Mixed-Use Land Use Goals

Issue: Guidelines are needed to facilitate the mixing, rather than separation of, land uses – residential, commercial, office, hotels, public and semipublic, and parks, recreation, and open space – in one distinctive environment.

Goal 1: Create Distinctive and Memorable Environments -

Encourage the creation of distinctive and memorable environments in which people can live, work, shop, visit, and play by following the Overland Park Mixed-Use Design Standards.

Policy 1.1: Provide for More Than a Single Use

A mixed-use development should contain two or more significant uses that are mutually supporting.

a. A significant physical and functional integration of uses can be achieved through:

(1) Buildings that are intended to be primarily multi-story structures with a vertical mixing of uses.

(2) Key components of the development that are positioned around central public spaces.

(3) Interconnected buildings/uses through pedestrian friendly pathways such as sidewalks, interior walkways, plazas and mall areas, escalators, and aerial bridges between buildings.

Policy 1.2: Provide a Safe, Comfortable, and Attractive Environment -

A mixed-use development should be safe, comfortable, and attractive to pedestrians, patrons, and residents.

a. Provide a continuous pedestrian network.

(1) Sidewalks should connect all residences to open space, gathering places, public and semipublic uses, and nonresidential uses.

(2) Internal sidewalks should be connected to the perimeter public sidewalk system.

(3) Horizontal and vertical pedestrian movement systems are important.

b. Provide functional, people-oriented open spaces and/or public gathering spaces as opposed to just landscaped areas. These spaces should include a mix of the following:

(1) Water features

(2) Sculptures

(3) Seating areas

(4) Special lighting, to set nighttime atmosphere in particular

(5) Special paving

(6) Trees and landscaping

(7) A well-defined edge

c. Buildings with active uses such as restaurants and retail spaces, trees, walls, topography, and other site features should be oriented and arranged to enclose gathering places and lend a human scale.

d. Site planning should integrate the principles of "Crime Prevention through Environmental Design" (CPTED) to the maximum extent practicable.

Policy 1.3: Work with the Natural Environment -
Preserve and integrate into a mixed-use development natural features such as mature trees, topography, streams, and natural drainage ways.

a. Respect and maintain the natural topography through a sensitive site layout that avoids extensive grading or large retaining walls.

b. Comply with all applicable federal, state, and city laws and regulations related to preservation and protection of stream corridors and wetlands.

Policy 1.4: Provide for Extension of Greenway Linkages -
Encourage design that provides for the extension of the City's greenway linkages through either dedication of land and/or easement for a bike/hike trail or landscape easement or dedication of extra right-of-way along a street for a bike/hike trail/landscape easement.

Policy 1.5: Reduce Sprawl -
A mixed-use development can be used to reduce sprawl by achieving higher densities while also creating more amenities and more useable public open space.

a. The appropriate density for a mixed-use development should be judged based on circumstances such as:

(1) Intensity of surrounding uses

(2) Adjacency to a thoroughfare

(3) Separation from other uses by a thoroughfare

(4) The extent and type of proposed transitions

(5) The degree to which the development provides a sense of place or a design that surrounding uses will want to connect to

Policy 1.6: Include a Residential Component -
Encourage mixed-use development that includes a residential component as opposed to a mix of only nonresidential uses to reduce the number of trips generated and congestion on adjacent roadways.

Policy 1.7: **Facilitate Mass Transit -**
Encourage more intense mixed-use developments along current mass transit routes or along planned/anticipated routes.

a. Provide connections to mass transit on-site or

b. Provide distinctive pedestrian connections to adjacent off-site stops.

Policy 1.8: **Share Parking -**
Utilize shared parking facilities linked to multiple buildings to provide safe and efficient access to buildings and to lessen the impact of vehicles and parking.

Issue: Guidelines are needed to provide direction on how much, where, and at what scale mixed-use development is appropriate.

Goal 2: Locational Criteria for Mixed-Use Development

Allow for sufficient and varied choices in the location of mixed-use developments.

Policy 2.1: **Appropriate Future Development Plan Land Use Categories -**
Mixed-use developments are appropriate in areas shown as Commercial or Office on the Future Development Plan or where a special study has been undertaken that recommends a nonresidential-focused mixed use development.

Policy 2.2: **Assemble Small Tracts to Form Larger Better Planned Ones -**
Promote the assembling of small tracts to form larger, more cohesive parcels to enable well planned and orderly development to occur.

Policy 2.3: **Respect the Natural Environment -**
Encourage mixed-use development to locate on sites having minimal slope to avoid substantial grading and disruption of natural drainage and vegetation. Avoid areas with substantial stream corridors.

Policy 2.4: **Retain Natural Site Amenities -**
Existing natural features, as well as the common open space, should be used to create site amenities and provide physical separators and buffers from adjacent development, where needed.

Policy 2.5: **Use of the Street Network –**
Consider the project's relationship to the street network.

a. Small-scale projects can use existing streets in combination with open-air plazas and pedestrian areas.

b. An internal street network is important for large-scale projects on undeveloped parcels or for redevelopment of large parcels such as shopping centers.

Issue: Guidelines are needed to allow for a compatible transition from mixed-use developments to residential neighborhoods and other less intensive land uses (churches, schools, and parkland). These guidelines are needed for application throughout the City including both established areas and those currently developing.

Goal 3: Compatible Transition from Mixed-Use Development to Less Intensive Uses

Ensure that buildings in a mixed-use development relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene.

Policy 3.1: **Use Appropriate Transitional Methods -**
Use architectural transitions, green/open space transitions, and less intensive uses as transitions to the maximum extent practicable before employing more traditional landscaping and screening transitions.

a. Employ a Minimum of Three Architectural Transition Techniques:

(1) Similar building setback

(2) Similar building height

(3) Similar roof form

(4) Articulated facade to lessen mass

(5) Front-to-front building orientations especially for pedestrian-intensive and smaller scale mixed-uses.

b. Green/Open Space Transitions:

(1) Use small green spaces, courts, squares, parks, plazas, and similar spaces that can also function as community gathering places.

(2) Use existing natural features including differences in topography, streams, and stands of trees to separate uses while still providing pedestrian connections.

c. Less-Intensive Uses as Transitions:

(1) Locate lesser-intensive uses or community-serving uses on the perimeter to serves as transitions to lower-intensity, adjacent uses.

(2) Orient potentially bothersome or nuisance features such as garages, parking lots, or service areas away from neighboring uses.

(3) A small-scale mixed-use project designed to serve the immediate neighborhood may be appropriate if it is integrated into a larger planned residential development.

d. Landscaping and Screening Transitions:

(1) Landscaping should consist of both trees and shrubs.

(2) Fences and walls should meet design guideline requirements and be used only in combination with landscaping.

e. Operational Compatibility:
Extra attention should be given to:

(1) The placement of trash receptacles

(2) The location of delivery and loading zones

(3) The placement and illumination of outdoor vending machines

f. Site Orientation:

(1) Site access should be off of thoroughfare or commercial streets.

(2) Where appropriate, streets may be used as boundaries between mixed-use developments and residential land uses.

(3) Extra attention should be given to ensure that the street frontage is visually appealing.

g. Building Orientation:

(1) Buildings on the edge of a mixed-use development should present an active face toward adjacent development.

(2) Pad site or perimeter buildings should be arranged and grouped so that their primary orientation complements adjacent, existing development, defines street edges and entry points, and/or creates and encloses interesting places between buildings.

(3) When located at the intersection of two thoroughfares, primary buildings and/or pad site buildings should orient to the thoroughfare streets and frame the corner at the intersection.

h. Lighting:

(1) Any lighting used to illuminate an off-street parking area, sign or other structure shall be arranged so as to deflect

light away from any adjoining property or from public streets through fixture type, height and location.

(2) Exterior lighting of buildings shall be limited to low level incandescent spotlights and similar illuminating devices hooded in such a manner that the direct beam of any such light source will not glare upon adjacent property or public streets.

Policy 3.2: Connection to Adjacent Uses -
Provide convenient pedestrian and vehicle access and connections to adjacent uses.

Policy 3.3: Pay Special Attention to Parking Garages/Decks –
Give parking garages/decks an active face through attention to design and architectural detail such as:

a. Locate retail uses on the first floor of parking garages/decks.

b. Wrap parking garages/decks with other uses.

c. Use architectural treatments to conceal vehicles from view.

Issue: Traffic concerns continue to be of major importance with much of the concern focused on ensuring safe and effective access and circulation at an acceptable level of service within and adjacent to mixed-use developments.

Goal 4: Vehicular and Pedestrian Access and Circulation

Provide safe, efficient, and convenient vehicular and pedestrian access and circulation patterns within and between developments.

Policy 4.1: Primary Access -
Limit the primary access of mixed-use developments to thoroughfares or commercial streets as defined in the Comprehensive Plan.

Policy 4.2: Require Traffic Impact Study under Certain Circumstances –
When a mixed-use development is proposed at a location or density that will have a significant effect on current traffic patterns, a traffic impact study may be required.

Policy 4.3: Avoid Exceeding Street Capacity -
Discourage the expansion of existing or the inclusion of new mixed-use development in areas where, even with street and traffic signal improvements, the additional traffic generated by such development would exceed the handling capacity of the street system.

Policy 4.4: Avoid Reliance on Speculative Traffic Improvements -
An evaluation of the traffic impacts of a project on the surrounding area should consider existing and projected traffic conditions and be based on anticipated traffic system improvements, not on speculative traffic system improvements.

Policy 4.5: Vehicle Entrances –
The number and location of vehicle entrances should be consistent with the existing or anticipated design of adjacent streets.

Policy 4.6: Entry Driveway Configuration –
The specific design or geometrics of entry driveways shall be based on the size of the development and the capacity of the street, including the volume, speed, and distribution of the traffic, and should provide an efficient ingress and egress to the development without causing undue congestion or accidents on the public street system.

Policy 4.7: Internal Vehicle Circulation -
Main drive aisles should be continuous, connect the main entry driveway to the development and provide a clear and direct path to the principal buildings, outlying perimeter buildings, and parking areas.

Policy 4.8: Avoid Pedestrian and Vehicular Conflicts -
Avoid pedestrian and vehicular conflicts within mixed-use areas by striving to keep main circulation drives away from the faces of buildings that contain primary customer entrances.

Policy 4.9: Avoid "4-way" Intersections -
The intersection of two main circulation drives should be designed as a "t" intersection, rather than a four-way intersection, to minimize vehicular conflicts.

Policy 4.10: Flexibility is Possible for Small Mixed-Use Centers –
Where traffic volumes are lower and pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is possible in the location and design of internal drives.

Policy 4.11: On-Site Truck Traffic/Loading and Circulation –
As the size of the development and volume of trucks increase, internal circulation patterns should reflect an increasing separation between automobile and truck traffic in order to minimize accidents and congestion.

Policy 4.12: Connections to Adjacent Property –
Connections to adjacent non-residential development parcels shall be provided and driveway locations should allow for shared access.

Policy 4.13: Common or Shared Service and Delivery Access –
Common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.

Policy 4.14: Avoid Diversion of Mixed-Use Traffic -
Mixed-use drives or on-site streets shall not align with access to adjacent residential developments to the greatest extent feasible.

Policy 4.15: Provide Continuous Pedestrian Networks -
Provide for safe, continuous pedestrian networks to promote direct pedestrian access within the mixed-use development and to

neighboring residential, non-residential, public uses, and public transportation nodes.

Issue: A need is recognized that mixed-use developments should comply with other pertinent City land use policy guidelines.

Goal 5: Compliance with Other City Land Use Policy Documents

Ensure that mixed-use developments comply with the guidelines of other pertinent City land use policy documents including City Council and Planning Commission Resolutions, the Overland Park Mixed-Use Design Standards, and special area plans such as the 151st Street Corridor Design Concept Plan.