



City of Overland Park, KS

Planning & Development Services

VISION METCALF STATUS REPORT

February 2018

OVERLAND PARK
K A N S A S

ABOVE AND BEYOND. BY DESIGN.



**Developed by the
City of Overland Park
Planning and Development Services**

**with assistance from
Overland Park Public Works Department
Kansas City Area Transportation Authority**

Front Page Photos:

Top Left: RideKC Transit stop at 95th Street and Metcalf Avenue

Top Right: Phoenix Building, downtown Overland Park

Bottom Left: InterUrban Lofts, downtown Overland Park

Bottom Right: Cherokee South Shopping Center, 95th Street and Antioch Road

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Introduction

Director's Message

Whatever happened with the Vision Metcalf Plan? How come the city's not doing anything with it? Is it even relevant anymore? These are questions that staff frequently hear informally across the community. It is still valid, being utilized and is relevant. The Planning and Development Services staff prepared this report that analyzes the development activity in the decade since Vision Metcalf's adoption to help provide some details relative to these questions.

In the mid-2000's, Overland Park recognized that there was a growing decline in its aging parts of the city. In particular, the retail centers along Metcalf Avenue provided visible reminders of how the city was aging and changing. This decline is part of a broader issue for a city that had always been fairly young in its development. The community embarked on a planning process focused on the spine of Overland Park, Metcalf Avenue, to address the elements of decline.

The result was the adoption of the Vision Metcalf Plan in 2008. It is the result of one of the most significant planning efforts undertaken by the city of Overland Park. It has been identified as a long term vision that establishes the framework for how Metcalf Avenue might re-develop in the face of this decline. The implementation of the plan's long-term vision is still in the early years, but the plan is being realized.

A full discussion of some of the primary objectives and progress thus far is a part of this report, but some key and critical findings that undergird the report include:

- The entire study area could not be considered for redevelopment, so the plan identified a series of "development block programs" or redevelopment nodes. It was expected that the redevelopment of these nodes over time would involve about 15% of the overall development in the city.
- The decline of retail development in the corridor resulted from an oversupply in the corridor, coupled with the ongoing decline of bricks and mortar retail. This finding resulted in a recommendation that other uses should be considered within the nodes for redevelopment
- The format of those other uses should be geared to a more integrated and walkable mixed use.
- A critical need was identified that redevelopment required the attraction of private investment.

The Vision Metcalf plan provides a guiding framework for staff and developers in how this important corridor should develop. The densities and recommendations outlined in the plan may not be suitable for other areas in the city. But the plan has resulted in a shift in how our city thinks about development and redevelopment. Developments are seen as more favorable and desirable if they locate along key transportation nodes, provide multimodal improvements, enhance connectivity, and incorporate pedestrian-oriented design features.

Not unlike other communities impacted by the recession, Overland Park experienced slower growth and development city-wide between 2007 and 2011. The economic conditions slowed the implementation of the Vision Metcalf plan; however, growth picked up significant pace over the past several years, particularly in downtown Overland Park. Since 2008, the Metcalf corridor study area experienced more than \$570 Million in private investment and \$270 Million within the study nodes resulting from new development, redevelopment, and tenant upgrades. This within the framework of almost \$4 Billion in new development city-wide. So, the Vision Metcalf study area experienced approximately 14% of growth within the city.

Director's Message, continued



*The Promontory - under construction
91st Street and Metcalf Avenue*



*Solera Reserve Salon & Spa
119th Street and Metcalf Avenue*



*CareNow Urgent Care
95th Street and Antioch Road*

Additionally, the city continues to make public investments to make certain that the corridor has the infrastructure and basic foundation in place for continued growth. Since 2008, the city invested in infrastructure improvements and upgrades such as street improvements, lighting upgrades, and public art. Even further, the city invested in several studies and plans, to take a detailed look at ways to implement and fund key recommendations laid out in the plan.

When we asked the general public back in 2007 and 2008 about how they envision the future of the Metcalf Corridor in 4 to 10 years, they said they want to see an environment that inspires a number of redevelopment projects - large and small; new families would move close to the corridor to enjoy the amenities; developers and residents will make significant investments; and city officials from across the country would see the Metcalf corridor as a successful case study for suburban redevelopment.

We are well on our way to meeting those visions expressed by the public and outlined in the recommendations of the plan, nearly 10 years ago. Vision Metcalf remains a guiding plan for this and will continue to be utilized in framing the expectations for redevelopment and revitalization.. This is an exciting time for our City and there's more to come!

Sincerely,
Jack D. Messer, PE
Director of Planning and Development Services

Background

Purpose of this Report

The purpose of this report is to provide a status update on the Vision Metcalf plan developed in 2008. This status report is intended to provide a snapshot in time, sharing implementation progress for activity between 2008, when the Vision Metcalf plan was adopted, to the fall of 2017. The information provided in this document provides quantitative information about development and redevelopment activities that occurred in the Vision Metcalf corridor. This report also includes a status update on the recommendations from the original plan.

The targeted audience includes the general public, local government officials, developers, and decision-makers interested in the progress of the Metcalf Avenue corridor.



Johnson County Arts and Heritage Center, formerly King Louie

Purpose of Vision Metcalf

The 2008 Vision Metcalf Plan, officially titled, *Vision Metcalf: a Vision Plan for the Metcalf Corridor*, presented a compelling vision for the future of Metcalf Avenue and Overland Park. Vision Metcalf was developed to guide future development of a specific and important area of the city of Overland Park.

Public officials realized at the time that the northern portion of Metcalf Avenue was in need of revitalization. Changes in demographics and conditions in the local and national markets for retail and office space as well as housing caused the city to rethink what Metcalf Avenue means to the community. There was a desire to create key planning and policy documents to provide a blueprint for the renaissance of the Metcalf Corridor and identify the specific actions that should be taken to foster that revitalization.

The primary goal of the Vision Metcalf Plan was to communicate a vision for the future of the corridor that incorporates modern planning principles to create an area that is appealing to both current and future residents, workers, businesses, and investors. The plan includes recommendations designed to enhance the visual character of Metcalf Avenue as well as the economic viability of the corridor. It seeks to guide development of the corridor's private and public space to create a more vibrant, active, and exciting place to live, work, learn, and play.



*New RideKC Park & Ride Facility
119th Street and Metcalf Avenue*



*Brew Lab and Ambrosia Cafe Redevelopment -
Downtown*

Report Boundary and Sub-Area Descriptions

The Vision Metcalf plan provided recommendations for the overall Metcalf corridor, a nine-mile corridor bounded by I-35 on the north, continuing south of I-435 to 123rd Street and includes the area where Blue Valley Parkway and Metcalf Avenue intersect. The corridor varies in width, from the immediate blocks surrounding Metcalf Avenue to one mile in each direction at 95th Street. In total, the corridor covers just over 3,800 acres.

For purposes of the study, the corridor was broken into five specific subareas, listed below and shown on the map on the left.

Subarea 1

Starts at Foster Street, just south of I-35, and extends south to 71st Street.

Subarea 2

Located between 71st and 87th Streets and includes downtown Overland Park.

Subarea 3

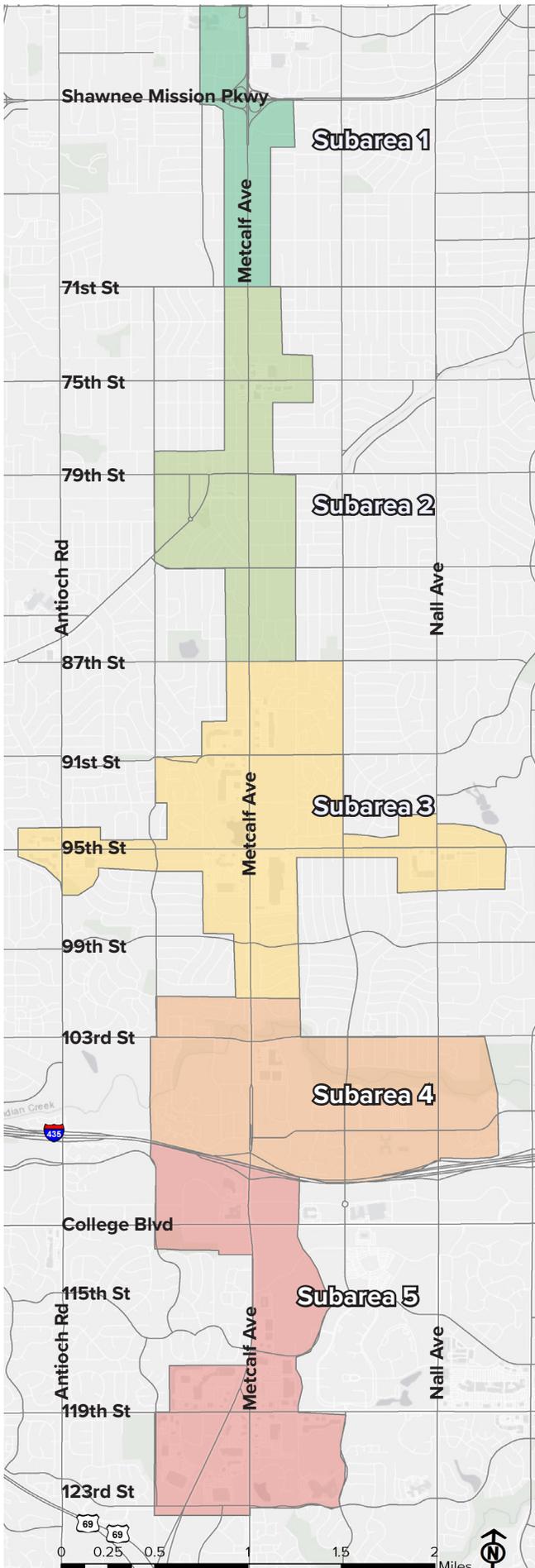
Extends from 87th to 101st Streets and includes two additional non-residential nodes at Nail Avenue one mile east, and Antioch Road one mile west, along 95th Street.

Subarea 4

Cuts across the Indian Creek floodplain. It extends from 101st Street south to I-435.

Subarea 5

Extends south of I-435 to 123rd Street and includes the area where Metcalf Avenue splits into Blue Valley Parkway. This Subarea is crisscrossed by two major east-west thoroughfares—College Boulevard and 119th Street.



Important Changes/Updates

Although Vision Metcalf was intended to be a 30-year plan, the city has yet to implement several significant recommendations. These recommendations have not yet started for a variety of reasons, including dependence on outside agencies and resources and impacts from the economic downturn. The recommendations not yet implemented include the following:

Bus Rapid Transit

The Vision Metcalf plan recommended investment in a bus rapid transit (BRT) system that would serve Overland Park, with a main line along Metcalf Avenue from I-35 to 123rd and eventually the Overland Park southern city boundaries to connect major shopping and employment concentrations in the future. Although the public showed strong support for BRT, this type of transit system takes a significant amount of investment, including the reconstruction of the I-435 and Metcalf Avenue interchange. Transit in Johnson County is now managed by the Kansas City Area Transportation Authority (KCATA). As such, KCATA makes decisions based on existing demands of transit users throughout the region. An implementation plan looked further at the development of a BRT route, but at this time, there are no plans for a BRT route.

Civic Center

The Vision Metcalf plan identified the northeast corner of 95th Street and Metcalf Avenue as a location for a civic center that would not only include a new City Hall, but also a large public park and commercial spaces. The development of a new civic center/city hall requires a substantial investment of community resources.

In addition, since 2008, the northeast corner and the southeast corner, the former Metcalf South Mall, sold to a new developer. The developer submitted plans for improvements for the southeast corner and construction is underway in some areas; however, no plans have been submitted for the northeast corner. Because of these changes, the city has yet to pursue and invest in a potential civic center use at this location.

Smart Bridge at I-435/Metcalf Interchange

As part of the BRT improvements recommended and discussed above, the Vision Metcalf Plan recommended a smart bridge at the I-435 and Metcalf Avenue interchange to allow the BRT to pass underneath while also providing the opportunity for regional buses to pick-up or drop-off passengers traveling to the corridor. According to the plan, the smart bridge I-435 overpass would allow passengers to arrive at the transit station and return down to street level at Metcalf Avenue through stairways and elevators. This type of improvement involves coordination and funding assistance from the Kansas Department of Transportation. Since 2008, the state of Kansas lacked significant highway funding. Highway infrastructure investments focused primarily on construction of previously identified, specific areas throughout the state of Kansas and also maintenance. With that being said, some of those construction and maintenance improvements included portions of I-435 located in Overland Park.

Status Update

The graphics on the following pages summarize impacts from development and redevelopment activity* along the Metcalf corridor from 2008 through 2017. The information is presented first at the corridor level, then broken down into the five subareas, and then even further for the six development block program areas.

Corridor-Wide Impacts

The Vision Metcalf plan provided density targets which were a total of targets in six development block program areas (see TOTALS in matrix on page 9). However, the targets did not take into account development outside of those block program areas. The statistics provided on this page and the next provide information on building permits issued to-date for the **entire corridor**, including the six block program areas.

** Source: City of Overland Park Building Permit Data (January 1, 2008-December 31, 2017)
Residential units includes new single-family and multi-family units.*



1,502
New Residential Units
\$170+ M
New Residential Valuation



528,228
New Retail Sq. Feet
\$57+ M
New Retail Valuation



96,574
New Office Sq. Feet
\$13+ M
New Office Valuation



262,434
New Civic Sq. Feet
\$58+ M
New Civic Valuation

41% ↑
Transit Ridership
Increases
61,000 (2008) to
87,000 (2017)

11,200 ft
New 10-foot
Greenway Linkage
Constructed

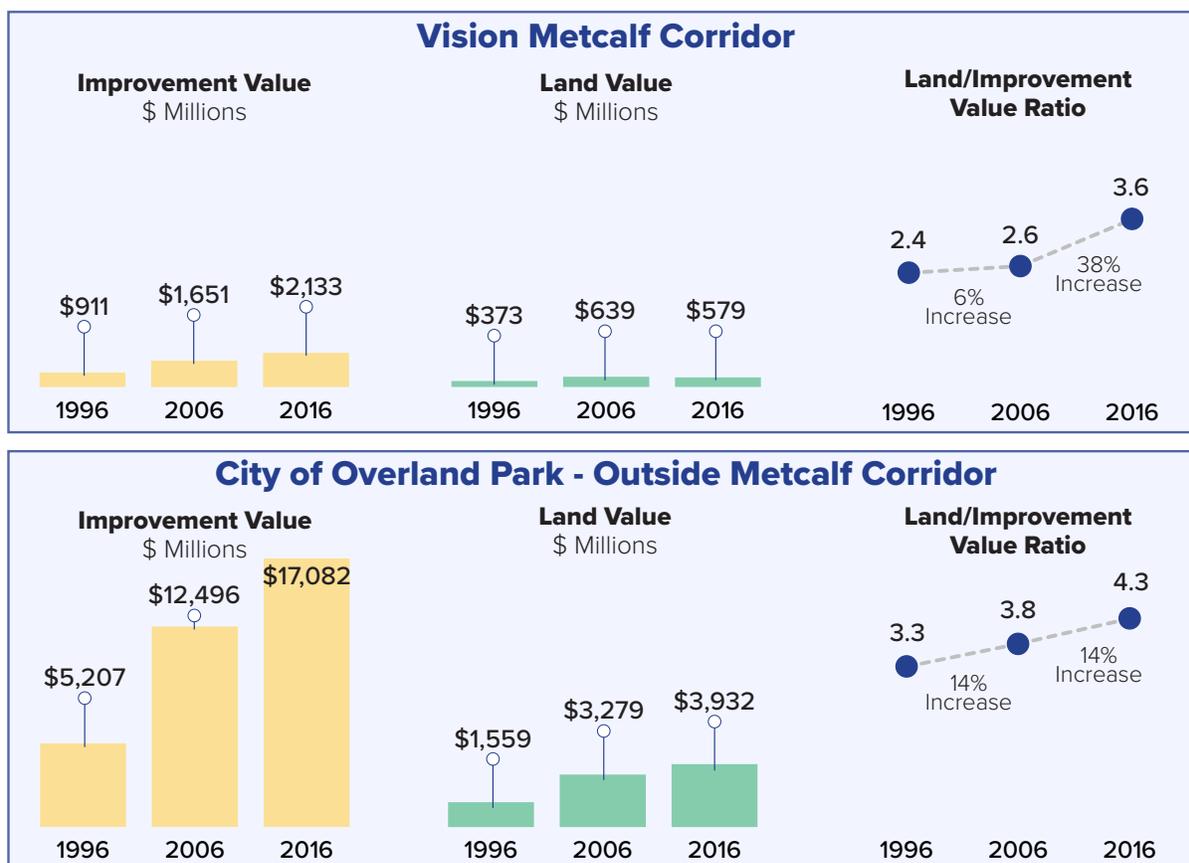
160% ↑
Transit Service
Increases
20 Buses/Day (2008) to
52 Buses/Day (2017)

Corridor-Wide Impacts

Changes in Land Value and Improvement Value

The Vision Metcalf plan stated that one indicator showing the need for revitalization is land to improvement value ratios. Industry standards state that ratios less than 2.0 indicate that land is becoming more valuable than the improvements. In simpler terms, the improvements on a property should *at least* be twice the amount of the land value. In 2006, the ratio for all land uses in the Metcalf corridor was higher than 2.0 (2.6), but some land uses fell below that mark, specifically commercial land uses (2006 ratio was 1.24), therefore stating a need for commercial revitalization. The charts below provide updated figures through 2016 for the corridor and for the city (same scale for comparison).

* Source: Johnson County Appraiser's Office



Overall Corridor Investment Totals

* Source: City of Overland Park Building Permit Data (January 1, 2008-December 31, 2017)



Subarea Impacts

The following graphics highlight quantitative impacts from development and redevelopment in the five subareas identified in the Vision Metcalf plan.

SUBAREA 1

\$12+ M

Total Private Investment in Subarea

New Development, Remodels, Tenant Finishes



10
New Residential Units



12,936
New Retail Sq. Feet

SUBAREA 2

\$126+ M

Total Private Investment in Subarea

New Development, Remodels, Tenant Finishes



616
New Residential Units



54,056
New Retail Sq. Feet



32,691
New Office Sq. Feet

SUBAREA 3

\$152+ M

Total Private Investment in Subarea

New Development, Remodels, Tenant Finishes



420
New Residential Units



348,887
New Retail Sq. Feet



10,460
New Office Sq. Feet

SUBAREA 4

\$104+ M

Total Private Investment in Subarea

New Development, Remodels, Tenant Finishes



256
New Residential Units



7,466
New Retail Sq. Feet



42,436
New Office Sq. Feet

SUBAREA 5

\$174+ M

Total Private Investment in Subarea

New Development, Remodels, Tenant Finishes



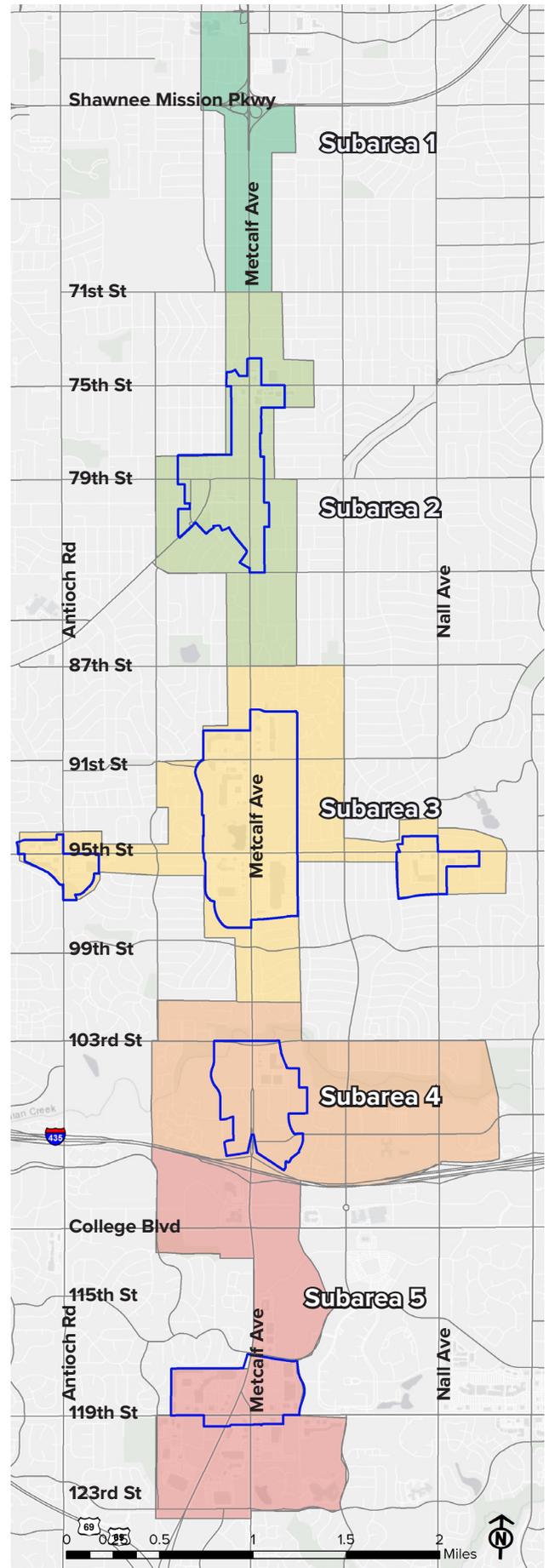
200
New Residential Units



104,883
New Retail Sq. Feet



10,987
New Office Sq. Feet



Source: City of Overland Park Building Permit Data (January 1, 2008-December 31, 2017)

Program Area Impacts

The Vision Metcalf plan also outlined development block programs for six areas, located within four of the subareas (see outlined areas on the map on page 8). The matrix below highlights quantitative impacts from development and redevelopment in the six development block program areas identified. The matrix shows the **actual** units or square feet built for developments with issued building permits versus the **proposed** amount of units or square feet for the type of land use identified in the Vision Metcalf plan.

** In 2010, as part of the development of the Form-Based Code, proposed numbers for the these three program areas were updated. Those numbers are used instead of the numbers outlined in the Vision Metcalf plan.*

					
	Residential Units Actual Proposed	Retail Sq. Feet Actual Proposed	Office Sq. Feet Actual Proposed	Civic Sq. Feet Actual Proposed	Hotel Rooms Actual Proposed
Subarea 2: Downtown*	<u>611</u> 1,768	<u>40,456</u> 634,000	<u>32,691</u> 1,404,000	<u>18,359</u> 12,030	<u>0</u> 148
Subarea 3: 95th St & Antioch Rd*	<u>0</u> 367	<u>119,949</u> 88,000	<u>10,460</u> 29,000	<u>0</u> 0	<u>0</u> 0
Subarea 3: 95th St & Nall Ave*	<u>0</u> 212	<u>12,900</u> 108,000	<u>0</u> 295,000	<u>0</u> 0	<u>0</u> 0
Subarea 3: 95th St & Metcalf Ave	<u>420</u> 2,485	<u>216,038</u> 3,171,407	<u>0</u> 2,624,010	<u>0</u> 451,224	<u>0</u> 0
Subarea 4: Indian Creek	<u>0</u> 2,443	<u>6,266</u> 1,098,452	<u>0</u> 1,900,360	<u>15,000</u> 0	<u>0</u> 0
Subarea 5: Southern Gateway	<u>0</u> 2,458	<u>9,184</u> 354,921	<u>0</u> 1,914,289	<u>0</u> 0	<u>0</u> 0
TOTALS	<u>1,031</u> 9,733 10.6%	<u>404,793</u> 5,454,780 7.4%	<u>43,151</u> 8,166,659 0.5%	<u>33,359</u> 463,254 7.2%	<u>0</u> 148 0.0%



\$270+ M

**Total Private Investment
in 6 Program Areas**
New Development, Remodels,
Tenant Finishes

ITEMS OF NOTE

The following helps provide explanations for the differences where the actual square footage is more than the proposed amounts to-date:

- Subarea 2: Downtown - new micro hospital built, impacting Civic Square Footage
- Subarea 3: 95th St & Antioch Rd - new Hyvee built, replaced existing commercial strip center
- Subarea 4: Indian Creek - Wright Business College built, impacting Civic Square Footage

*Source: City of Overland Park Building Permit Data
(January 1, 2008-December 31, 2017)*

Corridor Implementation Efforts

Several planning studies and implementation efforts have occurred or are currently underway in the corridor.



Metcalf-Shawnee Mission Parkway Transit Planning Study (2009)

This study was completed as part of Mid-America Regional Council’s (MARC) Creating Sustainable Places initiative. The study analyzed and presented options to evolve transit service along the Metcalf Avenue and Shawnee Mission Parkway corridors in the context presented in Vision Metcalf, the West Gateway Vision Plan (City of Mission) and the East Gateway Redevelopment Plan (cities of Mission, Fairway, Roeland Park). The results of the study led to the selection of this corridor, along with other regional transit corridors, for \$10.7 million in federal funding through the TIGER (Transportation Investment Generating Economic Recovery) program. The city completed transit and pedestrian infrastructure improvements identified in this plan in 2013 (see Transit Improvements on the next page).

Farmers’ Market Ownership (2010)

The city took over ownership of the Overland Park Farmers’ Market in 2010. When this happened, the city began to conduct inspections of the vendors’ farms to protect the integrity of how vendors are labeling their products. Over the past five years, the market has seen steady growth and 2017 is expected to be the busiest year on record. An additional study looking at the future of the Farmers’ Market is nearing completion (see page 13.)

Form-Based Code (2011)

A significant implementation piece to Vision Metcalf was the development of the downtown form-based code. Adopted in 2011, the code applies to new, infill development and redevelopment in designated locations downtown in order to meet the following goals:

- Capitalize public investment in existing infrastructure.
- Promote compact, mixed-use development at moderate to high densities.
- Ensure transit-supportive and transit-serviceable development.
- Require pedestrian-oriented and transit-oriented design.
- Ensure a complementary relationship with surrounding neighborhoods.

Johnson County Transit Strategic Plan (2011 Update)

This plan presents near, medium, and long-term strategies to address the demands for transit in Johnson County. This planning process updated the county’s transit vision and implementation timeline and incorporated the results of the Strategic Transit Action Recommendation Task force (START) process completed in 2010.

The Metcalf corridor was featured as a county transit priority, with phased implementation of additional service.

Corridor Implementation Efforts

Metcalf-Shawnee Mission Parkway Alternatives Analysis (2011)

This Alternatives Analysis was performed to assess the trade-offs in costs, benefits, and impacts of different transit modes that would provide enhanced transit service in the Metcalf Avenue and Shawnee Mission Parkway corridors. Bus Rapid Transit (BRT) operating in mixed traffic was chosen as the Locally Preferred Alternative (LPA). The Alternatives Analysis recommends a phased approach to expanding service on the corridor.

Transit Improvements (2012-2013)

TIGER-funded improvements along Metcalf were completed in the corridor in 2012 and 2013. These improvements were the result of past planning efforts and a successful grant federal application involving other “SmartMoves” corridors in the Kansas City region. Improvements along Metcalf included:

- Nine (9) full-size transit stations with shelters, kiosks, real-time arrival signage.
- Five (5) mid-size transit stations with benches and schedule information.
- Eight (8) American with Disabilities Act (ADA) compliant basic bus stops with schedule information.
- New park & ride facility at Rosana Square (119th Street and Metcalf Avenue) with shelter, kiosks, and real-time arrival signage.
- Queue jumps for buses on Metcalf at 75th Street in both directions and at 110th Street northbound.
- New multi-use trail on the east side of Metcalf from 87th Street to College Boulevard.

Comprehensive Park System Master Plan (2013)

The City’s Parks and Recreation Department completed a master plan in 2013 that identified several parks improvements for the Vision Metcalf corridor, including:

- Park opportunity area - located approximately at 75th Street, Metcalf Avenue to Nall Avenue.
- Park opportunity area - located approximately 95th Street, Metcalf Avenue to Nall Avenue.
- Signature Park site - located approximately at 95th Street and Metcalf Avenue

Downtown Parking Plan (2014)

In 2014, the city adopted a plan that identified the parking needs downtown. The focus of this work was to advance community goals for Downtown through strategies to address existing and future parking challenges. Building upon the goals outlined by Vision Metcalf and the Downtown Form-Based Code, the Overland Park Downtown Parking Plan identified specific parking strategies that support a higher density, mixed-use, pedestrian-friendly area.

The plan outlined five “big ideas” for how to address the parking needs downtown:

- Make parking easier to find and use
- Use parking more efficiently by sharing
- Increase parking supply
- Capture the true value of parking
- Improve the pedestrian experience

City-wide Bicycle Master Plan (2015)

The City’s Public Works Department completed this plan which looked at improving safety and creating a connected network across the city and with surrounding jurisdictions. The plan led to the first implementation effort in the summer of 2015 (about 16 miles mostly in southern OP). The city is currently in the bid process for a CMAQ project focusing installing shared land markings (sharrows) and bike lanes in north Overland Park. Much of the 30 miles planned will be located in downtown.

Corridor Implementation Efforts

SmartMoves 3.0 (2017)

The third version of the Smart Moves long-range transit plan which serves as the regional blueprint for implementation of a new and improved transit and mobility system. Transit agencies, local governments and the Mid-America Regional Council use this plan to guide the development of new projects and initiatives that seek to improve regional mobility. The Metcalf-Plaza corridor was identified as a “fast and frequent” corridor in the long-term, with improvements to service span and frequency, implemented incrementally as funding allows. This plan firmly established Metcalf (as well as 75th Street and Quivira) as a transit spine in Johnson County.

Public Art Master Plan (2017)

Public art along Metcalf Avenue and downtown were identified as two of the top three priorities for public art in the updated Public Art Master Plan. Art installations along Metcalf are intended to enhance one of the city’s main streets, creating an exterior art experience that pedestrians, bikers and passing vehicles may enjoy while traveling the central corridor of our city. Installations along Metcalf Avenue should have the secondary purpose of wayfinding to the downtown district.

The plan states that installations should occur over several phases, listed below, and will include temporary and permanent installations of varying sizes. Ultimately, it is the goal to create Metcalf Avenue as an art gallery from I-35 on the north to county line on the south.

- Phase 1 - 95th Street intersection to 103rd street
- Phase 2 - 95th Street to 87th Street
- Phase 3 - 103rd Street to I-435
- Phase 4 - 435 to 135th Street

Corridor Pedestrian Crossing Plan (2017)

This study, completed by Planning & Development Services staff, resulted from concerns about walkability as higher density developments are built on the east side of Metcalf Avenue (e.g., Avenue 80, Avenue 81).

The purpose of the study was to find ways to create a more walkable environment along Metcalf and crossing Metcalf.

Recommendations include:

- Crosswalk improvements - 79th Street, 81st Street, 82nd Street
- Vacating Hamilton Street to become a pocket park
- Add a gateway monument sign at 79th Street and Metcalf Avenue
- Conduct a preliminary engineering study to review additional safe connections across Metcalf Avenue from 75th Street to 83rd Street.

Plans for implementing and construction the crosswalk improvements are underway. The improvements include countdown pedestrian timers, continental crosswalks, and a new crosswalk. In addition, plans are underway for a HAWK signal to be installed in conjunction with the Avenue 81 opening in the next two years.

79th Street Improvement Project (2017)

The design of this project, completed in 2017, focused on increasing parking downtown. The project will add 44 on-street parking spaces (30 angled and 14 parallel) on 79th Street between Overland Park Drive and Floyd Street.

Farmers’ Market: Event and Transportation Hub (underway)

In addition, a study funded by MARC’s Planning Sustainable Places program kicked off in summer 2017 to study possible options for improvement and expansion of the market, including the evaluation of expanding the market in order to house community events and uses, if needed. The study also evaluates the existing conditions of the facility and suggestions for how to address any issues.

Corridor Implementation Efforts

75th & Metcalf Transit and Pedestrian Access Improvement Plan (underway)

This 2017 Planning Sustainable Places project is evaluating pedestrian accessibility and bus stop infrastructure near the intersection of 75th Street and Metcalf Avenue. This intersection is a key transfer point in Johnson County, located at the intersection of the county's two "key corridor routes: 401 Metcalf-Plaza and 475 Quivira-75th Street, as well as 404 Metcalf-Downtown service to Downtown Kansas City, Missouri. Conceptual plans for this intersection will be provided in early 2018, to allow for the future pursuit of funding for improvements.

Vision Metcalf: The College Avenue Node (underway)

This MARC's Planning Sustainable Places Program (PSP) project kicked off in 2017. The Overland Park City Council requested such a study because of their desire to develop an active, walkable environment in the vicinity of the Convention Center to support the corporate community and business and leisure travelers.

The goal of the study is to extend the planning effort and principals from the "Vision Metcalf" plan into a node centered at Metcalf Avenue and College Boulevard and extending west generally to Lowell Avenue, east generally to Nall Avenue, north to I-435 and south to 112th Street. The study is exploring opportunities for enhancing College Boulevard into a vibrant, 18-hour environment that continues to meet the existing and future needs of the corporate community.

Public Works Projects (on-going)

Several Public Works projects have taken place along the Metcalf Avenue corridor.

Upgraded Traffic Signals

The city began updating older traffic signals (approximately 35-40 years old) along Metcalf Avenue. The signals were replaced with decorative poles painted black or bronze. To-date, the locations include:

- 71st Street and Metcalf Avenue
- 75th Street and Metcalf Avenue
- 79th Street and Metcalf Avenue
- 87th Street and Metcalf Avenue

Upgraded Street Lights

The city replaced old Kansas City Power & Light (KCPL) leased streetlights on Metcalf between 65th Street and 71st Street with the city's standard poles but powder coated black. The lights also now have LED heads.

Bikeshare Program and Bicycle Amenities

Public Works is assisting Johnson County Park & Recreation with the installation of bike share stations at the Johnson County Arts and Heritage Center and at Meadowbrook Park at 91st and Nall. In addition, the form-based code requires new development downtown to install bike racks.

Status of Plan Recommendations

The Vision Metcalf plan identified eight (8) objectives developed in consultation with city staff stakeholders, and the general public. Further, the plan outlined 62 specific recommendations designed to help the city meet these objectives. For this status report, City staff briefly reviewed the recommendations and provided a rating as to how the recommendation is progressing. The recommendation was rated based on the criteria shown with the scale bars below. The status of each of the recommendations is found on the following pages.

COMPLETE



Recommendation is complete. No further action needed.

IN PROGRESS



Action is underway to complete this recommendation.

PENDING



Preliminary planning is underway to complete this recommendation.

NOT STARTED



No action has yet been taken to complete this recommendation.

NO LONGER RELEVANT



This recommendation is not expected to be completed.

Objective One

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

Focus development into nodes creating defined neighborhoods and destinations within the corridor.

IN PROGRESS



Create a system of gateways at entrances to the corridor and throughout neighborhoods that establish a sense of place.

PENDING



Create a cohesive Metcalf Avenue experience by unifying streetscape elements and amenities along Metcalf Avenue.

IN PROGRESS



Establish a hierarchy of lighting elements that enhance visual appeal and safety both along Metcalf Avenue and within neighborhoods.

PENDING



Install a system of signage, wayfinding, and neighborhood identification that informs residents and visitors and promotes the corridor.

PENDING



Establish a transit system that efficiently connects the corridor and allows for convenient transfers to other parts of the region.

IN PROGRESS



Construct landmark buildings so those who live within the corridor and those who are passing sense an identity for the place.

PENDING



Design a system of distinctive public spaces for locals and visitors that are unique to the Metcalf Corridor.

PENDING



Objective Two

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

Establish a block and street system that promotes effective redevelopment and infill projects.	IN PROGRESS
Allow for the more efficient use of land and expand the city's tax base by encouraging high quality mixed-use development.	IN PROGRESS
Design the urban and neighborhood amenities such as transit, housing choice, and entertainment that will attract new and innovative employers to the corridor.	IN PROGRESS
Maximize the investment of private developers while minimizing the cost to the public sector.	IN PROGRESS
Create destination-shopping experiences that serve the region.	PENDING

Objective Three

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

Encourage buildings to develop with consistent build-to-lines along the street edge.	IN PROGRESS
Encourage an appropriate level of density to create a series of neighborhoods.	IN PROGRESS
Establish a complementary mix of building uses to create an environment where living, shopping, and working are all possible within a five-minute walk.	IN PROGRESS
Produce a variety of housing types to serve multiple housing needs.	IN PROGRESS
Focus development into nodes creating self-sufficient areas that serve a variety of needs.	IN PROGRESS
Create development blocks that allow for new parking configurations, while maximizing each block's development potential.	IN PROGRESS
Incorporate parking into mixed-use structures that becomes part of the fabric of the neighborhood.	IN PROGRESS
Integrate offices into the character of the town and promote innovative businesses.	PENDING
Create a new prominent civic center that integrates municipal uses into the heart of the corridor.	PENDING
Develop locations that create neighborhood, community, regional and super-regional shopping draws.	PENDING

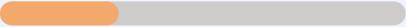
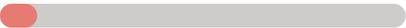
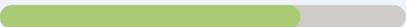
Objective Four

Integrate open and green space into the corridor by incorporating a system of parks, plazas, natural amenities, and streetscape treatments.

Design interesting, aesthetic and functional public spaces, parks and plazas in all nodes and provide a variety of ways to access and experience these spaces.	PENDING	
Strengthen the existing system of multipurpose trails by creating new connections within the Metcalf Corridor.	IN PROGRESS	
Bury utilities wherever possible throughout the entire Corridor to establish a tree-lined street that is free from visual interruptions.	IN PROGRESS	
Encourage creative forms of public art including wind turbines, sculpture, and water features at a variety of locations including public parks, BRT stations, plazas, etc.	PENDING	
Pull buildings to the street and place parking in mixed-use lots and behind buildings where possible to unify the appearance of Metcalf Avenue and neighborhood streets.	IN PROGRESS	
Daylight streambeds where possible in order to create naturalized functional green spaces.	NOT STARTED	
Integrate sustainable water features throughout the corridor.	NOT STARTED	
Unify streetscape treatments including landscaping, street trees and lighting along Metcalf Avenue and within each node to create a positive visual character and establish continuity.	PENDING	
Employ stormwater best management practices (BMP), green roofs, and rain gardens that reduce flooding, improve water quality and provide attractive green spaces.	IN PROGRESS	
Install a system of signage, wayfinding, neighborhood identification and otherwise, that establishes “place” within the corridor.	PENDING	
Reinforce a sense of identity for the corridor through the installation of gateways and landmark buildings.	PENDING	
Integrate stormwater detention facilities into the context of the corridor that are appropriate to the character of surrounding development.	IN PROGRESS	

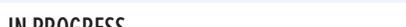
Objective Five

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

Implement a Bus Rapid Transit (BRT) system that spans the entire Corridor and allows for future expansion.	NOT STARTED 
Enhance regional transit connectivity with the addition of an I- 435 Smart Bridge and interface with proposed BRT on I-35.	NO LONGER RELEVANT 
Encourage transit use through amenities such as BRT stations, lowered parking ratios, benches, and adequate street lighting.	IN PROGRESS 
Improve bicycle access to and through the corridor by creating a system of bike lanes and trails that connect neighborhoods and links to existing trail systems in the city and region.	IN PROGRESS 
Investigate the use of on-demand transit as a means of flexible transportation.	NOT STARTED 
Promote biking as an effective way to travel by encouraging safe storage locations, recognizable routes, and required facilities at employment centers.	IN PROGRESS 
Link transit options by placing municipal parking structures at each node within a five minute walk to alternative transportation opportunities.	PENDING 
Continue to ensure the safe and efficient movement of automobiles through the corridor while allowing for alternative modes of transportation.	IN PROGRESS 

Objective Six

Make walking easy, desirable, and convenient.

Develop buildings along the street edge to promote pedestrian activity.	IN PROGRESS 
Support development that combines retail and employment activities within a five minute walk of housing.	IN PROGRESS 
Add a system of crosswalks and mid-block traffic signals where warranted that create safe zones for pedestrians to cross streets at appropriate locations.	IN PROGRESS 
Maintain ADA accessibility throughout existing development and ensure new buildings comply with all ADA requirements.	IN PROGRESS 
Place centrally located municipal parking structures within each node that allow visitors to be able to park once and reach several destinations.	NOT STARTED 
Encourage visitors to park once and walk to their destination which is within a five-to-ten minute walk of all amenities.	IN PROGRESS 
Establish a system of continuous sidewalks within the nodes and along the entire Corridor.	IN PROGRESS 
Reestablish the continuity of the pedestrian edge through the infill of vacant sites.	PENDING 
Install a system of wayfinding that directs pedestrian traffic and advertise amenities.	NOT STARTED 

Objective Seven

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

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

Objective Eight

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

Encourage placement of buildings and construction techniques that will contribute to future sustainability and energy conservation.	NOT STARTED
Encourage developers to employ Leadership in Energy and Environmental Design (LEED) practices and pursue LEED certifications.	NOT STARTED
Daylight streambeds where possible.	NOT STARTED
Implement alternative modes of transportation with alternative energy solutions such as the Bus Rapid Transit and On-Demand Transit.	PENDING
Reduce automobile dependency by supplementing the existing bicycle network with a system of bike lanes and trails that connect the Metcalf Corridor to the city and the region.	IN PROGRESS
Promote stormwater best management practices aimed at reducing the amount of land dedicated to surface parking lots and minimizing impervious surface coverage. Remaining parking lots should be heavily landscaped to enhance visual character and minimize surface runoff.	IN PROGRESS
Generate alternative energy through the use of wind turbines and solar technology.	NOT STARTED

Next Steps

2018 and Beyond

As the city continues implementing the Vision Metcalf plan, staff plans to analyze the recommendations that have not yet started to determine their relevancy moving forward.

In the immediate future, funding is secured to complete several studies underway and also for future capital improvements in the corridor. These include:

- Street lighting upgrades, included in the Capital Improvements Program for 2017:
 - ✓ Johnson Drive west of Metcalf Avenue
 - ✓ 107th Street, east of Metcalf Avenue
 - ✓ 95th Street and Nall Avenue
- Finalize the following studies currently underway - expected in early 2018:
 - ✓ Farmers' Market and Transportation Hub
 - ✓ Metcalf Avenue and College Boulevard Transportation Node
 - ✓ 75th Street and Metcalf Avenue Transit Study
- Update light poles at 83rd Street and Metcalf Avenue.
- Install bikeshare installation at Johnson County Arts and Heritage Center.
- 79th Street Improvement Project implementation - 3-phase project expected to bid in early 2018.
- Construct crosswalk improvements along Metcalf Avenue.
- Preliminary engineering study to review additional safe connections across Metcalf Avenue from 75th Street to 83rd Street.
- Street and intersection improvements in areas located off of 79th Street and Marty Street/Floyd Street and 80th Street and Broadmoor Street, planned for construction in 2018.
- Street reconstruction in an area southeast of 95th Street and Antioch Road, planned for construction in 2020.
- Santa Fe Commons Park improvements.

In addition, the reinvestment is expected to continue. Additional development proposals are currently under consideration throughout the corridor.

Appendix A: Major Metcalf Corridor Developments

The following table displays new major developments in the Metcalf Avenue corridor with a valuation of \$200,000 or higher. The information is based on full building permits issued since 2008. Mixed-use developments also include square footage and valuation for residential development.

YEAR	ADDRESS	DEVELOPMENT NAME	SQUARE FOOTAGE	CONSTRUCTION VALUATION
2008	7924 Santa Fe Dr	Phoenix Building (Mixed-Use)	33,320	\$3,200,000
2008	7140 W 121st St	Southridge Car Wash	4,900	\$500,000
2008	12112 Metcalf Ave	Bank of Kansas City	5,987	\$1,500,000
2009	9500 Antioch Rd	Walgreens	14,820	\$2,000,000
2009	9504 Antioch Rd	Cherokee South Retail Building	9,727	\$3,800,000
2009	9501 Nall Ave	CVS Pharmacy	12,900	\$2,215,000
2009	7446 Metcalf Ave	Dunkin Donuts	2,000	\$450,000
2009	12090 Metcalf Ave	Sonic	1,820	\$400,000
2011	10317 Metcalf Ave	Jack in the Box	2,756	\$820,000
2011	10701 Metcalf Ave	Convenience Store	3,510	\$400,000
2011	10700 Metcalf Ave	Wright Career College	15,000	\$750,000
2011	10700 Metcalf Ave	Wright Career College	14,040	\$3,027,200
2012	8501 W 95th St	HyVee	78,620	\$7,710,000
2012	8021 Santa Fe Dr	Lorax Design Group	5,178	\$550,000
2012	10999 Metcalf Ave	McDonald's	3,775	\$650,000
2012	12020 Blue Valley Pkwy	Solera Salon	17,058	\$1,500,000
2013	9161 Metcalf Ave	Wendy's	3,224	\$404,870
2013	9501 Antioch Rd	Commerce Bank	6,960	\$882,440
2013	9507 Antioch Rd	Care Spot	3,500	\$427,630
2013	8601 W 95th St	Auto Zone	7,360	\$620,374
2013	5100 Indian Creek Pkwy	Heartland Rehabilitation Hospital	54,568	\$15,355,540
2013	6751 College Blvd	Pot Belly Sandwich Shop	2,134	\$214,382
2014	10611 Nall Ave	Top Golf	64,232	\$9,400,115
2014	9101 Metcalf Ave	Glenwood's Common Retail	16,205	\$1,469,144
2014	10183 Metcalf Ave	Vince Building #3	21,218	\$2,599,907
2015	8045 Metcalf Ave	Avenue 80 Multi-Use Building	386,878	\$38,388,637
2015	8130 Santa Fe Dr	Multi-Use Building	13,600	\$1,195,504
2015	6901 W 121st St	Advanced Dermatologic Surgery	236	\$220,000
2015	10975 Metcalf Ave	IFLY	4,967	\$4,500,000

Appendix A: Major Metcalf Corridor Developments

YEAR	ADDRESS	DEVELOPMENT NAME	SQUARE FOOTAGE	CONSTRUCTION VALUATION
2015	12100 Blue Valley Pkwy	Lukas Liquor	46,390	\$5,103,828
2016	7900 Conser St	InterUrban Lofts (Mixed-Use)	80,893	\$8,189,491
2016	7300 W 80th St	The Market Lofts (Mixed-Use)	79,309	\$9,563,381
2016	10710 Nall Ave	University of Kansas Hospital	122,507	\$27,435,359
2016	8905 Metcalf Ave	Promontory (Mixed-Use)	582,581	\$40,000,000
2016	5800 W 107th St	Shawnee Mission South Stadium	6,200	\$6,000,000
2016	7201 W 80th St	The Vue (Mixed-Use)	402,904	\$41,743,187
2017	12180 Blue Valley Pkwy	Kneader's Bakery	4,276	\$536,980
2017	7001 W 95th St	Lowe's	152,266	\$12,834,501
2017	8333 W 95th St	Aldi Addition	3,279	\$1,000,000
2017	10963 Metcalf Ave	Drury Inn & Suites Addition (no rooms)	3,806	\$1,350,000

Major Metcalf Corridor Developments by Year

