Acknowledgements

Executive Committee
Carl Gerlach, Mayor
Terry Happer Scheier, Council President
Dave Janson, Councilmember
Kurt Skoog, Councilmember
Paul Lyons, Councilmember
Donna Owens, Councilmember
Fred Spears, Councilmember
Terry Goodman, Councilmember
Jim Hix, Councilmember
John Slubal, Councilmember
George Kandt, Councilmember
Dan Stock, Councilmember
Tracey Osborne, Chamber of Commerce
Dave Hill, Planning Commissioner

Steering Committee
Bryan Biggs, Metcalf Bank
JD Bittel, Gifts and Accents
Rob Boydstun, Copaken-White & Blitt
Richard Carrothers, New Theatre Restaurant
Andy Cope, Area Management Corporation
Kirby Deeter, Varnum Armstrong and Deeter, LLC
Gary Ellermann, Alberta Development
Wayne Flaherty, Citizen
Bill Frick, Shawnee Mission School District
Linda Hanson, Overland Park Historical Society
Kellie Jenks, Lionstone Group
Mike Lally, Olsson Associates/Downtown Overland Park Partnership, Inc
Greg Musil, Shughart, Thompson & Kilroy
Leo Nunez, United Missouri Bank
Rick O’Neill, Jr., O’Neill Auto Group
Tony Privitera, Rosana Square Partnership
Don Russell, Nottingham Forest South
Michael Ryan, Borders Book
Janie Thacker, Johnson County Community College/Planning Commissioner
Frank Thompson, Overland Park Jeep
Tim Underwood, Kansas City Home Builders Association
Ken Williams, Neighborhood Conservation Program Executive Committee

Technical Advisory Committee
Alice Arrein
Doug Brown
Bart Budetti
Chuck Ferguson
Dan Smith
Bill Ebel
Bill Heatherman
Doug Johnson
Leslie Karr
John O’Neil
Roger Peterson
Martin Rivarola
John Rod
Greg Ruether
Brian Shields
Peggy Sneegas
Kristy Stallings
Mark Stuedeli
Bob Watson

Community Advisory Committee
Composed of 150 neighborhood leaders, merchants, business owners, and involved citizens

Consultant Team
A. Nelessen Associates
Anton Nelessen
April Geruso
Tom Mann
Elizabeth Naskret
Zebulon Nelessen
Kelley Sander
Dan Sheen
Ross Sheesley
Andrew Svekla

BWR
Jon Bakker
Pratihba Basrao
Doug Dreiling
Julie Hurley
Kent Johnson
Kevin Kokes
Michael Malyn
Scott Michie
Charlie Schwinger
Ray Webb
Chad Weinand

Economics Research Associates
Molly McKay
Patrick Phillips

Corporate Communications Group
David Westbrook
Pam Crawford
Michael Grimaldi
Morgan Johnson
Governing Body
Carl Gerlach, Mayor
Terry Happer Scheier, Council President
Dave Janson, Councilmember
Kurt Skoog, Councilmember
Paul Lyons, Councilmember
Donna Owens, Councilmember
David White, Councilmember
Fred Spears, Councilmember
Terry Goodman, Councilmember
Jim Hix, Councilmember
John Skubal, Councilmember
George Kandt, Councilmember
Dan Stock, Councilmember

City Manager's Office
John Nachbar, City Manager
Kristy Stallings, Deputy City Manager

Finance, Budge and Administration
Dave Scott, Director

Fire Department
Bryan Dehner, Chief

Human Resources
Bob Jones, Director

Information Technology
Vicki Irey, Director

Law Department
Robert Watson, City Attorney

Municipal Court
Karen Arnold-Burger, Presiding Judge

Planning and Development Services
Roger Peterson, Director

Police Department
John Douglass, Chief

Public Works
Doug Brown, Director
Cities cannot accomplish great things without first visualizing and then planning. This document, *Vision Metcalf: a Vision Plan for the Metcalf Corridor*, presents a compelling vision for the future of Metcalf Avenue and Overland Park. *Vision Metcalf* is intended to be both a record of a public process and a guide for the future development of a particular part of the City of Overland Park. The drawings, maps, and exhibits presented in this document are not intended to dictate future growth but rather to describe the character and nature of that growth as determined by public opinion, city staff experience, and professional expertise.
INTRODUCTION
The City of Overland Park has a vision for the Metcalf Corridor. Long identified as one of the ‘Main Streets’ of Overland Park, Metcalf Avenue runs nearly the entire length of the city and extends northward to Interstate 635 and southward as a major arterial into the unincorporated portions of Johnson County. The Metcalf Corridor study area (depicted below) begins just south of I-35 and continues south of I-435 to 123rd Street and includes the area where Blue Valley Parkway and Metcalf Avenue intersect. The Corridor varies in width, from the immediate blocks surrounding Metcalf Avenue to one mile in each direction at 95th Street. In total, the Corridor covers just over 3,800 acres.

Despite the continued success of Overland Park, public officials have realized that the northern portion of Metcalf Avenue is in need of revitalization. Changes in demographics and conditions in the local and national markets for retail and office space as well as housing have also caused the city to rethink what Metcalf Avenue means to the community. The Governing Body is aware that key planning and policy documents need to be created to provide a blueprint for the renaissance of the Metcalf Corridor and to identify the specific actions that should be taken to foster that revitalization.

The City of Overland Park retained a consultant team led by A. Nelessen Associates (ANA) of Belle Mead, NJ to assist the community in preparing a Vision Plan. In order to present a comprehensive plan, the consultant team retained representatives from Bucher, Willis & Radliff (BWR), Corporate Communications Group (CCG), and Economics Research Associates (ERA). The full consultant team is identified in the Acknowledgements section in the front of this document.

The Vision Metcalf Planning Process began early in 2007. After interviews and discussions with elected officials, city staff, and various stakeholders, a community visioning process was initiated. Fundamental to this process was the development of a detailed Existing Conditions Report. In addition to extensive fieldwork and research, this process utilized five elements to ultimately create a Vision Plan: the Visual Preference Survey™, the Demographic and Policy Questionnaire, the Vision Translation Workshop, Technical Design Charrette, and professional synthesis of all the data and ideas generated during the process. Each of these steps is described more fully in this Introduction. A draft concept plan with preliminary recommendations was presented to the city and advisory committees in August 2007 with staff critique helping to shape the final document. Additionally, individual briefings were conducted with members of the City Council which afforded them the opportunity for input and comment.

A long-range vision for the Metcalf Corridor has emerged. Combining new jobs and economic opportunities with an infusion of new residential units and mixed-use commercial buildings, improved landscaping and streets will create an environment that will enhance not only the Metcalf Corridor but the entire City of Overland Park. This document, entitled A Vision Plan for the Metcalf Corridor, is the direct result of months of planning and encapsulates a 30-year vision for the Corridor. It contains a compilation of maps, diagrams, images, and text describing recommendations on a broad range of topics including future land uses and transportation concepts for the Corridor. The Metcalf Vision resulted from the efforts of the consultants, city staff, City Council, planning department, various steering committees, and the people who live, work and visit the Metcalf Corridor. The Vision Plan is supplemented by the Existing Conditions Report and the full visioning results.
1.1 Regional Context

The Metropolitan Kansas City area encompasses 15 counties, including Cass, Clay, Jackson, and Platte Counties in Missouri and Wyandotte, and Johnson County in Kansas. This area covers 5,406 square miles with a combined population of over 1.9 million people, making it the 27th largest standard metropolitan statistical area (SMSA) in the nation. With 165,890 people, Overland Park is the second most populous municipality in both the metro area and the state.

The Johnson County area grew by 26.3 percent between 1990 and 2000. Two cities from Johnson County were placed in the top 15 best cities to live, as ranked by *Money Magazine* in 2006. Overland Park was ranked 6th best in the nation.

Both Johnson County and Overland Park have median household incomes significantly higher than the surrounding metropolitan area. In 2006, the median household income for Johnson County was $69,817 and the per capita income was $35,550. Overland Park's median household income is $68,404, just slightly lower than the county. As a whole, Metropolitan Kansas City ranks 14th among the nation's top 25 largest metropolitan areas in median household income.

The Metro Area has long been a center of commercial activity in the Great Plains region. The Metro Area includes 10 Fortune 1,000 companies. Overland Park is home to two of these Fortune 1,000 companies as well as several important corporations, including Sprint Nextel, Embarq, and Black & Veatch Corporation. The city has an employment base of 120,000 jobs, creating an almost 1:1 job to resident ratio. Overland Park rivals Kansas City as an economic powerhouse in the region.

Overland Park has over 40 percent of Johnson County's total retail space with 8% located along the Metcalf Corridor. Much of this retail space has been built since 2000. It is estimated that 64 square feet of retail is provided per capita for Johnson County. Nationally, the average is only 20 feet per capita. The potential oversupply of retail space may need to be addressed.

There were 26 million square feet of office space in the two submarkets that comprise the Metcalf Corridor Study Area. Approximately 30 percent of the office space is located in the Northeast Johnson County submarket. The other 70 percent is located in the College Boulevard submarket. Currently, roughly 10 percent of the available office space is vacant.

Overland Park has 19.5 percent of the Metro Area’s housing stock. This housing also demands some of the highest rents in the Metro Area, between $729 and $872 from north to south.
1.2 Evolution of City Form

Cities continually evolve in an endless spiral of growth, optimization, deterioration and redevelopment. This is called the Urban Evolutionary Spiral. Overland Park, like all cities, can trace its history along this spiral. However, organisms as complex as cities do not evolve evenly throughout. For example, some sections of Overland Park are experiencing deterioration while others are growing. As a visitor drives through Overland Park along Metcalf Avenue, the various stages of the city's development are visible.

Overland Park is a city born of its place in the landscape. It was founded along a natural ridge of the Kaw River. The history of the Metcalf Corridor has forever been linked to travel and transportation. The area was first traversed by Europeans in 1802, such as James Pursely, as part of what would become the Olathe spur of the Santa Fe Trail. This natural high ground protected the area from the devastating floods of the Kaw River. It is likely that the name of Overland Park derived from its elevation above the floodplain and as the home of the Santa Fe Trail. These two factors have helped shape the city's history.

Overland Park, like many cities in the Midwest, started its life as a small farm community. The formation of Overland Park began with the railroad investment of William Strang, Jr. Mr. Strang obtained the area of Downtown Overland Park and the right-of-way for an interurban train line into Kansas City in 1904. He advertised the Line as “the highest, coolest, and most beautiful ride out of Kansas City.”
With the establishment of the Strang Line, the future Overland Park began to develop a business district centered around the station and beautiful homes in the surrounding area. Strang developed an Aviation Park, baseball fields, and other entertainment venues to attract visitors to the area. After Strang's death, these entertainment venues were redeveloped into homes. By 1940, the last car had run on the Strang Line.

The area continued to grow after World War II. Turning off of I-35, one can view the mixing of Overland Park’s development; a combination of William Strang’s original development and the post-WWII housing boom. The 1951 flood of the Kaw River demonstrated Strang’s vision of Overland Park as a community safe from the ravages of flooding. After that flood, Overland Park began to grow at an accelerated rate.

In 1960, the City of Overland Park incorporated and gained the power to zone and control the future land use decisions for the area. The first plan for the city was developed in 1962 to provide for the orderly development of land. Between 1960 and 1963 the population of Overland Park nearly doubled. The new Master Plan presented appropriate areas for retail, housing, industry and a hierarchy of streets to facilitate commuting to and from Kansas City. Overland Park was developing as a classic bedroom community.

These graphics illustrate the pattern of development in Overland Park through the years. Before 1980, the majority of growth occurred north of I-435. The completion of this highway was a catalyst for continued expansion of the city to the south. Metcalf Avenue is the single Corridor that connects one end of the city to the other.
In the late 1960’s and early 1970’s, Overland Park continued to evolve. Largely a bedroom community composed of single-family homes and local retail opportunities, the city was adding many high-rise office buildings and becoming a regional shopping attraction. The city continued to experience large population growth into the mid-seventies. This growth was accompanied by the movement of large employers out of Kansas City and into Overland Park. The development of the interstate system accelerated the movement of office and light industrial areas out to major intersections, like I-435 and Metcalf Avenue. These areas, around highway interchanges, continue to provide an access advantage for both freight and commuter traffic. The city became more than a residential community, it became a regional center.

The City of Overland Park has always tried to stay one step ahead of the development spiral, by proactively seeking solutions for anticipated problems. In 2007, the Mayor and City Council, in consultation with stakeholders and citizens, conducted a special study on the possibility of redevelopment of the commercial areas along Metcalf Avenue. In order to maintain Overland Park’s status as one of the best cities to live and work, the Governing Body released a Request for Proposals for a Planning Team to conduct a community visioning process and conceptual redesign of the Metcalf Corridor. A. Nelessen Associates (ANA), in partnership with Bucher, Willis & Ratliff (BWR), Corporate Communications Group (CCG), and Economics Research Associates (ERA), were hired to facilitate the public outreach and concept design process. They have been charged with the task of developing a plan to revitalize the northern section of the Metcalf Corridor and differentiate it from other thoroughfares in the region. This Plan is the completion of phase one. It outlines the guiding principles and design ideals that will need to be translated into a concrete detailed implementation plan in phase two.
1.3 Inheritance

Several features define the framework for the future development of the Metcalf Corridor. These factors can be divided into three categories: demographic and market trends, existing physical conditions, and current land use policies.

Each of these topics are discussed in detail in the Existing Conditions 2007 Report. The recommendations presented in the Vision Metcalf Plan take into account many of these considerations and identify particular areas where additional study may be required.

Economic Research Associates utilized a variety of sources, including Traffic Analysis Zone (TAZ) projections from the Mid-America Regional Council (MARC) for population and household figures, to make demographic projections for the Kansas City Metropolitan Area, Johnson County, and the Metcalf Corridor. In order to assess market potentials for the Corridor, market conditions were projected for the twenty-year period between 2010 and 2030. The Vision Plan assumes that the application of any policies and strategies emerging from the visioning process could have significant implications for the demand for commercial and residential development.

The existing physical condition of the Metcalf Corridor is determined by the natural features and constraints of the study area as well as the current character of the built environment. The visioning process was formed by taking an inventory of the drainage and watersheds, floodplains, soils, and geology conducted at the start of the project. The Vision Plan seeks to emphasize natural features wherever possible. For instance, the plan recommends that no new buildings are constructed on the 100 year floodplain. Instead, reclaimed floodplains are often envisioned as centerpiece parks for neighborhoods. One of the defining aspects of the built environment is the dominating presence of surface parking lots. Parking lots alone cover over 750 acres (nearly 20%) of the site. The Vision Plan recommends a variety of techniques designed to minimize both the amount of land dedicated to parking and the visual impact of remaining lots while still accommodating current and future parking needs.

Finally, the future development of Metcalf Avenue will be determined by the plans and development standards adopted by the City of Overland Park. Several planning documents, including the Master Plan, Downtown Master Plan, Infill and Redevelopment Design Guidelines and Standards, Commercial Design Guidelines and Standards, and Multifamily Design Guidelines and Standards, were provided by the city and analyzed as part of the visioning process. Some of these guidelines may need to be modified or revised in order to facilitate the vision described in this report.
Zoning and Adopted Plans and Standards

Overland Park's Unified Development Ordinance (UDO) contains 18 zoning district classifications. Nearly all of them are represented in the Metcalf Corridor. Much of the character of existing development can be traced to these zoning classifications. Virtually all commercial and multifamily development is reviewed and approved as a “planned zoning district.” Planned districts require a preliminary development plan to be submitted as part of the rezoning application. The plans must show a site plan with layout of buildings and parking areas, conceptual building elevations, and the relationship of the proposed development to existing or proposed development on surrounding property.

Understanding the current adopted plans and development standards regulating the Metcalf Corridor is important to the implementation of the Vision Plan. The area north of I-435, outside of downtown, has been designated as an Infill and Redevelopment Overlay Zone. Accordingly, subareas 1-4 are subject to the Infill and Redevelopment Design Guidelines and Standards adopted by the city in 2004. The area south of I-435 is subject to the Commercial Design Guidelines and Standards as well as the Multifamily Design Guidelines and Standards.

This graphic from the Commercial Design Guidelines and Standards is used to illustrate the preferred location of parking for commercial buildings. The Guidelines state that a minimum of 30% of the off-street surface parking provided for all uses contained in the development’s primary building shall be located other than between the front facade of the primary building and the primary abutting street.
Land Use

Existing land uses in the Corridor generally reflect citywide land uses except for the fact that there is virtually no industrial property found within the study area. Three categories of residential uses make up the nearly 45 percent (1652 acres) of the study area. These uses, single-family, two-family, and multifamily are broken out and displayed in the pie chart on this page. These and all existing land uses are depicted in the graphic below. One of the indicators of the need for revitalization is analysis of land to value ratios. Ratios less than 2 indicate that land is becoming more valuable than the improvements. In Overland Park, this is the case with much of the commercial development. This analysis also revealed that between 1996 and 2006, improvement to land value ratios increased only 5 percent in the Corridor despite a 15 percent increase in the rest of the city.
1.4 Public Participation

Public participation in a visioning process is critical for the future implementation of any plan. No one knows a community better than the people who live and work there. By sponsoring this process, the City of Overland Park gave residents, visitors, business operators, developers and land owners an opportunity to participate in the creation of the future plan for the Metcalf Corridor. This unique process, which utilized a variety of public meetings and an internet campaign, was successful due to the extraordinary civic interest demonstrated by all those who participated. Nearly 4,000 people participated in the public visioning process at public workshops and on the internet.

Obtaining the community’s input is a hallmark of good planning. The ANA Team was partially selected due to its use of innovative public involvement. Three primary techniques were used to gather information from the public: the Visual Preference Survey\textsuperscript{TM} (VPS\textsuperscript{TM}), a Demographic, Market and Policy Questionnaire, and the Vision Translation Workshop. The Vision Metcalf process has been recognized for its public outreach. Corporate Communications Group, the public relations firm for this project, was awarded the prestigious PRISM award for Community Relations or Cause Marketing by the Greater Kansas City chapter of the Public Relations Society of America.

Each aspect of the public’s participation was integral to the formation of this plan. These elements are described on the next pages.

“When people participate in the creation of the plan, it becomes their plan...”
The Visual Preference Survey™ (VPS™) is a planning technique that brings residents, architects, planners, business owners and community leaders together to discuss and plan for the future. The VPS™ process allows members of a community to develop a consensus vision as to what they would like their community to look and feel like in the future by evaluating a series of images. The Visual Preference Survey™ was administered during a series of public meetings, one for each subarea and one considering the entire Corridor, as well as online. In total, nearly 4,000 participants completed the VPS™.

The VPS™ was built from an extensive set of local images, alternatives from other locations, and digital simulations. The local images were captured during the initial fieldwork in Overland Park, while development alternative images were assembled from the nationally recognized ANA image library.

Participants were asked to rate images from +10 to -10 on a computer scan form. Images were presented in a variety of categories including streets, open space, and mobility. The results were tabulated by mean and standard deviation.

The highest rated images represent the visual and spatial characteristics desired for the Metcalf Corridor. These highest rated images were formulated into the recommendations presented here. When the positive results from the visioning survey are translated into two and three dimensions, a development plan emerges that can be adopted and approved with public support.

**Participants were asked to consider the following question while ranking images:**

“How appropriate is this image now and in the future for the Metcalf Corridor?”

**Image 59**

Pedestrian Realm - Wide sidewalk adjacent to a semi-public space in front of townhouses

**Rating = +7 (4)**

<table>
<thead>
<tr>
<th>Less appropriate</th>
<th>More appropriate</th>
</tr>
</thead>
<tbody>
<tr>
<td>-10</td>
<td>+10</td>
</tr>
</tbody>
</table>

What People Want: The intensity of the reactions to each various image provides direction for future planning, zoning, development, and redevelopment options. Two statistics are used to analyze each image; the mean (first number) is the average score generated by the participants who took the survey. The standard deviation (number in parentheses) is an approximate range of the participants’ scores. To best understand the degree of consensus, add or subtract the standard deviation from the mean to approximate the range. The narrower the range the greater the consensus surrounding the image.
The Visual Preference Survey™ was composed of ten categories:

- Streets
- Parking
- Retail
- Mixed-Use
- Pedestrian Realm
- Signs
- Offices
- Housing
- Open Space
- Mobility

The highest rated images from each of these categories are presented on the next several pages. These images suggest the highest priority for future planning policies and describe the character of place that people desire. Designing guidelines that encourage these characteristics will help satisfy market demands and increase the value of the Corridor by creating a competitive advantage for Overland Park as economic, energy, and demographic conditions change.

**STREETS**

Streets are a city's most important public spaces. The most positive images in this category suggest that intensive landscaping and pedestrian improvements, can radically improve the perception of area streets. Bringing buildings up to the street edge is a required design detail in most areas.

**PARKING**

The highest rated VPS™ images suggest that creative ways of dealing with parking, such as placing it behind buildings or landscaping, are appropriate for the Corridor. The Corridor currently has a large amount of surface parking which received more negative scores.
Retail
Retail uses that vary in scale and character will be a required addition to the shopping experience in the Corridor. Important elements include building configurations that emphasize the street instead of a parking lot and enhancements to the pedestrian realm including safe intersections, enticing storefronts, sidewalks, and excellent streetscaping.

Mixed-Use
Mixed-use developments combine more than one use in a single building. This type of development activates urban areas during more hours of the day, reduces auto dependence, and creates a local sense of place. These highly rated images suggest that mixing retail and residential uses can create vibrant pedestrian friendly places.

Pedestrian Realm
Outdoor displays, cafes, well-defined urban street furniture and appropriately scaled signage animate the pedestrian realm encouraging people to enjoy the walking experience. The pictures below represent the environments people feel most comfortable walking in. Arcades can play an important role by providing shelter from inclement weather and summer sun.

Public Participation

**INTRODUCTION**

**A. Nelessen Associates, Inc.**

**Visioning**  
**Planning**  
**Urban Design**

Signage should be pedestrian friendly and fit with the architectural style of the building. Unique hanging signs provide visual interest along the street. Lighting of signage should complement the style.

**OFFICES**  
Offices in the Corridor can be located in mixed-use buildings as well as in modern complexes. These buildings should have amenities for workers, such as restaurants and dry cleaners either in the building or within a short walk. Larger buildings must be complemented by parks and plazas.

**HOUSING**  
A wide variety of housing types including townhouses, and multifamily options will encourage redevelopment in the Corridor. Housing should have a good relationship with the street (front porches, and semi public edges). Buildings primarily made of brick ranging in height from 2 to 3 stories are appropriate.

**PUBLIC PARTICIPATION**  

A. Nelessen Associates Visual Preference Survey® Questionnaire and Workshop  

Image 1  
Office(s) – Five story research office with adjacent park and residential  
5(4)

Image 2  
Office(s) – Seven story mixed-use office fronting onto a park  
6(2)

Image 3  
Office(s) – Seven story mixed-use office fronting onto a park  
6(3)

Image 4  
Signs – Transom signs over doorway  
5(2)

Image 5  
Signs – Small hanging sign with icon type hanger  
5(3)

Image 6  
Signs – Transom signs over doorway  
5(4)
**Open Space**

Parks and plazas are important gathering places that activate the urban setting. The open space network must be continuous, connecting parks and recreation opportunities throughout Overland Park. Fountains and other special landscape elements will provide unique character.

**Mobility**

Both residential and commercial streets have a high pedestrian priority. Walking and bicycling are two new options for the Corridor. Providing alternatives to the car that are convenient is especially important for young and old residents as well as those who live close to work, shopping and recreation.

**Analysis of Results**

The average VPS™ image value ratings along with image standard deviations represent the collective opinion of the survey participants and serve as the basis for the evaluation and analysis of the images as they relate to the Vision Plan.

Image results were arrayed by score, from highest to lowest for the entire survey and in each category, and posted on the city’s web site. The highest rated image in each category illustrates a piece of the collective vision for the future. The most highly valued elements are the most appropriate for the future of the Metcalf Corridor. As the image values decrease, so does the perceived value of the elements in the images.

After the workshop was completed, ANA conducted a detailed examination of each image category. Each image and category was analyzed to determine which land-use, building and street design elements contribute to both positive and negative ratings. The positive VPS™ ratings focused the planning and design goals and objectives and helped define the most appropriate, as well as inappropriate, uses and characteristics for the future.

The highest rated image in each category becomes the initial community statement of goals and objectives for the Metcalf Corridor Vision Plan. The results of the questionnaire were separately scanned, analyzed and compared to the image results. Each question was cross-tabulated with every other question and all images. For example, age of participants plays an instrumental role in determining a person’s values. It was important to understand the areas of agreement or disagreement. Specific policies, goals and objectives were generated from the questionnaire. The combination of policies and pictures proves to be an extremely effective planning tool.
ANA utilized a digital morphing technique to show alternative design and development scenarios. Using existing images from the study area as “before” images, a variety of alternate possibilities were simulated. These simulations were built directly into the VPS™ creating a series of “before” and “after” scenarios that tested several physical characteristics and urban design solutions. Alterations varied from the simple addition of landscaping to the complex addition of new buildings and transportation systems. Simulations presented a series of incremental changes which allowed the consultants to analyze specific elements of each picture that affected its perception.

The average rating of an image of Metcalf Avenue increases from 0 to 5 with the addition of transportation and streetscaping, landscaping improvements.

When pedestrian improvements and increased building mass are added to Downtown Overland Park, the average score for this image jumps 4 points.
In this simulation, the depiction of a median busway and accommodations for bikes and pedestrians with new landscaping results in a large image score improvement.

The improved perception of this naturalized drainage channel suggests a direction for Corridor-wide landscape improvements.

When Downtown is portrayed with more intensity and street life, the average score for this image jumps 7 points.
Questionnaire Results

After finishing the image-based VPS™, survey participants were asked to complete a multiple-choice Demographic, Market, and Policy questionnaire. The questions were specifically tailored to the Metcalf Corridor and allowed the consultant team to gather quantitative data that correlated with VPS data. Responses to these questions were critical to fully understanding the demographics of those who participate and how they responded to the images. These questions ranged in subject but primarily dealt with current conditions and a variety of development alternatives and priorities. Topics included shopping patterns, economic development, traffic and commuting patterns, ratings of public facilities, neighborhoods and housing, urban design, historic preservation, and open space.

The following pages show results from some of the most interesting and important questions. These responses helped shape the goals and objectives identified in this plan.

How should Metcalf Avenue function in the future?
- To act as a multi-modal movement Corridor for cars, bus rapid transit, bicycles and pedestrians serving multiple nodes of activity like mini-Main Streets along the Corridor. 41%
- To become the Main Street of the city along the entire length and force through traffic onto other parallel arterials. 23%
- As a Main Street in selective locations with many pedestrians, with buildings offering goods and services and traffic moving slowly in these locations. 21%
- To move as much automotive traffic quickly and safely through the Corridor. 17%
- To act as a multi-modal movement Corridor for cars, bus rapid transit, bicycles and pedestrians. 10%

Do you agree with the following statement? “The Metcalf Corridor has a major traffic problem today.”
- Strongly Agree, 29%
- Agree, 45%
- Neutral, 18%
- Disagree, 7%
- Strongly Disagree, 1%

In order to distinguish different areas along Metcalf Avenue, do you think it would be appropriate to implement various landscape standards depending on location and land-use? (ex. Natural landscaping treatments along Indian Creek vs. formal street trees and paving treatments near the Metcalf South Mall)
- Yes 75%
- Only in certain locations 23%
- No 2%

Do you support the idea that infill/redevelopment should occur in a series of “development nodes” focusing new retail, office and residential uses in specific areas?
- Strongly Support, 37%
- Support, 41%
- Neutral, 9%
- Disagree, 7%
- Strongly Disagree, 1%

What is your general impression with regard to most of the commercial/retail buildings in the Metcalf Corridor?
- Generally in excellent condition 2%
- Generally in good condition and need some minor improvements 18%
- Generally in fair to poor condition and need rehabilitation 13%
- There are pockets of buildings in good condition and others where buildings are tired, out of date and/or in need of redevelopment 65%
- Most buildings are in poor condition and need serious redevelopment 11%

What is your general impression with regard to most of the surface parking lots in the Metcalf Corridor?
- Generally in excellent condition 1%
- Generally in good condition and need some minor improvements 25%
- Generally in fair to poor condition and need rehabilitation 23%
- There are certain locations in good condition and other locations are tired, out of date and/or in need of redevelopment 39%
- Most lots are in poor condition and need serious redevelopment 11%
Do you support the idea of parking structures, in order to limit the amount of surface parking lot needed for a given area?

- Yes: 59%
- Only in certain locations: 33%
- No: 7%

Do you feel that a new lighting standard for the Metcalf Corridor is needed?
- Yes: 59%
- Only in certain locations: 33%
- No: 7%

Do you support the idea of parking structures, in order to limit the amount of surface parking lot needed for a given area?

- Strongly Agree: 33%
- Agree: 45%
- Neutral: 13%
- Disagree: 7%
- Strongly Disagree: 1%

Do you think the Indian Creek Greenway should be expanded if the opportunity is presented?
- Yes: 84%
- No: 15%

A mixed-use parking structure consists of retail or office space at the ground level with parking above (ex. The Plaza). Do you think this type of parking structure is appropriate in the Metcalf Corridor?

- Yes: 51%
- Only in certain locations: 41%
- No: 7%

Do you think the Indian Creek Greenway should be expanded if the opportunity is presented?

- Yes: 64%
- Only in certain locations: 27%
- No: 9%

Do you agree that Metcalf Avenue needs new landscaping (grasses, shrubs, trees)?

- Strongly Agree: 59%
- Agree: 32%
- Neutral: 6%
- Disagree: 3%
- Strongly Disagree: 0%

Should new “nodes” of development include small parks and plazas in balance with the amount of retail, office and housing space?

- Yes: 64%
- Only in certain locations: 27%
- No: 9%

Would you support new historic landmarks/focal points to identify key trails and historical events throughout the Corridor?

- Highly Support: 46%
- Support: 32%
- Neutral: 18%
- Do Not Support: 4%

Do you find sidewalks connect to “destinations” and that it is safe to walk throughout the Metcalf Corridor?

- Yes: 3%
- Sometimes: 33%
- No: 56%
- I Don’t Know: 8%

If applicable, do you think the Metcalf Corridor needs more “passive recreation” space such as walking paths, trails, etc.?

- Yes: 24%
- Only in certain locations: 27%
- No: 9%

Do you agree that Metcalf Avenue needs new landscaping (grasses, shrubs, trees)?

- Strongly Agree: 59%
- Agree: 32%
- Neutral: 6%
- Disagree: 3%
- Strongly Disagree: 0%

If applicable, do you think the Metcalf Corridor needs more “passive recreation” space such as walking paths, trails, etc.?

- Yes: 64%
- Only in certain locations: 27%
- No: 9%

Would you support new historic landmarks/focal points to identify key trails and historical events throughout the Corridor?

- Highly Support: 46%
- Support: 32%
- Neutral: 18%
- Do Not Support: 4%

If applicable, do you think the Metcalf Corridor needs more “passive recreation” space such as walking paths, trails, etc.?

- Yes: 64%
- Only in certain locations: 27%
- No: 9%

Would you support new historic landmarks/focal points to identify key trails and historical events throughout the Corridor?

- Highly Support: 46%
- Support: 32%
- Neutral: 18%
- Do Not Support: 4%
A bus rapid transit (BRT) system that would serve Overland Park, with a main line along Metcalf Avenue from I-35 to 123rd and eventually the Overland Park city border, has been suggested for the future to connect major shopping and employment concentrations in the future. How much would you support this idea?

If such a bus rapid transit system was implemented, how often would you or your family use it in the future if the Metcalf Corridor was rehabilitated into active, busy mixed-use nodes with multiple activities?

- Very often 14%
- Often 24%
- Sometimes 40%
- Rarely 16%
- Never 6%

I would walk/bike to ____________.
- nothing 17%
- the grocery store 4%
- the post office/bank/pharmacy 11%
- general retail shopping 5%
- school 1%
- parks and trails 19%
- work 2%
- all of the above 42%

Would you support the idea of an “On-Demand” Transit System for the Metcalf Corridor and adjacent areas? An “On-Demand” Transit System is essentially a van that travels from point to point and is accessible via web or cell phone. The system costs on average $3 per trip and may pickup multiple passengers along the way to increase efficiency.

- Strongly Support 30%
- Support 43%
- Neutral 18%
- Do Not Support 8%

Do you support the idea of creating infrastructure to enable the use of an electric car or Smart Car (a Smart Car is a small gas powered car) as an alternative to the current automobile?

- Strongly Support 29%
- Support 33%
- Neutral 30%
- Do Not Support 7%

Do you think the idea of sustainable energy efficient design is important for the future and should be considered for all renovated and new building projects throughout the Metcalf Corridor?

- Strongly Support 29%
- Support 33%
- Neutral 30%
- Do Not Support 7%

Would you support sustainability initiatives (green roofs, rainwater cisterns, etc.) if it required aid or additional investment from the City of Overland Park?

- Strongly support 39%
- Support 37%
- Neutral 18%
- Do not support
In addition to the VPS™ and Questionnaire, each public meeting included a Vision Translation Workshop. If the VPS™ indicates what the community wants, the Vision Translation Workshop indicates where people want the positive images to be located and where, based on the negative images, redevelopment should be focused. Hundreds of teams participated in the Vision Translation portion of the Community Workshops by completing drawing exercises on large GIS base maps of the area.

Four maps were generated through these exercises: Susceptibility to Change, Reinvestment, Redevelopment Options, and Mobility. These exercises ask participants to physically identify areas in need of improvement as well as the placement of a range of urban design elements and mobility options. Workshop maps and results are described on the following pages.
**Susceptibility to Change**

Where will future development and infill occur? Which parcels will be altered? Are they contiguous? Which buildings will remain? To answer these questions, a Susceptibility to Change Map was prepared for the Metcalf Corridor. The Susceptibility to Change Map illustrates various opportunities for change in the future as perceived by participants in the visioning process. The maps shown on these pages represent a synthesis of all the input gathered during the Vision Translation Workshops.

Data from the Susceptibility to Change Map is the base for directing development, redevelopment, rehabilitation and revitalization efforts. Every area within the Metcalf Corridor was assigned a level of susceptibility to change. As a visioning tool, the susceptibility to change map focuses on expected change in the future.

The final Susceptibility to Change Map indicates four broad categories: high, moderate, low, and none.

1. **High Susceptibility to Change**
   
   Areas identified as highly susceptible to change, colored red on the map, are the first priority for development and redevelopment. These are locations where the majority of participants thought change from the existing conditions was imminent and necessary in the immediate future. The highly susceptible areas on this map typically include buildings in deteriorating condition, older single-story buildings, under-utilized surface parking lots and aging and vacant strip and “big box” commercial buildings.

   Much of this land is currently used as surface parking for aging “big box” structures and vacant office and retail strip malls. Vacant storefronts are an immediate problem; specific and immediate action must be taken on the vacancies to create the atmosphere for a thriving neighborhood. The identified areas provide the greatest redevelopment opportunities for the Corridor.

   The Corridor can be revitalized by efficiently reusing under utilized parking fields, redeveloping the vacant and dying strip malls into mixed-use nodes throughout the Corridor, and introducing convenient and inexpensive mobility options. In total, there are 587 acres which are highly susceptible to change.

---

**PUBLIC PARTICIPATION**

---

**INTRODUCTION**

A. Nelesen Associates, Inc. | Visioning | Planning | Urban Design
2. Moderate Susceptibility to Change

The second highest priority redevelopment areas are indicated in orange as moderately susceptible to change. The large amount of land identified as highly and moderately susceptible to change, the red and orange colors on the map, suggest that significant change is possible for a large portion of the Metcalf Corridor.

The moderate susceptibility map is primarily composed of additional parking fields and strip malls. While these may be newer, they are still ineffective in maintaining full occupancy and using the land to its fullest potential. Passing these lots and structures is a negative experience but provides an opportunity for redevelopment.

There are 1,312 acres in the moderate susceptibility to change category. These should be the next priority for improvement.

3. Low Susceptibility to Change

Areas needing only minor improvements and rehabilitation are indicated in yellow on the map. Little or no growth is expected in low susceptibility to change areas. While these buildings will not be redeveloped, it is our recommendation that any remodeling or rehabilitation that happens in this area conform to the site, streetscape design standards outlined within this Plan. The map indicates that approximately 989 acres in the Corridor have a low susceptible to change over the next 30 years.

4. No Susceptibility to Change

The green area found on this map illustrates those areas within the Corridor where participants indicated no change, revitalization or redevelopment is expected or required in the next 30 years. Included in this category are historically significant and newer buildings in excellent condition, as well as environmentally constrained land, land that is not deemed necessary for development, or areas where people do not want new development. This portion of the map contains 947 acres within the Corridor.

The Susceptibility to Change exercise served as the foundation for the recommendations dealing with the location and direction of future growth.
Commercial Nodes

Where do we focus commercial development in the future and what types of development are most appropriate?

Participants were asked to draw a series of ovals on locations throughout the Corridor where commercial development was appropriate. Different types of commercial uses were assigned a corresponding color. The four options were Suburban Strip, Life Quality Center, Mixed-Use Medium Intensity, and Mixed-Use High Intensity. Synthesis of the workshop maps showed that suburban strip development was not favored anywhere in the Corridor. The location of the ovals on the map to the right represents a consensus for the preferred placement of each type of commercial development.

The Commercial Node Elements:
- Contains a 1,000 foot commercial core surrounded by a primary service area defined by a five minute walking radius.
Neighborhood Nodes

Following the same thought process as the commercial nodes, participants were asked to draw different color circles on the Corridor map to locate where a variety of neighborhood development types should occur. Four different options were provided: detached single-family, townhouses, lofts and condos, and high rises. This process provided insight into the type, intensity, and placement of residential development that is desired by residents.

The Neighborhood Node Elements:
- Circle has an area with a maximum walking time of five minutes to its center or transit stop.
- The radius of the node is 1250 feet.
The Reinvestment and Enhancement Opportunities map asks workshop participants to make critical suggestions regarding streetscape, landscape, and traffic. The results of this map were influential in directing the placement of important natural and built landmarks and gateways as well as parks and plazas. The maps presented a nearly unanimous opinion that the pedestrian experience along Metcalf Avenue and within many of the neighborhoods was in dire need of improvement.

Participants identified many areas in need of street trees, lighting, and side/crosswalk improvements (red and green striping on the map). These findings as well as the suggested locations for key parks and plazas directly formed the recommendations for the initial investments identified in Section 3 of the report.
The Mobility Options map allowed participants to provide valuable input on the implementation of a Bus Rapid Transit (BRT) system. There was overwhelming support for a BRT system across all of the various workshops. Of course, the basis of this operational system is a walkable network of sidewalks that connect transit to a set of multiple users and locations.

The solid red line depicts the consensus alignment along Metcalf Avenue for the system. The dashed line represents the fact that a significant number of participants indicated the need for some transit service in the area just east of Subarea 5. Orange circles indicate the preferred location of transit stops. You will see that the final recommended placement of BRT stops greatly resembles the synthesis from this map. Finally, the selection of routes for a supplementary feeder bus system helped identify major connections that needed to be made in the Vision Plan.

Not shown, but also receiving strong support, was the concept of on-demand transit. This flexible system could serve areas beyond walking distance to transit stops.
1.5 Professional Synthesis and Design Charrette

The Vision Metcalf Team charrette was facilitated by A. Nelessen Associates and held from June 26 to 29, 2007, at the Myron E. Scafe building. The goal of the charrette was to develop a foundation for the Metcalf Corridor Plan using the expertise of the Visioning Team as well as the Technical Advisory Committee and selected professionals from a variety of disciplines. The charrettes served as a complement to the public outreach efforts undertaken in previous months. Each of the four day-long sessions focused on an essential element of the concept plan:

- Day 1, Tuesday, June 26: Land-Use and Development
- Day 2, Wednesday, June 27: Transportation and Traffic
- Day 3, Thursday, June 28: Streetscaping and Parks
- Day 4, Friday, June 29: Stormwater and Public Utilities

The individual sessions were structured to generate a series of plans and principles in each subject area through discussion, brainstorming, and hands-on activities. A vast amount of information and data was collected during the week in a variety of formats. Of primary importance was the establishment of boundaries for the focus areas. Multiple overlays were developed and combined with public input to become the basis of the Vision Plan.
VISION METCALF 2040: Guiding Principles

A clear set of guiding principles surrounding each subject area emerged during the course of the charrette. The following list is a summary of the guiding principles that emerged from all four days of the design charrette. These principles have served as the basis for the specific goals and objectives detailed in this Vision Plan as well as the phased physical recommendations for new streets, buildings, landscape, and transit.

Land-Use and Development Principles

- Provide multiple opportunities for investment and wealth creation.
- Focus development and redevelopment into “nodes”.
- Incorporate all existing uses into Vision Plan to the extent possible, and respect historical character and structures.
- Develop mixed-use buildings that range from 2 to 6 stories in height with a few taller buildings at key landmark locations.
- Use an urban design “grid” of streets and blocks to promote effective redevelopment, enhance pedestrianism, and promote a free flow of traffic.
- Downtown Overland Park and 95th Street and Metcalf Avenue are non-competing entities that should be the primary focus of early plan development.
- Develop “collective”/joint mixed-use parking structures in key locations.

Transportation and Traffic Principles

- Where possible, consider Metcalf Avenue as 4 lanes; however, consider impacts of mixed and multiple uses and phasing on capacity.
- Utilize alternative modes of transportation including Bus Rapid Transit, local buses, bicycles, walking, and on-demand transit to provide options beyond the automobile and provide a catalyst for future investment.
- Focus on bicycle and pedestrian connections both along Metcalf Avenue and across it, with a focus on safety.
- Enhance visual and spatial characteristics of the street, building walls and landscaping, creating an “experience” and destination like no other in the region.
- Reduce speed limit to 35 MPH in order to allow for alternative modes of transport.

Streetscaping, Parks, Stormwater and Utilities Principles

- Develop continuity on Metcalf Avenue through landscaping and streetscaping.
- Streetscapes should help identify neighborhoods, nodes, and major elements.
- Provide lighting, signage, medians, and pedestrian amenities.
- Celebrate natural systems such as trails and waterways.
- Emphasize gateways and landmarks.
- Design public space: plazas and plazas should complement the built environment.
- Bury utilities and plan for necessary easements and conduits.
- Incorporate sustainability by using Leadership in Energy and Environmental Design (LEED) practices where possible. Elements may include wind turbines, solar systems, cisterns, and the emphasis of green roofs.
- Incorporate stormwater best practices and detention requirements into the character of the Corridor.
1.6 Definitions

This section provides more detailed explanation of terms and concepts used throughout this plan. It is meant to serve as a reference for information that is displayed in the following sections.

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Bay: Compartment or unit of division of an interior or of a facade - usually between one window or pillar and the next.

Bicycle Lane: a dedicated lane running within a moderate-speed vehicular street, demarcated by striping.

Bicycle Route: a street suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail: a bicycle way running independently of a high-speed vehicular street.

Block: the aggregate of private lots, passages, rear lanes and alleys, circumscribed by streets.

Block Face: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.

Build-to-line: a line along which the primary facades of a building must be located. The build-to-line allows flexibility to the articulation of the facade allowing the facade to deviate in limited increments from this line. For this plan, there is a lower build-to-line and an upper build-to-line.

Building Configuration: the form of a building, based on its massing, frontage, and height.

Building Frontage: building elevation that fronts on a public street on which public access to the building is available.

Building Height: the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flutes, water tanks, elevator bulkheads, and similar structures. Building Stories shall be measured from the average grade of the affronting thoroughfare.

Building Program: used to define the usage, function, and typology of a specific building.

Building Typology: a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

Bus Rapid Transit (BRT): a system of dedicated lanes, transit stops, parking and pedestrian access for a high-speed bus service that connects a select number of stops. The dedicated lanes are independent of vehicular travel lanes and separated by raised pavement and landscaping.

Cartway: The paved area of a street between the curbs, including travel lanes and parking areas but not including shoulders, curbs, sidewalks, or swales.

City: the City of Overland Park, Kansas

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping, and their confronting buildings.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor Area: (see Study - Area) shall mean the specific area defined by a designated geographic boundary line encompassed by this Vision Plan.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system.

Density: The number of dwelling units within a standard measure of land area, usually given as units per acre.

Design Speed: the velocity at which a street tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High (above 35 MPH). Lane width is determined by desired design speed.

Developable Area: the developable area is the allowable building footprint of the ground floor of the building. It is within this designated area on the specific parcel that the building can be located.

Development: the division of a parcel of land into two or more parcels, the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any excavation, landfill, or land disturbance; and any use or extension of the use of the land.

Driveway: a vehicular lane within a lot, usually leading to a garage.

Duplex: a unit within a multifamily building that has two or more floors stacked one above the other or side by side, accessed with a private internal stairway.

Embedded Parking Structure: a building that contains two or more stories of parking surrounded by habitable buildings. The parking shall be ramped and shall share structural components with the habitable buildings.

Encroachment: an area beyond the build-to-line that certain building elements can protrude. Typical encroachments may include overhangs, bow and bay windows, signage or other elements that commonly protrude over the main facade of a building.
Enfront: to place an element along a frontage line, as in “porches enfront the street.”

Entrance, Principal: the main point of access of pedestrians into a building.

Facade: the exterior wall of a building that is set along a Frontage Line.

Feeder Bus: a supporting/secondary bus transportation system that allow access to a primary transportation system. (e.g. The feeder bus provides access from surrounding area to BRT)

GIS (Geographic Information System): a computerized program in widespread municipal use that organizes data on maps. Various municipal departments can input information including the location of wetlands, thoroughfares, water/sewer lines, boundaries, building footprints, schools, zoning, land-use, etc. GIS makes information available as layered databases.

Green Roof: a green roof consists of vegetation and soil, or a growing medium, planted over a waterproofing membrane. Additional layers, such as a root barrier and drainage and irrigation systems may also be included.

Greenway: an open corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Head-In Parking: describes on-street parking when the vehicle is parked on an angle to the curb usually 22, 33, or 45 degrees from perpendicular.

Infill: development on a vacant or substantially vacant tract of land surrounded by existing development.

LEED: The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings. LEED gives building owners and operators the tools they need to have an immediate and measurable impact on their buildings’ performance. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a frontage.

Live-Work: a dwelling unit that contains a commercial component. The commercial component can be located anywhere within the unit but is typically located on the ground floor connected internally with a stair to a residential unit. Other live-work units can be horizontal or adjacent to each other, provided that there is a separate door onto a public corridor and a door connecting directly into the adjoining unit.

Lodging: premises available for daily and weekly renting of bedrooms.

Lot Line: the boundary that legally and geometrically demarcates a lot. Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks.

Municipal Parking: a lot or facility with one or more levels of parking and storage for motor vehicles owned by the city or an appointed parking authority. Space may be leased or bought from this structure to satisfy parking requirements.

Mixed-Use: a type of building in which there is more than one use. An example of mixed-use is retail on the ground floor with housing or offices above, and retail at the sidewalk edge with parking located above.

Multifamily Dwelling: a building containing three or more dwelling units, including units that are located one over the other and adjacent to each other.

Multi-use Path: a path wide enough to comfortably accommodate both pedestrian and bicycle traffic, which follows along the side of a street, separated by a parkway. Landscaping should match the contiguous open space.

Node: An area specifically designated as the center of an area, occupied by buildings of the greatest density; centers of commerce/business and/or area of collective public gathering.

Neighborhood: a mostly residential area, often with a recognizable edge. For the purposes of this Plan, a “complete neighborhood” is further defined as consisting of one pedestrian shed (five minute walk from center to edge) with a mixed-use center.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

Parkway, Residential: the area between the curb and the sidewalk into which street trees are planted and which typically has a planted ground cover.

Parkway, Mixed-Use/Commercial: the area between the curb and building into which street, decorative lighting, and street furniture are located. The sidewalk extends from the curb to the building. Typically, trees are planted in the first 4 to 6 feet.

Path: a pedestrian way transversing a park, with landscaping matching the contiguous open space. Paths should connect directly with the urban sidewalk network.
Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of a half-mile. Pedestrian Sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, and civic buildings. Sometimes called walk-shed or walk-able catchments.

Plan: shall mean the Metcalf Vision Plan.

Planter: the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

Porch: an open, elevated platform surrounded by a railing or low wall, immediately adjacent to an entry door with sufficient width to allow eating and sitting.

Principal Building: the main building on a lot, usually located toward the frontage.

Property Line: edge of the right-of-way and/or edge of a lot on a block.

Public Frontage: the area between the curb of the vehicular lanes and the Property Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree, and streetlight. The public frontage includes any parkway.

Public Realm: shall mean the areas that are both used and seen by a person walking.

Redevelopment: Development on a tract of land with existing structures where all or most of the existing structures would be razed and a new structure or structures built.

Residential: premises available for long-term human habitation.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Lines designated on a node that require the provision of a shop front, causing the ground level to be available for retail use.

Semi-Private Edge: the yard area in front of a residential unit defined by a low fence and/or gate through which a person must pass in order to gain access to the front primary entrance.

Setback: the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces, and decks (that align with the first story level) which are permitted to encroach into the setback.

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The shared parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Smart Bridge: used to refer to a design concept for the I-435 bridge over Metcalf Avenue. The Smart Bridge allows the Metcalf BRT to pass underneath while also accommodating bus stops on the bridge. Ample space is provided for buses traveling on I-435 to pull over and pick up or discharge passengers. A system of stairs/escalators/elevators will facilitate the movement of passengers between Metcalf Avenue and I-435.

Step back: the location where the building must be stepped back from the lower facade plane.

Stormwater Best Management Practices: a structural or non-structural stormwater management tool designed to improve the water quality of stormwater runoff.

Story: a habitable level within a building. Attics and raised basements are not considered stories for the purposes of determining building height.

Stream Day Lighting: exposing the culvert waterways to transform them to a naturalized state.

Street, Arterial: a street of high vehicular capacity and faster speed. Arterial roads are connectors between nodes or centers. Arterial roads have landscaped edges and provide designated bike lanes.

Street, Boulevard: a street with a planted median designed for high vehicular capacity and moderate speed. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. This street can also have bike lanes on two sides. The landscaping consists of regularly placed street trees. Parking is available as either parallel or head-in.

Street, Commercial: a local urban street of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter or parkway and parking on both sides. This street can also have bike lanes on two sides. The landscaping consists of regularly placed street trees. Parking is available as either parallel or head-in.

Street, Neighborhood: a local residential street of low speed and capacity. Its public frontage consists of raised curbs drained by inlets. Sidewalks are separated from the vehicular lanes by a planter and/or parkway. The landscaping consists of regularly placed street trees. On-street parallel parking is sometimes permitted.

Integrated Plan: the plan resulting from joining the Visioning Plan with the planning process and urban design process to create a cohesive set of plans and strategies for the metropolis of Kansas City, Missouri.
Street, Residential Lane: a narrow residential street located to the rear of residential lots providing access to service areas and parking, and containing utility easements.

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Street screen: a freestanding wall built along the frontage line, or parallel to the facade, often for the purpose of masking a parking lot from the thoroughfare. Street screens should be of an appropriate height and constructed of a material matching the adjacent building facade. Street-screens shall have openings no larger than is necessary to allow automobile and pedestrian access.

Study Area: (see Subarea) shall mean the specific area defined by a designated geographic boundary line encompassed by this Vision Plan including the seven designated subareas and the transitions zones between the subareas.

Subarea: an area specifically identified within the a larger study area that requires special consideration due to its geographic, demographic or political position with the larger area.

Swale: A depression in the ground that channels runoff.

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way.

Tower: a building above 12 stories in a square or more rectangular shape with a central core for vertical circulation.

Townhouse: A single-family dwelling that shares a party wall with another of the same type and occupies the full frontage. Typically has detached garage structures to the rear of lot with access from driving lane.

Urban Design: Placemaking through the placement of buildings, streets and landscaping that integrate the movement of people and vehicles to create places that people want to live, work and play.

Yard, Front: an open and unoccupied (except for driveways) space, unless occupied by a use as hereinafter specifically allowed, extending across the full width of the lot and lying between the front street property line and the nearest line of the building.

Yard, Rear: a space unoccupied except by an ancillary building structure or use as hereinafter specifically allowed, extending across the full width of the lot between the rear line of any building, other than an ancillary building, and the rear lot line.

Yard, Side: an open and unoccupied space, unless occupied by a use as hereinafter specifically allowed, on the same lot with the building between the building and the side lot line, extending from the front yard to the rear yard.
Go to: “Vision Plan”
2.1 Plan Goals

Reimagining the Metcalf Corridor presents the City of Overland Park with the opportunity to revitalize one of its most recognizable thoroughfares and establish a new identity for Metcalf Avenue and the entire city. The primary goal of the Metcalf Vision Plan is to communicate a vision for the future of the Corridor that incorporates modern planning principles to create an area that is appealing to both current and future residents, workers, businesses, and investors. The plan presents recommendations designed to enhance the visual character of Metcalf Avenue as well as the economic viability of the Corridor. It seeks to guide development of the Corridor’s private and public space to create a more vibrant, active, and exciting place to live, work, learn, and play.
2.2 Objectives

The Vision Metcalf process has identified several objectives that must be met in order to achieve the goals described on the previous page. These objectives were developed in consultation with city staff and stakeholders, through the involvement of the public during the Visual Preference Survey™ and community workshops, and incorporate expertise gathered during the professional design charrettes.

1. Establish a coherent and positive identity for the Metcalf Corridor by creating a series of unique destinations.

2. Enhance the economic vitality of the Corridor and city by expanding the level of residential and commercial activity in the Metcalf Corridor, thereby increasing the potential for economic activity and job creation.

3. Promote a pattern of mixed and multiple-use development within the Corridor. New buildings within nodes should appropriately combine residential, commercial, and entertainment uses and encourage a balance of jobs-to-housing.

4. Integrate open and green space into the Corridor by incorporating a system of parks, plazas, natural amenities, and a continuous green streetscape.

5. Develop a balanced transportation system that provides multimodal travel options within the Corridor.

6. Make walking easy, desirable, and convenient.

7. Amend local policy to facilitate the intent of the Plan.

8. Make sustainability a theme of future development and redevelopment that guides land use and transportation decisions.
2.3 Plan Recommendations

Wherever possible, specific recommendations designed to help the City of Overland Park meet these objectives have been made. Some of the most important recommendations are listed below and referenced throughout the report.

Objective One: Establish a coherent and positive identity for the Metcalf Corridor by creating a series of unique destinations.
- Focus development into nodes creating defined neighborhoods and destinations within the Corridor.
- Create a system of gateways at entrances to the Corridor and throughout neighborhoods that establish a sense of place.
- Create a cohesive Metcalf Avenue experience by unifying streetscape elements and amenities along Metcalf Avenue.
- Establish a hierarchy of lighting elements that enhance visual appeal and safety both along Metcalf Avenue and within neighborhoods.
- Install a system of signage, wayfinding, and neighborhood identification that informs residents and visitors and promotes the Corridor.
- Establish a transit system that efficiently connects the Corridor and allows for convenient transfers to other parts of the region.
- Construct landmark buildings so those who live within the Corridor and those who are passing sense an identity for the place.
- Design a system of distinctive public spaces for locals and visitors that are unique to the Metcalf Corridor.

Objective Two: Enhance the economic vitality of the Metcalf Corridor and city by expanding the level of residential and commercial activity in the Metcalf Corridor, thereby increasing the potential for economic activity and job creation.
- Establish a block and street system that promotes effective redevelopment and infill projects.
- Allow for the more efficient use of land and expand the city’s tax base by encouraging high quality mixed-use development.
- Design the urban and neighborhood amenities such as transit, housing choice, and entertainment that will attract new and innovative employers to the Corridor.
- Maximize the investment of private developers while minimizing the cost to the public sector.
- Create destination-shopping experiences that serve the region.

Objective Three: Promote a pattern of mixed and multiple-use development within the Corridor. New buildings within nodes should appropriately combine residential, commercial, and entertainment uses while encouraging a balance of jobs-to-housing.
- Encourage buildings to develop with consistent build-to-lines along the street edge.
- Encourage an appropriate level of density to create a series of neighborhoods.
- Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
- Produce a variety of housing types to serve multiple housing needs.
- Focus development into nodes creating self-sufficient areas that serve a variety of needs.
- Create development blocks that allow for new parking configurations, while maximizing each block’s development potential.
- Incorporate parking into mixed-use structures that becomes part of the fabric of the neighborhood.
- Integrate offices into the character of the town and promote innovative businesses.
- Create a new prominent civic center that integrates municipal uses into the heart of the Corridor.
- Develop locations that create neighborhood, community, regional and super-regional shopping draws.
Objective Four: Integrate open and green space into the Corridor by incorporating a system of parks, plazas, natural amenities, and streetscape treatments.

- Design interesting, aesthetic and functional public spaces, parks and plazas in all nodes and provide a variety of ways to access and experience these spaces.
- Strengthen the existing system of multipurpose trails by creating new connections within the Metcalf Corridor.
- Bury utilities wherever possible throughout the entire Corridor to establish a tree-lined street that is free from visual interruptions.
- Encourage creative forms of public art including wind turbines, sculpture, and water features at a variety of locations including public parks, BRT stations, plazas, etc.
- Pull buildings to the street and place parking in mixed-use lots and behind buildings where possible to unify the appearance of Metcalf Avenue and neighborhood streets.
- Daylight streambeds where possible in order to create naturalized functional green spaces.
- Integrate sustainable water features throughout the Corridor.
- Unify streetscape treatments including landscaping, street trees and lighting along Metcalf Avenue and within each node to create a positive visual character and establish continuity.
- Employ stormwater best management practices (BMP), green roofs, and rain gardens that reduce flooding, improve water quality and provide attractive green spaces.
- Install a system of signage, wayfinding, neighborhood identification and otherwise, that establishes “place” within the Corridor.
- Reinforce a sense of identity for the Corridor through the installation of gateways and landmark buildings.
- Integrate stormwater detention facilities into the context of the Corridor that are appropriate to the character of surrounding development.

Objective Five: Develop a balanced transportation system that provides multimodal travel options within the Corridor.

- Implement a Bus Rapid Transit (BRT) system that spans the entire Corridor and allows for future expansion.
- Enhance regional transit connectivity with the addition of an I-435 Smart Bridge and interface with proposed BRT on I-35.
- Encourage transit use through amenities such as BRT stations, lowered parking ratios, benches, and adequate street lighting.
- Improve bicycle access to and through the Corridor by creating a system of bike lanes and trails that connect neighborhoods and links to existing trail systems in the city and region.
- Investigate the use of on-demand transit as a means of flexible transportation.
- Promote biking as an effective way to travel by encouraging safe storage locations, recognizable routes, and required facilities at employment centers.
- Link transit options by placing municipal parking structures at each node within a five minute walk to alternative transportation opportunities.
- Continue to ensure the safe and efficient movement of automobiles through the Corridor while allowing for alternative modes of transportation.

Objective Six: Make walking easy, desirable, and convenient.

- Develop buildings along the street edge to promote pedestrian activity.
- Support development that combines retail and employment activities within a five minute walk of housing.
- Add a system of crosswalks and mid-block traffic signals where warranted that create safe zones for pedestrians to cross streets at appropriate locations.
- Maintain ADA accessibility throughout existing development and ensure new buildings comply with all ADA requirements.
- Place centrally located municipal parking structures within each node that allow visitors to be able to park once and reach several destinations. Encourage visitors to park once and walk to their destination which is within a five-to-ten minute walk of all amenities.
- Establish a system of continuous sidewalks within the nodes and along the entire Corridor.
- Reestablish the continuity of the pedestrian edge through the infill of vacant sites.
- Install a system of wayfinding that directs pedestrian traffic and advertise amenities.

Objective Seven: Develop local policy framework that is supportive of the Vision Plan.

- Revise land use intensity system to promote higher density development in appropriate locations.
- Reduce parking ratios to eliminate excessive parking fields and encourage alternative modes of transportation.
- Adopt a form-based code to implement and regulate the recommendations in this Vision Plan.
- Promote programs that support alternative modes of transportation including a Safe Routes to School Program, urban trails, Ride Your Bike to Work Day, etc.

Objective Eight: Make sustainability a theme of future development and redevelopment that guides land use and transportation decisions.

- Encourage placement of buildings and construction techniques that will contribute to future sustainability and energy conservation.
- Encourage developers to employ Leadership in Energy and Environmental Design (LEED) practices and pursue LEED certifications.
- Daylight streambeds where possible.
- Implement alternative modes of transportation with alternative energy solutions such as the Bus Rapid Transit and On-Demand Transit.
- Reduce automobile dependency by supplementing the existing bicycle network with a system of bike lanes and trails that connect the Metcalf Corridor to the city and the region.
- Promote stormwater best management practices aimed at reducing the amount of land dedicated to surface parking lots and minimizing impervious surface coverage. Remaining parking lots should be heavily landscaped to enhance visual character and minimize surface runoff.
- Generate alternative energy through the use of wind turbines and solar technology.
2.4 Plan Process

The Vision Metcalf process included several stages. This progression began with the definition of the Corridor within the city and was further refined by breaking that area into five distinct subareas. Finally, seven nodes were identified to focus redevelopment.

Establishment of the Corridor

The Corridor boundary was determined by the Executive Committee for Vision Metcalf, and then was extended north to I-35 to create a full nine-mile Corridor. The Corridor varies in width, from the block or two immediately east-west of Metcalf Avenue, to one mile east-west along 95th Street, extending to Antioch Road and Nall Avenue. For purposes of the study, the Corridor was broken into five specific Subareas, each having their own defining characteristics. The Corridor and Subarea map is shown below.

Defining Subareas

Subarea 1 starts at Foster Street, just south of I-35, and extends south to 71st Street. The area is comprised of 425 acres and is 34% impervious surface. The area covers parts of the Arrowhead Trails, Crestview, North Park, Cunningham Heights, Southmoor Gardens and Walmer neighborhoods in northern Overland Park.

Subarea 2 is located between 71st and 87th Streets and includes downtown Overland Park. The area is 606 acres and is 43% impervious surface. Subarea 2 includes parts of the Strang Line, Downtown Overland Park, South Lake and Broadmoor neighborhoods.

Subarea 3 extends from 87th to 101st Streets and includes two additional non-residential nodes at Nall Avenue one mile east, and Antioch Road one mile west, along 95th Street. The Subarea comprises 1,043 acres of Overland Park, and contains 52 percent impervious surface coverage.

Subarea 4 cuts across the Indian Creek floodplain. It extends from 101st Street south to I-435. There are 924 acres within this Subarea, 36% of which is impervious surface. The area includes several multifamily residential neighborhoods such as The Lodge and the Tuileries. It also includes the Pinehurst, Nall Hills, Warrington Estates, Quail Ridge and Cambridge Square single-family neighborhoods.

Subarea 5 extends south of I-435 to 123rd Street and includes the area where Metcalf Avenue splits into Blue Valley Parkway. This Subarea is crisscrossed by two major east-west thoroughfares—College Boulevard and 119th Street. Subarea 5 includes 835 acres of which 52 percent, or 438 acres, is impervious surface.
Creation of Nodes
One of the principal recommendations of the Vision Plan is to focus development and redevelopment into “nodes.” The placement of these nodes was refined throughout the Vision Metcalf process. In the end, seven distinct nodes (outlined on the map below) were suggested for the Corridor. During the process, these nodes were further refined specifically to the areas highlighted in blue. It is these areas where new development is recommended. No portion of Subarea 1 is highlighted. After further study, it was determined that no new development would be immediately recommended for this area.

Once these areas were defined, a plan was developed for each by following these steps:

1) Consultation of the findings from the Existing Conditions Report and public visioning process;
2) Layout of an expanded street and transit network;
3) Establishment of the land uses, built forms, and open space network; and
4) Correlation with a market-based recommendations.

Consultation of the Findings from the Public Process
Instrumental in the design of Vision Plan is the input generated through the Public Visioning process. Through the participation of nearly 4,000 people, information was gathered to mold the way in which the Corridor was designed. Numerous pieces of the Plan, from enhancing the lake at 95th Street and Metcalf Avenue to redeveloping the Metcalf South Mall and creating a mass transit system for the Corridor, were all included in this Plan due to direct feedback from the public’s stated interest.

Layout of the Street and Transit Network
A multimodal mobility network is a critical component of the Plan. Where possible, the proposed street network forms blocks that are roughly 300 feet by 300 feet. This network of streets and blocks is designed to accommodate a balance between all modes of transportation including pedestrian, bicycle, BRT and existing bus systems. The proposed street network is flexible enough to accommodate considerations such as existing buildings and streets, existing property line locations, environmental and historic conditions, multimodal transportation, pedestrian access to transit, traffic efficiency, a range of new building types and new parking configurations.

Establishing Land Uses, Built Forms and Open Space
Each category of land use was carefully chosen within each Subarea to create enclaves including neighborhood centers, shopping districts, and dedicated areas for office space. The land uses were chosen to weave in with the existing fabric of the outlying areas, while producing a community within each node that would generate excitement and vitality along the Corridor.

Market-based Recommendations
At all times, the Plan was designed with the forethought of the future market possibilities for Overland Park. Working intimately with economic consultants, the Plan proposes office and retail space, a mix of housing, and adequate parking to appropriately accommodate for the future growth potential for the Corridor and the city.

An additional economic factor was instrumental in the consideration for the development of the Corridor. Where a property is proposed for redevelopment, a “rule of three” was applied to that site. In its basic sense, for every building that comes down within a property line, three times the square footage is proposed for that property to obtain an adequate return on the property owner’s investments based on factors such as conventional construction costs.
The goals and objectives described in Vision Metcalf are manifested as features and described below. The following list details unique facets of the plan found in development nodes or concepts that were applied to their design. The following illustrations are renderings intended to suggest the character of development possible by following the recommendations in this plan.

- The Plan proposes a balanced street network that accommodates the needs of vehicular, transit, and non-motorized movement. The network identifies strategic locations where pedestrian and bicyclists' needs have priority, incorporates the Bus Rapid Transit into Metcalf traffic, and creates efficient circulation by managing access to Metcalf from feeder streets within the nodes.
- Pedestrian-friendly open space is created within each node. The open space created is both active and passive, with a diversity of uses that range from year-long activities to areas to observe from afar. Parks and a range of green spaces have been created at appropriate locations.
- Downtown Overland Park flourishes through the expansion of the Farmers Market, and the creation of housing surrounding the newly created plaza. Parking lots are infilled with a municipal parking garage and mixed-use buildings, making full use of the potential of the historic place.
- Land and building uses are structured to create neighborhoods. Urban neighborhoods will provide a balance of local comfort and convenience while augmenting the diversity and complexity of the city.
- The Plan provides a variety of housing types that will be attractive to a wide range of household types.
- Housing shall be located within a five-minute walk of a neighborhood park, plaza, or retail to balance private spaces with public gathering spaces in the neighborhood centers.
- The Plan provides an appropriate amount of retail to responsibly serve the diverse needs of neighborhoods created within the nodes, the Corridor, city, and regional population.
- Stormwater management is essential to maintaining water quality and flood control. The Plan encourages incorporating best management practices and detention, where applicable, to ensure the long term sustainability of the Corridor's streams and waterways.

### 2.6 Features of the Plan

- Retail is sited to be convenient to Bus Rapid Transit Stops and within walking distance of residences and employment.
- A northern and southern gateway define the Corridor. The northern gateway includes water, wind, and landscape elements linking Overland Park to outlying areas. The southern gateway is designed with landmark buildings, intricate open spaces and wind turbines.
- Subarea 3, centered around 95th Street and Metcalf Avenue will become a regional civic, shopping, and entertainment center. The addition of many venues -- relocation of a civic complex at the top of a grand public plaza and creation of a new life-quality center -- underscores this commitment by providing an expanded range of opportunities for the area.
- The Plan provides a range of building types for diverse employment requirements. From large floor plate office buildings to in-home offices, the employment plan recognizes that Overland Park should obtain a preeminent position in the regional office market.
- The Corridor's success is directly linked to a transit system to link all building and land uses conveniently. The proposed transit system accommodates both frequent commuters and short-term visitors through an intuitive and extensive linear Bus Rapid Transit system. All proposed development within each node is within a five- to ten-minute walk to a “priority” transit stop and municipal wrapped parking structure. All transition areas within the nine-mile Corridor include “local stops”. The linear system affords frequent connections and easy access between nodes and future connections to Kansas City, the Kansas City International Airport, and beyond.
Located on Marty Street between 79th and 80th Streets, the Downtown Overland Park Farmers Market is one of the jewels of the city. This open-air market offers produce, flowers, specialty foods and entertainment. Currently, the market is open on Wednesdays and Saturdays and operates under the Farmers’ Market Pavilion. The nearby clock tower serves as a recognizable city landmark and popular gathering place. Already a centerpiece of downtown, the Vision Metcalf Plan seeks to capitalize on this amenity by making an enhanced Farmers’ Market the anchor for neighborhood wide revitalization. The rendering on the next page shows one example of what this area could look like if the recommendations made in this report are implemented.

The familiar pavilion structure remains and functions as it does today but is now linked by paths and landscaping to a new flexible year round structure that can play a variety of roles. Both the pavilion and expansion building are centered in a new neighborhood park that incorporates walkways, water features, covered seating, picnic tables, open lawns, and trees. The park is now surrounded by new and infill development on all sides creating a sense of enclosure and multiple pleasant visual terminations. The goal of this urban design plan is to combine historic and familiar elements such as the Strang Car Barn, clock tower, and street paving that recall the historic train tracks that once ran on Santa Fe with tasteful modern architecture.

Santa Fe Drive (foreground) is portrayed as a lively commercial street lined with mixed-use buildings with retail storefronts on the ground floor. The east and west sides of the park are lined with buildings that front on both the interior park and outer neighborhood street creating the opportunity for unique outdoor seating and storefront configurations. Downtown builds on its reputation as a destination for eclectic shopping and dining. Living space is depicted above all of these commercial spaces, infusing the area with pedestrian traffic and the energy associated with vibrant street life. One of the keys to creating this scene is the mixed-use parking structure located on Floyd Street, south of the Farmers Market. With ground floor retail and attractive facade, this structure eliminates the need for large surface lots and blends into the fabric of the community.
A new public park surrounded by signature buildings will be located across from the existing lake at the corner of 95th Street and Metcalf Avenue. This area will serve as the civic center of the entire Corridor. Water features will provide visual interest for pedestrians as well as individuals driving past. Improvements to the lake front and the development of a grand public park in conjunction with the addition of housing, office, and retail space can make this one of the most important destinations in the entire Corridor. The rendering on the next page shows one example of what this area could look like if the recommendations made in this report are implemented.

Mixed-use buildings with retail and office on the ground floor and housing above will help create a vibrant street life. The new civic building will be the focal point of this area, located atop a terraced green space. This attractive modern building will provide flexible space that could accommodate a city hall, a library, a museum, performance space, or a variety of other activities. The development around this space will form new city blocks with interior parking hidden from the street. A comfortable well designed pedestrian realm will encourage street activity. Residents will be able to walk to a variety of restaurants, retail, and park space. The architecture will include green roofs and solar panels where appropriate.
A new transit stop located just south of 105th Street will be the center of development in Subarea 4. The natural environment mixes with urban form around a central transportation system. The I-435 bridge will be updated to accommodate a regional transit stop and allow the Metcalf BRT to continue southward. Enhancing the pedestrian realm along Metcalf Avenue is accomplished by the addition of a multi-use path and landscape features. The rendering on the following page is a vision of what this area could look like if the recommendations made in this report are implemented.

In the rendering to the right, pedestrians safely cross to a modern BRT stop located in the center median of Metcalf Avenue. Residents and visitors will enjoy a wide selection of retail that will be located on the ground floor of mixed-use buildings in the area. Retail and office space has been pulled back from Metcalf Avenue and placed along frontage roads to create a more walkable shopping experience. A new multi-use parking structure will be located adjacent to the transit stop on Metcalf Avenue. All non-street parking in this area will be located on the interior portions of blocks.

Indian Creek forms the northern boundary of this development node. This natural area is one of the most influential environmental features in the entire study area. Improved streetscaping and the creation of pocket parks will help to integrate nature with the built environment.
The intersection of Blue Valley Parkway and Metcalf Avenue is currently marked by an undistinguished traffic triangle surrounded by big box retail. An improved treatment of the triangle area includes the development of a substantial water feature, placement of wind turbines, and the creation of a more naturalized landscape. Large crescent shaped buildings frame this new green space. The unique form of the buildings combined with landscape features will serve as a gateway to the Metcalf Corridor. The rendering on the next page shows one example of what this area could look like if the recommendations made in this report are implemented.

The goal of this design is to create a distinct entrance to the Metcalf Corridor by combining unique landscape elements with built form. The crescent shaped buildings are filled with a mix of uses and provide enclosure for pedestrians in the area. A variety of commercial and office uses can be found at the ground floor with residential units above in some cases. The plaza areas in front of these buildings will resemble pedestrian-only streets and draw pedestrian activity away from the nearby highways. Visual connection across these main roadways is accomplished with consistent landscape treatments through the span of the crescent.

Metcalf Avenue and the Sprint Corporate Headquarters are now linked by a tree lined boulevard. Streetscaping improvements in this area will encourage residents to venture to nearby shopping on foot where it was never possible to do so before. The character of these neighborhoods will be defined by modern housing and local retail. Parking will be provided on the interior of blocks. Embedded parking structures adjacent to a BRT stop will serve transit riders, retail shoppers, employees, and residents.
Go to: “Land Use”
2.7 Land Use Vision

Overland Park has the tools available to accomplish the task of development along the Metcalf Corridor. It has excellent location, an education population, impressive economic power and positive opportunities in every market sector. There is a momentum on which to move the Metcalf Vision Plan from concept to reality.

The placement and mix of land uses recommended for each subarea are critical to establishing the character that is desired in each subarea. The next several pages contain detailed recommendations on the types and forms of buildings that are appropriate. These building typologies will be referenced later in this report when specific land uses are discussed for each node.

Land uses were carefully placed within each subarea to create interdependent nodes that include a mix of residential, commercial, retail, office, and open space uses. Building placement and the space created between buildings was carefully considered in order to create a logical, inviting, and pedestrian friendly environment. Where possible, land uses mirror one another on each side of a street to create a consistent design plan. Because mirroring uses is not possible in all areas, complimentary uses are sometimes placed across from one another within the subareas.
The purpose of this section is to provide a clear set of design parameters to guide future development. The guidelines contained within this document are not arbitrary; they emanate from the results of the public visioning process. While they expand upon those reactions, they do not deviate from the goal of creating vibrant, walkable, contemporary, urban nodes along Metcalf Avenue.

The building guidelines seek to provide a basic level of predictability regarding the character of future development. They begin with the context in which new development will occur. They pictorially distill the salient architectural and urban characteristics into a set of guidelines for the purpose of creating a cohesive image of Metcalf Avenue.

The guidelines are divided by use type, heights, and parking configuration. These building typologies are generalized throughout the Corridor, but their combination and arrangement within each node define the character of each individual node. The placement recommendations are illustrated in each of the subarea land use sections. Through generating compatible forms, design guidelines ensure that future development will enhance surrounding property values. This approach assures that sensitive and compatible future development will continue along Metcalf Avenue.

A mandate of the Metcalf Vision Plan was to create a more pedestrian friendly, vital successful Metcalf Corridor. In large part, this is dictated by building, street and sidewalk character. Buildings define the walls of the outdoor room; through building composition and detail, this “room” will be inviting or not. These guidelines provide principles that generate a positive street composition.

It is not intended that the images here should be exactly reproduced. Rather, they illustrate the desired character set forth in the plans and sections of each building type. Written and diagrammatic guidelines are included for each building type. Following the guidance of these images will create the livable, pedestrian-friendly Metcalf Corridor appropriate for

**MU1: Mixed-Use: Retail & Residential**

**General**

- Buildings should be 2 to 3 stories in height
- Buildings should be either blocks or courtyards
- Buildings will be sited at the sidewalk edge
- Residential, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top

**Ground Level**

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Transom windows, which improve interior lighting conditions, should be used
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from rear of building or from auto entrance through front of building or located within a mixed-use parking facility within walking distance of this building

![Diagram of MU1 Mixed-Use Retail/Residential](image-url)
MU2: Mixed-Use: Office & Residential

General

- Buildings will be either blocks or courtyards
- Buildings should be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Buildings should be 3 to 6 stories in height
- Open space balconies should be provided for each unit

Ground Level

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from rear of building or from auto entrance through front of building or located within a mixed-use parking facility within walking distance of this building

MU2 Type: Mixed-Use (3–6 Stories) Office/Residential
MU3: Mixed-Use Retail & Office

General

- Buildings should be 3 to 6 stories in height
- Buildings will be either blocks or courtyards
- Buildings should be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings should be sited to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top

Ground Level

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through the front of the building or located within a mixed-use parking facility within walking distance of this building
MU4: Mixed-Use: Retail, Office & Residential

- Buildings will be either blocks or courtyards
- Buildings should be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Buildings should be 3 to 6 stories in height
- Open space balconies should be provided for each unit

Ground Level

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from rear of building or from auto entrance through front of building or located within a mixed-use parking facility within walking distance of this building
MU5: Mixed-Use Retail & Residential

- Buildings should be 3 to 6 stories in height
- Buildings will be either blocks or courtyards
- Buildings should be sited at the sidewalk edge
- Residential, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies should be provided for each unit

Ground Level
- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through front of building
MU6: Mixed-Use: Retail, Office and Residential with Embedded Parking

**General**

- Buildings should be 3 to 6 stories in height
- Buildings should be stepped blocks
- Buildings should be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies should be provided for each unit

**Ground Level**

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm

**MU6** Type: Mixed-Use (3–6 Stories) Retail/Office/Residential with Embedded Parking
MU7: Mixed-Use Tower: Retail, Office & Residential with Embedded Parking

- Buildings should be no less than 20 stories in height
- Buildings should be stepped blocks
- Buildings may be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies should be provided for each unit if possible
- Buildings can have any combination of uses but each must be articulated in the facade treatment

Ground Level

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged

- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Auto entrances should be one-bay wide
- Auto entrances should be equipped with pedestrian alert signals

Type: Mixed-Use "Gateway" Tower (20 Stories)
Retail, Office, and Residential with Embedded Parking
RS1: Residential: Single Family Detached
- Buildings should be 2 to 3 stories in height
- Single-family buildings should have a 10 to 20 foot semi-private edge
- Buildings shall have a front porch to promote pedestrian interaction
- Parking should be located to the rear of the building by means of garage or surface parking
- Auto access to parking should be from a residential lane located to the rear of the property

RS2: Residential: Townhouse
- Buildings should be 2 to 3 stories in height
- Townhouse buildings should have a 8 to 12 foot semi-private edge
- Buildings shall have a front porch or portico
- Buildings shall be sited as to form a continuous building edge
- Parking shall be located to the rear of the building by means of garage or surface parking
- Auto access to parking should be from a residential lane located to the rear of the property
RS3: Residential: Multifamily, Midrise with Surface Parking

- Buildings should be 2 to 4 stories in height
- Multifamily residential buildings will be either blocks or courtyards
- Multifamily residential buildings should have a 10 to 20 foot semi-public edge
- Buildings should have a common entrance fronting on the primary street
- Buildings shall be sited so as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies should be provided for each unit
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through the front of building

RS3 Type: Multifamily Residential (2 to 4 Stories) Surface Parking
RS4: Residential Multifamily, Midrise with Ground Floor Parking

- Buildings should be 2 to 4 stories in height
- Multifamily residential buildings will be either blocks or courtyards
- Multifamily residential buildings should have a 10 to 15 foot semi-public edge
- Buildings should have a common entrance fronting on the primary street
- Buildings shall be sited so as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies should be provided for each unit
- Parking shall be located below the first “living” floor of the building

**RS4** Type: Multifamily Residential (2 to 4 Stories) Ground Floor Parking
RT1: Retail One-Story

- Retail buildings should be one-story in height
- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Transom windows, which improve interior lighting conditions, should be used
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through the front of building
RT2: Retail Two-story

- Retail buildings should be two-stories in height
- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Transom windows, which improve interior lighting conditions, should be used
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Outdoor displays and cafes are encouraged
- Awnings are appropriate locations for signage
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through the front of building
O1: Office

General

- Buildings will be either blocks or courtyards
- Buildings may be sited at the sidewalk edge
- Internal, upper level uses should have a common entrance fronting on the primary street
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Buildings can range from 3 to 6 stories in height, although the opportunity for a taller building exists in Subarea 5

Ground Level

- Facade and window treatment must wrap around all building corners to promote pedestrian activity
- Corner entrances can be rounded or incorporate architectural features like towers and awnings
- Mid-block entrances should be incorporated into the window rhythm
- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot
- Auto access to parking can be from the rear of the building or from the auto entrance through front of building
- Buildings should have a semi-public edge or planter
Vision Plan

City of Overland Park

Fall 2007

P1: Municipal Parking Structure with Ground Floor Retail

General

- Buildings will be 4 to 6 stories in height
- Buildings will be blocks or portions of blocks
- Buildings should be sited at the sidewalk edge
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Facades must emulate a residential or commercial facade

Ground Level

- Retail window treatment must wrap around all street corners to promote pedestrian activity
- Facility should have retail or office uses along the primary pedestrian sidewalk edge
- Windows must be large with enticing displays
- Display windows should be internally lit at night
- Transom windows, which improve interior lighting conditions, should be used
- Mid-block retail entrances should be incorporated into the window rhythm

- Signs must be visible to both pedestrians and motorists, however, signs must not overwhelm pedestrians
- Auto entrances should be one-bay wide
- Auto entrances should be equipped with pedestrian alert signals

![Diagram of P1: Type: Mixed-Use Parking Facility (4-6 Stories)]
C1: Civic
Civic buildings, by virtue of their function, are important buildings. Consequently, these buildings should be thought of as signature buildings. As such, they are not subject to design guidelines. Rather, they should undergo special design review.

H1: Hotel
- Buildings will be 3 to 8 stories in height
- Buildings will be blocks or courtyards
- Buildings may be sited at the sidewalk edge or set back as a carriage porch
- Buildings shall be sited as to form a continuous building edge
- Buildings should be designed to clearly articulate a base, middle, and top
- Open space balconies are optional for each room
- Upper levels shall have square or vertical rectangle windows
- Architectural features should be unique and distinctive and should promote the specific hotel location’s “character of place”
- Parking shall be located to the rear of the building and heavily landscaped with a significant green buffer between the building and the lot. Parking may also be located in a separate mixed-use parking facility or under the building
- Auto access to parking can be from the rear of the building or from the auto entrance through the front of building

H1 Type: Hotel (3–8 Stories)
Go to: “Transportation”
TRANSPORTATION
Successful mixed-use developments are busy places where people want to be for a wide variety of reasons. Successful streets collect workers, visitors, tourists, customers, residents, students, and others, along with the institutions, buildings and other meeting places where people may gather and interact.

Successful corridors allow people to move conveniently and inexpensively among many destinations. They are also places where people feel safe and comfortable when walking about. Where walking is enhanced, more pedestrians will allow retail and other functions to operate with higher levels of success.

In concert with the pedestrian enhancement plan for the Corridor, transit will play a key role creating and maintaining the new walking character of Overland Park. Visitors, workers and residents moving between the various new entertainment venues, retail attractions, housing, and jobs will all serve to help Overland Park to become one of the most exciting pedestrian and transit connected corridors in America.

Numerous “multi-modal” transit alternatives are included in the plan to offer a series of alternatives to the current dominance of auto travel. By increasing the building intensity, increasing the emphasis on improvements to the pedestrian realm, and by adding three additional modes of transit with numerous connections between modes, the city can retain its social, physical and economic wealth.

The transit plan is therefore a plan for the movement of people to, from and along the Metcalf Corridor. The plan takes a holistic approach to all of these movements. It includes new parking access and capacity, signing, a pedestrian way-finding sign system, improved sidewalks, crosswalks, street furniture, an enhancement of the existing bus service, the introduction of a Bus Rapid Transit (BRT) system, additional bicycle lanes, and a computerized on-demand transit system.

Enticing people to become transit users after years of auto dependence has popularized a concept called “Park Once.” Visitors and those working or living along the Corridor and its adjacent neighborhoods who arrive by automobile will learn that they can literally park once and never have to use the car again until they leave.

The primary mobility goal should be to enable movement easily and conveniently within and to Metcalf Avenue without fostering dependence upon private automobiles. The realization of this relies upon a multi-faceted approach to several movements of people. The BRT will provide rapid mobility along Metcalf Avenue; feeder buses will connect outlying neighborhoods and activity generators. However, the city must accommodate people who arrive in automobiles in a way that does not overwhelm the streets with traffic. This is addressed in the “Park Once” plan. Strategically located parking decks connected to the transit system permits people to “Park Once” within a node or along the Corridor. People living within walking distance of any transit stop will not need a car to travel along the Metcalf Corridor at all. The plan provides for transit stops within walking distance of almost all office and residential units in each node.

For transit to be conveniently and confidently used by the greatest number of people, the system must be kept simple and legible. The design of all components must consider pedestrian safety and comfort in addition to enhancing the surrounding environment. Network structure and maps must be comprehensible and graphically interesting to make the system easy to use. Shelters must be strategically located in close proximity to most activity generators and residences. Shelters can be individualized to identify districts. Improved street furniture will enhance pedestrian amenities and comfort.

Specially designed intersection improvements will act as traffic calming devices at transit stops. While suggested at all stops, enhanced intersections that incorporate a system of crosswalks and signals, are required at major intersections, and transit stops in subareas 3 and 4. Furthermore, a pedestrian bridge may be required at the transit stop in subarea 5. The system is made more accessible through a way-finding system that indicates parking deck occupancy status and transit stops. This system will make the transition between the car/parking deck and the pedestrian realm more pleasant and interesting.

For public transportation to serve the largest number of people it must accommodate a wide range of goals and objectives. While certain goals and objectives may complement each other, compromises should be mindful of the prevailing redevelopment goals of making Metcalf Avenue a more pedestrian-friendly place.

The layout of the network, the location of stops, the type of vehicle, operating hours, and timing of vehicles are all critical to fulfilling the operation objectives. One of the most important and fundamental design standards for the layout of each phase is the five minute walking radius. For transit to be really effective, it must provide access to all locations along the Corridor, while spacing the stops to balance speed and walking distance to each stop. Stops must be close enough to bring most of the Metcalf Corridor within a five minute walk of a station, while not losing the rapidity of Bus Rapid Transit.
Street Network

In its purest form, the ideal street grid is 300 feet by 300 feet. This grid type promotes the free flow of traffic and is composed of pedestrian-friendly “walkable” blocks. The proposed street grid for each node within the Metcalf Corridor is based on this ideal grid type and represented at a corridor-wide scale below. While the street network accommodates vehicles, the intention of the plan is to create a balance between all modes of transportation. A multimodal mobility network is a critical component of this plan. The proposed street grid is also flexible enough to accommodate the following considerations:

1. Existing Streets and Buildings
An important objective of the conceptual development plan is the recognition of the existing built environment within the nodes. The grid was constructed to create developable blocks that can each be developed independently of the entire node. This will allow the nodes to grow in a market-oriented fashion as demand arises for the various building types, without dictating phasing of individual properties. The image on the next page shows one portion of the proposed street grid which identifies how the proposed network of streets and development blocks relates to existing buildings. The plan is configured to maximize each property’s development potential while providing needed streets and access points to create a pedestrian-friendly and transit-oriented node.

2. Existing Property Line Location
To the extent possible, the street grids were either laid out using existing property lines as the center lines of the streets, thereby using the minimum amount of each property. Alternatively, some streets were located on one side of a property line on a single parcel. While some blocks contain more than one parcel, the block could be developed as individual buildings by individual property owners or aggregated into larger developable blocks. In either case, the development regulations that will be set out in the form-based code would assure a high quality of development and uniform urban design.

3. Environmental and Historic Conditions
In every node, environmental constraints were taken into consideration. The long term vision strives to preserve flood plains as undeveloped areas and recommends the use of stormwater best management practices and the restoration of several streams. These restored natural areas will serve as a local amenity for current and future neighborhoods. In addition, greenways and open space are proposed as arms to the existing greenway plan for Overland Park. Finally, the landmark buildings within the Corridor are preserved and honored by encouraging development around them that respects the existing size and character.
4. Multimodal Transportation
The Vision Metcalf Plan requires various modes of transportation to effectively plan for a healthy and sustainable future. To facilitate the movement of all these modes, a network and hierarchy of streets is required. The larger streets and boulevards will accommodate the largest flow of traffic, as well as, the proposed Bus Rapid Transit (BRT). While these streets will have pedestrian access, the smaller streets will create a more balanced mix of vehicle, cycle, and pedestrian traffic.

5. Pedestrian Access to Transit
As a basic design rule: the smaller the grid of streets, the more fun and interesting it is to walk. The smaller the grid the more corners are experienced and the more ways a pedestrian may vary their daily walk. The smaller grid therefore makes the walk to transit easier, more variable, and engaging. The 300 feet by 300 feet block balances the desire for pedestrian interest with the need for development friendly blocks. The short blocks will encourage local residents to walk to the BRT stations along Metcalf Avenue.

6. Traffic Efficiency
The design of the street network will make Metcalf Avenue operate more efficiently by optimizing the turning movements at key intersections. The grid will also relieve Metcalf Avenue of local traffic, by spreading traffic along the new parallel streets and allowing through traffic to continue on Metcalf Avenue.

7. New Parking Configurations
The implementation of the grid of street may depend on finding alternative locations for parking. All the focus areas have, at minimum, one proposed joint-use municipal parking facility. These facilities will provide for the parking that was currently provided in surface parking lots throughout the node. This will free up surface parking lots for redevelopment or the integration of stormwater best management practices with no loss to current business.

The street networks presented throughout the Vision Plan acknowledge the existing built environment and respect property lines. This exploded axonometric diagram of Subarea 4 illustrates the process by which proposed streets and buildings are integrated into an already developed environment. Wherever possible, new streets are proposed to be located on existing property lines, although the alignment could fall onto a single lot. The plan seeks to maximize development potential while providing the necessary access.
Vision Plan

The Metcalf Vision Plan recommends the implementation of a Bus Rapid Transit (BRT) system as the central transit component in a comprehensive transportation plan. In short, BRT is an integrated system of facilities, services, and amenities that is designed to improve the speed, reliability, and identity of bus transit.

Bus Rapid Transit (BRT) was identified in both the public visioning process and the technical charrettes as an important feature for the future of the Corridor. The Vision Plan recommends a median arterial bus way. This type of BRT is composed of bus lanes that are physically separated from vehicular traffic and located in the center of wide two-way streets. The physical separation of BRT from other arterial traffic eliminates the passenger loading, curb access, and right turn problems associated with bus lanes located near the curb.

Research and current operations show that median BRT is a workable solution for the Corridor that provides advantages over on-street systems. Advantages include better travel time due to separation from existing traffic lanes, ability to designate a targeted route and pedestrian advantages due to the center platform configuration. The BRT is shown as a center lane system with mid-block covered platforms that provides convenient access to either side of Metcalf Avenue. The mid-block signals are timed with the intersection and self-actuated pedestrian crossing signals.

The operation of the BRT minimally affects the operations of the Corridor traffic. This is due to the BRT using the same movement as the through traffic. The BRT would wait through the left turns and side street traffic, but once moving would not be impacted by the congestion of the existing traffic as would a standard transit bus moving in traffic with near side stops. This plan is also feasible if it is determined that BRT stops need to be located at intersections instead of the recommended mid-block locations. Some intersection stops, however, might require additional widening.

The two maps (shown on this page and the next) help illustrate the transit recommendations made in this report. The red line on the Mass Transit map below represents the preferred alignment of a dedicated corridor-wide BRT system down the middle of Metcalf Avenue. The red dashed lines indicate areas for potential expansion of the transit system. The opportunities include expanding service east on Johnson Drive to complement nearby redevelopment, as well as, extensions to the north and south of the Corridor.

Recommended locations for primary or priority transit stations are indicated with T's below. The placement of these stops was carefully considered in conjunction with the development of neighborhood nodes. Each subarea contains at least one priority stop. Secondary stops are depicted and intended
to represent a supporting set of stations that complement travel through the Corridor. This dual set of stations allows for a great level of flexibility in transit scheduling and service. One-quarter and one-half mile pedestrian sheds (5 minute and 10 minute walk respectfully) are shown around each transit stop to demonstrate the area that is easily serviced by each station.

The Connections map (below) highlights some features of the transportation vision designed to improve the regional connectivity of the Corridor. Supporting feeder bus lines are represented in blue and suggest important east-west thoroughfares that need to tie into the BRT. The black dashed line represents the recommended route for a circulator shuttle system that links important destinations, such as the Overland Park Convention Center and the Sprint Campus, that are not directly serviced by the transit system.

Additionally, important regional highways, I-435 and I-35, are highlighted due to the possibility of establishing significant connections to proposed transportation projects being discussed at both the county and regional level. A BRT station is proposed for the northern tip of the study area to interact with a regional BRT system that would run on I-35.

It must be noted that extending the BRT under I-435 would require extensive reconstruction to the I-435 bridge. While the infrastructure improvement needs of this bridge are still being determined, this plan recommends eventually replacing this segment with a smart bridge interchange. A redesigned smart bridge allows the Metcalf Avenue BRT to pass underneath while also providing the opportunity for regional buses to pick-up or drop-off passengers traveling to the Corridor, greatly enhancing the regional connectivity of the study area.

Rendering of a center-loading BRT station. Pedestrians utilize crosswalk to access station and canopy protects passengers from the elements.
BICYCLE NETWORK

Bicycling is an important mode of transportation that many times is overlooked between provisions for cars and pedestrians. While cyclists are a part of vehicular traffic, certain requirements must be met in order to ensure their safety and encourage proper cyclist behavior (i.e. staying off sidewalks).

The Bicycle Circulation Plan must be designed to encourage cycling on-street, in striped lanes, or on designated paths. Cycling must be a safe fast journey to and from retail shops, offices, transit stations, institutional and civic places, adjacent neighborhoods, and parks. In order to become a sustainable urban neighborhood, Overland Park must put an even greater reliance on people cycling as a true alternative mode of transportation.

Bicycling is dependent on the adequacy of lane width, quality, and, above all, safety. The cyclist must feel comfortable on the roadway. Providing designated lanes allows the cyclist to easily and safely integrate themselves into traffic. There must be a continuity of the bicycle-friendly environment including bicycle lanes on major roads, slow traffic on residential non-striped roads, adequate bicycle parking at all destinations and proper enforcement of traffic safety rules for both driver and cyclist.

The Bicycle Circulation Plan, illustrated below, is a continuous network of paths, striped bicycle lanes, residential streets and easily accessible and usable parking facilities designed to provide a positive cycling experience. These plans for the bicycle network have been integrated with both the adopted 2006 Bike Route Plan and the Greenway Linkages Plan for Overland Park in order to create seamless bicycle connections to, from, and along the Metcalf Corridor. Only existing and adopted bike routes that are immediately relevant to the Corridor are included on the map below.

Three new routes are illustrated in the graphic below. Bike routes are proposed on Metcalf Avenue from 83rd Street on south. From 83rd to 87th Streets, right-of-way (ROW) constraints make a single bidirectional path on the east side of Metcalf Avenue a logical connection. When right-of-way concerns diminish at 87th Street, separate north and south bike paths are recommended along Metcalf Avenue. A supporting system of on-street routes are represented by the dashed line and enhance connectivity through the nodes for cyclists.

The recommended bicycle circulation elements are as follows:

1. Bicycle lanes shall be striped on all designated internal node bicycle streets.
2. Bicycle lanes must be a minimum of 4 feet-wide when no on-street parking is provided and a minimum of 5 feet wide with on-street parking.
3. Multi-use paths: A multi-use recreation path shall be provided along one side of Metcalf Avenue from the intersection of Floyd Street and Metcalf Avenue to 87th Street. The path will be a minimum 10-foot width and its location will be dependent on available ROW.
4. Bicycle parking for office and residential buildings is recommended for all new construction. Furthermore, office buildings are encourage to provide facilities such as showers and changing areas for employees who bike to work.
Bicycle linkages as depicted in the Overland Park Greenway Linkages Plan and Guidelines
Pedestrian Network

Pedestrian are the life blood of Overland Park

The pedestrian realm is made up of the spaces used by the people walking in the City. Since at least a part of every journey is accomplished in the pedestrian realm, improving the pedestrian realm benefits everyone in the city.

The pedestrian realm includes all of the sidewalks, and it also includes bridges, stairs, and ramps used by the public, crosswalks, parks, multi-use paths, and plazas. At every location, the pedestrian realm is where the slow speed of walkers affords a more intimate sensation of the city than is possible from a vehicle.

Because pedestrians move more slowly than vehicles, and actually touch objects as they walk, every aspect of the pedestrian space impacts the pedestrian impression of the Metcalf Corridor. The building wall, or lack thereof, activity edge (cafes), signing, street furniture, street trees, parkway, tree wells, planters, lighting standards, the curb edge and parallel parking all have an influence on the quality of the pedestrian realm.

Careful design and maintenance of the pedestrian realm is therefore critically important to the enhancement of the Metcalf Corridor. The pedestrian realm must be continuous, accessible to all, safe and pleasant. Pedestrians should be able to move easily and safely across streets, along Metcalf Avenue and across parks and plazas. Positive experiences generate positive feelings about Metcalf Avenue, while negative experiences and impressions may discourage people from spending time in the Metcalf Corridor. An important goal for the Metcalf Corridor is to design and maintain the most positive walking experiences for all times of the day and for all seasons of the year.

Specific design features create the opportunities for a positive pedestrian realm. The width of walkways, for example, must be wide enough to accommodate the number of pedestrians, but not too wide as this may create a vacant feeling. For pedestrians to feel comfortable to move about freely, they must also be able to cross streets without long distances to walk. The original one mile grid of the City of Overland Park is too large for the pedestrian and has been subdivided into many smaller developments that have not maintained a grid structure. These developments, both commercial and residential, pose a barrier to pedestrian connectivity within the Metcalf Corridor, which this plan attempts to rectify.
The American Association of State Highway and Transportation Officials (AASHTO), has noted the importance of pedestrians to a downtown or retail area. In AASHTO’s *A Policy on Geometric Design of Highways and Streets* (the “Green Book”), it is stated that: “…it is often extremely difficult to make adequate provisions for pedestrians. Yet this must be done, because pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians.”

It is noteworthy that AASHTO, an organization not created to focus on pedestrians, acknowledges this difficulty of making “adequate provisions” for pedestrians, because making adequate provisions for any of the users of the street often requires design trade-offs. More and wider traffic lanes within the fixed right-of-ways of the existing streets will mean less available width for sidewalks, street trees, and street furniture such as benches and transit stop rest areas.

Likewise, adding wider sidewalks, tree planting areas (urban parkways) and boulevards within the same fixed right-of-ways of the existing streets can also compromise the capacity of the street for motorists. The Metcalf Corridor, however, has the advantage of a large right-of-way along much of Metcalf Avenue. Much of Metcalf Avenue through the southern portion of the study area is wide enough to provide new pedestrian amenities and sidewalks without compromising automobile capacity.

All city streets attempt to balance pedestrian needs with vehicular movements. Where this balance tips in favor of pedestrian is where great streets are found and postcard vistas are created. Further, a paradox of many great urban shopping and walking streets is that they are congested. One sure sign of a successful business is people waiting on the sidewalk to get in. A district in the city is most successful when it is filled with people.

As additional transit options, such as the BRT, are implemented along the Metcalf Corridor, and the “Park Once” concept goes into effect, more pedestrians may be anticipated and the need for pedestrian accommodations will grow. A very positive pedestrian realm will be critical to the heart of each node.

Toward the overall goal of improving the pedestrian realm, all of the streets in the Corridor will undergo some form of modification and enhancement. These improvements will include tree plantings, adding benches and drinking fountains, lighting changes, widening sidewalks and intersections, and the installation of transit.

From the pedestrian perspective alone, the most important elements in the streetscape (such as trees and sidewalks) serve little or no function for vehicles moving goods and people along the same street; the converse is also true. Therefore, even when innocuous elements of the street are planned and installed, the overall effects must be measured and coordinated with the other competing needs of the street.

Allan Jacobs’ 1993 book *Great Streets* notes several times that there are many immeasurable qualities and attributes of a “great street,” but that “every fine street…invites walking.” There can be little disagreement with this same standard for fine streets within the Metcalf Corridor; they too, should “invite” walking.

It is especially important to keep in mind that when walking is not perceived as safe, accessible, convenient and comfortable, walking is not selected as the mode of travel by those who have a choice. Therefore, the guiding principles for the ongoing upkeep, maintenance, and enhancement of Overland Park’s streetscape shall be the triad of safe, accessible, convenient and comfortable walking routes.

**Quality of the Existing Pedestrian Realm**

Analysis of the Metcalf Corridor pedestrian realm was determined through in-field evaluation, the VPSTM results and the synthesis of the maps produced during the public Vision Translation Workshops. The workshop indicated the discontinuity of the pedestrian realm between major activity generators. Connectivity between the different nodes and from existing neighborhoods to the node centers and proposed BRT stations was found to be in need of improvement. Pedestrian access between the nodes along Metcalf Avenue has been proposed as part of the Transitional Streetscaping Plan. With the nodes, a tight network of pedestrian streetscape improvements are recommended, but new sidewalks and basic streetscaping is also recommended for areas outside the nodes to increase pedestrian access throughout Overland Park.
Go to: “Streets”
2.9 Streets Vision

Streets: The Most Prevalent and Important Public Spaces

Fixed routes of human travel have served as corridors for commerce and places for human interaction from the earliest trails and foot paths. In recent centuries these functions, and others, have been principally provided by streets.

In order to properly design the streets of Overland Park’s future, the function of each street must first be discerned and understood. Additionally, the entire aspect of each of the city’s streets must be defined and fathomed. This second point is important for both the streets and the overall urban setting because streets are much more than the space between the curbs where vehicles travel.

The space of a well-defined street has at times been accurately termed an “outdoor room” that is defined by the building walls and other vertical elements along each side of the street. The streets of the City of Overland Park form such rooms to varying degrees at various locations throughout the city today. For simplicity’s sake, these outdoor rooms will be referred to as “streetscapes” in this document.

The immediate and long-term enhancement of the Metcalf Corridor demands a reexamination of each of the Corridor’s streets and all of the elements of each streetscape. Good street design is a worthy goal, because the city’s streets form the most prevalent and important of all public spaces in the city. The best streets will become widely known as special places for people of mixed ages and backgrounds to gather, shop, recreate and simply be found. Such streets will easily become one of the great urban experiences, attracting visitors, residents and others to Overland Park.

While each of the city's streets serve as multi-function corridors, this section of the Corridor Plan is focused on those aspects of the streets that serve to facilitate the movement and interaction of vehicles, pedestrians, and bicycles. Street and crosswalk typologies can be found in this section, along with recommendations for streetscape amenities for each node.
Street Typologies

The new and existing streets exhibit a hierarchical interconnected network. The range of street typology corresponds with the function and form of the street. There are several broad street categories: Metcalf, Neighborhood, Commercial, Frontage, and Boulevard. Each street type contains unique streetscaping recommendations.

Each of the types within the network shall be buffered with landscaping and context-sensitive streetlights to enhance pedestrian circulation, as per the requirements of the Pedestrian Network Section. On-street parking is recommended on all streets except where specifically prohibited.

In order to maximize the pedestrian experience, provide opportunities for safe walkways, outdoor dining that may provide the development a distinct appearance and image. All the streets shall be extensively landscaped with street trees, appropriate streetlights and distinctive paving textures. The street system with the building wall along street frontages is designed to provide a sense of enclosure, to enhance the district character, and visually terminate at desired locations.

The form and character of each street type is recommended with the understanding that the final alignment may vary based on the final determinations of the city and city engineers. For all these street types, the redevelopers will be responsible for the improvements from the curb inward.

The collection of street sections included in this section is intended to serve as a reference. Later in this document, street type recommendations will be made for each node. Readers can refer to this section in order to view a visual representation of a particular street type. For convenience, a quick reference table has been included within each Corridor Subarea section of the document. These tables provide the reader with a snapshot of street types that include: movement type, number of travel lanes, number of parking lanes, curb radius, vehicular design speed, pedestrian crossing time, sidewalk width, planting area width, planter types, lighting systems and tree species.
Metcalf Considerations

Metcalf Avenue is the most important street in the Corridor. The character of Metcalf Avenue is dynamic, transforming in dimension and function depending on the character of the subarea. Integral to Metcalf Avenue is the Bus Rapid Transit (BRT) system that efficiently connects Subarea 1 in the north to Subarea 5 in the south. This BRT is designed with a dedicated travel lane(s) to ensure its efficiency. This street is also the primary vehicular connection throughout the Corridor so careful considerations have been made to balance the needs for traffic flow, and BRT while integrating pedestrian and alternative means of circulation along its periphery. Along the entire length landscaping and open space has been used to buffer the vehicle traffic from alternative means of transportation. No on-street parking is provided on Metcalf Avenue.

This Corridor Map illustrates what the Vision Plan means to the future of Metcalf Avenue itself. Two types of median stops are proposed for the BRT system: center-loading (S1) and side-loading (S2). Each of these station types are depicted in both section and plan view on the next page. Center-loading stops can be accommodated within a narrower roadway and are recommended for the northern portion of the study area where right-of-way widths are more constrained than other places in the Corridor. Alternatively, side-loading stops are recommended in Subareas 3, 4, and 5 where major developments are proposed and right-of-way widths are more generous.

Metcalf Avenue itself is color coded to indicate how the character of the street changes at various points along the Corridor according to the objectives of the Vision Plan. Right-of-way widths are listed and keyed to a set of section codes (M1, M2, etc.). These varying Metcalf sections depict recommended layout and alignment of traffic and BRT lanes. Generally, M1 and M2 (shown in gold below) are depicted in subareas 1 and 2 and represent a single lane BRT. M5 and M6 detail a two lane BRT system that is recommended in subareas 3, 4 and 5 where a larger Metcalf ROW exists. The M3 type is included to depict a potential transition area between areas of Metcalf with two traffic lanes and areas with three lanes. Detailed section views are included in this report and presented on the next pages. An area along Metcalf Avenue, from Shawnee Mission Parkway to West 87th Street, has been identified for further study because implementing a single-lane BRT system here would require additional right-of-way acquisition.

Shawnee Mission Parkway to W. 87th Street: This portion of Metcalf Avenue has been identified as an area of study for potential ROW acquisition. Certain sections of Metcalf Avenue in Subareas 1 and 2 may need to be widened to implement a Bus Rapid Transit System.
Vision Plan

A. Nelessen Associates, INC

VISION PLAN

STREETS
Neighborhood Streets

Neighborhood Streets provide narrower roadways that balance the needs of pedestrians and vehicles. The typology provides one driving lane in each direction with a row of parallel parking on each street edge. The parked cars will form a protective barrier from the street which will create a safe and inviting pedestrian environment along the sidewalk. Streets are designed with the bicycle and pedestrian in mind. Traffic speeds will be slow enough to provide a safe atmosphere for on-street bicycling. On designated streets, a separate bicycle lane will be striped as part of the larger bicycle network system. The street edges should be tree-lined with a semi-public edge and residential frontage.
**Commercial Streets**

Commercial streets are similar to Neighborhood streets in that they provide one driving lane in each direction and parallel parking along the street edge. The Commercial streets will have wider sidewalks and more streetscape amenities lining the sidewalk edge, including benches, trash receptacles, sidewalk cafes, and store displays. Retail frontage with large windows and varying bays should line the sidewalks.

**Arterial Crossroads**

*(Opposite page)*

This street type is used to facilitate the direct traffic through identified centers. The Arterial Crossroads typically have two lanes of traffic with an additional turn lane introduced at major intersections, with striped bike lanes provided on both sides of the roadway. This street typically has a planted strip to separate the pedestrian realm from the roadway. This street type provides no on-street parking.
Boulevard

A boulevard is a major street with a tree or plant-lined center divider. Boulevards provide an extra layer of landscaping which transforms busy streets into a more balanced environment between the pedestrian realm and the vehicular realm. They encourage pedestrianism by disguising the width of the street. The typical boulevard has two lanes of traffic in each direction and widens as needed to accommodate turning lanes at intersections with striped bike lanes along the outer edge. There are three different parking conditions on this street type. The first offers two lanes of travel with no parking; the second offers parallel parking that acts as a buffer between vehicular movement and the pedestrian realm. The last is Head-In parking that provides the greatest buffer between the vehicles and the pedestrians.
99

Vision Plan

City of Overland Park

Fall 2007

Streets

Tree-Lined Boulevard With Bike Lane [88:64] Section

95th at Metcalf Avenue [104:74] Section
94) 95th at Nall & Antioch [98:68] Section

95) Boulevard with Head-In Parking [104:74] Section
The Metcalf Vision Plan is designed with a Frontage Road along Metcalf Avenue in Subarea 4 as an easy on/off entry and exit into either side of the node. The frontage road provides for easier traffic movement through the node, because it allows for north-south movement within the node without having to access Metcalf Avenue. The frontage street has on-street parking along the building edge and a green buffer between its carriageway edge and Metcalf Avenue. The frontage street will have several turning points on and off of Metcalf Avenue allowing a manageable flow of traffic.
Streetscape Elements

The Positive Pedestrian Realm

The pedestrian realm is a three and four-dimensional experience. The first two dimensions of the pedestrian realm are depicted on engineering drawings and consist of the width and length of the ground plane. The third dimension of the pedestrian realm contains the vertical elements: building wall or building activity edge, building signing, the street furniture, street trees, parkway, trees, tree wells, planters, lights, and the curb edge to the street which may or may not have parking. The fourth dimension is the experiential aspect gained from moving along the sidewalk over time.

A positive pedestrian realm should have the following characteristics:

1. Sidewalks sufficiently wide to accommodate the projected pedestrian flow. Width for commercial edges should range between 10 to 20 feet, depending on existing conditions and right-of-way.

2. Sidewalks in good repair and easy to walk on. They should be relatively smooth with no heaving, large cracks or very rough textures.

3. Sidewalks of interesting texture and color. Because pedestrians are close to and look at what they are walking on, the visual quality of ground surface becomes an important design feature. Pedestrians appreciate texture but also want it to be easy and safe to walk on. Texture does not necessarily mean brick. Texture can be created by scored concrete, changes in materials and shadowing. The more color the city can introduce to the sidewalks the more positive it will be perceived.

4. ADA accessible street corner ramps.

5. Sidewalks are carried across the street through well-defined pedestrian crosswalks. Material changes can act as traffic calming devices.

6. Street crossings are safe and comfortable.

7. The building edges are interesting and engaging:
   a. Retail edges have interesting display windows, outdoor displays or cafes;
   b. Office edges are setback slightly with plantings;
   c. Residential edges have a defined semi-public edge (low fence and landscaping), ground floors are raised above grade;
   d. Civic/Institutional edges have engaging architectural facades and may be set behind landscaped plazas.

8. Lighting poles and illumination are well designed, attractive at the base and provide adequate lighting of the pedestrian realm. The fixtures should be used as a single lower pole height on the smaller streets and with higher pole heights on the wider streets.

9. Street trees of proper type, height, foliage, trunk sizes, planting location along retail, office, residential, civic and institutional streets.

10. Street furniture can be a compelling feature of the street. Street furniture includes benches, planters, trash containers, and street art. The design location and grouping of these elements is dependent on the function, size, building type and edge activities. In front of retail and office uses, the pedestrian realm should have benches, planters, trash receptacles, kiosks, bus shelters, banner poles, and street art. Residential edges typically have no street furniture except transit shelter. Civic/Institutional edges have planters, street art, fountains, benches, trash receptacles, banner poles, and transit shelters.

11. The curb edge should buffer the pedestrian from traffic. Parallel or head-in parking should be present when possible. Where parking cannot be provided, bollards, street trees, or other decorative features can be used.

Guide to Streetscape Elements

The Guide to Streetscape Elements (found on the next three pages) indicates the six types of streets found in the Corridor. Several streetscape elements have been listed in alphabetical order down the side, ranging from Awnings to Wayfinding. Specific design and manufacturers should be determined for each of the elements. Design standards and coordination must occur to insure that all of these elements complement each other and enhance the character of the street. Variation within a design theme is highly recommended for the various streets to reinforce the identity of the subareas and nodes. Streetscape elements must be selected and design specifications prepared for each of the street elements.

Street Furniture

Street furniture includes benches, planters, trash containers, street art, etc. The following are a series of photographs of potential street furniture choices.

Proposed Sidewalks

Four ideal sidewalk conditions should guide future development. They provide a range of sidewalk widths, tree planting locations, and building edges based on the adjacent uses. Actual configurations will depend on street rights-of-way, parking, transit, etc. These prototypes are categorized by street type where they will appear most frequently: neighborhood, commercial, Metcalf Avenue, and special cases, such as 95th Street or College Boulevard. Each sidewalk is connected with its respective street type, illustrated in the Street Sections that follow.
Public Street Art

Public art should add beauty and interest to a significant place, such as plazas, parks or significant visual terminations. These may include fountains, seating, plantings, or plaza space as part of the design. Public art, banners, flags, and sculpture add delight and interest to the street, as well as acting as landmarks.

Banners add a sense of identity, festivity, legibility and color to the street. Most of the banners along Metcalf Avenue could be attached to the light poles. Most of the banners could have greater effect if they were larger, thereby contributing a more pronounced cadence to the street.

Banners add a sense of identity, festivity, legibility and color to the street. Most of the banners along Metcalf Avenue could be attached to the light poles. Most of the banners could have greater effect if they were larger, thereby contributing a more pronounced cadence to the street.

The plan recommends that public art be included in all the recommended new parks and plazas.

Guide to Streetscape Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>Vocabulary</th>
<th>Neighborhood Street</th>
<th>Commercial Streets</th>
<th>Boulevards</th>
<th>Metcalf</th>
<th>Circulator/Frontage</th>
<th>Arterial Greenway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Awnings</td>
<td></td>
<td>Not encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Banners</td>
<td></td>
<td>Not encouraged</td>
<td>Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Benches</td>
<td></td>
<td>Not encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Bicycle Racks</td>
<td></td>
<td>Not encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Decorative Fountains</td>
<td></td>
<td>Not encouraged</td>
<td>Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Kiosks</td>
<td></td>
<td>Not encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
</tbody>
</table>

Flags topping buildings provide a touch of color to the skyline. A sense of community is communicated through flag poles, flying banners or flags. This can create a type of corporate pageantry. The city may want to revise its guidelines and allow businesses more flexibility to display banners and flags at various times of the year.

Public art can be both permanent and temporary. Art can help define and enhance the physical space and provide additional color and movement. Street art can also be as functional as a bench.
Vision Plan

A. Nelessen Associates, INC

I

Planning

I

Urban Design

Element Vocabulary

Neighborhood Street Commercial Streets Boulevards Metcalf Circulation/Frontage Arterial Crossroad

News Stands

Not encouraged Strongly Encouraged Encouraged Encouraged Encouraged

Planters

Not encouraged Strongly Encouraged Strongly Encouraged Strongly Encouraged Encouraged

Public Art

Not encouraged Encouraged Encouraged Strongly Encouraged Encouraged

Sidewalk Cafes

Not encouraged Strongly Encouraged Strongly Encouraged Strongly Encouraged Encouraged

Sidewalk Displays

Not encouraged Strongly Encouraged Strongly Encouraged Strongly Encouraged Encouraged

Special Pavement Treatments

Not encouraged Strongly Encouraged Encouraged Strongly Encouraged Encouraged

Guide to Streetscape Elements continued

Lighting the Pedestrian Realm

The pedestrian realm must be well lighted to provide both functional characteristics of good visibility and safety. Lighting must be designed to provide elements of delight and interest. As some of the nodes become more of a 24-hour a day place, its reliance on artificial light will be critical to the functioning of these nodes. Lighting for the pedestrian realm includes street lighting, pedestrian accent lighting, and seasonal lighting. All must be coordinated to achieve the desired effect.

The Metcalf Corridor plan has several recommendations for future lighting:

1. Lights should articulate the character and use of different street types. A more substantial base and pole with multiple fixtures is recommended.
2. Variation in pole types, base designs and fixture sizes should be controlled. Too frequently, function overwhelms design decisions; the two can be compatible.
3. Light poles should be placed in straight lines with regular spacing.
4. Lights contribute to the organization of other streetscape elements such as trees, benches, and paving. Engineering and illumination standards should be choreographed to complement other streetscape elements in the Corridor. For example, consideration should be given to providing space for car door swings and minimizing glare into nearby windows. The most substantial lights should be used on the boulevards and along Metcalf Avenue; the extra street width requires a proportionally larger light.

Special effect lighting is highly recommended for streets where high pedestrian activity is expected. Special effects may include string lighting in trees or uplighting from the tree grates, key lighting for building facades and details, lighting for building tops, architecturally detailed corners and roof flag poles, and special seasonal lighting. Special emphasis should be placed on lighting along Metcalf Avenue and the BRT.
<table>
<thead>
<tr>
<th>Element</th>
<th>Vocabulary</th>
<th>Neighborhood Streets</th>
<th>Commercial Streets</th>
<th>Boulevards</th>
<th>Metcalf Avenue</th>
<th>Circulator/Frontage</th>
<th>Arterial Crossroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Artists</td>
<td></td>
<td>Not Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
<td>Encouraged</td>
</tr>
<tr>
<td>Streetlights</td>
<td></td>
<td>Yes, Pedestrian Scale no more than 15 feet in height</td>
<td>Yes, building uplighting, storefront lighting after hours</td>
<td>Yes, building and tree uplighting, storefront lighting after hours</td>
<td>Yes, Special “Metcalf” light pole, building uplighting, storefront lighting after hours</td>
<td>Yes, building and tree uplighting, storefront lighting after hours</td>
<td>Yes, building and tree uplighting, storefront lighting after hours</td>
</tr>
<tr>
<td>Trash Receptacles</td>
<td></td>
<td>Not Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
<td>Strongly Encouraged</td>
</tr>
<tr>
<td>Trees</td>
<td></td>
<td>Planting Strip</td>
<td>In-ground, brick edge</td>
<td>Planting Strip</td>
<td>In-ground, brick edge</td>
<td>In-ground, brick edge</td>
<td>In-ground, brick edge</td>
</tr>
<tr>
<td>Way Finding</td>
<td></td>
<td>Not Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Strongly Encouraged</td>
<td>Encouraged</td>
<td>Strongly Encouraged</td>
</tr>
</tbody>
</table>

Guide to Streetscape Elements continued
LANDSCAPE
2.10 Landscape Vision

The landscape plan for Vision Metcalf encourages a comprehensive streetscape plan for the entire Corridor including improved access to existing open space systems and the use of native landscapes. This plan integrates these systems with the built environment through an extensive network of street trees, public parks and plazas, and other landscape elements. New landscape features are introduced in each of the nodes, which are in turn linked together by extensive landscape treatments along Metcalf Avenue, both in the nodes and in the transition areas. Signature landscape elements are identified on the corridor-wide green map shown on the following page. These new landscape elements, along with enhancement of existing green spaces, will provide a variety of open space and recreation activities for local residents.
In this simulation, an existing concrete channel (above left) is transformed by incorporating stormwater best management practices to control runoff and improve water quality.

Environmental Constraints

The way we interact with the environment is critical, specifically in watersheds, drainage basins, and flood ways. The natural features studied in the Vision Metcalf Existing Conditions included Drainage and Watershed, Floodplains, Soils, and Geology. The Vision Plan for the Metcalf Corridor considers environmental constraints at the site and regional level. Protection of natural features, such as wetlands or streams, limit redevelopment options in certain areas. Day lighting streams, implementing stormwater best management practices, and naturalizing concrete culverts where possible is a recommendation that would improve the quality of local and regional waterways. The plan recommends that rain gardens and bioswales be appropriately placed and engineered into parking areas, along roadways, and in green spaces in order to decrease runoff rates and reduce discharge into local water bodies. One of the more influential watersheds and flood ways in the Metcalf Corridor, Indian Creek will have a major impact on future plans throughout the Corridor as shown in the map below.
Northern Gateway
Water elements and windmills serve as the northern gateway to the Metcalf corridor. The water feature will consist of a series of ponds and stone waterfalls down the hill to the north in the median.

Cloverleaf Interchange
Landscape improvements to this interchange will minimize the impact of this multi level intersection. New landscape treatments will integrate Shawnee Mission Parkway with the Metcalf Corridor.

Downtown Farmer's Market
Improvements to the existing Farmer's Market include the addition of a second year-round building as well as replacing asphalt pavement with green space and attractive pavers. This new green space will serve as a unique social gathering place for Downtown Overland Park.

Lakeview Park
A large public park is the centerpiece of the entire corridor's green space. This formal park includes a variety of seating with opportunities to relax and enjoy the view of the existing lake. Access to the lake will be enhanced and a water feature on the east side of Metcalf will create a visual connection of water. This new park space will be surrounded by retail shops, restaurants and civic space.

Indian Creek Center
This public park and plaza is connected to the Indian Creek natural area through a series of green areas along neighborhood streets. In this location landscape is integrated into the street grids and will influence the form of proposed buildings.

Southern Gateway
This green space at the Intersection of Metcalf Avenue and Blue Valley Parkway will serve as a gateway to the Corridor. Windmills and a large water feature with a natural aesthetic will be the centerpiece of this area.
Lakeview Park
A large public park is the centerpiece of the entire corridor’s green space. This formal park includes a variety of seating with opportunities to relax and enjoy the view of the existing lake. Access to the lake will be enhanced and a water feature on the east side of Metcalf will create a visual connection of water. This new park space will be surrounded by retail shops, restaurants and civic space.

Northern Gateway
Water elements and windmills serve as the northern gateway to the Metcalf corridor. The water feature will consist of a series of ponds and stone waterfalls down the hill to the north in the median.

Downtown Farmer’s Market
Improvements to the existing Farmer’s Market include the addition of a second year-round building as well as replacing asphalt pavement with green space and attractive pavers. This new green space will serve as a unique social gathering place for Downtown Overland Park.

Cloverleaf Interchange
Landscape improvements to this interchange will minimize the impact of this multi level intersection. New landscape treatments will integrate Shawnee Mission Parkway with the Metcalf Corridor.

Lakeview Park
A large public park is the centerpiece of the entire corridor’s green space. This formal park includes a variety of seating with opportunities to relax and enjoy the view of the existing lake. Access to the lake will be enhanced and a water feature on the east side of Metcalf will create a visual connection of water. This new park space will be surrounded by retail shops, restaurants and civic space.

Northern Gateway
Water elements and windmills serve as the northern gateway to the Metcalf corridor. The water feature will consist of a series of ponds and stone waterfalls down the hill to the north in the median.

Downtown Farmer’s Market
Improvements to the existing Farmer’s Market include the addition of a second year-round building as well as replacing asphalt pavement with green space and attractive pavers. This new green space will serve as a unique social gathering place for Downtown Overland Park.

Cloverleaf Interchange
Landscape improvements to this interchange will minimize the impact of this multi level intersection. New landscape treatments will integrate Shawnee Mission Parkway with the Metcalf Corridor.
Landscape Treatments - Streets

The landscape details for the streetscape greatly impact the character of a street. Lighting, seating, and other elements such as trash receptacles will vary to best fit the scale of the specific location. Street tree and light spacing will vary according to the street type as shown in the plans on the following pages. Best practices standards have been developed for three of the most common street types within the Corridor. The graphics on the following pages are meant to serve as a reference for future streetscaping.

Typical Boulevard

Typical Neighborhood Street
Typical Metcalf Avenue

8' TEXTURIZED CROSSWALK

TRASH & RECYCLING CONTAINERS

STORM WATER DRAINS

35' MATURE TREES
30' ON CENTER

5' PERMEABLE EDGE

2' PAVED EDGE FOR STORM DRAINS

13' DIAMETER MATURE TREES 15' ON CENTERS

TEAR DROP STREET LIGHT
60' ON CENTER

EXACT LOCATIONS TO BE DETERMINED BY UTILITIES
Transition Areas

The map below highlights areas between development nodes with a dashed oval. These locations are referred to as transition areas in this report. Even though no new development is suggested in these areas, landscape treatments along Metcalf Avenue, and 95th Street are a priority. Developing a design vocabulary that is consistent throughout the Corridor is ideal. Street lights and tree spacing should correspond to the intensity of the location. Trees and other vegetation will be planted more formally in node areas and less uniformly in the transition zones. Water features will provide interest throughout the Corridor.

Planting material in the nodes and transition areas should complement each other. Unifying landscape elements include the use of local stone adapted as markers along the Corridor, as well as consistent vegetative treatments on Metcalf Avenue in both the nodes and transition areas. The suggested plant material for nodes and transition areas is presented in matrix form on the following few pages. Ongoing plans for landscaping Metcalf Avenue between 99th and 103rd Streets can serve as a model for developing context-sensitive treatments for each transition area.
Utility Concerns

The current configuration of most streets within the Corridor include open areas within the right-of-way outside of the roadway. Within this configuration, most utilities prefer to locate their buried lines outside of the roadway. Occasionally, these utilities conflict with landscaping and other facilities, but these conflicts aren’t frequent.

The new configuration within the right-of-way does not have open areas outside of the roadway. In most areas, buildings are located immediately adjacent to the right-of-way. In addition, sidewalks and landscaped areas fill the space between the roadway and lots. For this reason, the optimum location of utilities must be reconsidered.

This graphic shows the possible location of utilities within the right-of-way for new urban sections. The gas mains and sanitary sewer mains are direct buried under the street. Storm sewers are located under the street to avoid placing pipes under the proposed trees behind the curb. Water, electric, telecommunications, cable TV, traffic control cables, and security cables are placed in a utility tunnel. This utilidor is owned and maintained by the city and leased to the various utilities. This utilidor will provide significant benefits by reducing street cuts, easy access to utilities for repair or replacement, and control over location of the utilities.
LANDSCAPE DESIGN GUIDELINES FOR PARKING LOTS

One of the mandates that emerged from the public visioning process was the need to reduce the amount of land dedicated to surface parking. Currently 756 acres of the study area is taken up by parking lots. When buildings (507 acres) and other pavement (448 acres) is also considered, 44% (1711 acres) of the Metcalf Corridor is impervious surface. The extent of impervious coverage is illustrated in the graphic below.

While the Vision Plan recommends several strategies to reduce the amount of surface parking, minimizing the adverse environmental impacts of remaining lots is also critical to improving the sustainability of the Corridor. The recommendations on the following page address functional, environmental and aesthetic concerns of surface lots.
FIVE STEPS TOWARD DESIGNING A GREEN PARKING LOT

1. Determine native soil infiltration rate.

2. Determine the direction of stormwater flow and where it needs to be collected.

3. Determine opportunities for incorporating permeable pavement and natural drainage landscapes.
   - Calculate the drainage area being directed to each natural drainage landscape area. Try to distribute flows to multiple landscaped areas.
   - Incorporate permeable pavement in areas where appropriate, especially in over-flow parking areas, fire lanes and other lower use areas. Determine impervious surface reduction credits and adjust the total area required for flow control and stormwater treatment.

4. Determine the required dimensions for natural drainage landscape areas and ensure that the receiving area is sufficient and practical.
   - For sizing bio-swales, refer to best practices continuous inflow biofiltration swale sizing methods. For calculating size, width can be the average width of the swale area. The following modifications to the standard biofiltration swale sizing can be made: Flow rate can be modified to account for water infiltrated into the native soil; and vegetation type can be substituted with native plantings with non-woody, high stem density. If vegetation used is over 18 inches high, the maximum water quality treatment depth can be increased to 6 inches.
   - For sizing rain gardens and bioengineering planters, refer to best practices sand filter sizing methods. Maximum depth of surface ponding is 10 inches. Soil used in rain gardens should be modeled using a hydraulic conductivity of 1 inch/hour maximum in areas not anticipated to have pedestrian traffic through the rain garden.

5. Identify location of overflow structure and where the structure is to be connected to the storm sewer. One or more green parking lot strategies can provide multiple benefits. A green parking lot can prevent pollution at the source, remove pollutants before runoff is discharged, control discharge rates of stormwater runoff, and provide a pleasant experience for clients and customers. Green parking lots may save capital and maintenance costs and will enhance creek protection.

GENERAL RECOMMENDATIONS

Green parking lots reduce runoff that is discharged into local water bodies by using permeable paving and natural drainage landscapes. Alone or together, these two strategies can be used to meet water quality and landscape requirements as well as reduce the amount of runoff from parking lots.

DRAINAGE

- Parking lots should be designed to properly manage surface drainage accumulating on and flowing onto the site.
- Parking lots must be graded and surfaced such that storm water runoff from the site is not allowed to discharge through the driveway approaches onto the public street or other property, but is collected on the site by an internal drainage system located on the site and carried to that existing storm water sewer.
- Use of Parking lot surfaces and surrounding landscaped areas to provide storm water detention is encouraged.
- Bio-swales are open, linear channels that filter stormwater as the water flows through vegetation to the discharge point. Although their width and length vary as needed to achieve function, at a minimum they are two-feet wide at the bottom and have a maximum slope of 2.5:1. Rain gardens are shallow depressions in the landscape and are designed to hold and infiltrate runoff. They are amended with bioengineering soil and vegetated with plants that are adapted to both wet and dry conditions.
- Bioengineering planting strips are similar to bio-swales but they include an infiltration component. As with rain gardens, native soil below the swale is excavated and backfilled with gravel and loamy sand and planted with shrubs and groundcover.
- Existing landscape features such as planters and landscape strips can be converted to natural drainage landscapes.

SCREENING

Parking lots should be screened along the periphery on all sides as required. The landscaped street buffer serves two primary purposes: when a parking lot is located adjacent to a public right-of-way, a strip of landscaping helps shield projecting headlights that may impair the vision of passing motorist or pedestrians therefore creating a safer environment; it also provides an aesthetically pleasing transition from the public right-of-way to private property.

SHADE REQUIREMENTS AND LANDSCAPING

Fifty percent of paved parking lots surface shall be shaded by tree canopies within fifteen years of planting. Trees shall also be planted in the required landscaped areas along the periphery of the development in order to shade and enhance adjacent property and public rights-of-ways. Trees shall be maintained in good health. However, trees may not be trimmed or pruned to reduce the natural height or overall crown of the tree, except as necessary for health of the tree and public safety.

PARKING BARRIERS

Parking barriers must be provided around parking lots to prevent the parked vehicles from overhanging the required yards where parking is prohibited, sidewalk space, public streets, public alleys, or other public or private property and to protect any required landscaping or landscape screen planting.
**Plant Materials**

### Shade Trees – Transitional Areas

Shade trees in the transitional areas between nodes should be consistent throughout the entire corridor in the types and patterns of trees utilized. The transitional area shade trees selected should be used in combination with other transitional area plantings. Also, all plantings should get closer together as they get closer to the node areas.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Mat. Height</th>
<th>Mat. Width</th>
<th>Shape</th>
<th>Planted Size</th>
<th>Desired Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn Purple Ash</td>
<td>Fraxinus americana</td>
<td>50-60’</td>
<td>30-40’</td>
<td>Rounded</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Silver Linden</td>
<td>Tilia tomentosa</td>
<td>40-60’</td>
<td>25-40’</td>
<td>Broadly Pyramidal</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Bloodgood London Planetree</td>
<td>Platanus x acerifolia 'Bloodgood'</td>
<td>75-100’</td>
<td>60-70’</td>
<td>Wide Spreading</td>
<td>2” Cal. Min.</td>
<td>30’</td>
</tr>
<tr>
<td>Red Sunset Maple</td>
<td>Acer rubrum</td>
<td>40-50’</td>
<td>30-35’</td>
<td>Upright, Dense</td>
<td>2” Cal. Min.</td>
<td>30’</td>
</tr>
<tr>
<td>Green Mountain Sugar Maple</td>
<td>Acer saccharum</td>
<td>50-70’</td>
<td>35-40’</td>
<td>Oval</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Northern Red Oak Locust</td>
<td>Quercus rubra</td>
<td>60-80’</td>
<td>2” Cal. Min.</td>
<td>Symmetrical</td>
<td>2” Cal. Min.</td>
<td>50’</td>
</tr>
<tr>
<td>Shademaster Locust</td>
<td>Gleditsia triacanthos 'Shademaster'</td>
<td>60-70’</td>
<td>50-60’</td>
<td>Conical, Rounded</td>
<td>2” Cal. Min.</td>
<td>50’</td>
</tr>
<tr>
<td>Willow Oak Maple</td>
<td>Acer platanoides</td>
<td>60-80’</td>
<td>2” Cal. Min.</td>
<td>Upright Broad Oval</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Emerald Queen Maple</td>
<td>Fraxinus pennsylvanica 'Urbanite'</td>
<td>60-80’</td>
<td>40-45’</td>
<td>Pyramidal</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
</tbody>
</table>

### Shade Trees – Node Areas

Each node area should have a unique shade tree used consistently throughout that particular node. The shade trees utilized in nodes should be combined with unique ornamental trees, evergreen trees, shrubs and ornamental plantings. The use of this mix of plantings should give a unique feeling to each node.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Mat. Height</th>
<th>Mat. Width</th>
<th>Shape</th>
<th>Planted Size</th>
<th>Desired Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Autumn Blaze Maple</td>
<td>Fraxinus americana</td>
<td>50-60’</td>
<td>35-40’</td>
<td>Oval</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Autumn Purple Ash</td>
<td>Fraxinus americana</td>
<td>50-60’</td>
<td>30-40’</td>
<td>Rounded</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Bloodgood London Planetree</td>
<td>Platanus x acerifolia 'Bloodgood'</td>
<td>75-100’</td>
<td>60-70’</td>
<td>Wide Spreading</td>
<td>2” Cal. Min.</td>
<td>30’</td>
</tr>
<tr>
<td>Red Sunset Maple</td>
<td>Acer rubrum</td>
<td>40-50’</td>
<td>30-35’</td>
<td>Upright, Dense</td>
<td>2” Cal. Min.</td>
<td>30’</td>
</tr>
<tr>
<td>Green Mountain Sugar Maple</td>
<td>Acer saccharum</td>
<td>50-70’</td>
<td>35-40’</td>
<td>Oval</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Northern Red Oak Locust</td>
<td>Quercus rubra</td>
<td>60-80’</td>
<td>2” Cal. Min.</td>
<td>Symmetrical</td>
<td>2” Cal. Min.</td>
<td>50’</td>
</tr>
<tr>
<td>Shademaster Locust</td>
<td>Gleditsia triacanthos 'Shademaster'</td>
<td>60-70’</td>
<td>50-60’</td>
<td>Conical, Rounded</td>
<td>2” Cal. Min.</td>
<td>50’</td>
</tr>
<tr>
<td>Willow Oak Maple</td>
<td>Acer platanoides</td>
<td>60-80’</td>
<td>2” Cal. Min.</td>
<td>Upright Broad Oval</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Emerald Queen Maple</td>
<td>Fraxinus pennsylvanica 'Urbanite'</td>
<td>60-80’</td>
<td>40-45’</td>
<td>Pyramidal</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
<tr>
<td>Urbanite Ash</td>
<td>Fraxinus pennsylvanica 'Urbanite'</td>
<td>60-80’</td>
<td>30-40’</td>
<td>Pyramidal</td>
<td>2” Cal. Min.</td>
<td>40’</td>
</tr>
</tbody>
</table>
Ornamental and Evergreen Trees – Transitional Areas

Ornamental and evergreen trees in the transitional areas between nodes should be consistent throughout the entire corridor in the types and patterns of trees utilized. The transitional area ornamental and evergreen trees selected should be used in combination with other transitional area plantings. Also, all plantings should get closer together as they get closer to the node areas.

- **Common Name:** Crabapple
  - **Botanical Name:** Malus spp.
  - **Mat. Height:** 15-20’
  - **Mat. Width:** 12-20’
  - **Shape:** Varies
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 20’
  - **Preferred Species:** Velvet Pillar, Prairiefire, Centurion

- **Common Name:** Goldenraintree
  - **Botanical Name:** Koelreuteria paniculata
  - **Mat. Height:** 30-40’
  - **Mat. Width:** 30-40’
  - **Shape:** Rounded
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 30’

- **Common Name:** Redbud
  - **Botanical Name:** Cercis canadensis
  - **Mat. Height:** 20-30’
  - **Mat. Width:** 20-25’
  - **Shape:** Broad, Rounded
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 20’

- **Common Name:** Crabapple
  - **Botanical Name:** Malus ‘Spring Snow’
  - **Mat. Height:** 20-25’
  - **Mat. Width:** 20-25’
  - **Shape:** Upright, Rounded
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 20’

- **Common Name:** Concolor Fir
  - **Botanical Name:** Abies concolor
  - **Mat. Height:** 30-50’
  - **Mat. Width:** 15-30’
  - **Shape:** Pyramidal
  - **Planted Size:** 6-8’ Min.
  - **Desired Spacing:** 30’
  - **Alternate Pines:** Vanderwolf

- **Common Name:** Chanticleer Pear
  - **Botanical Name:** Pyrus calleryana ‘Chanticleer’
  - **Mat. Height:** 25-30’
  - **Mat. Width:** 15-20’
  - **Shape:** Upright, Pyramidal
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 20’

- **Common Name:** Black Hills Spruce
  - **Botanical Name:** Picea glauca var. demata
  - **Mat. Height:** 35-45’
  - **Mat. Width:** 20-25’
  - **Shape:** Pyramidal
  - **Planted Size:** 6-8’ Min.
  - **Desired Spacing:** 20’
  - **Alternate Spruces:** Serbian, Norway

- **Common Name:** Colorado Blue Spruce
  - **Botanical Name:** Picea pungens var. glauca
  - **Mat. Height:** 40-60’
  - **Mat. Width:** 20-30’
  - **Shape:** Pyramidal
  - **Planted Size:** 6-8’ Min.
  - **Desired Spacing:** 30’

- **Common Name:** White Pine
  - **Botanical Name:** Pinus strobus
  - **Mat. Height:** 50-80’
  - **Mat. Width:** 20-40’
  - **Shape:** Pyramidal, Open
  - **Planted Size:** 6-8’ Min.
  - **Desired Spacing:** 30’
  - **Alternate Pines:** Vanderwolf

- **Common Name:** Amur Flame Maple
  - **Botanical Name:** Acer ginnala ‘Flame’
  - **Mat. Height:** 15-20’
  - **Mat. Width:** 15-20’
  - **Shape:** Round
  - **Planted Size:** Multistem
  - **Desired Spacing:** 20’

Ornamental and Evergreen – Node Areas

Each node area should have a unique ornamental and/or evergreen tree used consistently throughout that particular node. The ornamental and evergreen trees utilized in nodes should be combined with unique shade trees, shrubs and ornamental plantings. The use of this mix of plantings should give a unique feeling to each node.

- **Common Name:** Sweetbay Magnolia
  - **Botanical Name:** Magnolia virginiana
  - **Mat. Height:** 10-15’
  - **Mat. Width:** 10-15’
  - **Shape:** Upright, Spreading
  - **Planted Size:** 5 Gallon Min.
  - **Desired Spacing:** 10’
  - **Alternate Magnolia:** Bracken’s Brown Beauty

- **Common Name:** Chanticleer Pear
  - **Botanical Name:** Pyrus calleryana ‘Chanticleer’
  - **Mat. Height:** 25-30’
  - **Mat. Width:** 15-20’
  - **Shape:** Upright, Pyramidal
  - **Planted Size:** 1.5” Cal. Min.
  - **Desired Spacing:** 20’

- **Common Name:** Black Hills Spruce
  - **Botanical Name:** Picea glauca var. demata
  - **Mat. Height:** 35-45’
  - **Mat. Width:** 20-25’
  - **Shape:** Pyramidal
  - **Planted Size:** 6-8’ Min.
  - **Desired Spacing:** 20’
  - **Alternate Spruces:** Serbian, Norway
## Columnar Trees – Tight Urban Spaces in Nodes and BRT Medians

This group of deciduous and evergreen columnar trees should be used whenever trees are needed in a very tight space. These spaces will generally occur in the more urban node areas and in the medians around the BRT stops. Use of these specialty trees should be consistent throughout the corridor when used in transitional areas and should be part of a unique mixture of plantings for the node areas.

<table>
<thead>
<tr>
<th>Common Name: Columnar White Pine</th>
<th>Common Name: Armstrong Maple</th>
<th>Common Name: Columnar Norway Maple</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botanical Name: Pinus strobus 'Fastigiata'</td>
<td>Botanical Name: Acer x freemanii 'Armstrong'</td>
<td>Botanical Name: Acer platanoides 'Columnare'</td>
</tr>
<tr>
<td>Mat. Height: 50-80'</td>
<td>Mat. Height: 50-60'</td>
<td>Mat. Height: 50-60'</td>
</tr>
<tr>
<td>Mat. Width: 8-20'</td>
<td>Mat. Width: 20-25'</td>
<td>Mat. Width: 15-20'</td>
</tr>
<tr>
<td>Shape: Columnar</td>
<td>Shape: Columnar</td>
<td>Shape: Columnar</td>
</tr>
<tr>
<td>Desired Spacing: 10-20'</td>
<td>Desired Spacing: 20-30'</td>
<td>Desired Spacing: 20'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Common Name: Columnar European Hornbeam</th>
<th>Common Name: Skyrocket Juniper</th>
<th>Common Name: Dwarf Smooth Sumac</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botanical Name: Carpinus betulus 'Columnaris'</td>
<td>Botanical Name: Juniperus scopulorum 'Skyrocket'</td>
<td>Botanical Name: Rhus glabra cismontana</td>
</tr>
<tr>
<td>Mat. Height: 20-30'</td>
<td>Mat. Height: 15-20'</td>
<td>Mat. Height: 5-6'</td>
</tr>
<tr>
<td>Mat. Width: 10-20'</td>
<td>Mat. Width: 6-8'</td>
<td>Mat. Width: 6-8'</td>
</tr>
<tr>
<td>Shape: Columnar</td>
<td>Shape: Columnar</td>
<td>Shape: Columnar</td>
</tr>
<tr>
<td>Planted Size: 1.5&quot; Cal. Min.</td>
<td>Planted Size: 6-8' Min.</td>
<td>Planted Size: 3 Gallon Min.</td>
</tr>
<tr>
<td>Desired Spacing: 20'</td>
<td>Desired Spacing: 10'</td>
<td>Desired Spacing: 5-10'</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Common Name: Nearly Wild Rose</th>
<th>Alternate Roses: Knock Out, Double Knock Out, Carefree, Red Meidiland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botanical Name: Rosa polyantha 'Nearly Wild'</td>
<td></td>
</tr>
<tr>
<td>Mat. Height: 2-3'</td>
<td>Mat. Height: 5-10'</td>
</tr>
<tr>
<td>Mat. Width: 2-3'</td>
<td>Mat. Width: 5-6'</td>
</tr>
<tr>
<td>Planted Size: 3 Gallon Min.</td>
<td>Planted Size: 3 Gallon Min.</td>
</tr>
<tr>
<td>Desired Spacing: 3'</td>
<td>Desired Spacing: 5-10'</td>
</tr>
</tbody>
</table>

This group of flowering and evergreen shrubs should be used in the transitional areas between nodes and should be consistent throughout the entire corridor in the types and patterns of shrubs utilized. The shrubs selected should be used in combination with the transitional area shade trees, evergreen trees and ornamental trees. Also, all plantings should get closer together as they get closer to the node areas.
Shrubs – Transitional Areas

This group of flowering and evergreen shrubs should be used in the transitional areas between nodes and should be consistent throughout the entire corridor in the types and patterns of shrubs utilized. The shrubs selected should be used in combination with the transitional area shade trees, evergreen trees and ornamental trees. Also, all plantings should get closer together as they get closer to the node areas.

Common Name: Arrowwood
Botanical Name: Viburnum dentatum
Mat. Height: 10-12'
Mat. Width: 10-12'
Planted Size: 3 Gallon Min.
Desired Spacing: 10'
Alternate Viburnums: Alleghany, Burkwood, Pragense, Pink Dawn, Mariessi

Common Name: Dwarf Smooth Sumac
Botanical Name: Rhus glabra cismontana
Mat. Height: 5-6'
Mat. Width: 6-8'
Planted Size: 3 Gallon Min.
Desired Spacing: 5-10'

Common Name: Nearly Wild Rose
Botanical Name: Rosa polyantha
‘Nearly Wild’
Mat. Height: 2-3'
Mat. Width: 2-3'
Planted Size: 3 Gallon Min.
Desired Spacing: 3'
Alternate Roses: Knock Out, Double Knock Out, Carefree, Red Meidiland

Common Name: Sunburst Hypericum
Botanical Name: Hypericum frondosum ‘Sunburst’
Mat. Height: 2-3'
Mat. Width: 2-3'
Planted Size: 3 Gallon Min.
Desired Spacing: 3'

Common Name: Texas Scarlet Quince
Botanical Name: Chaenomeles speciosa ‘Texas Scarlet’
Mat. Height: 2-3'
Mat. Width: 3-4'
Planted Size: 3 Gallon Min.
Desired Spacing: 4'

Common Name: American Holly
Botanical Name: Ilex opaca
Mat. Height: 6-9'
Mat. Width: 6-9'
Planted Size: 3 Gallon Min.
Desired Spacing: 4-6'
Alternate Boxwood: Silvery Sunproof, Broadmoor, Mini-Arcadia, Tam

Common Name: Northern Bayberry
Botanical Name: Myrica pennsylvanica
Mat. Height: 6-9'
Mat. Width: 6-9'
Planted Size: 3 Gallon Min.
Desired Spacing: 10'
Alternate Juniper Groundcovers: Broadmoor, Mini-Arcadia, Tam
Shrubs – Node Areas

Each node area should have a unique group of shrubs used consistently throughout that particular node. The shrubs utilized in nodes should be combined with unique shade trees, ornamental trees and ornamental plantings. The use of this mix of plantings should give a unique feeling to each node.

**Common Name:** Redwig Dogwood  
**Botanical Name:** Cornus sericea  
**Mat. Height:** 8-10'  
**Mat. Width:** 6-8'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 10'  
**Alternate Redwig Dogwood:** Ivory Halo

**Common Name:** American Holly  
**Botanical Name:** Ilex opaca  
**Mat. Height:** 15-30'  
**Mat. Width:** 12-15'  
**Planted Size:** 5 Gallon Min.  
**Desired Spacing:** 10-15'  

**Common Name:** Snowmound Spirea  
**Botanical Name:** Spiraea nipponica ‘Snowmound’  
**Mat. Height:** 3-4'  
**Mat. Width:** 3-4'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 4'  
**Alternate Spirea:** Limemound, Shirobana, Gold Flame, Anthony Waterer

**Common Name:** Wintergreen Boxwood  
**Botanical Name:** Buxus microphylla ‘Wintergreen’  
**Mat. Height:** 2-3'  
**Mat. Width:** 2-3'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 2'  
**Alternate Boxwood:** Green Velvet, Korean

**Common Name:** Henry’s Garnet Sweetspire  
**Botanical Name:** Itea virginica ‘Henry’s Garnet’  
**Mat. Height:** 3-5'  
**Mat. Width:** 4-6'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 5'

**Common Name:** Cranberry Cotoneaster  
**Botanical Name:** Cotoneaster apiculatus  
**Mat. Height:** 2-3'  
**Mat. Width:** 3-6'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 5'

**Common Name:** Gro-low Fragrant Sumac  
**Botanical Name:** Rhus aromatica ‘Gro-Low’  
**Mat. Height:** 2-3'  
**Mat. Width:** 6-8'  
**Planted Size:** 3 Gallon Min.  
**Desired Spacing:** 6'

**Common Name:** Creeping Liriope  
**Botanical Name:** Liriope spicata  
**Mat. Height:** 10-12'  
**Mat. Width:** spreading  
**Planted Size:** 1 Gallon Min.  
**Desired Spacing:** 12-18'  
**Alternate Liriope:** Big Blue, Silvery Sunproof
Ornamental Plantings – Node Areas

A mixture of ornamental plantings (grasses and perennials) should be used in combination with trees and shrubs to create a manicured landscape character for each node. Planting combinations should vary from node to node so that each node is unique. Ornamental plantings should generally be accompanied by irrigation so that all plants thrive and bloom to their fullest capability. Minimum planted size for all ornamental grasses is 3 gallon and for perennials is 1 gallon. The desired spacing for all plants in this category varies depending on plant usage.

Common Name: Purple or White Coneflower
Botanical Name: Echinacea spp.
Mat. Height: 2-3’
Preferred Varieties: Magnus, White Swan

Common Name: Daylily
Botanical Name: Hemerocallis
Mat. Height: 1-2’
Preferred Varieties: Happy Returns, Mini Pearl, Rosy Returns, Little Business, Little Joy, Stella De Oro

Common Name: Siberian Iris
Botanical Name: Iris sibirica
Mat. Height: 2-3’
Preferred Varieties: Goldsturm, Missouri, Hirta

Common Name: Black-eyed Susan
Botanical Name: Rudbeckia
Mat. Height: 18-24’
Preferred Varieties: Goldsturm, Missouri, Hirta

Common Name: Autumn Joy Sedum
Botanical Name: Sedum spectabile 'Autumn Joy'
Mat. Height: 18-24”
Alternate Sedum: Vera Jameson, Stonecrop

Common Name: Coralbell
Botanical Name: Heuchera spp.
Mat. Height: 15-18”
Comment: Shade only

Common Name: Astilbe
Botanical Name: Astilbe hybrids
Mat. Height: 24-36”
Comment: Shade only

Common Name: Hosta
Botanical Name: Hosta spp.
Mat. Height: varies
Preferred Varieties: Big Blue, Gold Variegated, Patriot, Minuteman, Gold Standard, White Variegated
Comment: Shade only

Common Name: Karl Foerster Feather Reed Grass
Botanical Name: Calamagrostis acutifolia 'Karl Foerster'
Mat. Height: 4-5’
Preferred Varieties: Hameln, Little Bunny

Common Name: Hidcote English Lavender
Botanical Name: Lavandula angustifolia 'Hidcote'
Mat. Height: 16-18”

Common Name: Dwarf Fountain Grass
Botanical Name: Pennisetum alopecuroides
Mat. Height: 2-3’
Preferred Varieties: Hameln, Little Bunny
Ornamental Plantings – Node Areas (Cont’d.)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Botanical Name</th>
<th>Mat. Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maiden Grass</td>
<td>Miscanthus sinensis</td>
<td>5-7'</td>
</tr>
<tr>
<td>Northern Sea Oats</td>
<td>Chasmanthium latifolium</td>
<td>2-3'</td>
</tr>
<tr>
<td>Little Bluestem</td>
<td>Schizachyrium scoparium</td>
<td>2-3'</td>
</tr>
<tr>
<td>Prairie Dropseed</td>
<td>Sporobolus heterolepis</td>
<td>2-4'</td>
</tr>
</tbody>
</table>
**Fountain Characteristics**

The use of fountains within the Metcalf Corridor is a unifying element that adds interest and brings life to what might otherwise be rigid and lifeless hardscapes or elements. Water should be used in a streetscape setting to draw people and also be used as a focal gathering point in pedestrian plazas. Water should also be used in conjunction with signs or landscaping in special areas or districts. The use of water will help develop a consistent character throughout the Corridor that people will identify with Metcalf Avenue.

Several types of water features are illustrated on this page. The center images show simulations of how water features and wind turbines could transform the northern portion of the study area.
Go to: “Subarea 1 - Northern Gateway”
Subarea Visions

The next seven sections describe specific recommendations tailored to each subarea. Each subarea is discussed separately except for certain aspects of 95th Street and Antioch Road and 95th Street and Nall Avenue which are combined due to their similar nature.
**Summary statistics for each of the five subareas**

<table>
<thead>
<tr>
<th>Subarea 1</th>
<th>Subarea 2</th>
<th>Subarea 3</th>
<th>Subarea 4</th>
<th>Subarea 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area (Acres)</td>
<td>Area (Acres)</td>
<td>Area (Acres)</td>
<td>Area (Acres)</td>
<td>Area (Acres)</td>
</tr>
<tr>
<td>Number of Buildings</td>
<td>Number of Buildings</td>
<td>Number of Buildings</td>
<td>Number of Buildings</td>
<td>Number of Buildings</td>
</tr>
<tr>
<td>Number of Parcels</td>
<td>Number of Parcels</td>
<td>Number of Parcels</td>
<td>Number of Parcels</td>
<td>Number of Parcels</td>
</tr>
<tr>
<td>Floodplain (Acres)</td>
<td>Floodplain (Acres)</td>
<td>Floodplain (Acres)</td>
<td>Floodplain (Acres)</td>
<td>Floodplain (Acres)</td>
</tr>
<tr>
<td>% Impervious Surface</td>
<td>% Impervious Surface</td>
<td>% Impervious Surface</td>
<td>% Impervious Surface</td>
<td>% Impervious Surface</td>
</tr>
<tr>
<td>% Impervious (less floodplain)</td>
<td>% Impervious (less floodplain)</td>
<td>% Impervious (less floodplain)</td>
<td>% Impervious (less floodplain)</td>
<td>% Impervious (less floodplain)</td>
</tr>
</tbody>
</table>

Detailed urban design plans are presented for each of the nodes, indicated in blue above.

*Impervious Surface* = Building footprint + road pavement + parking lots
2.11 Subarea 1 Summary

Subarea 1 extends from just south of I-35 at Foster Street to 71st Street. The area covers parts of the following neighborhoods in Overland Park: Arrowhead Trails; Crestview; North Park; Cunningham Heights; Southmoor Gardens; and Walmer.

Existing neighborhoods will remain untouched. The Plan seeks to enhance the attractive character of much of the housing in this portion of the study area. Streetscape improvements along Metcalf Avenue will become a signature element that creates an identity for the neighborhoods on and adjacent to Metcalf Avenue. Subarea 1 becomes the northern terminus of the Metcalf BRT and provides potential connections to both neighboring towns and the region. Although no new development is specifically called for here, two potential areas of redevelopment have been identified within this subarea.

Four intersections have been identified for possible improvements and transit connections. New gateway treatments are proposed for the intersection of Metcalf Avenue and Foster Street as well as Metcalf Avenue and Shawnee Mission Parkway. These will create distinct entrances to Overland Park and the Metcalf Corridor.

These sketch concepts illustrate how elements such as street trees, lighting, and proper sidewalks can create a streetscape worthy of the surrounding neighborhoods.
REDEVELOPMENT AREAS

No specific land use plan has been recommended for Subarea 1 due to the acceptable existing character of the largely residential area. However, two areas are identified as potential redevelopment sites for future consideration by the city.

First, located northwest of the Shawnee Mission Parkway cloverleaf, the existing hotel site (identified as number 1 in the graphic to the right) can be considered for redevelopment. The use may remain the same, but the strategic location of this 52-acre site provides the opportunity for the creation of a landmark building for Overland Park and the Corridor itself. A hotel with a height taller than all of the surrounding buildings in the area is recommended for this redevelopment to rightfully capture the attention of the auto traffic passing on both Shawnee Mission Parkway and Metcalf Avenue. The hotel could service traveling business people visiting neighboring office parks in Overland Park and Mission, Kansas.

Second, it is recommended that the vacant one-story office building (identified as number 2 in the graphic) located at the northernmost portion of the Cloverleaf Business Park be redeveloped into a higher-density office or mixed-use building. Like the hotel, it is recommended that this building become a landmark feature to the city. To best achieve an east-west “gateway” to the northern section of the Corridor, the architectural style and height of this building should compliment that of any redevelopment on the west side of Metcalf Avenue.
Sub Area 1: Northern Gateway
Traffic Connections and Improvements

The map shown here identifies potential intersection improvements and transit connections for Subarea 1. The white circles represent four opportunities for Overland Park and the City of Mission to cooperatively improve access, safety, and pedestrian connections. The location of these potential improvements is based on the designation of the area east of Metcalf Avenue between Shawnee Mission Parkway and 56th Street as the Mission West Gateway District. Improving connectivity between the two cities in this area could be mutually beneficial to redevelopment efforts in Mission and elsewhere in the Metcalf Corridor. The exact location and specific nature of these improvements would require the coordination of Overland Park and Mission, Kansas.

The Vision Plan recommends capitalizing on existing redevelopment efforts in this area by adding a priority BRT stop at the intersection of Johnson Drive and Metcalf Avenue. Local BRT stops are proposed near the Cloverleaf Business Park and near I-35 (red dashed line) for connectivity with a potential regional Kansas City Metropolitan area BRT system. The proposed improvements in this Subarea serve to enhance regional connections between Kansas City and Overland Park as well as to provide improved access between Overland Park and Mission. A potential link to Mission is illustrated by a red dashed line on Johnson Drive.
LANDSCAPE

Extensive streetscaping is the most critical landscape improvement for Subarea 1. The residential nature of this area will not change, but the addition of a BRT lane on this portion of Metcalf Avenue creates the opportunity to design a new boulevard of street trees and lighting (for details see Section M1 on p. 89).

A unique opportunity for a northern gateway to the Metcalf Corridor exists at the northern border of the study area. The simulation on the lower right imagines a cascading water feature that welcomes visitors and residents to the Corridor while setting a natural tone that echoes throughout the Corridor.

Rehabilitation to existing homes and properties may play a critical role in maintaining the attractive character of the neighborhoods fronting on Metcalf Avenue. The simulation in the upper right illustrates the dramatic effect rehabilitation can have. Originally scored a -5 in the VPS™, the image value increase to a +3 with only the addition of various landscape elements and cosmetic changes.

Finally, recent efforts to beautify the Shawnee Mission Parkway interchange should continue. While realigning the roadways is not recommended at this time, improving the look and feel of the area surrounding the interchange can enhance the perception of both of these roadways.
Go to: “Subarea 2 - Downtown”
2.12 Subarea 2

Subarea 2 encompasses over 600 acres and extends between 71st Street and 87th Street including Downtown Overland Park. The area is home to several individual historic sites and structures, including the Rio Theater, the Strang Car Barn, and the Strang Carriage House. It is also the crossing point of two historic trails – the Leavenworth/Fort Scott Military Road and the Olathe Cut-off of the Santa Fe Trail. The Strang Line Interurban Railroad launched from Downtown Overland Park and ran into the heart of Kansas City up until the 1940s. This portion of Metcalf Avenue is also home to mix of 1960s office buildings and many auto-related businesses.

The recommendations for the Downtown Overland Park node strive to create a network of interesting places to shop and live, while preserving the area’s historic character. Encouraging redevelopment that complements and enhances one of the Corridor’s best amenities – the Downtown Overland Park Farmers Market is central to this vision. Surrounding the new Farmers Market green will be a variety of housing types, retail, and mixed-use parking. A BRT station will be located along Metcalf Avenue two blocks from the Farmers Market and the Downtown Shopping District.

While the Downtown and Farmers Market will build on the existing boutique retail atmosphere, Metcalf Avenue in Subarea 2 will become a modern hub of car dealerships and auto-realted services, proving that car dealerships can become an exciting and integrated part of the urban fabric.

Vision
Boutique shopping, enhanced greenspace, unique activities and historic elements make up the character of Downtown.

Mobility
Connectivity from Metcalf Avenue into Downtown Overland Park is the focus of the street layout for this node.

Land Use
The land use plan for this node includes the addition of mixed-use buildings, the expansion of the Farmers Market, and a municipal parking structure.

Landscape
A collection of intimate pocket parks and unique details, as well as, the revitalization of the Overland Park Farmers Market define the landscape of Area 2.
Sub Area 2: Downtown Overland Park

Historic Landmarks
1. Rio Theater
2. Strang Car Barn
3. Strang Carriage House
Vision for Downtown (Area 2)

Funky and unique, Downtown Metcalf teaches us history. Cooking classes, swimming lessons, and chatting farmers knit the area together, making this neighborhood a place for Overland Park to mix with the entire metro area.
Sub Area 2: Downtown Overland Park

Street Network

The Downtown Overland Park node focuses redevelopment along Metcalf Avenue from 75th Street to 83rd Street and west of Metcalf Avenue to Newton Street. The street network for Subarea 2 is represented in white on this page. This grid preserves the existing street network while creating manageable blocks off West 75th Street and establishing a new residential tone on the blocks between Newton and Foster Streets.
Connectivity from Metcalf Avenue into Downtown Overland Park is the focus of the street layout for this node. A boulevard has been added along 79th Street to establish a “green” connection from Metcalf Avenue to Downtown Overland Park and the new Farmers Market plaza. In the heart of downtown on Santa Fe Drive, between 79th and 80th Streets, the street remains a two-lane road with head-in parking to promote pedestrianism and ease of use for its commercial center. In addition, streets have been designed to continue the bicycle network from outside of the Corridor throughout Downtown and from 80th Street and Santa Fe Drive south.

At most points within this Subarea, Metcalf Avenue remains two lanes each direction with traffic turn lanes. A single lane BRT is proposed. The possibility of creating a new street on the east side of Metcalf Avenue should be investigated. Such a road could run parallel to Metcalf Avenue and connect 75th Street to 80th Street. A north-south alternative on this side of Metcalf Avenue could increase accessibility for nearby homes and help reduce commercial traffic entering existing neighborhoods.
**MOBILITY**

*Pedestrian Activity*

The map to the right indicates the streets which will have the highest, moderate, and least amount of pedestrian activity due to the design of the street and the likelihood of pedestrians traveling on those streets. Located within the highest pedestrian activity-level streets are the Farmers Market, Downtown Santa Fe Drive and the roads connecting both Metcalf Avenue and Downtown to the Community Center.

The pedestrian shed is also located on this map. This circle indicates a five-minute walking distance from the center of the circle to its radius, in this case Subarea 2’s priority BRT stop. All of the Downtown area falls within this five-minute walk, as does the Community Center and several neighborhoods to the outside of the Corridor.
The block program for Subarea 2, shown in the map on this page, identifies 40 blocks, which primarily bring all proposed development to the street, focusing along Metcalf Avenue, 80th Street, and Santa Fe Drive. A solid street network already exists for the Downtown area. However, major changes come in the form of infilling parking lots and redeveloping struggling strip malls. Block 32 proposes buildings which are located on either side of the new plaza containing the expanded Farmers Market and livable areas have been created with the addition of residential lanes within some blocks.

A specified development program is listed below. In total, nearly 800 residential units, approximately 3,000,000 square feet of retail and office space is proposed, along with 148 hotel rooms and 12,000 square feet of civic space.

<table>
<thead>
<tr>
<th>Downtown Development Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Residential Units</td>
</tr>
<tr>
<td>Total Retail Square Footage</td>
</tr>
<tr>
<td>Total Office Square Footage</td>
</tr>
<tr>
<td>Total Civic Square Footage</td>
</tr>
<tr>
<td>Total Hotel Rooms</td>
</tr>
<tr>
<td>Total Parking Spaces</td>
</tr>
</tbody>
</table>
Land Use Principles

Within Subarea 2, land uses build off of the existing charm of downtown accentuating the existing buildings, historic structures, and outdoor amenities. The land use plan for Subarea 2 includes the addition of offices, the expansion of the farmers’ market, and a municipal parking structure to the east of the farmers’ market. Other features of this land use plan include bringing retail to the front of the site and placing a series of quality townhouses within walking distance of all amenities. Two-sided retail, stores that front and rear store openings, are placed along both ends of the farmers’ market. Boutique hotels and a green “entrance” highlighting the community center are all part of this plan.

It should be noted that only when buildings along Santa Fe Drive in downtown are redeveloped, this plan suggests the height of the redeveloped buildings go up to 3 stories with a variety of mixed-uses including retail/residential, retail/office, and office/residential.

General Land Use Recommendations

• Design a system of distinctive public spaces, parks and plazas that are distinctive to the Corridor.
• Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
• Develop buildings along the street edge to promote pedestrian activity.
• Create a unique shopping experience that attracts shoppers and visitors from a wide area.
• Place centrally located municipal parking structures within each node that allow visitors the ability to reach several destinations.
• Incorporate stormwater BMPs and detention facilities as necessary.

Specific Land Use Recommendations

• The Farmers Market has been expanded with the addition of a new building.
• Mixed-use buildings are placed on either side of the Farmers Market with retail on the ground floor open to both sides of the building and residential on top.
• A boutique hotel has been placed at the intersection of 80th Street and Santa Fe Drive.
• If/when they are redeveloped, buildings along downtown portion of Santa Fe Drive should be increased to be 2 to 3 stories of mixed-uses, including office and retail, retail and residential, and residential and office.
• A series of townhouses along 79th Street is placed to transition into existing fabric of the existing neighborhoods.
• A municipal parking structure has been placed to the east of the Farmers Market, easily accessible to the local Bus Rapid Transit stop and area’s shopping and offices.
• Existing car dealerships are brought to the front to the edge of the property, placing all inventory to the rear of the site.
• All other existing retail has been placed along the front of the streets to increase pedestrian activity for those uses.
• Office space for smaller localized offices, doctor offices, small law firms, etc., is placed intermittently along Metcalf Avenue and 75th Street.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.

Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>2-3</td>
<td>0</td>
</tr>
<tr>
<td>MU2</td>
<td>Mixed-Use: Office &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU3</td>
<td>Mixed-Use: Retail &amp; Office</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU5</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RT1</td>
<td>Retail</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>O1</td>
<td>Office</td>
<td>3-4</td>
<td>0</td>
</tr>
<tr>
<td>P1</td>
<td>Municipal Parking Structure with Ground Floor Retail</td>
<td>4-6</td>
<td>0</td>
</tr>
<tr>
<td>C1</td>
<td>Civic</td>
<td>4-6</td>
<td>0</td>
</tr>
<tr>
<td>H1</td>
<td>Hotel</td>
<td>3-4</td>
<td>0</td>
</tr>
</tbody>
</table>
A collection of intimate pocket parks and unique details will define the landscape of Subarea 2 - Downtown. The revitalized Overland Park Farmers Market area will be the centerpiece. Asphalt parking lots will be replaced with green space that will provide a variety of seating options. Shaded picnic areas and plenty of new lawn space will allow visitors to relax and socialize. Water features, trellises, and planting detail will add interest in this area. Signage and Gateway features, as well as, the addition of gas lamps will give the downtown area character. Plantings and other landscape elements will fit with the scale of the spaces being created.
Go to: “Subarea 3 - 95th Street”
2.13 Subarea 3

At 1,043 acres, Subarea 3 is the largest study area in the Corridor. Subarea 3 extends along Metcalf Avenue from 87th Street to 101st Street and includes the major east-west Corridor, 95th Street. In the 1960s, 70s and 80s, the intersection of 95th Street and Metcalf Avenue was a prime location for commercial and office activity. Metcalf South Mall and the Embarq Towers define this intersection and subarea.

The Vision Plan for the Metcalf Corridor proposes connecting centers for major retail and office development to the existing neighborhoods. The mix of a new lifestyle shopping center, expanded office space and a large public park with city hall will provide citizens of Overland Park with a centerpiece for the entire Corridor.

Mixed-use development will create vibrant neighborhoods. Housing options will be attractive to young professionals, families with children, and elderly couples. Providing residents the options to walk to retail, great civic spaces, and work from modern housing will revitalize this tired area which is currently full of empty surface parking and under utilized retail stores.

**VISION**
This area is redefined by the transformation of outdated retail into new shops, movie theaters, and a grand public green space.

**MOBILITY**
Several new streets are proposed that will transform a series of surface parking lots into pedestrian-friendly developable blocks.

**LAND USE**
Development in this area focuses on creating neighborhoods, as well as, a variety of shopping draws.

**LANDSCAPE**
A large public park located near the intersection of Metcalf Avenue and 95th Street will be one of the centerpieces of the Metcalf Corridor.
Sub Area 3: 95th Street and Metcalf Avenue

- Regency Park Shopping Center
- Embarq Towers
- Metcalf South Shopping Center
Vision Plan

A. Nelessen Associates, INC | Visioning | Planning | Urban Design

Vision for 95th Street and Metcalf Avenue (Area 3)

Renewal at the crossroads. One of Overland Park’s most important intersections and the center of the Metcalf Corridor is transformed by new shops, movie theaters, office towers, housing, and civic grandeur.
MOBILITY

Street Network

The 95th Street and Metcalf Avenue node focuses redevelopment along Metcalf Avenue from 87th Street south to the current location of the Metcalf South Mall. Several new streets are proposed here to create developable blocks out of what are currently an extensive series of surface parking lots. Where possible, the proposed grid is formed around existing buildings that continue to play important roles in the future. Central to the plan for this area is the division of the existing Kmart shopping center at the northeast corner of 95th Street and Metcalf Avenue. This series of blocks is envisioned as an important civic complex and park surrounded by new mixed-use development.

Sub Area 3: 95th and Metcalf

Street Network
A street system is proposed for Subarea 3 at 95th Street and Metcalf Avenue which emphasizes both the commercial nature of the proposed land uses, and the east-west connections that stem from Metcalf Avenue. Pedestrian considerate tree-lined boulevards with parallel parking to the west and head-in parking to the east of Metcalf Avenue are proposed for the Subarea’s major retail center. Access to and circulation within a redesigned Metcalf South retail center at the southeast corner of 95th Street and Metcalf Avenue may need to be reconsidered if it is determined that the existing signalized intersection at 97th Street should remain unchanged.

Other internal roads are primarily dedicated to vehicular and pedestrian movement generated by the area’s retail and office centers. Streets surrounding the new civic complex accommodate for those working, living and playing in the area. Metcalf Avenue remains three lanes in each direction. A two-lane BRT system is proposed at this area. The boulevard along the length of 95th Street generates a fluent east-west connection from this Subarea to those located at Antioch Road and Nall Avenue.

Cyclists are able to access all retail, office, and civic districts due to the bicycle system in place on the outlying commercial streets in this Subarea. In addition, 95th Street will have bicycle lanes both directions.

For more details, see Section 2.9 on p 86, Streets Vision

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>Tree-lined boulevard with parking</td>
<td>BLV</td>
<td>94:70</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>B3</td>
<td>Tree-lined boulevard with bike lanes (95th at Metcalf)</td>
<td>BLV</td>
<td>104:74</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>B5</td>
<td>Tree-lined boulevard with head-in parking (Subarea 3 at mall entrance)</td>
<td>ST</td>
<td>104:74</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Diagonal</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68:38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>C2</td>
<td>Commercial with bike lanes</td>
<td>ST</td>
<td>78:48</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>M5</td>
<td>Metcalf BRT</td>
<td>AVE</td>
<td>154:14</td>
<td>11'-0&quot;</td>
<td>2</td>
<td>None</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56:36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26:16</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>
MOBILITY

Pedestrian Activity

The map on this page indicates the streets which will have the highest, moderate, and least amount of pedestrian activity in Subarea 3 – 95th Street and Metcalf Avenue due to the design of the street and the likelihood of pedestrians traveling on those streets. The highest pedestrian activity-level streets include Metcalf Avenue within the study area, streets located around the proposed plaza, and streets within the proposed retail district southeast of 95th Street and Metcalf Avenue.

Two pedestrian sheds are also located on this map. This circle indicates a five-minute walking distance from the center of the circle to its radius, in this case Subarea 3 at 95th Street and Metcalf Avenue’s two priority BRT stops. The proposed office area, new plaza, a range of housing, and shopping districts all fall within the shed.
The block program for Subarea 3 at 95th Street and Metcalf Avenue, shown on this page, contains a total of 58 blocks. Empty parking fields have been infilled, and an appropriate street system has been developed to create systems of neighborhoods, office blocks and retail areas.

In this program, proposed development is focused in two sections.

In the first, located north of 95th Street, blocks 7, 10, 11, 12, 45, 46, 47, 52, and 55 all contain buildings that are fronted primarily along Metcalf Avenue. Blocks 35, 36, 38, 40, and 41 center around the proposed plaza located across from the existing lake.

The second section, located south of 95th, proposes buildings which also align along Metcalf Avenue. Additional building types in blocks 30 through 34 front a cross-street boulevard extending both east and west of Metcalf Avenue. Blocks 44, 48, and 51 have been designated as surface parking and overflow lots for the car dealerships and other surrounding businesses.

A specified development program is listed below. In total, approximately 2,500 residential units, 3.2 million square feet of retail, 2.6 million square feet of office space, and 450,000 square feet of civic space is proposed for this area. Including all parking structures on the site, approximately 18,000 parking spaces have been created.

<table>
<thead>
<tr>
<th>Block Program</th>
<th>Total Residential Units</th>
<th>Total Retail Square-Footage</th>
<th>Total Office Square-Footage</th>
<th>Total Civic Square-Footage</th>
<th>Total Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,485</td>
<td>3,171,407</td>
<td>2,624,010</td>
<td>451,224</td>
<td>18,230</td>
</tr>
</tbody>
</table>

**Vision Metcalf**

City of Overland Park

Fall 2007
Land Use

Subarea 3

Land Use Legend
- Townhomes
- Multifamily
- Retail
- Parking
- Civic
- Parks and Open Space
- Mixed-Use
- Office

NORTH

Scale: 1:2,400

250' 500' 1000'

FOSTER ST

METCALF AVE

GLENWOOD ST

W. 95th ST

W. 91st ST

S. DOUGLAS

S. METCALF

S. MAIN

S. NEAL

S. NORWOOD

S. 31st

S. 32nd

S. 33rd

S. 34th
Land Use Principles

Land uses are clustered in Subarea 3 to create one of the most important destinations in the Metcalf Corridor. The node focuses on the intersection of 95th Street and Metcalf Avenue with buildings brought up the street edge wherever possible. However, the function and identity created by these buildings and land uses varies throughout the subarea.

The identities created through land uses in this subarea are divided by 95th Street itself. To the northern side of 95th Street the main feature of the site is a civic building that overlooks the city from its elevated site. Surrounding this new institution are office and residential buildings that overlook a prominent public green. The views from these buildings stretch across Metcalf Avenue to the lake and enhanced office center that surrounds the Embarq Towers.

To the south of 95th Street, a regional shopping center has been created along a large, tree-lined pedestrian-friendly boulevard to the east of Metcalf Avenue. Retail uses on the west side of Metcalf Avenue tie these two sides of the street together. Quality multifamily housing has important real estate, located along a potentially naturalized stream and dedicated green space south of 95th Street.

General Land Use Recommendations

• Encourage buildings to develop with consistent build-to-lines along the street edge.
• Encourage an appropriate level of density to create a series of neighborhoods.
• Establish a complimentary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
• Integrate offices into the character of the town and promote innovative businesses.
• Create a new prominent civic center that integrates municipal uses into the heart of the Corridor.
• Develop locations that create neighborhood, community, regional and super-regional shopping draws.
• Integrate stormwater best management practices and detention facilities as necessary.

Specific Land Use Recommendations

• The primary civic building has been moved to this area as the main focal point of an expansive public plaza.
• The Embarq Towers have been supplemented with additional office buildings to create a draw for a number of innovative businesses.
• A regional shopping center is proposed along a boulevard at the southeast intersection of 95th Street and Metcalf Avenue.
• Municipal parking structures have been placed to the rear of the civic building and to the eastern side of the BRT stop in the regional shopping area.
• Mixed-use structures containing multifamily housing and offices flank the new civic space and town plaza.
• Multi-family residences have been placed along the western-most portion of the subarea to take advantage of the added green space and naturalized streambeds.
• Existing car dealerships have been moved to the street and arranged in a pattern that brings interest to passing vehicles and pedestrians.
• Mixed-used housing and retail on the western portion of Metcalf Avenue create a neighborhood that overlooks open park space.
• Additional housing and townhouses are placed to the east of Metcalf Avenue to complement existing neighborhoods to the north and east.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.

Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>MU3</td>
<td>Mixed-Use: Retail &amp; Office</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU4</td>
<td>Mixed-Use: Retail, Office &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU5</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU6</td>
<td>Mixed-Use: Retail, Office &amp; Residential with embedded parking</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10' - 20'</td>
</tr>
<tr>
<td>RT1</td>
<td>Retail</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>RT2</td>
<td>Retail</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>O1</td>
<td>Office</td>
<td>3-10</td>
<td>0</td>
</tr>
<tr>
<td>P1</td>
<td>Municipal Parking Structure with Ground Floor Retail</td>
<td>4-6</td>
<td>0</td>
</tr>
<tr>
<td>C1</td>
<td>Civic</td>
<td>4-6</td>
<td>0</td>
</tr>
</tbody>
</table>
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
A large public park located near the intersection of Metcalf Avenue and 95th Street will be the centerpiece of the entire Corridor's green space. This is the largest park space along the Corridor. The location and topography will allow for beautiful views across Metcalf Avenue to the existing lake on the corner of 95th Street. Water features on both sides of Metcalf Avenue will attract the attention of drivers and pedestrians. Since the ground slopes upward from Metcalf Avenue, the new park will be terraced presenting an opportunity for a water wall feature.

Other prominent landscape elements in this area include large public walkways and plazas, plenty of lawn space, formal gardens, as well as neighborhood scale streetscaping. Although surface parking will be greatly reduced evergreen trees will be needed to screen parking areas that will remain in use. Character images of the features discussed can be found on the following pages.

In Subarea 3 the location of floodplains influenced the location of streets and buildings on the western side of Metcalf Avenue. Where possible, the Plan recommends day lighting creeks that are currently culverted. Stream and Creek beds should be naturalized to improve water quality. Storm water best management practices should be instituted wherever possible.
**Subarea 3 (95th Street and Antioch Road)**

The western extension of the Corridor, 95th Street and Antioch Road is transformed into a desirable walkable neighborhood.
Sub Area 3: 95th Street and Antioch Road

Stonegate Pool Park

Pinehurst Estates Park
MOBILITY

Street Network

The 95th Street and Antioch Road node focuses redevelopment around this intersection one mile west of Metcalf Avenue. The proposed street grid for this area considers environmental constraints by moving development out of the 100-year floodplain. Additionally, a series of neighborhood-scale blocks are recommended in existing commercial areas while the primacy of major roads such as 95th Street and Antioch Road is preserved.
The crossroads of 95th Street and Antioch Road promote connections into existing neighborhoods, the proposed land uses of the Subarea, to the body of the Corridor, and to outlying areas of the region. Boulevards on 95th Street and Antioch Road create a system for vehicles and bicycle traffic to connect to the Corridor. In addition, the small retail streets proposed cater to slower traffic movement, pedestrians, and on-street parking. It must be noted that the streets depicted on the southwest corner of Antioch Road and 95th Street may be subject to stormwater management constraints due to their adjacency to a stormwater ditch.

### Street Typologies

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B4</td>
<td>Tree-lined boulevard with bike lane (95th at Antioch &amp; Nall)</td>
<td>BLV</td>
<td>98:68</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68:38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56:36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26:16</td>
<td>16'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p 86, Streets Vision.
Pedestrian Activity

The map below indicates the streets which will have the highest, mid-range, and least amount of pedestrian activity in Subarea 3 – 95th Street and Antioch Road due to the design of the street and the likelihood of pedestrians traveling on those streets. Because no rapid transit system is proposed for this area, a medium amount of pedestrian activity is proposed throughout the site.
The block program for Subarea 3 – 95th Street and Antioch Road, is shown in the map on this page. Blocks 3, 4, and 7 focus buildings along a proposed green space along Antioch Road and fall along the existing floodplain. There are 11 blocks proposed within this Subarea. Empty parking fields have been infilled, and an appropriate street system has been developed to create systems of neighborhoods, office blocks and retail areas.

A specified development program is listed below. In total, nearly 800 residential units, approximately 100,000 square feet of retail and 58,000 square feet of office space are proposed.
Land Use Legend
- Orange: Townhomes
- Brown: Multifamily
- Purple: Mixed-Use
- Green: Parks and Open Space
**Land Use Principles**

The land uses within the portion of Subarea 3 at 95th Street located at Antioch Road create a livable neighborhood center, while fronting on newly created green spaces. Mixed-use buildings that include office space, retail and housing are placed along 95th Street and front onto newly planned open space. Housing options are created by adding classic townhouses along 95th Street, terminating at Hadley Street.

**General Land Use Recommendations**

- Encourage an appropriate level of density to create a series of neighborhoods.
- Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
- Produce a variety of housing types to serve a multiplicity of housing needs.
- Focus development into nodes creating self-sufficient areas that serve a variety of needs.
- Create development blocks that allow for new parking configurations while maximizing each block’s development potential.
- Integrate stormwater best management practices and detention requirements as necessary.

**Specific Land Use Recommendations**

- Mixed-use buildings combine housing with ground floor office and retail and front the newly designed linear green space.
- Midrise housing with parking located below is placed adjacent to existing housing to create a flow of uses.
- Multi-family housing with surface parking surround the proposed mixed-use with ground floor retail and office.
- Townhouses are located within close proximity to existing single-family residential and school property.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
This area is centered around a long linear neighborhood green space. The space will include open lawn space, benches, sculpture, and a variety of planting details. A large green space towards the southern portion of the area fronts new housing. These green spaces will be designed to meet the needs of the neighborhoods that will be utilizing them. A network of heavily landscaped neighborhood streets will provide a sense of green throughout the area as well.
**Subarea 3 (95th Street and Nall Avenue)**

With its neighborhood park and central shopping, a seamless transition is created between Metcalf Avenue and this eastern extension of the Corridor.
Subarea 3: 95th Street and Metcalf Avenue
MOBILITY

Street Network

The 95th Street and Nall Avenue node focuses redevelopment around this intersection one mile east of Metcalf Avenue. Here, the proposed street network sets the stage for residential development and neighborhood-scale retail that provide a focus for the surrounding area. Streets circumvent existing housing yet offer a template for the redevelopment of several parking lots.
Street Typologies

The street typologies within this Subarea are defined by its slow moving streets which integrate small-scale commercial centers and the area's neighborhoods. The character of the small retail centers is dependent on slower traffic movement, parallel parking, and pedestrian activity fueled by commercial streets. Boulevards along 95th Street and Nall Avenue act as the connectors for both vehicular and bicycle traffic between the Subarea, the body of the Corridor, and outlying areas of the region.

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B4</td>
<td>Tree-lined boulevard with bike lane (95th at Antioch &amp; Nall)</td>
<td>BLV</td>
<td>98:68</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST</td>
<td>68:38</td>
<td>11'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST</td>
<td>56:36</td>
<td>10'-0&quot;</td>
<td>NA</td>
<td>Parallel</td>
</tr>
<tr>
<td>N3</td>
<td>Neighborhood Driving Lane</td>
<td>LN</td>
<td>26:16</td>
<td>16'-0&quot;</td>
<td>NA</td>
<td>None</td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p 86, Streets Vision
MOBILITY

Pedestrian Activity

The map on this page indicates the streets which will have the highest, moderate, and least amount of pedestrian activity in Subarea 3 – 95th Street and Nall Avenue due to the design of the street and the likelihood of pedestrians traveling on those streets. Because no rapid transit system is proposed for this area, a medium amount of pedestrian activity is proposed throughout the site, except for the circular street located around the town green.
The block program for Subarea 3 – 95th Street and Nall Avenue, shown in the map on this page, includes 28 proposed blocks. Existing neighborhoods have been taken into consideration of the block pattern. Blocks 4, 6, 7, and 10 surround a proposed town green. Generally empty parking fields and failing strip malls have been infilled, and an appropriate street system has been developed to create systems of commercial areas to accommodate for pedestrianism.

A specified development program is listed below: In total, approximately 650 residential units, and approximately 220,000 square feet of retail and office space are proposed for the Subarea.
Land Use

Land Use Legend
- Orange: Townhomes
- Brown: Multifamily
- Purple: Mixed-Use
- Red: Retail
- Green: Parks and Open Space

Subarea 3

Map showing land use with Outlook St, Nall Ave, Rosewood Ave, and South 95th St.
Land Use Principles

The land uses placed at Subarea 3 at 95th Street and Nall Avenue emphasize the importance of creating a neighborhood center. Single story retail is placed along the edge of the street at both 95th Street and Nall Avenue. Offices are located along the same area, and three-story, multi-family housing surrounding and located behind a central green. The amalgamation of the land uses creates a small center, where people can live, work, and run their daily errands.

General Land Use Recommendations

• Encourage an appropriate level of density to create a series of neighborhoods.
• Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
• Produce a variety of housing types to serve a multiplicity of housing needs.
• Focus development into nodes creating self-sufficient areas that serve a variety of needs.
• Create development blocks that allow for new parking configurations, while maximizing each block’s development potential.
• Integrate stormwater best management practices and detention requirements as necessary.

Specific Land Use Recommendations

• Single-story retail is pulled up to the street along Nall Avenue and 95th Street.
• A system of townhouses is placed near to retail, and offices along Nall Avenue and Rosewood Street.
• Midrise housing with parking located below is placed around a central “town green”.
• Additional midrise multifamily housing is placed along 95th Street in close proximity to retail and office opportunities.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the *Land Use Vision* portion of the document which begins on p. 61.

### Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU1</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>RS2</td>
<td>Townhouse</td>
<td>2-3</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RS4</td>
<td>Multifamily Residential with Ground Floor Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RT1</td>
<td>Retail</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
Neighborhood parks and small intimate spaces make up the landscape of this area. The neighborhood green will provide a quiet place for residents to relax and socialize. Vibrant streetscaping will provide interest along neighborhood streets. A variety of plant material combined with hardscape detailing will give Nall Avenue a unique neighborhood character. New townhouses will have green, semi-public edges to soften their appearance from the street.
Go to: “Subarea 4 - Indian Creek”
Vision Plan

A. Nelesen Associates, INC | Visioning | Planning | Urban Design

Subarea 4 Indian Creek

Subarea 4 extends south from 101st Street to I-435. The I-435 and Metcalf intersection is one of the primary intersections in the Kansas City Metro Area. The area includes several residential neighborhoods such as the Lodge and the Tuileries, and includes the bulk of the hotels on the Metcalf Corridor.

In Subarea 4, the Indian Creek Natural Area is integrated with the street grid and influences the form and placement of proposed buildings. The Indian Creek floodplain meanders across Metcalf Avenue and a bike/walking trail connects the subarea to 27 miles of trail between Leawood, Kansas and Overland Park.

Development in this area will be integrated with natural areas, and centered around a BRT transit stop. A smart bridge I-435 overpass will allow passengers to disembark from an interstate transit system and return down to street level at Metcalf Avenue via stairways and elevators. The pedestrian realm in this subarea will be enhanced by the addition of parallel retail roads along Metcalf Avenue.

Vision

The combination of park networks and transportation amenities make Subarea 4 the greenest hub in the Corridor.

Mobility

The new street network preserves the existing streets yet offers improvements designed to enhance the accessibility and walkability of the area.

Land Use

A variety of additional uses, including mixed-use retail and residential buildings, as well as, parking structures generate the make up of this area.

Landscape

Green space can be found throughout this area as nature is integrated with urban form.
Vision for Area 4 Indian Creek

Tying things together is the theme of Subarea 4. Important transportation routes and transit hubs, natural connections from Indian Creek, and distinctive architecture all converge here.
Vision Plan

A. Nelessen Associates, INC

Mobility

Street Network

The Indian Creek node focuses redevelopment along Metcalf Avenue from West 103rd Street south to the I-435 and from Marty Street in the west to Barkley Street in the east. The street network preserves the existing streets yet offers improvements designed to enhance the accessibility and walkability of the area. In this node, Metcalf Avenue is complemented by a series of parallel roads that incorporate one- and two-way traffic to create a vibrant edge along Metcalf Avenue. This system of roads and circulation is highlighted in this section. Another goal of the proposed grid was enhancing the interface with Indian Creek itself and the 100-year floodplain.
As the primary conduit for traffic accessing I-435, Metcalf Avenue remains three travel lanes with left-turning lanes (possibly dual) provided as necessary. Special consideration will need to be given to accommodating turning capacity at 103rd, 105th, and 107th Streets. Two lanes of dedicated BRT are proposed throughout with a center loaded stop centrally located in the Sub-Area. In order to activate the proposed retail frontage, two parallel circulator or frontage roads allow for additional volume at reduced speeds. The frontage roads have primarily two-way traffic except direct access from 105th Street where one-way traffic is proposed. Between Metcalf Avenue and the frontage roads, dedicated multi-function paths intended to provide alternative mobility access to retail centers, the Indian Creek recreation trails and BRT transit stop. Circulation on streets with direct access to the frontage roads is commercial in nature with emphasis on slower travel speeds, on-street parking, and pedestrian-oriented shopping and commerce. These commercial streets are linked with additional commercial streets but with dedicated bicycle lanes designed to continue the bicycle network on the periphery of the subarea.

For more details, see Section 2.9 on p 86, Streets Vision
**MOBILITY**

*Pedestrian Activity*

The map below indicates the streets which will have the highest, mid-range, and least amount of pedestrian activity due to the design of the street and the likelihood of pedestrians traveling on those streets. The highest pedestrian activity-level streets include frontage roads along both sides of Metcalf Avenue within the study area, streets located around the proposed town green, and streets within the proposed retail district southeast of 95th Street and Metcalf Avenue.

The pedestrian shed is also located on this map. This circle indicates a five-minute walking distance from the center of the circle to its radius, in this case, the subarea’s priority BRT stop. The proposed residential areas, new town green, existing hotels, and a range of shopping districts all fall within the shed.
The block program for Subarea 4, shown on this page, contains a total of 34 blocks. Buildings programmatically or architecturally consistent with the vision of the area have been developed around, while empty parking fields have been infilled.

Primary to the block program are Blocks 1 and 34, which straddle Metcalf Avenue at I-435 and are host to buildings and their adjoining parking that take up the entire site. Another focus of the block program is how development is proposed around Indian Creek to the northernmost section of the site. Blocks have been carefully woven around the creek and walking trail. Additionally, buildings front around a town green. This frontage creates impressive views for pedestrians and those who live, work or shop in those areas.

A specified development program is listed below. In total, nearly 2,500 residential units, approximately 1 million square feet of retail space, and 2 million square feet of office space is proposed. Including all parking structures on the site, approximately 12,000 parking spaces have been created.

<table>
<thead>
<tr>
<th>Indian Creek Development Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Residential Units</td>
</tr>
<tr>
<td>Total Retail Square Footage</td>
</tr>
<tr>
<td>Total Office Square Footage</td>
</tr>
<tr>
<td>Total Parking Spaces</td>
</tr>
</tbody>
</table>
Land Use Principles

The essence of the land uses within Subarea 4 revolves around two main ideas. The first is the placement of two, 20-story mixed-use towers that flank either side of Metcalf Avenue along I-435. These towers are significant in stature and therefore act as landmarks for the subarea and the entire Corridor. In addition, with a significant portion of each building containing office space, the towers provide opportunity for new business development within the Corridor.

The second land use principle involves placement of residential property in relation to open spaces within the area. All residential units are located with direct adjacency to retail frontages and/or green spaces, emphasizing the cultivation of green spaces from floodplains, to passive and active open spaces.

A variety of additional uses, including a majority mixed-use retail and residential buildings and parking structures generate the make-up of this area. Several existing buildings have been included in this area’s land use scheme due to their complimentary existing use, condition of the building, and success. In all cases, with exception of the two towers, parking for the buildings is tucked to the rear of the building to provide a plan that accommodates the pedestrian.

General Land Use Recommendations

• Encourage an appropriate level of density to create a series of neighborhoods.
• Create development blocks that allow for new parking configurations, while maximizing each block’s development potential.
• Incorporate parking into mixed-use structures that become part of the fabric of the neighborhood.
• Place centrally located municipal parking structures within each node that allow visitors to be able to park once and reach several destinations.
• Integrate stormwater best management practices and detention requirements as necessary.

Specific Land Use Recommendations

• Mixed-use towers 20 stories in height are placed along the southernmost portion of the Subarea to be showcased along I-435.
• Mixed-use buildings containing residences and retail enclose the “town green,” emphasizing the importance of that place.
• Retail is concentrated around the “town green” and along the frontage streets.
• Parking structures are placed adjacent to retail structures providing adequate parking for commerce.
• Residential units are located with direct adjacency to retail frontages and/or green space, emphasizing the importance of existing floodplains and green space as well as proposed passive and active recreation.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.

### Building Typologies Legend

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Building Type</th>
<th>Typical Range Height (Stories)</th>
<th>Semi-Private Edge Depth (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU2</td>
<td>Mixed-Use: Office &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU5</td>
<td>Mixed-Use: Retail &amp; Residential</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU6</td>
<td>Mixed-Use: Retail, Office &amp; Residential with embedded parking</td>
<td>3-6</td>
<td>0</td>
</tr>
<tr>
<td>MU7</td>
<td>Mixed-Use Tower: Retail, Office &amp; Residential with Embedded Parking</td>
<td>20</td>
<td>0</td>
</tr>
<tr>
<td>RS3</td>
<td>Multifamily Residential with Surface Parking</td>
<td>3-5</td>
<td>10’ - 20’</td>
</tr>
<tr>
<td>RT2</td>
<td>Retail</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>O1</td>
<td>Office</td>
<td>3-10</td>
<td>0</td>
</tr>
<tr>
<td>P1</td>
<td>Municipal Parking Structure with Ground Floor Retail</td>
<td>4-6</td>
<td>0</td>
</tr>
</tbody>
</table>
Focus on Indian Creek Circulation

The system of local parallel streets shown in Subarea 4 maps (a detail is presented on this page) is intended to serve the businesses along Metcalf Avenue with both one-way and two-way access. Traffic coming off Metcalf Avenue would primarily use 105th and 107th Streets to access newly developed areas. Once off Metcalf Avenue, traffic would utilize the new street grid network to circulate within the interior of the node. The one-way and two-way frontage provides for access to the front of the businesses along Metcalf Avenue but keeps conflicts to a minimum. Utilizing parallel streets in this manner affords access to major businesses without compromising internal circulation.

Additional turn lanes will likely be required on 105th Street at Metcalf Avenue to handle traffic loads. Other details of the traffic signal design, including controlling access to potential office towers off of 107th Street, will need to be addressed prior to construction.
Indian Creek runs along the northern edge of Subarea 4. Integrating this natural amenity with the built environment was a priority. Landscape features in this Subarea will be more organic in form. Native grasses and other vegetation will be located throughout. Landscape elements here include rain gardens, local rock, mixed-use paths, and pea gravel. Improving access to the Indian Creek trail system is accomplished through a network of new bicycle paths, pedestrian routes and improved signage.

A new public park across from the BRT stop will serve as a gathering space for residents, shoppers, and people who work in the vicinity. The park will feature native plants, use recycled materials, and practice environmentally friendly storm water management. Across Metcalf Avenue a green parking structure will be constructed to accommodate the area’s parking needs.
Go to: “Subarea 5 - Southern Gateway”
**Vision Plan**

Subarea 5 Southern Gateway

Subarea 5 extends south of I-435 to 123rd Street and includes the area past the Blue Valley Parkway division. This area is adjacent to major office centers such as the College Boulevard office corridor and Sprint-Nextel World Headquarters, as well as the Overland Park Convention Center. Across Metcalf Avenue, Rosana Square and the old IRS buildings await redevelopment.

A new boulevard connecting Metcalf Avenue to the Sprint Campus will serve as a green retail street and connect the Campus to the BRT system. Both sides of Metcalf Avenue will become mixed-use neighborhoods with retail along the main streets and multi-family housing on the interiors.

Subarea 5 contains the Southern Gateway to the Metcalf Corridor at the intersections of the Blue Valley Parkway, 119th Street, and Metcalf Avenue. Two new office buildings will form an impressive half circular entrance to the Corridor. In the center of this entrance will be a new water feature and sculptural wind turbines.

**Vision**

Striking architecture and unique landscape will serve as the Southern Gateway to the Metcalf Corridor.

**Mobility**

The proposed street network will create developable blocks that are scaled appropriately for the area.

**Land Use**

Mixed-use office and retail buildings containing a variety of housing types will invigorate this Subarea.

**Landscape**

An array of sculptural wind turbines placed in a naturalistic landscape will signal the beginning of the Metcalf Corridor.
Vision Metcalf
City of Overland Park
Fall 2007

Sub Area 5: Southern Gateway

- Blue Valley Pkwy
- W 123rd St
- Metcalf Ave
- College Blvd
- W 115th St

- Sprint Campus
- Rosana Square
- Overland Park International Trade Center
- Marriott

Context
Vision for Southern Gateway (Area 5)

Welcoming those who enter with architecturally striking buildings, artful water and wind features, and new connections to the Sprint Nextel Campus; Metcalf Avenue is transformed into a graceful urban boulevard.
The Southern Gateway node focuses redevelopment along Metcalf Avenue and Blue Valley Parkway in the area from West 115th Street to West 121st Street. The proposed street network seeks to create developable blocks that are appropriately scaled for the highway character of both Metcalf Avenue and Blue Valley Parkway in this area.
Subarea 5 contains some of the largest and most important intersections in the study area. Part of the character of this area is driven by the two lanes of dedicated BRT that terminate in a station north of 119th Street. While Blue Valley Parkway and 119th Street remain unchanged, a major addition is inclusion of a boulevard that links Metcalf Avenue to the Sprint Campus.

Smaller scale neighborhood and commercial streets move traffic away from neighborhood and commercial centers towards the boulevards feeding Metcalf Avenue. The neighborhood and commercial streets are organized to promote concentrated pedestrian activity, by emphasizing slower circulation speeds providing parallel parking and landscaping as a buffer between pedestrian realm and vehicular roadways.

### Street Typologies

<table>
<thead>
<tr>
<th>Section Key</th>
<th>Description</th>
<th>Type</th>
<th>Typical ROW</th>
<th>Street Lane Width</th>
<th>BRT Lanes</th>
<th>Street Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2</td>
<td>Tree-lined boulevard with bike lane</td>
<td>BLV 68:64</td>
<td>11’-0”</td>
<td>NA</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>C1</td>
<td>Commercial</td>
<td>ST 68:38</td>
<td>11’-0”</td>
<td>NA</td>
<td>Parallel</td>
<td></td>
</tr>
<tr>
<td>M5</td>
<td>Metcalf BRT</td>
<td>AVE 154:114</td>
<td>11’-0”</td>
<td>2</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>N1</td>
<td>Neighborhood</td>
<td>ST 56:36</td>
<td>10’-0”</td>
<td>NA</td>
<td>Parallel</td>
<td></td>
</tr>
</tbody>
</table>

For more details, see Section 2.9 on p.86, Streets Vision.
**MOBILITY**

**Pedestrian Activity**

The map to the right indicates the streets which will have the highest, mid-range, and least amount of pedestrian activity due to the design of the street and the likelihood of pedestrians traveling on those streets. The highest pedestrian activity-level streets for Subarea 5 includes only the boulevard leading into the Sprint Campus, lined with retail and housing. All other proposed streets, save Metcalf Avenue after the BRT stop, the Blue Valley Parkway, and 119th Street are expected to have a medium, or average, amount of pedestrian activity.

The pedestrian shed is also located on this map. This circle indicates a five-minute walking distance from the center of the circle to its radius, in this case the subarea’s priority BRT stop. The proposed plazas, office buildings and neighborhoods all fall within the shed.
The block program for Subarea 5 is shown on this page. This subarea contains a total of 24 developable blocks. Empty parking fields have been infilled, and an appropriate street system has been developed to create systems of neighborhoods, office blocks and retail areas.

In this program, proposed development is focused in three sections. In the first section, located west of Metcalf Avenue, buildings located in blocks 1, 2, 5, and 6 are focused primarily to an interior plaza. The second, located east of Metcalf Avenue, buildings front along a boulevard that connects directly to the Sprint Campus. Finally, blocks 8 and 19 are focused around the confluence of Metcalf Avenue, Blue Valley Parkway and 119th Street. This assemblage lends itself to buildings that front to a plaza, overlooking the triangle, creating the southern gateway aesthetic.

A specified development program is listed below. In total, nearly 2,500 residential units, approximately 350,000 square feet of retail space, and 2,000,000 square feet of office space is proposed.

<table>
<thead>
<tr>
<th>Southern Gateway Development Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Residential Units</td>
</tr>
<tr>
<td>Total Retail Square Footage</td>
</tr>
<tr>
<td>Total Office Square Footage</td>
</tr>
<tr>
<td>Total Civic Square Footage</td>
</tr>
<tr>
<td>Total Parking Spaces</td>
</tr>
</tbody>
</table>
Land Use

Land Use Legend
- Brown: Multifamily
- Orange: Office
- Green: Parks and Open Space
- Blue: Parking
- Purple: Mixed-Use

Subarea 5

Legend
- Multifamily
- Office
- Mixed-Use
- Parks and Open Space

NORTH

SCALE
250'  500'  1000'

GLENWOOD ST

Metcalf Ave

BLUE VALLEY PKWY

202

A. Nelesen Associates, INC | Visioning I Planning I Urban Design
Land Use Principles

Two distinctive neighborhoods are created within Subarea 5. To the west of Metcalf Avenue is a center of multi-family residential buildings, each with corner retail. To the east of Metcalf Avenue, another neighborhood is created around a boulevard that extends from the Sprint campus. With retail-lined mixed-use structures and housing on top, both neighborhoods become a place to live, work, and shop.

Although separated by the widest portion of Metcalf Avenue, these two neighborhoods are tied together with the semi-circular mixed-use and office buildings located within plazas and fronting the southern gateway. These buildings serve as an entrance to the Corridor from the south. Conversely, capping the southern portion of the subarea, as well as the entire Corridor are two-story, mixed-use office and retail buildings with four-story accented corner conditions fronting 119th Street.

General Land Use Recommendations

- Construct landmark buildings so those who live within the Corridor and those who are passing sense an identity for the place.
- Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.
- Produce a variety of housing types to encourage all people from all walks of life to move to the Corridor.
- Produce a variety of housing types to serve a multiplicity of housing needs.
- Integrate offices into the character of the town and promote innovative businesses.
- Integrate stormwater best management practices and detention requirements as necessary.

Specific Land Use Recommendations

- Office space fronting a public plaza creates the signature semi-circular building to the west of Metcalf Avenue.
- Mixed-use retail and office buildings located to the south of 119th Street visually terminate thoroughfares by visually articulating corner conditions.
- Mid-rise multi-family residential buildings create the majority of the land uses to the east of Metcalf Avenue.
- Corner retail within multi-family housing creates opportunities to service local resident's daily needs.
- A mixed-use building containing offices, retail and residential uses fronts a public plaza to the east of Metcalf Avenue, creating a signature semi-circular building to the east of Metcalf Avenue.
- Mixed-use retail and office buildings located to the south of 119th Street visually terminate thoroughfares by visually articulating corner conditions.
- A municipal parking structure is placed along Metcalf Avenue to service corridor-wide Bus Rapid Transit ridership.
- The majority of buildings contain multi-family housing, which provide options to live and work within the same subarea.
- First floor retail within mixed-use structures lines the boulevard extending into the Sprint campus for easy access to the shopping needs of employees and local residents.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
This map illustrates the location and type of buildings appropriate for the land uses described for this node. Details on and sections of these buildings can be found in the Land Use Vision portion of the document which begins on p. 61.
LANDSCAPE

The Southern Gateway is characterized by a large crescent shaped building that spans on both sides of Blue Valley Parkway and Metcalf Avenue. Inside that crescent is a series of three green spaces. The center one is not meant for pedestrian use, it will be a naturalized landscape with water, native grasses, local stone, and wildflowers. Placed within this landscape is an array of sculptural wind generators. An example of these helical pieces is shown below. This landscape will continue into the two green spaces adjacent to the buildings but will have more formal treatments that are pedestrian friendly. These spaces will include tables, chairs, and plaza space.
Go to: “Next Steps”
**Next Steps**

The purpose of the Vision Metcalf Plan is to provide a framework for the future development of the Metcalf Corridor. Although this document focuses on presenting a vision for the study area, several aspects of the Vision Metcalf process have begun to address making this vision a reality. While a strategy for implementation is still being formulated, this section describes some of the research that will form the basis for a full implementation strategy. Many of these strategies are outlined in a report compiled by Economics Research Associates (ERA) as part of the Vision Metcalf project. The report, entitled Vision Metcalf: Financing Strategies, analyzes the market conditions and the feasibility of the Vision Metcalf project, as well as the feasibility of the Vision Metcalf Plan and is available as a separate document.

This section of the plan presents a brief overview of ERA's work and outlines a series of initial investment opportunities and preferred development scenarios for the Corridor.

**Overview**

Economics Research Associates (ERA) was retained by the City of Overland Park to support the Vision Metcalf Process. Metcalf Avenue is an important economic corridor supporting the City of Overland Park and the Kansas City Metropolitan Area region. As with other land-locked, close-in suburbs nationally, Metcalf Avenue is experiencing evidence of disinvestment in the form of marginal retail uses, limited pedestrian activity, declining property appreciation rates, and other factors.

To develop the analytical framework necessary to support the community planning and visioning process, ERA conducted a review of the Corridor’s major existing demographic and economic conditions including population and household income growth trends, employment shifts, commuting preferences, and the competitive context of new real estate investment and construction in the region. ERA also collected data regarding current residential, retail, and office vacancy rates, sales/rental income trends, and construction cost factors within the region, Johnson County, Overland Park, and the Metcalf Avenue corridor study area. These macro-level findings form the basis for evaluating the potential long-term demand for new residential units and retail/entertainment and office within the Metcalf Corridor. ERA’s projections of the 20 to 30-year demand for new investment and construction within the project area are intended to test the Vision Metcalf planning concepts developed by A. Nelessen Associates through the comprehensive community planning Visual Preference Survey process.

Finally, ERA has completed the process of working with the City of Overland Park to value the economic and fiscal benefits to the community that could occur if the Vision Metcalf was adopted and implemented. ERA will further test the Vision Plan’s density targets by analyzing the real estate economics of a range of conceptual redevelopment scenarios within selected study areas. ERA will compare the anticipated project revenues against estimated construction and financing costs to determine if the resulting residual land value would be sufficient to incent existing property owners to reinvest in their properties, or to attract new investment into the Metcalf Corridor project area.

**Market Research**

Based on ERA’s assessment of market conditions completed in a prior phase of the Vision Metcalf project, we evaluated the likelihood that the Metcalf Corridor could achieve the density targets established by Vision Metcalf process. The basis for this evaluation is an interpretation of the required market penetration (or market capture) that the Metcalf Corridor would have to achieve within the context of private investment and development.

ERA’s evaluation considers current market conditions, long-term demand expectations, local and regional growth indices, location characteristics (e.g., impact on marketability associated with immediate access to I-435), and current phasing/build out trends.

ERA has concluded that the proposed Vision Plan is realistic and supportable over the long term. Importantly, ERA’s market research suggests that:

- The Metcalf Corridor submarket is located in Johnson County, an area expected to generate significant long-term population and high value employment growth.
- While the majority of current or planned new construction investment is located in greenfield development sites to the south, the Metcalf Corridor is ideally located to support urban infill investment particularly if the public sector were to accept a partnership position in supporting the conditions required to attract such redevelopment attention the local market.
- As with other infill projects underway such as East Gateway in Mission, Kansas, the Vision Metcalf Plan offers the community a “transformative” redevelopment concept within the local and regional marketplace; there are no contemporary examples of mixed-use residential over retail undertaken in the local or regional marketplace at this scale.
- Although mixed-use redevelopment is a relatively untested product in the marketplace, pipeline projects in adjacent submarkets indicate interest in infill redevelopment is growing. The Vision Metcalf Plan provides the City of Overland Park with a road map to retain and enhance the Metcalf Corridor’s competitive position within the larger regional market and capacity to capture a larger share of regional growth.
In reality, the residential, retail, and office activity proposed by the Vision Plan will evolve over time and will be driven by a variety of market forces including national and local economic trends, employment growth, corresponding population shifts, catalytic public and private investment projects, planning and zoning regulatory controls, and the response of the private sector to competitive pressures to produce high quality, fully amenitized, mixed-use destinations. In this context, ERA concludes that low, moderate, and high density structures will be developed, either with some existing space remaining in its current form, or replaced by new and higher density infill development.

ERA has developed residential, retail, and office demand models to test the likelihood that the Metcalf Corridor could achieve the density targets established by the Vision Metcalf Plan. ERA's estimate of the likely incremental (net new) demand for residential and retail uses in the Metcalf Corridor project area is based on household and income growth, market segmentation data detailing consumer preferences, and other economic variables projected over the next 20 years.

The estimate of long-term office demand is based on current office space utilization of existing property owners, a range of density outcomes could occur. To a certain extent, ERA assumes that a portion of Metcalf's existing retail and office space would be redeveloped into higher density, more compact and productive space. As such, the density targets presented here should be considered as "gross" space. To put into perspective the potential impact of the Vision Plan's density targets on the Metcalf Corridor's future character, ERA prepared estimates of existing housing units and commercial space and developed estimates of the potential incremental (net new) space that could occur if the Vision Plan were fully implemented.

The Vision Plan calls for 9,464 residential units, 6.1 million square feet of retail, 8.1 million square feet of office, and 50,940 parking spaces. These density targets reflect the total built space that could occur over a 30 year period. These targets do not represent a specific real estate development proposal by current or potential property owners or real estate investors. Instead, the density targets proposed by the Vision Plan serve to provide guidance to the City of Overland Park and its residents regarding what the character and scale of future real estate development activity could be.

**Summary of Metcalf Vision Plan Gross Density Targets**

<table>
<thead>
<tr>
<th>Category</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Units</td>
<td>9,464</td>
</tr>
<tr>
<td>Retail Square Footage</td>
<td>6,148,842</td>
</tr>
<tr>
<td>Office Square Footage</td>
<td>8,187,458</td>
</tr>
<tr>
<td>Civic Square Footage</td>
<td>463,254</td>
</tr>
<tr>
<td>Projected Parking Need</td>
<td>50,940</td>
</tr>
</tbody>
</table>

It is important to note that the Vision Plan's density targets are allocated across Metcalf's existing built environment. Depending on the specific position of existing property owners, a range of density outcomes could occur. To a certain extent, ERA assumes that a portion of Metcalf's existing retail and office space would be redeveloped into higher density, more compact and productive space. As such, the density targets presented here should be considered as "gross" space. To put into perspective the potential impact of the Vision Plan's density targets on the Metcalf Corridor's future character, ERA prepared estimates of existing housing units and commercial space and developed estimates of the potential incremental (net new) space that could occur if the Vision Plan were fully implemented.

It is important to note that the Vision Plan's density targets are based on the assumption that the Metcalf Corridor will become the office location of choice within the Overland Park submarket and that significant improvements to pedestrian linkages and public transportation efficiencies occur.

The time necessary to investigate and implement a bus rapid transit system necessitate that further studies on its feasibility and function begin as soon as possible. The recommended alignment and the location of primary BRT stops is indicated on the map.

Five municipal parking structures are identified on the Initial Investments Map. The location of these facilities has been carefully chosen to correspond with the recommended development of nodes and placement of transit stations. Key areas for streetscaping improvement have been identified with a green line. These areas represent prominent opportunities to transform the experience of traveling along Metcalf Avenue. Any streetscape improvements will need to be coordinated with future construction to maximize investment efficiency.

Several key landscaping projects are indicated with a plant graphic. These investments not only represent the chance to begin establishing an identity for the Corridor (as in the Northern Gateway) but will be the first visible evidence of the public's input taking physical shape. Enhancing the landscape along Metcalf Avenue was a consensus vision generated during the community workshop. The impact of the Plan may first be felt in landscape improvements to Metcalf Avenue between 99th and 103rd Streets.

Finally, a series of specific projects are identified with a number. These projects represent opportunities for municipal investment or public/private partnerships that help establish the centerpieces of each of the nodes described in this Plan.
INVESTMENT: Southern Gateway
The development of dual landmark gateway buildings and parks at the intersection of Metcalf Avenue and Blue Valley Parkway create the center of future development in Subarea S.

INVESTMENT: Indian Creek Center
The Indian Creek Center consists of a focal park and plaza adjacent to revitalized parallel lanes along Metcalf Avenue and a key BRT stop near the improved interface with I-435.

INVESTMENT: 99th to 103rd Street Landscaping
Landscaping concepts for this stretch of Metcalf Avenue are already being designed. This highly visible project will be one of the first tangible improvements linked to Vision Metcalf.

INVESTMENT: 95th and Nall Landscaping
Creation of a town green sets the stage for a desirable multifamily housing development.
**Vision Metcalf**

**City of Overland Park**

**Fall 2007**

---

**INVESTMENT: Southern Gateway**

The development of dual landmark gateway buildings and parks at the intersection of Metcalf Avenue and Blue Valley Parkway create the center of future development in Subarea 5.

**INVESTMENT: Northern Gateway Landscaping**

One of two principal gateways to the Corridor.

**INVESTMENT: Civic Complex and Park**

A prominent municipal building and central park, across the street from one of Metcalf’s most recognizable water features form the anchor for reinvestment in the heart of the Corridor.

**INVESTMENT: Downtown Farmers Market Improvements**

An improved Farmers Market includes facilities with the capability to host year-round events and serves as a further catalyst for the continued renaissance of the downtown area.

**INVESTMENT: Indian Creek Center**

The Indian Creek Center consists of a focal park and plaza adjacent to revitalized parallel lanes along Metcalf Avenue and a key BRT stop near the improved interface with I-435.

**INVESTMENT: 99th to 103rd Street Landscaping**

Landscaping concepts for this stretch of Metcalf Avenue are already being designed. This highly visible project will be one of the first tangible improvements linked to Vision Metcalf.

**INVESTMENT: 95th and Antioch Landscaping**

Reclaimed floodplain is transformed into a neighborhood scale park that creates desirable redevelopment frontages.

**INVESTMENT: 95th and Nall Landscaping**

Reclaimed floodplain is transformed into a neighborhood scale park that creates desirable redevelopment frontages.

---

**Initial Investments**

- **BRT development**
- **Primary BRT stations**
- **Municipal parking structure**
- **Key streetscaping improvements**
- **Key landscape improvement**
- **Key projects (see description)**
Subarea Development Options

The maps on these two pages illustrate the preferred location for real estate development and investment within each of the six nodes. Buildings in blue represent the optimal locations for initial private investment. These particular locations were chosen for a variety of reasons. In many cases, these locations were identified as highly susceptible to change during the public visioning process. In other cases, these locations serve strategic urban design purposes designed to maximize the impact of development and begin to create a sense of place. Finally, economic and practical concerns influenced the selection of these sites. Development of these prominent locations will catalyze additional investment while facilitating and supporting the implementation of a bus rapid transit system.
Subarea 3: 95th Street and Antioch Road
Subarea 4: Indian Creek
Subarea 3: 95th Street and Nall Avenue
Subarea 5: Southern Gateway

Optimum Location for Initial Public Investment
End of Report