

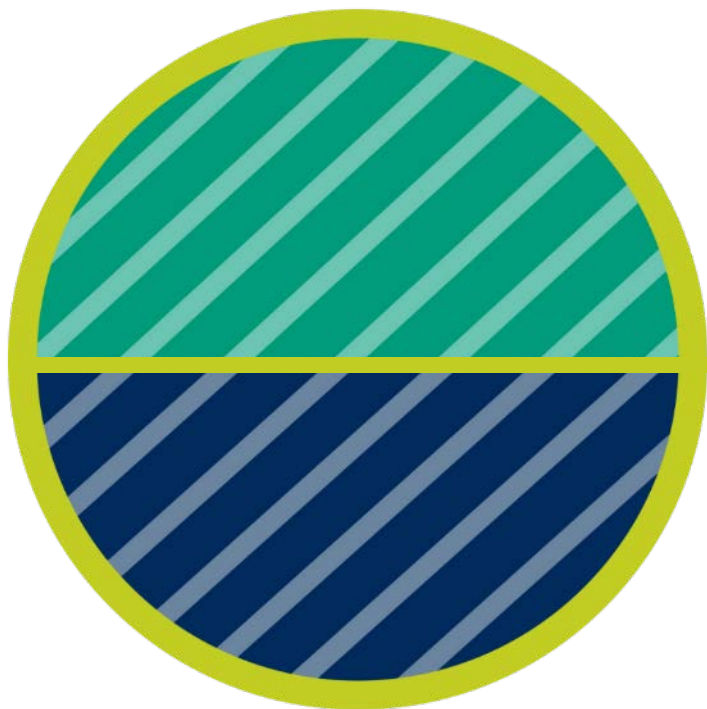


# Overland Park Parking Standards Update & Community Parking Strategy

## Code Revisions Review

September 2, 2021





- Study Overview
- Findings & Recommendations:
  1. Parking Ratio Revisions
  2. Increased Flexibility
  3. Improved Design Standards
- Discussion





# STUDY OVERVIEW

# What Have We Done?

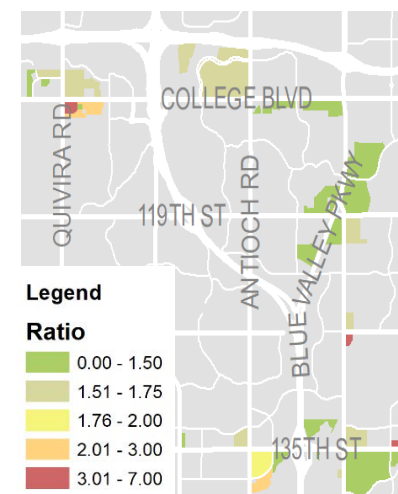


City of Overland Park, KS  
**Comprehensive Plan**  
Adopted December 2020

**VISION METCALF**  
STATUS REPORT

- Address excessive parking supply
- Promote productive uses and open space and more...

- Chesterfield, MO
- McKinney, TX
- Scottsdale, AZ
- Vancouver, WA and more...

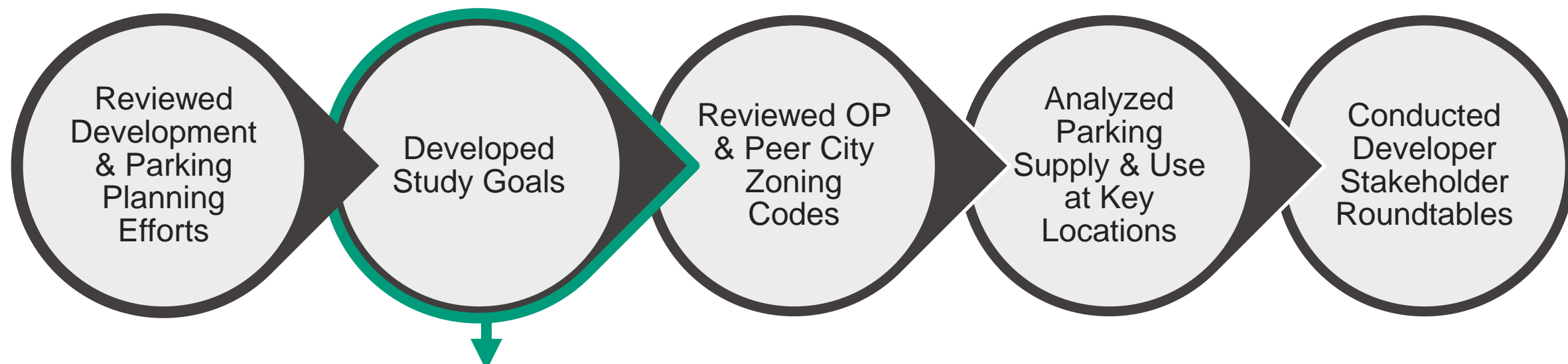


Observed commercial parking demand

- Block & Co
- Hunt Midwest
- The Land Source
- Occidental Management and more...



# What Have We Done?



## Forward OP

- Strengthen the identity of neighborhoods
- Define and cultivate walkability
- Explore new transportation funding opportunities
- Enhance community beautification efforts

## Vision Metcalf

- Create a series of unique destinations
- Promote a pattern of mixed and multiple-use development
- Develop a balanced transportation system that provides multimodal travel options
- Make walking easy, desirable, and convenient



1) Limit the impacts of excessive and underutilized parking supply and increase opportunities for productive uses and open space



2) Foster economic vitality and mixed-use districts by supporting walkability and activity density with appropriate parking policies



3) Implement codes that maximize the efficient use of parking and support shared parking resources citywide



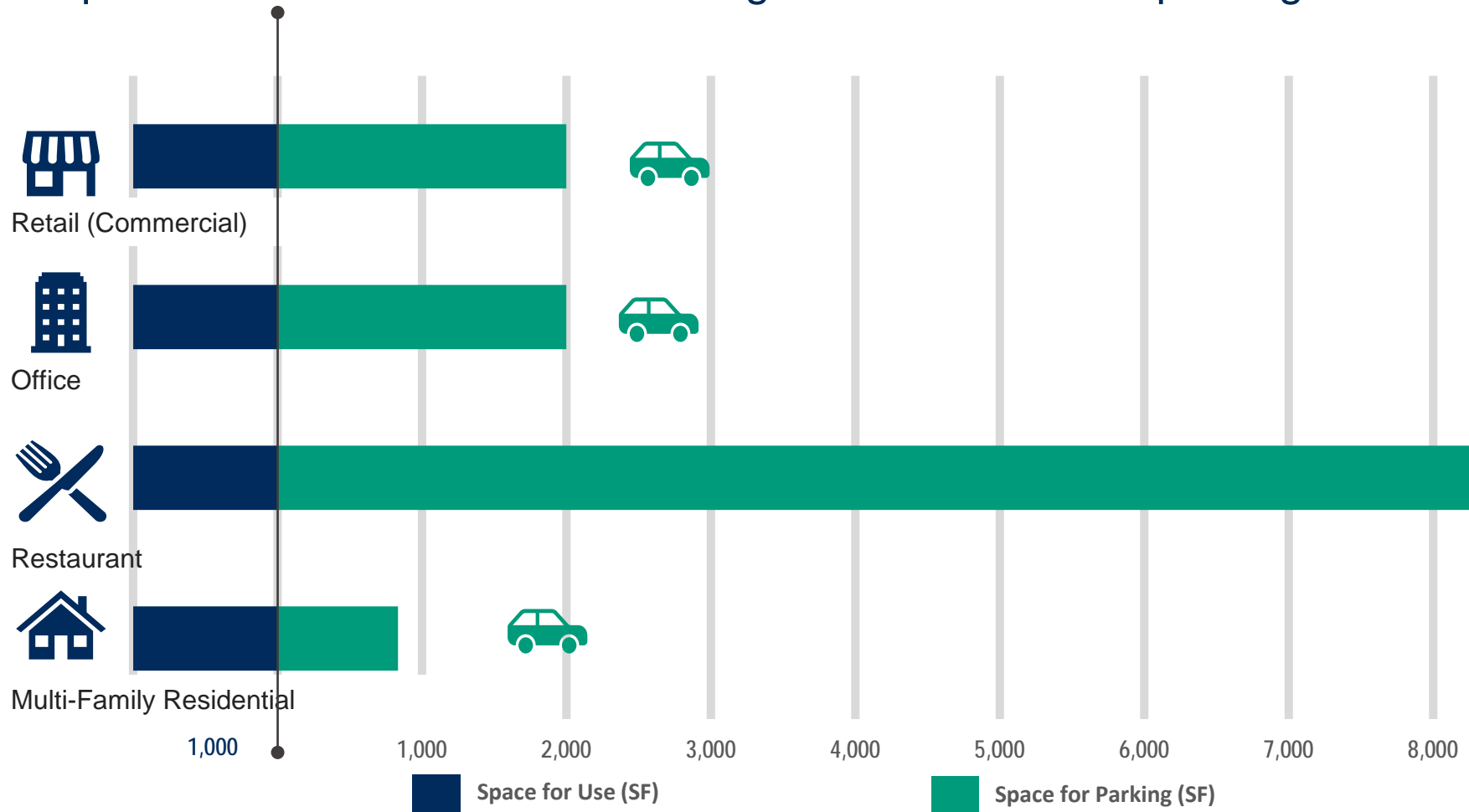
4) Develop provisions that create quality parking screening and design standards that minimize adverse impacts of the built environment



5) Manage the growth of traffic by encouraging projects which minimize driving trips

# Key Findings: Summary

- Requirements force construction of significant amounts of parking



*Assumes average of 500 square feet per parking space*

# Key Findings: Summary

- Resulting parking is regularly under-utilized





# Key Findings: Summary

- Underutilized parking is land removed from more productive use





# Key Findings: Summary

- Lack of sharing is inefficient and costly





# PROPOSED CODE REVISIONS

1.

# Developing Revised Parking Ratios: Approach

- **Finding:**  
Existing ratios seem to oversupply parking
- **Propose:**  
New ratios with greater flexibility that better meet goals
- **Based On:**  
Observed data  
National standards  
Peer city standards



# Developing Revised Parking Ratios: Approach

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## *OP Parking Goals:*



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Introduce an ideal supply range

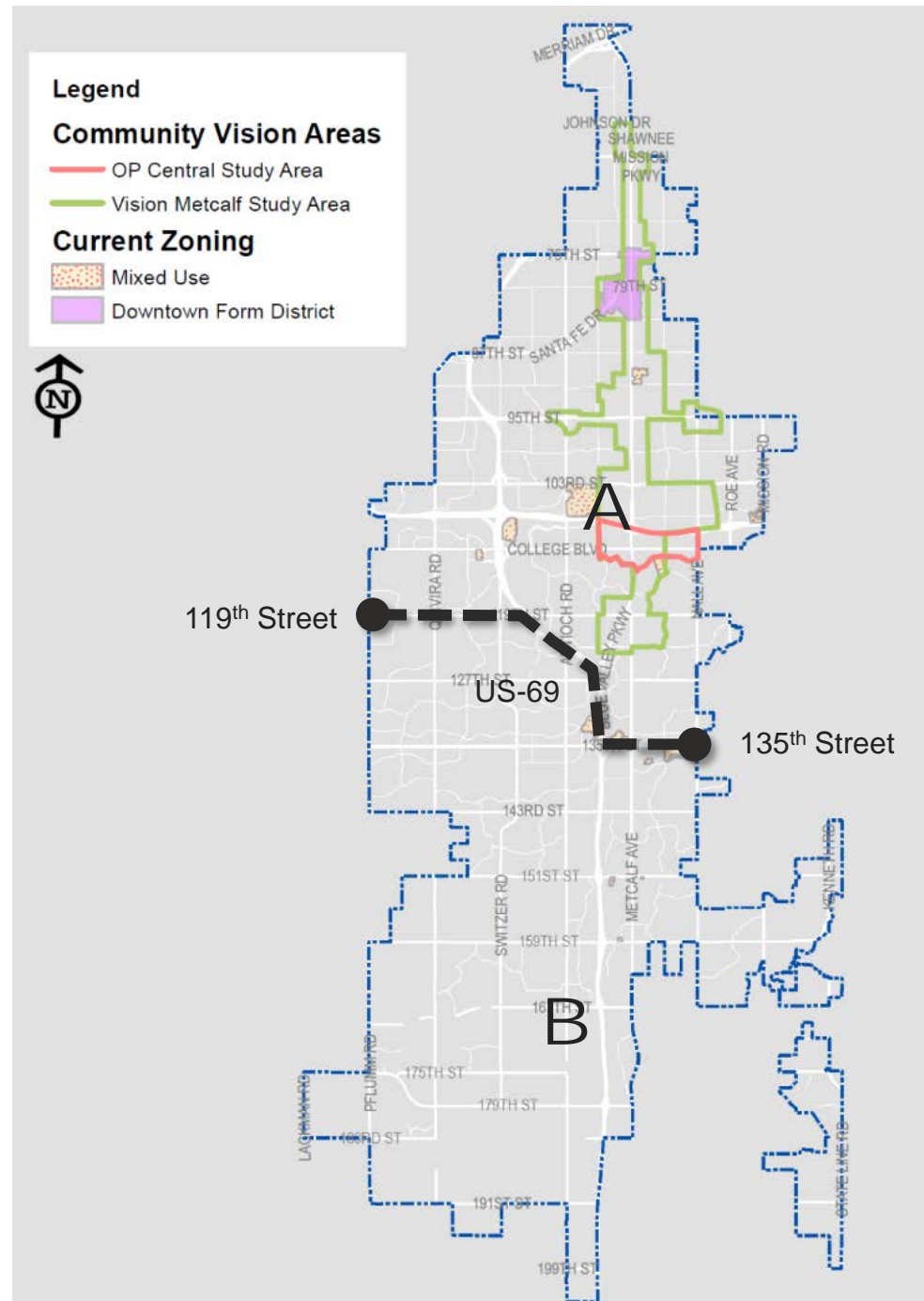


Provide more open space and/or other active uses

# Parking Ratios

## Varying Parking Standards by Area

- **Finding:**  
Parking demand varies due to:
  - Density
  - Land Use Type
  - Mix of Land Uses
  - Proximity of Uses
- **Recommendation:**
  - Area A – reduced parking requirements
  - Area B – slightly reduced parking requirements
- Projects with direct access to street line can use either standard





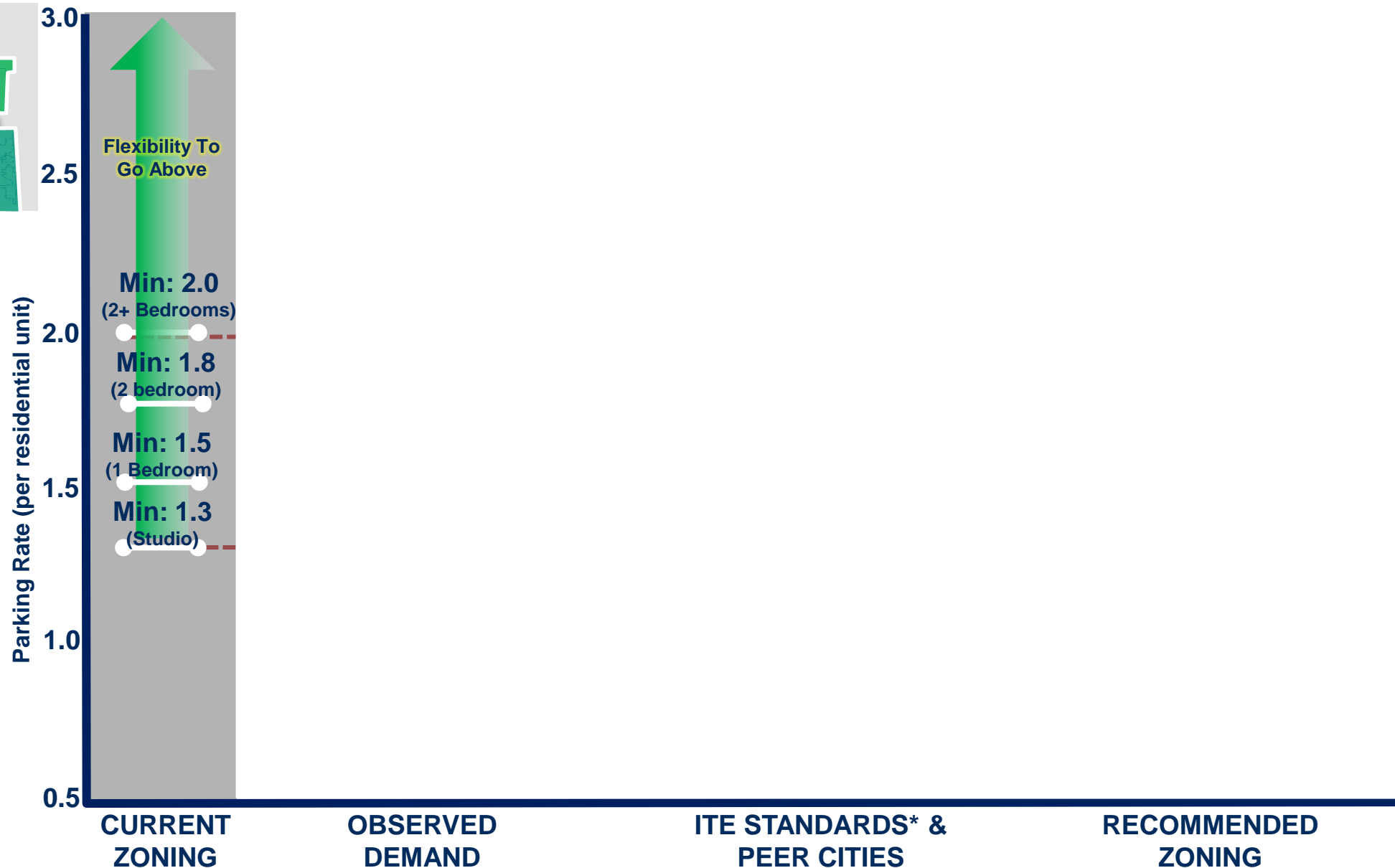
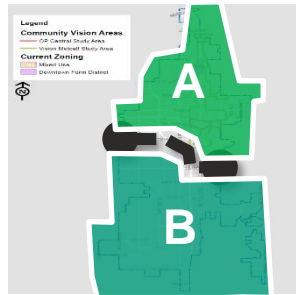
# Parking Ratios

## Multiple Data Points for Observed Demand

- American Community Survey for Overland Park  
Vehicle ownership by household across the city (includes ALL housing units)
- Aerial Photography.  
Represents a weekday peak.  
Weekday, between March 11 and April 6, 2019.
- Mobility Data Platform  
Replica
  - Combines several data sources
  - Mobile location data, land use data, and ground-level verifications.
  - June through August, 2019.
- Pre-Existing Counts.  
Peak parking counts in both December and July of 2009-2010 for several commercial parcels.

# Proposed Ratios: MF Residential Uses

Per unit



## Data Notes

Peer cities include:

Arvada, CO,  
Chesterfield, MO,  
Durham, NC,  
McKinney, TX,  
Scottsdale, AZ,  
Vancouver, WA, W  
Des Moines, IA.

ITE (Institute of  
Transportation  
Engineers) parking  
demand data is:

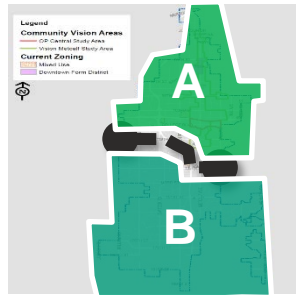
- Largely from suburban single-use sites with free parking
- Screened to include low vacancies (below 15%)

Residential parking  
data is inclusive of  
guest parking

**\*Institute for  
Transportation  
Engineers Data -  
numbers adjusted  
upwards by 10% to  
ensure capacity**

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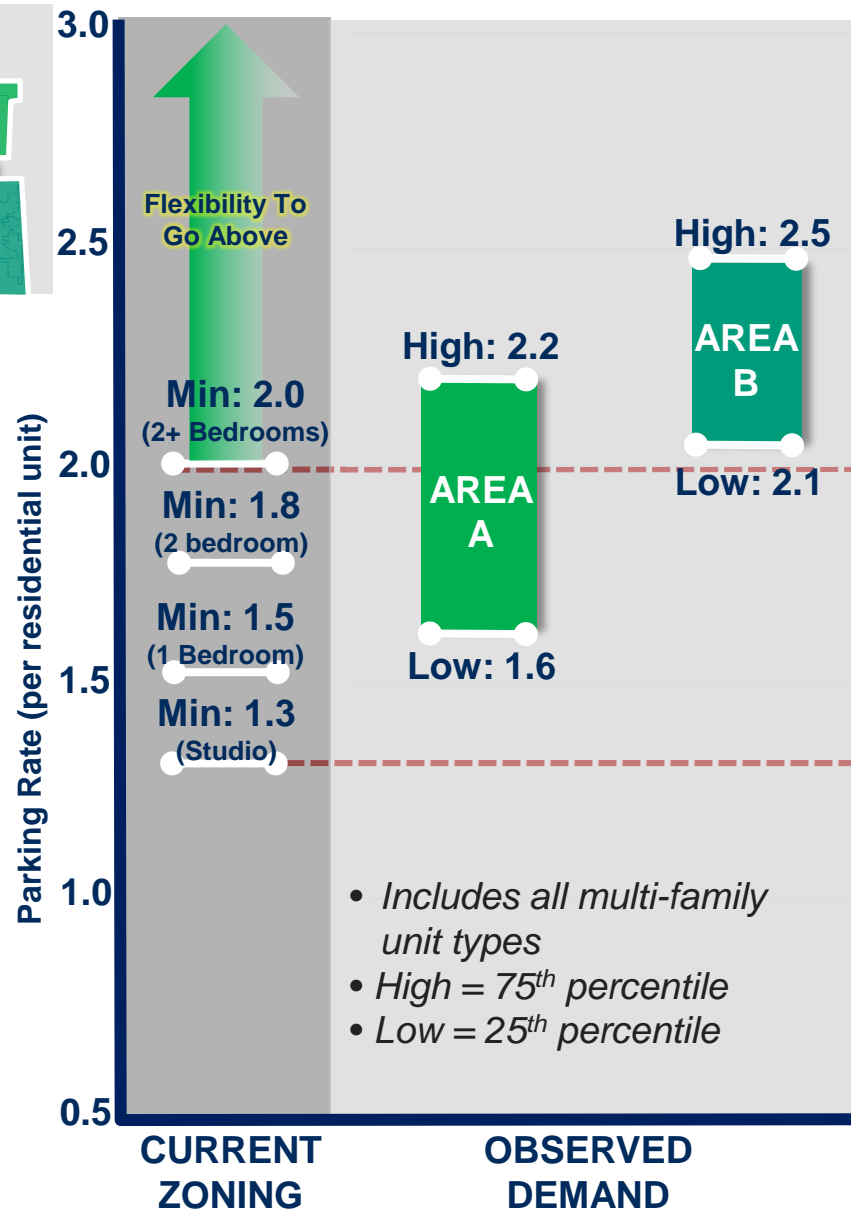
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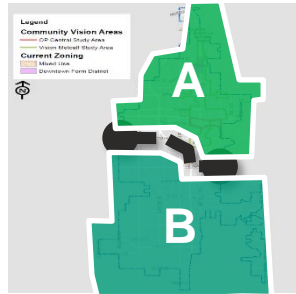
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Per unit



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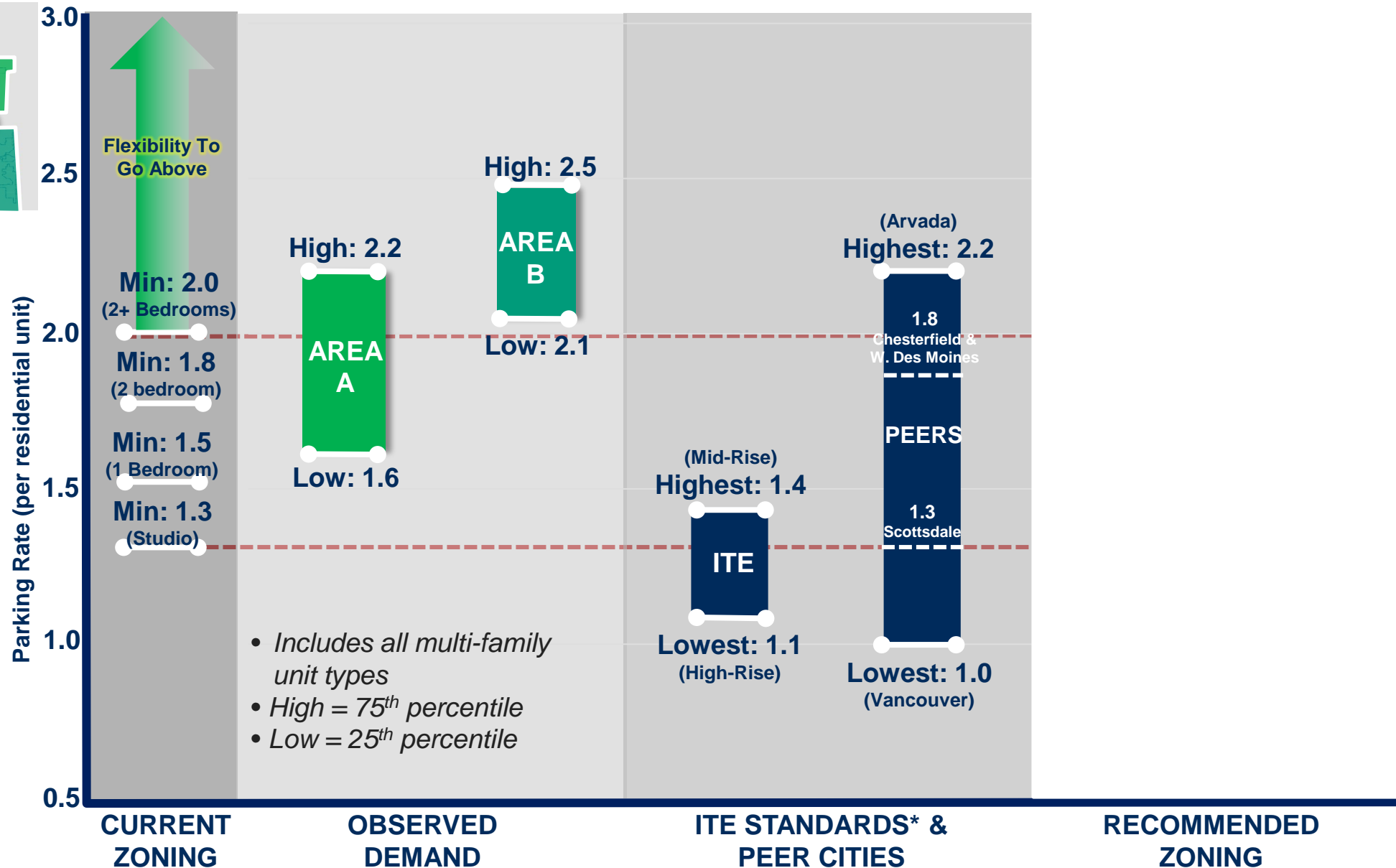
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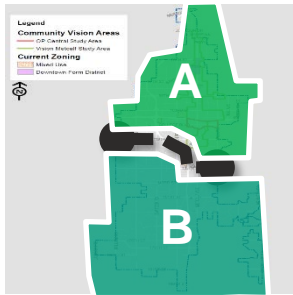
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1.

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Per unit



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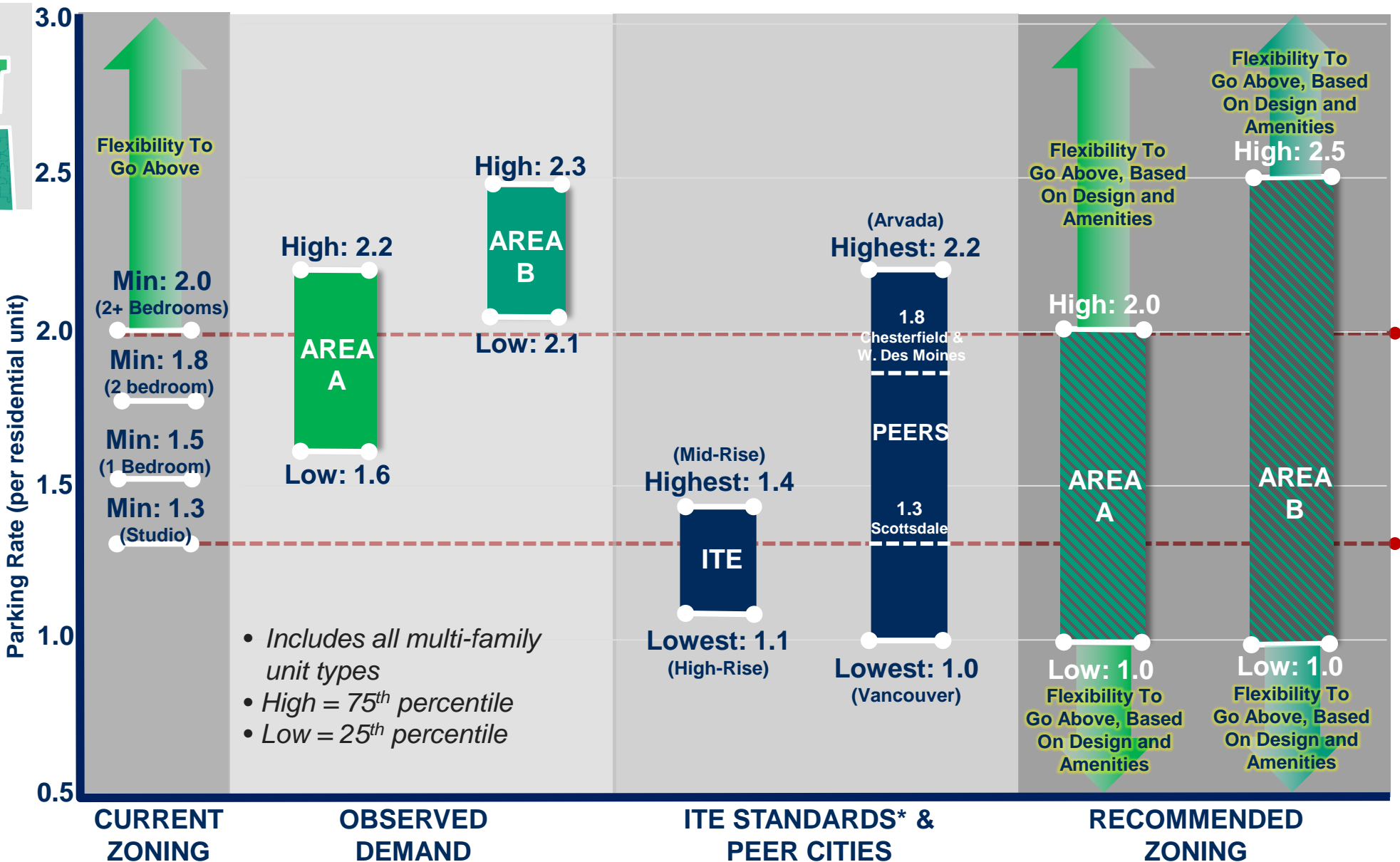
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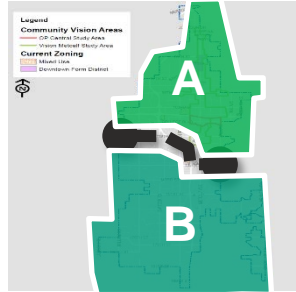
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# 1. Proposed Ratios: Office



Per 1,000 SF



## Data Notes

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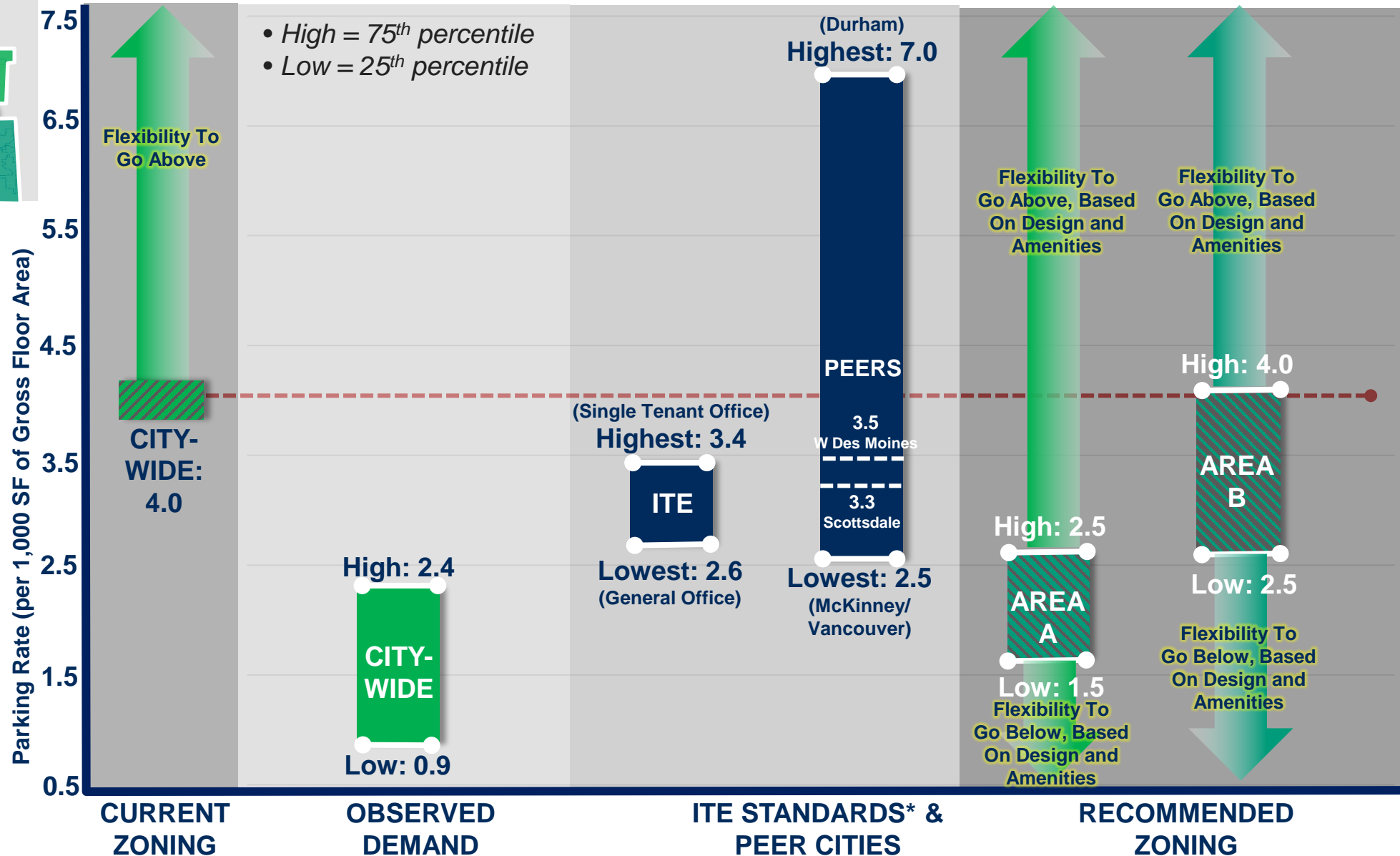
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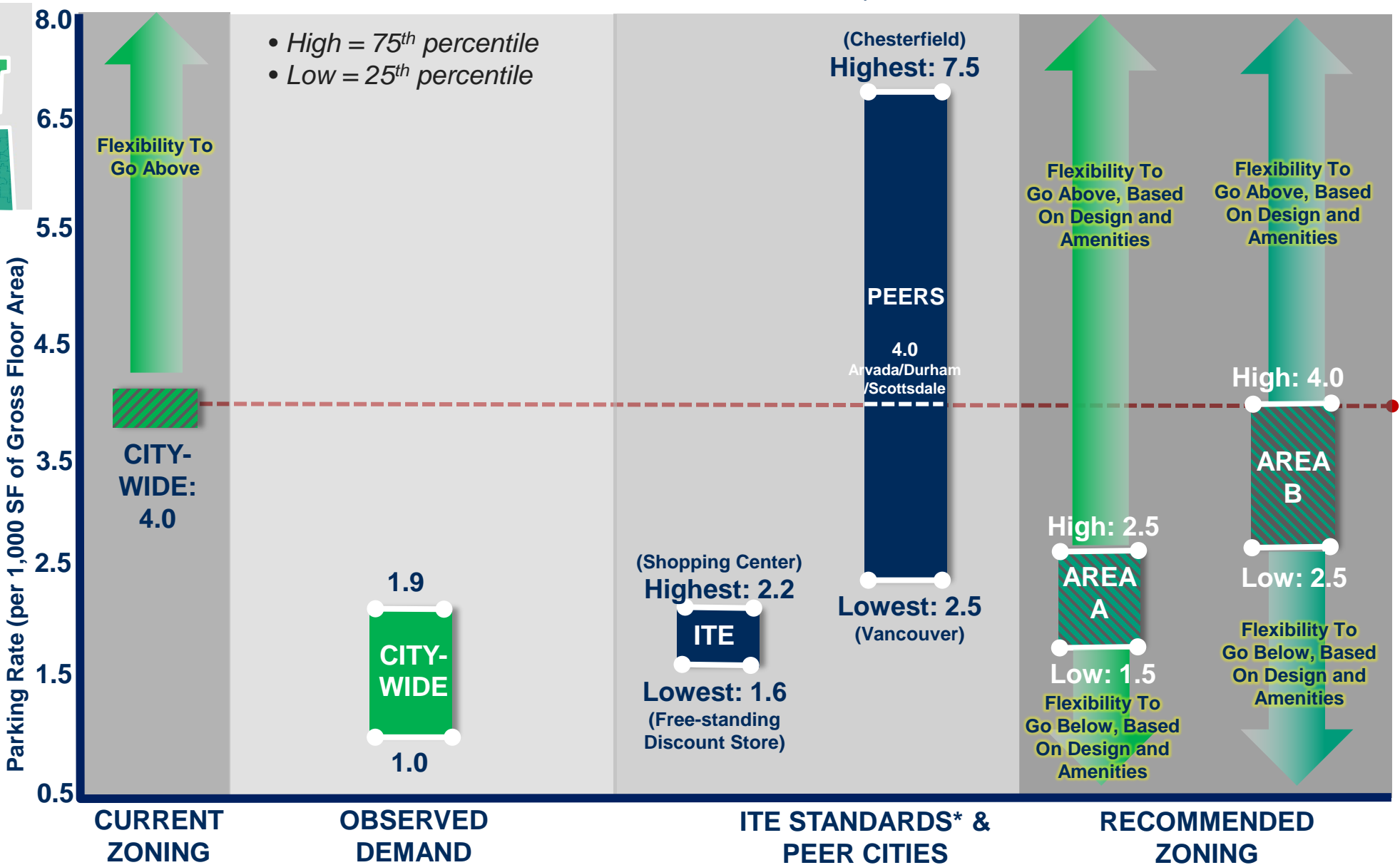
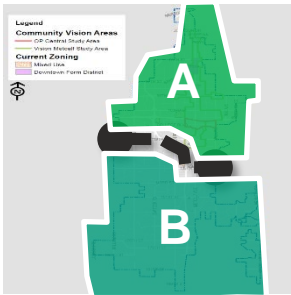


1.

# Proposed Ratios: Retail/Commercial



Per 1,000 SF



Data Notes

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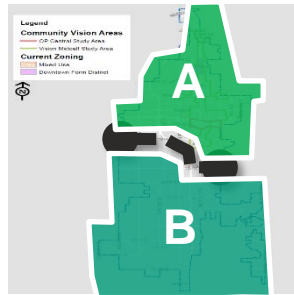
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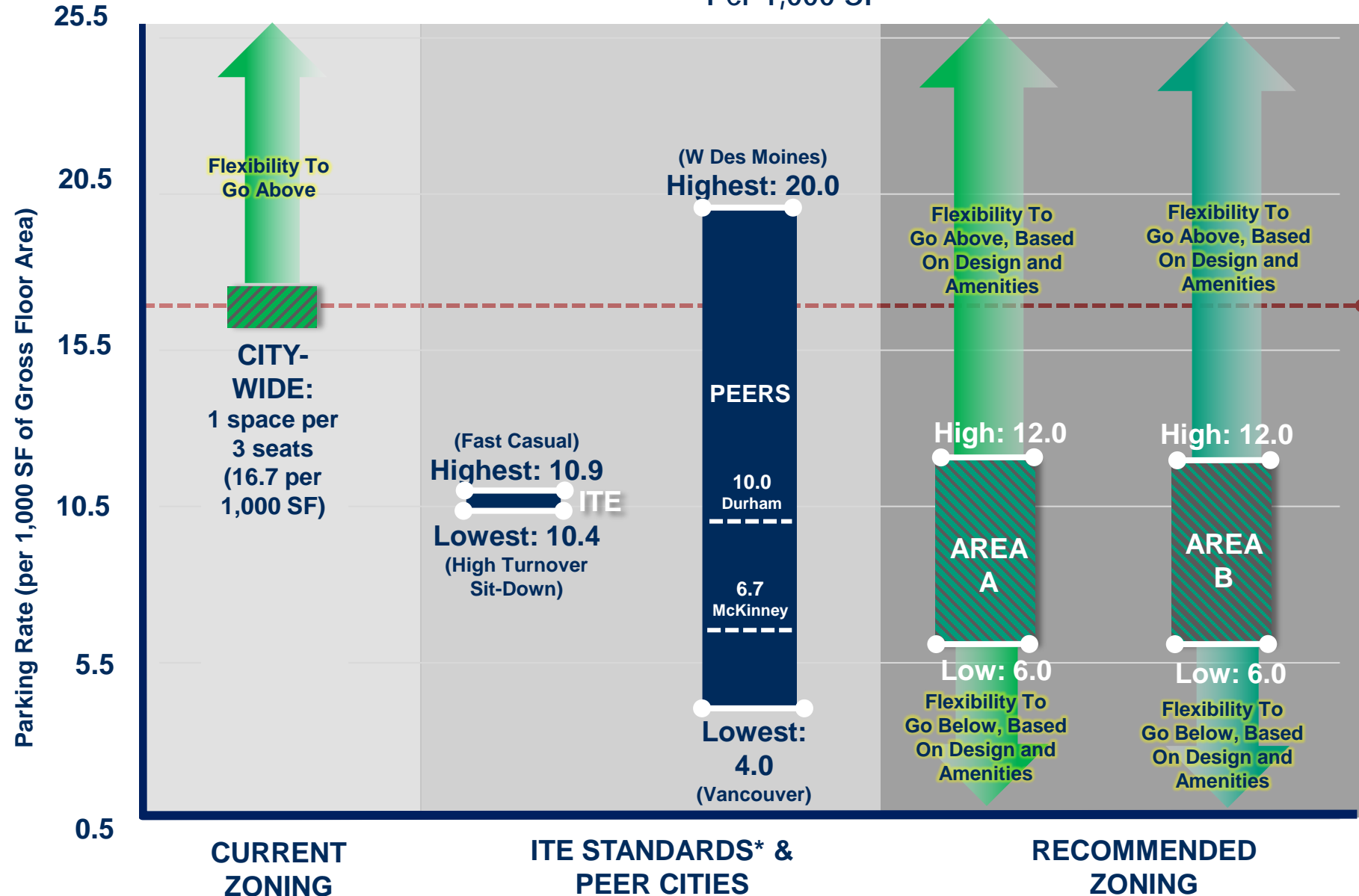
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# 1. Proposed Ratios: Restaurant



Per 1,000 SF



## Data Notes

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# 1. Proposed Ratios: All



RESIDENTIAL (unit)



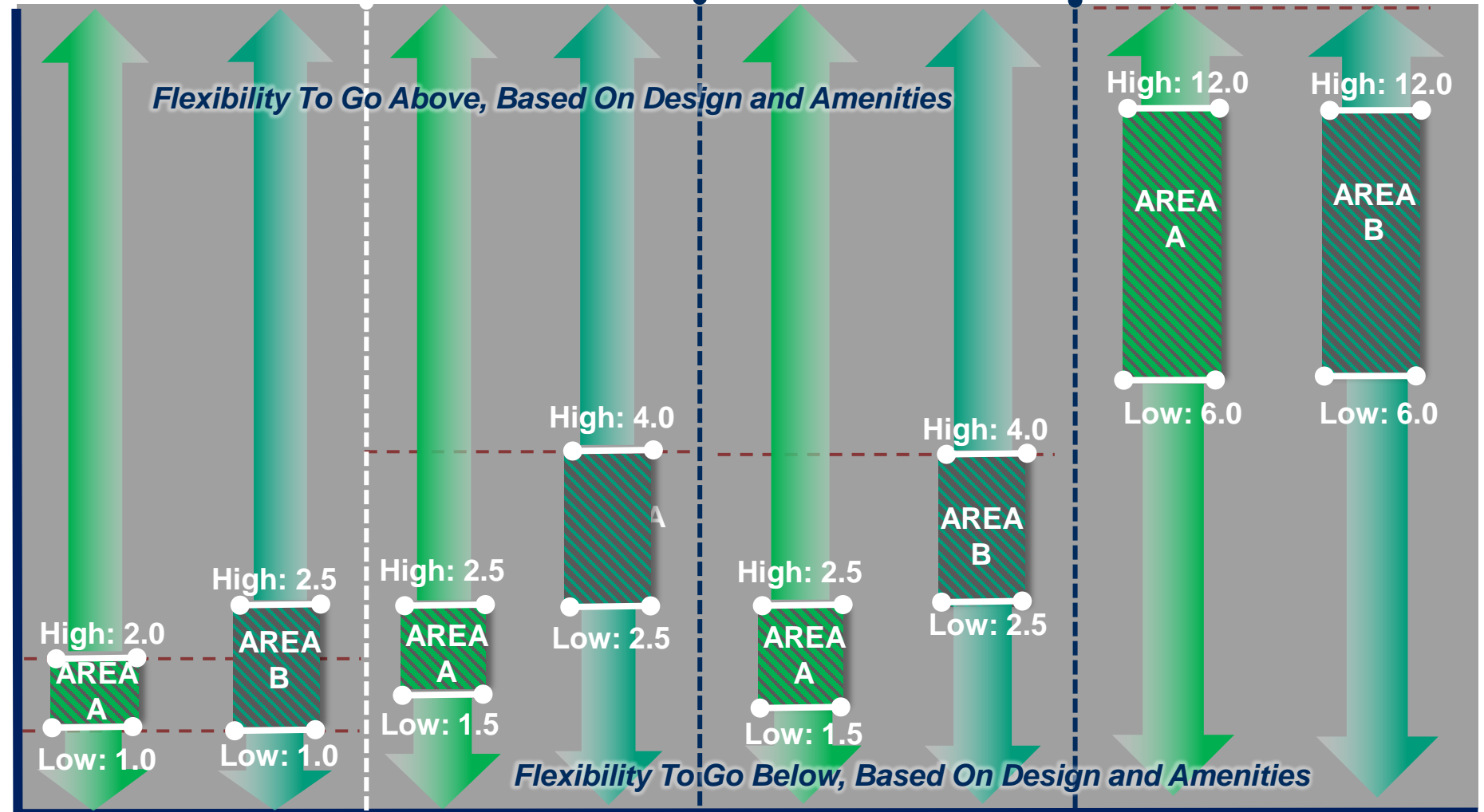
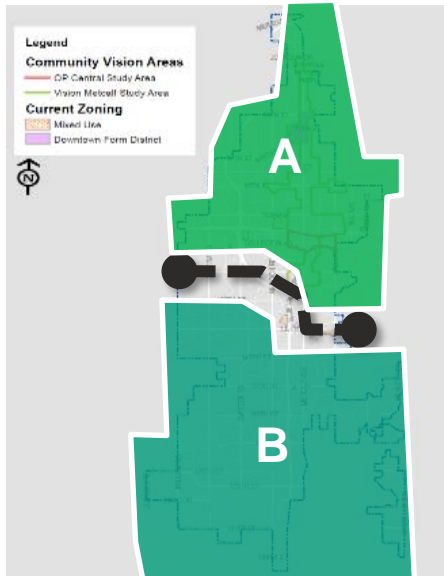
OFFICE (1K SF)



RETAIL/COMMERCIAL (1K SF)



RESTAURANT (1K SF)



# Developing Flexibility: Approach

- **Finding:**  
Developers reacting to existing travel trends
- **Propose:**  
As-of right flexibility to build below or above proposed ranges
- **Based On:**  
Developer feedback  
Best practices for parking sharing  
Demand reduction amenities which fit in Overland Park



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*Flexibility encourages mix of uses and better public realm*



*Sharing parking maximizes flexibility*



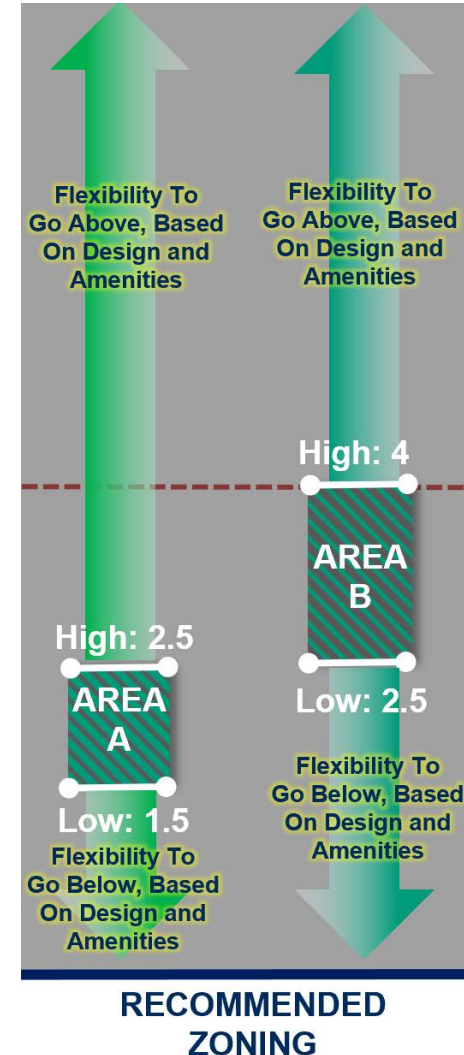
*Sharing (and limiting) parking is a powerful tool to mitigate the growth of vehicle traffic*

2.

# Flexibility for Constructing Parking

More Flexibility in Return for 1) More Sharing and 2) Demand Reduction

- Enable “**as of right**” choice on parking provision  
Make building less or sharing off-site is acceptable
- If **above** or **below** range:  
Require on-site parking to be designed for off-site sharing  
  
Require demand reduction amenities to be instituted
- Part of standard site plan review process



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Parking Provision*	Parking Condition	Spaces Designed for Sharing	AND	Demand Reduction Amenities
4.0+ per 1,000 SF	<b>Above Range</b>	All spaces built above range	↔	Multi-modal amenities
1.5 - 4.0 per 1,000 SF	<b>In Range</b>	N/A		N/A
0 – 1.5 per 1,000 SF	<b>Below Range</b>	All spaces built below range	↔	Multi-modal amenities

\* - example ranges



2.

# Flexibility for Constructing Parking

## 1) Off-Site Sharing With Parking Provision **Above Range**

- All parking spaces built **above range** must be available for sharing with off-site uses

Documentation required as part of plan approval  
(Same requirement type as setbacks, etc.)

- Incentivizes lower supply
- Promotes sharing
- ADA / dimensional requirements still apply

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\* - example ranges

2.

# Flexibility for Constructing Parking

## 1) Off-Site Sharing With Parking Provision Below Range

- All parking spaces built **below range** must be available for sharing with off-site uses  
Documentation required as part of plan review  
(Same requirement type as setbacks, etc.)
- Disincentivizes lower supply without a sharing program
- Adds to shared supply
- ADA / dimensional requirements still apply

Parking Provision*	Parking Condition	Spaces Designed for Sharing	AND	Demand Reduction Amenities
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\* - example ranges

# Flexibility for Constructing Parking

## 1) Off-Site Sharing Site Requirements

Parking Should Have:

- Primary entrance separate from building(s)
- Clear access from public street(s)
- Walking network to abutting public street(s)
- ADA accessibility at all access points

Documentation Needed:

- **Above Range:**  
Shared spaces and access designated in site plan OR written documentation of availability
- **Below Range:**  
Written documentation AND signed agreement with off-site property owner controlling net number of spaces (could be City)



Garage requires interior site access



Limited walking connections to abutting roadways



Garage directly accessible from street with dedicated public access



2.

# Flexibility for Constructing Parking

## 2) Demand Reduction Amenities With Parking Provision **Above** or **Below**

- Measures to encourage less parking demand and support non-driving modes
- Supportive of citywide planning goals
- Demand reduction credits required for spaces

**Constructed**

**Above Range**

**Not constructed**

**Below Range**

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\* - example ranges



# Flexibility for Constructing Parking

## 2) Demand Reduction Amenities: 1 credit required per space out of range

### Pedestrian Improvement

1 credit for every:

- Crosswalk improvement
- 40 SF of new public sidewalk
- 80 SF of improved/repaired public sidewalk

10 credits for every:

- Raised crosswalk
- Roadway crossing beacon/signal

### Rideshare

6 credits for every carpool or vanpool space provided

6 credits for a covered rideshare waiting area

### EV Support

4 credits for every public EV charging station

**1x credit for surface parking**  
**3x credit for structured parking**

### Transit Improvement

5 credits for every improved transit shelter

10 credits for every new transit shelter

20 credits for sidewalk improvements connecting to a transit stop

50 credits for transit pass subsidies for tenants

200 credits for shuttle service connecting to project site

### Bicycle Parking

1 credit for every:

- 1 bike parking spaces when compliant & secure bike parking is provided indoors
- 4 bike parking spaces when compliant bike parking is provided outdoors, under cover
- 8 bike parking spaces when compliant bike parking is provided outdoors

3 credits for every dedicated bike shower room

25 credits for bikeshare membership subsidies for tenants

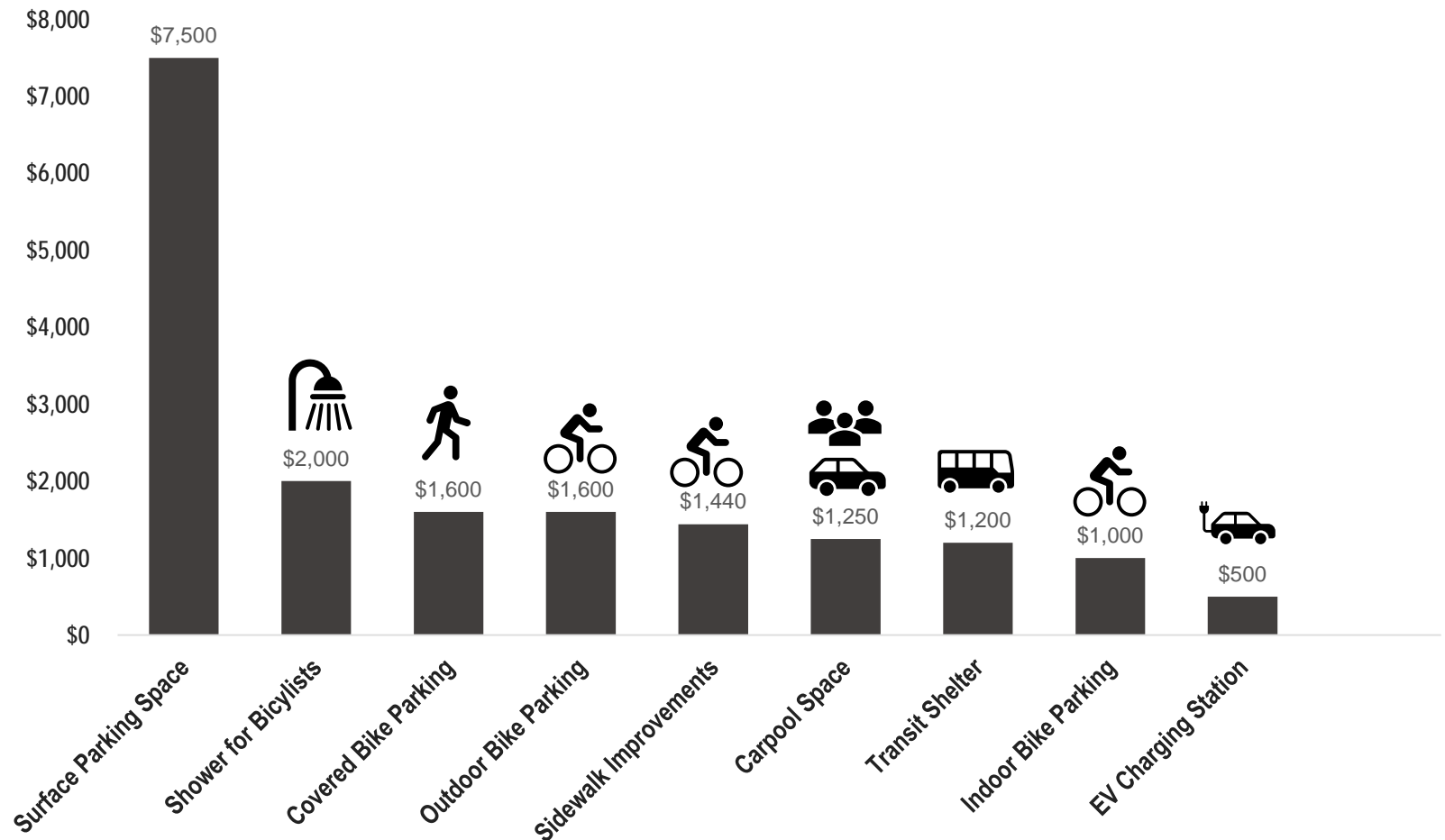
# Demand Reduction Amenities

## Demand Reduction Cost Savings if Constructing Below Range

### Estimated parking costs in Overland Park:

- Surface:
  - \$7,500/space
- Structured:
  - \$22,000 (Kansas City)

Cost of Demand Reduction Amenities, Per Space



# Shared Parking Between Land Uses and Sites

Land Use	12 AM – 7 AM	7 AM – 6 PM	6 PM – 12 AM
Office	5%	100%	5%
Retail	0%	100%	50%
Residential	100%	55%	85%
Restaurant	5%	70%*	100%
Industrial	5%	100%	5%
Hotel	100%	65%	90%
Church	0%	10%	30%
Cinema/Live Entertainment	0%	70%	100%

\* - 0% if shared with over 150,000 square feet of office space

Scenario	Distance Between Uses	If Project is Below Range	If Project is Above Range
Sharing between On-Site Users	N/A – on same site	Design for shared parking and provide demand reduction amenities	
Shared Between Off-Site Users	¼ mile walking distance of building entrance	Credit off-site supply towards parking range	

# Developing Design Revisions: Approach

- **Finding:**  
Design requirements  
continue to favor vehicle  
access to projects
- **Propose:**  
Revisions to code which place  
pedestrians on more equal footing
- **Based On:**  
Best practices for design



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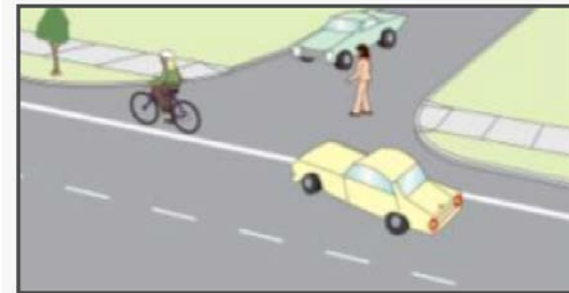


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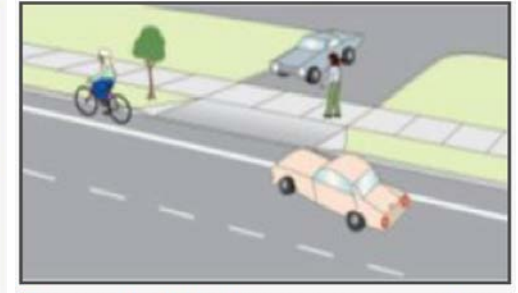


*Provide convenient travel for those accessing projects by transit, walking, bicycling, etc.*

# Design Improvements



Driveways built like intersections encourage high-speed turns.



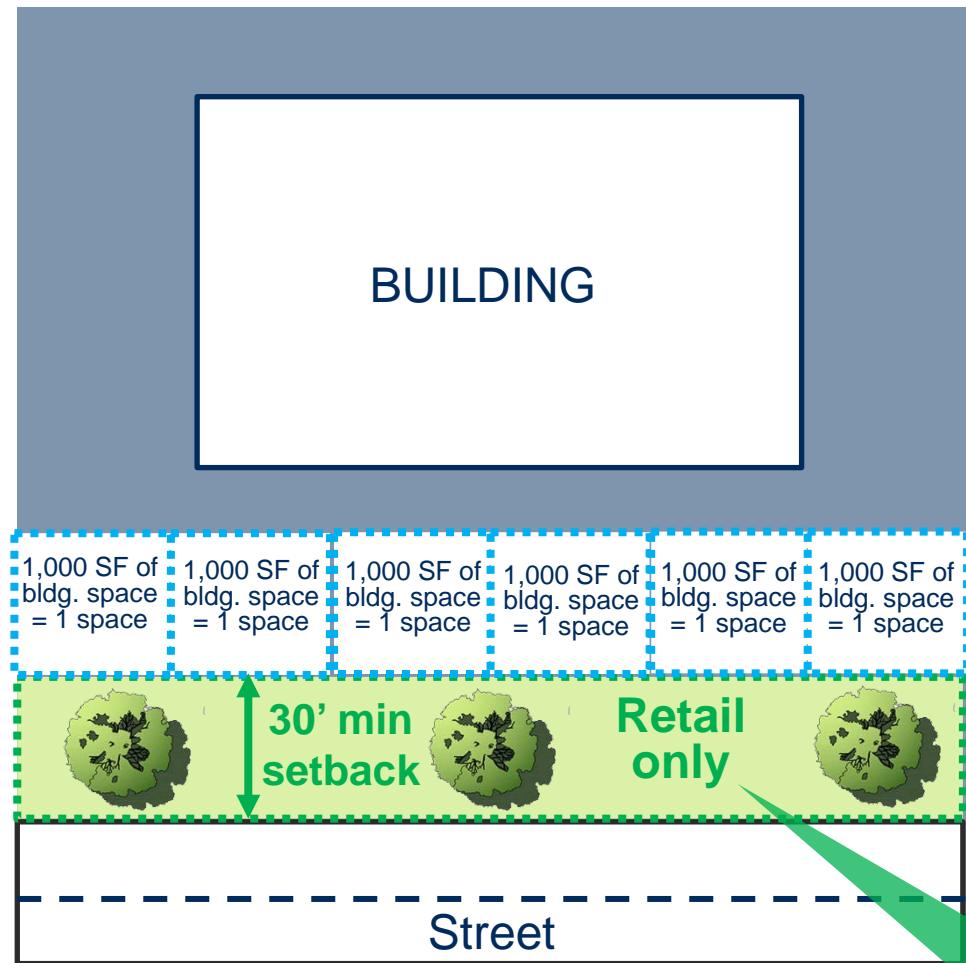
Driveways built like driveways encourage low-speed turns and encourage motorists to yield to pedestrians.

- Connect building “front door” entrances to adjacent street
- Connect all building entrances to abutting street network where vehicle access is also provided
- Better accommodate pedestrian crossings at driveways
  - Maintain grade, cross slope, and clear width of sidewalk
  - Ensure clear sightlines for exiting drivers at least 10-feet up and down the sidewalk





# Design Improvements



Where front-yard parking is allowed:

- No more than 1 space per 1,000 square feet in the development's primary building located between the front façade of the primary building and the primary abutting street  
Still allows for parking blocks of no more than 25 spaces if not in compliance
- Minimum parking setback of 30 feet (**retail only**)  
10' building setback option for commercial and office uses
- **Commercial projects only**

*Permitted parking maximum (front of property)*

*30-foot parking setback*



# Design Improvements



Landscaped median with trees, shrubs, and a walkway between parking blocks.



Landscaped median with trees, a planter, and a walkway between parking blocks.



Landscaped median with trees and shrubs between parking blocks.

- Landscaping and walkway requirements in surface parking lots intensify if parking is constructing **above range**

Current Language →

- **Landscaped Median** at least **seven (7) feet wide**.
  - Increase to **10 feet**
  - Additional **shade trees**

← Proposed Language

Current Language →

- **Pedestrian Walkway** within a landscaped median that is at **least ten (10) feet wide**.
  - Increase to **15 feet**
  - **Require** shrubs, hedges, and other planting materials
  - Additional **shade trees**

← Proposed Language

# Example – Aria Residential Project




112 housing units

AREA A



- Project in compliance with proposed revisions  
124 parking spaces proposed (1.1 per unit)

Building entrances connected to street network  
providing vehicle access

-  Building primary entrance
-  Pedestrian access
-  Vehicle access

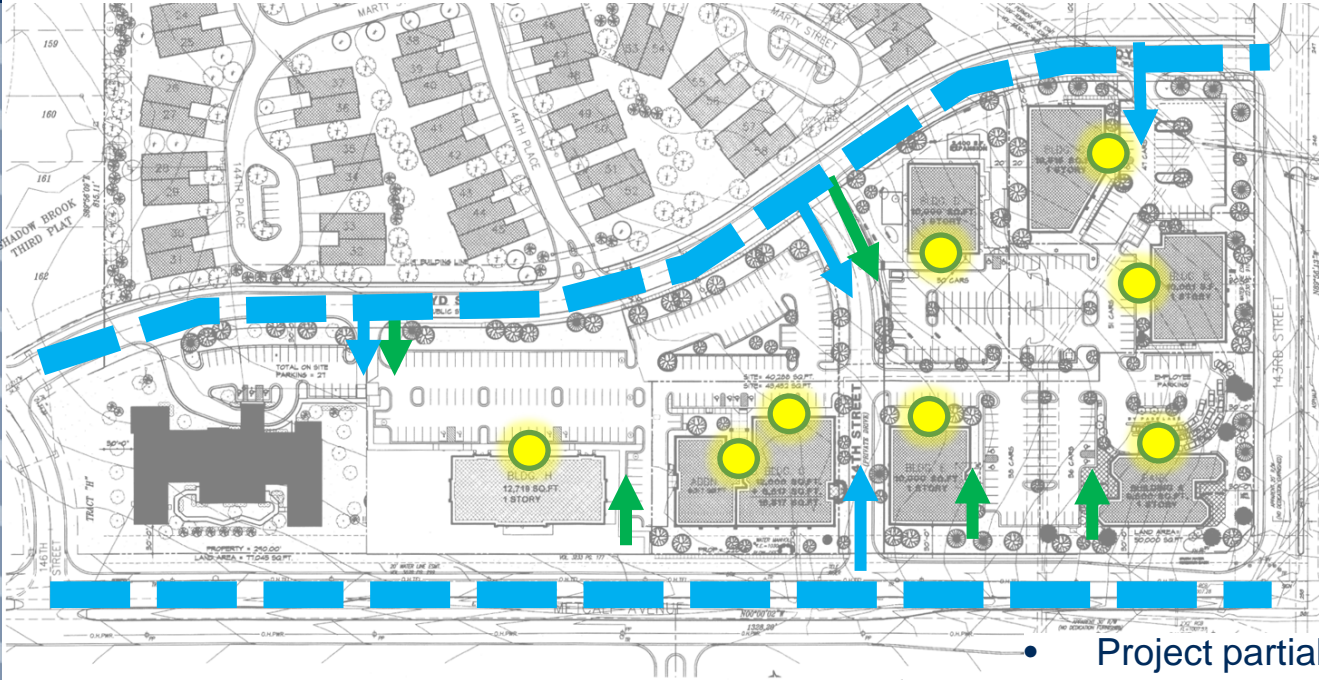





3.

# Example – Fieldstone Office Park

84,012 SF office

AREA B



-  Building primary entrance
-  Pedestrian access
-  Vehicle access

- Project partially in compliance with proposed revisions

375 parking spaces proposed (4.5 per unit)

39 in excess

Additional amenities such as bicycle parking and rideshare strategies/vanpool spaces (applied through credits) need to be applied

All spaces outside of 30' street setback

Building entrances partially connected to street network providing vehicle access

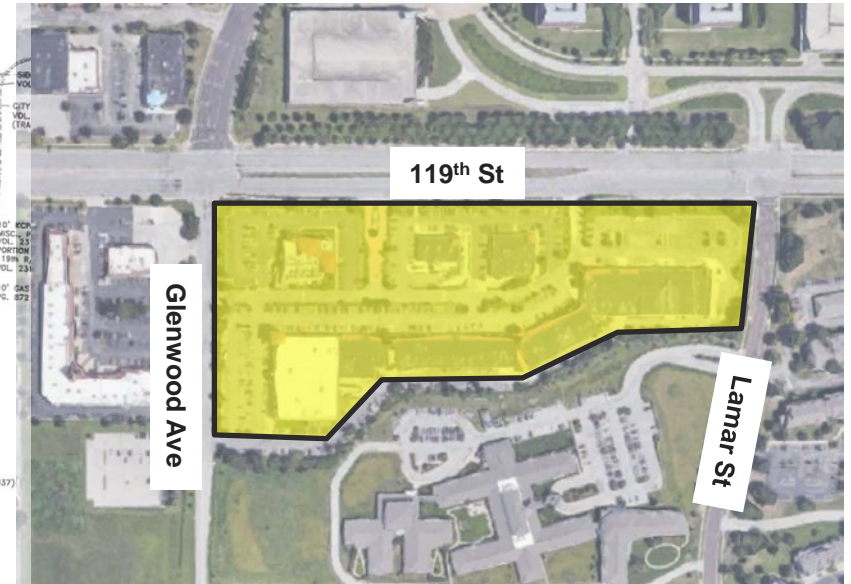
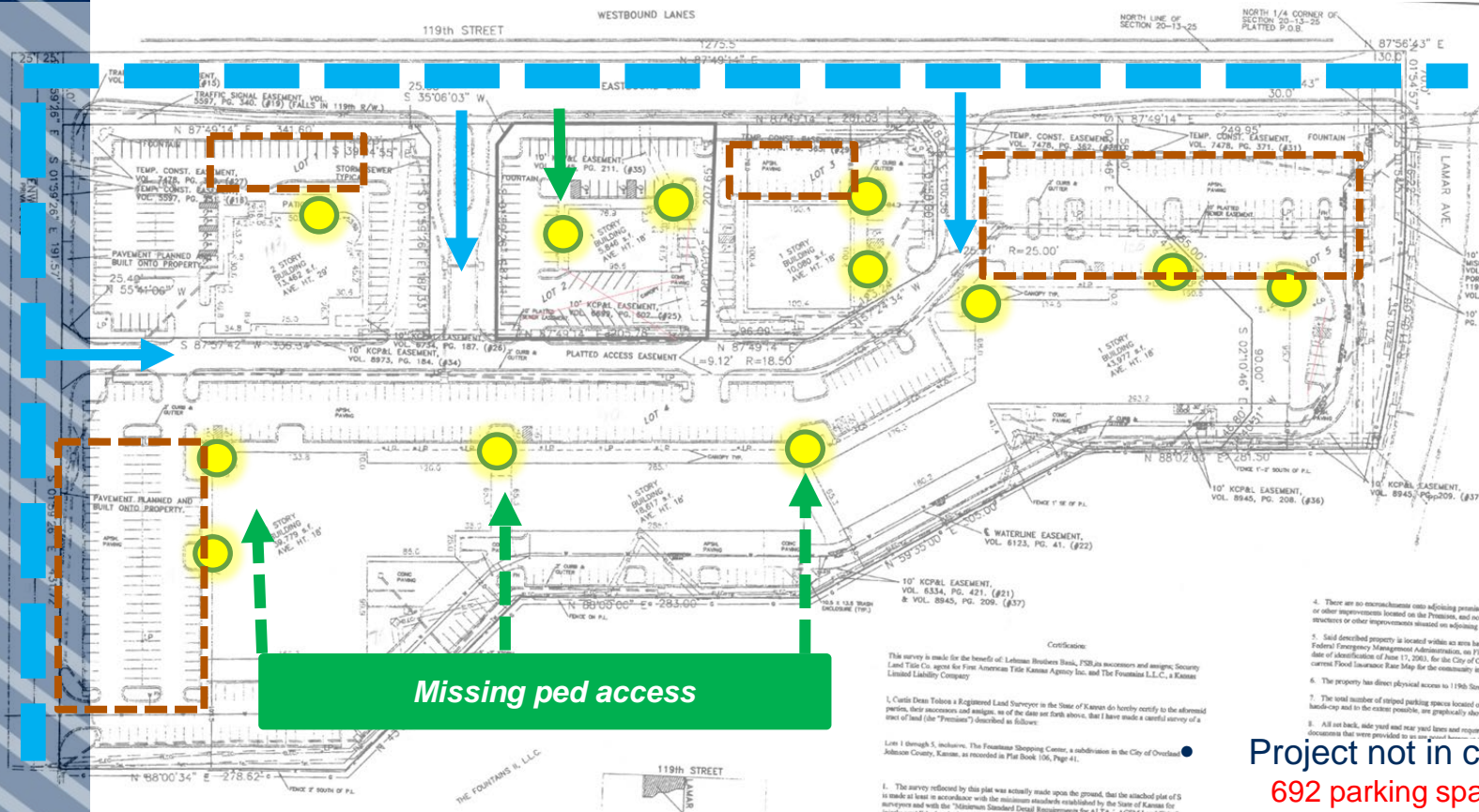


3.

# Example – Fountains Shopping Ctr

102,325 SF retail  
29,388 restaurant

AREA A



4. There are no encroachments onto adjoining premises, air or other improvements located on the Premises, and no other structures or other improvements situated on adjoining premises.
5. Said described property is located within an area having a date of identification of June 17, 2003, for the City of Overland Park Flood Insurance Rate Map for the community in which the property is located.
6. The property has direct physical access to 119th Street, a 1/4 mile.
7. The total number of proposed parking spaces located on the site, and in the extent possible, are graphically shown in the attached plan.
8. All on back, side yard and rear yard lot and easement requirements that were provided to an owner of the property.

Project not in compliance with proposed revisions

692 parking spaces proposed on-site

89 in excess

Additional amenities such as bicycle parking and rideshare strategies/vanpool spaces (applied through credits) need to be applied

48 spaces within 30' street setback

Building entrances not connected to street network providing vehicle access

Building primary entrance

Pedestrian access

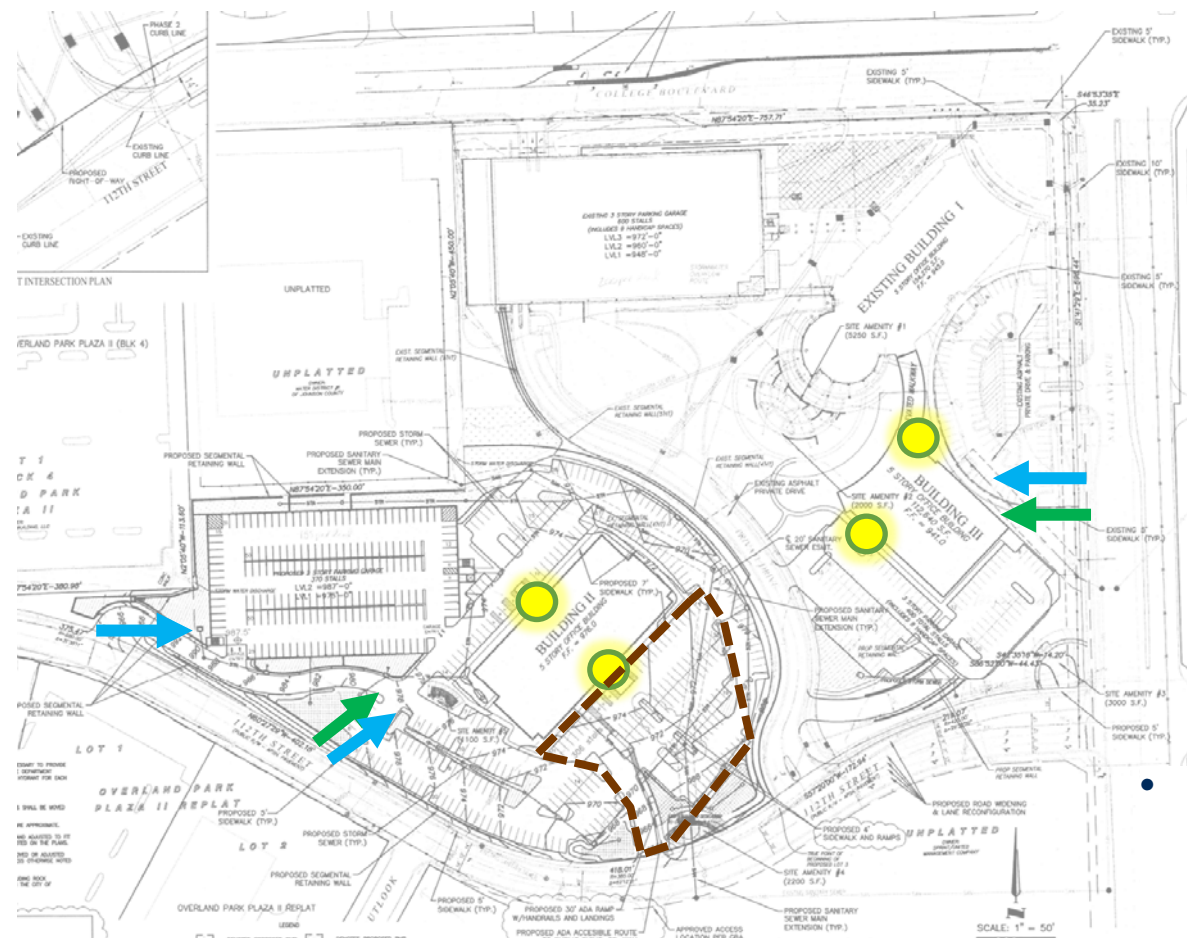
Vehicle access






# Example – Nall Corporate Center

263,490 SF office

AREA A



-  Building primary entrance
-  Pedestrian access
-  Vehicle access

Parking blocks exceeding 1 per 1,000 SF in front of primary building and abutting street

- Project partially in compliance with proposed revisions
  - 1,068 parking spaces proposed on-site
  - 408 in excess
  - Additional amenities such as bicycle parking and rideshare strategies/vanpool spaces (applied through credits) need to be applied

Building entrances connected to street network providing vehicle access



# SUMMARY

- Parking requirements do not match travel trends or Overland Park's goals
- Proposed revisions adhere to data, best practices and developer input
- Efficiencies of flexibility and shared resources are valuable for economic development
- Zoning changes are an evolutionary process



# Thank You!

