The following two sections-
"Zoning Recommendations" and
"Public Investment Strategy" are
suggestions on how the
City of Wichita could bring the
Wichita: PLACES FOR PEOPLE Plan
into reality.
These suggestions are not final.
It will take considerable work and
public input to decide
which tool works best for everyone.

WICHITA: Places For People

OCTOBER 2018

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I.   INTRODUCTION

Changes to the Unified Zoning Code (UZC) are needed to build Places for People. The recommended changes will enable building and development patterns identified in the Walkable Development Book and will allow the transition from existing auto-oriented development patterns to more walkable patterns over time. The most effective way to enable walkable destinations within the Established Central Area (ECA) of Wichita is to shift the focus of development regulations from primarily on land uses and intensity/density (current UZC), to primarily on building form and human-scale patterns.

The current code emphasizes land use and intensity as the basis for achieving compatible relationships between projects. This approach uses height, setback and site design standards that force projects inward and away from other projects, particularly where the use or intensity differs from other projects or zoning districts. To implement a walkable pattern, the proposed changes focus on compatible building scale and form, and emphasize design elements that establish human-scale relationships to public spaces. This is a shift from an approach that separates individual projects in the interest of mitigating perceived impacts, to one that brings diverse projects together to create compact, walkable places. This can best be achieved by regulating a few simple and compatible typologies that will shape walkable places—street types, open space types, building types. The standards for these types focus on the design elements that bring them together in a way that promotes neighborhood character.

In addition to these recommended changes to the zoning code, walkability can be further improved with changes and updates to the City's sidewalk ordinance and subdivision regulations standards to align these documents with the City's Multimodal Policy and national best practices.

The Walkable Development Book defines the appropriate street, open space, and building types within different contexts of the ECA. Creating development code standards for these types will provide the tools necessary to create walkable destinations, whether by simply allowing them where the current standards work against the typology, or by requiring them to replace automobile-oriented patterns.

The initial step is to incorporate a "building type approach" for residential development that allows a better mix of compatible residential buildings, regardless of the density. This strengthens the market and context in which other components of walkable places can be successful. Changes to the residential regulations will focus on:

- **Eliminating the density cap** –

  The density standards of the various residential districts are artificially limiting the needed concentrations of different smaller-scale, multi-unit housing types in walkable patterns. The standards of the current UZC that do allow some greater density, will ultimately drive larger scale projects. In order to get the required land area for the number of units anticipated, project areas and building footprints become larger and are not in walkable patterns. The larger these projects become, the less compatible they are with existing land uses and neighborhood patterns, reinforcing the perception that they should be buffered and separated from other areas. The result is often density without walkability.

- **Provide appropriate limits on the scale of building** –

  Regulating the scale of building types (footprint and lot maximums, and height maximums), as opposed to number of units, will better assure that new buildings are human-scale and fit into the context regardless of the number of units. This can also ensure that all housing is arranged in more compact formats that are both compatible with the existing uses and neighborhood patterns, and provided the desired benefit of increased walkability. Where, when and how a mix of housing types should occur can be better determined by "building type" standards, which are specific to the scale and form, rather than district-wide density limits that are abstract and independent of scale and form.

- **Provide design guidance for human-scaled development** –

  Relating buildings to the streetscapes and public spaces in a similar manner can better blend many different building types together, regardless of their scale, format, or architectural styles. Standards for larger setbacks, buffers and open spaces, or simply un-programmed land to achieve a density basis can be replaced by well-designed frontages that relate the buildings to the public streets in compatible manner, and scale and massing standards that make sure buildings are compatible with the lot and adjacent buildings.

Although commercial development typically follows residential development, the commercial regulations should similarly focus on the following changes to accommodate walkable development as the markets change to support redevelopment efforts. Changes to the commercial regulations should focus on:

- Changing or eliminating required setbacks – Street-front buildings are the anchor of walkable places. They frame comfortable streetscapes, they provide interest for walking along a street, and they directly engage and activate the sidewalk, prioritizing people over cars.

- Provide appropriate limits on the scale of building – Walkable places are most vibrant with a concentration of multiple destinations. In this regard, multiple smaller projects will add up to more than large, singular projects. Attention to how these projects come together over time requires that the standards pay attention to the scale of buildings based on the current or desired context, and typically smaller and more is better than larger and fewer.

- Provide design guidance for human-scaled development – Relating buildings to the streetscapes and public spaces promotes interesting street fronts, activates public spaces, and encourages walking. This will be most important on key blocks of neighborhood nodes, but of lesser importance on supporting blocks or other transition areas.

1 Places Set the Framework	**2** Streets Establish Walkable Networks	**3** Open Spaces Design Spaces for People	**4** Buildings Build Walkable Development Patterns
Identify the Node, Transition and Edges	Maintain or improve connections and check the Bicycle Plan for planned improvements in the area	Enhance or expand the network	Build to engage the street
Promote a destination(s)	Identify slow streets and areas where traffic calming may be needed	Develop focal points that encourage people to gather	Design active and permeable building fronts
Prioritize development areas or projects	Define safe bike and pedestrian facilities	Use open spaces to emphasize transitions	Hide or minimize surface parking
	Apply appropriate Street Typologies	Apply Open Space Typologies	Refine the appropriate range of Building Types at the block scale
	Create an investment strategy for necessary design changes to improve safety and connectivity	Incorporate civic design into capital improvements and development proformas	Turn loose the small-scale investments that create vibrant, valuable place

Principles for Building Walkable Places – Walkable Development Book

The Walkable Development Book also defines the steps necessary to build compact walkable places, and many of the concepts in the book can benefit from a more specific level of planning. Chapter 3, Building a Walkable Place outlines these steps and provides a framework for implementation through more detailed development and urban design plans for specific areas. This process provides another chance to adjust standards and refine the typologies for a specific context or a particular neighborhood. However, in the absence of detailed plans, this document provides a compilation of basic standards for typologies that can better implement walkable patterns. They should be used in conjunction with the Walkable Development Book principles and in particular the steps and guidelines in Chapter 3, Building a Walkable Place.

II. WALKABLE DEVELOPMENT STANDARDS

The walkable development standards are based on Building Type standards; Frontage Type standards; Massing and Facade Design standards; and reductions in Parking standards. These standards should be applied in the ECA based on the principles and guidance in the Walkable Development Book. Specific recommendations for use of these development standards are included in Section III. Below.

Building Typologies
The building type standards regulate the scale (height and footprint) of buildings and address the placement of buildings in relation to the street front. They differ from current minimum standards (lot size and setbacks) by imposing a combination of minimums and maximums to define the form, scale and relationships for different contexts. For example, while lot sizes have minimums to ensure a buildable area that corresponds with the development patterns of particular zoning districts, the lot width and building coverage are maximums to ensure that each lot has a similar relationship to the streetscape and compatible building scale. Similarly, where the front setback is a range, it is stating that all buildings shall create a relationship to the streetscape within that range compatible to the neighborhood, block or street. (See Frontage Types) This approach will result in the finer grain development patterns necessary for walkable places. Each type has basic development standards and application to specific zoning districts. The application of these standards within zoning categories is intended to be strategic and specific to create walkable places. Many of the building types defined could be appropriate in more intense zoning categories, but the variety of types allowed within a single zoning district are intended to create places that promote development of a similar scale, form and pattern. This approach provides a broader variety of uses within a single district to address the relationship of development at a finer grain; allows the ability to mix zoning districts to create unique places addressing the scale and form of development and allow the development of places to better respond to market influences. Assistance to the implementation of the building typologies, through changes to the zoning code can be supported by the "How to Build" section of the Walkable Development Book.

TABLE 1: DEVELOPMENT STANDARDS BY BUILDING TYPE

DEVELOPMENT STANDARDS	LOT			BUILDING STANDARDS					APPLICATION										
Building Type	Area (min)	Width (max)	Building Coverage (max)	Front Setback (min. or range)	Rear Setback (min.)	Side Setback (min.)	Corner side (min.)	Height (max.)	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Detached House - Conventional	10K	n/a	30%	10' – 50'	20'	6'	10'	35' / 2.5 stories	□*										
Detached House - Neighborhood	5K	80'	45%	10' – 50'	20'	6'	10'	35' / 2.5 stories	■	■									
Detached House - Compact	3K	50'	60%	10' – 35'	20'	5'	10'	35'	■	■									
Duplex	5K	100'	45%	10' – 35'	20'	6'	10'	35' / 2.5 stories	■	■									
Accessory Dwelling Unit (for detached structures)	n/a	n/a	up to 75% of first floor living area	not less than primary structure	5'	3'	6'	24' / 1.5 stories	■										
Multi-unit House	6K and 1.5K/unit	100'	60%	10' – 35'	20'	6'	10'	35' / 2.5 stories		■	■								
Row House – 3 – 8 units / bldg.	1.5K	36' / unit	70%	0' – 20'	20'	0'	10'	40' / 3 stories		□₁	■	■	■						
Small Apartment 3 – 12 units / bldg.	5K	100'	70%	0' – 20'	20'	10'	10'	40' / 3 stories		□₁	■	■	■						

DEVELOPMENT STANDARDS	LOT			BUILDING STANDARDS					APPLICATION										
Building Type	Area (min)	Width (max)	Building Coverage (max)	Front Setback (min. or range)	Rear Setback (min.)	Side Setback (min.)	Corner side (min.)	Height (max.)	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Mid-Rise Apartment 13 – 40 units / bldg.	10K	150'	60%	0' – 20'	20'	10'	10'	80' / 6 stories			☐[1]	■	■						
High-Rise Apartment 41+ units / bldg.	20K	200'	75%	0' – 20'	20'	10'	10'	120' / 9 stories				☐[1]	■						
Apartment Complex	25K	n/a	n/a	20' min.	10'	20'	20'	80'/6 stories'			■	■			■		■	■	
Live/Work Unit	1.5K	50'	70%	0' – 20'	20'	5' / 0' if party wall	10'	35' / 2.5 stories						☐[2]	☐[2]	■	■	■	
Small-scale Commercial	2.5K	80'	n/a	0' – 10'	10'	5' / 0' if party wall	0' – 10'	15'/1 story						■	■	■	■	■	■
Small-scaled Mixed-use	2.5K	80'	n/a	0' – 10'	10'	5' / 0' if party wall	0' – 10'	40'/3 stories						■	■	■	■	■	■
Medium-scaled Mixed-use	10K	150'	n/a	0' – 10'	10'	10' / 0' if party wall	0' – 10'	80'/6 stories'							■	☐[2]	■	■	■
Large-scaled Mixed-use	60K	200'	n/a	0' – 10'	10'	10' / 0' if party wall	0' – 10'	120'/6+ stories							☐[3]		■	■	■
Pad-site / Drive-thru	15K	100'	n/a	20' min.	10'	10'	20'	25' / 2 stories									■	■	
Large Industrial	120K	200'	n/a	20' min.	10'	10'	20'	30' / 2 stories'										■	
Medium & Big Box	60K	n/a	n/a	20' min.	10'	10'	20'	30' / 2 stories'									■	■	
Parking Garage	n/a	n/a[4]	100%	0'	0'	0'	0'	n/a [5]						☐[4]	☐[4]	☐[4]	■	■	☐[4]

■ Permitted
☐ Limited

* – a permitted use in the SF-10, SF-20 and the RR Zoning Districts, generally not appropriate for compact, walkable development patterns. Limited use to where existing building type and development pattern exists.

[1] – see recommendation for zoning district changes.

[2] – Based on location criteria[1] – or where contributes important uses (anchor tenant, grocery, services, etc. – uses that draw users to the area to support desired uses).

[3] – Where better street design and walkable development pattern (smaller, connected blocks with buildings close to the streets) exists.

[4] – Where a building is present along the street face (liner building); or maximum of 100' or 30% of the building frontage whichever is less without liner building present.

[5] – Limited height to the dominant building type height of surrounding development within a place.

Frontage Typologies

Frontage design establishes how buildings and sites relate to the public realm and can achieve consistency and compatibility along a block when different types or scales of buildings are allowed. For implementing walkable patterns, these standards focus on human-scale design, active social spaces, and limiting the impacts of car access. A detailed definition of each type can be found in the Walkable Development Book.

TABLE 2: FRONTAGE STANDARDS BY FRONTAGE TYPE

Frontage Type	Front Building Line	Driveway Width (in front of lot line)	Driveway Width (20'+ from lot line)	Front Loaded Garage Placement / Limitations	Landscape (area between the building and lot line)
Suburban Yard	25'min.	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	• Minimum 10' behind front building line; or • At or behind front building façade.	• 50% minimum landscape area • 1 ornamental tree for every 25' of lot frontage; may substitute 1 shade tree for 2 ornamental trees • 1 street tree for every 30' of lot frontage. • Foundation plantings of shrubs or perennial plants on 60% of foundation.
Neighborhood Yard	20' – 50'	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	• Minimum 0' – 12' behind front building line if less than 30% of facade; • Minimum 12' behind front building line if 30% to 45% of facade; • Prohibited if over 45% of facade; • All other cases require side-loaded, rear-loaded or detached garages[1].	• 60% minimum landscape area • 1 ornamental tree for every 30' of lot frontage; may substitute 1 shade tree for 2 ornamental trees • 1 street tree for every 40' of lot frontage. • Foundation plantings of shrubs or perennial plants on 50% of foundation.
Terrace	10' – 20'	10% of lot width, up to 24' maximum	20% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages[1].	• 50% minimum landscape area • 1 ornamental tree for every 40' of lot frontage • 1 street tree for every 40' of lot frontage. • Foundation plantings of shrubs or perennial plants on 50% of foundation.
Courtyard	10' – 20'	20% of lot width, up to 24' maximum	30% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages[1].	• 50% minimum landscape area • 1 ornamental tree for every 200 sq. ft. of courtyard • 1 street tree for every 40' of lot frontage. • Foundation plantings of shrubs or perennial plants on 50% of foundation.
Built-to-Street	0' – 10'	10% of lot width, up to 24' maximum	20% of lot width; no limit behind building	Prohibited; requires side-loaded, rear-loaded or detached garages[1].	• Investment in the public streetscape (i.e. street trees, plantings, hardscape improvements) in lieu of property landscaping. • If a building is setback, direct pedestrian access shall be maintained, and the setback shall be addressed through hardscape or landscape.
Setback / Buffer	25' min.	n/a; restricted by current code standards	30% of lot width; no limit behind building	n/a; restricted by current code standards	n/a; Coordinate with Landscape Ordinance Guidebook - landscaped street yard and buffers.

[1] – detached garages are allowed to be front-loaded if they are setback behind the rear facade of the primary structure.
See Page 52 of the Walkable Development Book for depictions of each Frontage Type.

Application of Frontage Typologies

Frontage types define the relationship between the building and public space and within the development pattern of a place they define the context for development. Depending on the context desired, the application of different frontage types can create or support that development environment. The use of the frontage types, in conjunction with the walkable development standards, will assist in creating walkable development patterns within the existing zoning categories. The frontage types can be applied based on the zoning district in which they are being applied; or if applied within a walkable place type can be applied by the context, core, transition or edge to create the pedestrian environment desired.

TABLE 3: FRONTAGE TYPE APPLICATION BY ZONING DISTRICT

	SF-5	TF-3	MF-18	MF-29	B	NO	GO	NR	LC	GC	CBD
Suburban Yard (S)	x	x									
Neighborhood Yard (N)	■	■	■	x							
Terrace (T)	□¹	■	■	■	■	■	■	■	□²	□²	■
Courtyard (C)			■	■	■	■	■	■	□²	□²	■
Built-to-Street (BTS)			■	■	■	■	■	■	□²	□²	■
Setback / Buffer (SB)			□³	□³	□³	■	□³	■	■	■	□³

■ Permitted
□ Limited
1 – Allowed based on consistency with existing setbacks of adjacent lots.
2 – Ideally used on the best walkable streets, as defined by the Walkable Development Book, may be allowed on traffic dominate streets.
3 – Allowed by exception within the walkable development pattern; but never within a Place Type node as defined in the Walkable Development Book and application defined in Table 4.

TABLE 4: FRONTAGE TYPE APPLICATION BY BUILDING TYPE

Building Type	PLACE TYPE - CONTEXT		
	Node	Transition	Edge
Detached House - Conventional	n/a	n/a	T, C, S
Detached House - Neighborhood	n/a	T, C	N, T, C
Detached House - Compact	BTS, T	T, C	N, T, C
Duplex	n/a	T, C	N, T, C
Accessory Dwelling Unit	n/a	n/a	n/a
Multi-unit House	n/a	T, C	N, T, C
Row House –	T, C, BTS *	T*, C, BTS	T, C, N
Small Apartment	T, C, BTS *	T*, C, BTS	T, C, N
Mid-Rise Apartment	T, C, BTS *	T*, C, BTS	T, C, N
High-Rise Apartment	T, BTS *	n/a	n/a
Apartment Complex	n/a	N, T	N, SB
Live/Work Unit	BTS	T, C, BTS *	N, T*, C
Small-scale Commercial	BTS	T, C, BTS *	N, T*, C
Small-scaled Mixed-use	BTS	T, C, BTS *	N, T*, C
Medium-scaled Mixed-use	BTS	T, C, BTS *	N, T*
Large-scaled Mixed-use	BTS	T, C, BTS *	N, T*
Pad-site / Drive-thru	n/a	T*, N	T*, N, S, SB
Large Industrial	n/a	n/a	n/a
Medium & Big Box	n/a	T*, N	T, N, S, SB
Parking Garage	SF	T, C, SF*	N, T*, C

* – preferred type.
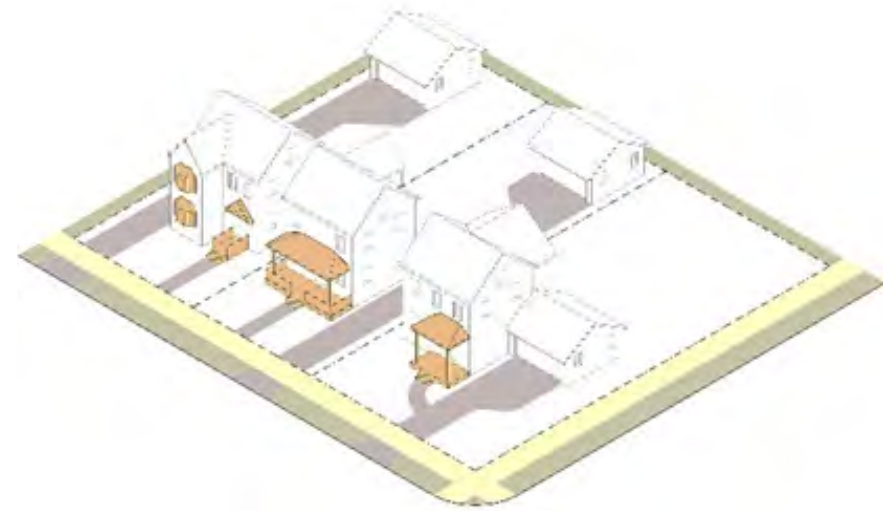
Massing and Façade Composition

Massing and façade composition standards of the buildings front façade strengthens the relationship of a building and site to the streetscape by breaking down the scale of larger buildings and promoting human scale interaction between the building and street. To be responsive to different contexts within walkable places, the standards are based on frontage types, which can vary on different streets, blocks or sites, dependent on the degree of pedestrian emphasis. Important massing and façade features that support walkability include:

- Primary Entry Feature – A primary entry to the building should be clearly defined with design elements that emphasize the entrance and its relationship to streetscape or public space. Design elements can include single story gables, canopies, arches or arcades, recesses or projections of the entry mass, transoms or display windows, architectural details or integrated landscaping or seating.

- First Story Transparency – Transparency on the first floor supports an active streetscape and public space by relating activities within a building to those spaces. The percentage of transparency identified in the table should be incorporated into the façade design of buildings between 2' and 8' above street level with windows providing direct views into the building's interior or display area.

- Upper Story Transparency – The upper stories of a building contribute to the relationship of the building to public space through the visual connection of the private and public spaces and by breaking up larger wall planes, particularly when close to the street. The standards proposed would be applicable to each of the stories of a building above the first story.

Entry Features.
Primary entry features emphasize human-scale elements of building facades and establish relationships to neighborhood and commercial streetscapes. Variation of types and designs of entry features create diversity and interest along streetscapes.

TABLE 5: MASSING AND FAÇADE STANDARDS (applied to the front façade)

Frontage Type	Primary Entry Feature[1]	First Story Transparency	Upper Story Transparency
Suburban Yard	1 per building	15% - 30%	20% - 30%
Neighborhood Yard	1 per building	15% - 30%	20% - 30%
Terrace	1 per unit – residential; 1 per 150' commercial	15% - 90%	20% - 30%
Courtyard	1 per 150'	15% - 90%	20% - 30%
Built-to-Street	1 per 150'	60-90%	20% - 30%
Setback / Buffer	1 per building	60% -90% w/in 25' of entry	n/a

[1] – primary entry must be located on the front façade, facing the street to which the building is addressed.

Transparency
Transparency of facades at street level is particularly important for pedestrian oriented places and streetscapes, creating activity along the street and add visual interest for walkers. On upper stories, transparent windows break down the massing of larger facades.

Parking Standards

Parking lots can disrupt walkable development patterns based on their size, location and design. The impact of parking is compounded when each site provides its own private parking, so it is important for walkable places to reduce the requirement for on-site parking (particularly where transit is present), maximize the utilization of on-street parking, and encourage opportunities for shared, remote, or public parking. The ability to reduce the amount of parking required by each development or property can have a significant impact on the concentration of active uses within a walkable area. In addition to limiting the parking provided for development, an alternative method to right-size the parking for a place is to allow parking to be shared, typically between differing uses. The City of Wichita Unified Zoning Code, Section IV-A.9 addresses shared parking. The standards should be considered within the Place Types - Neighborhood Node, Community Core and Regional Centers, when shared parking is desired, in place of a simple parking reduction.

The design and location of parking lots can contribute to the creation of place by not interrupting the compact, walkable development pattern. The intent of the design and location standards is to reduce the impact of parking by reducing the size of lots and hiding them within a walkable development pattern. Large expanses of parking, particularly adjacent to the sidewalk or pedestrian area, reduces the connectivity and comfort of a place for walking, and increases the separation of buildings and pedestrian access. The parking design and location standards limit the size of parking lots and define the appropriate location based on the context (Table 6) in which they are developed. In general, the more compact and walkable the place (i.e. node), the smaller and more hidden off-street parking should be. As you move outward from the node the size and location requirements are relaxed for parking. Similarly, the type of street and the pedestrian quality of that street should be considered when regulating the size, location and design of parking lots. Street Typologies as defined by the walkable Development Book have been categorized into Street Types (Table 6) to provide additional guidance for the size and location of parking along street frontages. These standards should support the context standards when applied in a place type and should guide parking along corridors and streets throughout the ECA. Street Yes include:

- "A" Streets - Mixed-use Main Streets and Plaza Streets, specifically designed to encourage pedestrian activity;
- "B" Streets - Mixed-Use Connector Streets, Residential Neighborhood Streets and Active Alleys; and
- "C" Street - typical automobile dominate streets, non-pedestrian accommodating streets or those that have building service areas (loading docks or trash receptacles). These streets are generally not thought of as pedestrian accommodating and are not included in the Walkable Development Book.

TABLE 6: PARKING REDUCTION STANDARDS

Walkable Place Elements	Parking Reduction Standards
Walkable Development Pattern	Reduce required parking count by 25%; Implement a maximum of 25% over the required minimum
On-street Parking	Maximized, restripe or redesign streets wherever possible and limit curb cuts that eliminate on-street parking potential; Reduce required parking counts by 15% on any street with on-street parking
Transit Service (within ¼ mile of service)	Reduce required parking counts 25%
Shared Parking (locational or peak-time sharing)	Reduce parking counts 15% to 75%; based on amount shared and subject to the Shared Parking standards in Section IV-A.9 of the Unified Zoning Code.
Total Potential Reduction	15% to 100%

TABLE 7: PARKING DESIGN AND LOCATION STANDARDS

Parking lot size (# of spaces)	CONTEXT			STREET TYPE		
	Node	Transition	Edge	"A street"	"B Street"	"C Street"
1 - 15	Side or behind only	Permitted	Permitted	Side or behind only	Permitted	Permitted
16-75	Behind only	Side or behind only	Side or behind only	Behind only	Side or behind only	Permitted
76-150	Prohibited	Behind only	Side or behind only	Prohibited	Behind only	Side or behind only
151-250	Prohibited	Behind only	Side or behind only	Prohibited	Behind only	Side or behind only
251+	Prohibited, must be broken into smaller parking blocks in all cases.	Prohibited, must be broken into smaller parking blocks in all cases.	Permitted; with landscaped street frontage.	Prohibited, must be broken into smaller parking blocks in all cases.	Prohibited, must be broken into smaller parking blocks in all cases.	Permitted; with landscaped street frontage.

Updates to the Sidewalk Ordinance

The City's Sidewalk Ordinance (Ordinance No.36-327) provides a system for providing sidewalk improvements within the city as well as the unincorporated area within three miles of its corporate boundaries. The ordinance establishes the conditions under which the city installs sidewalks (at-large improvements and petitioned improvements) and establishes the minimum requirements and standards for sidewalks in new subdivisions. We recommend updating and simplifying this ordinance to bring it in-line with national and regional best practices in sidewalk requirements, to further strengthen the multimodal policy, and to support the other recommendations of this plan.

Updates to the Design Standards Component of the Subdivision Regulations

The language of the City's Street Design Guidelines and Multimodal Policy endorsed by City Council in December 2014, states that the Multimodal Policy will, "1) Provide a framework for achieving a well-integrated multimodal transportation system and 2) Direct the City to routinely consider, and to the extent practical, accommodate all modes and all users with a focus on improving the safety and effectiveness of the City's transportation system." (p. 1) The Guidelines also states that, "[t}his Policy shall apply to all public and private development in street rights-of-way and public access easements. However, this Policy shall not be used to require improvements beyond those required by zoning and subdivision approval." In practice, this means the City uses the street design guidelines for their own projects and may suggest developers use the guidelines, however there is no requirement for them to do so. Instead, developers follow the Design Standards that are incorporated in the Municipal Code as Article 7 of the Subdivision Regulations. Article 7 should be updated to reflect the Multimodal Policy and Street Design Guidelines as well as the street design typologies and design parameters included in the Walkable Development Book.

III. IMPLEMENTATION

Implementation of walkable development standards can happen in a variety of ways though the application of some or all the development, frontage and parking standards as well as updates to the sidewalk ordinance and subdivision regulations. Specific recommendations regarding the application of the standards defined in Section II are included here to generate discussion about what is most appropriate to create walkable places within the ECA of Wichita.

General
- **Allow** – Enable the walkable development standards as an option and let the real estate market decide where the pattern is implemented. This approach eliminates barriers to creating walkable places for those that desire to develop in this manner. The application of this strategy could be considered for citywide application as an alternative to the current development standards and patterns.

- **Allow in specific situations** – Enable the walkable development standards through staff-administered location criteria that guide application to specific areas. The administration of the development standards with this strategy would focus on application of the standards where walkable development patterns are desired, by eliminating the barriers to walkable places for those specific areas.

- **Require them in specific context** – Implement the walkable development standards through the creation of an overlay zoning district, which more carefully specifies where these standards are required as opposed to the current zoning standards. The overlay district will require the compact walkable development patterns while eliminating current standards that undermine walkable development patterns. The use of the overlay tool could be implemented proactively to maintain existing walkable places or create walkable places where new investment is desired.

- **Require based on a specific plan** – Implement a walkable development pattern based on a specific area, district or development plan, that determines on a block-scale basis where these standards are required vs. optional, or where specific variations or enhancements to these standards are needed based on that plan. A specific plan could be achieved through a developer-initiated development plan, a Planned Unit Development (PUD) or Community Unit Plan (CUP) that is prepared based on the Walkable Development Standards. A plan could also be initiated publicly, by the City or by a neighborhood or community-based organization. The planning process, potentially modeled after the How to Build section of the Walkable Development Book, would result in the creation of walkable development standards that would become the zoning for the area, through the application of the node, transition, edge concepts of the plan. This approach is similar to the creation of a "Regulating Plan" that is the basis for a Form-based Code.

Specific Recommendations:
The recommended zoning changes present multiple methods to achieve walkable places within the ECA, through the application of the walkable development standards. It is important to consider how proposed changes specific to the ECA development policies could impact zoning districts that are also used outside of this context. The zoning recommendations have been prepared with these opportunities and challenges noted.

A.   Strategic Residential Updates
Strategic updates are needed to the residential development standards to enable the patterns and typologies by right within existing zoning districts. Specifically, the changes provide a graduated approach to the different housing types in the existing higher-density zoning districts, from SF-5 through B, but replace the current lot development and density standards with standards specific to a range of different building types appropriate to each district. This approach will reduce the reliance on the Planned Unit Development (PUD)/Community Unit Plan (CUP) approach. Projects meeting these standards and typologies could be built through normal review and permitting processes. The following strategic changes to residential zoning districts are recommended.

1.   SF – 5 (Single Family 5,000) – enable the development of Accessory Dwelling Unit's and Duplex building type by right within the district, subject to the Walkable Development Standards described in Table 1.

a.   ADU's – permitted by right to detached houses, subject to the following restrictions:

•   As an accessory use to the primary use and may be in an accessory structure;

•   When an accessory structure, including ADUs, reach a certain scale (typically more than a storage shed, has a foundation, in excess of 240 square feet of floor area) it shall be designed as follows:

    o   Same materials as principal structure;

    o   Same architectural style and massing;

    o   Same details and orientation; and

    o   Height shall not exceed the principal structure, but in no case exceed 1 ½ stories or 24 feet.; and

    o   In no case shall a footprint exceed 75% of the first floor living area of the primary structure.

•   Parking –

    o   Where on-street parking is not available; one on-site parking space is required behind the primary structure.

•   Primary structure and ADU must be owned by the same person/entity.

•   Must maintain single water and utility services to the property.

•   If the allowance of by right ADU's is not acceptable in all cases, the following location criteria could be applied to limit their development:

    o   Properties within 1,000 feet of a place (measured from the outer edge of the place), Neighborhood Hub, Community Core or Regional Center as identified by the Walkable Development Book, are allowed by right;

    o   Properties within 1,000 feet of a transit stop are allowed by right;

    o   All other properties are subject to a conditional review process.

b.   Duplex – enable the duplex building type, by right, provided it uses the neighborhood yard or terrace frontage design in all cases.

c.   Small scale multi-unit (missing middle – multi-unit house, row house and small apartment) housing – consider allowing these types through a discretionary review process, i.e. conditional use process, subject to the same criteria recommended for administrative approvals in the TF-3 district, below.

2.   TF-3 (Two Family) – enable the development of multi-unit houses as by right development within the district, and in specific locations row houses and small apartments. The development of row houses and small apartments should be regulated by location criteria in addition to the development standards. Location criteria that would allow better integration to existing context could include:

❶   On all corner lots of a block;
❷   On the end grain lots of a block;
❸   On lots along a collector or arterial;
❹   On lots fronting on open space; and/or
•   On a block that transition from neighborhood – predominately residential uses, to mixed use or commercial districts – of predominately commercial uses; or is currently a mix of higher intensity residential use and commercial uses. (not shown)

In addition to the location criteria, the application of the appropriate frontage type within a specific context, node, transition or edge, for each building type should be applied to ensure their integration within the development pattern and setting.
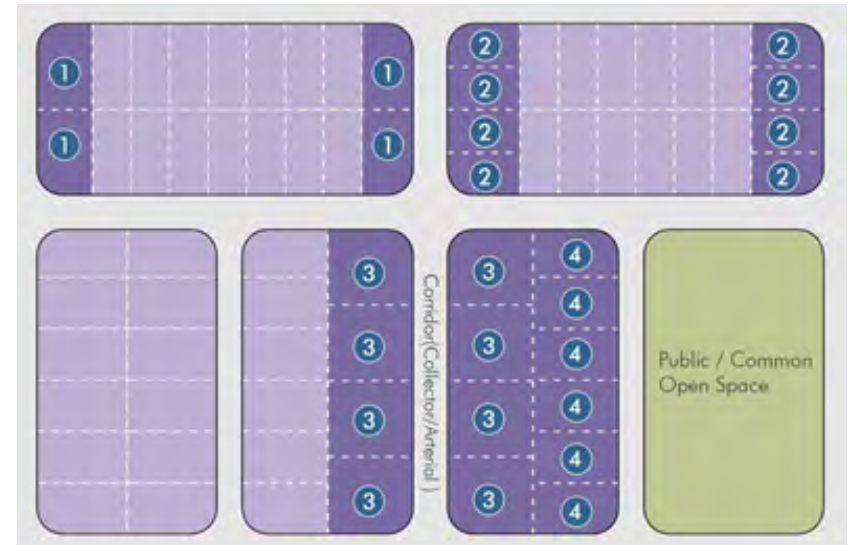
Location Criteria Diagram

3.   MF-18, MF-29 and B (Multi-family) – enable the development of row house and small apartments in all of these categories; enable the mid-rise apartments in the MF-29 and enable the high-rise apartments in the B category. Additionally, through application of the location criteria defined previously; mid-rise apartments could be allowed in the MF-18 category, and similarly high-rise apartments in the MF-29 zoning category. In all cases they should use the appropriate frontage design as defined in Table 3 for the zoning district and Table 4 by building type in different Place Types. Application of these building types should replace the current density and setback standards within the ECA, which are currently geared towards suburban style apartment complexes. These districts currently allow projects that are up to 18, 29 or 75 dwelling units per acre, respectively. Each of the building types above would allow project-scaled density higher than that, but the building types would be more compatible to this area, particularly if the frontage types (Table 2), massing and façade standards (Table 5) are implemented to ensure human-scale design and development patterns over automobile-oriented patterns.

B.   Commercial District Updates
Comprehensive Updates
A more comprehensive approach and integration of the commercial standards into all the commercial districts of the UZC is warranted. Similar to the residential districts, the recommended changes involve a graduated approach to the different commercial and mixed-use building types in the commercial zoning districts. Replacing the current lot development and intensity standards with a range of different building types appropriate in each district and focus on development scale and walkable formats will allow this to occur. A benefit of a comprehensive approach is the opportunity for more widespread implementation, while also limiting some of the development patterns that undermine walkability. A drawback of this approach is it may have implications or unintended consequences for situations where these zoning districts are used outside of the ECA, as well as the extent of non-conforming situations that exist in the ECA. To mitigate this drawback, it is recommended that these patterns and typologies only be enabled where these districts are used within the defined ECA boundaries.

Strategic Updates
A second approach to commercial district updates involves more strategic action targeting only those commercial districts that are most-used in the ECA and/or that are little used outside of the ECA, or those that are have the potential to undermine the Walkable Development Book policies the most. Specifically, the commercial building types approach should be targeted to the NO and NR districts, which by their intent and standards seem to be geared to more "neighborhood scale" or neighborhood-serving development. Replacement of the current NO and NR district standards should occur with the application of appropriate small scale commercial and mixed-use buildings types and their related frontage types identified by the Walkable Development Standards, to create walkable development patterns using these two districts. Enabling smaller scale development types within the NR and NO Districts allows there strategic application to assist in the creation of the Neighborhood Node and smaller Community Core place types identified in the Walkable Development Book.

Additionally, a strategic approach could be based on specific street types, identified in the Walkable Development Book, that exist within the ECA, and applied to all commercial districts (NO, GO, NR, LC, and GC). For example, the new building types could be permitted or required in all situations where the Mixed-use Main Street or Plaza Street conditions exist (and where walkable, street-front buildings are most appropriate). (See Walkable Development Overlay District option below for a variation on this approach.)

C.   Planned Unit Development/Community Unit Plan Overlay – Revised
The current Planned Unit Development (PUD) and Community Unit Plan Overlay (CUP) standards lack any specific design or development criteria and do not encourage the creation of the place types defined in the Walkable Development Book. Limited guidance, typically signage, landscape and other development amenities are addressed within the current PUD and CUP review process. However, the PUD and CUP leave the proposed development standards up to each individual project to propose. A revised PUD, or new PUD district, and a revised CUP or new CUP overlay district should codify a basic set of development standards necessary to create walkable places as the default standards. The Walkable Development Standards proposed within this document including Building Typologies, Frontage Typologies, Massing and Façade Composition and Parking Standards provide an appropriate set of development standards to encourage compact, walkable development patterns and can be applied through the PUD or CUP process. Any of the development practices that are currently used within the PUD and CUP processes, that promote walkable environments, should continue to be used in conjunction with any new standards implemented.

A development plan supporting this method would identify appropriate patterns and application of each type on a block-by-block basis and could vary the standards of any specific typology to best suit the context. The benefit of this approach is that applicants can use the "default" typologies with a better understanding and expectation of what will be approved, and the planning and design effort can then be focused on what tweaks to this—if any—are needed or justified in any application. Similarly, a benefit to the community is that a walkable development PUD or CUP sets the expectations for development scale and pattern prior to the planning process and development of the district. This approach also provides the MAPC and Governing Body the development standards and criteria on which to review applications. The walkable development standards would be used to establish a walkable development pattern and support the other development standards that the City currently requires with PUDs/CUPs, except where conflicts may occur. The drawback to this approach is it still requires an applicant-initiated planning process and public hearing prior to any development entitlements, but the improvement would be identifying the tools and components for applicants to create those plans.

A process similar to that of the current Planned Unit Development could be used with this approach, including review by the Metropolitan Area Planning Commission and the Governing Body (only MAPC approval is needed for Residential CUPs). Any PUD or CUP plan would ideally be created for the entire walkable area (node, transition, and edge) and adopted to guide the incremental implementation of the place over time. This would allow individual property owners and development to contribute to the creation of a place. However, each individual plan could be evaluated based on the current context, and whether there are existing or potential supporting components of the overall development pattern nearby.

D.   Walkable Development Overlay District

A new overlay district to create walkable places should be prepared for application in appropriate areas throughout Wichita. The overlay would define the street types, open space types, building types with frontage types, and design elements necessary to allow the creation of places built for pedestrians. District standards, defined in Section II. Walkable Development Standards, should be prepared and codified, defining development and improvements to create walkable places. The application of this overlay should be both optional—allowing the building types and development standards at a developers' election—and strategic through proactive application in specific place types within the ECA, requiring all future development to meet the patterns, typologies, and design standards. The "optional" approach could allow the overlay to be applied more widespread with less concern for any unintended consequences brought about by a specific site or context. The "strategic" approach would require more careful analysis of areas most likely to spur multiple short-term investments that reinforce and build upon the walkable patterns.

Strategic implementation of a Walkable Development Overlay District should be focused to create defined areas for improvement or creation of a walkable destinations. Acceptable applications of the overlay could include:

- The "Place Types", at all scales as identified on the Walkable Development Book;
- In locations where the Capital Improvements Plan identifies changes that can support the creation of a walkable place, or where the walkable development standards can influence the public investments in the streets, streetscape, infrastructure to support the walkability of place within the ECA and Wichita;
- Areas that are at risk of losing their walkability, at any scale of development should be targeted, specifically those areas that may align with the Place Types identified in the Walkable Development Book; or
- As requested by neighborhoods, and/or business districts that would like to enable future walkable development and create walkable development patterns.

However, other applications of the overlay could also be used. Using the overlay to focus solely on the commercial and mixed-use patterns identified in the Walkable Development Book, while the residential changes could be more comprehensively integrated into the structure of existing residential zoning districts, as mentioned above in the Strategic Residential Updates. In this manner, it would further emphasize the residential patterns as the most crucial and initial step to building walkable places.

There is potential that application of the overlay district and the associated standards could conflict with the many PUD / CUP plans and their development standards that are in effect throughout the ECA. If the application of the walkable overlay does conflict with other adopted development standards, particularly within the Place Types identified in the Walkable Development Book, the walkable development standards should replace the previously adopted standards to guide future redevelopment. If the development standards applied to a property within an existing overlay support the development of a walkable environment and development pattern, those standards could be incorporated into the overlay standards.

E.   Parking Reductions

Implement the Parking and Reduction Standards and the Parking Design and Location Standards to support walkable areas. In addition to including the parking standards in the methods of implementing walkable standards, the parking standards could be used as a supplement or replacement to the current parking standards within the Unified Zoning Code.