

City of Overland Park, KS
**Comprehensive
Plan**

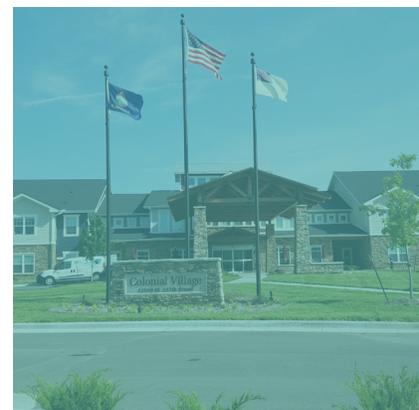
Adopted December 2019

Plan Implementation



OVERLAND PARK
K A N S A S

ABOVE AND BEYOND. BY DESIGN.



Comprehensive Plan Plan Implementation

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

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Introduction

What Is the City's Comprehensive Plan?

Simply put, the Comprehensive Plan reflects what we want Overland Park to be in the future. The Comprehensive Plan is a policy guide that describes in its text and displays in its graphics the city's aims for directing future land development.

The Comprehensive Plan has four traits:

1. The Comprehensive Plan is **primarily a physical plan**, showing on the map and describing in the text the location and relationships between specific land uses and densities of development.
2. The plan is **long range**, examining Overland Park's expected growth well into the future. The Future Development map graphically displays the ultimate development of the city. No specific time frame is given because of the unpredictability of development cycles, however.
3. The plan is **comprehensive** covering such issues as population, housing, and economic trends which have and will continue to influence land development in Overland Park.
4. The Comprehensive Plan is a **statement of the city's policy** for directing land development as:
 - Stated in the land use goals;
 - Discussed in the study area reports;
 - Identified in the adopted policy resolutions of the Planning Commission and City Council; and
 - Displayed graphically on the Plan's maps.

Comprehensive Plan consists of the following documents:

1. Plan Implementation text;
2. Plan Elements text;
3. Goals for Overland Park text;
4. Future Development Plan Map;

5. Official Street Map;
6. Greenway Linkages Plan (previously two separate maps - Northern Overland Park and Southern Overland Park).

The Plan Implementation text outlines the purpose of the Comprehensive Plan and changes that occurred since the last update. The Plan Implementation text also includes information about related plan policies, the amendment process, and information about study areas or specific plans that impact land use in the city. The Plan Implementation text is reviewed and updated annually.

The Plan Elements text discusses in detail various past, present and expected population, economic, and housing trends that influence land development in the city. The Plan Elements also discusses environmental issues affecting land development, parks and recreation facilities planning, and utility services provided to city residents and businesses. Because of its scope, only portions of the document are reviewed and updated in any given year. The Goals for Overland Park text is reviewed as needed.

The remaining documents are reviewed annually. By their nature, these documents are the most important to review annually to ensure that the Comprehensive Plan reflects current city land use policy. Those documents include:

- Future Development Plan Map
- Official Street Map
- Greenway Linkages Map

The Future Development Plan map has the highest profile of the Comprehensive Plan maps. The Future Development Plan map is a compilation of the others, but it is only one of several maps reflecting the city's policies for directing land development.

How Is the Comprehensive Plan Used?

The Comprehensive Plan is used as a source of information on a variety of land use topics. The most significant role of the Comprehensive Plan is a policy guide that identifies the city's goals for directing future land development.

Developers and landowners use the Comprehensive Plan to identify where they can locate, and, for residential uses, at what density they can build. This is for new development proposed at the fringes of the City, for redevelopment or new development within the established areas such as around the downtown, and for vacant tracts skipped over in past years as development progressed southward.

Homeowners and neighborhood organizations can use the Plan to identify the city's plans for land use around them. Other agencies including the school districts, county government, and utilities use the plan to help them in forecasting future service needs.

Finally, the city itself uses the Plan in a variety of ways including:

- Evaluating development proposals;
- Coordinating development within the city and with adjacent jurisdictions;
- Neighborhood and special area planning;
- Forecasting future service and facilities needs; and for
- Qualifying for state and federal grant programs.

Of the various ways the city uses the Comprehensive Plan, the Plan is used most often to help the City Council and Planning Commission evaluate the appropriateness of proposed development. In accordance with the Unified Development Ordinance, the Planning Commission and City Council use 15 factors, including conformance with the city's Comprehensive Plan, to review the appropriateness of a development proposal for rezoning or special use permit. Other factors may weigh equally in the decision and result in approval of a proposal that conflicts with the Comprehensive Plan.

The Plan complements the other planning tools of the Unified Development Ordinance and the various design guidelines for commercial, multi-family, infill and development corridors by **showing the big picture**. In other words, the Plan puts individual pieces, represented by individual development projects, together to form a desired mosaic of land uses and densities of development.

Why Does the Comprehensive Plan Sometimes Change?

Kansas state statutes recognize that changes in anticipated development will take place and provide for an annual review of the Comprehensive Plan by the Planning Commission and City Council to ensure it does not become obsolete. The annual review of the Comprehensive Plan involves updating all changes in land use, and reviewing goal statements and city policies that occurred during the previous year as a result of rezonings, special use permits, other plan approvals, or special studies.

Only by looking beyond the pros and cons of a particular development proposal, by examining the collective patterns and densities of development within corridors, sections, and for the city overall can this ideal mosaic of Overland Park be achieved.

Future Development Plan (2019)

Introduction

The Future Development Plan is an integral part of Overland Park's Comprehensive Plan. The plan map graphically represents the City's land use goals and policies as developed and identified in the "Goals for Overland Park" text of the plan. Furthermore, the map assists local decision makers (whether they are developers or citizens) determine how the community envisions future development.

The Assumptions of the Plan

The Future Development Plan map displays the expected spatial arrangement of new development based on the assumption that future development trends will be similar to those observed in the past and correspond with the goals of the community.

In addition, the Future Development Plan considers the following factors:

1. The compatibility of land uses, based on a review of the following specific conditions:
 - a. Environmental and natural features of the land;
 - b. Expected service, facility, and utility capacities;
 - c. Relationships between land uses;
 - d. Transportation system networks; and
 - e. Population and service level projections.
2. The needs of Overland Park residents and governing officials.
3. The City's adopted land use goal statements.
4. A review of the City's current policies and ordinances.

Future Development Plan Categories

The Future Development Plan is divided into several broad categories, described on the following pages:

- Residential
- Rural Policy Area
- Growth Policy Area
- Transition Area
- Commercial
- Mixed-Use
- 151st Street Corridor Design Concept Plan Area
- Office
- Hotels and Motels
- Light Industrial/Business Park
- Industrial
- Public and Semi-public
- Parks, Recreation and Open Space
- Street Network.

Residential

There are seven residential land use categories depicted on the Future Development Plan. The categories distinguish the density of development allowed in each.

Very-Low Density	1 acre or more per unit depending on the zoning
Low-Density	Greater than 1 acre and less than or equal to 5 units per acre
Planned Residential*	Three density ranges: <ul style="list-style-type: none"> • Low - up to 7 units per acre • Medium - greater than 7 and less than or equal to 14 units per acre • High - greater than 14 units per acre
Medium-Density	Greater than 5 and less than or equal to 12.5 units per acre
Medium-High-Density	Greater than 12.5 and less than or equal to 16.5 units per acre
High-Density	Greater than 16.5 and less than or equal to 43 units per acre
Elderly	Developments for elderly residents that have a Special Use Permit

** The Planned Residential category identifies on the Future Development Plan of a property with a specific development plan that includes a mixture of housing types and densities.*

The Plan includes a specific category for Elderly Development because there can be significant differences between assisted living or elderly development and other medium- or higher-density residential housing. On average, assisted living facilities have fewer occupants per unit and generate less traffic than housing built for the general marketplace. There is also less likelihood of outdoor recreation facilities. Thus, a location that is deemed appropriate for assisted living may not be appropriate for other types of higher-density housing. This residential category gives notice to anyone referring to the Future Development Plan of a specific development proposal or development for an elderly development at a specific location.

Rural Policy Area

The Rural Policy Area focuses on an area south of the city's incorporated limits and in a small area of the city adjacent to the Blue River near 167th Street. Rural Policy Area applies to an area where the majority of the properties are large agricultural tracts interspersed with scattered residential development of 1 to 10 acres in size. More intense development of the area would not be appropriate at this time.

Growth Policy Area

Growth Policy Area is a category in the Blue Valley Plan - Urban Fringe Area south of the city's incorporated limits. One dwelling unit per 10 acres is the standard density in the Growth Policy Area though planned residential developments with two-acre, three-acre or larger residential lots may be an appropriate option.

Transition Area

Transition Area is a category in the Blue Valley Plan - Urban Fringe Area, south of the city's incorporated limits, where development pressures and key factors may impact the nature of development. A key factor that impacts the nature of future development in this area is the availability of sanitary sewers, therefore committing to specific residential land uses for this area is not appropriate at this time.

Commercial

The commercial land use goals outline the locational criteria for commercial development, which acts as the basis for locating future commercial areas on the Future Development Plan. The commercial land use goals evaluate the appropriateness of all rezoning and final development plan proposals for retail commercial development. The Future Development Plan identifies areas zoned for commercial uses, whether they are zoned as commercial or not. Further, the Future Development Plan identifies three specific types of commercial uses:

- N = Proposed Neighborhood Center
Limited to a maximum of 150,000 square feet of building space or a 16-acre tract, whichever is less.
- C = Proposed Community Center
Greater than 150,000 square feet and up to 400,000 square feet of building space or a 43-acre tract, whichever is less.
- R = Proposed Regional Center
Greater than 400,000 square feet of building space on a tract of 43 acres or more.

Mixed-Use

The Mixed-Use category is intended to provide for a variety of land uses in closer proximity to one another than is possible in traditional Comprehensive Plan categories such as commercial, office, and residential categories. Developments should have a mixture of residential, office, and retail uses. The mixed-use land use goals evaluate the appropriateness of all rezoning and final development plan proposals for mixed-use developments.

151st Street Corridor Design Concept Plan Area

The 151st Street Corridor Design Concept Plan (2002) describes the City's expectations for the 151st Street corridor, as it runs through the Stanley neighborhood in the southeast portion of Overland Park. The Design Concept Plan represents an overall coordinated plan, showing acceptable land uses, architectural design features, and site plan design features. Landowners, developers, design professionals, and citizens may use the Design Concept Plan to direct and evaluate future development and redevelopment in the Stanley neighborhood. The Principles section identifies what the Design Concept Plan tries to achieve and how it might be used to direct and evaluate future development and redevelopment along the corridor. The goals identify specific design characteristics that future development and redevelopment plans should exhibit. The goals can be found in the Goals for Overland Park text of the Comprehensive Plan.

Office

The office land use goals outline the locational criteria for office development, which acts as the basis for locating future office areas on the Future Development Plan. The City uses the office land use goals to evaluate the appropriateness of all rezoning and final development plan proposals for office development in the City. The commercial land use category includes office land uses, but only office uses are appropriate in the office land use category, unless part of a mixed-use development.

Hotels and Motels

The hotels and motels land use goals outline the locational criteria for hotels and motels, which acts as the basis for evaluating a special use permit for a hotel or motel development. Hotels and motels are considered appropriate in the commercial, office, and mixed-use land use categories or in areas where business parks (defined below) would be acceptable. However, commercial, office, mixed-use, or business park land uses may not be appropriate in acceptable areas for a hotel or motel development. The City does not require a special use permit for hotels and motels in the mixed-use land use category.

Light Industrial/Business Park

The light industrial/business park land use goals outline the locational criteria for light industrial/business park development, which acts as the basis for locating future light industrial/business park development areas on the Future Development Plan. The City also uses the light industrial/business park land use goals to evaluate the appropriateness of all rezoning and final development plan proposals for light industrial or business park development in the city. The business park (BP) district, distinguished from industrial zoning, intends to allow a mix of office, light industrial, and limited retail and service uses in a planned setting of 15 acres or more. The city desires low-density, high-quality development with increased amenities and open space for the business park developments.

Future development of light industrial/business park land should reflect both proper layout and high-quality design to maintain the city's high-quality developments and to avoid the negative impacts often associated with industrial development. Future light industrial areas should develop as business parks rather than as isolated sites dispersed among other land uses. Street improvements adjacent to a light industrial/business park site help with a development's success and should be given proper attention.

Industrial

The need for industrial land uses as opposed to light industrial/business park land uses is limited in Overland Park. Industrial land uses should be located near freeways with adequate access provided by thoroughfares. The industrial land use category can also include the less intensive light industrial/business park uses. However, more intensive industrial land uses (e.g., M-2, MP-2 zoning districts) or any commercial land uses would not be considered acceptable areas for a business park or other light industrial use.

Public and Semi-public

The need for public and semi-public land uses (such as schools, cemeteries, libraries, fire stations, post offices, and religious institutions) is difficult to project. One difficulty is that jurisdictions control such facilities over which the city has limited control. However, the City contacts several jurisdictions to obtain their plans for expansion or contraction of facilities and services as needed. Also, the city encourages these jurisdictions to work to identify possible sites for their facilities.

The nature of public and semi-public uses, and the fact that they are allowed in residentially-zoned districts, makes the selection of all appropriate sites impossible. Therefore, the city considers areas shown for the various residential categories as appropriate for church and school sites provided the sites have adequate access to a collector or thoroughfare street. Once known, the Future Development Plan shows churches, schools, and other public facilities as potential public and semi-public use and the boundaries of the property are delineated. Areas identified with an asterisk depict a potential public or semipublic use. The location is meant to be general and not intended to be exact. When a church, school, or other public facility is built or under construction, the site is then shown as public and semi-public on the Future Development Plan.

Parks, Recreation, and Open Space

The uses in this land use category consist of both public and private ownership and include:

- Parks
- Recreational areas and facilities
- Conservation areas
- Stream corridors
- Reserves and urban forests
- Low-intensity agricultural production
- Greenway linkages

Where an asterisk depicts a potential park or open space site, the location is meant to be general and not intended to be exact. The provision of park or open space in an area, an exact location, and whether ownership will be either public or private are all negotiated at the time a development plan is proposed/approved.

Conservation areas include land set aside for floodplain management, erosion control, and water resources. A stream corridor is a natural stream and adjacent riparian corridor set aside with use limitations for preservation of wildlife habitat, water quality, storage of floodwaters, and protection of private property from stream migration and bank instability. Reserves are areas set aside for conserving a particular site feature of ecological, aesthetic or historical value. Urban forest areas are parcels of land used for noise control and visual buffer zones, typically along highway rights-of-way. Land in these classes could be dedicated in perpetuity to the city but not necessarily for use as parkland. Low-intensity agricultural production includes sod farms, tree farms, and nursery stock.

The location of future park sites is based upon the following criteria:

1. Maximum use by surrounding residents.
2. Continued development of the neighborhood park concept.
3. Where possible, locate park sites adjacent to proposed school sites to ensure maximum usage and avoid duplication of services.
4. Manage and conserve natural waterways, floodplains, and open space areas of unique environmental or historical value.

Street Network

The street network system is shown on the Official Street map. The map bases projected collector, super-collector, and thoroughfare systems for the southern, undeveloped portion of the City on information from the Comprehensive Plan's Transportation Element. Spacing of thoroughfares at one-mile intervals with collectors located at each half-mile junction is in accordance with city policy. However, interruptions occur where freeways or major public uses appear. Proposed thoroughfares and collectors are also shown in the Blue Valley Plan - Urban Fringe area.

Greenway Linkages Plan

The greenway linkages concept as shown on the Greenway Linkages Plan outlines a series of bike routes and linear greenways that link to one another, to residential and employment areas, and to public parkland and facilities throughout Overland Park.

The greenway linkages provide:

1. Recreational choices;
2. Landscaped open space (extensively landscaped easements, most of which have bike/hike trail access);
3. Preservation of natural and historic areas;
4. Screening of differing land uses from one another and from U. S. 69 Highway and other major roadways;
5. Ties to open space recreational areas in adjacent communities and the unincorporated areas of Johnson County; and
6. Screening for residential areas from major highways in the community in order to mitigate the excessive noise and domineering visual traits.

The map includes off-street, multi-use trails as well as key on-street bike routes. The city recently combined what was two Greenway Linkages maps for the city - Southern Overland Park and Northern Overland Park - into one map. Linkages in northern Overland Park tend to include more key on-street bike routes, with parallel sidewalks for pedestrian access, as well as off-street linkages.

The greenway linkages concept has four characteristics:

1. The plan is long-range and may take twenty years or more to develop.
2. The plan is conceptual, showing the general routes and desired ties to other public facilities and parklands.
3. Individual linkages as shown on the plan will develop according to the Greenway Linkages Guidelines, and will closely coordinate with the site planning of the adjacent private developments.
4. The construction of individual linkages will tie closely to the development cycles of the community. When significant land development occurs, developers will dedicate easements, revenues will be generated, and the need to serve new residents or workers will be such to justify further greenway linkage development.

Comparing Plan Map With the Zoning Map

As a general guide to future development in the city, the Future Development Plan map should not be considered a pre-zoning document. Some of the differences between the Future Development Plan and the Zoning Map are listed in **Table 1**.

Table 1
Differences Between the Future Development Plan and the Zoning Map

Future Development Plan	Zoning Map
1. Reflects the relationships that ensure compatible land uses and the overall soundness of the Plan.	1. Specific in nature. It identifies the zoning classification for each land parcel in the city.
2. Projects land needs into the future, thus serving as a policy guide for future development.	2. Updated as soon as a zoning application is approved and reflects current opportunities for development.
3. Enables government officials to anticipate future public expenditures more effectively. This results in more efficient use of tax dollars.	3. The Unified Development Ordinance establishes maximum densities, parking requirements, height limitations, and other required improvements for each zoning district.
4. Provides an opportunity for citizens, private developers, and affected governmental jurisdictions to determine the city's goals.	4. Identifies only the current zoning of land parcels.
5. Allows the use of innovative planning techniques far ahead of development, thereby preserving a high-quality urban area.	5. An official document that is legally binding and reflects the current development potential of land parcels.
6. Provides information that is needed to make day-to-day decisions about future development patterns for the City.	6. Permits development to occur in accordance with present opportunities and constraints.
7. Provides a future land use guide that allows alternative land development proposals to be reviewed for their merits and compatibility with surrounding land uses.	7. Change to the map can be initiated by a property owner, their agent or the city.

The Future Development Plan and the Zoning Map, along with their respective texts, have different yet complementary roles in guiding and regulating land development in

Overland Park. A review of both should assist when determining the merits of a proposed development to ensure that it meets the legal regulations pertaining to land use and complies with the City's goals and policies.

Comparing Plan Categories With Zoning Categories

The listing in **Table 2**, shown on the following pages, compares the land use categories of the Future Development Plan with the corresponding zoning districts of the Unified Development Ordinance and Zoning Map. The comparison is meant to be a guide, not an exact breakdown, to what is and is not permitted in each category or zoning district. Note, however, that a special use permit may be approved in any zoning district, and may appear in any land use category. Proposals for special use permits are evaluated on their individual merit.

In addition, the Future Development Plan's residential categories should be viewed as representing a density range, not a maximum allowable density. The exact density appropriate for each land tract will be determined at the time of rezoning. A proposed rezoning whose project density exceeds the midpoint in the range of a residential category will be acceptable only when exceptional design and locational criteria warrant such consideration.

Table 2
Comparison Between Future Development Plan Land Use Categories and the Corresponding Zoning Districts

Future Development Plan Land Use Categories		Zoning Districts		
1.	Very-Low-Density Residential <i>≤ 1 unit per acre*</i>	1.	A RE RP-OE	Agricultural Residential Estates Planned Open Space Estate Residential
2.	Low-Density Residential <i>> 1 and ≤ 5 units per acre*</i>	2.	RP-OS R-1 RP-1 R-1A RP-1A RP-1N R-2 RP-4 PRN	Planned Open Space Single-Family Residential Single-Family Residential Planned Single-Family Residential Small-Lot Single-Family Residential Planned Small-Lot Single-Family Residential Planned Single-Family Infill Residential Planned Two-Family Residential Planned Cluster Housing Planned Residential Neighborhood
3.	Planned Residential Neighborhood <i>Low-density: ≤ 7 units per acre</i> <i>Medium density: > 7 and ≤ 14 units per acre</i> <i>High density: > 14 units per acre*</i>	3.	PRN	Planned Residential Neighborhood
4.	Medium-Density Residential <i>> 5 and ≤ 12.5 units per acre*</i>	4.	RP-1N R-2 RP-2 R-3 RP-3 RP-4 PRN	Planned Single-Family Infill Residential Two-Family Residential Planned Two-Family Residential Garden Apartment Planned Garden Apartment Planned Cluster Housing Planned Residential Neighborhood
5.	Medium-High Density Residential <i>> 12.5 and ≤ 16.5 units per acre*</i>	5.	RP-5 PRN	Planned Apartment House Planned Residential Neighborhood

Future Development Plan Land Use Categories		Zoning Districts		
6.	High-Density Residential > 16.5 and ≤ 43 units per acre*	6.	RP-6	Planned High-Rise Apartment
			PRN	Planned Residential Neighborhood
7.	Elderly Development	7.	SUP	Special Use Permit
8.	Commercial	8.	C-0	Office Building
			CP-0	Planned Office Building
			C-1	Restricted Business
			CP-1	Planned Restricted Business
			C-2	General Business
			CP-2	Planned General Business
			C-3	Commercial
			CP-3	Planned Commercial
	MXD	Planned Mixed Use		
9.	Mixed-Use, Proposed Mixed Use	9.	MXD	Planned Mixed Use
10.	151 st Street Corridor Design Concept Plan Area	10.	C-0	Office Building
			CP-0	Planned Office Building
			C-1	Restricted Business
			CP-1	Planned Restricted Business
			MXD	Planned Mixed Use
11.	Office	11.	C-0	Office Building
			CP-0	Planned Office Building
			MXD	Planned Mixed Use
12.	Light Industrial/Business Park	12.	BP	Business Park
			M-1	Industrial Park
			MP-1	Planned Industrial Park
13.	Industrial	13.	BP	Business Park
			M-1	Industrial Park
			MP-1	Planned Industrial Park
			M-2	General Industrial
			MP-2	Planned General Industrial
14.	Public and Semi-Public	14.	R-1–RP-6	All Residential Districts
15.	Parks, Recreation and Open Space	15.	R-1	Single-Family Residential
			RP-1	Planned Single-Family Residential

Future Development Plan Land Use Categories		Zoning Districts	
16.	Hotels and Motels	16.	SUP Special Use Permit
17.	Downtown Form-Based Code	17.	DFD Downtown Form District
18.	Research and Development**	18.	- Refer to Johnson County's Zoning and Subdivision Regulations
19.	May Occur in Any Category <i>Depending on use requested</i>	19.	SUP Special Use Permit in All Categories
20.	Rural Policy Area	20.	A RE Agricultural Residential Estates
21.	Transition Area**	21.	Refer to Johnson County's Zoning and Subdivision Regulations
22.	Growth Policy Area: Agricultural/Residential**	22.	Refer to Johnson County's Zoning and Subdivision Regulations

** Residential density is calculated using either gross or net land acreage, depending upon which is specified in the approved zoning district.*

*** These categories are currently found only in the unincorporated portion of Johnson County identified on the map as the Blue Valley Plan – Urban Fringe Area.*

Comparing Plan Map Categories With Existing Land Uses

The Future Development Plan map categories cover a wide range of residential and non-residential land uses. The comparison in **Table 3** provides examples of typical types of land uses for each category of the Future Development Plan map. No listing can be all-inclusive, as exceptions do exist. The comparison should, however, be useful in identifying the usual category a particular land use would fall under.

Table 3
Comparison Between Future Development Plan Land Use Categories and Existing/Typical Land Uses

Future Development Plan Land Use Categories	Existing/Typical Land Uses
1. Rural Policy Area <i>One dwelling unit per ten acres. More intense development is not appropriate at this time.</i>	1. Agriculture Single-family homes
2. Growth Policy Area ** <i>One dwelling unit per ten acres or two-three- or larger-acre lots in planned residential developments</i>	2. Agriculture Single-family homes
3. Transition Area <i>No specific residential density at this time</i>	3. Agriculture Single-family homes
4. Very-Low-Density Residential <i>≤ 1 unit per acre</i>	4. Single-family homes <i>(large-lot and Planned Open Space Residential subdivisions)</i>
5. Low-Density-Residential <i>> 1 and ≤ 5 units per acre</i>	5. Single-family homes Patio homes Duplex homes Attached housing <i>(e.g., duplex, triplex, townhomes, garden apartments when part of a PRN district)</i>
6. Planned Residential Neighborhood - <i>Low-density: ≤ 7 units per acre</i> <i>Medium density: > 7 and ≤ 1 units per acre</i> <i>High density: > 14 units per acre*</i>	6. Single-family homes Patio homes Attached homes <i>(duplex, triplex, etc.)</i> Townhomes Garden apartments

Future Development Plan Land Use Categories		Existing/Typical Land Uses	
7.	Medium-Density Residential > 5 and ≤ 12.5 units per acre	7.	Attached homes (<i>duplex, triplex, etc.</i>) Townhomes Garden apartments
8.	Medium-High-Density Residential > 12.5 and ≤ 16.5 units per acre	8.	Garden apartments
9.	High-Density Residential > 16.5 and ≤ 43 units per acre	9.	Garden apartments Mid- and high-rise apartments
10.	Elderly Development and Proposed Elderly Developments <i>No densities identified for elderly developments with a Special Use Permit</i>	10.	Nursing care facilities Independent living facilities Memory care facilities
11.	Commercial <i>The Future Development Plan identifies areas zoned for commercial but not yet developed; or planned for commercial uses but not yet zoned as Neighborhood (N), Community (C), or Regional (R).***</i>	11.	Retail shops and shopping centers (<i>neighborhood, community, regional</i>) New and used car dealers Gas stations and car service and repair Restaurants and bars Entertainment centers Health and fitness centers Private Technical and Business Schools Loft apartments
12.	Mixed-Use/Proposed Mixed-Use	12.	Retail General offices Loft apartments
13.	151st Street Corridor Design Concept Plan Area	13.	General offices Retail (<i>limited to CP-1 uses</i>) Financial institutions Daycare centers Loft apartments
14.	Office	14.	General offices Private Technical and Business Schools Daycare centers Financial institutions Retail (MXD) Loft apartments (MXD)

Future Development Plan Land Use Categories	Existing/Typical Land Uses
15. Hotels and Motels	15. Hotels and motels*
16. Downtown Form-Based Code	16. General Urban Frontage <i>Residential, Retail, Commercial, Municipal</i> General Storefront Frontage <i>Where designated, frontages shall use the General Urban standard, except the Ground Story shall be for commerce - Shopfront</i> Townhouse/Small Apartment <i>Single-Family dwellings, smaller attached structures, Live-work units****</i> Detached Frontage <i>Single-Family dwellings</i> Workshop Frontage <i>Small-scale manufacturing and repair</i>
17. Light Industrial/Business Park <i>Business Park is intended to allow a mix of office, light industrial, and limited retail and service uses in a planned setting of 15 acres or more.</i>	17. Warehousing Light manufacturing Limited office Screened outdoor storage Public storage Business Park <i>Mix of warehousing, light manufacturing, office, and limited retail</i>
18. Industrial	18. Warehousing Light manufacturing Bus barns Lumber yards Moving, transfer, or storage plants Offices Retail commercial

Future Development Plan Land Use Categories	Existing/Typical Land Uses
<p>19. Public and Semi-public <i>These uses are allowed in residentially-zoned areas. The city considers areas shown for the various residential categories as appropriate for church and school sites.</i></p>	<p>19. Public buildings and facilities <i>Government, post offices, police and fire stations, etc.</i> Public and Parochial Schools Churches and Temples Utilities* Hospitals* Private clubs and service organizations Airports and other major transportation Facilities Cemeteries</p>
<p>20. Parks, Recreation, and Open Space <i>The location of future parks is based upon:</i></p> <ul style="list-style-type: none"> ● <i>Maximum use by surrounding residents;</i> ● <i>Continue development of the neighborhood park concept;</i> ● <i>Where possible, locate park sites adjacent to proposed school sites to ensure maximum usages and to avoid duplication of services; and</i> ● <i>Manage and conserve natural waterways, floodplains and open space areas of unique environmental or historical value.</i> 	<p>20. Public parks and open space Private parks and open space Public and private golf courses Softball, soccer, and other sports complexes Conservation areas Floodplain Greenway linkages Low-Intensity agriculture Reserves and urban forests</p>

* *These uses require a Special Use Permit.*

** *These categories are currently found only in the unincorporated portion of Johnson County, identified on the map as the Blue Valley Plan - Urban Fringe Area.*

*** *A "Neighborhood" commercial center is limited to a maximum of 150,000 square feet of building space or a 16-acre tract whichever is less.*

A "Community" commercial center is greater than 150,000 square feet and up to 400,000 square feet of building space or a 43-acre tract whichever is less.

A "Regional" commercial center will have greater than 400,000 square feet of building space on a tract of 43 acres or more.

**** *Live-work units limited to defined areas on Downtown Form District- Regulating Plan.*

Note: Land uses are only representative and not all inclusive. Some uses may be found in other categories, but generally fall under the Future Development Plan land use categories as listed.

Relationship With the Comprehensive Plan Text

The past, present, and future trends that have occurred, or are anticipated to occur, are examined in the Plan Elements text. The twelve Plan Elements are:

- Community Resources;
- Economic Profile;
- Education and Information;
- Environmental Review;
- Housing;
- Land Use;
- Neighborhoods;
- Parks & Recreation;
- Population Profile;
- Public Art;
- Transportation; and
- Utilities.

While each of these plan elements provides information that is important in projecting the future development pattern of Overland Park, they are not the only sources of information used in preparing the City's Future Development Plan. Other major sources include the current policies and guidelines of the Governing Body, the Planning Commission, and affected jurisdictions. In addition, consideration of the desires and needs of the local residents, as expressed through community surveys, assisted in the preparation of the Future Development Plan. By merging these information sources together and using professional planning techniques, the city formulated the future development pattern.

As the policies of the city and the needs of its residents change, the Future Development Plan is updated to reflect these changes. Obviously, no long-range plan for an urban area can be totally accurate in its projections. Because technology, social goals, and economic conditions continue to shift, and as trends in urban development respond to these changes, the city reviews the future development pattern to ensure that changes get incorporated into the Future Development Plan.

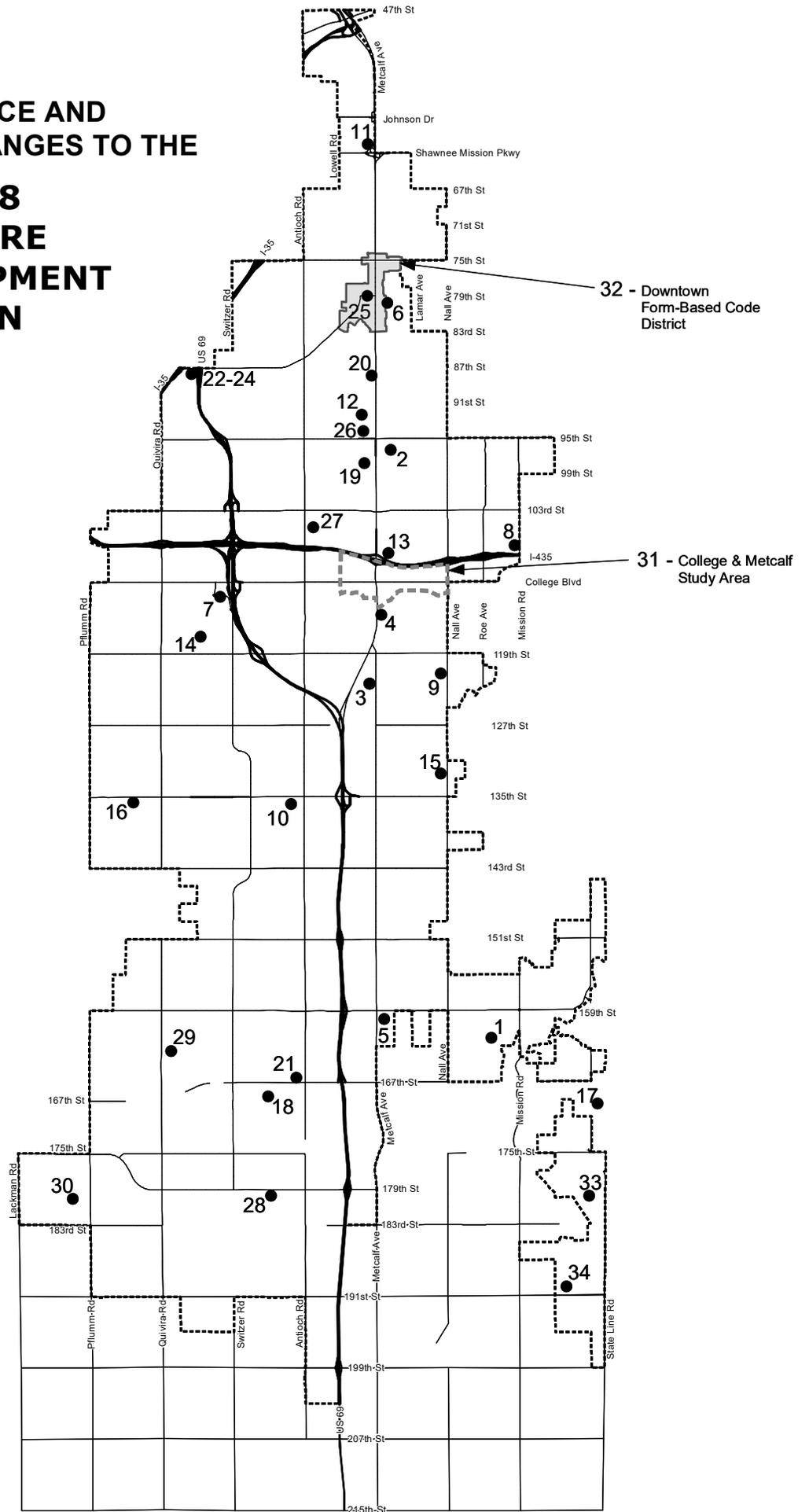
Compliance and Suggested Changes - 2019

An annual review process takes place to keep the Comprehensive Plan maps current and to make certain that they reflect Overland Park's goals and policies. Proposed changes to the maps are usually one of the following:

1. Those which make the maps comply with zoning and other land use changes;
2. Those with cartographic errors; or
3. Those which reflect changes in the city's future land use pattern (as suggested by the Planning Commission).

Tables 4 through 6, beginning on the following pages, list this year's (2019) proposed changes to the Future Development Plan Map, Official Street Map, and Greenway Linkages Map.

COMPLIANCE AND SUGGESTED CHANGES TO THE 2018 FUTURE DEVELOPMENT PLAN



**Table 4
Future Development Map Changes (2019)**

Change	Location	Reason/Case
1 Proposed Public and Semi-public to Public and Semi-public	Vicinity of 163rd St & Roe Ave	Plan approved for this site
2 Commercial to High-Density Residential	Vicinity of 95th St & Metcalf Ave	Rezoning - REZ2018-00023
3 Office to Light Industrial/Business Park	Vicinity of 123rd St & Metcalf Ave	Rezoning - REZ2018-00013
4 Commercial and Proposed Hotel to Light Industrial/Business Park	Vicinity of 112th St & Metcalf Ave	Rezoning - REZ2018-00015
5 Commercial to High-Density Residential, Medium-High-Density Residential, and Elderly Development	Vicinity of 159th St & Metcalf Ave	Rezoning - REZ2018-00021 ¹
6 Low-Density Residential to Medium-Density Residential	6800 W 80th St	Rezoning - REZ2018-00022
7 Right-of-way to Office	Vicinity of College Blvd & Switzer Rd	Purchase of additional land from KDOT
8 Additional Mixed-Use	Vicinity of I-435 & Mission Rd	Boundary line adjustment to map
9 Low-density and Proposed Public and Semi-public to Public and Semi-public	Vicinity of 119th St & Nall Ave	Plan approved for this site
10 Add Proposed Hotel	Vicinity of 135th St & Grandview Rd	Special use permit - SUP2018-00024
11 Remove Proposed Hotel	Vicinity of Shawnee Mission Pkwy & Metcalf Ave	Revised development plan does not include hotel
12 Office to Commercial	Vicinity of 93rd St & Foster St	Boundary line adjustment to map

¹ *Governing Body and Planning Commission approved rezoning and a development plan for this site, but it has not yet been published.*

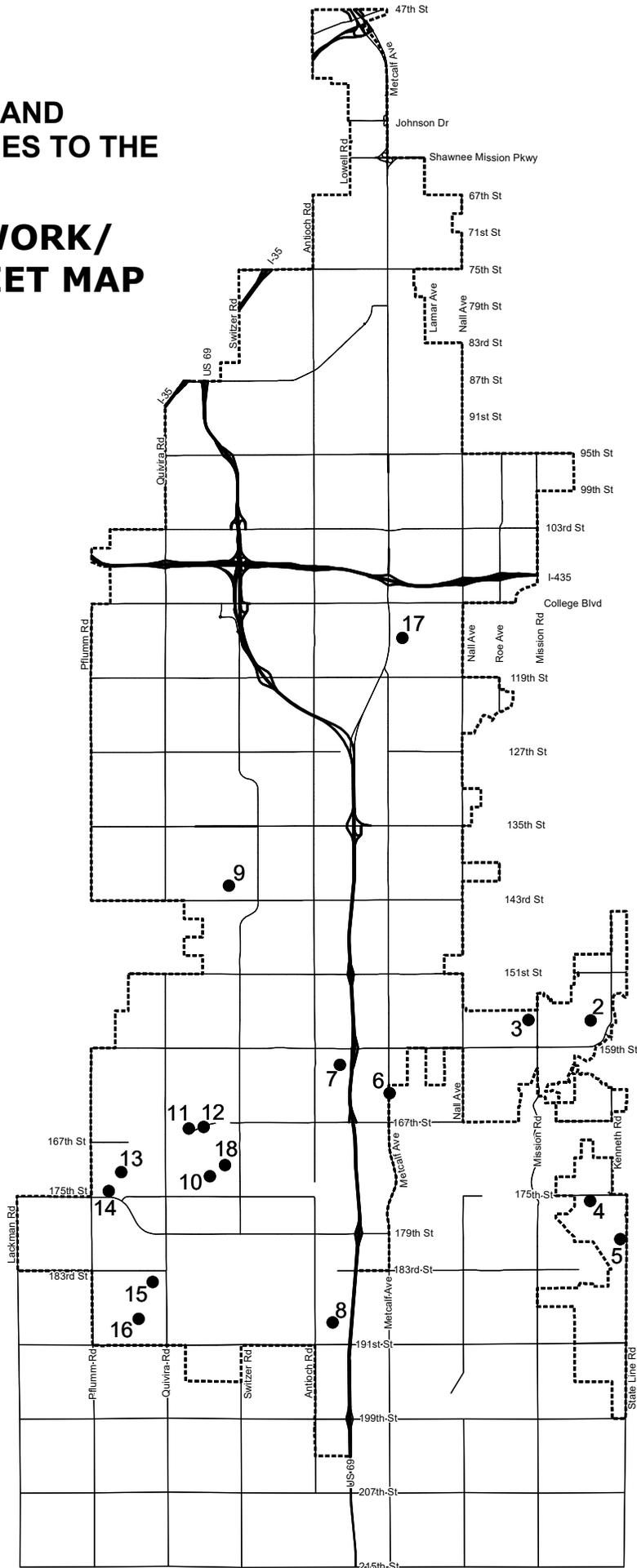
Change	Location	Reason/Case
13 Proposed Hotel to Hotels/Motels	Vicinity of 108th St & Metcalf Ave	Hotel constructed
14 Adjust boundary of Elderly Development	Vicinity of 117th St & Indian Creek Pkwy	Boundary line adjustment
15 Public and Semi-public and "S" to Low-Density Residential	Vicinity of 133rd St & Nall Ave	Property no longer owned by church; property platted for single-family homes
16 Proposed Elderly Development to Elderly Development	Vicinity of 135th St & Rosehill Rd	Development constructed
17 Remove Public/Semi-public outside city boundary	Vicinity of 167th St & Kenneth Rd	Privately-owned land outside city boundary
18 Add additional area into Parks, Recreation, and Open Space	Vicinity of 167th St & Switzer Rd	Boundary line adjustment
19 Low-Density Residential to Office	Vicinity of 97th St & Foster St	Previous designation shown incorrectly
20 Medium-Density Residential and Public/Semi-public to Right-of-Way	Vicinity of 87th St & Metcalf Ave	Boundary line adjustments
21 Proposed Public/Semi-public to Low-Density Residential	Vicinity of 167th St & Antioch Rd	Revert to underlying plan; property sold and property to be developed with single-family homes
22 Commercial to Industrial and Right-of-Way	Vicinity of 87th St & Nieman Rd	Boundary line adjustment
23 Industrial to Right-of-Way	Vicinity of 87th St & Nieman Rd	Boundary line adjustment
24 Industrial to Commercial and Right-of-Way	Vicinity of 87th St & Nieman Rd	Boundary line adjustment
25 Remove Proposed Hotel	Vicinity of 79th St & Marty St	Older concept for downtown since replaced by Downtown Form-Based Code
26 Remove Potential Public or Private Park or Open Space	Vicinity of 95th St & Metcalf Ave	Future park identified in Park Master Plan, but not at this specific site

Change	Location	Reason/Case
27 Low-Density Residential to Mixed-Use	Vicinity of 103rd St & Antioch Rd	Add additional area because of Rezoning - REZ2018-00001
28 Low-Density Residential to Parks, Recreation, and Open Space	Vicinity of 179th St & Antioch Rd	City purchased property as part of the Arboretum
29 Remove Potential Public or Private Park or Open Space	Vicinity of 163rd St & Quivira Rd	Park Master Plan identified a park in this general area; park to be developed on a different site north of 159th St.
30 Move Potential Public and Semi-public Use	Vicinity of 183rd St & Pflumm Rd	Future school location not shown correctly - moved to correct location one mile east.
31 Outline College and Metcalf Corridor Study area	Vicinity of College Blvd & Metcalf Ave	Outline boundary of College and Metcalf Corridor study area.
32 Show Downtown Form-Based Code boundaries as its own area	Downtown Overland Park	Old underlying plans for downtown are replaced by the Downtown Form-Based Code.
33 Add Potential Public and Semi-public Use	Vicinity of 179th St & Verona Rd	Future school site was not identified previously on the map
34 Add Potential Public and Semi-public Use	Vicinity of 191st St & Kenneth Rd	Future school site was not identified previously on the map
Very-Low-Density Residential to Public/Semi-Public	Vicinity of 151st St & Antioch Rd	Church site was not identified previously on the map

COMPLIANCE AND SUGGESTED CHANGES TO THE 2018 STREET NETWORK/ OFFICIAL STREET MAP



1 - Change "proposed local public" to "proposed collector-lite" in Legend.

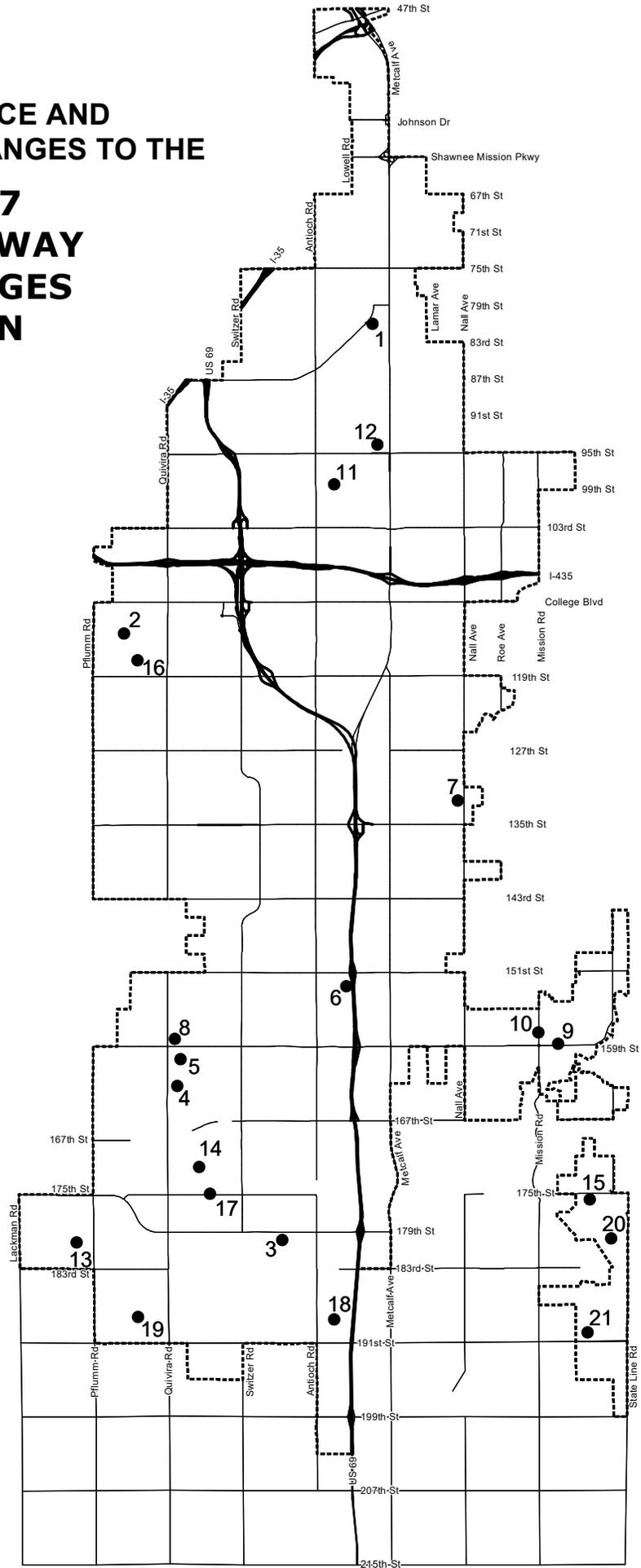


**Table 5
Official Street Map Changes (2019)**

Change	Location	Reason/Case
1 Relabel streets categorized as Proposed Local Public to Proposed Collector-Lite	Select locations south of 159th Street	More accurately show the desired type of street for new subdivisions in select areas of southern Overland Park
2 Realign Thoroughfare	Vicinity of 159th St & Kenneth Rd	Preliminary Engineering Study complete with proposed new alignment
3 Proposed Collector to Existing Collector	Vicinity of 157th St & Mission Rd	Roadway constructed
4 Proposed Collector to Existing Collector	Vicinity of 175th St & Verona Rd	Roadway constructed
5 Proposed Collector to Existing Collector	Vicinity of 179th St & Stateline Rd	Roadway constructed
6 Unimproved/Proposed Thoroughfare and Proposed Roundabout to Improved Thoroughfare and Existing Roundabout	Vicinity of 167th St & Metcalf Ave	Roadway constructed
7 Proposed Local Public to Local Private	Vicinity of 159th St & Lowell Ave	Roadway constructed; should not be shown as public road
8 Realign Proposed Collector	Vicinity of 191st St & Antioch Rd	Line up with east/west Potential Collector
9 Proposed Collector to Existing Collector	Vicinity of 141st St & Bluejacket St	Roadway constructed
10 Proposed Local Public to Local Public	Vicinity of 172nd St & Nieman Rd	Should not be shown as Proposed Local Public
11 Proposed Collector to Existing Collector	Vicinity of 167th St & Flint St	Roadway constructed
12 Unimproved/Proposed Thoroughfare to Improved Thoroughfare	Vicinity of 167th St & Flint St	Roadway constructed

Change	Location	Reason/Case
13 Proposed Collector to Existing Collector	Vicinity of 173rd St & Bradshaw St	Roadway constructed
14 Proposed Local Public to Existing Collector	Vicinity of 173 St & Noland Rd	Roadway constructed
15 Proposed Local Public to Proposed Local Road	Vicinity of 183rd St & Caenen St	Show not be shown as Proposed Local Public
16 Realign Proposed Collector	Vicinity of 187th St & Happy Hollow Rd	Line up with north/south Potential Collector and existing roadway
17 Add Local Private	Vicinity of 112th St & Metcalf Ave	Travis Lane private roads not previously shown
18 Proposed Collector to Existing Collector	Vicinity of 171st St & Switzer Rd	Roadway constructed

COMPLIANCE AND SUGGESTED CHANGES TO THE 2017 GREENWAY LINKAGES PLAN



**Table 6
Greenway Linkages Map Changes (2019)**

Change	Location	Reason/Case
1 Rename Santa Fe Commons to Thompson Park	8045 Santa Fe Dr	Park renamed as part of redevelopment
2 Add Adjacent Community/Private Linkage	Vicinity of College Blvd & Quivira Rd	Add existing private trails on the Johnson County Community College campus.
3 Add additional Public Park and Greenway Land (existing)	Vicinity of 179th St & Antioch Rd	City purchased property as part of the Arboretum
4 Remove Potential Public or Private Park or Open Space	Vicinity of 163rd St & Quivira Rd	Park Master Plan identified a park in this general area; park to be developed on a different site north of 159th St.
5 Remove Type 1 and Type 2 linkages	Vicinity of 159th St & Quivira Rd	Private land, unlikely connection can be made.
6 Remove Type 5 linkage	Vicinity of 151st St & 69 Highway	Trail north from Kingston Lake to Parkway is unlikely.
7 Remove School	Vicinity of 133rd St & Nall Ave	Property no longer owned by church; property platted for single-family homes
8 Potential Public or Private Park or Open Space to Public Park and Greenway Land (existing).	Vicinity of 159th St & Quivira Rd	Plans underway for park construction
9 Add Type 2 linkage connection with proposed thoroughfare alignment	Vicinity of 159th St & Mission Rd	Preliminary Engineering Study complete with proposed new alignment
10 Add Type 2 linkage connection	Vicinity of 159th St & Mission Rd	Future trail connection to existing trails
11 Add Type 1 trails	Vicinity of 99th St & Antioch Rd	New trails planned in Pinehurst Estates Park

Change	Location	Reason/Case
12 Remove Potential Public or Private Park or Open Space	Vicinity of 95th St & Metcalf Ave	Future park identified in Park Master Plan, but not at this specific site
13 Move blue asterisks one mile east.	Vicinity of 183rd St & Pflumm Rd	Future school site was not shown in the correct location
14 Revise east/west alignment of 171st St linkage	Vicinity of 171st St & Barton St	Mapping adjustments based on actual construction
15 Revise north/south alignment of Verona Rd linkage	Vicinity of 175th St & Verona Rd	Mapping adjustments based on actual construction
16 Add Adjacent Community/Private Linkage	12500 W 119th St	Add existing trail system through Stoll Park.
17 Type 3 linkage to Type 2 linkage	Vicinity of 175th St from Antioch Rd to 179th St intersection	The roadway was previously designated as a super collector, with a Type 3. However, in 2015, the road was designated as a thoroughfare, where Type 2 linkages are most appropriate. The greenway linkage was not updated in 2015.
18 Realign Type 2 linkage	Vicinity of 191st St & Antioch Rd	Adjusting alignment based on update to the Official Street Map
19 Realign Type 3 linkage	Vicinity of 187th St & Happy Hollow Rd	Adjusting alignment based on update to the Official Street Map
20 Add Potential School Site	Vicinity of 179th St & Verona Rd	Future school site was not identified previously on the map
21 Add Potential School Site	Vicinity of 91st St & Kenneth Rd	Future school site was not identified previously on the map
Change linkage type	Vicinity of 179th St & Quivira Rd	Change Type 4 linkage to Type 3 linkage - Quivira to Lackman

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Study Areas

Introduction

The Study Areas section provides a quick reference to the various small area study reports to evaluate the appropriateness of proposed land use changes to the Future Development Plan. City staff uses these study area reports to evaluate rezoning or other specific development plans proposed for the study areas.

Description

Typically, the city developed study area reports in response to requests from individual landowners who sought to change the current land use category designation of their property. However, in some instances, the Planning Commission initiated some of the study areas to evaluate various land use changes that had taken place or contemplated in or around the study area.

Planning staff prepared the study area reports for consideration by the Planning Commission and City Council during the annual review of the Comprehensive Plan. In some cases, the Planning Commission or City Council chose to approve the land use category changes as recommended by the landowner. In other cases, the approved changes differed from those proposed by the landowner. Finally, in several cases, the Planning Commission or City Council chose to make no change to how various study areas were shown on the Future Development Plan.

Table 7 on the following pages lists the study area reports, their location, and what, if any, actions the Planning Commission and City Council took.

Comprehensive Plan Study Areas 1983-2019*

* There were no new study areas in 1996, 1998, 2002, 2008, 2010, 2012-2019

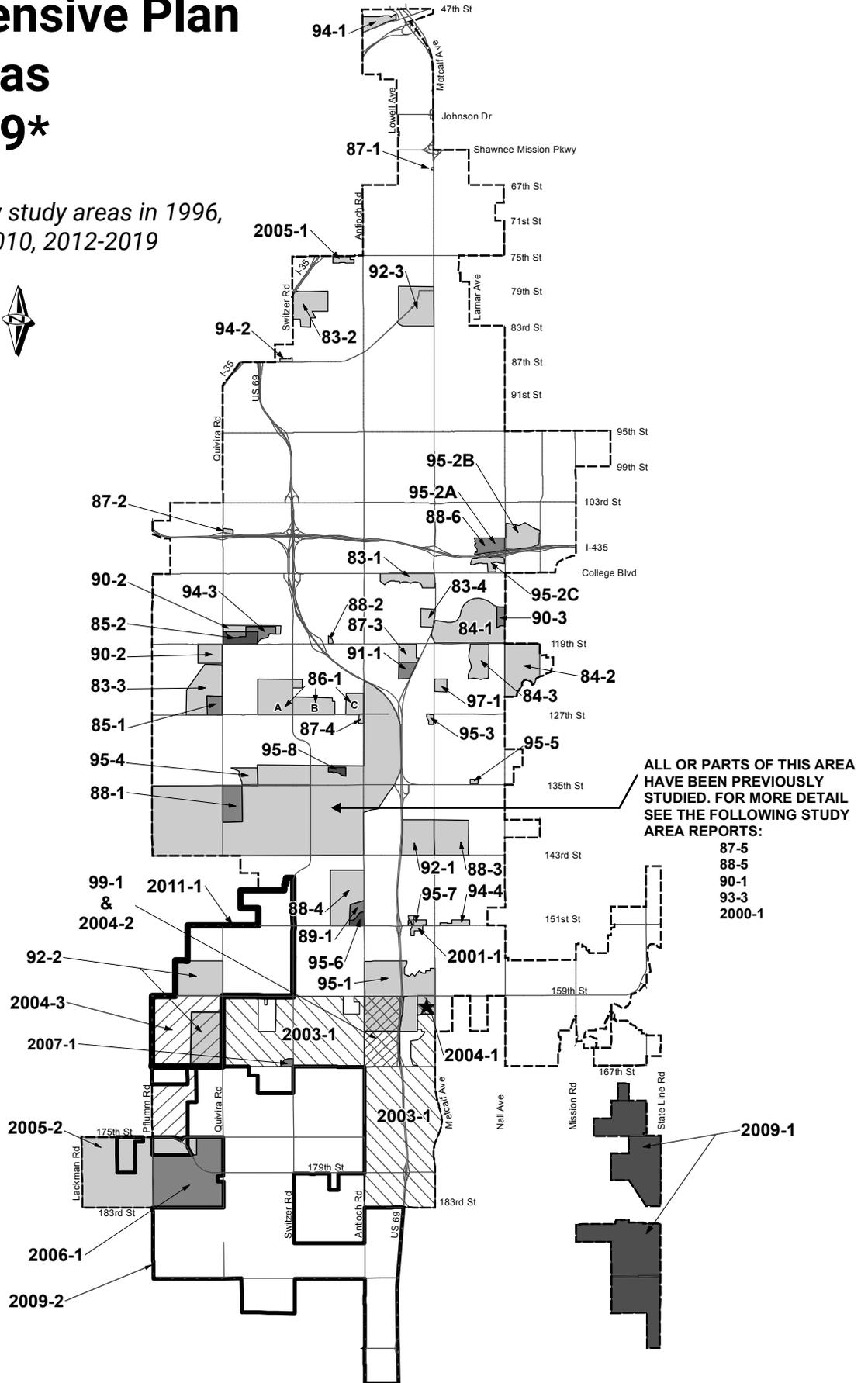


Table 7
Study Area Reports By Year, Location and Map Change

Report	Location	Map Change
1983-1*	Southside of College Blvd between Hardy St & Metcalf Ave (60 acres)	Low-Density Residential and Parks/Open Space to Office (<i>low intensity</i>) and High-Density Residential (<i>7-13 units per acre</i>)
1983-2	Southwest corner of 79th St & Grant St (115 Acres)	Low- and Medium-Density Residential to Medium-Density Residential and Commercial
1983-3	Vicinity of the southwest side of 121st St & Quivira Rd (200 acres)	Low-Density Residential to High-Density Residential
1983-4	Southwest corner of 115th St & Metcalf Ave (65 acres)	No change
1984-1	115th St to 119th St & Metcalf Ave to Nall Ave (308 acres)	No change
1984-2	Southeast corner of 119th St & Nall Ave (187 acres)	Low-Density Residential to Medium-Density Residential
1984-3	Southeast corner of 119th St & Lamar Ave (80 acres)	Low-Density Residential to Medium-Density Residential
1985-1	Northwest corner of 127th St & Quivira Rd (40 acres)	Withdrawn
1985-2	Northeast corner of 119th St & Quivira Rd (54 acres)	No change
1986-1*	North side of 127th St between Nieman and Antioch Roads	Residential land needs beyond the year 2000 to Low-Density Residential with small areas shown for Medium-Density Residential and Public and Semi-public
1987-1	Southwest corner of 65th St and Metcalf Ave (.6 acres)	No Change
1987-2	Northeast corner of I-435 and Quivira Rd (2.56 acres)	Medium-Density Residential to Office (<i>low-intensity</i>)

Report	Location	Map Change
1987-3	Northwest corner of 123rd St & U.S. 69 Hwy (65 acres)	No change for the southern half of the study area with a change from Medium-Density Residential to Commercial and Public and Semi-public for the northern half of the study area
1987-4	Southwest corner of 127th St & Antioch Rd (15 acres)	No change
1987-5*	K-150 to 143rd St & Pflumm Rd to Antioch Road (three square miles)	Parks and Recreation to Low- and Medium-Density Residential, Commercial, Office, and Light Industrial
1988-1*	Southeast corner of K-150 & Quivira Rd (80 acres)	Parks and Recreation to Low- and Medium-Density Residential, and Commercial
1988-2	Northwest corner of 119th St & Farley St (3.5 acres)	No change
1988-3	Northeast corner of 143rd St & Metcalf Ave (160 acres)	Low- and Medium-Density Residential to Commercial, Office, and Medium-Density Residential
1988-4	Northwest corner of 151st St & Antioch Rd (240 acres)	Withdrawn
1988-5*	Southside of K150 between Switzer and Antioch Roads (240 acres)	Parks and Recreation to Light Industrial and Low-Density Residential
1988-6	Southwest corner of 107th St & Nall Ave (54 acres)	Low- and Medium-Density Residential to Medium-Density Residential
1989-1	Northwest corner of 151st St & Antioch Rd (38 acres)	No change
1990-1*	North and south sides of K-150 between Switzer Rd & U.S. 69 Hwy	Light Industrial to Light Industrial/Business Park and Commercial
1990-2*	Southwest (56 acres) and northeast (104 acres) corners of 119th St & Quivira Rd	Low-Density Residential and Parks, Recreation and Open Space to Office (low-intensity) and Medium-Density Residential (<i>only a portion of the changes requested by the landowners</i>)

Report	Location	Map Change
1990-3	Southwest corner of 115th St & Nall Ave (17.5 acres)	Low-Density Residential to Office (<i>low-intensity</i>)
1991-1	Northwest corner of 123rd St & U.S. 69 Hwy (29 acres)	Medium-Density Residential to Office (<i>low-intensity</i>)
1992-1	Northwest corner of 143rd St & Metcalf Ave	Withdrawn
1992-2	Northwest corners of 159th St & 167th St and Quivira Rd (431 acres)	No change
1992-3	Two neighborhoods south and west of downtown	Several residential density changes
1993-1*	Parcel 1 - Southeast corner of 127th Street and Antioch Road (154 acres)	Light Industrial/Business Park to Low-Density Residential, Commercial, and Office
	East side of Antioch at 131st Pl	Light Industrial/Business Park to Commercial
	Parcel 2 - Southeast corner of K-150 and Switzer Road (40 acres)	Light Industrial/Business Park to Commercial
	Parcel 3 - Northwest corner of K-150 and Melrose	Withdrawn
1994-1*	North side of Merriam Drive from Antioch Road to I-635 and south of a line parallel to Craig Ln	Low-Density Residential to Commercial for the depth of those properties fronting on Merriam Dr from Goodman east to I-635. Refinements to the commercial areas west of Goodman to more closely follow existing zoning and lot lines.
1994-2	North side of 87th St between Larsen & Switzer Rd (5.5 acres)	The current depth of two to three lots or approximately 200 feet be maintained as Medium-Density Residential
1994-3	Northeast corner of 119th St & Quivira Rd (72.2 acres)	No change

Report	Location	Map Change
1994-4	North side of 151st St from the half-section line west to 130 feet west of Broadmoor St (one lot) (16 acres)	No change for those properties at the east end of the study area. Medium and Medium-High Density Residential to Commercial for those properties on the west end of the study area.
1995-1*	Vicinity of 159th St & U.S. 69 Hwy (585 acres)	<u>Northwest Quadrant:</u> Low-Density Residential to Medium-Density Residential. <u>Northeast Quadrant:</u> Low-Density Residential to Medium-Density Residential; Public and Semipublic and Low-Density Residential to Commercial; Office to Low-Density Residential. <u>Southeast Quadrant:</u> Area Under Study to Light Industrial/Business Park
1995-2	Northwest, northeast and southwest corners of Nall Ave & I-435 (185.7 acres)	No change
1995-3	Southwest corner of 127th St & Metcalf Ave (6-8 acres)	No change
1995-4	Northwest corner of Nieman Rd & 135th St (35 acres)	No change
1995-5	Northeast corner of Lamar Ave & 135th St (5 acres)	No change
1995-6	Northwest corner of Antioch Rd & 151st St	Withdrawn
1995-7	Northwest and northeast corners of Newton Ln & 151st St	Office to Commercial for the portion of the study area that lies west of Newton and south of 150th Street (<i>extended</i>)
1995-8*	North side of 133rd St in the vicinity of Kessler St (11.62 acres)	Medium-Density Residential to Low-Density Residential
1997-1*	Southeast corner of 123rd St & Metcalf Ave	No change

Report	Location	Map Change
1999-1	Southwest corner of 159 th St & U.S. 69 Hwy	Low-Density Residential to Light Industrial/Business Park, Right-of-Way, Medium-Density Residential and Parks, Recreation and Open Space. Medium-Density Residential to Commercial and Parks, Recreation and Open Space. Add Collector. Realign Collector. Add proposed interchange ramps. Delete Proposed Public and Semi-public and Proposed Commercial
2000-1*	Both sides of 135 th St between Antioch & Switzer Roads	No change but Light Industrial/Business Park category modified
2001-1	Both sides of 151st St between Newton/Conser & Marty Streets	No change but land uses in the study area were reexamined in late 2001/2002 as part of a larger corridor design study that is included in the Specific Plans section
2003-1* Blue Valley Study Area	159th Street to 167th St between Metcalf & Quivira; 167th St to 183rd St between Metcalf Ave & Antioch Rd	Blue Valley Study Area Task Force's recommended land use plan adopted with one exception. Steck Plantation will continue to be shown as Very-Low-Density Residential.
2004-1*	Southside of 159th St between U.S. 69 Hwy & Metcalf Ave at Marty Ln	Very-Low-Density Residential to Commercial
2004-2*	Between U.S. 69 Hwy & Antioch Rd from 159th St to 167th St	Proposed Mixed-Use Office to Low-Density Residential; Proposed High-Density Elderly to Medium-Density Residential; and Low-Density Residential to Parks, Recreation, and Open Space at the southeast corner of 159th Street and Antioch Road
2004-3*	Southside of 159th St between Pflumm Rd and one-half mile east of Quivira Rd, and then south one mile to the City limits.	Open space requirements added to Very-Low-Density Residential area and Transition Area to Low-Density Residential with open space requirements
2005-1*	Southside of 75th St from just west of Kessler Ln to approximately Eby Ln	Low-Density Residential to Office for the property located at 9205 W 75th Street and no change for the balance of the study area

Report	Location	Map Change
2005-2*	A one-square-mile area located south of 175th St to 183rd St between Lackman Rd & Pflumm Rd and including a 98-acre tract east of Pflumm Rd, which runs from Pflumm Rd east approximately 5/8 of a mile and south 1/4 mile	<ol style="list-style-type: none"> 1. Mixed-Use at the southeast and southwest corners of 175th Street and Pflumm Road. 2. Medium-Density Residential along the south side of 175th Street from approximately 1/4 mile east of Lackman Road to the easternmost extent of the study area. 3. Commercial (<i>Proposed Neighborhood Center</i>) on the southeast corner of Lackman Road and 175th Street. 4. Office use east of the proposed Commercial (<i>Proposed Neighborhood Center</i>) on the south side of 175th Street, which extends to approximately 1/4 mile east of Lackman Road. 5. Low-Density Residential for the remainder of the Study Area south of the areas shown for Mixed-Use, Office, and Medium-Density Residential. 6. Proposed school site approximately 1/4 mile west of Pflumm Road south of the proposed collector street. 7. Parks, Recreation, and Open Space where stream corridors exist. 8. Proposed park site adjacent to the stream corridor in the southeast quadrant of the study area. 9. Greenway linkages throughout the study area to link proposed Parks, Recreation, and Open Space areas, the proposed school site, Mixed-Use, and residential areas. 10. Show north-south and east-west collectors traversing the square mile section at the half-way points. 11. Show Lackman, Pflumm, 175th Street, and 183rd Street as thoroughfares.

Report	Location	Map Change
2006-1*	543 acres south of 175th St from Quivira Rd to Pflumm Road & bisected by 179th St	<ol style="list-style-type: none"> 1. Low-Density Residential for all of the study area south and west/southwest of 179th Street between Quivira and Pflumm except for those areas within stream corridors. 2. Proposed school site for 112 acres west of Quivira between 175th and 179th Streets. 3. Parks, Recreation, and Open Space where stream corridors exist. 4. Greenway linkages throughout the study area to tie together the residential areas with proposed school site(s), Parks, Recreation, and Open Space areas, and Mixed-Use areas in the study area or surrounding areas. 5. Remove the eastern portion of the proposed east/west collector street that runs between Pflumm and Quivira Roads. 6. Show 179th Street, Quivira Road, Pflumm Road, and 183rd Street as thoroughfares.
2007-1	Northwest corner of 167th St & Switzer Rd	Commercial for a neighborhood center.
2009-1*	Generally south of 169th St, west of the Kansas/Missouri state line, north of 119th St and east of Mission Rd	<p><u>Area A:</u> Low-Density Residential and stream corridor</p> <p><u>Area B:</u> Low-Density Residential except for Medium-Density Residential for approximately 19 acres at 175th Street and Kenneth Road. Also show a north-south collector street, greenway linkages, and stream corridor.</p> <p><u>Area C:-</u> Planned Residential Neighborhood "L", Mixed-Use at the northeast corner of the area, Proposed School Site, collectors, an extension of Kenneth Road a thoroughfare south of 175th Street, greenway linkages, floodplain, and stream corridors.</p>

Report	Location	Map Change
2009-1* cont.	Generally south of 169th St, west of the Kansas/Missouri state line, north of 119th St and east of Mission Rd	<p><u>Area D:</u> Planned Residential Neighborhood "L", realignment of 191st Street to connect with 187th Street in Missouri, greenway linkages, floodplain, and stream corridor.</p> <p><u>Area E:</u> Planned Residential Neighborhood "L" with Neighborhood Commercial on both sides of 195th Street at State Line Road, realignment of 191st Street and 1199th Street to connect with 187th Street and 195th Street respectively in Missouri, collectors, greenway linkages, floodplain, and stream corridors.</p>
2009-2*	8.35 square-mile area in western Aubry Township generally south of 167th St and west of U.S. 69 Hwy over to Pflumm Rd	Various changes as shown on the September 2009 Future Land Use Plan, September 2009 Official Street Map, and September 2009 Greenway Linkages Plan, West Aubry Study Area Task Force Recommendations.
2011-1*	3 square-mile area in the vicinity of Morse Village, generally south of 146 th St and west of Switzer Rd	Various changes as shown on the September 2011 Future Land Use Plan, Morse Study Area Task Force recommendations

* Denotes study area reports initiated by the Governing Body, Planning Commission or Comprehensive Plan Committee. All other study area reports were completed in response to requests from landowners.

NOTE: There were no study areas in 1996, 1998, 2002, 2008, 2010, or 2012-2019.

Specific Studies (2019)

Introduction

On occasion, the city develops specific studies or plans to identify opportunities or address issues within some of the city's neighborhoods and special areas. The goal of the Specific Studies section is to show the crucial tie between the long-range planning effort of the city as expressed in the Future Development Plan, the Plan Policies section and the land use goals, and how these plans are put into action to respond to the problems within the city's neighborhoods and special areas as identified in this section.

With this information, the City Council, Planning Commission, city staff, and others interested in the areas can quickly reference the individual study recommendations.

The following is a list of completed studies. This section provides a synopsis and status update of some of these plans, specifically those completed most recently. The plans completed prior to 2001 were also considered Study Areas, described in the previous section of this report. The general study area is identified in the Specific Studies map on page 49.

- North Area Planning Study (1978)
- Highway 56 Corridor Study (1984)
- Elmhurst Neighborhood Study (1981)
- Highland Acres Neighborhood Study (1983)
- Central Metcalf Corridor Study (1987)
- Downtown Overland Park Concept Plan (1987)
- K-150 Corridor Study (1986)
- Stanley-Morse Study Area (1986)
- Extraterritorial Planning Study (1990) (*was replaced with the Blue Valley Plan - urban Fringe Area report*)

- Blue Valley Plan - Urban Fringe Area report (1996)
- Destination Downtown Overland Park (2001)
- 151st Street Corridor Design Concept Plan (2002)*
- Blue Valley Study Area Future Land Use Plan and Goals (2003)*
- Vision Metcalf (2008)
- West Aubry Study Area Land Use Plan (2009)*
- Morse Study Area (2012)
- College and Metcalf Corridor Study (2019)*

** Summary and status update provided on the following pages.*

151st Street Design Concept Plan

Background

The city approved the 151st Street Design Concept Plan in 2002. The Design Concept Plan describes the city's expectations for the corridor as it runs through the Stanley neighborhood. It represents an overall coordinated plan, which shows acceptable land uses, architectural design features, and site plan design features. Landowners, developers, design professionals, and residents may use the Design Concept Plan to direct and evaluate future development and redevelopment in the Stanley neighborhood.

The proposal for the 151st Street Corridor Design Concept Plan came out of the discussion of Master Plan Study Area No. 2001-01. The Master Plan study area included both the north and south sides of 151st Street, between Newton/Conser on the west and Marty on the east. Several landowners within study area requested land use changes to the Future Development Plan designation for their land from their current future land use designation of Office, Public and Semi-public, or Medium-Density Residential to Commercial. After preparing the study area report, staff felt that there were broader issues that could not be effectively considered through a study area of only a small portion of the 151st Street Corridor in the Stanley area, and that a design concept plan would be the more effective approach. The broader issues included:

- Much of the remaining undeveloped or underdeveloped land was composed of several small parcels with multiple ownerships.
- These small parcels fronted along one of two heavily traveled thoroughfares (151st Street or Metcalf Avenue).
- These small parcels were adjacent to or surrounded by a mixture of non-residential uses, including commercial and industrial uses.

Process

To complete the 151st Street Corridor Design Concept Plan, staff formed a study committee and worked with a consultant to assist in the preparation of several development scenarios for the Concept Plan. Staff broke up the 151st Street Corridor study area into six separate areas, defined by several factors including those broader issues mentioned previously (small parcel size, multiple ownerships, thoroughfare frontage and existing development), and recent approved rezoning requests.

Recommendations/Outcomes

The Design Concept Plan includes Principles, Goals, Development Scenarios, and Implementation Measures.

1. **Principles:** identifies what the Design Concept Plan is trying to achieve and how it might be used to direct and evaluate future development and redevelopment along the 151st Street Corridor in the Stanley area.
2. **Goals:** identifies the specific design characteristics that future development and redevelopment plans should exhibit and which are considered key to following the Principles for the Corridor in the Stanley area.
3. **Development Scenarios:** identifies one or two possible scenarios that development might take for each of the six areas (Areas A – F) that would reflect the Principles and Goals identified for the Corridor.
4. **Implementation Measures:** additional policy document changes that should be considered, which assist in accomplishing the Principles and Goals for the Design Concept Plan.

The plan included two principles which guided the outcomes of the plan:

1. **Principle 1:** The 151st Street Corridor Design Concept Plan (Stanley area) should encourage smaller-scale development, where a mixture of commercial, office and residential uses co-exist, and which are easily and equally accessible to pedestrians and vehicles from the surrounding residential neighborhoods.
2. **Principle 2:** The 151st Street Corridor Design Concept Plan (Stanley area) should use design features characteristic of a traditional neighborhood shopping district or small town “Main Street,” including locating buildings adjacent to the street and extensive or exclusive use of brick for building facades.

Fourteen goal statements were developed, and were later incorporated into the Comprehensive Plan.

Approval

In December 2001, the Community Development Committee of the Overland Park City Council directed staff to take the 151st Street Corridor Design Concept Plan forward as a mid-year amendment to the Comprehensive Plan. The Design Concept Plan was approved as a mid-year amendment to the Comprehensive Plan. Final action took place in May 2002.

Status Update (2019)

Since the city incorporated the recommendations into the Comprehensive Plan in 2002, only a few changes have occurred in the corridor, some outside of the six specific development scenario boundaries. **Table 8** on the following page outlines those changes. The chart below displays an assessment of the existing land use in the six study areas as of July 2019.

151st Street Corridor Design Concept Plan -
Existing Land Use (2019)

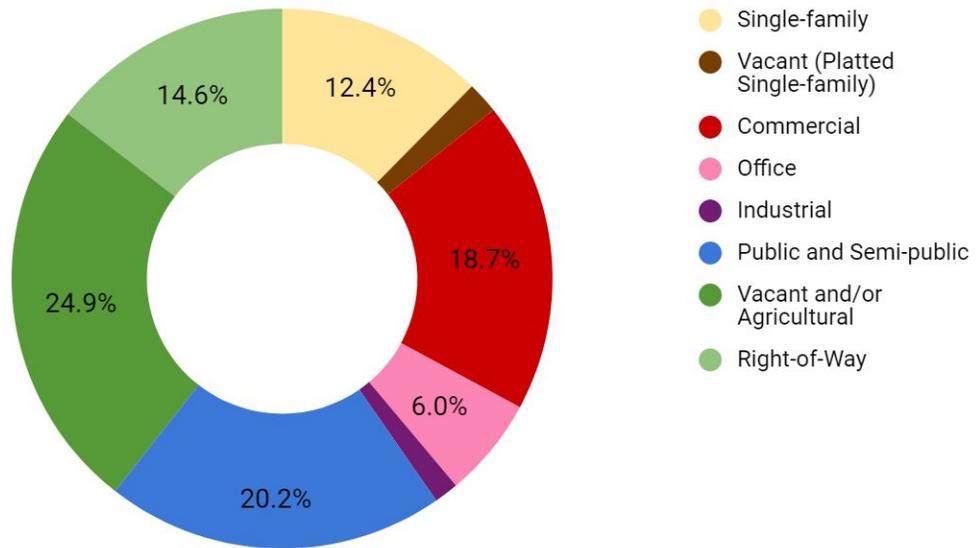


Table 8

Development Changes in and Adjacent to 151st Corridor Design Concept Study Area (2002-2019)

STUDY AREA IMPROVEMENT		LOCATION
Area A	Portion of this area rezoned to CP-2, Planned General Business District in 2011. The city approved two buildings totaling 6,650 square feet, both of which have been constructed.	SE corner of 150th Street and Newton Street
Area B	Several single-family homes demolished along the south side of 151st Street.	SE corner of 151st Street and Conser Street
Area B	Portion of this area rezoned in 2004 to MXD, Mixed-Use District. The city approved four buildings totaling nearly 62,000 square feet. Only one building has been constructed to-date, a financial institution at the corner.	SE corner of 151st Street and Conser Street
Area C	Several single-family homes demolished along 151st, Street, Metcalf Avenue, Travis Street.	SE corner of 151st Street and Metcalf Avenue
Area C	Portion of this are rezoned in 2006 to MXD, Mixed-Use District. The city approved one two-story office building, which has been constructed.	SE corner of 151st Street and Broadmoor Street
Area C	Office building approved in 2001 before plan was approved has since been constructed.	SW corner of 151st Street and Glenwood Avenue
Area D	Portion of area rezoned in 2006 to CP-2, Planned General Business District and CP-3, Planned Commercial District. Three buildings approved on the CP-2 site, only one has been built to-date, a fast-food restaurant. The city approved the construction of a carwash on the CP-3 site, at the corner, which was constructed.	NE corner of 151st Street and Metcalf Avenue
Area E	One single-family home demolished.	North side of 151st Street, east of Walmer Street
Area E	Portion of this area rezoned in 2019 to RP-6, Planned High-Rise Apartment District to allow for a senior independent living apartment. The building was approved and is going through the permitting process.	NE corner of 151st Street and Walmer Street
Area F	Two single-family homes demolished along the southside of 151st Street	South side of 151st Street, between Walmer Street and future Lamar Avenue

Blue Valley Study Area Future Land Use Plan and Goals

Background

The city adopted the recommendations resulting from the Blue Valley Study Area plan as part of the 2003 Comprehensive Plan update. This 10-month long study involved review of a 4.7 square-mile area annexed into the city in May 2002. The new future land use plan represented several changes from the previous plan for the study area.

In May 2002, the Johnson County Board of County Commissioners (BOCC) approved a request from the city to annex the area. The boundaries of the annexed area ran from Metcalf Avenue to Antioch Road south to 183rd Street, and between 159th and 167th Streets from Antioch Road to Quivira Road. The city made a commitment to area residents and landowners to develop a new future land use plan for that area. Similar to prior planning studies, the city formed a citizen advisory task force to develop a future land use plan and set of land use goals for the annexation area.

Prior to the May 2002 annexation, Overland Park had a history of future land use planning for portions of the unincorporated area south of the city. In 1990, the city drafted a future land use plan for what was known as the Extraterritorial Planning Area, a 24-square mile area running along the south edge of the city to a depth of approximately 3 miles. Although the plan was submitted to the Johnson County Planning Commission, it was never adopted. In 1994, Johnson County and the city agreed to jointly prepare a future land use plan and set of land use goals for the 21-square mile area known as the Blue Valley Plan - Urban Fringe Area. A small portion of the proposed study area was within the city of Overland Park. That portion of the study area within Overland Park was adopted as part of the city's 1995 Master Plan. In 1996, the Johnson County Board of County Commissioners adopted the unincorporated portion of the Blue Valley Plan - Urban Fringe Area as part of the county's Comprehensive Plan. Since that time, the county used the future land use plan and goals for the Blue Valley Plan – Urban Fringe Area to review development applications and in planning for facilities and services within the plan's unincorporated area. Also, the city used the Blue Valley Plan - Urban Fringe Area as a basis for providing comments to the county regarding development applications within the unincorporated area, and for planning facilities and services in the city that were adjacent to or in close proximity to the Blue Valley Plan –Urban Fringe Area within Overland Park.

In 1999, and as authorized under the Kansas state planning statutes, the city of Overland Park chose to exercise its extraterritorial planning authority for an area outside of the city limits, but within three miles of the city. Overland Park took this action in response to a request from the landowner, the Merrill family, who requested that the city prepare a future land use plan for their property. The 300-acre Merrill Farm tract was located between U.S. 69 Highway and Antioch Road and 159th to 167th Streets.

The future land uses shown for the Merrill Farm tract and the addition of land due to the annexation of the Kemper Farm property west of the Overland Park Arboretum property are the most significant differences between the original Blue Valley Plan - Urban Fringe Area plan adopted in 1995-96 and what is now shown on the city's Future Development Plan. To fulfill the city's commitment to area residents and landowners and in recognition of the city's past history of planning for this area, the city chose to use the Blue Valley Plan - Urban Fringe Area plan (as amended) as the beginning point for developing a new future land use plan and set of land use goals for the 2002 annexation area. Early on, the Task Force identified what changes had occurred in the annexation area since the 1996 plan was adopted. At that time, the Task Force also identified what changes were likely to occur in the area in the future. For reference, the city's 2002 Future Development Plan reflects the land uses of the Blue Valley Plan - Urban Fringe Area plan (as amended).

Process

Following the approval of the May 2002 annexation by the county, members of the planning staff prepared a draft process and preliminary Task Force membership recommendations. The draft process and preliminary Task Force membership were approved by the City Council on September 2002. The final process involved monthly meetings with a citizen advisory task force to develop a future land use plan and set of land use goals for the annexation area. As part of this process, the city held two public informational meetings, one at the start of the process and the other once the Task Force drafted a preliminary draft future land use plan.

After several months of review and discussion of the issues influencing land development in the study area and various future land use options, the Task Force reached consensus on a draft Future Land Use Plan in June 2003. The city sent the draft Future Land Use Plan to landowners in the study area and posted on the city's website for public review. The city invited residents and landowners to attend an Informational Forum in July 2003 to allow them to ask questions and offer their comments regarding the draft plan. The city also encouraged landowners and

residents to submit written comments regarding any proposed changes to the draft plan for consideration by the Task Force.

At the August 2003 meeting, the Blue Valley Study Area Task Force reviewed and discussed the landowner proposed changes and finalized the future land use plan and land use goals for the Blue Valley Study Area.

Recommendations/Outcomes

The Blue Valley Study Area Task Force submitted the future land use plan and set of land use goals for the 2002 annexation area to the city for consideration. The plan and goals were presented to city officials at a joint meeting held between the Blue Valley Study Area Task Force, the Overland Park City Council, and the Overland Park Planning Commission. Following the joint meeting, the Task Force recommendations were considered as proposed amendments to the 2003 Comprehensive Plan during the annual review process. The Task Force recommendations appear in the 2003 Comprehensive Plan as Study Area No. 2003-1.

Both the future land use plan and goals are to be used to evaluate development applications made within the area and to serve as a guide to citizens and the development community as to what the city's vision is for the area as development occurs.

Approval

The Task Force recommendations were presented at a joint meeting of the City Council, Planning Commission, and Task Force. Both the Planning Commission and City Council held public hearings to consider all of the proposed amendments to the city's Comprehensive Plan, including the recommendations of the Task Force.

After receiving some comments during the public hearing process, city staff drafted possible revisions to the policy statements for Steck Plantation. In particular, concern was expressed about how redevelopment might occur if not done all at once as one development proposal. Also, staff proposed a new policy regarding how redevelopment might be phased while protecting the remaining single-family homes. At a second public hearing, the Planning Commission agreed with the new recommendations for the Blue Valley Study Area with two modifications. The Planning Commission agreed with the staff recommendation for revising the wording of the Steck Plantation goals and policies, which further clarified the city's

expectations for any phased redevelopment of Steck Plantation. The Planning Commission also agreed with the staff recommendation for approval of the proposed future land use plan, goals, and policies for the Merrill Farm tract, and that any property owner proposed changes be looked at as a separate study area for the 2004 Comprehensive Plan update.

These recommendations were forwarded to the City Council for consideration. On December 15, 2003, the Governing Body adopted the Planning Commission's recommendations with one exception. The only exception is that Steck Plantation should remain unchanged on the 2003 Comprehensive Plan and that the area be "recommended as a 2004 Comprehensive Plan study area for the purpose of evaluating the future viability of the neighborhood and the future ability there would be to compel a unified development of the entire neighborhood at one time in an effort to maximize the value of the property." As the future development plan land use recommendation for Steck Plantation was denied by the Governing Body, the goals for Steck Plantation were not adopted.

As adopted amendments to the city's Comprehensive Plan, the city incorporated the Blue Valley Study Area Future Land Use Plan and Goals into the 2003 Comprehensive Plan Implementation text.

Status Update (2019)

Since the time of the Blue Valley Study, a number of single-family subdivisions have been developed west of Antioch between 159th Street and 167th Street. West of U.S. 69 Highway, the city restudied the southern portion of the Blue Valley Study Area in 2008, called the West Aubry Study, resulting in a new future land use plan and set of land use goals. The future land use plan and goals were adopted as part of the 2009 Comprehensive Plan.

Since adoption of the plan in 2003, several changes have occurred within and adjacent to the 4.7 square-mile area. **Table 9** outlines the changes that occurred within the study area. The table also includes changes in development directly adjacent to the study area because of the potential impacts on development within the study area. The chart below displays an assessment of the existing land use in the study area as of July 2019.

Blue Valley Study Area - Existing Land Use (2019)

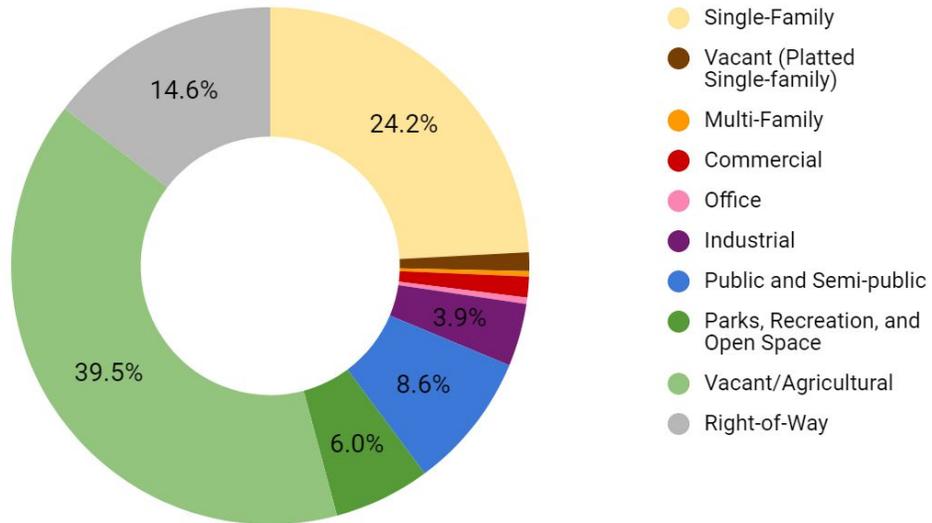


Table 9
Development Changes in and Adjacent to Blue Valley Study Area (2003-2019)

STUDY AREA	IMPROVEMENT	LOCATION
Study Area, Adjacent	New subdivision, Mills Farm, approved and homes under construction	SE corner of 159th Street and Quivira Road
Study Area	Completion of a new Blue Valley School District elementary school - Timber Creek	16451 Flint Street
Study Area	New subdivision, The Farm at Garnet Hill, approved and homes under construction	SW corner of 164th Street and Switzer Road
Study Area	New subdivision, Mills Crossing, approved and homes under construction	SW corner of 159th Street and Switzer Road
Study Area	New subdivision, Lakeshore Estates, approved and homes constructed	SW corner of 163rd Street and Switzer Road
Study Area	New subdivision, Stonegate, approved and homes constructed	NE corner of 163rd Street and Switzer Road
Study Area	New subdivision, Wyngate, approved and homes constructed	SE corner of 163rd Street and Switzer Road

STUDY AREA	IMPROVEMENT	LOCATION
Study Area	New subdivision, Stonebridge Court, approved and homes constructed	Vicinity of the SW corner of 159th Street and Antioch Road
Study Area	New subdivision, Wilshire Ridge, approved and homes under construction	SW corner of 165th Street and Antioch Road
Study Area	New subdivision, Coffee Creek, approved and homes under construction	NE corner of 167th Street and Antioch Road
Study Area	Construction of the Bluhawk Development	SE corner of 159th Street and Antioch Road
Study Area	Construction of the Bluhawk Apartments	NE corner of 167th Street and Lowell Avenue
Study Area	Construction of new hospital	NW corner of 165th Street and Lowell Avenue
Study Area	Construction of new Overland Park Public Safety facility	16279 Antioch Road
Study Area	Several single-family homes demolished	SW corner of 159th Street and Marty Lane
Study Area	Construction of several new industrial buildings within the Blue Valley Business Center	W of Metcalf Avenue and 161st Street
Study Area	Improved Metcalf Avenue from two-lane to four-lane divided roadway	Metcalf Avenue, 159th Street to 167th Street
Study Area	Improved Antioch Road from two-lane to four-lane divided roadway	Antioch Road, 151st Street to 167th Street
Study Area	New subdivision, Triple Creek Farm, approved	SW corner of 175th Street and Antioch Road
Study Area	Kansas Department of Transportation (KDOT) completed interchange improvements	159th Street and U.S. 69 Highway
Adjacent	New subdivision, Polo Fields, approved and homes under construction	SW corner of 164th Street and Quivira Road
Adjacent	New subdivision, Summerwood Estates, approved and homes under construction	NW corner of 164th Street and Quivira Road
Adjacent	New subdivision, Wilshire by the Lake, approved and homes constructed	Vicinity of the NE corner of 159th Street and Quivira Road
Adjacent	New proposed city park	NE corner of 159th Street and Quivira Road

STUDY AREA	IMPROVEMENT	LOCATION
Adjacent	Improved Quivira Road from two-lane to three-lane improved roadway	Quivira Road, 151st Street to 159th Street
Adjacent	New Johnson County Park and Recreation District (JCPRD) park - Verhaeghe Park	SE corner of 167th Street and Quivira Road
Adjacent	Continued construction in Deer Valley; expansion of subdivision	SW/ SE corner of 159th Street and Bluejacket Street
Adjacent	Continued construction in Coffee Creek Crossing; expansion of subdivision	NW corner of 169th Street and Switzer Road
Adjacent	New subdivision, Wilshire Farms, approved and homes constructed	NW corner of 159th Street and Antioch Road
Adjacent	New multi-family development, Hollyridge Townhomes, approved and units constructed	NE corner of 159th Street and Lowell Avenue
Adjacent	New multi-family development, Rockwood Commons, approved and units constructed	Vicinity of the NE corner of 159th Street and Lowell Avenue
Adjacent	New multi-family development, Retreat at Maple Crest, approved and units under construction	NW corner of 159th Street and Marty Street
Adjacent	Improved 159th Street from two-lane to four-lane divided roadway	159th Street west of Metcalf Avenue to Mission Road
Adjacent	New multi-family and single-family development, Metcalf Village, approved and units under construction	Vicinity of the SE corner of 159th Street and Metcalf Avenue
Adjacent	New subdivision, Arbor View, approved and homes under construction	NW corner of 179th Street and Antioch Road
Vicinity	Completion of a new Blue Valley School District elementary school - Wolf Springs	9300 W 178th Street
Vicinity	Completed construction of Blue Valley Southwest High School	17600 Quivira Road
Vicinity	Completion of Aubry Bend Middle School	12501 W 175th Street

West Aubry Study Area Land Use Plan

Background

The city adopted the recommendations resulting from the West Aubry Study Area (WASA) plan as part of the 2009 Comprehensive Plan update. This year-long study involved review of an 8.35 square-mile area in western Aubry Township annexed into the city in February 2008. The city requested the annexation from the Johnson County Board of County Commissioners (BOCC). The BOCC approved the city's request for the annexation of portions of western Aubry Township. As part of the city's commitments in the proposed Service Plan for the area as submitted to the county as part of the request for annexation, the city stated that it would develop a future land use plan for the area. Similar to prior planning studies, the city formed a citizen advisory task force to develop a future land use plan and set of land use goals for the separate annexation areas.

Process

Following the approval of the February 2008 annexation by the county, members of the planning staff prepared a draft process and preliminary Task Force membership recommendations. The draft process and preliminary Task Force membership were approved by the City Council on June 2009. The final process involved monthly meetings with a 16-member citizen advisory task force to develop a future land use plan and set of land use goals for the 8.35-square mile annexation area. As part of this process, the city held two public informational meetings, one at the start of the process and the other once the Task Force drafted a preliminary draft future land use plan.

In February 2009, a letter was sent to all residents and landowners in the study area that invited them to submit their future land use recommendations for their properties. Several landowners submitted ideas for their properties. The WASA Task Force then considered those ideas at several work sessions. The agreed upon Draft - Future Land Use Plan August 2009 was then sent out to all residents and landowners in the study area. The city invited the residents and landowners to comment on or ask questions about the proposed plan at an open house held September 3, 2009. Following the September open house, the WASA Task Force received additional recommendations from landowners regarding changes to the Draft - Future Land Use Plan, the notes from the discussion, and the staff recommendations regarding those requested changes.

Recommendations/Outcomes

The WASA Task Force reached consensus on all but two issues. The first issue was the landowner requested change for the 3.74-acre tract that was located on the west side of Quivira Road approximately 200 feet south of the intersection of 179th Street and Quivira Road. The majority of the WASA Task Force members agreed with the staff recommendations for Medium-Density Residential, but one Task Force member agreed with the landowner's requested change to Office. On the second issue, the WASA Task Force split evenly on whether or not to keep showing the extension of Switzer Road between 179th Street and 195th Street. Though Switzer Road does not currently exist in this area, the city has shown the extension of Switzer Road between 179th Street and 195th Street as a Thoroughfare for a number of years. As no consensus was reached on whether or not to remove the extension of Switzer Road between 179th Street and 195th Street from the draft plan, it remained shown on the West Aubry Study Area (WASA) Future Land Use Plan - September 2009 and Official Street Map - September 2009.

Approval

The WASA Task Force recommendations were presented to the city on October 15, 2009 at a joint meeting of the Governing Body, Planning Commission, and Task Force. The city considered the recommendations as proposed amendments to the city's 2009 Comprehensive Plan update. Both the Planning Commission and City Council held public hearings to consider all of the proposed amendments to the city's Comprehensive Plan, including the recommendations of the WASA Task Force.

As adopted amendments to the city's Comprehensive Plan, the city incorporated the West Aubry Study Area Future Land Use Plan and Goals, Greenway Linkages Plan, and Official Street Map (2009) into the 2009 Comprehensive Plan Implementation text as Study Area No. 2009-2.

Status Update (2019)

Since adoption of the plan in 2009, several changes have occurred within and adjacent to the 8.35 square-mile area. **Table 10** outlines the changes that occurred within the study area. The table also includes changes in development directly adjacent to the study area because of the potential impacts on development within the study area. The chart on the following page displays an assessment of the existing land use in the study area as of July 2019.

West Aubry Study Area - Existing Land Use (2019)

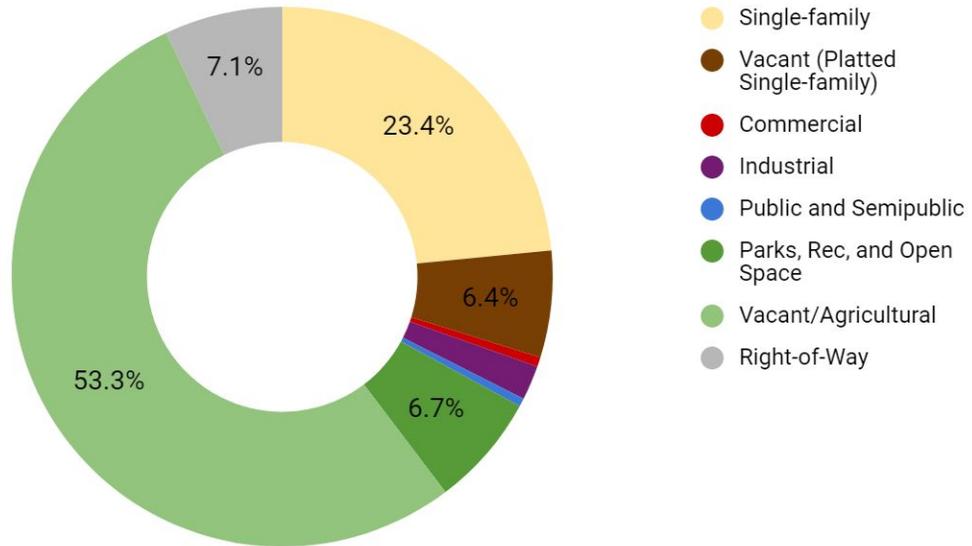


Table 10

Development Changes in and Adjacent to West Aubry Study Area (2009-2019)

STUDY AREA	IMPROVEMENT	LOCATION
Study Area	New subdivision, Terrybrook Farms, approved and homes under construction	NW corner of 175th Street and Switzer Road
Study Area	New subdivision, Riverstone, approved and homes under construction	SW corner of 183rd Street and Quivira Road
Study Area	New subdivision, Arbor View, approved and homes under construction	NW corner of 179th Street and Antioch Road
Study Area	New subdivision, Mills Ranch, approved and homes under construction	Vicinity of SE corner of 167th Street and Quivira Road
Study Area	Completion of a new Blue Valley School District elementary school - Wolf Springs	9300 W 178th Street
Study Area	New Johnson County Park and Recreation District (JCPRD) park - Verhaeghe Park	SE corner of 167th Street and Quivira Road

STUDY AREA	IMPROVEMENT	LOCATION
Study Area	New subdivision, Century Farms, approved and homes under construction	SW corner of 167th Street and Quivira Road
Study Area, Adjacent	Continued construction in Mills Farm; expansion of subdivision	SE corner of 159th Street and Quivira Road
Vicinity	Construction of the Bluhawk Development	SE corner of 159th Street and Antioch Road
Vicinity	Construction of the Bluhawk Apartments	Vicinity of the NE corner of 167th Street and Lowell Avenue
Adjacent	Continued construction in Polo Fields; expansion of subdivision	NW corner of 164th Street and Quivira Road
Adjacent	Improved Antioch Road from two-lane to four-lane divided roadway	Antioch Road, 151st Street to 167th Street
Adjacent	Continued construction in Chapel Hill; expansion of subdivision	NE corner of 175th Street and Pflumm Road
Adjacent	Continued construction in Coffee Creek Crossing; expansion of subdivision	NW corner of 169th Street and Switzer Road
Adjacent	New subdivision, Coffee Creek, approved and homes under construction	NE corner of 167th Street and Antioch Road
Vicinity	Kansas Department of Transportation (KDOT) completed interchange improvements	159th Street and U.S. 69 Highway
Adjacent	New subdivision, Coventry Valley, approved and homes under construction	NW corner of 183rd Street and Quivira Road
Adjacent	New subdivision, Wolf Creek/Southpointe, approved and homes under construction	NE corner of 183rd Street and Pflumm Road
Adjacent	New subdivision, Wolf Run, approved	Vicinity of the SE corner of 175th Street and Pflumm Road
Adjacent	New subdivision, Triple Creek Farm, approved	SW corner of 175th Street and Antioch Road
Adjacent	Completed construction of Blue Valley Southwest High School	17600 Quivira Road
Adjacent	Completion of Aubry Bend Middle School	12501 W 175th Street

College and Metcalf Corridor Study

Background

The city adopted the recommendations resulting from the College and Metcalf Corridor Study, also referred to as OP Central, in 2019. The purpose of the study was to develop strategies for an active, walkable environment in the vicinity of the Convention Center to support the corporate community and business and leisure travelers.

The six-month master planning process was a joint study performed by the City of Overland Park, Visit OP, and the Overland Park Chamber of Commerce as part of the Mid-America Regional Council's Planning Sustainable Places grant program.

Process

The planning effort was guided by a steering committee consisting of staff and representatives of VisitOP, the Chamber of Commerce, the hospitality industry, property owners, developers and corridor employees. Development of the study included two open houses and interviews with hospitality, developer and workplace interests groups in order to identify common needs along the corridor.

The planning process began with detailed workplace and community research. Local stakeholders were involved in the planning process to help outline the issues of experience, mobility, and economic development. Feedback from visioning sessions, focus groups, and a community workforce survey led to the development of five big themes that framed the physical design recommendations of the master plan.

Recommendations

The interactive report documents the multi-stakeholder planning effort from the physical challenges investigated during the analysis phase, the vision and solutions developed with stakeholders, and the collaborative engagement process.

Consensus was clear among the stakeholder groups involved - in order for College Boulevard to continue to thrive as a preeminent location for employment and travel, change is needed to create a walkable, engaging mixed use environment that provides places for people to walk, work and enjoy their leisure time.

The plan outlines five key strategies to support a changed environment, focused more on people and less on moving cars:

- Tame the Streets
- Park at the Heart
- Food, Amenities and 3rd Workplace
- Live +Work + Play
- Green the Public Realm

The plan includes a concept land use plan showing how these ideas work together to transform the corridor, first steps that can be taken by the city and policy considerations for continuing to enhance a changed environment. Of particular note are recommendations for redevelopment of the City parking lot at the Convention Center to incorporate an entertainment area, pedestrian enhancements along the corridor, particularly as a new pedestrian plaza stretching from the Convention Center to the intersection of College and Metcalf, a trial of on-street parking in front of the Convention Center and a park at the southeast corner of College and Lamar.

Approval

At an April 1, 2019 meeting of the Committee of the Whole, the City Council authorized staff to incorporate the College and Metcalf Corridor Plan into the 2019 update of the Comprehensive Plan and proceed with the implementation plan.

Plan Policies (2019)

Introduction

The purpose of the Plan Policies section is to identify the various Governing Body and Planning Commission land use related policy resolutions to evaluate development plans, both long-range, such as a neighborhood plan, and short range, such as a specific rezoning proposal. This section complements the Future Development Plan by defining specific criteria, as expressed in the individual Governing Body and Planning Commission resolutions, rather than simply the type and general intensity of land uses as the plan map is intended to show.

By more clearly stating the criteria used in evaluating and guiding the short and long-range planning in the city, the plan policies resolutions help to ensure consistency in how the city evaluates plans. The policies also identify what the city is seeking and why these criteria are useful for all to review and reflect upon.

With this reference source, developers can better determine the appropriateness of their proposal in light of stated city land use policy. Citizen groups have added assurance of the direction of city land use policy beyond what is shown on the Future Development Plan map. The Governing Body, Planning Commission, and city staff can refer to the appropriate resolutions when reviewing and discussing plans. Even though these Governing Body and Planning Commission resolutions do set forth City land use policy, they are, by their nature as resolutions, guideline statements that do not legally bind city officials from making alternative choices to those called for in the resolutions. The choice of not following stated policy must be made for valid and supportable reasons; otherwise there is the risk of being found to be arbitrary and capricious by the courts.

The Plan Policies section, as a reference source of city land use related policy resolutions, identifies the source of the individual resolutions. Six subject headings and several subheadings categorize the various resolutions Land Use Issues, Economic Development, Site Design, Traffic Control, Speed Network, and Special Areas.

Plan Policy Resolutions By Subject

A. Land Use Issues

1. Land Use Intensity System

- a. *Rescinding the 1976 Land Use Intensity System and the 1988 Land Use Intensity System Update*

Governing Body Resolution Number 3899, "A Resolution Rescinding Governing Body Resolution No. 1154 and Governing Body Resolution No. 2196 (A Joint Resolution with Planning Commission Resolution No. PC-47), Dealing with the Use of the Land Use Intensity System in the Review of Development Proposals." (Adopted 9-12-11)

Planning Commission Resolution Number PC107, "A Resolution Rescinding Planning Commission Resolution No. PC-47 (A Joint Resolution with Governing Body Resolution No. 2196), Dealing with the Use of the Land Use Intensity System in the Review of Development Proposals." (Adopted 9-12-11)

2. Parks

- a. Governing Body Resolution Number 2354, "A Resolution Establishing Guidelines for Private Property Owners to Landscape Public Park Areas, Greenway, and Natural Preservation Area." (Adopted 7-16-90)
- b. Governing Body Resolution Number 2798, "A Resolution Establishing Criteria and Guidelines for Allowing the Placement of Amenities in Public Park Areas by Private Citizens or Organizations." (Adopted 9-11-95)
- c. Governing Body Resolution Number 2931, "A Resolution Establishing Policy for Programs, Facilities, Land Acquisitions and Improvement for Park Development, Rescinding Resolution No. 1002." (Adopted 8-11-97)

- d. Governing Body Resolution Number 3571, "A Resolution Establishing Criteria and Guidelines for Naming Parks and Recreational Facilities After Persons or Organizations; Rescinding Resolution No. 2799." (Adopted 3-19-07)

3. Sanitary Sewer Districts

- a. Governing Body Resolution Number 1161, "A Resolution Setting Forth Policies and Procedures for the Review and Approval of Proposed Sewer Districts." (Adopted 5-03-76)

4. Land Use Disclosure Policy

- a. Governing Body Resolution Number 3121, "A Resolution of the Governing Body of the City of Overland Park, Kansas Establishing a Disclosure Policy for Land Use Approval Applicants." (Adopted 1-08-00)

B. Economic Development

1. Revenue Bonds

- a. Policy and Procedures for Granting

Governing Body Resolution Number 2765, "A Resolution Establishing Policy and Procedures for Considering and Granting Tax Exemption Incentives for Economic Development Revenue Bond Projects in the City of Overland Park, Kansas, Rescinding Resolution No. 2596." (Adopted 5-01-95)

- b. Criteria for Issuing

Governing Body Resolution Number 4251, "A Resolution Establishing a Policy on the Criteria for Considering and Issuing Economic Development Revenue Bonds and Rescinding Resolution No. 2766." (Adopted 9-12-16)

2. Tax Abatement

- a. Governing Body Resolution Number 2767, "A Resolution Establishing Policy and Procedures for Considering and Granting Tax Exemption Incentives for Economic Development in the City of Overland Park, Kansas, Rescinding Resolution No. 2598." (Adopted 5-01-95)

3. Tax Increment Financing

- a. Governing Body Resolution Number 4201, "A Resolution Establishing Policy and Procedures for the Consideration and Granting of Tax Increment Financing Incentives for Economic Development in the City of Overland Park, Kansas. (Adopted 12-07-15)

4. Transportation Development Districts

- a. Governing Body Resolution Number 3417, "A Resolution Establishing a Policy on the Criteria for Approving Establishment of a Transportation Development District and Establishing a Process for Considering Creation of Such a District." (Adopted 9-13-04)

C. Site Design

1. Design Guidelines

- a. Multi-Family

Governing Body Resolution Number 3329, "A Resolution Rescinding City Council Resolutions Nos. 2040 and 2217 and Planning Commission Resolutions Nos. 40 and 50." (related to new Multi-family Design Guidelines and Standards) (Adopted 5-05-03)

Planning Commission Resolution Number 93 is the same as Governing Body Resolution Number 3329. (Adopted 4-14-03)

- b. Commercial

Governing Body Resolution Number 3329, "A Resolution Rescinding City Council Resolutions Nos. 2040 and 2217 and Planning Commission Resolutions Nos. 40 and 50." (related to new Commercial Design Guidelines and Standards) (Adopted 5-05-03)

Planning Commission Resolution Number 93 is the same as Governing Body Resolution Number 3329. (Adopted 4-14-03)

c. Infill and Redevelopment

Governing Body Resolution Number 3329, "A Resolution Rescinding City Council Resolutions Nos. 2040 and 2217 and Planning Commission Resolutions Nos. 40 and 50." (related to new Infill and Redevelopment Design Guidelines and Standards) (Adopted 5-05-03)

Planning Commission Resolution Number 93 is the same as Governing Body Resolution Number 3329. (Adopted 4-14-03)

d. Downtown (80th Street and Santa Fe Drive)

Governing Body Resolution Number 3215, a resolution establishing the Destination Downtown Overland Park Design Guidelines as a technical and policy plan guide to be used in the evaluation of development or redevelopment proposals in Downtown Overland Park. (Adopted 5-21-01)

Planning Commission Resolution Number 87 is the same as Governing Body Resolution Number 3215. (Adopted 5-21-01)

e. Greenway Linkages Guidelines

Governing Body Resolution Number 2349, "A Resolution Adopting the Greenway Linkages Guidelines." (Adopted 9-16-91)

Planning Commission Resolution Number 55, "A Resolution Adopting the Greenway Linkages Guidelines." (Adopted 4-08-91)

f. K-150 Corridor Design Guidelines

Governing Body Resolution Number 2504, "A Resolution Adopting the K150 Corridor Design Guidelines." (Adopted 3-16-92)

Planning Commission Resolution Number 64, "A Resolution Adopting the K150 Corridor Design Guidelines." (Adopted 2-24-92)

g. U.S. 69 Parkway Landscape Theme Statement and Design Guidelines

Governing Body Resolution Number 2611, "A Resolution Adopting the Landscape Theme Statement and Design Guidelines for the U.S. 69 Parkway." (Adopted 9-20-93)

Planning Commission Resolution Number 70, "A Resolution Adopting the Landscape Theme Statement and Design Guidelines for the U.S. 69 Parkway." (Adopted 8-09-93)

h. RP-OE, Planned Open Space Estate Residential District

Governing Body Resolution Number 3317, (A Resolution Adopting the RP-OE, Planned Open Space Estate Residential District Design Guidelines). (Adopted 3-17-03)

Planning Commission Resolution Number 91 is the same as Governing Body Resolution Number 3317. (Adopted 2-24-03)

i. RP-OS, Planned Open Space Single-Family Residential District Design Guidelines

Governing Body Resolution Number 3318, Unnamed (A Resolution Adopting the RP-OS, Planned Open Space Single-Family Residential District Design Guidelines). (Adopted 3-17-03)

Planning Commission Resolution Number 92 is the same as Governing Body Resolution Number 3317. (Adopted 2-24-03)

2. Billboards

- a. Planning Commission Resolution Number 5, "A Resolution Recommending Certain Amendments to the Overland Park Zoning Ordinance that would Prohibit the Use of Billboard Signs." (Adopted 11-14-77)

3. Driveways

- a. Planning Commission Resolution Number 59, "A Resolution Establishing Policy on Access to Parking Lots; Rescinding Planning Commission Resolution No. 1." (Adopted 6-24-91)

4. Fencing (See Screening and Fencing)

5. Flags

- a. Planning Commission Resolution Number 9, "A Resolution Reaffirming the City's Ordinance Regarding Flags and Banners." (Adopted 4-09-79)

6. Parking

- a. Parking Lot Lighting Standards

Planning Commission Resolution Number 76, "A Resolution Establishing Parking Lot Lighting Standards." (Adopted 8-28-95)

7. Screening and Fencing

- a. Fencing of Park Property

Governing Body Resolution Number 2928, "A Resolution Establishing Policy on Fencing Park Property Lines Shared with Adjacent Property Owners." (Adopted 8-11-97)

- b. Screening of Waste Storage and Mechanical Equipment

Planning Commission Resolution Number 2, "A Resolution Establishing Policy of Screening of Solid Waste Storage Areas and Mechanical Equipment." (Adopted 2-14-77)

8. Sidewalks

- a. Sidewalk Construction and Maintenance

Governing Body Resolution Number 3817, "A Resolution Establishing Policy on Sidewalk Construction and Maintenance and Rescinding Resolution No. 2896." (Adopted 5-03-10)

- b. New Sidewalks in Established Neighborhoods

Governing Body Resolution Number 4064, "A Resolution of the City of Overland Park, Kansas, Setting Forth the Policy Regarding and the Procedure for Requesting Construction of New Sidewalks in Established Neighborhoods; Rescinding Resolution No. 3265." (Adopted 4-07-14)

9. Storm Drainage

a. Easement Acquisition

Governing Body Resolution Number 3900, "A Resolution Establishing the Policy for the Improvement of Storm Drainage Within the City; The Acquisition of Easements for Improvement District Storm Drainage Projects; and Rescinding Resolution No. 2916 and Resolution No. 3326." (Adopted 10-03-11)

b. Improvement Districts

Governing Body Resolution Number 3900, "A Resolution Establishing the Policy for the Improvement of Storm Drainage Within the City; The Acquisition of Easements for Improvement District Storm Drainage Projects; and Rescinding Resolution No. 2916 and Resolution No. 3326." (Adopted 10-03-11)

c. Maintenance of Earthen Ditches

Governing Body Resolution Number 1935, "A Resolution Establishing Policy on Earthen Storm Water Ditches and Rescinding Resolution No. 1074." (Adopted 9-09-85)

d. Best Management Practices

Governing Body Resolution Number 3479, "A Resolution Establishing a Voluntary Program to Protect Water Quality and Natural Streams by Installing Best Management Practices on New Developments to Control Stormwater Runoff." (Adopted 7-11-05)

Governing Body Resolution Number 3809, "A Resolution Rescinding Resolution No. 3479." (Adopted 3-01-10)

e. Tomahawk Creek Drainage Basin (See F. Special Areas)

f. Negro Creek Drainage Basin (See F. Special Areas)

10. Stream Bank Erosion

- a. Governing Body Resolution Number 4384, "A Resolution Establishing the Policy of the Governing Body on Providing Stream Bank Erosion Protection and Bank Stabilization Adjacent to One and Two Family Residences; Rescinding Resolution No. 3655." (Adopted 6-04-18)

11. Flood Protection

- a. Governing Body Resolution Number 4093, "A Resolution Adopting the Region L Multi-Hazard Mitigation Plan." (Adopted 12-15-14)

12. Bicycle Plan

- a. Planning Commission Resolution Number 110, "A Resolution recommending adopting of the Comprehensive Bicycle Plan; and finding that the public improvements, public facilities and/or public utilities identified therein are in conformity with the City's Comprehensive Plan." (Adopted 2-09-15)

D. Traffic Control

1. Access

- a. Access Between Developments

Planning Commission Resolution Number 31, "A Resolution Establishing Policy for Ensuring Adequate Traffic Access To and Circulation Through Residential Developments." (Adopted 11-04-85)

- b. Mixing Residential and Commercial Traffic

Planning Commission Resolution Number 6, "A Resolution Establishing Policy for Vehicular Access Between Residential and Commercial Areas." (Adopted 12-12-77)

2. Signing and General Traffic Control

- a. Governing Body Resolution Number 4037, "A Resolution Establishing Policy on Signing and General Traffic Control and Rescinding Resolution No. 3702." (Adopted 11-18-13)

E. Street Network

1. Accomodations for Bicycles on Public Streets

- a. Governing Body Resolution Number 4140, "A Resolution Establishing Policy on Designing, Modifying and Maintaining Public Streets to Facilitate Bicycle Usage; Rescinding Resolution No. 3821." (Adopted 6-15-15)

2. Collector Streets

- a. Planning Commission Resolution Number 42, "A Resolution Establishing Policy for Determining the Location of Collector Streets in the Southern Undeveloped Portion of the City; Rescinding Resolution No. PC30." (Adopted 12-05-88)

3. Neighborhood Street Reconstruction

- a. Governing Body Resolution Number 4223, "A Resolution Establishing Policy Regarding Standards on the Neighborhood Street Reconstruction Program and Rescinding Resolution No. 4063." (Adopted 5-02-16)

4. Improvement Districts

- a. Creating Improvement Districts
Governing Body Resolution Number 2381, "A Resolution Establishing Policy of Creating Improvements for Developers When No City Funds are Involved; Rescinding Resolution No. 2204." (Adopted 11-05-90)

5. Lighting of Streets

- a. Governing Body Resolution Number 4036, "A Resolution Establishing Policy for City-Owned Streetlighting and Rescinding Resolution No. 3859." (Adopted 11-18-13)

6. Maintenance of Traffic Islands and Street Right-of-Way

- a. Governing Body Resolution Number 2288, "A Resolution Establishing Policy on Maintenance of Traffic Islands and Street Right-of-Way; Rescinding Resolution Number 1679." (Adopted 9-11-89)

7. Private Streets

- a. Changing to Public Streets

Governing Body Resolution Number 4409, "A Resolution Establishing Policy Regarding Changing Private Streets to Public Street Classification and Rescinding Policy Resolution No. 4331." (Adopted 5-07-18)

- b. Classification and Construction

Governing Body Resolution Number 4065, "A Resolution Establishing Policy on Private Street Classification, Signage and Construction Standards, Including Related Storm Sewers and Rescinding Resolution 3392." (Adopted 4-07-14)

- c. Traffic Signal Installation

Governing Body Resolution Number 4039, "A Resolution Establishing Policy on Installing Traffic Signals to Serve Private Streets Intersecting Public Streets and Rescinding Resolution No. 2946." (Adopted 11-18-13)

8. Complete Streets

- a. Governing Body Resolution Number 4035, "A Resolution Establishing a Complete Streets Policy for the City of Overland Park, Kansas and Rescinding Resolution No. 3919." (Adopted 11-18-13)

9. Right-of-Way (See 6. Above)

10. Thoroughfare Streets

a. Designation and Improvement

Governing Body Resolution Number 3816, "A Resolution Establishing Policy on Designating and Improving Thoroughfares and Rescinding Resolution No. 3397." (Adopted 5-03-10)

b. Landscaping

Planning Commission Resolution Number 13, "A Planning Commission Resolution Endorsing and Supporting the Legacy of Greenery Recommendation that Landscaping of Thoroughfare Medians Be Included in Initial Project Funding." (Adopted 3-10-80)

11. Bicycle Plan

a. *See C.11 above*

F. Special Areas

1. Downtown (80th Street and Santa Fe Drive)

a. Business Improvement District

Governing Body Resolution Number 2101, "A Resolution Expressing the Intention of the City of Overland Park, Kansas, to Establish a Business Improvement District Pursuant to the Provisions of the Business Improvement District Act, A K.S.A. 121781, ET.SEQ." (Adopted 3-14-88)

b. Use of Public Right-of-Way

Governing Body Resolution Number 3083, "A Resolution of the Governing Body of the City of Overland Park, Kansas, the Use of Public Right-of-Way in Certain Locations in the City to be Used for Outdoor Seating Areas for Private Food Service Establishments, and for the Placement of Benches and Planters." (Adopted 9-13-99)

c. Design Guidelines (See C. Site Design)

2. U.S. 69 Parkway

a. Preservation of Open Space

Governing Body Resolution Number 2011, "A Resolution Establishing Policy for the Preservation of Additional Open Space as Part of the U.S. 69 Parkway Corridor." (Adopted 8-18-86)

3. K-150 Highway Corridor (135th Street)

a. Joint Future Land Use Planning

Governing Body Resolution Number 1996, "A Resolution Relating to a Joint Planning Effort for the Kansas Highway 150 (135th Street) Corridor in Johnson County, and the Development of Improvement Plans for the Roadway." (Adopted 4-21-86)

Planning Commission Resolution Number 36, "A Resolution Relating to a Joint Planning Effort for the Kansas Highway 150 (135th Street) Corridor in Johnson County, and the Development of Improvement Plans for the Roadway. Specific recommendations are proposed." (Adopted 3-24-86)

b. Design Guidelines (See C. Site Design)

4. Tomahawk Creek Drainage Basin Study

a. Governing Body Resolution Number 2731, "A Resolution in Support of the Tomahawk Creek Drainage Basin Study." (Adopted 2-20-95)

b. Planning Commission Resolution Number 73, "A Resolution in Support of the Tomahawk Creek Drainage Basin Study." (Adopted 10-24-94)

5. Negro Creek Drainage Basin Study

a. Governing Body Resolution Number 2834, "A Resolution in Support of the Negro Creek Drainage Basin Study." (Adopted 4-01-96)

b. Planning Commission Resolution Number 77, "A Resolution in Support of the Negro Creek Drainage Basin Study." (Adopted 3-25-96)

6. K-10 Corridor Study

- a. Governing Body Resolution Number 2442, "A Resolution Endorsing the K10 Corridor Study." (Adopted 8-21-91)

- b. Planning Commission Resolution Number 61, "A Resolution Endorsing the K10 Corridor Study." (Adopted 7-22-91)

7. Stanley and Morse Neighborhoods (1985 Annexation Area)

- a. Governing Body Resolution Number 1896, "(Assurance of Conditions of Annexation)." (Adopted 6-19-85)

8. Turkey Creek Corridor Concept Plan

- a. Governing Body Resolution Number 3776, "A Resolution of Support by the City of Overland Park, Kansas for the Planning and Implementation of the Joint Turkey Creek Corridor Concept Plan for the Development of the Turkey Creek Bicycle/Pedestrian Trail from Northeast Johnson County to Southeast Wyandotte County/Kansas City, Kansas, and the Authorizing of Mayor Carl Gerlach to Sign a Joint Resolution in Support of Such Plan." (Adopted 10-12-09)

Amendment Process

Introduction

The intent of this section of the Comprehensive Plan is to clarify the steps involved in the city's annual review of the Plan. Overland Park conducts this review to ensure the plan accurately reflects current city land use policy. The annual review of the Comprehensive Plan is also a requirement of the state planning enabling legislation, which states that the city's Comprehensive Plan, or any part thereof, shall be reviewed or reconsidered at least once a year and adopted by the Governing Body.

The steps below outline the city's Comprehensive Plan review process. The city follows the steps required by state planning enabling legislation, but also includes additional steps to allow for greater community participation.

Comprehensive Amendment Process

- a. The Planning Commission shall review the Comprehensive Plan at least annually, and may propose amendments to the Plan.
- b. The Comprehensive Plan Amendments proposed for a given year may be developed from suggestions of the Governing Body, Planning Commission, staff, and city department directors. Landowners may propose amendments affecting their property's land use designation for consideration by the city. Proposals from other governmental agencies for land use changes may also be considered.
- c. A series of workshops may be held by the Comprehensive Plan Committee and the Planning Commission to direct and review the development of the amendments.
- d. Once finalized, the proposed amendments are brought before the Planning Commission for its consideration at a public hearing. Notice of the public hearing is published in the city's official newspaper at least 20 days prior to the hearing.
- e. Following the public hearing, the Planning Commission may adopt by resolution the Comprehensive Plan Amendments proposed for that year.
- f. Once adopted by the Planning Commission, the Comprehensive Plan Amendments are sent to the Governing Body for its consideration.

- g. A certified copy of the Comprehensive Plan Amendments along with a written summary of the Planning Commission public hearing shall be submitted to the Governing Body as recommendations for consideration.
- h. The Governing Body may choose to hold one or more public hearing on the Comprehensive Plan Amendments prior to taking action on the amendments.
- i. The Governing Body may:
 - Choose to adopt by ordinance the recommendations on the Comprehensive Plan Amendments as adopted by the Planning Commission;
 - Override the Planning Commission's recommendations by a 2/3 majority vote; or
 - Return the amendments to the Planning Commission for further consideration, together with a statement specifying the basis for the Governing Body's failure to approve or disapprove the amendments.
- j. If the Comprehensive Plan Amendments are returned to the Planning Commission for further consideration, the Planning Commission may adopt its original amendments or adopt revised amendments.
- k. The Planning Commission needs to take action on the Comprehensive Plan Amendments at its next regular meeting following the receipt of the Governing Body's report on why it failed to approve or disapprove the amendments. If the Planning Commission takes no further action by this meeting, then it is assumed that the Planning Commission's original action on the Comprehensive Plan Amendments will stand.
- l. Upon receiving the returned Comprehensive Plan Amendments from the Planning Commission, the Governing Body, by a simple majority, may:
 - Approve by ordinance the amendments as recommended by the Planning Commission;
 - May adopt revised amendments; or
 - May choose to take no further action.
- m. The Comprehensive Plan Amendments will not be effective unless the Governing Body, following the procedures as outlined, approves them.
- n. The Comprehensive Plan Amendments shall become effective once the adopting ordinance of the Governing Body is published in the city's official newspaper.
- o. A copy of the adopted Comprehensive Plan Amendments shall then be sent to all taxing entities (state and county agencies, school districts, and other special taxing districts) in the city that request a copy of the plan. Copies may also be sent to other affected jurisdictions for their reference in planning development within or adjacent to the city.

Resolutions and Ordinances

PLANNING COMMISSION RESOLUTION NO. 114

**A RESOLUTION ADOPTING THE 2019 AMENDMENTS
TO THE COMPREHENSIVE PLAN**

WHEREAS, pursuant to K.S.A. 12-747, the Planning Commission has conducted its annual review of the Comprehensive Plan and has determined a need to update it as set forth hereafter; and

WHEREAS, amendments to the Comprehensive Plan were prepared by staff and the Comprehensive Plan Committee for review by the Planning Commission; and

WHEREAS, the proposed amendments specifically include the following:

- Changes to the Future Development Plan (*Compliance changes reflecting past zoning, special use permit or other development plan approvals*).
- Changes to the Greenway Linkages Map.
- Changes to the Street Network Map.
- Changes to the Transportation Element.
- Changes to the Land Use Element.
- Changes to the Public Art Element.
- Changes to the Plan Implementation document (*provided a status update on several specific studies*).

(collectively referred to hereafter as the “Amendments”, attached hereto as Exhibit A);
and

WHEREAS, a duly-noticed public hearing was held before the Planning Commission on October 14, 2019, to consider the Amendments to the proposed Comprehensive Plan; and

WHEREAS, after careful review and consideration, the Planning Commission hereby recommends to the Governing Body the adoption of the revised Comprehensive Plan, which incorporates the Amendments.

NOW THEREFORE BE IT RESOLVED BY THE CITY OF OVERLAND PARK
PLANNING COMMISSION:

SECTION 1. The Planning Commission hereby adopts and recommends the approval of the revised Comprehensive Plan, which incorporates the Amendments.

SECTION 2. The City Clerk is hereby directed to submit to the Governing Body a certified copy of this Resolution and the revised Comprehensive Plan incorporating the Amendments, together with a written summary of the public hearing.

ADOPTED by the Planning Commission this 14th day of October, 2019.

Thomas Robinett, Chair

ATTEST:

APPROVED AS TO FORM:

Jack Messer
Planning Commission Secretary

Stephen B. Horner
Senior Assistant City Attorney

ORDINANCE NO. OPCP-3270

AN ORDINANCE ADOPTING AND AMENDING THE OVERLAND PARK, KANSAS, COMPREHENSIVE PLAN AND REPEALING CITY OF OVERLAND PARK ORDINANCE NO. OPCP-3220.

WHEREAS, pursuant to K.S.A. 12-747, the City has adopted the Comprehensive Plan of the City of Overland Park, Kansas, and

WHEREAS, the City regularly reviews and evaluates the Comprehensive Plan in an effort to remain current with new development proposals, technology and changing community goals and objectives; and

WHEREAS, in 2019, the City undertook a review of the Comprehensive Plan culminating in a number of proposed amendments, specifically:

- Changes to the Future Development Plan (*Compliance changes reflecting past zoning, special use permit or other development plan approvals.*)
- Changes to the Greenway Linkages Map.
- Changes to the Street Network Map.
- Changes to the Transportation Element.
- Changes to the Land Use Element.
- Changes to the Public Art Element.
- Changes to the Plan Implementation document (provided a status update on several specific studies).

(collectively referred to hereafter as the “Amendments”, attached hereto as Exhibit A); and

WHEREAS, a duly-noticed public hearing was held before the Planning Commission on October 14, 2019, to consider the Amendments to the proposed Comprehensive Plan; and

WHEREAS, following the public hearing, the Planning Commission adopted Planning Commission Resolution No. 114 recommending to the Governing Body the adoption of the revised Comprehensive Plan, which incorporates the Amendments; and

WHEREAS, a certified copy of the Planning Commission’s Resolution and the revised Comprehensive Plan, together with a written summary of the public hearing, have been submitted to the Governing Body for review and approval through this Ordinance; and

WHEREAS, it is noted that the Street Network Map amendment identified above will also be incorporated into the proposed revisions to the Official Street Map of the City being submitted to the Governing Body in Ordinance No. CSM-3271, a companion ordinance to this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK, KANSAS:

SECTION 1. The Governing Body hereby adopts the Amendments recommended by the Planning Commission; and said Amendments shall be included in the Comprehensive Plan being incorporated by reference through Section 2 of this Ordinance.

SECTION 2. There is hereby incorporated by reference The Comprehensive Plan of the City of Overland Park, Kansas, dated December 2, 2019, prepared, compiled, published and promulgated by the Planning and Development Services Department of the City of Overland Park. Not less than three (3) copies of said Comprehensive Plan shall be marked "Official Copy as incorporated by Ordinance No. OPCP-3270," to which shall be attached a copy of this Ordinance No. OPCP-3270, and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All City departments charged with enforcement of the Comprehensive Plan shall be supplied at the cost of the City such number of official copies of said Comprehensive Plan as may be deemed expedient.

SECTION 3. Ordinance No. OPCP-3220 is hereby repealed; provided, however, that this repeal shall not interfere with, abrogate or annul the applicability and enforceability of any previously adopted Comprehensive Plan, Comprehensive Plan Elements or Comprehensive Plan Amendments during the period of time they were in force and effect.

SECTION 4. This Ordinance shall take effect and be in force from and after its publication the official City newspaper.

PASSED by the City Council this 2nd day of December, 2019.

APPROVED by the Mayor this 2nd day of December, 2019.

CITY OF OVERLAND PARK, KANSAS

Carl Gerlach, Mayor

ATTEST:

APPROVED AS TO FORM:

Elizabeth Kelley, City Clerk

(s) Stephen B. Horner

Stephen B. Horner, Sr. Assistant City Attorney

ORDINANCE NO. CSM-3271

AN ORDINANCE ADOPTING THE STREET NETWORK MAP AS THE OFFICIAL STREET MAP OF THE CITY OF OVERLAND PARK, KANSAS; REPEALING ORDINANCE NO. CSM-3221.

WHEREAS, the City has previously adopted the Unified Development Ordinance, which establishes and sets forth the method of enforcement of building and setback lines on existing and proposed major streets and highways within the City, and prohibits any new building being located within such building or setback lines within the City pursuant to the authority granted by Kansas statutes; and

WHEREAS, the Governing Body has authorized the Board of Zoning Appeals to modify or vary the building restrictions authorized by the Unified Development Ordinance in specific cases pursuant to the authority granted by Kansas statutes; and

WHEREAS, the Governing Body and Planning Commission have previously adopted and amended the Street Network Map and the Transportation Element as parts of the Comprehensive Plan for the City pursuant to the authority granted by Kansas statutes; and

WHEREAS, the City wishes to use the Street Network Map as the Official Street Map of the City, and the Transportation Element of the Comprehensive Plan as supplemental documentation of this map, for identifying the location of the existing and proposed major streets and highways within the City for which building and setback lines are established in the Unified Development Ordinance; and

WHEREAS, a duly-noticed public hearing was held before the Planning Commission on October 14, 2019, to consider the Amendments to the proposed Comprehensive Plan; and

WHEREAS, the specific location of existing rights-of-way may be obtained from the Department of Public Works; and

WHEREAS, when no right-of-way exists, the Official Street Map is intended to show only the approximate location of proposed major streets. The exact location is determined at the time of development approval; and

WHEREAS, unless otherwise approved by the Governing Body, thoroughfares are centered on section lines; and

WHEREAS, unless otherwise approved by the Governing Body, collector streets are located approximately halfway between thoroughfares; and

WHEREAS, the highest adjoining zoning district will determine the specific classification (collector, commercial, industrial or apartment) of collector streets; and

WHEREAS, unless otherwise approved by the Governing Body:

- a. The starting location of a future collector street will be set by the location of the existing portion of the collector street on the opposite side of an intersecting street (collector or thoroughfare).
- b. Where no existing portion of a collector street exists on either side of a thoroughfare, the approved median break location will determine the starting location of the future collector street.
- c. Where no existing portion of a collector street exists on either side of a thoroughfare and the thoroughfare does not contain a median, the starting location of the future collector street shall be determined by the City Traffic Engineer; and

WHEREAS, each residential development should be linked to surrounding residential developments to ensure adequate traffic access to and circulation through residential developments. Stubbed streets are intended to provide future access for emergency vehicles, the residents of the development and the general public into adjacent residential developments; and

WHEREAS, the construction, maintenance (which includes snow removal) and repair of private streets are the responsibility of the property owner(s) as described by City Council resolution and the Overland Park Municipal Code. Private streets are defined as those owned, controlled and maintained by persons other than the public. In addition:

- a. All private streets must meet the construction standards for such streets as described in the Overland Park Municipal Code.
- b. All private streets must be named in accordance with the street name designation system on the Official Road Map and signed in accordance with the requirements found in the Overland Park Municipal Code. (Note: The Official Road Map differs from the Official Street Map in that it shows only existing roads).
- c. Once a private street is constructed, property owner(s) shall assume all liability and responsibility for the maintenance, including snow removal, and repair of:
 - 1) Street pavement and curbs and gutters of the private street, and
 - 2) Storm sewers, sidewalks and street lighting located adjacent to the private streets.
- d. Private streets may be converted to public streets only if the criteria described by City Council resolution are met. Meeting all of the criteria for conversion to public ownership is often difficult, if not impractical, and

WHEREAS, pursuant to K.S.A. 12-765, the Kansas Secretary of Transportation, Johnson County Engineer, and the Johnson County Planning Commission were consulted concerning the Street Network Map, the draft Official Street Map of the City, and

WHEREAS, the Body held a public hearing on the Official Street Map of the City on Monday, December 2, 2019. Notice of this public hearing was published in the official City newspaper at least 20 days prior to the hearing date.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF OVERLAND PARK:

SECTION 1. Pursuant to K.S.A. 12-765, there is hereby incorporated by reference the Street Network Map as the Official Street Map of the City, titled, "Official Street Map of the City of Overland Park, Kansas," dated December 2, 2019, prepared by the City of Overland Park, Kansas. Not less than three (3) copies of the "Official Street Map" shall be marked "Official Copy as incorporated by Ordinance No. CSM-3271," to which shall be attached a copy of this Ordinance No. CSM-3271, and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All City departments charged with enforcement of the "Official Street Map" shall be supplied such number of official copies of such ordinance and map as may be deemed expedient.

SECTION 2. There is further adopted, as supplementary documentation of the "Official Street Map," the Transportation Element of the Comprehensive Plan of the City of Overland Park, Kansas.

SECTION 3. The "Official Street Map" of the City of Overland Park, Kansas, as adopted and incorporated by reference herein, pursuant to the requirements of K.S.A. 12-765, shall not be enforced until after a certified copy of this adopting Ordinance No. CSM-3271, together with such official map, has been filed with the Johnson County Department of Records and Tax Administration.

SECTION 4. Ordinance No. CSM-3221 is hereby repealed; provided, however, that this repeal shall not interfere with, abrogate or annul the applicability and enforceability of any previously adopted Official Street Maps during the period of time they were in force and effect.

SECTION 5. This ordinance shall take effect and be in force from and after its publication in the official City newspaper.

PASSED by the City Council this 2nd day of December, 2019.

APPROVED by the Mayor this 2nd day of December, 2019.

CITY OF OVERLAND PARK, KANSAS

Carl Gerlach, Mayor

ATTEST:

APPROVED AS TO FORM:

Elizabeth Kelley, City Clerk

(s) Stephen B. Horner
Stephen B. Horner, Sr. Assistant City Attorney