



FORM BASED CODE

FOR THE

WEST GATEWAY STUDY AREA

THE CITY OF MISSION, KANSAS

10.17.07 + 07.29.14



We would like to express appreciation to all Mission residents, property owners, and members of the business community who attended the public meetings and provided valuable feedback throughout the design process. This document was prepared under the direction of the West Gateway Advisory Committee. The plan would not be possible without their continued guidance and input.

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We would also like to express our appreciation to the following representatives and members of City staff for their valuable input and support during the design process and preparation of this document:

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1: WEST GATEWAY EXISTING CONDITIONS & DIAGRAMS

CURRENT CONDITIONS

The West Gateway District is an area of roughly 130 acres within the city limits of Mission, Kansas.

The area is bounded on the west by Metcalf, south by Shawnee Mission Parkway, north by 55th Street, and east by Lamar. All existing single-family residential neighborhoods are excluded from the district.

The district currently contains uses of all non-residential types, including industrial, commercial retail and commercial office, and a small amount of public space. The 2005 West Gateway Vision Plan (the “Vision Plan”) provides a grand plan to evolve the West Gateway District into a vibrant, mixed-use community with the addition of housing, localized retail and office space, along with a signature park along the Johnson Corridor. The additional development is expected to occur in the next 25 years, and be at a much higher intensity than what exists today.

The Vision Plan began the process of understanding the changes in store, and the Form Based Code is the tool that can provide the guidance for its implementation. The Form Based Code is a series of documents that steer future development projects toward a pedestrian-friendly, high quality urban place.

The following document is intended to be recommended by the Advisory Committee, approved by the Planning Commission and adopted by the Mayor and City Council in the Fall of 2007.



MISSION WEST GATEWAY FORM BASED CODE

The West Gateway Sector is marked by buildings of all shapes, sizes and uses. Almost all parking is handled in the form of surface parking lots – creating a very automobile-centered, sub-urban character. Walkability is virtually non-existent.

However, many residents, property owners and tenants agree that the catalog of uses and the abundance of locally-owned or locally-operated businesses are a huge advantage to living, working and playing in Mission. The desire in the Vision Plan is to repair the dysfunctional planning paradigm, while striving to retain the unique character of the City.

EXISTING THOROUGHFARE NETWORK



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This diagram reflects different ownership parcels in the district. The areas in the lightest color are properties larger than 2 acres in size. The areas in the darkest color are properties less than ½ acre in size. The abundance of smaller, adjacent properties signals that re-development and revitalization will not typically be of the larger, single-development type (like the Gateway project at the eastern end of Johnson Drive), but will more likely be redeveloped in smaller increments or over longer periods of time when assembly of multiple properties can occur.

This diagram is intended to represent some of the barriers to quick development:

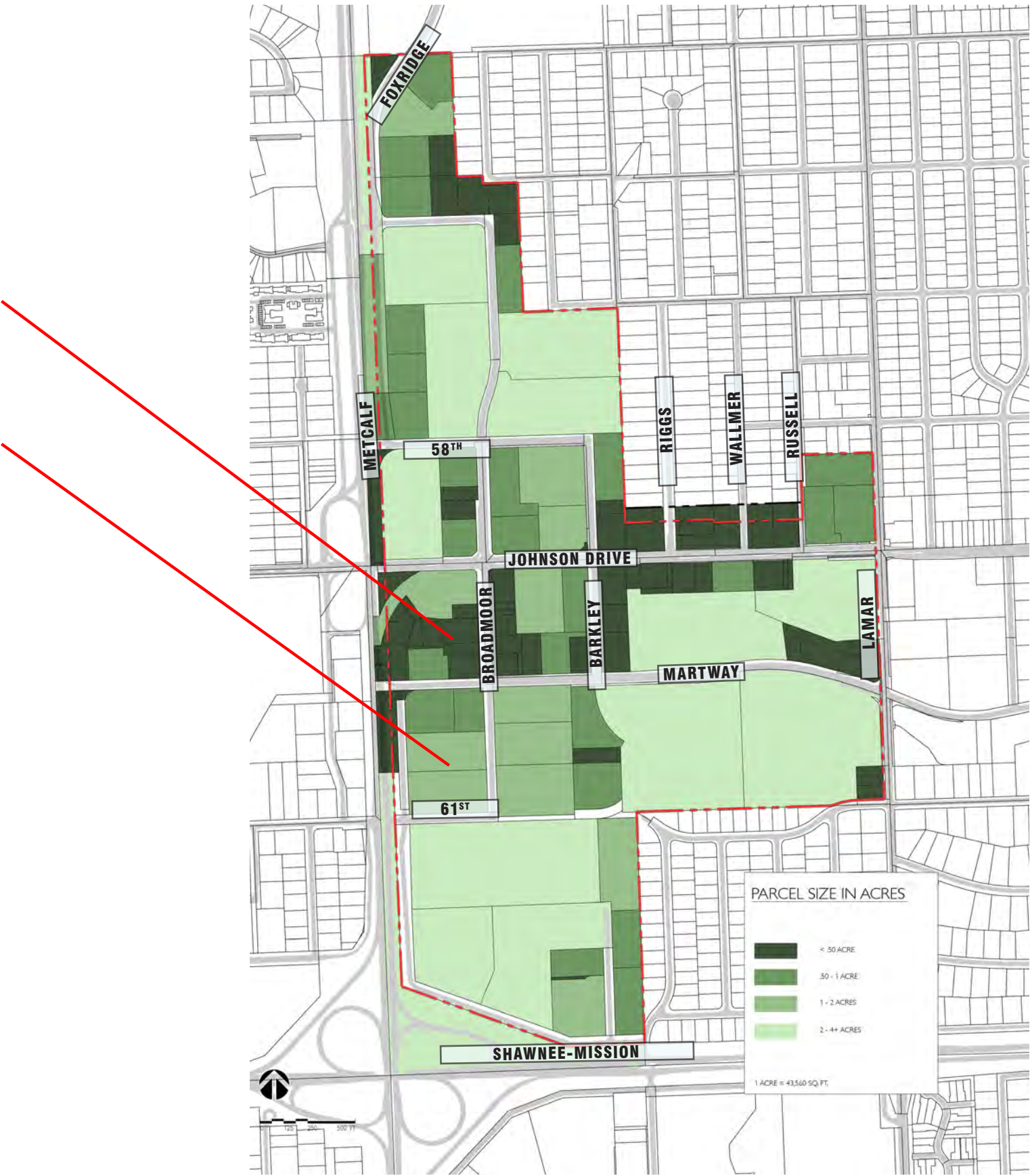
(represented by the multitude of parcels, tenants and owners in the area south of Johnson Drive and Metcalf, south side),

while pointing out that some sites may be in a better position to redevelop than others

(represented by larger parcels under single ownership, such as the former Herff-Jones site)

This diagram does not suggest any particular timing of projects, but rather provides an understanding of how difficult and/or distant some development opportunities may be.

PARCEL OWNERSHIP BY SIZE



The Vision Plan provided the City of Mission with the first look at the possibilities for a more sustainable, urban Mission West Gateway. This effort, the development of a form based code, is intended to provide a tool for the city to use to evaluate future development proposals and determine whether or not they meet the intentions of the Vision Plan and the desires of the entire community.

In specific, this code will also have the opportunity to explore mission’s future potential in terms of:

+ TRANSITIONS

The Form-Based Code has an opportunity to give specific direction about scale and intensity at the neighborhood edges. Two critical locations are at the eastern edge of the northern sector and at the eastern edge of the southern sector. Questions have been raised about how dramatic these transitions should be.

+ BUILDING TYPES

The Form-Based Code has an opportunity to explore additional building types, such as smaller-scaled residential types (such as townhouses and small apartment types) and find appropriate locations for them. The transition areas identified above may include standards for these smaller, less intensely developed building types.

+ OPEN SPACE/PARKS

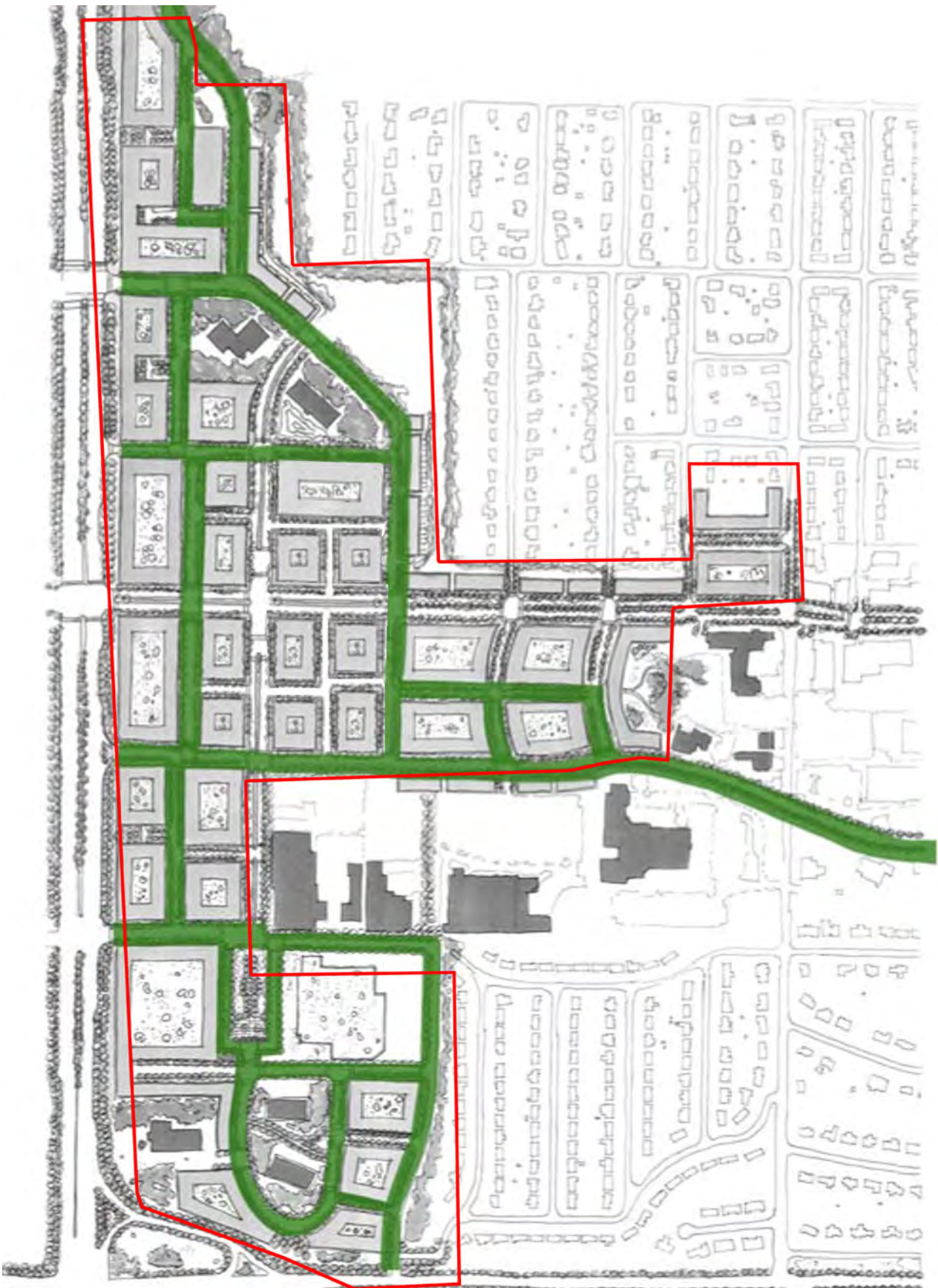
The Regulating Plan portion of the Form-Based Code has the opportunity to more specifically locate a variety of open spaces (varied in scale and function) as well as providing important links to current park initiatives such as the trail running from the southwest toward the east.

+ STREET/THOROUGHFARE LOCATIONS/HIERARCHY

The Regulating Plan has the opportunity to ensure that changes to the traffic flow in the West Gateway, whether by additional infrastructure or changes to street character, must be focused on improving the current condition. The process of preparing the Regulating Plan will consider whether all of the thoroughfares included in the Vision Plan are necessary and provide better access and mobility for visitors, commercial enterprises, and residents alike. Streets will be detailed according to desired pedestrian quality.

+ PARKING

The Form-Based Code has an opportunity to explore flexible parking solutions rather than assume that all parking will occur beneath new buildings or in other structured parking. Surface parking lots (current and future) will be regulated through the design criteria and guidelines.



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EXISTING CONDITIONS OF GEOGRAPHIC AREAS

As a precursor to the establishment of sector divisions, the study area was divided into four geographic parcels. Each has some distinct issues - based on location, visibility, building types, uses and other factors. These issues were determined through a series of workshops, communications with residents, property owners and operators, and the comments below are a brief synopsis of those comments.

NORTH OF JOHNSON DRIVE

- High Vacancy
- Tall Office Buildings
- Good Visibility
- Only existing public park in Study Area
- Weak Transitions

WEST GATEWAY

- Difficult Intersection
- Uninviting Entrance
- Great Visibility
- Grade Change

JOHNSON CORRIDOR

- Unrefined Edge
- Inconsistent Streetscape
- Pedestrian Unfriendly
- Disorganized/Unidentified Retail Strategy

SOUTH OF JOHNSON DRIVE

- Overly Suburban (Block Size and Use Mix are auto-centric)
- Unclear Street Hierarchy
- Pedestrian Unfriendly
- Disorganized/Unidentified Retail Strategy



The following pages identify the procedure to be followed when using the form based code

1 IDENTIFY PROPERTY LOCATION & NOTE ITS SECTOR

Resource: Sector Plan Map (Chapter 2, Page 1)
Sector List: Broadmoor, Westgate, Johnson Corridor, Rock Creek, or Martway Corridor.



SECTOR AND REGULATING PLAN
CHAPTER 2: PAGE 1

2 DETERMINE BLOCK & NOTE PERMITTED BUILDING TYPES

Resource: Sector and Regulating Plan (Chapter 2)
Block List: G
Building Types List: Townhouse, Mid-Rise, High-Rise

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BLOCK F

- + Higher visibility and proximity to Metcalf provides optimal locations for office, residential, or retail uses
- + Higher development intensities are appropriate due to the block size, proximity to Metcalf, and distance from existing low scale residential uses
- + Ground-level retail uses are encouraged on this site
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place
- + A 20' north-south trail connection shall be required along the Metcalf frontage
- + Building types appropriate for this block include

MID-RISE, HIGH-RISE, LINER

BLOCK G

- + The block's size permits higher densities by accommodating parking structures in the middle of the block
- + Commercial and Residential uses, along with ground-level retail uses are suitable on this site
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place
- + Ground-level retail uses are anticipated on the northern and western edges of this block
- + Barkley is anticipated to be extended to connect 61st to Martway, and will be required in conjunction with development of the eastern portions of this block
- + Building types appropriate for this block include

TOWNHOUSE, MID-RISE, HIGH-RISE, LINER

BLOCK H

- + Higher visibility and proximity to Metcalf provides optimal locations for office, residential, or retail uses
- + Higher development intensities are appropriate due to the block size, proximity to Metcalf, and distance from existing low scale residential uses
- + Ground-level retail uses are encouraged on this site
- + The urban park along Broadmoor requires development to support a strong pedestrian realm in block
- + A 20' north-south trail connection shall be required along the Metcalf frontage




ROCK CREEK SECTOR

GALE theHOKPlanningGroup

SECTOR AND REGULATING PLAN
CHAPTER 2: PAGE 5

3 LOOK UP BUILDING TYPES IN BUILDING TYPES MATRIX

Resource: Building Types (Chapter 3)
Building Types List: Townhouse, Mid-Rise, High-Rise

MISSION WEST GATEWAY FORM BASED CODE				BUILDING TYPES
BUILDING TYPE	FRONTAGE	BUILDING HEIGHT	USE	REFERENCE IMAGES
TOWNHOUSE	<ul style="list-style-type: none">+ Stoops, dooryards and common lawns permitted+ Continuous frontage required, screen walls permitted+ Vehicular access from rear required	<ul style="list-style-type: none">+ Minimum 2 stories+ Maximum 4 stories+ No 4+ story buildings are permitted within 90 feet of the property line of existing single-family residential properties.	<ul style="list-style-type: none">+ All floors: residential required+ Accessory units permitted	
LOW-RISE	<ul style="list-style-type: none">+ Shopfront & awning required+ Continuous frontage required, screen walls permitted+ Clear, articulated entries+ Common lobby not permitted, direct access required+ Barrier-free required	<ul style="list-style-type: none">+ Minimum 1 story+ Maximum 2 stories	<ul style="list-style-type: none">+ Ground floor: commercial retail required+ Mezzanine: commercial retail support required+ Accessory units prohibited <p>* Mezzanines permitted but not required in low-rise buildings (see Urban Guidelines)</p>	
MID-RISE	<ul style="list-style-type: none">+ Dooryards, stoops, porches, common lawns for residential applications+ Shopfront & awning required for commercial retail applications+ Continuous frontage not required, walls permitted+ Common lobby permitted+ Frontage recommended to engage sidewalk+ Barrier-free required	<ul style="list-style-type: none">+ Minimum 2 stories+ Maximum 4 stories+ No 4+ story buildings are permitted within 90 feet of the property line of existing single-family residential properties.	<ul style="list-style-type: none">+ Ground floor: commercial office or retail permitted, residential permitted+ Upper floors: commercial office or retail permitted, residential permitted+ Accessory units prohibited	

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BUILDING TYPES MATRIX
CHAPTER 3: PAGE 1

4 REVIEW URBAN + ARCHITECTURAL GUIDELINES FOR PERMITTED BUILDING TYPE

Resource: Urban Guidelines (Chapter 4) & Architectural Guidelines (Chapter 5)

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TOWNHOUSE (OR ROWHOUSE)

Townhouses are a dense form of single family building. They are the simplest and provide excellent transitions from single family residential to denser, more urbanized areas of the plan. These buildings fit on a variety of lot sizes. Parking for the building type must always be located from the rear of the lot.





Townhouses may be between 2 and 4 stories in height. All townhouses are permitted to be up to three stories to the rear with a fourth floor permitted in the side with dormer windows providing headroom at the top level. Townhouses are set above the sidewalk to provide some privacy from the sidewalk and street and to mark the transition between public and private properties. In areas where grading permits, townhouses may incorporate a second entrance to an accessory basement dwelling unit (an "English basement" scenario).

Yards typically consist of a modest front yard (see Building Type Frontages) and a modest rear yard. Garages may be attached or detached and may include space for an accessory apartment dwelling. Free-standing accessory buildings may not exceed 600 gross square feet in footprint. Parking is provided in the rear of the lot either in the basement, the garage or on parking pads.

A FRONT SETBACK	5' - 10'	The Front Setback is measured from the property line along the primary frontage to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback. These elements may include balconies, porches, stoops, and cornice and eave details.
B SIDE STREET SETBACK	5' - 20'	Side Street Setback applies to lots at the intersection of streets. Side Street Setback is measured from the secondary frontage line along the side street to the facade of the building. Encroachments that contribute to the Public Realm may be considered, based on architectural merit.
C SIDE LOT SETBACK	0 MIN.	Side Lot Setback is measured from the side lot line to the side facade of the building.

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ARCHITECTURAL GUIDELINES
TOWNHOUSE, LOW-RISE, MID-RISE

MATERIALS	CONFIGURATIONS	TECHNIQUES	BUILDING WALLS
<ul style="list-style-type: none">+ Walls may be finished in stone (natural or cultured stone that mimics local stone), brick, stucco, wood siding, fiber-cement siding, metal or lightweight concrete panels.+ More than one material may be used in a single building. However, transitions from one wall material to another must occur along all visible sides of a building, and should always follow a horizontal and level line.	<ul style="list-style-type: none">+ All elevations visible from the public realm shall be designed as "fronts". Buildings occupying corner lots have two frontages, and each facade should be treated with equal design attention.+ Every building shall clearly express a base, a body and a top.+ Transitions from base to body should be made in one of two ways:<ul style="list-style-type: none">(1) Horizontally, through a shift in vertical plane toward the interior, or;(2) Vertically, through a change in building materials or the use of trim along a level line.+ Transitions from body to top should be made in one of two ways:<ul style="list-style-type: none">(1) Horizontally, through a shift in vertical plane toward the exterior, or;(2) Vertically, through a change in building materials or the use of trim along a level line.+ In buildings which have more than one material, the "heavier" material should go below the "lighter" material (e.g. siding building with a stone foundation, e.g.)	<ul style="list-style-type: none">+ Building walls of masonry materials may be left unpainted. All other wall materials must be painted or stained. Colors must be submitted for review.+ Vents, air conditioners and other utility elements should not be placed on any building wall facing a street. If placing these on a street-facing elevation is unavoidable, then particular care must be taken to render these elements invisible from public view - by painting them, screening them or placing them on walls perpendicular to the frontage.	<p>INTENT</p> <p>Building walls of smaller buildings in the Western Gateway Study Area study area should reflect permanence - primarily through the use of masonry or metal.</p> <p>A combination of traditional and more modern materials will contribute to the creation of a memorable and unique streetscape - one that reflects a diverse community.</p>
 <p>+ SIMPLE DETAILING A grid of townhouses with a limited palette of wall materials helps focus attention on the public realm rather than the private buildings.</p>	 <p>+ APARTMENT ENTRANCE Clear demarcation of the building entrance, limited articulation and excellent proportions.</p>	 <p>+ MULTIPLE WALL MATERIALS A heavy stone base and lighter, more modern materials above may be mixed sensibly to provide unique architectural expression.</p>	 <p>+ STYLISTIC CONSIDERATIONS Smaller buildings in the West Gateway area have more traditional as well as modern architectural features.</p>

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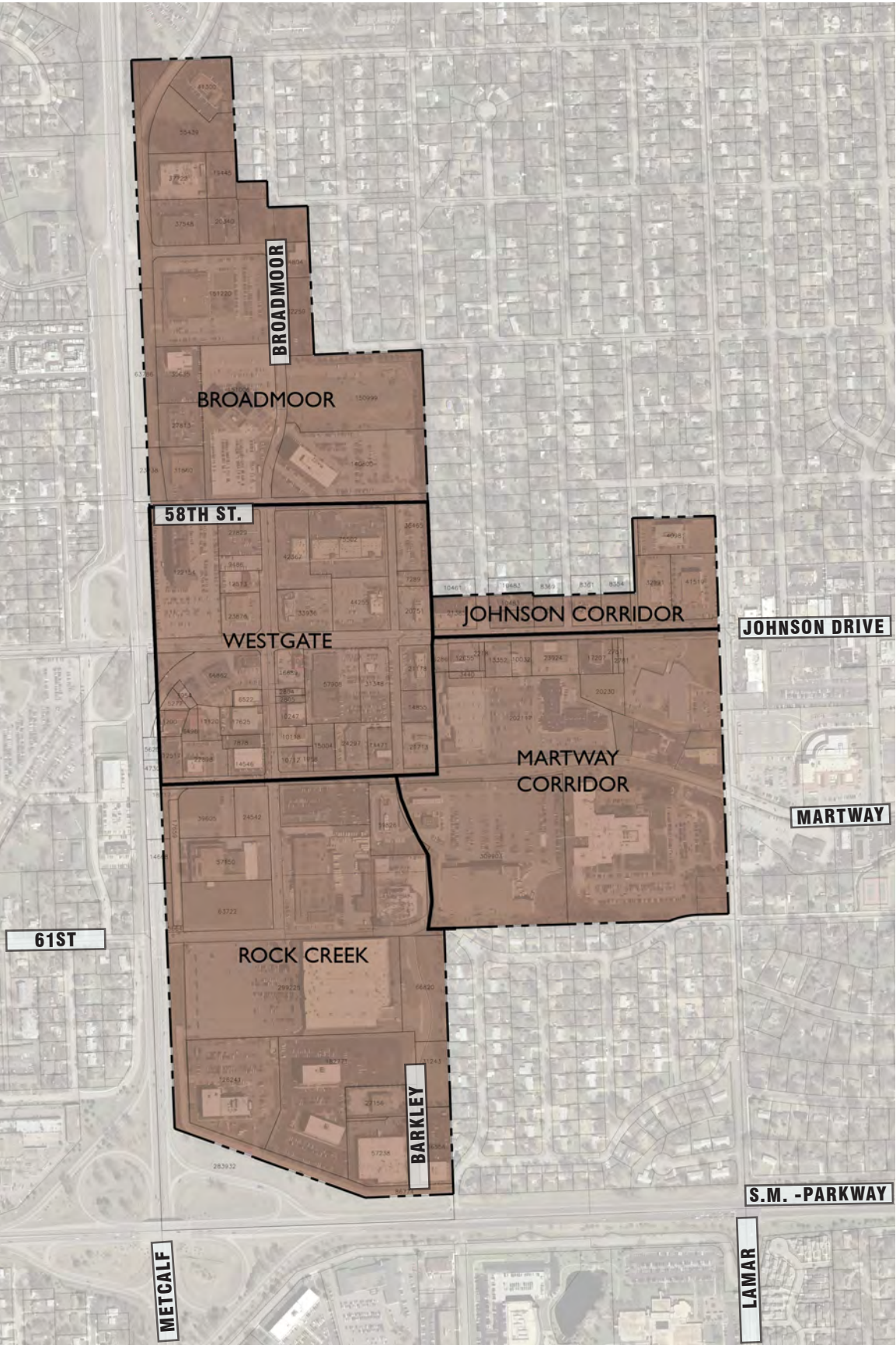
ARCHITECTURAL GUIDELINES
CHAPTER 5: PAGE 1

2: SECTOR PLAN AND REGULATING PLAN

The district has been divided into five sectors. Each has been given a geographic-based name designation to separate it from the others.

The purpose of the sector plan is to divide the district into a collection of smaller areas that make it easier to apply standards to the buildings, streets and blocks.

Each of these sectors cannot operate on its own - they will always require the other sectors to act as a fully urbanized area.



MISSION WEST GATEWAY FORM BASED CODE

REGULATING PLAN WITH AERIAL

The regulating plan is the controlling map for the form based code. It is useful for determining

- + CLEAR SECTOR BOUNDARIES & EDGES
- + DESIGNATION OF PERMANENT OPEN OR CIVIC SPACE
- + CLEAR BLOCK PATTERN
- + NEW LOCATIONS APPROPRIATE FOR BUILDINGS AND PARKING
- + CLEAR UNDERSTANDING OF ROAD (THOROUGHFARE) HIERARCHY
- + CLEAR DESIGNATION OF SERVICE AND PARKING ACCESS POINTS

For specific information about each sector, including building types permitted and block descriptions, please see the individual sector area maps immediately following this regulating plan.

Low-rise buildings and parking structures are allowed anywhere in the district, as long as they meet the restrictions stated in the Urban Design Guidelines.

Definitions:

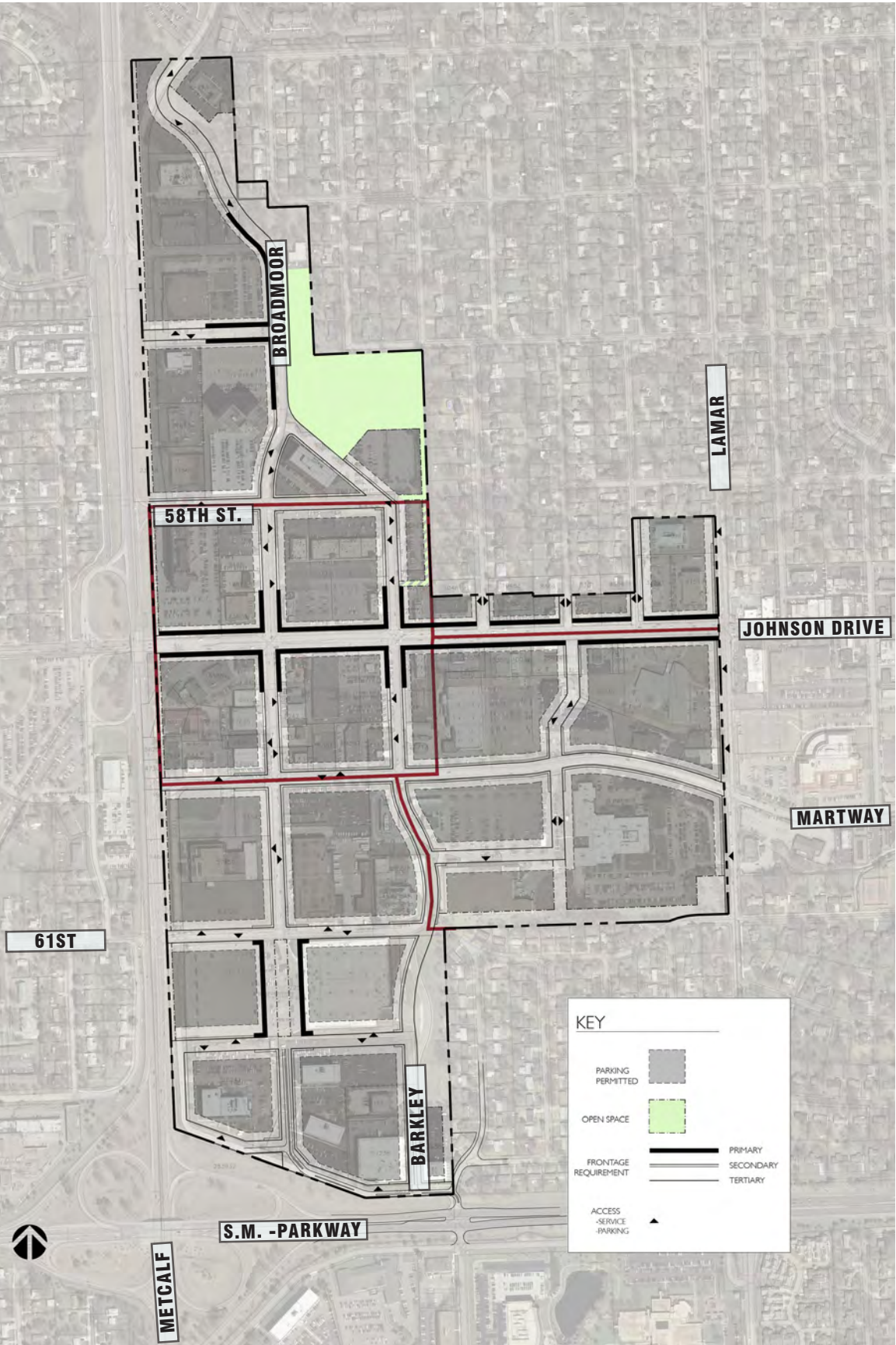
PARKING PERMITTED: Parking Permitted: areas within which surface parking is permitted. In general, surface parking may not be placed any closer than 40' from the curb line unless otherwise specified in the specific block description.

PRIMARY FRONTAGE: Buildings fronting a primary frontage line must include direct access to commercial space and the highest quality pedestrian experience. Primary frontage may not include parking garage building types fronting the street, nor may they include service or parking access, unless access cannot be provided anywhere else on the property.

SECONDARY FRONTAGE: Buildings fronting a secondary frontage line may include direct access to spaces within the buildings, and must be designed as per all standards in the architectural guidelines.

Access for parking and service may be located along secondary frontages as per the regulating plan arrow locators. Secondary frontages must be given appropriate design attention to ensure a pleasant pedestrian experience and appropriate architectural details. See landscape and architectural guidelines. Parking structures enfronting secondary frontage lines must include uses as dictated by building types (found in chapter 3).

TERTIARY FRONTAGE: Permits unbuilt edges balanced with appropriate screening, landscaping, and streetscape quality. Tertiary frontages are often secondary facade locations (side elevations), but must follow all standards provided in this form based code to ensure the highest quality of public realm.



BLOCK A

- + This block's setting on the north edge of the Broadmoor Park Greenway provide for optimal conditions to consider office or residential uses at a small scale
- + Commercial and residential uses, without ground-level retail uses, are suitable on this site.
- + Buildings should address Foxridge Drive, be respectful of the Broadmoor Park Greenway, with parking behind the building located to the north and eastern portions of the site
- + Parking shall be screened from neighborhood residences to the east.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE

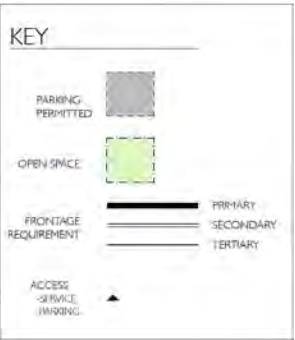
BLOCK B

- + Higher visibility from Metcalf provides optimal locations for office or retail uses
- + Close proximity to the Broadmoor Park Greenway provides optimal locations for residential uses.
- + Townhouse uses may be appropriate for the northern portion of this block.
- + Future signalized access at the 57th and Metcalf Intersection is anticipated to occur in conjunction with development of this block.
- + Retail uses are encouraged to be provided along the southern frontages of this block.
- + A 20' north-south trail connection shall be required along the Metcalf frontage.
- + Until Foxridge is realigned to connect directly into Broadmoor; the 56th Street connection will continue to be used. Once Foxridge is realigned, 56th Street could be considered for vacation and redevelopment by adjoining parcels.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK C

- + Higher visibility from Metcalf provides optimal locations for office or retail uses
- + Close proximity to Broadmoor Park provides optimal locations for residential uses.
- + Future signalized access at the 57th and Metcalf Intersection is anticipated to occur; and would encourage retail uses along the northern frontages of this block.



- + A 20' north-south trail connection shall be required along the Metcalf frontage.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK D

- + This block contains a single lot and is currently occupied by a High-Rise office building with both structured and surface parking.
- + Future extension of Barkley and dedication of additional parkland to increase the overall size of existing Broadmoor Park is required to occur in conjunction with development of this block. The extension of Barkley will not be allowed to reduce the size of Broadmoor Park.
- + Until Barkley is extended to connect directly into Broadmoor, the 58th Street connection will continue to be used. Once Barkley is extended, 58th Street could be considered for vacation and redevelopment by adjoining parcels.
- + The proposed Barkley extension to the north would support residential development on the eastern portion of the block. Close proximity to Broadmoor Park provides optimal locations for residential uses.
- + A 20' north-south trail connection shall be required along the eastern boundary of the block.
- + High-Rise development will only be allowed on the western half of this block.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE

BLOCK E

- + Broadmoor Park is the only existing park in the Study Area. It contains a single ball field, a soccer field, and a children's playground. While treasured as active open space, the park suffers from being nearly inaccessible from the west. In the future, it is possible to properly line the park along its western edge with buildings that are appropriate to the location.
- + Broadmoor Park will be updated and re-programmed in the future as additional development occurs. With the adjusted street trajectories and the additional ground gained, Broadmoor Park will have an opportunity to be enhanced and expanded, with improved connectivity to the surrounding community.



BLOCK F

- + Higher visibility and proximity to Metcalf provides optimal locations for office, residential, or retail uses.
- + Higher development intensities are appropriate due to the block size, proximity to Metcalf, and distance from existing low scale residential uses.
- + Ground-level retail uses are encouraged on this site.
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place.
- + A 20' north-south trail connection shall be required along the Metcalf frontage.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK G

- + The block's size permits higher densities by accommodating parking structures in the middle of the block.
- + Commercial and Residential uses, along with ground-level retail uses are suitable on this site.
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place.
- + Ground-level retail uses are anticipated on the northern and western edges of this block.
- + Barkley is anticipated to be extended to connect 61st to Martway, and will be required in conjunction with development of the eastern portions of this block.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK H

- + Higher visibility and proximity to Metcalf provides optimal locations for office, residential, or retail uses. Higher development intensities are appropriate due to the block size, proximity to Metcalf, and distance from existing low scale residential uses.
- + Ground-level retail uses are encouraged on this site.
- + The urban park along Broadmoor requires development to support a strong pedestrian realm in this block.
- + A 20' north-south trail connection shall be required along the Metcalf frontage.



- + It is expected that residential uses on this site could take advantage of being close to the Rock Creek Trail that will provide a green link to the east.
- + Construction of 62nd Street and the Broadmoor urban park would be coordinated with development of this block.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK I

- + The urban park along Broadmoor requires development to support a strong pedestrian realm in this block.
- + The realignment of Barkley is required in conjunction with development of this block to provide improved connectivity north towards Martway and the West Gate Sector.
- + This block lends itself well to residential uses because of its proximity to neighborhoods and green space to the east, the urban park on Broadmoor to the west, and the Rock Creek trail to the south.
- + Construction of 62nd Street and the Broadmoor urban park would be coordinated with development of this block.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK J

- + The highest visibility from the corner of Metcalf and Shawnee Mission Parkway encourage high densities with the potential to accommodate structured parking in the middle of the block.
- + Higher development intensities are appropriate due to block size, access from Metcalf and Shawnee Mission Parkway, and distance from existing low scale residential uses.
- + Commercial uses are most appropriate on this site. Residential uses are permitted, but unlikely until pedestrian connectivity and proximity to a more healthy mix of uses (by walking) are realized. Ground-level retail uses are also suitable on this site.
- + Construction of 62nd Street and the Broadmoor extension to Squibb would be coordinated with development of this block.
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE



BLOCK K

- + Very high visibility from Shawnee Mission Parkway, coupled with this block's very large size, permit high densities with the potential to accommodate parking structures in the middle of the block.
- + Commercial uses are most appropriate on this site. Residential uses are permitted, but unlikely until pedestrian connectivity and proximity to a more healthy mix of uses (by walking) are realized. Ground-level retail uses may also be suitable on this site.
- + Construction of 62nd Street and the Broadmoor extension to Squibb would be coordinated with development of this block.
- + The pedestrian realm along Broadmoor is important to give this sector an urban sense of place.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK L

- + Green space on the northern portion of this block will enhance the transition to the neighborhood to the east.
- + The Rock Creek Trail is designed to run through the northern portion of this block.
- + The southern portion of this block is suitable for low-scale residential or commercial development.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE



BLOCK M

- + Higher visibility from Metcalf provides optimal locations for office or retail uses
- + The high visibility, coupled with this block's size and frontage on Johnson Drive and Broadmoor permit the highest densities with the potential to accommodate structured parking in the middle of the block.
- + Proximity to Johnson Drive, Metcalf, Broadmoor, and nearby Broadmoor Park makes this an ideal site for residential uses as part of a pedestrian friendly mixed-use environment.
- + Ground-level retail uses are important on this site, and are encouraged facing Johnson Drive.
- + A 20' north-south trail connection shall be required along the Metcalf frontage.
- + Parking and Service access should be accommodated away from Johnson Drive and the Broadmoor intersection. This will help reinforce the importance of Johnson Drive and Broadmoor as the primary streets.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

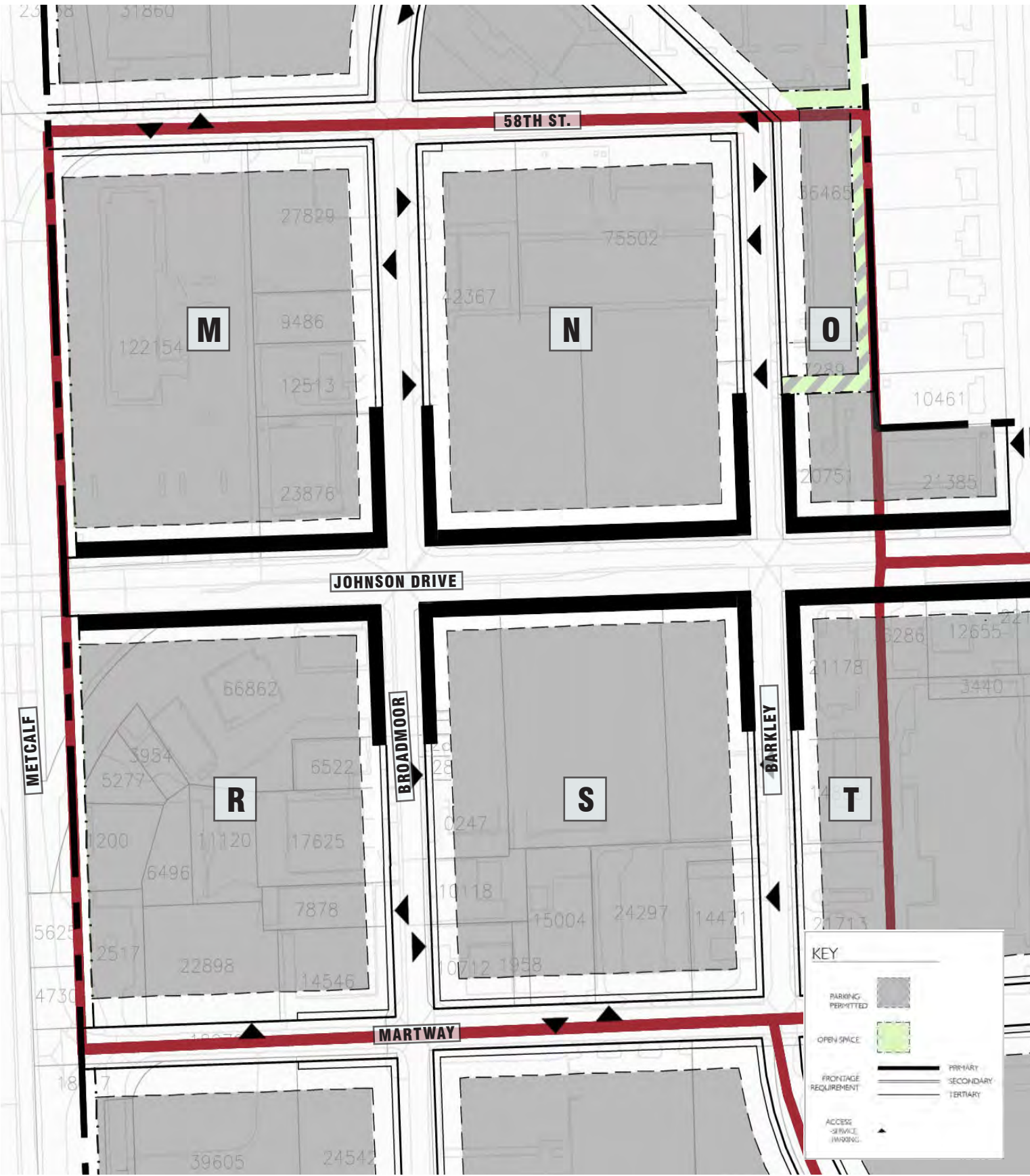
BLOCK N

- + Frontage on Johnson Drive encourages higher densities to properly shape the public realm.
- + Virtually all uses are appropriate on this site. This block's proximity to Broadmoor Park should be attractive for upper level residential use as part of a pedestrian friendly mixed-use environment.
- + Ground level retail uses are important on this site, and are required facing Johnson Drive.
- + The block is large enough to accommodate a parking structure in the middle of the block. Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive.
- + As development proceeds on the block located directly north (refer to Broadmoor Sector – Block D), there is potential for 58th Street to be vacated and redeveloped by adjoining parcels.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK O

- + Moderate development intensities are required in this block in order to balance the need to front Johnson Drive and Barkley and the need to provide proper building scale adjacent to the residential neighborhood to the east.



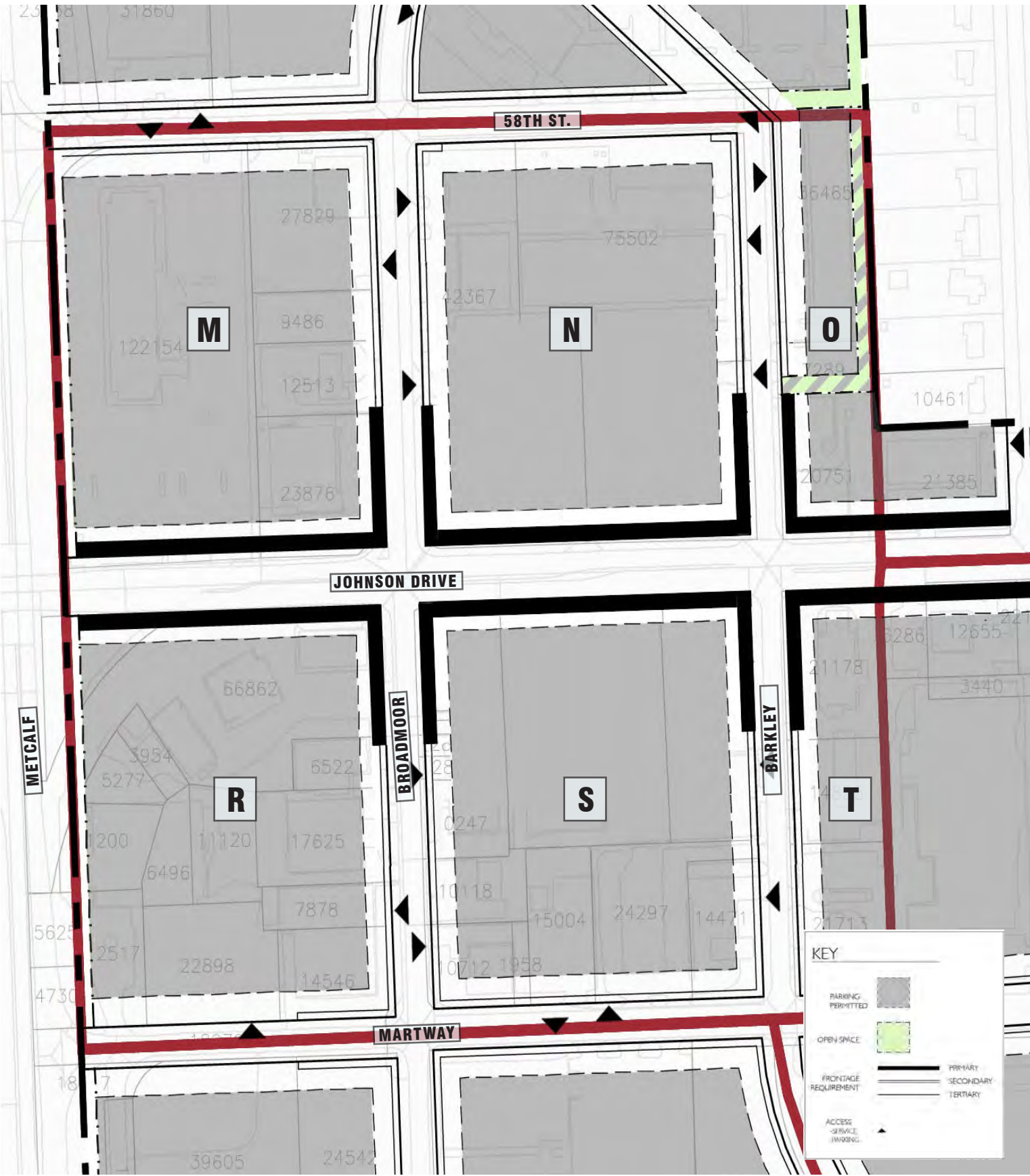
- + Residential uses are most appropriate on this site, with a requirement to provide ground floor space at frontages facing the future Johnson Drive. Office space (as the upper floor of live/works or mixed use buildings) should also be considered for this block.
- + Ground level retail uses are encouraged for spaces facing Johnson Drive, but opportunities may be limited due to smaller parcel sizes and parking availability.
- + Limited depth and only one street frontage require Parking and Service access to be from Barkley. This should be handled discreetly and away from view of Johnson Drive (northward toward 58th Street). Developments on Block O may receive parking “relief” by establishing shared parking agreements with neighboring blocks or common structures within a 5-minute walk.
- + A 20’ north-south trail connection shall be required along the eastern boundary of the northern half of the block. This trail easement shall include a direct east-west link to Barkley at a mid-block location.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE

BLOCK R

- + Higher visibility from Metcalf provides optimal locations for office or retail uses.
- + The high visibility, coupled with this block’s size and corner fronting on Johnson Drive, Metcalf, and Broadmoor permit the highest densities with the potential to accommodate structured parking in the middle of the block.
- + Proximity to Johnson Drive makes this an ideal site for residential uses as part of a pedestrian friendly mixed-use environment.
- + Ground-level retail uses are important on this site, and are encouraged facing Johnson Drive.
- + A 20’ north-south trail connection shall be required along the Metcalf frontage.
- + Parking and Service access should be accommodated away from Johnson Drive frontages and away from the Broadmoor intersection. This will help reinforce the importance of Johnson Drive and Broadmoor as the primary streets.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE



BLOCK S

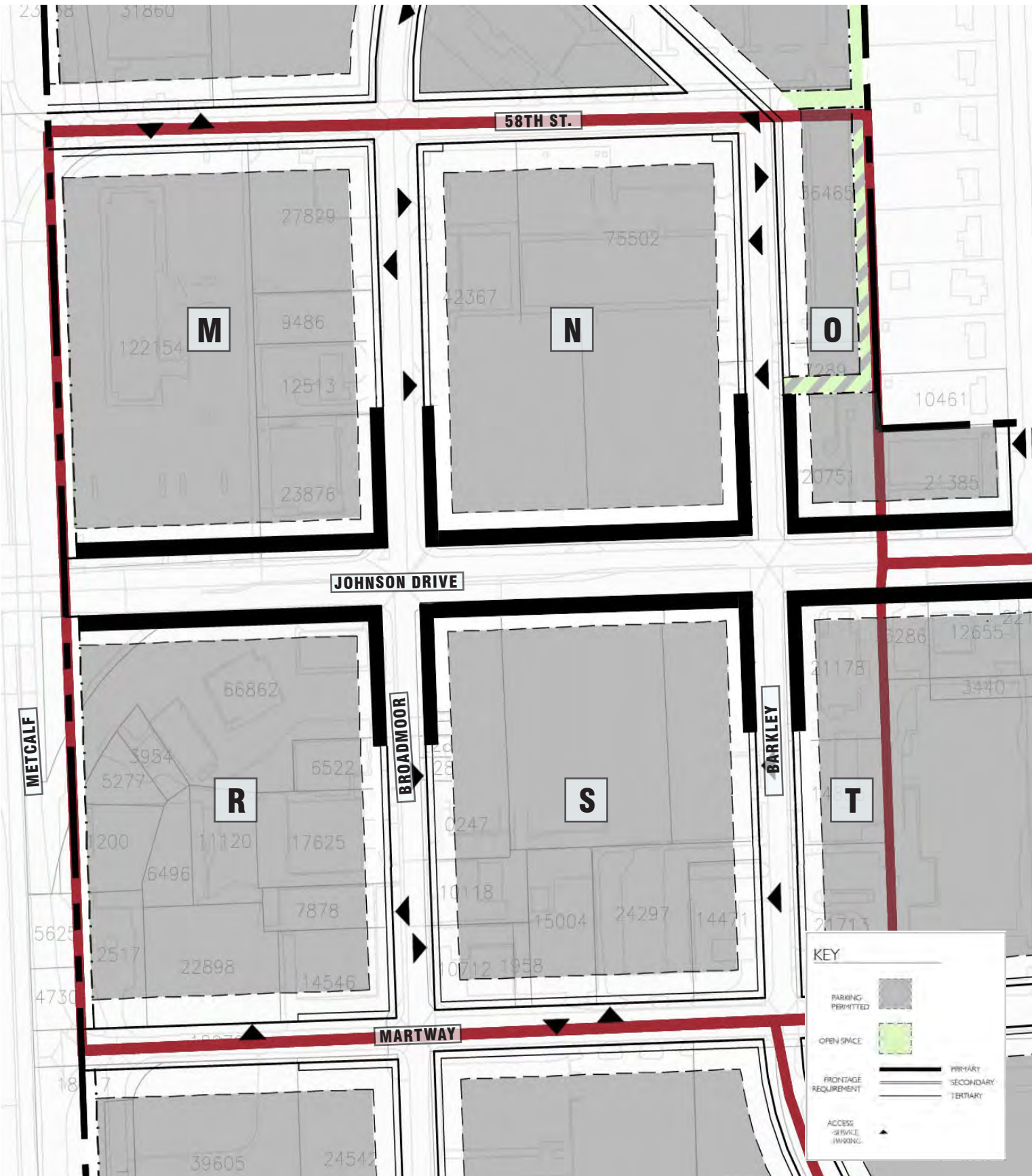
- + Frontage on Johnson Drive encourages higher densities to properly shape the public realm.
- + Virtually all uses are appropriate on this site. This block's proximity to Johnson Drive, Broadmoor and Barkley should be attractive for upper level office or residential uses as part of a pedestrian friendly mixed-use environment.
- + The block is large enough to accommodate structured parking in the middle of the block. Parking and Service access should be accommodated away from the Johnson Drive frontage, and away from the Broadmoor and Barkley intersections. This will help reinforce the importance of Johnson Drive.
- + Building types appropriate for this block include:

MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK T

- + Frontage on Johnson Drive and Barkley encourages higher densities than currently exist to properly shape the public realm. However, current lot size will likely not accommodate the larger scaled building types envisioned to the west.
- + Residential or office uses are most appropriate on this site – with a requirement to provide ground floor space at frontages facing Johnson Drive.
- + Limited depth and only one street frontage require Parking and Service access to be from Barkley. This should be handled discreetly and away from Johnson Drive (southward toward Martway). Developments on Block T may receive parking “relief” by establishing shared parking agreements with neighboring blocks or common structures within a 5-minute walk.
- + Building types appropriate for this block include:

MID-RISE, PARKING STRUCTURE

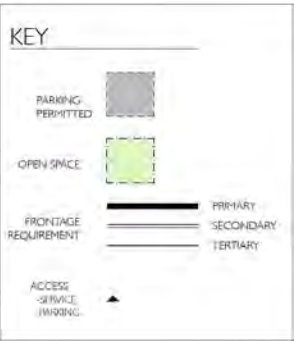


- + Very small parcel size with good visibility from Johnson Drive. This could be kept as a retail site, with the opportunity to increase density via residential or office space on upper floors. Alternatively, this block could become all residential and compliment Block O to the west and the residential neighborhood to the north.
- + Structured parking cannot be easily accommodated on this lot, and there is minimal space for surface parking. It is envisioned that development of this block would include parking relief by sharing with a larger structure off-site or providing parking in a public garage.
- + Development intensities are limited due to lot size and proximity to existing residential homes.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street. Parking must be placed behind the building(s), and must be effectively shielded from the residential neighborhood to the north. A 10ft setback is required for any parking lot from the residential property lines to the north.
- + Building types appropriate for this block include:

BLOCK V

- + Very small parcel size with good visibility from Johnson Drive. This could be kept as a retail site, with the opportunity to increase density via residential or office space on upper floors. Alternatively, this block could become all residential and compliment the residential neighborhood to the north.
- + Structured parking is unlikely on this lot, and there is minimal space for surface parking. It is envisioned that development of this block would include parking relief by sharing with a larger structure off-site or providing parking in a public garage.
- + Development intensities are limited due to lot size and proximity to existing residential homes.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street. Parking must be placed behind the building(s), and must be effectively shielded from the residential neighborhood to the north. A 10ft setback is required for any parking lot from the residential property lines to the north.
- + Building types appropriate for this block include:

This aerial map shows a section of Johnson Drive with several property lots. Four specific areas are highlighted with black boxes and labeled with letters in white boxes: 'U' is on a lot to the left of the center; 'V' is on a lot in the center; 'W' is on a lot to the right of the center; and 'X' is on a large lot on the far right. The map also shows other lots with numbers, a red line representing a boundary or road, and a black line representing another boundary or road. The street name 'JOHNSON DRIVE' is visible at the bottom.



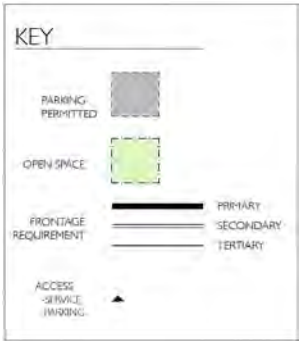
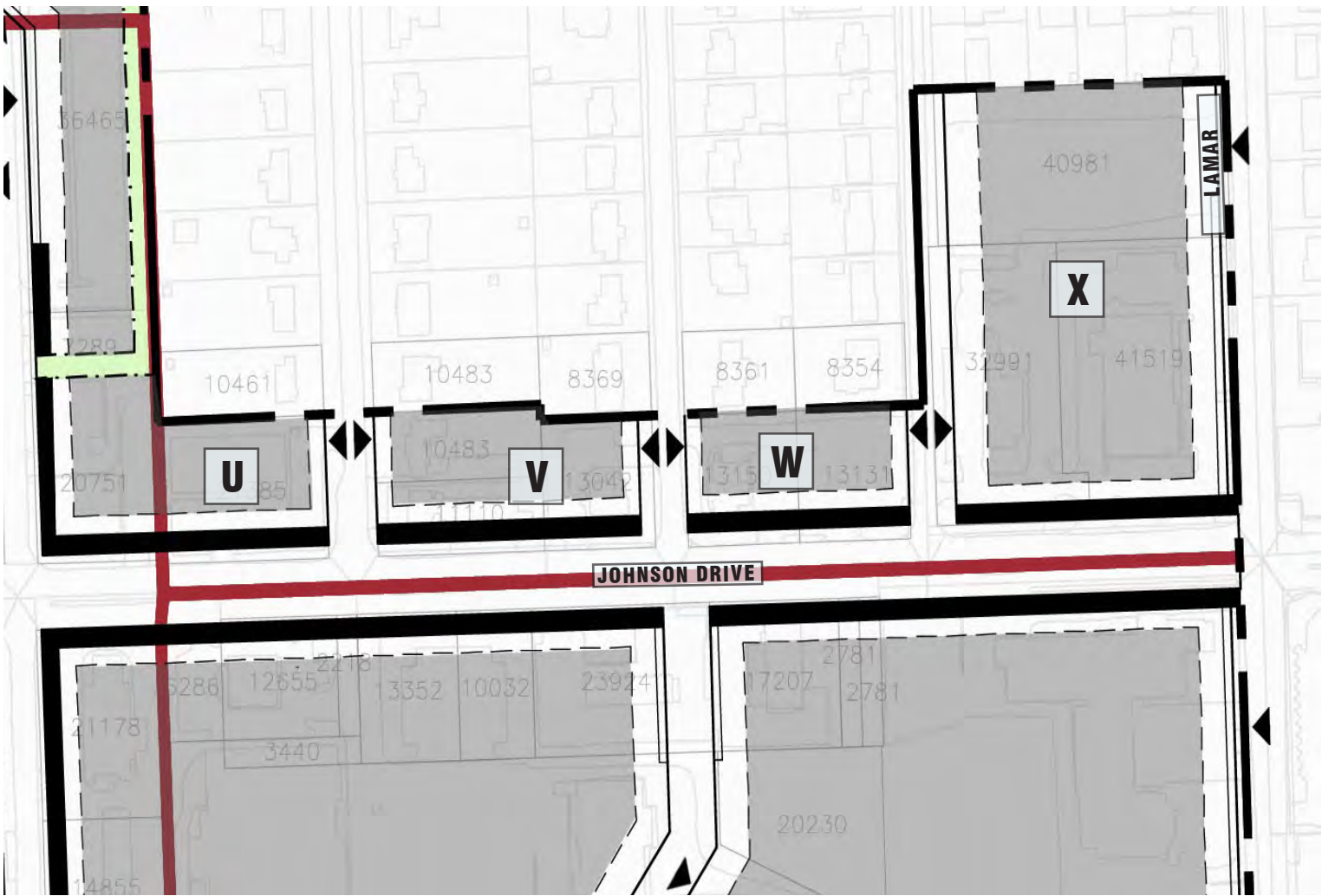
BLOCK W

- + Very small parcel size with good visibility from Johnson Drive. This could be kept as a retail site, with the opportunity to increase density via residential or office space on upper floors. Alternatively, this block could become all residential and compliment the residential neighborhood to the north.
- + Structured parking is unlikely on this lot, and there is minimal space for surface parking. It is envisioned that development of this block would include parking relief by sharing with a larger structure off-site or providing parking in a public garage.
- + Development intensities are limited due to lot size and proximity to existing residential homes.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street. Parking must be placed behind the building(s), and must be effectively shielded from the residential neighborhood to the north. A 10ft setback is required for any parking lot from the residential property lines to the north.
- + Building types appropriate for this block include:

MID-RISE

BLOCK X

- + Larger parcel and block size with good visibility from Johnson Drive. This block currently includes retail and office space. This could continue as a site that keeps retail oriented toward the Johnson Drive frontage, with the opportunity to increase density via residential or office space on upper floors or in additional buildings.
- + The northern end of the site (either on the west or east) could replace existing parking areas with development opportunities as townhouses.
- + Structured parking could potentially be accommodated on this block, but is unlikely without significant reconfiguration of this block.
- + The grade change from Russell to Lamar is also a significant consideration for development. However, the grade differential may provide opportunities for townhouses facing side streets, with “tuck-under” garages.
- + Residential, retail and office uses are permitted on this site. Ground-level retail uses could provide for a strong pedestrian realm along Johnson Drive.
- + Only residential building types should face the side streets in order to better fit with the residential neighborhoods adjacent to this block.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street. Parking must be placed behind the building(s), and must be effectively shielded from the residential neighborhood to the north. A 10ft setback is required for any parking lot from the residential property lines to the north.
- + Building types appropriate for this block include:



TOWNHOUSE, MID-RISE, PARKING STRUCTURE

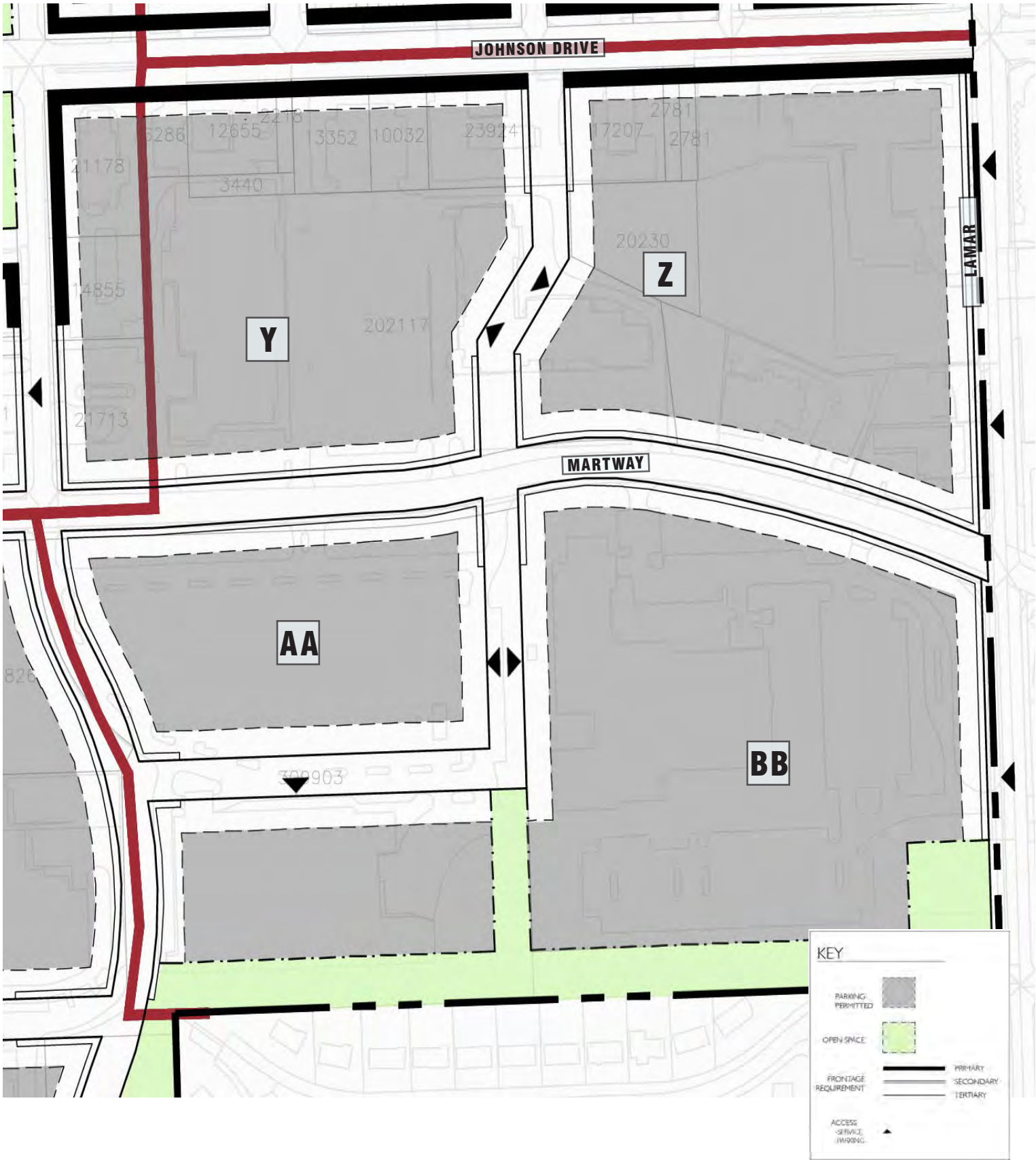
BLOCK Y

- + This block contains a combination of small and large parcel sizes, many with good visibility from Johnson Drive.
- + Structured parking can be accommodated on this lot, and would be a good fit with the steep drop-off in terrain from Johnson Drive to Martway. It is envisioned that development of this block would include parking on site. It is also possible that this block could provide parking for the Westgate Sector.
- + Higher development intensities are possible in this block but should be oriented to the Martway (south) side of the block. Development along Johnson Drive should be less intensive, and is expected to reflect the 2-3 story building heights anticipated to occur on the northern side of Johnson Drive and be respectful of the residential neighborhood to the north.
- + Residential, retail and office uses are permitted and encouraged on this site. Ground-level retail uses are important on this site, especially facing Johnson Drive. For this reason, retail is required along the frontage facing Johnson Drive. Retail is not required but may “turn the corner” along the extended Walmer.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK Z

- + This block contains a combination of small and large parcel sizes, many with good visibility from Johnson Drive.
- + The parcel at the corner of Johnson Drive and Lamar contains a public school. A second parcel to the south along Martway also contains a fire station. These civic uses are expected to remain, and limit development on the eastern portion of the block along Lamar. However, two smaller parcels on Lamar could provide an optimal location for residential redevelopment.
- + Structured parking can be accommodated on this lot, and would be a good fit with the change in topology from Johnson Drive to Martway. It is envisioned that development of this block would include parking on site.
- + Higher development intensities are possible in this block but should be oriented to the Martway (south) side of the block. Development along Johnson Drive should be less intensive, and is expected to reflect the 2-3 story building heights anticipated to occur on the northern side of Johnson Drive and be respectful of the scale residential neighborhood to the north.
- + Residential, retail and office uses are permitted and encouraged on this site. Ground-level retail uses are important on this site, especially facing Johnson Drive. For this reason, retail is required along the frontage facing Johnson Drive. Retail is not required but may “turn the corner” and extend along the Walmer extension.
- + The extension of Walmer to the south connecting with Martway would be required in conjunction with development of the western half of this block.
- + Parking and Service access should be accommodated away from Johnson Drive. This will help reinforce the importance of Johnson Drive as the primary street.



+ Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, HIGH-RISE, PARKING STRUCTURE

BLOCK AA

- + A large, single-parcel block with excellent access from Martway. This block contains a big-box grocery store, gas station, and a large surface parking lot.
- + The extension of Walmer to connect with a new 60th Street would be required with development of this block. The north/south placement of 60th street is flexible based on development plans.
- + Development of this block could include the addition of the Walmer extension to a new 60th Street that is created in conjunction with the big-box store remaining. This would improve the public realm and allow more intense development along Martway.
- + Alternatively, development of this block could include a complete re-arrangement of elements on the site. This might allow 60th Street to be shifted further south, allowing for even more intense development on Martway and less intense development adjacent to the residential neighborhoods to the south.
- + Retail, office, and residential uses are permitted and encouraged on this site. Ground-level retail uses are important on this site, especially facing Martway.
- + The Rock Creek Trail is being developed along the southern portion of this block, and would complement residential development.
- + The extension of Barkley between 61st Street and Martway on the western edge would be constructed in conjunction with development on this block.

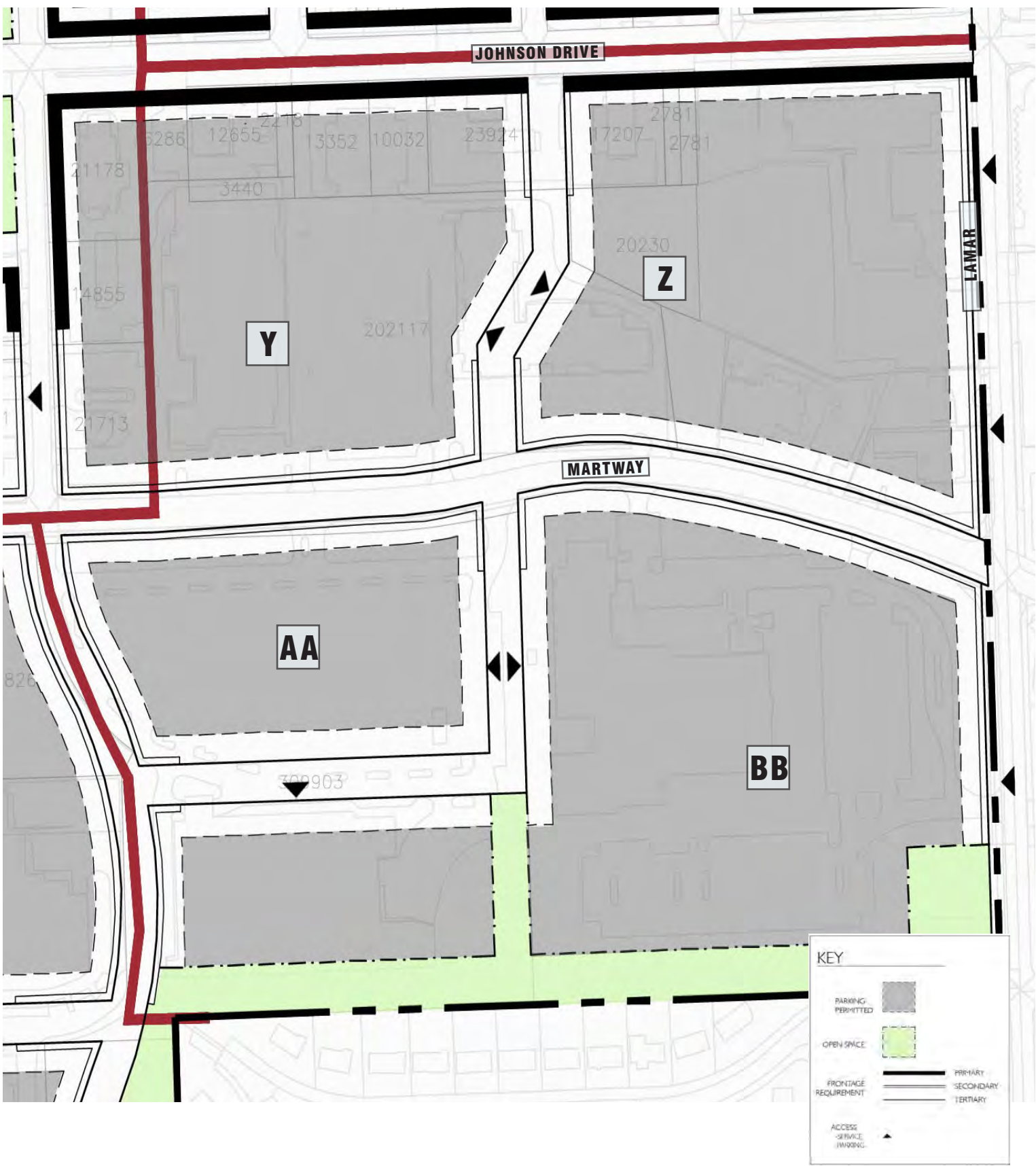
+ Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, PARKING STRUCTURE




BLOCK BB

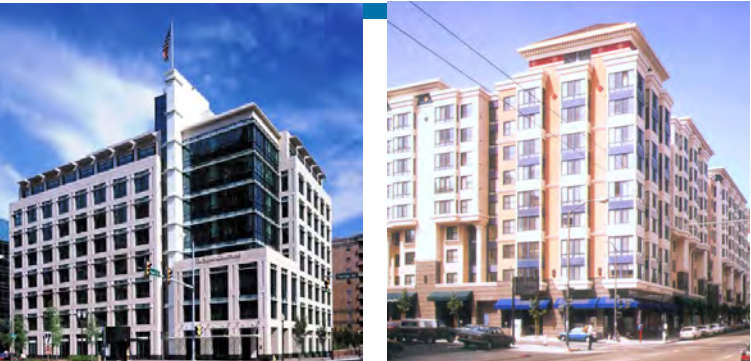

- + A large, single-parcel block with excellent access from Martway. This block contains a county office building and surface parking. The civic uses are expected to remain.
- + The Rock Creek Trail is being developed along the southern portion of this block, and would complement residential development if the civic use were to cease. The block also contains a small park on the southeast portion.
- + Residential, retail and office uses are permitted and encouraged on this site. If retail uses are developed on this block, they are required to be located along Martway and away from the residential neighborhoods and parkland.
- + Building types appropriate for this block include:

TOWNHOUSE, MID-RISE, PARKING STRUCTURE

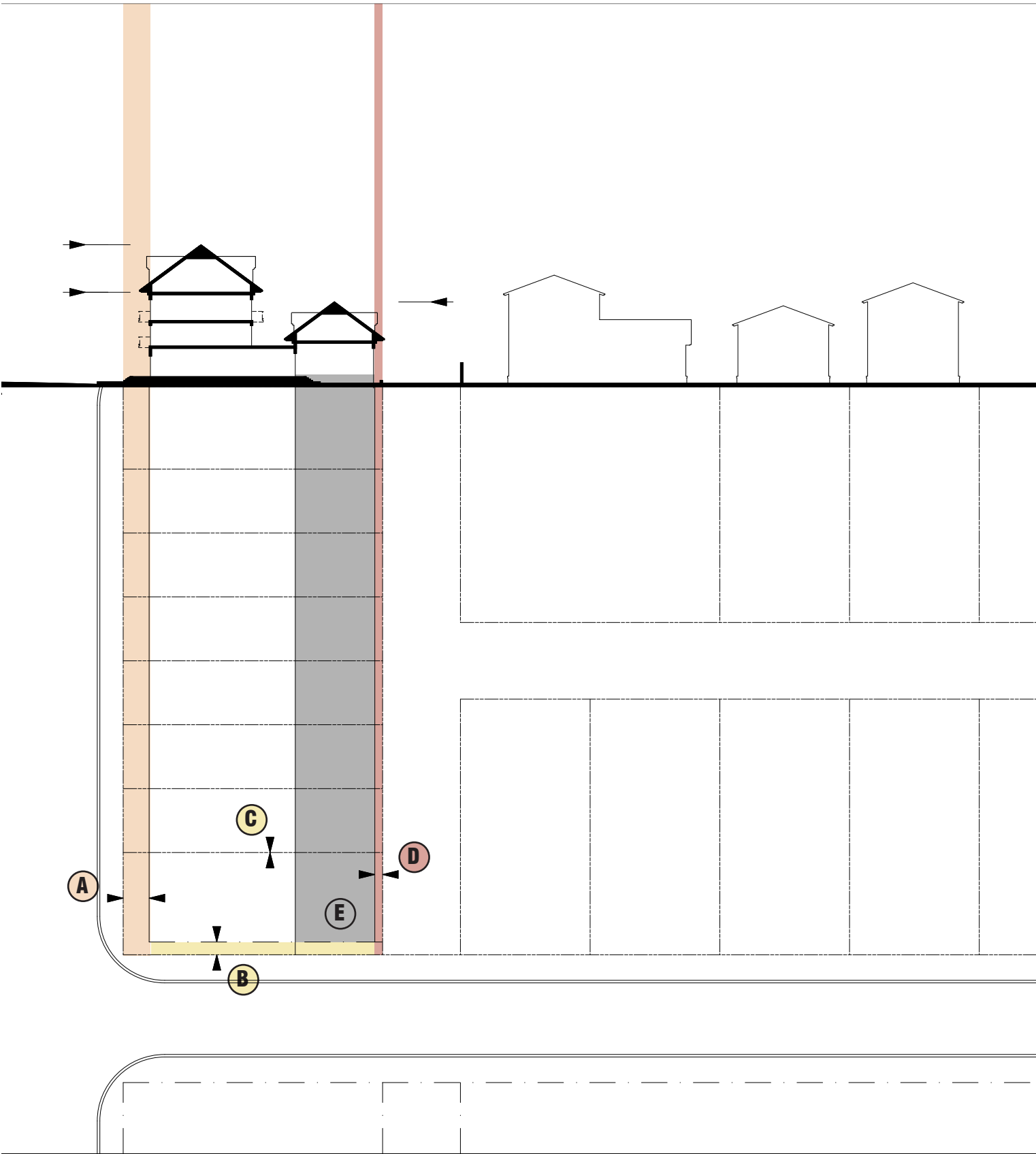


3: *BUILDING TYPES*

BUILDING TYPE	FRONTAGE	BUILDING HEIGHT	USE	REFERENCE IMAGES
TOWNHOUSE	<ul style="list-style-type: none">+ Stoops, dooryards and common lawns permitted+ Continuous frontage required, screen walls permitted+ Vehicular access from rear required	<ul style="list-style-type: none">+ Minimum 2 stories+ Maximum 4 stories+ No 4+ story buildings are permitted within 90 feet of the property line of existing single-family residential properties.	<ul style="list-style-type: none">+ All floors: residential required+ Accessory units permitted	
LOW-RISE	<ul style="list-style-type: none">+ Shopfront & awning required+ Continuous frontage required, screen walls permitted+ Clear, articulated entries+ Common lobby not permitted, direct access required+ Barrier-free required	<ul style="list-style-type: none">+ Minimum 1 story+ Maximum 2 stories	<ul style="list-style-type: none">+ Ground floor: commercial retail required+ Mezzanine*: commercial retail support required+ Accessory units prohibited <p>* Mezzanines permitted but not required in low-rise buildings (see Urban Guidelines)</p>	
MID-RISE	<ul style="list-style-type: none">+ Dooryards, stoops, porches, common lawns for residential applications+ Shopfront & awning required for commercial retail applications+ Continuous frontage not required, walls permitted+ Common lobby permitted+ Frontage recommended to engage sidewalk+ Barrier-free required	<ul style="list-style-type: none">+ Minimum 2 stories+ Maximum 4 stories+ No 4+ story buildings are permitted within 90 feet of the property line of existing single-family residential properties.	<ul style="list-style-type: none">+ Ground floor: commercial office or retail permitted, residential permitted+ Upper floors: commercial office or retail permitted, residential permitted+ Accessory units prohibited	

BUILDING TYPE	FRONTAGE	BUILDING HEIGHT	USE	REFERENCE IMAGES
HIGH-RISE	<ul style="list-style-type: none">+ Shopfront & awning required+ Continuous frontage not required, walls permitted+ Common lobby for upper floor uses+ Individual entries required for ground floor tenant spaces+ Frontage recommended to engage sidewalk+ Barrier-free required	<ul style="list-style-type: none">+ Minimum 5 stories+ Maximum 16 stories+ No 4+ story buildings are permitted within 90 feet of the property line of existing single-family residential properties.	<ul style="list-style-type: none">+ Ground floor: commercial office or retail required+ Upper floors: commercial office or retail residential permitted+ Accessory units prohibited	
PARKING STRUCTURE	<ul style="list-style-type: none">+ Shopfront & awning required+ Continuous frontage required, screen walls permitted+ Clear, articulated entries+ Common lobby not permitted, direct access required+ Barrier-free required	<ul style="list-style-type: none">+ No minimum or maximum required	<ul style="list-style-type: none">+ Ground floor: commercial retail required*, parking permitted+ Upper Floors: Parking permitted commercial office permitted+ Accessory units prohibited <p><small>* at principal and secondary frontages (see regulating plan)</small></p>	

4: *URBAN GUIDELINES*

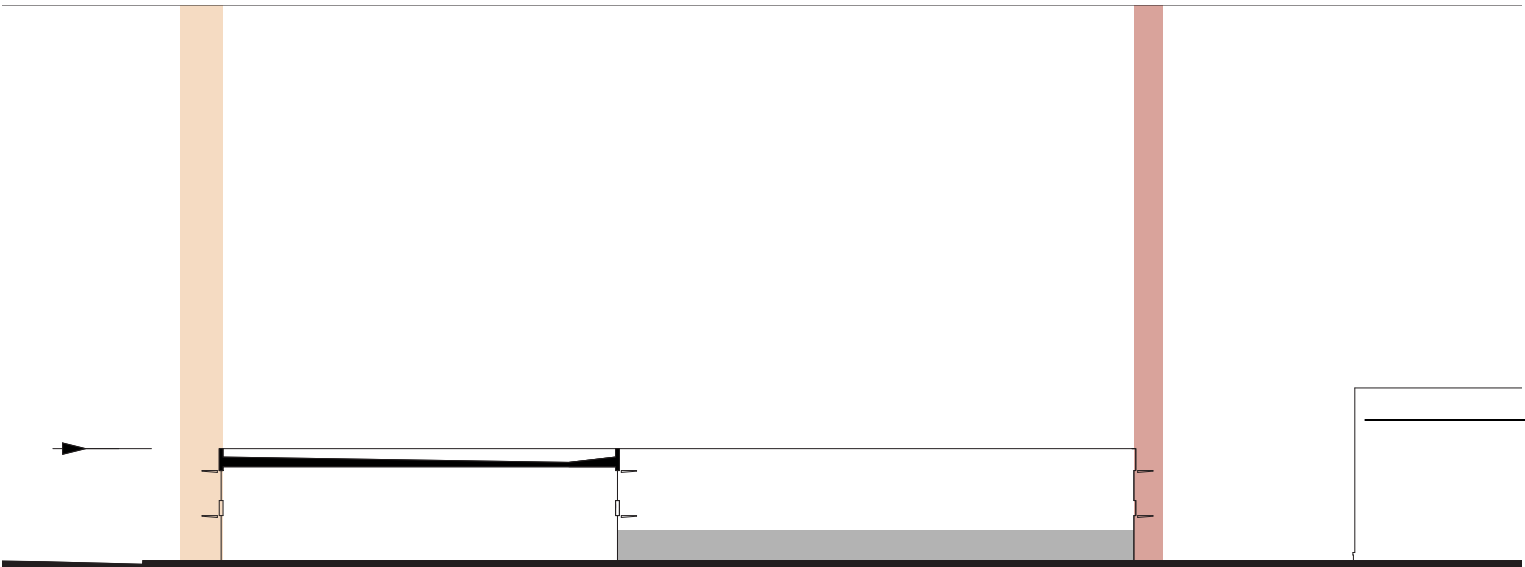


Townhouses are a dense form of single family building. They are fee-simple and provide excellent transitions from single family residential houses to denser, more urbanized areas of the plan. These buildings fit on a variety of lot sizes. Parking for this building type must always be accessed from the rear of the lot.

Townhouses may be between 2 and 4 stories in height. All townhouses are permitted to be up to three stories to the eave, with a fourth floor permitted in the attic with dormer windows providing headroom at the top level. Townhouses are set above the sidewalk to provide some privacy from the sidewalk and street and to mark the transition between public and private properties. In areas where grading permits, townhouses may incorporate a second entrance to an accessory basement dwelling unit (an “english basement” scenario).

Yards typically consist of a modest front yard (see Building Type Frontages) and a modest rear yard. Garages may be attached or detached and may include rooms above for additional living space or an accessory apartment dwelling. Free-standing accessory buildings may not exceed 600 gross square feet in footprint. Parking is provided in the rear of the lot either in the basement, the garage or on parking pads.

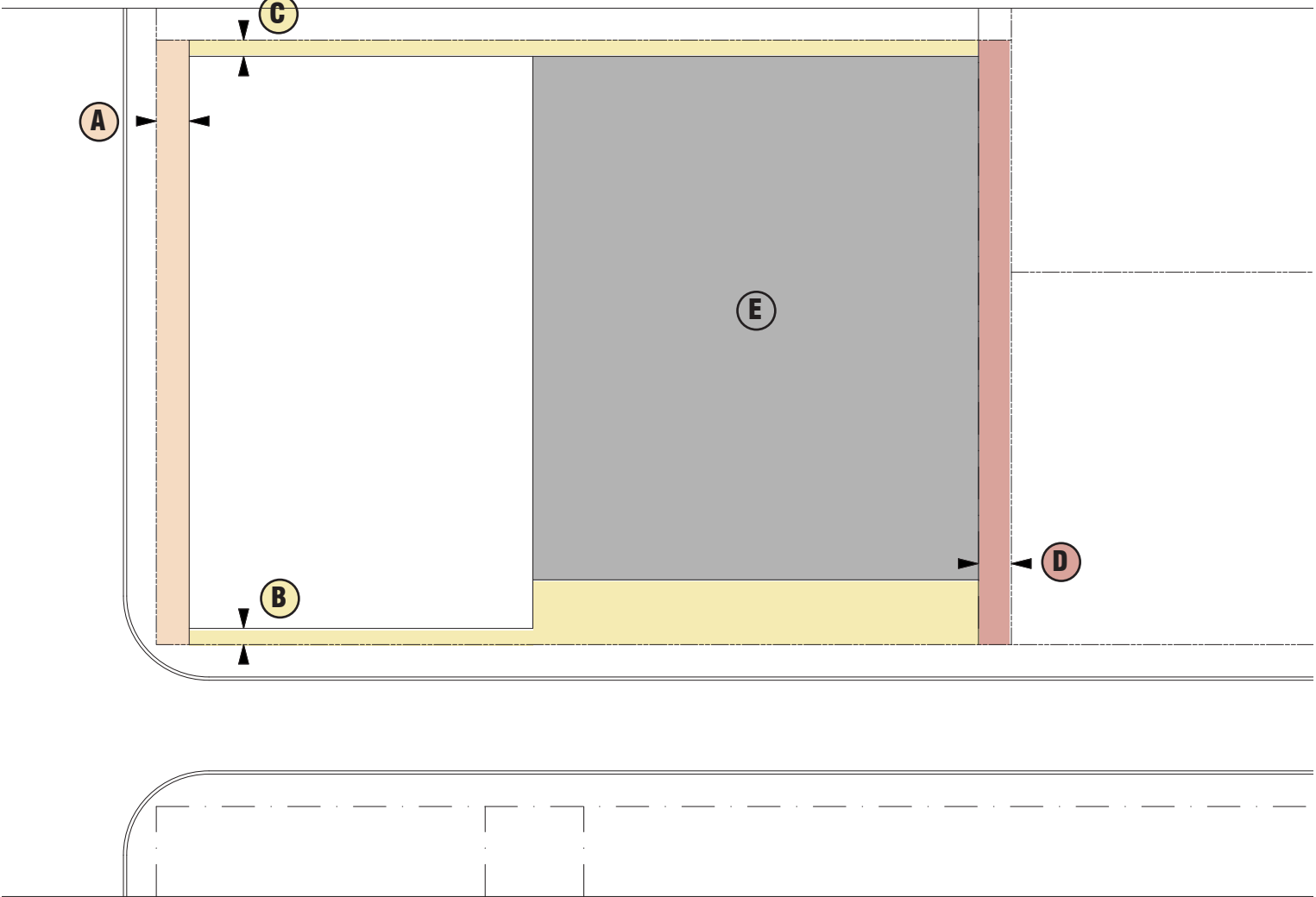
A	FRONT SETBACK	5’ - 10’	The Front Setback is measured from the property line along the primary frontage to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback. These elements may include balconies, porches, stoops, and cornice and eave details.
B	SIDE STREET SETBACK	5’ - 20’	Side Street Setback applies to lots at the intersections of streets. Side Street Setback is measured from the secondary frontage line along the side street to the facade of the building. Encroachments that contribute to the Public Realm may be considered, based on architectural merit.
C	SIDE LOT SETBACK	0’ MIN	Side Lot Setback is measured from the side lot line to the side elevation of the building. Townhouses are “party wall” buildings (adjacent buildings that share a side wall) and have a 0 foot side lot setback requirement.
D	REAR SETBACK	2’ MIN	Rear Setback is measured from the rear property line to the rear elevation of the nearest building. Encroachments in the Rear Setback are limited to eave overhangs and cornices.
E	PARKING		Parking must be accessed from the rear of lots only. For corner lots, parking must be set back from the side street as per the Side Street Setback (“B”, above) and must be screened from view through the use of a 3’ high wall, fence or ever-green hedge, installed in the side street setback. Parking may occur in the basement of the building (as the slope of the lot permits), in an attached or detached garage, or at the rear of the lot on a parking pad.



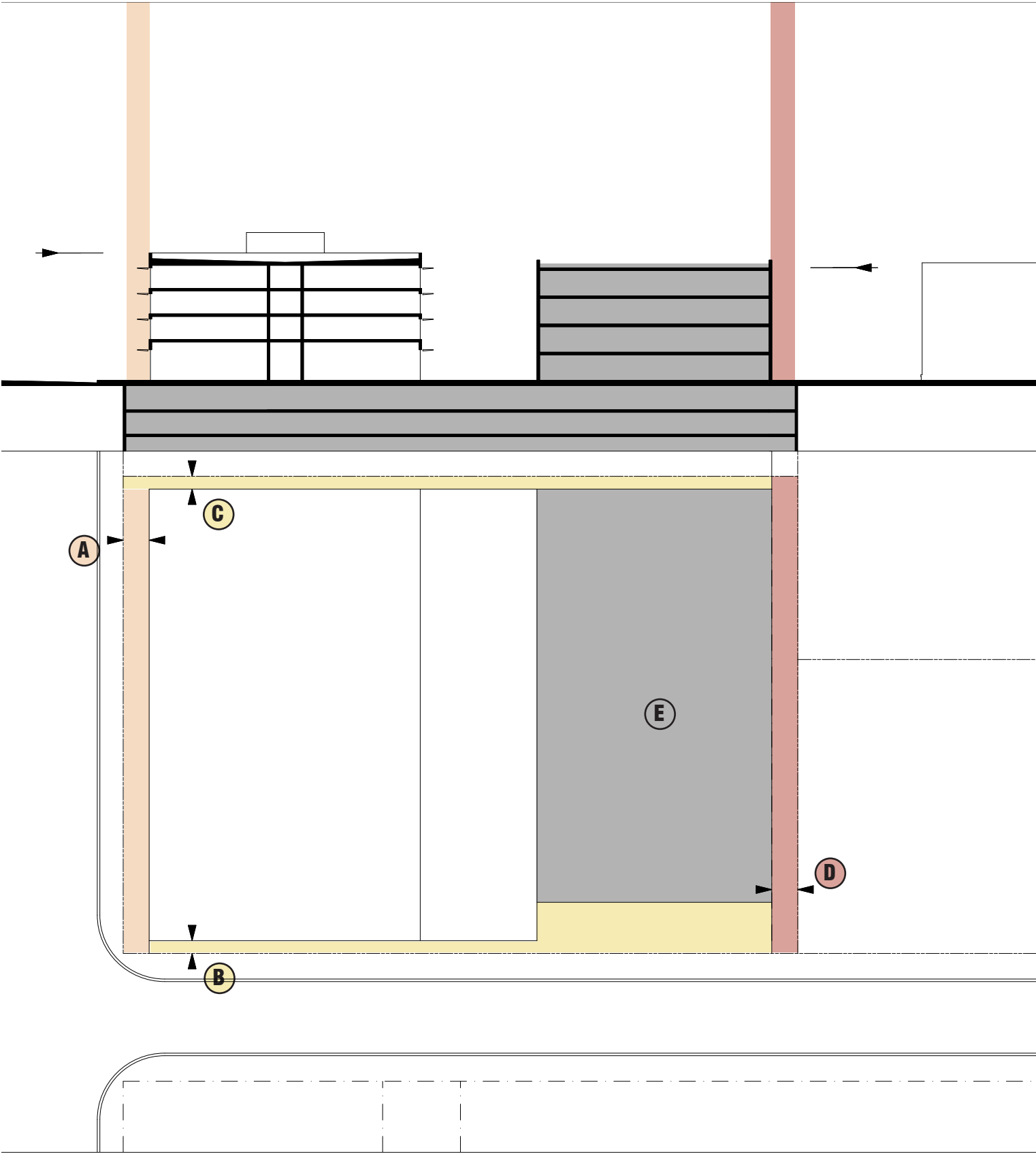
Low-rise buildings are single-story buildings under single tenancy or divided into multiple storefronts. Low-rise buildings are permitted in the West Gateway District under the following conditions:

- + Low-rise buildings may be developed in any sector, provided the total site area does not exceed 1/2 acre.
- + Low-rise buildings, built according to low-rise building guidelines, may be developed as up to 60% of the gross square feet of development (in one or multiple buildings) in any sector provided the total site area does not exceed 3 acres.
- + Low-rise buildings, built according to low-rise building guidelines, may be developed as up to 20% of the gross square feet of development or 20,000 square feet, whichever is less (in one or multiple buildings) in any sector provided the site area exceeds 3 acres.

Low-rise buildings may include commercial retail and support uses only. Low-rise buildings are typically parked in surface lots, but may utilize structured parking. Low-rise buildings are either 1 or 2 stories tall, and must be no less than 26' in height from grade. A mezzanine level may be built inside the building, but must include windows facing streets. Entrances to Low-rise buildings shall be direct (rather than through a lobby), from both street side and parking lots. Parking must be provided in either a well-designed surface lot or a structured garage, not to exceed the height of the building, behind the building (away from the street).



A	FRONT SETBACK	0' - 10'	The Front Setback is measured from the property line along the principal frontage to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback. These elements may include balconies, porches, stoops, and cornice and eave details.
B	SIDE STREET SETBACK	0' - 10'	Side Street Setback applies to lots at the intersections of streets. Side Street Setback is measured from the property line along the secondary frontage to the facade of the building. Encroachments that contribute to the Public Realm may be considered, based on architectural merit.
C	SIDE LOT SETBACK	0' MIN	Side Lot Setback is measured from the side lot line to the side elevation of the building. No encroachments in the Side Setback are permitted. The 0' minimum dimension is intended to encourage continuous facades along the street. Building Code requirements must still be met.
D	REAR SETBACK	0' MIN	Rear Setback is measured from the rear property line to the rear elevation of the nearest building. Encroachments in the Rear Setback are limited to eave overhangs and cornices.
E	PARKING		Parking is permitted in the rear of lots only, and may be accessed on side streets as dictated by the Regulating Plan. For interior, or non-corner lots, parking is permitted along the full width of the property in the rear, up to the rear of the building. For corner lots, parking must be set back 10-20' from a side street. A minimum 20' is required when properly landscaped and minimum 10' when screened from view through the use of a 4' high wall, fence or evergreen hedge, installed in the side street setback. Parking lots set back 40' or more from a side street do not require the wall, fence or hedge, but all must be landscaped as per the Landscape Guidelines

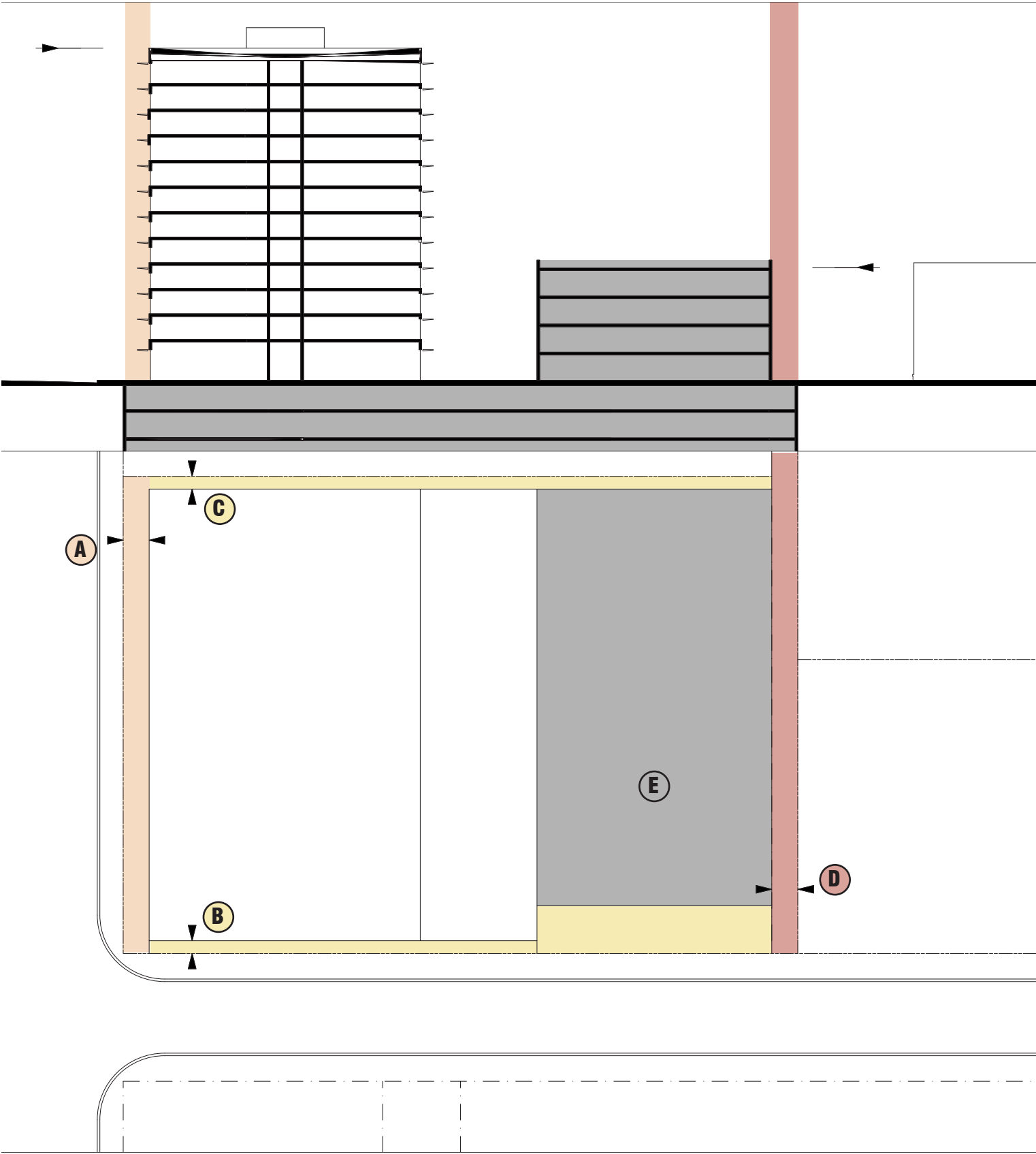


Mid-rise buildings are single buildings that typically have one of two purposes - as residential buildings divided into multiple rental or for-sale units; or commercial office buildings - for either single- or multiple-tenants. In addition, the buildings have the potential to accommodate retail at the ground level. Mid-rise buildings (which have less than 100,000 gross square feet of conditioned space) may include either residential and residential support use; or commercial office and commercial office lobby space only. These buildings are appropriate in moderately high density areas. Depending on lot size and block configuration, parking may be provided under the building (below grade), in a structured garage behind the building or in a well-designed surface lot behind the building.

Mid-rise buildings may be up to four stories tall, and should be constructed at grade. Entrances to mid-rise buildings should be in the form of a common lobby or external stairways leading to common hallways.

Outdoor common space is generally provided in a courtyard or front yard configuration (rear yards are permitted, but are often taken up by parking). The roof permits additional outdoor space in the form of roof gardens and the opportunity for green roof applications.

A	FRONT SETBACK	0' - 10'	The Front Setback is measured from the property line along the principal frontage to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback. These elements may include balconies, porches, stoops, and cornice and eave details.
B	SIDE STREET SETBACK	0' - 10'	Side Street Setback applies to lots at the intersections of streets. Side Street Setback is measured from the property line along the secondary frontage to the facade of the building. Encroachments that contribute to the Public Realm may be considered on the basis of architectural merit.
C	SIDE LOT SETBACK	0'	Side Setback is measured from the side property line to the side elevation of the building. Encroachments in the Side Setback may be considered, but are limited to eave overhangs and cornices.
D	REAR SETBACK	5' MIN	Rear Setback is measured from the rear property line to the rear elevation of the nearest building. Encroachments in the Rear Setback are limited to eave overhangs and cornices.
E	PARKING		Parking is permitted in the rear of lots only, and may be accessed on side streets as dictated by the Regulating Plan. For interior, or non-corner lots, parking is permitted along the full width of the property in the rear, up to the rear of the building. For corner lots, parking must be set back 10-20' from a side street. A minimum 20' is required when properly landscaped and minimum 10' when screened from view through the use of a 4' high wall, fence or evergreen hedge, installed in the side street setback. Parking lots set back 40' or more from a side street do not require the wall, fence or hedge, but all must be landscaped as per the Landscape Guidelines

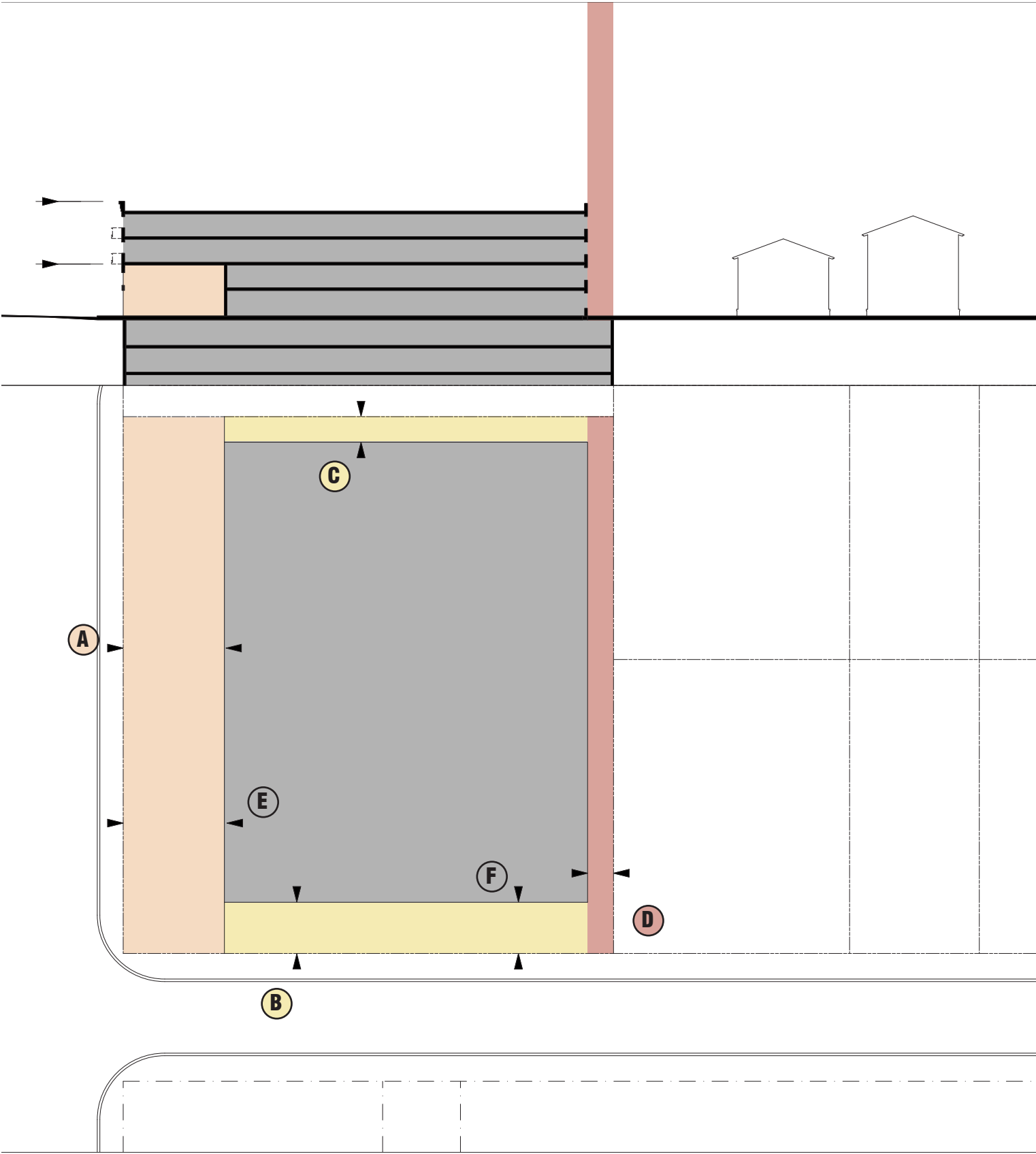


High-rise buildings are single buildings that typically have one of two purposes - as residential buildings divided into multiple rental or for-sale units; or commercial office buildings - for either single- or multiple-tenants. High-rise buildings (which have more than 100,000 gross square feet of conditioned space) may include either residential or commercial office on upper floors, and may include commercial retail space at the ground floor. These buildings are appropriate in high density areas. Depending on lot size and block configuration, parking may be provided under the building (below grade), or in a structured garage wrapped by the building.

High-rise buildings may be up to 16 stories tall, and should be constructed at grade for ADA compliance. Entrances to upper floors of tower buildings should be in the form of a common lobby. Entrances to individual commercial retail spaces should be directly from the sidewalk, without having to access a common lobby.

Outdoor common space is generally provided in the form of plazas and courtyards. Rooftop gardens are permitted to provide outdoor common space in denser building types and allows the opportunity for green roof applications.

A	FRONT SETBACK	0' - 10'	The Front Setback is measured from the property line along the front street to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback. These elements may include balconies, porches, stoops, and cornice and eave details.
B	SIDE STREET SETBACK	10' MAX	Side Street Setback applies to lots at the intersections of streets. Side Street Setback is measured from the property line along the side street to the facade of the building. Encroachments that contribute to the Public Realm may be considered.
C	SIDE LOT SETBACK	0' MIN	Side Setback is measured from the side property line to the side elevation of the building. Encroachments in the Side Setback may be considered, but are limited to eave overhangs and cornices. Buildings may be placed directly adjacent to each other but must meet all Building Code requirements.
D	REAR SETBACK	10' MIN	Rear Setback is measured from the rear property line to the rear elevation of the nearest building. Encroachments in the Rear Setback are limited to eave overhangs and cornices.
E	PARKING		Parking is permitted in the rear of lots only, and may be accessed on side streets as dictated by the Regulating Plan. For interior, or non-corner lots, parking is permitted along the full width of the property in the rear, up to the rear of the building. For corner lots, parking must be set back 10-20' from a side street. A minimum 20' is required when properly landscaped and minimum 10' when screened from view through the use of a 4' high wall, fence or evergreen hedge, installed in the side street setback. Parking lots set back 40' or more from a side street do not require the wall, fence or hedge, but all must be landscaped as per the Landscape Guidelines



Parking structures are buildings which are specifically designed to store vehicles. In the West Gateway, parking structures will likely be necessary to provide enough parking to support a significant increase in density. Parking structures may be underground, above ground, or a combination of the two.

Underground parking structures that are completely below the grade along secondary frontages are permitted to be built up to the property lines (with no setback) in all directions.

Above-ground parking structures, which are not part of additional development, are not permitted on primary frontages; however, they are permitted on secondary and tertiary frontages. Above-ground parking structures are required to be set back from property lines according to the guidelines below. Above-ground parking structures must include a habitable, 20' high ground floor when enfronting secondary frontage designations (see Regulating Plan). This space is required to be constructed to a minimum depth of 40' along the entire length of garage to accommodate a variety of uses. Upper floor uses may include commercial, residential or parking. All facades of parking structures must adhere to the standards for this building type found in the Architectural Guidelines. Any portion of parking structures that are visible from the public realm should be screened and designed to compliment surrounding buildings.

Parking structures may be accessed as prescribed in the Regulating Plan.

A	FRONT SETBACK	10' - 20'	The Front Setback is measured from the property line along the principal frontage to the main facade of the building. Elements which contribute to the Public Realm may encroach into the Front Setback, and may include architectural elements intended to mask the parking uses, cornice and eave details.
B	SIDE STREET SETBACK	10' - 20'	Side Street Setback applies to lots at the intersections of streets. Side Street Setback is measured from the property line along the secondary frontage to the facade of the building. Encroachments in the Side Setback are not permitted.
C	SIDE LOT SETBACK	10' MIN	Side Lot Setback is measured from the side property line to the side elevation of the building. Encroachments in the Side Setback are not permitted.
D	REAR SETBACK	0' MIN	Rear Setback is measured from the rear property line to the rear elevation of the nearest building. Encroachments in the Rear Setback are not permitted.
E	PARKING SETBACK AT SECONDARY FRONTAGE LINES	40' MIN	Parking setback at Secondary Frontage is measured from the property line along the secondary frontage line to the main facade of the building. The portion of the building extending along the secondary frontage must include a 40' deep and minimum 20' high first floor of non-parking use.
F	PARKING SETBACK AT TERTIARY FRONTAGE LINES	10' - 20'	Parking Setback at Tertiary Frontage is measured from the property line to the facade of the building. The facade of the building along the tertiary frontage may include parking to the setback line at all levels. All parking must be detailed as per the Architectural Guidelines.

5: ARCHITECTURAL GUIDELINES

MATERIALS

- + Walls may be finished in stone (natural or cultured stone that mimics local stone) brick, stucco, wood siding, fiber-cement siding metal or lightweight concrete panels
- + More than one material may be used in a single building, however, transitions from one wall material to another must occur along all visible sides of a building, and should always follow a horizontal and level line.

CONFIGURATIONS

- + All elevations visible from the public realm shall be designed as “fronts”. Buildings occupying corner lots have two frontages and each facade should be treated with equal design attention.
- + Every building shall clearly express a base, a body and a top.
- + Transitions from base to body should be made in one of two ways:
 - (1) Horizontally, through a shift in vertical plane toward the interior, or
 - (2) Vertically, through a change in building materials or the use of trim along a level line.
- + Transitions from body to top should be made in one of two ways:
 - (1) Horizontally, through a shift in vertical plane toward the exterior, or;
 - (2) Vertically, through a change in building materials or the use of trim along a level line.
- + In buildings which have more than one material, the “heavier” material should go below the “lighter” material. [a siding building with a stone foundation, e.g.]

TECHNIQUES

- + Building walls of masonry materials may be left unpainted. All other wall materials must be painted or stained. Colors must be submitted for review.
- + Vents, air conditioners and other utility elements should not be placed on any building wall facing a street. If placing these on a street-facing elevation is unavoidable, then particular care must be taken to render these elements invisible from public view - by painting them, screening them or placing them on walls perpendicular to the frontage.

BUILDING WALLS

INTENT

Building walls of smaller buildings in the Western Gateway Study Area study area should reflect permanence - primarily through the use of masonry or metal.

A combination of traditional and more modern materials will contribute to the creation of a memorable and unique streetscape - one that reflects a diverse community.



+ SIMPLE DETAILING
A group of townhouses with a limited palette of wall materials helps focus attention on the public realm rather than the private buildings.



+ APARTMENT ENTRANCE
Clear demarcation of the building entrance, limited articulation and excellent proportions .



+ MULTIPLE WALL MATERIALS
A heavy stone base and lighter, more modern materials above may be mixed sensitively to provide unique architectural expression.



+ STYLISTIC CONSIDERATIONS
Smaller buildings in the West Gateway have more freedom to reflect diversity and local culture.

MATERIALS

- + Pitched Roofs shall be finished in asphalt shingles, slate, tile or commercial-grade metal roofing.
- + Flat Roofs may be constructed of any material that is permitted by applicable building codes.
- + "Green Roofs" are strongly encouraged and may be used in lieu of any other roofing material with appropriate review of the technical drawings.

CONFIGURATIONS

- + Building roofs may be in the shape of simple, symmetrical gables and hips, with a slope between 6:12 and 12:12
- + Building roofs may be flat or nearly flat, permitting proper drainage, but must be outfitted with a parapet and must be provided with access from the interior of the building for maintenance.
- + Other roof shapes (domes, turrets and the like) may be used on a single portion of a building, not to exceed 500 square feet in plan.
- + Secondary roofs may be in the form of simple sheds with a slope of no less than 4:12 and must be attached to an adjacent building wall.
- + Skylights that are flat in profile may be used on pitched roofs, but may not face a principal or secondary frontage.

TECHNIQUES

- + Roof penetrations (fans, exhausts, vents, etc.) must be finished to match the color of the roof.

ROOFS

INTENT

For smaller scaled buildings, these Guidelines promote simple roof forms over other roof forms. Buildings at this scale provide the West Gateway with a consistency of simple, sober roof lines. Special roof forms such as domes and turrets are permitted in limited doses, and are controlled by size.



+ FLAT ROOFS ARE THE STANDARD
Simple roofs help keep the focus on the public realm near streets and plazas, rather than at the tops of buildings.



+ OTHER ROOF SHAPES
Turrets, domes, and other roof shapes may be permitted, provided they are sized correctly, and used at appropriate locations.



+ GREEN ROOFS
Sustainable design at every scale should be considered for their ability to promote sustainability at every level.



+ ROOF FORM DIVERSITY
Flat and sloped roofs work well together when other elements of the architecture (window shapes and storefronts, e.g.) are kept consistent.

MATERIALS

- + Doors may be wood, clad wood or steel.
- + Doors may include fixed glass lites.
- + Doors along frontages should include glass and full operating hardware on the outside of the door.
- + Window frames may be anodized aluminum, metal-clad or vinyl-clad wood, or steel.

CONFIGURATIONS

- + All window and door openings should be square or vertical in proportion, and any subsequent divisions of openings (lites, sashes, etc.) should also be in the configuration of squares or vertically-oriented rectangles.
- + Square or vertically-oriented rectangular windows may be grouped or “ganged” in a horizontal openings.
- + All arcade openings and other building voids should be vertically-oriented rectangles.
- + Service, security or garage doors may not be placed at frontages.
- + Masonry buildings should have architecturally appropriate lintels and sashes at windows, doors and other openings.
- + Windows may be double-hung, single-hung, casement or awning configurations.
- + Doors may be overhead (in appropriate locations) or swing doors. Sliding patio doors are not permitted at frontages.

TECHNIQUES

- + Windows and window lites should be clear glass. Black glass, “spandrel glass” and other “false window” techniques are discouraged.
- + Window and door frames may be finished in any color that is complementary to the color palette of the building, or white.
- + Masonry buildings should have architecturally appropriate lintels and sashes at windows, doors and other openings.

DOORS & WINDOWS

INTENT

Windows and doors will provide most of the articulation and detail of buildings in West Gateway District. It is important that all of the buildings follow some general standards regarding proportion and placement, and then are given the freedom to explore other design elements to infuse the street with variety and vitality. Windows and doors (and other openings or building voids) should be in the proportion of rectangles and squares. Windows should be set deep enough into window openings to provide a shadow line and express the depth of the building structure. Doors and other entrances are intended to be located appropriately to their use.



+ WINDOW PROPORTIONS
Vertical or square proportions for openings relate better to human proportions and feel more familiar and comfortable.



+ RESIDENTIAL PATTERNS
Solid doors reflect privacy. Grouped and “ganged” windows help bring maximum light into the building while reflecting a traditional style.



+ WINDOW AND DOOR MATERIALS
Grouped windows can also create a glass wall. This reflects a more modern design approach and is welcome in the Study Area.



+ WINDOW DETAILING
The color of the window frames and the clean lines of the lintels and sills provide a very plain building with high design elements.

MATERIALS

- + Storefronts should be made of brick, wood, metal or glass, or a combination of these materials.
- + Windows and doors of commercial enterprises should be made of wood or aluminum finished with electrostatic paint, with clear (not frosted, textured or otherwise affected) glass providing an unobstructed view into the establishment of no less than 12 feet.
- + Doors which are part of the storefront shall be more than 50% clear glass.
- + Doors with no opacity (security and access doors) should not be located at frontages.
- + Roll-up security grilles on the outside of storefronts are prohibited.

CONFIGURATIONS

- + Windows and doors of commercial establishments should occupy no less than 60% of the total storefront, from sidewalk grade to a distance of 18' above the sidewalk grade.
- + Windows should be set a maximum of 18 inches above the ground and within 12 inches of the finished ceiling.
- + Transom windows are encouraged above doors and storefronts.
- + Black glass, opaque glass and other “false window” techniques are discouraged.
- + Garage, security and service doors should not face a major street.
- + Doors which are part of the storefront shall be more than 50% clear glass.
- + Doors with no opacity (security and access doors) should not be located at frontages.
- + Roll-up security grilles on the outside of storefronts are prohibited.

TECHNIQUES

- + Brick and metal storefronts may be left unpainted.
- + Painted storefronts should have a high-gloss finish.
- + Up to two (2) complementary trim colors may be used in addition to the principal color of the storefront system.

STOREFRONTS

INTENT

Storefronts are one the most important physical elements of a commercial enterprise, and should reflect that importance with careful design. Storefronts must be designed as a unified combination of windows and doors, signage, colors and awnings or canopies. Storefronts should utilize durable, low-maintenance materials and finishes and should permit unobstructed views into the space - increasing visibility and promoting the success of the business within.



+ **STOREFRONT DESIGN**
Large windows, high ceilings, and simple, unified design are elements of a successful urban storefront.



+ **STOREFRONT STYLE**
A more modern palette of materials follow the rules of proportion and unified design and create a very different, but acceptable, storefront.



+ **STOREFRONT DESIGN SHOULD REINFORCE USE**
Smaller windows and a more private entry make it obvious that this storefront houses an office rather than a retail shop.



+ **HEALTHY VARIETY AND ECCLECTICISM**
Storefront design should reflect the individual qualities of the services provided - which can help Mission maintain its diversity and charm.

MATERIALS

- + Signs shall be constructed of durable materials such as wood, high-quality plastics and/or metal.
- + Structures used to support signage (brackets and other elements) shall be painted black to be less noticeable.

CONFIGURATIONS

- + Signage may be attached directly to buildings in appropriate locations - above storefronts, applied to glass or painted on building walls.
- + Signage may be placed flat on the face of the building, or may be placed at a 90 degree angle to the street, provided that the sign does not obstruct safe passage along the sidewalk.
- + Signage not at a 90 degree angle can help add character to Mission but should be reviewed on a case by case basis.
- + Signs may be lighted indirectly or internally illuminated.

TECHNIQUES

- + Signage should reflect the individual tenant, products for sale or services rendered.
- + Signage advertising sales and special events must follow the City Ordinance.
- + Sandwich boards and other temporary signage may be permitted.

SIGNAGE

INTENT

These Guidelines are in addition to City of Mission ordinance and are presented to further refine the aesthetic intent of signage in the West Gateway - especially for smaller buildings, and in particular, for buildings along Johnson Drive drive Drive.



+ INTERNALLY ILLUMINATED SIGNAGE
Channel letters made of metal, internally lit with neon tubes.



+ EXTERNALLY ILLUMINATED SIGNAGE
A more traditionally-inspired sign with lettering or logos lighted by fixtures mounted to the wall.



+ "BLADE" SIGNS
Signs may be placed perpendicular to the storefront. These signs can be more visible to a person walking along the sidewalk.



+ HEALTHY VARIETY AND ECCLECTICISM
Interesting signage is another element that can help Mission maintain its diversity and charm.

MATERIALS

- + Internal awning structures should be metal, and awnings themselves should be made of canvas or solution-dyed acrylic fabric.
- + Canopies may be made of glass, iron, steel or wood or a combination of these materials.

CONFIGURATIONS

- + Awnings and canopies are permitted to encroach over the sidewalk.
- + Awnings and canopies may be mounted inside window frames, above window openings and/or below transoms - but the installation of the awnings and canopies should be consistent for each building.
- + Awnings and canopies are permitted on the ground floor of a building only, beginning at a height of 8 feet above the sidewalk and should not drop below a height of 7 feet above the sidewalk.
- + Awnings should be triangular in section and may have side panels, but should be open on the underside.
- + Canopies may be of any shape, but should principally project outward from the building in roughly rectangular shapes.
- + Canopies may cantilever or be supported from the building wall by metal cables or chains.

TECHNIQUES

- + Awnings may have lettering/icons on the valance or the slope.
- + Canopies may include lettering on the leading edge of the canopy.
- + Canopies may include light fixtures casting light downward, and may be lighted from above by shrouded fixtures mounted to the building wall.
- + Awnings shall not be internally illuminated, but may be lighted from above by shrouded fixtures mounted to the building wall.

AWNINGS & CANOPIES

INTENT

Awnings and canopies may be used if their purpose is functional - to afford protection from the elements. Awnings and canopies traditionally provided shade to the storefront and sheltered doorways. New awnings and canopies are to be incorporated into building design for the same purpose as their historical precedent - and their design must reflect their utility.

While awnings and canopies may incorporate lettering and icons, they are not meant to be used as a primary location for commercial graphics.

Awnings and Canopies should be reserved for the lower stories of buildings and should not be used in residential applications.



+ **AWNING STRUCTURE AND MATERIALS**
Metal frames and canvas awnings provide shade to the storefront window. Awnings also bring the storefront closer to the public realm.



+ **AWNING SIGNAGE**
Simple lettering on the awning's leading edge provides the opportunity of advertising without compromising the design integrity.



+ **CANOPY STRUCTURE AND MATERIALS**
Metal support chains, wood and glass combine to provide shelter over the entrance to a restaurant. This canopy is also lighted underneath.



+ **CANOPY VARIETY**
Canopies (and awnings) often provide an additional opportunity to reflect individuality for buildings in the Western Gateway Study Area.

MATERIALS

- + Walls of larger buildings may be finished in stone (natural or cultured stone that mimics local stone) brick, metal or lightweight concrete panels, curtain wall
- + More than one material may be used in a single building, however, transitions from one wall material to another must occur along all visible sides of a building, and should always follow a horizontal and level line.

CONFIGURATIONS

- + All elevations visible from the public realm shall be designed as “fronts”. Buildings occupying corner lots have two frontages and each facade should be treated with equal design attention.
- + Every building shall clearly express a base, a body and a top.
- + Transitions from base to body should be made in one of two ways:
 - (1) Horizontally, through a shift in vertical plane toward the interior, or
 - (2) Vertically, through a change in building materials or the use of trim along a level line.
- + Transitions from body to top should be made in one of two ways:
 - (1) Horizontally, through a shift in vertical plane toward the exterior, or;
 - (2) Vertically, through a change in building materials or the use of trim along a level line.
- + In buildings which have more than one material, the “heavier” material should go below the “lighter” material. [a curtain wall upper stories with a solid stone base, e.g.]

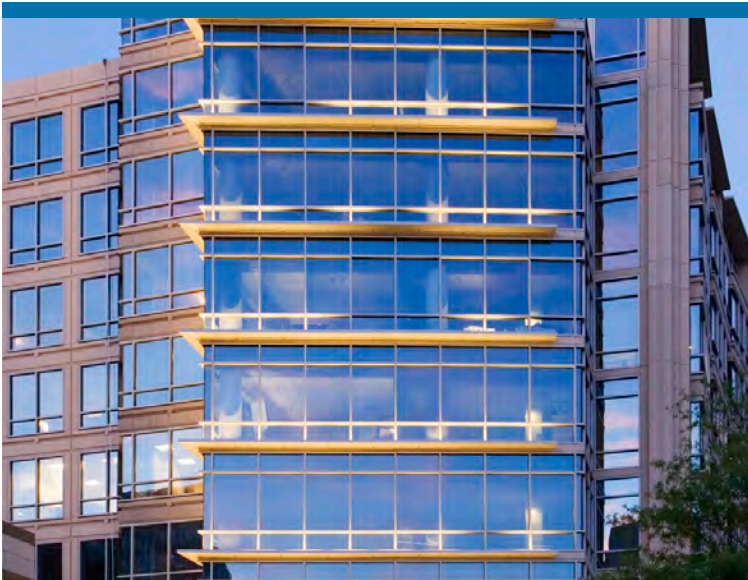
TECHNIQUES

- + Building walls of masonry materials and concrete panels shall be left unpainted. All other wall materials must be finished in a manner consistent with the highest quality standard(s).
- + Vents, air conditioners and other utility elements may not be placed on any building wall facing a street.

BUILDING WALLS

INTENT

Building walls of larger buildings in the Western Gateway Study Area study area should reflect permanence as well as high design - primarily through the use of masonry or metal. Larger buildings in the West Gateway should reflect their position in higher density areas with appropriately modern and urban styles.



+ BUILDING WALL MATERIALS
Larger buildings may be clad in a variety of materials including precast panels and curtain wall (above).



+ BASE, MIDDLE AND TOP ARTICULATION
The base of the building is three stories tall and is clearly expressed through a change in the vertical plane toward the interior.



+ LIGHTER MATERIALS ABOVE HEAVIER
This building has a base (the lower two floors) rendered in stone with a brick body. This illustrates proper materials configuration.



+ MATERIALS VARIETY
Metal, glass and stone combine with lighting to provide a modern eclectic streetscape that transcends a specific architectural style..

MATERIALS

- + Flat Roofs may be constructed of any material that is permitted by applicable building codes.
- + “Green Roofs” are strongly encouraged and may be used in lieu of any other roofing material with appropriate review.

CONFIGURATIONS

- + Building roofs shall be flat.
- + In general, flat-roofed buildings require a parapet and other appropriate screening of rooftop equipment. Buildings above 6 stories in height, however, may not require a parapet if the roof, or any equipment on it, is not visible from the street.
- + Green roofs (over principal or secondary roofs) are encouraged and assist in the creation of a sustainable future for Mission.

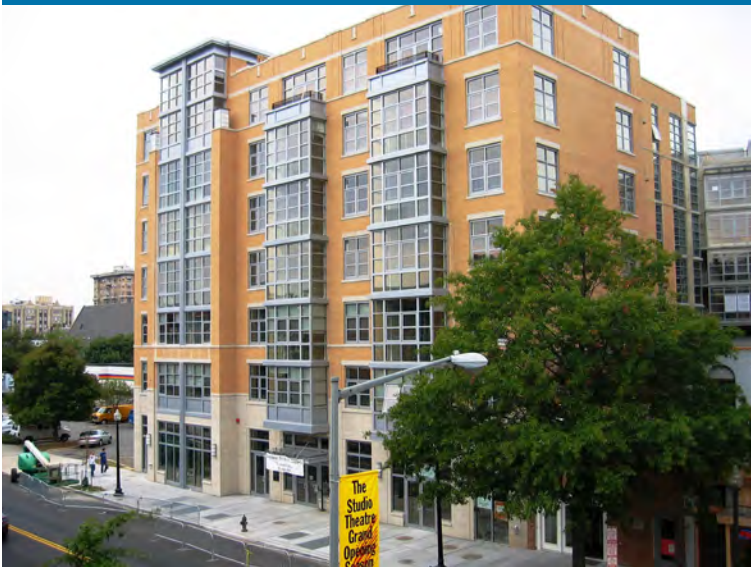
TECHNIQUES

- + Because taller buildings are more visible from below (at the street) than above (in the air), elaborated cornices, eave overhangs and other expressions should be used to provide additional architectural interest.

ROOFS

INTENT

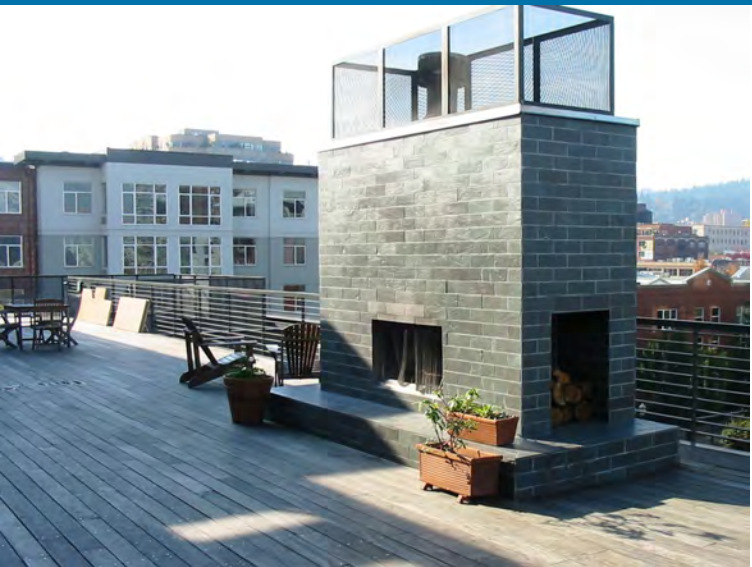
For larger scaled buildings, these Guidelines promote flat roofs only. The design elements of these roofs should be enhanced by expressions of the eaves and cornices - both highly visible from the sidewalk.



+ FLAT ROOF SHAPES
Larger buildings should have flat roofs. Other roof shapes may be permitted for limited areas in special locations



+ GREEN ROOFS
The lobby area of this building has been outfitted with a green roof, and helps promote sustainability.



+ ROOFTOP TERRACES AND OUTDOOR SPACES
In more dense areas, as opportunities for private ground-level open space are scarce, rooftops become great places for social interaction.



+ OPPORTUNITIES FOR SPECIAL EXPRESSION
Larger buildings may reflect corners, entries and other important plan locations with towers or other architectural expressions.

MATERIALS

- + Doors may be metal or metal and glass only.
- + Doors should include fixed glass lites.
- + Doors along frontages should include glass and full operating hardware on the outside of the door.
- + Window frames must be architectural-grade metal with high quality finishes and hardware.

CONFIGURATIONS

- + In general, window and door openings should be rectangular in shape. Other window shapes will be considered for approval based on architectural merit.
- + More modern techniques of glazing walls is expected in larger-scaled buildings, due to their bulk and massing.
- + All other building openings or voids should be rectangular in shape - either vertically- or horizontally-oriented.
- + Service, security or garage doors may not be placed at primary frontages.
- + Masonry buildings should have architecturally appropriate lintels and sashes at windows, doors and other openings.
- + Windows may be operable to achieve proper fresh air requirements.
- + Entry doors may be overhead (in appropriate locations), swing, or revolving doors. Sliding doors are not permitted.

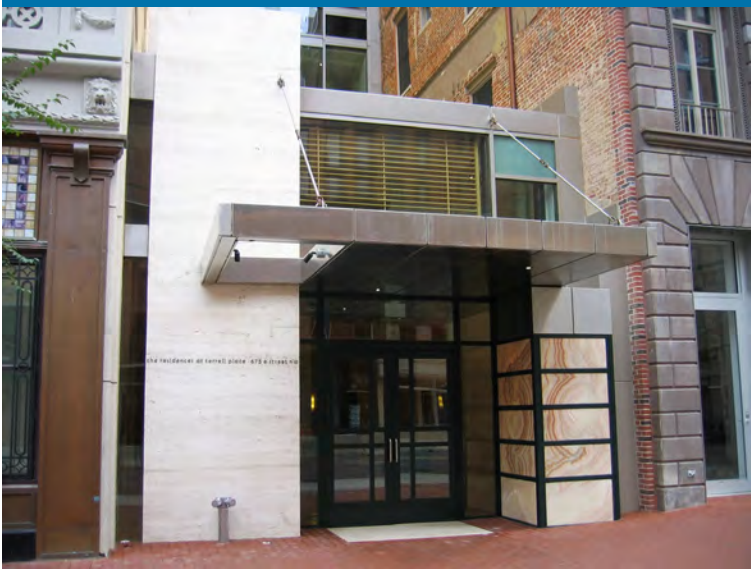
TECHNIQUES

- + Windows and window lites should be clear glass. Black glass, "spandrel glass" and other "false window" techniques are discouraged. Highly reflective glass is prohibited.
- + Window and door frames should be finished in the same material as the storefront. Dark bronze, black or stainless steel are preferred.
- + Masonry buildings should have architecturally appropriate lintels and sashes at windows, doors, and other openings.

DOORS & WINDOWS

INTENT

For larger buildings, windows and doors offer transparency and lightness. Because the buildings are larger, they may explore more modern techniques - curtain wall over "punched windows", for example. Windows may be flush with walls, or may even replace walls in more contemporary buildings. Windows and doors of larger buildings should assist in expressing a more modern and more urban condition in appropriate sectors of the West Gateway.



+ RESIDENTIAL ENTRANCE TO A LARGE BUILDING
A common lobby entrance with a more private feel.



+ GRAND LOBBY ENTRANCE
Large building with a more elaborate, publicly-oriented entrance.



+ PARKING STRUCTURES
Doors at the ground floor may access the garage functions or lead directly to 40' deep commercial spaces.



+ WINDOWS OF LARGER BUILDINGS
Awning windows in a wall of fixed lites permit modern facades and natural ventilation.

MATERIALS

- + Storefronts should be made of brick, stone, metal or glass, or a combination of these materials.
- + Windows and doors of commercial enterprises should be made of wood or aluminum finished with electrostatic paint, with clear (not frosted, textured or otherwise affected) glass providing an unobstructed view into the establishment of no less than 12 feet.
- + Doors which are part of the storefront shall be more than 50% clear glass.
- + Doors with no opacity (security and access doors) should not be located at frontages.
- + Roll-up security grilles on the outside of storefronts are prohibited.

CONFIGURATIONS

- + Windows and doors of commercial establishments should occupy no less than 60% of the total storefront, from sidewalk grade to a distance of 18' above the sidewalk grade.
- + Windows should be set a maximum of 18 inches above the ground and within 12 inches of the finished ceiling.
- + Transom windows are encouraged above doors and storefronts.
- + Black glass, opaque glass and other “false window” techniques are prohibited.
- + Garage, security and service doors may not face a principal frontage.

TECHNIQUES

- + Storefronts should be left unpainted.
- + Highly reflective glass is prohibited.

STOREFRONTS

INTENT

Storefronts are one the most important physical elements of a commercial enterprise, and should reflect that importance with careful design. Storefronts must be designed as a unified combination of windows and doors, signage, colors and awnings or canopies. Storefronts should utilize durable, low-maintenance materials and finishes and should permit unobstructed views into the space - increasing visibility and promoting the success of the business within. The storefronts of larger buildings need not be designed in the same way as the middle of the building - assisting in the establishment of the retail level as the “base” of the building



+ GROUND LEVEL STOREFRONT EXPRESSION
Larger buildings with retail space in the ground floor



+ PARKING STRUCTURE FENESTRATION
The large yellow building in the center of this image is a parking garage with a 40' liner of residential at the frontage.



+ STOREFRONT DESIGN
Outdoor seating, unique entry canopy and large windows properly focus design attention to elements closest to the sidewalk..



+ OPPORTUNITIES FOR SPECIAL EXPRESSION
Larger buildings may reflect corners, entries and other important plan locations with towers or other architectural expressions.

MATERIALS

- + Signs shall be constructed of durable materials such as wood, high-quality plastics and/or metal.
- + Structures used to support signage (brackets and other elements) shall be painted black to be less noticeable.

CONFIGURATIONS

- + Signage may be attached directly to buildings in appropriate locations - above storefronts, or professionally applied to the storefront glass.
- + Signage may be placed flat on the face of the building, or may be placed at a 90 degree angle to the street, provided that the sign does not obstruct safe passage along the sidewalk.
- + Signs may be lighted indirectly or internally illuminated.

TECHNIQUES

- + Multiple-tenants in a single building should follow a consistent and single design intent - color; or font or lighting technique, e.g., should be the same whether the tenant is "national" or local.
- + Signage advertising sales and special events must follow the City Ordinance.
- + Sandwich boards and other temporary signage may be permitted.

SIGNAGE

INTENT
These Guidelines are in addition to City of Mission ordinance and are presented to further refine the aesthetic intent of signage in the West Gateway - especially for smaller buildings, and in particular, for buildings along Johnson Drive drive Drive.



+ CLARITY FOR UTILITY SIGNS
Simple, colorful signage can assist with circulation management and wayfinding.



+ MULTIPLE SIGNS
Less traditional but still following the guidelines - a simple channel sign above the storefront and a blade sign perpendicular to the frontage.



+ SIGN PLACEMENT
Signs may be placed in a designated "channel" in the canopy, as well as on storefront glass.



+ LEVEL PLAYING FIELD
All tenants should follow the same signage standards - local and national alike.

MATERIALS

- + Internal awning structures should be metal, and awnings themselves should be made of canvas or solution-dyed acrylic fabric.
- + Canopies may be made of glass or metal, or a combination of these materials.

CONFIGURATIONS

- + Awnings and canopies are permitted to encroach over the sidewalk.
- + Awnings and canopies may be mounted inside window frames, above window openings and/or below transoms - but the installation of the awnings and canopies should be consistent in color, shape and pattern for the entirety of the building.
- + Awnings and canopies are permitted at the base of a building only, beginning at a height of 8 feet above the sidewalk and should not drop below a height of 7 feet above the sidewalk.
- + Awnings should be triangular in section and may have side panels, but should be open on the underside.
- + Canopies may be of any shape, but should principally project outward from the building in roughly rectangular shapes.
- + Canopies may cantilever or be supported from the building wall by metal cables or chains.

TECHNIQUES

- + Awnings may have lettering/icons on the valance or the slope.
- + Canopies may include lettering on the leading edge of the canopy.
- + Canopies may include light fixtures casting light downward, and may be lighted from above by shrouded fixtures mounted to the building wall.
- + Awnings shall not be internally illuminated, but may be lighted from above by shrouded fixtures mounted to the building wall.

AWNINGS & CANOPIES

INTENT

Awnings and canopies may be used if their purpose is functional - to afford protection from the elements. Awnings and canopies traditionally provided shade to the storefront and shelter from the elements. New awnings and canopies are to be incorporated into building design for the same purpose as their historical precedent - and their design must reflect their utility. While awnings and canopies may incorporate lettering and icons, they are not meant to be used primarily as a location for commercial graphics.

Awnings and Canopies should be reserved for the lower stories of buildings and should not be used on residential buildings.



+ MODERN EXPRESSION
Metal arbors - not traditional awnings - can help add ornamentation to buildings as banal as parking garages.



+ AWNING CONSISTENCY
Despite multiple tenants, the awnings of this ground floor reflects unified design by keeping awning color consistent.

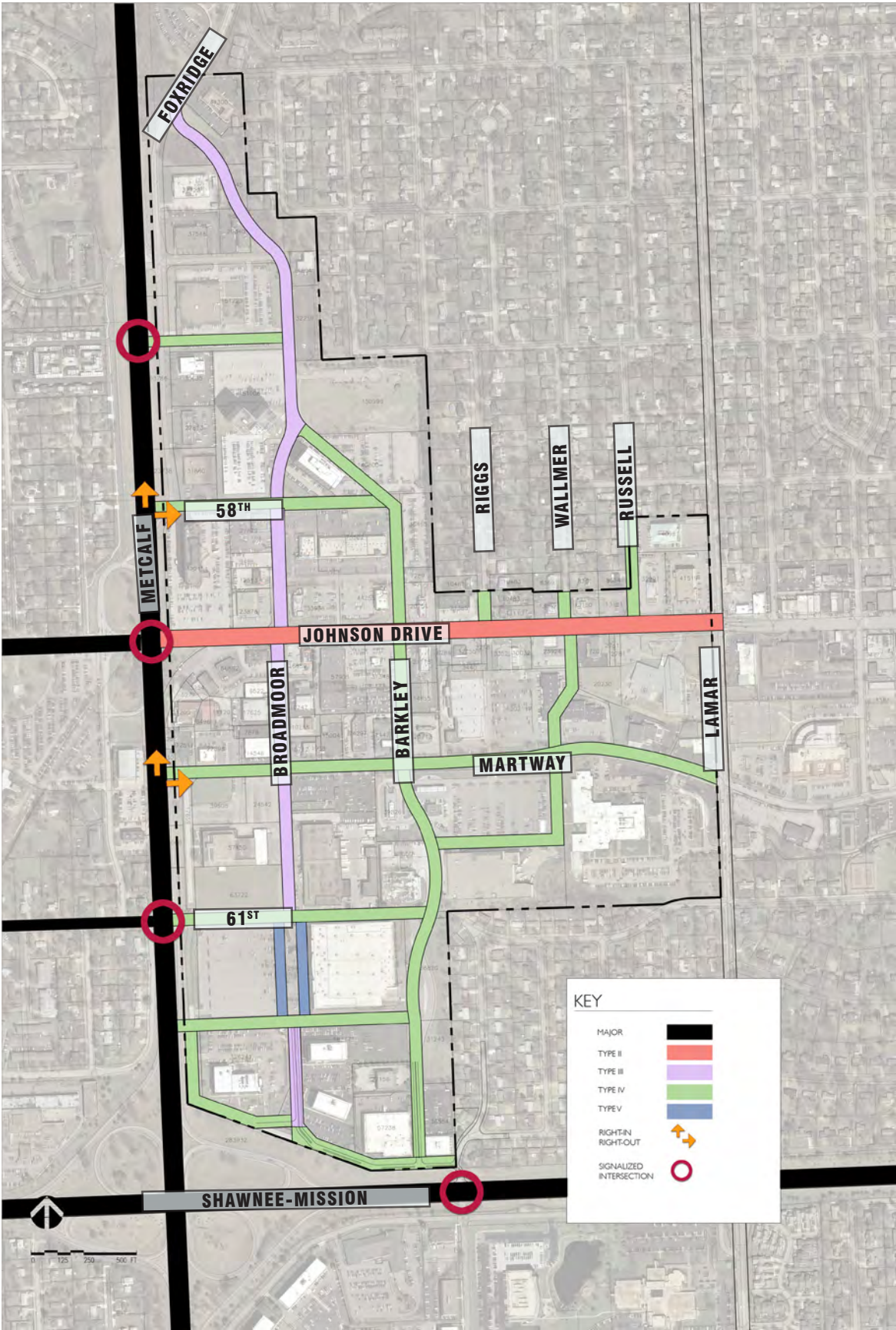


+ CANOPY STRUCTURE AND MATERIALS
Cantilevered from a heavy stone base, this canopy provides a simple and strong solution to inclement weather for this entry.



+ CANOPY LETTERING
In the West Gateway, larger buildings may be identified by street number - which may be attached directly to the lobby canopy.

6: *LANDSCAPE ARCHITECTURAL GUIDELINES*



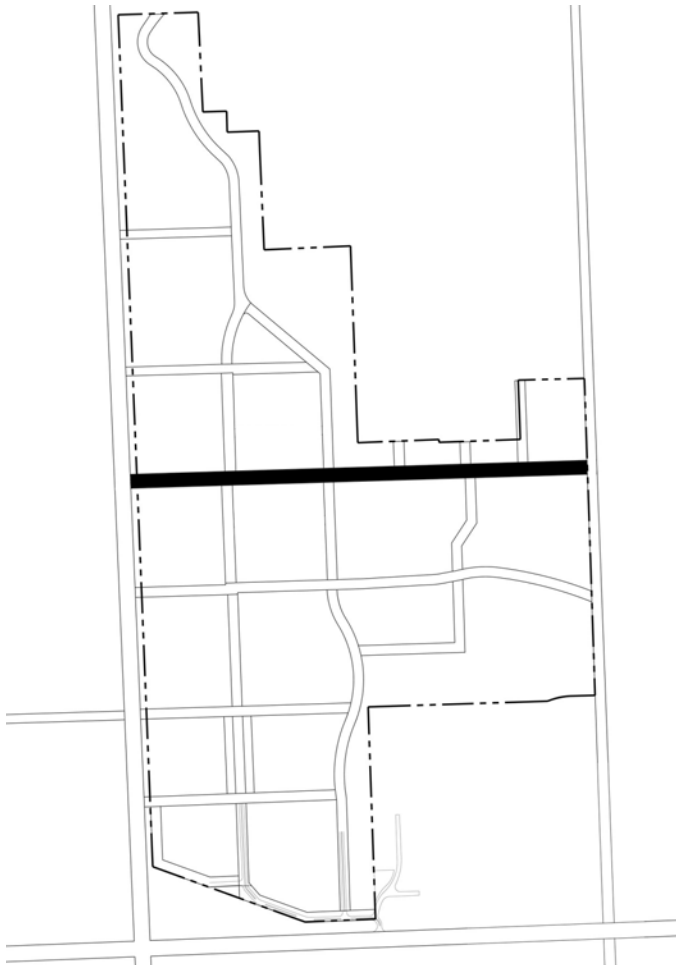
External and edge streets - Metcalf and Shawnee Mission Parkway influenced the thoroughfares plan because they provide entries into the West Gateway District. Opportunities to make better connections exist at:

- + Metcalf and Johnson Drive
- + Metcalf and 57th
- + Shawnee Mission and Barkley

Currently the City of Mission is engaged in dialogue with Overland Park through the Metcalf Corridor Study. The Metcalf corridor study may result in determining whether the intersection at Johnson Drive and Metcalf is either rebuilt, reconfigured or made at grade. Each of these possibilities may result in a very different development character. Other connections to Metcalf will also be discussed throughout this process. The West Gateway thoroughfares plan has a flexibility that allows for a variety of solutions.

Within the study area several streets have been extended to promote better circulation, mobility, and access. Barkley and Broadmoor serve as continuous north-south connections. In some instances drive aisles in existing parking lots have been converted into streets to allow the necessary connections. The result is a more complete network of streets, sidewalks, and even trails.

As the main street for the study area, Type II provides the regional connection from west to east. Type III provides the bulk of the north-south movement through the study area and provides important access throughout the West Gateway District. Type IV streets are primarily connections between major streets and provide much of the service access into development blocks as well as alternate routes through the area. Type V streets are narrow, parkside streets that provide high profile commercial space with slow moving traffic and parking possibilities and the highest pedestrian experience.



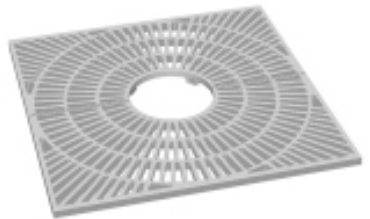
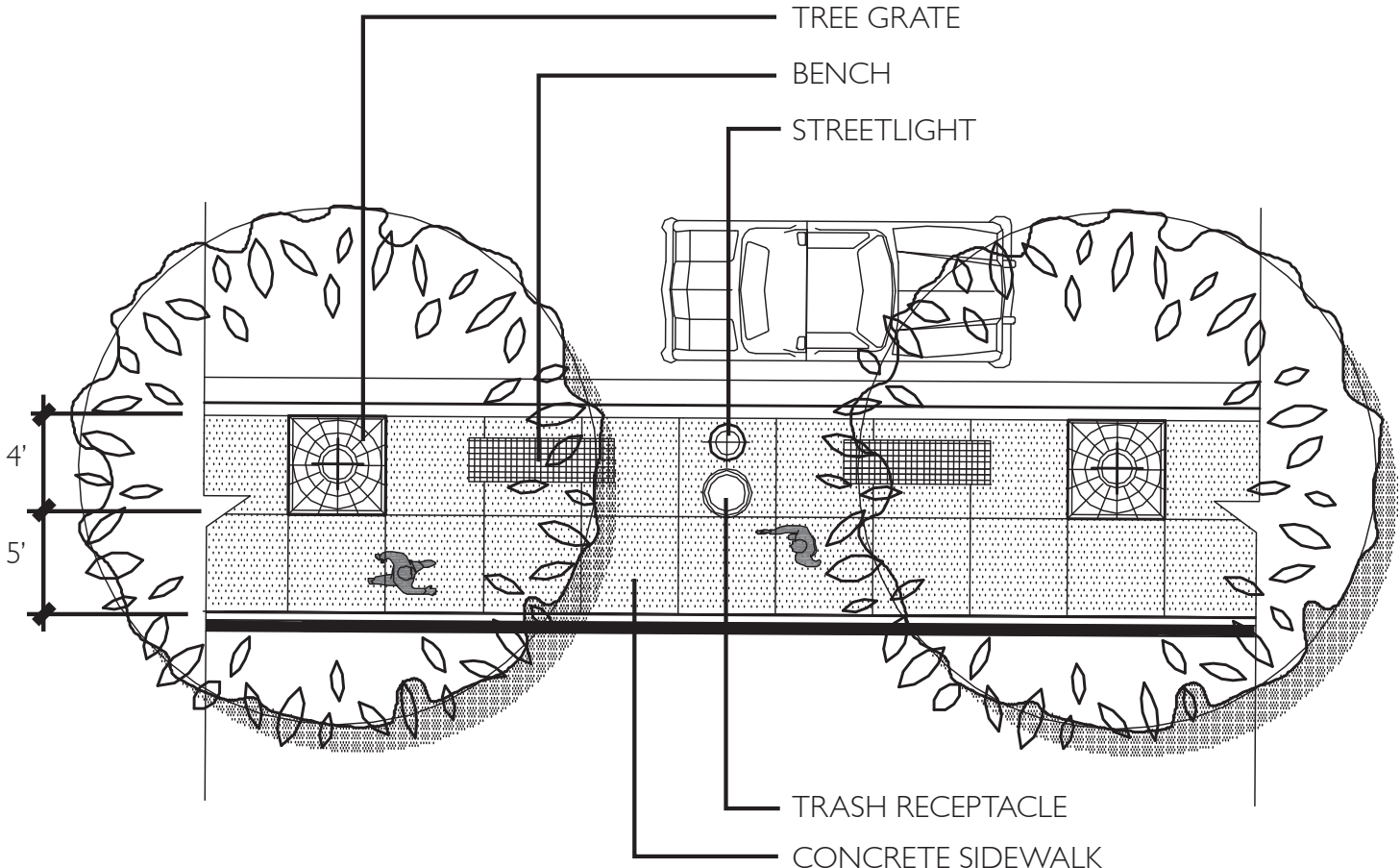
Johnson Drive

Current Condition:

Johnson Drive is Mission's main street. Throughout its history it has been the focus of retail energy while acting as the primary east-west connection from Overland Park in the west to Fairway in the east. The purpose of these guidelines is to make the roadway more consistent from Metcalf to Lamar and present a more pedestrian friendly streetscape that will enhance Johnson Drive's status as Mission's Main Street.

Guideline intent:

Future Johnson Drive should include more efficient usage of lane width and sidewalk, and a richer set of streetscape guidelines, including fixtures, plantings and furniture. Johnson Drive does not stop at Metcalf or at Lamar, so it is important to continue to utilize City standards for pedestrian lighting and street lighting. The traditional nature of buildings, the smaller scale of development and the pedestrian orientation of Johnson Drive make the more traditional fixtures a more obvious choice as properties redevelop or as the streetscape gets rebuilt. Light fixtures should be spaced closely, ensuring enough lighting for the amount of pedestrian traffic expected and the resulting light levels will assist in the feeling of personal safety. Street Trees should be tall, clean and less dense species – to ensure a minimum of maintenance and to not block signage and shop windows. Benches, planters and other furnishings should be placed to foster conversations, socializing and shopping. In the limited sidewalk areas, benches should face each other and be placed perpendicular to the street. Bike racks should be chosen for compactness and placed out of the way of the pedestrian zone of the sidewalk to minimize mobility conflicts. Special paving types may be used by developers and owners based on simple guidelines that promote individuality while retaining consistency.



Palette of Materials

BENCH	TRASH RECEPTACLE	BOLLARD	PLANTER
<div><div>+</div><div>Final placement to be determined by specific design of streetscape, park or plaza.</div></div> <div><div>+</div><div>No less than 6 benches should be placed per block per side</div></div>	<div><div>+</div><div>Trash receptacles to be located in highest use areas - corners, near food, etc - and out of the main path of travel.</div></div> <div><div>+</div><div>No less than three per block per side</div></div>	<div><div>+</div><div>Bollards are to be used in parks, plazas and streetscapes for traffic barriers and pedestrian safety. Final locations to be determined by the detailed design for each project.</div></div>	<div><div>+</div><div>Planters in Type II streets are primarily to be integrated with the street/ pedestrian light poles to provide a consistent and colorful street image.</div></div> <div><div>+</div><div>2 baskets per pole minimum</div></div> <div><div>+</div><div>Surface planters can be used in specific projects to add variety. The shape, material and finish of these planters should match those in Type V.</div></div>



+ LANDSCAPE FORMS: SCARBOROUGH BENCH
72" length, woven with back, black powdercoat



+ VICTOR STANLEY: STEELSITES RB-36
VS Black, 36 Gallon



+ WAUSAU TILE: ROUND BOLLARD #TF6066
14" x 16" x 39", B5 - Weatherstone (Cream); Note: chain should not be included in final installation



+ KEYSTONE RIDGE BASKET
Black Basket: Majestic Polyethylene Planter, 28", blsck

PEDESTRIAN LIGHT	STREET LIGHT	BIKE RACK	TREE GRATE
<ul style="list-style-type: none">Intended for sidewalks, plazas and parks. In sidewalk areas associated with streets, fixture can be attached to streetlight poles. Pedestrian lights should be 12 feet above grade and be placed at a consistent distance from edge of pavement or back of curb.	<ul style="list-style-type: none">Fixture and pole heights should be no more than 30 feet in height and at a consistent distance from back of curb. Spacing is generally 60 feet on center.	<ul style="list-style-type: none">Bicycle Racks shall be placed in public spaces where they can promote the use of alternative methods of transportation and in locations that are destinations for bicyclists. They should be placed out of the way of pedestrian activity and, as a static convenience, should occupy the least amount of the public realm possible.Single loop design should be chosen for maximum spacial efficiencyEach block should have a minimum of 6 bike loops (12 bike parking spaces).	<ul style="list-style-type: none">Tree grates in public sidewalk areas are to be chosen for long term durability and pedestrian safety. The concentric circles allow for easy expansion as the trunk grows larger. Must conform to city standards.

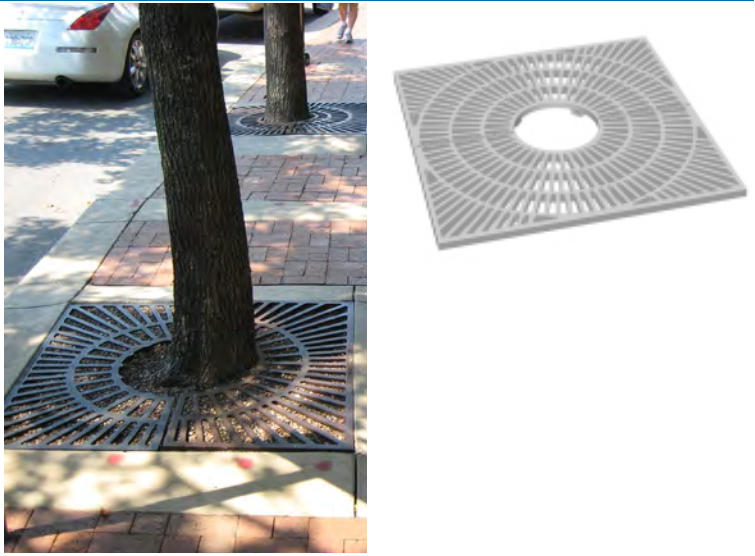


+ SENTRY SCP LUMINAIRE
New York Type post, coordinate lamp type and color with City

TO MATCH PROPOSED
EAST GATEWAY LIGHT





+ CREATIVE PIPE: INVERTED "U" BIKE RACK
SU-20, flanged surface mount, black polyester powder coat finish





+ NEENAH FOUNDRY COMPANY: TREE GRATE #R-8726
48" square with 12" diameter expandable tree opening


STREET TREE	WAY-FINDING SIGNAGE	PUBLIC SIDEWALK PAVING	PARKING SCREENING
<div><div></div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><div></div><div></div><div></div></div> <div><div></div><div></div><div></div></div>	<div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div>	<div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div>	<div><div></div><div></div></div> <div><div></div><div></div></div> <div><div></div><div></div></div>




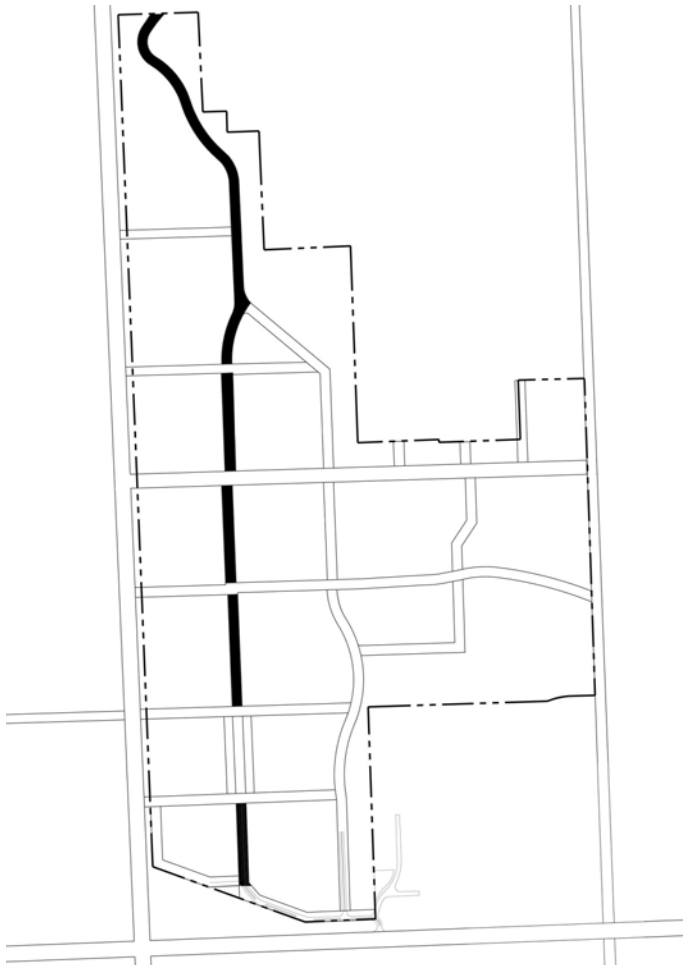












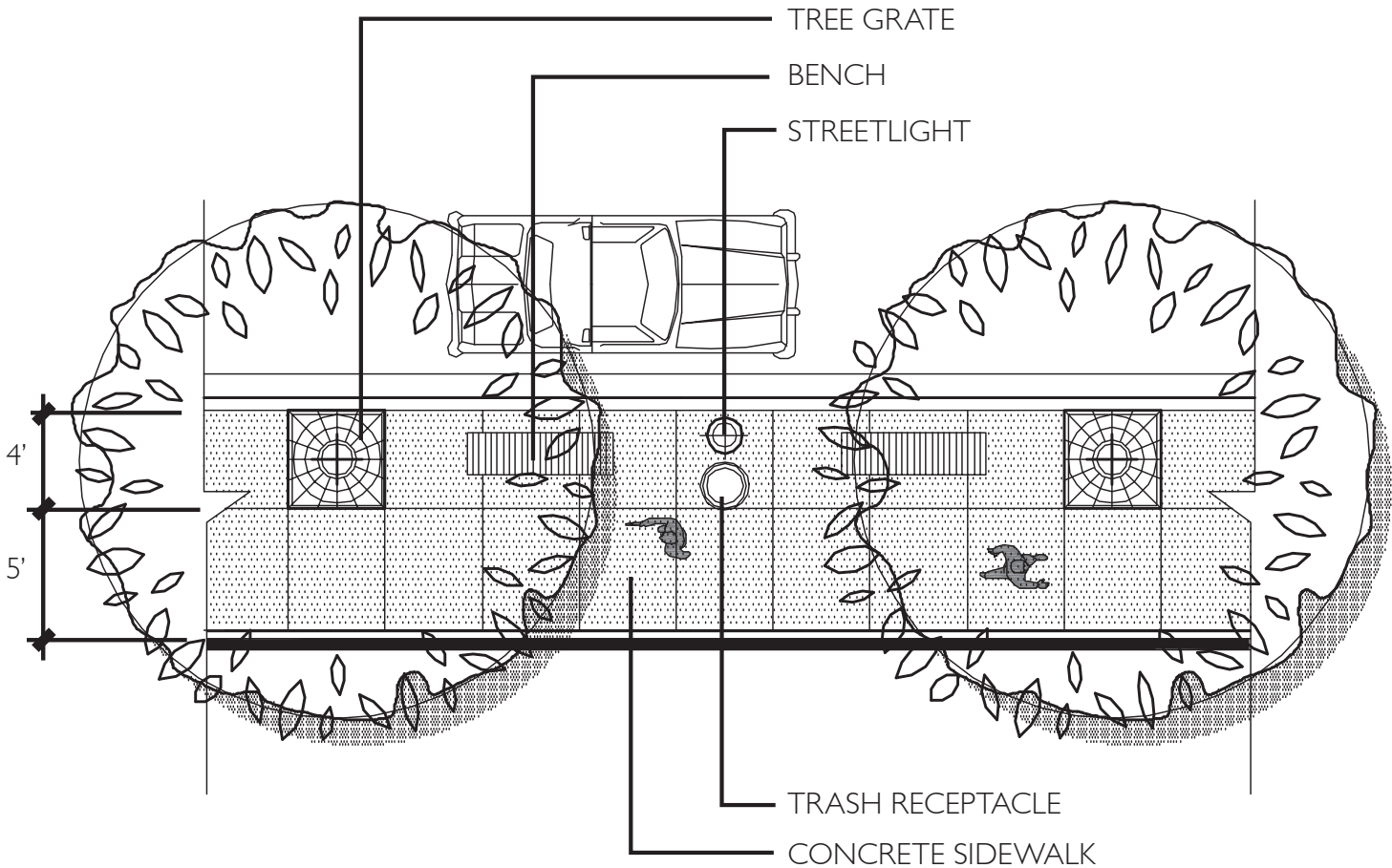
Broadmoor

Current Condition:

This street provides the bulk of the north-south movement through the study area and provides important access throughout the West Gateway District. The current condition of each of this street is problematic. Broadmoor becomes a parking lot drive aisle when it crosses 61st (to the south) and does a poor job of connecting with other amenities. It could provide better north-south connectivity and assist in traffic dispersal if it converted to a proper street, and continued through the West Gateway.

Guideline intent:

The future of this street is in the focused improvement to the pedestrian quality of the public realm. This includes a consistent sidewalk and fewer curb cut interruptions that stop the flow of foot traffic. The guidelines also promote a more consistent streetscape including a limited palette of fixtures, plantings and furniture. For Type III streets, light fixtures should be spaced moderately, ensuring enough lighting for the amount of pedestrian traffic expected, which is considerably less than that on Johnson Drive. However, as this street connects some of the existing neighborhoods with the Johnson Drive Corridor, Broadmoor park and other amenities, it must provide enough comfort and safety to encourage moderate levels of foot traffic in the morning and evenings. As there is less retail and commercial space enfronting this streets, street trees could be more dense to provide maximum shading and fall color. Benches, planters and other furnishings should be placed nearest to activity locations, such as existing or new parks and open space areas. In the limited sidewalk areas, benches should face toward the private buildings, and parallel to the street. Bike racks should be chosen for compactness and placed out of the way of the pedestrian zone of the sidewalk to minimize mobility conflicts. Special paving types are not recommended on the sidewalks of Type III streets



Palette of Materials

BENCH	TRASH RECEPTACLE	BOLLARD	PLANTER
<ul style="list-style-type: none">Final placement to be determined by specific design of streetscape, park or plaza.No less than 4 benches should be placed per block per side	<ul style="list-style-type: none">Trash receptacles to be located in highest use areas - corners, near food, etc - and out of the main path of travel.No less than two per block per sideNewspaper Boxes are to be limited to areas near public transportation where newspapers are in high demand. Newspaper boxes shall be grouped together and restricted to specific locations out of the highest traffic areas.	<ul style="list-style-type: none">Bollards are to be used in parks, plazas and streetscapes for traffic barriers and pedestrian safety. Final locations to be determined by detailed design of each project.	<ul style="list-style-type: none">Planters in Type III streets are to be located by specific project design requirements and out of major pedestrian traffic areas.



+ LANDSCAPE FORMS: TOWNE SQUARE BENCH
70" length, strap seat, black powdercoat



+ LANDSCAPE FORMS: SCARBOROUGH LITTER RECEPTACLE
Side opening with sand pan, black powdercoat



+ WAUSAU TILE: ROUND BOLLARD #TF6066
14" x 16" x 39", B5 - Weatherstone (Cream)



+ WAUSAU TILE: SQUARE PLANTER #TF4196
36" x 36" x 36", B5 - Weatherstone (Cream)

PEDESTRIAN LIGHT	STREET LIGHT	BIKE RACK	TREE GRATE
<ul style="list-style-type: none">Intended for sidewalks, plazas and parks. In sidewalk areas associated with streets, fixture can be attached to streetlight poles. Pedestrian lights should be 12 feet above grade and be placed at a consistent distance from edge of pavement or back of curb.	<ul style="list-style-type: none">Fixture and pole heights should be no more than 30 feet in height and at a consistent distance from back of curb. Spacing is generally 60 feet on center.	<ul style="list-style-type: none">Bicycle Racks shall be placed in public spaces where they can promote the use of alternative methods of transportation and in locations that are destinations for bicyclists. Bicycle Racks shall be provided in larger quantities at public transportation locations such as Bus Stops. Bicycle Racks should be placed out of the way of pedestrian activity and, as a static convenience, should occupy the least amount of the public realm possible.Single loop design should be chosen for maximum spacial efficiencyEach block should have a minimum of 3 bike loops (6 bike parking spaces).	<ul style="list-style-type: none">Tree grates in public sidewalk areas are to be chosen for long term durability and pedestrian safety. The concentric circles allow for easy expansion as the trunk grows larger. Must conform to city standards.

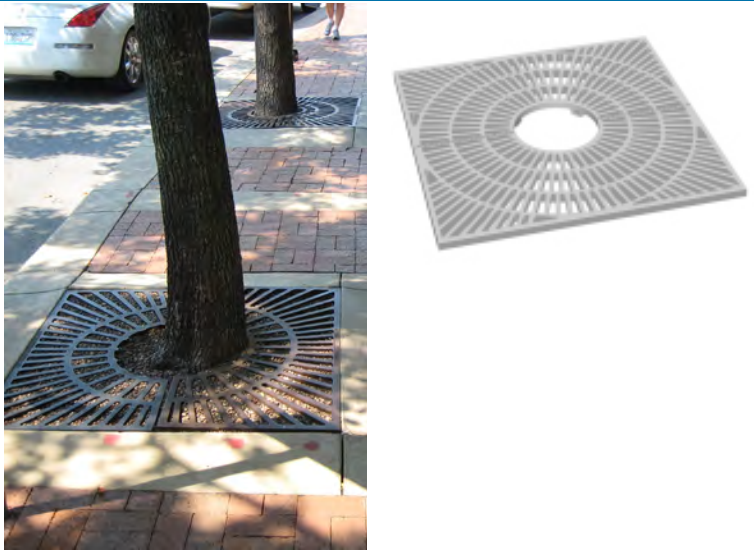


+ SENTRY SCP LUMINAIRE
New York Type post, coordinate lamp type and color with City

TO MATCH PROPOSED
EAST GATEWAY LIGHT



+ CREATIVE PIPE: INVERTED "U" BIKE RACK
SU-20, flanged surface mount, black polyester powder coat finish



+ NEENAH FOUNDRY COMPANY: TREE GRATE #R-8726
48" square with 12" diameter expandable tree opening

STREET TREE

+ Placement subject to final streetscape design. Spacing of street trees is 30' min to 40' max on center.

WAY-FINDING SIGNAGE

- + Design: Simple font with clear directional arrows; contrasting colors for readability. Reflective lettering should be employed for nighttime readability. Use a simple round steel pipe to match bench and/or trash receptacles.
- + Placement: To be placed close to the curb at a height greater than the other parking and traffic signage.
- + Consider using a simplified icon or logo to identify development as part of Mission Gateway.

SIDEWALK PAVING

+ Public Sidewalks shall be of one type and design, preferably concrete, unless in an area identified as a Project Opportunity where precast concrete or natural stone unit pavers are to be used. Corner details are to be determined by design and location. All sidewalks must comply with ADA standards.

PARKING SCREENING

+ All Surface Parking should be screened from view of pedestrian walkways and vehicular traffic by shrub and tree plantings. The shrubs should be evergreen, with a minimum height of 3' when mature. Small to medium deciduous or evergreen trees should be planted in front of the shrubs to fully screen the parking area.



+ ZELKOVA
Zelkova serrata



+ DESIGN



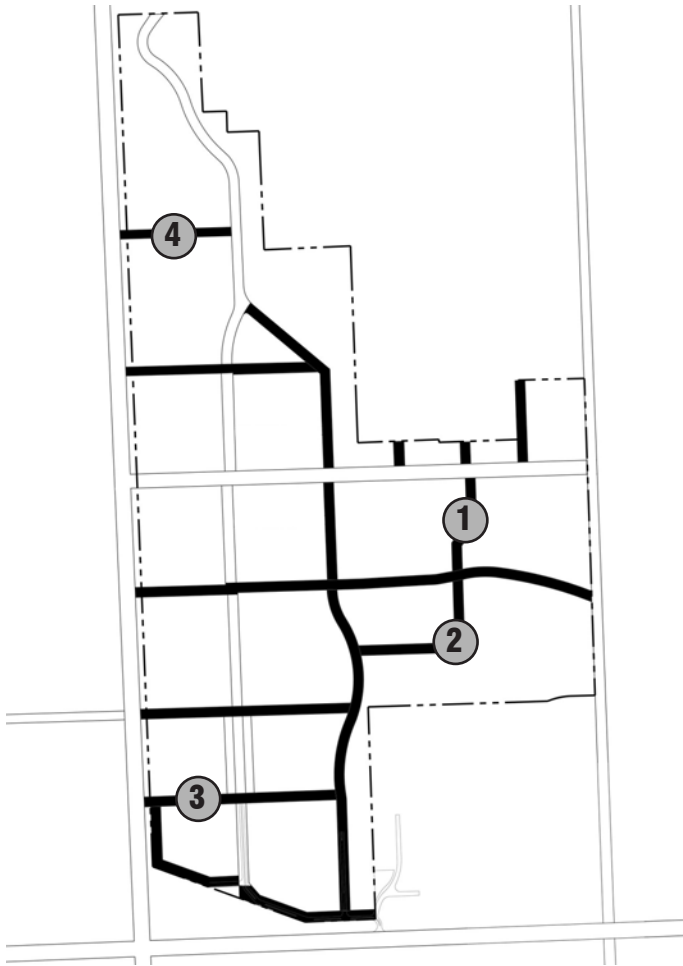
+ PLACEMENT



+ CONCRETE SIDEWALK
windowpane finish; 4'x4' score pattern



+ TYPICAL PARKING LOT PLANT SCREEN



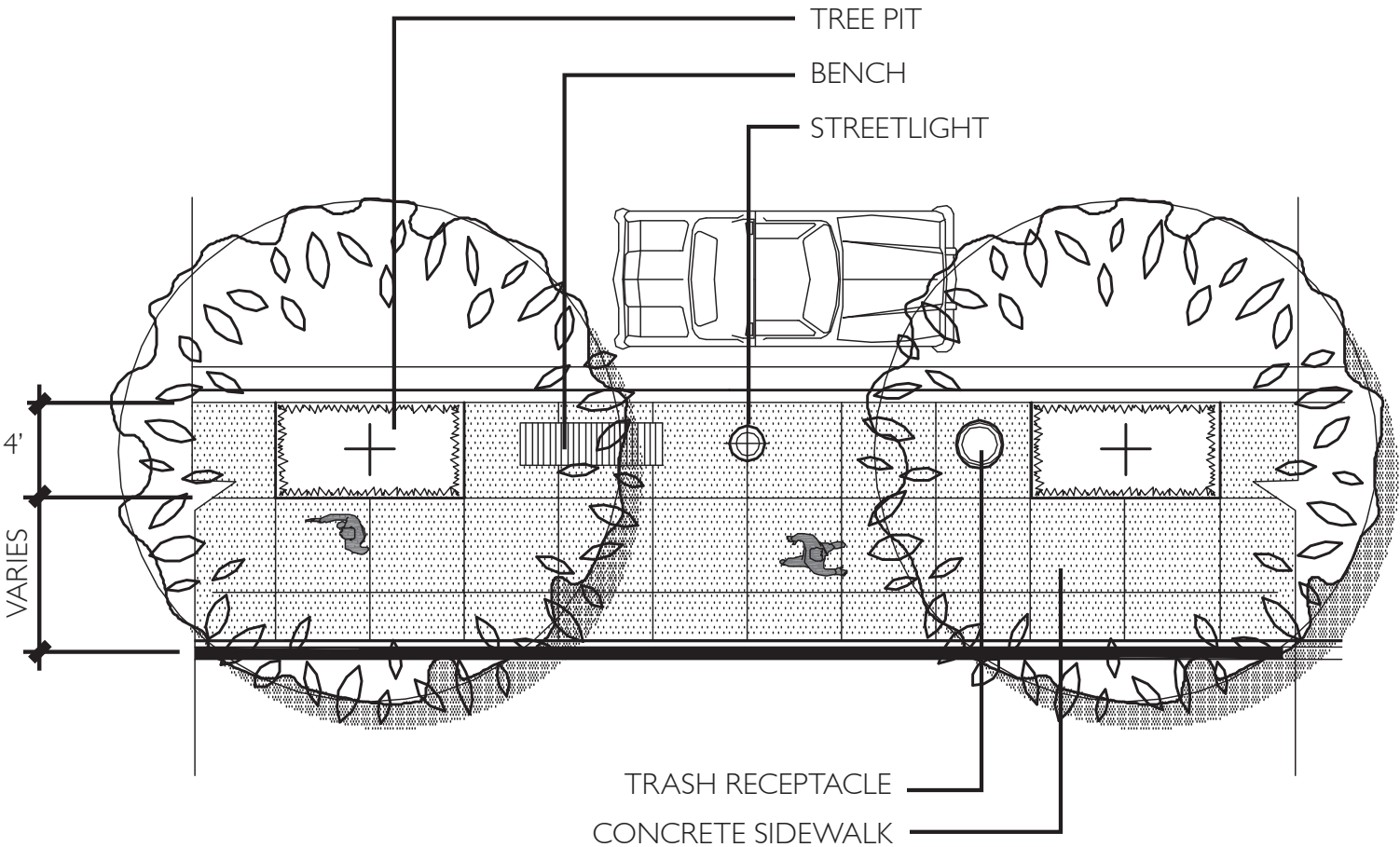
Barkley, Martway, 58th, 61st, Riggs, Russell, Walmer, Squibb and New Streets 1, 2, 3 and 4

Current Condition:

Type IV streets are primarily connections between major streets and provide much of the service access into development blocks as well as alternate routes through the area. The current condition of each of these streets is problematic. Martway's character promotes higher speed traffic and lacks any kind of pedestrian quality. Barkley becomes a parking lot drive aisle when it crosses Martway (to the south) and does not continue north to connect with other amenities. Barkley is nothing more than a series of parking lot drive aisles, and could provide better north-south connectivity and assist in traffic dispersal if they converted to proper streets. 57th street is a new connection at the northern end of the site to help in creating a better access point to Metcalf at the Broadmoor Sector.

Guideline intent:

Two-way streets provide better connectivity and connections in and around the West Gateway District. They also provide service access to future development. While these streets may carry less pedestrian traffic than Type III, the pedestrian experience is intended to be equally rich. The design of this street is intended to be less urban with more green space at the curb line. Benches and trash cans will be spaced farther apart in response to the expected low pedestrian traffic. The guidelines for Type IV streets promote a more consistent streetscape including a limited palette of fixtures, plantings and furniture.



Palette of Materials

■ Type IV - Two-Way

BENCH	TRASH RECEPTACLE	BOLLARD	PLANTER
<div><div>+</div><div>Final placement to be determined by specific design of streetscape, park or plaza.</div></div> <div><div>+</div><div>No less than 1 bench should be placed per block per side</div></div>	<div><div>+</div><div>Trash receptacles to be located in highest use areas - corners, near food, etc - and out of the main path of travel.</div></div> <div><div>+</div><div>No less than two per block per side</div></div> <div><div>+</div><div>Newspaper Boxes are to be limited to areas near public transportation where newspapers are in high demand. Newspaper boxes shall be grouped together and restricted to specific locations out of the highest traffic areas.</div></div>	<div><div>+</div><div>Bollards are to be used in parks, plazas and streetscapes for traffic barriers and pedestrian safety. Final locations to be determined by detailed design of each project.</div></div>	<div><div>+</div><div>Planters in Type IV streets are to be located by specific project design requirements and out of major pedestrian traffic areas.</div></div>



+ LANDSCAPE FORMS: TOWNE SQUARE BENCH
70" length, strap seat, black powdercoat



+ LANDSCAPE FORMS: SCARBOROUGH LITTER RECEPTACLE
Side opening with sand pan, black powdercoat






+ WAUSAU TILE: ROUND BOLLARD #TF6066
14" x 16" x 39", B5 - Weatherstone (Cream)



+ WAUSAU TILE: SQUARE PLANTER #TF4196
36" x 36" x 36", B5 - Weatherstone (Cream)

PEDESTRIAN LIGHT	STREET LIGHT	BIKE RACK	TREE PLANTER
<ul style="list-style-type: none">Intended for sidewalks, plazas and parks. In sidewalk areas associated with streets, fixture can be attached to streetlight poles. Pedestrian lights should be 12 feet above grade and be placed at a consistent distance from edge of pavement or back of curb.	<ul style="list-style-type: none">Fixture and pole heights should be no more than 30 feet in height and at a consistent distance from back of curb. Spacing is generally 60 feet on center.	<ul style="list-style-type: none">Bicycle Racks shall be placed in public spaces where they can promote the use of alternative methods of transportation and in locations that are destinations for bicyclists. Bicycle Racks shall be provided in larger quantities at public transportation locations such as Bus Stops. Bicycle Racks should be placed out of the way of pedestrian activity and, as a static convenience, should occupy the least amount of the public realm possible.Single loop design should be chosen for maximum spacial efficiencyEach block should have a minimum of 2 bike loops (4 bike parking spaces).	<ul style="list-style-type: none">To provide a softer character to the street and separate pedestrian and vehicular traffic, larger planted pits are to be used in place of tree grates.Should be planted with ground cover or annuals/ perennials in lieu of grass

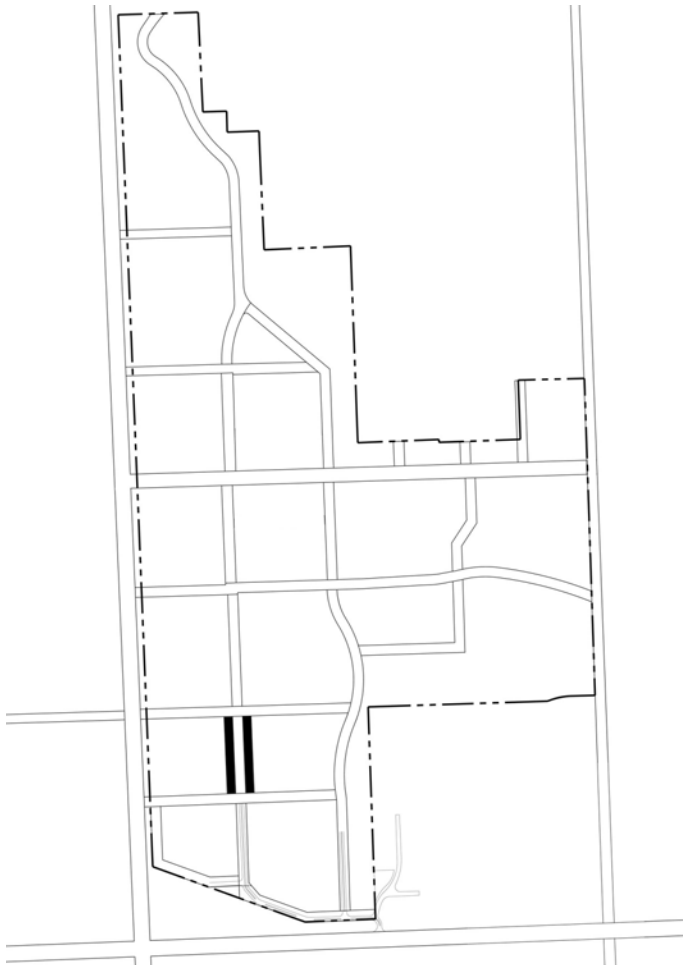
 <p>+ SENTRY SCP LUMINAIRE <i>New York Type post, coordinate lamp type and color with City</i></p>	<p>TO MATCH PROPOSED EAST GATEWAY LIGHT</p>	 <p>+ CREATIVE PIPE: INVERTED "U" BIKE RACK <i>SU-20, flanged surface mount, black polyester powder coat finish</i></p>	 <p>+ EVERGREEN GROUNDCOVER IN TREE PLANTER AREA <i>Liriope or similar</i></p>
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PARKING SCREENING

- All Surface Parking should be screened from view of pedestrian walkways and vehicular traffic by shrub and tree plantings. The shrubs should be evergreen, with a minimum height of 3' when mature. Small to medium deciduous or evergreen trees should be planted in front of the shrubs to fully screen the parking area.



+ TYPICAL PARKING LOT PLANT SCREEN



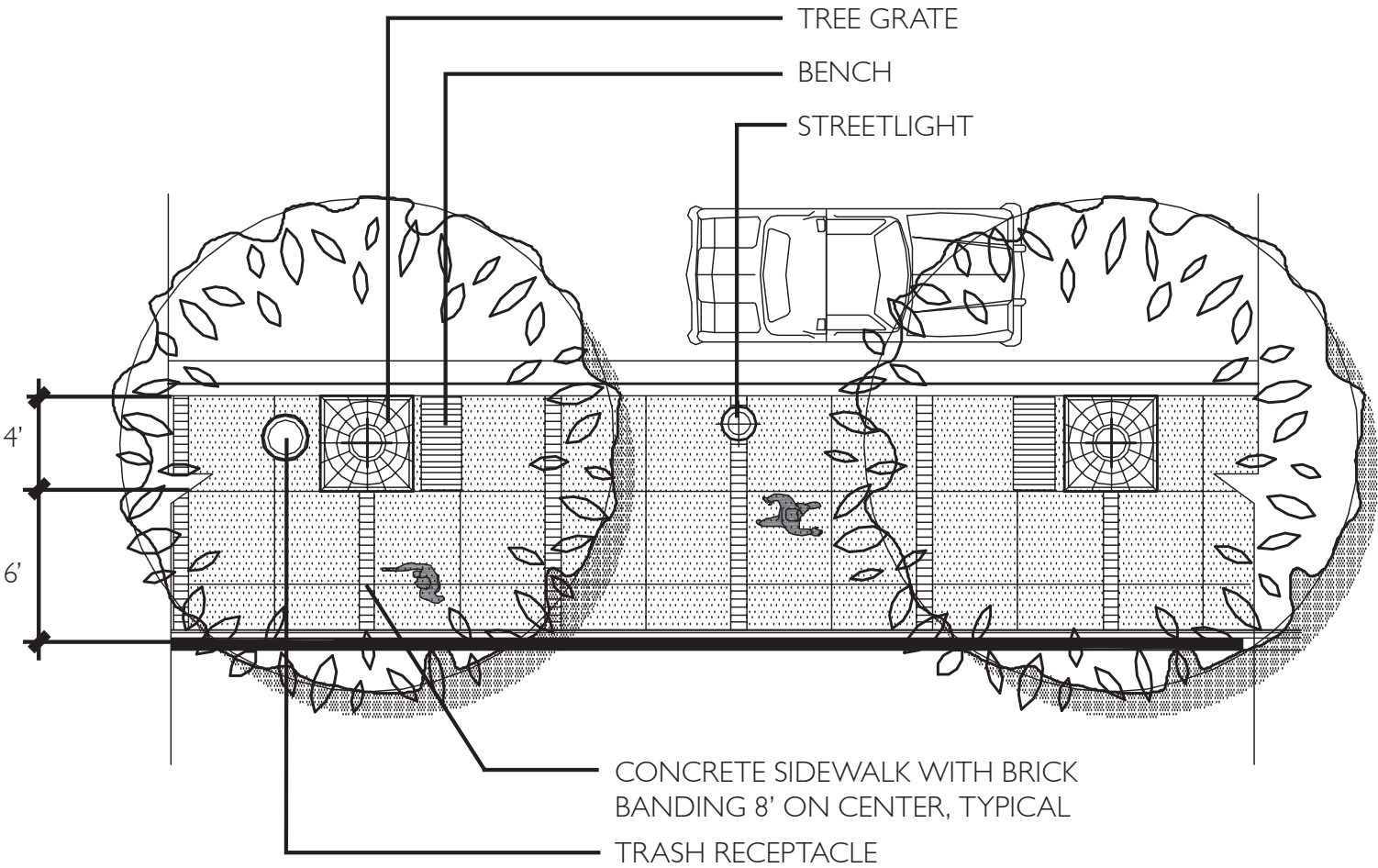
New Streets: Broadmoor Connection (between 61st and 62nd)

Guideline intent:

The one-way streets in the West Gateway are intended to support the retail businesses that enfront public spaces while benefitting pedestrians with slow-moving traffic.

The streets are narrow with diagonal parking along the built side. The diagonal parking is more appropriate here than on Johnson Drive, as the flow of traffic is slow and in only one direction. The diagonal parking also permits a higher capacity for spaces and opportunities to park immediately adjacent to the shop.

Pedestrians will benefit from the ample 6' sidewalks and the buffer of parked cars between the moving traffic and shop fronts. The guidelines for Type V streets promote a rich streetscape including a limited palette of fixtures, plantings and specialty paving materials



Palette of Materials

PLANTER

- ✦ Planters in Type V streets are to be located by specific project design requirements and out of major pedestrian traffic areas.



+ WAUSAU TILE: ROUND PLANTERS #TF4300 (HARVARD 36)
36" dia. x 22", B7 - Weatherstone (Brick Red)

PEDESTRIAN LIGHT	STREET LIGHT	BIKE RACK	TREE GRATE
<ul style="list-style-type: none">Intended for sidewalks, plazas and parks. In sidewalk areas associated with streets, fixture can be attached to streetlight poles. Pedestrian lights should be 12 feet above grade and be placed at a consistent distance from edge of pavement or back of curb.	<ul style="list-style-type: none">Fixture and pole heights should be no more than 30 feet in height and at a consistent distance from back of curb. Spacing is generally 60 feet on center.	<ul style="list-style-type: none">Bicycle Racks shall be placed in public spaces where they can promote the use of alternative methods of transportation and in locations that are destinations for bicyclists. Bicycle Racks shall be provided in larger quantities at public transportation locations such as Bus Stops. Bicycle Racks should be placed out of the way of pedestrian activity and, as a static convenience, should occupy the least amount of the public realm possible.Single loop design should be chosen for maximum spacial efficiencyEach block should have a minimum of 6 bike loops (12 bike parking spaces).	<ul style="list-style-type: none">Tree grates in public sidewalk areas are to be chosen for long term durability and pedestrian safety. The concentric circles allow for easy expansion as the trunk grows larger. Must conform to city standards.



+ SENTRY SCP LUMINAIRE
New York Type post, coordinate lamp type and color with City

TO MATCH PROPOSED
EAST GATEWAY LIGHT



+ CREATIVE PIPE: INVERTED “U” BIKE RACK
SU-20, flanged surface mount, black polyester powder coat finish



+ NEENAH FOUNDRY COMPANY: TREE GRATE #R-8726
48” square with 12” diameter expandable tree opening

SIGNAGE

SIDEWALK PAVING

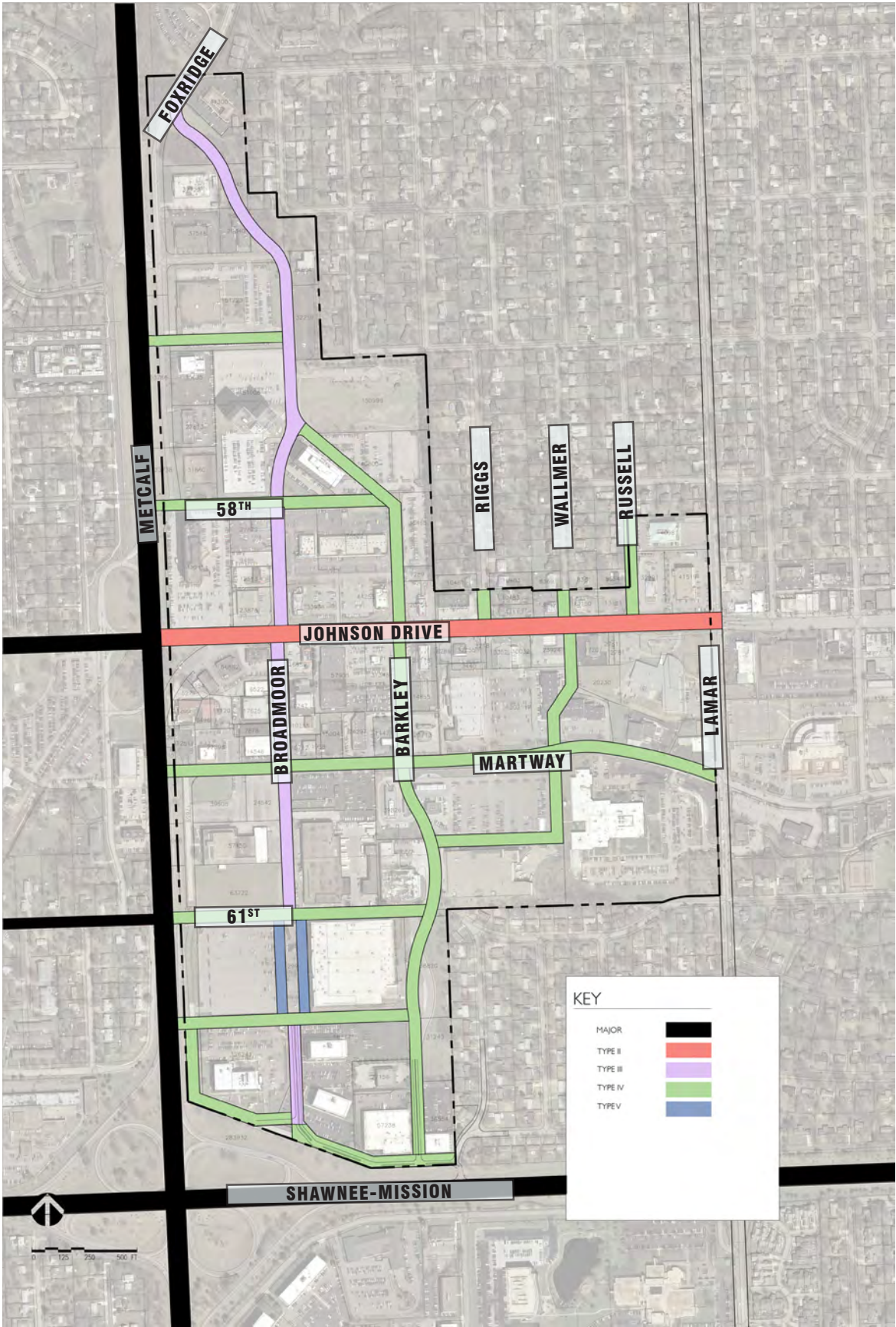
PARKING SCREENING

- ✦ All Surface Parking should be screened from view of pedestrian walkways and vehicular traffic by shrub and tree plantings. The shrubs should be evergreen, with a minimum height of 3' when mature. Small to medium deciduous or evergreen trees should be planted in front of the shrubs to fully screen the parking area.



+ TYPICAL PARKING LOT PLANT SCREEN

7: *STREET LAYOUT GUIDELINES*



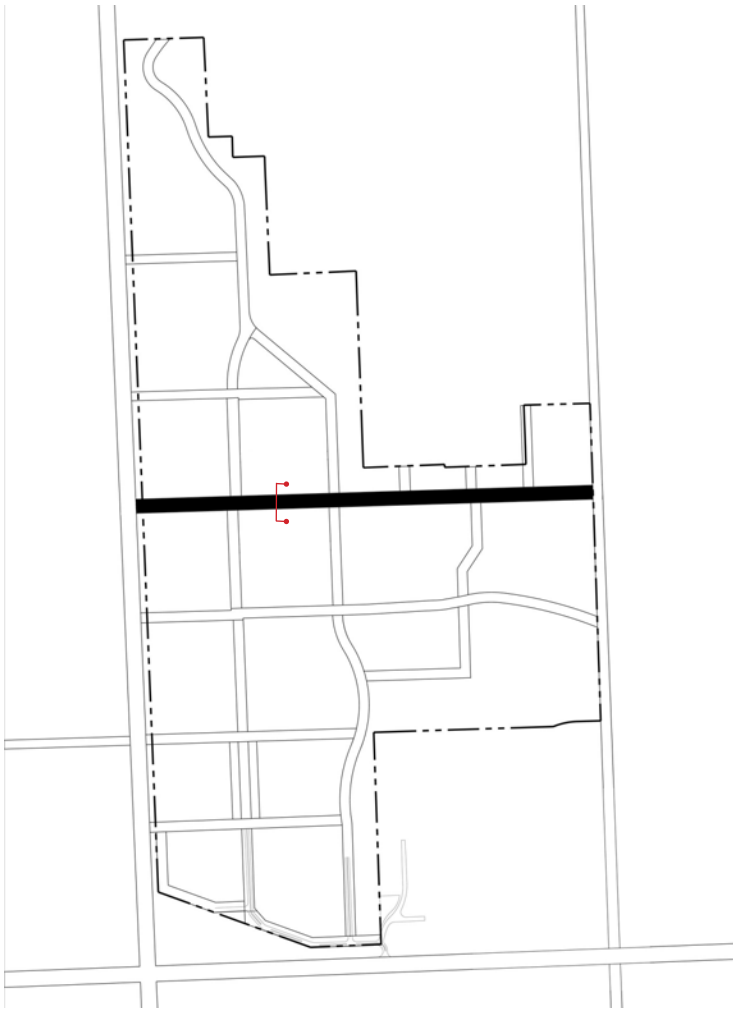
The thoroughfares of the Mission West Gateway have been grouped into five categories.

“Major” thoroughfares, highways are outside the Study Area but have huge impacts on the quality of the entry into the Gateway, are not included in the following pages. Their future must be determined through collaborative efforts of the City of Mission and neighboring jurisdictions.

The rest of the streets continue the categories begun with the Vision plan for Mission West Gateway – including Urban Boulevards, Avenues, Two-way Streets and One-way Streets.

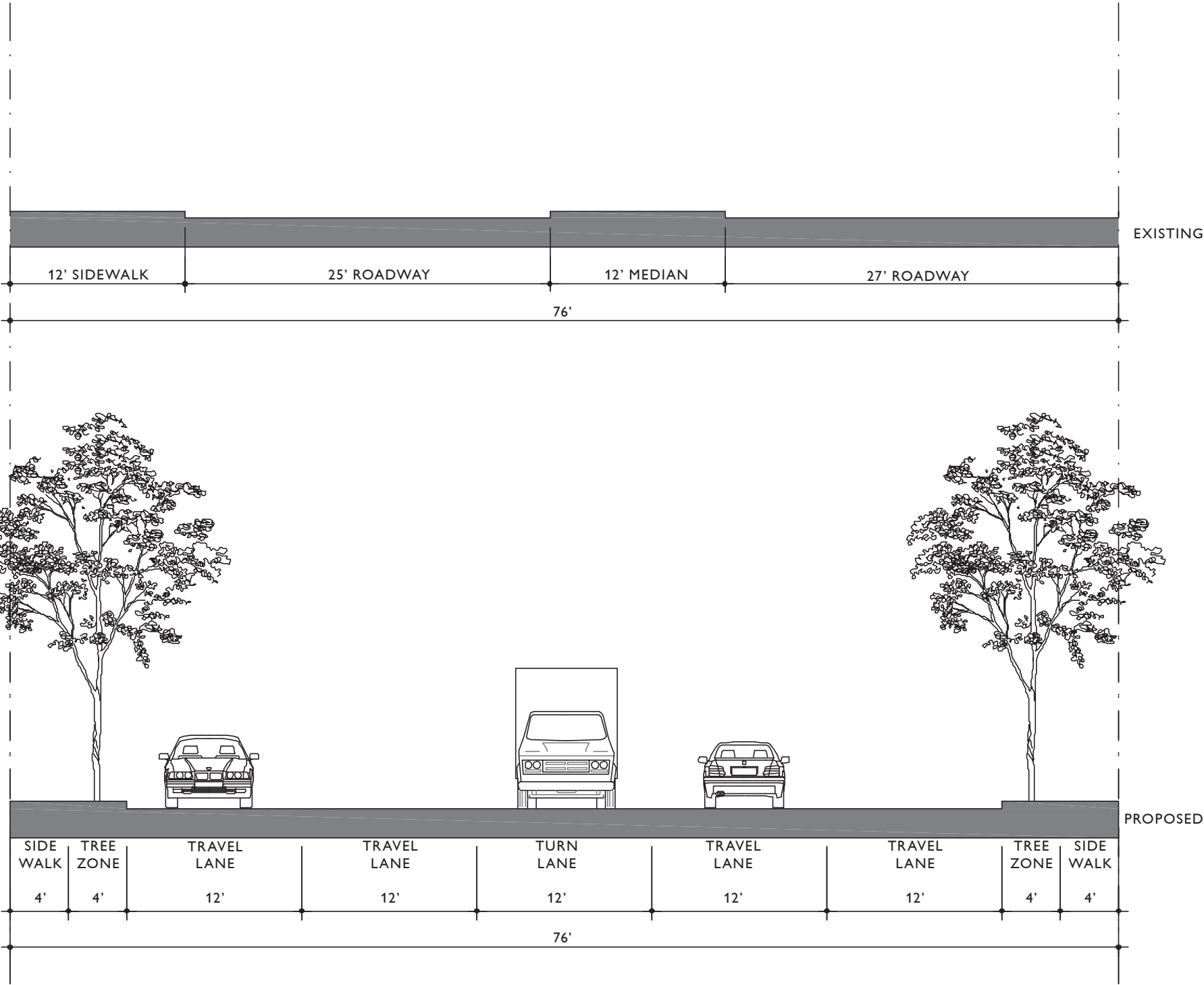
In the following pages, each street in the West Gateway has been studied in its current condition and matched against its desired future character. For some streets, such as Johnson Drive, the roadway will undergo significant change as development occurs – in an effort to create a safer environment for pedestrians and a more lively condition for retailers – without compromising the capacity of this important connecting street. In some cases, streets may require additional land for the right-of-way – to include proper sidewalks, on-street parking and appropriate lane widths. In these cases, developers will be required to dedicate strips of land to the right-of-way so that necessary improvements can be made.

This collection of streets, in the forms proposed, will help create a memorable and walkable future in the West Gateway.



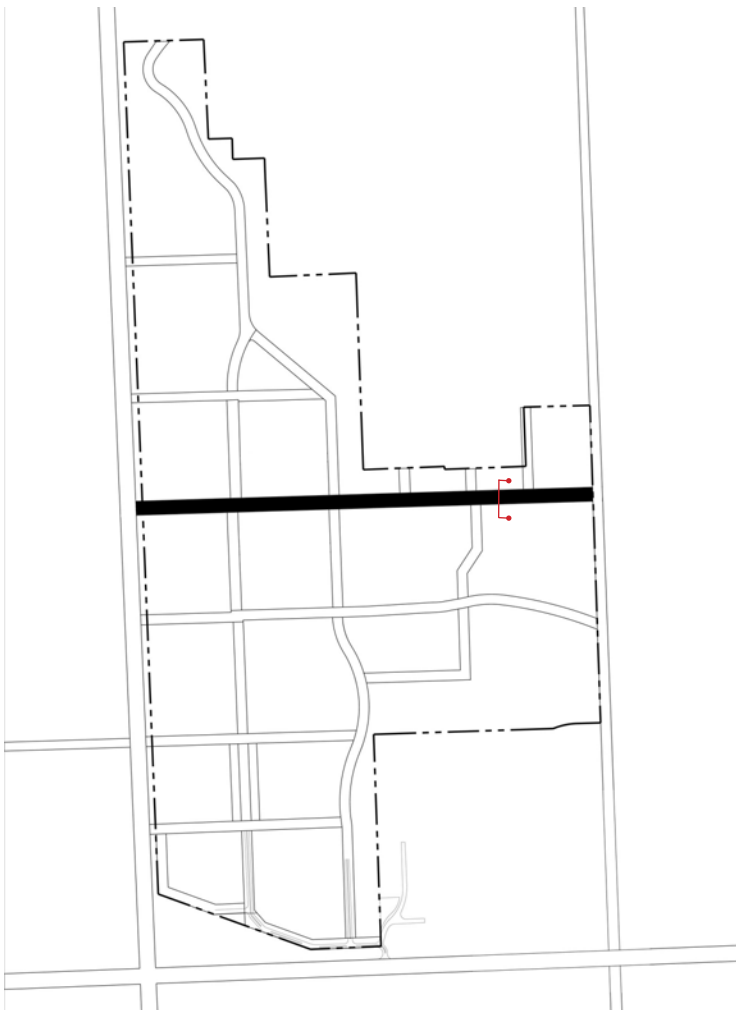
RIGHT-OF-WAY	76'
PAVEMENT	60'
TRAVEL LANES	5
PARKING	N/A
SIDEWALK	4'
PLANTER TYPE	TREE GRATES
TREES	40' O.C. AVG.

Section between Broadmoor and Barkley looking east



Existing Conditions



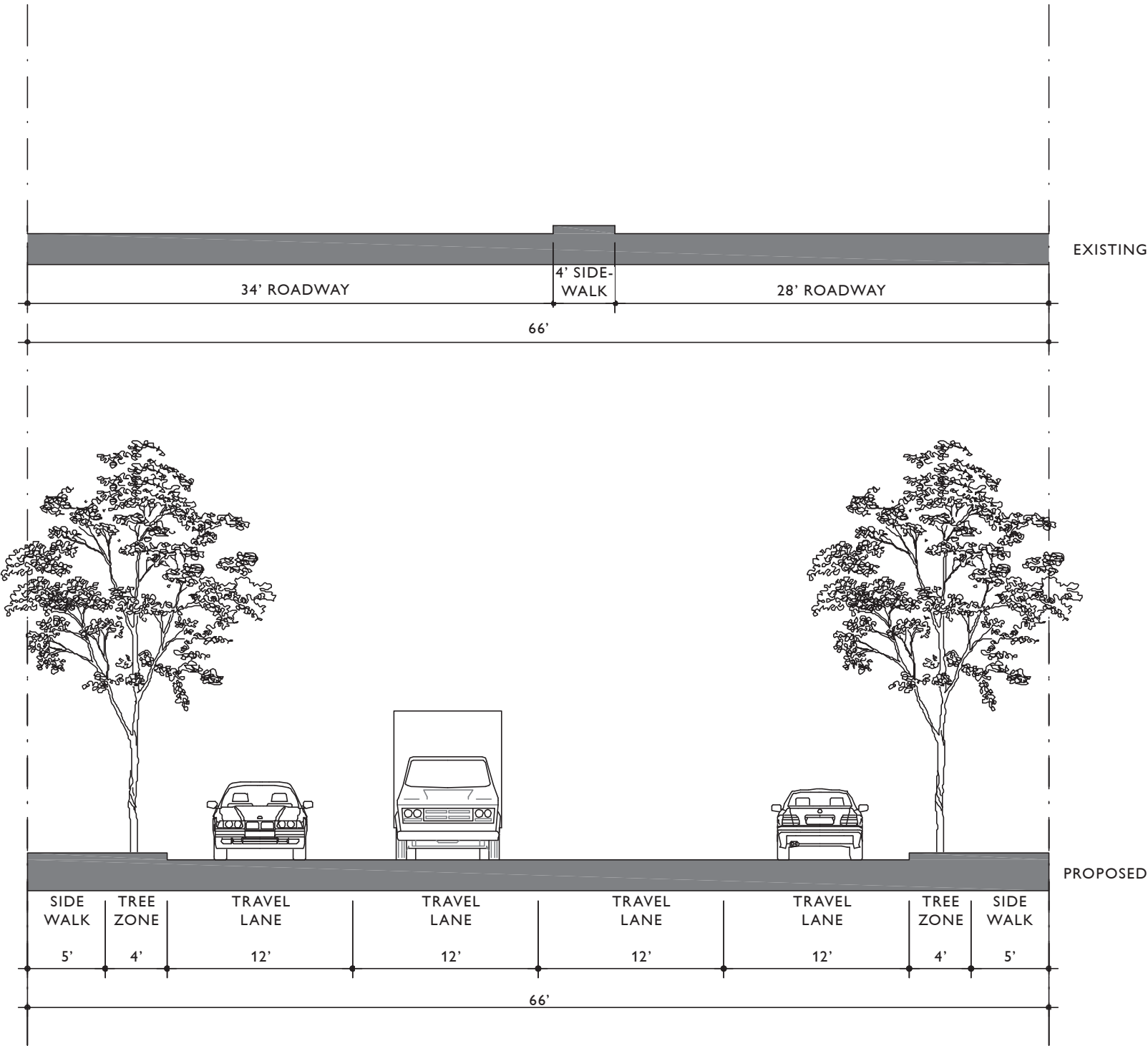


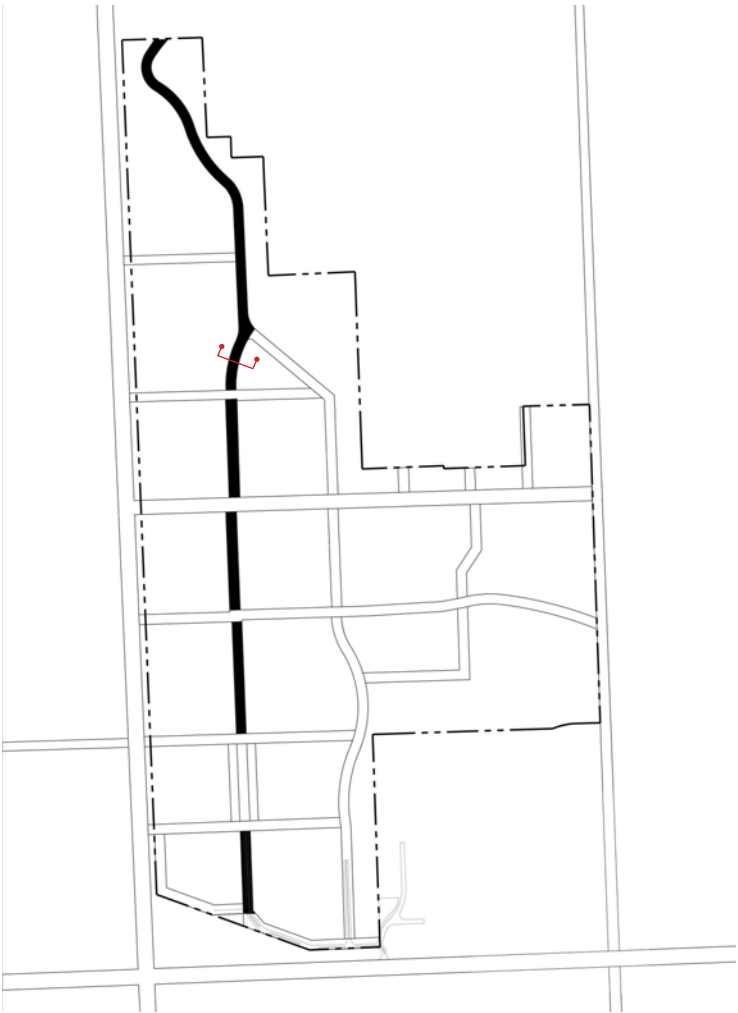
RIGHT-OF-WAY	66'
PAVEMENT	48'
TRAVEL LANES	4
PARKING	N/A
SIDEWALK	5'
PLANTER TYPE	TREE GRATES
TREES	40' O.C. AVG.

Existing Conditions



Street section between Walmer and Russell looking east

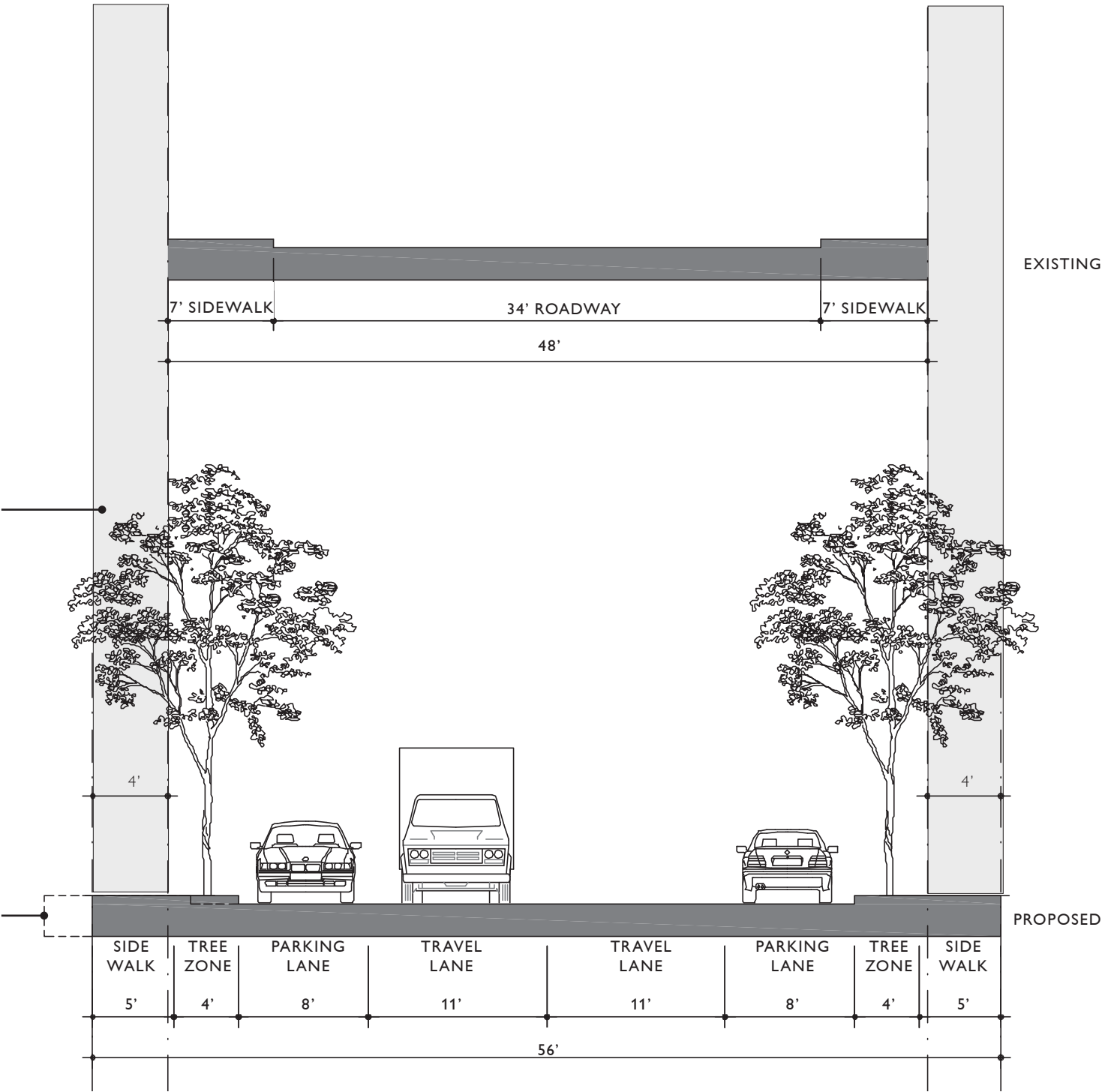




RIGHT-OF-WAY	56'
PAVEMENT	38'
TRAVEL LANES	2
PARKING	BOTH SIDES
SIDEWALK	5'
PLANTER TYPE	TREE GRATES
TREES	40' O.C. AVG.

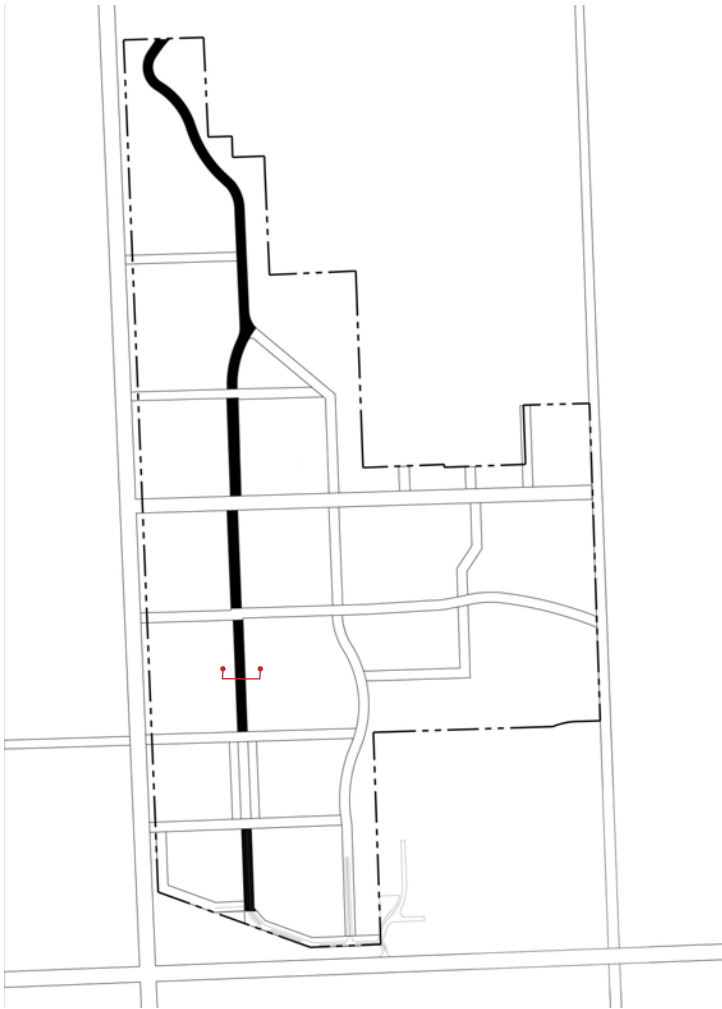
Section between 58th and Barkley looking north

4' of additional Right of Way required on both sides of this street



Existing Conditions

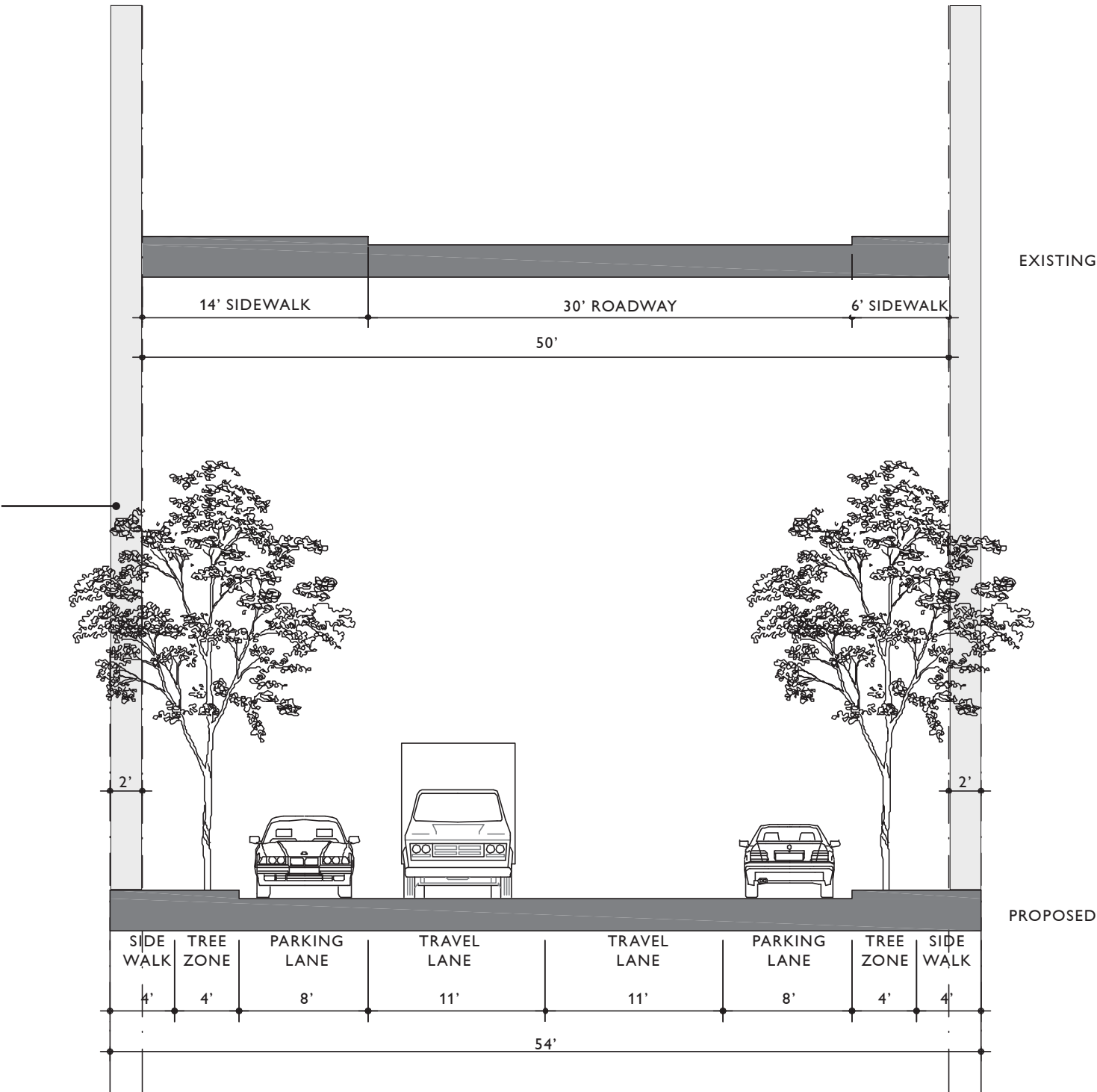




RIGHT-OF-WAY	54'
PAVEMENT	38'
TRAVEL LANES	2
PARKING	BOTH SIDES
SIDEWALK	4'
PLANTER TYPE	TREE GRATES
TREES	40' O.C. AVG.

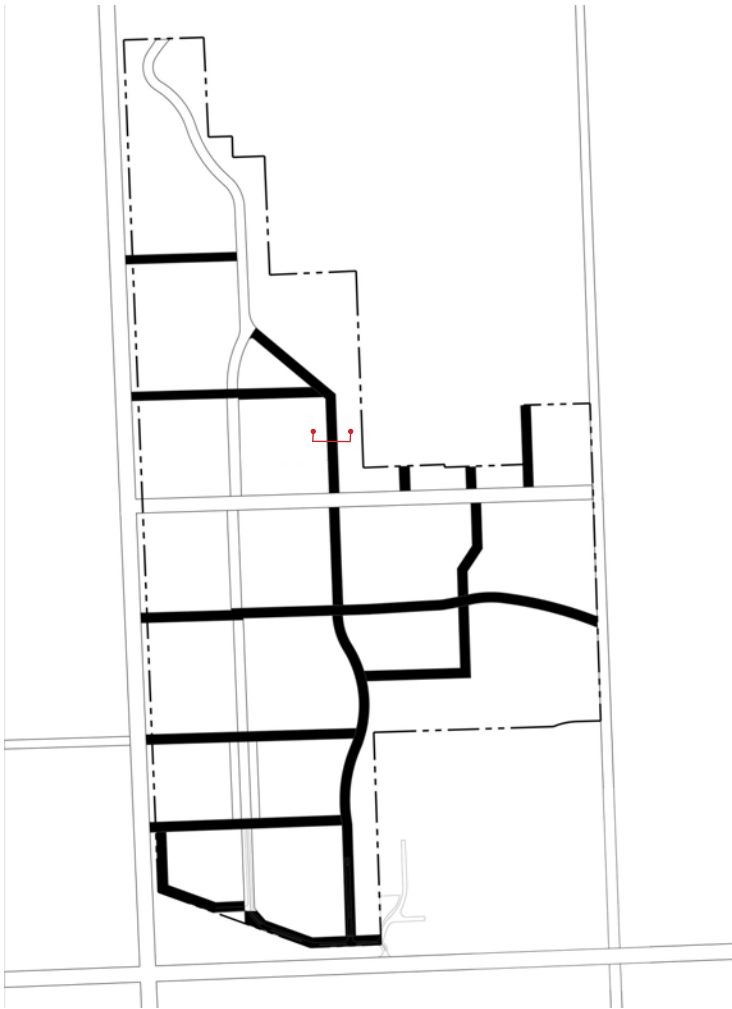
2' of additional Right of Way required on both sides of this street

Section between Martway and 61st looking north



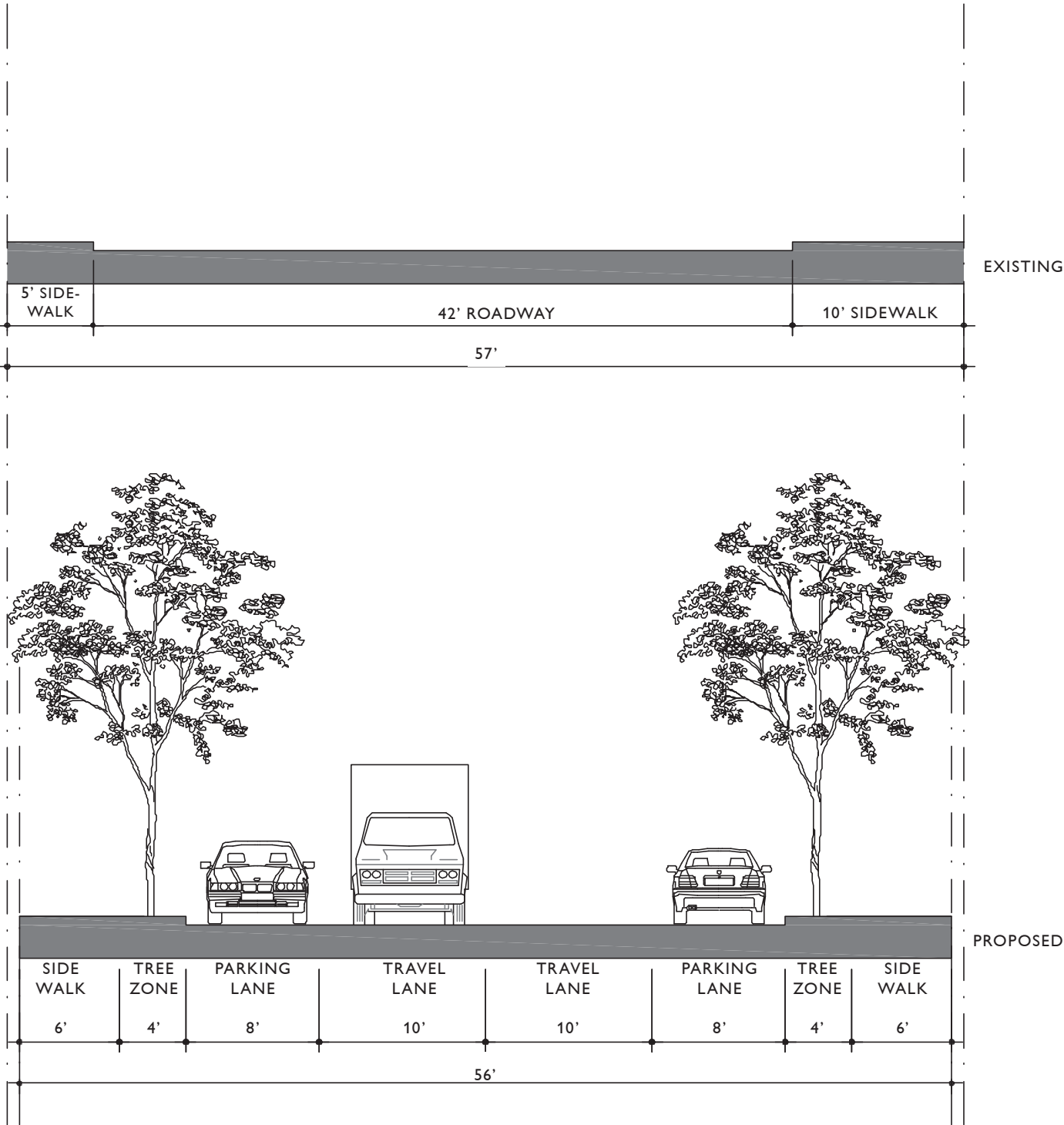
Existing Conditions





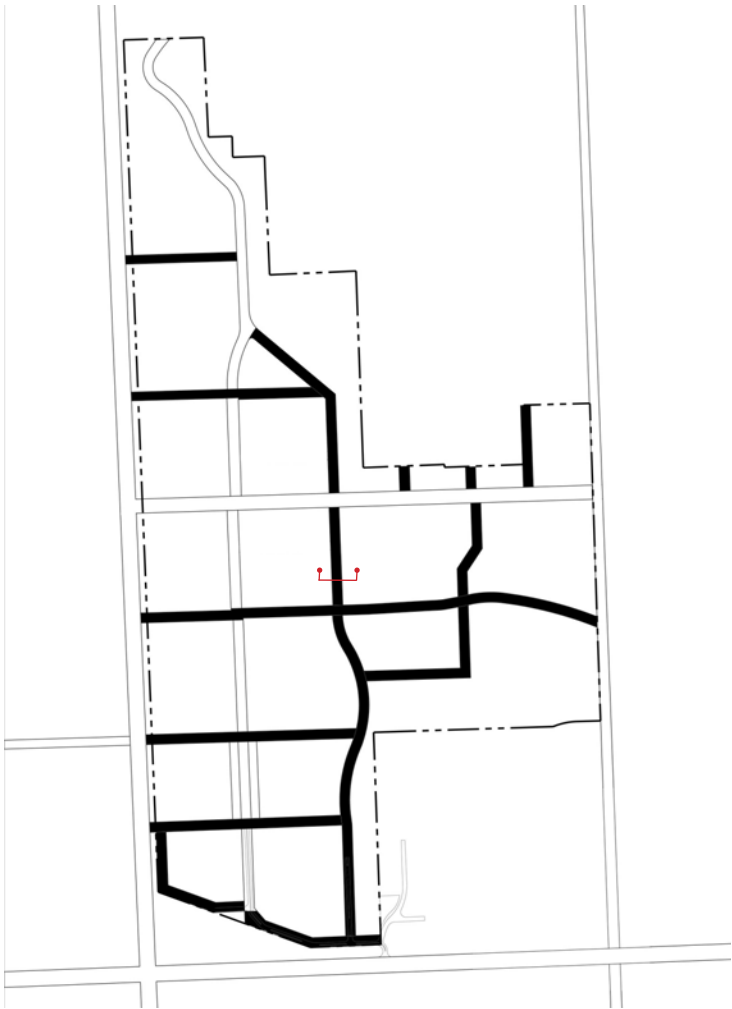
RIGHT-OF-WAY	56'
PAVEMENT	36'
TRAVEL LANES	2
PARKING	BOTH SIDES
SIDEWALK	6'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Section between 58th and Johnson Drive looking north



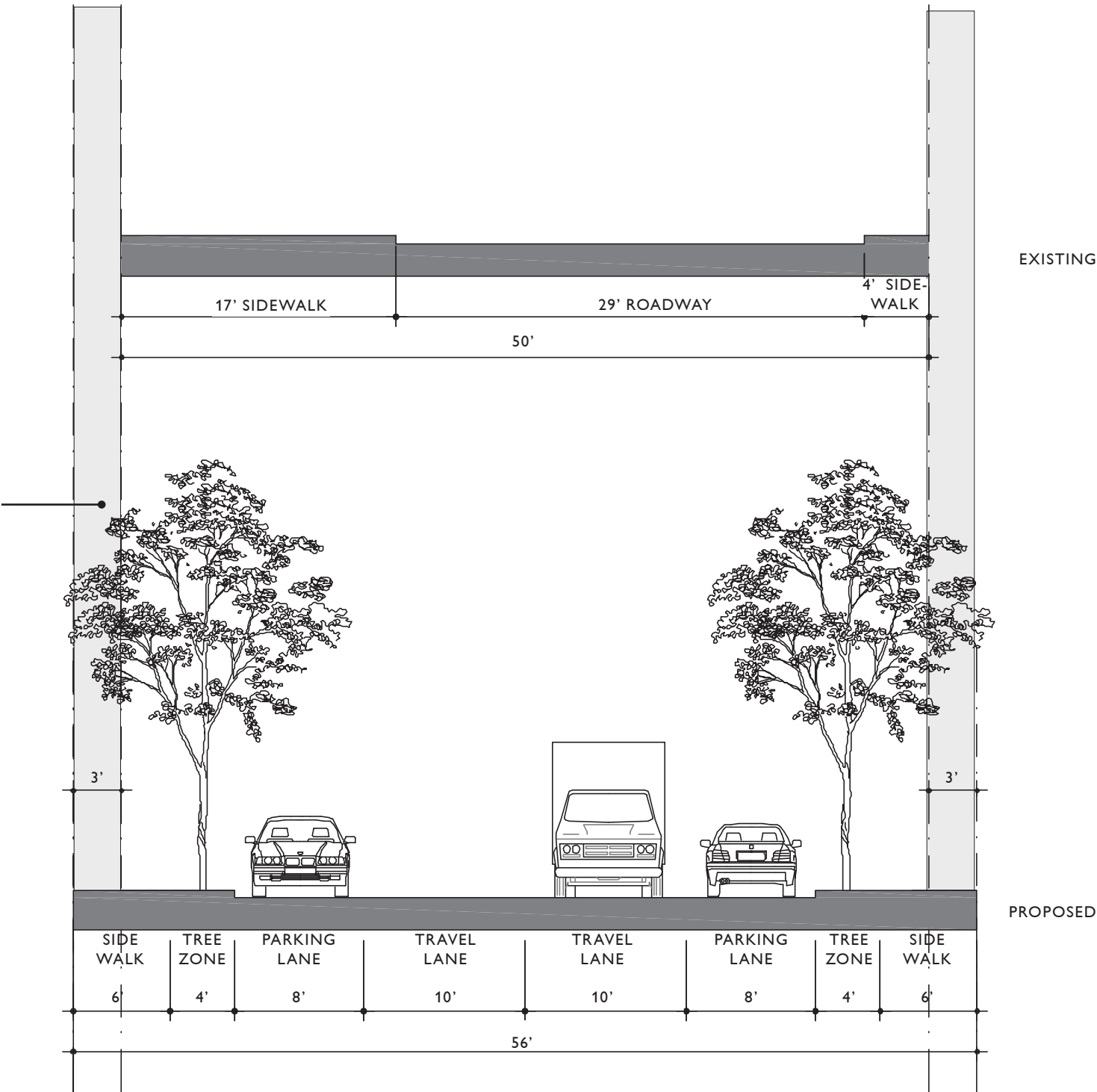
Existing Conditions





RIGHT-OF-WAY	56'
PAVEMENT	36'
TRAVEL LANES	2
PARKING	BOTH SIDES
SIDEWALK	6'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

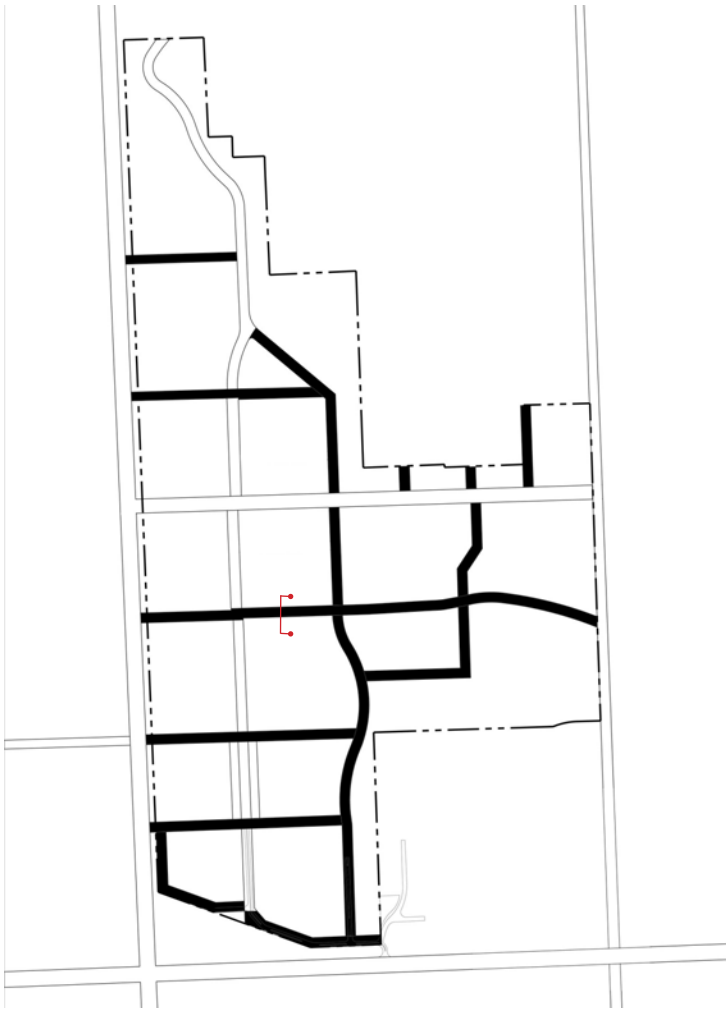
Section between Johnson Drive and Martway looking north



3' of additional Right of Way required on both sides of this street

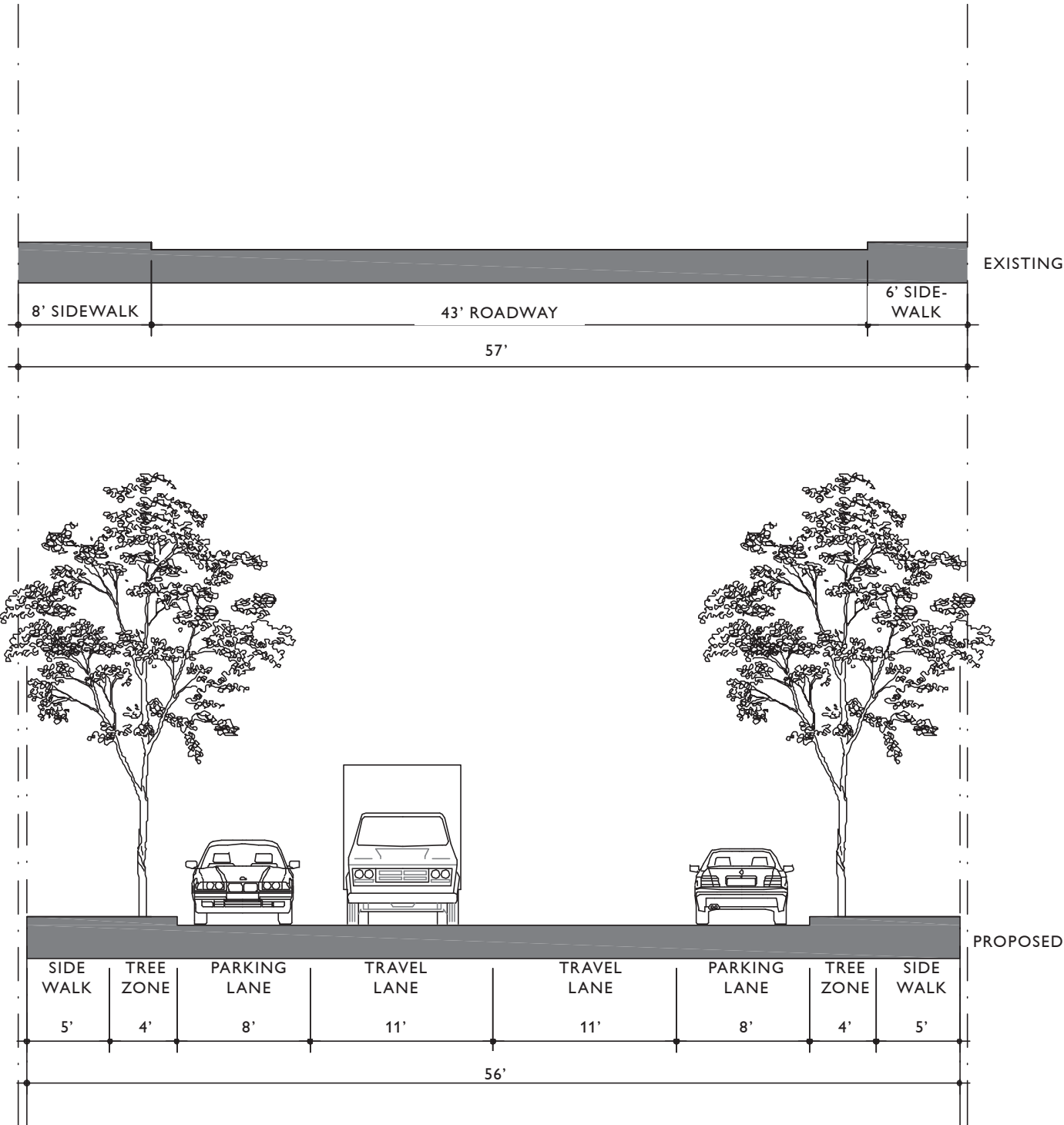
Existing Conditions (Looking South)





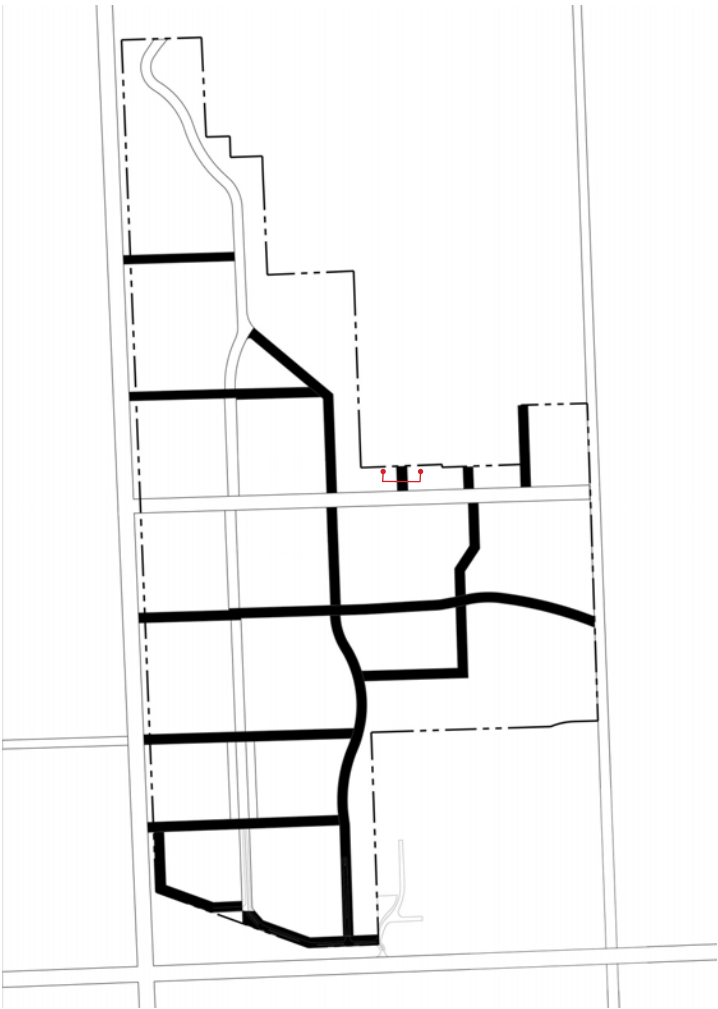
RIGHT-OF-WAY	56'
PAVEMENT	38'
TRAVEL LANES	2
PARKING	BOTH SIDES
SIDEWALK	5'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Section between Broadmoor and Barkley looking east



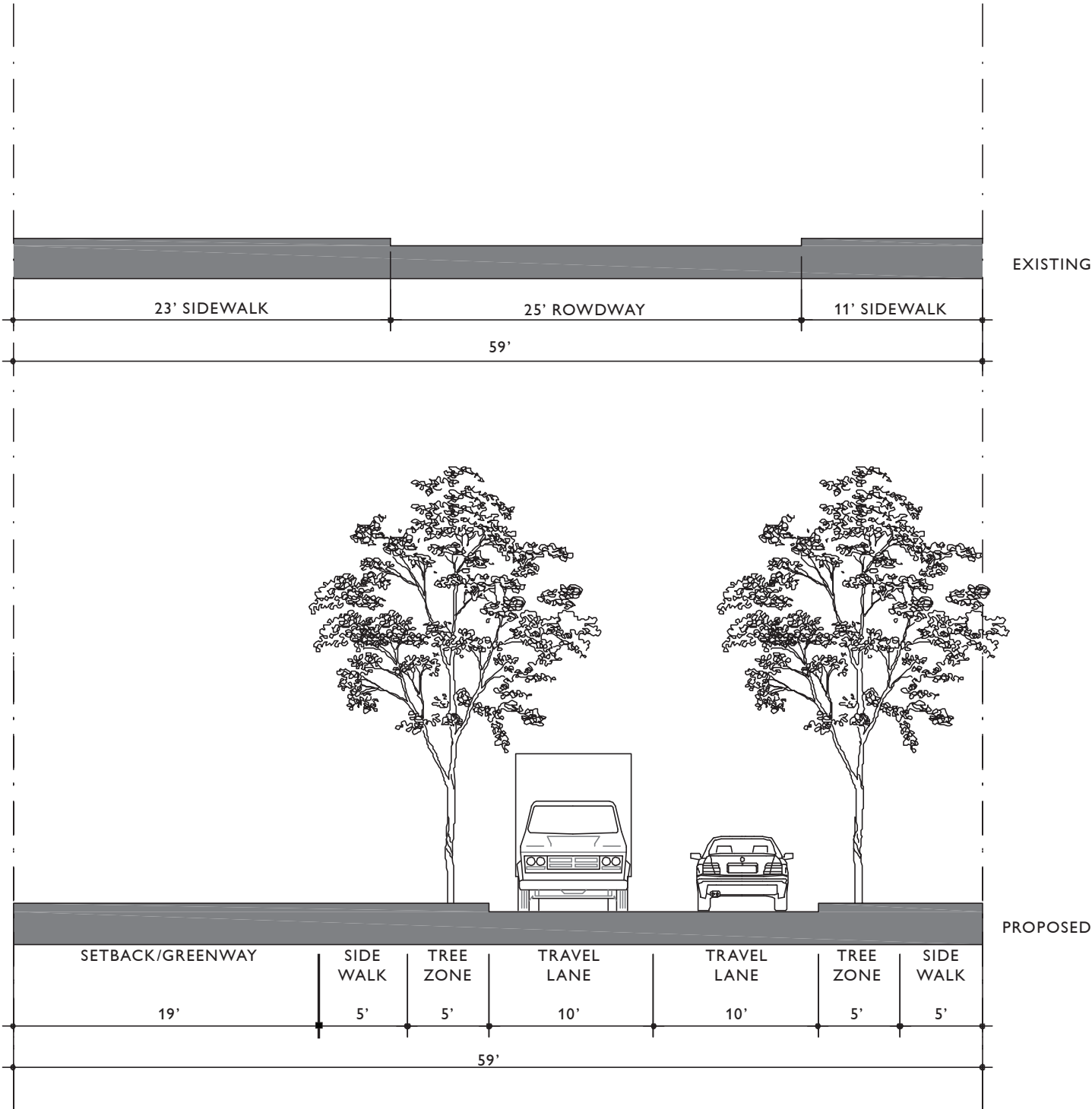
Existing Conditions





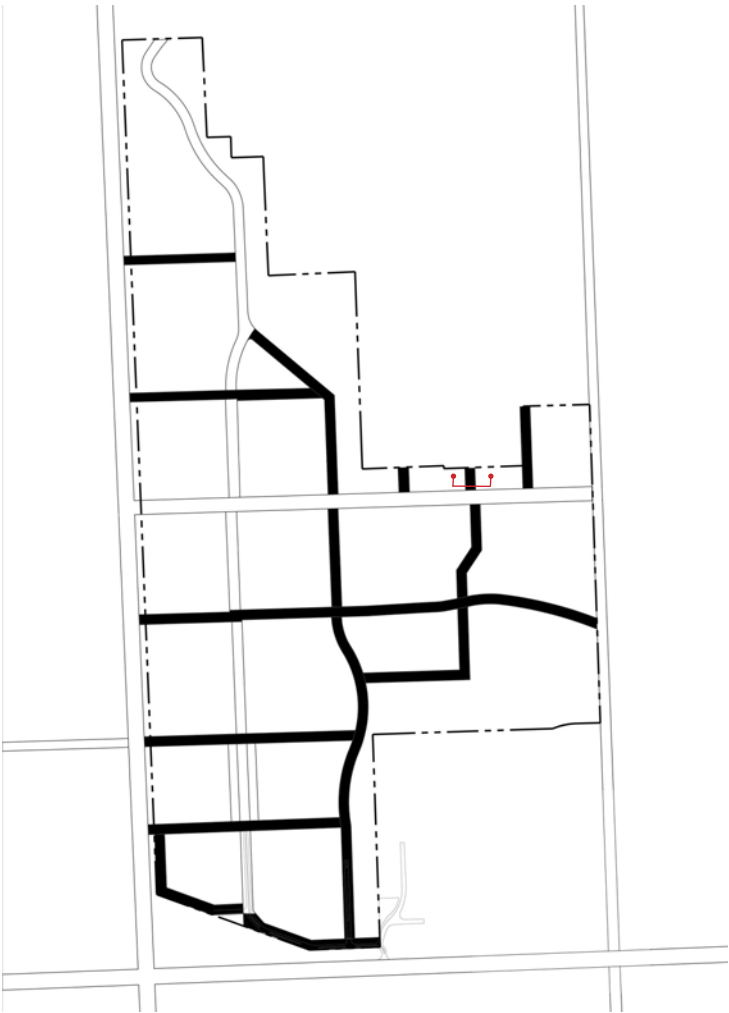
RIGHT-OF-WAY	59'
PAVEMENT	20'
TRAVEL LANES	2
PARKING	N/A
SIDEWALK	5'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Section north of Johnson Drive looking north



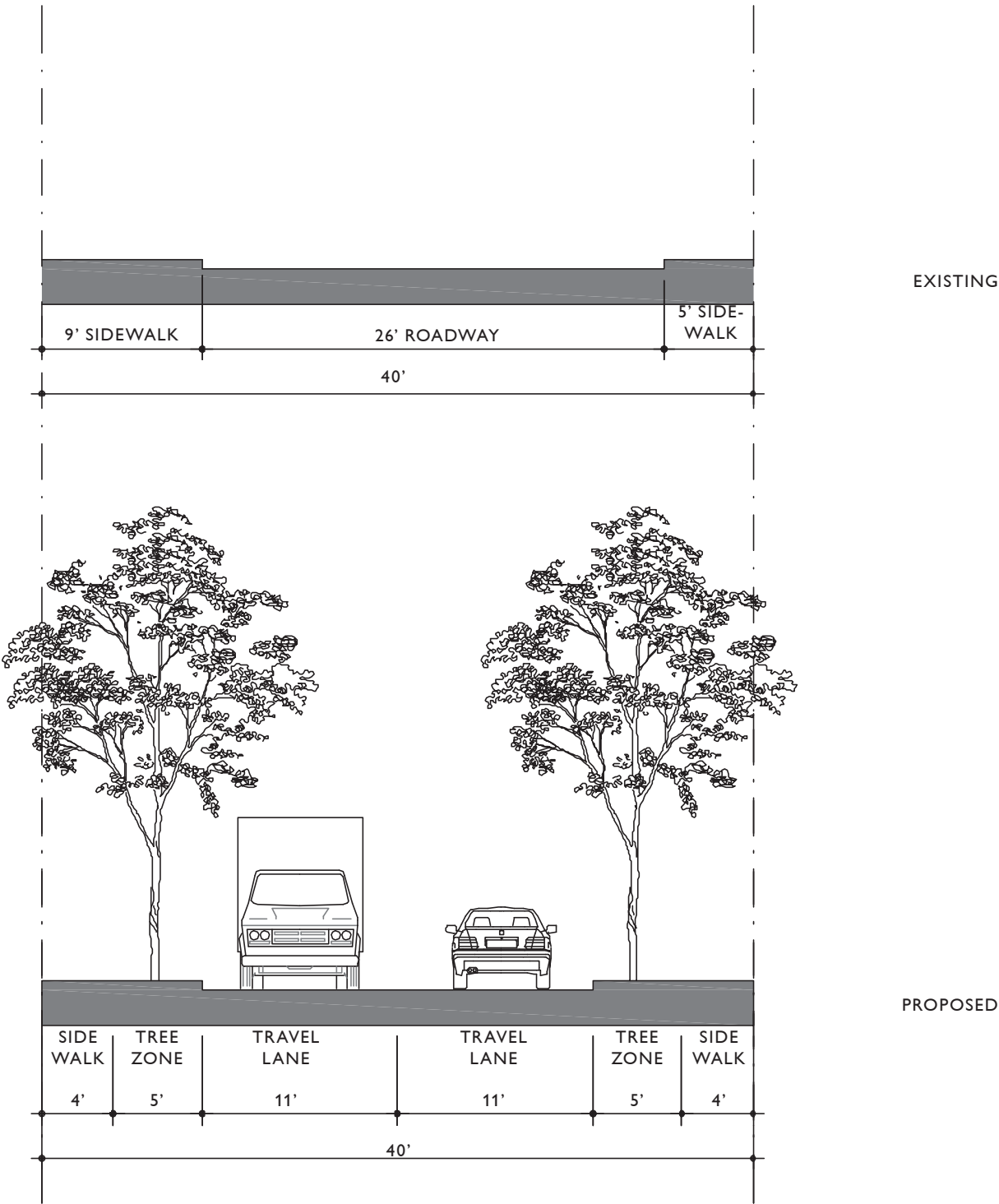
Existing Conditions





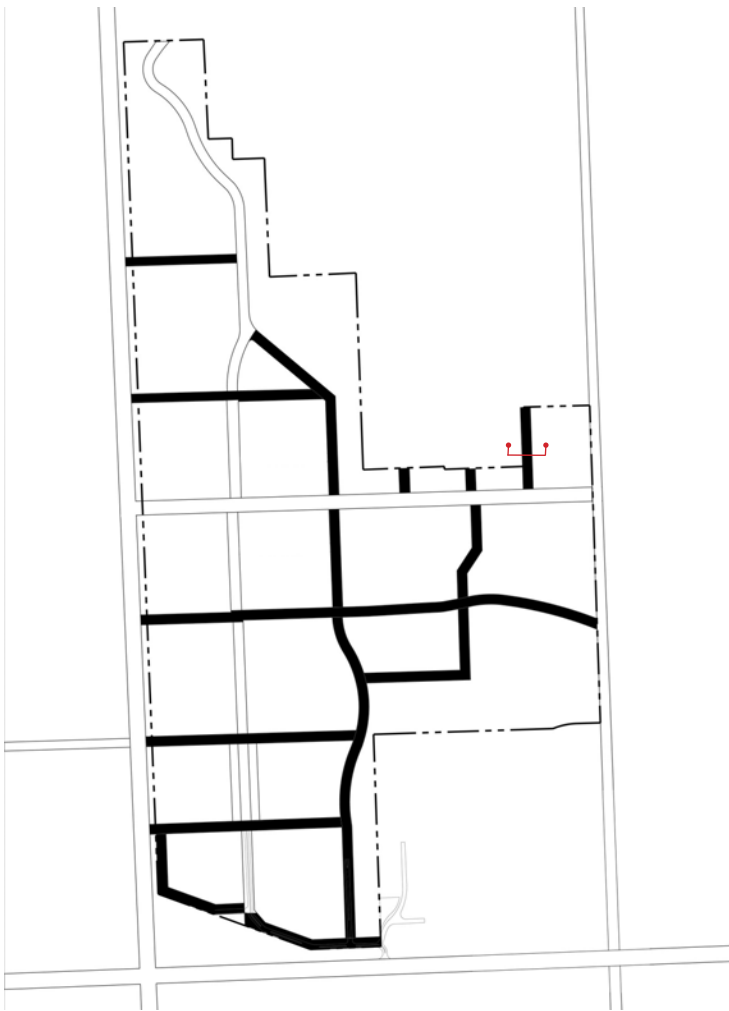
RIGHT-OF-WAY	40'
PAVEMENT	22'
TRAVEL LANES	2
PARKING	N/A
SIDEWALK	4'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Section north of Johnson Drive looking north



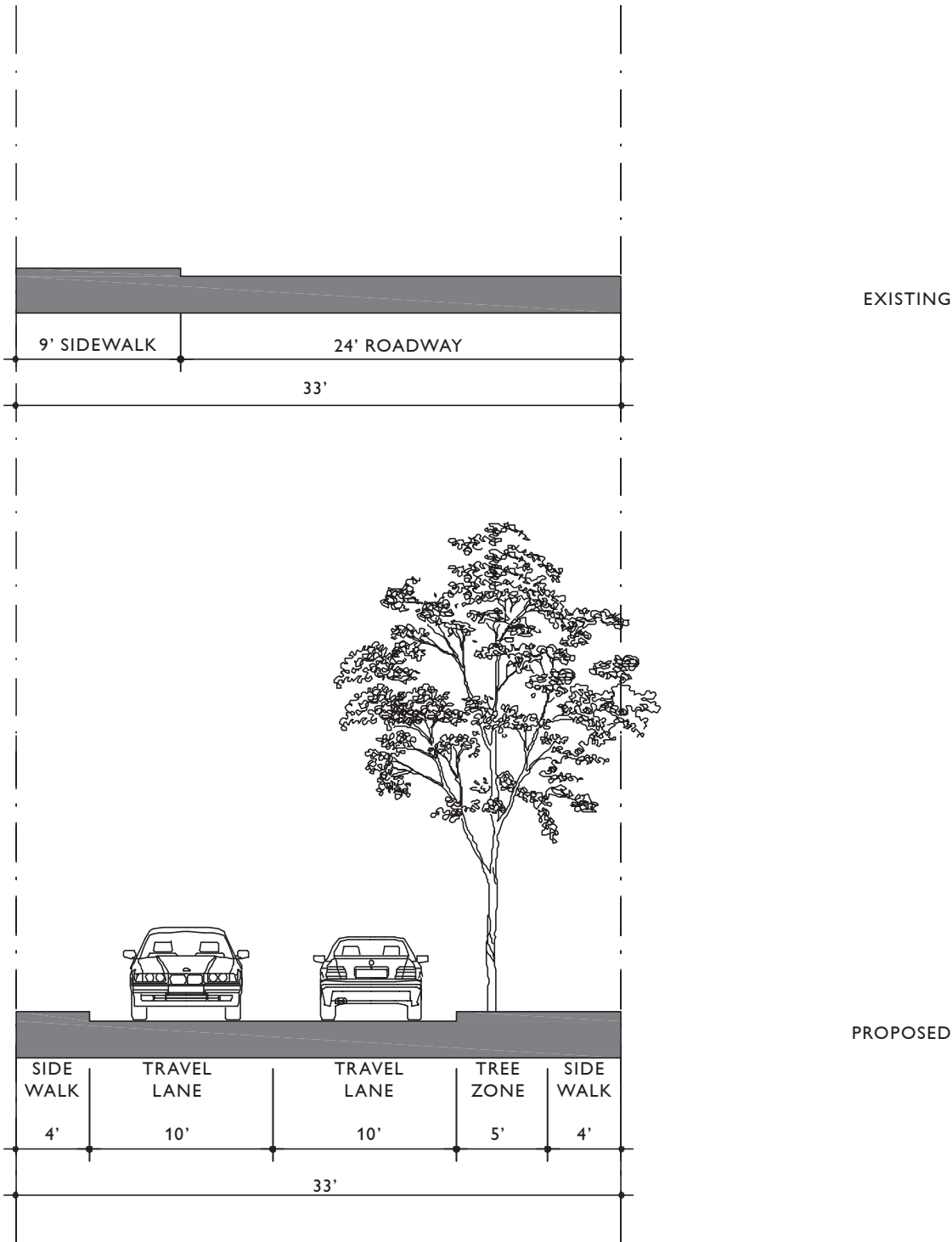
Existing Conditions





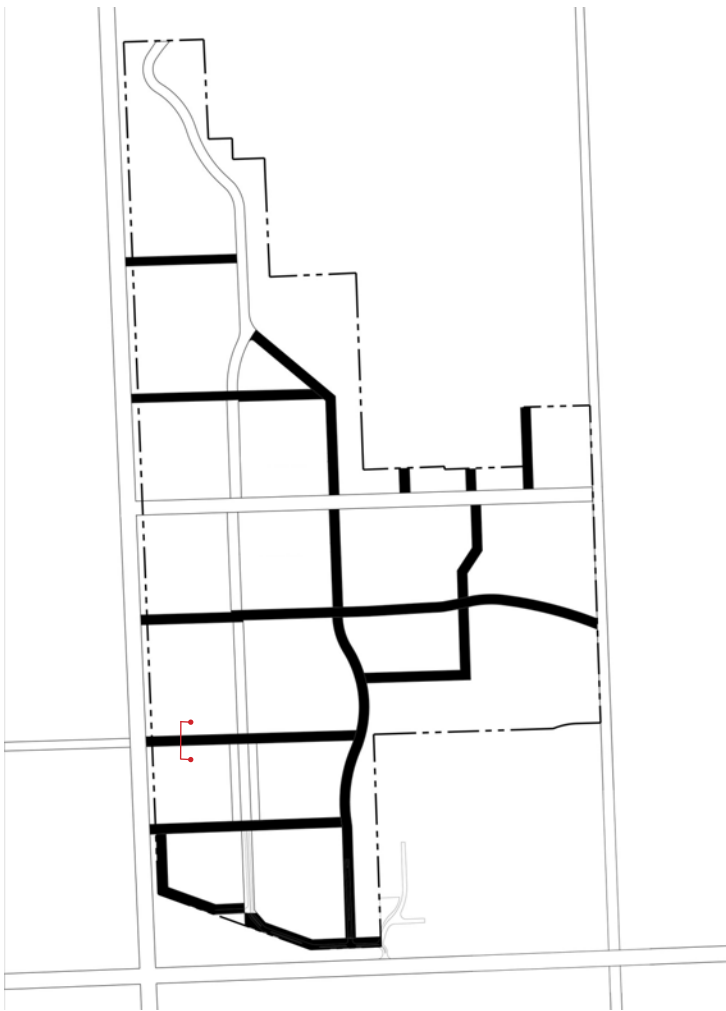
RIGHT-OF-WAY	33'
PAVEMENT	20'
TRAVEL LANES	2
PARKING	N/A
SIDEWALK	4'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Section north of Johnson Drive looking north



Existing Conditions (Similar to Walmer)



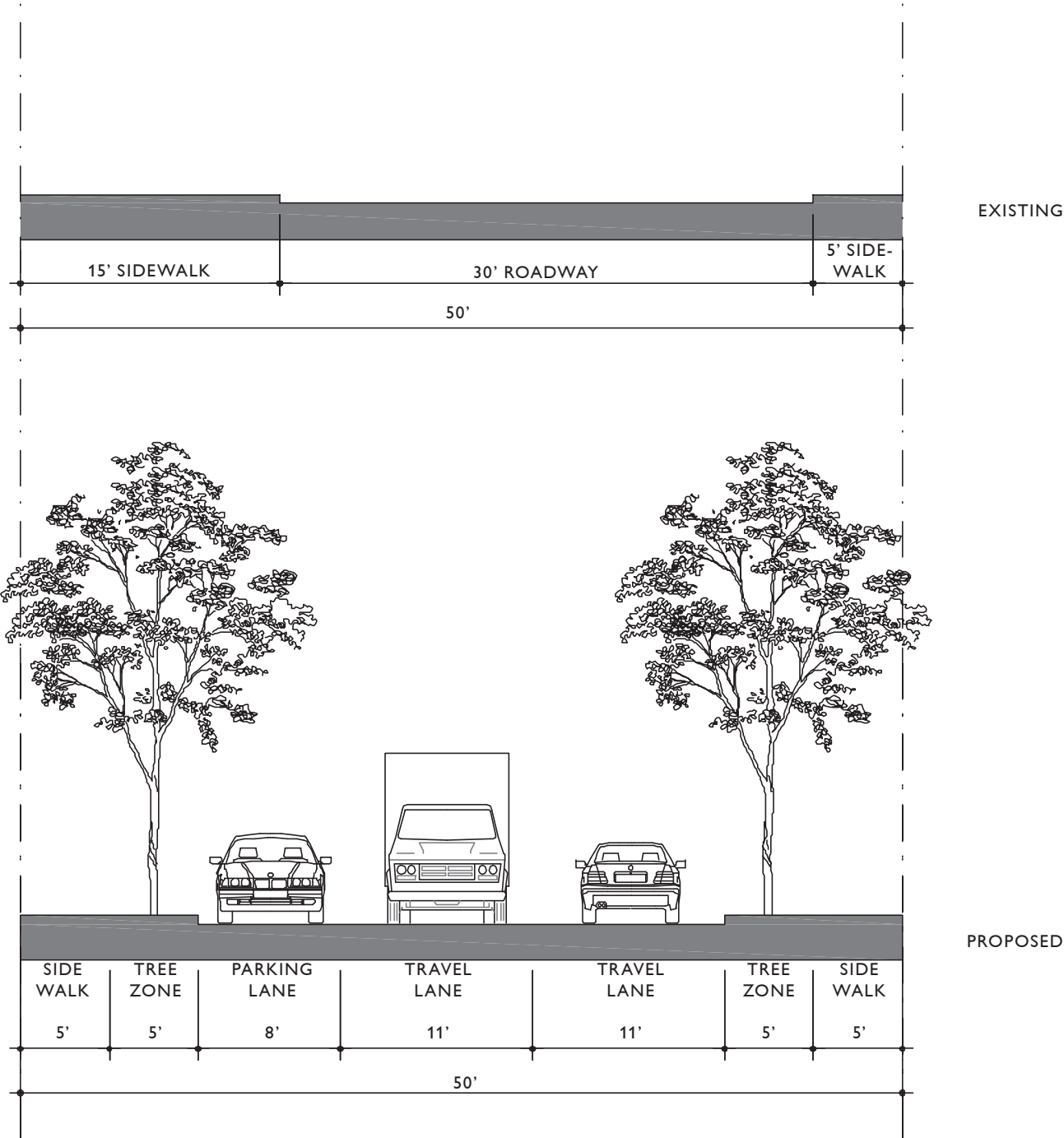


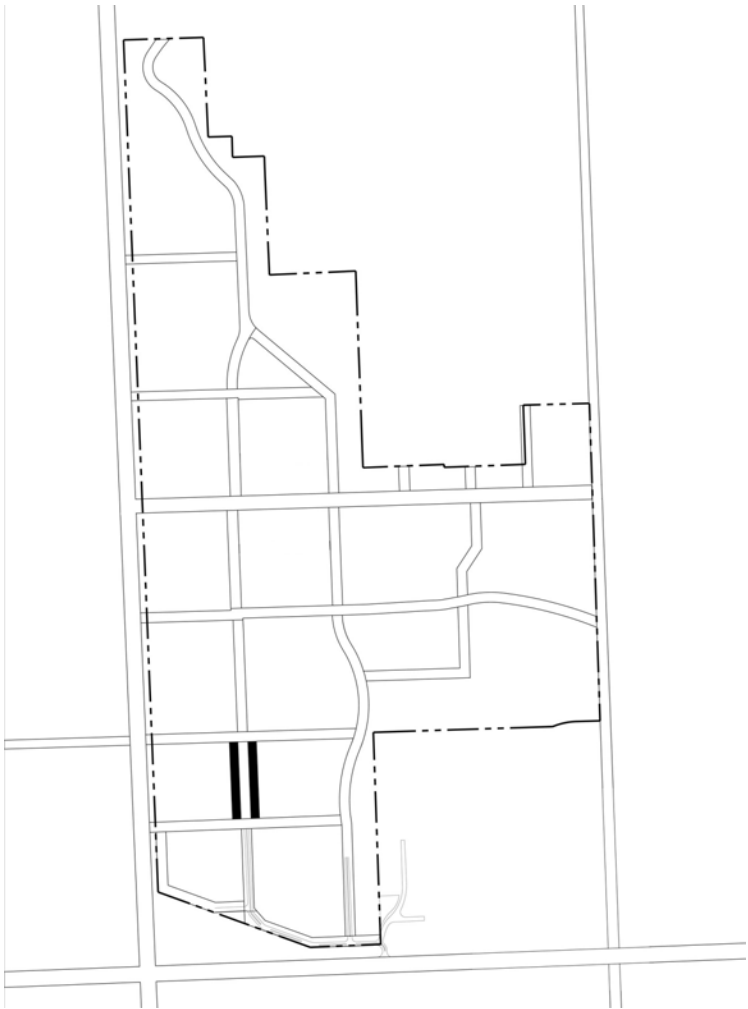
RIGHT-OF-WAY	50'
PAVEMENT	30'
TRAVEL LANES	2
PARKING	ONE SIDE
SIDEWALK	5'
PLANTER TYPE	PITS
TREES	40' O.C. AVG.

Existing Conditions (Looking West)



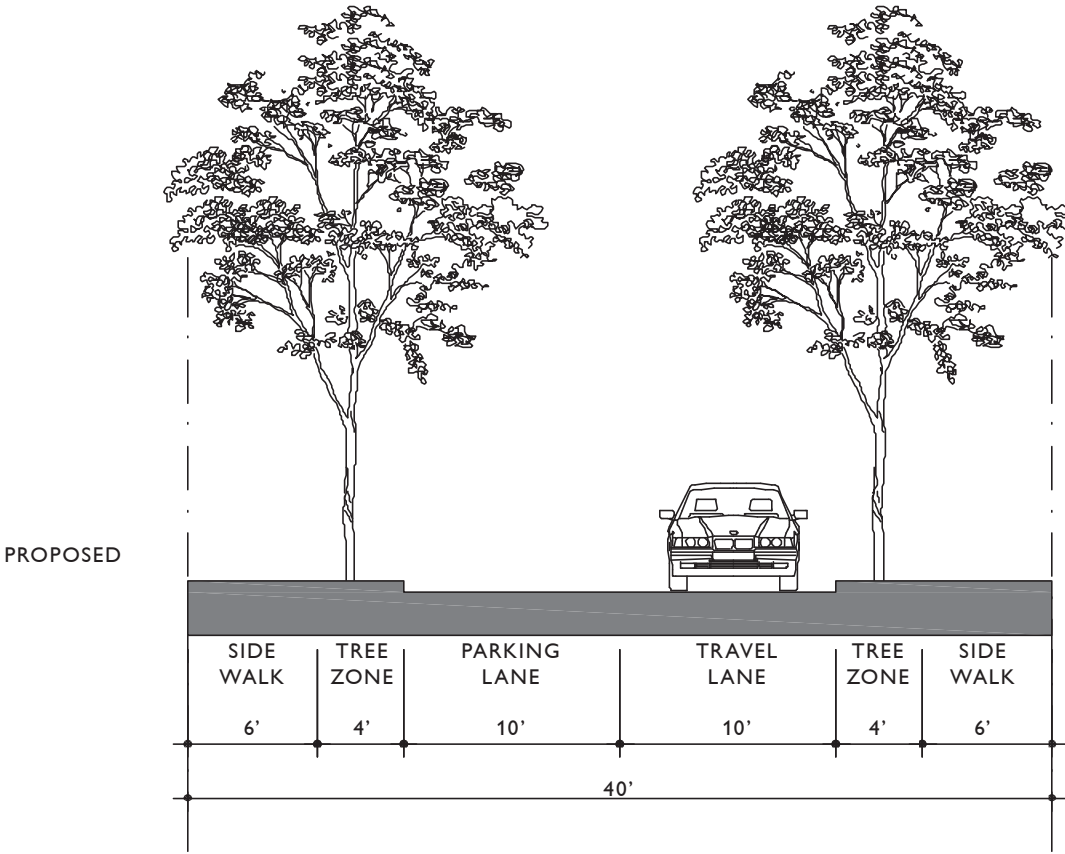
Section between Metcalf and Broadmoor looking east





RIGHT-OF-WAY	40'
PAVEMENT	20'
TRAVEL LANES	2
PARKING	ONE SIDE - DIAGONAL
SIDEWALK	6'
PLANTER TYPE	TREE GRATES
TREES	40' O.C. AVG.

New Type V Street Section



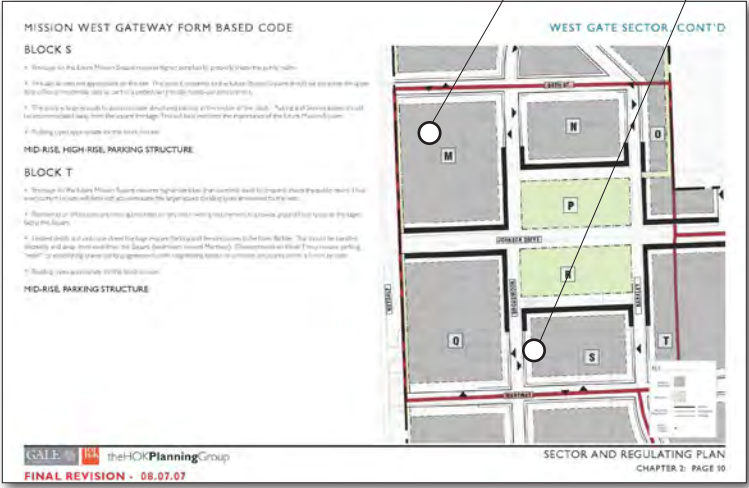
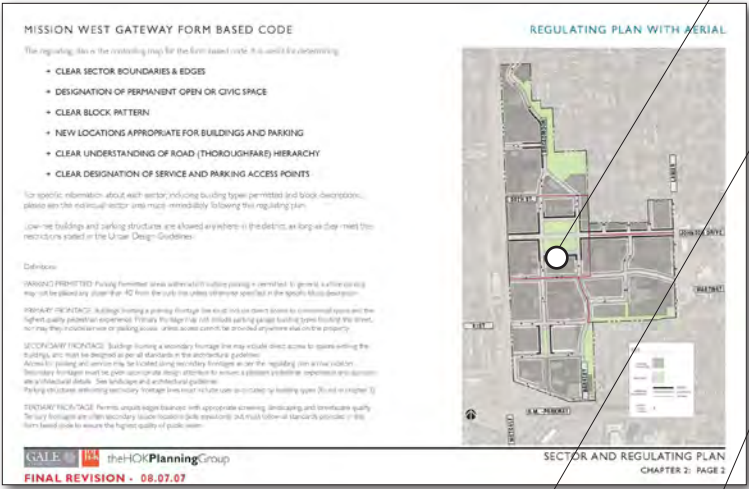
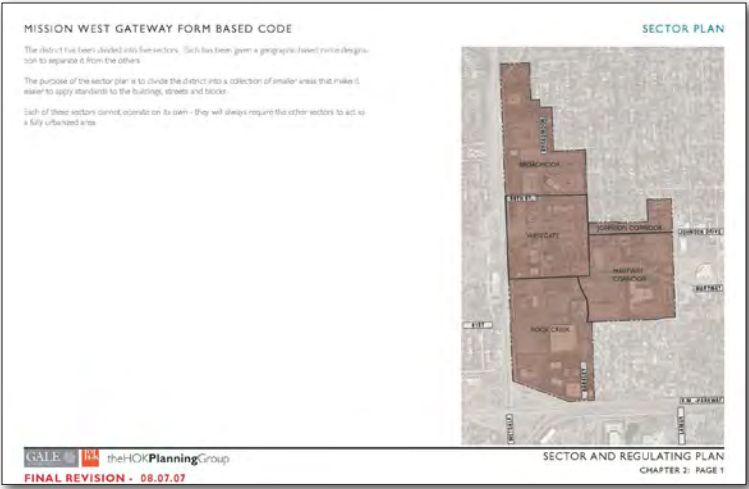
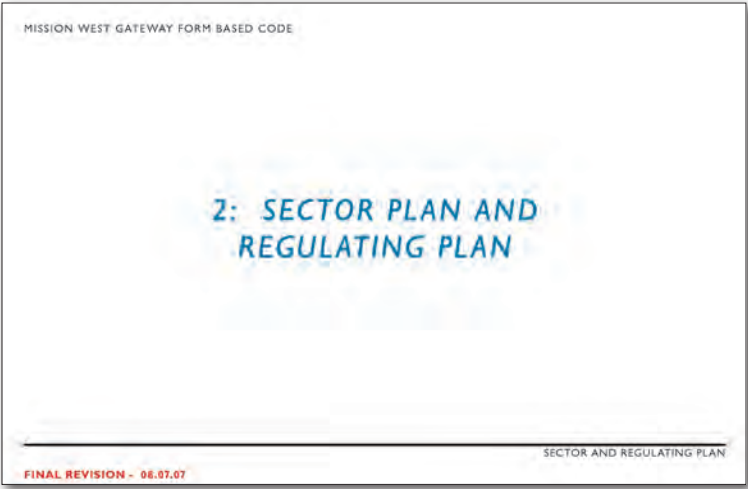
8: *PROCESS AND IMPLEMENTATION*

REVIEW OF DEVELOPMENT SUBMITTALS

The Mission West Gateway Form Based Code is a tool that assists in determining the appropriateness of development submittals to the city of mission. Findings, by the City of Missions Community Development Department, will be determined by using a scoring system. Development submittals which achieve a score of 90 or more (of a possible 100 points) will continue through the process as “approved” at this first review stage. Development submittals which achieve a score of 89 or lower will proceed through the normal approval process, including full review by the Planning Commission and City Council. The review process itself will be structured like the form based code – hierarchically – so that major elements will be reviewed first. This will result in an opportunity for the City of Missions Community Development Department to provide applicants with an opportunity to correct major flaws. Similarly, the early stages of review are more heavily weighted as they focus on elements that the code regards as inviolate or of significant importance. Conversely, lesser items may yield a lower score, but not result in a finding for disapproval.

The Form Based Code is structured hierarchically – understanding that certain elements are inviolate, others are significant and others are minor. During the building of the code, it has been reinforced that, in order to achieve the level of quality in the urban environment that was determined beginning with the vision plan process, more attention should be paid to those elements that directly contribute to the public realm than to the individual elements of architectural design. As an example, it is clear that building placement, building bulk and other significant elements that shape streets, parks and create the urban environment are more important than the design of a balcony that faces away from the public. This philosophy translates to a higher point value for elements found in the urban guidelines chapter than those found in the architectural guidelines chapter. All of the elements are important, but have different values to the public realm.

The following chapter describes the process to be used in determining the adherence to the values demonstrated and vocalized by the greater community of the city of mission.



STEP 1 - REGULATING PLAN – TOTAL 45 POINTS

All development reviews by the City of Missions Community Development Department begin with a review of the plan as it relates to the Regulating Plan (Chapter 2). The Regulating Plan controls 3 elements of development – Frontage, Parking and Access.

REVIEW PROCESS AND POINT SYSTEM

BLOCK CONFIGURATION AND FRONTAGE TYPE – 15 POINTS

Does the proposed development respect the hierarchy of the frontage types shown on the regulating plan. For example, is the principal building facade facing the most important street?

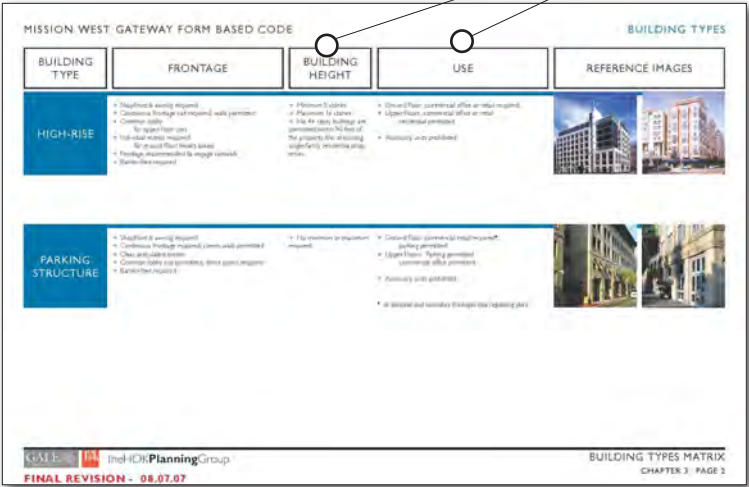
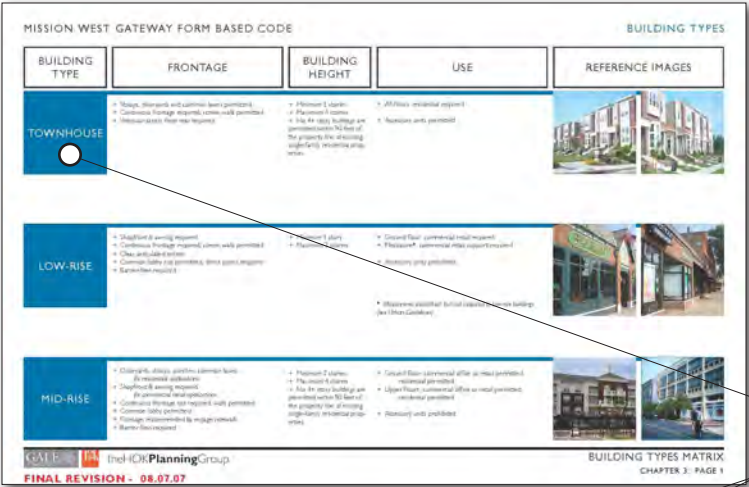
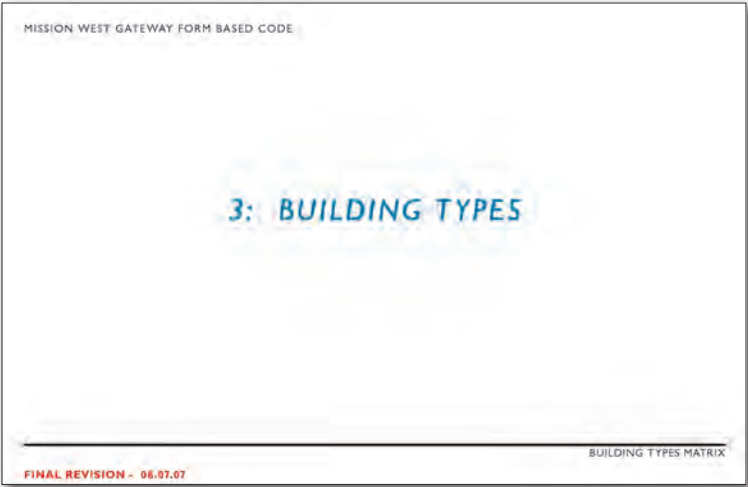
PARKING – 15 POINTS

Do parking areas as proposed, meet the conditions shown in the Regulating Plan? For example, is parking placed toward the rear of the lot as dictated, or to the front, facing the street? Is it properly screened? Is parking provided in a structure with the proper orientation away from principal frontage?

ACCESS – 15 POINTS

Does the proposed development respect the locations for access to parking and service areas? For example, is the entrance to parking located away from the principal frontage? Can access points be combined to reduce the number of curb cuts, increasing the quality of the urban environment? If impossible to keep the access point away from the principal frontage, has the best location for the access been determined and has it been sufficiently screened from view lessening its impact on the public realm?

Once these questions have been answered, the City of Missions Community Development Department will tally the score. Because of the importance of these elements, a score of 45 is required to automatically continue to the next review group in the process.

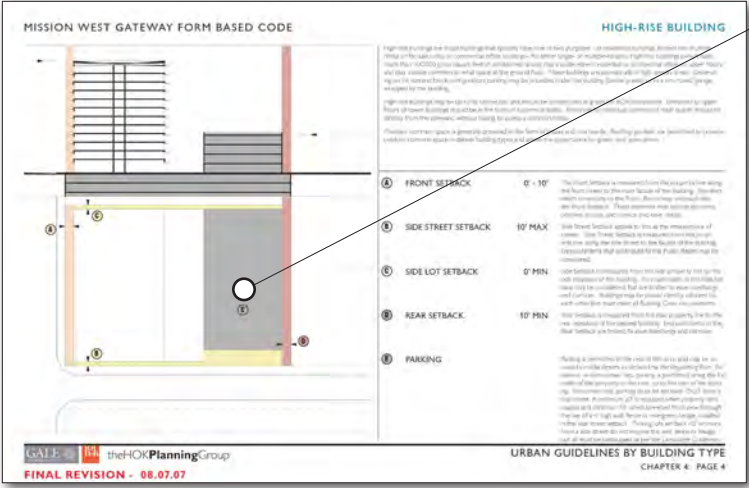
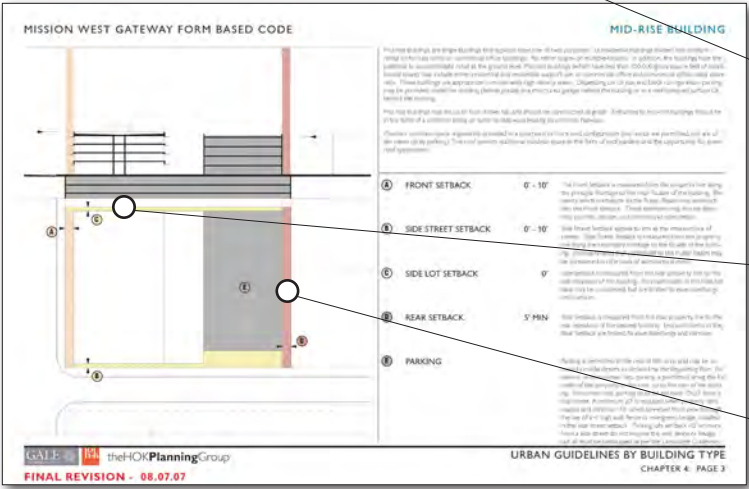
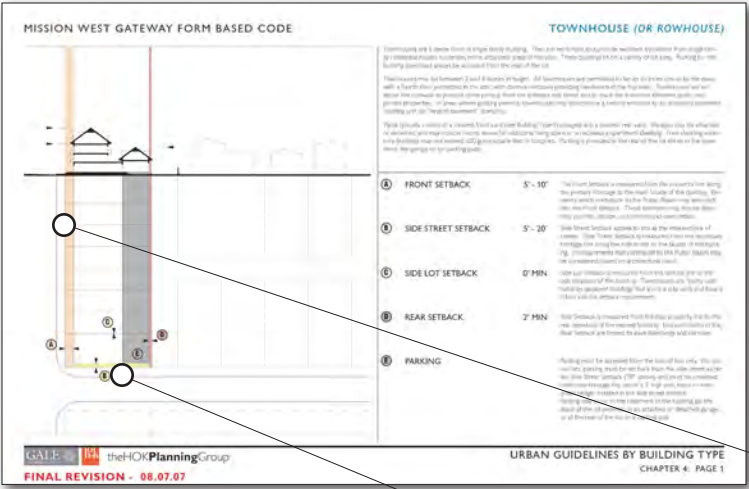
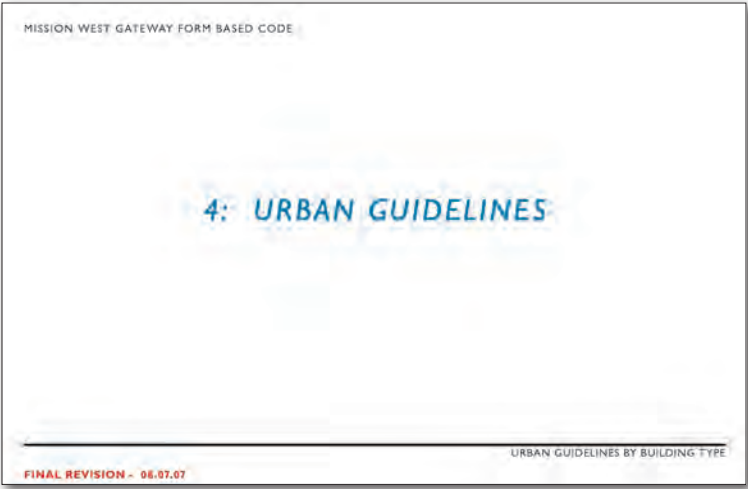


STEP 2 – BUILDING TYPES – TOTAL 10 POINTS

As part of the Regulating Plan text (found in Chapter 2) specific building types have been identified as appropriate for new construction on each block of the West Gateway Sector. Development submittals must comply with the list of appropriate building types.

BUILDING TYPES – 10 POINTS

- Does the development submittal reflect the building types that are required in the text of the Regulating Plan? – 5 points
- Do the Building Types in the development submittal match with the definitions of the building types in Chapter 3 – frontage, height and use? – 5 points
- Once these questions have been answered, the City of Missions Community Development Department will tally the score. Because of the importance of these elements, a score of 10 is required to automatically continue to the next review group in the process.



STEP 3 – URBAN GUIDELINES – TOTAL 30 POINTS

All development reviews by the City of Missions Community Development Department next move to a review of the development proposal as it relates to urban characteristics and building disposition – the Urban Guidelines (Chapter 4). The Urban Guidelines control the specific elements of the building envelope – setbacks, parking areas and building height – for each building type. The review of the Development Submittal will include 7 items.

INTENT – 5 POINTS

Does the building comply with the written intent as described in the upper right corner of the Code page?

FRONT SETBACK – 5 POINTS

Is the principal façade of a building placed the proper distance from the street? Are only those elements that contribute to the public realm (listed in the Guidelines) encroaching on this setback? Are there specific circumstances (easements or utilities, e.g.) preventing adherence to this standard? If so, are the intentions of the Urban Guidelines still being met?

SIDE STREET SETBACK – 5 POINTS

Is the building placed the proper distance from a side street or secondary frontage line? Are there elements that encroach on the sidewalk that should be approved? Are there specific circumstances (easements or utilities, e.g.) preventing adherence to this standard? If so, are the intentions of the Urban Guidelines still being met?

SIDE SETBACK – 5 POINTS

Is the building placed the proper distance from a side property line? Are there specific circumstances (utilities, fire separation, specimen trees, e.g.) preventing adherence to this standard? If so, are the intentions of the Urban Guidelines still being met?

REAR SETBACK – 5 POINTS

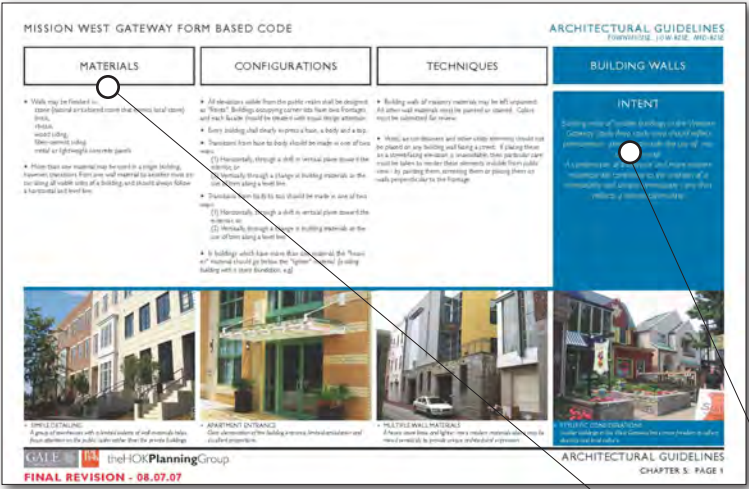
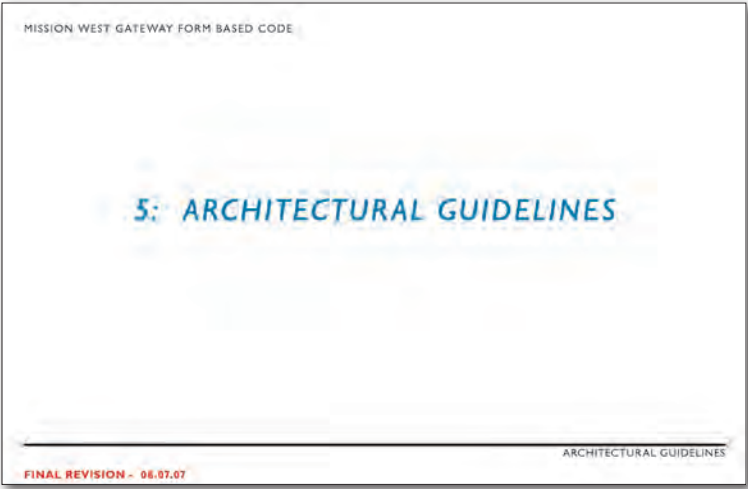
Is the building placed the proper distance from a rear property line? Are there specific circumstances (utilities, fire separation, specimen trees, e.g.) preventing adherence to this standard? If so, are the intentions of the Urban Guidelines still being met?

PARKING AREA – 5 POINTS

Is the parking area placed properly, away from the most public areas whenever possible? Is the parking area proposed to be screened as per the Guidelines?

The Urban Guidelines are the most important of the 3 design guidelines elements (Urban, Architectural, Landscape Architecture), and must score highly to move on to the next review step. The elements of the Urban Guidelines that shape the Public Realm are more heavily weighted than those that relate to adjacent private property.

A score of at least 25 points is required for this section.



STEP 4 – ARCHITECTURAL GUIDELINES – 15 POINTS

All development reviews by the City of Missions Community Development Department next move to a review of the development proposal as it relates to architectural character – the Architectural Guidelines (Chapter 5). The Architectural Guidelines provide guidance for materials, configurations and techniques of the most important elements found in the design of the exteriors of buildings. The elements in the Architectural Guidelines are the ones that most directly effect the character of the public realm. It is important to understand that the score for adherence to the Architectural Guidelines may be more varied, as individual designers, architects and others develop expression.

The review of development proposals for adherence to the Architectural Guidelines will include 6 categories. For each category it is important to satisfy the intent first, and then the materials, configurations and techniques.

INTENT – 6 POINTS

Does the building comply with the written intent as described in the column on the right side of the appropriate code pages? 1 point for each element (page) of 6

MATERIALS – 3 POINTS (REQUIRED)

Are the materials for the elements in keeping with the permitted materials in the Guidelines? ½ point for each element (page) of 6. All three points are required for this step.

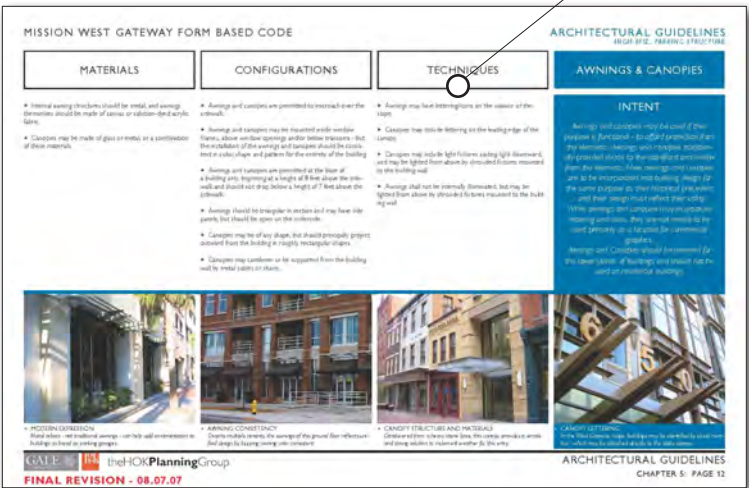
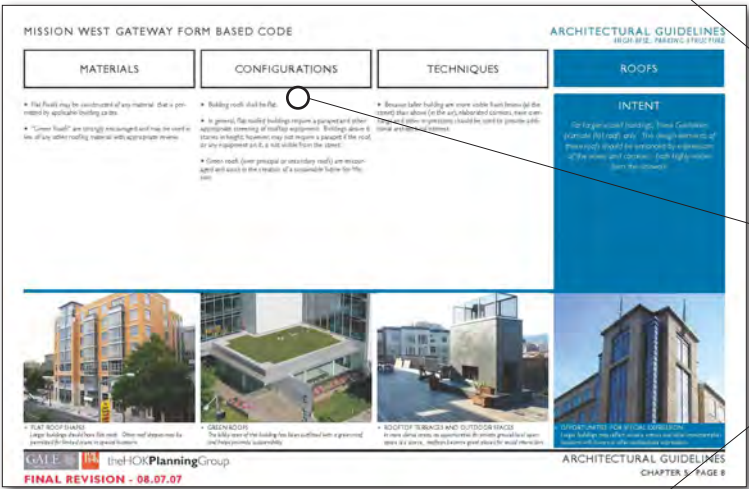
CONFIGURATIONS – 3 POINTS

Are the materials for the elements in keeping with the permitted materials in the Guidelines? ½ point for each element (page) of 6

TECHNIQUES – 3 POINTS

Are the materials for the elements in keeping with the permitted materials in the Guidelines? ½ point for each element (page) of 6

Because the Architectural Guidelines are prescriptive rather than restrictive, development submittals must be able to achieve a minimum score of 10 points in this category.

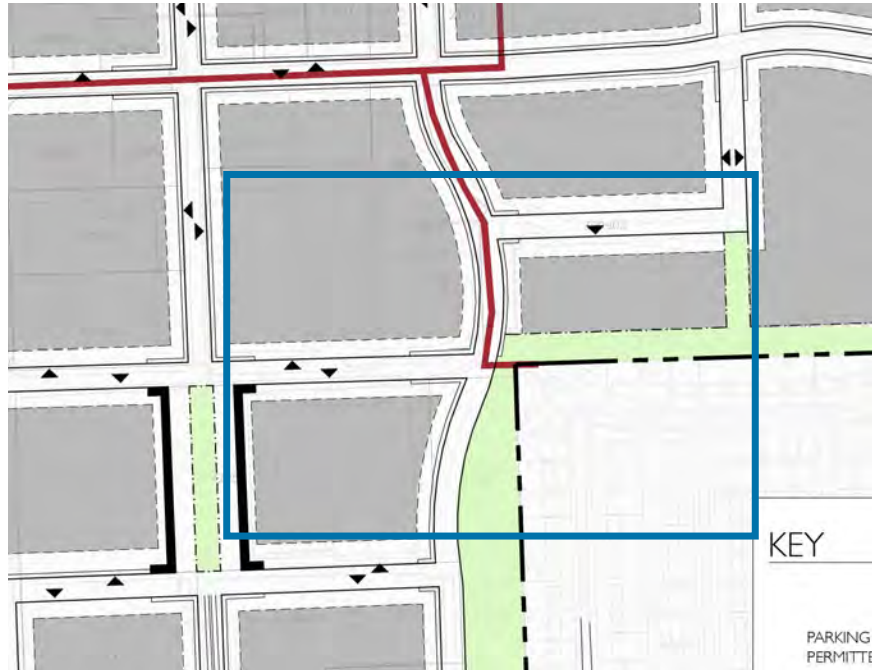


9: *SPECIAL STUDY AREAS*

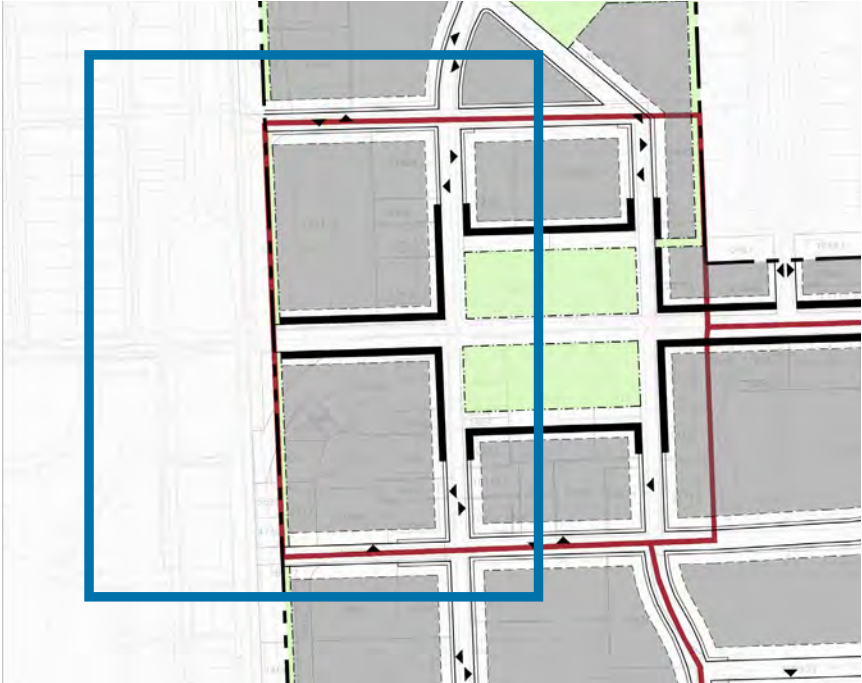
AREA A



AREA B



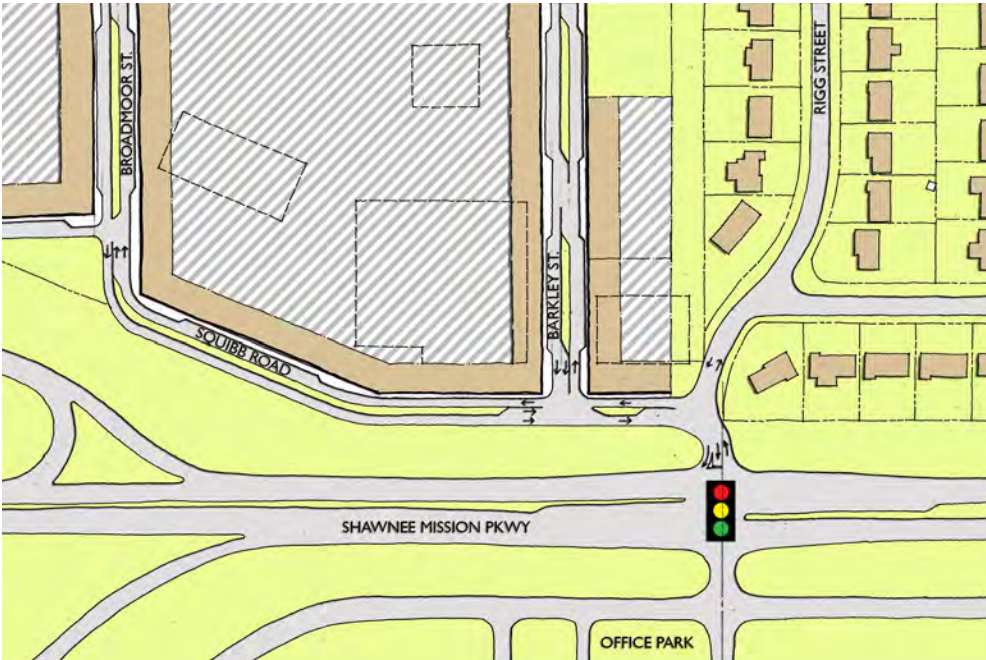
AREA C



AREA D



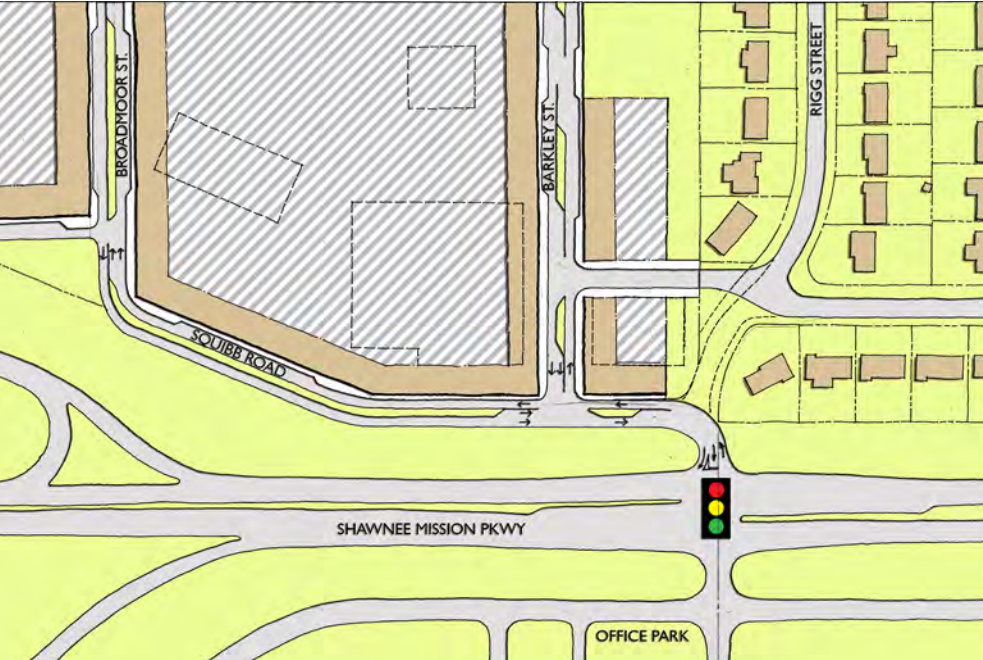
OPTION 1



The first option considered making a signalized connection at Barkley and Shawnee-Mission Parkway. The advantages include additional opportunities to enter the southern end of the West Gateway and the potential to cross Shawnee-Mission Parkway from the south of the property. The connection and new intersection from the south to the northeast (Riggs Street extension) was considered in order to make access easier and more direct from these houses to the rest of the Study Area. However, after further consideration it was determined that the connection and new intersection into the eastern neighborhood would likely bring increased cut-through traffic, and have a significant negative impact on the quiet character of the single-family community. Squibb Road and Barkley Street join at the southern end and create an offset intersection to the new signal at Shawnee-Mission Parkway.

This option has been rejected.

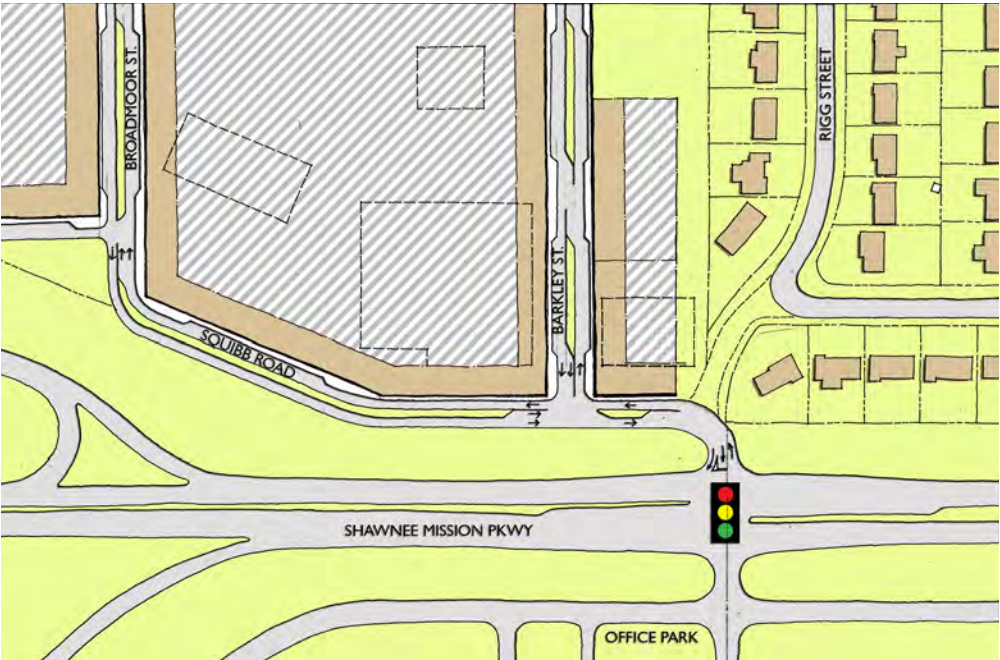
OPTION 2



A second scheme was developed to address the connection from the neighborhood to the rest of the West Gateway area via a new east-west connector. While the connection from the Barkley extension to the neighborhood was less direct, it was still considered to have too much negative impact to be considered a viable option.

This option has been rejected.

OPTION 3



A third scheme was suggested that dismissed any connection from the existing single-family community to either Barkley or Squibb Road.

Additional study is needed to understand how the new proposed intersection would work, whether there is enough stacking distance for cars along Squibb to wait for the light at Shawnee-Mission Parkway.

In any case, this illustration serves to show one specific possibility of traffic configuration that may work, based on the framework provided in the Form Based Code.

OPTION 1



The first option to connect Barkley Street from Squibb Road to Martway considered an offset intersection at 61st Street, behind the Target. This scheme considered the possibility of a new park at the intersection of Barkley and 61st. This scheme also proposed a street in place of the access way behind the Hyvee, directly north of the residential community. Several issues were brought up through public dialogue regarding this scheme. First, the street behind the Hyvee was considered to be problematic - producing additional traffic at the rear of existing lots where visibility is low. This was primarily a safety and noise concern.

This option has been rejected.

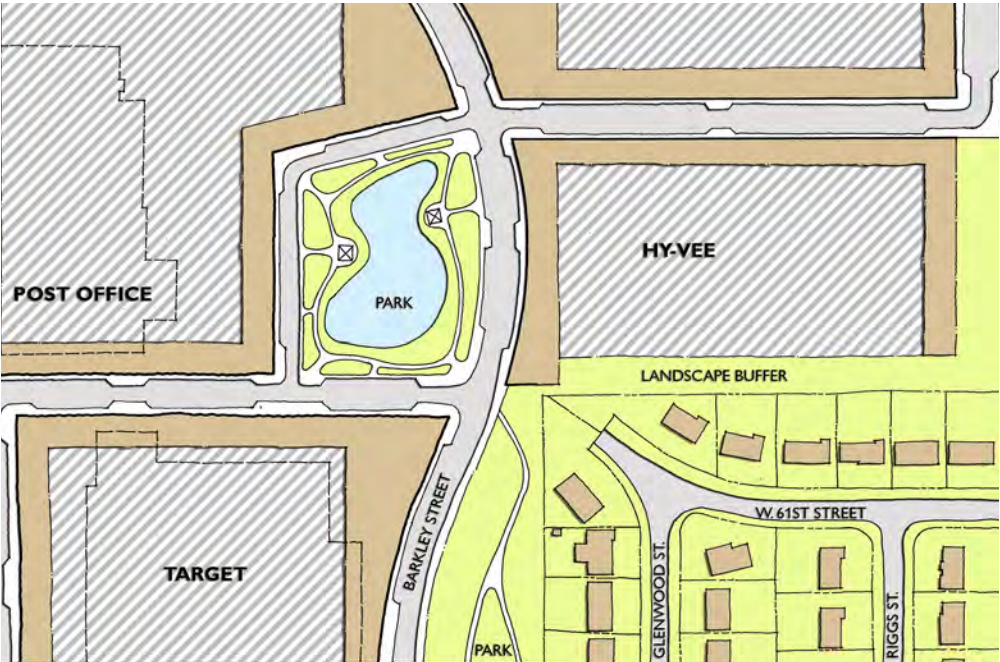
OPTION 2



A second scheme was developed which proposed a street connection from the neighborhood to the new park or at least to 61st Street. The connection behind the Hyvee was removed, but this scheme caused even more concern from neighborhood residents who currently enjoy a safe, secure and quiet community.

This option has been rejected.

OPTION 3

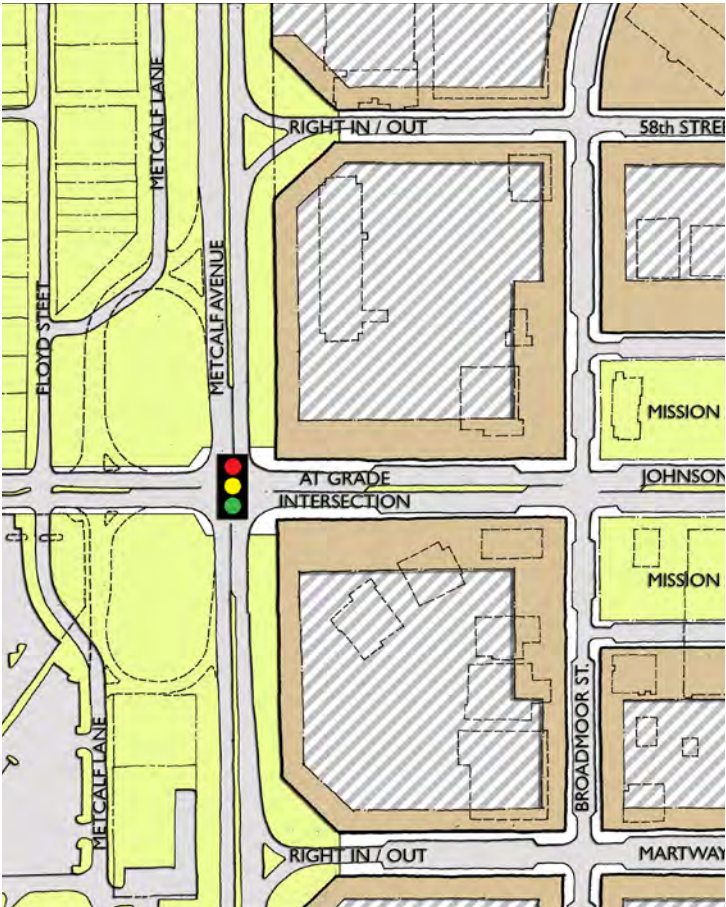


A third scheme was suggested that dismissed of any connection from the existing single-family community to either Barkley or Squibb Road. An eastern connection is proposed in front of the Hyvee rather than behind it moving the mobility further north and away from the neighborhood. The connection from the neighborhood has been removed as in scheme 1.

It is improbable that the private property shown as a park would develop as a civic site. While it is not precluded, the Regulating Plan does not designate this property as a civic reserve or park space.

This scheme, without the park as a civic reservation, has been considered a viable potential outcome of the Regulating Plan.

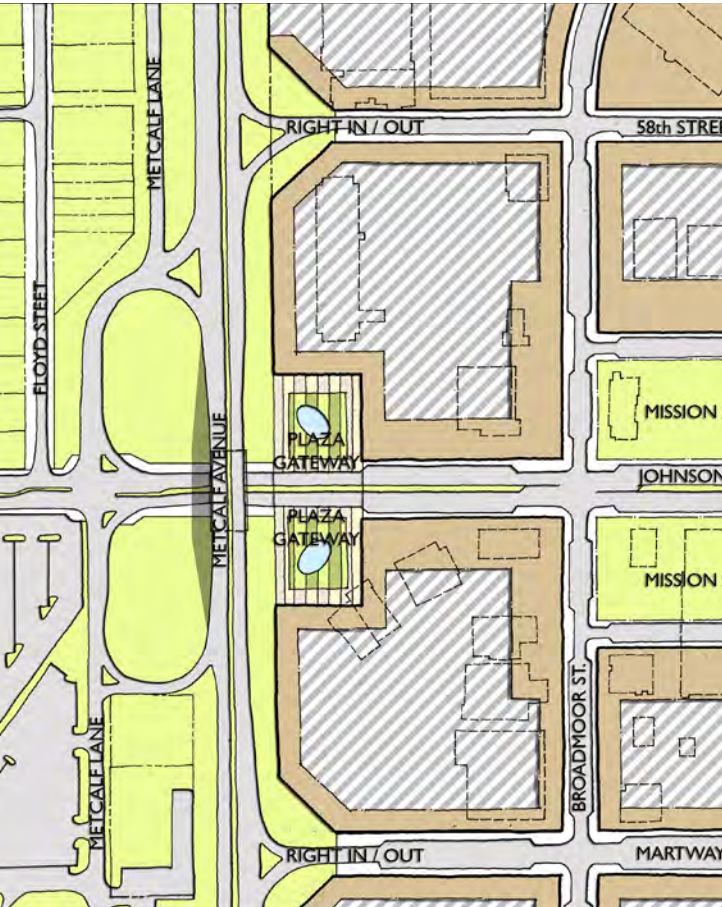
OPTION 1



The first option (and the one most similar to the Vision Plan recommendation) is for Metcalf at Johnson to be reconstructed as an at-grade intersection. While all schemes are anticipating a result to the ongoing Vision Metcalf Study, this is the preferred scheme. The at-grade intersection can provide better and more direct connectivity to the main intersection at the center of the Western Gateway, and create a more powerful and memorable entry to Johnson Drive. The at-grade scenario permits abandonment of the half-cloverleaf to the west side of Metcalf, and development potential on the Overland Park side of Metcalf.

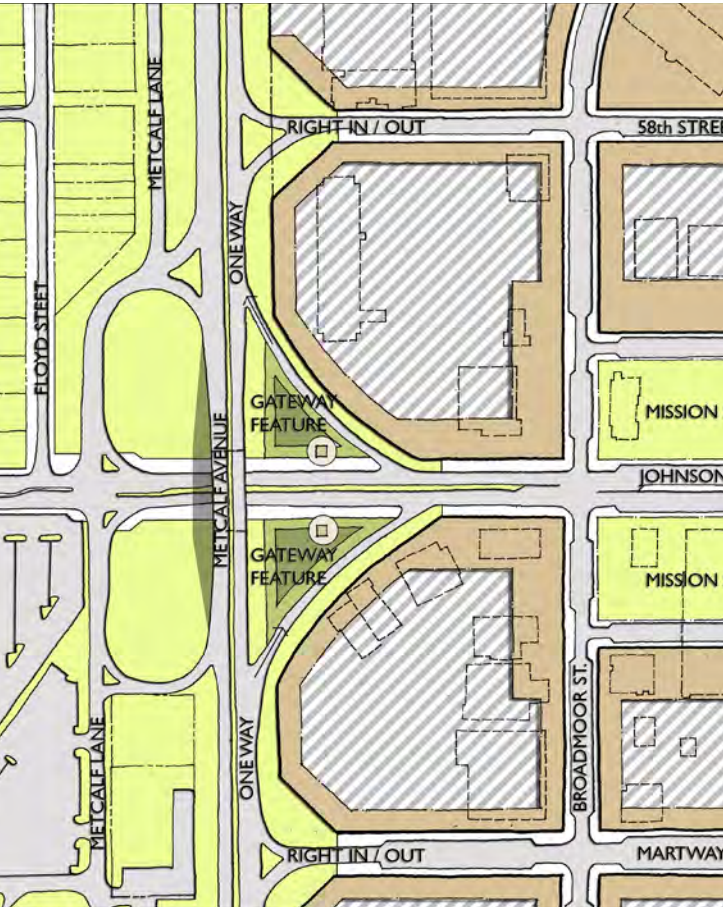
This scheme is the primary force behind the final version of the Regulating Plan.

OPTION 2



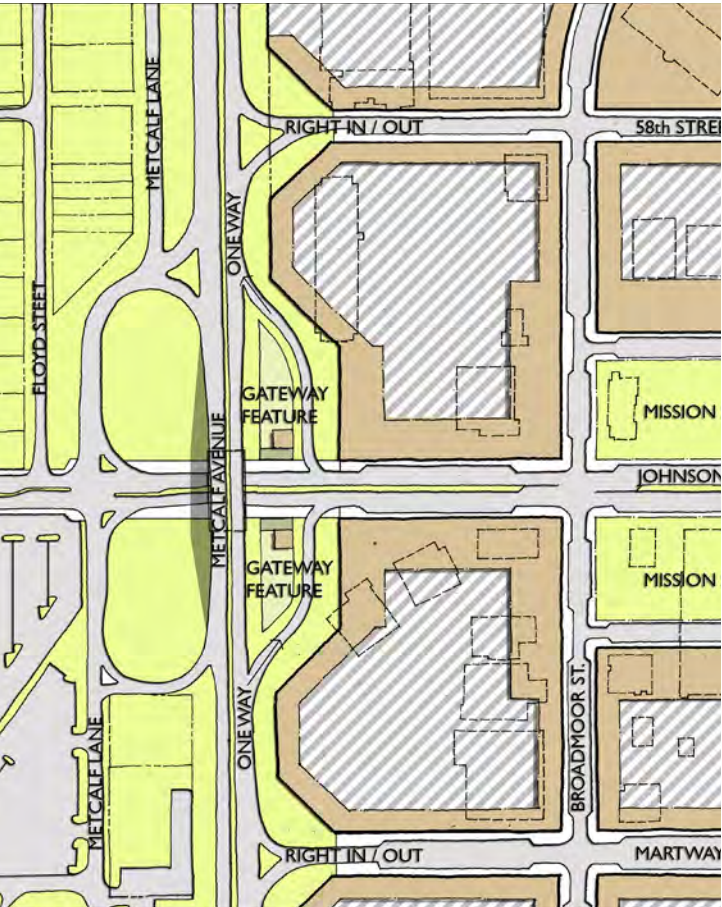
This scheme was developed in order to understand whether changes to the Regulating Plan would be necessary if the interchange at Johnson and Metcalf remains grade-separated. The major impact to development in this scenario is the loss of developable land at the interchange. This scheme suggests the land be utilized as a true "gateway" with a pair of flanking plazas as markers at the entry to Johnson Drive. Buildings would be required to front the plaza in this scheme.

OPTION 3



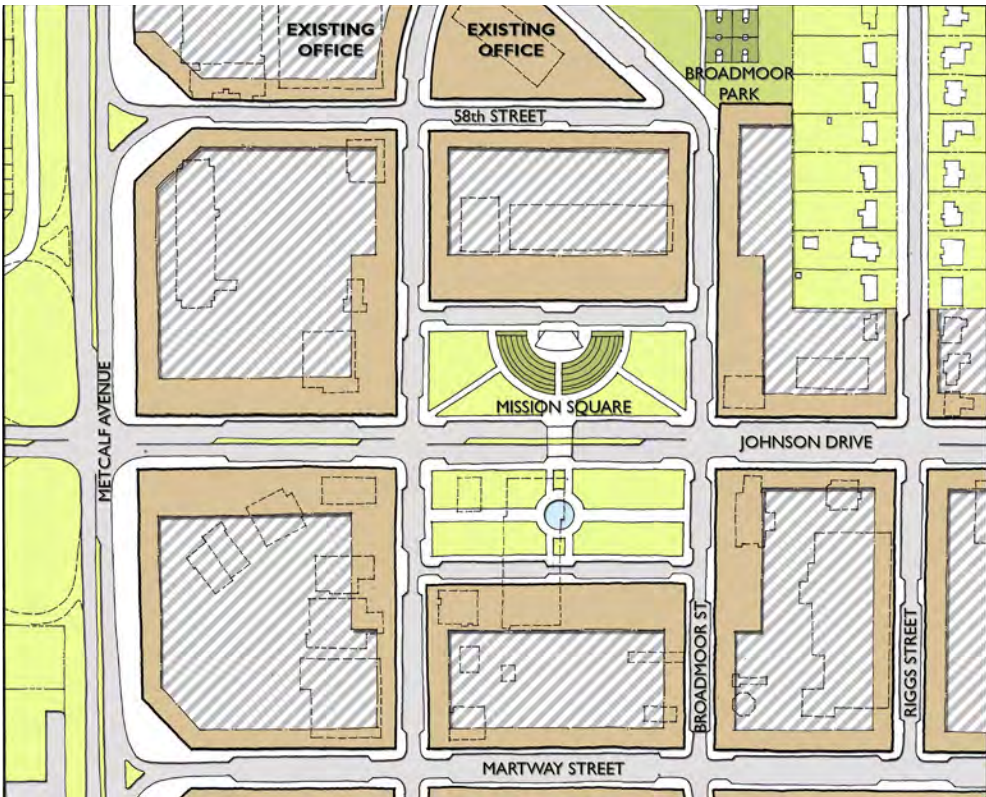
A variant to the second scheme is the "half-diamond" interchange. An exit ramp (northbound Metcalf to eastbound Johnson) and entrance ramp (westbound Johnson to northbound Metcalf) are paired to complete the interchange. This would conceivably increase the traffic movements from Metcalf to Johnson to better connect the Western Gateway to the regional road network. This scheme would require more land from the blocks nearest the interchange and would be more complex to achieve.

OPTION 4



A modified diamond interchange may reduce the amount of land required to create the ramping, but would still impact the existing land owners. This and the other schemes on this page are illustrations of the myriad of possibilities for the reconfiguration of Metcalf and Johnson. They are not proposed as design solutions but as tools to evaluate the level of change that might be expected based on potential Metcalf improvements.

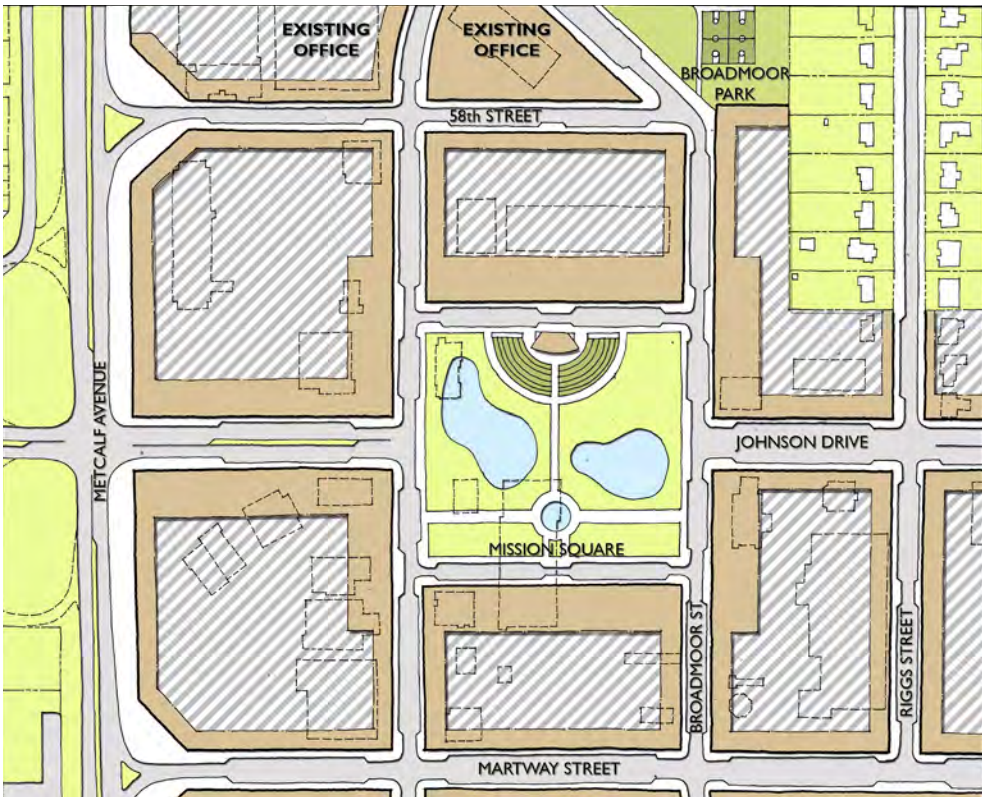
OPTION 1



The preferred scheme for Mission Square includes permitting Johnson Drive to continue past the parks as a through street. Additionally, a minor, one-way pair provides access from Broadmoor and Barkley to circulate around the park and get close to the anticipated retail facing the Square. Each half of the park would be programmed through an additional public process, but for illustrative purposes, the parks have been detailed as active gathering spaces with room for significant public events. It is important for the square to be encircled by buildings of increased bulk and height to ensure the proper proportion and spatial quality of open space to spatial width.

This scheme could be altered slightly to accept the grade-separated interchange.

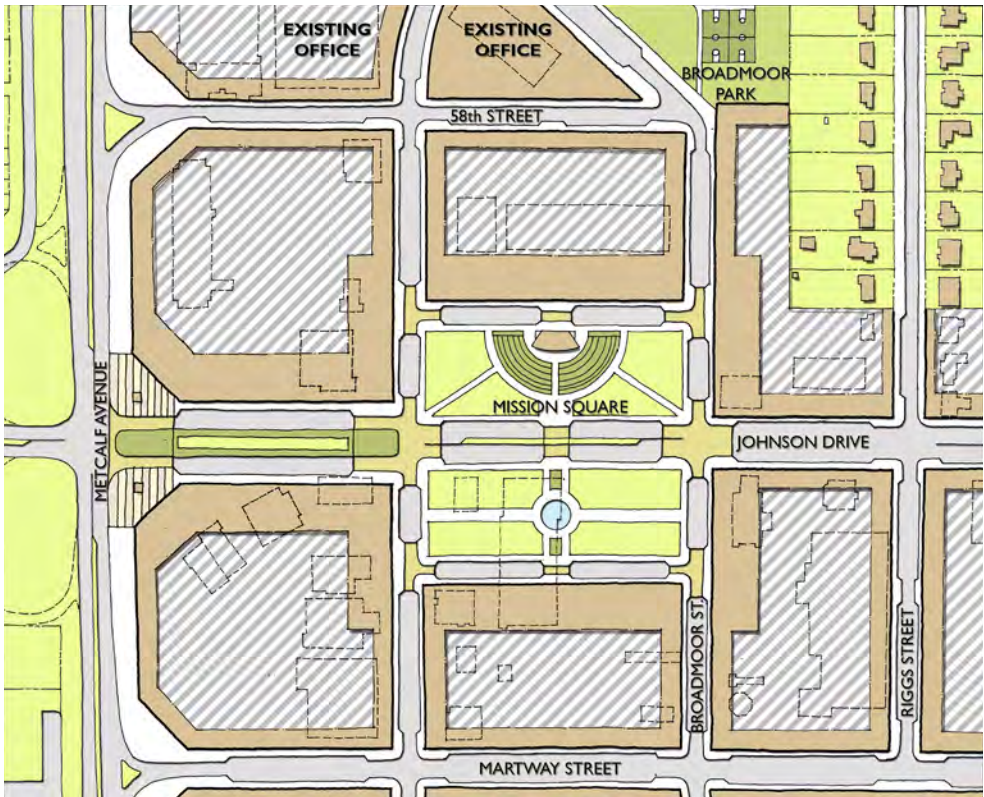
OPTION 2



A scheme that more closely resembles the Vision Plan was tested as well. While this scheme provides for significantly more open space and the opportunity for water bodies, it also significantly impacts the flow of Johnson Drive. The public dialogue about the Signature Park/Mission Square yielded consensus that Johnson Drive must continue to pass through the Square area, uninterrupted.

This option has been rejected.

OPTION 3



A more elaborate version of Scheme 1 pays specific attention to the pedestrian experience at Mission Square. Mission Square will succeed to the greatest extent with the ability to move north and south as easily as east and west. Pedestrian safety, traffic calming and high visibility must be addressed in any final scheme for the detailing of Mission Square.

This scheme also considers a more decorative and significant "plaza" at the intersection of Johnson and Metcalf.

This option has been rejected.