

## **Chapter Seven: General Development Guidelines**

### **Introduction**

The planning process shall strive to provide an environment, which encourages identification and pride in both the neighborhood and the City. The Comprehensive Plan establishes the Land Use Guide and Community Goals and Objectives by which the development process is guided.

The City of Shawnee currently evaluates development proposals through site plan review, subdivision plat review, and the zoning process. Site plan review is the process, which provides for the detailed review of a proposed development or change in land use. The principle intent of the site plan review is to eliminate or minimize land use conflicts and prevent incompatible relationships and uses. Subdivision review concerns the physical design of the site, such as street alignment, stormwater facilities, topography, the creation of lots, etc. The zoning process provides for a review of a change in land use to ensure compatibility with the City's goals and objectives.

In order to achieve a better environment for the residents of Shawnee, a policy of design standards which outlines what is expected of architects, engineers, planners, developers and property owners, has been adopted. These guidelines should help in establishing a more consistent and concise method of evaluating new developments. The Design Guideline and Development Handbook should be referred to for complete information. The Building Design Standards and Amenity Policy brochures should be referred to for complete information.

The following text describes general development guidelines and standards as the first step in development in compliance with the Comprehensive Plan.

### **Guidelines**

The City maintains a land use inventory to document existing land use by zoning category. An evaluation of individual tracts of land which are currently zoned for commercial, office, or industrial use, but not so utilized, are reviewed on an on-going basis to make recommendations for the retention of the current zoning or conversion to another zoning category.

Requests for zoning changes must include specific use proposals, preliminary site development concepts, traffic generation characteristics, and similar land development elements. If it cannot be shown that a need exists for the proposed use for which the rezoning is requested, then the zoning request is doubtful. If damage to abutting properties is probable, and adequate screening and development controls cannot be implemented, then the zoning request should not be recommended.

The following definitions and development guidelines have been found to be generally accepted for measuring community development patterns and establishing efficiency and community well being in development.

### **Townsquare (TSQ)**

The meaning of the TSQ becomes somewhat distorted for Shawnee due to its location, development restrictions, and the expansion of the City to the west. Nevertheless, some of the basic TSQ functions can be preserved and provided to meet the overall goals and objectives.

The specific functions of the TSQ should be to serve as a major source in meeting the community's shopping and office needs. It should provide both commercial and public entertainment services. It should provide community meeting facilities, as well as providing space for most governmental offices.

The major design elements, which must be accomplished, are accessibility, compactness, parking, internal pedestrian circulation, peripheral development, and aesthetics. A Townsquare design study was completed in 1994, which addressed these issues. Additionally, the City adopted a report by Hyett Palma in 2001, which set the direction for the development of the downtown area. It was noted that small design features in the streets and sidewalks could provide a better definition of pedestrian areas. It was also noted new construction should be encouraged to be located at the property line with parking at the rear of the building. A streetscape plan was adopted in 2003. This led to further public improvements along Johnson Drive and a portion of Nieman Road indicating the City's commitment to the downtown area. A proposal for renovations to the City Hall parking lot was developed to provide the building with a park-like focal point. Another feature of the Hyett Palma study was to continue to encourage in-fill development of single family, duplex and multi-family development in and near the downtown to increase the population in the area.

### **Neighborhood Shopping Center**

The neighborhood shopping center provides for the sale of convenience goods and personal services for day-to-day needs. This type of center normally requires a site area of 5 to 10 acres with leasable floor area of 15,000 to 100,000 square feet.

The neighborhood shopping center should be located at the intersection of major thoroughfares. It should serve a population of at least 7,500 within a one-mile radius.

### **Community Shopping Center**

The community shopping center will provide a greater depth and variety of merchandise in addition to the convenience goods and personal services found in the neighborhood center. This type of center normally requires a site area of 10 to 30 acres with leasable floor area of 100,000 to 250,000 square feet.

The community shopping center should be located at the intersection of major thoroughfares. It should serve a population of 7,500 to 25,000 within a two-mile radius.

### **Regional Shopping Center**

The regional shopping center will provide general merchandise, apparel, furniture and home furnishings in full depth and variety. It is built around at least one department store for major drawing power. This type of center normally requires a site area of at least 80 acres with leasable floor area of at least 350,000 square feet, although this may range to over one million square feet.

The regional shopping center should be located at an intersection of two highways or one highway and one major thoroughfare. It will serve a population of over 100,000 with a trade area of up to a fifteen-mile radius.

### **Other Commercial Areas**

Certain commercial activities are more compatible to highway oriented locations than to shopping center developments. They include highway services, such as restaurants, service stations, and motels. These services are often grouped in a highway center, which is often located at an intersection or interchange of two highways. Safe access and egress for high-speed traffic and good sight distances are essential and make the highway center an extensive land user in relation to the size of retail space. Activities specifically oriented to highway locations might also include establishments, which combine retail, wholesale, service and repair in various ways, or establishments, which are neither retail nor industrial in character. Examples include businesses engaging in sales and service of farm implements, offices of construction contractors, together with facilities for storage of equipment and supplies - and building materials establishments. The unsightly portions of all such uses and zones should be screened properly by permanent walls or fences and landscaping. They should also be required to be a specific distance from single-family residences, and wherever possible, should be buffered by duplex, apartment, or single-occupancy office uses.

Commercial uses strung out along major thoroughfares, which cause considerable inconvenience to both customers and businessmen, should be consolidated, and boundaries should be established to eliminate or at least minimize commercial stripping and sprawl. In the consolidation, such areas can be shortened and deepened and necessary off-street parking can be provided as part of the compact design. Through the cooperation of the City, the businessmen, and the property owners, improved access and circulation, adequate off-street parking, greater attractiveness through landscaping; and other improvements can be provided in accordance with a coordinated site plan for physical improvement.

Concerted efforts should be made to avoid commercial strip and spot zones. The continuation of commercial strip and spot zoning, sprinkled with retail outlets, will reduce the needed traffic-carrying capacity of the major thoroughfares and will deter the use of such land (and adjoining land) for other and more suitable uses.

Where "stripping" the street has progressed beyond the point of no return, access or service roads may be the only long-range alternative. In such a case, new commercial construction should be required to have an additional setback to allow for ultimate road construction. Where platting is necessary, the right-of-way can be provided for in the subdivision process. Streets where access or service roads will be the only alternative should be designated on the major thoroughfare and street plan map.

### **Office**

Future office needs are difficult to project, but recent trends project an increase in demand for office space in Shawnee. However, development of additional office space may be tempered by recent tax law changes and a resultant slowing of speculative buildings.

The location of office sites on the Land Use Guide map are primarily based on accessibility, visibility, and surrounding land use. These criteria will ensure that adjacent neighborhoods are not seriously impacted by Shawnee's continuing development as an employment location.

### **Light Industrial**

To provide a diverse tax base and a variety of employment opportunities, light industrial and business park development will be encouraged to be developed in appropriate locations.

Future industrial and business park development should reflect proper layout and high quality design to avoid negative impacts often associated with warehousing and manufacturing development. Future industrial areas and business parks should be developed in a manner to provide opportunities for both small scale and large scale developments. Industrial type development should not be developed on isolated sites dispersed among other land uses, or as individual parcels located adjacent to each other with no interrelationship. Special attention shall be given to adjacent street patterns and stormwater drainage improvements.