

## MIXED - USE DEVELOPMENT GOALS

*Mixed use developments should facilitate the mixing, rather than separation of, land uses – residential, commercial, office, hotels, public and semipublic, and parks, recreation, and open space – in one distinctive environment.*

### **GOAL 1: CREATE DISTINCTIVE AND MEMORABLE ENVIRONMENTS**

Encourage the creation of distinctive and memorable environments in which people can live, work, shop, visit, and play.

#### **Policy 1.1: Provide for More Than a Single Use**

A mixed-use development should contain two or more significant uses that are mutually supporting.

#### **Policy 1.2: Provide a Safe, Comfortable, and Attractive Environment**

A mixed-use development should be safe, comfortable, and attractive to pedestrians, patrons, and residents.

#### **Policy 1.3: Work with the Natural Environment**

Preserve and integrate into a mixed-use development natural features such as mature trees, topography, streams, and natural drainage ways.

#### **Policy 1.4: Provide for Extension of Greenway Linkages**

Encourage design that provides for the extension of the city's greenway linkages through either dedication of land and/or easement for a bike/hike trail or landscape easement or dedication of extra right-of-way along a street for a bike/hike trail/landscape easement.

#### **Policy 1.6: Include a Residential Component**

Encourage mixed-use development that includes a residential component as opposed to a mix of only nonresidential uses to reduce the number of trips generated and congestion on adjacent roadways.

#### **Policy 1.7: Facilitate Mass Transit**

Encourage more intense mixed-use developments along current mass transit routes or along planned/anticipated routes.

#### **Policy 1.8: Share Parking**

Utilize shared parking facilities linked to multiple buildings to provide safe and efficient access to buildings and to lessen the impact of vehicles and parking.

## **GOAL 2:      LOCATIONAL CRITERIA FOR MIXED-USE DEVELOPMENT**

Allow for sufficient and varied choices in the location of mixed-use developments.

### **Policy 2.1:      Appropriate Future Development Plan Land Use Categories**

Mixed-use developments are appropriate in areas shown as Commercial or Office on the Future Development Plan or where a special study has been undertaken that recommends a nonresidential-focused mixed use development.

### **Policy 2.2:      Assemble Small Tracts to Form Larger Better Planned Ones**

Promote the assembling of small tracts to form larger, more cohesive parcels to enable well planned and orderly development to occur.

### **Policy 2.3:      Respect the Natural Environment**

Encourage mixed-use development to locate on sites having minimal slope to avoid substantial grading and disruption of natural drainage and vegetation. Avoid areas with substantial stream corridors.

### **Policy 2.4:      Retain Natural Site Amenities**

Existing natural features, as well as the common open space, should be used to create site amenities and provide physical separators and buffers from adjacent development, where needed.

### **Policy 2.5:      Use of the Street Network**

Consider the project's relationship to the street network.

## **GOAL 3:      COMPATIBLE TRANSITION FROM MIXED-USE DEVELOPMENT TO LESS INTENSIVE USES**

Ensure that buildings in a mixed-use development relate appropriately to surrounding developments and streets and create a cohesive visual identity and attractive street scene.

### **Policy 3.1:      Use Appropriate Transitional Methods**

Use architectural transitions, green/open space transitions, and less intensive uses as transitions to the maximum extent practicable before employing more traditional landscaping and screening transitions.

### **Policy 3.2:      Connection to Adjacent Uses**

Provide convenient pedestrian and vehicle access and connections to adjacent uses.

**Policy 3.3: Pay Special Attention to Parking Garages/Decks**

Give parking garages/decks an active face through attention to design and architectural details.

**GOAL 4: VEHICULAR AND PEDESTRIAN ACCESS AND CIRCULATION**

Provide safe, efficient, and convenient vehicular and pedestrian access and circulation patterns within and between developments.\

**Policy 4.1: Primary Access**

Limit the primary access of mixed-use developments to thoroughfares or commercial streets.

**Policy 4.2: Require Traffic Impact Study under Certain Circumstances**

When a mixed-use development is proposed at a location or density that will have a significant effect on current traffic patterns, a traffic impact study may be required.

**Policy 4.3: Avoid Exceeding Street Capacity**

Discourage the expansion of existing or the inclusion of new mixed-use development in areas where, even with street and traffic signal improvements, the additional traffic generated by such development would exceed the handling capacity of the street system.

**Policy 4.4: Avoid Reliance on Speculative Traffic Improvements**

An evaluation of the traffic impacts of a project on the surrounding area should consider existing and projected traffic conditions and be based on anticipated traffic system improvements, not on speculative traffic system improvements.

**Policy 4.5: Vehicle Entrances**

The number and location of vehicle entrances should be consistent with the existing or anticipated design of adjacent streets.

**Policy 4.6: Entry Driveway Configuration**

The specific design or geometrics of entry driveways shall be based on the size of the development and the capacity of the street, including the volume, speed, and distribution of the traffic, and should provide an efficient ingress and egress to the development without causing undue congestion or accidents on the public street system.

**Policy 4.7: Internal Vehicle Circulation**

Main drive aisles should be continuous, connect the main entry driveway to the development and provide a clear and direct path to the principal buildings, outlying perimeter buildings, and parking areas.

**Policy 4.8: Avoid Pedestrian and Vehicular Conflicts**

Avoid pedestrian and vehicular conflicts within mixed-use areas by striving to keep main circulation drives away from the faces of buildings that contain primary customer entrances.

**Policy 4.9: Avoid “4-way” Intersections**

The intersection of two main circulation drives should be designed as a “t” intersection, rather than a four-way intersection, to minimize vehicular conflicts.

**Policy 4.10: Flexibility is Possible for Small Mixed-Use Centers**

Where traffic volumes are lower and pedestrian-vehicular and vehicular-vehicular conflicts are less likely, more flexibility is possible in the location and design of internal drives.

**Policy 4.11: On-Site Truck Traffic/Loading and Circulation**

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

**Policy 4.12: Connections to Adjacent Property**

Connections to adjacent non-residential development parcels shall be provided and driveway locations should allow for shared access.

**Policy 4.13: Common or Shared Service and Delivery Access**

Common or shared service and delivery access shall be provided between adjacent parcels and/or buildings.

**Policy 4.14: Avoid Diversion of Mixed-Use Traffic**

Mixed-use drives or on-site streets shall not align with access to adjacent residential developments to the greatest extent feasible.

**Policy 4.15: Provide Continuous Pedestrian Networks**

Provide for safe, continuous pedestrian networks to promote direct pedestrian access within the mixed-use development and to neighboring residential, non-residential, public uses, and public transportation nodes.

(Source: City of Overland Park, KS)

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