

# 151<sup>st</sup> Street Corridor Design Concept Plan



Approved Mid-year Master Plan Amendment  
May 2002

Contact: John Rod, AICP  
Administrator, Long-Range Planning  
Planning and Development Services Department  
8500 Santa Fe Drive  
Overland Park, KS 66212  
913-895-6214  
913-895-5013 Fax  
[jrod@opkansas.org](mailto:jrod@opkansas.org)

# 151<sup>st</sup> Street Corridor Design Concept Plan (Stanley Area)

The 151<sup>st</sup> Street Corridor Design Concept Plan describes the city's expectations for the Corridor as it runs through the Stanley neighborhood in the southeast portion of Overland Park. The Design Concept Plan represents an overall coordinated plan, which shows acceptable land uses, architectural design features and site plan design features. Landowners, developers, design professionals and citizens may use the Design Concept Plan to direct and evaluate future development and redevelopment in the Stanley neighborhood.

## Background

On Monday, September 10, 2001, the Overland Park Governing Body directed city staff to prepare a design concept plan for the 151<sup>st</sup> Street Corridor in the Stanley area. The proposal for the 151<sup>st</sup> Street Corridor Design Concept Plan came out of the discussion of Master Plan Study Area No. 2001-01. The Master Plan study area was for both the north and south sides of 151<sup>st</sup> Street, between Newton/Conser on the west and Marty on the east. The area was approximately 22 acres in size. Several landowners within Study Area No. 2001-01 had requested land use changes to the Master Plan's Future Development Plan designation for their land from their current future land use designation of Office, Public and Semipublic, or Medium-Density Residential to Commercial.

Prior to September 10<sup>th</sup>, the Planning Commission recommended to the Governing Body that the entire study area be shown as Office. Office was the current designation of much of the study area. Two exceptions to this were the Blue Valley School District's property on the north side of 151<sup>st</sup> Street just west of Marty, which was shown as Public and Semipublic, and the area just east of Conser and approximately 350 to 720 feet south of 151<sup>st</sup> Street, which was shown as Medium-Density Residential.

After preparing the study area report and hearing comments made at the Planning Commission public hearings on Study Area 2001-01, staff felt that there were broader issues that could not be effectively considered through a study area of only a small portion of the 151<sup>st</sup> Street Corridor in the Stanley area, and that a design concept plan would be the more effective approach. The broader issues that staff felt would be more effectively dealt with through a design concept plan for the 151<sup>st</sup> Street Corridor in the Stanley area were:

- A. Much of the remaining undeveloped or underdeveloped land was composed of several small parcels with multiple ownerships.
- B. These small parcels fronted along one of two heavily traveled thoroughfares (151<sup>st</sup> Street or Metcalf Avenue).

- C. These small parcels were adjacent to or surrounded by a mixture of nonresidential uses, including commercial and industrial uses.

Following the September 10<sup>th</sup> public hearing on the 2001 Master Plan, and after discussing Study Area No. 2001-01 and the proposal for the design concept plan with staff, the Governing Body adopted the 2001 Master Plan, as recommended by the Planning Commission, with one modification. The modification was to not make any changes to the Future Development Plan for Study Area 2001-01, but rather to revisit the area again following completion of a design concept plan for the 151<sup>st</sup> Street Corridor in the Stanley area. The Governing Body then directed staff to prepare the Design Concept Plan for the 151<sup>st</sup> Street Corridor in the Stanley area and report back to them within 90 days.

To complete the 151<sup>st</sup> Street Corridor Design Concept Plan, staff formed a study committee and brought in Peter Oppermann, a well-respected land planner/landscape architect, for additional design expertise. Mr. Oppermann assisted in the preparation of several development scenarios for the Concept Plan. Upon further study of the 151<sup>st</sup> Street Corridor in the Stanley area using aerial photography overlaid with parcel ownerships and actual field observation, staff broke the Design Concept Plan into six separate areas (see attached map).

The boundaries of the six areas were defined by several factors including those broader issues mentioned previously (small parcel size, multiple ownerships, thoroughfare frontage and existing development), but also by recent rezonings that were approved. Those parcels that have been recently rezoned were excluded because the approved rezonings were considered a significant commitment, which was not likely to be changed prior to development occurring. The large vacant parcels north of Area D were excluded because staff felt that they had few obstacles to development, unlike most of the rest of the parcels within the six areas.

On Tuesday, December 4, 2001, the Community Development Committee of the Overland Park City Council directed staff to take the 151<sup>st</sup> Street Corridor Design Concept Plan forward as a mid-year amendment to the Master Plan. On Monday, December 10, 2001, the Overland Park City Council confirmed the direction staff received from the Community Development Committee. The Overland Park Planning Commission authorized the consideration of the Design Concept Plan as a mid-year Master Plan amendment on Monday, January 28, 2002.

### **151<sup>st</sup> Street Corridor Design Concept Plan**

The Design Concept Plan is composed of five sections. These sections include Principles, Goals, Development Scenarios, Implementation Measures, and Schedule and Process for the Design Concept Plan's review.

The Principles section identifies what the Design Concept Plan is trying to achieve and how it might be used to direct and evaluate future development and redevelopment

along the 151<sup>st</sup> Street Corridor in the Stanley area. The Goals section identifies the specific design characteristics that future development and redevelopment plans should exhibit and which are considered key to following the Principles for the Corridor in the Stanley area.

The Development Scenarios section identifies one or two possible scenarios that development might take for each of the six areas (Areas A – F) that would reflect the Principles and Goals identified for the Corridor (see attached map).

The Implementation Measures are additional policy document changes that should be considered, which would assist in accomplishing the Principles and Goals for the Corridor Concept Plan. The Schedule and Process section identifies a timetable and proposes an approach to adopting the 151<sup>st</sup> Street Corridor Design Concept Plan as a mid-year amendment to the city's Master Plan.

### *Principles*

Two Principles were developed for the 151<sup>st</sup> Street Corridor for the Stanley area. These principles are:

*Principle 1: The 151<sup>st</sup> Street Corridor Design Concept Plan (Stanley area) should encourage smaller-scale development, where a mixture of commercial, office and residential uses co-exist, and which are easily and equally accessible to pedestrians and vehicles from the surrounding residential neighborhoods.*

*Principle 2: The 151<sup>st</sup> Street Corridor Design Concept Plan (Stanley area) should use design features characteristic of a traditional neighborhood shopping district or small town "Main Street," including locating buildings adjacent to the street and extensive or exclusive use of brick for building facades.*

### *Goals*

#### *A. Goal 1: Access Management*

Encourage shared drives and internal cross access to public streets to minimize the number of driveways connecting to thoroughfares.

#### *B. Goal 2: Building Location*

Locate buildings adjacent to the street with minimum setback from the right-of-way and without parking or driveways between the building and the street.

#### *C. Goal 3: Parking Lot Location*

Locate building parking either to the rear or side of those buildings adjacent to the street.

*D. Goal 4: Shared Parking*

Encourage shared parking for mixed-use developments where appropriate and where not detrimental to the overall function of the development.

*E. Goal 5: Parcel Consolidation*

Consolidate smaller parcels to form larger ones, thereby allowing for greater flexibility in site design and more uniformity of development.

*F. Goal 6: Appropriate Transition*

Provide appropriate transition between higher intensity land uses along the thoroughfares and the less intensive land uses behind them. Such transition methods may include one, or a combination of any, of the following:

1. Graduating the intensity of land use from more intensive uses to less intensive uses (Commercial to Office or Medium-Density Residential to Low-Density Residential)
2. Altering the building scale/mass to be more in proportion with the buildings of the less intensive land use
3. Altering the building materials and building design of the more intensive land use to be more in character with those of the less intensive land uses
4. Using landscaping, walls, solid fencing or earthen berms as screening between land uses

Note that fencing alone is not considered an appropriate transition method.

*G. Goal 7: Mixed-use Development*

Allow for mixed-use development including residential above nonresidential land uses, and residential land uses mixed among nonresidential land uses.

*H. Goal 8: Future Redevelopment Opportunities*

Avoid limiting future redevelopment opportunities for parcels adjacent to or designated within Areas A – F, which hamper the ability to integrate these parcels into the new development by:

1. Blocking off potential access and/or
2. Inappropriately locating buildings or other major site improvements.

*I. Goal 9: Natural Preservation and Environmental Constraints*

Recognize and integrate natural areas to be preserved either because of the desire to use such areas as amenities to the development, or because of code requirements or requirements of the regulating authority. Avoid creating isolated and/or narrow natural areas that are difficult to maintain and of limited aesthetic value.

*J. Goal 10: Small-scale Commercial Development*

New commercial development should be small in scale where multiple smaller buildings are planned, rather than only a few or one large building. No one building footprint on a tract should be over 20,000 square feet in size. Buildings should be no more than two stories adjacent to residential uses and three stories elsewhere.

*K. Goal 11: Building Facade*

Require that all buildings adjacent to the street be finished on all four sides and be subdivided and proportioned using features such as windows, entrances, arcades, arbors, and awnings as specified in the Infill and Redevelopment Design Guidelines.

*L. Goal 12: Pedestrian Access to Buildings*

Require all buildings adjacent to the street to provide at least one public access entrance into the building through a doorway, or off of an enclosed walkway from the street.

*M. Goal 13: Use of Brick*

Except as noted below, all new nonresidential buildings shall use brick exclusively on all facades visible from the public street or from parking areas. Multifamily buildings should use 100 percent brick on all facades facing or visible from the public street, and a minimum of 50 percent brick for all other facades on any building. Stone and tile is permitted for use as an accent building material on either nonresidential or multifamily buildings, but shall compose no more than 20 percent of any one facade. In all cases, concrete block, stucco and/or EIFS are prohibited.

*N. Goal 14: Compliance with Other City Land Use Policy Documents*

Ensure that development along the 151<sup>st</sup> Street Corridor (Stanley area) complies with other pertinent city land use policy documents including the Land Use Intensity System (LUI), City Council and Planning Commission resolutions, and special area plans.

*Development Scenarios*

Development scenarios were prepared for each of the six areas (Areas A – F) along the 151<sup>st</sup> Street Corridor in the Stanley area (see Development Scenarios Areas A – F). In the case of Areas E and F, the development scenarios for these areas were combined for presentation. The development scenarios are not meant to be the definitive examples of acceptable site plans. Building location, shape, and size may vary. Each development scenario represents graphically how the principles and goals of the Design Concept Plan could be achieved, while considering the unique characteristics of each area.

In addition, alternative development scenarios were developed for two of the areas (Areas A and C). For Area A, the differences between the two options is whether the natural stream that traverses the area will be preserved or placed underground. If the stream were placed underground, more of the site would be available for development and suitable for retail uses, which would have considerable frontage along 151<sup>st</sup> Street. For Area C, the differences between the two development scenarios are slight, with the most noticeable difference being the closing off of Travis Street.

Note that aspects of several of the development scenarios would not be possible under the city's current development standards. New implementation measures would need to be adopted as identified below.

**Implementation Measures**

- A. Create a new zoning district(s) to allow for mixed-use development with shared parking.
- B. Require new development within the six areas (Areas A – F) of the 151<sup>st</sup> Street Corridor Design Concept Plan (Stanley area) to meet the Infill and Redevelopment Design Guidelines.
- C. Amend the Land Use Intensity (LUI) System for the Stanley area to a maximum LUI rating of 3 unless certain Goals, as identified earlier, are achieved. Allow for a higher LUI (5 rating) if the majority or all of the Goals are achieved.

For example, a hypothetical five-acre tract composed of several small parcels having multiple ownerships would be initially designated with a LUI rating of 3, which would allow for only 16,000 square feet of development on the five-acre

tract. If certain Goals are achieved, such as the consolidation of parcels, access management and locating buildings adjacent to the public street, then the LUI rating would be changed to a 4 rating, thereby doubling the allowable square footage to 32,000 square feet. If all of the Goals were achieved, then the LUI rating would be raised to a 5 allowing for up to 47,000 square feet of development.

- D. Limit how each of the six areas are shown on the Master Plan's Future Development Plan to a less intensive land use, such as Office with a red asterisk, which would allow Commercial land uses if certain Goals, as identified earlier, are met. Amend the Master Plan's Land Use Goals section to clearly articulate the intent of the conditional land use designation for each of the six areas within the 151<sup>st</sup> Street Corridor (Stanley area).
- E. Limit new commercial development to the uses permitted in the CP-1, Planned Restricted Business District to avoid certain uses (fast-food restaurants and auto-oriented businesses), which would differ sharply in character from the Goals identified for the Corridor in the Stanley area. Note that if a new zoning district or districts are created, the permitted commercial uses could be limited to those permitted in the CP-1 District.

### **Schedule and Process**

The following is the schedule of the consideration of the 151<sup>st</sup> Street Corridor Design Concept Plan as the Mid-year Amendments to the 2001 Master Plan:

- A. September 2001 – City Council directs staff to prepare the 151<sup>st</sup> Street Corridor Design Concept Plan.
- B. December 2001 – Staff reports back to the Community Development Committee with the draft Design Concept Plan. The Community Development Committee reports the Design Concept Plan to the City Council with a recommendation to request that the Planning Commission consider the Design Concept Plan as a mid-year Master Plan amendment. The City Council agrees with this recommendation and sends the request to the Planning Commission.
- C. January 2002 – Staff holds an informational meeting with landowners on the draft Design Concept Plan.
- D. January 2002 – Planning Commission authorizes the consideration of the Design Concept Plan as a mid-year Master Plan amendment.
- E. February/early March 2002 – Planning Commission/Master Plan Committee review of the Design Concept Plan as a mid-year Master Plan amendment.

- F. March 2002 – Planning Commission holds two public hearings on the Design Concept Plan as a mid-year Master Plan amendment, and sends forward a recommendation to the City Council.
- G. April 2002 – Community Development Committee of the City Council reviews the Design Concept Plan.
- H. April/May 2002 – City Council holds two public hearings on the Design Concept Plan as a mid-year Master Plan amendment, and takes final action.
- I. May – December 2002 – Follow-up steps on the proposed Implementation Measures.

Revised: 05/08/2002

# 151st Street Corridor Study Areas

