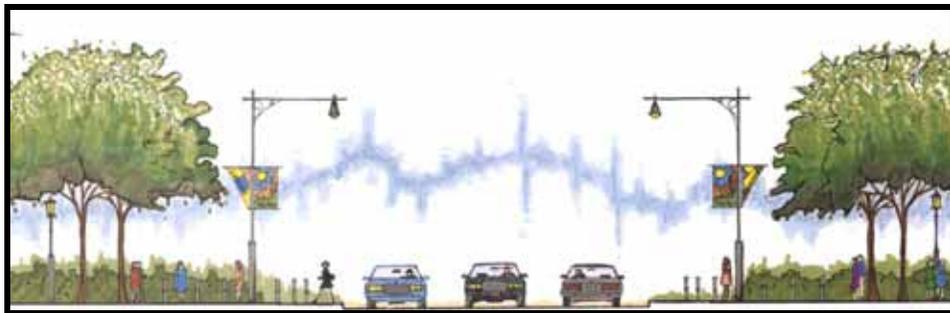


Chapter

6

COMPREHENSIVE PLAN

City of Derby, Kansas



Planning Principles and Design Guidelines

Chapter 6 - Planning Principles and Design Guidelines

A clean and healthy community is a critical element of a quality place, and the design of quality places is a balance between environmental, economic, and social considerations. The Vision of the Comprehensive Plan provides a broad view of where Derby sees itself in the future. This Chapter provides further detail through citywide Land Planning Principles and development guidelines for the City in the Rock Road Corridor to shape the physical form of the community and to achieve Derby's Vision.

Introduction

The Derby Comprehensive Plan advocates the use of land planning principles and design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including individual zoning changes, subdivision plans and plats, site planning, infill development, annexations, and capital improvement programming should be coordinated with the Land Planning Principles and development guidelines set forth by this Chapter. Section 6.3 provides design guidelines as a framework for future development decisions in the Rock Road Corridor which is anticipated to accommodate a significant amount of Derby's future commercial and higher density residential development in future years. The Rock Road Corridor guidelines may also be considered as development occurs in the city's other major growth areas in future years.

6.1 Land Planning Principles

Land use and growth patterns are dictated by the physical circumstances presented by the specific geography of an area as well as various social, economic, and political forces that affect the community through time. The principals described in the following subsections address issues such as land use, neighborhood preservation and new neighborhood design, pedestrian systems, transitional development standards near acreage development, and site planning design.

Community Form and Identity

A "healthy" and vibrant Derby community of the future will consist of a well designed realm of vibrant and walkable neighborhoods, parks, and schools within walking distance of shops, civic services, jobs, and transportation. Healthy community characteristics include providing an interconnected mix of land uses, ample greenspace, and building designs that reflect Derby's local culture and harmonize with the natural environment. Future development is guided by the central goal of building a "community".

A “healthy community” differs from a “sprawl” community characterized by single land uses developed on individual parcels of land used for a single purpose, such as homes, or stores and restaurants, or office buildings, or schools, or civic buildings – all conceived, developed, and designed separately and separated physically for the people using them.

Certain development patterns are more efficient and, therefore, less costly to serve than others. This issue has increasing relevance as the City plans for expansion of residential uses outward from the core of the City. Compact, orderly growth radiating from existing services and improved infrastructure provides for efficient and cost-effective expansion of service. Compact growth in the planning area can be achieved by encouraging development adjacent to the existing built-up areas, in-fill development and redevelopment, rather than allowing "leap-frog" development over large tracts of undeveloped land.

While future development in Derby will undoubtedly occur on an incremental parcel-by-parcel basis, the development should be guided to create a healthy community, rather than a sprawl community. Future development and land use decisions will be guided by the Comprehensive Plan Vision, Goals & Policies, Land Planning Principles, and Design Guidelines.

Future land planning efforts should strive to achieve the following to achieve a quality place and a healthy community:

- Provide a mix of housing, office space, employment opportunities, schools, retail shopping, outdoor recreation areas, and civic / public spaces and buildings.
- Design and layout buildings, streets, and diverse gathering places to promote real neighborliness and facilitate interactions among residents.
- Achieve compact design to minimize the amount of land devoted to individual dwelling units and to maximize the amount of public open spaces.
- Provide open space throughout the community for public and recreational uses, including continuous open space corridors in neighborhoods for walking, biking, and pocket parks.
- Provide streets with sidewalks and connectedness to promote easy and safe walking and multiple paths for travel through neighborhoods.
- Provide a mix of different mixed-income homes in neighborhoods, such as a combination of single-family detached, multifamily attached, condos, and affordable housing.
- Provide convenient access to transportation, and public transit services where available.
- Design developments in a manner to blend with the environmental setting and preserve natural features and woodland areas.

Land Uses

Consistent with current housing trends nationwide, the *Comprehensive Plan* recommends providing diverse high quality residential areas with a variety of housing styles and land uses. A development design with a mix of “integrated” land uses is highly desirable so it is not necessary to create large buffers between differing uses. The preferred land use development pattern creates a variety of housing types, including single-family

residential, duplex, town homes, condominiums, and apartments intermixed into a neighborhood area to meet the diverse needs of residents with varied ages and incomes. Retail shops, offices, public services and civic buildings, and other nearby employment opportunities should be located within close proximity to be easily accessible by pedestrians.

When conventional single-use residential subdivisions or other land uses are designed to separate and isolate one another, the transitional area buffer design is critical. Buffer areas should screen noise, lighting, and undesirable views from residential areas with a combination of landscaping, berms, walls and decorative fencing. However, buffer designs that create “walled-in” or “compound” communities with no interaction with the surrounding area are highly undesirable and should not be approved. Natural or landscaped open space and common areas with pedestrian access and recreational amenities should be incorporated in buffer areas to provide open space amenities for the neighborhood.

Gateways (Primary and Secondary)

Primary Gateways

Primary gateways should identify the City of Derby as a whole. Primary gateways should be located at the entrances to the City along major roadways such as at the north and south ends of K-15 and the north and south ends of Rock Road. The major features of primary gateways should include:

- A prominent feature such as large-scale public art, statuary, fountains, gardens or park-like settings;
- Signage to clearly identify entrance into Derby. Brick, stone or other high-quality materials and the City logo should be incorporated into the signage to further establish the gateway; and
- Landscaping to accent the surrounding corridor and prominent features. A combination of street trees, ornamental trees, shrubbery, ground covers and ornamental plantings should be used to accent and coordinate the design.

Secondary Gateways

Secondary gateways should identify the City of Derby, but on a smaller scale than the primary gateways. These gateways should be located at secondary entrances into the city, such as along the Arkansas River at Market Street. As opposed to primary gateway features, those of secondary gateways are intended to be more pedestrian in scale and may include:

- Prominent features such as public art, statuary, fountains, gardens or park-like settings;
- Signage of brick, stone or other high-quality material; and
- Landscaping to accent the surrounding corridor and prominent features. A combination of street trees, ornamental trees, shrubbery, ground covers and ornamental plantings should be used to accent and coordinate the design.

Parks, Open Space, and Natural Resources

Parks and open space enhance the quality of life of Derby’s residents and are central to the community’s economic development strategy, including its ability to attract and retain viable business and industry which is directly linked to quality of life issues.

The protection and enhancement of drainageways, creeks, the Arkansas River, floodplains, and vegetation in rural and urbanizing areas will serve a dual purpose of preserving environment systems and providing recreational amenities. Land banking, easement acquisition, land donations, dedications or purchase, and the creation of public reserves are methods of protecting water systems from development and create

opportunities for greenways along water systems corridors. Protection and enhancement of vegetation along water systems and additional setback of development along these systems should be used to reduce erosion, run-off, and pollution. The preservation of natural drainageways will also require less public maintenance and thus save tax dollars.

Future land planning efforts should incorporate the following quality places principles for parks, open space, and natural resources:

- Preserve major natural features in a neighborhood (streams, slopes, wetlands, floodplains, and natural habitats) as open space and link those resources to public places by Derby's hike and bike pathways.
- Incorporate features and amenities that minimize environmental impacts on water quality caused by storm water runoff and erosion, and on air quality caused by motor vehicle traffic.
- Design buildings and the layout of properties in a manner to maximize the efficient use of environmental and economic resources by minimizing energy, water, and material use.

Neighborhood Design

Neighborhoods in Derby are the building blocks of the community. Well designed quality neighborhoods are more than subdivisions, and are defined as much by the sense of community they create for their residents as by the structures, streets and amenities within their boundaries. Quality neighborhoods in Derby should offer choices, provide residents with a sense of identity and connections, and encourage continuous renewal and reinvestment. Future neighborhood designs should carry out the following elements to create vibrant neighborhoods and a healthy community.

Future neighborhood design should consider the following land planning principles:

- Encourage a mix of housing types, single family, town homes, apartments, elderly housing all within one area. Encourage multi-family infill near commercial or employment areas. Discourage the development of large "complexes" or segregated areas of a single-type of multi-family housing product;
- Maintain similar housing types facing each other: single family faces single family, with a change of land use occurring at the rear of the lot.
- Design neighborhoods with interconnected networks of pedestrian-friendly and attractively landscaped streets, trails and sidewalks that encourage walking and bicycling. Such streets, trails, and sidewalks should provide multiple connections within and between neighborhoods and give residents, particularly youth and the elderly, choice and control in their mobility and easy access to important destinations from their residences.
- Design neighborhoods that are linked to surrounding areas and, when possible, share commercial spaces and open space resources.
- Provide convenient access to neighborhood services from residential areas so activities of daily living can occur within walking distance. Neighborhoods should include nearby access to stores, workplaces, schools and recreation places. Public uses (elementary schools, churches) and shared facilities (city parks & school sites) should be located where they will serve as neighborhood "centers" and within proximity to the greatest number of residents, rather than isolated at the edge with limited direct accessibility from the neighborhood.
- Encourage a distinct neighborhood identity to foster pride and belonging among residents. The identity features of a neighborhood may include neighborhood

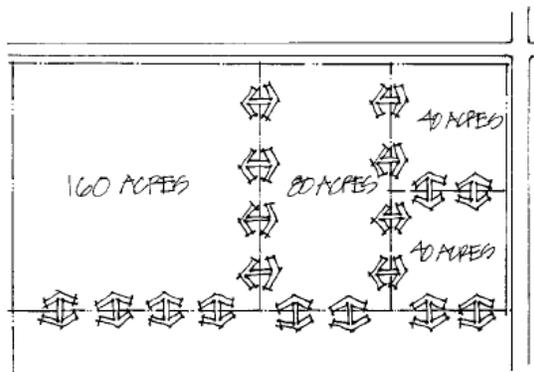
gathering spaces such as a park or an open space “green”, or a street intersection with a prominent focal point or sculpture.

- Provide a variety of quality public parks and open spaces within easy access of residents in a neighborhood. Open spaces may consist of natural greenway corridors, small playgrounds within easy walking distance from homes, neighborhood parks, or community parks that can be shared by several neighborhoods.

Connections to Adjacent Properties

Interconnection between development areas is a prime consideration when designing a neighborhood. Street linkages between adjoining developments can diffuse traffic and reduce the volume of traffic on collector roads and at neighborhood entrances. In addition, various routes throughout a development area result in more evenly distributed traffic and reduced travel distances for motorists and pedestrians. Development designs should reflect existing topography, as well as existing and future land uses of adjoining properties, rather than designing based on existing property lines.

- When located adjacent to an area anticipated to develop with similar land uses, streets should be extended to the boundary lines of the tract, unless prevented by topography or other physical conditions.
- As a general rule, neighborhood connectivity should be provided through no fewer than an average of one street connection at the boundary line of the tract for each 660- linear feet of the property line with adjoining tracts (approximately every 1/8th mile).



Pedestrian Network

Sidewalks and trails provide the framework for the pedestrian system in every neighborhood. The pedestrian network can be greatly improved and walking distances substantially reduced through the use of hike and bike trails within greenways or other open space systems, mid-block connections, and cul-de-sac linkages.

- Some arterial streets may incorporate trails within a perimeter easement as part of the city-wide hike and bike trail system.
- Mid block connectors (accessways) should be provided approximately every 660- feet for blocks that exceed that distance, particularly when homes back up to a public greenway or private open space with a trail facility.

- Pedestrian linkages (accessways) should be incorporated at the ends of long cul-de-sacs to reduce walking distances between cul-de-sacs, parks, greenways, schools and other neighborhoods.
- Mid-block connections and cul-de-sac linkages (accessways) should be a minimum of 30- feet wide (between lots) and developed with a 4-foot to 8-foot wide walk or trail, depending on the usage of the walkway.

Accessway areas in neighborhoods should provide linkages between sidewalks along the street with pedestrian hike and bike trails in greenways and park and open space areas. These linkages may be accomplished by direct pedestrian access from a street, direct access from a cul-de-sac that abuts or extends into the open space, or a designated accessway between lots.

Using the following guidelines, the layout and design of accessway areas should create spaces that feel inviting and safe, and remain open to public view. Pedestrian areas should not be secluded behind homes or structures. However, creative design alternatives creating a high quality pedestrian / open space environment should be considered in addition to these guidelines.

- Accessway areas should be of adequate width so the placement of adjoining homes and fences will not create a long narrow “tunnel” effect and so the location of a walkway will not negatively impact adjoining properties. Generally such accessway areas between residential lot lines should be 30-feet wide or larger and placed in common open space tracts rather than incorporated with private property.
- The maximum height of a fence along the edge of an accessway should not exceed 4-feet.
- Adjoining residential structures are encouraged to provide windows facing the accessway area to provide a sense of the space being observed, rather than being isolated.
- It may be desirable to provide illumination of the accessway in some locations so the area will feel safe when used at night.
- Bollards or other similar treatment may be provided to prevent motor vehicles from entering the accessway.

Designing with the Environment

Residential subdivision designs should always respect the natural environment and develop in harmony with existing natural features. Natural physical features should be incorporated into new developments, with drainage areas and other natural features left in their natural state and integrated into the overall subdivision design. Engineering techniques should not be used to force-fit development into the environment. Development designs requiring significant amounts of cut and fill to maximize the number of lots at the expense of the environment should not be approved.

Easement Locations and Utility Design

The appearance of conventional subdivisions can be enhanced when the visual impact of utilities serving a development is considered during the design stage. To minimize the visual impact of utility pedestals, boxes and meters, utilities with such cabinets should be located along rear lot lines, whenever possible, or between lots. Utility easements must be

located outside tree preservation areas and other landscape areas to protect the vegetation and minimize conflict with landscape improvements.

Storm drains should be extended to the edge of existing or proposed channels to minimize erosion. Storm drains and sanitary sewers should be designed to minimize the loss of existing trees and damage to natural riparian areas, particularly in open space and tree preservation areas.

Guidelines for Multiple-Family Development Design

The design of multiple-family developments, both rental and owner occupied communities, contribute to the overall image of Derby. The intent of the guidelines for multiple-family development design is to ensure the livability and high quality appearance of multiple-family developments in the community. These guidelines should be considered, and expanded upon as necessary, as part of development approvals such as site plan and rezoning applications.

- When located adjacent to single-family dwellings, the design and appearance of multiple-family dwelling structures should have similar massing, height, roof pitch, and architectural features – including front porches; cornice lines; horizontal lines of windows; and architectural embellishments, such as: shutters, dormers, belvederes, chimneys, etc., to create the appearance of single-family dwellings.
- Exterior facades should be finished with high quality building materials and architectural detailing. Exterior walls should be finished with decorative materials such as masonry, stone, or stucco – the amount of which will be determined through the development approval process. Synthetic or imitation materials with a false or “tacked on” appearance should not be permitted. Vinyl siding is discouraged unless of the highest durability and fabricated design.
- Site designs should create a sense of “neighborhood”, rather than a “complex, and should include:
 - An internal vehicular circulation system reflective of a single-family residential street system, as opposed to looped drive systems through parking lots which may appear disjointed and confusing.
 - Buildings sited with front entrances and porches oriented toward streets, drives, and plazas, rather than clustered around parking lots.
 - Parking lots located behind buildings or screened from view from internal streets.
 - Walkways that connect all buildings with parking areas, play areas, clubhouses, and sidewalks along adjoining streets, as well as neighboring stores, offices, and transportation.
 - Centrally located plazas, clubhouses, pools, and recreational facilities.
- Building designs should create variety and should not look monotonous if replicated throughout the development. Such designs should include elements of the following:
 - Side and rear building elevations, garages, carports, and all accessory structures with the same level of design, aesthetic quality, and architectural detailing.
 - Porches, varied rooflines, and varied façade depths to create variety and individuality of each dwelling within the building.

- Windows and projecting wall surfaces to break up larger wall surfaces, establish visual interest and provide visibility of the street and other public spaces encouraging social interaction.
- Protective entry courts, common vestibules, covered breeze ways, or enclosed stair halls to reduce the number of visible doors, unless designed in a row house or townhouse manner oriented toward the street.
- Garages designed to be integrated with the building design or sited so as to avoid long monotonous rows of garage doors and building walls. Garages should be oriented so they do not visually dominate the building façade or the streetscape.

Guidelines for Mixed-Use Development

Mixed-use development areas are those that are intended to provide for design flexibility to create high-quality neighborhoods and retail areas within close proximity to each other. Mixed-use areas are intended to be pedestrian oriented, as opposed to automobile oriented, and designed to encourage pedestrian movement between residential and nonresidential areas. Nonresidential uses are intended to blend into the residential character of the area both in terms of site design and building design.

Nonresidential uses in residential mixed use areas are small in nature and intended to provide services generally to only nearby neighborhoods. Such nonresidential uses should achieve the following:

- Nonresidential uses and associated parking generally not more than two (2) percent of the land area within the mixed residential area. Business sizes are typically less than 3,600 square feet for any individual establishment.
- Nonresidential buildings generally limited to corner locations. Such locations may be near arterial streets, typically not oriented toward such streets.
- Nonresidential buildings with a “street-oriented” design to create a desirable pedestrian environment between the building and street. Street orientation should include a consistent building setback line a short distance from the street right-of-way; entrances, storefronts, and display windows facing the street; and on-site parking areas located on the side or rear of the building. Conventional “pad site” development with individual freestanding buildings with little relationship to other businesses and with parking located between the building and the street are not considered appropriate for mixed-use residential areas.
- Building designs to be architecturally integrated with the residential character of the area through the use of similar building materials, roof pitches, and architectural detailing.
- Site design in which parking areas and access drives are shared between nonresidential and residential uses.
- Site design that incorporates useable public open space such as a park or plaza, which may be shared between residential and nonresidential uses.

Neighborhood Preservation

The preservation of Derby’s existing older neighborhoods is a high priority for maintaining a vibrant healthy community in the future. Much of the older core neighborhoods continue to present good “curb appeal”. However, the primary issue

facing Derby's older core neighborhoods is the age of the structures. While aging infrastructure may pose maintenance problems for some areas, many buildings in the older core areas may be considered obsolete in terms of modern housing standards thus making them less competitive in the marketplace. Even well maintained older homes in the core area often lack modern amenities generally expected by new home buyers and families.

Future community planning efforts should promote the preservation, maintenance and renovation of existing housing and neighborhoods throughout the city, with special emphasis on housing in the older core neighborhoods. In order to promote maintenance and improved appearance of structures in Derby's older neighborhoods, public investment programs should be explored. In addition, the following principles should be considered:

- Maintain and enhance infrastructure and services in existing neighborhoods.
- Building code requirements for the rehabilitation or expansion of existing structures should protect the safety of building occupants, while recognizing the need for flexibility that comes with revitalizing older buildings.
- Provide flexible standards for remodeling and expanding existing homes, but ensure that new development is compatible with character of neighborhood and adjacent uses (i.e. location and placement of garage, roof pitch, common setbacks, etc.).
- Preserve a mix of housing types and compatible land uses in older neighborhoods, generally with similar uses on the same block face.
- Maintain similar housing types facing each other: single family faces single family, with a change of land use occurring at the rear of the lot.
- Commercial parking lots should not intrude into residential areas where residential uses dominate a block face. More intense commercial uses (gas stations, big box stores, car wash, fast food, etc.) may not be compatible due to impact on nearby housing. Expansion of existing centers should be designed in a manner than is compatible and seamlessly integrated existing neighborhoods, or they should be screened and provide buffers for nearby residential areas.
- Encourage pedestrian orientation of new development in existing developed areas by locating parking at the rear of residential and neighborhood commercial uses.
- Support the retention of public uses, such as schools and churches, as centers of neighborhood. Shared parking for public uses should be used whenever possible. Minor incursions of accessory parking for public/semi-public uses into neighborhood should be allowed provided proper screening and buffering is used.
- Maintain the existing pattern of streets, and make connections where possible to link neighborhoods together.
- Require arterial street improvements to be compatible and in character with the existing character of the neighborhoods in which they serve.

Rural/Suburban Acreage Development

Rural/Suburban acreage developments of 5-acre to 20-acre lots around the edge of the city will obstruct the logical urban growth pattern of Derby unless special care is taken to direct such acreages to suitable areas. It is important for the City of Derby and Sedgwick County to limit the development of any new Rural/Suburban acreages in the City's long-

term growth areas, except for areas already designated for acreages or under development, in order to provide areas for future urban growth and to minimize the impact on new acreage development.

In order to protect the long term growth potential for Derby, large-lot acreage development should generally be limited to areas identified as “Rural/Suburban Acreage” on the **Future Land Use Map** and should be discouraged in areas identified for future growth in the planning area. This will reduce the number of large-acreage homeowners who would be impacted by urban subdivisions around them in the future. Even though rural/suburban acreages can be designed with infrastructure to meet city standards, there is still an impact on acreage owners and their families during annexation in terms of changes the character of the surrounding area and financial implications.

It is recognized that some properties may be impacted by prohibiting all large-acreage development in “rural/agricultural” areas or in other areas that may not be provided with urban services for 50 years or more. Therefore, the City might consider allowing a limited amount of large-acreage development in suitable areas designated “rural/agricultural”, provided such development has lot clustering.

Transition Policy for Developments Adjacent to Rural Suburban Acreages

As urban development in Derby expands outward from its current city limits into the future Urban Growth areas, the existing acreage developments will experience encroachment pressures. Therefore, it is important for Derby to implement a “transition” policy addressing development layout, lot sizes, density, and other design elements for new developments located adjacent to large-lot rural/suburban acreages. This policy will help minimize growth conflicts as much as possible between developments with different levels of compactness.

Extra sensitivity must be used when planning and designing a subdivision with urban densities and smaller lot sizes adjacent to existing, large-lot residential acreages to provide an orderly and appropriate transition between such areas. Transitional development designs should achieve the following when located adjacent to existing, large-lot residential acreages with properties generally 5-acres or less in size. For unplatted properties generally exceeding 5-acres in size, the transitional policies should be applied as deemed appropriate by the Planning Commission and Governing Body.

- A PUD-Residential Planned Unit Development district should be used in areas adjacent to large-lot subdivisions.
- The developments should be designed to create a seamless visual transition. A strong visual divider between the two types of development is highly discouraged.
- New developments should provide an orderly and appropriate visual and physical transition between the developments with different densities that result in a character and appearance comparable to the large-lot subdivision. Urban residential lots immediately adjacent to large-lot developments should be similar in size, with a gradual reduction in lot sizes as the distance from the large-lot development increases.
- New lots in the first tier of lots adjacent to an existing large-lot subdivision should be similar in total lot area and have a comparable width at the building line. The lot area differential should typically be no greater than one-quarter (1/4), but may not be required to exceed a lot area of more than one (1) acre. The width and depth of lots adjacent to existing large lots significantly greater

than an average of one (1) acre should be reviewed with appropriate standards and determined on an individual basis.

- As lots transition beyond the first tier adjacent to a large-lot subdivision, the area differential of lots in the second tier should be no less than fifty (50) percent of the typical lot area in the adjacent large-lot subdivision. The width of the lot at the building line should continue to remain comparable in appearance. Lots beyond the second tier may transition to smaller lot sizes at higher densities as typically found in conventional urban subdivisions.
- Existing natural features, tree areas, and/or hedgerows should be preserved and incorporated as buffers whenever possible. Utility easements or fences should not be placed within the drip area of trees to be preserved.

Business and Commercial Development

Derby's future quality commercial areas will be achieved through attention to design, mix of uses, scale, integration with surrounding properties and land uses, and the ways in which pedestrians, bicycles, and motor vehicles are accommodated. Future commercial development should comply with the following land planning principals:

- Develop office and commercial uses in planned centers of compact clusters, as opposed to extended strip developments. Businesses not located in planned developments should be guided to areas where similar existing uses exist.
- Design business and commercial areas with a scale, character, and function that is compatible and integrated with that of its surroundings while remaining flexible to accommodate the densities, mix of uses, and infrastructure the market demands.
- Build business and commercial structures with quality materials for long term durability and value.
- Design business and commercial areas, small and large, to make the pedestrian feel comfortable and safe by providing wide sidewalks, storefronts that open to the street, provide shade and shelter, and a sense of spatial enclosure. Such designs should facilitate employee and customer access on sidewalks, hike and bike pathways, and access managed vehicular drives from perimeter streets.
- Divide parking areas into smaller parking fields located to the rear or side of buildings whenever possible, and provided with landscaping and sidewalks for safe pedestrian movements. Flexible parking arrangements such as shared parking should be used to minimize an over-supply of parking.
- Incorporate local service-oriented offices as transitional land uses between residential and uses of higher intensity.
- Guide industrial uses generally to areas located away from residential areas and in close proximity to support services, good transportation access, and utility services.

Transportation

The location and design of major transportation corridors plays a significant role on the future land use pattern of Derby. The greater the transportation needs of a particular use, the greater its preference for a site near major transportation facilities. Retail and office activities are most sensitive to accessibility since their survival depends on customers and employees traveling to their location often during peak hours.

The Major Thoroughfare Plan map establishes arterial and collector roads (**Ref. Chapter 7, Major Thoroughfare Plan**) where the City should reserve extra land for rights-of-way; and where developers should provide for such major roads in their subdivision plats and site plans. The **Future Land Use Map (Ref. Chapter 5)** identifies future office, commercial, and industrial uses to be located predominately along K-15 Highway, and at key arterial roadway intersections. The clustering of these uses helps channel traffic efficiently onto arterial streets and creates discrete retail districts where facilities such as parking and access can be used jointly. Likewise, restricting direct access of residential uses to arterial and collector streets minimizes curb cuts, reduces traffic conflicts and helps ensure that the City's thoroughfare plan functions correctly. Improved access for residents, employees, and customers; reduced congestion on major roadways; choice among modes of travel; and environmental protection are objectives of a balanced transportation system.

Creating a "walkable" community consists of more than constructing sidewalks along streets. True walkability is impacted by home and building placement, street design, and landscaping "green infrastructure" coordinated in a manner to provide pedestrian comfort, safety, and visual attractiveness.

Future development design and roadway enhancements should consider the following transportation planning principles:

- Provide a transportation system that accommodates automobiles, public safety vehicles, freight, pedestrians, and bicycles in a balanced way to maximize access and mobility, and minimize congestion throughout the community.
- Use local streets as an integral part of a larger network of routes designed to provide multiple paths for travel to homes, shops and businesses, and keep local traffic off major arterials and, conversely keep high-speed, through-traffic off local roads.
- Provide a street network in which streets are well connected with each other. Generally street connections between residential developments should be provided on an average of every 660 linear feet.
- Provide local street designs that encourage pedestrian and bicycle use through such features as continuous sidewalks and curbside tree plantings as well as traffic calming measures such as landscaped medians that reduce apparent street width and street parking that protects pedestrians from moving traffic.

Public and Semi-Public Uses/Spaces

The quality of the public realm is just as important as the design of homes in neighborhoods and buildings in retail centers. The community at large has a shared responsibility to design and maintain a quality public realm including public spaces and public facilities. A successful public place can be identified when they are popular routine gather places for diverse people; when occupants interact casually and have spontaneous conversations; when occupants feel safe and comfortable; when people want to linger rather than quickly pass through; when parents walk leisurely with their children; and when people watching in the space is a wonderful way to pass time.

Future public and semi-public uses should incorporate the following land planning principles:

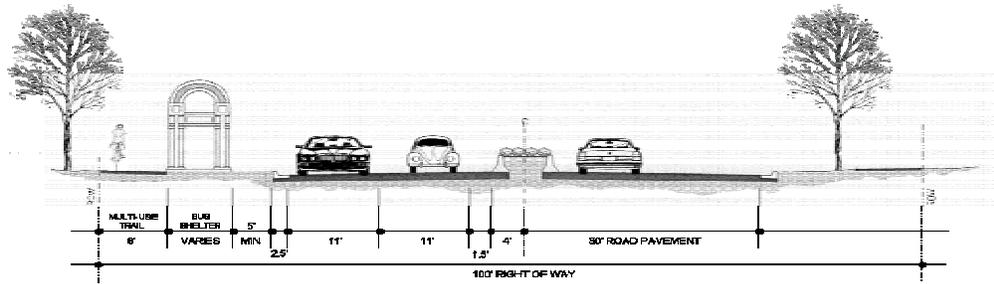
- Design quality public spaces to encourage social interaction and to foster a distinct "sense of place" that is memorable and reinforces the character of the community.

- Group public uses such as schools and parks together and locate them near pedestrian and greenway corridors.
- Consider and incorporate the location needs of future public facilities sites, such as schools, public safety facilities, libraries, and community centers into planned residential and business developments.

6.2 Streetscape Standards

Derby can enhance its visual appearance by implementing streetscape design standards for arterial streets. These standards should apply to both new roadway construction projects such as the widening of a major roadway, as well as for roadway enhancements projects to existing roadways. The standards address landscaping and amenities, tree planting, utility poles, wires and cabinets, signage, and other appurtenants in the public right-of-way that impact the visual image of the community.

Specific streetscape plans may also be developed for areas of the community intended to maintain a special corridor identity such as the Rock Road Corridor. The intent of the city’s streetscape standards is to establish visual consistency along major roadways and throughout identified corridors. Landscape enhancements may be used to reinforce this consistency and soften views.



Gateways

Gateways into Derby should be located at points along major thoroughfare routes generally in the areas identified on the **Future Land Use Map (Ref. Chapter 5)**. Gateway features may include the use of public art, fountains, sculptures, and special landscape design. Additional gateway treatments are encouraged along arterials and neighborhood passageways where important focal points or centers of activity exist. These treatments may include signs, landscaping, monuments, lighting, or other prominent design features. Primary and secondary gateway characteristics are defined in **Section 6.1, Chapter, 6**.



The use of public art, fountains, sculpture, and landscaping should be used at intersections and in public commons to help soften the auto-oriented nature of the gateway areas.

Street Median Treatments

Street medians can be used to project a boulevard character of certain corridors, particularly those corridors identified as future parkways on the Major Street Plan Map. Median streetscape enhancements may include landscaping, public art, special pavement treatments, and decorative street lighting. Typically, landscaped medians should also be equipped with an under-drain system to keep irrigation water from getting under the pavement.

Sidewalks

Pedestrian walkways along major roadways should always be separated from the street by lawn area. The sidewalk design should encourage the use of street furniture where appropriate, tree planting, and landscaping in amenity zones, such as at street intersections where pedestrian crossings occur. Pedestrian crossings may be marked with a change of paving material, color, texture, or pattern which contrasts with the vehicle travel lane material to help define crosswalks as areas requiring special attention from both motorists and pedestrians.

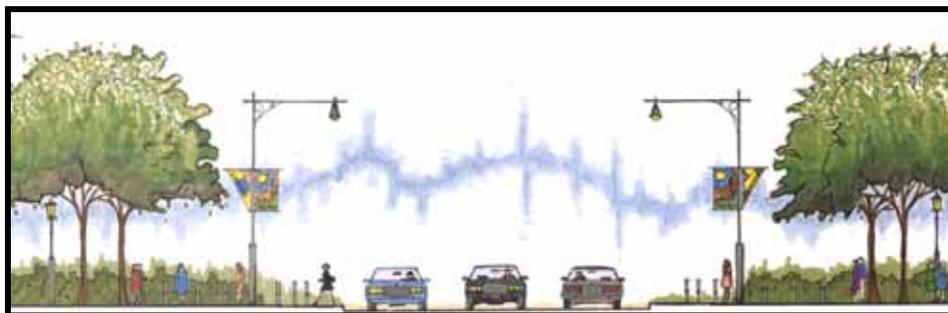


Street Furniture

Elements of the streetscape such as lighting, traffic controls, signage, benches, and other elements should have a consistent visual theme.

Linear Park/Hike & Bike Paths

Where appropriate, hike and bike paths with a minimum 10-foot wide paved surface should be provided and incorporated into arterial streetscape design.



Utilities

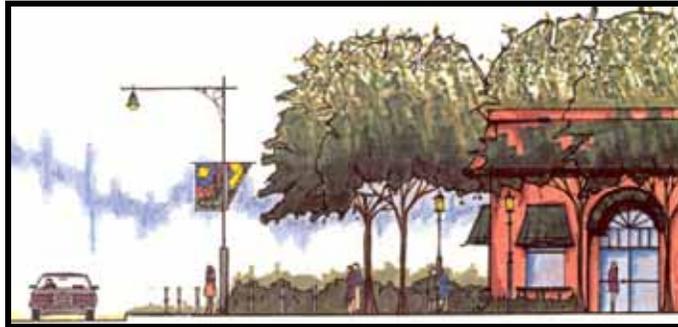
Utilities should be kept underground whenever possible. Above-ground utility equipment, such as utility boxes within the street right-of-way should be designed to blend into the street furniture design. Opportunities should be identified and pursued for relocating or burying existing overhead power lines along major roadways wherever possible.

Signage

Special streetscape corridors with a unique character should place special consideration on private signage along roadways such as the size, style, height, and setback of such signage so it is consistent with the desired character of the area. Public signage within street right-of-way should be consolidated and located in an organized manner and should be sized to be consistent with traffic speeds and other streetscape elements.

Street Landscaping

Tree planting and landscaping along major roadways should be undertaken as part of capital improvement projects, such as street improvement projects. The use of street trees creates an image based on linear forms and becomes a design element of the streetscape. Street trees which mature to form shade canopies should be used wherever possible. Also, trees of similar species should be provided in groups to provide consistency along the street edge. Appropriate tree species must be used to maintain sight-visibility along roadways and to ensure compatibility with utilities, street lights, storm drain structures, sidewalks, and traffic clearance zones.



6.3 Rock Road Corridor Design Guidelines

The Rock Road corridor is expected to accommodate a large amount of Derby’s long-term commercial and higher-density residential development. The Comprehensive Plan Future Land Use Plan identifies a blend of mixed-use-residential and mixed-use commercial to be intermixed throughout the Corridor in close proximity to one another. Mixed-use development in Derby will likely be horizontal rather than commingled in a vertical arrangement within the same structure. A planned mixed-use community should contain a mixture of freestanding housing, shopping, entertainment, and employment uses integrated by a connected system of streets and pedestrian routes. This mixture of land uses in the Rock Road corridor is expected to be commingled through a variety of zoning districts and should be well-planned and designed to ensure a high level of compatibility with surrounding development.

The Rock Road Corridor Design Guidelines should be used as a basis for future development within the corridor. The guidelines should be implemented through the City’s planning and zoning process with planned unit developments, and through the site plan approval process. The following guidelines should be considered in addition to those provided in **Section 6.1, Land Planning Principles**. Further guidelines may be established through planned zoning approvals and site plan approvals based on the specific characteristics of the site and surrounding land uses.

Corridor Land Use Restrictions:

- The use of the Residential (PUD) and Nonresidential Planned Unit Development (NRPUD) zoning classifications should be emphasized to achieve the type of development that residents of Derby indicated is important to the City’s quality of life. These zoning tools should be presented to the development community both as to how their flexible provisions can benefit the developer and as to their importance for achieving the quality of development desired by this community. These special zoning classifications are intended to be the most appropriate means for attaining the **Land Planning Principles** noted in this Chapter 6 and as called for in other sections of the Comprehensive Plan.
- To further allow for flexible development, the City should adopt and include in the Zoning Ordinance, a Mixed Use Planned Unit Development District (MUPUD) to provide for both residential and nonresidential uses under a single classification and site plan.
- These specialized zoning classifications are intended to be the most appropriate means for attaining the Land Planning Principles noted specifically in this Chapter 6 but also as called for by other sections of the Comprehensive Plan. To further allow for such flexible development, the City should adopt and include in the Zoning Ordinance, a mixed use (provides for both residential and nonresidential use under a single classification and site plan) planned unit development district (MUPUD).
- Nonresidential development in the corridor should be provided in planned centers. “Strip” commercial development and individual pad sites for freestanding businesses not otherwise designed to associate with a larger development are strongly discouraged.

- The following uses are discouraged within the corridor unless deemed appropriate by the planning commission and governing body, and provide significant design features are used to minimize the visual impact of such uses:
 - Automotive repair businesses.
 - Billboards.
 - Dealers or businesses with outdoor display of automotive, recreational vehicle, motorcycle, boat, construction equipment, farm equipment, and other similar miscellaneous motor vehicles and equipment for sale, rent, or lease.
 - Outdoor storage yards or display areas.
 - Truck stops.
 - Mini-storage warehouses.
 - Vehicle parking lots for temporary outdoor parking of passenger vehicles and trucks.
 - Any other uses deemed by the planning commission and governing body to be incompatible with the character of the area.

- Telecommunication towers and equipment should be located on or within a structure; should be an architectural component of the building; or should be designed as a sculptural element. Freestanding towers should not be permitted.

- Freestanding signage along or visible from Rock Road should be low-profile in appearance consistent with the City's monument and/or ground sign standards, unless special signage is deemed appropriate at noteworthy locations or for a multi-tenant shopping center sign. Pole signs (free-standing signs) should not be permitted.

- Additional sign restrictions should be established at the time of PUD, NRPUD, or site plan approval to ensure compatibility with the surrounding area.

 Corridor Site Design:
General Guidelines

- Public and private spaces such as squares, plazas, landscaped streets, greenways and parks should be woven into the pattern of development. Public accessible pedestrian connections or linkages should be provided between all public and private spaces.

- Multi-story buildings with noteworthy architectural design should be located on prominent sites to serve as landmarks. Prominent sites in the corridor may include major intersections, at the termination of street vistas, and high points.

- Storm water detention areas should be designed to create high quality focal points or entrance features.

- A development's internal transportation network should be designed to accommodate all modes of transportation and must consist of a network of interconnecting streets and blocks with respect to the natural landscape. The internal transportation network should provide alternate routes to every designation, diffusing automobile traffic and shortening walking distances.

- Numerous linkages (both vehicular and pedestrian) between properties should be incorporated into the design of development plans, unless prevented by topography or other physical conditions. Development plans that provide for minimal or no access to adjoining properties should not be approved.

- Streets should be visually terminated with important buildings, vistas of open space, water, or other distant topographic features.

Corridor Site Design

Residential Development Guidelines:

- Developments with intermixed land uses and which promote pedestrian activities are expected. Use-segregated developments that do not interrelate to adjacent uses are not desirable and should not be permitted.
- Creative and unique development patterns are expected. Conventional “cookie-cutter” subdivisions that do not respect the natural landscape or topography and do not create a sense of “neighborhood” should not be permitted.
- Residential land use plans with a variety and mixture of housing types, including single-family residential, duplex, townhouses, condominiums, and apartments are expected. As much as possible, different housing types should be intermixed throughout the neighborhood to meet the diverse needs of residents with varied ages and incomes.
- Neighborhood designs must encourage walking to destinations in the area. Street layouts must not be so circuitous and lacking connections between streets that residents are forced to drive to nearby destinations.

Corridor Site Design

Nonresidential Development Guidelines:

- Pedestrian amenities should be incorporated into development plans to provide relief from exposed environments, break up larger expanses of pavement, and provide areas of interest and interaction. These amenities should include or be combined with transitional open space areas, signature landscape areas, or pedestrian connections.
- “Neighborhood-oriented” retail centers should be located near the entrance to a neighborhood and integrated with the residential area, rather than isolated at arterial street intersections with no direct pedestrian and vehicular connections with the neighborhood.
- Nonresidential developments should be designed so buildings face internal access roads and create a strong street edge. Such developments should be integrated with residential areas, rather than designed to back up to surrounding residential areas.
- Buildings should be oriented and designed in conjunction with the larger development area, rather than planned and constructed in independent freestanding arrangements.
- Buildings should be placed along the street frontage (street oriented) to minimize the appearance of parking lots, with parking lots located on the sides or rear of a building as much as possible.
- Parking lots should be heavily landscaped and screened from view or located where not visible from public streets.

- The design of restaurants with drive-through services, convenience stores, and other auto-oriented businesses should include safe and equal access for pedestrians and other modes of traffic. As much as possible, the appearance of drive-thru facilities should be minimized by integrating them as part of the overall building design and by locating them where not visible from a public street.
- Decorative lighting styles and fixtures are encouraged. Parking lot lighting should be low level in nature with pole heights not to exceed a maximum of 25 feet. Light fixtures should have a cut-off or beveled prism type that directs light toward the ground to reduce off-site impacts.

Corridor Architecture

General Guidelines:

- Human scale should be created by building massing and form, as well as the use of architectural elements such as colonnades, canopies, walkways, street-level display windows, lighting, and a variety of building materials. Site design features around the building exterior should further reinforce human scale.

Corridor Architecture

Residential Development Guidelines:

- In single-family and two-family dwelling areas, it is expected that such dwellings will include a variety of garage placements and orientations to avoid monotonous rows of garage doors visible from the street. Such variety may include a mixture of rear and side loaded garages, attached and detached garages, carports, and porte cocheres.
- Multifamily residential structures should be of higher quality design and appearance.
- Residential structures with multiple dwelling units should include varied rooflines and facade depths to create variety and individuality of dwelling units within the building.
- Freestanding garages and carport structures for multiple dwelling unit buildings should be designed to be integral with the building design or sited so as to avoid long monotonous rows of garage doors and building walls. Carports should not be located where they back into internal circulation drives.

Corridor Architecture

Nonresidential Development Guidelines:

- Generally, architectural styles and themes should remain similar and harmonious throughout the development area. Buildings or complexes should not look identical, but instead should have similar qualities and architectural elements.
- Individual “corporate image” architectural design elements and colors should be incorporated only as secondary elements to the development and not as the dominant element. Such elements should be consistent and blend with the larger development area.

- Building materials should be similar to the materials of structures in the area. Dissimilar materials may be considered by the planning commission if other characteristics such as the building scale, form, architectural detailing and color are incorporated to make the building compatible with the area.
- Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials that require painting.
- Commercial/retail buildings larger than 25,000 square feet in size should be designed with noteworthy architectural features to create “human scale” and to avoid a “big box” appearance. Such a design features may create the appearance of multiple tenants, storefronts, and entrances.
- Architectural details such as texture, pattern, color, and building form used on the front façade should be incorporated on all visible building facades. Relief from such requirements may be granted by the planning commission for facades facing service courts or other areas not otherwise visible to the public.

 Corridor Landscape, Identity, and Appearance:
General Guidelines

- Major intersections should be distinctive with an easily recognizable and attractive identity. These areas should be treated as gateways or entries to the community. Special landscaping, architectural or public improvements are expected in these areas.
- Noteworthy landscape design treatments are expected and should be used to unify, enhance, and harmonize development in the corridor.
- Dense landscaping is the preferred method of screening along Rock Road and collector roadways, rather than fences or walls. However, any fences or walls visible from Rock Road or collector streets should be decorative and include exterior landscaping between the fence/wall and the roadway to soften its appearance.