39th Street Corridor Plan
Kansas City, Kansas

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For:
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SECTION 1: 39TH STREET CORRIDOR PLAN

INTRODUCTION

The 39th Street Corridor Plan provides a vision and a framework for development and physical design. The plan provides a vision that can guide actions through public investment, public and private partnerships, private sector initiatives, community and neighborhood group activities, and individual actions. The vision and framework is intended to:

- Establish a long-range land use strategy and development principles that complement the urban design concept.

- Provide a proposed land use framework so that the impact of future investments may be evaluated with regard to the overall vision and goals of the plan.

- Provide an urban design concept and guidelines that will enhance the physical appearance of the area and bring about a greater sense of 'connection' throughout the corridor.

- Provide a neighborhood design concept that will promote public and private reinvestment in the neighborhood.

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This plan takes a detailed look at the 39th Street Corridor in Kansas City, Kansas, between Rainbow Boulevard and Mission Road, near the Kansas/Missouri state line. The plan will focus on the corridor and the two block north and south of 39th Street. The general context of a larger area was considered in the recommendations of the plan.

Regional Context

The 39th Street corridor is located in Wyandotte County, which is one of the three urban counties that contribute to the 11 county metropolitan area. 39th Street lies in the southern portion of Kansas City, Kansas, but in the center of the Kansas City Metropolitan area. The corridor has a great location within the metropolitan area and is easily accessible with the street network, including Rainbow Boulevard, 39th Street, Mission Road and Southwest Boulevard, and with the close presence of Interstate 35 to the north.

Local Context

The area surrounding the 39th Street Corridor is a diverse section of the city and metropolitan area. The surrounding features the University of Kansas Medical Center to the east, low and moderate income housing to the south, steep topography that provide great vistas to the west and Southwest Traffciway, and older industrial sector of the city to the north.

Corridor Conditions

Land Use

The corridor is anchored by commercial on the east end. While the commercial that exists serves the neighborhood and medical center, its service levels and appearance could be improved. As you move west, multi-family housing serves as a buffer to the single family residential further to the west. The multi-family housing provides rental housing primarily for students of the medical center. Single family residential housing is the dominant land use west of Springfield Street. However, much of this area of the neighborhood that use to be residential is currently vacant. The vacant lots typically are in good conditions, having been cleared and cleaned.

Fisher Park

Fisher Park, a neighborhood park exists north of 39th Street between Springfield and Fisher Streets. The park currently is primarily a passive area that provides open space and a small playground area for younger children and ½ length basketball courts. Adjacent to the park, on the east, is a Kansas City Power and Light substation. The substation represents an industrial use in the middle of the neighborhood that will have to be addressed. A neighborhood church exists at the northwest corner of Lake and Lloyd Streets. The church was defined by many of the participants as an asset to the community.

Physical

The greatest defining physical element of this neighborhood is the terrain. The northern and eastern portions of the neighborhood have severe topographical slopes that separate the area from its surroundings. 39th and Lake Streets represents the top of an east/west ridgeline that physically defines this neighborhood.

Local Streets

The street network that exists represents a modified grid that establishes good connections to the east and south. The north and west have a few more indirect connections to the surrounding areas, due largely in part to the difficult terrain of the area. The street connections allow for through traffic between Southwest Boulevard and Rainbow Boulevard to impact the neighborhood. Many students and patrons of the medical center use the connections to bypass the Rainbow Boulevard and Southwest Boulevard intersection. Additionally, many of the students park on the streets within the corridor while they attend class or work.

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A second workshop was held with various interests within the neighborhood to review future development alternatives. The two alternatives were prepared based on the identification of issues and goals by the participants of the first workshop. The alternatives that were prepared were not mutually exclusive and the preferred direction was a combination of elements from both alternatives. The alternatives included:

Alternative A: Neighborhood Balance

The general tenet of this alternative is to develop the neighborhood in a manner that balances the density of the neighborhood while providing physical enhancements and amenities.

Rainbow Boulevard & 39th Street Commercial

The neighborhood commercial currently located at 39th and Rainbow would be redeveloped to better serve the neighborhood and surrounding community. The physical configuration would be modified to promote more density at this location with the possibility of mixing residential and commercial uses. This would give the center the opportunity to provide a variety of enhanced uses and services. The commercial on the south side of 39th Street would be redeveloped in a similar manner and expanded to a full block depth from Rainbow to Adams. This additional area would allow the area to redevelop, possibly to a mixed-use (residential/retail/small office) setting that would blend into the surrounding neighborhood better than the existing pads sites along Rainbow.

The residential character of the neighborhood would change marginally with this alternative. Multifamily residential would continue to be clustered around the commercial at 39th and Rainbow, but new pockets of multifamily residential structures would be developed in the neighborhood. Other areas of the neighborhood would be in-filled or redeveloped with single family residential housing. Generally the multifamily residential would follow the path of 39th and Lake Streets through the neighborhood. This additional population would provide additional market support for the existing commercial development and the commercial redevelopment that is proposed by this alternative. Multifamily structures for the purposes of this plan are defined as low-rise (3 story) building that house multiple families.

Neighborhood Medium Density Residential

The rest of the changes to the neighborhood in this alternative focus on the physical upgrade of the public areas, including Fisher Park, the streets and the addition of a community center. Fisher Park as it exists is relatively passive in its use. This alternative would look at activating and expanding the park through the creation of a trail system within the neighborhood. The trail system would extend the park/open space to the west, along the edge of the bluffs on the north and south edges of the neighborhood. This trail system would take advantage of vistas created through the topography of the neighborhood to provide an amenity to the neighborhood and its residents.

The existing park could be further activated by the addition of more recreational equipment and ball courts.

The construction of a community center would be the new focal point of the neighborhood, located at the northeast corner of Lake and Lloyd Streets adjacent to the park and substation. The community center would serve the neighborhood and surrounding areas with event space and family oriented activities. The current economy and budgetary constraints make this prospect very unlikely in the near future.

As mentioned previous the connections to and through the neighborhood present some challenges. One way of addressing these connections is the enhancement of some of the major connectors within the neighborhood. The first step in this enhancement would be the connection of Lake Street to Mission Road. This improvement is unlikely in the near future because of the topographic challenges in making such a connection and the costs associated. Additionally, the streets of 39th, Lake and Minnie would be improved to a parkway with enhanced pedestrian amenities such as streetscape, street lighting, sidewalks and neighborhood markers. The improvement of these street would provide the neighborhood with enhanced connections within the neighborhood and draw others into the neighborhood. At the intersection of

Neighborhood Connections

Lake and Minnie and 39th and Adams, improvements, such as roundabouts, should be made to discourage through traffic. Additionally the roundabouts could serve as neighborhood entrance markers.

Alternative B: Neighborhood Density

The general tenet of this alternative is to increase the residential density of the corridor and neighborhood, while supporting and upgrading the existing framework of the corridor.

In this scenario the commercial services that are provided at Rainbow and 39th Streets are upgraded cosmetically. The general structure and design of the sites are not modified however the appearance would be changed and updated. The commercial services remain primarily automobile dependent and separated from the residential uses that surrounds it.

The residential character of the corridor would be changed through an increase in the density of the housing stock. Redevelopment of medium density or clustered residential would occur in areas that are currently vacant or in disrepair. High-density housing that currently exists near the commercial center should remain, however this density is too intense for the corridor and should not be recommended as a future land use. Medium density housing will increase the overall density of the corridor and neighborhood as well as increase the market for the commercial services at Rainbow and 39th Streets.

Neighborhood Medium Density Residential

The physical enhancements in this alternative are minor, compared to this advocated by Alternative A. Fisher Park as it currently exists would remain relatively unchanged with minor improvements including additional playground equipment and other activities. Streetscape improvements would be made to Springfield Street, creating a connection to Rosedale Middle School to the north. The improvements to Springfield would provide an enhanced pedestrian connection to the school and possibly the community center, described below. A second enhancement would include the placement of neighborhood markers at all intersections along 39th and Lake Streets. The neighborhood markers would provide an improved identity of the neighborhood and greater visual interest within the neighborhood.

An additional enhancement proposed by this alternative would include the creation of a community center within the neighborhood. The presence of the Rosedale Middle School gives the neighborhood the opportunity to partner with the school for the use of their space for community related events and activities. The park could serve as an important space for community activities in conjunction with the community center, furthered by a strong connection on Springfield Street. The partnership could be either a permanent or temporary arrangement depending on the needs of both parties.

SECTION 3: CONCEPTUAL PLAN
DEVELOPMENT ALTERNATIVES

This section represents alternatives that were reviewed to come to a consensus on the future development of the corridor and surrounding neighborhood. The next section of this chapter will delineate that consensus direction that was reached and its details.

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From the two alternatives prepared a preferred direction was advocated by the participants of the public meetings. That preferred direction was a combination of the two alternatives, selecting elements of each to guide the future development of the corridor. The preferred direction that was reached is reflected in the conceptual plan as follows.

Neighborhood Residential

Conceptual Plan

The general tenet of this alternative is to develop the neighborhood in a manner that is reflective of its current state. This plan does not propose radical changes to the existing character of the corridor and surrounding neighborhoods. The general desire of the participants for the corridor was to maintain its relatively low density while providing different levels and styles of housing opportunities and providing neighborhood level commercial services and amenities to the residents. (See Conceptual Development Plan, Figure #4)

Neighborhood Retail Village

As detailed in Alternative A, the neighborhood retail village currently located at 39th and Rainbow would be redeveloped to better serve the neighborhood and surrounding community. The physical configuration of the commercial area should be modified to promote more density at this location with the possibility of mixing residential and commercial uses. This would give the center the opportunity to provide a variety of enhanced uses and services. North of 39th Street the parking for the commercial should be accommodated at the rear, or north, of the development, pushing the

building to the street and enhancing the pedestrian connections from the medical center and the east. Where appropriate on-street parking should be encouraged, specifically if it can be accommodated on 39th Street between Rainbow Boulevard and Adams Street. The commercial on the south side of 39th Street should be expanded to a full block depth from Rainbow to Adams. This additional area would allow the area to redevelop, possibly to a mixed-use (residential/retail/ small office) setting that would blend into the surrounding neighborhood better than the existing pads sites along Rainbow. In this instance, parking should be accommodated in the middle of the block so as to not to encroach on the neighborhood to the west.

The design concepts that should guide the redevelopment of the commercial area are provided in Section 5: Design Concepts. The concepts are designed to be a means with which to implement the policies and direction of this plan.

Rainbow & 39th Street Commercial

Residential

The residential pattern of the corridor west of Adams Street should change very little. Multifamily residential uses will continue to dominate land use between Adams and Springfield Streets. Higher density typically rental housing is the dominant uses in this area and should continue in that manner. However, high-rise multifamily residential is not appropriate for the corridor in any location. The two high-rise structures that exist in the neighborhood should not be duplicated. Any new or redeveloped multifamily residential in the corridor and surrounding neighborhood should be developed at three stories in height so as to better blend in to the character of the existing community.

New locations for multifamily residential in the corridor may be appropriate in two locations, at the southwest corner of Lake and Lloyd Streets and the toward the north end of Minnie Street at the bottom of the hill. Given the amount of vacant land in the block south of Lake between Lloyd and Minnie, makes this area prime for a full block redevelopment with multifamily residential. An appropriate use would be multifamily elderly housing opportunities to assist in providing a range of housing alternatives and to

allow seniors to reside in the neighborhood. In this case flats for seniors, or a mixture of flats and walkups would be appropriate.

The neighborhood character west of Springfield Street should be protected with the rehabilitation or infill of single family detached residential housing. Currently, much of the areas consist of vacant lots that could be used for individual infill projects or they could be assembled into a large tract for a larger development of single family residential. The new housing that is developed in this area should respect the character of the existing structures, and to do so should follow the design guidelines as outlined in Section 5: Design Concepts.

A residential redevelopment project that has been proposed at the west end of the corridor is Rainbow Park. The project will consist of single and multi-family housing units that will be centered on a substantial open space that will serve the development and the neighborhood. The development should adhere to the design concepts proposed by this plan.

Institutional

Institutional uses that provide services to the corridor and community, such as Mt. Carmel Church on Lake Street, should be encouraged within the corridor. Additionally, the University of Kansas Medical Center owns property in the corridor and surrounding neighborhood, for which use to serve their students and clients. However, if that property should be redeveloped it should be develop in a manner that is in conformance with this plan.

Park/Open Space and Amenities

The participants preferred that Fisher Park be activated with additional amenities and activities for all ages, including a "tot lot" for the very young. Additional park/open space should be provided by the Rainbow Park development at the west end of Lake Street. This development should be tied to the corridor through the addition of parkland on the north and south sides of Lake Street, at the intersection with Minnie Street.

Neighborhood Terrain

The steep terrain discussed previously should be maintain and protected from development as conservation areas as defined on the conceptual land use map. These areas are important for drainage and the views that the corridor provides and as such should be protected and not developed.

The park space within the corridor should be tied together with streetscape and pedestrian improvements that make the parks more accessible to residents. Extensive streetscape and pedestrian improvements should be installed along 39th and Lake Streets as well as along Minnie to enhance the corridor as a parkway. At the intersections of Minnie and Lake and Adams and 39th Streets, roundabouts should be installed as entrance markers to the corridor and neighborhood. In addition to providing an enhanced roadway for the corridor the pedestrian accessibility and circulation will be greatly enhanced and the improvements will assist in calming the through traffic that accesses the medical center and destinations east and north by using the

corridor. Upgraded pedestrian crossing and pavement treatments should be implemented at 39th Street and Rainbow to allow better access to the east from the corridor.

A community center would provide a great asset and services to the community should be provided as a part of the future of this community. The community should discuss with the City and school board the possibility of creating an activity center in the neighborhood. In the near future the resources of the Rosedale Middle School should be used to further community activities in the corridor and neighborhood. The use of the school should be an interim use of resources toward the goal of having a self-sustaining, separate facility to serve the corridor, neighborhood and surrounding community.

A multi-purpose trail should be incorporated into the corridor to improve the pedestrian accessibility of the resident within the corridor and connections to surrounding areas. The general alignment of the trail should follow 39th Street and Lake Streets serving as the main east

Neighborhood Open Space

and west connection, as shown on the concept plan map. The trail should use the park as a central point to make connections to the north along Springfield Street to Rosedale Middle School and the potential community center, and to the west through the park. Additional connections to the surrounding areas should be made through the use of the natural topography, particularly east and south of Minnie Street.

As the corridor and surrounding neighborhood redevelops it is important that the existing positive qualities of the area are protected and promoted. The qualities in the corridor that the residents and business owners where most concerned about included:

- Protecting the single family residential character of the corridor west of Springfield.
- Containing and improving the existing commercial at 39th and Rainbow Boulevard.
- Slowing down and deterring traffic through the corridor and surrounding neighborhood
- Providing neighborhood amenities and activities for residents.

Neighborhood Church

- Creating life-long living opportunities, for youth to elderly.

The following development policies are intended to provide guidance to the future development of the 39h Street Corridor.

1. Development and redevelopment should be of the highest quality of design and construction.

SECTION 4: DESIGN AND DEVELOPMENT

POLICIES

2. Commercially zoned areas within the neighborhood (away from 39th and Rainbow) should be downzoned to promote single family residential development.
3. Connections throughout the neighborhood, with special attention to pedestrians, should be preserved and enhanced.

4. Create a life-long livable neighborhood by providing a diversity of housing, services and amenities.

Neighborhood Amenities

5. Create a quality commercial services area at the intersection of Rainbow Boulevard and 39th Street.

6. Expand and improve the park and open space system in the corridor and surrounding neighborhood when possible.

7. Establish covenants/deed restrictions for private developers to ensure quality design and construction.

8. Establish neighborhood relationships with those interested in the neighborhood, including the City, developers, UKMC, and current residents.

9. Future development within in the corridor should be designed to minimize the traffic impact on the neighborhood.

The design concepts detailed in this section are provided to guide future development of the corridor from a design and development perspective. The concepts are intended as a means to reach the desired future of the corridor as defined by this plan.

Neighborhood Gateways

Neighborhood gateways enhance the 'sense' of place, providing a visual cue that reinforces the Rosedale neighborhood as a distinctive place and announcing arrival to the area. Neighborhood gateways are envisioned at:

- Adams and Rainbow Boulevard.
- Adams and 39th Street.
- Lake Street and Minnie.

Gateway design should reflect a neighborhood scale, identifying the Rosedale Neighborhood. Other elements may be added for a greater visual impact, such as a neighborhood logo or icon, accent lighting, and landscaping. Gateways should be primarily constructed of durable materials such as brick and stone. Gateway features can be further incorporated in the greater neighborhood context, located where residential streets intersect along Rainbow Boulevard and Southwest Boulevard. This will begin to establish strong perceptional boundaries and enhance identity for the neighborhood within the larger community context.

SECTION 4: DESIGN AND DEVELOPMENT CONCEPTS

39th Street

One of the key elements of the plan is an enhanced roadway feature that strengthens the connection of the neighborhood with Rainbow Boulevard and Southwest Boulevard. There are several design approaches:

Residential Boulevard Alternative

Modify the roadway width and incorporate a landscape median with two one way lanes on either side. Typically, each lane in a residential boulevard will be a larger one-lane width. The median and the parallel rights-of-way incorporate street trees, sidewalks, and ornamental lighting. In addition, the lanes could be incorporated to facilitate a shared-use bike lane, which could possible extend into a greater neighborhood or regional trail system. Given existing conditions, additional rights-of-way may need to be acquired.

Residential Parkway Alternative

Preserve the existing roadway as is, and implement generous landscaping along the roadway, incorporating street trees, sidewalks, and ornamental lighting. Given existing conditions, this may be feasible in the existing rights-of-way. If this is not the case, a landscape easement may be considered to implement desired amenities.

Roundabouts

For aesthetics and traffic calming, roundabouts could be incorporated for key intersections at 39th Street and Adams and 39th Street and Minnie. This also would allow for a dramatic setting to incorporate neighborhood gateways and seasonal landscaping in or near the roundabouts. The plan also envisions that a boulevard or parkway-like treatment be extended along Minnie and link to Southwest Boulevard.

Crosswalks

Pedestrian crosswalks help define the pedestrian movement and guide people safely across the street. Defined crosswalks further cue motorist that pedestrian activity occurs at a particular location. At the intersection of 39th Street and Rainbow Boulevard, the plan envisions an enhanced crosswalk treatment that reinforces the entrance to the neighborhood. Scored concrete with a color additive or concrete pavers would provide definition to the crosswalks. Within the intersection, scored concrete with a geometric pattern would create a more dramatic impact for this gateway intersection. Within the neighborhood itself, similar crosswalk treatments may be applied at residential street intersections, or apply a painted-stripped crossing to better define the crosswalk.

Parks and Conservation Areas

Significant topographic grades and heavily wooded areas are one of the key natural characteristics within the neighborhood. The plan envisions preserving and enhancing these areas, creating neighborhood amenities and protecting natural buffers and boundaries.

Parks

The existing Fisher Park, located in the center of the neighborhood, provides a 'heart' for the neighborhood design framework. Active parks are a key characteristic of vibrant neighborhoods and communities. The plan

envisions that on-going park improvements and maintenance continue in Fisher Park, based upon the community's needs, goals, and resources. In conjunction with new redevelopment initiatives, the opportunity exist to expand a green 'network' from Fisher park, linking existing and new residential development investments. Eventually, this park system could be further developed with neighborhood trails, following natural areas, and linking other neighborhoods together.

Conservation Areas

Steep topography and heavily wooded areas are envisioned to preserved to serve as a buffer and natural visual amenity for the neighborhood. Where parks and conservation areas meet, the opportunity exists to develop interpretive elements, such as natural environment education nodes along the trail.

Residential

Single Family

The plan establishes a framework for the preservation and redevelopment of single family residences, which are the foundation for a neighborhood environment. Infill single family residential redevelopment is likely to take place on a property by property basis. Larger-scale single family initiatives may include the redevelopment of multiple parcels or entire blocks.

Multifamily

Multifamily redevelopment affords the opportunity to provide an infusion of new residential density and living choices to meet a

variety of lifestyles. This may include maintenance-free, assisted, senior, or town house residential development. The plan envisions that all multifamily initiatives reflect and enhance the sense of neighborhood. This infers that multifamily in not duplexes, high rises, or large walk-up apartment complexes. Multifamily developed in the neighborhood should reflect town or row houses, integrated into the neighborhood fabric.

Commercial

Commercial redevelopment at the intersection of 39th Street and Rainbow Boulevard is intended to create a more traditional urban neighborhood center or 'neighborhood village'. Over time, redevelopment initiatives should 'reinvent' the existing environment, creating a pedestrian and commercial node. This infers that buildings are developed with greater orientation towards the street, on-street parking, on-site parking behind, or in some instances, to the sides of buildings that are adequately screened. Generous tree-lined sidewalks provide ample access for pedestrians.

Institutional

Institutional uses can create anchors and provide stability within a neighborhood. Churches, educational facilities, and other community support uses are encouraged to continually enhance their existing properties within the neighborhood, and ensure quality improvements that are sensitive to the neighborhood environment.

Utility

The existing sub-station north of 39th Street on Lloyd is not the ideal situation for the neighborhood. Should the sub-station be relocated, single family residential is the preferred re-use of the site. Should the sub-station remain, the neighborhood, City, and Rosedale Development Association should work with the utility company to investigate screening treatments to help mitigate the impact of the sub-station. This may include new masonry wall and fencing that has a less of an industrial image, or a more intensive landscape screening treatment.

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Design and Development Guidelines

The following design and development guidelines are intended to provide a general framework and criteria for potential initiatives within the neighborhood and further the concept and strategies of the plan. The intent of guidelines is not to impose a single theme of development and redevelopment investments, but to identify and outline basic design characteristics that promote visual harmony among the varying uses within the neighborhood. These guidelines establish the basis for evaluating potential projects concerning the physical quality and image for the area.

The following guidelines provide specific criteria based upon the recommendations of the plan. In addition, all development initiatives shall conform to any applicable requirements of the **Americans with Disabilities Act** and published guidelines.

The following design and development guidelines are outlined by three major categories:

Residential Design and Development Guidelines

Guidelines that address single family and multifamily redevelopment. May also be utilized as a resource for single family rehabilitation initiatives that occur on a property by property basis.

Neighborhood Village Design and Development Guidelines

Guidelines that address commercial and mixed use redevelopment within the envisioned neighborhood village at 39th Street and Rainbow Avenue.

Public Rights-of-way Design and Development Guidelines

Guidelines that address the environment typically dedicated to public ownership. Redevelopment efforts, however, are not exclusively the

responsibility of public initiatives. Redevelopment efforts may be public, public-private partnerships, or private-as a condition of significant private property investments.

Residential Design and Development Guidelines

Overview

Creating healthy neighborhoods includes a strong and attractive residential base, while creating the density to support neighborhood commercial activities.

Single family redevelopment is likely to occur on a lot-by-lot basis, reflecting current development and ownership patterns. Should larger scale single family redevelopment (multiple units or blocks) occur, the plan envisions retaining and enhancing the traditional urban neighborhood framework.

Multifamily redevelopment affords the potential to provide an infusion of new residential density and opportunities for lifestyle choices. This may include maintenance-free, senior, or urban townhouses. The plan envisions that all multifamily redevelopment initiatives reflect and enhance the sense of neighborhood within the area. This infers that multifamily is not duplexes created from two or more vacant lots, or higher density walk-up apartments. The plan envisions multifamily as the traditional townhouse or row home, integrated as part of the neighborhood fabric.

Density

- Net density for single family residential development should be 4 to 7 units per acre.
- Net density for multifamily residential density should be 8 to 30 units per acre.

Lot Size

- Minimum lot sizes as established by existing regulations for single family residences.

- A minimum of 1/2 acre for multifamily developments, with a minimum of 4 dwelling units.

Setbacks and Alignment

- Setbacks for front, side, and rear yard requirements as established by existing regulations.

- Dwelling units should have a common front alignment to provide a consistent block-face along the public street.

Orientation

- Dwelling units shall have the front of the unit oriented towards the public or primary street.

- The front door (primary entrance) shall be located in the front and in view of the primary street.

- Air condition units (central or window), and wall mounted utilities (meter boxes, etc.) shall not be allowed on the front façade.

Garages, Parking Areas, and Driveways

- Detached and attached garages are allowed.

- Garage entrances, however, are encouraged to be located in a manner that is not emphasized along the street frontage.

- For single family residences, attached garages should be incorporated into the side or rear of the dwelling, should the lot size allow.

- For multifamily residences, the preferred method is to incorporate the garage in the rear, accessed by a common drive or alley.

- Driveways shall be constructed of concrete or concrete paver units. Gravel or asphalt driveways shall not be allowed.

Roofs

- Pitched roofs are the acceptable style, with a minimum of a 7:12 roof pitch.
- Dormers are allowed.
- Flat or mansard roofs shall not be allowed.
- Acceptable roofing material includes composite asphalt singles, wood shake shingles, or slate tiles.
- Architectural metal roofing systems are not allowed as the predominant roofing material. Architectural metal roofing systems, however, is acceptable on secondary elements such as window or roof canopies.

Front Porches

- Residential units shall incorporate an unenclosed front porch or patio, which may extend to side facades.
- The preferred method is a front porch that is covered, integrated into the roofing system.
- A useable front porch or patio, 5 feet by 8 feet or greater, is recommended.

Materials

- Acceptable building materials include brick, stone, wood shake shingles, wood lap siding, stucco, Composite lap or shingle siding, and combinations thereof.
- If a composite lap or shingle siding is incorporated, the treatment must reflect and resemble a wood shake or lap siding treatment.
- Finished façade materials such as vinyl, metal, or board and bat siding should not be allowed.
- Stucco may be utilized as a secondary material only (less than 50% of the surface area of any façade).
- These guidelines apply to detached garages as well.

- Brick and Stone materials shall not be painted.

Color

- An appropriate color palette for dwelling units includes natural earth tones.

- True primary colors should not be applied as the primary color of the dwelling unit.

- Brighter or more dramatic color applications shall be limited to accent areas, such as window and door trim, porch and patio columns, doors, and awnings.

Windows

- All facades (front, side, and rear) shall incorporate windows, with a minimum transparency for each façade at 5% of the total façade area.

- All windows shall have a clear glazing and reflective glass is not allowed.

- Windows shall be punched openings, rather than bands of continuous glass.

- Windows shall be vertically oriented and consistent in their alignment for each level of the dwelling unit.

- All windows on the front and side facades shall incorporate mullions/muttons or be double-hung windows.

Scale

- Single family structures shall not exceed two stories plus an occupied attic (2 ½ stories) and not exceed 35 feet in height from the finished grade facing the public rights-of-way.

- Multifamily structures shall not exceed three stories, and not exceed 45 feet in height from the finished grade facing the public rights-of way.

- Detached garages shall not exceed 650 square feet and not be taller than 1½ stories, and not to exceed 20 feet in height from the finished grade facing the public rights-of-way.

Landscaping and Screening

- Single family detached residential dwellings shall incorporate a minimum of 25% of the lot area as a permeable and uncovered surface that includes living plant materials.

- Multifamily detached residential dwellings shall incorporate a minimum of 10% of the lot area as a permeable and uncovered surface that includes living plant materials.

- All other areas, which are not covered by the dwelling unit or paved, shall be at a finished grade and incorporate a grass lawn, except those areas incorporated with landscaping materials.

- Single family units shall incorporate a front lawn.

- Front yards shall incorporate at least one shade tree for every 40 feet of frontage.

- Plantings of deciduous or evergreen shrubs shall be incorporated to screen the foundation of structures.

- Multifamily dwelling units shall incorporate additional screening when abutting single family, institutional, or commercial properties, such as deciduous and evergreen trees, shrubs, masonry wall, or fencing.

- Multifamily dwelling units shall incorporate additional buffering for parking areas, rear driveways and alleys, and ground mounted mechanical equipment.

- Metal chain link fences are not allowed.

- Acceptable fencing material includes wood picket or ornamental metal.

- Wood picket fencing shall not be painted.

- Ornamental metal shall resemble wrought iron fencing, with a black finish.

- Fences are prohibited in front yards.

- Trash, recyclable receptacles, and central air conditioning units are not allowed in the front yard.

- When located on side yards, trash, recyclable receptacles, and central air conditioning units shall incorporate an element for screening from the public street, which includes:
  -3 foot (minimum) wood fence;
  -Deciduous or evergreen shrubs;
  -3 foot (minimum) masonry wall, integrated into the side façade and of similar materials of the dwelling unit;
  -Ornamental metal fencing with deciduous or evergreen shrubs;
  -Combinations thereof.

Neighborhood Village Design and Development Guidelines

Overview

Commercial development at the intersection of 39th Street and Rainbow Boulevard is intended to create a more traditional urban neighborhood center or 'neighborhood village'. Over time, new redevelopment initiatives should reinvent this environment, through opportunities to create a pedestrian and automobile friendly commercial node.

Setbacks and Alignment

- Buildings shall be constructed to a zero-foot setback (or build-to) line from the public rights-of-way.
- Setbacks or build-to lines shall be established based upon a 12-foot minimum pedestrian zone, measured from the public street curb to the building.
- Slight variations to the setback are allowable at the building or business primary entrance.
- If feasible by traffic engineering characteristics, on-street parking should be incorporated.

Orientation

- Primary building or business entrances shall be oriented towards the public street.
- Air condition units (central or window), and wall mounted utilities (meter boxes, etc.) shall not be allowed on any façade that fronts the public street.

Parking Areas

- The preferred method of parking for commercial properties is to incorporate on-site parking behind the building, with on-street parking in front.
- In some instances, parking lots may be located to the side of the building.

- Where Parking lots are located to the side of buildings, a low masonry wall (maximum of 2 1/2 feet in height) shall be constructed at a zero foot setback or build-to line, along the public rights-of-way to preserve some sense of building form along the pedestrian zone.

- Additional embellishment is allowable, such as wrought iron fencing, lighting, and seasonal planting boxes incorporated into the wall system.

- Parking lots should incorporate additional landscape buffering when adjacent to residential or institutional uses.

Roofs

- Pitched or flat roofs are acceptable.

- Should commercial structure be developed with one level only, a pitched roof must be incorporated.

- Dormers are allowed.

- Mansard or false roofs shall not be allowed.

- Acceptable roofing material for pitched roofs includes composite asphalt singles, wood shake shingles, or slate tiles.

- Flat roofs shall incorporate and integrated screening element as part of the building, such as a parapet, to screen rooftop equipment from public streets.

- Architectural metal roofing systems are not allowed as the predominant roofing material, but allowed for secondary features such as canopies and tower elements.

Materials

- Acceptable primary building materials (no less than 70% of facades) include brick and stone.

- Acceptable secondary materials (no more than 30% of facades) include stucco, split or burnished concrete masonry units (resembling stone in color and texture), wood shingles, tile, wood lap siding, or composite lap or shingle siding.

- All masonry materials shall not be painted.

Color

- An appropriate color palette for neighborhood village buildings includes natural earth tones.

- Brighter or more dramatic color applications shall be limited to accent areas, such as window and door trim, columns, doors, canopies and awnings.

Windows

- All facades facing the public street shall incorporate windows.

- All windows shall have a clear glazing and reflective glass is not allowed.

- At the street level, storefronts shall be primarily transparent, with a minimum of 70% of the first level façade incorporating clear glass.

- Upper level windows shall be punched openings, rather than bands of continuous glass.

- All windows on the upper levels shall incorporate mullions/muttons.

Awning and Canopies

- Awnings and canopies are allowed.

- Canopies integrated into the overall design of the building unit may incorporate similar roofing materials found on the building or incorporate architectural metal.

- Awnings and canopies shall have the same mounting characteristics.

- Awnings and canopies shall have a consistent horizontal alignment from the finish grade of the sidewalk across the entire ground level of a building and mounted at a height with the lowest point ranging from a 7′-6″ minimum to a 9′-0″ maximum from the finish grade of the sidewalk.

- Awnings shall be an opaque fabric or high-quality metal while plastic or wood canopies are not allowed.

- Awnings may be fixed or retractable, and mounted at an angled configuration.

- Arched and barreled shaped awnings shall not be incorporated.

- Awnings shall not be back-lighted.

- Awnings shall incorporate no more that 3 colors and be of the same color and pattern.

- Awnings shall receive routine and proper maintenance so that they remain free of damage, stains, or fading at all times.

Scale and Use

- Commercial structures shall not exceed three stories in height, and not exceed 45 feet.

- First (ground) level shall be dedicated to retail business uses.

- Upper levels (if developed) shall be dedicated to office, institutional, or residential uses.

Proportion and Modulation

- Long, blank expansive facades should be avoided and typically mitigated through such elements as windows, variations in building materials, or subtle variations in setbacks, and architectural detailing.

- Buildings shall avoid significant departures in building heights and masses among adjoining buildings, no greater than one level.

- Enhance building or business entrances, through recessed or projected entryways.

Lighting

- Façade-mounted lighting should be incorporated on all building facades facing the building street, alley, or on-site parking, to enhance the buildings architectural character and provide illumination for the pedestrian.

- Building lighting fixtures shall be compatible with the building's architectural style.

- Standard 'wall pack' lighting systems, non-white color lighting, and lighting systems that cast glare are prohibited.

Signage

- One façade-mounted wall sign is allowable, identifying each business.

- In the case of a ground level business occupying a four sided building, no more than three facades may have signage.

- Façade signage shall not exceed 10% of the total area of the façade on which it is placed.

- Façade signage shall not extend above the wall in which it is mounted upon.

- Allowable façade-mounted sign include:
  - -Individual cutout letters or graphics directly mounted to the façade
  - -Architecturally integrated sign or kiosk, such as menu boards for restaurants and cafes' only.

- All façade-mounted signs shall not project more than one foot from the façade.

- Permanent business identity may be incorporated into windows, but not exceed the lesser of 10 square feet or 25% of the total window.

- In lieu of one façade-mounted sign, one awning or canopy integrated sign may be incorporated for each business.

- In lieu of one façade-mounted sign, one neon sign light may be incorporated. Neon sign must be internally incorporated as a window display, not exceed 10% of the total window area in which it is displayed, and only delineate the name of the business (no permanent or product advertisement).

- All signage may not be internally illuminated, but may be illuminated from an external lighting source mounted on the building façade.

- Awning or canopy signage or artwork shall not exceed the lesser of 10 square feet or 25% of the total awning or canopy area.

- One pedestrian-oriented (projecting or blade sign) may also be incorporated on the façade.

- The pedestrian-oriented sign shall not exceed 10 square feet in size, securely mounted and at a height as not to interfere with the pedestrian.

Specialty equipment

- Specialty equipment such as satellite dishes, antennas, and other equipment shall not be mounted on the façade.

- Any roof mounted mechanical or specialty equipment shall be screened from public view, with the screening treatment integrated with the overall building design and materials, colors, and architectural style of the building.

Landscaping and Screening

- Commercial development shall incorporate additional screening when abutting residential or institutional, properties, such as deciduous and evergreen trees, shrubs, masonry wall, or fencing.

- Special attention should be considered for parking areas, rear driveways and alleys, trash and recyclable containers, and ground mounted mechanical equipment.

- Seasonal color may be incorporated as part of the overall design, such as window planter boxes, hanging baskets, and planters.

- All landscape material must be consistently maintained such as weeding, fertilization, pruning, and replacing dead or diseased landscape materials.

Public Rights-of Way Design and Development Guidelines

Overview

Investment in the public setting can foster a sense of cohesiveness among private property and varying uses within the neighborhood. Providing well-defined connections, adequate lighting, landscaping, and other amenities helps in creating a functional and aesthetically distinctive environment.

Sidewalks

- For residential streets, a 5-foot minimum concrete sidewalk is recommended. Sidewalks should be continuous and at a minimum on one side of the street.

- For streets fronting the neighborhood village, a minimum 12′ concrete sidewalk is recommended. Within the 12′ minimum, a minimum of 6′ shall be dedicated for unobstructed pedestrian movement, with the remaining portions dedicated to planting beds, tree wells, or outdoor café.

- Additional embellishment, such as ornamental scoring or accent pavers is also recommended for streets within the neighborhood village.

- All sidewalks shall adhere to the **Americans with Disabilities Act** and published guidelines. This includes, but not limited to, curb ramps, sidewalk slope and width, audible crossing signals, and so forth.

Lighting

- All streets shall be illuminated for the pedestrian and the motorist.

- Minimum illumination requirements for street lighting shall be met.

- In the case that pedestrian lighting is incorporated, a single standard should be incorporated throughout the neighborhood.

- It is recommended that the pedestrian lighting standard reflect a more traditional fixture rather than a contemporary design, as not to become dated.

- Pedestrian lighting should provide adequate illumination that cast down to the sidewalk and not at an intensity to distract the pedestrian or motorist.

- For streets fronting the neighborhood village, careful consideration of pedestrian light fixtures should be taken, as not to interfere with building and business entrances.

Crosswalks

- A primary pedestrian crosswalk is envisioned at the intersection of 39th Street and Rainbow Boulevard.

- The pedestrian crosswalk must be constructed of durable materials, ensuring that engineering requirements are met for durability, maintenance, snow removal, and accessibility.

- Scored, stamped, or concrete pavers are appropriate for defined pedestrian crosswalks.

- A special design pattern is desired within the intersection itself, enhancing the sense of neighborhood entry at the intersection.

- Other intersections within the neighborhood may apply similar treatment or simply incorporate a white painted stripping pattern to delineate the pedestrian crossing.

Street Furniture

- Street furniture, such as trash receptacles, mail and newspaper boxes, and benches should be strategically located to meet neighborhood requirements and reinforce patterns such as transit stops or a particular type of business, such as a restaurant.

- Street furniture shall have a consistent theme throughout the neighborhood, both in design and color.

Landscape

- Street trees shall be incorporated throughout the neighborhood and the neighborhood village.

- On residential streets, one shade tree should be incorporated at a minimum of every 50 linear feet.

- All street trees should be installed as not to obstruct site lines at street intersections, block traffic safety signs, or obstruct pedestrian movement.

- In the neighborhood village, additional consideration and design shall be undertaken to ensure proper location of street trees as not to visually block building and business entrances, signage systems, and pedestrian movement.

- In the neighborhood village, planting beds or tree wells should be generous enough to ensure the health and growth of the street tree.

- Street trees should be of a species that will endure local climate, durable in an urban environment, and consistent throughout the neighborhood.

- Seasonal color is encouraged to accentuate key urban design elements, such as planting beds at neighborhood gateways and planting beds/portable planters within the neighborhood village.

- All landscape material must be consistently maintained such as weeding, fertilization, pruning, and replacing dead or diseased landscape materials.

Neighborhood Gateways

- If implemented, neighborhood gateways shall have a consistent design throughout the neighborhood.

- Landscaping shall be incorporated with neighborhood gateways, such as shrubs, ornamental trees, and seasonal color.

- Neighborhood gateways should be installed as not to obstruct site lines at street intersections, block traffic safety signs, or obstruct pedestrian movement.