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Subdivision IV. - Commercial Development Guidelines Overlay District

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Sec. 27-573. - Purpose and intent.

The commercial design guidelines are intended to provide definitions and descriptions of acceptable design in specified areas of both the county and the city. These guidelines are established to accomplish the following goals:

- (1) Relate development to surrounding community;
- (2) Provide direction for the creation of quality development with respect to site planning, architectural design, and landscaping;
- (3) Ensure quality design that reflects community identity and sense of place;
- (4) Support property values in new development and redevelopment; and
- (5) Implement the long-range vision of the community.

(Ord. No. O-50-06, § 1, 5-25-2006)

Sec. 27-574. - Boundaries and application.

- (a) The commercial design guidelines are applicable to all commercial and office development within the boundaries identified on the map (see appendix "A"). Commercial design includes all districts beginning with a "C" designation such as C-O, C-I, C-2 and C-3. This includes those commercial and office areas located west of 94th Street.
- (b) The commercial design guidelines shall apply to all new development within the area described in subsection (a) of this section. The guidelines shall apply to existing development when changes (renovation, restoration, modification, addition, or retrofit, collectively referred to as rehabilitation) are proposed to a structure or a site that will exceed 50 percent of the current appraised value of the structure or site, as established by the county. Rehabilitation costs shall be aggregated over a five year period to determine whether the development is subject to these guidelines.
- (c) Rehabilitation projects shall conform to these guidelines to the greatest extent possible, and shall provide written explanations for each area of noncompliance.
- (d)

Design solutions proposed as an alternative to these requirements may be considered by the planning commission provided that such alternative design furthers the purposes and intent of this subdivision and does not result in design that would otherwise violate the terms of the regulations contained in this subdivision.

(e) Design review will be provided as follows:

Application	Review	Appeal
Rezoning	Planning Commission	Board of Commissioners
Special Use Permit	Planning Commission	Board of Commissioners
Development Plan (without rezoning) DRC process	Director Urban Planning	Planning Commission
Development plan with rezoning	Planning Commission	Board of Commissioners
Alternative design	Planning Commission	Board of Commissioners

(f) Where there is conflict between the terms of this subdivision and other regulatory provisions applicable in the land development process, the more strict regulations will apply.

(Ord. No. O-50-06, § 1, 5-25-2006)

Sec. 27-575. - Site character.

(a) *Intent.* To encourage on-site and off-site compatibility of development while considering the relationship between site design and the existing environment. Site character includes consideration of: physical and natural features of land; building placement; vehicular access; circulation and parking; pedestrian access; preservation and buffering of views; surrounding development; and community character.

- (1) Development should be sited in a manner consistent with, and be appropriate for, many of the existing conditions of the site.
- (2) Parking and circulation should account for pedestrians bicycles and vehicles.
- (3) Building and street layout should define a cohesive development.

(b) *General layout.*

- (1) Multilot or multibuilding developments shall be designed as unified projects with a sense of place reflected through development layout and architectural design.
- (2) Linear or strip development is discouraged, including linear open air centers or strip centers, either of which front parking lots.
- (3) Large retail establishments (big box) are subject to these guidelines with the following specific requirements:
 - a. All big box developments shall include at least three retail establishments located in a complex that is planned and managed as a single unit.
 - b. No more than 80 percent of the off-street parking may be located in the front of the development if more than 80 percent is in front then the number of landscape islands will be increased by 50 percent.
 - c.

At least two sides (the two sides that are projected to have the highest level of pedestrian activity) of a big box store (of more than 120,000 square feet) shall include customer entryways. Additional stores located within the development shall also have clearly marked entryways. The entryways shall be defined with at least three of the following features:

1. Canopy or portico;
2. Overhangs;
3. Recesses/projections;
4. Raised cornice parapets over doors;
5. Peaked roof forms;
6. Arches;
7. Outdoor patios;
8. Display windows;
9. Architectural details such as tile work or moldings that are integrated into the building or structure;
10. Integral planters or wing walls that incorporate landscaped areas and/or places for seating.

(c) *Grading and drainage.*

- (1) Where possible, new development should maintain the natural topography of the existing site. Extensive grading (more than 70 percent of the site) or unusual site improvements are strongly discouraged.
- (2) Site drainage patterns shall be designed to prevent surface drainage from collecting on and/or flowing across pedestrian areas.
- (3) Use of stepped retaining walls is where necessary along public streets and other visible areas of the site to reduce the steepness of manmade slopes and to provide pockets or terraces for revegetation and landscaping. Every wall over six feet in height must be "stepped." Four feet of terrace is required for every eight feet of wall.
- (4) Detention ponds should not be contained within a lot or parcel that contains a building site. One detention area may be required to serve multiple lots.
- (5) Detention ponds should be designed as a project amenity.

(d) *Circulation.*

- (1) Projects must be designed to minimize any increased traffic use of neighborhood streets.
- (2) Curb-cuts should be minimized and concentrated at mid-block.
- (3) A sense of entry or arrival shall be created at primary entryways into the development. Building placement, landscaping, gates, entry monuments, specialty lighting, and other design elements can be used to create this design effect.
- (4) Driveway configuration and design should be determined based on the size of development and capacity of streets. For example, a large, traffic-generating development with a multi-neighborhood drawing radius should provide significantly more driveway space for ingress and egress with turn lanes than a smaller, neighborhood-oriented development.
- (5) The number of external entrances should be consistent with existing or anticipated design of adjacent streets.

- (6) To reduce the need for multiple street access points and to allow for the potential future reduction of driveways consistent with access management principles, access points and driveways must be planned and shared between properties, with access easements noted on plats or other recorded document.
 - (7) There shall be a hierarchy of internal circulation beginning with site access from the public street.
 - a. Access driveways shall feed into driving lanes which shall divide into parking lanes and parking areas.
 - b. There shall be limited access to driveways, which shall be provided from driving lanes, not parking areas, wherever possible.
 - c. Circulation patterns within parking areas shall be defined by curbs and landscaped islands.
 - d. Where possible, groups of buildings should be serviced by dedicated service access lanes.
 - (8) Internal vehicular, bicycle and pedestrian circulation must connect in a manner obvious to users.
 - (9) To the maximum extent possible, there shall be pedestrian circulation from the perimeter of the site to the principal customer entrance to all buildings. Within the site, there shall be pedestrian connections provided to all pedestrian activities, including transit stops, street crossings, open space, building and store entry points, and adjacent pedestrian systems.
 - (10) Sidewalks in front of buildings must be designed to accommodate pedestrian activity both for that use and for movement between uses. This may include cafe seating and outdoor sales pursuant to the chapter 32, article III.
 - (11) Internal pedestrian walkways within parking lot or drive area must be distinguished from other surfaces.
 - (12) Pedestrian connections must be clearly defined in a combination of two or more of the following ways:
 - a. Six-inch vertical curb.
 - b. Trellis.
 - c. Special railing.
 - d. Bollards.
 - e. Special paving.
 - f. Low seat wall or other architectural features.
 - g. Pedestrian scale lighting.
 - h. Traffic calming devices.
 - (13) Site design should integrate and facilitate access to public transit.
 - (14) Sidewalks that are within reasonable proximity to an identified trail system should connect to that system and accommodate the uses anticipated on the trail (e.g., pedestrian, bicycle).
- (e) *Parking.*
- (1) The majority of all surface parking and all drive through facilities should be located to the maximum extent possible behind buildings or in the interior of a block.
 - (2) Pedestrian walkways through the parking area to building entrances should be clearly marked pursuant to this subdivision.

- (3) Parking located between front of building and street right-of-way must provide an additional 20 feet of landscaped area in addition to the required setback.
 - (4) Parking must be screened from adjacent streets by walls, shrubs, trees, or other design elements.
 - (5) Parking lot curb cuts must be designed and minimized to reduce conflicts between pedestrians and automobiles.
 - (6) Accessible parking must be provided according to unified government requirements.
 - (7) Dead-end parking without a designated turn-around area should be avoided and shall not be permitted on any new projects that are not infill or redevelopment.
 - (8) Parking should be divided into blocks of 40 to 50 spaces. Where this is not easily defined, groups of 20 spaces should be divided by a landscape island at least the size of one stall.
 - (9) Structured parking, as follows:
 - a. Structured parking adjacent to a street shall provide an active front with pedestrian-oriented uses.
 - b. Structured parking shall integrate with adjacent buildings using similar materials, alignments, and architectural finishes.
 - (10) Cart corrals should be low-profile, created with pavement (e.g., curbs), may include a bollard to deflect parking, and should have low-profile identification signs, no taller than four feet.
- (f) *Building elements.*
- (1) There should be a designated walkway or clear pathway to the main entrance of a building so that pedestrians are not required to walk through parking lots.
 - (2) Buildings should be located in such a manner as to minimize conflicts between pedestrians and automobiles.
 - (3) Buildings should be oriented primarily to the street.
 - (4) Retail shops at street level should have direct access to and from the sidewalk.
 - (5) Entrances should be easily identifiable as primary points of access to buildings.
 - (6) Corner buildings at gateways or prominent intersections shall be designed to emphasize the gateway or intersection location. This may include major architectural expression in the facade roof form and/or massing, such as:
 - a. Larger bulk;
 - b. Tower forms;
 - c. Peaked roofs; and/or
 - d. Over-sized windows.
 - (7) Pad sites shall be clustered together to define street edges and entry points or to enclose and create interesting places between buildings, such as public outdoor seating, landscaped areas, or other focal points.
 - (8) Buildings, walls, trees, topography, and other site features shall be oriented and arranged to define circulation areas and lend a human scale to the development.
 - (9) Shared parking between adjacent or closely related developments is strongly encouraged, provided each development complies with unified government parking requirements.
- (g) *Outdoor storage areas/mechanical equipment.*
- (1)

- Masonry screen walls are required to provide 100 percent opaque screening to public views of loading and service areas from other properties or public streets.
- (2) Service areas and docking facilities should be located to the side or rear of the building away from public streets and main circulation and drives when possible.
 - (3) All trash receptacles shall be enclosed with a screening wall or fence constructed of the same materials as the primary structure. The screen must be a minimum of six feet in height on all sides and designed with the gate facing away from streets or adjacent land uses. All screening materials must be well maintained at all times.

(Ord. No. O-50-06, § 1, 5-25-2006)

Sec. 27-576. - Architectural design.

- (a) *Intent.* It is the intent of this section to create and enhance community image through thoughtful design development. This section is intended to ensure that:
 - (1) Design relates buildings to each other and to the community.
 - (2) Good design incorporates and combines design theme, building facade materials, colors, roof, and equipment.
 - (3) Similar to site design, building design at street level must be oriented to people and cars.
- (b) *Overall design.*
 - (1) Architectural design shall create or contribute to uniqueness or sense of a specific place.
 - (2) Building elevation design determinations must consider the character of the surrounding architecture and neighborhood and incorporated design elements that further reflect or enhance community character. Where community character is difficult to determine, planning staff will work with the applicant to identify any relevant features.
- (c) *Building facade.*
 - (1) Commercial development should take into account the architectural design of all building elevations, 360 degrees. Quality design should be expressed on all elevations of a building.
 - (2) In order to break up the monotonous appearance of long facades, a building wall no more than 45 feet in length should be divided into increments of no more than 45 feet through articulation of the facade. This can be achieved through combinations of at least three of the following techniques:
 - a. Divisions or breaks in materials;
 - b. Building offsets (projections, recesses, niches);
 - c. Window bays;
 - d. Separate entrances and entry treatment; or
 - e. Variation in rooflines.
 - (3) The scale of individual building facade components should relate to one another and the human scale, particularly at street level.
- (d) *Design theme.*
 - (1) A single building development with multiple buildings must maintain a consistent style/architectural theme. Architectural design building materials, colors, forms, roof style and detailing should all work together to express consistent design.

This includes all pads within a retail development, as well as gasoline pump canopies or other accessory structures.

- (2) Large buildings adjacent to small buildings should consider and incorporate architectural design elements and details such that the scale of the larger building appears compatible with that of the smaller building.
 - (3) The composition of a building more than three stories tall shall include a clearly recognizable base, middle, and top. The base of a building should be weightier in appearance than the rest of the building. This can be accomplished with use of heavier, larger, or darker building materials. The top of the building may include, among other things, cornice treatments, sloping roof, or stepped parapets.
 - (4) Buildings in a grouped development should approximately align horizontally in their main architectural elements, windows, sills, cornices, banding, etc., although these lines may be carried from building to building by different elements.
 - (5) A single, large dominant building mass shall be avoided. Changes in mass should be related to entrances, the integral structure, and/or the organization of spaces and activities.
 - (6) Building elements must not function as signage. The appearance of "franchise architecture" where buildings function as signage is discouraged. Incorporation of franchise or business design elements unique or symbolic or a particular business must be unobtrusive and secondary to the overall architectural design.
 - (7) New primary structures that express a standardized corporate identity shall incorporate at least three of the following elements to create a facade and building design similar to those on an existing primary structure visible from the new primary structure and located within 500 feet of the new primary structure. Significant departures from "off-the-shelf" buildings, either locally or by national chains, may be required to meet this standard.
 - a. A similar roofline or roof material.
 - b. Similar facade colors and materials.
 - c. Similar pedestrian entry locations and entryway architecture.
 - d. Similar amounts of glazing on facades visible from the public street.
 - (8) Accessory structures must incorporate matching design and materials of the primary building.
- (e) *Building materials.*
- (1) Building materials must be durable, economically maintained, and of a quality that will retain its 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, cementitious siding (hardy board), or glass. The director may approve other high-quality materials.
 - a. Building design should avoid large expanses of highly reflective surfaces and mirror glass exterior walls.
 - b. Highly tinted glass or glass tinted in unnatural colors should be avoided.
 - (2) Exterior building materials shall not include the following:
 - a. Split shakes, rough sawn, or board and batten wood;
 - b. Vinyl siding;
 - c.

- Smooth-faced grey concrete block, painted or stained concrete block, tilt-up concrete panels;
- d. Field painted or prefinished corrugated metal siding;
 - e. Standard single-tee or double-tee concrete systems; or
 - f. EIFS at the ground level or comprising more than 15 percent of any facade.
- (3) Exterior building material must be continued down to within nine inches of finished grade on any elevation. Exterior masonry materials must be continued to the top of grade.
- (4) All building facades shall be at least 50 percent masonry. Cementitious siding may be used to meet 50 percent of the total masonry requirement.
- (f) *Building color.*
- (1) Color should be used to tie building elements together.
 - (2) All building projections shall match or complement in color the permanent color of the surface from which they project.
 - (3) Intense, bright, black, or fluorescent colors shall be used sparingly and only as accents.
- (g) *Building roof.*
- (1) Buildings should have a defined top. This can be accomplished with cornices, caps, parapets, or roofs.
 - (2) Three-dimensional rooftops are encouraged. Variation in roofline is suggested to reduce the scale of large buildings.
 - (3) Sloped roofs or canopies shall be covered with high quality roofing material such as approved by the director. Metal roofing is preferred, especially for small articulations. Asphalt is discouraged and wood roofing materials are prohibited.
- (h) *Windows.*
- (1) For new construction, windows, windows with awnings, and covered pedestrian walkways should total at least 60 percent of the building frontage along public streets or parking lots. Windows should be for display purposes or to allow viewing both into and out of the interior. Exceptions may be made for individual tenants in excess of 20,000 square feet gross floor area or the rear elevation of a building that backs up to a public street, where the window percentage should be 25 percent of the linear building frontage.
 - (2) Reflective or mirrored glass for use as windows is prohibited, unless determined otherwise by the director. Clear glass shall be used for storefronts, windows, and doors. Window painting, signage, or view blocking techniques are not permitted.
- (i) *Auto-oriented uses.* Drive-up and drive-through facilities, order stations, pick-up windows, bank teller windows, money machines, etc., shall be located on the side or rear of primary structures to minimize views from public streets. Drive-up and drive-through lanes should be not located between the front of the primary structure and the adjacent streets or sidewalks. Drive up facilities including drive lanes shall not be located within 150 feet of an existing residential structure, all means available should be taken to minimize the impact on adjacent residential structures.
- (j) *Phasing of improvements.* If a center is to be built in phases, each phase shall include an appropriate share of the proposed streets and circulation system, landscaping and outdoor spaces, screening, and other site and architectural amenities of the entire project. The extent of these improvements shall be determined for each phase of a

specific project at the time of project development approval, and may not be based solely upon a proportional or equal share of the entire site. Requirements for a phased project may include off-site improvements to accommodate the necessary public infrastructure to adequately screen the site.

(Ord. No. O-50-06, § 1, 5-25-2006)

Sec. 27-577. - Landscaping and screening.

- (a) *Findings and intent.* Landscaping offers many benefits including providing color and shade, buffering wind, sun, and bad views, and reducing glare. Landscaping also integrates structures and uses with the site while reducing the visual impact of development on adjacent uses.
- (1) Landscaping is important to completing the design picture.
 - (2) Landscaping is a working component of the development, serving to screen, buffer, soften, and energize the buildings, streets, and parking.
 - (3) Landscaping identifies street frontage and maintains character for rights-of-way.
 - (4) Landscaping is an on-going requirement for healthy development.
 - (5) Landscaping shall exceed the typical code requirements by at least 75 percent.
- (b) *Streets and drives.*
- (1) New construction must provide at least a 25-foot landscape zone between structures and/or parking lots and all public streets and access easements 40 feet wide or greater. This requirement may be reduced to 12 feet where there is no paving, other than a sidewalk, between a building and the right-of-way. The distance is to be measured from the public right-of-way or curblin of a private easement.
 - (2) Landscape berms and/or continuous rows of shrubs are required to screen parking from adjacent development or public streets. Shrubs used in this area must not exceed a maximum height of 30 inches at maturity.
 - (3) In general, formal, stand-alone trees are encouraged to be planted in landscape zones along major streets and medians. These trees should be planted as follows:
 - a. One tree with a minimum caliper of two inches (ornamental) evergreen trees must be at least six feet tall when planted) provided for every 30 feet of street easement or frontage.
 - b. Street trees should be planted no closer than 55 feet and no more than 65 feet apart. Groupings of ornamental trees and shrubs should be placed in between the street trees.
- (c) *Design.*
- (1) Unity of design should be achieved by repetition of certain plant varieties and other materials and by coordination with other landscaping where appropriate.
 - (2) Plant selection should be appropriate to planting zone, hydrozone, specific site conditions, and ability to provide year-round ornamental value.
 - (3) The choices, placement, and scale of plants should relate to the architectural and site design of the project. Plantings should be used to screen, accent focal points and entries, to contrast with or reinforce building design, to break up expanses of paving or wall, to define on-site circulation, to provide seasonal interest, and to provide shade.

- (4) Landscape areas located between commercial districts and residential districts must provide 100 percent sight-obscuring year-round buffer using plant material or a combination of fence, berm and plant material.
 - (5) Landscape and streetscape design should be used to enhance the frontage of primary roadways.
- (d) *Buildings.*
- (1) At least 75 percent of the length of building foundations facing public streets, the exterior of the development, or common spaces must be planted with ornamental plant material such as ornamental trees, flowering shrubs, perennials, and groundcovers.
 - (2) Planting must be massed and scaled as appropriate for the entryway size and space.
 - (3) Landscaping should breakdown in scale and increase in detail, color, and variety to mark entryways into developments.
- (e) *Parking.*
- (1) Parking lot landscaping must be used to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles.
 - (2) Parking lot landscaping should reinforce pedestrian and vehicular circulation, especially parking lot entrances, end of driving aisles, and pedestrian walkways leading through parking lots.
 - (3) Groups of parking of between 40 and 50 spaces must be separated by a ten-foot wide landscaped median or berm, or pedestrian walkway within a landscaped median.
 - (4) Parking areas that cannot be grouped must include one landscaped island the size of one stall separating each 20 spaces.
 - (5) The primary landscaping material used in parking lots must be trees that provide shade or are capable of providing shade at maturity. Shrubbery, hedges and other planting materials may be used to complement the tree landscaping, but shall not be the sole means of landscaping.
- (f) *Maintenance.*
- (1) All new development landscaping must be irrigated with an automatic system approved by the planning department. Rehabilitation development must either have an irrigation system or a watering plan.
 - (2) Plants that die must be replaced as quickly as possible, but in no event longer than four months.
- (g) *Phasing.* The first phase of construction should include perimeter landscaping, entry drives, and detention ponds. Future phases must indicate interim landscaping.

(Ord. No. O-50-06, § 1, 5-25-2006)

Sec. 27-578. - Crime prevention through environmental design (CPTED).

- (a) *Territoriality.* Territoriality is a concept that clearly delineates private space from semipublic and public spaces, and creates a sense of ownership. Ownership thereby creates an environment where appearance of such strangers and intruders stand out and are more easily identified through:
- (1)

The enhanced feeling of legitimate ownership by reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones.

- (2) The design of space to allow for its continued use and intended purpose.
 - (3) The use of pavement treatments, landscaping, art, signage, screening and fences define and outline ownership of space.
- (b) *Natural surveillance.* Natural surveillance is a design concept directed primarily at keeping intruders under observation. Provision of natural surveillance helps to create environments where there is plenty of opportunity for people engaged in their normal behavior to observe the space around them. Areas can be designed so they are more easily observed through:
- (1) Design and placement of physical features to maximize visibility. This will include building orientation, windows, entrances and exists, parking lots, refuse containers, walkways, guard gates, landscape trees and shrubs, use of fences or walls, signage and other physical obstructions.
 - (2) Placement of persons or activities to maximize surveillance possibilities.
 - (3) Minimum maintained lighting standards that provide for nighttime illumination of parking lots, walkways, entrances, exits and related areas to promote a safe environment.
- (c) *Access control.* Access control is a design concept directed primarily at decreasing criminal accessibility. Provision of natural access control limits access and increases natural surveillance to restrict criminal intrusion, especially into areas where they will not be easily observed. When present, intruders are more readily recognized through:
- (1) The use of sidewalks, pavement, gates, lighting and landscaping to clearly guide the public to and from entrances and exists.
 - (2) The use of gates, fences, walls, landscaping and lighting to prevent or discourage public access to or from dark or unmonitored areas.
- (d) *Activity support.* Activity support is the presence of activity planned for the space. Activity support involves placing activity where the individuals engaged in an activity will become part of the natural surveillance system. Examples include:
- (1) Place safe activities in areas that will discourage would be offenders, to increase the natural surveillance of these activities and the perception of safety for normal users, and the perception of risk for offenders.
 - (2) Place high risk activities in safer locations to overcome the vulnerability of these activities by using natural surveillance and access control of the safe area.
 - (3) Locate gathering areas in locations that provide for natural surveillance and access control or in locations away from the view of would-be offenders.
 - (4) Improve the scheduling of space to allow for effective use and appropriate intensity of accepted behaviors.
- (e) *Maintenance.* Proper maintenance of landscaping, lighting treatment and other features can facilitate the principles of CPTED, territorial reinforcement, natural surveillance and natural access control. Functions include:
- (1) Proper maintenance of lighting fixtures to prescribed standards.
 - (2) Landscaping which is maintained at prescribed standards.
 - (3) Minimizing the conflicts between surveillance and landscaping as the ground cover, shrubs and trees mature.

(Ord. No. O-50-06, § 1, 5-25-2006)

Secs. 27-579—27-591. - Reserved.