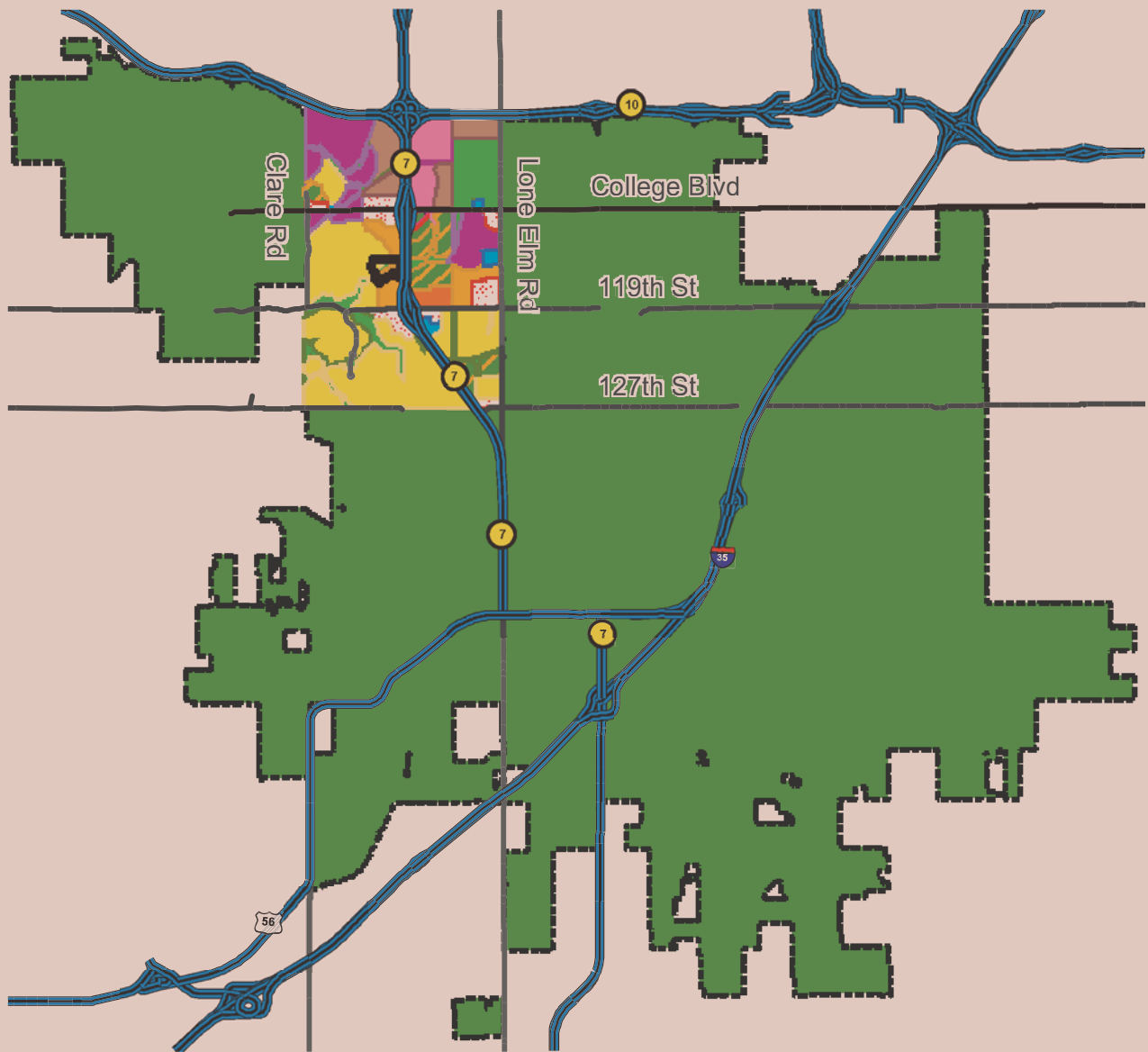


City of Olathe

K-7 Corridor

Design Guidelines



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The following criteria and policies are in addition to those contained in the Comprehensive Plan, K-7 Corridor Study, and other adopted design manuals and policies. The criteria are to be used in defining the expectation of high quality designed projects within the corridor.



SITE DESIGN:

General

1. Public and private spaces such as squares, plazas, landscaped streets, greenways and parks shall be woven into the pattern of development. Public accessible pedestrian connections or linkages shall be required between all public and private spaces.

2. Multi-story buildings with noteworthy architectural design should be located on prominent sites, such as at the termination of street vistas and on high points to serve as landmarks.

3. Development that maximizes the opportunity to preserve and access natural and scenic areas is expected.

4. Stream valleys and floodplains should be protected and maintained as open space preserves, greenways and parks. Protection of the valleys and floodplains also serves a dual purpose of preserving the many scenic vistas in the corridor.

5. Natural physical features, including existing vegetation and mature trees should be preserved and incorporated into new developments. Replacement of existing trees and vegetation is expected when it is removed to accommodate development, except for those areas that are heavily wooded where additional plantings are not necessary.

6. Stormwater detention areas shall be designed to create high quality focal points or entrance features.

7. A development's internal transportation network shall be designed to accommodate all modes of transportation and must consist of a network of interconnecting streets and blocks with respect to the natural landscape. The internal transportation network shall provide alternative routes to every destination diffusing automobile traffic and shortening walking distances.

8. Numerous linkages (both vehicular and pedestrian) between properties shall be incorporated into the design of development plans, unless prevented by topography or other physical conditions. Development plans that provide for minimal or no access to adjoining properties shall not be approved.

9. Streets should be visually terminated with important buildings, vistas of open space, water, or other distant topographic features.

SITE DESIGN:

Non-residential

1. Developers should incorporate pedestrian amenities into plans to provide relief from exposed environments, break up larger expanses of pavement, and provide areas of interest and interaction. These amenities should include or be combined with transitional open space areas, signature landscape areas, or pedestrian connections.

2. "Neighborhood" retail centers should be located at the major entrance to a neighborhood or within the neighborhood to be integrated with the residential area, rather than located at arterial street intersections.

3. Non-residential developments shall be designed so that buildings face internal access roads and create a strong street edge. Such developments should be integrated with residential areas, rather than designed to back into surrounding residential areas.

4. The design of fast food restaurants, convenience stores, and other auto-related businesses shall include safe and equal access for pedestrians and other modes of traffic. Businesses shall be orientated and designed in conjunction with the larger development area for purposes of providing services to nearby residents and businesses.

5. Parking lots shall be heavily landscaped and screened from view or located where not visible from public streets. In urban or 'traditional neighborhood' development designs, buildings should be located closer to the street (street orientated) with parking lots located on the sides or rear of the building or within parking structures.

6. Decorative lighting styles and fixtures are encouraged. Parking lot lighting shall be low level in nature with pole heights not to exceed a maximum of 25 feet. Light fixtures shall have a cut-off or beveled prism type that direct light towards the ground to reduce off-site impacts.



SITE DESIGN:

Residential

1. Pedestrian orientated, mixed-use developments are expected. Conventional, use-segregated suburban development patterns are not desirable.

2. Creative and unique development patterns are expected. Conventional “cookie-cutter” subdivisions that do not respect the natural landscape or topography and do not create a sense of “neighborhood” will not be permitted.

3. Large expanses or acres of one housing style or type (i.e. single-family, garden apartments, duplexes) is not desirable.

4. Land use plans with a variety and mixture of housing types, including single-family residential, duplex, townhouses, condominiums, and apartments are expected. As much as possible, different housing types should be intermixed throughout the development to meet the diverse needs of residents with varied ages and incomes.



5. “Traditional Neighborhoods” are encouraged in appropriate locations. This development design is detailed in the Traditional Neighborhood Design Manual, and includes the following:

a. A mixture of housing residences (large and small), outbuildings, small apartment buildings, shops, offices, public services and civic buildings, and other nearby employment opportunities interwoven within the neighborhood, all within close proximity.

b. A variety of housing types mixed throughout the neighborhood, and often within the same block.

c. Residential areas designed in a manner so that residents are generally located within a 5 minute walking distance (approximately ¼ mile) of a “neighborhood center.”

6. Neighborhood designs must encourage walking to destinations in the area. Street layouts must not be so circuitous and lacking connections between streets that residents are forced to drive.

ARCHITECTURAL:

General

1. Human scale should be created by building massing and form, as well as the use of architectural elements such as colonnades, canopies, walkways, street level display windows, lighting, and a variety of building materials. Site design features around the building exterior should further reinforce human scale.

2. Service and mechanical areas shall entirely be screened from view.

Residential

1. Residential structures are expected to be of higher quality design and appearance.

2. Multi-story and mixed-use residential buildings are strongly encouraged.

3. In single-family and two-family dwelling areas it is expected that such dwellings will include a variety of garage placements and orientations to avoid monotonous rows of garage doors visible from the street. Such variety should include a mixture of rear and side loaded garages, carports and porte-cocheres.

4. A front porch or stoop is strongly encouraged on single-family and two-family dwellings.

5. Buildings with multiple dwelling units are expected to include porches, varied rooflines and varied façade depths to create variety and individuality of dwelling units within the building.

6. Freestanding garages and carport structures for multiple dwelling unit buildings shall be designed to be integral with the building design or sited so as to avoid long monotonous rows of garage doors and building walls. Carports should not be located where they back onto internal circulation drives.



Non Residential

1. Multi-story buildings for office, research and other activities are strongly encouraged.

2. Generally, architectural styles and themes shall remain similar and harmonious throughout the development area. This does not mean that all buildings or complexes must look identical, rather each should have similar qualities and architectural elements.

3. Individual “corporate image” architectural design elements and colors shall be incorporated only as secondary elements to the development and not as a dominant element. Such elements should be consistent and blend with the larger development area.

4. Building materials should be similar to the materials of structures in the area. However, dissimilar materials may be permitted when incorporating other characteristics such as scale, form, architectural detailing and color to make the building compatible with the area.

5. Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials that require painting.

6. Mirrored or reflective glass on buildings must be designed to minimize glare on K-7 and K-10 Highways. Masonry (brick, stone, stucco) for detailing is expected on such buildings.

7. Commercial / retail buildings larger than 25,000 square feet in size shall be designed with noteworthy architectural features to create "human scale" and to avoid a "big box" appearance. In many instances, such a design may create the appearance of multiple tenants, storefronts and entrances.

8. Loading docks and other service areas facing the street or other public spaces shall be prohibited, unless incorporated into the building design and screened or located in a manner to not be readily visible.

LANDSCAPE / COMMUNITY APPEARANCE:

1. Each highway interchange should be distinctive with its own easily recognizable and attractive identity. These areas should be treated as gateways or entries to the community. Special landscaping, architectural or public improvements are expected in these areas.

2. Landscaping design treatments are expected to be used to unify, enhance and harmonize the corridor with the adjacent scenic area. Care shall be taken, however, to avoid any planting that might create hazards to personal safety or traffic operations.

3. Massed plantings should be placed at bridges and interchanges for emphasis.

4. Fences visible from highways or streets are expected to be decorative in type or include exterior landscaping facing the roadway to minimize potential negative impact from extensive or monotonous rows of fences. Chain-link fencing shall not be approved.

LAND USE RESTRICTIONS:

1. Planned zoning and and/or mixed-used zoning districts shall be required.

2. Development phasing may be imposed until area roadways are improved to a level acceptable to the City Engineer and City Traffic Engineer to accommodate anticipated traffic volumes. Traffic studies may be required for development prior to approval of rezoning or final development plans and final plats.

3. Strip commercial development and individual pad sites for free-standing businesses not otherwise designed to associate with a larger development shall not be approved.



4. The following uses shall not be approved:

a. Distribution centers or other warehousing operations requiring large numbers of trucks, except for the following areas:

(1) The West half of Section 10, Township 13, Range 23 (north of College Boulevard along the east side of K-7 Highway).



(2) The east half of section 9, Township 13, Range 23 (north of College Boulevard along the west side of K-7 Highway).

b. Dealers or businesses with outdoor display of automotive, recreational vehicle, motorcycle, boat, construction equipment, farm equipment, and other similar miscellaneous motor vehicles and equipment for sale, rent or lease.

c. Truck stops.

d. Lumber yards.

e. Mini-storage warehouses.

f. Billboards.

g. Outdoor storage yards of any kind.

h. Heavy and intensive industrial uses. Generally those permitted in M-3/MP-3 zoning.

i. Any other uses deemed by the governing body to be incompatible with the character of the area.

5. Telecommunication towers and equipment shall be located on or within a structure, shall be an architectural component of the building, or shall be designed as a sculptural element. Freestanding towers shall not be permitted.

Adopted on April 21, 1998
Ordinance #98-27

Revised February 19, 2002
Ordinance #02-15

K-7 Corridor Future Land Use Map

Land Use Definitions

Low Density Residential

The Low Density Residential Land use category is intended to provide single unit detached homes as well as very low density attached housing up to a gross density of three units per acre.

Commercial, Local

The Commercial, Local category is intended to provide for retail and service uses (convenience stores, dry cleaning, grocery stores, sit-down restaurants, video stores, small offices, and financial institutions) that serve the surrounding neighborhoods.

Commercial, Regional

Commercial, Regional areas should provide great visibility from all directions, adjoin a minimum of two arterial streets, and be within close proximity to existing or planned residential areas. The design of these areas should be such that limited connections to residential areas are possible. Techniques should be used to reduce the perceived size of the big boxes.

Commercial/Employment

This district is intended to provide the option of a development that fits in either the Commercial, Local or Employment districts. Development that includes elements from both districts is also acceptable.

Employment

The employment district is intended to provide for the development of distribution centers and warehouse in addition to a variety of light industrial uses, manufacturing and assembly as well as office development.

Office

The office developments built within this district are anticipated to be small-scale office buildings though multi-story buildings with multi-leveled parking structures are encouraged.

Parks/Open Space

These lands should be maintained in either a natural or a well-groomed condition. When practical, access points (easements) into and from public parks and school facilities should be made.

Public/Semi-Public

Examples of public/semi-public buildings include government buildings, libraries, and schools.

Research/Dev/Flex

The research/development/flex district is intended to provide for businesses that have a substantial amount of office space, but conduct activities such as light manufacturing, product assembly, research, or storage as well.

Residential 12

Residential dwelling units of up to a gross density of twelve units per acre are envisioned. The units are expected to be a mixture of townhouses, condominiums, apartments, and patio homes which would be both owner and renter occupied.

Residential 7

Residential dwelling units of up to a gross density of seven units per acre are envisioned (townhouses, patio homes, zero lot lines, other attached housing and high density detached single-family homes).

Conservation Area

The Conservation Area is an overlay land use category for land that contains vegetation, floodplain, steep slopes, or views that citizens felt should be preserved. Within this area, the natural vegetation must be considered in building placement.

The above definitions are a summary of the land use definitions contained in the revised K-7 Corridor Study adopted by Ordinance 02-15 on February 19, 2002.

