

GREENWAY LINKAGES PLAN

(For Northern Overland Park)

December 2011

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Mark Stuecheli, Senior Transportation Planner
Keith Gooch, Senior Planner
Tim FitzGibbons, GIS Analyst
Skip Moon, Section Manager, Community Services
Judith Irvin, Coordinator, Neighborhood Programs
Nancy McNellis, Supervisor, Administrative Support
Janelle Miño, Senior Customer Service Representative

What is a Greenway Linkage?

A greenway linkage is defined as open space land set aside for public use that is in linear form. A greenway linkage provides a connection between two or more locations, following natural areas (running adjacent to a stream or the base of a bluff) or those developed by man (running adjacent to a street or fence line).

These linkages may vary in width and may be created by joining separate adjacent parcels of land or may be located in street rights-of-way.

Greenway linkages may be used for bike/pedestrian trails, buffers between differing types or intensities of land uses, as a means to conserve areas of natural or historic value, or as an enhancement to a community's parks and roadways.

What are the Greenway Linkages Plan and Guidelines?

The Greenway Linkages Plan and Guidelines are two separate documents. The Greenway Linkages Plan displays the ultimate system of greenway linkages proposed in the City. The Plan, which is included in the City's Comprehensive Plan, is updated annually and shows the types of linkages proposed and the various public and semipublic uses that are linked together.

The Guidelines, which are only reviewed periodically, are found in a separate document from the Comprehensive Plan. The Guidelines describe in text and show in a series of graphic illustrations the five

different types of greenway linkages that are proposed. More detailed explanations of the illustrations below can be found in the Greenway Linkages Guidelines.

The Greenway Linkages Plan was incorporated in the 1991 Comprehensive Plan and has been reviewed annually as part of the Comprehensive Plan since. The initial 1991 Greenway Linkages Plan was only for the area of the city south of 119th Street. Since that time, the Greenway Linkages Plan was expanded to include all of the area south of I-435. In 2006, the Greenway Linkages Plan was significantly expanded to include the entire city. The Plan is now composed of two separate maps, the Greenway Linkages Plan for Southern Overland Park and the Greenway Linkages Plan for Northern Overland Park.

The Greenway Linkages Guidelines was adopted as a separate policy document by a joint Planning Commission and City Council Resolution (City Council Resolution No. 2349 and Planning Commission Resolution No. 55) in October 1991.

Why do we have the Greenway Linkages Plan and Guidelines?

The Greenway Linkages Plan and Guidelines were developed for use in guiding the development of an extensive system of linear open spaces, most of which will have bike/pedestrian trails, that link public parks and recreation facilities with schools and residences.

How can you use the Greenway Linkages Plan and Guidelines?

The Greenway Linkages Plan and Guidelines can be used to determine the location and identify the type or types of linkages proposed in or around an area.

The City Council and the Planning Commission use the Plan and the Guidelines in their review of all site development proposals in the City including platting of land, rezonings and special use permit applications.

The Plan and the Guidelines are also used to plan for the timing of bike/pedestrian trail construction through the City's Capital Improvements Program (CIP) which is reviewed annually. Other jurisdictions, including surrounding communities and the county, can use the plan to help in coordinating the development of their own greenway linkages and parkland acquisition and improvements.

How will the Greenway Linkages Plan be developed?

The Greenway Linkages Plan will only be developed through the cooperation of a three-way partnership between the City, landowners, and developers. The affected landowners and developers along the proposed greenway linkage routes will sell or give land for a linkage to the City as depicted on the Greenway Linkages Plan. The City is committed to prepare the necessary general concept plan and the individual site plans, install the landscaping (when and where proposed), build the bike/pedestrian trails, and maintain the trails and landscape easements once they are completed.

What is the process for acquiring individual linkages?

The general steps for acquiring, building and maintaining individual segments of the greenway linkages are:

First, the area shown for a greenway linkage is identified and incorporated in the site planning for a preliminary plat for a subdivision, preliminary plan (for a school, church, temple, or public building), rezoning, or special use permit proposal.

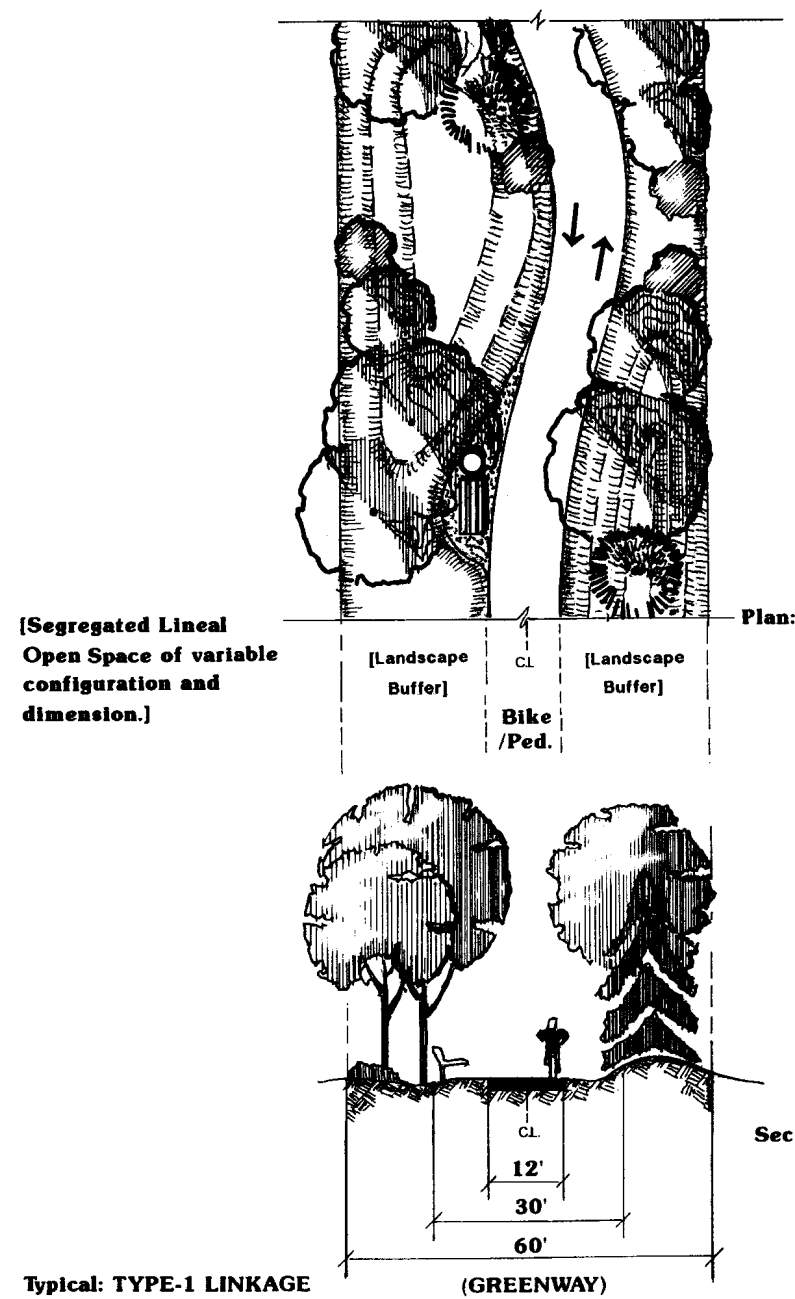
Second, the land identified on the preliminary site plan is sold or given to the City of Overland Park at the time of final plat or final development plan approval.

Third, the City prepares the landscape plan.

Fourth, the City builds all bike/pedestrian trails along the trail easements and installs plant materials and seed or sod turf as required on the site landscape plan.

Fifth, once the bike/pedestrian trail is built and the landscaping installed, the City maintains the trail and landscape easements.

TYPE 1 LINKAGE - GREENWAY

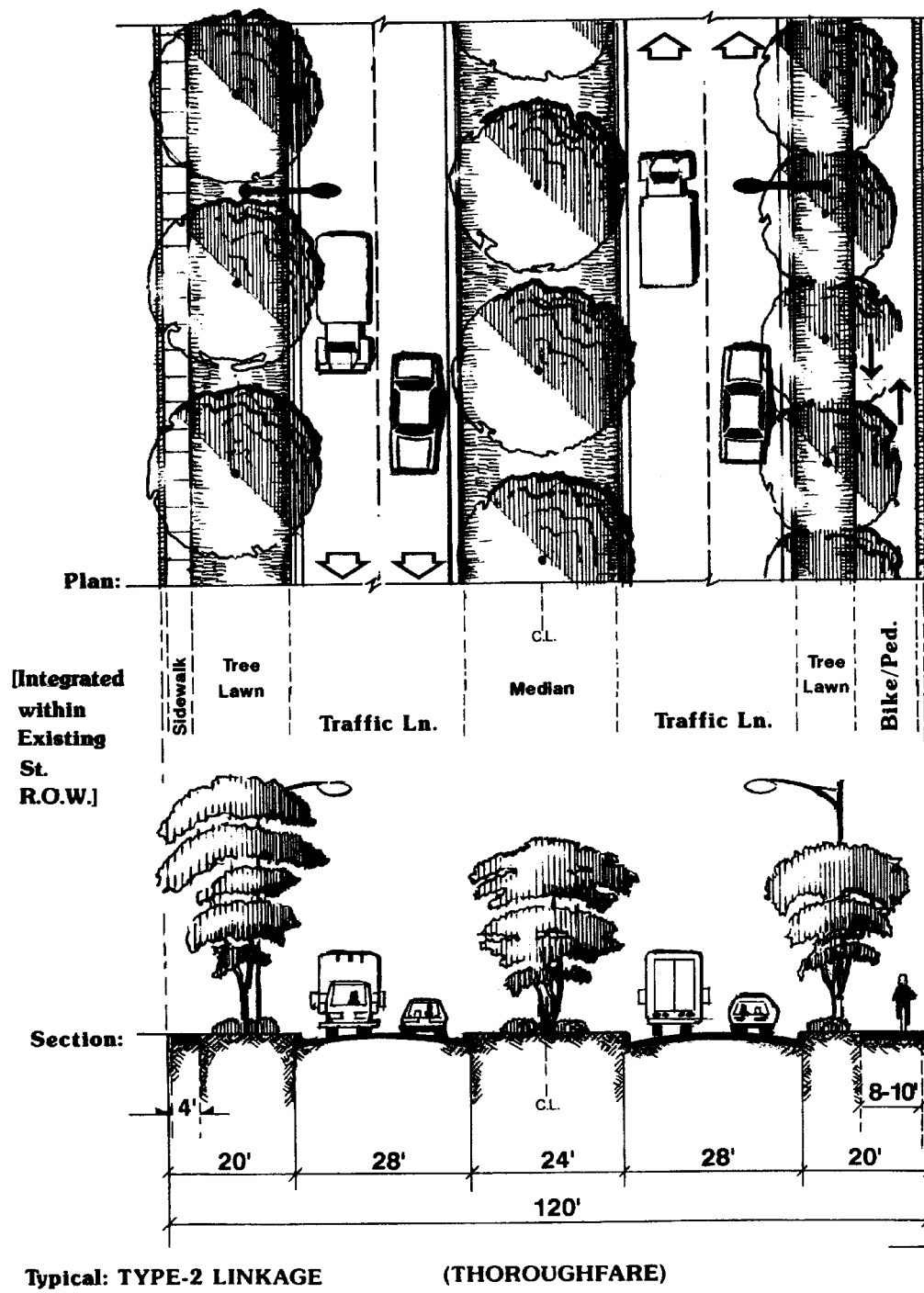


TYPE 1 LINKAGE (GREENWAY) is a linear open space area set aside for public use that is wide enough to accommodate a paved bike/pedestrian trail, landscaped area, fencing or other screening measure, but with limited access from adjacent land uses.

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

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

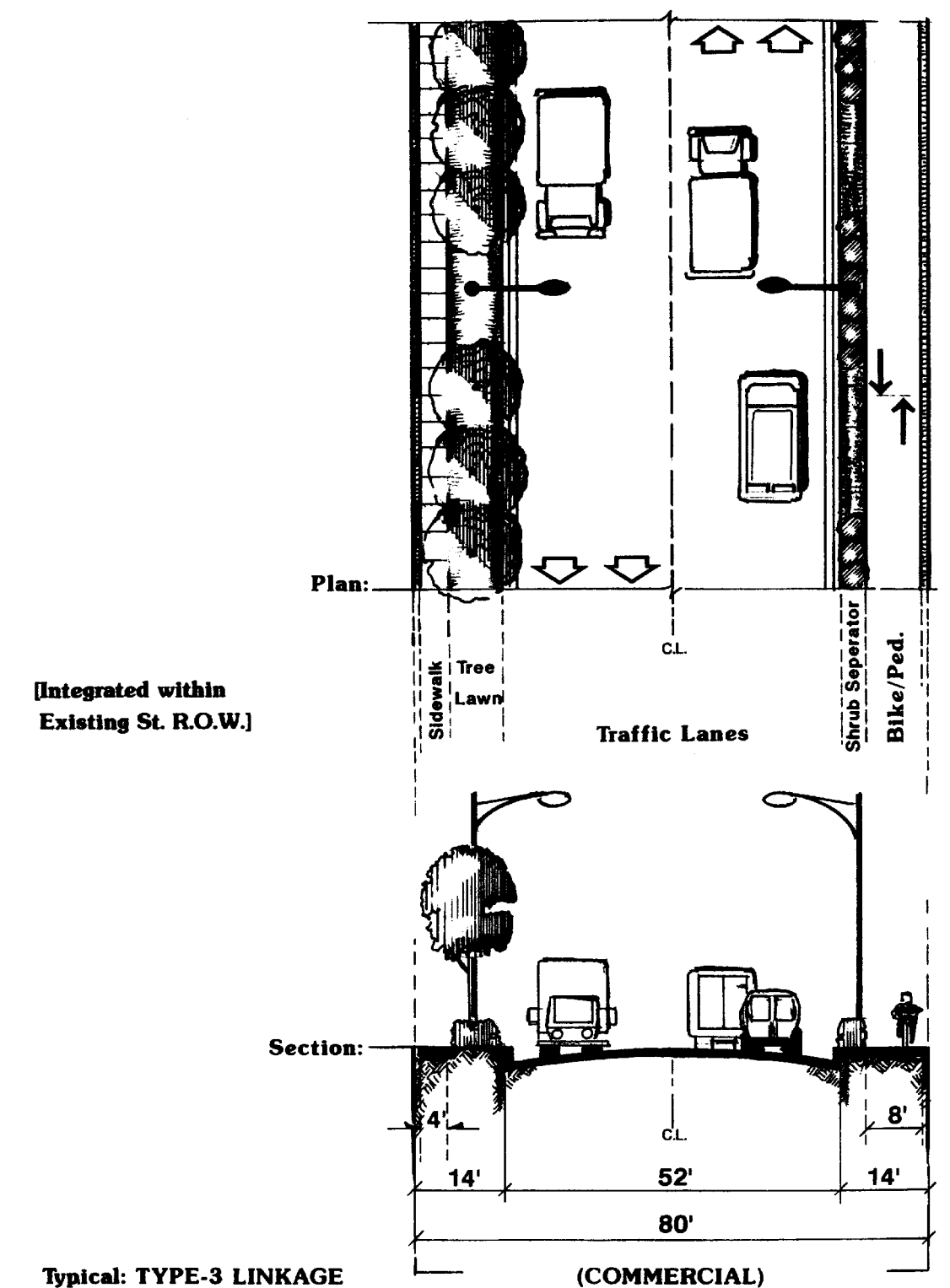
TYPE 2 LINKAGE - THOROUGHFARE STREET



TYPE 2 LINKAGE (THOROUGHFARE STREETS) is a linear easement set aside for public bike/pedestrian trail development that is part of the existing thoroughfare street rights-of-way. These linkages do not require additional rights-of-way beyond those required by city standards but will require a variance from Section 13.08 of the City Code to allow the trails to be constructed in lieu of sidewalks on one side of a thoroughfare street.

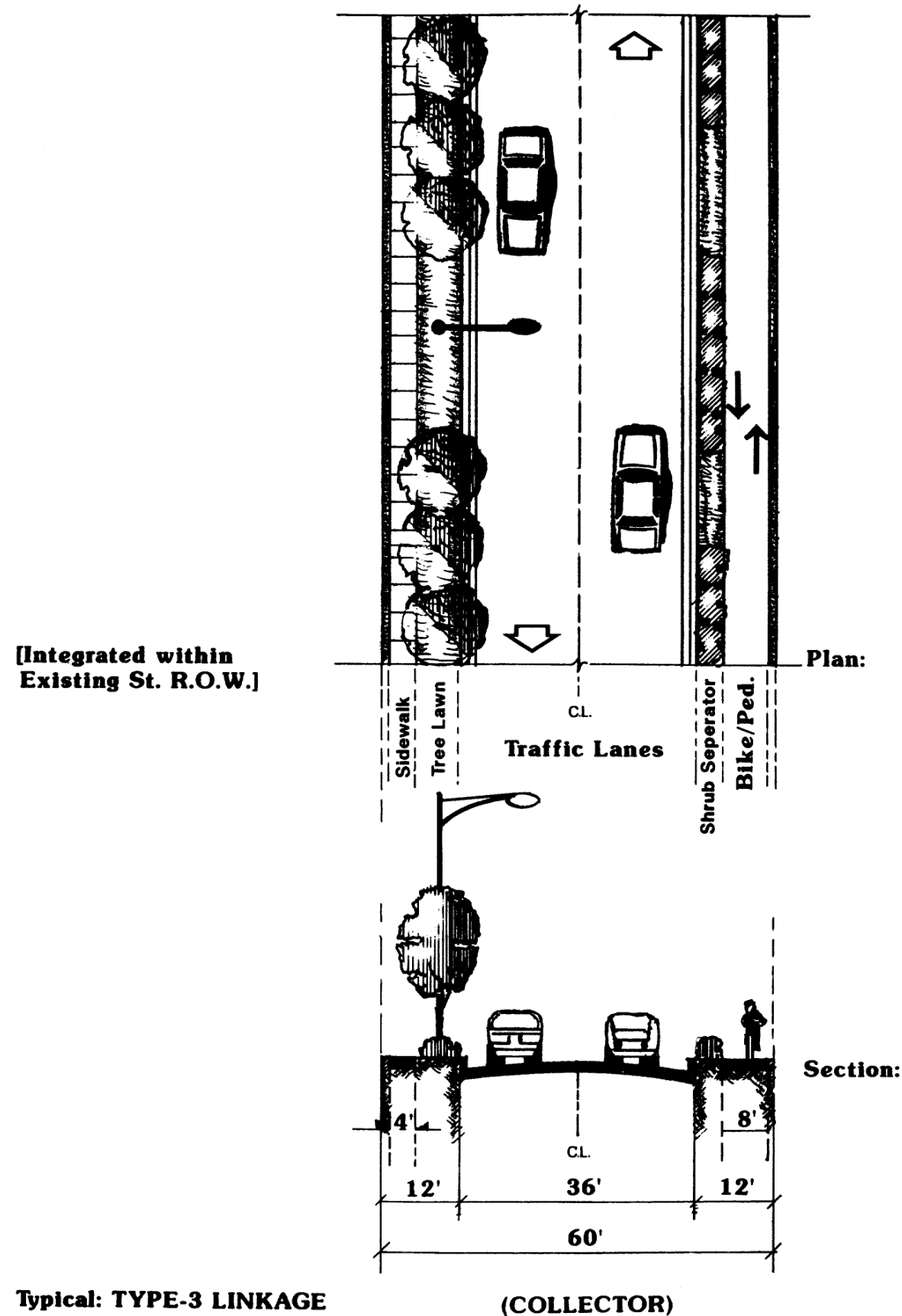
In some cases, Type 2 linkages may require an additional utility easement of five to ten feet in width outside of the existing street right-of-way that will be identified as such. The easement will be incorporated into the site planning at the time of preliminary plat, preliminary development plan, rezoning,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

TYPE 3 LINKAGE - COMMERCIAL STREET



TYPE 3 LINKAGE (COLLECTOR AND COMMERCIAL STREETS) is similar to a Type 2 linkage but is developed within the rights-of-way of commercial, apartment and collector streets. This type of linkage may also require an additional easement of five to ten feet in width to provide space for underground utilities and landscaping.

TYPE 3 LINKAGE - COLLECTOR STREET



Implementing The Plan:

A major limitation in developing the Greenway Linkages Plan for Northern Overland Park is the challenge of developing a park for a built-out area of the city. Fewer options are available for linking long-established neighborhoods, shopping, and office areas with existing parkland, schools, the new community center, and other public facilities. Most streets are already built and 4-foot wide sidewalks are already in place. In north Overland Park, outside of Indian Creek, there are few opportunities to build trails along minor streams as many flow through private backyards or are piped underground.

Although limited, there are cases where the existing right-of-way is adequate to accommodate an 8-foot wide, asphalt or concrete multi-use trail. In other cases, the use of the existing 4-foot wide sidewalk and a proposed on-street bike route is the only practical way of providing a linkage.

Changes to the Plan will likely occur as some opportunities will not be feasible while other opportunities may open up. In many circumstances, the proposed multi-use trails will be built in conjunction with scheduled street improvements. In other circumstances, the proposed multi-use trails will be built when funds become available and issues can be worked out with the adjacent property owners.

The Plan for north Overland Park is proposed to be developed over a 15 to 20 year period. Similar to the Plan for the south, the Plan for the north will be reviewed annually as part of the update to the City's Comprehensive Plan.

