

Greenway Linkages Guidelines

**City of Overland Park, Kansas
Revised 2019**

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Acknowledgments

Elected officials, appointed officials, key staff, and stakeholders involved in the creation of the Greenway Linkages Plan in 1990-1991.

Governing Body

Ed Eilert, Mayor
J. Donald Lysaught, Jr., Council
President
Elaine Beckers Braun
Wayne C. Byrd
Dan Carr
Georgia Erickson
Jay F. Lehnertz
Byron C. Loudon
Thomas C. "Tim" Owens
Neil Sader
Ailie Speer

Planning Commission

Curl Hull, Chairman
John V. Hermes, Vice-Chairman
Jeff Briley
Charlene Conrad
Anne Debus
Nile A Glasebrook
Michael Lally
Thomas O. Lance
Jack Nichols
Robert E. Sanders, Jr.
Karen C. Sowinski

Greenway Linkages Task Force

Paul A. Sterett, former City
Councilmember, Chairman
Ailie Speer, City Councilmember
Ann Debus, Planning Commissioner
Robert E. Sanders, Jr., Planning
Commissioner
Annabeth Surbaugh, Legacy of Greenery
Committee
Robert Dalton, Legacy of Greenery
Committee
Jerome A. Roy, Citizens Advisory
Council on Parks and Recreation
William L. Elder, Citizens Advisory
Council on Parks and Recreation

City Staff Support

Donald E. Pipes, City Manager
Roger W. Peterson, Director of Planning
and Research
James Cox, Director of Parks and
Recreation
John Rod, Administrator, Long-Range
Planning
John Stone, Park Planner
Mary E. Hunter, Planner
Terry Hansen, Senior Planning
Technician

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Statement of Purpose

Introduction

The city chooses to use design guidelines to direct the creation of a series of linear greenways linked to one another and to public parkland and facilities throughout Overland Park. In recognition of the city's commitment to establish acquisition and design standards, the City Council and Planning Commission, by a joint policy resolution, adopted the Greenway Linkages Guidelines (City Council Resolution No. 2349 and Planning Commission Resolution No. 55) in September 1991.

What the Plan and Guidelines Provide

The proposed greenway linkages as shown on the Greenway Linkages Plan (map) and discussed in the Greenway Linkages Guidelines (text) provide:

- Recreation choices;
- Landscaped open space;
- Preservation of natural and historic areas;
- Screening of differing land uses from one another, and from U.S. 69 Highway and other major roadways; and
- Ties to open space recreational areas outside of the corporate boundaries of Overland Park in adjacent communities and the unincorporated areas of Johnson County.

The recreational uses provided by these greenway linkages focus on an extensive system of bike/pedestrian trails joined with one another and to existing and proposed public parklands and facilities. These trails will be along natural drainage ways and roadways, including U.S. 69 Highway. Extensive landscaped open space will be provided in conjunction with the bike/pedestrian trails. Landscaped easements (with or without trails) will also run parallel to the right-of-way of U.S. 69 Highway.

A key benefit of the Greenway Linkages Plan is that city parkland, residential, and employment areas will be joined with one another, and with other public uses such as schools. Natural areas and historic sites will also be preserved wherever practical and integrated into the Greenway Linkages Plan.

The greenway linkages along U.S. 69 Highway will provide a dual role of acting as a beautiful parkway into the city and as a screen for residential areas from the roadway, mitigating the excessive noise and domineering visual traits often associated with such a major highway.

How to Use the Plan and Guidelines

The Governing Body and Planning Commission use the Greenway Linkages Plan and Guidelines to review site development proposals and capital improvement programming. The Plan and Guidelines will also assist in the Comprehensive (Master) Plan process by directing future land use planning. Other jurisdictions, including surrounding communities and the county, can use the plan to help in coordinating the development of their own greenway linkages and parkland acquisition and improvements.

The Greenway Linkages Plan was incorporated in the 1991 Comprehensive Plan and annually reviewed thereafter to ensure that the Plan continues to reflect current city Policy. The Greenway Linkages Guidelines will be a separate policy document from the Comprehensive Plan but will be used in conjunction with it and other policy guides in directing land development in Overland Park.

What is Proposed

The means for bringing about the proposed Greenway Linkages Plan is dependent upon landowners/developers and the city. The affected landowners/developers along the proposed greenway linkage routes will dedicate a permanent easement or fee simple title for the linkages as depicted on the Greenway Linkages Plan. The city's commitment is to prepare the necessary general concept planning and the individual site plans, install the landscaping, build the bike/pedestrian trails, and maintain the trails and landscape easements once they are completed.

Process for Acquiring Linkages

The following outlines the general steps taken in acquiring, building and maintaining individual segments of the greenway linkages:

1. Identify an area for a greenway linkage and incorporate the area in the site planning for a preliminary plat, preliminary plan, rezoning or special use permit proposal;
2. Dedicate the land identified on a preliminary site plan to the city as a permanent easement or by fee simple title at the time of final plat or final development plan approval;
3. Prepare the individual or collective site(s) landscape plan;
4. Build all bike/pedestrian trails along the trail easements, and install plant materials and seed/sod turf as required on the site landscape plan; and
5. Maintain all trail and landscape easements once the bike/pedestrian trail is built and the landscaping installed.

Guideline Organization

The Greenway Linkages Guidelines are organized into three sections:

1. Guidelines for All Greenway Linkages;
2. Guidelines for Greenway Linkages Outside of the U.S. 69 Parkway; and
3. Guidelines for Greenway Linkages within the U.S. 69 Parkway.

Definition of Terms

Greenway Linkage

Open space land set aside for public or community use that is linear in form. The distinctive feature of a greenway linkage is that it provides a connection between two or more geographical points, following natural areas or those developed by man. Such linkages may vary in width and may be created by joining separate adjacent parcels of land or in combination with street rights-of-way.

Greenway linkages may be used for:

- Bike/pedestrian trails;
- Buffers (screening) between different types or intensities of land uses;
- A means to conserve natural areas or those of historic value; and
- An enhancement to a community's system of parks and roadways.

Greenway Linkages Plan

The graphic display of the overall layout, individual locations, and types of designated greenway linkages overlayed on the city's street map.

Type 1 Linkage (greenway)

A linear open space area set aside for public use that is wide enough to accommodate a paved bike/pedestrian trail, landscaped area, fencing or other screening measures, but with limited access from adjacent land uses (Exhibit A).

These types of linkages are often segregated from street rights-of-way to form a separate alignment that requires landowner/ developer land dedication, or a granting of an easement. The width of the land dedication or easement varies between 30 and 60 feet.

Type 1 Linkages join with other types of greenway linkages and cross street rights-of-way by means of an overpass, underpass, or at-grade crossing at controlled or marked intersections. No other amenities are provided aside from those required for the bike/pedestrian trail construction and maintenance, and the comfort and safety of the public using the trail.

Type 2 Linkage (thoroughfare streets)

A linear area of land is set aside for public bike/pedestrian trail development as part of the existing thoroughfare street rights-of-way. These linkages do not require additional rights-of-way beyond those required by city standards (Exhibit B).

In some cases, Type 2 linkages may require an additional utility easement of five to ten feet in width outside of the existing street right-of-way that will be identified as such. The easement is incorporated into the site plan at the time of preliminary plat, preliminary development plan, rezoning, or special use permit approval.

Type 3 Linkage (collector and commercial collector streets)

Similar to a Type 2 Linkage, a Type 3 linkage is developed within the rights-of-way of collector and commercial collector streets. This type of linkage may also require an additional easement of five to ten feet in width to provide space for underground utilities and landscaping (Exhibits C and D). Construction of a Type 3 linkage is at the expense of the developers unless a tract of land is dedicated to the city. The bike/pedestrian trail shall be constructed with concrete pavement.

Type 4 Linkage (collector parkway)

A combination of Type 1 and Type 3 Linkages, and used when a more significant amount of landscaped area or screening is desired. This linkage requires a 60-foot street right-of-way and an additional 25-foot-wide tract dedicated as parkland to the city for the bike/pedestrian trail (Exhibit E). In special or unique circumstances, the Parks Director or their designee may approve alternate compliance from the 25-foot-wide tract requirement at the time of preliminary plat, preliminary development plan, rezoning, or special use permit approval.

Type 5 Linkage (parkway)

Similar to a Type 1 Linkage, Type 5 linkages run parallel to U.S. 69 Highway within a landscape easement of 100 feet in width. The bike/pedestrian trail/landscape easements are outside of the highway right-of-way on both sides of U.S. 69 Highway south of 123rd Street (Exhibit F). In special or unique circumstances, the Parks Director or their designee may approve alternate compliance from the 100-foot-wide easement at the time of preliminary plat, preliminary development plan, rezoning, or special use permit approval.

Exhibit A: Type 1 Linkage - Greenway

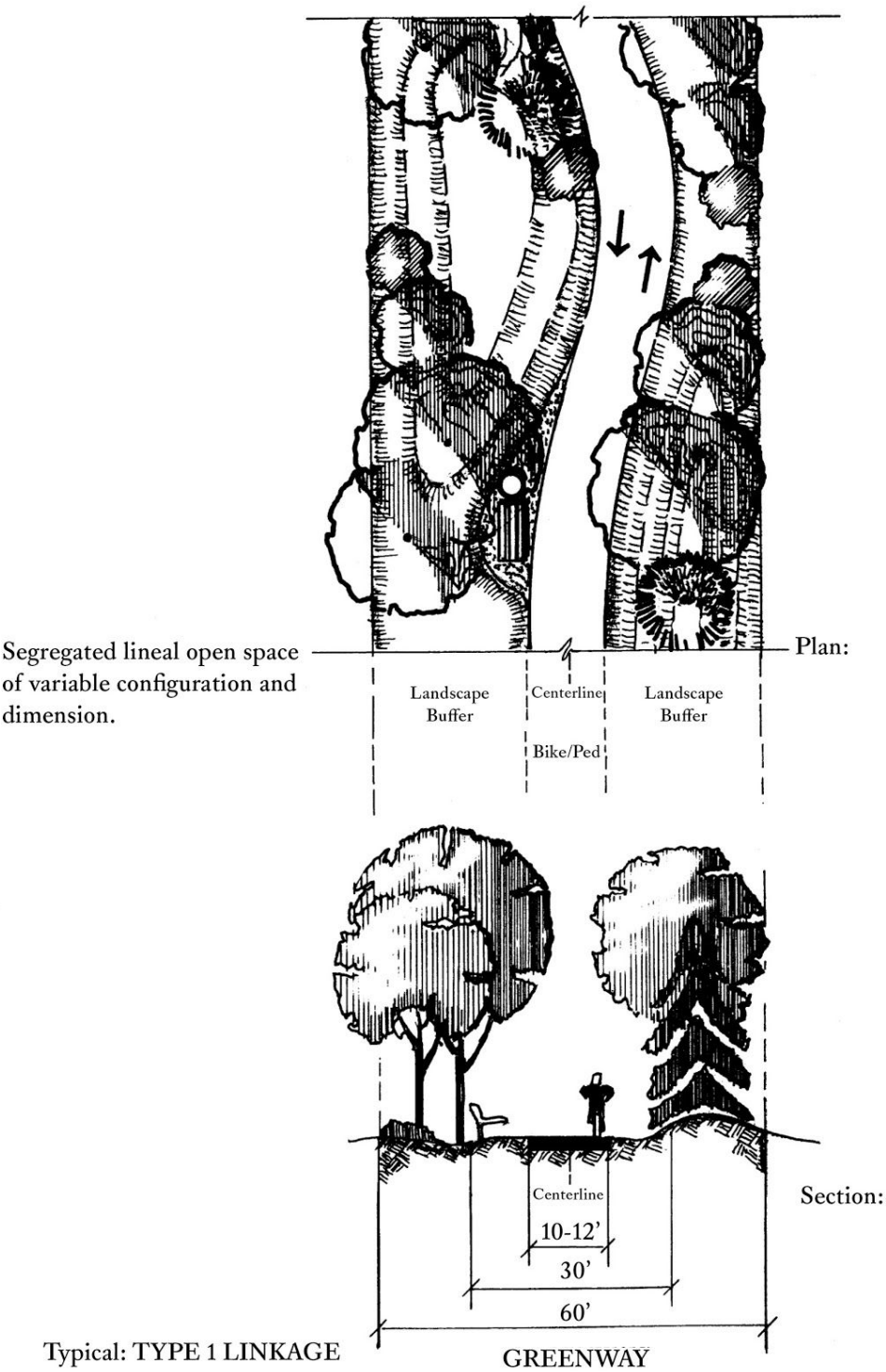


Exhibit B: Type 2 Linkage - Thoroughfare

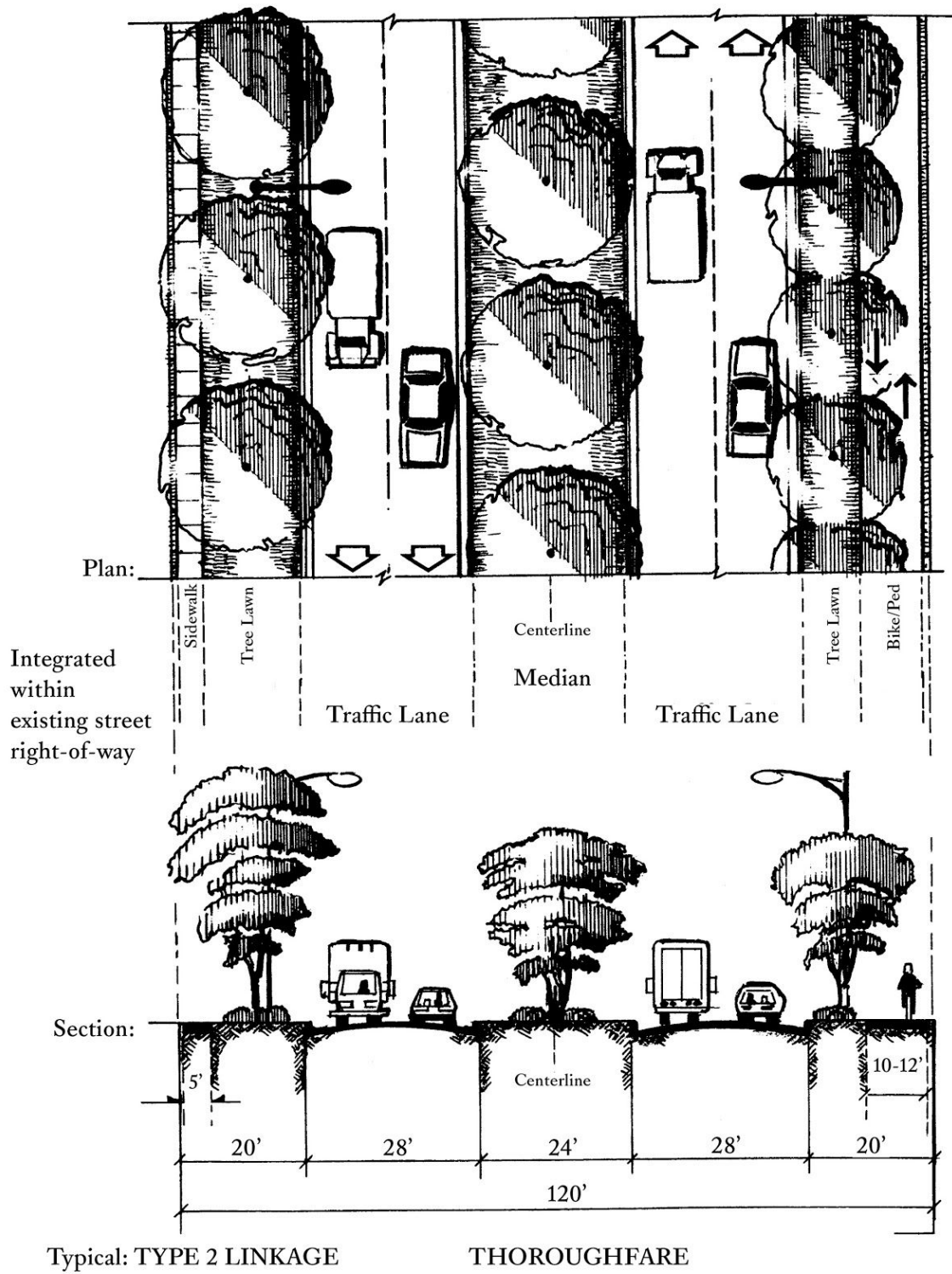


Exhibit C: Type 3 Linkage - Commercial Collector Street

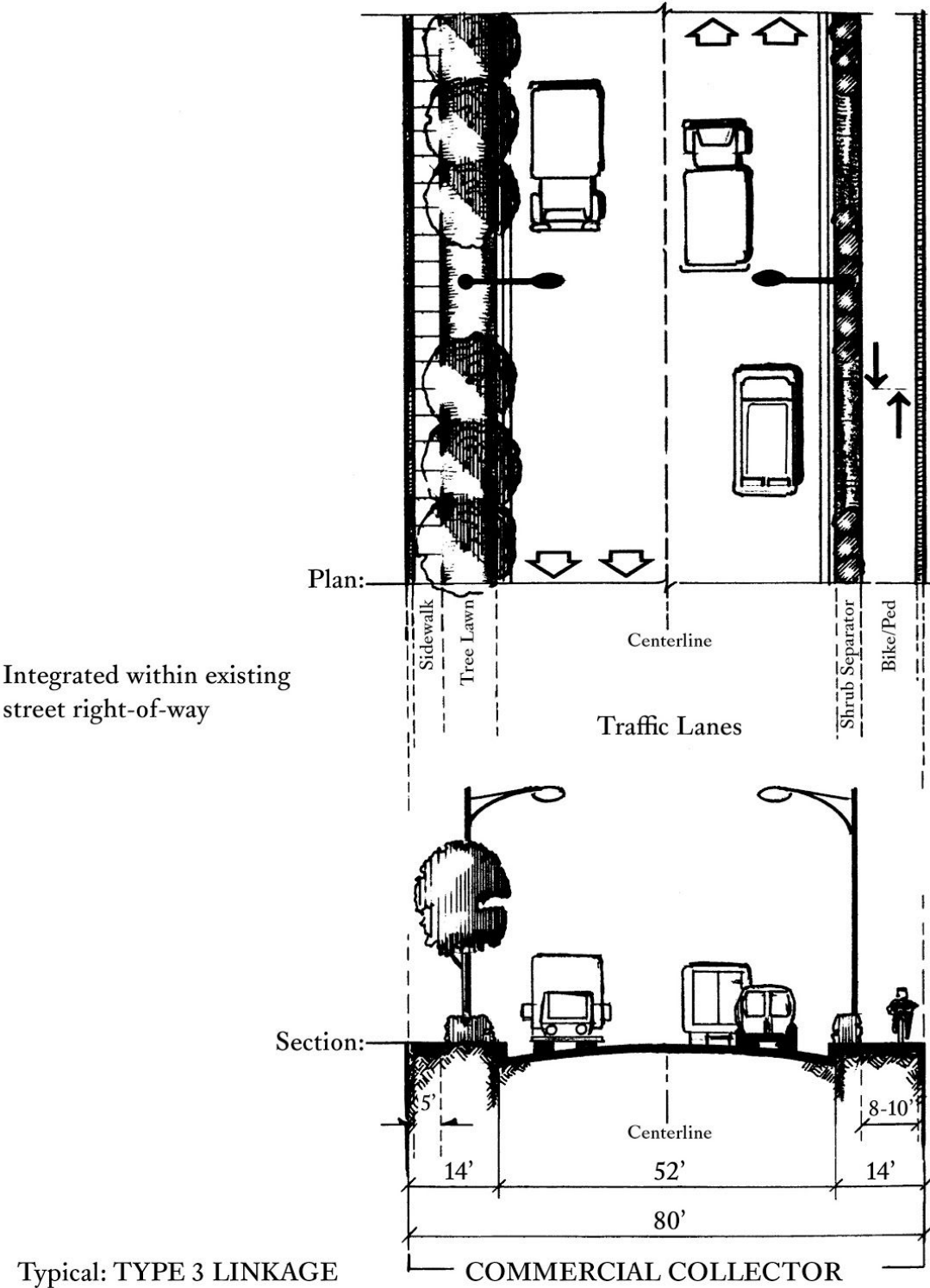


Exhibit D: Type 3 Linkage - Collector Street

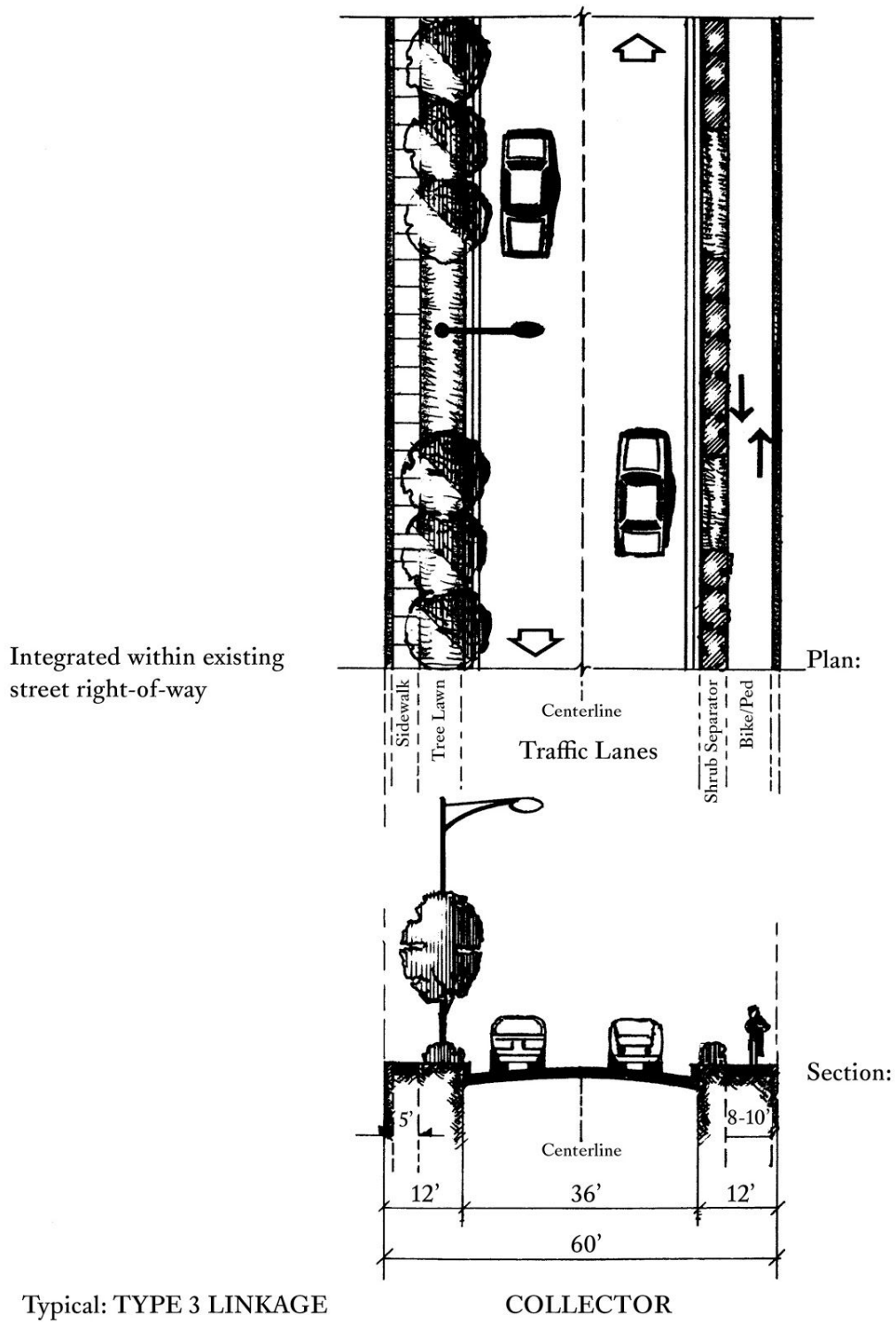


Exhibit E - Type 4 Linkage - Collector Parkway

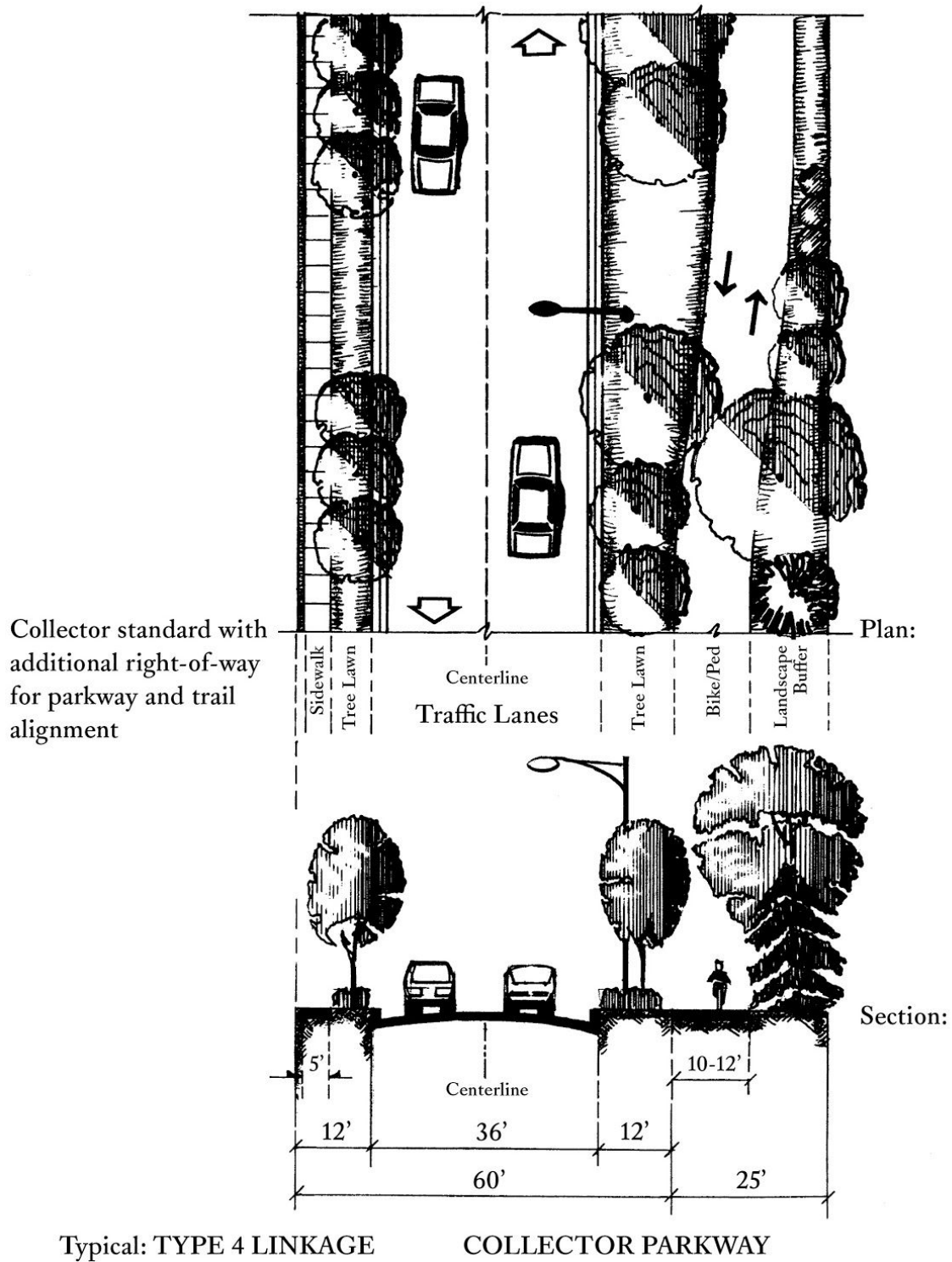
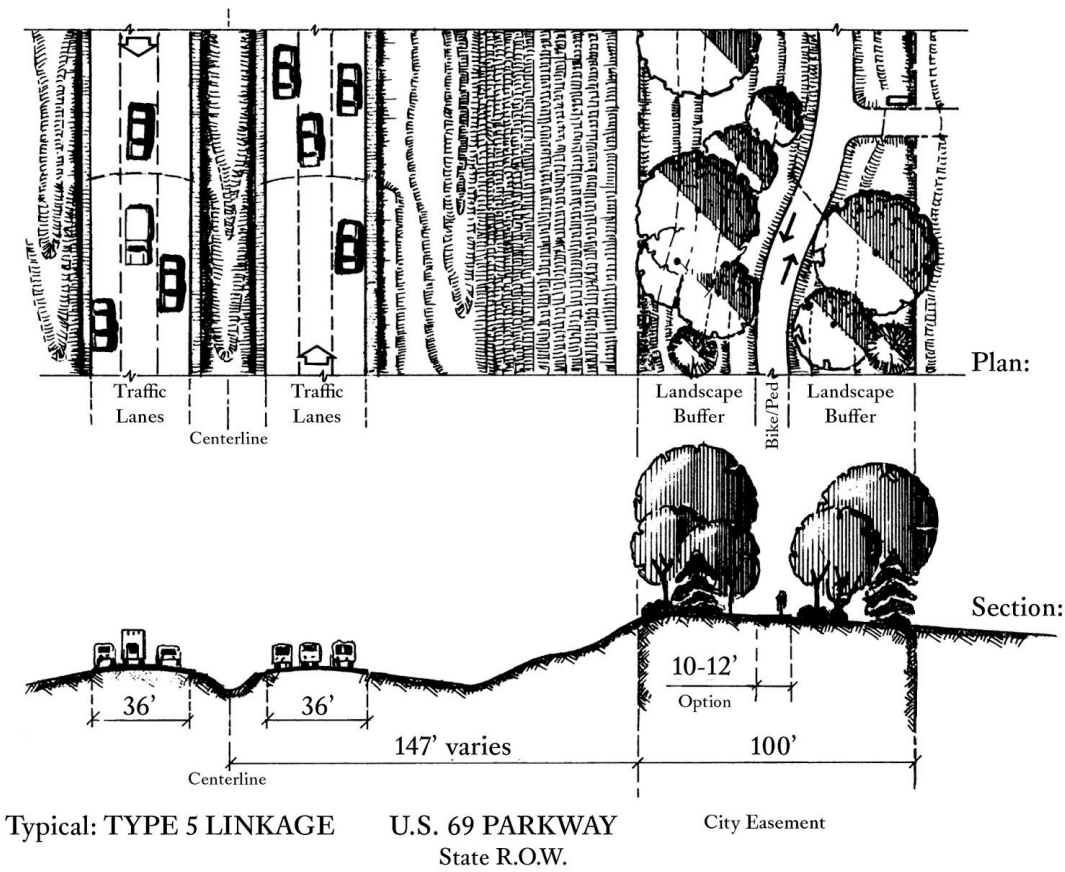


Exhibit F: Type 5 Linkage - Parkway



Guidelines for All Greenway Linkages

Guideline 1.1: Compliance with Greenway Linkages Plan

Greenway linkages will be developed in compliance with the Greenway Linkages Plan, and as described in the Greenway Linkages Guidelines.

Guideline 1.2: Greenway Linkages planned, built, and maintained by city

All bike/pedestrian trail/landscape easements will be planned, landscaped, and maintained by the city as described in the Greenway Linkages Guidelines and as shown on the Greenway Linkages Plan.

Once the site design work is complete for any specific linkage, additional landscaping may be added by the landowner/developer at their expense and with city approval.

In cases where a specific greenway linkage will not be built concurrent with adjacent development, the landowner/developer may choose to seed/sod and maintain the easement. However, once the trail is built and the landscaping installed, the city will assume all maintenance responsibilities. Landowner/developer installation of plant material other than seeding or sodding will be discouraged until a specific site plan is developed by the city.

Guideline 1.3: Incorporate in site design

Incorporate the greenway linkages into the site design at the time of preliminary plat, preliminary development plan, rezoning, or special use permit approval, whichever is appropriate.

Guideline 1.4: Land acquisition process

Acquire greenway linkages by landowner/developer dedication at the time of final plat or by a separate instrument at the time of final development plan approval, whichever is appropriate. The city will request either a dedication of land or a granting of a permanent easement. This dedication of land or permanent easement will be for the type of linkage as shown on the Greenway Linkages Plan.

The Governing Body recognizes that the application of a dedication requirement for greenway linkages must be done consistent with the legally-protected property rights of affected property owners and that such a requirement must be reasonable,

non-discriminatory and not applied in an arbitrary manner. Each affected parcel of property will present a unique set of facts and circumstances that requires individual consideration by the Planning Commission and the Governing Body. This consideration ordinarily takes place during the review of applications for preliminary plat approval, rezoning, special use permits, or preliminary development plan approval. If the Governing Body concludes that any portion of the greenway linkage cannot be obtained through the application of this dedication requirement consistent with the standards established in these guidelines, then the subject application, if it is in compliance with all other requirements, shall be approved without a stipulation requiring the dedication of such portion. The Governing Body, in a separate proceeding, shall then examine other alternatives. These other alternatives may include without being limited to:

- Revise the width or type of greenway linkage shown on the officially approved plan.
- Reroute the greenway linkage.
- Eliminate the affected portion of the greenway linkage.
- Acquire the greenway linkage, or some modification thereof, through contract purchase or condemnation.

Guideline 1.5: Exclusive trail use in narrow easements

Limit greenway linkages to only bike/pedestrian trail use in areas where the easement width is restricted to 100 feet or less. No additional recreational activities or facilities shall be planned in these areas. No motorized vehicles shall be allowed except those required for trail maintenance and to ensure public safety.

Guideline 1.6: Funding for the Greenway Linkages Plan

Fund the development of the Greenway Linkages Plan through the use of the city's Capital Improvements Program (CIP). Funding needs for the Greenway Linkages Plan will be evaluated by the Governing Body as part of the annual CIP review.

Landowners/developers will dedicate the land for individual linkages to the city (see Guideline 1.4). Once the land is dedicated, the city will fund the planning, construction, landscape installation, and maintenance of all linkages as shown on the Greenway Linkages Plan.

Guideline 1.7: Link public areas

Promote the joining of greenway linkages with existing and planned public areas including parkland, schools, and other designated public or semi-public areas.

Guideline 1.8: Link private open spaces

Encourage the linkage of privately-owned, built, and/or maintained open spaces and parkland into the public greenway linkages to allow for greater access to residential and employment areas and ensure an overall compatible design/build project.

Guideline 1.9: Preservation of natural vegetation

Natural vegetation within greenway linkages will be preserved wherever possible. A natural forestation or reforestation effect will be the design concept for all newly planted greenway linkages. Deviation from this design concept is allowed in special circumstances when a more ornamental or formal effect is desired.

Guideline 1.10: Appropriate landscape materials

A variety of landscaping materials, both deciduous and evergreen trees, and shrubs will be used within greenway linkages. All plants shall represent species indigenous and/or hardy to the Kansas City region. The establishment of turf may be in the form of seeding and/or sod as specified by the requirements of each project.

Guideline 1.11: Easement graded to finished grade standards

Require the landowner/developer to grade the trail/landscape easement to a finished grade which is in accordance with the landscape plan prepared by the city. Where earthen berms are to be constructed in conjunction with the site landscape plan, such construction shall be the responsibility of the landowner/developer.

Guideline 1.12: Earthen berm construction requirements

When earthen berms are constructed, they will be at no greater than a 3-to-1 slope. Berms will be composed of good grade agricultural soil free of rock, debris, and undecomposed organic materials, and finished with a surface dressing of topsoil mix. In no circumstances will berm construction be allowed to impede, and/or redirect surface drainage from the linkage site to adjacent properties.

Guideline 1.13: LUI density/intensity transfer allowed¹

Permit the landowner/developer to transfer the density/intensity allowed for under the City's Land Use Intensity System (LUI). This density/intensity transfer credit would be from the area(s) used for a greenway linkage to other areas of a proposed development.

In all cases, the density/intensity is transferable to avoid any loss of residential units or building square footage that would otherwise be permitted. The use of the R-1A, Small-Lot Single-Family Residential District is encouraged where single-family development is proposed adjacent to a greenway linkage. In some cases, the proposed greenway linkage may be narrowed or rerouted to ensure a minimal change in the number of residential units or building square footage.

¹ The Governing Body and the Planning Commission rescinded the Land Use Intensity System in 2011 - Governing Body Resolution Number 2899

Guideline 1.14: Consistency in greenway linkage trail standards

All greenway linkage bike/pedestrian trails will be built to the same standards. The trail standards call for the use of Portland concrete, and/or asphaltic paving material. The trail will be eight to twelve feet in width. Variations in trail width may be necessary to take into account the constraints of the easement width, topography, and geometrics to ensure bicyclist and pedestrian safety.

Guidelines for Greenway Linkages outside of the U.S. 69 Parkway

Guidelines for Type 1 Linkages

Guideline 2.1: Compliance with Greenway Linkages Plan

Promote the development of Type 1 Linkages in compliance with the Greenway Linkages Plan (see plan), and the Greenway Linkages Guidelines.

Guideline 2.2: Minimum width of trail easement

Provide a minimum easement width of 30 feet for Type 1 Linkages with a preferred width of 60 feet (Exhibit A). An easement of less than 30 feet may be permitted in rare or unique situations where space is limited and no alternative trail linkage is possible.

Guideline 2.3: Trail alignment along existing topography

Existing topography should be used for trail alignment wherever possible.

Guideline 2.4: Use varying landscaping materials for screening

Landscape screening techniques appropriate for the specific circumstances will be used. This may require the use of trees, shrubs, earthen berms, fencing, or a mixture of these techniques as allowed by the width of the easement.

Guideline 2.5: Barrier fencing from the trail may be desired

In certain circumstances, adjacent landowners/developers may wish to build barrier fencing between their property and the bike/pedestrian trail easement. When desired, the cost of construction and maintenance of these fenced areas will be the responsibility of the adjacent landowners/developers only. The city will not be accountable for any expenses incurred by the adjacent landowners/developers.

Guidelines for Types 2, 3, and 4 Linkages

Guideline 3.1: Integration of linkages into street design plans

Integrate all Type 2, 3, and 4 Linkages into the appropriate street rights-of-way as shown on the Greenway Linkages Plan (see plan). Thoroughfare and collector streets are the two types of street rights-of-way which will be used for Type 2, 3, and 4 Linkages.

Guideline 3.2: Greenway linkage trails built in lieu of sidewalks

Build linkage bike/pedestrian trails on one side of the street in lieu of the required sidewalks along designated collector and thoroughfare streets as shown on the Greenway Linkages Plan. The width of the trail will be eight to twelve feet. Other variations in trail width may be necessary to take into account the constraints of the topography and geometrics to ensure bicyclist and pedestrian safety.

Guideline 3.3: Replace or modify existing sidewalks to linkage trail standards

The city will replace or modify existing sidewalks and tree/lawn areas within the street rights-of-way to bike/pedestrian trail standards along collector and thoroughfare streets as shown on the Greenway linkages Plan.

Guideline 3.4: Alternate street design geometrics encouraging wider landscaped greenway linkages

Alternate street design geometrics may be desired that allow wider landscaped greenways within the tree/lawn area near the street and outward to the right-of-way line.

In some cases, an additional five to ten feet outside of the street right-of-way will be requested for a utility easement to allow for more flexibility in the landscaping within the right-of-way. The additional land for the utility easement will be incorporated into the site design at the time of the preliminary plat, preliminary development plan, rezoning, or special use permit approval (Exhibit C).

Guideline 3.5: Minimize drive and service lane crossovers

Minimize driveway and service lane crossovers in the layout and development of properties adjacent to Type 2, 3, and 4 Linkages.

Guidelines for Greenway Linkages (Type 5) within the U.S. 69 Parkway

Guideline 4.1: Compliance with Greenway Linkages Plan for U.S. 69 Highway

Develop greenway linkages along U.S. 69 Highway south of 123rd Street in compliance with the Greenway Linkages Plan. The corridor will be referred to as the U.S. 69 Parkway (Exhibit F).

Guideline 4.2: Reservation of 100-foot easement parkway

Reserve a bike/pedestrian trail/landscape easement of 100 feet beyond the existing rights-of-way adjacent to both sides of U.S. 69 Highway for the Parkway which will act as a greenway buffer for adjacent properties from U.S. 69 Highway (Exhibit F).

The maximum 100-foot trail/landscape easement width will be maintained wherever possible. An easement of less than 100 feet may be permitted where space is limited and no alternate trail/landscape easement is possible.

Guideline 4.3: Interconnect greenway linkages

Connect the parkway linkages (bike/pedestrian trail and landscape easements) running parallel to U.S. 69 Highway to those greenway linkages found to the east or west as shown on the Greenway Linkages Plan.

Guideline 4.4: Barrier fencing between trail/landscape easement and low-density residential developments

All barrier fencing built between the parkway easements and adjacent low-density residential developments will be constructed on private property. The landowner/developer is responsible for the installation and maintenance costs of this barrier fencing. When barrier fencing is built, provide walkways at appropriate intervals from the residential developments to the bike/pedestrian trail easements to allow for public and emergency access and maintenance.

CITY COUNCIL RESOLUTION NO. 2349
PLANNING COMMISSION RESOLUTION NO. 55

A RESOLUTION ADOPTING THE GREENWAY LINKAGES GUIDELINES

WHEREAS, the Governing Body and the Planning Commission of the City of Overland Park, Kansas, are committed to the use of design principles to realize the recreational, environmental, and planning benefits that Greenway Linkages contribute to the health, safety, and general welfare of the public, both residents and visitors alike; and

WHEREAS, the Governing Body and Planning Commission recognize the far-reaching potential and benefit of a public greenway and linkage system which connects parks, schools, and public use areas to the various residential areas of the community; and

WHEREAS, the Governing Body and Planning Commission intend that a Greenway Linkage system provide connection and access to surrounding open space recreational areas outside of the corporate boundaries of Overland Park in adjacent communities and in the unincorporated areas of Johnson County; and

WHEREAS, the Governing Body and Planning Commission envision the Greenway Linkages system as creating beneficial environmental buffers and transitioning areas between various types and intensities of land use to mitigate inherent conflicts; and

WHEREAS, the Governing Body and Planning Commission desire to provide an integrated system of public open space and special conservation and buffer zones that are interconnected, and that form a logical fabric of continuity that is compatible with all land uses with the City of Overland Park; and

WHEREAS, the Governing Body and Planning Commission intend to provide through the use of the City's Capital Improvements Program (CIP) funding for the construction of the bike/hike trail linkages, and the installation of landscaping material along trail linkages and landscape easements; and

WHEREAS, the Greenway Linkages Guidelines have been reviewed and approved by both the Governing Body and Planning Commission after consideration of same at public hearings.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY AND PLANNING COMMISSION, that the Governing Body and Planning Commission, on their own behalf and on behalf of all citizens of the City of Overland Park, Kansas, do hereby adopt and incorporate, by reference, for the purpose of providing appropriate adopted planning policies and guidelines for review of and action on requests for plat, development plan, rezoning, or special use permit approval, in order to insure the development of the Greenway Linkages system,

the Greenway Linkages Guidelines, as recommended by the Community Development Committee of the City Council on August 29, 1991. Not less than three (3) copies of said guidelines shall be marked "Official Copy as adopted by City Council Resolution No. 2349 and Planning Commission Resolution No. 55," to which shall be attached a copy of these resolutions, and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All administrative department of the City charged with enforcement of these guidelines shall be supplied at the cost of the City such numbers of official copies of such guidelines as may be deemed appropriate.

ADOPTED by the Planning Commission of the City of Overland Park, Kansas, the 14th Day of October, 1991.

(s) Carl Hull
Carl Hull, Chairman

APPROVED AS TO FORM:

(s) J. Bart Budetti
J. Bart Budetti, Assistant City Attorney

ADOPTED by the Governing Body of the City of Overland Park, Kansas, the 16th day of September, 1991.

(s) Ed Eilert
Ed Eiler, Mayor

ATTEST:

(s) Kristy Cannon
Kristy Cannon, Acting City Clerk