Corridor Identity

An attractive and healthy community is a critical element of a quality place, and the design of quality places is a balance between environmental, economic, and social considerations. The vision for the US 24/40 Corridor provides a broad view of where southern Leavenworth County sees itself in the future. This Section provides further detail though Corridor Identity design elements to shape the physical form of the community.

Introduction

This section provides a framework of development guidelines intended to guide public and private investments made throughout the US 24/40 Corridor, including the unincorporated rural area of Leavenworth County as well as the urbanizing portions of the Corridor in Basehor and Tonganoxie. The Corridor Identity recommendations include:

- Corridor Planning Principles
- Corridor Identity Design Guidelines

The Corridor Study planning process provided an opportunity for the public participants and community stakeholders to present their issues and concerns, and then formulate ideas and recommendations for the preferred future development pattern. The recommended Design Guidelines are based a great deal on this public input. The planning process included a visual preference evaluation in which planning participants identified desired development characteristics for a variety of residential, commercial, and industrial land uses. This resulted in corridor enhancement strategies for streetscaping elements along US 24/40 Highway, as well as urban design strategies for the variety of future land uses that will be developed throughout the Corridor.

Implementation of the Corridor Identity Design Guidelines will not be a simple task. As development continues in Basehor, Tonganoxie, and unincorporated Leavenworth County, the proper integration of land use and resultant architectural themes for each type of development will be critical. This Section is intended to serve as the framework for amendments to the Comprehensive Plans and development regulations of the Cities of Basehor and Tonganoxie and Leavenworth County to achieve the desired development form recommended by planning participants.

Corridor Guiding Principles

Building on the meaningful public input during the planning process, the Corridor Guiding Principles were prepared to set forth the goals and basic framework to achieve the objectives of the US 24/40 Corridor Study. The overall goal of the Corridor Study, as emphasized through the public participation process, is to preserve the rural character and environmental features of the corridor, while providing a well designed realm of vibrant neighborhoods, parks and recreation, and businesses in future urban development areas of the corridor.

CORRIDOR IDENTITY

- Create a unique and lasting identity for the area.
- Promote economic development through good design, landscaping, public investment, and sustainable design.
- Integrate conservation areas, floodplains, green spaces, woodlands, and parks into urban developments.
- Use linear parks and trails to bind developments and communities together.
- Design residential neighborhoods in the corridor to establish a "sense of place" and provide pedestrian-friendly connections to local and regional sidewalks and trail systems.
- Promote development that complements the natural environment and historical architecture of the corridor.
- Maintain a wide landscape setback along US 24/40 Highway to preserve the rural character of the corridor.

ENVIRONMENTAL STEWARDSHIP

- Respect the natural environment and retain its natural and visual character derived from topography, woodlands, and riparian corridors. Do not use engineering techniques that require significant amounts of cut and fill to force-fit development into the environment.
- Preserve greenway corridors, natural drainage areas, floodplains, and wooded areas in urbanizing areas.
- Use a comprehensive strategy to manage storm water generated by development.
- Plan and construct infrastructure projects with context sensitive design to harmonize with natural systems.

LAND USE

- Promote quality development in the urban areas of the corridor that respects the natural environment and is visually pleasing, while preserving the character of the rural areas.
- In urban areas, provide a well designed realm of vibrant neighborhoods, parks and environmental conservation open spaces, and civic institutions within walking distance of shops, services, jobs, and transportation.
- Provide a broad range of housing types and price levels in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.

TRANSPORTATION CORRIDOR MANAGEMENT

- Plan and reserve future transportation corridors that will support US 24/40 Highway and provide for economic development opportunities.
- Provide an interconnected network of streets, sidewalks, and trails that serves existing and future development.
- Support the physical organization of the corridor with a framework of multimodal transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility while reducing dependence on the automobile.
- Alleviate congestion caused by current facilities and provide timely improvements to the transportation network that minimize congestion before it becomes extreme.

- Diligently use access management standards to manage traffic flow and facilitate optimum travel conditions.
- Provide an interconnected transportation network that encourages walking, reduces the number and length of automobile trips, and conserves energy by reducing the length of automobile trips.
- Provide a street network that is designed with pedestrian and bicycle accommodations with equal emphasis as the automobile.

Corridor Identity Design Guidelines

The Corridor Identity Design Guidelines provide direction on how to achieve the goals set forth by the Corridor Guiding Principles. These guidelines are intended to act as the guide for public and private investments made in the various transects recommended by the US 24/40 Corridor Study.

Due to the varying character envisioned in the corridor by 2030, the Guidelines are grouped by the Transect zones described in **Section 8, Future Land Use and Development Regulations**. The areas designated as natural, rural, or suburban (consisting of low-density residential) are considered "low intensity transects" while the areas with higher density residential, office, commercial, and light industrial are consider "urban" transect zones.

While these guidelines are not absolute or codified development requirements, their application should be considered as a "target" in meeting the objectives of quality development within the corridor. These guidelines are to be used as a tool in conjunction with other County and City requirements and project review procedures. Updated zoning and subdivision regulations for Leavenworth County and the cities of Basehor and Tonganoxie will help ensure development that meets the planning objectives and promotes high quality environments to live, work, shop, and play.

Guidelines for Low Intensity Transects

The following guidelines apply to future development in the low intensity areas of the US 24/40 Corridor including the T1 Natural Zone, T2 Rural Zone, and T3 Suburban Transects.

Streetscape Identity (Low Intensity Transects)

Setback and Drive Experience (Low Intensity Transects)

The placement of buildings, parking lots, and paved areas along US 24/40 Highway are expected to maintain the sense of openness with a wide landscape area.

 Establish setbacks from highway rights-of-way for buildings, parking lots and paved areas, or residential subdivision fencing, to be determined by local land use regulation in compliance with the plan's objective of maintaining a sense of openness along the highway.

- Establish low maximum building heights for non-residential development to reduce its visual impact on the corridor landscape.
- Require landscape buffers to screen building utility meters, loading docks, or other back-of-building features that face a public right-of-way.
- Cluster all site development to concentrate and limit vehicular access to and from US 24/40 Highway to a few planned major intersections.
- Establish large lot requirements for residential development such that housing developments with higher densities are channeled from low intensity transects into the urban areas of the corridor.
- Use berms and/or landscape buffers to reduce views of "big box" or clustered retail development allowed in low intensity transects through the establishment of special districts.

Median Landscape Treatments (Low Intensity Transects)

Landscaping in the US 24/40 Highway median or local street medians is expected to vary based on the level of adjoining development intensity and will generally be limited in low intensity areas.

- Landscaping in medians should consist mainly of low maintenance native plants and grasses that do not exceed 24-inches in height.
- Use median landscape areas as storm water detention areas, when possible, to aid in drainage from the roadway and to increase the quality of storm water runoff.
- Install landscape trees in natural groupings. When trees are planted, they should be located a minimum of 80-feet from the pavement edge to maintain KDOT safety distances and retain the corridor openness.

Sidewalks and Pedestrian Systems (Low Intensity Transects)

Pedestrian systems in low intensity areas generally consist of sidewalks and trails in residential subdivisions and regional trails to implement the *MetroGreen* Plan.

- Dedicate land or provide a public access easement in developments along designated regional trail corridors.
- Provide neighborhood trail connections in residential developments along a designated regional trail corridor.
- Extend sidewalks from developments to the boundaries of the development and the sidewalk system along perimeter streets.
- Extend sidewalks from developments to any adjacent or future parks, greenways, schools, or civic spaces.
- Establish a large setback for sidewalks and trails along public rights-of-way.

Buffers and Screening (Low Intensity Transects)

- Perimeter landscaping should consist of a wide variety of plantings. Open green space plantings should be used in more rural areas of the corridor.
- Open space perimeter landscaping should consist of native grass and wildflowers and should not exceed 24-inches in height.
- All perimeter landscaping should be low maintenance, unless installed as part of a residential subdivision.
- Perimeter landscape buffers for residential subdivisions should include berming and consist of a large quantity and variety of plants to provide screening and a buffer from highway noise and located in a manner to allow access for regional trails where designated.
- Any permitted outdoor storage areas should be entirely screened from public view along the highway and all public streets by the use of dense landscaping. Any solid walls or fencing should be softened with extensive landscaping plantings between the wall / fence and the right-of-way.

Lighting (Low Intensity Transects)

Lighting in low intensity transects of the Corridor will generally be limited to the highway and local roadways. However, for uses requiring site illumination, such lighting should be provided in a manner that meets functional and security needs without adversely impacting adjacent properties or creating glare. Dark sky compliant fixtures (focuses light onto roadway) should be used whenever possible for each category to reduce light pollution and to maintain the rural character of the corridor at night.

Roadway Lighting (Low Intensity Transects)

- Street lighting should not be located in the median of the highway or other streets unless absolutely necessary.
- Existing cobra head lighting, where provided, should be maintained.

Parking Lot Lighting (Low Intensity Transects)

- Provide parking lot illumination with individual poles and fixtures, rather than building mounted fixtures.
- Illumination of parking lots for nonresidential uses near residential should be limited to individual poles and fixtures not to exceed fifteen (15) feet in height as measured from grade.
- Where possible, parking lot lighting should have an ornamental look and should be dark sky compliant. Thematic lighting should be used where appropriate.

Building Lighting (Low Intensity Transects)

- Building mounted light fixtures should be ornamental in appearance and complement the architectural theme or style.
- Building lighting should be focused upward or downward to highlight architectural features and create visual interest. This should be accomplished with lighting that contains shields or reflectors that do not permit light to escape to the sides toward adjacent buildings, parking areas or roadways.

Utilities (Low Intensity Transects)

As development of the US 24/40 Highway corridor continues, all utilities that are currently above ground (i.e. power lines, phone lines, etc.) should be placed underground. This will create a cleaner look to the corridor and will prevent outages created by weather which often occur with utilities that are pole mounted.

All utility boxes that are required to be above ground should be located adjacent to the highway right-of-way and should be grouped whenever possible. Utility boxes should also be screened from view with landscaping.

Signage Design (Low Intensity Transects)

Signage should be consistently provided throughout the Corridor as dictated by the type of signage desired for each individual situation, with text that is easily read. In low intensity areas of the Corridor, signage will be limited due to its rural character.

Monument Signs (Low Intensity Transects)

• Monument signs are the preferred sign type for all low intensity uses and residential subdivisions. Such signs should be crafted of similar materials and style to the surrounding architecture.

Pole Signs (Low Intensity Transects)

Due to the rural and residential character of the low intensity transects, pole signs should not be permitted. However, such signs may be acceptable for limited nonresidential uses allowed in low intensity transects subject to the following standards:

- The sign provides a clean and modern appearance.
- The sign pole is wrapped in a manner that provides the appearance similar to a monument sign.
- The sign is limited to a maximum height of 15-feet above the average grade and a maximum size of 85 square feet.

Gateway Monuments:

Gateway monuments should be used to signify an entry into a special place, like a scenic overlook or historic landmark, or change of location, like the city limits. Gateway monuments should be primarily used on major thoroughfares.

- Gateway monuments should have clean lines, be crafted of high quality materials like stone or brick, and should match or complement the architectural context of their surrounding area.
- Gateway monuments should be incorporated into the planned landscape or streetscape and should not be placed as an after thought. The monuments should have a prominent position with high visibility.

Building Design (Low Intensity Transects)

Commercial and Industrial development should generally be limited in low intensity transects and should be encouraged in areas designated as urban transects by the US 24/40 Corridor Study. However, for non-residential uses allowed in low intensity transects, they could maintain a well landscaped appearance and be compatible in design and appearance with a rural area by achieving the following guidelines:

Commercial:

- Limit individual building height to one story and define a maximum height.
- Incorporate design themes for clustered development which fit the historic architecture of the area and complement the natural environment.
- Design building facades using a combination of exterior materials (in addition to glazing), preferably common to the surrounding area, to create visual interest.
- Incorporate glazing on sides of buildings which face a public right-of-way.
- Screen rooftop equipment and building utilities from public view.
- Provide landscaping between buildings and public rights-of-way.

Industrial:

- Provide an "office" appearance along public right-of-way for industrial uses.
- Provide architectural embellishment and details.
- Present a clean/neat appearance.
- Design and locate the building to screen parking areas, storage areas, loading areas, and other similar uses from view along public right-of-way.
- Provide landscaping between the building and the rights-of-way.

Guidelines for Urban Transect Zones

The following guidelines apply to future development within urban transect zones of the US 24/40 Corridor including the T4 General Neighborhood Zone and the T5 City Center Zone.

Streetscape Identity (Urban Transects)

<u>Setback and Drive Experience (Urban Transects)</u>

The placement of buildings, parking lots, and paved areas along US 24/40 Highway are expected to maintain the sense of openness with a wide landscape area.

- Establish setbacks from highway rights-of-way for buildings, parking lots and paved areas, or residential subdivision fencing, to be determined by local land use regulation in compliance with the plan's objective of maintaining a sense of openness along the highway. Setbacks should become increasingly smaller where transects become increasingly more urban.
- Establish "build to" lines in the most urban transects to ensure a consistent streetscape and provide a sense of place (e.g. town center).
- Establish increasingly higher maximum building heights for non-residential development where transects become increasingly more urban. Maximum building heights should still be relatively low to reduce the visual impact of development on the corridor landscape.
- Provide landscaping between development and public rights-of-way. The amount of landscaping should be commensurate with the size of setback for each transect.
- Require landscape buffers to screen all building utility meters, loading docks or other back-of-building features that face a public right-of-way.
- Cluster site development to concentrate and limit vehicular access to and from US 24/40 Highway to a few planned major intersections.
- Use berms and/or landscape buffers to reduce views of "big box" or clustered retail development allowed in urban transects through the establishment of special districts.

Street and Highway Median Landscape Treatments (Urban Transects)

Median landscape treatments for US 24/40 Highway and local streets in the Corridor will vary based on the level of adjoining development intensity, with more dense and formal landscape treatments expected in urban areas.

 Landscaping in medians should consist mainly of groundcovers, street trees, low shrubs, an ornamental flower beds. If shrubs or flower beds are provided, the plantings should be limited to a maximum height of 24-inches at maturity, or kept trimmed to that height.

- Median landscape areas should be bermed and drainage toward the median should be avoided wherever possible.
- Street trees should be planted at regular intervals of approximately 50-feet on-center and be a consistent matched variety throughout. Street trees should be planted only when the median is at least 10-foot wide and where permissible by KDOT safety standards for street trees.
- Manicured landscaping with areas of concentrated color should be implemented at points of interest or significance.

<u>Sidewalks and Pedestrian Systems (Urban Transects)</u>

Urban areas are expected to include an extensive pedestrian systems and trail network, including sidewalks for all land use types, regional trails to implement the MetroGreen Plan, and trail connections from developments to the regional trail system.

- Sidewalk and trail street crossings should be made of special materials or colored differently than the main roadway surface to draw attention to it and provide the driver a sense of pedestrian interaction. Special materials used for crosswalks include brick or concrete pavers, stamped and colored concrete or asphalt, or special striping on the roadway surface. Warning signage should also be used in conjunction with special surface treatments at crossings.
- Provide a system of pedestrian walkways to link residential and non-residential buildings to parking areas and to sidewalks along internal and perimeter streets and drives.
- Provide pedestrian walkways and sidewalks on both sides of all public and private streets and drives in denser developments (i.e. multifamily and commercial).
- Dedicate land or provide a public access easement in developments along designated regional trail corridors.
- Provide neighborhood trail connections in all residential developments along a designated regional trail corridor.
- Extend sidewalks to the boundaries of all developments to connect with the existing or future sidewalk system along perimeter streets.
- Extend sidewalks from developments to any adjacent or future parks, greenways, schools, or civic spaces.
- Establish minimum setbacks for sidewalks and trails along public rights-of-way in all but the City Center Transect (T5).

Site Furniture (Urban Transects)

- Where appropriate, use benches and other site furnishings constructed of durable materials and anchor them into place.
- Benches and site furniture should be located in areas that are easily accessed for maintenance and where visible from adjacent streets for safety reasons.

- Site furniture should be concentrated near ingress and egress of trail systems, primarily at trail heads. Grouping site furniture will help promote use.
- In areas of highest use, expanded trail heads could include parking, picnic shelters, off-leash dog parks, etc.

Buffers and Screening (Urban Transects)

Perimeter landscaping should consist of a wide variety of plantings and generally have a more formal and manicured appearance.

- Perimeter landscape buffers should consist of a large quantity and variety of plants to provide screening.
- Dense perimeter landscaping used for buffers in urban areas should be kept a minimum of 40 feet away from the pavement edge to observe KDOT safety distances and to allow access for regional trails where designated. Open space perimeter landscaping consisting of native grass and wildflowers in the public right-of-way should not exceed 24-inches in height.
- Any permitted outdoor storage areas should be entirely screened from public view along the highway and all public streets by the use of dense landscaping. Any solid walls or fencing should be softened with extensive landscaping plantings between the wall / fence and the right-of-way.

Lighting and Banners (Urban Transects)

Lighting systems in the urban transects of the Corridor will be located for most development areas in addition to local roadways and US 24/40 Highway. Lighting should be provided in a manner that meets functional and security needs without adversely impacting adjacent properties or creating glare. Dark sky compliant fixtures (focuses light onto roadway) should be used whenever possible for each category to reduce light pollution and to maintain the rural character of this corridor at night. Banners shall be public or quasi-public owned.

Roadway Lighting (Urban Transects):

- Street lighting should not be located in the median of the highway or other streets unless absolutely necessary.
- Existing roadway lighting should be maintained.
- Maximum Height: 25-feet or 35-feet

Parking Lot Lighting (Urban Transects):

- Provide parking lot illumination in parking lots with individual poles and fixtures, rather than building mounted fixtures.
- Illumination of parking lots for non-residential uses near residential should be limited to individual poles and fixtures not to exceed 15 feet in height as measured from grade.

• Where possible, parking lot lighting should have an ornamental look and should be dark sky compliant. Thematic lighting should be used where appropriate.

Building Lighting (Urban Transects):

- Building mounted light fixtures should be ornamental in appearance and complement the architectural theme or style.
- Building lighting should be focused upward or downward to highlight architectural features and create visual interest. This should be accomplished with lighting that contains shields or reflectors that do not permit light to escape to the sides toward adjacent buildings, parking areas, or roadways.

Pedestrian Lighting (Urban Transects):

- Pedestrian lighting should be provided along all paths and trails in the urban transects for safety purposes.
- Pedestrian lighting should not exceed 15' in height as measured from grade.
- Overlapping ambient light from street lighting can be considered adequate for sidewalks and trails that are immediately adjacent to secondary streets (not the main highway). However, consideration should still be given to adding pedestrian lighting to provide consistency throughout the corridor.

Banners (Urban Transects):

- Pole mounted banners should be made of aluminum, plastic or fabric with a life of 10 years or greater.
- Banners should be mounted on street light poles and the lower edge of the banner should be at least 15 feet from the ground below.
- Banners should be located where easily accessed for replacement of seasonal banners and for routine maintenance.
- Banners should primarily be used in areas of significance, such as the downtown areas or primary business districts.

Signage Design (Urban Transects)

Signage should be consistently provided throughout the Corridor as dictated by the type of signage desired for each individual situation. The transect will dictate the height and size of the signage, but all styles should be consistent with text that is easily read.

Monument Signs (Urban Transects):

- Monument signs are the preferred sign type. Such signs should be crafted of similar materials and style to the surrounding architecture.
- Monument signs are preferred over pole signs whenever possible.

<u>Pole Signs (Urban Transects)</u>:

Pole signs should only be allowed along US 24/40 Highway on a limited basis, and not permitted along other local roadways in the Corridor. Any pole signs should be subject to the following standards:

- Provide a clean and modern appearance.
- Wrap the sign pole in a manner that provides the appearance similar to a monument sign.
- Limit the sign to a maximum height of 15-feet above the average grade and a maximum size of 85 square feet.

Wall Signs (Urban Transects):

- Wall signs should be incorporated into the architecture of the building and should be made of materials to complement the architecture of the building. Wall signs should not be applied as an after thought.
- Wall signs should be of modern design and can include back-lit box signs.
- Wall signs should be located above the door frame elevation to be visible from the street or adjacent parking area.

Gateway Monuments (Urban Transects):

- Gateway monuments should be used to signify an entry into a special place, like a scenic overlook or historic place, or change of location, like the city limits. Gateway monuments should be primarily used on major thoroughfares.
- Gateway monuments should have clean lines and be crafted of high quality materials like stone or brick and should match or complement the architectural context of their surrounding area.
- Gateway monuments should be incorporated into the planned landscape or streetscape and should not be placed as an after thought. The monuments should have a prominent position with high visibility.

Utilities (Urban Transects)

As development of the US 24/40 Highway corridor continues, utilities that are currently above ground (i.e. power lines, phone lines, etc.) should be placed underground. This will create a cleaner look to the corridor and will prevent outages created by weather that happen when utilities are pole mounted.

All utility boxes that are required to be above ground should be located adjacent to the highway right-of-way and should be grouped whenever possible. Utility boxes should also be screened from view with landscaping.

Building Design (Urban Transects)

Moderate and High Density Residential (Urban Transects):

- Provide multifamily dwelling designs that limit the appearance of garages along public or private streets. Garages should typically not project in front of the residential structure and should not dominate the front facade.
- Provide large landscaped yard areas between the building and the street.
- Building facades along a public or private street should provide variations in depth (recesses and projections) and incorporate porches and distinctive architectural detailing.
- Multi-unit residential buildings should maintain a "big house" residential appearance as much as possible.
- Provide front entrances facing a roadway rather than the rear or sides of a building.
- Use a variety of building materials (in addition to glazing) to break up the appearance of multi-unit buildings.

Local and Regional Commercial (Urban Transects):

- Provide building designs with variations in building façade treatments and combinations of materials (in addition to glazing), yet maintain a "sense of community" and a unified appearance.
- Design buildings to relate directly to the street and reinforce the pedestrian scale and quality of street, civic, and open spaces using the following techniques:
 - Shifts in building massing, variations in height, profile, and roof form that provide human scale while maintaining a consistent relationship of overall building form to the street edge;
 - Minimize long expanses of wall at a single height or in a single plane;
 - Vary floor elevations to follow natural grade contours if significant variation is present.
- Design buildings to provide human scale, interest, and variety using the following techniques:
 - Building form variation with recessed or projecting bays;
 - o Expression of architectural or structural modules and detail;
 - o Diversity of window size, shape, or patterns that relate to interior functions;
 - Emphasize building entries through projecting or recessed forms, detail, color, or materials;
 - Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces.
 Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.

- Locate and design large non-residential buildings to minimize the impact of windowless walls and service areas on public streets.
- Limit the use of outside commercial sales, storage, or display areas. However, when permitted, such areas shall be screened with landscaping or enclosed with materials integral to the building architecture.

Light Industrial (Urban Transects):

- Provide an "office" appearance along public right-of-way for industrial uses.
- Provide architectural embellishment and details.
- Present a clean/neat appearance.
- Design and locate the building to screen parking areas, storage areas, loading areas, and other similar uses from view along public right-of-way
- Provide landscaping between the building and the public right-of-way.