

Multifamily Residential Design Guidelines and Standards



Planning and Development Services Department
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CREDITS

Multi-Family Residential Design Guidelines and Standards

The project team would like to thank all of the Overland Park residents, property owners, and local developers who provided their time and input into this document.

Governing Body:

Ed Eilert, Mayor
Carl F. Gerlach, Council President
Marcia A. Gilliland
Terry Goodman
Terry Happer-Scheier
Jim Hix
George Kandt
Jay F. Lehnertz
Byron C. Loudon
Thomas C. (Tim) Owens
Neil S. Sader

Planning Commission:

Charles Hunter, Chair
Edward J. Reitzes (Ned), Vice Chair
Richard W. Collins
Charlene Conrad
Nancy Diebel
Dave Hill
Sharon K. Holsinger
Thomas O. Lance
Tex L. New
George Lund
David W. White

Multi-Family Review Committee:

David Belpedio (Former Council Member)
George Kandt, Council Member
Tom Lance, Planning Commissioner
Edward J. Reitzes (Ned), Planning Commissioner
Bob Sanders, (Former Planning Commissioner)

City Manager:

John Nachbar

City Staff:

Roger Peterson, Director Planning and Development Services Department
John Rod, Administrator Long-Range Planning
Bob Lindeblad, Administrator Current Planning
Skip Moon, Supervisor Neighborhood Preservation
Leslie Karr, Senior Planner
Fred Sherman, Senior Planner (Former staff member)
Bryan Bear, Senior Planner
Keith Gooch, Planner
David Dalecky, Planner
Mark Stuecheli, Senior Transportation Planner
Angela McCoy, Assistant Neighborhood Planner (Former staff member)
Todd J. George, Crime Prevention Officer
Bart Budetti, Senior Assistant City Attorney

Consultant Team

Clarion Associates of Colorado, LLC
Leslie T. Bethel (970-922-0273)
Christopher J. Duerksen (303-830-2890)
Tina Axelrad
Darcie White
Amy Fisher
Hagman Architects – Illustrations
Tony Major

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I. INTRODUCTION

The City of Overland Park has regulated the site planning and design of multi-family developments since 1987. While these review guidelines have helped produce multi-family developments that are better designed than most in the Kansas City region, the city has recognized shortcomings in this process both from a substantive and procedural perspective.

For example, the guidelines do not reflect some of the key goals and objectives for multi-family development as set forth in the city's Master Plan. In other instances, hands-on experience with developments has revealed areas that the guidelines do not address adequately such as parking lot landscaping and use of incentives. To address these issues, the city retained Clarion Associates to work with the community to revamp these existing multi-family design standards.

A. MAJOR THEMES AND GOALS FOR IMPROVEMENT

In conceiving the project, the city identified a number of important overarching issues to tackle in revamping the design guidelines. These were confirmed and supplemented during the interview process and in meetings with staff and city officials. These major issues provide a context for the guidelines and standards that follow. This section provides a summary overview of these major themes. They include:

1. Implement the Master Plan

The Master Plan contains some fairly specific multi-family land use goals. These focus on compatibility of multi-family development with surrounding land uses, landscaping, location, and circulation. While some of these goals are addressed by the existing Multi-Family Guidelines (e.g., landscaping), others are not. To illustrate, the Master Plan calls for protection of natural areas, but the design guidelines contain only very vague statements to encourage preservation. Similarly, the Master Plan recommends that a variety of housing types be encouraged in multi-family developments, but this issue is not addressed in the current design guidelines. Another example relates to the current system of density bonuses. The Master Plan states that higher densities should be attainable only for projects with exceptional design and locational features. In practice, however, bonuses are granted pursuant to existing guidelines for amenities or site improvements that are modest at best or are minimum requirements in other jurisdictions.

2. Achieve a Balance Between Clear, Quantitative Standards and Creativity in Design

Like most communities that have embraced detailed project design review, Overland Park is facing the challenge of crafting clear, quantitative review standards that are easy to administer and offer certainty to developers and citizens alike while maintaining a requisite degree of design flexibility to allow and encourage creative site and building design. On the one hand, the existing process is criticized as being too flexible with too much left to negotiation. Indeed, many of the current design guidelines are rather vague and not mandatory. This puts city staff and review bodies in an unenviable position of having to negotiate certain design aspects of each development from scratch. On the other hand, developers can never be sure

exactly what is required of them until they are into the review process. At the same time, many lament the sameness of multi-family developments in Overland Park in terms of building design, materials, and other aspects of site plans. This sameness is said to be the direct outgrowth of the city adhering religiously to certain design requirements such as earth tone colored masonry building materials. Many voiced a desire to create a distinctive style and feel for development in the city that would be easily identified as "Overland Park."

An important, but difficult assignment will be to quantify standards where possible to inject more certainty in the system while maintaining the ability to modify standards and encourage alternative design solutions that result in a better, distinctive product.

3. Improve the User-Friendliness of the Current Design Guideline Manual

While the current guidelines are better written and illustrated than some, there is consensus that additional illustrations of key concepts need to be added, particularly with regard to parking lot landscaping, building design, and architectural criteria. Similarly, key definitions need to be added to make clear the meaning of important terms.

4. Balance the Need for Specificity in Early Submittals With Time and Expense Associated With Detailed Preliminary Plans

Again, like many communities involved in design review, Overland Park faces the quandary of what level of detail and information to require in preliminary plans. City staff and review bodies like to see as much detail as possible so that they can fully understand the impacts of the development early on. On the other hand, applicants prefer more conceptual applications and plans until they have at least preliminary approval to avoid spending money and time only to have to significantly alter plans later in the process at the direction of review authorities.

5. Revamp Density Bonus/Incentive System

There is widespread agreement among city staff and advisory committee members that the current density bonus/incentive system is not working well. The main problem is that density bonuses are routinely granted pursuant to the design guideline provisions for improvements, amenities, or land dedications that would be required as a matter of course in other progressive jurisdictions. For example, a density bonus may be granted for attached garages, which the market is calling for without any encouragement from the city, or for additional parking lot interior landscaping beyond the minimal six percent (6%) that the city now requires. While the basic incentive system is sound, it needs to be adjusted to produce more tangible benefits for the city and to improve the quality of development beyond minimum modern standards.

B. HOW TO USE THIS DOCUMENT

Set forth below are the key steps in the development process and points at which the design guidelines and standards should be consulted and applied:

- Locate the property and identify the applicable zoning district.
- Discuss the proposed project with city staff (informal discussion only--typically pre-design).
- Review the design guidelines and standards.
- Understand the context of the building site; inventory adjacent land uses.
- Develop the site plan and building design using these guidelines and standards in conjunction with relevant chapters of the Unified Development Ordinance ("UDO") and other applicable development regulations and policies.
- Contact staff regarding a pre-application meeting.
- Complete the developer's checklist to ensure conformance with the design guidelines and standards.
- Submit the project for formal review per relevant procedures as set forth in the UDO, Chapter 18.140.

Section IV of this document sets forth specific design guidelines and standards that are organized in a format that contains design principles and regulatory language. Section IV contains the following components that should be applied as discussed:

Intent Statement. This is a broad statement explaining the design intent for the guidelines and standards that follow. It should be used to help interpret the application of a standard in a specific situation. In cases where special conditions exist that are not specifically addressed by the standards or guidelines, the intent statement should serve as the basis for determining the appropriateness of the proposed design.

Design Guidelines and Standards. The text indicates whether the proposed regulation is a guideline or a standard. Guidelines ("should") are advisory, but strongly recommended; standards ("shall") are mandatory.

Incentives. In some instances, incentives are offered to encourage development to provide unique design features or community amenities beyond the minimums required by the design standards.

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II. BACKGROUND CONDITIONS AND ANALYSIS

Once a small community with residential neighborhoods integrated into a downtown core, Overland Park is now a metropolitan city with a population of approximately 160,000, extending north to Interstate 35 and south to the rural community of Stanley. The city witnessed an explosion of multi-family residential projects in the 1970s and 1980s, and in 1986 adopted design guidelines to direct multi-family development. The result was that the quality of multi-family development in Overland Park has generally been good, exceeding that of many other communities in the Kansas City metropolitan region.

However, experience with the current guidelines and the form and quality of new multi-family development has led the city to initiate an update. One shortcoming, as noted above, is the resulting unpredictability surrounding the guidelines' application and the protracted negotiations that typically arise with each new multi-family development. Additionally, the current guidelines offer significant density incentives to developers who provide, for example, attached garages or minor amounts of open space. But current market forces are demanding these features, and thus the city is granting extra density for features that would have likely been provided in any case. Additionally, the community would like to see an improvement in the quality of materials being utilized in multi-family developments.

Most of the new multi-family development in Overland Park is taking place south of Interstate 435. While these developments are typically attractive and well landscaped, they usually do not foster in their residents a sense of connection with, or responsibility for, their communities. New multi-family residential developments are usually oriented inward, away from the primary street which they abut, in contrast to multi-family development in the older portions of the city that traditionally face the street and integrate into the community with connecting street systems that are designed to balance automobile, pedestrian, and bicycle movements. Newer multi-family developments do not include direct physical links to adjacent neighborhoods, subdivisions, or commercial centers except by major streets or sidewalks along those streets. Similarly, they are often walled off from nearby commercial developments by wood or masonry fences or walls, further heightening their separateness.



Figure 1—Typical multi-family development in Overland Park.

One of the most distinctive features of most new multi-family complexes is the proliferation of garages and carports. Some of this is the result of the incentives offered by the city for attached garages and for screening of carports, but the market is also increasingly demanding garages and carports as standard features. Often, these garages and carports are a prominent visual feature of new developments; many times being sited around the periphery of the development and along major arterials, thus dominating the streetscape and public view into the developments. Long unbroken stretches of carports are not unusual. Often the carports are of a design and materials inferior to the primary multi-family residential structures.

Overland Park contains a wide variety of natural features that reflect the true essence of the Midwest: rolling hills, tall grasses and shrubs, hardwood forests, meandering drainages and ravines that dramatically cut through the landscape. Most significantly, the combination of these landscape elements results in a complex and visually-appealing color palette of the open prairie. While Overland Park does require a modest amount of open space in multi-family developments to be set aside for use of the residents or dedicated to the public, the amounts are lower than in other comparable jurisdictions around the United States and the space is sometimes not useable. Open space is generally not connected to other open spaces, trails, or parks to create a true city system. As a result, some multi-family developments in Overland Park do not appear to be integrated into their natural surroundings and have few existing trees preserved to soften their visual impact. Some development sites have been totally regraded and all existing vegetation removed.

Also in contrast to multi-family developments in the older neighborhoods, south of Interstate 435 most multi-family developments are rigidly segregated from single-family developments and typically contain only one housing type (e.g., all apartments vs. mix of apartments, townhouses, and duplexes). Thus, a mix and balance of uses is currently missing, which is a vital factor in creating a strong community.

III. GENERAL PROVISIONS

A. GENERAL INTENT

The general intent of these Multi-Family Residential Design Guidelines and Standards is to improve the overall quality of multi-family development in Overland Park, ensure the compatibility of multi-family development with surrounding land uses, and improve the user-friendliness of the document and review process.

B. APPLICABILITY

Unless exempt under subsection III.C. (*Exemptions*) below, these Multi-Family Residential Design Guidelines and Standards shall apply to all new multi-family development, including duplexes, within the City of Overland Park that occurs in any of the following zoning districts: RP-2, R-3 and RP-3, RP-4, RP-5, and RP-6. (See Section V, *Definitions*, below for definition of “multi-family development.”) They shall also apply to all major rehabilitation of an existing multi-family structure. Major rehabilitation shall mean any renovation, restoration, modification, addition, or retrofit of a structure or site that exceeds fifty percent (50%) of the current appraised value of any structure or site as established by Johnson County. Rehabilitation costs shall be aggregated over a five-year period to determine whether the development is subject to these rules. Major rehabilitation shall not include routine maintenance and repair of a structure or other feature on the surrounding site, such as roof replacement or general repairs to a parking area or other site feature.

C. EXEMPTIONS

The following developments shall be exempt from application of these Multi-Family Residential Design Guidelines and Standards: A development that is subject to the Overland Park Infill/Redevelopment Design Standards and Guidelines; and a development that is subject to the Overland Park Downtown Design Standards and Guidelines.

D. REVIEW PROCESS

1. General

These Multi-Family Residential Design Guidelines and Standards shall be applied in the normal review processes for, as applicable, rezonings, site plans, subdivision plats, and development plans, as set forth in Chapter 18.140 of the UDO.

2. Site Plan/City Approval Required Prior to Permits

A developer shall submit a site analysis and a site plan to city staff prior to application for a building permit for multi-family development so that city staff can review the site plan for compliance with these Multi-Family Residential Design Guidelines and Standards. This requirement for a site plan shall apply even where Chapter 18.140 would otherwise allow a multi-family use to be developed without prior city approval of a development plan or site plan.

3. Review Criteria

In addition to the review criteria specified for each type of development application in Chapter 18.140 of the UDO, each rezoning, site plan, subdivision, or development plan application for multi-family development shall comply with these Multi-Family Residential Design Guidelines and Standards, except as otherwise expressly varied, modified, or waived.

E. VARIANCES AND MODIFICATIONS ALLOWED

1. Variances

The Board of Zoning Appeals may grant variances from the standards contained in these Multi-Family Residential Design Guidelines and Standards according to Chapter 18.140.350 of the UDO (*Consideration of Variances*).

2. Deviations

The Planning Commission or City Council may grant deviations from the standards contained in these Multi-Family Residential Design Guidelines and Standards under the terms of an approved plan for development in a planned zoning district according to Chapter 18.150.070 of the UDO (*Planned Zoning Districts; Standards of Development*).

3. Modifications to Allow Alternative Compliance

In addition, the Director of Planning and Development Services may waive or modify any design standard contained in these Multi-Family Residential Design Guidelines and Standards in order to encourage the implementation of alternative or innovative practices that implement the intent of the modified standard(s) and provide equivalent public benefits without significant adverse impacts on surrounding development.

4. Conditions of Approval

In granting a variance or modification, the Board of Zoning Appeals, the City Council, the Planning Commission, or the Director of Planning and Development Services may require conditions that will substantially secure the objectives of the modified standard and that will substantially mitigate any potential adverse impact on the environment or on adjacent properties, including but not limited to additional landscaping or buffering.

F. CONFLICTING PROVISIONS

If the provisions of these Multi-Family Residential Design Guidelines and Standards are inconsistent with one another, or if they conflict with provisions found in other adopted codes, ordinances, or regulations of the City of Overland Park, the more restrictive provision will control unless otherwise expressly provided.

G. EARNING DESIGN INCENTIVES—GENERAL PROVISIONS

The provision of design incentives is a mechanism to recognize unique and innovative developments. This approach acknowledges the value and potential costs of incorporating certain design elements within a residential neighborhood. The successful incorporation of the design incentives could allow increases in density up to the maximum density levels specified in section IV.A.2. (*Lot Coverage and Density*) below.

Even the incorporation of these incentives, the maximum density specified is not guaranteed. The amount of density bonus awarded for the successful incorporation of a design incentive is entirely at the city's discretion, based on consideration of the development's compliance with the Master Plan, land use compatibility, zoning patterns, environmental impacts, and traffic impacts. To earn incentives, the applicant must apply for each specific incentive. The Site Plan Review Committee shall review each requested incentive, and shall recommend to the Planning Commission approval or denial of the requested incentive. It is the intent of the guidelines to require the maximum possible density be achieved through the application of bonus incentives from more than one category of the guidelines.

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IV. MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES AND STANDARDS

A. SITE PLANNING

1. Intent

These guidelines and standards are intended to: improve site planning to enhance the image of the city, reflect unique site characteristics, and provide strong neighborhood environments; develop site plans that preserve and integrate healthy and mature existing trees into the overall development scheme to establish optimum environmental conditions by providing shade, air purification, management of stormwater runoff, etc.; protect natural site features, open space, and historic structures to the maximum extent possible in order to maintain the local character, and use and incorporate such features and areas as community amenities; and provide useable open space, or maintain significant natural areas, for the use and enjoyment by residents of the multi-family development.

2. Lot Coverage and Density

a. Design Guidelines and Standards

i. Maximum Lot Coverage for multi-family developments in the following zoning districts shall be:

(a) RP-2:	40% *
(b) R-3 and RP-3:	40% *
(c) RP-4:	40% *
(d) RP-5:	59%
(e) RP-6:	69%

* The maximum lot coverage in these districts may be increased one (1) percent for each ten (10) percent of units having attached garages and provided that the average residential unit size for the total number of units within the project is a minimum of 1,000 square feet.

ii. Attainable Density. A range of densities, which are based on net acreage (see Section V, Definitions, below), may be permitted for each zoning district, as set forth in the Master Plan. A multi-family development that meets all applicable design standards shall not exceed the mid-point of the density range for the applicable zoning district, as set forth below (du = dwelling unit):

(a) RP-2:	5 du/acre
(b) R-3 and RP-3:	9 du/acre

- (c) RP-4: 5 du/acre
- (d) RP-5: 14 du/acre
- (e) RP-6: 29 du/acre

iii. Maximum Density (with Incentives). A multi-family development that meets all applicable design standards and that successfully incorporates one or more of the design incentives allowed by these Multi-Family Residential Design Guidelines and Standards shall not exceed the maximum density, based on net acreage, permitted for the applicable zoning district, as follows:

- (a) RP-2 7.26 du/acre
- (b) R-3 and RP-3 12.4 du/acre
- (c) RP-4 7.26 du/acre
- (d) RP-5 16.4 du/acre
- (e) RP-6 43.0 du/acre

3. Common Open Space

a. Intent

Creating areas of common open space that are easily accessed by residents provides focal points for community recreation and interaction and adds to the overall quality of life for residents. Given the environmental and recreational benefits of common open space, it should be integrated purposefully into the overall design of a development and not merely be residual areas left over after buildings and parking lots are sited.

b. Design Guidelines and Standards

i. Common Open Space Required. All new multi-family developments shall set aside a percentage of the net site acreage as common open space for the use and enjoyment of the development's residents. The common open space shall be aggregated into meaningful, quality open spaces. Clustering of buildings is encouraged to minimize small, narrow, unassigned strips in front of and between buildings. Open space areas shall be clearly identified on the development plan. Such designated common open space shall be in a natural, undisturbed state, or may be landscaped for more formal courtyards or plazas, or may be developed for active or passive recreation.

ii. Minimum Amount Required. The minimum amount of common open space (as a percentage of net land area) shall be:

- (a) RP-2: 17%
- (b) R-3 and RP-3: 17%
- (c) RP-4: 17%
- (d) RP-5: 13%
- (e) RP-6: 8%

- iii. Areas Not Allowed as Part of Common Open Space. The following shall not count toward common open space set-aside requirements:
- (a) Private lots, yards, balconies and patios dedicated for use by a specific unit;
 - (b) Public right-of-way or private streets and drives;
 - (c) Open parking areas and driveways for dwellings;
 - (d) Land covered by structures except for ancillary structures associated with the use of the open space such as gazebos and picnic shelters or as allowed by Section A.6 (On Site Community Recreational Amenities);
 - (e) Designated outdoor storage areas;
 - (f) Land areas between buildings of less than 40 feet, except as provided in Sections A.3.b.v (Design Criteria for Open Space) below;
 - (g) Land areas between buildings and parking lots or driveways of less than 40 feet;
 - (h) Required perimeter setbacks; and
 - (i) Detention/retention facilities, including drainage swales, except that detention or retention areas and stormwater management structures or facilities may be used to meet up to one-hundred percent (100%) of the required common open space amount provided such areas or facilities are accessible and useable, as determined by the city, as year-round community amenities by the residents of the development (e.g., picnic areas, passive recreation areas, playgrounds, ponds for fishing and/or boating, etc.)



Figure 2—Multi-family buildings shall be organized around a common open space, public open space, natural features located on the site, or community amenities such as swimming pools or other recreational facilities.

- iv. Required Greenway Linkages. Where a greenway linkage, natural area or other public park is dedicated to or acquired by the City as part of the Greenway Linkages Plan, such area may be credited toward the minimum amount of common open space required in Section A.3.b.ii (Minimum Amount Required) above. Such areas may also qualify for density bonuses as applicable.
- v. Design Criteria for Open Space. All common open space lands shall meet the following design criteria, as relevant:
 - (a) Connectivity Required. To the maximum extent practicable, common open space shall be organized to create integrated systems of open space that connect with the following types of lands located within or adjacent to the development:
 - (1) Dedicated public park or greenway lands;
 - (2) Dedicated school sites;
 - (3) Other dedicated open spaces;
 - (4) Common open space located adjacent to the development;
 - (5) Portions of the regional trail and open space system;
 - (6) Neighborhood shopping and activity centers; and
 - (7) Adjacent employment centers.
 - (b) Compact and Contiguous. To the maximum extent practicable, common open space land shall be compact and contiguous unless the land is used as a continuation of an existing greenway, trail, or other linear park, or unless specific topographic features require a different configuration. An example of such topographic features would be the provision of open space along a scenic creek.
 - (c) Accessible to Residents. Common open space shall be reasonably accessible to all of the residents of the development:
 - (1) At a minimum, pedestrian access to common open space shall occur every five-hundred feet (500') of linear length of common open space.
 - (2) Pedestrian access to common open space shall occur within five-hundred feet (500') of every dwelling unit in the development.
 - (3) The city may require access to be restricted if it would degrade, destroy, or adversely interfere with sensitive environmental or natural areas or with significant historic or cultural resources.
 - (4) Where provided, access to common open space shall be a minimum of twenty-five feet (25') wide and shall be located where such access is visible to dwelling units and shall not be isolated by walls, screening, landscaping, or any other kind of barrier that would prevent resident surveillance of the open space.
 - (d) Recreational Facilities. If an applicant constructs recreational facilities in the common open space as a community amenity, such recreational facilities shall be constructed in accordance with applicable city

standards regarding, but not limited to, size, siting, use, materials, and similar matters.

- (e) Design Criteria. Common open spaces, other than those preserved as natural features or areas, should include gardens, courtyards, recreation, or play areas and shall contain at least three of the following features:
 - (1) Seasonal planting areas.
 - (2) Large, flowering trees.
 - (3) Seating.
 - (4) Pedestrian-scaled lighting.
 - (5) Gazebos or other decorative shelters.
 - (6) Play structures for children.
 - (7) On-site Community Recreation amenities.
- (f) Fences/Walls on Perimeter. Where common open space is bordered by private rear or side yards, opaque fences and walls shall not be erected in such yards bordering the open space. Open style fences, with a maximum fifty percent (50%) opacity for each one-hundred feet (100') of fence length (e.g., post and rail), shall be allowed on the perimeter of open space.

c. Design Incentives.

Design incentives for common open space, neighborhood greens and the preservation of natural, cultural or historical features shall not be used in combination.

- i. Incentive for Additional Common Open Space. The city may approve a one percent (1%) increase in permitted density for each one percent (1%) of useable common open-space set aside provided above the minimum amount required in subsection A.3.b.ii. (Minimum Amount Required) above.



Figure 3, Multi-family – Where a greenway linkage, natural area or other public park is dedicated to or acquired by the City as part of the Greenway Linkages Plan, such area may be credited toward common open space and is eligible for density bonuses as applicable.

- ii. Incentive for Development of Neighborhood Greens. The city may approve up to a twenty (20%) increase in permitted density for the development of common open space in the form of accessible, neighborhood greens. To be eligible for this incentive, the developer shall comply with the following standards:
 - (a) Minimum Parcel Size. The multi-family development site shall be a minimum of 10 acres.
 - (b) Size of Green. Each neighborhood green shall be at least 1 acre in size.
 - (c) Location of Green.
 - (1) Each neighborhood green should be centrally located and easily accessible to all residents within the development.
 - (2) Each neighborhood green shall be located in a visible, secure setting that is easily observed from public streets or private drives. To the maximum extent practicable, rear façades of multi-family dwellings that do not contain building entrances shall not abut more than two sides of the greens perimeter.
 - (3) All parts of the green shall be easily accessible by pedestrians.
 - (d) Amenities and Landscaping. Each neighborhood green shall be landscaped and shall contain multi-use areas, walking paths, plazas, pavilions, picnic tables, benches, or other similar features for various age groups to enjoy.
 - (e) Density Bonus Allowed. The City may allow up to a twenty percent (20%) increase in permitted density for a development that includes acreage devoted to neighborhood greens according to the following schedule :

Maximum Density Bonus	Minimum Acreage Devoted to Neighborhood Greens
20%	1.0 acre per 100 dwelling units
10%	0.5 acre per 100 dwelling units

4. Preservation of Natural Features

a. Intent

Mature trees, rolling topography, and stream corridors are a few of the elements that contribute to the distinct character of Overland Park. Preserving these significant natural features enhances the local character as well as protects such features’ important natural functions, including stormwater management, air purification, and provision of shade. New development shall work with the natural environment by preserving and integrating natural features, including mature trees, where feasible.

b. Design Guidelines and Standards

- i. General Guideline for Integration. New multi-family development should integrate existing natural features, required open space, and existing historic structures or cultural resources located on-site into the overall design and layout of the development. Existing natural features, as well as the required common open space, should be used to create community amenities and provide physical separators and buffers from adjacent development, where needed.
- ii. Preservation of Natural Areas, Open Spaces, and Historic Structures. To the maximum extent feasible, where significant natural features or areas of historic or cultural resources exist on a property, an applicant shall give priority to their preservation through public open space dedication or as common open space. The applicant is required to submit a site analysis. The city shall use all applicable plans, maps, and reports to determine whether significant natural or other features exist on a proposed site that should be protected, with priority being given to the following areas (which are not listed in order of priority or significance):
 - (a) Wetlands.
 - (b) Floodplains and surface drainage channels.
 - (c) Lakes, rivers, stream corridors, and other bodies of water.
 - (d) Prominent ridges, bluffs, or valleys.
 - (e) Existing, mature trees and vegetation.
 - (f) Steep slope areas.
 - (g) Historic, cultural, or archeological sites or areas recognized by the city as significant.
- iii. Protection of Stream Corridors and Wetlands.
 - (a) Perennial streams, wetlands, and associated riparian corridors shall be incorporated into site plans and site design as major amenities, with

trails, seating, and appropriate supplemental vegetation. Buildings, parking areas, and other structures should be set back from such features a sufficient distance to ensure their continued quality and natural functions.

- (b) As part of the submittal requirements for multi-family development subject to these Multi-Family Residential Design Guidelines and Standards, applicants shall evidence compliance with all applicable federal, state, and city laws and regulations related to preservation and protection of stream corridors and wetlands.



Figure 4—Perennial streams, wetlands, and associated riparian corridors shall be incorporated into the overall site design of multi-family development.

iv. Preservation of Existing Trees and Vegetation.

(a) Plan Requirement. Developers shall submit an existing tree survey and preservation plan at the time of preliminary plan approval in the case of a planned zoning district, or site plan in the case of a conventional district submittal to show compliance with the guidelines and standards below. The extent of the survey required shall be determined by staff.

(b) General Guideline. Existing trees and vegetation should be preserved whenever possible to act as buffers between adjoining developments and as community amenities within the multi-family development.

(c) Significant Trees.

(1) On sites with existing, mature trees, at least forty (40%) of significant trees shall be preserved or transplanted on-site, to the maximum extent practicable. For purposes of this section, "significant" trees include the following:

- (a) Deciduous trees with twelve inch (12") minimum caliper;
- (b) Evergreen trees twelve feet (12') or more in height; or
- (c) Groups or stands of ten (10) or more trees with a minimum caliper of six inches (6").

(2) At the time of preliminary plan approval, trees which can not practicably be preserved or transplanted may be required to be replaced according to the standards in subsection 4.b.iv.f (Tree Replacement) below.

(3) Significant trees in appropriate locations, such as along drainages and along the perimeter of the site should be used to fulfill landscaping or buffering requirements under these Multi-Family Residential Design Guidelines and Standards or under the UDO.

(d) Other Existing Trees and Vegetation. Any existing vegetation or non-significant trees that are in appropriate locations, in sufficient quantities, and of acceptable quality to be used to fulfill transition, landscaping, or buffering requirements under these Multi-Family Residential Design Guidelines and Standards, or under the UDO, shall be preserved to the maximum extent practicable.

(e) State of Preserved Trees and Vegetation. All preserved trees and vegetation shall be healthy and free of mechanical injury.

(f) Tree Replacement. If a significant tree designated to be preserved is removed or substantially damaged during clearing, grading, or construction, the applicant or developer shall replace the removed or



Figure 5—Existing trees and vegetation should be preserved whenever possible.

damaged tree with new trees. Replacement trees shall be the same or similar species to the trees removed or damaged, or alternately a species native to Johnson County and approved by the city. For every one inch (1") of tree caliper removed or damaged, the applicant or developer shall:

- (1) install two inches (2") of replacement tree caliper; or
- (2) with the city's concurrence, contribute an equivalent sum to the city's tree replacement fund.

(g) Tree Protection during Construction:

- (1) Significant trees shall be protected during construction with the erection of barrier fencing.
- (2) Grading shall be avoided within the root area or drip line of any existing preserved trees.

c. Design Incentives

- i. The city may approve a five percent (5%) increase in permitted density for each additional ten percent (10%) of significant trees preserved on the site above the minimum amount required in subsection A.4.b.iv. (Preservation of Existing Trees and Vegetation) above. The maximum total increase in density shall be twenty percent (20%).
- ii. The city may approve a maximum twenty percent (20%) increase in the permitted density for the preservation of significant natural, historic, or cultural features and the integration of those features into the concept of the overall site plan of the project.

5. Land Disturbance (Grading and Retaining Walls)

a. Intent

The natural rolling and vegetated topography is a key element in distinguishing Overland Park and defining its character. New development shall respect and maintain the natural topography on a site through sensitive site organization and minimizing land disturbance.

b. Design Guidelines and Standards

- i. General Guideline. The use of extensive grading or unusual site improvements (e.g., large retaining walls) to force a preconceived design onto a particular piece of property is strongly discouraged. Modifying the design of a multi-family development to fit the site generally results in a reduced potential for environmental problems and an improved level of visual interest and variety.
- ii. Respect the Natural Topography. To the maximum extent feasible, the layout of multi-family developments shall follow and respect the natural topography of the site. Overlot grading to create a large level lot or site is prohibited. Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the natural landscape and to provide a smooth transition in changes of slope.

- iii. Limits on Graded or Filled Man-Made Slopes. The maximum slope of any man-made slope shall be 3:1. All retaining walls shall comply with the requirements for retaining walls set forth in this subsection.
- iv. Site Drainage Patterns. Site drainage patterns shall be designed to prevent concentrated surface drainage from collecting on, and flowing across pedestrian paths, walks, and sidewalks.
- v. Retaining Walls.
 - (a) Use of retaining walls is encouraged to reduce the steepness of man-made slopes and to provide planting pockets or terraces for revegetation and landscaping.
 - (b) Retaining walls may be permitted to support steep slopes but shall not exceed five feet (5') in height from the finished grade. Terracing shall be limited to four (4) tiers.
 - (c) The width of the terrace between any two 5-foot retaining walls shall be a minimum of four feet (4') with a maximum slope of 3:1. Terraces created between retaining walls shall be permanently landscaped or revegetated.
 - (d) Retaining walls shall be stacked natural stone or faced with stone or earth-colored materials, or a material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited.
 - (e) All retaining walls shall comply with the current city-adopted building code, except that when any provision of this subsection conflicts with any provision set forth in the building code, the more restrictive provision shall apply.

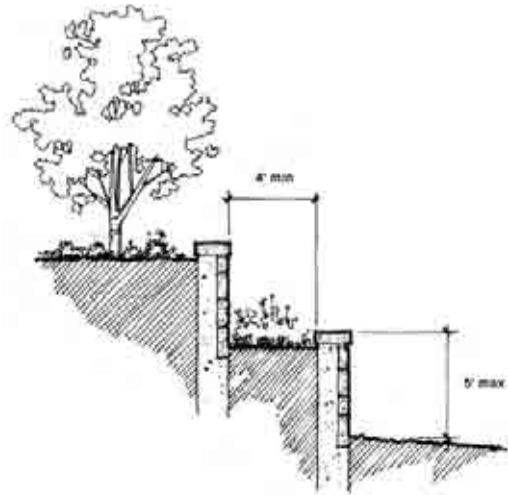


Figure 6—Retaining walls shall not exceed 5 feet in height from the finished grade. Terracing shall be limited to four (4) tiers.

6. On-Site Community Recreational Amenities

a. Intent

Community amenities and features such as picnic areas and tot lots offer convenient and inviting spaces for residents to gather and recreate. Community amenities shall provide areas for passive and active recreation, enhance the overall quality of development, and contribute to the character of the area.

b. Design Guidelines and Standards

i. Minimum Number of Amenities Required. Multi-family developments shall incorporate recreational amenities from the list in subsection ii. below in the following amounts:

- (a) Multi-family developments with less than 25 dwelling units: 1 amenity;
- (b) Multi-family developments with 25 to 150 dwelling units: 2 amenities; and
- (c) Multi-family developments with more than 150 dwelling units: 3 amenities.

ii. Allowable Recreational Amenities:

- (a) Swimming pool.
- (b) Golf course.
- (c) Resident clubhouse.
- (d) Two (2) tot lots with a minimum size of five-hundred square feet (500') per lot.
- (e) Basketball, volleyball, or other sport court.
- (f) Two (2) picnic areas, with a minimum size of five-hundred square feet (500') per area, and including a minimum of two (2) picnic tables and one (1) barbeque grill/pit per area.
- (g) Other amenity approved by city.

iii. Credit Against Common Open Space Requirement. The land area developed for such recreational amenities shall be credited toward the common open space requirements set forth in subsection A.3. (*Common Open Space*) above.



Figure 7—Multi-family developments shall incorporate recreational amenities, such as this swimming pool, into the overall design.

7. Mix of Housing Types

a. Intent

Developing a mix of housing types creates greater housing choices for residents as well as opportunities for more diversity within a community. Developments shall be encouraged to provide a range of housing types to promote a diverse community of mixed ages, family-types, and incomes.



Figure 8—Developments shall be encouraged to provide a range of housing types.

b. Design Incentives

The city may allow up to a twenty percent (20%) increase in permitted density for a development that includes any two of the following housing types according to the following Schedule A:

- i. Multi-family dwellings containing more than four (4) units per building;
- ii. Single-family detached dwellings;
- iii. Two-family dwellings, triplexes, or four-plexes; or
- iv. Attached townhome dwellings (no more than six (6) dwelling units per townhome structure).

SCHEDULE A: DWELLING MIX DENSITY BONUS		
Maximum Density Bonus	Dwelling Mix Based on Project Size	
	50 to 100 Units	100+ Units
10% bonus	10% mix	20% mix
15% bonus	15% mix	30% mix
20% bonus	20% mix	40% mix

8. Crime Prevention

a. Intent

Integrate site planning principles, such as easy surveillance of common areas and walkways by residents, into the design of new multi-family developments to lessen the likelihood of crime within the development.

b. Design Guidelines and Standards

- i. Multi-family development site planning should integrate the principles of "Crime Prevention through Environmental Design," (CPTED) to the maximum extent practicable. Applicants are encouraged to consult with the Overland Park Police Department and Planning and Development Services Department regarding implementation of CPTED principles to multi-family developments. These principles include:
 - (a) Territoriality. Space within the development and along the edges should be well defined and delineated to create a sense of ownership, such that intruders and strangers stand out. This may be accomplished through the use of pavement treatments, landscaping, art, signage, screening, fencing, and similar techniques.
 - (b) Natural Surveillance. Create an environment where it is possible for people engaged in their normal behavior to observe the spaces around them. Maximize a space's visibility through thoughtful design of building orientation, window placement, entrances and exits, landscaping of trees and shrubs, and other physical obstructions. Utilize nighttime illumination of parking lots, walkways, entrances, stairwells, and related areas that promote an environment in which natural surveillance is possible.
 - (c) Access Control. Plan and implement access control to restrict criminal intrusion, especially in areas where criminal activity cannot be easily observed. Access control may include, but is not limited to, use of

fences, walls, landscaping, and lighting to prevent or discourage public access to or from dark or unmonitored areas. In addition, sidewalks, pavement, lighting, and landscaping areas should be used to guide the public to and from primary development entrances and exits.

- (d) Activity Support. Create activity support by placing new or existing activities in an area so that individuals engaged in a particular activity become part of the natural surveillance of other areas. For example, picnic areas may be located next to tot lots, not away from such areas, to assist in observation of children at play.
- (e) Maintenance. Maintain landscaping, lighting fixtures, and other features to facilitate the principles of CPTED, territorial reinforcement, natural surveillance, and access control.

c. Design Incentives:

- i. Upon the recommendation of the Police Department, the City may allow up to a 10% increase in permitted density for the incorporation of CPTED principals.

B. SITE LAYOUT AND DEVELOPMENT PATTERN

1. General Intent

Site layout and building orientation often define the focus of activity that occurs at the front door or along the street. The layout of the site also establishes the sense of community for a neighborhood by providing opportunities for people to gather. These standards are intended to use site planning and building orientation to:

- a. Ensure that buildings relate appropriately to surrounding developments and streets and create a cohesive visual identity for the neighborhood and attractive street scene;
- b. Promote efficient site layout in terms of vehicular and pedestrian circulation patterns;
- c. Create a unique and identifiable image for new multi-family development in Overland Park;
- d. Ensure occupants' privacy through careful siting of buildings within a multi-family development (e.g., address sightline of window-to-window in adjacent buildings, limit buildings' primary orientation to parking lots).



Figure 9—General site layout of multi-family buildings.

2. Site Layout Guidelines and Standards for Multi-Family Developments

a. Building Organization

- i. Individual buildings within a multi-family development may be oriented to:
 - (a) Multi-family buildings shall be clustered or grouped to form neighborhoods.
 - (b) Multi-family buildings shall be organized around a common open space, public open space (e.g., a greenway), natural features located on the site (e.g., a stream corridor), or community amenities such as swimming pools or other recreational facilities.
 - (c) To the maximum extent practicable, buildings should be oriented or arranged in a manner to enclose required common open spaces.
 - (d) Primary perimeter streets, including thoroughfares, or boundaries; or
 - (e) Through-access drives (see subsection IV.C., *Vehicular and Pedestrian Circulation and Access* below).

b. Building Orientation to Street Edges

- i. To the maximum extent practicable, buildings along a public street should be oriented to avoid multiple parallel orientations to a public street. Instead, a variety of building orientations, including perpendicular and canted, or intervening open spaces should be provided to lessen the mass of buildings along the street.
- ii. Multiple buildings may line up parallel to a public street if:
 - (a) A building entrance faces the perimeter street,
 - (b) Individual building length along the street frontage is a maximum of one-hundred-twenty-five feet (125'), and

- (c) Common open space is centrally located in the interior of the site and accessible by all units.
- c. Orientation to Interior Property Lines--Multi-Family Buildings Adjacent to Lower-Density Residential Uses or Non-Residential Uses
 - i. Along interior (non-street edge) property lines, multi-family buildings shall be oriented in a more perpendicular rather than parallel direction to adjacent lower-density residential uses or zoning districts, or to adjacent commercial or industrial uses or zoning districts. When parallel orientation is necessary, building setback from the adjacent use or district boundary shall be increased by at least fifty percent (50%).
- d. Minimum Building Separation
 - i. The minimum separation between multi-family buildings, including accessory buildings unless otherwise specified, on the same lot or development parcel shall be:

RP-3, RP-5, RP-6 Districts:	15 feet
RP-2, RP-4 Districts:	12 feet
- e. Privacy Assurance

When any portion of a building or structure within a multi-family development is located adjacent to property used or zoned for lower-density residential, the following standards shall apply to ensure the privacy of nearby residents:

- i. To the maximum extent practicable, the developer should site multi-family structures with either fewer units or structures with one-story "end" units adjacent to property Master Planned for low-density residential uses.
- ii. Accessory structures, including garages and recreational facilities, shall be set back at least twenty-five feet (25') from the adjacent property Master Planned for low-density residential uses, and the developer shall provide a buffer between the structure and adjacent property. The buffer may be a fence, wall, heavy landscaping, or combination thereof. Fences and walls used for buffer purposes shall be a maximum of six feet (6') in height, with finished side facing out.

C. VEHICULAR AND PEDESTRIAN CIRCULATION AND ACCESS

1. Intent

- a. These guidelines and standards are intended to:
 - i. Create a hierarchy of streets and drives for new multi-family development.
 - ii. Design streets and drives to create identifiable, safe neighborhood environments.
 - iii. Provide safe and efficient vehicular circulation patterns within and between developments.
 - iv. Use internal drives to define and protect important views.

- v. Provide safe, identifiable pedestrian circulation patterns within and between developments.
- vi. Incorporate landscaping details into pedestrian systems to provide visual interest and complement neighborhood character.

2. Vehicle Access and Circulation

a. Internal Drive Hierarchy

The organization of the internal drive system in a multi-family development should provide a hierarchy of three types of drives:

- i. Low-volume, *residential drives* that serve individual building clusters, which feed into
- ii. *Collector drives* that distribute traffic within the development and connect separate building clusters, which then access
- iii. *Through-access drives* that typically connect to the development's perimeter and to the public street system.

b. Internal Drive Design

Residential and collector drive design within a multi-family development should be designed to encourage building clusters that define identifiable neighborhoods within the multi-family development. The internal drive network should respond to topography, intended traffic speed, pedestrian usage and safety, and views. Excessively straight and wide drives encourage high traffic speed and do not have a residential scale. Accordingly, internal drive design within a multi-family development's boundaries shall comply with the following guidelines and standards:

- i. The internal drive system should be arranged to utilize both parallel and perpendicular streets in identifiable blocks or clusters, as well as occasional curvilinear or diagonal streets, except where sensitive natural areas would be unduly disturbed by such a pattern. "T" intersections are also encouraged in locations where views of important public spaces or natural or open areas can be highlighted.
- ii. To the maximum extent practicable, drives should follow the natural contours of the site.
- iii. Internal drives should be a minimum twenty-four feet (24') wide, but the city may require such drives to be a minimum twenty-eight feet (28') wide where specific site conditions, including proposed on-street parking, indicate that greater widths are necessary.

c. Vehicle Access and Circulation

Primary vehicle access to a multi-family development shall be from thoroughfare or collector streets. To the maximum extent practicable, unless required for emergency access, a multi-family development shall not have primary vehicle access from a local street that also serves single-family residences. Large multi-family developments shall have multiple primary access points from thoroughfare streets as follows:

- i. Developments with 200-350 dwelling units shall provide a second primary access into the development.

- ii. One additional primary access is encouraged for each additional 150 dwelling units, or portion thereof, over 350 dwelling units.
 - iii. Additional access above that in this document may be required by the Fire Department.
- d. Vehicle Connections

A multi-family development should not become an isolated island in the surrounding community. Instead, to reduce vehicle congestion and offer greater connectivity between adjacent residential neighborhoods and other uses, the following standards shall apply:

- i. The internal drive system shall connect to the perimeter public street system to provide multiple direct connections to and between local destinations such as parks, schools, and shopping.
- ii. Interconnectivity: The internal drive system shall connect to the perimeter public street system to provide for both intra- and inter-neighborhood connections to knit separate developments together, rather than forming barriers between them. Accordingly, the internal drive system shall provide vehicle connections, other than primary vehicle access, to each adjoining residential or collector street.
- iii. Multi-Family developments greater than 5 acres shall include a minimum of one (1) "through-access drive," which typically will be a private drive but may be a dedicated street, with detached sidewalks and landscaped planting strips between the sidewalk and curb. The through-access drive shall be continuous through the site, and connect to a perimeter public street on either end.
 - (a) The design of all through-access drives shall be consistent with, and aligned with, residential drives or through-access drives in adjacent existing or planned development sites.

3. Pedestrian Access and Circulation

a. Minimum Width

All on-site pedestrian walkways and sidewalks shall be a minimum of four feet (4') wide, except walkways adjacent to a parking area, where cars may overhang the walkway, shall be a minimum of six feet (6') wide.

b. Pedestrian Connections

An on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between the following:

- i. The primary entrance or entrances to each principal multi-family building;
- ii. To any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the multi-family development;
- iii. Any sidewalk system along the perimeter streets adjacent to the multi-family development (see subsection C.3.d. below);
- iv. Any adjacent commercial land uses, including but not limited to retail shopping centers, office buildings, restaurants, or personal service establishments; and
- v. Any adjacent public park, greenway, or other public or civic use including but not limited to schools, places of worship, public recreational facilities, or government offices.



Figure 10—An on-site system of pedestrian walkways shall be designed to provide direct access and connections to adjoining uses.

c. Connections to Primary Entrances

In addition to the connections required in subsection C.3.b. above, on-site pedestrian walkways shall connect each primary entrance of each principal multi-family building to the following:

- i. Parking areas or parking structures that serve the principal multi-family building;

- ii. Community amenities, such as swimming pools, community centers, other recreational facilities, or common open space; and
- iii. Sub-community facilities intended to serve the particular multi-family building, such as mail centers.

d. Connections to Perimeter Street

Connections between the on-site (internal) pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at an average spacing of 1,320 feet along the perimeter street. In this way, pedestrians along the perimeter public streets will be able to find a sidewalk connection into the interior walkway system without walking more than one-quarter ($\frac{1}{4}$) mile along the perimeter street.

e. Connection Markings

Each point at which the on-site pedestrian walkway system must cross a parking lot or internal street or driveway to make a required connection shall be clearly marked through the use of change in paving materials, height, or distinctive colors.

D. PARKING

1. Intent

The following parking standards for multi-family developments are intended to reduce the predominance and visibility of parking lots and covered parking from perimeter streets; improve the appearance of parking lots, especially through increased landscaping; and ensure that dwelling units have convenient access to parking.

2. Parking Amount and Type

- a. Parking shall be provided in the following amounts (s/u = number of spaces per dwelling unit):
 - i. Studio/efficiency dwelling unit = 1.33 s/u
 - ii. 1-bedroom dwelling unit = 1.5 s/u
 - iii. 2-bedroom dwelling unit = 1.8 s/u
 - iv. More than 2 bedrooms = 2.0 s/u

b. Covered parking

Covered parking shall be provided at a minimum rate of one space for each two dwelling units. The construction of half of those required parking shelters may be deferred.

3. Parking Location and Layout

- a. To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
- b. Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than thirty percent (30%) of each perimeter public street frontage.
- c. To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.
- d. The total number of required parking spaces shall be broken up into smaller "blocks" of parking, with no more than 20 parking spaces per parking block.
 - i. Parking blocks shall be separated from each other by a landscaped area no less than ten feet (10') in width.
 - ii. Setbacks for parking blocks shall be provided as follows:
 - (a) Thirty feet (30') from adjacent right-of-way.
 - (b) Ten feet (10') from private drives and multi-family buildings.

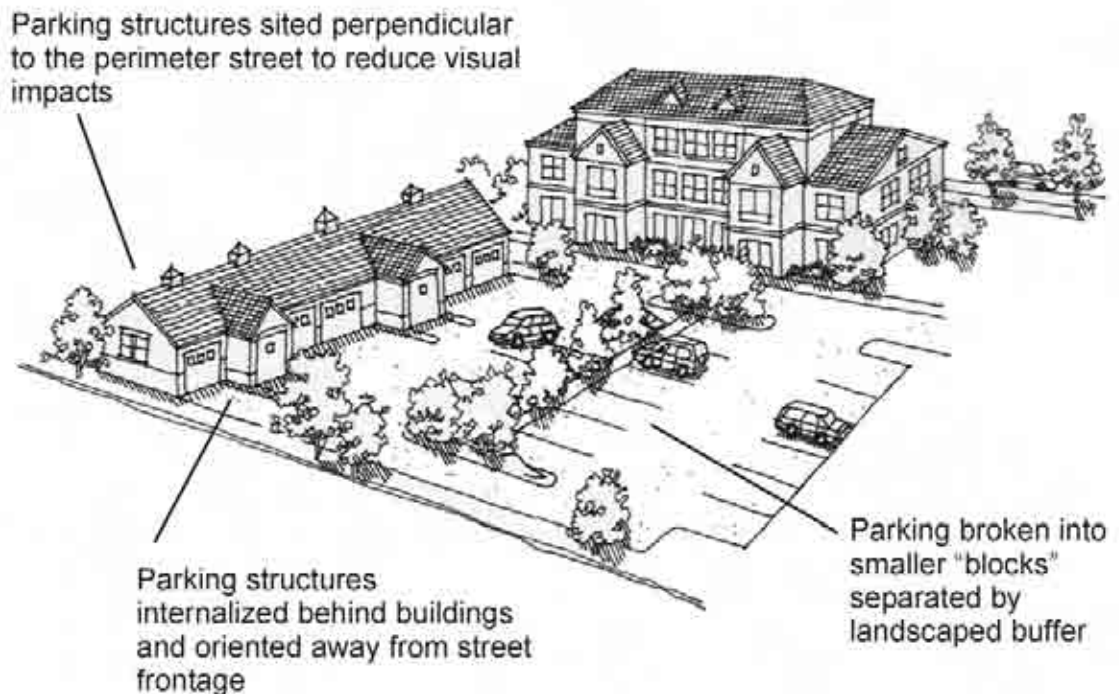


Figure 11—General parking layout guidelines and standards.

- e. To the maximum extent practicable, each multi-family development shall have sufficient parking that meets subsection D.2. (*Parking Amount and Type*) standards, plus guest parking spaces, in a location convenient to the buildings the spaces are intended to serve. Through-access drives (see subsection C.2., *Vehicle Access and Circulation*) shall be free of designated parking spaces. The only type of parking allowed on through-access drives shall be on-street parallel parking for guests, which may be located on one or both sides of such drives.
- f. Carports and Detached Garages
 - i. Carports and detached garages shall be limited to one-hundred-twenty feet (120') in length.
 - ii. No more than four (4) detached garage structures or two (2) carport structures shall be located adjacent to each other end-to-end. The minimum separation between adjacent detached parking structures (detached garages or carports) shall be ten feet (10'), and such separation area shall be landscaped according to section F.8. (*Parking Lot Landscaping*) below. A pedestrian access-way may be included within the separation area.
- g. Attached Garages:
 - i. To the maximum extent practicable, the driveway leading to each individual unit's garage shall not exceed a grade of seven percent (7%).
 - ii. A minimum of twenty feet (20') of driveway shall be provided leading to the garage door to allow sufficient area for vehicles to be parked without interfering with internal circulation.
- h. Design Incentive:
 - i. The city may allow a one percent (1%) increase in permitted density for each five percent (5%) of units provided with attached garages.

E. BUILDING DESIGN

1. Intent

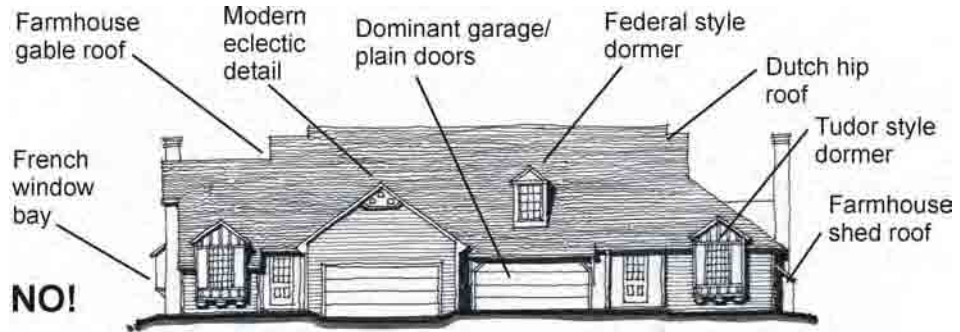
These building design standards are intended to create and add to the visual interest of Overland Park's streets; to ensure quality and consistency in building architectural character and style; to ensure compatibility with adjacent development, as applicable; to avoid featureless building massing; to provide building design details to reduce the visual scale of large multi-family buildings; to achieve unity of design through the use of similar materials and colors; to ensure use of building materials that are durable and attractive; to encourage the provision of private open spaces for residents' enjoyment; and to ensure accessory structures are compatible in design with the primary buildings they serve.

2. Building Height/Massing/Form

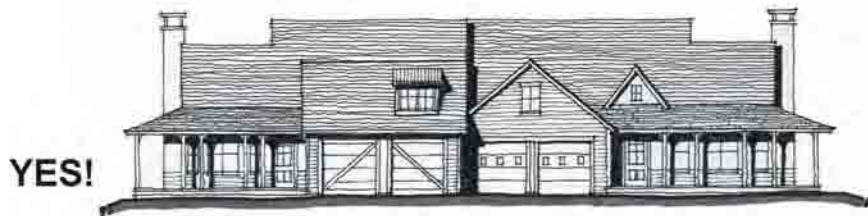
a. Intent

These standards are intended to achieve the following purposes:

- i. Provide a distinctive, quality, consistent, architectural character and style in new multi-family development that avoids monotonous and featureless building massing and design.
- ii. Ensure building design and architectural compatibility within a multi-family development.



MIX OF STYLES



CRAFTSMAN



RURAL FARMHOUSE



VICTORIAN STICK

Figure 12—Within a multi-family development, distinct groups of buildings shall share a common, identifiable, complementary design or style.

- iii. As applicable, new building design should respect the context of adjacent residential neighborhoods, including the height, scale, mass, form, and character of surrounding development.
- b. Building Height, General
- See Chapters 18.150 through 18.240 of the UDO for applicable building height standards for each zoning district.
- c. Requirements for Three-Story Buildings
- Where allowed, three-story structures shall be permitted provided that the three-story portion of any building shall be setback a minimum of fifty feet (50') from any adjacent streets or single-family residential developments.

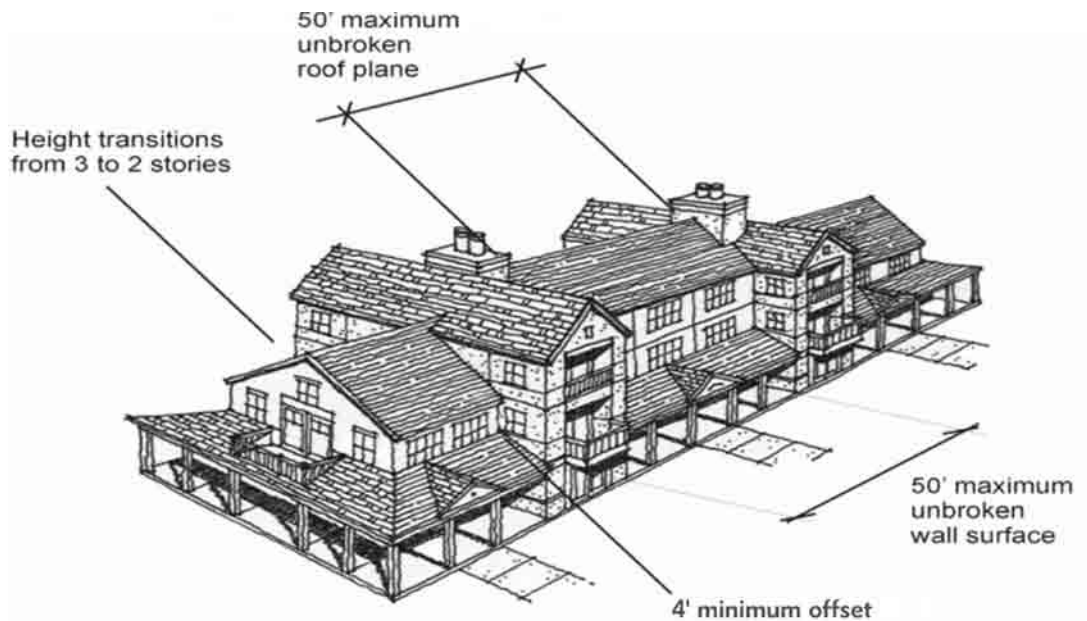


Figure 13—All buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof plane surfaces of fifty feet (50') or more are prohibited.

- d. Building Length/Number of Townhome Units
- i. The maximum length of a multi-family residential building shall be 200 feet.
 - ii. No more than six (6) townhome dwelling units shall be attached in any single row.
- e. Building Mass and Form
- i. Multi-family building design should incorporate visually heavier and more massive elements at the building base, and lighter elements above the base. A second story, for example, should not appear heavier or demonstrate greater mass than that portion of the building supporting it.
 - ii. All buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof surfaces of fifty

(50') feet or more are prohibited. At least every fifty linear feet (50'), wall and roof planes shall contain offsets or setbacks with a differential in horizontal plane of at least four feet (4').

- iii. The façades of single-family attached townhomes should be articulated to differentiate individual units.

f. Small Multi-Family Buildings

- i. To the maximum extent practicable, the massing and use of exterior materials on small multi-family buildings of ten (10) units or less, including duplexes but not including townhomes, should be arranged so as to give the building the appearance of a large single-family detached home.

g. Design Incentives

The city may approve a maximum three percent (3%) increase in permitted density for multi-family developments that provide a step down by one story in height for at least two ends of each primary multi-family building, when not otherwise required to assure privacy of adjacent property owners/residents.

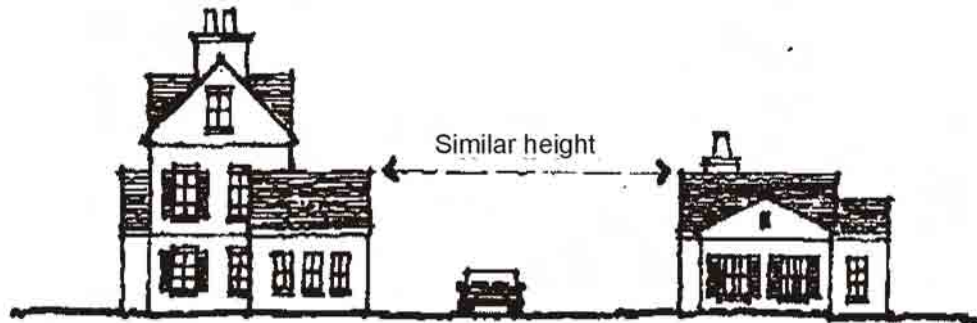


Figure 14—The city may approve a maximum 3% increase in permitted density for multi-family developments that provide a step down by one story in height for at least two ends of each primary multi-family building

3. Architectural Detail: Style, Roof Form, Building Façades, Entries, and Windows

a. Intent

The following guidelines and standards governing architectural detail are intended to provide a distinctive, quality, architectural character in new multi-family developments. In particular, architectural details help to reduce the visual scale of large multi-family buildings and development.

b. Consistency in Architectural Style

Each building in a multi-family development should have a definitive, consistent style. Mixing of various architectural styles on the same building dilutes the character of a building and is inappropriate.

c. Four-Sided Design Required

All sides of a multi-family building shall display a similar level of quality and architectural interest. The majority of a building's architectural features and treatments shall not be restricted to a single façade.

d. Pedestrian-Scale Entrance Required

All building entries adjacent to a collector or residential (local) public street or to a public street or private drive with on-street parking shall be pedestrian-scaled. Pedestrian-scaled entries are those that provide an expression of human activity or use in relation to building size. Doors, windows, entranceways, and other features such as corners, setbacks, and offsets can be used to create pedestrian scale.

e. Articulated Building Fronts

Fronts of buildings should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.



Figure 15—Fronts of buildings should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.

f. Windows

i. All multi-family building elevations shall contain windows, except when necessary to assure privacy for adjacent property owners (see subsection B.2.e., *Privacy Assurance* above).

ii. Windows should be located to maximize the possibility of occupant surveillance of entryways, recreation areas, and laundry areas.

g. Garage Doors

Garage doors of attached garages shall not comprise more than fifty percent (50%) of the total length of a multi-family building's front façade, and every two single-bay garage doors or every double garage door shall be offset by at least four feet (4') from the plane of an adjacent garage door(s). See also figure 12.

h. Roofs

- i. All multi-family buildings with pitched roofs shall have a pitched roof with a minimum slope ratio of 6:12.
- ii. On buildings where sloping roofs are the predominant roof type, each building shall have a variety of roof forms. For instance, a gable or hip configuration should be used with complimentary sheds, dormers, and other minor elements. Other roof forms will be considered on a case-by-case basis.
- iii. On buildings where flat roofs are the predominant roof type, parapet walls shall vary in height and/or shape at least one every fifty feet (50') of building wall length.
- iv. Roof forms shall be designed to correspond and denote building elements and functions such as entrances and arcades.

i. Design Incentives

The city may approve a maximum two percent (2%) increase in permitted density for multi-family development for each of the following architectural elements provided:

- i. Windows in all garage doors;
- ii. Two sidelights and/or a transom on all front doors;
- iii. Real or simulated chimneys faced with masonry on all buildings; or

4. Building Materials

a. Intent

The following guidelines and standards are intended to:

- i. Achieve unity of design through the use of similar materials and colors throughout multi-family developments.
- ii. Select high-quality building materials that are durable, attractive, and have low maintenance requirements.

b. Submittal Requirements

Applicants shall submit a sample building material board at the time of preliminary plan approval.

c. Design Guidelines and Standards

- i. Use to Define Neighborhoods. In large multi-family projects over 100 units, subtle variations in color and materials shall be used where practicable to define neighborhoods.
- ii. Exterior Materials:
 - (a) For all multi-family buildings and single-family townhomes, an amount equal to forty percent (40%) of the total net exterior wall area of each building elevation, excluding gables, windows, doors, and related trim, shall be brick or stone. The balance of net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco.

- (b) Exterior building materials shall not include the following: rough sawn or board and batten wood, smooth-faced or gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, standard single or double tee concrete systems, or vinyl siding.



Figure 16— For all multi-family buildings and single-family attached townhomes, an amount equal to 40% of the total net exterior wall area of each building elevation, excluding gables, windows, doors, and related trim, shall be brick or stone.

- (c) The rehabilitation of existing multi-family structures shall comply with the requirements for exterior building materials, Section 4.c.ii. above to the maximum extent practicable. Use of alternate materials is subject to approval by the Planning Commission and/or City Council upon recommendation of the Site Plan Review Committee.
- (d) Vinyl may be used as an ancillary material for trim, deck railings and other accent features upon the recommendation of the Site Plan Review Committee.

- iii. Roof Materials. Predominant roof materials shall be high quality, durable material such as, but not limited to: wood shake shingles, clay or concrete tiles, composition shingles, and asphalt shingles. Other materials will be considered on a case-by-case basis.

d. Design Incentives

- i. The city may approve a five percent (5%) increase in permitted density for each five percent (5%) increase in brick or masonry above the minimum required applied to the total net exterior wall area of each building elevation (excluding gables, windows, doors, and related trim). The maximum total increase in density shall be twenty percent (20%).
- ii. The city may approve a five percent (5%) increase in permitted density for multi-family development in which the roofs of all primary multi-family buildings are clad with clay or concrete tiles.

5. Private Outdoor Spaces

a. Design Guidelines and Standards

- i. Outdoor porches, patios, screened private areas are encouraged.

6. Accessory Structures

a. Intent

The following standards are intended to integrate accessory structures into the overall design of a multi-family development in order to be compatible with the primary buildings they serve.

b. Design Guidelines and Standards

- i. Design Compatibility Required. Detached garages and carports and other accessory structures, including but not limited to grouped mailboxes, storage and maintenance facilities, recreational facilities, picnic shelters, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family buildings, except that flat and shed roofs are prohibited.



Figure 17—Accessory structures shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family buildings, except that flat and shed roofs are prohibited.

- ii. Articulation of Rear Walls.

(a) Rear walls of detached garages and carports that back onto the perimeter street shall be articulated through the use of one or more of the following elements:

- (1) Windows;
- (2) A trellis; or
- (3) A variety of roof planes.

F. LANDSCAPING AND SCREENING

1. Intent

Landscaping, which is a visible indicator of quality development, shall be an integral part of every multi-family project, and not merely located in leftover portions of the site. Landscaping is intended to visually tie the entire development together, define major entryways and circulation (both vehicular and pedestrian) and parking patterns, and, where appropriate, help buffer less intensive adjacent land uses. Applicants should refer to Sections 7.16.170, 7.16.180, and 7.16.185 of the Overland Park Municipal Code regarding prohibited species of trees and location near utility lines.

2. Interference with Drainage Patterns

- a. Design Guidelines and Standards.

- i. Landscaping, fencing, and screening shall not impede the flow of drainage from the site.

3. Plant Materials

a. Intent

Incorporate plant species found throughout the region into the planting plan to reinforce neighborhood building clusters, primary access-ways, and open space areas.



Figure 18—A variety of plant types, sizes, and species should be used so that on-site landscaping displays a variety of leaf size, texture, and color.

b. Design Guidelines and Standards

- i. Site landscaping shall be placed to define or frame open areas.
- ii. Site landscaping shall be placed to accentuate the primary site vehicular circulation routes.
- iii. Site landscaping shall include plants similar in form and scale to existing vegetation in the neighborhood or area.
- iv. A variety of plant types, sizes, and species should be used so that on-site landscaping displays a variety of leaf size, texture, and color.
- v. Plant materials shall be selected for energy efficiency and drought tolerance.
- vi. Each landscaped area, including parking islands, shall be covered in live material. Live material includes trees, shrubs, ground cover, and sod. Woody mulch or other natural materials other than exposed gravel and aggregate rock may cover areas not covered in live material.
- vii. The minimum tree requirements for multi-family developments are as set forth below. Such trees may include trees required to meet the requirements for interior parking lot landscaping.

(a) R-3/RP-3:	0.75 tree per dwelling unit
(b) RP-4:	1 tree per dwelling unit
(c) RP-5:	1 tree per 2 dwelling units
(d) RP-6:	1 tree per 3 dwelling units

c. Design Incentives

- i. Larger Caliper Trees: The city may approve a ten percent (10%) increase in density for each one-inch (1”) increase in the caliper size for all shade and ornamental trees and a one-foot (1’) increase in height for all evergreen (conifers) above UDO requirements for all interior and perimeter parking lot trees.
- ii. Additional Landscaping: The city may approve a five percent (5%) increase in density for developments that provide one additional tree per unit in addition to the required trees. This incentive may not be combined with the incentive for perimeter landscaping.

4. Planting for Visibility and Security

a. Intent

The following standards are intended to:

- i. Use planting patterns to aid surveillance and minimize the potential for crime.
- ii. Maintain visibility of doors and windows from the street and from within the development.

b. Design Guidelines and Standards

- i. Planting patterns shall not obstruct sight lines or create isolated areas, especially near pedestrian walking paths.
- ii. Shrub/groundcover height near buildings should be less than thirty inches (30").

5. Site Perimeter Landscaping Abutting Street Edges

a. Intent

Provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, provides a visual cohesion along streets, helps buffer automobile traffic, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character.

b. Design Guidelines and Standards

- i. Landscaped Building Setbacks. Building setback areas along all public streets and private drives shall be landscaped with a minimum of one (1) deciduous tree per forty linear feet (40') of frontage.

6. Site Perimeter Landscaping Abutting Adjoining Parcels

a. Intent

Reduce the on- and off-site visual impacts of paved areas and buildings; and create attractive site edge treatment while avoiding landscaping that "walls-off" the multi-family development from adjacent lower-intensity land uses.

b. Design Guidelines and Standards

Each perimeter boundary (other than a street edge) shall be landscaped with a combination of evergreen (conifers) and shade trees at a ratio of 1 tree per 40 linear feet of edge, with fractional requirements rounded up.

c. Design Incentive

Up to a ten percent (10%) density bonus may be granted for perimeter boundary landscaping provided at a ratio of eight (8) evergreen (conifers), two (2) shade and one (1) ornamental tree per 100-linear feet of edge, with fractional requirements rounded up. This incentive may not be combined with the incentive for additional landscaping.

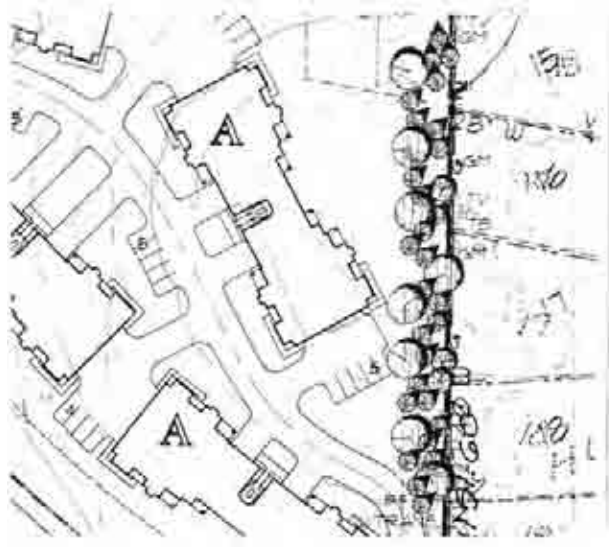


Figure 19 – Up to a 10% density bonus may be granted for perimeter boundary landscaping provided at a ratio of 8 evergreen (conifers), 2 shade and 1 ornamental tree per 100 linear feet of edge, with fractional requirements rounded up.

7. Entryway Landscaping

a. Intent

Entryway landscaping announces and highlights entries into the development for the visiting public, and may contrast with or soften hard lines of architecture.

b. Design Guidelines and Standards

- i. Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
- ii. Planting shall be massed and scaled as appropriate for the entryway size and space.
- iii. Landscaping should break down in scale and increase in detail, color, and variety to mark entryways into developments.
- iv. Landscaping at street intersections and driveway corners shall "pull back" to open view lines into the site and to create corner features.

8. Parking Lot Landscaping

a. Intent

Use parking lot landscaping to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles.

b. Design Guidelines and Standards

- i. Separation of Parking Blocks and Garages.
 - (a) Each parking block (see subsection D.3., *Parking Location and Layout* above) shall be separated from other parking blocks by a landscaped median or berm that is at least ten feet (10') wide, or by a pedestrian walkway or sidewalk within a landscaped median (minimum width of ten feet (10')), or by a low decorative fence or wall (maximum height three feet (3')) bordered by landscaping on at least one side.

- ii. Interior Parking Lot Landscaping. The interior of all uncovered parking blocks containing ten (10) or more spaces shall be landscaped according to this subsection. These requirements for interior parking area landscaping are in addition to both the landscaping requirements for separation of parking blocks in section D.3.d. above, and the requirements set forth below for perimeter parking area landscaping.
- (a) Parking spaces in an uncovered parking area shall extend no more than ten (10) parking spaces without an intervening interior landscaped island no less than ten feet (10') in width. Landscaped islands shall be planted with a combination of trees, and ground cover, or sod.
- (b) A landscaped area no less than ten feet (10') in width shall separate detached garages or carport structures sited in a row (end-to-end). Such area shall be planted with a minimum one (1) deciduous tree and ground cover or sod.
- (c) Lighting for parking lots may be contained within an interior parking lot landscaped area provided the landscaped area is a minimum of 200 square feet in area and provided the landscaping and trees, at maturity and as maintained, shall not obstruct the illumination path.
- iii. Perimeter Parking Area Landscaping.
- (a) Intent. Use perimeter parking lot landscaping and screening to mitigate the negative on- and off-site visual and acoustic impacts of motor vehicles.
- (b) Parking lot edges shall be screened from public rights-of-way, public open space, and adjacent properties. Perimeter parking lot landscaping may be satisfied by required landscaped buffers and required street edge landscaping (see subsections F.5., *Site Perimeter Landscaping Abutting Street Edges* and F.6., *Site Perimeter Landscaping Abutting Adjoining Parcels*, above) where the locational requirements for the buffer or street edge landscaping overlap with these perimeter landscaping requirements.

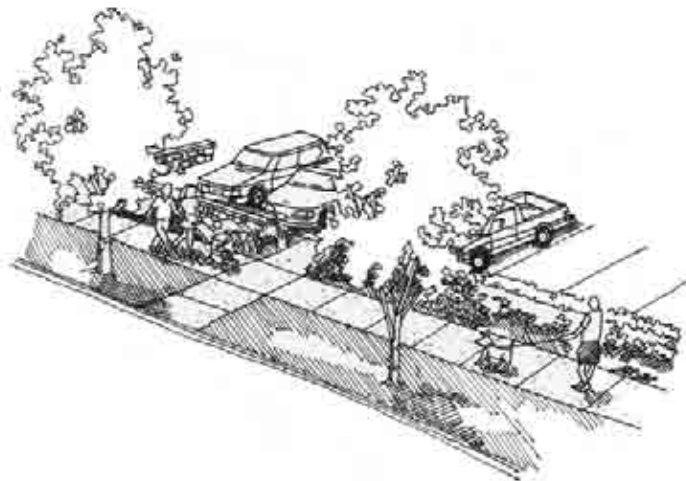


Figure 20—Parking lot edges shall be screened from public rights-of-way, public open space, and adjacent properties.

- (c) The perimeter of all parking areas shall be screened by either of the following methods:
 - (1) A berm three feet (3') high with a maximum slope of 3:1 in combination with coniferous and deciduous trees and shrubs; or
 - (2) A low continuous landscaped hedge at least three feet (3') high, planted in a triangular pattern so as to achieve full screening at maturity; or
 - (3) A low decorative masonry wall three feet (3') high in combination with landscaping (landscaping shall be planted between the wall and the public right-of-way, sidewalk, or boundary); or
 - (4) A combination of these methods.

9. Building Foundation Landscaping

- a. Intent

Articulate building façades with landscaping to provide visual interest.
- b. Design Guidelines and Standards
 - i. Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
 - ii. Planting shall be massed and scaled as appropriate for the entryway size and space.
 - iii. Landscaping should break down in scale and increase in detail, color, and variety to mark entryways into developments.



Figure 21—Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.

10. Service Area Screening

- a. Intent

Service areas create visual and noise impacts on surrounding uses and neighborhoods. These standards visually screen on-site service areas, including trash collection areas, from public rights-of-way and adjacent uses.
- b. Design Guidelines and Standards
 - i. To the maximum extent feasible, trash containers and collection areas shall be oriented toward rear service corridors. Trash collection or compaction areas shall be located a minimum of twenty feet (20') from any public street, public sidewalk, or property line adjacent to a residential use.

- ii. Trash containers and collection areas shall be screened as required by Chapter 18.450.100 of the UDO.

11. Mechanical/Utility Equipment Screening

a. Intent

Mechanical and utility equipment can detract from the quality of a development and the character of an area. These standards mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems located in a multi-family development.

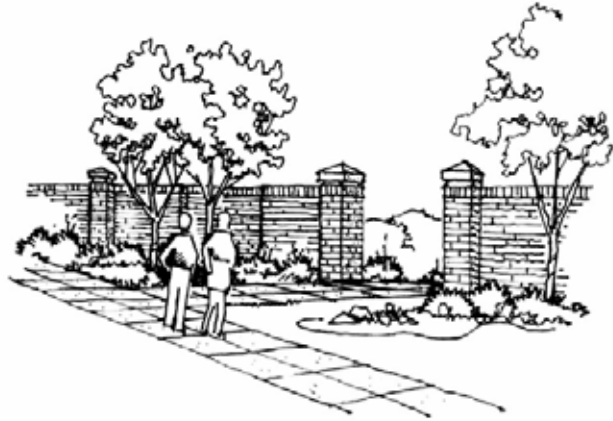


Figure 22—The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be 50 feet. Breaks shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

b. Design Guidelines and Standards

- i. Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being “tacked on” to the exterior surfaces.
- ii. All mechanical equipment and utilities shall be screened as required by Chapter 18.450.100 of the UDO.

12. Fencing and Walls

a. Intent

While fences and walls are often necessary to buffer uses, they can create a visually monotonous streetscape. These standards provide fencing and walls that are visually-appealing, complement the design of the overall development and surrounding properties, and provide visual interest to pedestrians and motorists.

b. Design Guidelines and Standards

- i. Applicability. This subsection applies to all perimeter fences and walls.
- ii. Setbacks and Height.
 - (a) Solid screening fences must be setback a minimum of 15 feet from an adjacent public right-of-way.
 - (b) Solid screening fences no greater than 3 feet in height or see-through fences must be setback a minimum of 4 feet from an adjacent public right-of-way.
 - (c) No setback is required for fences on an interior property line.

- (d) Unless otherwise restricted by (b) above, the maximum height of a fence or wall shall be eight feet (8').
- iii. Materials. Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and ornamental metal. Other materials will be considered on a case-by-case basis. Chain link fencing shall not be allowed.
- iv. Breaks for Connection. Breaks in the length of a perimeter fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development, such as perimeter sidewalks and public trails. (See subsection C.3., Pedestrian Access and Circulation above.).
- v. Maximum Length. The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be fifty feet (50'). Breaks in the fence plans shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.
- vi. Landscaping. The setback area between a fence or wall and the public street shall be landscaped with sod, shrubs, and/or trees, using a variety of species to display a variety of leaf size, texture, and color. Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.

G. LIGHTING

1. Intent

Eliminate adverse impacts of light spillover; provide attractive lighting fixtures and layout patterns that contribute to a unified exterior lighting design; and provide exterior lighting that promotes safe vehicular and pedestrian access to and within a development, while minimizing impacts on adjacent properties.

2. Design Guidelines and Standards

a. Plan Required

Applicants shall submit a unified lighting plan for all multi-family developments subject to these Multi-Family Residential Design Guidelines and Standards.

b. Pedestrian Walkway Lighting

Pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures mounted on building or landscape walls shall be used to light pedestrian walkways.

c. Lighting Height

Light poles, and lighting structures shall be no more than twenty feet (20') high. Bollard-type lighting shall be no more than four feet (4') high.

d. Building Mounted Lighting

Building-mounted lighting shall be limited to accent lighting used to illuminate architectural features with a maximum height of 20 feet. Building mounted lighting shall not be permitted to illuminate parking lots/areas. Interior and exterior lighting shall be uniform to allow for surveillance and avoid isolated areas.

e. Illumination Levels

Pedestrian areas, driveways, and parking areas shall be illuminated to a minimum average of 1 footcandle.

f. Design of Fixtures/Prevention of Spillover Glare

Light fixtures shall use full cut-off lenses or hoods to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.

g. Color of Light Source

Lighting fixtures should be color-correct types such as halogen or metal halide to ensure true color at night and ensure visual comfort for pedestrians.

H. SIGNAGE

All multi-family developments shall comply with the signage requirements set forth in Chapter 18.440 of the UDO.

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V. DEFINITIONS

As used in this document, words, terms, and phrases shall have the meanings set forth in the UDO, Chapter 18.110, "Rules of Interpretation and Definitions," except if the word, term, or phrase is set forth below, in which case the definition below shall govern. In addition, when a word, term, or phrase is not defined in Chapter 18.110, the following definitions shall apply.

Accessory Structure—A structure detached from a principal building and customarily used with, and clearly incidental and subordinate to, the principal building or use, and ordinarily located on the same lot site or with such principal building.

Arcade—A series of arches supported on piers or columns.

Balcony—A platform projecting from the wall of an upper-story enclosed by a railing or balustrade, with an entrance from the building and supported by brackets, columns or cantilevered out.

Berm—An earthen mound designed to provide visual interest, screen undesirable views, decrease noise, and/or control or manage surface drainage.

Buffer—Open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

Building Form—The shape and structure of a building as distinguished from its substance or material.

Building Mass—The three-dimensional bulk of a building height, width, and depth.

Building Scale—The size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

Carport—An accessory structure used for the parking of motor vehicles. A "carport" has a roof, but is distinguished from a "garage" in that a carport is enclosed on no more than three sides.

Character—Those attributes, qualities, and features that make up and distinguish a development project and give such project a sense of purpose, function, definition, and uniqueness.

Common Open Space—Notwithstanding the definition of "open space" in Chapter 18.110 of the UDO, the phrase "common open space" for purposes of these Multi-Family Residential Design Guidelines and Standards shall mean land within or related to a multi-family development, not individually owned or dedicated for public right-of-way use but generally owned and maintained by the developer, owner, or a property owners association, that is designed and intended for the common use or enjoyment of the residents of the development and their guests, and may include

such complementary structures and improvements as are necessary, appropriate, and permitted under these Multi-Family Residential Design Guidelines and Standards.

Cornice—A horizontal molding projecting along the top of a wall.

Density—The number of dwelling units allowed per net acre of a development site or parcel (du/acre).

Dormer—A window set upright in a sloping roof. Also used to refer to the roofed projection in which this window is set.

Elevation—The external faces of a building; also a mechanically accurate, “head-on” drawing of any one face (or elevation) of a building or object, without any allowance for the effect of the laws of perspective.

Façade—Any side of a building that faces a street, drive or other open space. The “front façade” is the front or principal face of a building, generally defined by the location of the majority of public entrances into the building.

Fence—A man-made barrier of any material or combination of materials erected to enclose, screen, or separate areas.

Gable Roof—A pitched roof with ridge and vertical ends.

Garage—An accessory building or portion of a main building primarily used for storage of motor vehicles. A “garage” is distinguished from a “carport” in that a garage is enclosed on more than three sides, so that the stored or parked car is contained entirely inside the building.

Guidelines—Advisory regulations, which are indicated by use of the terms may and should.

Hip Roof—A roof with sloped ends instead of vertical ends.

Maximum Extent Feasible—No feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining “maximum extent feasible.”

Maximum Extent Practicable—Under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the cost of additional compliance measures clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the noncompliance.

Multi-Family Development—A building or portion thereof designed exclusively for occupancy by two or more families in two or more dwelling units and commonly referred to as a duplex (two-family dwelling), triplex, four-plex, townhome or town house, or apartment house.

Natural Features—Include, but are not limited to, flood plains and surface drainage channels, stream corridors and other bodies of water, steep slopes, prominent ridges, bluffs, or valleys, and existing trees and vegetation.

Net Acre—The gross acreage of a site less land area devoted to public street and alley rights-of-way.

Orient—To bring in relation to, or adjust to, the surroundings, situation, or environment; to place with the most important parts (e.g., the primary building entrance and the designated "front" of a building) facing in certain directions; or to set or arrange in a determinate position, as in "*to orient a building.*"

Perimeter Fence and Wall—For purposes of these Multi-Family Residential Design Guidelines and Standards, "perimeter fences and walls" mean fences or walls that are forty-two (42) inches or more in height, and are placed within fifty (50) feet of the edge of the right-of-way of a collector or thoroughfare (arterial) street. Fences or walls that have a surface area that is twenty-five (25%) or less opaque, and hedges and screens composed of living plant material, shall not be included in this definition of "perimeter fences and walls."

Porch—Any gallery, veranda, terrace, piazza, portico, or similar projection from the main wall of a building and covered by a roof, other than a carport, with no opaque side enclosures (except screens and handrails) that is more than thirty-six (36) inches in height other than the side of the building to which the porch is attached.

Primary or Principal Building—The building or structure on a lot used to accommodate the primary permitted use, such use possibly occurring in more than one building or structure.

Primary Vehicle Access—In the context of multi-family development, a vehicle access to the development that is, at a minimum, characterized by the following elements: (1) Full-turn vehicle access (i.e., turns allowed in all directions); (2) entryway signage with name of development; and (3) principal entry for prospective owners or renters.

Standards—Mandatory regulations, which are indicated by use of the terms "shall" and "must."

Steep Slopes—Any portion of a development site where the natural grade of the land has a slope of thirty percent (30%) or greater.

Stream—A body of flowing water, where the water flows in a natural channel as opposed to a canal.

Stream Corridor—The corridor defined by the top of the stream's channel bank, plus the adjacent land areas that contain vegetation, habitats, and ecosystems associated with bodies of water or dependent on the flow of water in the stream. Biologists often refer to the adjacent land area, which will vary in width depending on the particular stream, as a "riparian ecosystem" or more specifically as a "bottomland ecosystem." In braided channels, the stream corridor shall include the entire stream feature.

Townhome Dwelling—A type of multi-family dwelling in which individual dwelling units are attached by one or more vertical party walls, with the habitable spaces of different dwelling units arranged on a side-by-side rather than a stacked configuration. Each individual townhome dwelling unit has a front and rear access to the outside. Townhome dwelling units are usually platted on individual lots, and are typically surrounded by common areas owned and maintained by a property or homeowners association.

Unified Development Ordinance or UDO—Ordinance No. ZZR-1637, and amendments thereto.