LEED Green Building Guidelines

Project Description:

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings’ performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

LEED provides a roadmap for measuring and documenting success for every building type and phase of a building lifecycle.
GreenRoofs Web site

Project Description:

This Web site provides many resources for those desiring to learn more about green roofs. Photos and articles describe green roofs and current projects nationwide; a directory of suppliers and designers familiar with green roofs is provided; and guidelines for design and maintenance are included.
APWA 5100 Sediment and Erosion Control Design Criteria

Project Description:

Sediment is a leading pollutant of urban streams, and new local, state and federal regulations require the use of adequate erosion and sediment-control (ESC) measures. This comprehensive tool provides new uniform engineering standards, specifications and performance–based design criteria for land-disturbance activities.

To facilitate better use, standard designs were developed to show how these standards might be applied in various construction scenarios.

This project also created a compact reference handbook that construction inspectors can take into the field to verify compliance.
**Project Description:**

New design criteria for stormwater facilities reflect technical advances in the field, and the increased value placed on protecting the region’s streams and stream corridors. New criteria include minimum stream buffers and the inclusion of new energy management and sediment transport standards to minimize impacts on streams.

Key modifications to the previous standards include an updated hydrology section that reflects current practices and research in the metropolitan area; and a design flowchart defining how stormwater is to be managed from a watershed-based systems perspective.
Natural Resources Inventory

Project Description:

In 2003, the Mid-America Regional Council (MARC) began developing an inventory of digital map data showing valuable natural resource assets and ecological features in the Kansas City region.

The map is intended to provide a framework for environmental planning at local and regional levels.

This initiative, funded by the U.S. Environmental Protection Agency, provides the opportunity for Kansas City to join other national leaders such as Chicago and Milwaukee in using conservation planning tools to sustain future environmental quality. Further, this effort is expected to help create high quality livable environments through coordinated conservation and economic development.

The newly consolidated environmental data will help local communities proactively conserve or restore natural resources during the development process.

This booklet introduces the Kansas City regional natural resource inventory, explains how and why it was developed, and shows how it may be used to protect the high quality of life prized by area residents.
Blueprint for Liberty: Comprehensive Plan and Land Use Plan

Project Description:

The Blueprint for Liberty comprehensive plan, vision statement and future land use plan serves as a model for content and for the intensive public participation process used to generate the plan. The planning process was fueled by the rapid growth in the community. City staff found that under the umbrella of sustainable development, they could engage citizens about diversity, housing, transportation, community and the natural environment, while simultaneously planning the future of Liberty. Overall, citizens articulated a strong desire to maintain Liberty’s sense of community, small town atmosphere and high quality of life.

The plan supports nearly all of the Creating Quality Places principles. For example, Liberty’s Future Land Use Plan includes explicit statements in support of mixed-use development, traditional neighborhood design, walk-ability, inter-modal transportation planning, open space conservation, eco-friendly stormwater management and historic preservation. Consistent with the plan’s environmental sensitivity, a natural resources inventory was conducted as part of the land use planning process. The identification of the location and quality of natural assets in the community will guide future development to ensure conservation.

Next, the city of Liberty plans to revise its zoning and subdivision regulations to eliminate regulatory obstacles that impede the implementation of projects consistent with the comprehensive plan.
Residential Neighborhood Design Manual

Project Description:

The Residential Design Manual focuses on guidelines and standards for encouraging pedestrian-oriented, mixed-use development at the residential neighborhood level. The guidelines encourage a variety of housing types for varied ages and incomes, as well as the integration of land uses such as shops, offices, public services and civic buildings. The manual also provides a good guide for the provision of open spaces and public parks as well as utility, drainage and street system designs that consider the protection of natural areas, community identity and pedestrian needs. Each of the guidelines presented in the manual deals with the ways in which differing land uses can be integrated together and interwoven within a neighborhood, all within close proximity of one another and in a manner that respects the natural environment and develops in harmony with existing natural features. The intent of the manual is to improve the conventional residential development pattern by promoting the design of neighborhoods with greater emphasis on livability, appearance, alternative transportation opportunities, convenience and safety for all residents.

The primary goal of the Residential Neighborhood Design Manual is to improve the ways in which neighborhoods are developed with respect to other land uses and the natural environment. The guidelines are intended to supplement the City's Comprehensive Plan and support the main goal of creating neighborhoods through proper design and planning. This implies establishing basic criteria for all new residential subdivisions and creating opportunities for diverse high-quality residential areas that include a variety of housing styles and land uses. The manual provides a good guide or standard for developers to follow when designing new residential areas.
Ecological/Natural Resources Inventory and Open Space Planning

**Project Description:**

The city of Liberty conducted an ecological and natural resources inventory in late 1998. The results of the survey and a Land Cover Types Map were incorporated into Liberty's comprehensive plan. This inventory determined the location and health of different ecological systems; identified priority conservation areas; provided a site review process to encourage natural resource conservation; and identified the need and potential for conducting successful ecological system restoration projects through the integration of native plants and restored natural systems into landscaping plans for new development.

The ecological profile describes how the restoration of native landscapes benefit Liberty by creating quality open spaces, improving stormwater management, and promoting a variety of plant and animal life. Various opportunities to conserve natural community assets include interconnected greenway trails along stream corridors, innovative storm water design and management techniques, cluster development, and conservation subdivision design techniques.

The future land use plan described the identified environmentally sensitive lands in Liberty, including steep slopes, wetlands, woodlands, prairie remnants, creeks and bluffs. These are areas where development would create costly impacts to natural systems, drainage patterns or the geographic identity of Liberty. Land shown with this designation may be publicly or privately held.
Georgia Quality Growth Partnership

Project Description:

The Georgia Quality Growth Partnership (GQGP) is a collaboration among diverse public and private entities that seeks to provide local governments and citizens with the tools and knowledge to transform the way we define, create, and sustain high quality Georgia communities. The primary purpose of the GQGP is to facilitate local government implementation of quality growth approaches by: Disseminating objective information on the various approaches; developing tools for implementing these approaches; sharing best practices learned from other places, times, and cultures; and promoting acceptance of quality growth by the general public and community leaders.
City of Austin Traditional Neighborhood District Ordinance

Project Description:

The city of Austin began its Smart Growth Initiative in 1994 in response to concerns about sprawl that was occurring on its outer edges. The Traditional Neighborhood District is defined as "a sustainable, long-term community that provides economic opportunity and environmental and social equity for residents. These districts are designed to have specific development characteristics that result in a higher density, mixed-use, pedestrian oriented community" (Criteria Manual: Traditional Neighborhood District, Austin, TX).

The city of Austin has developed 10 criteria for Traditional Neighborhood Districts. Development Criteria: 1) The size of the neighborhood must be walk-able and the streets must accommodate all modes of transportation and be interconnected. 2) A balanced mix of residential (variety of housing), shops, workplaces, civic uses, and recreation within the neighborhood is required. 3) Priority must be given to open spaces, civic buildings and landmarks. 4) Architectural Design Criteria must encourage the district goals. 5) Street and Streetscape Design Criteria must create a street layout minimizing through traffic and inappropriate vehicle speeds. 6) Utility and Drainage Criteria require that all utilities, except electric transmission lines, be installed underground. 7) Open Space Criteria must ensure at least 20% of the district must be set aside for open space. 8) Landscape Design Criteria must focus on public spaces as private lots will be very small and ensure tree preservation and erosion and sedimentation controls. 9) Green Builder Standards must encourage buildings that conserve and protect water quantity and quality, conserve energy, use renewable resources and building materials, minimize solid waste from construction and operation, and consider health and safety of workers and inhabitants. 10) Site Development Design Criteria must clarify minimum lot sizes, setbacks, maximum building cover, maximum impervious cover, easements, and possible building locations.
Jefferson County Planned Village Development (PVD) District

Project Description:

The plan applies to areas of 40–200 acres and it calls for traditional neighborhoods with a required minimum of 25 to 30 percent of village gross acreage dedicated to open space. The provision of open space is a key principle of the plan, setting specific standards for open space location in the various village components. The PVD attempts to provide more parks, open spaces and scenic areas, on either commonly owned or publicly owned land, than would otherwise be provided under conventional land development practices. For example, in the village each residential lot should be within 1350 feet of some type of open space, such as a sports field, square, or greenway. The PVD also promotes walkability and mixed-use principles. The plan specifies that village centers should be compact and located within a five- to ten-minute walk of most residences. Centers should be mixed use in nature, and include some dwelling units. These elements help to promote development patterns and land uses that reduce transportation needs, and conserve energy and natural resources.

In Huntersville’s traditional town center, the Town Center District focuses on revitalization, reuse, and infill development. A broad array of uses is projected in a pattern, which integrates shops, restaurants, services, workplaces, civic, educational, and religious facilities, and higher density housing in a compact, pedestrian-oriented environment. The town center anchors the surrounding residential neighborhoods while serving the broader community.

Jefferson is one of the few counties to have successfully implemented traditional neighborhood development in its villages. The PVD district is designed to promote diversity and integrate uses through flexible design standards that encourage a variety of compatible architectural styles, building forms, and building relationships within a planned development.
City of Locust Master Plan 2017-New Zoning Ordinance

Project Description:

This master plan sets zoning regulations and design guidelines to encourage the most appropriate use of land through the use of open space districts and neighborhood residential districts. A traditional neighborhood development overlay may be applied to both of these districts to grant additional uses, restrict permitted uses, or impose development requirements which differ from those of the underlying district. The open space district encourages the development of compact neighborhoods, and rural building groups that set aside significant natural vistas, landscape features, and rural heritage features for permanent conservation.

The code gives density bonuses on a sliding scale, where permitted densities rise with increased open space preservation. The code designates open space as irrevocable, and suggests a variety of alternative preservation means. On privately owned land, open spaces are recorded on subdivision plats, homeowner covenants, and individual deeds. Restrictive covenants limit uses to the continuation of certain agricultural activities, or recreation uses that preserve the view from public streets. Land conservation trusts or units of government hold common open space.

The Neighborhood Residential District provides for residential infill development surrounding the traditional city center and its logical extensions. Streets must be interconnected, and a range of housing types is encouraged. Low-intensity business activity is permitted in mixed-use buildings at residential scale. The intensity of permitted use is regulated by building type.

The plan is a proactive response to urban expansion. It aims to encourage growth opportunities from the central city, yet conserve the community’s rural heritage and local identity.
Planning for Prosperity: Building Successful Communities in the Sierra Nevada

Project Description:

This publication of the Sierra Business Council makes many recommendations that follow the principles articulated in Quality Places including: Mixed Use, Reinvestment, Choice and Diversity [in housing], Pedestrian Access, Natural Elements and Green Space. It addresses the problem of sprawl head on, suggesting that sprawling patterns of development be contained by reinvesting in downtown cores, encouraging compact town–based development, and maintaining a clear edge between town and country. The plan sites several case studies of areas that have controlled sprawl through the use of Urban Growth Boundaries, Conservation Banking, and Transfer of Development Rights. The plan also addresses the need to preserve Sierra Nevada’s historic sites and communities and develop housing that meets the needs of all of the region’s residents.

The plan makes several recommendations for the implementation of its central principles. For example, it proposes that area towns write zoning regulations that discourage sprawl and use financial incentives that will encourage compact development. It also recommends the adoption of market incentives, coupled with planning policies and zoning ordinances. This is designed to encourage the addition of new homes and public facilities in existing communities, rather than in new subdivisions.
Port Royal Master Plan and Comprehensive Plan

Project Description:

These well-illustrated plans mandate a 245-acre overlay for an historic town. They are guided by the concept that traditional neighborhood structures should be reinforced by each new building and each preservation effort.

The Port Royal Master Plan is organized into short sections, each dealing with a specific small project or development area. It promotes principles in the Creating Quality Places categories of Pedestrian Friendly, Public Spaces, Scale, and Local Streets. The accompanying Overlay District Code translates these principles into zoning, parking standards, lot landscaping, build-to lines, and architectural features. For example, the code recommends that civic buildings be sited in locations of particular geometric importance, such as at the terminus of a street vista. This requirement promotes a strong sense of place and reinforces the character of the community. To encourage pedestrian circulation and maintain an interesting streetscape, the code requires that parking be located either behind or to the side of a building, and provides clear illustrations of different parking configurations.
City of Genoa, Illinois Comprehensive Plan

Project Description:

The city defines seven basic fundamental goals for retaining the city’s small town character.

1. preserve and restore downtown
2. retain all public facilities such as the post office, library, City Hall, cultural and civic uses in the downtown (this builds a strong community identity)
3. existing neighborhoods should be used as models for new developments to preserve the past styles
4. capitalize on the Kishwaukee River for recreation
5. preserve the natural features (wetlands, woodlands, and overland drainage ways)
6. develop more affordable housing in suitable locations
7. preserve as much prime agricultural land as possible (agriculture is one of the industries and lifestyles which gave rise to the City, and the preservation reflects the history and character of the community).

The plan introduces the history of the city and provides an overview of past Comprehensive Plans. This introduction calls for the new plan to be a “road map” for future development of the city. Planning Considerations are then given to jurisdictions within the city, historical and regional settings, soils, transportation systems, water distribution and sewer collection systems, and demographics. The next section offers goals, objectives and policy recommendations. Six major goals define how growth, neighborhood development and preservation, economic development, recreation and open space, natural resources, cropland preservation, inter-governmental cooperation, transportation, community design, and public health, safety and welfare will be addressed.

The objectives and policy recommendations translate those goals into working policies. For example, the goal for growth is to achieve a safe, beautiful, and livable environment for all residents. The objectives and policy recommendations require that the city establish a maximum design population and limit the growth of the community for a desirable balance of residential, commercial, and industrial land uses. Many of the recommended policies are heavily influenced by the new urbanism approach. The policies call for walkable, human scaled neighborhoods with no more than a 5-minute walk to the neighborhood center.

Section 5 outlines the design of the community. Requirements include burying utility lines and landscaping to screen undesirable views, provide shade, contribute to the architecture and provide cover for wildlife. There are also requirements to keep signs...
cover for wildlife. There are also requirements to keep signs compatible with the character of the community. The Plan also calls for design standards for buildings, streets, and principle transportation corridors. Development of civic parks is also encouraged.

Section 6 and 7 contain the Comprehensive Development Plan and Land Use Themes Map. This section specifically details where future land development is directed to occur and how the roads will be connected. It is important to note that the city recommends significant amounts of land be withheld from development. Stream corridors and drainage ways are all surrounded by greenways and open space. The Land Use Themes are broken down into 6 themes: agriculture, conservation, City Neighborhood, rural hamlet, countryside/estate, and suburban neighborhoods. Some land use themes can be included in other themes. For example, conservation land use themes may also be included in a City Neighborhood theme. Each theme is specifically detailed within the Plan.
Overland Park, Kansas Infill and Redevelopment Design Guidelines

Project Description:

The City of Overland Park has historically regulated the site planning and design of shopping centers and multi-family developments since inception. The existing design guidelines have resulted in new, well-designed, and high-quality retail centers and apartment complexes, particularly south of Interstate 435. The city however, has recognized that while these guidelines work relatively well for new developments, many of the current standards are not as applicable to the infill and redevelopment that is occurring in the northern areas of Overland Park. Oftentimes, these standards are “retrofitted” to apply in the older parts of the city. Negotiating with developers of infill and redevelopment projects on a case-by-case basis becomes a burdensome process and a barrier to reinvestment. To address this issue, the city retained Clarion Associates and RNL Design to work with the community to develop design guidelines specifically for infill and redevelopment.

Location:
Overland Park, Kansas

Contact:
Planning and Development Services
Roger Peterson
roger.peterson@opkansas.org
913-895-6191

Link:
Infill and Design Guidelines

Category:
Fiscal Incentives/Analysis

Type of Project:
Redevelopment

Scale:
Municipal

Region:
Midwest

Date Completed:
2003
A Source Book on Natural Landscapes for Public Officials

Project Description:

With funding from the USEPA, the Northeastern Illinois Planning Commission created this source book as a guide for local officials to promote the advantages of native landscaping in their communities. Native plants are better suited to survive periods of drought, disease, and insect pests. In comparison to turf lawns, native landscapes do not require routine mowing, irrigation, or fertilizer applications resulting in lower maintenance costs, reducing non-source point pollution, absorbing and filtering stormwater runoff, and providing wildlife habitat.

This guide demonstrates the economic, social, and environmental principles and benefits of native plantings on government-owned and managed lands. It also makes recommendations for amending comprehensive plans and adopting ordinances to promote the appreciation and use of natural landscapes throughout the community. Further, it encourages active citizen participation and education.

This Source Book will:

- Explain the basic principles and benefits of natural landscaping
- Demonstrate the feasibility of using natural landscaping successfully in the region
- Provide information regarding the ways that local officials can encourage the use of natural landscaping
- Identify ways to avoid pitfalls that could result in poorly implemented natural landscaping or cause problems for local governments
- Describe tools and techniques
- Provide direction to other sources of information and expertise
Roundabout Design Guidelines

Project Description:

The Maryland DOT manual presents a set of standards and criteria for design and development of roundabouts that could be adopted by local municipalities and counties in the Kansas City region with very little modification. The manual's purpose is to give guidance on where roundabouts may be used, how the roundabouts are expected to perform and operate, and design details. It also offers information on the use of roundabouts at various intersection types including: freeway terminal interchanges, state route interchanges, state route intersections, and state route/local route intersections.

The manual provides design guidelines for roundabouts in both retrofit and new roadway situations. Chapters in the manual include the following: Use of Roundabouts, Performance of Roundabouts, Geometric Design, Landscape Design, Signing and Pavement Marking, Lighting, Pedestrian and Bicycle Considerations, Work Zone Traffic Control, Benefit/Cost Analysis, and References. Maryland DOT studied experiences and developed the design guidelines based on lessons learned across the state of Maryland.

Maryland DOT has much experience implementing roundabouts in retrofit and new roadway construction in various settings including rural roads, suburban arterial streets, and ramp interchanges between major freeways and surface streets. The manual asserts that roundabouts perform better than conventional intersections with similar traffic volumes and at intersections with heavy left turning movements. An extensive section on Site Selection Criteria is presented to help in evaluating potential roundabout locations. Specific dimensional criteria and traffic movement calculation methodologies are presented in detail in the manual allowing for detailed review and study by traffic engineers. The manual's "short listing" of common criteria necessary for successful roundabouts and cost/benefit analysis methodology are particularly interesting to local municipalities and counties. Another useful feature is the discussion of the costs of roundabouts in comparison with signalized intersections.
The New I-64 Web Site

Project Description:

The Missouri Department of Transportation is drawing from a palette of various multimedia communications tools to develop and deliver The New I-64 reconstruction project to the public. In addition to the Web site, 3-D animation, CD-ROMs and video products are being used to educate the public and to directly involve them in the design of the project. Now, through the website, citizens, community groups and leaders from the public and private sectors can participate in the planning process before actual design work begins.

The New I-64 Web site the first step of a larger multimedia effort that also involves extensive use of video production, and 3D animation and visualization to reach the citizens of St. Louis. Lesley Solinger Hoffarth, MoDOT project manager, says “Multimedia gives us the chance to show our plans in detail, and it gives us the chance to communicate with the public personally and directly. We believe the public will support the project if they understand it, and if they know we're working with them and listening to their concerns.”

The New I-64 Web site includes the following features:

The Project Overview makes the case for reconstruction of I-64 and the use of urban design methods to create a legacy highway for St. Louis. The section uses photo “flipbooks,” video clips and other multimedia explain various aesthetic, design and engineering concepts.

The Study Area section shows more than 75 detailed design proposals for the fifteen interchanges in the I-64 corridor. The Web site solicits public comment on both proposed designs and existing conditions. Selected comments, along with MoDOT answers, are periodically added to the site's Comments page.

The Mailing List enables users to sign up for project newsletters or e-mail updates. The address database can be used to print mailing labels.

"Layered" Correspondence Management allows MoDOT to respond to correspondence submitted through the Web site.

Database-administered content allows MODOT to directly administer any areas of the Web site, including the list of Frequently Asked Questions (FAQs).

The New I-64 Web site has been active since August 2000. MoDOT has received many comments from the public praising the use of the Internet to provide project background, comment forms, and visualization of the project. To date, the site attracts an...
average of 47 users a day who spend more than 9 minutes each viewing the site.

The use of technology such as websites can be incorporated into projects of all sizes that impact the quality of life in the Kansas City region. Public input is vital to developing a quality design and built environment, and the large volume of information that can be stored and easily accessed on the Internet makes the process of gaining public support less challenging.
Mobility Friendly Design Standards

Project Description:

The Mobility Friendly Design Standards project, lead by WILMAPCO, the bi-state Metropolitan Planning Organization (MPO) serving Cecil County, Maryland and New Castle County, Delaware, developed standards that would help planners – both public and private – design mobility friendly communities and ensure that alternative modes of travel are considered in the built environment. The standards address the following topics:

- Providing alternative travel modes (walking, biking and transit use) as part of the development process.
- Providing network continuity for alternative travel modes, meaning there are no gaps in the network.
- Creating a pleasant pedestrian environment that encourages walking, biking or transit use.
- Improving safety on residential streets through slower vehicle speeds.
- Addressing the issue of congestion on major streets due to a lack of alternative connecting routes or alternative modes of transportation.
- Locating origins and destinations within convenient proximity to each other to allow walking and biking as viable options.

This manual contains many techniques that would help overcome impediments to alternative street standards and development criteria at the municipal and county level in the Kansas City region. Perhaps the manual’s most beneficial feature to the Kansas City region is the use of matrices and simple diagrams to compare proposed alternative standards with current standards employed by the State Department of Transportation, AASHTO, ITE, and ASCE. The street standards and development criteria contained in the manual have been adopted by communities of various sizes including those similar to Parkville and Kearney, MO, and Gardner, Spring Hill, Edwardsville and DeSoto, KS.
**Brookside Business District Ordinance**

**Project Description:**

The Brookside Business District Ordinance, was adopted by the City Council in 2000 and has become part of the city's zoning code, alongside chapters that set the general rules for development in commercial, residential, and industrial sites. The Brookside Business District is "intended to permit development and continuance of small-scale retail, service and office uses, designed to serve adjacent residential neighborhoods or larger trade areas with small specialty shops and services such as antique shops, travel agencies, and other related activities." The ordinance includes 7 sections.

1. Purpose
2. Use Regulations
3. Height, Yard, and Area Regulations
4. Parking and Loading Regulations
5. Sign Regulations
6. Maximum Building Size
7. Architectural Standards

The ordinance restricts uses within the district. "In the district, no building or land shall be used, and no building shall be erected, altered or enlarged, which is arranged, intended or designed for other than one or a combination" of the uses given within the ordinance. These include professional services; retail and personal services; transportation services; retail commercial except pawnshops; and public utility stations. Accessory uses such as drive-in, drive-up facilities are not permitted except for banks. The ordinance places a maximum on the number of parking spaces allowed. In keeping with the shopping district's "sense of place", the ordinance allows "no building except grocery stores in this district shall exceed 10,000 square feet in area for any single floor." Furthermore, the ordinance states "all structures, except single-family residential dwelling structures, shall be built to the street right of way line." This ensures a unique pedestrian-friendly environment that promotes the district's "sense of place".
Village of Swansea, Illinois Town Center District

Project Description:

Similar to a number of outlying communities in the Kansas City region, the Village of Swansea, Illinois (only 15 minutes from St. Louis, MO), has more than doubled its population since 1970. The extension of St. Louis’ light rail line to its eastern neighboring communities and the station at Swansea represented a unique opportunity to take a proactive approach to attracting and encouraging a traditional town center development pattern.

Civic leaders recognized that the current zoning and land development codes do not permit traditional town center development. Hence the creation of the Town Center Zoning District classification that encourages the type of site development, mix of uses and densities necessary to have a successful town center.

The Swansea approach applies to communities that want to ensure that new development supports, reinforces or reinvigorates their traditional town centers instead of siphoning off retail and civic activity to green field development sites.

The design of the Town Center District in the Village of Swansea, Illinois, assures a mix of transit–supportive retail, service, professional, hotel, housing, child care, recreational and similar uses within easy walking distance public transport; the district consists of property located within 2,600 feet of the Swansea light rail station. Commercial uses are pedestrian–friendly and compatible with the surrounding residential development.

A number of landuses are prohibited including: building materials sales and supplies; bulk retail uses; car washes; cemeteries; cold storage plants; commercial or accessory parking structures within 400 feet of a light rail station, drive–through and drive–in facilities; fuel dealerships; furniture stores; junk yards; kennels; mini–warehouses; motor vehicle service, maintenance or repair facilities. Parking structures are permitted if the ground floor perimeter adjacent to a street is available for rent. Commercial or accessory surface parking lots within 850 feet of a light rail station site are prohibited unless the lot is located in the center of
Station site and pedestrian access are not allowed on the corner of a block, behind buildings fronting the perimeter of the block face. Joint use parking is not prohibited where 50% of the businesses’ patrons are accommodated.

Residential development is must be 30% of net acreage and mixed with retail and office uses; minimum density requirements for the area have been established. There are no minimum setbacks except as necessary to accommodate building code, utility easements or public open space requirements and maximum setbacks are designed to encourage a closer relationship between buildings and the street and to discourage parking between buildings and the street.
Adams Dairy Parkway Corridor Plan

Project Description:

Adams Dairy Parkway replaces the interchange off of Interstate 70, approximately one mile east of the Missouri Highway 7 interchange. The city of Blue Springs desired to develop a high quality employment center to serve the city and eastern Jackson County. The Adams Dairy Parkway area will include a variety of land uses, including a golf course, light industrial businesses, commercial retail and office, and some residential and open space. The plan recognizes that this roadway will play a major role in shaping the growth and future of the community, and this plan creates the mechanisms the city will use to ensure that the developed corridor will be attractive, well-planned, convenient, and economically successful.

All land uses within the corridor are intended to be linked by pedestrian connections to adjacent developments.

The primary implementation tool recommended in this study is the formation of a corridor overlay zone. This overlay zone utilizes the city's land use district classification system as its foundation with specific site development criteria. These criteria have been designed according to performance-based land use standards outlined within the plan. These standards address setback and buffer standards, site development density (allowed Floor-to-Area Ratios or FARs), signage standards, building design and land use considerations. An architectural review committee for development in this area has been integral in implementing these standards. All of these performance-based standards are packaged within a single foldout poster that has been designed for use by residents, property and business owners. The plan is now used as a primary tool to review and manage development proposals.

As a result of this plan, the Adams Dairy Parkway Corridor has attracted quality retail and office developments.
Natural Lands Trust "Growing Greener"

Project Description:

The Natural Lands Trust (NLT) is a nonprofit regional land trust that has helped conserve more than 66,000 acres of natural areas in the Philadelphia region. NLT has worked for over 40 years to protect natural areas through acquisition, conservation easements, planning and education. The NLT works with landowners, local governments, developers, and nonprofit conservation groups to balance the need for expansion and economic development with the importance of open space and quality of life.

The NLT has been involved in a statewide community planning initiative – Growing Greener – designed to help Pennsylvania communities use the development regulation process to their advantage to protect interconnected networks of greenways and permanent open space. The Growing Greener design concept is focused on four key conservation tools. First, Envisioning the Future: Performing “Community Audits” encourages communities to audit the effect of past and current development trends to see the long-term results of continuing current trends. Second, Protecting Open Space Networks Through Conservation Planning instructs participants to establish goals for conservation and identify special resources, existing land use patterns, and anticipated growth. Third, Conservation Zoning: a “Menu of Choices” invites communities to consider changes to their existing ordinances in terms of flexibility, resource suitability, and incentives to require permanent conservation lands. Finally, communities examine their subdivision regulations in Conservation Subdivision Design: A Four-Step Process. This step provides design layout for subdivisions that incorporate designated conservation areas or preserves with the goal of a community-wide network of protected open space.

In the Kansas City region, this approach may allow growing communities to meet citizens’ requests for additional open space and trails systems. Traditional open space and park planning, zoning and subdivision regulations may not provide all of the necessary tools for these communities. The Natural Lands Trust provides an effective model and useful tools to make changes and information about long term land conservation approaches.
City of Olathe Design Guidelines

Project Description:

The city’s design guidelines provide useful standards for non-residential development that occurs within a traditional neighborhood district. Commercial Building Appearance Guidelines and Commercial Site Design Guidelines are included to ensure that the function, quality and appearance of proposed structures are compatible with the context of the surrounding area. The guidelines address numerous issues, including building materials, scale and proportion. They attempt to ensure that a ‘human scale’ is created and reinforced by site design features around the building exterior. Site designs, among other issues, should utilize the opportunities and reflect the constraints created by the natural environment and should create areas having an individual sense of place. For example, residential site design guidelines are intended to create a ‘strong neighborhood identity’ and a mix of residential housing options. Moreover, these areas should be landscaped to form plazas, open spaces and other focal points within the development to provide for open space and recreational opportunities.

Additional guidelines were created by the city to provide specific standards relating to parks and open space access; landscaping, streetscape furniture and screening; multifamily, commercial and industrial development; buffers between conventional residential and nonresidential uses; storm drainage and detention; and pedestrian circulation. Detailed drawings and pictures accompany each of the guidelines.

The standards contained within the ordinance pertain to the overall goals set forth in the Traditional Neighborhood Design Manual and are intended to supplement Olathe’s existing Unified Development Ordinance (UDO), each of these elements works together to promote the creation of an aesthetically pleasing, pedestrian-oriented development pattern.
FOCUS Kansas City Strategic and Comprehensive Plan

Project Description:

FOCUS stands for "Forging Our Comprehensive Urban Strategy" and represents the City of Kansas City, Missouri's first citywide, long-term, comprehensive planning effort since the late 1940s. FOCUS provides a new set of tools, a new spirit of cooperation and a new commitment to make Kansas City a thriving, people-centered community. The Mayor and City Council embarked in a process to identify long-term strategies to address neighborhood safety, jobs, education, the expenditure of public funds, and many other issues important to citizens and the city.

The FOCUS Plan was completed in two phases. During Phase I the Mayor, City Council and the FOCUS Steering Committee guided an innovative citizen participation process, which resulted in a new Policy Plan for Kansas City. In phase II (1996), citizens and civic leaders developed a Comprehensive and Strategic Plan with specific recommendations to implement the vision and policies outlined in Phase I. Given the breadth of issues, 3 types of plans were developed: a physical environment plan, a governance plan, and a human investment plan. These plans were coordinated by the FOCUS Steering Committee with the help of citizen-led Work Teams and support from the City Planning & Development Department.

The planning process for the FOCUS Kansas City Plan could be held up as a model for citizen participation in planning. During Phase I, thousands of citizens organized into 12 perspective groups worked through a Guidebook addressing important planning issues. During Phase II, citizens and civic leaders were organized in seven Work Teams to develop strategic implementation plans for the vision and policies developed in Phase I. Each Work Team consisted of approximately 30 to 40 citizens and was supported by a Community Advisory Team, a consultant and a staff planner from the City's Planning and Development Department.

Once the 1,200-page, seven-volume plan was finished, one big challenge remained: to get the plan into the hands of the people.
for implementation. City leaders chose to develop a series of multimedia CD-ROMs as the communications tool. These interactive programs break down large volumes of detailed information in a format that is appealing to diverse audiences. Relative to print publications, CD-ROM–based presentations are easy to distribute, save staff hours and substantially reduce reproduction costs.

The FOCUS plan won a national award for excellence in planning in 2000 from the American Planning Association.
Walkable Streets and Fire Department Design Guidelines

Project Description:

Communities across the country are recognizing the need for traffic calming measures within residential and mixed-use areas that are heavily utilized by pedestrians and bicyclists. These measures include the narrowing of streets, incorporation of landscaped medians, chicanes and tree lined sidewalks to slow or impede traffic while allowing comfortable spaces for pedestrian and bicycle traffic. Unfortunately, some city officials, citizens and developers have raised concerns that these types of traffic calming measures could negatively impact emergency services.

The Local Government Commission (LGC) produced a video and manual as a follow-up to the LGC's 1999 publication Street Design Guidelines for Healthy Neighborhoods. The video and manual are tools for local governments to dispel misconceptions about traffic calming and narrow streets among residents, developers and municipal officials. The video features interviews and demonstrations with Portland, Oregon, and Chico and Mountain View, California. Included are conversations with fire chiefs who discuss their departments' needs and how they can be accommodated in neighborhoods with narrow streets. The video also includes actual demonstrations of fire trucks and other emergency vehicles successfully maneuvering on these types of streets.

This video is ideal for facilitating discussions and partnerships with local fire departments and other emergency responders by addressing their concerns directly. The manual presents the impact of different traffic calming treatments including the narrowing of streets on emergency response times and explains the strategies that have worked for other communities in integrating narrow streets and other traffic calming measures without significantly impairing emergency response times and overall municipal level of service.
EPA Energy Star

Project Description:

Energy Star, a program introduced by the US Environmental Protection Agency in 1992, encourages voluntary labeling of products in order to identify and promote energy efficiency and to reduce carbon dioxide emissions. In 1995, the Energy Star program expanded to include Energy Star labeled homes. These homes are at least 30% more efficient in heating, cooling and water heating than a comparable home built to the Model Energy Code. In 1996 the program added Energy Star labeled buildings. By December, 1999, over 8,000 Energy Star homes were constructed by 1,300 participating builders. In the year 2000, the number of homes topped 24,000 and the Energy Star program had expanded to include a Home Improvement Toolbox designed to make it easy for homeowners to incorporate Energy Star into their home improvement or repair projects.

In addition to establishing standards for Energy Star labels, the EPA works in partnership with producers and builders to provide information about the advantages of using Energy Star products and the long-term savings to the environment. Participation in the program for home building is geared to individual builders, who enter into a partnership agreement with the EPA. This allows the builder access to the Energy Star logo and EPA support in marketing and technical matters. The Energy Star building program is applicable to government facilities and schools. Local governments can form a partnership with the EPA, in the form of a partnership letter, after which the EPA assists the local governments to assess and improve energy costs in identified structures.

By building or renovating to create energy efficient homes and businesses, and using energy efficient products, citizens across the Kansas City area can reduce the overall regional energy bill. This will reduce total carbon dioxide emissions caused by burning of fossil fuels that provide the energy we consume, ultimately leading to cleaner air for our community and a healthier environment.
Urban Stormwater Management Best Practices Study

Project Description:

The Urban Stormwater Best Management Practices Study provides a summary of current practices in stormwater management from across the nation, illustrating successful approaches and warning of potential problems with typical methods. This US EPA-sponsored analysis of stormwater management practices focused on BMPs (best management practices) design to prevent, control, or treat stormwater discharges. The study found a wide variety of management approaches and actions that can help alleviate such impacts from stormwater runoff as flooding, loss of habitat, increased erosion, higher peak flow rates, and public health and recreation issues, although the relative success of such practices is largely dependent upon the conditions of the community. In addition to assessing the relative success of various stormwater management practices, the study also provides a guide to the benefits of individual approaches, including the characteristics that will enhance or limit their effectiveness.

Structural BMPs considered in the study include:

- infiltration systems;
- detention systems;
- retention systems;
- constructed wetland systems;
- filtration systems;
- vegetated systems;
- minimizing directly-connected impervious surfaces;
- miscellaneous and vendor-supplied supplied systems.

Non-structural BMPs considered in the study include:

- automotive product and household hazardous material disposal;
- commercial and retail space good housekeeping;
- industrial good housekeeping;
- modified use of fertilizers, pesticides, and herbicides;
- lawn debris management;
- animal waste disposal;
- maintenance practices;
- illicit discharge detection and elimination;
- education and outreach programs;
- storm drain inlet stenciling;
- and low impact development and land use planning.
**Making Connections: Interactive Design Guidelines Manual**

**Project Description:**

The "Making Connections" Land Use and Transportation Linkage Manual intends to elevate community dialogue about challenges and opportunities for better land use and transportation linkages around the San Antonio region. The Guidelines Manual provides a user–friendly format to encourage stakeholder participation, document findings and illustrate recommendations. An inter–agency oversight committee guided the work of this project, including representatives of the city of San Antonio Public Works and Planning Departments, the metropolitan transit agency, the Metropolitan Planning Organization, the area Council of Governments, the State Department of Transportation, county public works departments and other area municipalities.

The Guidelines Manual contains the following:

- A detailed review of land use and mobility issues for ten prototypical areas in the San Antonio region
- An overview of successful case studies in other communities that could guide efforts in the San Antonio region
- An implementation "Tool Kit" with options and methodologies to address local challenges and needs

The recommended implementation tools for the "Making Connections" project were organized around the following topics:

Olathe Neighborhood Design Manual

Project Description:

The purpose of the manual is to briefly describe methods to achieve the Comprehensive Plan’s goals of encouraging pedestrian-friendly, residential neighborhood development in an attractive, landscaped setting while promoting economic stability in a safe living environment. Through good design, differing land uses can be integrated together and interwoven within the neighborhood, all within close proximity.

This manual contains guidelines, illustrations, and standards for a conventional residential subdivision. This information is intended to be used for planning, architectural design, street and streetscape layout, open space, landscape design, as well as locating utilities and drainage systems. It is the intent of this manual to improve the conventional residential development pattern by promoting the design of “neighborhoods” with greater emphasis placed on livability, appearance, transportation opportunities, convenience and safety for all residents. While these standards are not absolute, they are intended to guide the review and approval of conventional residential subdivision development plans, plats, and infrastructure plans.

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Location:
Olathe, Kansas

Contact:
Director of Planning
sgordon@olatheks.org
913-393-6250

Link:
Neighborhood Design Manual

Category:
Design Guidelines

Type of Project:
New Construction

Scale:
Municipal

Region:
Midwest

Date Completed:
2002

Creating Quality Places
Successful Communities by Design
Vivion Road Corridor Study

Project Description:

Many transportation corridors in the Kansas City region were designed using older standards not sensitive to surrounding land use. This study, including the public participation elements, is a model for how state departments of transportation, local governments and other stakeholders may work together to transform such corridors into multi-modal facilities that encourage reinvestment. A major goal of the plan is to safely integrate all modes into a truly functional transportation system.

Vivion Road serves as a vital east/west arterial for the Northland portion of the Kansas City metro area and includes property located within two counties and seven municipalities. Traffic volumes along this corridor have increased due to residential and commercial development in the Northland, and as a result, motor vehicle users experience delays and a high incidence of accidents along this roadway. Vivion Road lacks the basic amenities of the most basic urban arterial streets because it was constructed as a rural system in the 1950’s.

The study was initiated by Missouri Department of Transportation at the encouragement of Northland stakeholders concerned about lagging property values and investment along the corridor, and to help guide public decisions concerning the transition of Vivion Road into a locally operated roadway. The plan outlines the steering committee’s (Vivion Road Gang) vision of transforming Vivion Road from a state highway with few amenities to a roadway that is safe, convenient and attractive. The vision calls for investments that will create an aesthetically pleasing environment that is functional and equally accessible to the automobile, pedestrian and bicyclist.

The Vivion Road Gang was created to serve as a broad-based coalition of stakeholders, public officials and concerned citizens. A major goal of this study was the identification of neighborhood needs related to Vivion Road. As a result of a number of discussions with neighborhood groups and concerned residents, many issues were raised covering a broad spectrum of corridor concerns including infrastructure, safety, access and aesthetics. A multimedia kiosk placed at a regional mall, Antioch Center, gave the public an opportunity to view different study options at their
the public an opportunity to view different study options at their leisure in a convenient location. The kiosk served the multiple functions of informing the public of proposed changes and soliciting feedback.
Shawnee, Kansas Street Design Standards for Bicycles

Project Description:

The City of Shawnee, Kansas, has been one of few communities in the Kansas City Region to modify their street design standards to provide better accommodation of bicyclists on public roadways. The standards are part of the city’s initiative to implement an overall bicycle master plan for the community based on recommendations contained in the Mid-America Regional Council’s Bicycle Transportation Plan for Wyandotte and Johnson Counties, Kansas.

The city’s master plan takes recommendations on routing and classification of streets and develops specific cross-section standards and requirements for new construction as well as major reconstruction. The standards address the accommodation of bicyclists of varying abilities, depending on the functional classification of the street and the intended use by bicyclists. Providing for a safer cycling experience based on posted automobile speed, roadway geometry, adjacent land uses, curb cuts, and typical type of bicycle trip (neighborhood, errand, touring, etc.) were all considered in developing these standards. The Shawnee standards are consistent with AASHTO guidelines.
Location Efficient Mortgage (LEM)

Project Description:

As Kansas City regional communities continue to look for ways to broaden mobility choices and increase residential densities, the Location Efficient Mortgage may be a tool that leaders can use to encourage homeownership, urban revitalization, and public transit use.

The Location Efficient Mortgage (LEM) helps make urban living more affordable for people with low-, moderate- and middle-range incomes. Sponsored by Fannie Mae, the LEM is a new two-year mortgage experiment that is backed by $100 million and is currently being tested in Chicago, the San Francisco Bay Area, Los Angeles County and Seattle. The LEM is designed to help people buy homes in neighborhoods where they can walk, bike or use public transportation to travel to work, shops, other destinations minimizing car ownership expenses. The financial savings are used to stretch debt-to-income ratios, allowing homebuyers to qualify for a higher-priced home. This new mortgage will increase a homeowner’s buying power, increase home purchases in urban communities, boost public transit rider-ship, support local consumer services, reduce energy consumption, and improve regional air quality.

In Chicago, the LEM is not restricted to certain income levels or specific geographical areas in the city. Anyone seeking a mortgage up to $275,000 can apply. The LEM is a fixed interest rate residential mortgage that requires a down payment of at least 3% of the purchase price of the property and a 97% Loan-to-Value (LTV) ratio. The loan term is from 15 to 30 years. The LEM can be used to purchase an owner-occupied, detached, single unit home, a condominium or a town home located in the city of Chicago and in location-efficient areas in the six county area.

Seattle’s model may be the best example for the Kansas City area because its public transportation system does not include a rail component. Chicago’s LEM Program Manager, James K. Hoeveler, reported that rail transportation is not a must; as long as the neighborhood has all of the necessary amenities (shopping, dining, cultural and spiritual facilities, and transportation, etc.) within easy access via walking, biking or public transportation, a LEM program would be feasible.
New Longview

Project Description:

David Gale of Gale Communities, inspired by the Kentlands, Maryland, wanted to create a traditional neighborhood community at Longview Farm with community participation and support. During a week long “charrette,” the team and local residents created a plan for the property. Gale wrote in his invitation letter to residents, “…together we’re going to show Missouri, and the Kansas City region, a new standard of public participation in planning.” The master plan for the remaining 260 acres of Longview Farm saved the 14 historic buildings on the site and allows for a mix of 9 housing types, totaling 1,200 residential units ranging from mansion homes to urban style apartments and several small business districts. An integrated traditional neighborhood design will be used to make the community a place where people can live, work, and play.

Longview Farm is a great asset for Lee's Summit and the Kansas City area, due to both its natural beauty and its historical significance; the site is considered to be one of Missouri's most endangered historical sites. The mansion, show horse arena, dairy barns, and other buildings on the property were added to the National Register of Historic Places in 1978. The development of Longview Farm is a model for public participation and historic preservation efforts for the Kansas City area for large and small-scale development projects.
City of Lenexa Stream Setback Ordinance

Project Description:

Like many cities in the Kansas City region, the City of Lenexa is a growing suburban community. To address stormwater-related problems commonly associated with property development such as flooding, stream degradation, safety hazards, nuisance problems and reductions in water quality, Lenexa has taken a proactive, integrated approach to stormwater management. The City of Lenexa's Stream Setback Ordinance is one of the first stream setback ordinances in the Kansas City region.

The stream setback ordinance works in conjunction with new watershed management policies and an Erosion and Sediment Control Program to protect the health of the region. Lenexa's stream setback ordinance is a vital component of Lenexa's watershed-based approach to stormwater management. The ordinance will enable the City to more effectively address the issues of flood reduction and environmental and water quality protection while creating recreational opportunities.

Stream setback distances vary from 50-150 feet on each side of a stream, depending on the stream type, stream order, floodplain and steep slopes (>15%). Setbacks are measured from the stream edge at the ordinary high water mark. The stream order describes the stream's position in the watershed, with first and second order streams typically being intermittent or ephemeral. Stream type designations were based on quality assessments conducted through a stream and natural resource inventory. Five stream types are listed in the ordinance. The stream types range from Type 1, which describes a high-quality naturally occurring channel to Type 5, which describes a highly degraded channel. Stream setbacks are composed of three buffer zones, located on both sides of the stream. These buffer zones include the Streamside Zone, Middle Zone and Outer Zone. The Streamside Zone is 25 feet in width, the Middle Zone of variable width, and the Outer Zone is 25 feet in width. The middle zone is variable to allow streams to function and adapt more naturally and includes the fully developed floodplain. The three zones create a stream corridor. The permitted uses are most restrictive in the streamside zone and least restrictive in the outer zone. The stream setback ordinance will apply to all land or new development within the stream corridor.
Jackson County partnered with Johnson Controls, Inc. to design and install energy-efficient building improvements in the Jackson County Courthouse (and 3 adjacent government buildings), a beautiful historic building in downtown Kansas City, Missouri, built by Harry S. Truman in 1932-33. The performance contract and LEED certification project for the courthouse will ensure that the landmark is preserved, and is an example of energy and environmental design. Jackson County required that Johnson Controls achieve Leadership in Energy and Environmental Design (LEED) Certification and that Johnson Controls will recycle at least 50% of old equipment and materials removed from the building, as well as new construction waste in the original contract.

The performance contract is expected to save the county approximately $3.8 million in energy costs over the next 15 years. Johnson Controls guarantees a specific level of utility savings, which Jackson County then uses to pay the contract. (The company guaranteed that the county would save two dollars in utility bills for every dollar spent on energy improvements.) If there is a shortfall in the amount of guaranteed savings, Johnson Controls will reimburse Jackson County for that amount.

Improvements installed include steam energy retrofits, lighting retrofits, plumbing upgrades, indoor air quality sensors, and a Metasys control system. A Building Environmental Specialist, employed by Johnson Controls, will be stationed at the Courthouse for the duration of the contract to ensure that all systems are operating at peak performance. To increase environmental awareness, Johnson Controls will sponsor ongoing energy conservation training and education for over 1,000 employees working in the complex. Johnson Controls will provide a certification baseline and annual review for all four buildings to advise Jackson County on what is needed to meet Green Building LEED certification criteria.
Multi-family Residential Design Guidelines and Standards

Project Description:

The Multi-Family Residential Design Guidelines and Standards address improvement of the overall quality of multi-family development in Overland Park and ensure the compatibility of multi-family development with surrounding land uses. The site planning guidelines and standards are also intended to improve site planning; enhance the city’s image; reflect unique site characteristics; develop site plans that preserve and integrate healthy and mature trees; protect natural site features, open space, and incorporate these areas as community amenities. Permitted density is increased for developments that meet certain design elements above.

The site layout and development pattern standards ensure that buildings relate appropriately to surrounding design scheme to create a cohesive visual identity; promote efficient site layout for vehicular and pedestrian traffic; and ensure occupant’s privacy through careful placement of buildings within a multi-family development. The vehicular and pedestrian circulation and access standards create a hierarchy of streets for new multi-family development; design streets creating identity and safe neighborhoods; provide safe and efficient vehicular and pedestrian circulation patterns within and between developments; use internal drives to protect important views; and incorporate landscaping to enhance and complement neighborhood character. The parking standards reduce visibility of parking from perimeter streets; improve the appearance of parking with landscaping; and ensure convenient access to parking. The building design standards create visual interest; ensure quality, durability and consistency of building architectural style; ensure compatibility with adjacent development; provide building design details to reduce the visual scale of large multi-family buildings; and encourage private open spaces. The landscaping and screening standards visually link the development; define major entryways and circulation patterns; and buffer adjacent land uses. Landscaping is considered a visible indicator of quality development and is regarded in the standards as an integral part of every multi-family project. The lighting standards eliminate adverse impacts of light spillover; provide attractive lighting fixtures and layout; and promotes safe vehicular and pedestrian access.
151st Street Corridor Design Concept Plan

Project Description:

The 151st Street Corridor Design Concept Plan for the Stanley area (approximately 22 acres) represents a coordinated plan showing acceptable land uses, architectural design features, and site plan design features. Landowners, developers, design professionals, and citizens can use the Plan to direct and evaluate future development and redevelopment in the Stanley area. The Design Concept Plan is composed of 5 sections: Principles, Goals, Development Scenarios, Implementation Measures, and Schedule and Process for the Plan's review.

The two main principles of the Plan are as follows: Principle 1: The 151st Street Corridor Design Concept Plan should encourage smaller-scale development, where a mixture of commercial, office and residential uses co-exist, and which are easily and equally accessible to pedestrians and vehicles from the surrounding residential neighborhoods. Principle 2: The 151st Street Corridor Design Concept Plan should use design features characteristic of a traditional neighborhood shopping district or small town "Main Street", including locating buildings adjacent to the street and extensive or exclusive use of brick for building facades.

The Plan details 14 goals for development in the area that include such topics as building and parking location, mixed-use development, future redevelopment opportunities, natural preservation, and building materials.

The 151st Street Corridor Design Concept Plan was approved as a Mid-year Master Plan Amendment in May 2002. The entire Design Concept Plan including maps of the area is available under the Zoning and Planning section of the Business page on the Overland Park Web site.
Creating Livable Streets, Street Design Guidelines for 2040

Project Description:

The handbook’s purpose is to provide local communities in the Portland region with appropriate regional street design guidelines to support the regional growth and transportation plans. The design guidelines are intended to encourage infrastructure investments for new and reconstructed streets in ways that promote community livability.

The guidelines provide information on how street design can link land use and transportation investments, encourage multi-modal transportation systems, integrate bikeways with street design, ensure pedestrian accommodation and safety, and improve site access along regional arterials. The guidelines supplement those produced by AASHTO (the American Association of State Highway and Transportation Officials).

The handbook is intended to be used by citizens, elected officials, public agency staff, private developers, architects and engineers.

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Chapter 1: Introduction to the Street Design Handbook

Chapter 2: Goals

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Chapter 4: Predominant Regional Design Types

Chapter 5: Constrained Right of Way Studies

Chapter 6: Implementing the Guidelines
Liberty Unified Development Ordinance

Project Description:

In April 2005 the city of Liberty adopted a new Unified Development Ordinance. The ordinance contains separate zoning classifications for mixed use development (MU), traditional neighborhood design (RN), neighborhood business (C-1), rural conservation (RC) and neighborhood conservation (RNC). These new zoning classifications encourage and facilitate compact developments with increased density, styles, and walkability over conventional development patterns.
North Kansas City PUD

Project Description:

North Kansas City in accommodating mixed use developments took the most direct route, they modified their existing Planned Unit Development section of their zoning ordinance. The PUD contains specific development incentives and standards for mixed use developments.

To view the language in the PUD use the URL, go to Title 17 Zoning, then Chapter 17.70 PUD.
Overland Park Mixed Use Development District

Project Description:

Overland Park adopted several zoning districts in 2004 in order to facilitate new kinds of development. One of these was mixed use developments allowing for the combining of commercial and multi-family housing.

The zoning of property to the MXD, Planned Mixed Use District, is intended to encourage a variety of land uses in closer proximity to one another than would be possible with more conventional zoning districts, and to encourage building configurations that create a distinctive and memorable sense of place. Developments in this district are allowed and expected to have a mixture of residential, office and retail uses, along with public spaces, entertainment uses and other specialty facilities that are compatible in both character and function. Developments are also expected to utilize shared parking facilities linked to multiple buildings and uses by an attractive and logical pedestrian network that places more emphasis on the quality of the pedestrian experience than is generally found in typical suburban development. Buildings are intended to be primarily multi-story structures with differing uses organized vertically rather than the horizontal separation of uses that commonly results from conventional zoning districts.
Overland Park Infill Residential District

Project Description:

Overland Park adopted several zoning districts in 2004 in order to facilitate new kinds of development. One of these was infill developments.

The zoning of property as RP-1N, Planned Single-Family Infill Residential District, is intended to encourage renewed investment in established Overland Park neighborhoods in the form of new, compatible, single-family development. It is envisioned that this district will be used for large-scale infill and redevelopment and not on a lot-by-lot basis. Flexibility from the traditional single-family residential district standards is offered to maintain single-family character where site and development characteristics might otherwise discourage single-family development.

This district is to be used in conjunction with the city’s infill and redevelopment guidelines (see tool).
Overland Park Planned Residential Neighborhood District

Project Description:

Overland Park adopted this traditional neighborhood design zoning district in 2005 in order to facilitate new kinds of development.

The zoning of property as PRN, Planned Residential Neighborhood District is intended to offer a mixture of residential opportunities in a single development. This planned zoning district would provide opportunities for its residents to live in a more planned neighborhood with reduced setbacks, smaller lots, alleys, porches, public meeting areas, parks for residents, and a variety of housing opportunities located in close proximity to each other. These neighborhoods would be designed with pedestrians in mind and would lessen the visual impact of garages and automobiles. Dwelling units within the PRN should be developed with a variety of architectural styles and layouts.
Overland Park Commercial Design Guidelines

Project Description:

The Overland Park Commercial Design Guidelines were developed to improve connectivity between commercial and adjacent landuses, create a sense of identity for projects and the community, move the focus from the parking lot to the character of the development and the pedestrian.
Ottawa Zoning Ordinance

Project Description:

The City of Ottawa, Kansas, developed a completely new zoning ordinance in many cases incorporating regulations to encourage new forms of development. Specific articles include Article 7, Traditional Neighborhood Design (TND); Article 8, Countryside (cluster development to encourage green space); Article 11, Elderly Housing Overlay; Article 12, Housing Overlay (affordable); and Article 17 Mixed Use.
Mission Mixed Planned Use District

Project Description:

The City of Mission, Kansas adopted a Mixed Use District ordinance in 2005 to facilitate development in its principle commercial area, especially the redevelopment of the Mission Mall.

The zoning of property to the MXD, Planned Mixed Use District, is intended to encourage a variety of land uses in closer proximity to one another than would be possible with more conventional zoning districts, and to encourage building configurations that create a distinctive and memorable sense of place. Developments in this district are allowed and expected to have a mixture of residential, office and retail uses, along with public spaces, entertainment uses and other specialty facilities that are compatible in both character and function. Developments are also expected to utilize shared parking facilities linked to multiple buildings and uses by an attractive and logical pedestrian network that places more emphasis on the quality of the pedestrian experience than is generally found in typical suburban development. Buildings are intended to be primarily multi-story structures with differing uses organized vertically rather than the horizontal separation of uses that commonly results from conventional zoning districts.

The URL takes you to the Mission Code of Ordinances. The MXD district can be found under Title IV Land Use, Appendix A Overlay Districts, Article X MXD Planned Mixed Use Development.
Mission Downtown Neighborhood District

Project Description:

The zoning of property as "DND" Downtown Neighborhood District is intended to encourage private and public investment in the neighborhoods surrounding the commercial core of downtown Mission. The intent is to offer a unique living environment that offers a variety of housing styles, that supports the downtown businesses, and acts as a way to stabilize the surrounding single-family neighborhoods.

The URL is for the Mission Code of Ordinances. The DND District can be found under Title IV Land Use, Chapter 410 District Regulations, Article VII "DND" Downtown Neighborhood District.
Mission Design Guidelines

Project Description:

These guidelines are intended to create a vibrant village shopping and commercial district with a cohesive identity founded on its historic Mission style precedents, and variants appropriate to the context.

Promote architecture that is compatible in form and proportion with neighboring buildings.

Incorporate a variety of forms, materials, and colors in the design of buildings and groups of buildings, while maintaining a composition that results in a unified appearance.

Create buildings that are located and designed to provide visual interest and create enjoyable human scaled space.

Encourage a diversity of uses, activities and sizes of developments.

Create pedestrian connection throughout the District.

Establish gateway features.

Provide landscape features and screening to minimize the impact of surface parking.

Encourage quality building.

Replace marginal buildings with memorable ones.

Facilitate recruitment of additional retail businesses.
ICC Existing Building Code

Project Description:
The International Code Council has developed an Existing Building Code to standardize methods and practices for renovating existing buildings. This means using practices that respect the existing character of the building, provides incentives for renovation, but maintains modern safety standards.
Olathe Traditional Neighborhood District

Project Description:

The zoning of property TN, Traditional Neighborhood, is intended to encourage innovative residential mixed-use developments as an alternative to conventional, modern, use-segregated developments. A TN is a planned mixed-use zoning district that diversifies and integrates land uses within close proximity to each other and offers a greater variety in type, design, and layout of residential and nonresidential uses. The purpose of this district is to connect people to places in “pedestrian friendly” interactive neighborhoods that combine alternative housing types with limited office, retail, and civic uses.
Blue Springs Mixed Use Development Overlay District

Project Description:

The intent of this overlay district is to establish a zoning classification which permits compact developments including a mixture of residential, commercial, industrial, cultural, civic, institutional and open space uses in conjunction with a single structure or multiple structures. It is the purpose of these regulations to encourage a diversification of uses in unified projects located in proximity to major roadways and intersections and through the interrelationship of uses and structures to promote innovative and energy conscious design, efficient and effective circulation systems, a variety of housing types and to encourage the conservation of land resources, the minimization of auto travel by incorporating sidewalks and bikeways for pedestrians and bicyclists and the location of employment and retail centers in proximity to higher density housing.

The web link is to the Blue Springs Code of Ordinances. The Unified Development Code is Title IV, Chapter 404 is Zoning District Regulations, Article III is special purpose districts, and Section 404.230 is the Mixed Use Developments Overlay District.
Blue Springs Redevelopment Ordinance

Project Description:
The purpose of these amendments to the City's UDC is to facilitate the redevelopment of commercially and industrially zoned areas of the City, while ensuring high quality development that is compatible with adjacent development in all parts of the City, by carefully evaluating redevelopment proposals within these areas toward the goal of providing safe, functional, aesthetically pleasing redevelopment that preserves the property values of adjacent development without creating unnecessary costs for redevelopers.
Grandview Housing Policy

Project Description:

In 2002 the city of Grandview adopted a Housing Policy for the city based upon its recently completed comprehensive plan. The Housing Policy recognized that housing was an important and complex issue for the city. The policy sets out housing objectives and assigns responsibility for their accomplishment.
Raytown Elderly Housing Zoning District

Project Description:

This residential district is intended to provide appropriate sites for the development of elderly housing opportunities and related facilities in locations convenient to public facilities, shops and other needs of its senior citizens. The densities allowed in the district should provide for adequate light, air, privacy and open space for passive recreation and landscaped amenities. In addition, such developments in this zone should contain ample-sized meeting rooms and recreational facilities for the comfort and convenience of the occupants.

This zone is designed to provide for the existence of significant facilities and services specifically designed to meet the physical or social needs of older persons. The principal use of land may be for one or several building types ranging from elderly housing, congregate living facilities, residential retirement developments, life care facilities for elderly people and nursing homes.
Raytown Planned Overlay District

Project Description:

The Raytown Planned Overlay District allows the city or developer to convert a conventional zoning district into a planned district.

The planned district gives the developer and the city additional latitude. A recent change was to allow additional uses from the underlying zoning category, thus permitting mixed use developments.
Raytown CBD Design Elements

Project Description:

The purpose of the CBD Design Elements is to enhance and create a traditional downtown core that forms a commercial and cultural center for the City of Raytown by emphasizing appropriate and complimentary architectural, landscape and site design standards for new and redeveloped properties that:

1. Focus on building and landscaping:
   - Buildings and vegetation should be the predominant elements of the downtown area.
   - Signage and parking facilities should be less prominent.
2. Promote pedestrian activity and walkability throughout the Central Business District while also providing pedestrian connections with surrounding neighborhoods.
3. Create appropriate building scale and proportion throughout the Central Business District.
4. Create a unique identity as development and redevelopment occur within the Central Business District incorporating visually prominent and attractive features through building design and site design that individually and cumulatively create and appealing and attractive area.
5. Allow easy access to and from the area via multiple modes of transportation such as pedestrian, bicycle, public transportation and personal vehicle.
Kansas City, Kansas, Traditional Neighborhood Design District

Project Description:

The purpose of the TND Traditional Neighborhood Design District is to establish and encourage innovative mixed-use developments as an alternative to typical post World War II suburban, use-segregated developments. The TND District provides the opportunity for a variety of housing choices, mixed uses, and enhanced public services. It also allows for creative land development solutions and improvements to infrastructure. Specifically, the TND District is intended to be used for the creation of developments with walkable neighborhoods, quality open spaces, higher standards of site, building, and landscape design, and to provide greater connectivity for pedestrian and vehicular traffic.
Lees Summit Planned Mixed Use District

Project Description:

The PMIX Planned Mixed Use District is intended to:

1. Allow greater flexibility in development standards (lot coverage, setbacks, building heights, lot sizes, etc.) to facilitate adaptation of development to the unique conditions of a particular site
2. Permit a mixture of uses which, with proper design and planning, will be compatible with each other and with surrounding uses or zoning districts and will permit a finer-grained and more comprehensive response to market demand, and
3. Obtain greater economic vitality, higher standards of site and building design, a high level of environmental sensitivity, and more satisfying living and working environments than can be achieved under the standards of other zoning districts.
Lees Summit Transitional Neighborhood Zone

Project Description:

The TNZ District is a Planned-Transitional Neighborhood District designed for a compatible mix of residential, office and limited specialty retail uses in close proximity to the CBD, Central Business District of downtown and the surrounding residential development.

The TNZ District is suitable as a transitional zone for areas that are intended to serve as a buffer between more intense CBD uses and adjoining residential neighborhoods. The TNZ District recognizes the need to provide a mixed use environment while at the same time preserving existing residential neighborhoods.

This district is identified as one in which the physical character and design of existing and proposed new structures play an important role in assuring compatibility with existing or planned residential development. The TNZ District is not intended for infill sites outside of the Downtown Core as established in the Downtown Master Development Plan.

The link is the UDO for Lees Summit. The TNZ is Section 5.200.
Lees Summit Neighborhood Fringe Office District

Project Description:

The NFO Neighborhood fringe office district is intended for single-family residential dwellings with an office use opportunity, but only if the occupant of the dwelling is the intended office user. The NFO district may be established either:

1. As an infill development on a vacant parcel; or
2. As a redevelopment opportunity of an existing developed parcel; or
3. Within existing single-family residential homes.

The NFO District is suitable for areas that are adjacent to TNZ districts and/or transitioning to less intense residential neighborhoods.
Great Neighborhoods: How to Bring Them Home

Project Description:

The 1000 Friends Great Neighborhoods Project is intended to help teach the residents and developers in Wisconsin about the social, environmental and economic benefits of building compact, mixed-use, aesthetically appealing neighborhoods; and to offer professional and layperson guidance for how to advocate for and create these neighborhoods.

Great Neighborhoods: How to Bring them Home aims to make the job of creating great neighborhoods a little easier by giving you a better understanding of why they make sense, what makes them work and how we can build them again. Great Neighborhoods describes the different parts that make up neighborhoods, and how they fit together to make them walkable, diverse, safe and attractive. It explains how we forgot the lessons of great neighborhoods that once were common knowledge, and how we can work together to improve existing neighborhoods and build new great neighborhoods.
**Great Public Spaces Database**

**Project Description:**

Browse through over 600 public spaces to see what makes places great—and why each one is unique. These are the places we remember most vividly, the places where serendipitous things happen, the places we tell stories about.
EPA Smart Growth Case Study Database

Project Description:

Smart growth is all about how we build our communities. It is often easier to communicate ideas about density, design, walkability, and housing and transportation choice with pictures than with words alone. Smart Growth Illustrated does just that -- provides visual examples of smart growth techniques as they have been used in different places. Although every example illustrates several smart growth principles, each was chosen to illustrate one specific principle. In aggregate, these case studies effectively illustrate the 10 smart growth principles as they have been used in 20 communities around the country.