Infill and Redevelopment
Design Guidelines and Standards
Commercial and Residential

The City of
Overland Park
KANSAS
Planning and Development Services Department
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Infill and Redevelopment Design Guidelines and Standards

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I. INTRODUCTION

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

A. MAJOR THEMES AND GOALS FOR IMPROVEMENT

In conceiving the project, the city identified a number of important overarching issues to address in developing infill and redevelopment 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. **Promote Economic Viability and Vitality North of Interstate 435**

   The purpose of the infill and redevelopment standards is to promote economic viability and vitality north of Interstate 435. Sensitivity to design contexts and individual neighborhood character north of Interstate 435 is crucial to the success of any infill or redevelopment project. Redevelopment and infill efforts in these areas are especially challenged by parcels that may be encumbered with underutilized or dilapidated structures, irregular lot configurations, and the need for appropriate transitions between land uses. These areas suffer a number of barriers to redevelopment, including competition with new development in areas to the south, difficult and uncontrolled access, and a relative lack of investment and maintenance in some portions of the older part of the city.

   To retain and promote the expansion of existing businesses in these areas, the proposed design standards incorporate flexibility into the traditionally regulated areas of density, lot size, setbacks, building coverage and building orientation. In addition, lighting and landscaping standards are intended to establish a unified streetscape to strengthen the visual character along primary transportation corridors, making them more attractive to potential businesses and developers. It is the intention of these Design Guidelines and Standards to facilitate infill and redevelopment in a manner that contributes to and upgrades the older, established character of northern Overland Park.

2. **Protect and Improve Existing Neighborhood Character**

   As Overland Park begins to experience increased development interest in older areas of the city, it is essential that both new projects and redevelopment contribute to the distinctive neighborhood character that defines much of northern Overland Park’s...
charm. Without guidelines and standards specific to such areas, the very character that makes these areas so unique will be threatened. It is essential therefore that infill and redevelopment respect and be sensitive to existing neighborhood character.

3. Implement the Master Plan

The Master Plan contains some fairly general infill and redevelopment land use goals. Both residential and non-residential policies focus on issues of compatibility and developing appropriate transitional methods between land uses. For example, one land use policy addresses the need to encourage medium and high-density infill development that is compatible in size, architectural design, orientation and intensity with surrounding land uses. While the existing 1987 Multi-Family Design Guidelines do address issues of infill compatibility, they lack great detail. Another issue raised in the Master Plan is that of developing guidelines that allow for the retention and expansion of development in the established commercial areas of the city. Again, the existing 1989 Shopping Center guidelines do not focus on guidelines specific to established areas of the city. These recommendations are not addressed in the current guidelines or zoning regulations.

4. 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. The issue of certainty is of particular concern in established areas of the city where developers perceive they are assuming a certain amount of risk by virtue of undertaking a reinvestment project. 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 just that - they 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.

Furthermore, some argue that the homogenous developments found throughout southern Overland Park are a direct outgrowth of the city adhering religiously to certain design requirements such as earthtone colored masonry building materials. Applying design standards that create this type of homogenous development in older, established areas of the city will undoubtedly threaten the very character that makes these areas so unique. Many voiced a desire to retain the variety of distinctive styles that characterize older Overland Park. An important, but difficult assignment therefore, will be to quantify standards where possible and inject more certainty in the system, while maintaining the ability to encourage alternative design solutions that result in a better, distinctive product.

5. Tailor Standards to Infill and Redevelopment in Established Areas

Currently the shopping center and multi-family guidelines apply across the board to all development in the city without regard for geographic location. This results in several problems. First, the one-size-fits-all approach is simply not realistic because of the significant differences between development in newer areas of the city and more
established areas—their scale, location, and impacts. Second, while the existing guidelines apply to the design of new developments, they do not consider the unique design issues faced by the renovation or rehabilitation of existing structures and buildings on infill lots.

6. **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.

7. **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.

### 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 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 city 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.

Sections IV through VI of this document set forth specific design guidelines and standards that are organized in a format that contains design principles and regulatory language. Sections IV through VI contain 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 in which 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; and standards ("shall") are mandatory.

**Design 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.
II. BACKGROUND CONDITIONS AND ANALYSIS

Once a small community with a recognizable downtown core, the City of Overland Park is now a major suburb supporting a population of approximately 160,000 extending north to Interstate 35 and south to the rural community of Stanley. While southern areas of the city have developed at an auto-oriented scale, northern Overland Park has retained a more distinctive and smaller scale highly regarded by residents. Retaining this area’s small-town feel of the 1930’s and 40’s and its history of community are two important challenges as northern Overland Park redevelops.

Overland Park contains a wide variety of natural and built features that reflect the true character of the Midwest. Landscape features such as rolling hills, tall grasses and shrubs, hardwood forests, meandering drainages and ravines dramatically cut through the landscape. Particularly evident in older areas of Overland Park are heavily treed areas creating shaded streetscapes and wooded lots. Built features within the older established neighborhoods of the city integrate building materials and façade elements to create a diversity of architectural styles. To many residents of north Overland Park, neighborhoods such as Cunningham Heights exemplify the great diversity of residential architecture that gives this area its truly unique character.

As the city continues to invest in the older, established areas of Overland Park, existing neighborhoods will experience increased interest in infill and redevelopment. For instance, the city’s Residential Street Program for upgrading substandard streets will attract new investment and development in older neighborhoods. In addition, the Downtown Master Plan and Design Guidelines will assist in creating an appealing downtown for businesses, residents and visitors. As the image of the downtown is upgraded, surrounding areas will begin to experience renewed development interest as well. Maintaining and upgrading the visual character of older Overland Park is only one factor in
sustaining quality residential and commercial neighborhoods. Maintaining the cultural character of older areas by encouraging well-designed affordable housing is another essential component to maintaining the socio-economic diversity and livability that defines much of this area’s character.

In older sections of the city, including the Downtown District, commercial buildings are sited close to the street edge with display windows visible from the sidewalk and the street. Commercial intensity is higher in these neighborhoods and such intensities along busy streets encourage pedestrian traffic between businesses. Sidewalks, street trees, benches, and bus stops are indicative of pedestrian activity that is not normally found in other areas of the city. Along major corridors such as Metcalf Avenue, the roadways significantly narrow as one enters the northern part of the city, creating a more “urban” streetscape than found in southern parts of the city.

Redevelopment opportunities in older established areas of the city are uniquely challenged to maintain and, in many cases, upgrade the character of the city’s older neighborhoods. The re-use and revitalization of a former big box retail store into the county library is a successful example of using architectural creativity in a manner that respects the existing character of development in the area without impacting adjacent and established development patterns.

Given the compact urban form and mix of land uses found within older parts of Overland Park, different types of land uses and land use intensities are often adjacent or in close proximity to each other. Driving or walking through older areas of the city, one finds a number of infill and redevelopment projects that do not appropriately respond to the context of existing, adjacent development. The projects fragment existing street patterns, do not complement existing building orientations or setbacks, or lack adequate screening. Successfully reinforcing a pattern of mixed-use or mixed-intensity development in infill and redevelopment projects will require more sensitivity to and mitigation of off-site impacts.

As development pressure increases, the City of Overland Park must strengthen its sense of visual identity by recognizing the elements that are an inherent part of the city’s heritage and convey a unique, attractive image that reflects the character of Overland Park.
III. GENERAL PROVISIONS

A. GENERAL INTENT

The general intent of these Infill and Redevelopment Design Guidelines and Standards is to improve the overall quality of infill and redevelopment in the older, established areas of Overland Park; ensure that infill and redevelopment are (1) compatible with surrounding land uses, (2) enhance the existing character of established areas, and (3) improve the overall image of declining areas; provide design incentives for projects that provide unique design features and community amenities; and provide a user-friendly document and review process.

B. APPLICABILITY

The area north of Interstate 435 is characterized as the older, more urbanized portion of Overland Park. The Overland Park Master Plan future development plan north of Interstate 435 almost mirrors existing land uses, suggesting that the land use pattern for this area is largely established. Furthermore, with only 2.5% or 327 vacant acres available for development as of 2001, the area north of Interstate 435 will generally experience three types of development in the future: (1) development on small infill tracts, (2) redevelopment or rehabilitation of older uses and (3) demolition and assemblage of lots. Because this area will receive the bulk of infill and redevelopment within the coming years and the majority of development south of Interstate 435 is expected to be new growth or “greenfield” development, we recommend the redevelopment and infill design guidelines apply only to the area north of Interstate 435, with the exception of Downtown Overland Park (which has its own set of design standards). To apply these standards, it is also recommended that the area north of Interstate 435, outside the downtown, be designated and mapped as an Infill and Redevelopment Overlay Zone primarily north of Interstate 435.

The design guidelines and standards will apply to all infill, redevelopment, major rehabilitation of multi-family and commercial, and some minor rehabilitation of large commercial centers, and new single-family and duplex developments within the Infill and Redevelopment Overlay Zone (as depicted on the following page). These standards do not apply to Downtown Overland Park. Infill, redevelopment, and rehabilitation shall be defined as follows:

1. **Infill** shall mean development on property that is located primarily north of Interstate 435, (the Infill and Redevelopment Overlay Zone), and which is proposed for a vacant or substantially vacant tract of land surrounded by existing development.

2. **Redevelopment** shall mean development on property that is located primarily north of Interstate 435, (the Infill and Redevelopment Overlay Zone), and which is proposed for a tract of land with existing structures where fifty percent (50%) or more of the existing structures would be demolished and a new structure or structures built.
3. **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 5-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.

4. **Minor Rehabilitation** shall mean any renovation, restoration, modification, addition, or retrofit of a structure or site that exceeds 25% and is less than 50% of the total value of the property. Value shall be established by the same calculation used for determining the total costs of improvements reported on the city’s building permit application. Minor 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. REVIEW PROCESS**

1. **General.** These Infill and Redevelopment 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 of any project falling within the definition of infill, redevelopment, or major rehabilitation, as set forth above, shall submit a site plan to city staff prior to application for a building permit so that city staff can review the site plan for compliance with these Infill and Redevelopment Design Guidelines and Standards. This requirement for a site plan shall apply even where Chapter 18.140 would otherwise allow a residential or non-residential 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, each rezoning, site plan, subdivision, or development plan application for infill and redevelopment shall comply with these Infill and Redevelopment Design Guidelines and Standards, except as otherwise expressly varied, modified, or waived.

4. **Variances and Modifications Allowed.**

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

   (b) **Deviations.** The Planning Commission or City Council may grant deviations from the standards contained in these Infill and Redevelopment 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).

(c) Modifications to Allow Alternative Compliance. In addition, the Director of Planning and Development Services may waive or modify any design standard contained in these Infill and Redevelopment Design Guidelines and Standards 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.

(d) Conditions of Approval. In granting a variance, deviation, or modification, the Board of Zoning Appeals, the City Council or Planning Commission, or the Director of Planning and Development Services, may require conditions that will secure substantially 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.

D. CONFLICTING PROVISIONS

If the provisions of these Infill and Redevelopment 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 provisions in these Infill and Redevelopment Design Guidelines and Standards shall control unless otherwise expressly provided.

E. EARNING DESIGN INCENTIVES – GENERAL PROVISIONS

The provision of design incentives is a mechanism to recognize unique and innovate 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. Even with 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. In no case shall the total incentives exceed twenty-five percent (25%) of the density allowed in the underlying zone district, and furthermore, in no case shall density earned through incentives exceed any density limits established through stipulations pursuant to a rezoning.

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.
City of Overland Park
Infill and Redevelopment Overlay Zone

Legend
- City Boundary
- Infill and Redevelopment Overlay Zone

Figure 4—Infill and Redevelopment Overlay Zone.
IV. SINGLE-FAMILY RESIDENTIAL INFILL/REDEVELOPMENT DESIGN GUIDELINES AND STANDARDS

A. GENERAL PROVISIONS

1. General Intent

The intent of the following design guidelines and standards is to encourage renewed investment in established Overland Park neighborhoods in the form of compatible new single-family development where adequate public facilities and infrastructure are available. While the guidelines and standards provide flexibility, they are also intended to ensure that infill development is compatible with the established character of the surrounding neighborhood. Encouraging infill projects can help provide a variety of housing choices in close proximity to goods and services.

2. Applicability

   a. These design guidelines and standards shall apply to all new single-family subdivisions and lot splits within the City of Overland Park that occur in any of the following zoning districts mapped within the Infill and Redevelopment Overlay Zone: R-1, RP-1, R-1A, RP-1A, R-2, RP-2, RP-1N.

   b. For purposes of these design guidelines and standards, “single-family” includes one-family detached dwellings and two-family (duplex) dwellings.

B. SITE PLANNING

1. Lot Coverage

   a. Intent

      Ensure that the open, park-like character of the front setback typically found in Overland Park’s older single-family neighborhoods is preserved. Driveways and other paving, in excess, can detract from this appearance.

   b. Design Guidelines and Standards

      i. Front Lot Coverage. See Chapter 18.430.120 of the UDO for applicable front lot coverage standards.
2. Preservation of Natural Features

a. Intent

Mature trees, rolling topography, and natural drainageways are a few of the elements that contribute to the distinct character of northern Overland Park’s residential neighborhoods. To protect these features and resources, infill projects should work with the context and integrity of this environment by preserving natural features to the maximum extent practicable.

b. Design Guidelines and Standards

i. Preservation of Existing Trees and Natural Features.

(a) Plan Requirements:

(1) Developers shall submit an existing tree survey and preservation plan at the time of a preliminary plan in the case of a planned zoning district or preliminary plat 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.

(2) In addition, proposed building footprint(s) shall be clearly identified on each lot of a preliminary and final plat to identify potential impacts to existing trees and other natural features.

ii. General Standard. Existing significant trees and natural features, such as drainage corridors, shall be preserved to the maximum extent practicable.

iii. Significant Trees. To the maximum extent practicable, significant trees shall be preserved and integrated into the site or lot layout. For purposes of this section, “significant” trees include the following:

(a) Deciduous trees with twelve (12) inch minimum caliper;

(b) Evergreen trees twelve (12) feet or more in height; or

(c) Groups or stands of ten (10) or more trees with a minimum caliper of six (6) inches.

Figure 5—Existing significant trees shall be preserved to the maximum extent practicable.
iv. **Tree Replacement.**

(a) 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 damaged tree with new trees.

(b) 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 1 inch of tree caliper removed or damaged, the applicant or developer shall:

1. Install 2 inches of replacement tree caliper on-site; or
2. With the city’s concurrence, contribute an equivalent sum to the city’s tree replacement fund.

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**C. SITE LAYOUT/DEVELOPMENT PATTERN**

1. **Lot Dimensions**

   a. **Intent**

      To encourage infill development within existing single-family areas which is compatible with the existing neighborhood character.

   b. **Design Guidelines**

      i. **Lot width.** The average lot width of new parcels created by subdivision or lot split shall be no less than 80% of the average width of existing lots on the same and facing block faces, but shall not be required to be greater than 120 feet and may not be less than the minimum required by the UDO.

2. **Setbacks**

   a. **Intent**

      Ensure that infill development is compatible with the established character of the existing neighborhood by maintaining the character of a uniform front yard setback along a street edge. New developments should also maintain a similar streetscape as the existing development with respect to lot width and orientation.

   b. **Design Guidelines**

      i. **Front Yard Setback/Build-to Line.** The front yard setback should not be less than the average existing setback along the same and facing block faces, and not more than 15 feet back from the established average existing setback.
3. Building Orientation/Lot Orientation

a. Intent

Ensure that the traditional orientation of homes along the street is maintained. Homes are typically oriented towards the street in most established Overland Park neighborhoods. The orientation of infill development should be consistent with the established pattern of the neighborhood.

b. Design Guidelines

i. Building Entrance. The front entrance to a single-family or duplex dwelling should be located on the front façade, and oriented towards the front yard and primary access street.

ii. Attached Garages. The front wall plane of all attached garages should be recessed behind the front wall plane of the dwelling’s ground floor living area or a covered porch by a minimum of four feet.

iii. Lot Orientation. To the maximum extent practicable, the orientation of new lots created by subdivision or lot split shall repeat the predominant relationship of buildings to buildings and buildings to street along the same and facing block faces.

Figure 6—Infill development should be compatible with the established character of the existing neighborhood by utilizing a similar setback and building orientation.
4. **Street Connections**

a. **Intent**

Ensure that new streets provided for infill developments are compatible with Overland Park’s established street pattern and support the expansion of the overall grid street system. This may be accomplished by evaluating future street connections with city traffic engineers prior to submitting a preliminary plat.

b. **Design Guidelines**

i. **General Guideline.** To the maximum extent practicable, infill projects should provide a complete connection through the site to tie into existing streets. Future expansions of existing cul-de-sacs and other street extensions should be examined to avoid placing limitations on redevelopment options.

ii. **Cul-de-sacs.** The use of cul-de-sacs in place of complete through-street connections is strongly discouraged. However, when a cul-de-sac is determined to be the most practicable option, it should not exceed 500 feet in length.

iii. **Future Street Connections.** Except as in cul-de-sacs above, dead end streets should not be permitted except in cases when the street is designed to connect with future streets on adjacent land.

*Figure 7*—To the maximum extent practicable, infill projects should provide a complete connection through the site to tie into existing streets. The use of cul-de-sacs in place of complete through-street connections is strongly discouraged. However, when a cul-de-sac is determined to be the most practicable option, it should not exceed 500 feet in length.
5. Building Design and Architecture

a. Applicability

This section’s building design and architecture guidelines and standards shall apply only to two-family (duplex) dwellings.

b. Building Height/Massing/Form

i. Intent. These standards are intended to achieve the following purposes:

(a) Provide a distinctive, quality, architectural character in new duplex development that avoids monotonous and featureless building massing and design.

(b) Each building should have a definitive consistent style. Mixing of various styles dilutes the character of a building and is inappropriate.

(c) As applicable, new building design should respect the context of adjacent residential neighborhoods, including the height, scale, mass, form, and character of surrounding development.
Figure 8—Within a duplex development, distinct groups of buildings shall share a common, identifiable, complementary design or style.
ii. **Building Height, General.** See Chapters 18.150 through 18.240 of the UDO for applicable building height standards for each zoning district.

iii. **Building Mass & Form.**

   (a) Duplex 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.

   (b) 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 surfaces of 25 feet or more and roof surfaced of 50 feet or more are prohibited. At least every 25 linear feet, wall planes shall contain offsets or setbacks with a differential in horizontal plane of at least five (4) feet.

iv. To the maximum extent practicable, the massing and use of exterior materials should be arranged so as to give the building the appearance of a large single-family detached home.

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**Figure 9**—Step down by one story in height for at least two ends of each primary multi-family building

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c. **Architectural Detail: Roof Form, Building Façades, Entries, and Windows**

i. **Intent.** The following guidelines and standards governing architectural detail are intended to improve the visual interest and quality appearance of duplex development in Overland Park. In particular, architectural details help to reduce the visual scale of large multi-family buildings and development.

ii. **Four-Sided Design Required.** All sides of a duplex 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.
iii. **Articulated Building Fronts.** Fronts of buildings should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.

iv. **Windows.**
   (a) All duplex building elevations shall contain windows, except when necessary to assure privacy for adjacent property owners.
   (b) Windows should be located to maximize the possibility of occupant surveillance of entryways, recreation areas, and laundry areas.

v. **Garage Doors.** Garage doors of attached garages shall not comprise more than 50% of the total length of a duplex building’s front façade, and the plane of each unit’s garage door(s) shall be offset by at least 4 feet from the plane of the adjacent unit’s garage door(s).

vi. **Roofs.**
   (a) All duplex buildings shall have a primary pitched roof with a minimum slope ratio of 6/12.
   (b) On buildings where sloping roofs are the predominate 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.
   (c) On buildings where flat roofs are the predominant roof type, parapet walls shall vary in height and/or shape at least one every fifty (50) feet of building wall length.
   (d) Roof forms shall be designed to correspond and denote building elements and functions such as entrances and arcades.

d. **Building Materials**

i. **Intent.** The following guidelines and standards are intended to:
   (a) Achieve unity of design through the use of similar materials and colors throughout multi-family developments.
   (b) Select high-quality building materials that are durable, attractive, and have low maintenance requirements.

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

iii. **Design Guidelines and Standards.**
   (a) **Exterior Materials.**
      (1) For all duplexes, 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. The balance of net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco.
(2) 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.

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

e. Accessory Structures

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

ii. Design Guidelines and Standards.

(a) 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.

(b) Articulation of Rear Walls.

(1) 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:

(a) Windows,

(b) A trellis, or

(c) A variety of roof planes.
V. MULTI-FAMILY RESIDENTIAL INFILL/REDEVELOPMENT DESIGN GUIDELINES AND STANDARDS

A. GENERAL PROVISIONS

1. Intent
   The intent of the following design guidelines and standards is to encourage appropriate multi-family infill and redevelopment projects in established Overland Park neighborhoods. Encouraging these types of projects can help revitalize deteriorating or underdeveloped areas and bring new vitality to a neighborhood. Infill and redevelopment projects are supportive of the Master Plan’s goals of reducing the rapid loss of farmland in outlying areas and encouraging the intensification of the existing urban fabric. These Design Guidelines and Standards are also intended to ensure that multi-family residential infill and redevelopment projects are well designed and sensitive to the established context of the surrounding neighborhood.

2. Applicability
   These guidelines and standards shall apply to all new multi-family development and major rehabilitation of an existing multi-family development within the City of Overland Park that occurs in any of the following zoning districts mapped primarily within the Infill and Redevelopment Overlay Zone: R-3, RP-3, RP-4, RP-5, and RP-6.

B. SITE PLANNING

1. Lot Coverage and Density
   a. Intent
      Creating consistent development intensities within a neighborhood contributes to the unified scale and character of a residential area. The development of currently underutilized lots shall be promoted by increasing lot coverages where appropriate, while not creating densities that are out of scale with adjacent land uses.

   b. Design Guidelines and Standards
      i. Lot Coverage
         (a) A multi-family infill/redevelopment project shall not exceed the maximum lot coverage for the applicable zoning district, as set forth below:
ii. Density

(a) A multi-family infill/redevelopment project that meets all applicable design standards shall not exceed the maximum density for the applicable zoning district, as set forth below:

(1) R-3/RP-3:  50%
(2) RP-4:  50%
(3) RP-5:  70%
(4) RP-6:  70%

(c. Design Incentives

The maximum density bonus possible through use of incentives allowed in these Multi-Family Infill/Redevelopment Design Guidelines and Standards is 25% above the density in Section 1.b.ii. above.

2. Common Open Space

a. Intent

Creating areas of common open space that are easily accessible to 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

Figure 10—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.
buildings and parking lots are sited. To encourage infill/redevelopment projects, common open space requirements set forth below are one-half those required by existing multi-family open space standards.

b. Design Guidelines And Standards
i. Common Open Space Required for Developments less than 3 Acres. Buildings should be arranged in such a manner as to enclose and frame common open spaces. If the opportunity exists to protect natural areas, housing shall be arranged around such areas. Such spaces should include natural areas, gardens, courtyards, recreation, and play areas. These spaces should contain at least 3 of the following features:
   (a) Seasonal planting areas
   (b) Large, flowering trees
   (c) Seating
   (d) Pedestrian-scaled lighting
   (e) Gazebos and other decorative shelters
   (f) Play structures for children
   (g) Natural environmental areas
   (h) Recreational amenities as described in V.B.5.

ii. Common Open Space Required for Developments 3 Acres or Greater. 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; landscaped for more formal courtyards or plazas; or developed for active or passive recreation.
   (a) Minimum Amount Required. The minimum amount of common open space (as a percentage of net land area) shall be:
      (1) R-3, RP-3:  8%
      (2) RP-4:  8%
      (3) RP-5:  4%
      (4) RP-6:  4%
   (b) Areas Not Qualifying As Common Open Space. Unusable, unassigned open space shall not be included, such as narrow strips of land behind or in front of units. The following shall not count toward common open space set-aside requirements:
      (1) Private lots, yards, balconies and patios dedicated for use by a specific unit;
      (2) Public rights-of-way or private streets and drives;
(3) Open parking areas and driveways for dwellings;

(4) 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 B.5 (On Site Community Amenities);

(5) Designated outdoor storage areas;

(6) Land areas between buildings of less than 40 feet, except as provided in Section 2.b.i.i.c (Design Criteria for Open Space) below;

(7) Land areas between buildings and parking lots or driveways of less than 40 feet;

(8) Required perimeter building setbacks; and

(9) Detention/retention facilities, including drainage swales, except that detention or retention areas and storm water 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 usable, as determined by the city, as year-round community amenities by the residents of the development (e.g., picnic areas, passive recreation areas, playgrounds, and ponds for fishing and boating). Generally, to ensure usability, slopes in such facilities should not exceed a maximum of 3:1 ratio.

c) Design Criteria For Open Space. All common open space lands shall meet the following design criteria, as relevant:

(1) Preservation And Connectivity. To the maximum extent practicable, common open space shall be designed to:
   (a) Preserve existing trees and vegetation, and
   (b) Create or maintain connectivity with existing sidewalks, trails, or adjacent open space.

(2) Compact and Contiguous. The common open space land shall be compact and contiguous unless specific topographic features require a different configuration. An example of such topographic features would be the provision of open space along a creek.

(3) 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 100 feet of fence length (e.g., post and rail), shall be allowed on the perimeter of open space.

iii. Common Open Space Required for Mixed-Use Development.

(a) Commercial development within a mixed-use development, where allowed, shall comply with commercial open space standards.

(b) Where permitted under appropriate zone districts, vertically integrated mixed-use development (i.e., residential over commercial) shall comply with commercial open space standards.
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 B.2.b.ii (Common Open Space Required for Development 3 Acres or Greater) above. Such areas may also qualify for density bonuses as applicable.

c. **Design Incentives**

i. As a condition of rezoning, the city may allow a one percent (1%) increase in the maximum density permitted in the applicable zoning district for each additional two percent (2%) of common open space set aside above the minimum amount required in subsection B.2. above. In no case may the density bonus exceed ten percent (10%).

3. **Preservation of Natural, Historic, and Cultural Features**

a. **Intent**

Mature trees, rolling topography, natural drainageways, and historic sites are a few of the elements that contribute to the distinct residential character of northern Overland Park. To protect these features and resources that enhance the local character, new development shall work with the context and integrity of this environment by preserving natural features to the maximum extent practicable.

b. **Design Guidelines and Standards**

i. **General Guideline For Integration.** 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 neighborhood amenities.

ii. **Preservation Of Natural Areas, Open Spaces, and Historic Structures.** To the maximum extent practicable, where significant natural features or 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) Floodplains and surface drainage channels.

(b) Existing, mature trees.

(c) Historic, cultural, or archeological sites or areas recognized by the city, state, or federal government as significant.

(d) Lakes, river, stream corridors, and other bodies of water.

(e) Prominent ridges, bluffs, or valleys.
(f) Steep slope areas.

(g) Wetlands.

iii. Protection Of Stream Corridors And Natural Drainages.

(a) To the maximum extent practicable, perennial streams, natural drainages, wetlands, and associated riparian corridors shall be incorporated into site plans and site design as major amenities, with trails, seating, and appropriate supplemental vegetation.

(b) As part of the submittal requirements for multi-family development subject to these Infill and Redevelopment 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.

iv. Preservation of Existing Trees and Vegetation.

(a) Plan Requirement. Developers shall submit an existing tree survey and preservation plan to show compliance with the following guidelines and standards. The extent of the survey required shall be determined by staff.

(b) General Guideline. Existing trees shall be preserved to the maximum extent practicable as site amenities within the multi-family development.

(c) Significant Trees. To the maximum extent practicable, significant trees shall be preserved or transplanted on site. For purposes of this section, “significant” trees include the following:

1. Deciduous trees with twelve (12) inch minimum caliper;
2. Evergreen trees twelve (12) feet or more in height; or
3. Groups or stands of ten (10) or more trees with a minimum caliper of six (6) inches.

(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 landscaping or buffering requirements under these Infill and Redevelopment 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 damaged tree with a new tree. 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 1 inch of tree caliper removed or damaged, the applicant or developer shall:

1. Install two (2) inches of replacement tree caliper on-site; 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.

(h) **Protecting Trees on Public Property.** Trees located on public property, including public tree lawns, shall not be cut, damaged, or removed without approval from the city. They shall be protected during construction in accordance with the above standards.

c. **Design Incentives**

i. As a condition of rezoning, the city may allow a maximum twenty percent (20%) increase in the maximum density permitted in the applicable zoning district 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.

4. **Land Disturbance (Grading And Retaining Walls)**

a. **Intent**

The rolling vegetated natural topography of northern Overland Park significantly contributes to the character of this area, which is distinct from southern parts of the city. The character of the natural landscape shall be maintained by respecting the natural topography of a site through sensitive site organization and minimizing land disturbances.

b. **Design Guidelines And Standards**

i. **General Guidelines.** 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. 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 5 feet in height from the finished grade. Terracing shall be limited to 4 tiers.

(c) The width of the terrace between any two 5-foot retaining walls shall be a minimum of 4 feet and maximum slope of 3:1. Terraces created between retaining walls shall be permanently landscaped or revegetated.

(d) Retaining walls shall be faced with stone or earth-colored materials, or a material compatible with the primary building materials. Stacked natural stone walls shall also be an acceptable alternative. 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 12— The width of the terrace between any two 5-foot retaining walls shall be a minimum of 4 feet and maximum slope of 3:1.
5. **On-Site Community Amenities**

   **a. Intent**
   
   i. On-site community amenities and features, such as picnic areas and tot lots, offer convenient and inviting spaces for residents to gather and recreate. On-site 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 on-site amenities from the list in section 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 Recreation Amenities.**
   
   (a) Indoor recreational facilities, such as an exercise room;
   
   (b) Sport court (i.e., tennis, basketball, handball court);
   
   (c) Swimming pool;
   
   (d) Tot lot with a minimum size of 500 square feet;
   
   (e) Picnic area with a minimum size of 500 square feet, including 1 picnic table;
   
   (f) Pedestrian/bike path serving open space; or
   
   (g) Any similar facility approved by the city.

   iii. **Credit Against Common Open Space Requirement.** The land area set aside for community amenities under these standards may be credited against the common open space set-aside requirements set forth in subsection B.2.b.ii. above.

6. **Mix of Housing Types and Land Uses**

   **a. Intent**
   
   Developing a mix of housing types and land uses creates greater 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.

   **b. Design Guidelines And Standards**
   
   i. None.
c. 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 town home dwellings (no more than six (6) dwelling units per town home structure).

Figure 13—Developments shall be encouraged to provide a range of housing types.

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<thead>
<tr>
<th>SCHEDULE A: DWELLING MIX DENSITY BONUS</th>
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<td>Maximum Density Bonus</td>
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7. Crime Prevention

a. Intent

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

b. Design Guidelines And Standards

i. Application. 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 application of CPTED principles to multi-family developments.

ii. 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.
iii. **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 promotes an environment in which natural surveillance is possible.

iv. **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.

v. **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.

vi. **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. As a condition of rezoning, the city may allow up to a ten percent (10%) increase in the maximum density permitted in the applicable zoning district for exceptional application of CPTED principles in the design of the multi-family development.

### C. SITE LAYOUT/DEVELOPMENT PATTERN

1. **Building Setbacks**

   a. **Intent**

   A sense of visual unity is created within a neighborhood when similar building features are repeated. The relatively uniform layout of residences along a street is an example of a repeated site pattern that creates a cohesive visual identity and attractive street scene within a neighborhood. Infill and redevelopment projects shall be encouraged to respond to surrounding residential setbacks.

   b. **Design Guidelines And Standards**

   i. The perimeter setback along a public street of buildings within a multi-family infill/redevelopment project shall not be less than the average setback for residential uses along the same and facing block faces provided that no setback shall be required to be greater than the minimum required by the
UDO and no setback shall be allowed to be less than 50% of the minimum required by the UDO.

ii. **Exception for Major Rehabilitation Projects.** The setback standards set forth above shall not apply to major rehabilitation projects as defined in Section III.B.3. Maintenance of existing setbacks shall be permissible.

iii. **Accessory Structure/Building Setbacks.** Unless a greater setback is specified elsewhere in these Infill and Redevelopment Guidelines and Standards, the following minimum setbacks shall apply to all accessory buildings and structures.

(a) Accessory building/structure from an interior lot line: 10 feet

(b) Accessory building/structure from outer edge of public right-of-way: 10 feet

(c) Accessory building/structure from an adjacent R-1 single-family residential zoning district boundary: 10 feet

2. **Building Orientation**

   a. **Intent**

   The orientation of a building often defines the focus of activity that occurs within a multi-family development and along the street edge. Multi-family structures shall be oriented to create a sense of place and neighborhood, reduce their apparent visual mass from adjacent single-family neighborhoods, and minimize exposure to adjacent commercial areas.

   b. **Design Guidelines And Standards**

   i. **Building Orientation for Developments Less Than 3 Acres.** To the maximum extent practicable, all principal building entries shall face the major access drives.

   ii. **Building Orientation for Developments 3 Acres Or Greater.** To the maximum extent practicable, multi-family buildings shall be oriented in a way that reinforces the existing neighborhood character. Buildings shall be sited predominantly paralleling the edge of major access drives, perimeter streets or other significant features.

**D. VEHICULAR AND PEDESTRIAN CIRCULATION AND ACCESS**

1. **Vehicle Access and Circulation**

   a. **Intent**

   Maintaining established street and sidewalk patterns within neighborhoods helps to retain the visual continuity and unity of an area. Multi-family infill and redevelopment projects shall repeat established patterns of vehicle circulation, when feasible, and shall provide safe, convenient and efficient vehicular access both within a development and to the surrounding neighborhood.
b. Design Guidelines and Standards

i. Vehicle Connections For Developments 3 Acres Or Greater. A new multi-family infill/redevelopment project 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 except where prohibited by the city for overriding public safety or other traffic-related considerations:

(a) The internal (on-site) street 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.

(b) The internal street 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 street system shall provide vehicle connections, other than primary vehicle access, to each adjoining residential or apartment (collector) public street.

(c) Multi-family developments shall, to the maximum extent practicable, include a minimum of one (1) "through-access drive," which may be a private drive or a dedicated public 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 residential or collector perimeter public street on both ends.

(1) 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.

2. Pedestrian Access and Circulation

a. Intent

By developing a pedestrian network that offers clear circulation paths throughout a development, particularly from perimeter sidewalks and parking areas to residential entryways, a friendlier, more inviting pedestrian environment shall be maintained or created. Walkways shall provide an inviting and convenient option for pedestrian movement within a development and promote direct pedestrian and bicycle access to neighboring residential, non-residential, and public uses.

b. Design Guidelines and Standards

i. Sidewalks Required. Sidewalks shall be required on all public streets adjacent to the site. If in keeping with existing neighborhood development patterns, the sidewalks shall be separated from the street by a tree lawn at least 4 feet wide. Tree lawns shall be landscaped according to Section G.3 below and shall be subject to approval of the City Forester.

ii. Minimum Width. All on-site pedestrian walkways and sidewalks shall be a minimum of 4 feet wide; except walkways adjacent to a parking area where cars may overhang the walkway shall be a minimum of 6 feet wide.
(a) Pedestrian Connections. All multi-family infill/redevelopment projects shall provide an on-site system of pedestrian walkways designed to provide direct access and connections to and between the following:

(1) The perimeter sidewalk and each principal multi-family building entrance;
(2) Any adjacent public trail or greenway.

iii. For Development 3 Acres Or Greater. In addition to the pedestrian connections required above, multi-family developments on 3 acres or greater shall comply with the following standards:

(a) Connections. Pedestrian connections shall be provided from on-site parking areas to primary building entrances.

(b) Clearly Marked Walkway Crossings. 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.

E. PARKING

1. Parking Amount and Type

a. Intent

Given the potential for infill/redevelopment projects to develop on smaller or more constrained sites, providing options for reduced parking, both on- and off-street is important. Ensure that multi-family developments shall have adequate parking for residents and visitors, while avoiding excessive amounts of asphalt that may limit development potential on a site and detract from a pedestrian environment.

b. Design Guidelines and Standards

i. Minimum Amount. Parking shall be provided in the following amounts (S/U = number of spaces per dwelling unit):
(a) Studio/efficiency dwelling unit: 1.33 S/U
(b) 1-bedroom dwelling unit: 1.50 S/U
(c) 2-bedroom dwelling unit: 1.80 S/U
(d) More than 2 bedrooms: 2.00 S/U

ii. Credit for On-Street Parking. On-street parking spaces may be counted towards the minimum requirements as set forth above, provided the on-street spaces are located on an adjacent or internal street that allows on-street parking. On-street parking spaces being counted towards the credit must be identified on plans at time of submittal to the City.

2. Parking Location and Layout

a. Intent

The intent of these standards is to minimize the visual impact of parking lots, parking structures, and garages from the public street.

![Diagram of parking layout with text annotations]

*Figure 15—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. Detached garage structures shall be a maximum of 120 feet in length.*

b. Design Guidelines and Standards

i. Off-street parking shall be prohibited between the front façade of a principal multi-family building and an adjacent public street, except off-street parking allowed on a driveway.
ii. To the maximum extent practicable, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from public street frontage.

iii. Preferred access to below grade parking shall be either from the side or rear of the building. Where front access is necessary, it shall be a maximum width of 24 feet.

iv. 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. Parking blocks shall be separated from each other by a landscaped area no less than 5 feet wide.

v. Carports And Detached Garages.
   (a) Detached garages and carports shall only be permitted in the interior of the property and not adjacent to the street.
   (b) Detached garage structures and carports shall be a maximum of 120 feet in length.
   (c) The minimum separation between adjacent detached parking structures (detached garages or carports) shall be 10 feet. A pedestrian access way may be included within the separation area.
   (d) All storage in carports shall be prohibited.

vi. Attached Garages.
   (a) To the maximum extent practicable, the driveway leading to each individual unit’s garage shall not exceed a grade of seven percent (7%).
   (b) 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.

c. Design Incentives

i. As a condition of rezoning, the city may allow up to a twenty percent (20%) increase in the maximum density permitted in the applicable zoning district for the provision of underground (below-grade) or structured parking. Structured parking shall be located underground (below-grade), beneath the multi-family structure or, if located above grade, shall be integrated into the overall design of the structure. Garages located on the downhill side of a two/three split building would not qualify for this bonus.
F. BUILDING DESIGN AND ARCHITECTURE

1. Building Height/Massing/Form
   a. Intent
   Building design that creates or adds to the visual interest of a streetscape and respects the context of adjacent neighborhoods is an essential element of infill and redevelopment. The height, scale, and massing of multi-family development shall be used to reduce the apparent scale, create visual interest, and promote compatibility with surrounding uses.
   b. Design Guidelines and Standards
      i. Building Height. See Chapters 18.150 through 18.240 of the UDO for applicable building height standards for each zoning district with the following exception:
         (a) Within the RP-3 zone, three-story structures shall be permitted provided the three-story portion of any building shall be setback a minimum of 50 feet from any adjacent streets or single-family residential development.
      ii. Building Length/Number Of Town Home Units.
         (a) The maximum length of any multi-family residential building shall be 200 feet.
         (b) No more than six (6) town home dwelling units shall be attached in any single row.
      iii. Privacy. When any portion of a building or structure within a multi-family development is located adjacent to existing or zoned lower-density residential uses, units or structures with one-story "end" units shall be sited adjacent to the lower-density residential use.
      iv. Building Mass And Form.
         (a) Multi-Family building design should incorporate visually heavier and more massive elements at their base and lighter elements above these components. A second story, for example, should not appear heavier or demonstrate greater mass than that portion of the building supporting it.

Figure 17—The façades of single-family attached town homes should be punctuated by a change in texture or material, offset, or other architectural feature to differentiate individual units.
(b) 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 50 feet or more are prohibited. At least every 50 linear feet, wall and roof planes shall contain offsets or setbacks of at least four feet (4’).

(c) The façades of attached town homes should be punctuated by a change in texture or material, offset, or other architectural feature to differentiate individual units.

(d) To the maximum extent practicable, the massing and use of exterior materials on small multi-family buildings of 4 units or less, including duplexes, should be arranged so as to give the building the appearance of a large single-family detached home.

(e) Where a multi-family building abuts a lot containing a single-family building of a lesser height, the multi-family building shall step down by one story in height on the side that abuts the single-family lot.

c. Design Incentives

As a condition of rezoning, the city may allow up to a five percent (5%) increase in the maximum density permitted in the applicable zoning district for multi-family developments that provide attached town home rows that contain no more than 4 town home dwelling units per row.
2. Architectural Detail: Style, Roof Form, Building Façades, Entries, Windows

a. Intent

Doors, roof forms, windows, and balconies are examples of building features that add to the character of a residential streetscape and contribute to the pedestrian-oriented character of places. These elements shall be used to both improve the visual interest of multi-family infill/redevelopment projects and add to the visually unified appearance of northern Overland Park.

b. Design Guidelines and Standards

i. Consistency in Architectural Style.
   (a) Each multi-family project or group of buildings should have a definitive style. Mixing of various architectural styles dilutes the character of the project and is inappropriate.
   (b) Each building in a multi-family development should have a definitive, consistent style. Mix of various architectural styles on the same building dilutes the character of the building and is inappropriate.

ii. 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.

iii. 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 entrances 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.

iv. Articulated Building Fronts. Fronts of buildings should include articulations such as bays, insets, porches, or balconies related to entrances and windows. Articulations shall be used to provide differentiation between attached town home units.

v. Windows.

   (a) All multi-family building elevations shall contain windows, except when necessary to assure privacy for adjacent property owners.
   (b) Windows should be located to maximize the possibility of occupant surveillance of entryways, recreation, and laundry areas.

Figure 19—Fronts of buildings should include articulations such as bays, insets, porches, or balconies related to entrances and windows.
vi. **Garage Doors.**

(a) Garage doors of attached garages shall not exceed 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).

(b) The front wall plane of all attached garages where the garage door is parallel to the front of the house should be recessed behind the front wall plane of the dwelling’s ground floor living area by a minimum of four feet.

(c) Use of applied materials such as windows, siding, or applied trim to enhance garage doors is appropriate.

vii. **Parking Structure Access Drives.** To the maximum extent practicable, all parking access drives shall be located to the side or rear of the building to maintain a pedestrian oriented front of building-to-street relationship. Aggregating below-grade parking with a single access drive is one method to achieve this standard. Parking access drives shall not exceed 24 feet in width.

viii. **Roofs.**

(a) All one-story and two-story multi-family buildings shall have a primary roof pitch of a minimum slope ratio of 6/12.

(b) 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.

c. **Design Incentives**

i. As a condition of rezoning, the city may allow a maximum two percent (2%) increase in the maximum density permitted in the applicable zoning district for multi-family developments for each of the following architectural elements:

(a) Two sidelights and/or a transom on all front doors;

(b) Real or simulated chimneys faced with masonry; or

(c) Rear- or side-loading garage doors in at least fifty percent (50%) of units.

(d) Windows in all garage doors.

3. **Building Materials**

a. **Intent**

The exterior materials used in a building’s design create impressions of not only the individual building itself, but of the image of northern Overland Park as a community. The intent of this section is to require the use of high-quality materials.
materials and colors to ensure compatibility with residential areas to reflect the historic character of established residential areas.

b. Design Guidelines and Standards

i. Submittal Requirements. Applicants shall submit a sample building material board at the time of preliminary plan application.


(a) For all multi-family buildings, 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.

(c) The rehabilitation of existing multi-family structures shall comply with the requirements for exterior building materials, Section 3.b.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 materials for pitched roofs shall be high quality, durable material including, 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.

c. Design Incentives

i. The city may approve a five percent (5%) increase in the maximum 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%).
4. Accessory Structures

a. Intent

The design and placement of accessory structures should contribute to the overall character of a development. Integrate accessory structures into the development in a manner that is architecturally compatible and complementary to the primary buildings they serve.

b. Design Guidelines and Standards

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. Flat and shed roofs are prohibited.

G. LANDSCAPING

1. Plant Materials

a. Intent

Plant materials contribute to the sense of a natural setting that is so unique to northern Overland Park. Existing trees shall be protected to the maximum extent practicable, and new buildings and paved areas softened by adequate landscaping. 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 of trees near utility easements.

b. Design Guidelines and Standards

i. Site landscaping shall include plants similar in form and scale to existing vegetation in the neighborhood or area.

ii. Each landscaped area shall be covered in live material. Live material includes trees, shrubs, ground cover, and sod. Areas that are not covered in live material may be covered by woody mulch, or other natural materials other than exposed gravel and aggregate rock.
iii. The minimum tree requirements to meet the intent of the parking lot landscaping requirements for each district are as set forth below:
   (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

2. Planting for Visibility and Security
   a. Intent
      Planting plans and patterns shall be used to aid surveillance and minimize the potential for crime. Planting shall also be sited to 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 30 inches.

3. Site Perimeter Landscaping Abutting Street Edges
   a. Intent
      The consistent use of plantings along street edges provides visual cohesion along streets and helps buffer automobile traffic. The intent of these standards is to provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character.
   b. Design Guidelines And Standards
      Landscaped Tree Lawns or Building Setbacks. Subject to approval of the City Forester, along public streets, one street tree shall be planted every 25 linear feet within the tree lawn between the sidewalk and street edge, if one exists or is required, or within 10 feet of the public right-of-way in the absence of a tree lawn.

4. Site Perimeter Landscaping Abutting Adjoining Parcels
   a. Intent
      Because northern Overland Park is developed with a mix of land uses within close proximity to each other, it is important to treat the “edges” of these land uses in a manner that is sensitive to the visual impacts they may have on adjoining properties. The intent of these standards is to reduce on and off-site visual impacts of paved areas and buildings on adjacent land uses.
   b. Design Guidelines and Standards
      Multi-family developments shall be screened from adjacent single-family residential structures by a 6-foot high opaque fence or landscaped buffer.
5. 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.

6. Parking Lot Landscaping
a. Intent
   Parking lot landscaping shall be used to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate negative acoustic and visual impact of motor vehicles. Specific landscape requirements will vary slightly depending upon the size and configuration of the parking areas on a site.

b. Design Guidelines and Standards
   i. Separation of Parking Blocks and Garages.
      (a) Sites with large areas of contiguous off-street parking spaces shall break each area into a series of smaller parking blocks (maximum 20 spaces each) separated from other parking blocks by a landscaped area of least 5 feet in width or by a low decorative fence or wall (maximum height 3 feet) bordered by landscaping on at least one side.
   ii. Interior Parking Lot Landscaping.
      (a) The interior of all off-street parking areas containing 10 or more spaces shall be landscaped according to the interior parking lot landscaping standards, as prescribed below. These requirements for interior parking area landscaping are in addition to the requirements set forth below for perimeter parking area landscaping.
         (1) Not less than six percent (6%) of the interior of a parking area shall be landscaped. The interior of a parking area shall be calculated by multiplying the number of parking spaces by 280 square feet. The parking landscaping requirements for separation of parking blocks set forth in E.2.b.iv. above shall be credited toward the interior parking lot landscaping requirement in this subsection
         (2) Detached garages or carports structures sited in a row (end to end) shall be separated by a landscaped area no less than 10 feet in width. Such area shall be planted with ground cover, shrubs, sod, or trees and may include a pedestrian walkway.
(3) 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) Applicability. These perimeter landscaping standards shall apply only to perimeters of a parking area adjacent to either public rights-of-way, public or common open space, and adjacent properties. Perimeter parking lot landscaping requirements may be satisfied by required street edge landscaping and required landscaped buffers (See Sections G.3.b. and G.4.b. above.) where the locational requirements for the buffer or street edge landscaping overlap with these perimeter landscaping requirements.

(b) 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

Figure 22—The perimeter of all parking areas shall be screened by a berm, continuous hedge, a low wall or decorative fence, or a combination of methods.
(3) A low, decorative masonry wall or ornamental metal fence 3 feet high in combination with landscaping planted on the inside of the wall at a minimum width of 3 feet; or

(4) A combination of these methods.

Figure 23—Trash containers and collection areas shall be fully enclosed and screened from view with a wall or fence and solid gate.

7. Service Area/Dumpster Screening

a. Intent
Service, loading, and dumpster areas create visual and noise impacts on surrounding neighborhoods. These impacts shall be mitigated by appropriately orienting and visually screening service areas, including trash receptacles, from public rights-of-way and adjacent uses.

b. Design Guidelines and Standards
i. To the maximum extent feasible, trash containers and collections areas shall be oriented toward rear service corridors.

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

8. Mechanical/Utility Equipment Screening

a. Intent
Mechanical and utility equipment detracts from the character of an area. Steps shall be taken to mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems on surrounding development.

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.

9. Fencing And Walls

a. Intent

While fences and walls are sometimes necessary to buffer uses, they can create visual barriers in an existing neighborhood. If fencing and/or walls are either provided or required, they shall complement the design of the overall development and surrounding properties.

b. Design Guidelines and Standards

i. Perimeter Fences and Walls.

(a) Applicability. This subsection applies to all perimeter fences and walls, as defined in Section VII (Definitions) below.

(b) Setbacks and Height.

(1) Solid screening fences must be setback a minimum of 15 feet from an adjacent public right-of-way.

(2) 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.

(3) No setback is required for fences on an interior property line.

(4) Unless otherwise restricted by (2) above, the maximum height of a fence or wall shall be eight feet.

(c) 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.

(d) 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 Figure 24—Breaks in the length of a perimeter fence shall be made to provide pedestrian connections to the perimeter of a site or to adjacent development.
sidewalks and public trails. (See subsection D.2. Pedestrian Access and Circulation above).

(e) **Maximum Length.** The maximum length of continuous unbroken and uninterrupted fence or wall plane shall be fifty feet (50'). Breaks in the fence plane shall be provided through the use of columns, landscaping pockets, transparent sections, or a change to different materials.

(f) **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.

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**Figure 25**—The setback area between a fence or wall shall be landscaped with sod, shrubs, and/or trees, using a variety of species to provide seasonal color and plant variety.

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**H. LIGHTING**

1. **Intent**

   While exterior lighting is essential to promoting safe vehicular and pedestrian access to and within a development, it should not impact adjacent residential properties. The adverse impacts of light through spillover shall be eliminated.
2. Design Guidelines and Standards

a. **Plan Required**: Applicants shall submit a unified lighting plan for all multi-family infill/ redevelopment projects subject to these Infill and Redevelopment Guidelines and Standards.

b. **Compatibility With Surrounding Area**: The lighting plan shall consist of recognizable, distinctive designs and fixtures that are compatible with or complement surrounding neighborhoods.

c. **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.

d. **Lighting Height**: Light pole and lighting structures shall be no more than 20 feet high. Bollard-type lighting shall be no more than 4 feet high.

e. **Building Mounted Lighting**: Building-mounted lighting shall be limited to accent lighting used to illuminate architectural features with a maximum height of 20 feet.

f. **Parking Lot Lighting**: Light poles shall not be more than 20 feet high. Building mounted lighting shall not be permitted to illuminate parking lots/areas.

g. **Lighting for Security**:
   
i. Accent lighting on buildings is encouraged as a security feature, particularly where buildings back to natural open space areas.
   
   ii. Interior and exterior lighting shall be uniform to allow for surveillance and avoid isolated areas.

h. **Illumination Levels**: Pedestrian areas, driveways, and parking areas shall be illuminated to a minimum average of 1 footcandle.

i. **Design of Fixtures/Prevention Of Spillover Glare**: Light fixtures shall use cut-off lenses or hoods to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.

j. **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.

I. **SIGNAGE**

All multi-family developments shall comply with the signage requirements set forth in Chapter 18.440 of the Unified Development Ordinance.
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VI. COMMERCIAL INFILL/REDEVELOPMENT DESIGN GUIDELINES AND STANDARDS

A. GENERAL PROVISIONS

1. Intent
   The intent of the following design guidelines and standards is to encourage commercial infill, redevelopment, and rehabilitation opportunities that respond to the established context of the surrounding land uses and existing developments.

2. Applicability
   These guidelines and standards shall apply to all commercial infill, redevelopment, and major rehabilitation projects that occur in any of the following zoning districts within the Infill and Redevelopment Overlay Zone: C-1, CP-1, C-2, CP-2, C-3, and CP-3. In addition, the building design standards in Section VI.F. below shall apply to any minor rehabilitation of large commercial centers that existed prior to the effective date of these guidelines and standards.

B. SITE PLANNING

1. Preservation of Natural, Historic, and Cultural Features
   a. Intent
      Mature trees, rolling topography, natural drainageways, and historic sites are a few of the elements that contribute to the distinct character of northern Overland Park. To protect these significant natural features and resources enhances the local character, new development shall work with the context and integrity of this environment by preserving natural features to the maximum extent practicable.

   b. Design Guidelines and Standards
      i. General Guideline for Integration. Commercial 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.
      ii. Preservation of Natural Areas, Open Spaces, and Historic Structures. To the maximum extent practicable, where significant natural features or historic or cultural resources exist on a property, an applicant shall give priority to their preservation through sensitive site layout and design. 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 or priority or significance):
(a) Floodplains and surface drainage channels;
(b) Existing, mature trees;
(c) Historic, cultural, or archeological sites or areas recognized by the city, state, or federal government as significant;
(d) Lakes, river, stream corridors, and other bodies of water;
(e) Prominent ridges, bluffs, or valleys;
(f) Steep slope areas;
(g) Wetlands.

iii. Protection of Stream Corridors and Natural Drainages.
(a) To the maximum extent practicable, perennial streams, natural drainages, wetlands, and associated riparian corridors shall be incorporated into site plans and site design as major amenities, with trails, seating, and appropriate supplemental vegetation.
(b) As part of the submittal requirements for commercial development subject to these Infill and Redevelopment 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.

iv. Preservation of Existing Trees and Vegetation.
(a) Plan Requirement: Developers shall submit an existing tree survey and preservation plan to show compliance with the following guidelines and standards. The extent of the survey required shall be determined by staff.
(b) General Guideline: Existing trees should be preserved to the maximum extent practicable as site amenities within the commercial development.
(c) Significant Trees: To the maximum extent practicable, significant trees shall be preserved or transplanted on site. For purposes of this section, “significant” trees include the following:
(1) deciduous trees with twelve (12) inch minimum caliper;
(2) evergreen trees twelve (12) feet or more in height; or
(3) groups or stands of ten (10) or more trees with a minimum caliper of six (6) inches.
(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 landscaping or buffering
requirements under these Infill and Redevelopment 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 damaged tree with a new tree. 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 1 inch of tree caliper removed or damaged, the applicant or developer shall:

(1) install two (2) inches of replacement tree caliper on-site; 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.

(h) Protecting Trees on Public Property: Trees located on public property, including public tree lawns, shall not be cut, damaged, or removed without approval from the city. They shall be protected during construction in accordance with the above standards.

2. Land Disturbance (Grading And Retaining Walls)

a. Intent

The rolling vegetated natural topography of northern Overland Park significantly contributes to the character of this area, which is distinct from southern parts of the city. The character of the natural landscape shall be maintained by ensuring any changes to the natural landscape are compatible with the surrounding environment and respect the natural topography of a site through sensitive site organization and minimizing land disturbances.

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 commercial 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 commercial 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 5 feet in height from the finished grade. Terracing shall be limited to 4 tiers.

   (c) The width of the terrace between any two 5-foot retaining walls shall be a minimum of 4 feet and maximum slope of 3:1. Terraces created between retaining walls shall be permanently landscaped or revegetated.

   (d) Retaining walls shall be faced with stacked natural 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.

3. **Site Amenities**

   a. **Intent**

   Site amenities and features such as outdoor plazas and public art offer attractive spaces for people to gather and shop and generally creates an inviting image for both customers and employees. The use of such amenities can be particularly effective in drawing residents to areas that have experienced infill or
redevelopment. Site amenities provide areas for interaction, enhance the quality of development, and contribute to the character of the area.

b. Design Guidelines and Standards

i. All development of 25,000 square feet of floor area or greater shall contribute to the creation or enhancement of public spaces by incorporating two (2) of the following site amenities:

(a) Patio or plaza with seating area;
(b) Mini-parks, squares, or greens;
(c) Transportation amenities, including bus stops in coordination with Johnson County Transit;

(d) Customer walkways or pass-throughs containing window displays;
(e) Water feature;
(f) Clock tower;
(g) Public art;

(h) Any other well designed area and/or focal feature that, in the city's judgment, adequately enhances such development and serves as a gathering place.

4. Crime Prevention

a. Intent

Integrate site planning principles, such as easy surveillance of common areas and walkways by residents, into the design of commercial developments to lessen the likelihood of crime within the development.
b. Design Guidelines and Standards

i. **Application.** 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 application of CPTED principles to commercial developments.

ii. **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.

iii. **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 promotes an environment in which natural surveillance is possible.

iv. **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.

v. **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.

vi. **Maintenance.** Maintain landscaping, lighting fixtures, and other features to facilitate the principles of CPTED, territorial reinforcement, natural surveillance, and access control.

C. SITE LAYOUT/DEVELOPMENT PATTERN (DEVELOPMENT SETBACK/orIENTATION)

1. Development Setbacks

a. **Intent**

The layout of principal buildings and accessory structures and parking areas along a street is an example of a repeated site pattern that creates a cohesive visual identity and attractive pedestrian street scene for an area. For an existing urbanized area like northern Overland Park, creating a strongly defined street edge will improve the area's visual appeal and distinguish it from more suburban development to the south.
b. Design Guidelines and Standards

i. **Applicability.** This subsection’s minimum setback requirements shall apply to all principal commercial buildings and related accessory buildings and structures, and to off-street parking lots.

ii. **Front Yard Setbacks.** Except as otherwise allowed by these Design Guidelines and Standards, the minimum front yard development setback shall be 10 feet.

iii. **Minimum Side Yard Setbacks.** There shall be no minimum side yard setbacks required, except where property abuts land that is zone residential or C-O/CP-O. In those cases, the side yard shall be equal to the minimum side yard required in the district that abuts the property.

iv. **Minimum Rear Yard Setbacks.** No rear yard required, except where property abuts land zoned residential or C-O/CP-O. In such cases, the rear yard shall be a minimum of 10 feet.

2. Site Layout and Building Orientation

a. **Intent**

The orientation of a building strongly influences a development site’s focus of activity. A building oriented at least in part to an adjoining public street can create a strong presence in the public realm, and can contribute significantly to a pedestrian-friendly built environment. On the other hand, street frontage interrupted by long stretches of parking lot asphalt or other “empty spaces” can detract from a positive pedestrian experience. These standards encourage the creation of a continuous, defined street edge, whether comprised of building, walls, or vegetation, in order to enhance the pedestrian experience, while in return allowing a developer to maximize the developable area of an infill or redevelopment parcel with a reduced front development setback.
b. Design Guidelines and Standards

i. General Site Layout Along Thoroughfare, Collector, and Commercial Street Frontages:

(a) A minimum of thirty percent (30%) of a development site's thoroughfare, collector, and commercial street frontage(s) shall be occupied by building wall. Such building wall may be part of a principal building, pad site building, or accessory building. In the case of drive-thru facilities, a site wall of a minimum 3 feet in height, that reflects the building architecture may be used to meet the 30% requirement.

(b) The remaining seventy percent (70%) of thoroughfare and collector street frontage shall be occupied according to the following provisions. The only breaks allowed to penetrate the 70% of street frontage shall be accommodations for necessary vehicle and pedestrian access ways.

(1) If development along the remaining 70% of thoroughfare or collector street frontage has a front setback of 10 to 15 feet, the remaining street frontage shall be occupied by decorative architectural walls placed on the setback line to screen the parking area, or a solid hedge (3 feet high), landscaped entryway signage or features, and/or site amenities.

(2) If development along the remaining 70% of thoroughfare or collector street frontage has a front setback of 15 through 25 feet,
then fifty percent (50%) of the remaining street frontage shall be occupied by decorative architectural walls or fences placed on the setback line to screen a parking area or a solid hedge (3 feet high), landscaped entryway signage or features, and/or site amenities.

(3) If development along the remaining 70% of thoroughfare or collector street frontage has a front setback of more than 25 feet, this subsection’s requirements for a developed street edge shall be optional only.

ii. Site Layout and Building Orientation at Thoroughfare Street Intersections. Major intersections of commercial activity in Overland Park need special attention so that all four corners are linked and function as a whole, and so that a sense of place and "arrival" unique to Overland Park is maintained or created. All commercial developments located at the intersection of two thoroughfare (arterial) streets shall comply with the following site layout and building orientation standards:

(a) Parking areas and drive-through facilities shall not be located within a 150-foot radius measured from the intersection of the centerlines of the two thoroughfare streets.
(b) Development located within a 150-foot radius from the intersection of the centerlines of the two thoroughfare streets shall include two or more of the following focal point features which shall be visible from the intersection streets:

(1) A distinctive design that does not represent standard franchise architecture;

(2) An architectural feature or appendage that is a minimum of 25 feet tall and a maximum 45 feet tall (e.g., a clock tower, spire, or interesting roof form);

(3) Public art or sculpture;

(4) Fountains or other water feature;

(5) Public plazas or other open space; or

(6) Landscape feature.

iii. Additions to Strip Centers.

(a) To the maximum extent practicable, additions of leasable square footage to strip commercial centers should avoid extending the linear pattern or line created by an existing strip building(s).

(b) Additions of leasable square footage or structures should be arranged to help frame and define the fronting streets and the walking and shopping areas along those streets.

iv. Orientation of Entry façades. Entry façades shall orient towards the primary street or the active pedestrian zone within the site to create an inviting image, and consistent front and street edge definition.

3. Multiple-Building Developments/Pad Sites

a. Intent

The siting and design of smaller retail stores, or “pads,” can create an inviting appearance in a larger, multiple-building development by reducing a project’s scale and expanding the range of activities and businesses found within a single development. Adding pad sites to a commercial center can help to improve the
development's visual interest by framing entries and placing storefront spaces closer to the street to create a more active street scene. The siting and orientation of these smaller stores shall create spaces that relate to both the primary buildings and the street frontage and shall be architecturally compatible with the primary or anchor buildings of the development.

b. Design Guidelines and Standards

i. General Guideline. The number, location, and design of independent pad sites shall reinforce, rather than obscure, the identity and function of a commercial development, especially in Large Commercial Centers.

ii. Clustering of Pad Sites. To the maximum extent practicable, pad sites shall be clustered together to define street edges and entry points or to enclose and create interesting places between buildings. Even dispersal of pad sites in a widely-spaced pattern within the development, even if along the street edge(s), is discouraged. Placement of pad sites shall be consistent with the requirements for overall development pattern and site layout set forth in Section VI.C. (Site Layout/Development Pattern) above.

iii. Spaces Between Adjacent Pad Sites. To the maximum extent practicable, spaces between adjacent pad site buildings should be improved to provide small pockets (preferably heavily landscaped) of customer parking, pedestrian connections, small-scale project amenities, or focal points. Examples include, without limitation:
   (a) A landscaped pedestrian way linking customer entrances between two or more pad site buildings;
   (b) A public seating or outdoor eating area;
   (c) An area landscaped with living materials emphasizing 4-season colors, textures, and varieties; or
   (d) Sculptures or fountains.

iv. Pad Site Building Design.
   (a) Pad site buildings shall incorporate the same materials and colors as those on the primary commercial building(s) in the development or center.
   (b) Significant departures from "off-the-shelf" standardized franchise building design may be required to meet this standard.
   (c) Pad site entrances are appropriate locations to express individual building character or identity. Customer entrances shall be emphasized.
through incorporation of a building recess, projection, canopy, or similar
design element.
(d) The design of any pad site shall comply with Section VI.F (Building
Design) below.

4. Relationship to Surrounding Development: Operational Compatibility

a. Intent

Because the predominant land use pattern in northern Overland Park is
characterized by commercial land uses adjacent to or in relatively close
proximity to residential uses, ensuring that commercial infill and redevelopment
projects relate well to surrounding development is essential. Development shall
respect adjacent residential uses and surrounding neighborhoods by ensuring
intensive operations, such as loading areas, do not adversely impact neighbors.

b. Design Guidelines and Standards

i. The city may impose conditions upon the approval of development
applications to ensure that infill and redevelopment projects will be
compatible with existing neighborhoods and uses, including, but not limited
to, conditions on the following:
(a) Location on a site of activities that generate potential adverse impacts
on adjacent uses such as noise and glare;
(b) Placement of trash receptacles;
(c) Location of delivery and loading zones.

D. VEHICULAR AND PEDESTRIAN ACCESS AND CIRCULATION

1. Vehicular Access and Circulation Intent

a. Intent

Internal vehicle circulation shall provide a clear visual path to provide safe,
convenient and efficient vehicular access within and between developments.
Circulation patterns shall be designed to limit points of access from major
thoroughfares and minimize the impacts of non-residential traffic on adjacent
residential properties.

Figure 34—Development shall respect adjacent residential uses and
surrounding neighborhoods by ensuring intensive operations,
such as loading areas, do not adversely impact neighbors.
b. Design Guidelines and Standards

i. **Primary Vehicle Access—Large Commercial Centers.**

(a) Primary access to large commercial centers, as defined in Section VII, shall be from the thoroughfare street system. In order to maximize the efficiency of the city's street network, major traffic generators should be located so that their primary access is from a thoroughfare or

*Figure 35—Provide safe, efficient, and convenient vehicular and pedestrian access and circulation patterns.*
commercial access road. Large commercial centers should be located at the intersection of thoroughfare streets so that access is available for both east/west and north/south traffic. Primary access points should be located so that commercial traffic is separated from the residential street system.

(b) If a large commercial center is proposed at a location or density that will have a significant effect on current traffic patterns, a traffic impact study may be required to ensure that the street network can accommodate the anticipated traffic demands and to define required street improvements.

ii. Primary Vehicle Entrances. The number and location of vehicle entrances to a commercial development shall be consistent with the existing or anticipated design of adjacent streets. The specific location of primary vehicle entrances are subject to the approval of the Planning and Development Services Department and will be largely dependent on the following factors:

(a) The location of existing or planned median breaks;

(b) Separation requirements between the entrance and major intersections;

(c) Separation requirements between adjacent entrances (or minor intersections);

(d) The need to provide shared access to adjacent parcels of land;

(e) The need to align with previously approved or constructed access points on the opposite side of the street; and

(f) The minimum number of entrances needed to move traffic onto and off the site safely and efficiently.

iii. Entry Driveway Configuration. The specific design or geometrics of commercial development entry driveways shall comply with the intent of these Infill and Redevelopment Design Guidelines and Standards and shall conform to the standards of the Planning and Development Services Department.

(a) Commercial driveway configuration and design shall be appropriate given the size of the development and the capacity of the street.

(b) Driveway geometrics shall be dependent on a variety of factors, including traffic volume, speed, and distribution. The following design issues should be addressed in each case and the resulting driveway design should provide an efficient ingress and egress to the development without causing undue congestion or accidents on the public street system:

(1) The number of in-bound and out-bound lanes;

(2) Lane width (minimum width curb-to-curb is 28 feet);

(3) Throat length (i.e., the distance between the street and the first point at which cross traffic or left turns are permitted);

(4) Curb radii;

(5) The need or desirability of a raised median;
(6) The need for a deceleration lane; and
(7) Accommodation for pedestrian crossings.

iv. **Minimizing Entry Driveways.** To the maximum extent feasible, the number of entry driveways on a thoroughfare street should be minimized in order to reduce the number of conflicting points and facilitate traffic flow.

(a) Infill/redevelopment projects shall be required to conform with the standards in the above subsection, including closing entry driveways or constructing curbs where appropriate. In implementing a change in existing driveways, the Planning and Development Services Department may consider the following factors:

1. The impact on planted areas and street trees adjacent or in the public right-of-way;
2. The impact of the driveway closure upon on-site circulation;
3. The extent to which the existing driveways deviate from current city standards;
4. The extent to which the present driveways would allow existing or potential traffic movements which are unsafe or which have an adverse effect on traffic operations;
5. The physical feasibility of compliance with the standards.
6. Any additional information submitted by the developer.

(b) It is recognized however that certain existing tracts may not be able to fully comply with these standards due to limited frontage or other constraints. When compliance with the standards is precluded due to the location of driveways on adjoining properties, attempts should be made to obtain alternative access where feasible, including joint access driveways, shared parking with adjacent landowners, access easements to adjoining properties, or access to intersecting streets.

v. **Internal Vehicle Circulation.**

(a) Internal vehicle circulation patterns shall provide a clear and direct path to the principal customer entrance of the primary building, to outlying pad sites, and to each parking area.

(b) In large commercial centers, a clear system of main circulation drives (containing few or no parking spaces that directly access the main drives) shall be established to carry the highest volumes of traffic within the site.

1. To the maximum extent feasible, the intersection of two main circulation drives shall be designed as a “T” intersection, rather than a four-legged intersection, to minimize vehicular conflicts.

(c) In small commercial centers (less than 50,000 square feet), where traffic volumes are lower and, consequently, pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is available in the location and design of internal drives.

1. Because of the lower traffic volumes, entry drive throat lengths can be shorter.
(2) The use of four-legged intersections can be utilized more extensively.

(3) Depending on the size of the shopping center and the number and location of access points, fewer restrictions may be placed on the extent to which traffic entering the site is directed to the drives along the building façades.

(d) Main drive aisles shall be continuous and connect to the main entrance to the development site.

(e) Internal intersections shall have adequate sight lines, design geometrics, and/or traffic controls to minimize accident potential.

vi. On-Site Truck Traffic/Loading And Circulation.

(a) Every shopping center will be required to provide loading and delivery facilities separate from customer parking and pedestrian areas.

(b) Due to their greater size and lower maneuverability, truck circulation paths should be designed with larger curve radii and more maneuvering room.

(c) As the size of the development and the volume of trucks increase, internal circulation patterns should reflect an increasing separation between automobile and truck traffic in order to minimize accidents and congestion.


(a) Adjacent Non-Residential Uses:

(1) To the maximum extent feasible, connections between adjacent non-residential development parcels shall be provided by siting a logical array of access points continuous to the adjacent development.

(2) To the maximum extent feasible, common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.
(3) The city may require access easements to ensure that pad sites or adjacent parcels have adequate access if ownership patterns change.

(b) **Adjacent Residential Uses:** Commercial drives or on-site streets shall not align with access to adjacent residential developments. Exceptions may be made in cases where physical constraints dictate that no other option is possible.

(c) **Emergency Access:** All commercial developments shall comply with the currently adopted building code provisions regarding emergency vehicle access and fire lanes.

![Figure 36—Continuous pedestrian walkways no less than 8 feet wide shall be provided along the full length of a primary building.](image)
2. Pedestrian Access and Circulation

a. Intent

By creating a safe, continuous network of walkways within and between developments, pedestrians feel more inclined to safely walk or window shop, (rather than drive), between stores. By developing a pedestrian network that offers clear circulation paths from the parking areas to the store entries, a friendlier, more inviting pedestrian environment will be created. Walkways should provide an inviting and convenient option for pedestrian movement within a development and promote direct pedestrian and bicycle access to neighboring residential, non-residential, and public uses.

b. Design Guidelines and Standards

i. Submittal Requirement. Applicants shall submit a detailed pedestrian circulation plan with all subject development applications that shows compliance with the following guidelines and standards:

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

(a) The primary entrance or entrances to each commercial building, including pad site buildings;

(b) Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the commercial development;

(c) Any public sidewalk system along perimeter streets adjacent to the commercial development (See subsections b.iii. and b.iv. below.);

(d) To the maximum extent practicable and appropriate, adjacent land uses and developments, including but not limited to adjacent residential developments, retail shopping centers, office buildings, or restaurants;

(e) To the maximum extent practicable and appropriate, 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.

(f) All parking blocks or parking structures that serve such primary building; and
(g) Site amenities or gathering places provided pursuant to section VI.B.3. above.

iii. Pedestrian Connections to Perimeter Public Sidewalks. Connections between the on-site (internal) pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at regular intervals along the perimeter street as appropriate to provide easy access from the public sidewalk to the interior walkway network.

iv. Minimum Walkway Width. All on-site pedestrian walkways and sidewalks shall be a minimum of 5 feet wide, except that walkways adjacent to a parking area where cars may overhang the walkway shall be a minimum 7 feet wide.

v. Walkways Along Buildings.
   
   (a) Walkways Along Primary Buildings: Continuous pedestrian walkways no less than 8 feet wide shall be provided along the full length of a primary building along any façade featuring a customer entrance and along any façade abutting customer parking areas.

   (b) Walkways Along Pad Site Buildings: Continuous pedestrian walkways no less than 5 feet wide shall be provided along the full length of a pad site building along any façade featuring a customer entrance and along any façade abutting customer parking areas.

   (c) Walkways Through Vehicle Areas in Large Commercial Centers: At each point that the on-site pedestrian walkway system crosses a parking lot or internal street or driveway, the walkway or crosswalk shall be clearly marked through the use of a change in paving materials distinguished by their color, texture, or height.

E. PARKING

1. Parking Amount and Type

   a. Intent
   
   Given the potential for infill/redevelopment projects to develop on smaller or more constrained sites, providing options for shared parking, both on and off-street is important. While commercial developments should have adequate parking for customers and employees, they should also avoid excessive amounts of asphalt that detract from a pedestrian environment and may limit appropriate development density.

   b. Design Guidelines and Standards

   i. Parking Amount.

   (a) All commercial infill/redevelopment for developments with more than 50,000 square feet of total floor area shall provide a minimum of four (4) parking spaces per 1,000 square feet regardless of the specific uses or tenants within the center.

   (b) All commercial infill/redevelopment for developments with less than 50,000 square feet of total floor area shall provide a minimum of four
(4) parking spaces per 1,000 square feet. Parking for restaurants shall be provided at the rate of one (1) space for every three (3) seats.

(c) Accessible Parking
   i. Accessible parking spaces for the disabled shall be provided according to city standards and specifications.
   ii. Accessible parking for the disabled shall be located to avoid the need for disabled persons to cross drive aisles. In instances where high traffic volumes along the face of a large building are expected, the Planning Commission or City Council may waive this requirement where the accessible parking will be located across the drive aisle or in another suitable location nearest the building entrance.

2. Parking Location and Layout

   a. Intent
      The typical suburban commercial development pattern of placing large amounts of parking between the fronts of buildings and the adjacent street and between buildings contributes to a bleak and formless arrival experience and a detached relationship between the building and the street. Locating parking along the side and rear of buildings can help reduce the impression of a “sea of parking” while providing convenient automobile and pedestrian access.

   b. Design Guidelines and Standards
      i. Parking Location. A minimum of thirty percent (30%) of the off-street surface parking spaces provided for all uses contained in the development’s primary building shall be located other than between the front façade of the primary building and the primary abutting street (e.g., to the rear or side of the primary building(s)). Alternative provisions may be considered when the commercial development abuts an existing residential neighborhood.
      ii. Parking Orientation. To the maximum extent feasible, parking shall be oriented to minimize visual and noise impacts on adjacent residential properties.
      iii. Parking Blocks Required.
         (a) In order to reduce the scale of large surface parking areas, the total amount of surface parking provided shall be broken up into parking blocks containing no more than 40 spaces.

Figure 38—The total amount of surface parking provided shall be broken up into parking blocks containing no more than 40 spaces.
(1) Parking blocks shall be separated from each other by landscaping, access drives or public streets, pedestrian walkways, or buildings.

(2) Each parking block shall have consistent design angles for all parking within the block.

(3) Parking blocks shall be oriented to buildings to allow pedestrian movement down and not across rows (typically with parking drive aisles perpendicular to customer entrances).

(4) Through access shall be provided within and between parking blocks; dead end drives shall be strongly discouraged.

(b) Where parking blocks are not easily defined, there shall be no more than ten (10) parking spaces without an intervening landscape island at least 9 feet wide.

F. BUILDING DESIGN

1. Applicability

a. General Applicability

This section’s building design guidelines and standards shall apply to all commercial infill development, and major rehabilitation as stated in section VI.A.2., above.

b. Special Applicability and Minor Rehabilitation of Existing Large Commercial Centers

All minor rehabilitation of large commercial centers existing prior to the effective date of these Commercial Infill/Redevelopment Design Guidelines and Standards shall be subject to the building design guidelines and standards in this subsection VI.F. An applicant undertaking such minor rehabilitation shall submit a site plan and/or rehabilitation plan for the entire commercial center that evidences either (a) substantial compliance with the building design guidelines and standards in this subsection VI.F., or (b) alternative compliance that advances the intent of these regulations and provides equivalent public benefits without significant adverse impacts on surrounding development.

2. Building Height/Scale/Massing/Form

a. Intent

Building design that creates or adds to the visual interest of a streetscape and a pedestrian scale is an essential element of infill and redevelopment. Building height, scale, and massing can be used to emphasize important corners, designate points of entry, and create a visible roofline silhouette. The primary
mass of structures shall include secondary projections that reduce the apparent scale, creates visual interest, and promotes compatibility with adjacent uses. Building design for infill and redevelopment projects shall be compatible with adjacent development.

b. Design Guidelines and Standards

i. Compatibility With Surrounding Development. Infill and redevelopment projects in existing developed areas with an established pedestrian scale and character shall be compatible with or complement the established proportions and building mass of adjacent developments.

ii. Transition To Adjacent Residential Uses. Where buildings are adjacent to residential uses, building massing shall create a transition from the edges of a commercial center inward. To achieve this effect, smaller and lower building mass shall be located near edges of the center where adjacent buildings are smaller or residential in scale.

iii. Building Façade Treatment. All building walls shall have architectural interest and variety to avoid the effect of a single, long or massive wall with no relation to human scale. The building design shall be consistent with the following standards:

(a) Minimum Wall Articulation. There shall be no blank unarticulated building walls.

Figure 40—Each building façade shall incorporate wall plane projections or recesses having a depth of at least three percent (3%) of the length of the façade and extending at least twenty percent (20%) of the length of the façade.

Figure 41—Each building façade shall incorporate architectural features such as columns, ribs, pilasters or piers, changes and changes in texture or masonry pattern every 30 feet.
exceeding 30 feet in length. All building walls shall be designed to meet all the following standards:

(1) All building walls shall consist of a building bay or structural building system that is a maximum of thirty feet (30’) in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, changes in wall planes, changes in texture or materials, and fenestration pattern no less than twelve inches (12”) in width.

(2) All building walls shall include materials and design characteristics consistent with those on the front.

(3) Any wall exceeding 30 feet in length shall include at least one change in wall plane, such as projections or recesses, having a depth of at least three percent (3%) of the entire length of the façade and extending at least twenty percent (20%) of the entire length of the façade.

(4) The above standards may be waived if the applicant can demonstrate an alternative building design that significantly articulates a wall plane.

(b) Building Walls Facing Public Areas. In addition to 2.b.iii.(a) above, walls that face public streets, connecting walkways, or adjacent development shall meet the following standards:

(1) Facades shall be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, trellises with vines, or alternate architectural detail that defines human scale, along no less than sixty percent (60%) of the façade. A minimum of ten percent (10%) of the entire such façade area shall be composed of transparent materials, unless the Director of Planning and Development Services finds that such transparency would be inconsistent with the operational requirements of the building. At least one-half of this amount should be provided so that the lowest edge of the transparent material is no higher than 4 feet above the finished floor elevation.

iv. Multi-Story Buildings – Base and Top Treatments. The following standards shall apply to buildings greater than two stories:

(a) The composition of the building shall present a clearly recognizable base, middle, and top, or a clearly defined alternative building composition.

(b) A recognizable "base" may consist of, but is not limited to:

(1) Thicker walls, ledges, or sills;

(2) Integrimately textured materials such as stone or other masonry;

(3) Integrimately colored and patterned materials such as smooth-finished stone or tile;

(4) Lighter or darker colored materials, mullions, or panels; or

(5) Planters.

(c) A recognizable "top" may consist of, but is not limited to:
(1) Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials;

(2) Sloping roof with overhangs and brackets; or

(3) Stepped parapets.

v. **Consistency of Style.** The design of the building shall provide a distinctive quality, consistent, architectural character and style, that avoids monotones and featureless building massing and design.
Figure 42—A consistent architectural style or theme should be used throughout a Commercial Center and, in particular, to tie outlying pad site buildings to the primary building.
3. Architectural Detail: Façades, Entrances, Roofs, Awnings

a. Intent

Doors, storefront windows, and awnings are examples of building features that add to the character of the streetscape and contribute to the pedestrian-oriented character of places. These elements shall be used to both improve the visual interest of infill/redevelopment projects and add to the visually unified appearance of northern Overland Park.

Figure 43—Doors, storefront windows, and awnings are examples of building features that add to the character of the streetscape and contribute to the pedestrian-oriented character of places.

b. Design Guidelines and Standards

i. Architectural Compatibility with Surrounding Areas. Infill and redevelopment projects in existing developed areas with an established character shall be compatible with or complement the established architectural character of the area in terms of the following: consistency of rooflines, roof materials and roof colors; similar window and door patterns, and similar decorative elements.

ii. Customer Entrances. Building façades facing a primary access street shall have clearly defined, highly visible customer entrances that feature no less than (3) of the following:

(a) Canopies or porticos,
(b) Overhangs, recesses/projections,
(c) Arcades,
(d) Raised corniced parapets over the door,
(e) Distinctive roof forms,
(f) Arches, outdoor patios,
(g) Display windows,
(h) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
iii. **Roofs.** To the maximum extent practicable, where buildings are adjacent to residential uses, rooflines shall be of a similar height or stepped down to a similar height to enhance the compatibility with nearby residential areas. In addition, roofs shall have no less than two (2) of the following features:

(a) Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view are appropriate. The average height of such parapets shall not exceed fifteen percent (15%) of the height of the supporting wall and such parapets shall not at any point exceed one-third (1/3) of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall be the primary means of screening roof top equipment;

(b) Overhanging eaves, extending no less than three (3) feet past the supporting walls;

(c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run; or

(d) Three (3) or more roof slope planes.

iv. **Downspouts.** All downspouts shall be concealed from view. No exposed downspouts shall be used. The view through scuppers shall be screened.

v. **Awnings.**

(a) Awnings shall be no longer than a single storefront.

(b) Fabric awnings are encouraged; canvas awnings with a matte finish are preferred. Awnings with high gloss finish are discouraged. Illuminated, plastic awnings are prohibited.
(c) Rigid frame awnings are allowed, but shall stop at the top section and shall not be included in the valence.

(d) Awning colors shall be compatible with the overall color scheme of the façade from which it projects. Solid colors or subtle striped patterns are preferred.

(e) Awnings for rectangular openings shall be simple, shed shapes. Semi-circular shapes shall not be used for arches.

4. Building Materials and Colors

a. Intent

The exterior materials and colors used in a building’s design create impressions of not only the individual building, but of the image of northern Overland Park as a community. The intent of this section is to ensure the use of high-quality materials and colors to ensure compatibility with residential areas and to reflect the historic character of established commercial areas.

b. Design Guidelines And Standards

i. Submittal Requirement. Applicants shall submit a color palette and building materials board as part of their development plan application.

ii. Building Materials.

(a) All buildings, including parking garages, should be constructed or clad with materials that are durable, economically maintained, and of a quality that will retain their appearance over time, including but not limited to natural or synthetic stone; brick; stucco; integrally colored, textured, or glazed concrete masonry units; high-quality prestressed concrete systems; water-managed Exterior Insulation Finish Systems (EIFS); or glass.

(b) Natural wood or wood paneling shall not be used as a principal exterior wall material, but durable synthetic materials with the appearance of wood may be used.

(c) Exterior building materials shall not include the following:

   (1) Split shakes, rough-sawn or board and batten wood;
   (2) Vinyl siding;
(3) Smooth-faced gray or stained concrete block, painted concrete block, tilt-up concrete panels;
(4) Field-painted or pre-finished standard corrugated metal siding;
(5) Standard single or double tee concrete systems; or
(6) Barrier-type EIFS.

(d) Exterior building material shall be continued down to within 9 inches of finished grade on any elevation. Exterior masonry materials shall be continued to the top of grade.

(e) In selecting exterior building materials, consideration should be given to the appropriateness of the materials to the scale of building proposed.

iii. Building Color.

(a) Color schemes shall tie building elements together, relate separate (free-standing) buildings within the same development together, and shall be used to enhance the architectural form of a building.

(b) All building projections, including, but not limited to, chimneys, flues, vents, gutters, and downspouts, shall match or complement in color the permanent color of the surface from which they project.

(c) Façade colors must be low reflecting, subtle, and neutral. Intense, bright, black, or fluorescent colors shall be prohibited. Permitted sign areas shall be excluded from this standard.

(d) Variations in building material and color may be required for specific corridors, as designated by the city.

G. LANDSCAPING AND SCREENING

1. Plant Materials

a. Intent

Landscaping is a visible indicator of quality development and must be an integral part of every commercial 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.

b. Design Guidelines and Standards

i. Site landscaping shall include plants similar in form and scale to existing vegetation in the neighborhood or area.

ii. Each area required to be landscaped shall be covered in live material. Live material includes trees, shrubs, ground cover, and sod. Areas not covered in live material shall not exceed twenty percent (20%) and may be covered by woody mulch, other organic or inorganic mulch, or other natural materials other than exposed gravel and aggregate rock.
iii. 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 of trees near utility easements.

2. Site Perimeter Landscaping Abutting Street Edges

   a. Intent

   The consistent use of plantings along street edges provides a visual cohesion along streets and helps buffer automobile traffic. The intent of these standards is to provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character.

   b. Design Guidelines and Standards

      i. Street Edge Landscaping. Subject to approval of the City Forester, along public streets, one street tree shall be planted every 40 linear feet within the tree lawn between the sidewalk and street edge.

3. Parking Lot Landscaping

   a. Intent

   Parking lot landscaping should be used to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate negative acoustic and visual impact of motor vehicles.

   b. Design Guidelines and Standards

      i. Interior Parking Lot Landscaping.

         (a) The interior of all parking lots containing 10 or more spaces shall be landscaped according to the interior parking lot landscaping standards, as prescribed below. Each parking block, as defined in Section E.2.b.iii., shall be considered an individual parking lot for the purposes of these interior parking lot landscaping requirements. These requirements for interior parking area landscaping are in addition to the requirements set forth below for perimeter parking area landscaping.

         (1) Landscaped islands shall be planted with a minimum of one tree and shrubs, live ground cover, or sod.

         (2) Lighting for parking lots may be contained within an interior parking lot landscaped area provided the landscaped

         Figure 46—All parking lot islands shall be landscaped with organic material.
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.

(3) All parking lot islands shall be landscaped with organic material. Rock is not an appropriate material.

ii. Perimeter Parking Area Landscaping.

(a) Parking lot edges shall be buffered from public rights-of-way, public open space, and adjacent properties. Perimeter parking lot landscaping requirements may be satisfied by required street edge landscaping where the locational requirements for the street edge landscaping overlap with these perimeter landscaping requirements.

(b) The perimeter of all parking areas, except for thoroughfares and collector streets, shall be screened by one 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 or ornamental metal fence 3 feet high in combination with landscaping planted on the inside of the wall at a minimum width of 3 feet; or

(4) A combination of these methods.

4. Service Area Screening

a. Intent

Service, loading, and dumpster areas create visual and noise impacts on surrounding neighborhoods. These impacts shall be mitigated by appropriately orienting and visually screening service areas, including trash receptacles, from public rights-of-way and adjacent uses.

b. Design Guidelines and Standards

i. To the maximum extent feasible, areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such service areas shall not be visible from abutting streets and shall be oriented toward on-site service corridors.

Figure 48—Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscaping.
ii. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 20 feet of any public street, public sidewalk, or internal pedestrian walkway.

iii. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets. Screening materials shall be the same as, or of equal quality to, the materials used for the primary building and landscaping.

iv. Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with landscaping, walls and/or fences. Materials, colors, and design of screening walls and/or fences, and of any covering for such area, shall be compatible with those used as predominant materials and colors on the primary building(s). In addition, all fences/walls shall comply with the standards set forth in section VI.G.6 (Fencing and Walls).

v. To the extent screening is not addressed by the above standards, all service areas and dumpsters shall be screened according to Chapter 18.450.100 of the UDO.

5. **Mechanical/Utility Equipment Screening**
   
a. **Intent**

   Mechanical and utility equipment detracts from the character of an area. Steps shall be taken to mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems on surrounding development.

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.
6. Fencing and Walls

a. Intent

While fences and walls are sometimes necessary to buffer uses, they can create visual barriers in an existing neighborhood. Fencing and walls shall be provided that complement the design of the overall development and surrounding properties.

b. Design Guidelines and Standards

i. When a commercial development includes a fence or wall, the following guidelines and standards apply:

(a) The maximum height of a fence or wall shall be 8 feet.

(b) Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and wrought iron.

(c) Breaks in the length of a fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development. (See subsection IV.D.2., Pedestrian Access and Circulation above).

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

(e) Fences and walls shall be set back from the property line to allow a landscape setback area. Such setback area shall be landscaped with a turf, shrubs, and/or trees, using a variety of species to provide seasonal color and plant variety.

(f) Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.

H. LIGHTING

1. Intent

Eliminate adverse impacts of light through spillover; provide attractive lighting fixtures and layout patterns that contribute to unified exterior lighting design of non-residential developments; 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. General Requirements

i. Plan Required. Applicants shall submit a unified lighting plan with final plan applications for all commercial infill/redevelopment projects subject to these lighting standards. A point-by-point calculation to show compliance with the lighting standards is required. The calculations shall be measured at
grade for lighting levels within the development site. A cut sheet of proposed fixtures, including a candlepower distribution curve, shall also be submitted. A vertical plan footcandle calculation shall be submitted for property lines abutting residential properties.

ii. Compatibility With Surrounding Area. The lighting plan shall consist of recognizable, distinctive designs and fixtures that are compatible with or complement surrounding neighborhoods.

iii. Lighting for Security.
    (a) Accent lighting on buildings is encouraged as a security feature.
    (b) Interior and exterior lighting shall be uniform to allow for surveillance and avoid isolated areas.
    (c) Security lighting should be fully shielded and use a decorative fixture.

iv. Design of Fixtures/Prevention of Spillover Glare. Light fixtures shall use cut-off lenses or hoods to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.

v. 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.

b. Lighting for Pedestrian Areas

i. 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.

ii. Lighting Height. Light pole, building-mounted, or tree-mounted lighting structures shall be no more than 20 feet high. Bollard-type lighting shall be no more than 4 feet high.

iii. Illumination Levels. Pedestrian areas and driveways shall be illuminated to a minimum average of 1 footcandle, with a uniform maximum to minimum ratio of 1:5.

c. Parking Lot Lighting Standards

i. Luminaire Fixture Height. The mounting height for luminaire fixtures shall not exceed 33 feet as measured to the top of the fixture from grade.

ii. Average Maintained Footcandles.
    (a) The maximum average maintained footcandles for all parking lot lighting shall be 3 footcandles; the minimum average maintained footcandles shall be 1 footcandle. For the purpose of this standard, the average maintained footcandle shall be calculated at 0.8 of initial footcandles.
    (b) The maximum maintained vertical footcandle at an adjoining residential property line shall be 0.5 footcandles, measured at 5 feet above grade.

iii. Uniformity Ratios. Luminaire fixtures shall be arranged in order to provide uniform illumination throughout the parking lot of not more than a 6:1 ratio
of average to minimum illumination, and not more than 20:1 ratio of maximum to minimum illumination.

d. Canopy Lighting

i. Average Maintained Footcandles. The Maximum average maintained footcandles under a canopy shall be 35 footcandles. Areas outside the canopy shall be regulated by the standards in 2.C. above.

ii. Fixtures. Acceptable fixtures and methods of illuminate include:

(a) Recessed fixtures incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy.

(b) Indirect lighting where light is beamed upward and then reflected down from the underside of the canopy. Such fixtures shall be shielded such that direct illumination is focused exclusively on the underside of the canopy.

I. SIGNAGE

1. Intent

   Signage must be scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to vehicles driving at reduced speeds. The following sign guidelines and standards are intended to create aesthetically pleasing and cohesive sign standards while reinforcing the existing context of the infill or redevelopment area.

2. Design Guidelines and Standards

   a. All commercial developments shall comply with the signage requirements set forth in Chapter 18.440 of the Unified Development Ordinance.

   b. On all street frontages, signage material shall be integrated into the overall design of the building.

   c. Signs shall be located to complement the architectural features of a building such as above the building entrance, storefront opening, or other similar feature.

J. HOTELS AND MOTELS

1. Intent

   These standards are intended to ensure that hotel and motel building design, which imparts a strong first impression of the city to visitors, incorporate materials and architectural styles that reasonably relate to Overland Park’s natural and built context and history. In addition, these standards encourage hotel and motel ground-floor building use and design that contributes to a more active pedestrian streetscape.
In addition to all generally applicable building design standards set forth in these Infill and Redevelopment Design Guidelines and Standards, hotel and motel buildings shall comply with the following specific design guidelines and standards. In case of conflict between the following specific standards and a more generally-applicable design standard, the hotel and motel specific standard stated here shall apply.

2. Building Materials
   (a) Façade area at least equal to twenty-five percent (25%) of the total exterior surface area of the hotel or motel building shall be surfaced in brick or natural stone.
   (b) Brick or stone shall be applied to logical places on each of the building’s facades, and shall begin and end at logical breaks related to the structure of the building. A single, one-story high, horizontal “banding” of brick or stone is strongly discouraged.
   (c) The remainder of the exterior may be surfaced in stucco, water-managed EIFS, or integrally-dyed decorative concrete or ceramic masonry units. Metal or vinyl siding is prohibited.

3. Internal Circulation Components
   All stairwells, corridors, and other circulation components of the building shall be completely enclosed within the building envelope.

4. Building Form
   When public or semi-public spaces such as the hotel/motel lobby, restaurants, meeting rooms, and banquet-facilities are sited at ground level adjacent to a connecting pedestrian walkway or adjacent to a “main street,” these spaces shall be accented with the use of glass and transparent materials between the height of three feet (3’) and eight feet (8’) above the walkway or street grade.

5. Building Architecture
   Significant departures from standardized architectural “themes” intended to market or brand a hotel or motel building, such as Swiss chalets or castles, may be required to meet the intent of these Infill and Redevelopment Design Guidelines and Standards.
VII. 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.

Adjacent or Abutting—To physically touch or border upon, or to share a common property line or border. "Adjacent" or "abutting" shall include properties or uses that are separated by a drive, street, or other public-dedicated right-of-way.

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.

Block Face—The properties abutting one side of a street and lying between the two nearest intersecting or intercepting streets, or nearest intersecting or intercepting street and railroad right-of-way, unsubdivided land, watercourse, or city boundary.

Buffer—Open spaces, landscaped areas, fences, walls, 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.

Commercial Center, Large—A "large commercial center" contains one or more commercial buildings or establishments with 50,000 square feet or more of gross floor area.
**Commercial Center, Small**—A "small commercial center" contains one or more commercial buildings or establishments with less than 50,000 square feet of gross floor area.

**Commercial Development**—The use of a property or structure for a purchase, sale, or transaction involving the disposition of any article, substance (including food), commodity, or service; the maintenance or conduct of offices, professions, or recreational or amusement enterprises conducted for profit and also including renting of rooms, business offices, and sales display rooms and premises. Commercial development shall not include hotels or motels unless specifically indicated.

**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 Infill and Redevelopment Design Guidelines and Standards shall mean land within or related to a multi-family development, not individually owned or dedicated for public 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 Infill and Redevelopment 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.

**Dwelling**—A building, or portion thereof, designed exclusively for residential occupancy, including one-family, two-family, and multi-family dwellings, but not including hotels or motels.

**Dwelling, Multi-Family**—A building, or portion thereof, arranged, intended or designed for occupancy by three or more families, and commonly referred to as a triplex, fourplex, townhouse, or apartment building.

**Dwelling, One-Family**—A building arranged, intended or designed for occupancy by one family, but excluding manufactured homes or mobile homes.

**Dwelling, Single-Family**—A one-family dwelling or two-family dwelling.

**Dwelling, Two-Family**—A building arranged, intended or designed for occupancy by two families, commonly referred to as a duplex.

**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 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. Guidelines are indicated by use of the terms "may" and "should."

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

**Infill**—Development on a vacant or substantially vacant tract of land surrounded by existing development.

**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 outweighs 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**—See “Dwelling, Multi-Family,” above.

**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 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."

**Pad Site Building**—Typically used in the context of retail shopping center development, a building or building site that is physically separate from the principal or primary building and reserved for freestanding commercial uses, each such use containing no more than 15,000 square feet of gross
floor area. Typical pad site uses include, by way of illustration only, freestanding restaurants, banks, and auto services.

**Perimeter Fence/Wall**—For purposes of these Infill and Redevelopment 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 percent (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.

**Redevelopment**—Development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

**Rehabilitation-Major**—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 5-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.

**Rehabilitation-Minor**—Any renovation, restoration, modification, addition, or retrofit of a structure or site that exceeds 25% and is less than 50% of the total value of the property. Value shall be established by the same calculation used for determining the total costs of improvements reported on the city’s building permit application. Minor 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.

**Retaining Wall**—Any terrace or wall used to support a steep slope, with the exception of end sections or wing walls for city standard storm sewer structures.

**Standards**—Mandatory regulations. Standards 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 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.

**Thoroughfare Street**—"Thoroughfare street" shall mean streets designated by the city's Master Plan as thoroughfares (arterials).

**Town Home 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 town home dwelling unit has its own front and rear access to the outside. Town home dwelling units are usually platted on individual lots, and are typically surrounded by common areas owned and maintained by a property or home owners association.

**Unified Development Ordinance (UDO)**—Ordinance No. ZZR-1637, and amendments thereto.
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