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135TH STREET COMMUNITY PLAN TRANSITIONAL DEVELOPMENT

The plan outlined in this chapter provides a flexible model for development that regulates densities, building heights and building relationships to the street. This kind of model allows for patterns of development that respond to existing and potential adjacencies and will help the City to guide developers in the creation of both unique neighborhoods and a unified corridor.



135th Street

The Transect

The project team worked with city staff and community input to develop a transect. The transect is a framework that identifies a range of potential zones. Each zone designates possible densities, building heights, setbacks, and build-to lines that could be permitted in an area. The transect will shape the look and feel of the corridor without limiting property owner, developer, or community choices for the future of the area.

In the 135th Street community, the transect uses the previously defined street grid to set the pace for each zone. The most intense development is focused along the spine of the corridor: 135th Street. This high density zone is labeled T6: Development Core Zone. Development occurring adjacent to the Development Core, surrounding 134th Street on the north and 136th Street on the south is called T5: Development Center Zone. Continuing further from 135th Street, the adjacent zone is T4: General Development Zone. These areas generally lie south of 133rd Street and north of 137th Street.

Under this model, existing development north of 133rd Street and South of 137th Street would be known as a T3: Residential zone. Residential zones in general are low density and have maximum building heights up to thirty-five feet. What the transect provides for these areas is a gradual transition from single-family residential neighborhoods to the livelier, multi-use development that could happen along 135th Street.

Shaping Development

The transect defined by this plan collaborates with the street character plan to provide the most optimal conditions for interesting, attractive, and sustainable development. To successfully guide the best kind of projects in the corridor and create walkable, pedestrian-scaled environments, defining densities, building heights, setbacks, and build-to lines are essential.

Residential Density

Residential density is the number of dwelling units per acre before any adjustments for Transfer of Development Rights (TDR) or other functions. TDR is a method of relocating existing zoning rights from areas to be used for open space or other pedestrian amenities to areas that will be more densely developed.

Building Heights

The ratio of building height to street width is important for creating visual enclosure and intimate experiences for pedestrians. Successful enclosure occurs when buildings on a street occupy most of a pedestrian's cone of vision. This experience can create a kind of "outdoor room" for the pedestrian. The ratio of building height to street width should not exceed 1:3.

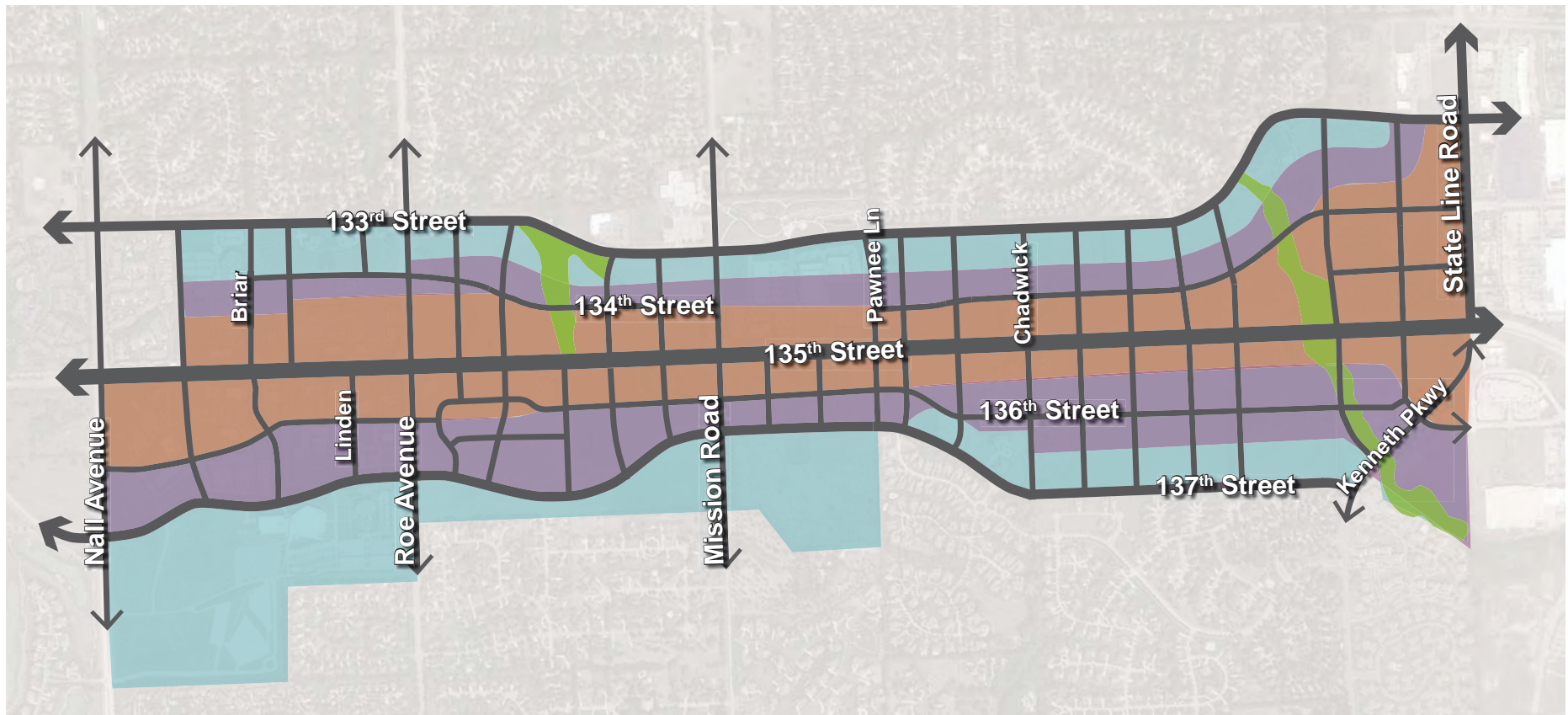
Setbacks

A setback is the distance from the property line to the face of a building that is maintained clear of permanent structures. These distances can also contribute to the feeling of enclosure but additionally dictate the amount of space in the pedestrian realm.

Build-To Lines

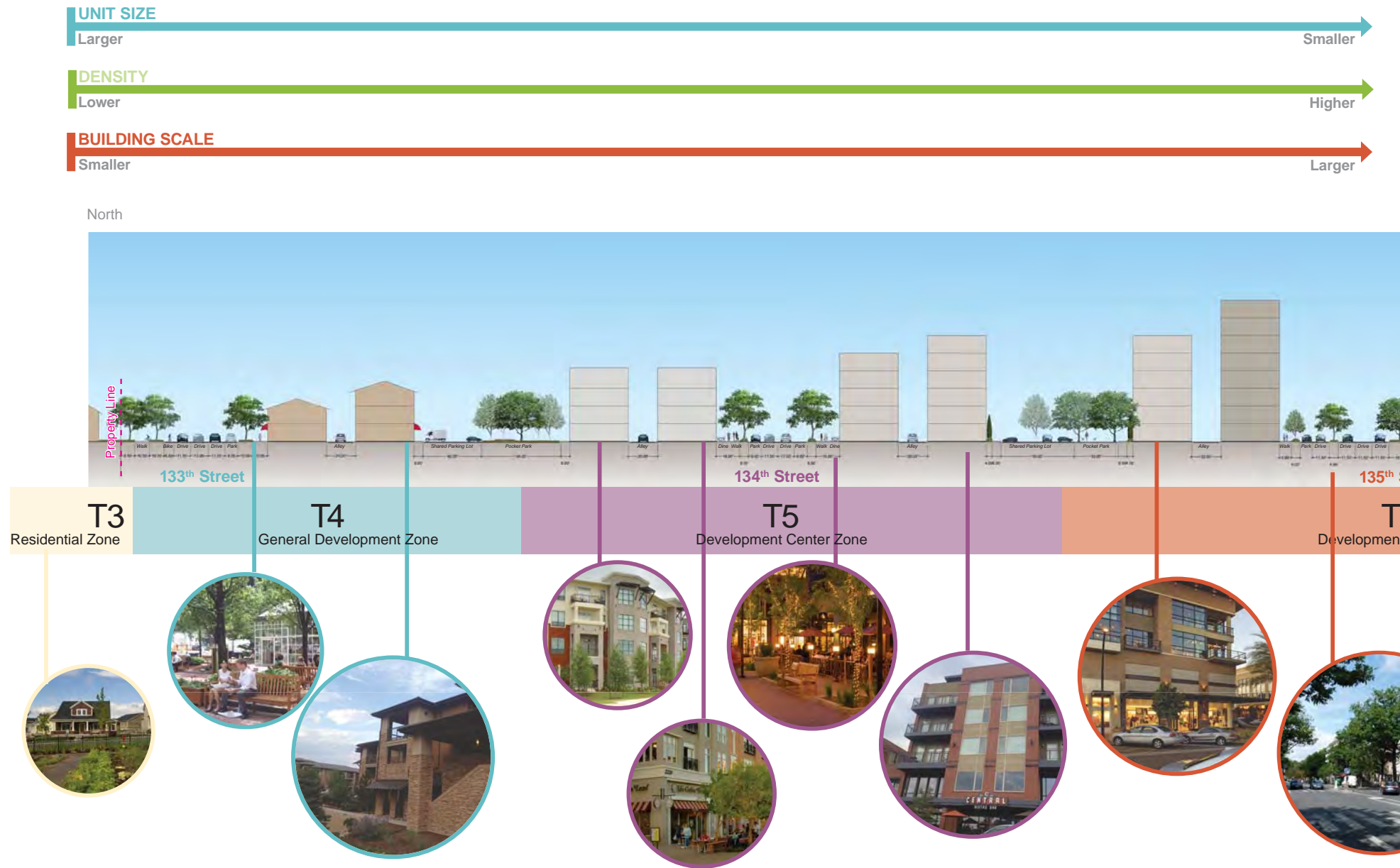
Build-to lines specify where along a street the front edge of a building should rest. These lines provide a method of creating visually interesting streetscapes by arranging a continuous line of storefronts and building entrances along a sidewalk.

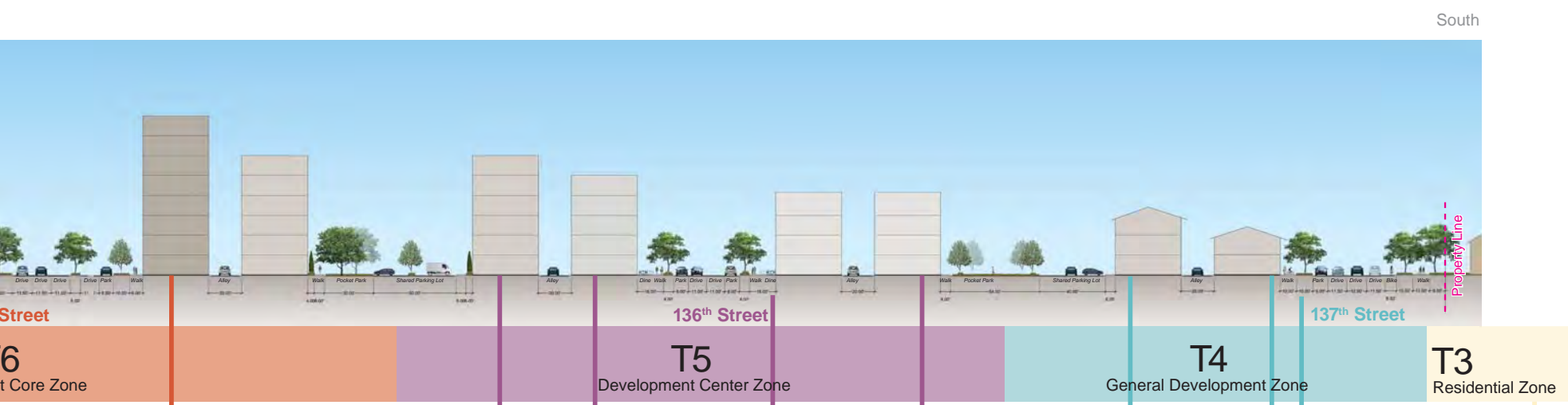
Figure 23: 135th Street Community Plan Transect Zones



Transect Zone	T4: General Urban Zone	T5: Urban Center Zone	T6: Urban Core Zone	T1: Natural Zone
Residential Density	12 du/ac	24 du/ac	96 du/ac	Buildings permitted with approved plan.
Building Height	24ft min 42ft max	24ft min 72ft max	48ft min 115ft max	Developers will be encouraged to preserve and enhance these local greenways for the community through possible
Setbacks				
Front	6ft min; 20ft max	2ft min; 18ft max	2ft min; 16ft max	
Back	12ft min	3ft min	6ft max	
Build-To Lines	N/A	18ft from property line	14ft from property line	

Figure 24: 135th Street Community Plan Transect Model





LDO Recommendations: Transect Zones

Developing responsible and successful densities in the corridor is key to the corridor's future and the integration of new properties with existing neighborhoods. Including language to guide developers in planning for transitional densities and development will benefit both the corridor and the City of Leawood.

The City should work towards establishing a system for the gradual Transition of Development Rights (TDR). A TDR system would be administered by the City for the purpose of transferring development rights from open space and other amenitized areas to areas for development.

T4 General Development Zone

This zone consists of a mixed-use but primarily residential urban fabric. It may have a wide range of building types such as rowhomes, townhouses, condominiums, and small apartment buildings sprinkled with ground-floor commercial activity. Typical building heights in this zone are two to three stories to buffer existing residential from taller buildings in the denser, adjacent zone. Building frontages are a mix of landscaping, porches, dooryards, and commercial storefronts.

Suggested Residential Density

12 du (dwelling units) per acre

Building Height Range

24ft minimum - 42ft maximum

Frontyard Setback

6ft minimum - 20ft maximum

Backyard Setback

12ft minimum from property line.

Other considerations

- Units could have direct access to a semi-private backyard or shared courtyard.
- The provision of private parking spaces would help entice families and older residents to living in these homes.
- Appropriate commercial tenants or buildings would include cafes, coffee shops, corner convenience stores, wine shops, delis, general stores, salons, dry cleaners, and other small-scale options convenient to near-by residents.

T5 Development Center Zone

The Development Center Zone is composed of higher density mixed-use buildings that accommodate retail, offices, condominiums and apartments. Buildings are set close to the sidewalks to create an intimate streetscape atmosphere. Typical building heights are three to five stories high. These zones have substantial pedestrian activity so building frontages support their interests and curiosities with storefronts, galleries, high-quality dooryards and residential stoops. This zone is a transition from the General Development Zone to the Development Core Zone and will therefore have characteristics from both.

Suggested Residential Density

24 du per acre

Building Height Range

24ft minimum – 72ft maximum

Frontyard Setback

18ft maximum

Backyard Setback

3ft minimum from property line

Build-to Line

18ft from property line.

Other considerations

- Pedestrian activity will play a key role in the success of this zone. As such, it will be important to provide ground-floor tenants that will interest these patrons. Offices are more appropriately placed on the second floor of these developments.
- Developments in this zone present an opportunity for Shared-Parking (refer to page 62).
- Rooftop gardens, restaurants or event space are appropriate for this zone as it creates visual interest for taller buildings in the adjacent urban core zone and brings additional activity to this more vibrant district.

T6 Development Core Zone

The Development Core Zone has the highest density and building heights in the corridor. This zone also carries the greatest variety of land uses and project types with medium to high-density mixed-use buildings, entertainment and dining, and office. This zone may also be appropriate for future civic or cultural institutions. Attached buildings in this zone form a continuous street-front of storefronts, galleries, forecourts, and dooryards. Buildings in this zone are a minimum of four stories and can reach heights of eight stories. This zone should prepare for the highest level of traffic, a need for parking, and possible transit opportunities.

Suggested Residential Density

96 du per acre

Building Height Range

48ft minimum – 115ft maximum

Frontyard Setback

16ft maximum

Backyard Setback

6ft maximum from property line

Build-to Line

14ft from property line.

Other considerations

- Strategic planning for parking will help make this zone successful. Consider parking structures and underground parking as opposed to surface parking to maximize developable area and reduce surface parking.
- This zone is a great area for urban plazas and festival streets.

T1 Natural Zone

The Natural Zone is composed of lands approximating or reverting to their natural condition, including lands unsuitable for development due to topography, hydrology, or vegetation. This zone identifies opportunities for greenways and potential trail systems.

Trails could be permeable, suitable for hiking, running and biking or could be paved and more suitable for strollers and wheelchairs. Trails should have appropriate signage. This system could include educational components and/or art elements so long as these features do not disturb wildlife habitats or native species.

The Nodal Model

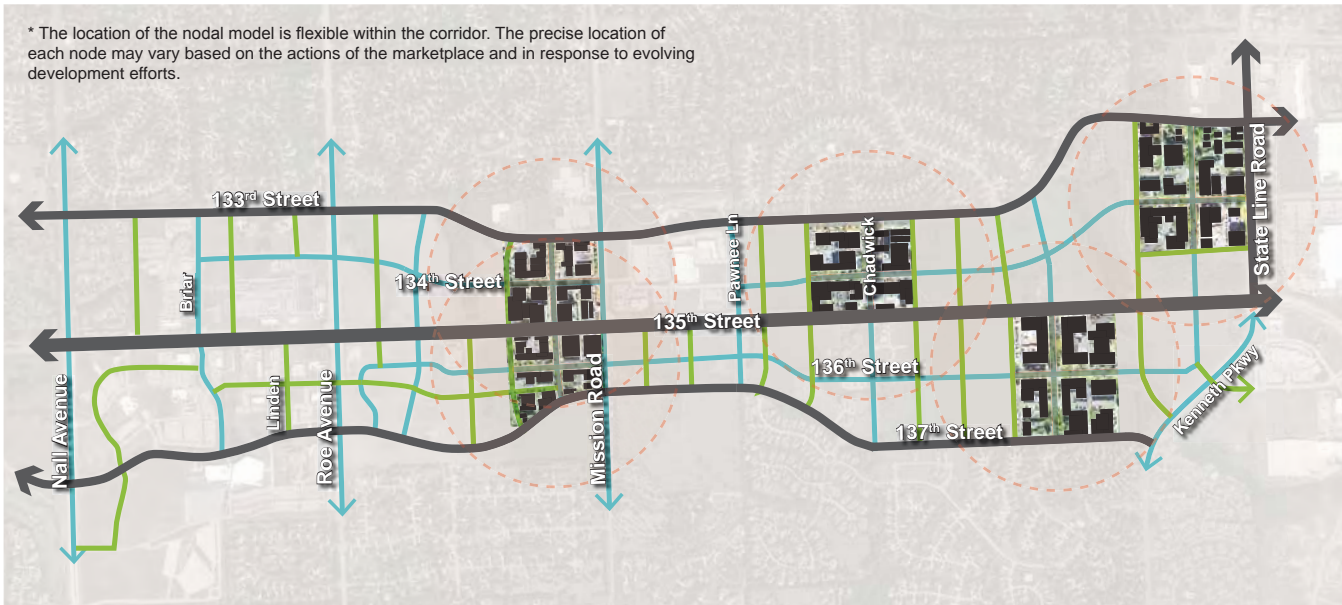
The key to success for development in the 135th Street corridor will be the strategic build-up of Destination streets and T5 and T6 Zones into “nodes” located throughout the corridor. These nodes will be areas of high activity, and serve as neighborhood hubs for community destinations, retail, dining, and entertainment while also providing space for office and residential. Each node will likely have its own unique feel and atmosphere, but the overall character and aesthetic quality of these places should reflect the caliber of design the rest of the corridor sets as a standard.

The market study has shown that this area is likely to support multiple nodes in the next twenty years. The City should prepare to play a significant role in the development of these nodes. For the success of both a node and the corridor as a whole, the city should work with property owners and developers to determine the most optimal locations for these places. Concentration of development, resources, and activity to realize each unique district from start to finish will put Leawood in the best position for creating destination districts.



Figure 25: The Nodal Model

* The location of the nodal model is flexible within the corridor. The precise location of each node may vary based on the actions of the marketplace and in response to evolving development efforts.



1 Access is Key

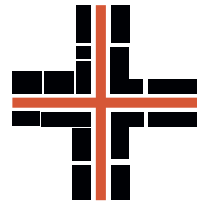
This approach helps direct a development by identifying locations for intense development that can be accessed by all modes of transportation in the future.



Nodes are built surrounding the intersection of two "Destination Streets." These streets are highly accessible by all modes of transportation, provide on-street parking for drivers, are adjacent to local bike and transit routes, and provide wide, highly amenitized sidewalks for pedestrians.

2 Retail Follows Retail

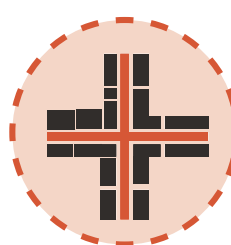
By concentrating development (and density) in nodes (rather than dispersed project by project across the corridor) we increase the odds of success.



Each node in the 135th Street community should be a mixed-use district with a focus on retail, dining and entertainment. These types of uses build activity in the nodes, spurring interest in these areas as places to live and stimulating adjacent developments.

3 Walkability Drives Success

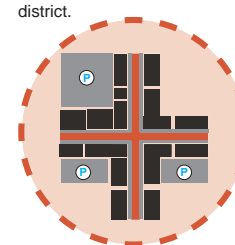
By clustering retail in key locations (at or near major intersections) we can create "park once" districts where someone can easily reach a wide variety of services.



Nodes are well-lit districts with high-quality landscaping, significant tree canopy, wide sidewalks, and plenty of seating areas for pedestrians to meet, rest, or watch the action take place in the community. The clustering of retail, entertainment, and dining in these areas creates a variety of options for residents and visitors to engage in activity.

4 Only Park Once

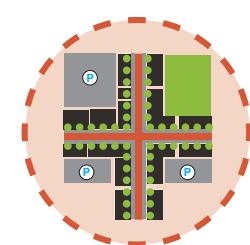
Providing a worry-free environment for visitors is important to the success of the node. The strategic placement of parking allows people to park once and spend the rest of their time walking around the node and activating the district.



The nodal model provides options for both parking structures and on-street parking to allow visitors to park once and enjoy their day in the district. By placing parking structures in and near the central core of the development, their efficiency will be maximized.

5 Form Pleases the Eye

At the end of the day, a better urban form creates aesthetically pleasing areas within the community. Gradual transitions from a variety of building heights and well-defined streetscapes provide that form.



A gradual transition of building heights, high-quality materials and landscape, and tree-lined streets combine to create a visually pleasing and engaging environment for drivers, bikers, transit riders and pedestrians in the district.

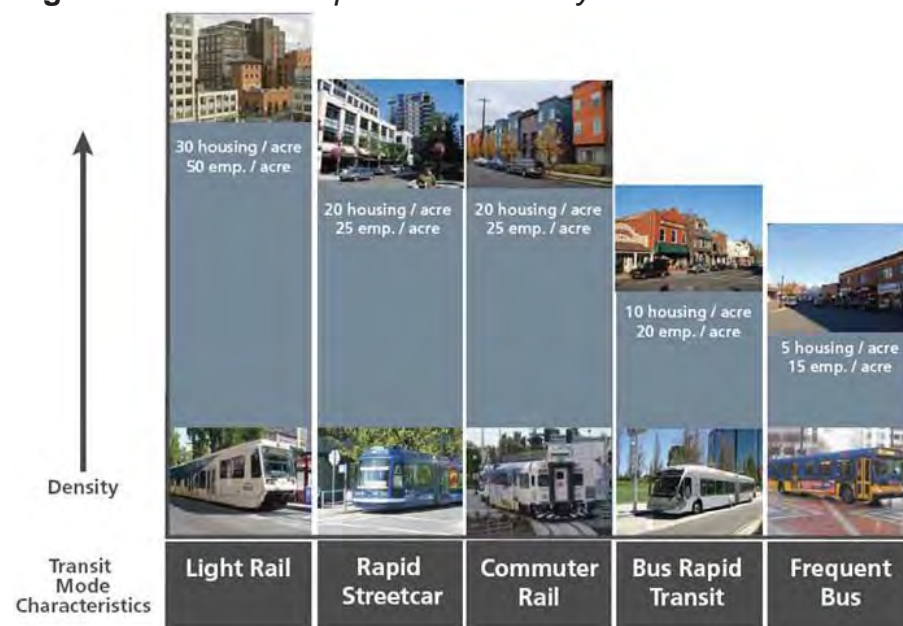
Future Transit Possibilities

In addition to creating concentrated, unique places, the nodal model of development also sets Leawood up to be “transit ready.” Should the BRT (Bus and Rapid Transit) or LRT (Light Rail Transit) find its way to the 135th Street corridor in the future, nodal development creates an excellent scenario for adding transportation routes and walkable transit stops.

The design team has developed three potential scenarios for future transit routes. Potential Route A imagines a new route coming down from State Line Road and travelling through the corridor along 134th Street, then up Nall Avenue. This route brings direct access to and from the 135th Street corridor from the north. Potential Route B could be the 135th Street Express route; possibly connecting with Route 556 (refer to page 82) at Metcalf avenue to link activity in the nearby Prairiefire development with new districts along 135th Street. Another potential transportation option for Route B could include a shuttle that travels east and west along 135th to serve the new residential, retail, and office areas along the corridor. Potential Route C provides a transit option along the south side of 135th Street, connecting the Palazzo 16 Park and Ride at 135th Street and Antioch, with potential developments along 135th Street and up State Line Road.

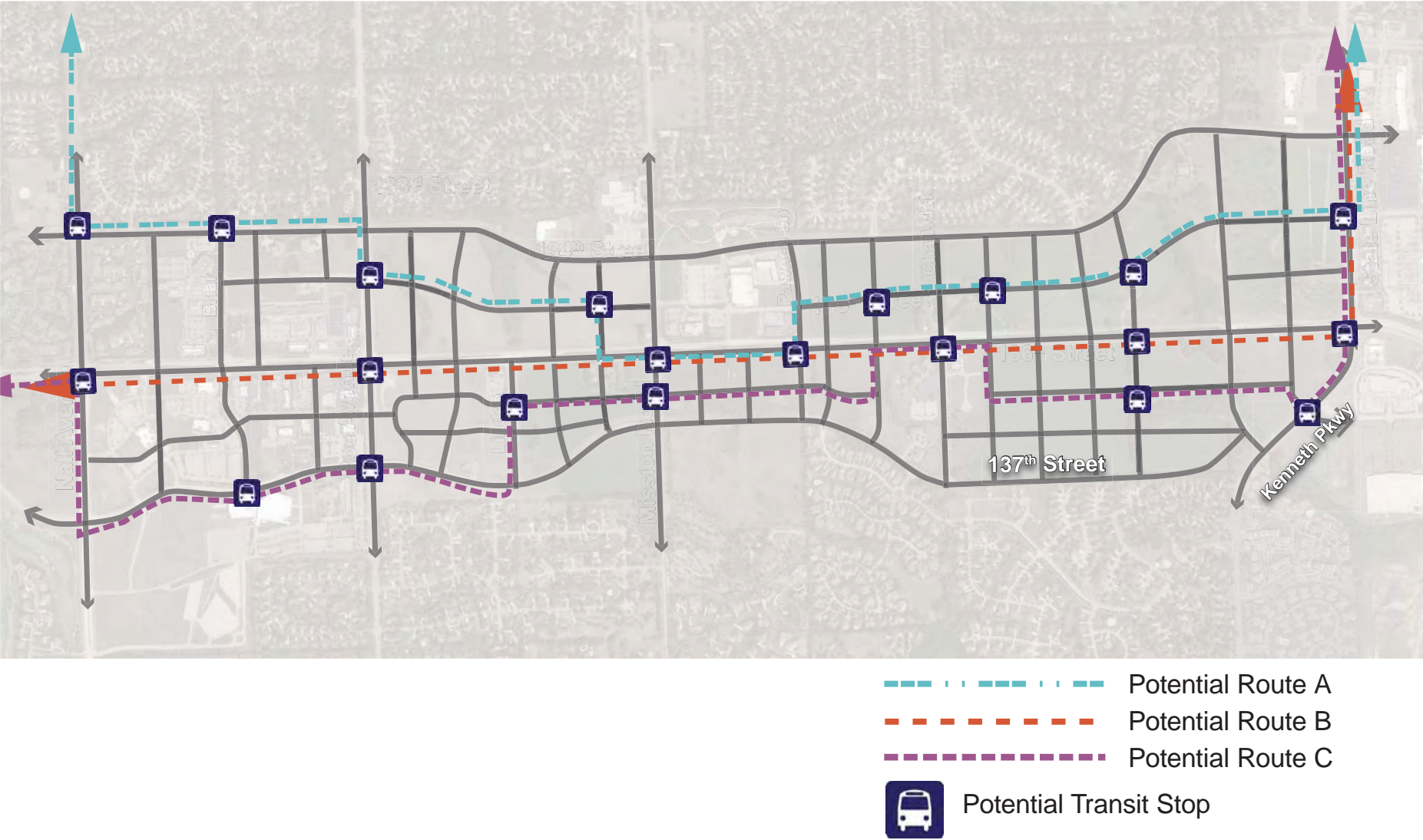
As density and activity grows along 135th Street, the city should work with both Johnson County and the Kansas Department of Transportation to determine the best scenarios to serve both the corridor and surrounding areas.

Figure 26: Relationship between density and transit needs



The need for transit types is directly related to the density of areas they will serve. Higher densities require faster transit with higher capacities for passengers. These types of transit also come with significant infrastructural needs.

Figure 27: Potential Transit Routes



Preserving Open Space

Throughout the community engagement process, the community has voiced a desire for more open space in the corridor. The design team worked with the City to determine the best possible locations for the preservation and potential enhancement of open spaces. Existing woodland corridors on the site provide developers great opportunities to create public amenities through the enhancement of green spaces.

Connecting Greenspaces

There are three parks in the City of Leawood that are within a mile of the 135th Street community: Gezer Park, Tomahawk Creek, and Ironwoods Park. Coordinating with ongoing efforts to complete the City of Leawood Bike and Pedestrian Master Plan, the design team has identified a number of potential routes where the provision of bike facilities could be considered in the future.

Future trails and open space should be planned with the City's Parks & Recreation Plan in mind.

Figure 28: *Gezer Park*

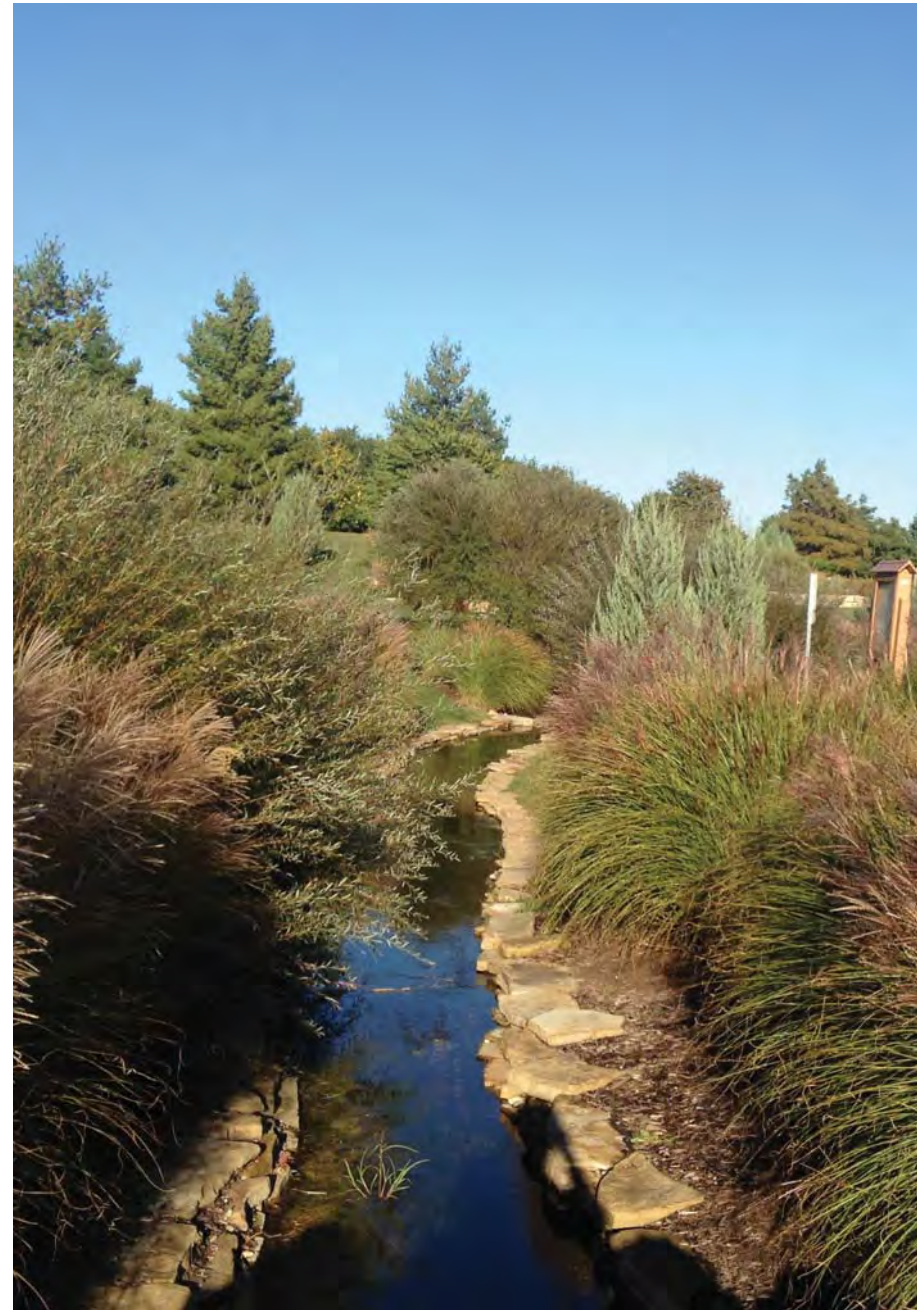
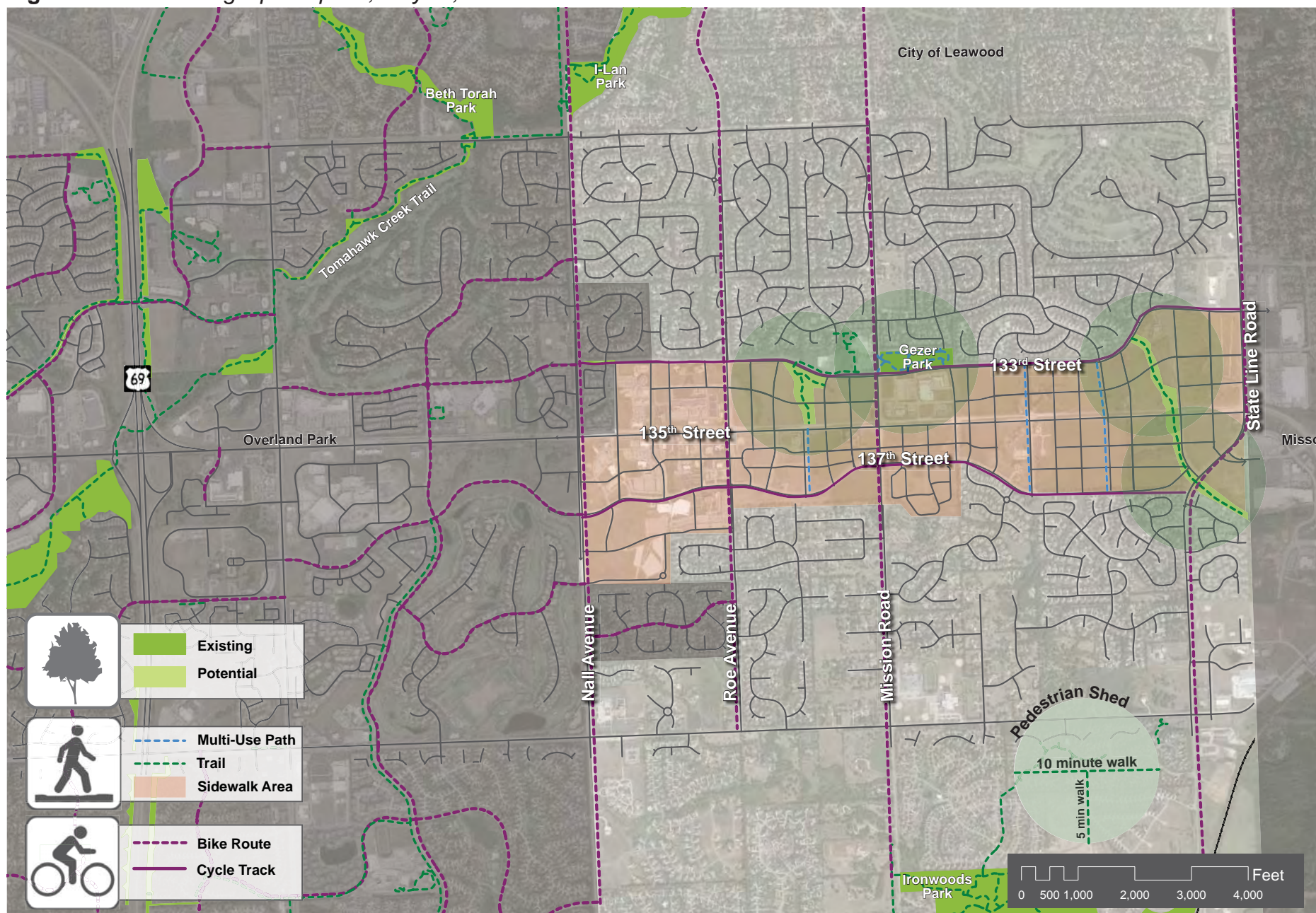


Figure 29: Connecting Open Space, Bicycle, and Pedestrian Routes



Parking in the Corridor

Parking is a key element in the success of development and the creation of new districts. Creating the optimal parking ratio ensures that parking is available to those who will need and use it, but prevents the creation of an oversupply. An oversupply of parking can result in loss of building area and can have negative impacts of stormwater drainage.

To provide property owners and developers with optimal ratios and high-quality, mixed-use development, the design team recommends a Shared Parking Model for Zones T4, T5, and T6 of the 135th Street study area. Shared parking is the use of a parking space to serve two or more individual building uses without conflict or encroachment. In a mixed-use development, building uses and their associated parking often require different amounts of space, at different times of day, during different seasons of the year. By adjusting each building's required parking to account for a shared parking model, the development can provide the optimal amount of effective parking.

Required Parking Ratios

Building Type	Ratio
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Residential	2 spaces per dwelling unit
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Commercial	3 to 3.5 spaces per 1,000sf of lease space
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LDO Recommendations

16-4-5.4

The existing LDO sets parking ratio requirements for each zone within the city code. As development in the 135th Street corridor moves towards transect-based planning, new developments will use the MXD ratios and requirements outlined in sections 16-4-5.4, A through E, as base numbers for required parking. It is recommended to employ the *ULI/ICSC Shared Parking (2005)* model, following *ITE Parking Generation Report* land use codes.

ULI/ICSC Shared Parking Methodology (2005)

Designers, developers, and property owners should employ the following seven steps to determine the number of parking spaces required for new developments in the 135th Street corridor.

Step 1: Gather and review project data

- Determine the type and quantity of each land use.
- Survey existing conditions, local users, and facilities as appropriate.
- Research the modal split, ride-sharing programs, transit availability, and transportation demand management practices in the project's environment.
- Understand the physical relationships of the land uses.
- Discuss parking management strategies with all stakeholders, to ensure that shared parking can occur as assumed.

Step 2: Determine parking ratios

Select parking ratios for each significant land use within a development to represent what each of those land uses would need to accommodate the 85th percentile of peak accumulation of vehicles at the peak hour. The existing LDO outlines a number of ratios for potential land uses in the corridor in section 16-4-5.4B. Land uses not made explicit in this section, should follow ratios listed in *ITE Parking Generation, 4th Edition (2010)*.

Step 3: Select factors and analyze differences in activity patterns

- Monthly activity patterns

- Time-of-Day patterns

Recommended default monthly and time-of-day adjustment factors for the accumulation of vehicles and separated parking ratios for weekend and weekday conditions can be found in the recommended *ULI/ICSC Shared Parking (2005)* book.

Step 4: Develop scenarios for critical parking need period

To identify the peak hour, several scenarios should be developed for modeling parking needs.

- Consider the demand that each land use would generate in a stand-alone mode.
- Determine times of year and days that could potentially experience a peak in need
- Test several times of day for each scenario

Step 5: Adjust ratios for modal split and persons per car

Parking ratios provided by the City should reflect local modal splits for land use types. To make any additional mode adjustments, the city should guide developers and property owners to any local surveys of similar properties or land use types to determine modal split and number of persons per car.

Step 6: Apply non-captive adjustments

In this step, the developer, designer, or property owner should evaluate what percentage of the users at one land use are already counted as being parked for another land use during a certain time of day. This allows for an evaluation of the non-captive ratio, or the potential number of people who are not already present in the immediate vicinity and will require parking.

Step 7: Calculate required parking spaces for each scenario

Total the parking needs for each land use to estimate the overall shared parking need.

Step 8: Submit a comprehensive parking plan

Proposed developments will submit a comprehensive parking plan that assures the success of shared parking scenarios.

Figure 30: Parking Layout Options



Interior Parking: Buildings front onto streets



Teaser Parking: Attracts drivers passing by



Structured Parking: Highly Recommended

