

Future Land Use and Development Policies

Introduction

This section presents policies for future development and land use, given the consensus identified through the extensive public participation process. The development and land use recommendations are based on data, issues, and public consensus, and are intended to be used by the respective planning commissions and governing bodies to adopt as amendments to their comprehensive plans and development regulations.

Included in this section are:

- The US 24/40 Corridor Transect Map which identifies areas where future development is anticipated to occur by 2030, as well as areas designated to remain rural;
- Transect descriptions for the series of zones which transition from sparse rural areas to suburban areas, to the denser core area of a community. The zone descriptions include typical land uses, residential density, infrastructure, and highway access management standards;
- Recommendations for environmental management, including stream buffers, slope preservation, woodlands preservation, and storm water management;
- Description of the Corridor Greenway Trail System; and
- A model overlay district to implement the recommendations of the Corridor Study.

TRANSECT Planning

The Corridor Study uses “Transect Planning” to convey future development areas, access management standards, and urban design guidelines for the corridor. The **TRANSECT** is an urban planning system, not a “zoning system.” Just as Leavenworth County and the two participant cities adopt both land use plans and zoning—as separate instruments—so too, the corridor study presents transects as a planning construct. The study defines a series of transect zones that transition from one land use type to another (**Ref. Figure 8-1**). The land density zones (or “transects”) generally reflect the current long range land use plans of Leavenworth County, the city of Basehor, and the city of Tonganoxie.

While it is anticipated that the transect zone boundaries will change over time—through local plan amendments—the underlying philosophy is to encourage development to occur contiguous to the two cities where new development can be supported by city services. The transects describe this preferred land use pattern (contiguous growth along the corridor, rural-to-urban, and back again urban-to-rural) and support the city and county land use policies in their plans. They provide another “planning tool” to use when updating local zoning and subdivision regulations. The local land use polices and regulations relate to transects—but,

they serve different purposes. Transects are not local land use regulations; rather, they are planning constructs that help frame the corridor land use analysis. As the land uses along 24/40 “transect” from urban-to-rural and back to urban, the local land use regulations change: urban has more commercial, rural more low-density and agricultural. The transects of the 24/40 corridor study “frame” or describe these land use transitions, but they do not regulate land uses. That’s for the local zoning and subdivision ordinances to do.

So what is the use of transects in corridor planning? Local jurisdictions are asked to adopt the plan recommendations through amendments to their own land plans and zoning and subdivision regulations (such as in overlay districts). Indeed, some of the solutions can be effective only if implemented at the local levels. For example, local street grid systems and parallel collector streets must be planned and platted outside the US 24/40 Highway right-of-way. Wide roads and open swales find a place on the Transect in more rural areas, while narrow streets and raised curbs are appropriate for urban areas. The corridor study shows how these local street grids can (and must) relate to the highway, and how to adopt these local land use plans and policies.

HOW THE TRANSECTS WORK

What: A Transect-based planning system organizes the natural, rural, suburban, and urban landscape into categories of density, complexity, and intensity in the same way the countryside relates to traditional towns and villages.

Why: Transect planning is used for several purposes.

- **The Transect is a framework that identifies a continuous range of habitats from the most natural to the most urban.**
- **The continuum of the Transect, when subdivided, lends itself to the creation of logical development and preservation areas.**
- **The Transect integrates environmental and zoning methodologies, enabling environmentalists to assess the design of social habitats and urbanists to support the viability of natural ones.**

In summary, the transects show how “one size does not fit all.” A street grid in an urban T-5 transect should be planned differently at the local level than a street grid in a suburban T-3 transect zone. Each environment, or Transect Zone (T-Zone), is comprised of design elements that define and support its locational character. Through the Transect, planners can specify different rural-to-urban contexts with intensity and function appropriate to their locations. Based on location, the streetscape elements, land uses, building disposition, and parking standards can be calibrated to preserve and enhance the regional character of a given place.

The Transect Plan as presented herein will become effective in its purpose as the entire Corridor Study is adopted by resolution as a part of the comprehensive plans for Leavenworth County, Tonganoxie, and Basehor, and an overlay district is established for the corridor.

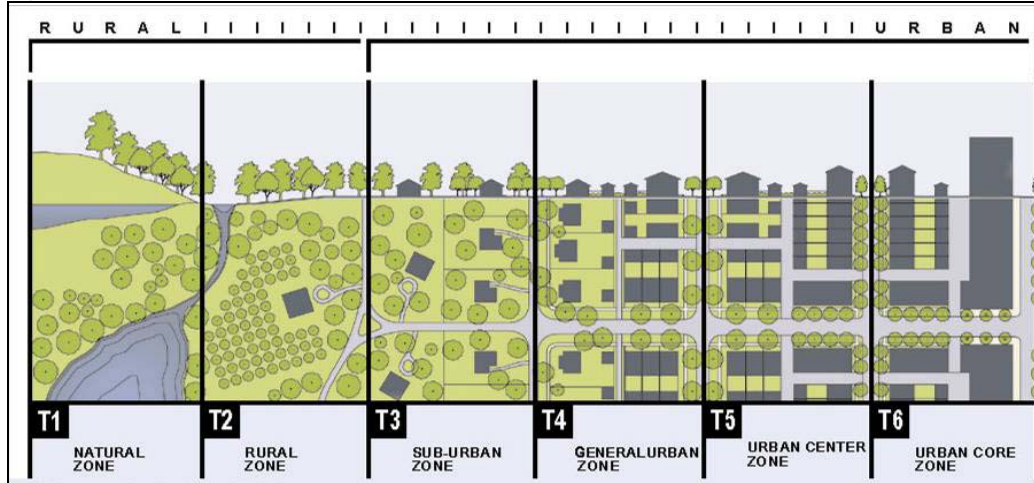
Figure 8-1: Transect Zones

Diagram Credit: Duany Plater-Zyber & Co.

The US 24/40 Corridor includes five of the six Transect Zones illustrated in **Figure 8-1**. Much of the corridor today consists of T1 (Natural Zone), T2 (Rural Zone) and T3 (Sub-Urban Zone). Generally, the existing Tonganoxie downtown area functions as a T5 (Urban Center). However, the Corridor does not include any areas considered T6 (Urban Core) since such areas are considered the most dense development such as downtown Kansas City, Kansas or downtown Kansas City, Missouri.

US 24/40 Corridor Transect Plan

Figure 8-2 identifies the US 24/40 Corridor Transect Plan. Using the transect zones descriptions, the Transect Plan represents areas where development should be encouraged by 2030, as well as areas that should be preserved as natural or for rural uses.

US 24/40 Corridor Transect Plan was prepared using:

- The significant public input provided throughout the planning process, including recommendations from the Focus Session Community Meeting and the Planning Policy Charrette to specifically identify targeted areas for future development and areas of preservation;
- The future land use plans and Comprehensive Plan future growth recommendations for Leavenworth County, Basehor, and Tonganoxie;
- Areas anticipated by the cities of Basehor and Tonganoxie for future extension of municipal water and sanitary sewer services;
- The Economic Conditions and Market Assessment for the US 24/40 Corridor Study; and
- The expertise of the cities' and county's planning officials, as well as the expertise of the Corridor Citizens Advisory Committee.

Purpose of the Corridor Transect Plan

The Corridor Transect Plan is intended to be used by the cities and the county to guide urban growth to appropriate development areas that can be supported by municipal services. The

Transect Plan should be used in tandem with the **US 24/40 Corridor Supporting Transportation System Network Map (Ref. Figure 7-2)** and the US 24/40 Corridor Access Management Standards (**Ref Table 7-3**). The *Long Range Access and Major Roadway Plan* correlates with the *Transect Plan*. While the transects are used primarily for land development and corridor planning purposes, they also correspond to the access management policies defined in this plan.

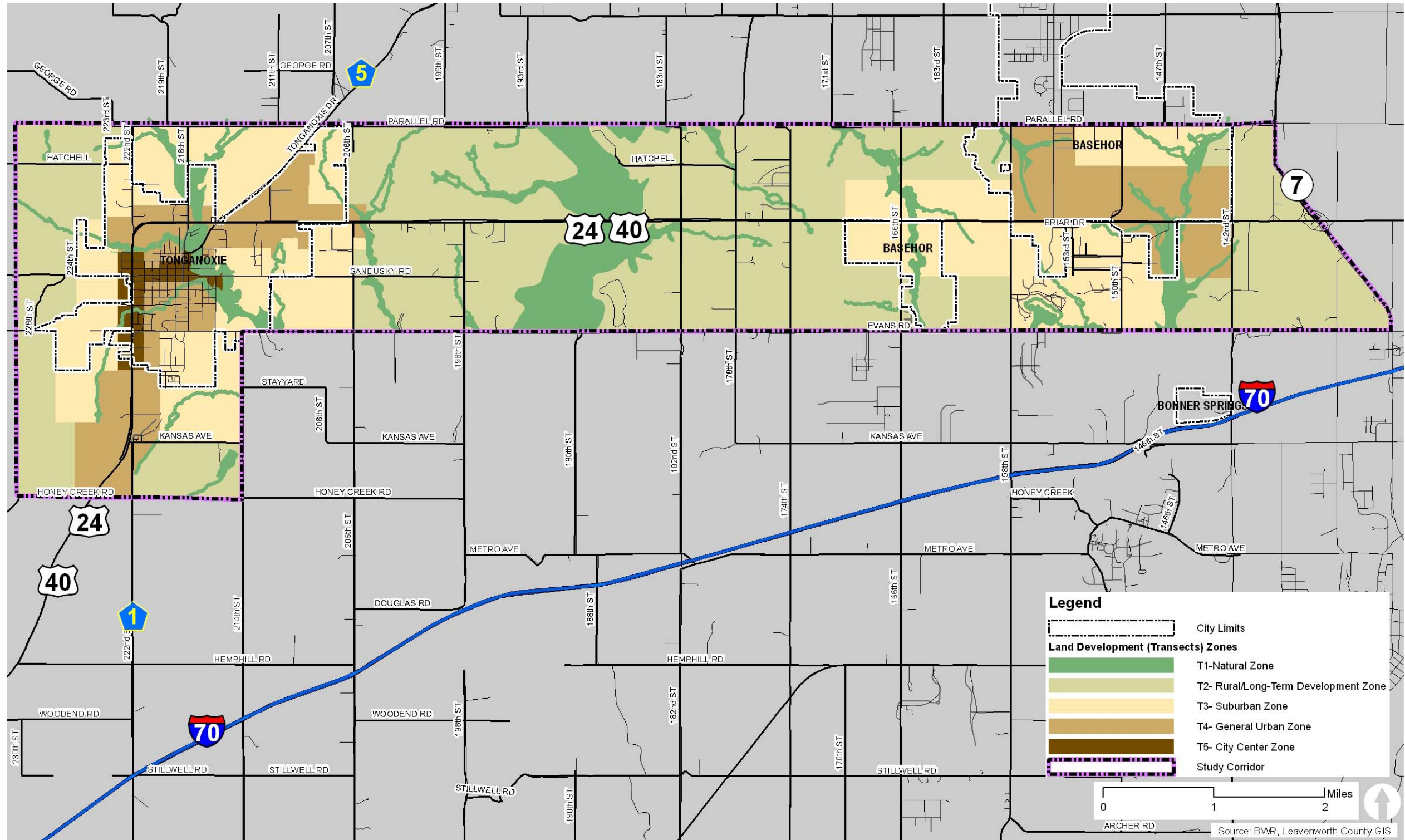
The Transect Plan is not a future land use map. While the transect zone descriptions outline uses considered appropriate for each zone, the intent of the Transect Plan and the Corridor Study are to:

- Direct future urban growth to defined areas in the corridor that can be served by the cities of Basehor and Tonganoxie, and to preserve the rural areas from inappropriate or premature growth;
- Allow each local jurisdiction to define the mix of land uses and development regulations within their planning area under the policy framework established by the Corridor Study; and
- Serve as the framework for the application of the Corridor Access Management Standards which are based on intensity of development.

With the adoption of the corridor study and creation of the overlay district, applications for site plans must comply with the transect definitions.

(This page left blank intentionally)

Figure 8-2: US 24/40 Corridor Transect Plan



(This page left blank intentionally)

Transect Zone Descriptions

The Transect Zones in the US 24/40 Corridor and recommended access policies for each zone with frontage along US 24/40 Highway are described as follows:

T1 - Natural Zone

This Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. It also consists of lands in an open or cultivated state, or sparsely settled. These include woodland, agricultural land, grassland, park lands, and low impact recreation uses.

The T1 Zone includes all lands in the 100-year floodplain, or 150 ft Stream Buffer Area on either side of a stream (whichever is greater). Any park and recreation development shall follow overlay district regulations that address stream setbacks, slope, and woodlands preservation.



Land Uses:	<i>Natural preserve, agriculture, low-impact recreation</i>
Residential Density:	<i>N/A</i>
Public Street Frontages:	<i>N/A</i>
Public Infrastructure:	<i>Municipal water and sanitary sewer should not be provided to this Zone.</i>
US 24/40 Hwy Access *:	<i>No highway access permitted</i>

*See Section 7 for complete listing of access management standards.

T2 - Rural (Long-Term Development) Zone

The Rural (Long-Term Development) Zone consists of lands in an open or cultivated state, or sparsely settled. This Zone is characterized by agricultural lands, grasslands, and woodlands and is intended to remain undeveloped until logical expansion of the urban area occurs. The Rural (Long-term Development) Zone is limited to agricultural uses and residential estates until such time that urban services are available and the area is reclassified to a more intense urban zone.

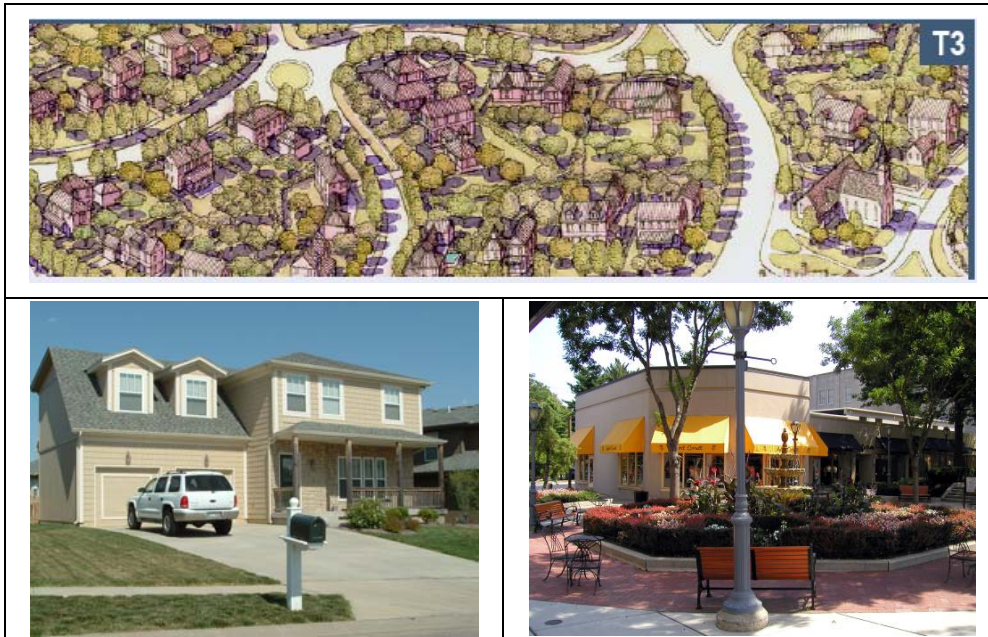


Land Uses:	<i>Natural preserve, agriculture, recreation, and residential estates</i>
Residential Density:	<i>Maximum 1 dwelling unit per 20 acres</i>
Public Street Frontages:	<i>Swales and naturalistic plantings</i>
Public Infrastructure:	<i>Currently without access to municipal water and sanitary sewer services, but may be provided in the future in support of urban development. No development should occur in this zone except for agricultural related uses and residential estates.</i>
US 24/40 Hwy Access *:	<i>Full access not greater than 1 per mile</i>
	<i>One right turn only access allowed between full access intersections, subject to design considerations</i>
	<i>Traffic signal spacing no closer than 1 mile, as warranted</i>
	<i>New intersections with the highway provide right-turn and left-turn lanes off the highway, and right-turn auxiliary lanes onto the highway</i>

*See Section 7 for complete listing of access management standards.

T3 - Sub-Urban Zone

This Zone is characterized by low density residential subdivisions, and may include a limited amount of well-designed low density attached housing products. Residential blocks and lots vary in size, and the roads are aligned on a modified grid to accommodate natural conditions. This zone allows very limited commercial and other non-residential uses.



Land Uses:	<i>Low density residential, civic and institutional uses, and limited neighborhood serving office and retail uses, not including highway and auto-oriented uses</i>
Residential Density:	<i>2-6 dwelling units / acre</i>
Public Street Frontages:	<i>Raised curbs, sidewalks, bike lanes</i>
Public Infrastructure:	<i>Requires access to municipal water and sanitary sewer prior to development</i>
US 24/40 Hwy Access *:	<i>Full access not greater than 1 per mile</i>
	<i>One right turn only access allowed between full access intersections, subject to design considerations</i>
	<i>Traffic signal spacing no closer than 1 mile, , as warranted</i>
	<i>New intersections with the highway provide right-turn and left-turn lanes off the highway, and right-turn auxiliary lanes onto the highway</i>

*See Section 7 for complete listing of access management standards.

T4 - General Urban Zone

This Zone consists of a mix of medium density and high density residential, office and retail uses, institutional, and light industrial. This zone has a range of residential building types: single, town homes/row houses, and other medium density well-designed attached housing products. Streets typically define medium-sized blocks. Rear alley/rear garage access encouraged for attached residential structures.



Land Uses:	<i>Medium and high density residential (i.e. single-family, attached single-family, townhomes, apartments), civic and institutional uses, office and retail uses, and light industrial.</i>
Residential Density:	<i>4-12 dwelling units / acre</i>
Public Frontages:	<i>Raised curbs, sidewalks, bike lanes</i>
Public Infrastructure:	<i>Requires access to municipal water and sanitary sewer prior to development</i>
US 24/40 Hwy Access *:	<i>One right turn only access allowed between full access intersections, subject to design considerations</i>
	<i>Traffic signal spacing no closer than 1 mile, as warranted</i>
	<i>New intersections with the highway provide right-turn and left-turn lanes off the highway, and right-turn auxiliary lanes onto the highway</i>

*See Section 7 for complete listing of access management standards.

T5 - City Center Zone

This Zone is the equivalent of a downtown main street, including building types that accommodate a mix of retail, offices, attached town homes/row houses, and apartments. It is usually a tight network of streets, with on-street parking or off-street parking located where not visible from the street, wide sidewalks, street tree planting and buildings set close to the frontages. Rear garage access is required for attached residential structures.



Land Uses:	<i>Medium and high density residential, office, and retail uses, not including highway and auto-oriented uses.</i>
Residential Density:	<i>12+ dwelling units / acre</i>
Public Frontages:	<i>Raised curbs, wide sidewalks, on-street parking, bike lanes</i>
Public Infrastructure:	<i>Requires access to municipal water and sanitary sewer prior to development</i>
US 24/40 Hwy Access *:	<i>Full access not to exceed 1 per mile</i>
	<i>Three right turn only accesses allowed between full access intersections, subject to design considerations</i>
	<i>Traffic signal spacing no closer than 1 mile, as warranted</i>
	<i>New intersections with the highway provide right-turn and left-turn lanes off the highway, and right-turn auxiliary lanes onto the highway</i>

*See Section 7 for complete listing of access management standards.

Environmental Planning

The public input ranked preservation of the natural setting of the corridor as a high priority. The communitywide opinion survey consistently ranked “environmental sustainability” as key value. Future development in the US 24/40 Corridor should be designed to respect the natural environment and coexist in harmony with existing natural features. Development planning should avoid engineering techniques, such as significant cut and fill to force-fit development into the environment. Instead, natural physical features should be incorporated into the overall development design, with drainage areas and other natural features left in their natural state. These principles are applicable throughout the corridor, but more significant results can be experienced in proper management of the still undeveloped areas.

A comprehensive approach for environmental and storm water management should be implemented in the US 24/40 Corridor to increase water “**quality**” and to reduce storm runoff “**quantity**.” This approach will:

- Protect environmentally sensitive areas
- Protect streams through buffer setbacks
- Provide areas of slope protection adjacent to streamway buffers
- Provide localized storm water infiltration and detention in new development areas to protect Stranger Creek, streamways, and storm water management facilities

Environmental Approach

Future development in the Corridor should retain its natural infrastructure and visual character derived from topography, woodlands, streams, and riparian corridors. Natural resources and environmentally sensitive areas such as those represented by the **Natural Resources Inventory (Ref. Figure 6-3)** should be protected by cluster development, or by establishing no-build conservation areas with permanent public or private parks and common open space. In most instances, waterways should be protected in accordance with the provisions of **Section 5600 KCAPWA – Storm Drainage Systems and Facilities**, and protected within slope preservation zones adjacent to stream buffers.

Storm Water Management Approach

An overall storm water management system design approach should address the key adverse impacts of storm water runoff by:

- Reducing pollutant loading from new developments
- Reducing downstream stream bank and channel erosion
- Reducing downstream overbank flooding
- Safely passing or reducing the runoff from extreme storm events

This approach should consider the implementation of regional storm water facilities combined with localized detention and Best Management Practices (BMP’s) to route storm events.

Natural Storm Water Treatment Practices

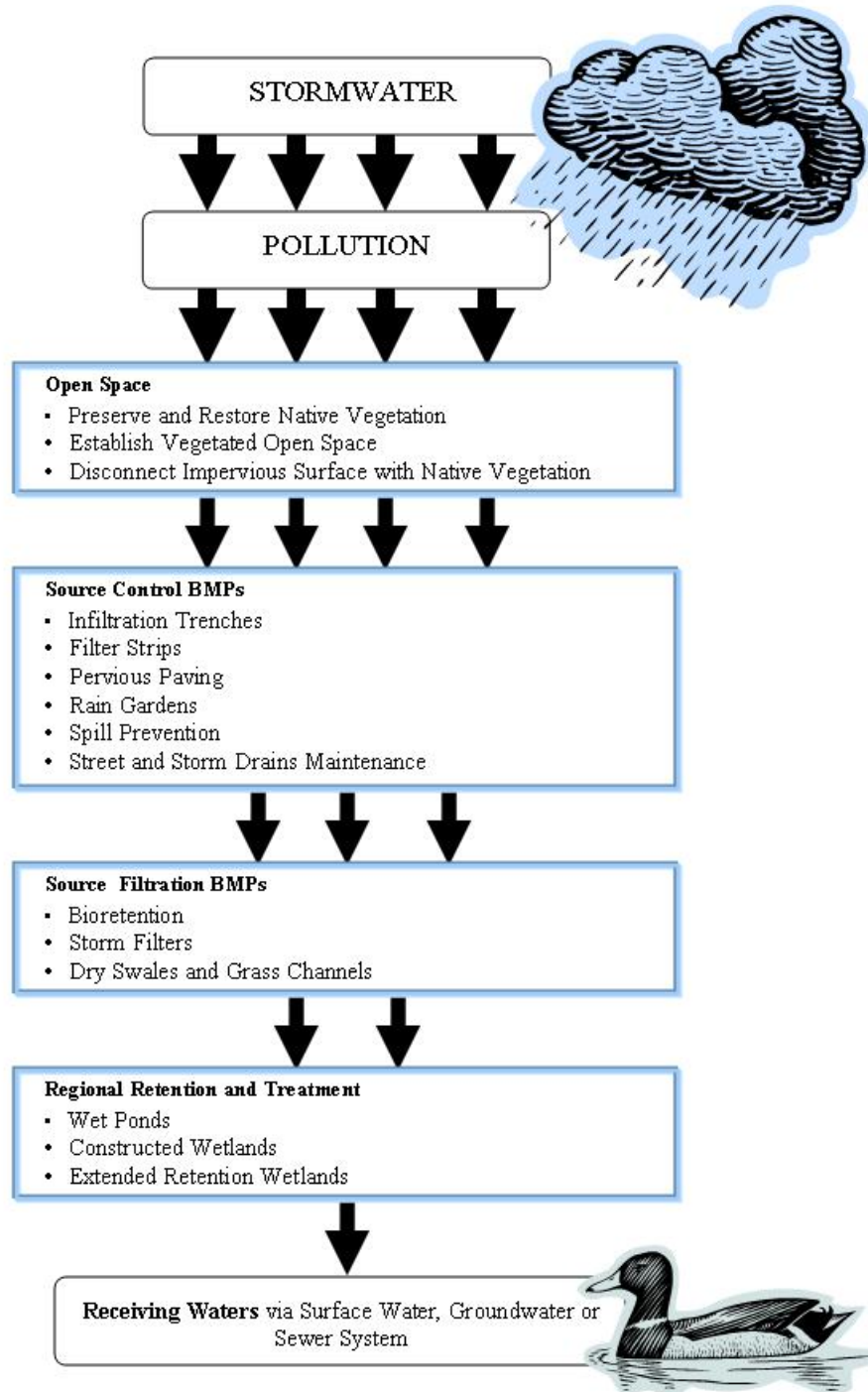
Storm water management should be enhanced by implementing a series of Best Management Practices (BMP's) through the development process that achieve the following goals:

- Increase infiltration (water absorbed by the soil) of storm water runoff while in the basin
- Increase the amount of time for storm water runoff to reach it's receiving stream
- Reduce the potential amount of sediment/pollutants that can be carried off by storm water runoff from rainfall
- Treat storm water runoff before it reaches the receiving stream

To improve water quality, BMP's should be designed and located in such a manner that runoff is routed through a chain of successive treatments that remove pollutants and increase water quality as much as possible before entering the creeks and streams of a watershed (**Ref. Figure 8-2**). The use of BMP's should meet the minimum requirements set forth in the *Manual of Best Management Practices for Storm Water Quality*, September 2003 prepared by the Mid-America Regional Council and the American Public Works Association. Developers should submit storm water studies that demonstrate the effectiveness of proposed BMP's in lieu of localized detention facilities.

Careful consideration of the placement of BMP's throughout a watershed must be given to ensure water quality. Most BMP's implemented to improve storm water "quality" will also reduce the storm water "quantity." This reduction in water "quantity" will also reduce the amount of detention storage required for the development, which in turn will reduce development costs. Potential reductions in development costs are true for many of BMP's that can be implemented. The use of natural buffers and native vegetation will reduce the need for grading and the need for larger enclosed pipe systems which reduces up front development costs as well as long-term maintenance needs.

Figure 8-2: Storm Water Treatment Train



Stream Buffer Zones

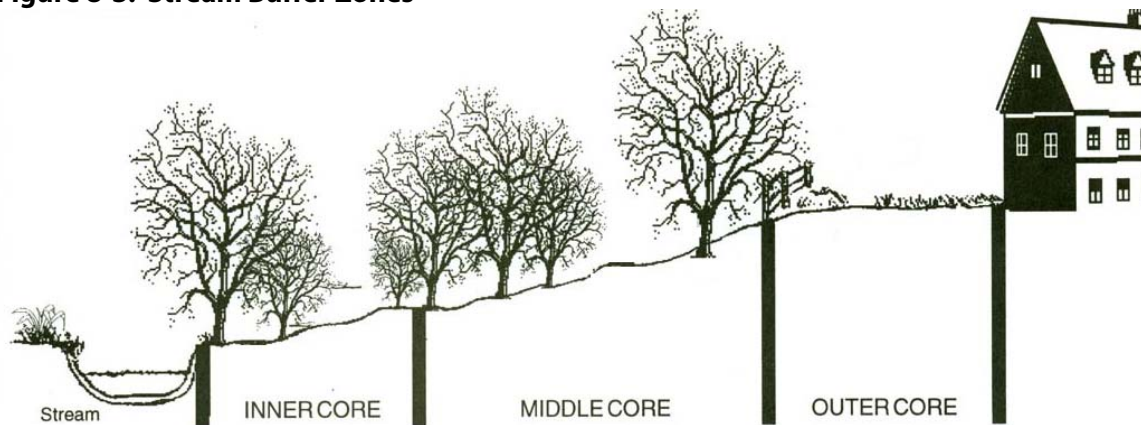
Stream buffers – including any floodplains, wetlands, slopes over 15 percent, or wildlife habitat areas – must be managed to enhance and maximize their natural resource value. Management of these areas includes limitations on alteration of the natural conditions of these resources. Effective stream buffers divide the total buffer width into three zones with each buffer zone performing a different function and has a different width, vegetative target and management scheme (**Ref. Figure 8-3**).

- The **inner core** protects the physical and ecological integrity of the stream ecosystem. The vegetative target is mature riparian forest that can provide shade, leaf litter, woody debris, and erosion protection to the stream. The minimum width is 25 feet from each stream bank—about the distance of one or two mature trees. Land use is highly restricted, limited to storm water channels, stream bank stabilization, footpaths, and limited utility or roadway crossings.
- The **middle core** extends from the outward boundary of the streamside zone and varies in width depending on stream order, the extent of the 100-year (or one percent) floodplain, any adjacent steep slopes, and protected wetland areas. Its functions are to protect key stream components and provide further distance between upland development and the stream. The vegetative target for this zone is also mature forest, but some clearing may be allowed for storm water management, access and recreational uses. A wider range of activities and uses are allowed within this zone, such as recreational corridors for hiking and biking, and storm water best management practices (BMPs). The minimum width of the middle core is about 50 feet, but it is often expanded based on stream order, slope, or the presence of critical habitats.
- The **outer core** extends landward an additional 25-foot from the outer edge of the middle zone to the nearest permanent structure. In many instances, this zone may include a residential backyard. However, when slopes over 15 percent or wildlife habitat areas are present within the outer zone, the width of the zone must be increased to encompass such resource areas.

Streamside buffers should be observed along Stranger Creek and stream tributaries with this zone generally measuring 150 feet in width from each side of the stream. This zone varies and is wider in areas with wider floodplains or in areas with the presence of slopes greater than 15 percent.

Much of the recommended streamside buffer zone along Stranger Creek is located in the 100-year floodplain. Activities in this zone should be limited to vegetation management and stream bank stabilization, where required. These areas should consist of native vegetation and may also be used for parklands, trails, and storm water facilities.

Figure 8-3: Stream Buffer Zones



Slope Preservation Zone

Slope preservation zones have variable width, determined by the presence of slopes greater than 15 percent, and are primarily located along stream buffer zones. Areas designated as slope preservation zones will retain their existing woodlands and native vegetation. Development encroachment should be limited in such areas through the use of cluster development and by establishing no-build lines on future platted property.

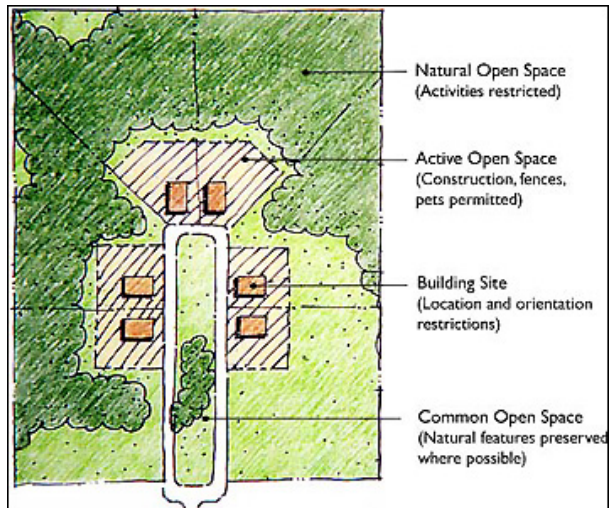
Woodland Preservation

Portions of the US 24/40 Corridor located outside of the recommended stream buffer zones are heavily wooded. A sensible balance should be employed with future development in these areas when providing for preservation of existing noteworthy environmental features. Areas designated for woodland protection will use enhanced measures in development design to preserve significant trees or tree masses where possible. These measures include:

- Cluster development design (**Ref. Figure 8-4**) with flexible development standards such as reduced lot sizes and setbacks and alternative street designs to concentrate buildings on a part of the site (the cluster area) and allow the remaining land to be preserved as open space. Cluster development is encouraged for residential development in areas with environmentally sensitive characteristics to reduce development impacts.
- Tree surveys provided with development applications to determine significant tree clusters to be preserved, as well as mitigation measures for those areas that will be impacted by new development.

Figure 8-4: Cluster Development

A form of planned residential development that concentrates buildings on a part of the site (the cluster area) to allow the remaining land (the open space) to be used for recreation, common open space, or preservation of environmentally sensitive areas. The open space may be owned by either a private or public entity.



Clustering is particularly appropriate in rural areas that wish to remain rural while accommodating additional growth.

Source: -Rural By Design by Randall Arendt

US 24/40 Corridor Greenway Trail System

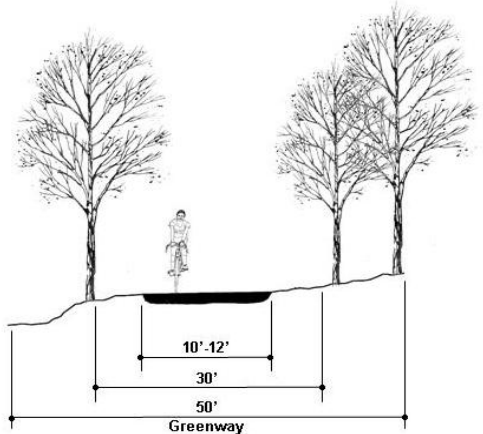
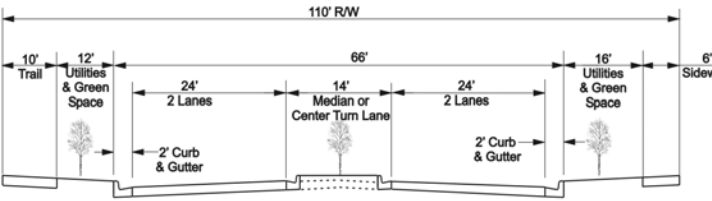


The recommended greenway trail system to implement the **MetroGreen Plan** in the US 24/40 Corridor is identified in **Figure 7-2: US 24/40 Corridor Supporting Transportation System Network Map**. The trail system includes future facilities that connect in the vicinity of the US 24/40 Highway and along creeks and streams in the corridor; across unincorporated southern Leavenworth County; and into the cities of Basehor and Tonganoxie. The corridor study proposes linkages with locally planned community trails in the cities of Basehor and Tonganoxie, now and in the future. To implement regional and local trail systems it will be necessary to secure land or easements to allow the construction. The following is recommended when securing land or easements to implement the greenway trail system:

- Minimum 10-foot wide trail separated from or improved along major arterial roads; and
- Minimum 30 to 50-foot wide corridor for greenways along creeks and streamways.

Specific greenway and trail evaluation criteria should be prepared and adopted by the various jurisdictions in the corridor when securing appropriate land and easements when implementing the greenway trail system. **Figure 8- 5** provides the recommended trail standards for regional trails to be used as a model for adoption by each jurisdiction. Local community trails may include variations on these standards.

Implementation options for the acquisition, financing and administration of trails and linear parks are provided in Section 10, Implementation and Coordination Strategy.

Figure 8-5: Trail Concepts

Greenways *	Local Arterial Street Systems **
	
	
<p>A greenway is a linear open space area set aside for public use that is wide enough to accommodate a paved bike / pedestrian trail, landscape area, fencing, or other screening measure.</p> <p><u>These types of linkages:</u></p> <ul style="list-style-type: none"> • Typically follow creeks and streamways and may be located within the floodplain, and are often segregated from street rights-of-way to form a separate alignment. • Typically require that land or easement be secured from the landowner or developer. • Typically cross street or highway rights-of-way by means of an overpass, underpass, or at-grade crossing at controlled or marked intersections. • Typically have fewer amenities, aside from those required for bike / pedestrian comfort and safety. 	<p>The local street and off-street trail systems will run parallel to local thoroughfare streets, typically 10 feet in width.</p> <p><u>This linkage:</u></p> <ul style="list-style-type: none"> • Is located inside the major street right-of-way on one side of the street. • Typically required that land or easement be secured from the landowner or developer. • Typically cross other major street rights-of-way by means of at-grade crossing at controlled or marked intersections. • Typically provide multiple connections into adjoining land uses and to other trail systems. • Typically provides more amenities in urban segments of the corridor.

* Future railways would be improved off of the highway right-of-way.

** Typical street section, subject to local subdivision regulations and access management standards.

Model Overlay District

In order to implement the **US 24/40 Corridor Study** it is recommended the Comprehensive Plans of Leavenworth County and cities of Basehor and Tonganoxie be amended to formally adopt (by resolution) the Corridor Study as part of those Comprehensive Plans, thereby creating more legal force in support of the Study's recommendations. These adoptions should occur as first steps in implementing the Corridor Study. In addition, an overlay district should be established to implement the recommendations of the Corridor Study. This section provides model Overlay District regulations for Leavenworth County and the cities of Basehor and Tonganoxie to amend Zoning Ordinances, and subsequently amend the respective Zoning Maps to reflect the District boundary in each jurisdiction.

Statement of Intent

The purpose of the US 24/40 Corridor Overlay District designation is to encourage development that will be a major asset to Leavenworth County. This area represents a major gateway into the cities of Basehor and Tonganoxie and, as such, gives a "first impression" for visitors and residents. Therefore, it is important that development of this area be highly attractive and functional, while maintaining the environmental character of the area. The Overlay District intends to foster compatible design and community appearance along the highway. The District seeks to ensure that new development is compatible with highway access and best management practices. Further, the purpose of this Overlay District is to promote a level of quality that can serve as the basis for high quality development desired by the cities of Basehor and Tonganoxie. Individual developers are encouraged to expand upon these guidelines to attain a level of development quality that will ultimately generate an economically enhanced and pedestrian friendly area for Leavenworth County.

Corridor Overlay District Designation

The US 24/40 Corridor Overlay District includes the land bounded by ____ [local jurisdiction to establish and designate the boundary description].

Permitted Uses

No building, structure, land or premises shall be used, and no building or structure shall hereafter be erected, constructed, reconstructed, moved or altered, except for one (1) or more of the uses set forth herein, or similar uses, subject to all applicable development and performance standards.

- A. Uses permitted by right:
 1. In T-1 Natural Zone Districts, agricultural and compatible park and recreation uses shall be permitted. No Special Use Permits for nonagricultural uses except public parkland and environmentally friendly temporary uses are permitted.
 2. In T-2 Rural/Long-term Development Zone Districts, the same uses as the T-1 Natural Zone District are permitted, as well as single-family residential estates with a minimum area of 20-acres in size.

3. In T-3 Sub-Urban Zone Districts, single-family detached dwellings and moderate density attached residential dwellings including two-family, three-family, townhouse, and condominium residential, and public and semi-public uses shall be permitted. Development in this District shall be limited to 1- residential unit per 20-acres until such time a full range of municipal water, sanitary sewers, and other services are available for urban residential development ranging from 2 to 6 dwelling units per acre.
 4. In T-4 General Urban Zone Districts, medium density residential uses consisting of attached residential dwellings including two-family, three-family, townhouse, and condominium residential, and apartment buildings shall be permitted. This district also permits office and retail commercial uses, public and semi-public uses, and park and recreation uses. Residential development in this District shall be limited to 1 residential unit per 20-acres until such time a full range of municipal water, sanitary sewers, and other services are available for urban residential development ranging from 4 to 12 dwelling units per acre.
 5. In T-5 City Center Zone Districts, medium to high density attached residential dwellings consisting of townhouse, condominium, and apartment buildings shall be permitted. This district also permits office, retail commercial, public and semi-public, and park and recreation uses.
- B. The following uses shall be prohibited in all districts:
1. Vehicle repair services with overhead doors and repair bays facing an arterial roadway or U.S. 24/40 Highway.
 2. Off-premise advertising signs.
 3. Correctional institutions or facilities (public or private).
 4. Freestanding telecommunications towers.
 5. Truck stops.

Land Use Restrictions and Development Performance Standards

- A. To promote compliance with the study, the plan recommends the following policies and procedures:
1. Proposals for non-residential rezoning shall submit a Planned Development (PD) application.
 2. Site Plan review and approval by the (jurisdiction name here) Planning Commission shall be required for any developments in the unincorporated area of the Overlay District. Project proposals shall demonstrate compliance with specific standards in each district. The overlay district regulations apply in addition to underlying zoning regulations; and in case of conflict, the most restrictive shall guide site plan review and approval.
 3. Site plans shall identify the extent to which structures, walkways, streets, signage, driveways, open space (if any), parking lots, and related on-site and off-site improvements are proposed and planned to achieve the objectives as stated in

each of district, as well as the Design Guidelines for the US 24/40 Corridor Overlay District area adopted pursuant to Resolution (Ordinance) No. _____ or amendments thereto:

4. Development approval will be subject to KDOT Highway access management rules and the Access Management Standards and the **US 24/40 Corridor Supporting Transportation System Network Map** of the US 24/40 Corridor Study.
 5. Areas designated as forest or woodland by the Mid-America Regional Council (MARC) Natural Resources Inventory shall be subject to cluster development regulations or shall be reserved as permanent open space.
 6. Areas designed as greenway or parkway on the US 24/40 Corridor Transportation Plan shall provide a land or grant easement for the bike / pedestrian trail facility.
- B. T-1 Natural Zone Districts shall be subject to the following:
1. Park facilities and recreational uses shall be limited to those that will have minimal impact upon floodplain and environmentally sensitive lands.
- C. T-2 Rural/Long-term Development Zone Districts and T-3 Sub-Urban Zone Districts shall be subject to the following:
1. Any non-agricultural change in land use shall require a Special Use Permit.
 2. Single-family residences shall be exempt from Site Plan Review, but shall require a subdivision plat for density greater than 20-acre lots on more than two contiguous parcels under single ownership.
 3. Cluster development on lots less than 20-acres in size may be permitted, provided the overall density shall not exceed 1 dwelling unit per 20-acres and the resulting land area shall be permanently reserved as common open space and/or so located and configured to allow re-subdivision and development and urban densities of 2 to 6 dwelling units per acre when municipal water and sanitary sewer services are available.
- D. T-4 General Urban Zone Districts shall be subject to the following:
1. Single-family and other low density residential uses should be targeted to low density subareas, and not be permitted in urban areas of the districts.
 2. All non-residential buildings shall be placed at a build-to line along U.S. 24/40 Highway right-of-way and no parking or paving shall be permitted between the build-to line and the highway right-of-way. (The build-to line is different from a set back line.)
 3. All parking and paved areas, and residential and nonresidential structures shall maintain a minimum setback from the nearest U.S. 24/40 Highway right-of-way line, to be determined by local land use regulation in compliance with the plan's objective of maintaining a sense of openness along the highway.
- E. T-5 City Center Zone Districts shall be subject to the following:
1. Single-family and other low density residential uses shall not be permitted in this district.

2. All non-residential buildings shall be placed at a build-to line along street right-of-way and no parking or paving shall be permitted between the build-to line and the highway right-of-way.

Design Guidelines

Development within the US 24/40 Corridor Overlay District shall be subject to the design guideline standards for the US 24/40 Corridor Overlay District area adopted pursuant to Resolution (Ordinance) No. _____ or amendments thereto.