The City of Overland Park has a vision for the Metcalf Corridor. Long identified as one of the ‘Main Streets’ of Overland Park, Metcalf Avenue runs nearly the entire length of the city and extends northward to Interstate 635 and southward as a major arterial into the unincorporated portions of Johnson County. The Metcalf Corridor study area (depicted below) begins just south of I-35 and continues south of I-435 to 123rd Street and includes the area where Blue Valley Parkway and Metcalf Avenue intersect. The Corridor varies in width, from the immediate blocks surrounding Metcalf Avenue to one mile in each direction at 95th Street. In total, the Corridor covers just over 3,800 acres.

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

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

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

A long-range vision for the Metcalf Corridor has emerged. Combining new jobs and economic opportunities with an infusion of new residential units and mixed-use commercial buildings, improved landscaping and streets will create an environment that will enhance not only the Metcalf Corridor but the entire City of Overland Park. This document, entitled A Vision Plan for the Metcalf Corridor, is the direct result of months of planning and encapsulates a 30-year vision for the Corridor. It contains a compilation of maps, diagrams, images, and text describing recommendations on a broad range of topics including future land uses and transportation concepts for the Corridor. The Metcalf Vision resulted from the efforts of the consultants, city staff, City Council, planning department, various steering committees, and the people who live, work and visit the Metcalf Corridor. The Vision Plan is supplemented by the Existing Conditions Report and the full visioning results.
The Metropolitan Kansas City area encompasses 15 counties, including Cass, Clay, Jackson, and Platte Counties in Missouri and Wyandotte, and Johnson County in Kansas. This area covers 5,406 square miles with a combined population of over 1.9 million people, making it the 27th largest standard metropolitan statistical area (SMSA) in the nation. With 165,890 people, Overland Park is the second most populous municipality in both the metro area and the state.

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

Both Johnson County and Overland Park have median household incomes significantly higher than the surrounding metropolitan area. In 2006, the median household income for Johnson County was $69,817 and the per capita income was $35,559. Overland Park’s median household income is $68,404, just slightly lower than the county. As a whole, Metropolitan Kansas City ranks 14th among the nation’s top 25 largest metropolitan areas in median household income.

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

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

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

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

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

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

Overland Park, like many cities in the Midwest, started its life as a small farm community. The formation of Overland Park began with the railroad investment of William Strang Jr. Mr. Strang obtained the area of Downtown Overland Park and the right-of-way for an interurban train line into Kansas City in 1904. He advertised the line as “the highest, coolest, and most beautiful ride out of Kansas City.”

Tags: Historic photograph of Downtown Overland Park
Left: The Strang Car Barn in 1910. Once used to house Strang Line cars, the building is now Traditions Furniture
Right: College Boulevard today
With the establishment of the Strang Line, the future Overland Park began to develop a business district centered around the station and beautiful homes in the surrounding area. Strang developed an Aviation Park, baseball fields, and other entertainment venues to attract visitors to the area. After Strang’s death, these entertainment venues were redeveloped into homes. By 1940, the last car had run on the Strang Line.

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

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

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

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

Urban design sketch of Downtown Overland Park made during the concept development phase of the Vision Metcalf process.
Several features define the framework for the future development of the Metcalf Corridor. These factors can be divided into three categories: demographic and market trends, existing physical conditions, and current land use policies.

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

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

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

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

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

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

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

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

Existing Land Use (2005)
1.4 Public Participation

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

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

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

“When people participate in the creation of the plan, it becomes their plan…”

Metcalf Ave.

“IT all started here. Help us restart it.”

It’s been called the landmark corridor of Johnson County, home to one of the region’s first enclosed malls. A hub of commercial activity that in no small measure helped make Overland Park the vibrant community it is today.

But Metcalf Avenue itself has come to a crossroad. As the community around it has changed, it must change, as well. But what kind of change? To what purpose? And to what extent? That’s where you come in.

Vision Metcalf will address this issue. We need your thoughts on how to best reinvigorate historic Metcalf Avenue. On what you’d like to see happen. And what you wouldn’t.

During May, we’re holding six public visioning sessions to collect your thoughts. To allow for detailed discussion, five of the sessions will concentrate on specific study areas along Metcalf Avenue, with the final session covering the entire study area, Metcalf Avenue from I-35 to 123rd Street. We want your input. Please register for a session today.

The schedule and registration information are below.

**Attend a Vision Metcalf Session**

To register, simply click or call

<table>
<thead>
<tr>
<th>Session</th>
<th>Location</th>
<th>Date/Time</th>
<th>Contact Info</th>
</tr>
</thead>
<tbody>
<tr>
<td>Session 1</td>
<td>Holiday Inn Hotel &amp; Suites</td>
<td>May 8, 6:30 – 9:00 p.m.</td>
<td>913-895-6000, 8 a.m.-5 p.m., M-F.</td>
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<tr>
<td>Session 2</td>
<td>Sheraton Overland Park</td>
<td>May 9, 6:30 – 9:00 p.m.</td>
<td>913-234-2120, 8 a.m.-5 p.m., M-F.</td>
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<tr>
<td>Session 3</td>
<td>Holiday Inn Hotel &amp; Suites</td>
<td>May 10, 6:30 – 9:00 p.m.</td>
<td>913-895-6000, 8 a.m.-5 p.m., M-F.</td>
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<td>Session 4</td>
<td>Holiday Inn Hotel &amp; Suites</td>
<td>May 15, 6:30 – 9:00 p.m.</td>
<td>913-895-6000, 8 a.m.-5 p.m., M-F.</td>
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<tr>
<td>Session 5</td>
<td>Sheraton Overland Park</td>
<td>May 16, 6:30 – 9:00 p.m.</td>
<td>913-234-2120, 8 a.m.-5 p.m., M-F.</td>
</tr>
<tr>
<td>Final Session</td>
<td>Holiday Inn Hotel &amp; Suites</td>
<td>May 24, 6:30 – 9:00 p.m.</td>
<td>913-895-6000, 8 a.m.-5 p.m., M-F.</td>
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**Register By Phone:** Call 913-895-6000, 8 a.m.-5 p.m., M-F. **Register Online:** Send an e-mail to city@opkansas.org. Please include your contact information and let us know which session(s) you’d like to attend.
INTRODUCTION

Vision Metcalf
City of Overland Park
Fall 2007

Public Participation
Visual Preference Survey

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

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

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

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

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

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

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

Rating = +7 (4)

Less appropriate
More appropriate

Standard Deviation
Mean

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

“Image 59
Pedestrian Realm - Wide sidewalk adjacent to a semi-public space in front of townhouses
Rating = +7 (4)
STREETS

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

PARKING

The highest rated VPS™ images suggest that creative ways of dealing with parking, such as placing it behind buildings or landscaping, are appropriate for the Corridor. The Corridor currently has a large amount of surface parking which received more negative scores.

The Visual Preference Survey™ was composed of ten categories:

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

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

Retail
Retail uses that vary in scale and character will be a required addition to the shopping experience in the Corridor. Important elements include building configurations that emphasize the street instead of a parking lot and enhancements to the pedestrian realm including safe intersections, enticing store fronts, sidewalks, and excellent streetscaping.

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

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

Public Participation

A Nelessens Associates Visual Preference Survey© Questionnaire and Workshop

Image 45  Retail - Restaurant, retail/entertainment Life Quality Centers
9(3)

Image 40  Mixed use - Retail with housing above with embedded parking in front of plaza
9(4)

Image 58  Mixed use - Ground floor activities
9(4)

Image 61  Pedestrian Realm - Traditional arcade
9(3)
INTRODUCTION
A Nelessen Associates, Inc.

VISIONING
PLANNING
URBAN DESIGN

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

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

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

PUBLIC PARTICIPATION
A Nelessen Associates, Inc. Visual Preference Survey® Questionnaire and Workshop

Image 1
Signs - Small hanging sign with icon type hanger

Image 62
Signs - Transom signs over doorway

Image 63
Office(s) - Seven story mixed-use office fronting onto a park

Image 55
Housing - New townhouses with classical semi-public edge

Image 9
Signs - Small hanging sign with icon type hanger

Image 16
Housing - Three story infill townhouses
**MOBILITY**
Both residential and commercial streets have a high pedestrian priority. Walking and bicycling are two new options for the Corridor. Providing alternatives to the car that are convenient is especially important for young and old residents as well as those who live close to work, shopping and recreation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Do you support the idea that infill/redevelopment should occur in a series of “development nodes” focusing new retail, office and residential uses in specific areas?
- Strongly Support, 37%
- Support, 44%
- Neutral, 9%
- Disagree, 7%
- Strongly Disagree, 1%

What is your general impression with regard to most of the commercial/retail buildings in the Metcalf Corridor?
- Generally in excellent condition, 2%
- Generally in good condition and need some minor improvements, 18%
- Generally in fair to poor condition and need rehabilitation, 13%
- There are pockets of buildings in good condition and others where buildings are tired, out of date and/or in need of redevelopment, 65%
- Most buildings are in poor condition and need serious redevelopment, 1%

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

- Strongly Agree, 33%
- Agree, 45%
- Neutral, 12%
- Disagree, 7%
- Strongly Disagree, 1%

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

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

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

- Yes, 84%
- No, 15%

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

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

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

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

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

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

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

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

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

- Yes, 74%
- Only in certain locations, 24%
- No, 1%

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

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

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

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

I would walk/bike to ___________.

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

Do you find bicycle lanes and paths are connected and continuous and provide a safe method of bicycle travel throughout the Metcalf Corridor?

- Yes 1%
- Sometimes 7%
- No 74%
- I Don’t Know 18%

There are many different bikeways including lanes/paths, multi-use paths and routes, which do you feel is most appropriate for the Metcalf Corridor?

- Bike Lanes (on-street, striped, usually 4 to 5 feet in width one way) 5%
- Bike Paths/Trails (separated from traffic, usually 4 to 5 feet in width one way) 12%
- Multi-use paths (separated from traffic, usually 8 to 10 feet in width one way, walking and biking) 21%
- Bike Routes (signage definition of a route) 2%
- Combination of all depending on location 39%

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. High Susceptibility to Change

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

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

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

Susceptibility to Change Instructions

The Susceptibility to Change base map shows the potential for change in the future for each parcel and building based in the corridor study area with respect to what you think SHOULD change or WANT to change.

Susceptibility to Change uses the following color code:

NO OR LOW SUSCEPTIBILITY TO CHANGE

Using a GREEN marker, trace the lots and/or buildings that will not change, will be here for the foreseeable future (20-30 years), or are of important historical value.

LOW SUSCEPTIBILITY TO CHANGE

Using a YELLOW marker, trace the lots and/or buildings that will go through minor changes but will substantially remain the same.

MODERATE SUSCEPTIBILITY TO CHANGE

Using an ORANGE marker, trace lots and/or buildings that will go through major changes including removal of some existing buildings, rehabilitation of others and targeted infill.

HIGH SUSCEPTIBILITY TO CHANGE

Using a RED marker, trace lots and/or buildings that are inappropriate for the location, underutilized, deteriorated or vacant thus will most likely be removed for significant new infill and/or redevelopment.

Above: Guidelines given to participants completing Susceptibility to Change exercise
Left: Community Workshop participants drawing Susceptibility to Change Maps
2. Moderate Susceptibility to Change
The second highest priority redevelopment areas are indicated in orange as moderately susceptible to change. The large amount of land identified as highly and moderately susceptible to change, the red and orange colors on the map, suggest that significant change is possible for a large portion of the Metcalf Corridor.

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

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

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

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

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

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

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

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

Vision Metcalf
City of Overland Park
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The Neighborhood Node Elements:
- Circle has an area with a maximum walking time of five minutes to its center or transit stop.
- The radius of the node is 1250 feet.

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

Detached single-family
Single-family and townhouse
Townhouse, lofts, and condos
Lofts and condos, higher intensity
REINVESTMENT AND ENHANCEMENT OPPORTUNITIES

The Reinvestment and Enhancement Opportunities map asks workshop participants to make critical suggestions regarding streetscape, landscape, and traffic. The results of this map were influential in directing the placement of important natural and built landmarks and gateways as well as parks and plazas. The maps presented a nearly unanimous opinion that the pedestrian experience along Metcalf Avenue and within many of the neighborhoods was in dire need of improvement.

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

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

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

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

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

The individual sessions were structured to generate a series of plans and principles in each subject area through discussion, brainstorming, and hands-on activities. A vast amount of information and data was collected during the week in a variety of formats. Of primary importance was the establishment of boundaries for the focus areas. Multiple overlays were developed and combined with public input to become the basis of the Vision Plan.
VISION METCALF 2040: Guiding Principles
A clear set of guiding principles surrounding each subject area emerged during the course of the charrette. The following list is a summary of the guiding principles that emerged from all four days of the design charrette. These principles have served as the basis for the specific goals and objectives detailed in this Vision Plan as well as the phased physical recommendations for new streets, buildings, landscape, and transit.

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

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

Streetscape, Parks, Stormwater and Utilities Principles
- Develop continuity on Metcalf Avenue through landscaping and streetscaping.
- Streetscapes should help identify neighborhoods, nodes, and major elements.
- Provide lighting, signage, medians, and pedestrian amenities.
- Celebrate natural systems such as trails and waterways.
- Emphasize gateways and landmarks.
- Design public space: plazas and plazas should complement the built environment.
- Bury utilities and plan for necessary easements and conduits.
- Incorporate sustainability by using Leadership in Energy and Environmental Design (LEED) practices where possible. Elements may include wind turbines, solar systems, cisterns, and the emphasis of green roofs.
- Incorporate stormwater best practices and detention requirements into the character of the Corridor.
(see Study -Area) shall mean the specific area defined by a designated geographic boundary line encompassed by this Vision Plan.

Corridor Area: a system of dedicated lanes, transit stops, parking and pedestrian access for a high-speed bus service that connects a select number of

Curtain Wall: a system of semi-transparent or transparent partitions that enclose and separate spaces within a building from the exterior environment.

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

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

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

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

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

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

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

Encroachment: an area beyond the build-to-line that certain building elements can protrude. Typical encroachments may include overhangs, bow and bay windows, signage or other elements that commonly protrude over the main facade of a building.

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

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

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

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

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

Building Stories shall be measured from the average grade of the affronting building.

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

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

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

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

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

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

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

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

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

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

City: the City of Overland Park, Kansas

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

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

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

Corridor Area: a system of dedicated lanes, transit stops, parking and pedestrian access for a high-speed bus service that connects a select number of

Curtain Wall: a system of semi-transparent or transparent partitions that enclose and separate spaces within a building from the exterior environment.

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

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

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

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

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

Encroachment: an area beyond the build-to-line that certain building elements can protrude. Typical encroachments may include overhangs, bow and bay windows, signage or other elements that commonly protrude over the main facade of a building.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Path: a pedestrian way transversing a park, with landscaping matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

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

Parkway, Mixed-Use/Commercial: the area between the curb and building into which street trees, decorative lighting, and street furniture are located. The sidewalk extends from the curb to the building. Typically, trees are planted in the first 4 to 6 feet.
Pedestrian Shed: an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1,320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of a half-mile. Pedestrian Sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, and civic buildings. Sometimes called walk-shed or walk-able catchments.

Plan: shall mean the Metcalf Vision Plan.

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

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

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

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

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

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

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

Residential: premises available for long-term human habitation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Street, Neighborhood: a local residential street of low speed and capacity. Its public frontage consists of raised curbs drained by inlets. Sidewalks are separated from the vehicular lanes by a planter and/or parking. The landscaping consists of regularly placed street trees. On-street parallel parking is sometimes permitted.
Street, Residential Lane: a narrow residential street located to the rear of residential lots providing access to service areas and parking, and containing utility easements.

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

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

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

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

Swale: A depression in the ground that channels runoff.

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

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

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

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

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

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

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

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