

OFFICIAL STREET MAP

December 2011

Adoption of the Official Street Map

The City of Overland Park adopted the 2011 Street Network Map as the Official Street Map of the City of Overland Park and the Transportation Element of the Annual Amendments to the 2011 Comprehensive Plan as supplemental documentation to the map. The Planning Commission adopted in Resolution No. 106 and the Governing Body adopted in City Council Ordinance No. OPCP-2916 the Annual Amendments to the 2011 Comprehensive Plan, which included the 2011 Street Network Map and the Transportation Element. Also, the Governing Body, following the recommendation of the Planning Commission, adopted Ordinance No. CSM-2917 which approves the 2011 Street Network Map as the Official Street Map of the City of Overland Park.

Purpose

The Official Street Map identifies the general location of the existing and proposed major streets and highways within the City for which building and setback lines are established in the City's Unified Development Ordinance. The specific location of existing rights-of-way may be obtained from the Overland Park Public Works Department.

The following seven City policies are important to consider when using the Official Street Map:

- 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.
- Unless otherwise approved by the City Council, thoroughfares are centered on section lines.
- Unless otherwise approved by the City Council, collector streets are located approximately halfway between thoroughfares.
- The highest adjoining zoning district will determine the specific classification (collector, commercial, industrial, or apartment) of collector streets.
- Unless otherwise approved by the City Council,
 - 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).
 - Where no 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.
 - Where no 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 Planning and Development Services Department.
- 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.
- 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:
 - All private streets must meet the construction standards for such streets as described in the Overland Park Municipal Code.
 - 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.
 - Once a private street is constructed, property owner(s) shall assume all liability and responsibility for the maintenance, including snow removal, and repair of:
 - Street pavement and curbs and gutters of the private street, and
 - Storm sewers, sidewalks and street lighting located adjacent to the private streets.
 - Private streets may be converted to public ownership only if the criteria as described by City Council Resolution can be met. Meeting all of the criteria for conversion to public ownership is often difficult, if not impractical, however.

*Note: Private streets allow a developer more flexibility in design and provide for a higher density development than is normally permitted in a given area by decreasing the land dedicated for roads to only the area of the pavement, not the full right-of-way width as defined below. Private streets may also allow the owner(s) to restrict the use of said street by others.

**Note: The Official Road Map differs from the Official Street Map in that it shows only existing roads.

Existing and Proposed Transportation System

Existing Street Network

The City's street network is shown on the Official Street Map. Overland Park has more than 895 miles of streets and highways. Local streets have the greatest amount with 526 miles (58.8 percent of the total). Collector streets account for 100 miles (11.2 percent). Apartment, Commercial, and Industrial streets account for 56 miles (6.2 percent). Thoroughfares total 189 miles (21.1 percent). Freeways comprise the remaining 24 miles (2.7 percent).

Proposed Street Network

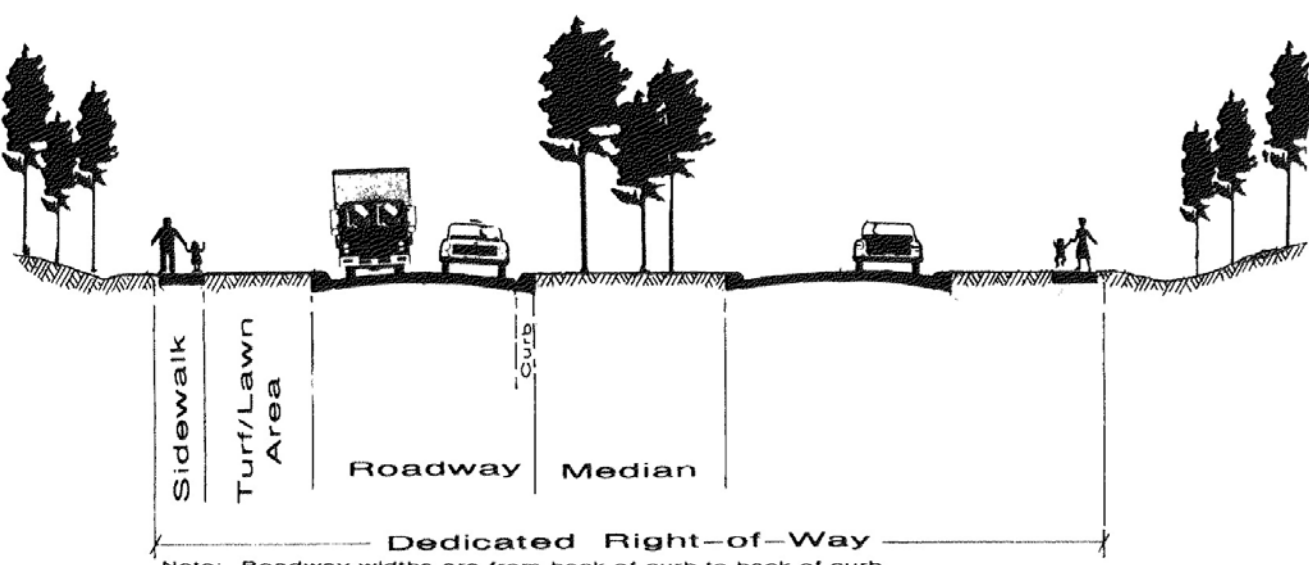
In addition to showing the existing street network, the Official Street Map also displays the approximate location of future collectors and thoroughfares. The selection of rural section line roads as thoroughfares began in the early 1960s when the City was first incorporated. Overland Park has since adopted as policy the spacing of thoroughfares at one-mile intervals. Also, unless otherwise approved by the City Council, City policy is that thoroughfares are centered on section lines. Collectors are located approximately halfway between the thoroughfares. Interruptions to this spacing occur where freeways or major public uses appear such as I-435 and Johnson County Community College.

The location of thoroughfare and collector streets is intended to promote the concept of a neighborhood. This concept of a neighborhood is roughly one-square mile in size and has well-defined boundaries. A thoroughfare is located on each of the neighborhood's four sides. Two collector streets intersect in the middle, dividing the neighborhood into approximately four equal sections.

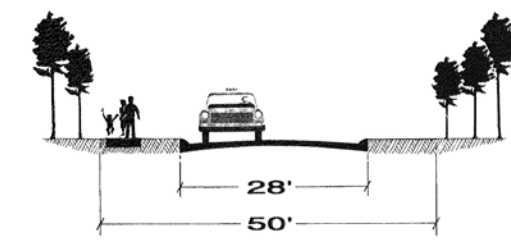
City Street Classifications and Standards

Overland Park has established six major categories of streets: local residential streets, collector and apartment streets, commercial and industrial streets, super-collector streets, thoroughfare streets, and freeways (see illustrations and descriptions that follow). For the exact street design and construction standards, refer to the Street Construction Standards of Section 13.03 of the Overland Park Municipal Code.

Legend



Local Residential Streets

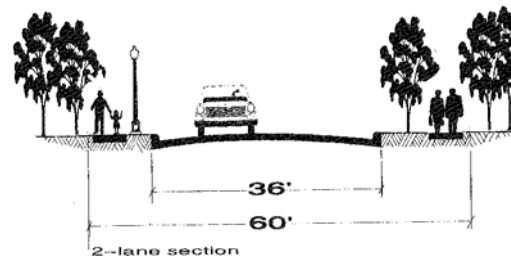


Primary function: provide access to abutting property and provide for limited parking on the street. Design of local streets is meant to discourage traffic cutting through residential areas. T-intersections are encouraged to reduce the number of potential conflicts when turns are made.

Street standards: require a 28-foot street (back-of-curb to back-of-curb) within a 50-foot wide right-of-way.

Traffic handling capacity: can carry up to 2,000 to 3,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Collector and Apartment Streets



Primary function (collector street): collect and move traffic generated by a neighborhood to a thoroughfare street. Collector streets are generally spaced one mile apart and offset one-half mile from thoroughfares. This spacing allows for an efficient level of service without causing disruptions by excessive amounts of traffic traveling through neighborhoods.

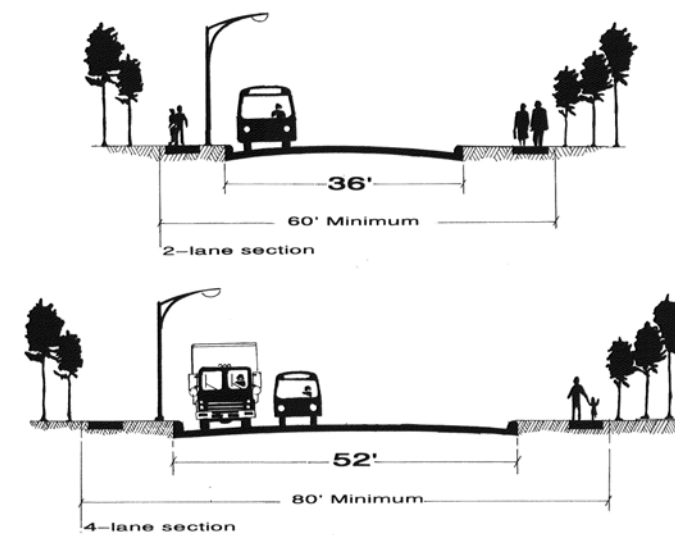
The use of T-type intersections is encouraged to promote safety by reducing the number of conflicting turn movements at intersections and to reduce the amount of non-local traffic. Safety is also the reason on-street parking on a collector is discouraged.

Primary function (apartment streets): serve multifamily residential areas. Apartment streets are located at irregular intervals as multifamily developments are dispersed throughout the city.

Street standards (collector and apartment streets): require a 36-foot street with 60 feet of right-of-way.

Traffic handling capacity (collector and apartment streets): can carry up to 10,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Commercial and Industrial Streets



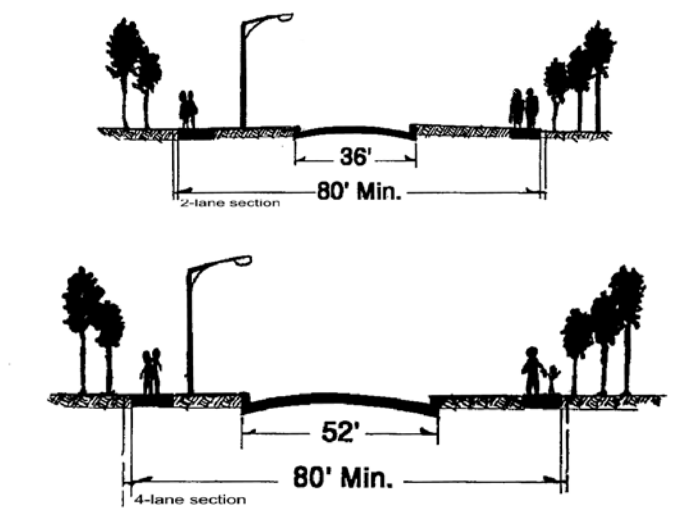
Primary function: ability to carry high amounts of car and truck traffic is a major design consideration. Traffic from commercial or industrial areas is to be diverted away from residential neighborhoods.

Street standards: require a 36- to 52-foot roadway within a 60- to 80-foot street right-of-way with greater pavement thickness requirements than collector streets. The amount of traffic generated by commercial and industrial developments require the adjacent streets to have different design standards than collector streets in residential areas.

These standards may vary according to the size of the development being served; thus, in some areas 60 feet of right-of-way may be appropriate whereas 80 feet will be needed in other areas. In effect, the classification of a street as either an industrial, commercial, or apartment street is determined by the zoning of abutting parcels of land. For any section of street with multiple abutting zoning classifications, the most restrictive classification shall apply.

Traffic handling capacity: can carry 10,000-25,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Super-Collector Streets

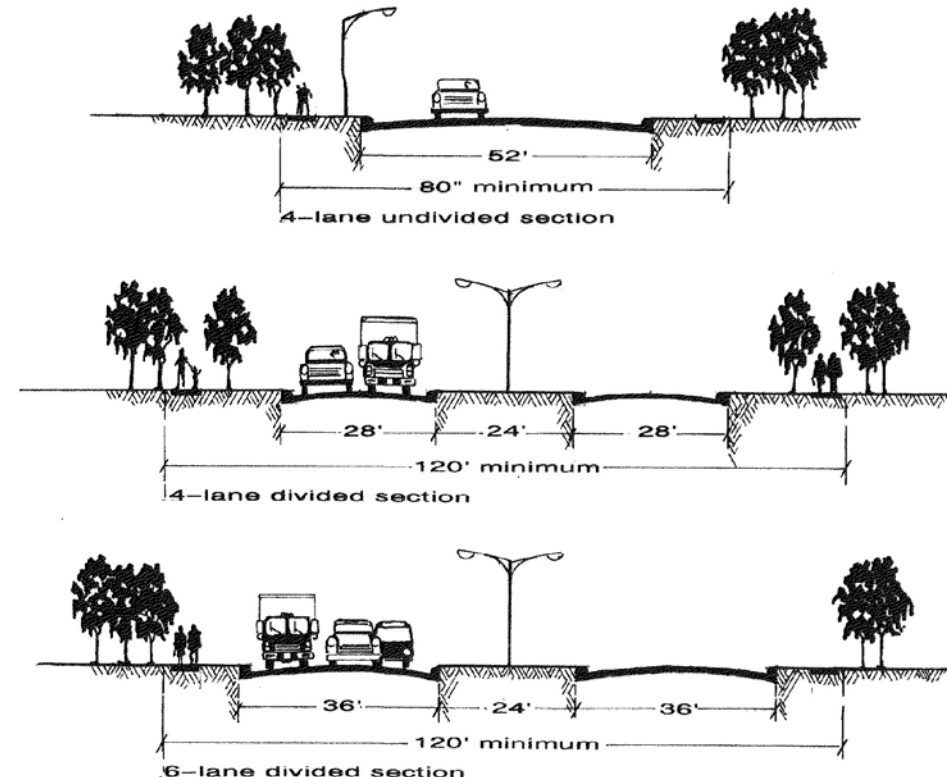


Primary function: collect and move traffic generated by a residential neighborhood and/or apartment, commercial, industrial or office developments to a thoroughfare street. Traffic volumes generally are higher than many collector streets and speed limits may be higher than on typical collector streets.

Street standards: require a 36- to 52-foot roadway within a minimum 80-foot street right-of-way, depending on the expected traffic volumes and usage of the street. There are greater pavement thickness requirements than for collector streets.

Traffic handling capacity: can carry 10,000-25,000 vehicles per day, as measured over a 24-hour period and counting traffic in both directions.

Thoroughfares



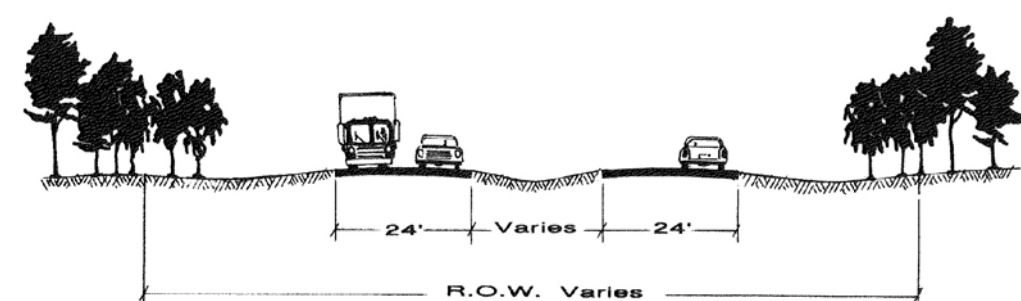
Primary function: move large amounts of traffic through areas of the city. Other than limited access freeways, thoroughfares are designed to move the largest volumes of traffic. Thoroughfares are located at one-mile intervals.

Thoroughfare standards: require an 80- to 200-foot right-of-way to provide for medians, exclusive turn lanes and four to six through-traffic lanes as shown above. Direct driveway access is undesirable because of the high levels of traffic traveling these roadways.

Out of safety concerns, new residential lots are restricted from fronting on, or having direct access to, thoroughfares. For similar reasons, median breaks are restricted to quarter-mile intervals along thoroughfares and on-street parking is prohibited.

Traffic handling capacity: can carry up to 50,000 vehicles per day on six-lane thoroughfares, as measured over a 24-hour period and counting traffic in both directions.

Freeways



Primary function: carry high volumes of traffic to different sections of the metropolitan area with uninterrupted, high-speed movement of traffic. Access is restricted to grade-separated interchanges.

Freeway standards: require up to 300 feet of right-of-way to provide for exclusive turnoff and merge lanes and four to eight through-traffic lanes.

Traffic handling capacity: can carry up to 120,000 vehicles per day on six-lane freeways and 150,000 vehicles per day on eight-lane freeways, as measured over a 24-hour period and counting traffic in both directions.

Freeway interchanges have an effect on adjacent land uses. The developers of some land uses consider the freeway an asset while others take measures to screen the sight of the freeway and the traffic noise. Locations near interchanges are highly desired by businesses because of the high visibility and ready access to such sites.

In contrast to businesses, adjacent residential landowners often lobby government officials to build visual and sound barriers to lessen the noise and screen the sight of the freeway. Sound barriers are expensive and do not always meet residents' expectations, but are a way to lessen excessive freeway noise.