

PLANNED RESIDENTIAL NEIGHBORHOOD DESIGN GUIDELINES

I. GENERAL PROVISIONS

A. General Intent

The intent of following design guidelines is to encourage well planned and designed Planned Residential Neighborhood Developments. Planned Residential Neighborhood Developments are intended to offer a mixture of residential opportunities in a single development. This planned zoning district would provide opportunities for its' residents to live in a planned neighborhood with reduced setbacks, smaller lots, alleys, porches, public meeting areas, parks for residents, and a variety of housing opportunities located in close proximity to each other. These neighborhoods would be designed with pedestrians in mind and would lessen the visual impact of garages and automobiles. Dwelling units within the Planned Residential Neighborhood Development are encouraged to be developed with a variety of architectural styles and layouts.

- B. These Design Guidelines shall apply to all properties zoned PRN, Planned Residential Neighborhood District, including preliminary development plans, revised preliminary development plans and final development plans associated with PRN zoned properties.

II. PLANNED RESIDENTIAL NEIGHBORHOOD DISTRICTS GENERAL CHARACTERISTICS

- A. A variety of dwelling types are located within the community. These usually take the form of houses, townhomes, and apartments. This allows the opportunity for younger and older people, singles and families, and persons with different income levels to live within the same development.
- B. Small open spaces, playgrounds or other similar features shall be incorporated into the PRN development, which allow children to walk from their dwelling to the open space.
- C. Streets within the community are a connected network. This provides options for all travelers and disperses traffic across the street network.
- D. Streets are developed with a pedestrian oriented streetscape and shaded by rows of trees. This slows down the traffic, creating an environment for the pedestrian and the bicycle.
- E. Parking lots and garage doors rarely front the streets. Parking is relegated to the rear of the building, usually accessed by alleys.

- F. Certain prominent sites are reserved for civic buildings. Buildings for meeting, education, or culture activities are located at the termination of the street vistas or at the community center.

III. SITE PLANNING

A. Minimum Development Size

1. Intent

Ensure that the Planned Residential Neighborhood Development is large enough to offer a variety of housing types and to not adversely impact adjacent existing residential developments. (Adjacent shall be defined as developments having a common perimeter property line. Developments located across thoroughfares will not be considered adjacent. If located across a local or collector street, then the two subdivisions will still be determined to be adjacent.)

2. Size

All Planned Residential Neighborhood Developments shall contain a minimum 40 acres of land, provided that the Planning Commission and Governing Body may waive this requirement if the proposed tract of land abuts an existing development zoned, PRN, and the proposed tract will enable a compatible extension of the existing development.

B. Site Layout/Development Pattern

Intent: Ensure that all Planned Residential Neighborhood Developments offer a creative, well developed concept that allows residents an opportunity to experience a unique living environment not currently offered in other residential developments. The development shall mix different housing types throughout the development. Residents of different housing types shall be offered an opportunity to interact with one another on the same sidewalks, public open spaces, parks, etc.

1. Locational Criteria

- a) Planned Residential Neighborhood Developments are permitted in all Residentially Master Planned Properties but shall not be developed adjacent to or in Very-Low Density Master Planned areas.
- b) Planned Residential Neighborhood Developments shall have frontage on a thoroughfare or collector street, or be located adjacent to an existing PRN development.

2. Density

- a) The permitted number of units shall be established at the time of preliminary development plan approval. The Master Plan shall serve as a guide. (i.e. Low Density Master Planned Property up to 5 units per acre, medium density up to 12.5 units per acre, etc.)

3. Transitions

Intent: The perimeter of a PRN development should be sensitive to existing developed residential properties. If a PRN development is proposed adjacent to existing non-PRN residential developments, the perimeter should be developed with less intensive uses. Less intensive uses include single-family detached homes on larger lots, large useable open space, churches, and schools. This perimeter buffer shall not apply to the portion of the development located adjacent to a designated highway or thoroughfare. These PRN development perimeter lots shall be similar in size and context as those lots located along the perimeter of single-family lots in adjacent subdivisions.

- a) Where PRN developments are adjacent to non-PRN residentially developed property (an organized subdivision with multiple residential lots), the perimeter lots in the PRN development shall not be less than 80 percent of the average width of the adjacent non-PRN subdivision lots. In no case shall these perimeter lots be required to be wider than 120 feet.
- b) Where PRN developments are adjacent to undeveloped property, no transition is required.

4. Sidewalks shall:

- a) be constructed on both sides of all streets and be connected to the perimeter public sidewalk system;
- b) be a minimum of five feet in width; and
- c) connect to all open space, public gathering areas, parks and other similar features.

5. Street Patterns/ Lot Pattern

Intent: The street network in a Planned Residential Neighborhood Development shall be designed to offer a variety of ways to reach any point within the subdivision, which will also divert traffic across several roads and not overload one particular street. Street connectivity is an integral component of PRN developments. Therefore, street stubs shall be provided to adjacent undeveloped properties and connect to existing street stubs in developed subdivisions. The street pattern shall be designed to result in the maximum number of residential lots as possible to either back up to or front green spaces. Cul-de-sacs should be limited and used only when topography, environmental issues, or parcel shapes prevent other possible street connections. In lieu of cul-de-sacs, loop streets may be utilized.

- a) Street networks such as a grid pattern or modified grid system utilizing mostly "T" intersections are encouraged.
- b) Block lengths shall be no greater than 700 feet without an intersecting street.
- c) For more information, see Chapter 13 Streets and Sidewalks of the City's Municipal Code.

6. Environmental
 - a) All PRN developments shall meet the Preservation of Natural Features and Land Disturbance sections of the Multi-Family Design Guidelines.
 - b) All PRN developments shall meet the City of Overland Park's Stream Corridor Ordinance.

7. Open Space

Intent: An integral characteristic of the Planned Residential Neighborhood District is the location and size of key open space areas. All developments shall carefully analyze the possibility of having large areas of useable open spaces throughout a PRN development. The open space areas can be located at parks, school playgrounds, required environmental areas and other locations reviewed at the time of preliminary development plan approval.

- a) A centrally located, large community place shall be provided. This shall serve as a place for neighborhood meetings, community gatherings, or other events.
- b) A variety of open space areas shall be developed within the PRN, including active and passive parks.
- c) A minimum 15 percent of the gross acreage shall be provided as open space.
- d) To count as part of the required 15 percent open space, parcels of land must be a minimum 40 feet in width. However, parcels of land that are less than 40 feet in width and provide a greenway linkage or pedestrian connection, may be credited toward the minimum amount of common open space.
- e) All dwellings should be within 1,500 feet of an open space area that is either public land or open space which is useable by the development's residents.

IV. BUILDING ELEVATIONS

Intent: The intent of the building elevation section is to ensure that all dwelling units are designed in a cohesive nature and do not adversely impact adjacent properties or dwelling units. Due to the possibility of mixing single-family homes and multi-family units within the PRN development, multi-family building elevations will need to be reviewed thoroughly to address any possible conflicts. (At the time of a rezoning or preliminary development plan, a written architectural criteria for all residential structures shall be provided as required in the PRN zoning district.)

A. Single-unit structures

1. To offer pedestrian friendly streets and minimize the appearance of automobiles in driveways, it is encouraged that driveways along streets be minimized. Private alleys serving rear yard garages are encouraged.
2. All residential structures are encouraged to have a front porch or a stoop facing the front yard.
3. A consistent setback must be maintained for all structures on the same block and across the street.

- B. Multi-family structures (These guidelines are in addition to the Multi-Family Residential Design Guidelines)
1. Multi-family buildings shall be centrally located within the PRN and not located along the perimeter when adjacent to property Master Planned Low Density and developed with conventional single-family homes.
 2. Architectural embellishments that add visual interest are encouraged on all dwelling units. These include dormers, belvederes, masonry chimneys, cupolas, and other similar elements.
 3. Multi-family buildings shall clearly delineate the boundary between each floor of the structure through belt courses, cornice lines, or similar architectural detailing. Structures should vary in height to add variety, with taller buildings placed at corners or points of visual termination.
 4. The facades of multi-family buildings facing a public street or private drive should have several of the following features:
 - a) An entrance facing that street, defined and articulated by architectural elements such as columns, porticoes, porches, overhangs, railings, and other similar elements;
 - b) Doors;
 - c) Windows;
 - d) Balconies;
 - e) Porches; and
 - f) Roof decks for multi-family buildings shall be oriented towards the public street or private drive.
 5. A consistent build line must be maintained for all structures on the same block and across the street.

C. Garages and Carports

1. In order to ensure vehicles parked behind a garage or carport do not block an alley or drive, an 18 foot parking area shall be provided behind the garage or carport. However, subject to good design and sufficient parking being provided, this area shall not exceed seven feet. Therefore, it should be evident that parking behind these structures can not be done without interfering with traffic along the alley or drive.
2. Garages and carports shall use similar architectural features and materials as the primary structure.

D. Parking lots

1. Parking lots along a public street shall be screened with a three (3) foot berm, hedge, or wall.
2. Parking lots shall be located to the side or rear of a building

E. Design Standards

1. A minimum of three dwelling units types shall be provided. (Each different dwelling unit type must be a minimum of 10 percent of the overall total number of dwelling units to meet this guideline). The different types of dwelling units include the following:
 - a) Multi-family dwellings containing more than four (4) units per building;
 - b) Single-family detached dwellings;
 - c) Single-family units served by an alley;
 - d) Two-family dwellings;
 - e) Triplexes, or four-plexes;
 - f) Townhomes;
 - g) Assisted living;
 - h) Elderly housing.
2. The front wall plane of all attached garages shall 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.
3. Fences may be permitted in the front yard but shall be limited to three feet in height and must be located entirely on the private lot. The fence shall be no more than 50 percent opaque and constructed of split rail, wood rail, wrought iron, or spaced picket fence. (All other regulations in Chapter 18.390.140 (C) shall be met.)