
- dining options
- lofts for sale/lease

Open-Air Courtyard



- cafes
- kiosks
- gardens, small trees
- entrance to underpass
- seating

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NATIONAL AVENUE VILLAGE

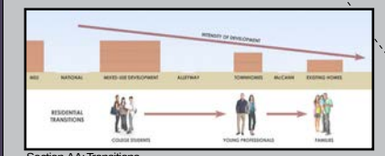
CONTEXT and REVISED ZONING

CHALLENGES

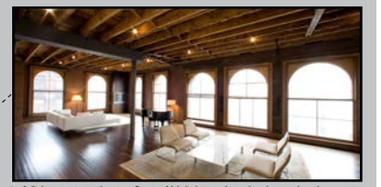
OPPORTUNITIES

NATIONAL AVENUE VILLAGE

The National Avenue Village seeks to create a place for families to live, work, and play together. The higher intensity of the street corner developments will anchor the new construction along the National Avenue corridor. This mixed-use urban edge will host a variety of businesses and residences alike.



Section AA: Transitions



Loft living acts as the top floor of high-intensity mixed-use developments.

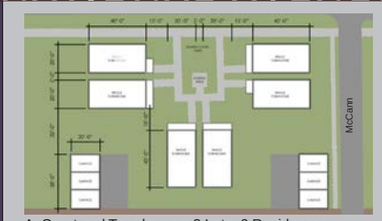
Pocket gardens promote neighborhood interaction and local agriculture.

A pedestrian-friendly underpass will provide a safe connection to MSU.

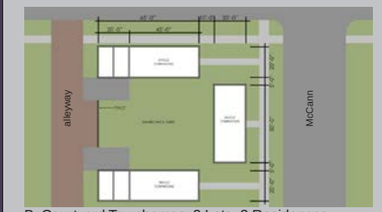
Alleyway for deliveries by morning, pedestrian boulevard by evening.

Street life, including outdoor dining, will promote commercial prosperity.

NATIONAL AVENUE VILLAGE

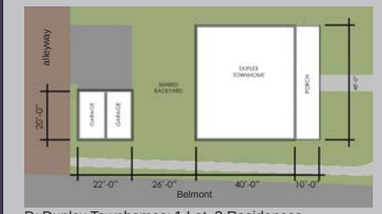


A: Courtyard Townhomes: 2 Lots, 6 Residences

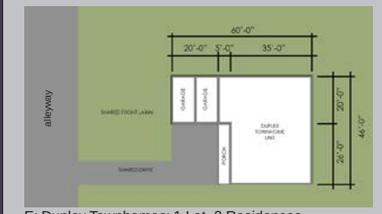


B: Courtyard Townhomes: 2 Lots, 3 Residences

C: Shotgun Townhomes: 3 Lots, 6 Residences



D: Duplex Townhomes: 1 Lot, 2 Residences



E: Duplex Townhomes: 1 Lot, 2 Residences

NATIONAL AVENUE VILLAGE

National Edge: Mixed-Use Development: Ground Level

McCann Alley: Parking Access: Ground Level

Street Life along the National Avenue corridor

Roof Terrace overlooking Rountree and MSU campus

National Avenue Underpass Plaza: Multi-Use Gathering and Performance Area with Retail, Offices, and Housing

Section BB: National Avenue East Elevation

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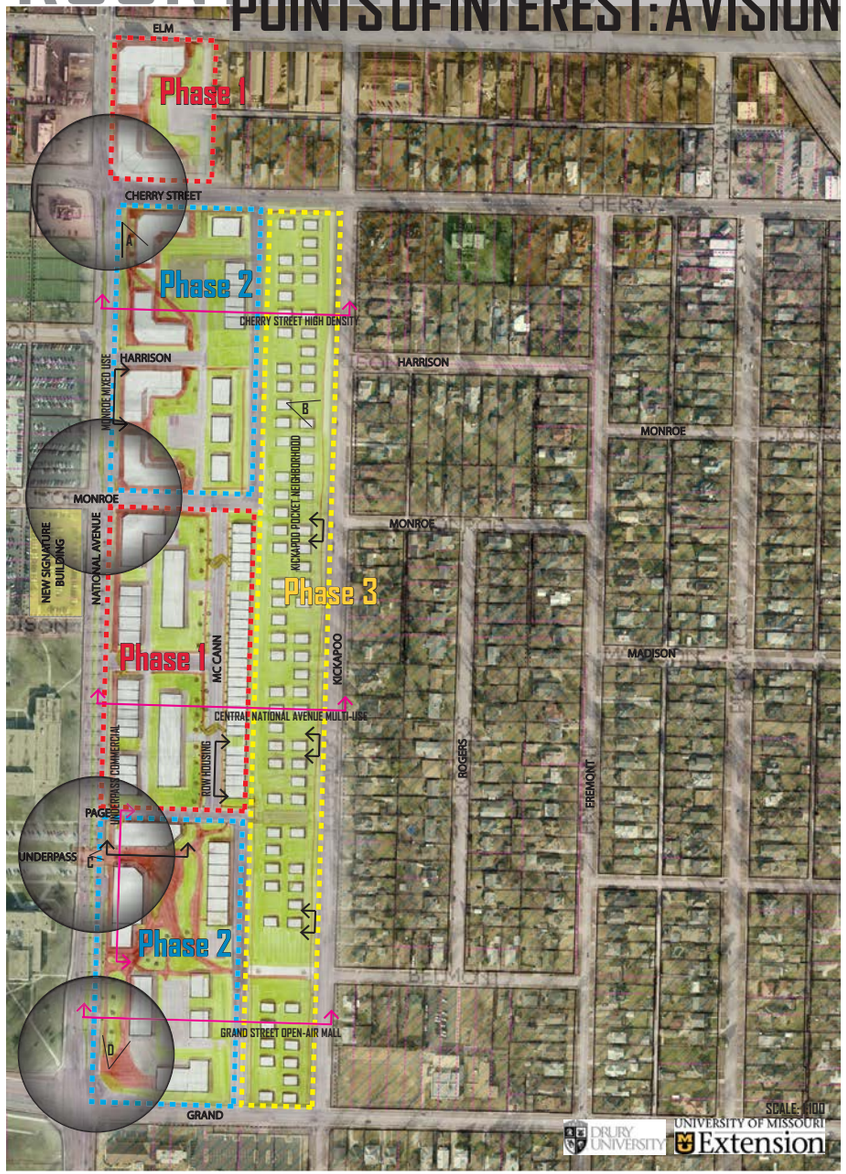
ROUNTREE 2030
POINTS OF INTEREST: A VISION



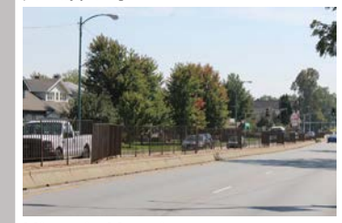
ROUNTREE 2030
EXISTING CONDITIONS

Rountree is a historic neighborhood with culturally rich values. The existing conditions of the National Avenue corridor does not compliment and enrich the neighborhood.

JAYWALKING

Pedestrians of all ages cross mid-block.

Safety for the pedestrian is one of the major concerns of the neighborhood. Approxamatly 33,000 vehicles travel National Avenue daily. Alongside there is an unattractive median that prohibits jaywalking.



Historic Housing

The historic 20th century housing is immaculate

Sense of Community

A strong bond exists in this quiet neighborhood

The National Avenue Corridor must respond to the needs of the Rountree neighborhood and M.S.U. and the greater Springfield community. A balance between the needs of adjacent communities and the larger Springfield community must be maintained to avoid causing disruptions. However, the economic success of the National Avenue corridor is dependant on attracting sufficient users to the new retail, office and housing from across the larger community.

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ROUNTREE 2030 COMMUNITY BALANCE

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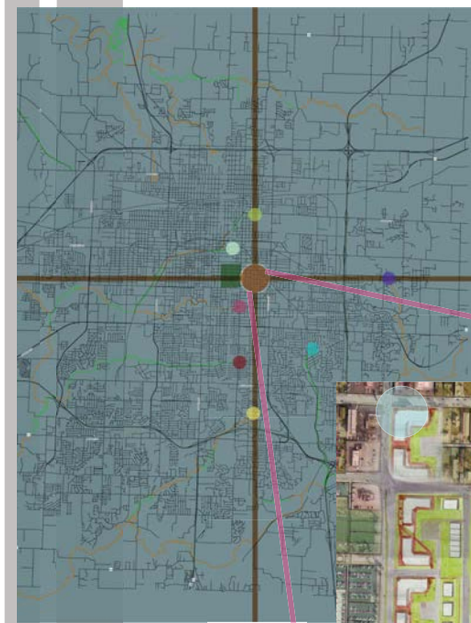
ROUNTREE 2030 CONNECTIONS

TRAILS AND GREENSPACE



- Washington Park Trail
- Jordan Valley Trail
- Person Creek
- Phelps Grove Trail
- Galloway Trail
- South Creek Trail
- Ward Branch Trail

Greenway trails connection points entering the Rountree neighborhood at Cherry St., Elm St., Grand St. and along the National Avenue corridor.

Integration of the greenway trails will help in the connection of the Rountree neighborhood to the greater Springfield community.

The idea of connecting spaces by use of different green techniques can aid in a safe more interactive environment. This can also have positive impacts on the local economy to draw customers and residents to live closer to these sought after amenities.

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ROUNTREE 2030 PEDESTRIAN SAFETY

The National Avenue Corridor has a number of pedestrian and vehicular traffic conflict. The current corridor poses visibility and overall safety concerns for both pedestrians and drivers. The four lanes of traffic are traveled at relatively high speeds, grade level pedestrian crossings are not clearly marked and traffic visibility is severely reduced due to the poor design of the median separating traffic.

Paths and Safety

No matter how great the destination, people will only come if they feel safe getting there. For this reason, clearly designated paths and crossings are crucial to the success of a destination.

http://www.pre-engl.com/wp-content/uploads/2011/05/CamelBack-Underpass.jpg

http://www.latimes.typepad.com/photo/archives/2010/08/img/Angeles-Angeles-7.jpg

The Importance of Pedestrians and Bikers

Walkability of neighborhoods is important to making a more social and successful place. Neighborhood centers, mixed income and mixed use buildings, parks, public spaces, neighborhood schools, and streets with bicycle and pedestrian paths all increase the walkability of a neighborhood. Pedestrian crossings often use lights to mark safe times to cross. This grade levelcrossing in Canada (right) uses lights to alert traffic to when pedestrians are crossing.

http://en.wikipedia.org/wiki/File:Crosswalk_in_Burnaby_British_Columbia_Canada.JPG

http://media.treehugger.com/assets/images/2011/10/walk-gas-station.jpg

http://www.designboom.com/cms/images/andreas04/walkway2.jpg

Separation of pedestrian and vehicular forms of traffic will improve the speed and safety of the National Avenue corridor . Pedestrian only zones will also provide numerous locations for informal and formal gatherings, event venues, small group and large group socialization opportunities, and will serve to improve the connectivity between the MSU and Rountree communities.

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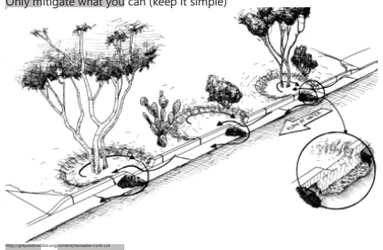
ROUNTREE 2030 SUSTAINABLE ROUNTREE

CURB CUTS

Runoff mitigation (environmental stewardship)

http://www.sustainablesanjose.org/wp-content/uploads/2010/08/curb-cut-2.jpg

Only mitigate what you can (keep it simple)



http://www.sustainablesanjose.org/wp-content/uploads/2010/08/curb-cut-1.jpg

Road water runoff management techniques

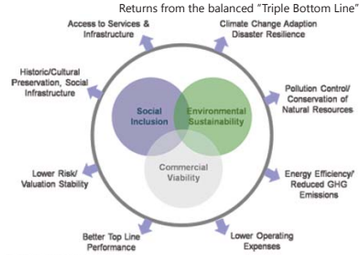
http://www.sustainablesanjose.org/wp-content/uploads/2010/08/curb-cut-3.jpg

LOCAL XERISCAPING PLANTS

Environmental awareness and promotion of technique.

http://www.sustainablesanjose.org/wp-content/uploads/2010/08/curb-cut-4.jpg

Returns from the balanced "Triple Bottom Line"



http://smartcitiesadvisors.com/mission.php

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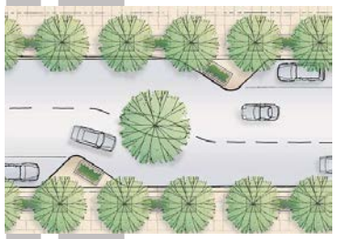
ROUNTREE 2030 THE STREETS



An expanded multi-use green space servers as a transition from National Avenue into Rountree neighborhood, promoting opportunities for added recreational activities within the neighborhood.

Expansion of sidewalks and addition of bike lanes creates a safer and more comfortable environment for bikers and pedestrians using the National Avenue corridor. Also, the landscaped median between the lanes of traffic will help to soften the corridor and create a more pleasant driving experience for the motorist.

The use of street calming techniques (speed humps and chokers) helps in creating a bike and pedestrian friendly streets.

Installing an underground pathway to assist in a safe passage from MSU to the multi-use areas along the National Avenue corridor.

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ROUNTREE 2030 ELEVATIONS

High Density Mixed Use 1'=1/16"

Mixed use establishments will be developed to revitalize the National Avenue corridor. These mix-use buildings should be four to five stories with shops restaurants and markets on the lower stories and residential units above.

Bungalow Pocket Housing 1'=1/16"

Pocket neighborhoods transitioning back into the Rountree neighborhood along Kickapoo Street. This is dense single family dwellings.

Row Housing 1'=1/16"

Row housing will act as a transitional buffer for the inner neighborhood and aid in the increase of the neighborhoods population.

Low Density Mixed Use 1'=1/16"

Mix use loft style housing adds affordable housing opportunities close to the campus and promotes the live work play atmosphere of the corridor.

Shopping Center 1'=1/16"

A dense retail center with a variety of shopping opportunity will create a pull for the rest of the city to partake in the amenities of the National Avenue corridor.

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ROUNTREE 2030
SITE PERSPECTIVES

Pocket Neighborhoods, often surrounding a common courtyard or garden, are designed to create and promote a sense of community. This will increase the standards of living and levels of conduct among neighbors.

By incorporating high density living with the work place and commercial spaces, a successful "Live-Work-Play" community can be established. This will promote growth of business and establish the community as a desirable location to live.

The proposed open air retail center promotes pedestrian interaction on a macro scale: a desirable and more comfortable location is provided, one in which pedestrians can congregate in comfortable and desirable venues.

The proposed for a pedestrian underpass would ultimately open up into a plaza, complete with shopping areas, cafes, and various outdoor areas for people to occupy and relax.

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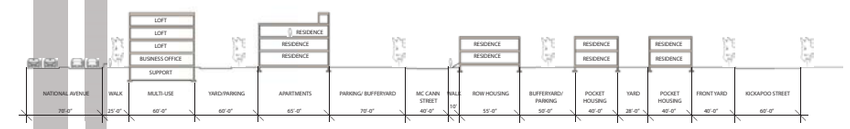
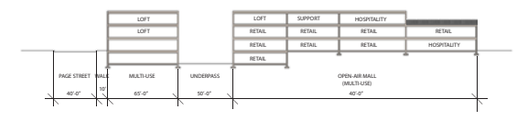
ROUNTREE 2030
SECTIONS

Balancing the community's area of density with points of interest while promoting environmental stewardship and historic value will improve the western most border of the Rountree neighborhood.

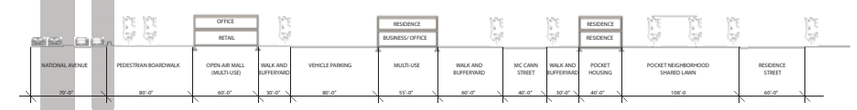
CHERRY STREET HIGH DENSITY SCALE: 1/32"=1'-0"



CENTRAL NATIONAL AVENUE MULTI-USE SCALE: 1/32"=1'-0"



UNDERPASS COMMERCIAL SCALE: 1/32"=1'-0"



GRAND STREET OPEN-AIR MALL SCALE: 1/32"=1'-0"

The intentions of this development is to create a hierarchy within the neighborhood, to promote length of stay, property ownership, economy on many fronts, and a quality of living that is saught after by many age groups.

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National Avenue Corridor 2030
The Blend

The National Avenue Corridor now acting as a divide between Missouri State University and Rountree, has the ability to provide a cohesive community that blends green spaces with mixed-use development. This unique blend of spaces will foster a vital relationship between MSU and Rountree, providing students and residents experiential pathways, community plazas, parks, and a safer pedestrian overpass.

ISSUES

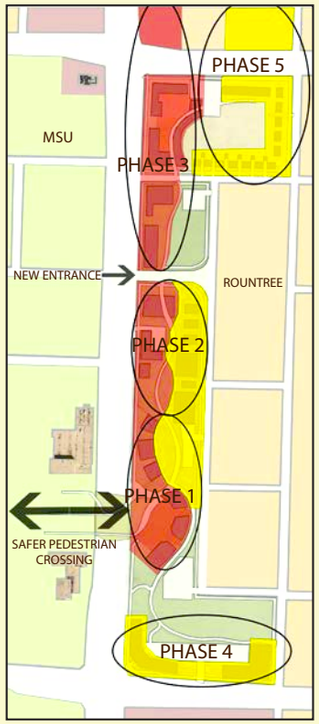
-There is currently no safe connection between MSU and Rountree.

-Inappropriate median seperating MSU and Rountree.

-There is no buffer zone between the commercialized side and residential side which causes many problems.

-There is a lack of greenspace to promote relationships and healthy lifestyles.

PROPOSAL



The phasing process will help potential developers and owners visualize the process of developing this corridor. The process of blending green space and mixed-use development can be accomplished in 20-30 years by implementing restrictions and codes for potential developers.

PHASE 1
This high density area will be focused on commercial rather than residential including a plaza area that juxtaposes Missouri State's Carrington Hall. Developers and Missouri State University will have a stake in this development.

PHASE 2
This high density area combines mixed-use development with mixed residential housing, using green space as a buffer between the two. Developers or the City of Springfield will have ownership of the side facing National while Rountree residents will own the housing on the right.

PHASE 3
This phase will be concentrated further North on National with high density mixed-use development, developers would have the opportunity to commercialize this area that offers great benefits.

PHASE 4
This area includes low density residential housing and a park and recreation center for Rountree residents. Rountree will have ownership of this area and the school would be able to use the amentities as well.

PHASE 5
This last phase will include relocating some of the Rountree residents to townhouses and single-family housing.

HIGH/LOW DENSITY RESIDENTIAL HOUSING

MIXED-USE DEVELOPMENT

GREEN SPACE

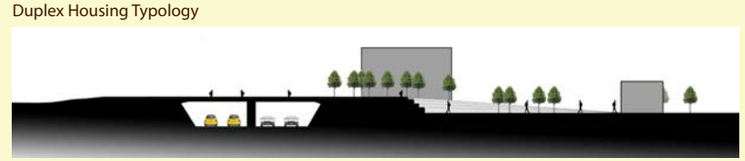
National Avenue Corridor 2030
The Blend

Residential Housing

Transitioning Green Space between Housing and Commercial

Single Family Housing with Mixed-Use Development

Duplex Housing Typology



Section of Vehicular Underpass/Green Overpass

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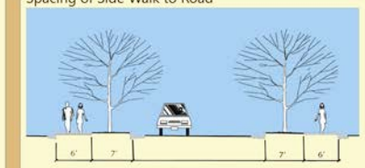
National Avenue Corridor 2030
The Blend

TRANSITION BETWEEN MIXED USE AND RESIDENTIAL

Spacing of Side Walk to Road



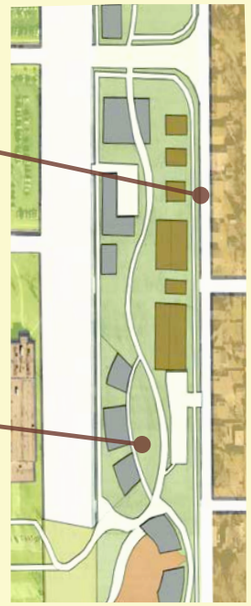
Green Space Between Mixed-Use and Residential

View From Overpass

Plaza

National Avenue Corridor 2030
The Blend

Existing Home and Town House Development



Plaza Between Mixed-Use and Residential Town Houses

Mixed-Use Devlopment Facing National Avenue 1/16"= 1'

Axonometric of Entire Site

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